**ZONING BOARD OF APPEALS**

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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

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***May 10, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021):*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

**Business Center Ground Identification Height:**
**Allowed: 6.00 ft.**
**Proposed: 8.00 ft.**
**Excess: 2.00 ft.**

**Business Center Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 51 sq. ft.**
**Excess: 21 sq. ft.**

**Group Identification Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 32 sq. ft.**
**Excess: 2 sq. ft.**

**Directional Ground Sign Height:**
**Allowed: 5.0 ft.**
**Proposed: 5.5 ft.**
**Excess: 0.5 ft.**

**Directional Sign Area:**
**Allowed: 2 sq. ft.**
**Proposed: 23 sq. ft.**
**Excess: 21 sq. ft.**

**Number of Wall Signs:**
**Allowed: One**
**Proposed: Seven**
**Excess: Six**

**Wall sign Area:**
**Allowed: 200 sq. ft.**
**Proposed: 294 sq. ft.**
**Excess: 94 sq. ft.**

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and 18.50G(g) "Sign Regulations for Professional Office Districts," and Section 18.50D(i), "Permitted Signs."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**This appeal will be heard at a public hearing to be held on Tuesday, May 25, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**FLUP**
**Zoning Board of Appeals**
**CITY OF LIVONIA**
**(734) 466-2259**

**May 25, 2021 – 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting**
**will be virtual via ZOOM and NOT be held in the City Hall Auditorium**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**

**MASTER PLAN**
**(Future Land Use)**

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021)*: Botsford General Hospital,** 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs on property located on the **north side of Seven Mile (39000), between 275/96 Expressway and Haggerty,** resulting in excess ordinance allowances.

"REGIONAL COMMERCIAL"

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021)*: BW-Powdered Metals Corp, south side of Schoolcraft (32059), between Hubbard and Merriman,** seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

"TECH AND MANUFACTURING"

***APPEAL CASE NO. 2021-05-20:* Thomas Berry, east side of Vacri (17202) between Vargo and McNamara,** seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-21*: Brandon and Lindsay Obenour, west side of Cavell (14553) between Western Golf Drive and Oakley,** seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location. Also, upon a corner lot, the proposed fence along the side street does not align with the fence on adjoining property, which is required.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-23:* HFI8, LLC,** 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center on property located on the **north side of Seven Mile (27430) between Inkster and Rensellor,** resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

"CORRIDOR COMMERCIAL"

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2259 if you need assistance.

**AGENDA DATE: May 25, 2021**
**ZONING BOARD OF APPEALS**
**CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT**
**Pursuant to Zoning Board of Appeals**
**Rules of Procedure, Rule V-Hearings, Paragraph 7**

***APPEAL CASE NO. 2020-02-05 (Tabled on April 20, 2021) Botsford:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience and inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021) BW Powdered Metals Corp.*: Should be denied because the alleged practical difficulty does not entail more than mere inconvenience or inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-05-20 - Berry:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Petitioner's remedies include installing a privacy screen, moving the fence into a compliant position, and seeking an ordinance amendment as petitioner proposed in the Application for Variance.**

***APPEAL CASE NO. 2021-05-21 - Obenour:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Further, Petitioner does not propose to follow the existing fence line established at 27600 Western Golf.**

***APPEAL CASE NO. 2021-05-23 – HFI8, LLC:*** **Should be denied because the alleged practical difficulty does not entail more than mere inability to earn a higher financial return. FURTHER, the proposed sign is 175% of the maximum height allowed for gas stations in Livonia, and the proposed area is 180% of the maximum area allowed for gas stations in Livonia. FURTHER, it is not anticipated that passerby will have any difficulty determining that the subject property is a gas station.**

2021-02-05

# APPLICATION FOR VARIANCE

| | | | | | |
|---|---|---|---|---|---|
| Botsford General Hospital | 2000 Town Center Ste. 1200 | Southfield | 48075 | [redacted] | |
| (Owner of Premises) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
| 18th Street Development, LLC | 1550 Market St, Ste. 200 | Denver | 80202 | [redacted] | |
| (Lessee) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
| Littlefish Design, LLC | 8425 Main St. | Whitmore Lake | 48189 | [redacted] | |
| (Contractor) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |

The property address is 39000 W. Seven Mile Rd., Livonia, MI 48152

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

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? No

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:
See Page 1 of submitted document

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

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:
Nowhere else in the City is there a freestanding emergency department.
See Page 3 of submitted document.

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:
Additional wall sign needed for signing the emergency department and more sign area needed to accommodate medical services at a readable letter height for vehicle speed. Taller sign requested to display emergency message above roofline of vehicles. See Page 3 of submitted document.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected. Our neighbors are not offering emergency medical care on their properties.

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: No

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?
The request is site, building structure and medical care specific and would not require an exception ammendment to the sign ordinance.

RECEIVED
2021 JAN 12 AM 8:46
ZONING DEPARTMENT

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: Yes, property was rezoned to PO on February 25, 2019.

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

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

**OWNER'S AFFIDAVIT**

COUNTY OF WAYNE )
STATE OF MICHIGAN )

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

Signature of property owner: John Fragomeni

Please print name of property owner: John Fragomeni

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

Subscribed and sworn to before me this 6 day of January, 2021

Vickie J. Gendron
(Notary Public, Wayne County, Michigan)
My Commission expires 4-26-2024

VICKIE J. GENDRON
Notary Public, State of Michigan
County of Monroe
My Commission Expires Apr. 26, 2024
Acting in the County of Wayne

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

**NOT TO BE COMPLETED BY APPLICANT**

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

_____

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

_____
(Supervisor)

Application for permit filed _____ Violation Issued _____

## Mootsey, Marilyn

**From:** angela matthews <angela@learnthinkmake.com>
**Sent:** Tuesday, January 26, 2021 5:18 PM
**To:** Mootsey, Marilyn
**Cc:** Robert Mount
**Subject:** Re: ZBA Submittal
**Attachments:** CityofLivonia_ZBAQuestions3_5_Draft 2.pdf; Livonia_ZBA_11242020 5.pdf

Marilyn,

Please find the attached answers for questions on lines 3 through 5 attached. To clarify, the reference to page 3 should have been noted as page 4. It is re-attached here and provides a summary matrix of the request and the hardships.

The wall signs for the Beaumont Service Center that are on the blue penthouse walls in Southfield are 10 feet tall by 65 feet long. If you need more information the case number you are looking for is ZBA case 18-05 from June of 2018.

angela matthews.

+1 (734) 637-5895
angela@learnthinkmake.com

8425 Main Street Whitmore Lake, Michigan 48189

littlefish.
www.learnthinkmake.com

On Jan 25, 2021, at 4:36 PM, Mootsey, Marilyn <MMootsey@livonia.gov> wrote:

Hi Angela –

My attorney only wants the square footage of the wall signs in Southfield – not the entire sign package. Just wanted to clarify that.

Thanks, Marilyn

**Marilyn Mootsey**
Clerk Typist II
City of Livonia | Zoning Board of Appeals
(734) 466-2259
MMootsey@livonia.gov
**www.livonia.gov**

littlefish.

January 26, 2021

Marilyn Mootsey
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

(734) 466-2259

Marilyn,

Please find full and complete response to questions 3, 4 and 5 on our application for variance request for the property located at 39000 West Seven Mile Road, below:

**3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:**
Beaumont Health is requesting an additional wall sign utilizing 100 sq ft of wall sign area to display the message "Emergency" to approaching emergency traffic at a readable letter height, an increase of sign height and sign area for the ground mounted sign at the entry drive, and an increase in sign height and area for directional signs. The practical difficulty to signing this facility without the requested variances is hindering anyone looking for emergency medical services, surgical services, and specialty care all in one structure with multiple entry points. This practical difficulty is unique to this property as this is the only property, other than St Mary Mercy Hospital, in the City, needing to post these messages, specifically the message "Emergency".

Two wall signs are necessary, one to identify the service provider, Beaumont, and the requested second to identify Emergency medical care. The practical difficulty is that one wall sign cannot both identify the provider and the location of the emergency services, at a safe readable letter height. There is only one other emergency facility located in the City of Livonia at St. Mary Mercy Livonia, on Five Mile Road. This facility displays the name of the provider (St. Mary Mercy Hospital) and displays "Emergency" at the Emergency center. The practical difficulty of displaying the name of both provider and emergency services is unique to only these facilities, although the Beaumont facility is the only free standing emergency center, as the emergency center at St Mary Mercy is part of the hospital.

The requests for the increase in sign area and sign height for ground signs is to accommodate a readable letter height of the word "Emergency" at posted vehicular speeds, at a height that is in the driver's cone of vision. The word "Emergency" displayed within allotted sign area would yield a small letter height, which cannot be read by a patient looking for emergency medical services driving at posted vehicular speeds. Signs

also need to display directional messages to the other entry points of the facility, for outpatient surgery, diagnostic services and speciality care. This practical difficulty is unique to this property as this is the only property, other than St Mary Mercy Hospital, in the City, needing to post these messages, specifically directing to and identifying access point for emergency services.

**4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:**
Properly identifying emergency medical services is a matter of public health and safety for people in need of life saving medical care.

**5. Explain why you think this variance would be fair to the neighbors and others who might be affected.**
What is being asked for is requested based on calculated need for arriving emergency patients. Keeping the public safe while accessing emergency medical care is fair to our neighbors, as they are the very people this facility will be serving. The requested variances bare no negative impact to the neighboring properties.

Further explanation on specific variance requests, hardships and supporting calculations are provided in the supporting document dated December 08, 2020, titled:

VARIANCE REQUEST
Beaumont Outpatient Campus - Livonia
39000 West Seven Mile Road Livonia, Michigan 48152
Prepared on behalf of Owner: Beaumont
Prepared by:
Littlefish Design
8425 Main Street Whitmore Lake, Michigan 48169

## REFERENCED ORDINANCE

Section 18.50G Sign Regulations for Professional Office Districts. (Section 18.50G, added to Article XVIII by Ordinance No. 2129, adopted 7/27/92; amended by Ordinance No. 2639, § 1, adopted 12/17/03.) There shall be no sign erected, altered or used within any Professional Office District except as herein permitted; provided, however, that no freestanding sign shall be permitted when the front yard setback of the building(s) is less than fifty (50) feet.

(b) Multi-tenant office complexes comprised on one (1) or more architecturally uniform buildings shall be permitted the following, and prior to sign permits being issued, a master sign plan shall be submitted to the Director indicating size, type and location of wall signs, ground signs and any other requested signs:

## SUMMARY OF VARIANCE REQUEST
## SIGN 01: GROUND MONUMENT

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 1.
> One (1) freestanding business center sign not to exceed a maximum sign area of thirty (30) square feet or to exceed six (6) feet in height, ten (10) feet in length, and shall have a minimum setback of ten (10) feet from any right-of-way line or any property line. Where a development site has more than four hundred (400) feet of frontage along a major or secondary thoroughfare... a second freestanding sign shall be permitted with the same size and location limitations as the first permitted sign, providing the distance between the two (2) signs is no less than three hundred (300) feet measured along the road frontage.

Owner requests a 54 square foot increase of sign area for sign face to accommodate appropriate letter height for vehicle speed and approach conditions. Owner also requests a 5'-9" increase to sign height to allow for sign face to be mounted at 3' - 9" above grade to clear the snowline and to allow for the "Emergency" message to be displayed above the roof line of the average vehicle. The second ground monument is located at the property line on the circulation road at the north end of the site. The Owner requests a 8" increase to sign height to accomodate the emergency message in the cone of vision of a driver.

## SIGN 02: GROUP IDENTIFICATION SIGN

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 2.
> One (1) group identification sign for each principal office building not to exceed thirty (30) square feet of sign area, and if freestanding, shall be located within twenty (20) feet of the building perimeter.

No variance requested for quantity of (1) compliant group identification sign.

## SIGN 06, 09, 10, 11 & 12: WALL SIGNS

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 3.
> Wall signs not exceeding ten (10) square feet of sign area for each accessory commercial use or a support service may be located on the face of the area occupied by said use or service, providing said use or service is on the ground floor.

No variance requested for quantity of (5) compliant wall signs.

## SIGN 07, 08: WALL SIGN

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.
> Where the office building is erected in excess of four (4) stories in height, and in lieu of the wall sign permitted under the above section (b) 4., then an identification wall sign consisting exclusively of individual letters attached flatly and individually to the building shall be permitted when located at a height greater than thirty (30) feet above grade, provided that no such sign shall exceed a total size of two percent (2%) of the total square foot area of the front of the building or two hundred (200) square feet, whichever is the lesser.

Owner requests one additional sign with 100 square feet of sign area to sign Emergency Department.

## SIGN 03-05: Directionals

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.(g) Directional signs.
> 13. Directional Sign. A sign directing vehicular or pedestrian traffic to parking areas, loading areas, or to portions of a building.
>
> 18.50D (i) when the sole purpose of the sign is to expedite the flow of vehicular and pedestrian traffic to, from, and within a development site, each sign may not exceed two (2) square feet in area... directional signs shall have a minimum setback of ten (10) feet with a maximum height of five (5) feet.

Owner requests an increase of 28 square feet of sign area and a height of 6'-8" to direct incoming traffic to Emergency Entrance, North Entrance and South Entrance.

| LOC | DESCRIPTION | ALLOWED | SUMMARY OF REQUEST | SUMMARY OF HARDSHIP |
|---|---|---|---|---|
| **SIGN 01** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 54 sq. ft.<br>Increase height 5'-9" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 02** | Group Identification Sign<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 72 sq. ft.<br>Increase height 2'-3" | More sign area needed to accommodate specialty service practice names at readable letter height for vehicle speed. Taller sign requested to display message above snow line and provide architectural element |
| **SIGN 03** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 28 sq. ft.<br>Increase height 1'-8" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 04** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 28 sq. ft.<br>Increase height 1'-8" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 05** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase height 8" | Taller sign requested to display emergency message in driver's cone of vision |
| SIGN 06 | Wall Sign: South Entrance<br>*No Variance Requested* | 6.5 sq. ft.<br>10" height | n/a | n/a |
| SIGN 07 | Wall Sign: Beaumont Identification<br>*No Variance Requested* | 200 sq. ft. | n/a | n/a |
| **SIGN 08** | Wall Sign: Emergency Identification<br>*Variance Requested* | | Additional sign with sign area of 100 sq. ft. | Additional wall sign needed for signing the emergency department. |
| SIGN 09 | Wall Sign: Ambulance<br>*No Variance Requested* | 5 sq. ft.<br>10" height | n/a | n/a |
| SIGN 10 | Wall Sign: Emergency Entrance<br>*No Variance Requested* | 10 sq. ft.<br>10" height | n/a | n/a |
| SIGN 11 | Wall Sign: North Entrance<br>*No Variance Requested* | 7 sq. ft.<br>10" height | n/a | n/a |
| SIGN 12 | Wall Sign: Surgery Pick-Up<br>*No Variance Requested* | 7.5 sq. ft.<br>10" height | n/a | n/a |

2021-02-05

CITY OF LIVONIA

Inspection Department

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

△1 4/19/21 REVISED WALL AND GROUND SIZES

NOTE: IF WALL SIGN ("BEAUMONT") IS 150 S.F.; PROPOSED: 246; EXCESS: 46 S.F

# REJECTION OF APPLICATION FOR PERMIT BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543

[redacted]

Applicant: LITTLEFISH DESIGN, LLC — Address: 8425 MAIN, WHITMORE LAKE, MI 48189

Owner: BOTSFORD GENERAL HOSPITAL — Address: 2000 TOWN CENTER, #1200, SOUTHFIELD, MI 48075

Lessee: 18TH STREET DEVELOPMENT, LLC — Address: 1550 MARKET, #200 DENVER, CO 80202 [redacted]

Location: NORTH — Side of: 39000 SEVEN MILE Street

Between: 275/96 EXPRESSWAY — And: HAGGERTY

Lot No/Parcel No.: 023-99-0001-004 — Subdivision: —

Zoning District: PO — Map No.: SW06 — Lot Size: ± 35.0 ACRES — Alley: —

Present Use: UNDER CONSTRUCTION — Proposed Use: MEDICAL OFFICE BUILDING

Present Building Size: N/A — Proposed Building Size: 135,137 S.F (ALL FOUR FLOORS)

Present Height of Building: N/A — Proposed Height: FOUR STORIES

Allowable Lot Coverage: N/A — Proposed Lot Coverage: N/A

Proposal: SEEKING TO ERECT A BUSINESS CENTER GROUND SIGN (SIGN 1), GROUP IDENIFICATION GROUND SIGN (SIGN 2), DIRECTIONAL GROUND SIGNS AND WALL SIGNS RESULTING IN EXCESS ORDINANCE ALLOWANCES. BUSINESS CENTER GROUND IDENIFICATION HEIGHT ALLOWED: 6 FEET; PROPOSED: ~~11.75~~ 8 FEET △1; EXCESS: ~~5.75~~ 2 FEET. BUSINESS CENTER SIGN AREA ALLOWED: 30 SQ.FT; PROPOSED: ~~77~~ 51 S.F △1; EXCESS: ~~47~~ 21 S.F. [~~GROUP IDENIFICATION GROUND SIGN HEIGHT ALLOWED: 6 FEET; PROPOSED: 8.3 FEET; EXCESS: 2.3 FEET~~ (REMOVE) △1 REMOVE →] GROUP IDENIFICATION SIGN AREA ALLOWED: 30 SQ.FT; PROPOSED: ~~60~~ 32 S.F △1; EXCESS: ~~30~~ 2 S.F. DIRECTIONAL GROUND SIGN HEIGHT ALLOWED: 5 FEET; PROPOSED: ~~6.7~~ 5.5 FEET △1; EXCESS: ~~1.7~~ 0.5 FEET. DIRECTIONAL SIGN AREA ALLOWED: 2 SQ.FT; PROPOSED: ~~26~~ 23 SQ FT △1; EXCESS: ~~24~~ 21 SQ FT.

Reason for Rejection: ORDINANCE 543, SECTION 18.50G(b)1,2,4 AND 18.50G(g), 18.50D(i)

Deficient Side Yard: — Deficient Front Yard: — Deficient Rear Yard: —

Deficient Lot Area: — Deficient Lot Area per Room: — Encroachment: —

Excessive Lot Coverage: — Excessive Height: BCS ~~5.75 FT~~ / GIS ~~2.3 FT~~ DIR: ~~1.7 FT~~ △1 18.50G(b),1,2/18.50D(i) — Increasing No. Units: WALL (6) 18.50G(b)4

Use Prohibited: — Deficient Parking Spaces: — Increasing Area and Bulk: BCS ~~47 S.F~~ / GIS ~~30 S.F~~ DIR: ~~24~~ S.F, WALL: ~~138~~ S.F. △1 18.50G(b)1,2,4/18.50D(i)

Remarks: NUMBER OF WALL SIGNS ALLOWED: ONE; PROPOSED: 7; EXCESS: 6 SIGNS. WALL SIGN AREA ALLOWED: 200 SQ FT; PROPOSED: ~~338~~ 294 SQ FT △1; EXCESS: ~~138~~ 94 SQ FT

Plans and Application examined by: [signature] — Date: JANUARY 11, ~~19~~ 2021

ZONING EXAMINER

TAXPAYER: BOTSFORD GENERAL HOSPITAL 29601 BEAUMONT BLVD SOUTHFIELD, MI 48033

**ZONING BOARD OF APPEALS**

**BOARD MEMBERS**

GREGORY G. COPPOLA
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JAMES M. BARINGHAUS
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CHRISTOPHER N. BOLOVEN
LISA FRASKE
MICHAEL A. TESTA
JOEL TURBIAK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

**MAYOR**
**MAUREEN MILLER BROSNAN**

**COUNCIL MEMBERS**

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***April 5, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-02-05:*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

**Business Center Ground Identification Height:**
**Allowed: 6.00 ft.**
**Proposed: 11.75 ft.**
**Excess: 5.75 ft.**

**Business Center Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 77 sq. ft.**
**Excess: 47 sq. ft.**

**Group Identification Ground Sign Height:**
**Allowed: 6.0 ft.**
**Proposed: 8.3 ft.**
**Excess: 2.3 ft.**

**Group Identification Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 60 sq. ft.**
**Excess: 30 sq. ft.**

**Directional Ground Sign Height:**
**Allowed: 5.0 ft.**
**Proposed: 6.7 ft.**
**Excess: 1.7 ft.**

**Directional Sign Area:**
**Allowed: 2 sq. ft.**
**Proposed: 26 sq. ft.**
**Excess: 24 sq. ft.**

**Number of Wall Signs:**
**Allowed: One**
**Proposed: Seven**
**Excess: Six**

**Wall sign Area:**
**Allowed: 200 sq. ft.**
**Proposed: 338 sq. ft.**
**Excess: 138 sq. ft.**

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and (g) "Sign Regulations for Professional Office Districts," and Section 18.50D(i), "Permitted Signs."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

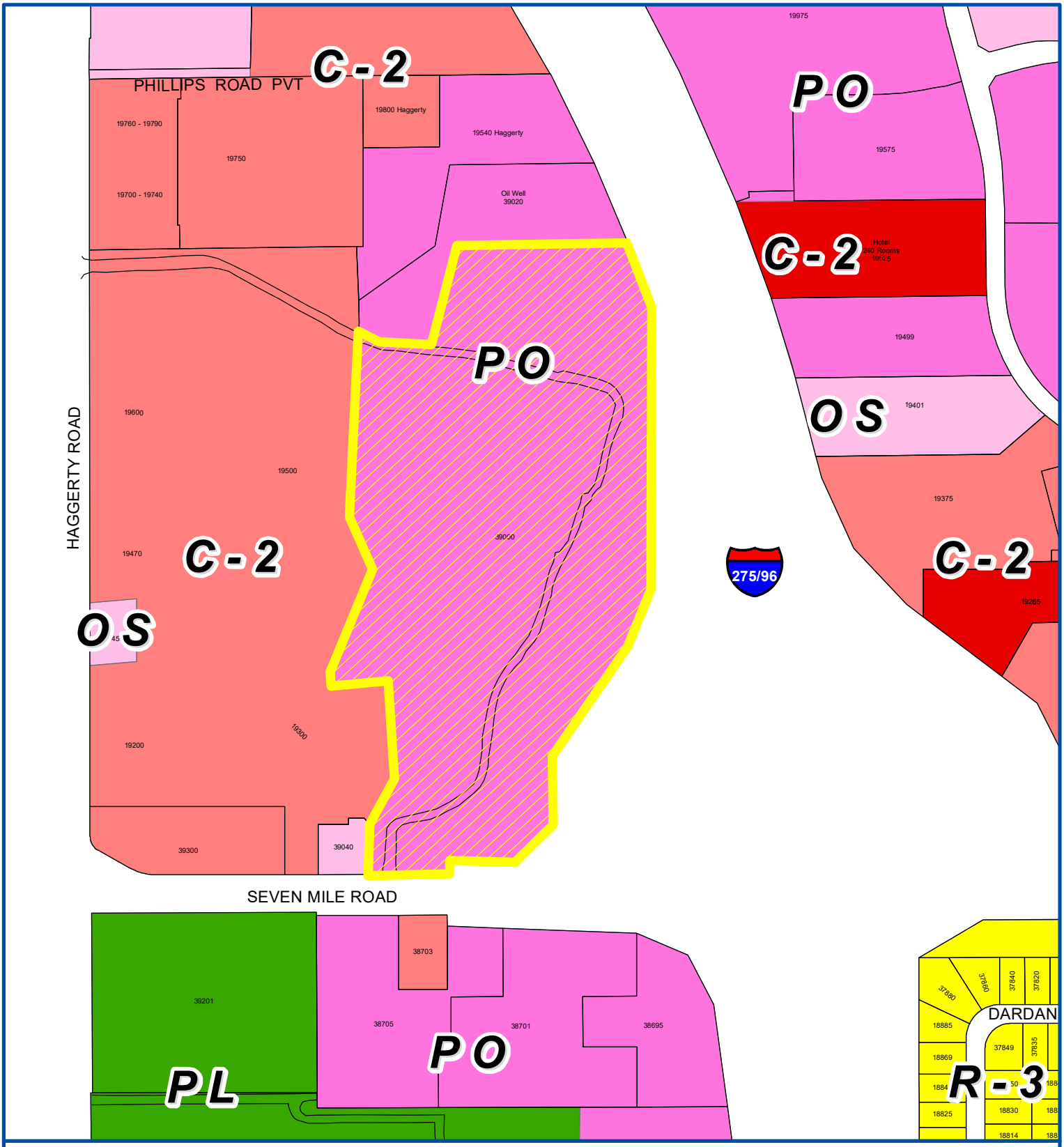
This appeal will be heard at a public hearing to be held in the **Auditorium on the first floor of City Hall on Tuesday, April 20, 2021 at 7:00 p.m**., at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

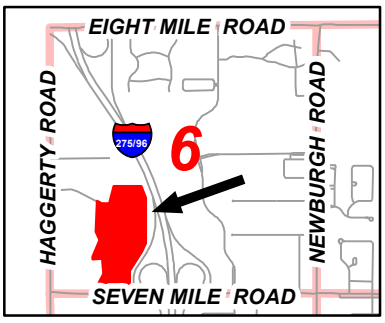
**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.




# Address & Zoning Map

**Appeal Case No. 2021-02-05**
**Botsford General Hospital**
**39000 Seven Mile Road**
**Seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs**

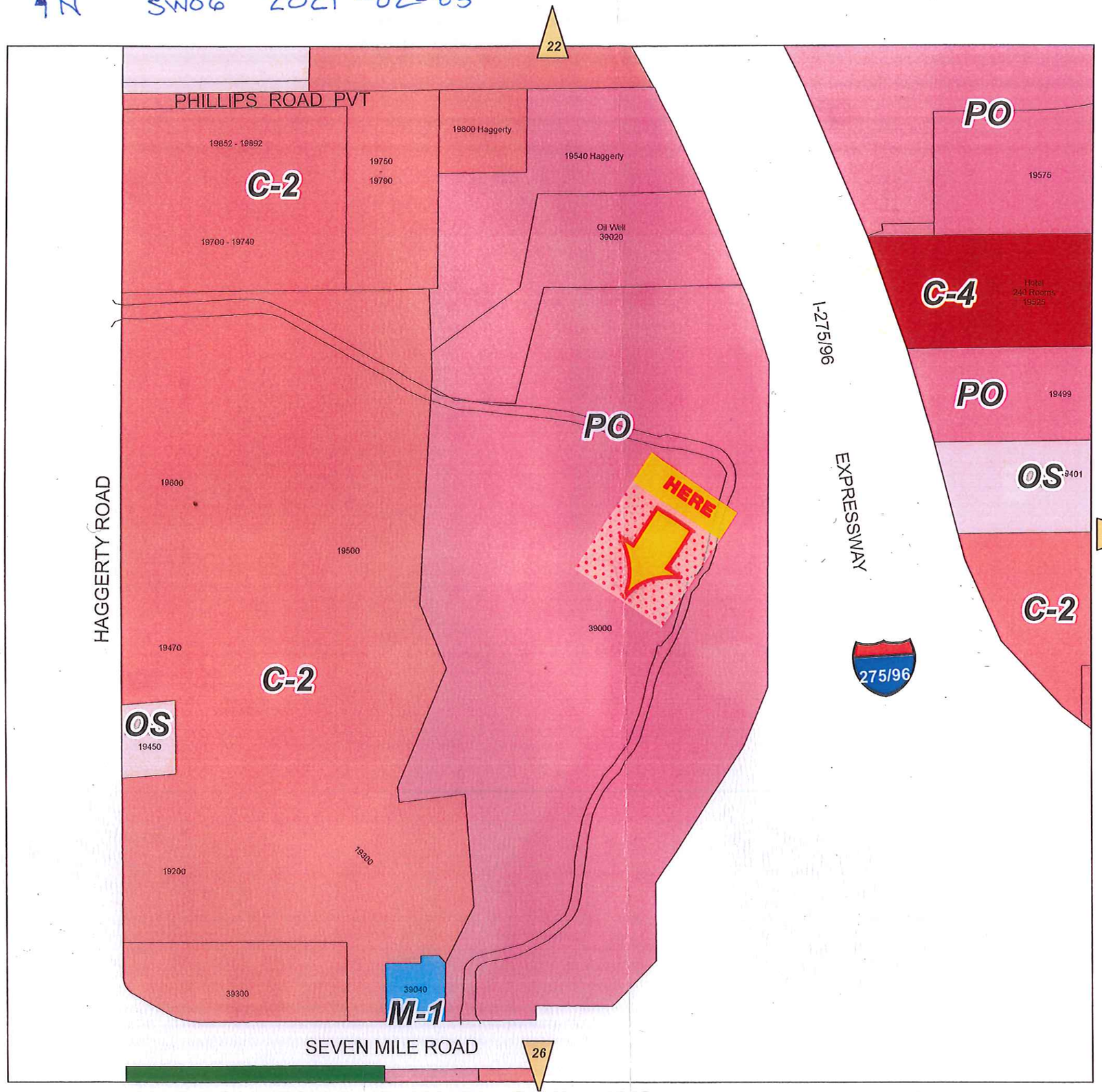
N
Not to Scale

City of Livonia
Planning Department

N SW06 2021-02-05



# ZONING MAP




**Legend**

ZONING

- R-1, ONE FAMILY RESIDENTIAL (60' x 120' lots)
- R-2, ONE FAMILY RESIDENTIAL (70' x 120' lots)
- R-3, ONE FAMILY RESIDENTIAL (80' x 120' lots)
- R-4, ONE FAMILY RESIDENTIAL (90' x 130' lots)
- R-5, ONE FAMILY RESIDENTIAL (100' x 150' lots)
- RUF, RURAL URBAN FARM
- R-6, TWO FAMILY RESIDENTIAL
- R-C, CONDOMINIUM RESIDENTIAL
- R-7, MULTIPLE FAMILY RESIDENTIAL
- R-8, HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-8C, CONDOMINIUM HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-9, HOUSING FOR THE ELDERLY
- OS, OFFICE SERVICES
- PO, HIGH RISE PROFESSIONAL OFFICE
- C-1, LOCAL BUSINESS
- C-2, GENERAL BUSINESS
- C-3, HIGHWAY SERVICES
- C-4, HIGH RISE COMMERCIAL
- P, PARKING
- RE, RESEARCH - ENGINEERING
- ML, MANUFACTURING LIMITED
- M-1, LIGHT MANUFACTURING
- M-2, GENERAL MANUFACTURING
- PL, PUBLIC LANDS
- NP, NATURE PRESERVES
- AG, GENERAL AGRICULTURE

S.W. 1/4 Section 6

## *City of Livonia*

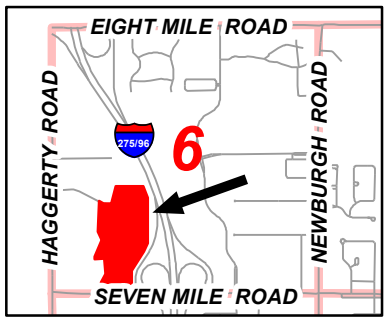
T. 1 south, R. 9 east

Wayne County, Michigan

Copyright 2001, City of Livonia

300 150 0 300 Feet

Information herein deemed reliable but not guaranteed
Updated: 2019




# Aerial Map

**Appeal Case No. 2021-02-05**
**Botsford General Hospital**
**39000 Seven Mile Road**
**Seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs**

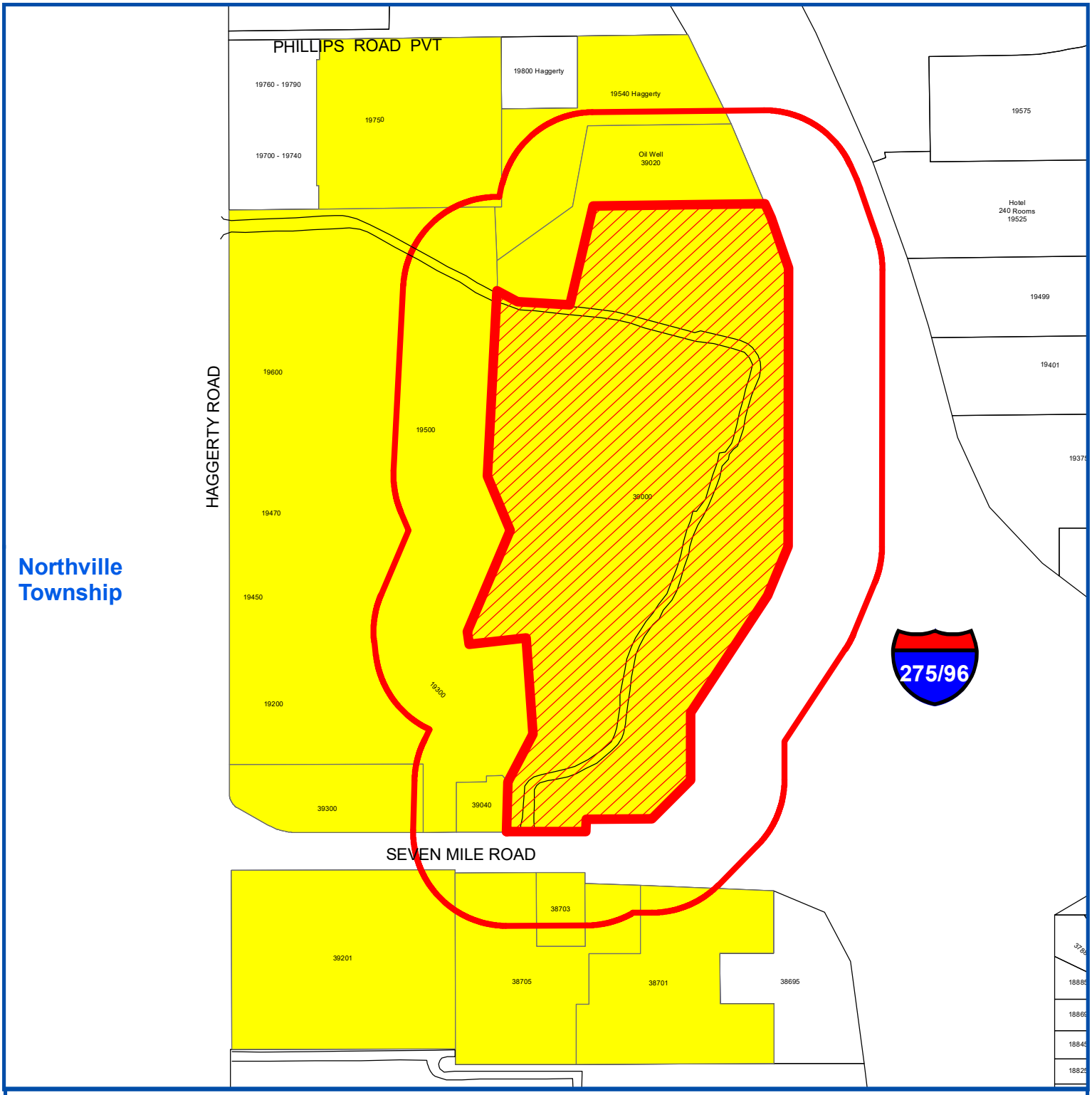
N

Not to Scale

City of Livonia
Planning Department

Google Maps 39000 W Seven Mile Rd

Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021 200 ft




# Notification Map

**Appeal Case No. 2021-02-05**
**Botsford General Hospital**
**39000 Seven Mile Road**
**Seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs**

Site Under Petition
300 Feet Radius
Properties within 300 feet

N
Not to Scale

City of Livonia
Planning Department

## Date of Z.B.A. Meeting: April 20 2021

2021-02-05

# Beaumont

Beaumont Service Center
26901 Beaumont Blvd.
Southfield, MI 48033

December 30, 2020

City of Livonia:

This letter is to confirm that John Fragomeni is a Beaumont System Vice President and authorized to sign on behalf of Beaumont Health and Botsford General Hospital. Please accept his signature on the submitted Application for Variance.

Sincerely,

Robert Mount

Robert Mount
Project Executive

# VARIANCE REQUEST

Beaumont Outpatient Campus - Livonia

39000 West Seven Mile Road Livonia, Michigan 48152

Prepared on behalf of Owner:

Beaumont

Prepared by

Littlefish Design

8425 Main Street Whitmore Lake, Michigan 48169

April 20, 2021

39000 West Seven Mile Road Livonia, Michigan 48152

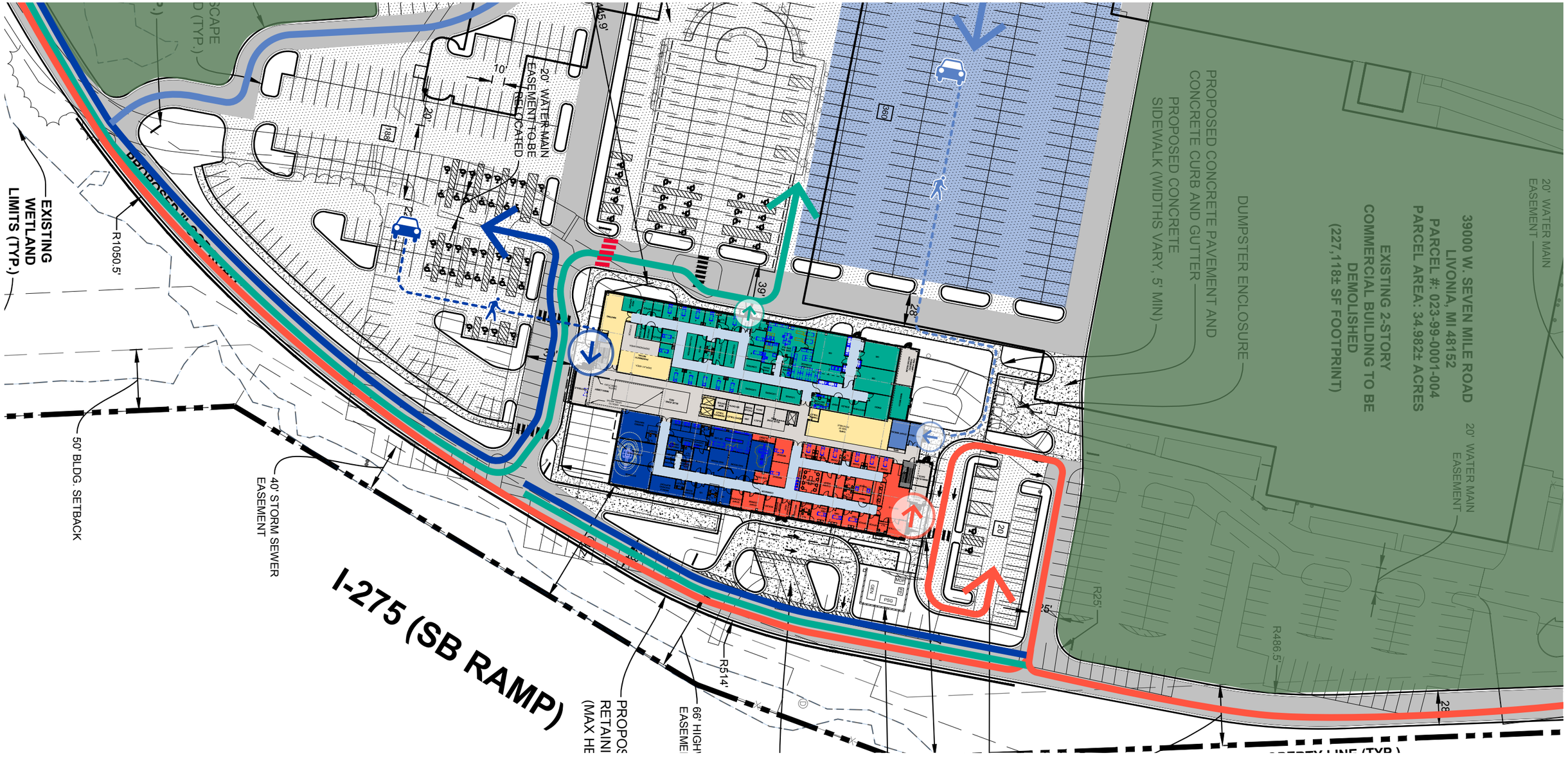
THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS: CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN. A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I-275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I-275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

## Property Description

Beaumont Outpatient Campus - Livonia

## Project Description:

The Beaumont Outpatient Campus is a 120,000 square-foot center, four and a half stories on four acres. Located at 39000 Seven Mile Road, at the intersection of I-275 and Seven Mile Road in Livonia, the campus will offer convenient, direct access to the Beaumont clnical services. The campus offers emergency medical care, outpatient surgery, diagnostic services as well as offices for primary and specaility physicians. Total patient volumes are projected to be 110,595 per year. The number of patients seeking emergency services are projected to be 290 a week, with the surgery center seeing 67 patients a week and 634 pateints seeking diagnostic services every week.




## Circulation Summary:

The Beaumont Outpatient Campus has a north and south entry for access to the elevators to the medical offices on levels two, three and four. Emergency medical care has its own entry on the north side of the structure. Outpatient surgery has a dedicated discharge door. The ambulance entry is located on the east side of the structure. Circulation patterns are illustrated here in this diagram.

## REFERENCED ORDINANCE

Section 18.50G Sign Regulations for Professional Office Districts. (Section 18.50G, added to Article XVIII by Ordinance No. 2129, adopted 7/27/92; amended by Ordinance No. 2639, § 1, adopted 12/17/03.) There shall be no sign erected, altered or used within any Professional Office District except as herein permitted; provided, however, that no freestanding sign shall be permitted when the front yard setback of the building(s) is less than fifty (50) feet.

(b) Multi-tenant office complexes comprised on one (1) or more architecturally uniform buildings shall be permitted the following, and prior to sign permits being issued, a master sign plan shall be submitted to the Director indicating size, type and location of wall signs, ground signs and any other requested signs:

## SUMMARY OF VARIANCE REQUEST
## SIGN 01: GROUND MONUMENT

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 1.
> One (1) freestanding business center sign not to exceed a maximum sign area of thirty (30) square feet or to exceed six (6) feet in height, ten (10) feet in length, and shall have a minimum setback of ten (10) feet from any right-of-way line or any property line. Where a development site has more than four hundred (400) feet of frontage along a major or secondary thoroughfare... a second freestanding sign shall be permitted with the same size and location limitations as the first permitted sign, providing the distance between the two (2) signs is no less than three hundred (300) feet measured along the road frontage.

Owner requests a 26 square foot increase of sign area for sign face to accommodate appropriate letter height for vehicle speed and approach conditions. Owner also requests a 2'-0" increase to sign height to allow for sign face to allow for the "Emergency" message to be displayed above the roof line of the average vehicle. The second ground monument is located at the property line on the circulation road at the north end of the site. The Owner requests a 8" increase to sign height to accomodate the emergency message in the cone of vision of a driver.

## SIGN 02: GROUP IDENTIFICATION SIGN

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 2.
> One (1) group identification sign for each principal office building not to exceed thirty (30) square feet of sign area, and if freestanding, shall be located within twenty (20) feet of the building perimeter.

A variance requested for quantity of (1) group identification sign. of 2 square feet of sign area to accomodate clinical speciality service names.

## SIGN 06, 07, 08, 09, 10, 11 & 12: WALL SIGNS

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.
> Where the office building is erected in excess of four (4) stories in height, and in lieu of the wall sign permitted under the above section (b) 4., then an identification wall sign consisting exclusively of individual letters attached flatly and individually to the building shall be permitted when located at a height greater than thirty (30) feet above grade, provided that no such sign shall exceed a total size of two percent (2%) of the total square foot area of the front of the building or two hundred (200) square feet, whichever is the lesser.

Owner requests 5 additional signs to be mounted on canopies above doorways to label entrances, each less than 10 square feet in sign areas, and one additional sign with 56 square feet of sign area to sign Emergency Department.

## SIGN 03-05: Directionals

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.(g) Directional signs.
> 13. Directional Sign. A sign directing vehicular or pedestrian traffic to parking areas, loading areas, or to portions of a building.
>
> 18.50D (i) when the sole purpose of the sign is to expedite the flow of vehicular and pedestrian traffic to, from, and within a development site, each sign may not exceed two (2) square feet in area... directional signs shall have a minimum setback of ten (10) feet with a maximum height of five (5) feet.

Owner requests an increase of 22.75 square feet of sign area and a height of 5'-6" to direct incoming traffic to Emergency Entrance, North Entrance and South Entrance.

| LOC | DESCRIPTION | ALLOWED | SUMMARY OF REQUEST | SUMMARY OF HARDSHIP |
|---|---|---|---|---|
| **SIGN 01** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 26 sq. ft.<br>Increase height 2'-0" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 02** | Group Identification Sign<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 2 sq. ft. | More sign area needed to accommodate specialty service practice names at readable letter height for vehicle speed. |
| **SIGN 03** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 22.75 sq.ft.<br>Increase height 6" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 04** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 22.75 sq.ft.<br>Increase height 6" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 05** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase height 8" | Taller sign requested to display emergency message in driver's cone of vision |
| **SIGN 06** | Wall Sign: South Entrance<br>*Variance Requested* | 6.5 sq. ft. | Additional sign with sign area of 6.5 sq. ft. | Additional wall sign needed for signing the entrance to Surgery, Imaging, Lab and 10 offices |
| SIGN 07 | Wall Sign: Beaumont Identification<br>*No Variance Requested* | 200 sq. ft. | n/a | n/a |
| **SIGN 08** | Wall Sign: Emergency Identification<br>*Variance Requested* | 56 sq. ft. | Additional sign with sign area of 56 sq. ft. | Additional wall sign needed for signing the emergency department. |
| **SIGN 09** | Wall Sign: Ambulance<br>*Variance Requested* | 5 sq. ft. | Additional sign with sign area of 5 sq. ft. | Additional wall sign needed for signing the ambulance bay |
| **SIGN 10** | Wall Sign: Emergency Entrance<br>*Variance Requested* | 10 sq. ft. | Additional sign with sign area of 10 sq. ft. | Additional wall sign needed for signing the entrance to the emergency department |
| **SIGN 11** | Wall Sign: North Entrance<br>*Variance Requested* | 7 sq. ft. | Additional sign with sign area of 7 sq. ft. | Additional wall sign needed for signing the entrance to Rad. Oncology, Infusion and 10 offices |
| **SIGN 12** | Wall Sign: Surgery Pick-Up<br>*Variance Requested* | 7.5 sq. ft. | Additional sign with sign area of 7.5 sq. ft. | Additional wall sign needed for signing the dedicated area for surgery discharge |

## NOTES:

On average, .33 seconds are required to read one familiar word. In this context, “read” is defined as recognition and interpretation or decoding and comprehending meaning.

A vehicle traveling 25 mph is traveling 36.6 feet per second (fps).

Average vehicle traveling 36.6 feet per second will need 75 feet to come to a moderate hard stop. An additional 37.5 feet are required for driver reaction time for the foot to reach and depress the brake pedal. Total braking distance is therefore 112.5 feet.

Average decision time is 5.6 seconds.

Average maneuver time is 4.25 seconds.

Minimum required legibility distance for a vehicle traveling 25 mph and not requiring a maneuver is 297 feet. This distance is increased to 450 feet when
a maneuver is required.

Letter height is recommended at 1 inch per 28.6 feet traveled for reader with 20/40 visual acuity, the standard minimum visual acuity required to receive a driver’s license. Letter height is recommended at 1 inch per 35 feet traveled for reader with 20/33 visual acuity, the standard minimum visual acuity required to receive a driver’s license.

Average vehicle height for a car is 4 feet. Average height for a minivan, SUV, light duty truck or crossover vehicle is 6 feet.

## CALCULATIONS:

**Calculation #1 - Reading Distance**

v{(nx0.33)+2}= Reading Distance in feet

v = feet traveled per second
n = number of messages
t = number of seconds to read message

36.6{(3x0.33)+2}
36.6{0.99+2}
36.6{2.99} = 109.43 feet

**Calculation #2 - Minimum Legibility Distance with Maneuver**

v{(nx0.33)+2+DT+MT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time
MT = Manuever Time

36.6{(3x0.33)+2+5.6+4.25}
36.6{0.99+11.85}
36.6{12.84} = 469.94

**Calculation #3 - Minimum Legibility Distance without Maneuver**

v{(nx0.33)+2+DT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time

36.6{(3x0.33)+2+5.6}
36.6{0.99+7.6}
36.6{8.59} = 314.39

**Calculation #4 - Optimal Letter Height for Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

450/35 = 12 inches

**Calculation #5 - Optimal Letter Height without Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

297/35 = 8.5 inches

## NOTES:

On average, .33 seconds are required to read one familiar word. In this context, “read” is defined as recognition and interpretation or decoding and comprehending meaning.

A vehicle traveling 45 mph is traveling 66 feet per second (fps).

Average vehicle traveling 66 feet per second will need 135 feet to come to a moderate hard stop. An additional 67.5 feet is required for driver reaction time for the foot to reach and depress the brake pedal. Total braking distance is therefore 202.5 feet.

Average decision time is 5.6 seconds.

Average maneuver time is 4.25 seconds.

Minimum required legibility distance for a vehicle traveling 45 mph and not requiring a maneuver is 566 feet. This distance is increased to 847 feet when a  maneuver is required.

Letter height is recommended at 1 inch per 28.6 feet traveled for reader with 20/40 visual acuity, the standard minimum visual acuity required to receive a driver’s license. Letter height is recommended at 1 inch per 35 feet traveled for reader with 20/33 visual acuity, the standard minimum visual acuity required to receive a driver’s license.

Average vehicle height for a car is 4 feet. Average height for a minivan, SUV, light duty truck or crossover vehicle is 6 feet.

## CALCULATIONS:

**Calculation #1 - Reading Distance**

v{(nx0.33)+2}= Reading Distance in feet

v  = feet traveled per second
n = number of messages
t  = number of seconds to read message

66{(3x0.33)+2}
66{0.99+2}
66{2.99} = 197.34 feet

**Calculation #2 - Minimum Legibility Distance with Maneuver**

v{(nx0.33)+2+DT+MT} = Total Legibility Distance in feet

v  = feet traveled per second
n  = number of messages
DT  = Decision Time
MT = Manuever Time

66{(3x0.33)+2+5.6+4.25}
66{0.99+11.85}
66{12.84} = 847.44

**Calculation #3 - Minimum Legibility Distance without Maneuver**

v{(nx0.33)+2+DT} = Total Legibility Distance in feet

v  = feet traveled per second
n  = number of messages
DT  = Decision Time

66{(3x0.33)+2+5.6}
66{0.99+7.6}
66{8.59} = 566.94

**Calculation #4 - Optimal Letter Height for Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

847.44/35 = 24.21 inches

**Calculation #5 - Optimal Letter Height without Maneuver**

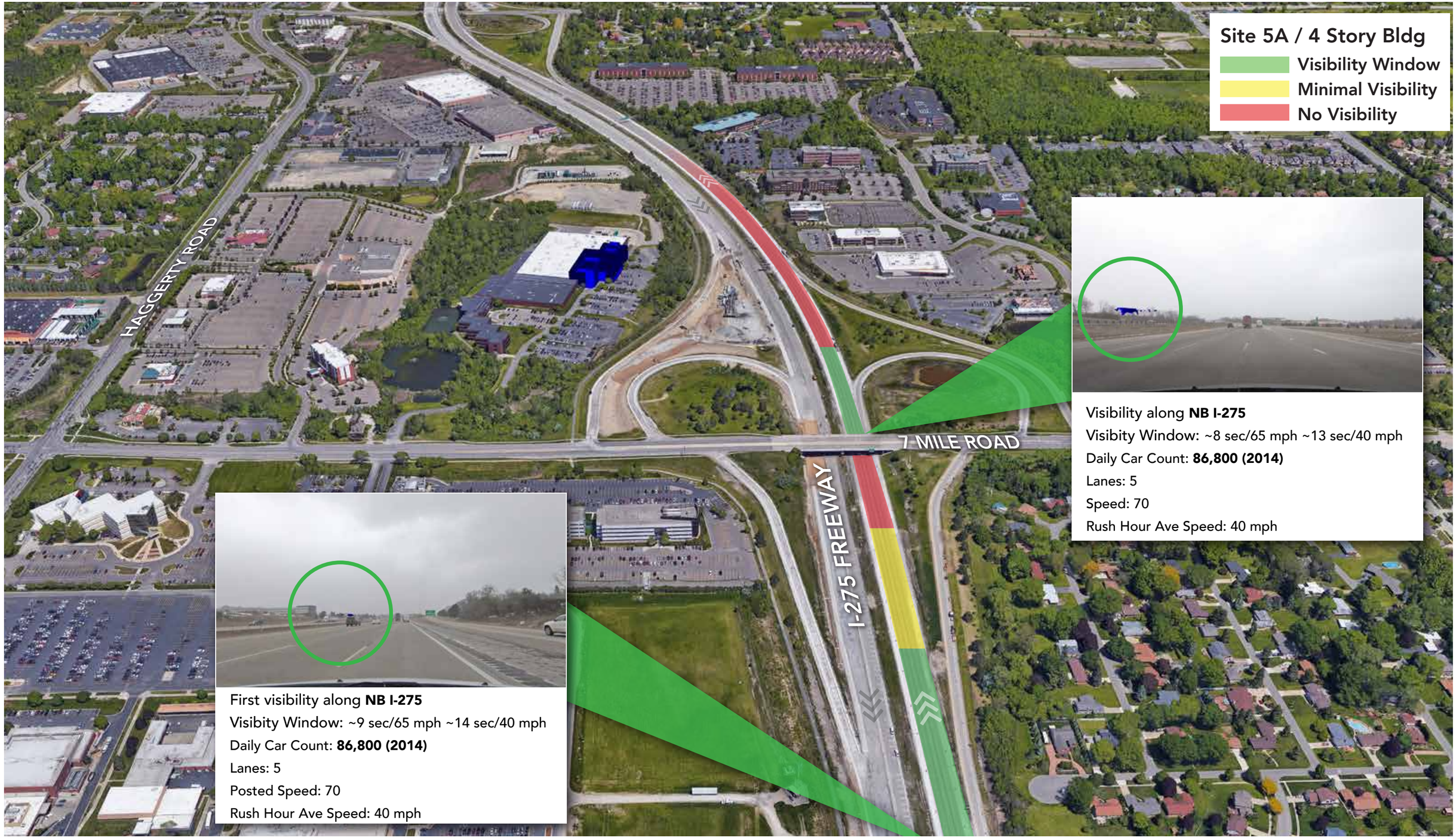
1 inch per 35 feet of Legibility Distance

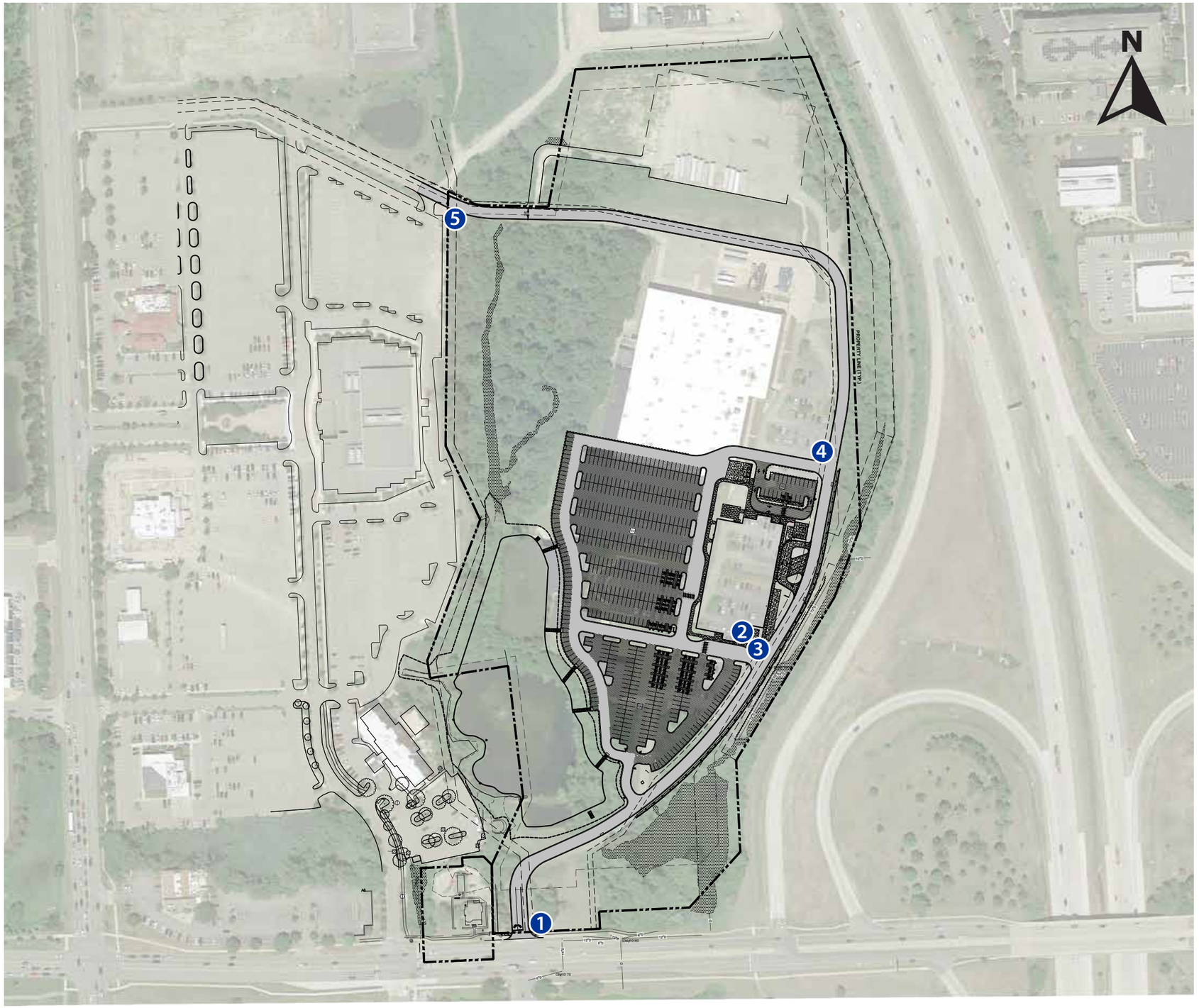
LD/35 = Letter Height in inches

LD = Legibility Distance

566.94/35 = 16.19 inches

7 MILE ROAD
HAGGERTY ROAD
I-275 FREEWAY
8 MILE ROAD
Site 5A / 4 Story Bldg
Visibility Window
Minimal Visibility
No Visibility
First minimal visibility along **SB I-275**
Visibity Window: ~1 sec.
Daily Car Count: **86,800 (2014)**
Lanes: 5
Speed: 65


Site 5A / 4 Story Bldg
Visibility Window
Minimal Visibility
No Visibility
HAGGERTY ROAD
7 MILE ROAD
I-275 FREEWAY
Visibility along **NB I-275**
Visibity Window: ~8 sec/65 mph ~13 sec/40 mph
Daily Car Count: **86,800 (2014)**
Lanes: 5
Speed: 70
Rush Hour Ave Speed: 40 mph
First visibility along **NB I-275**
Visibity Window: ~9 sec/65 mph ~14 sec/40 mph
Daily Car Count: **86,800 (2014)**
Lanes: 5
Posted Speed: 70
Rush Hour Ave Speed: 40 mph

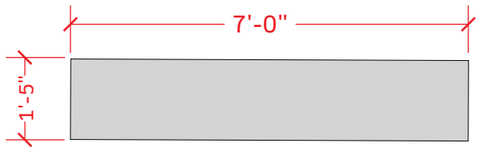



1. SIGN 1 - Ground Monument (7 Mile)
2. SIGN 2 - Group Identification Sign
3. SIGN 3 - Directional
4. SIGN 4 - Directional
5. SIGN 5 - Directional

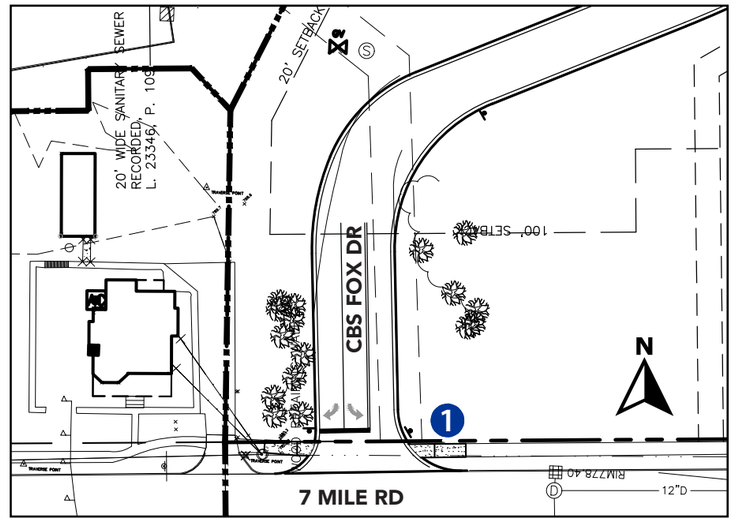
**1 SIGN LOCATION PLAN**
SCALE: 1" = 250'-0"

**Ground Mounted Pylon General Notes:**

- 8'-0" High by 7'-0" wide 17" deep (43 Sq.Ft. shown)
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 17" deep by 4'-0"below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

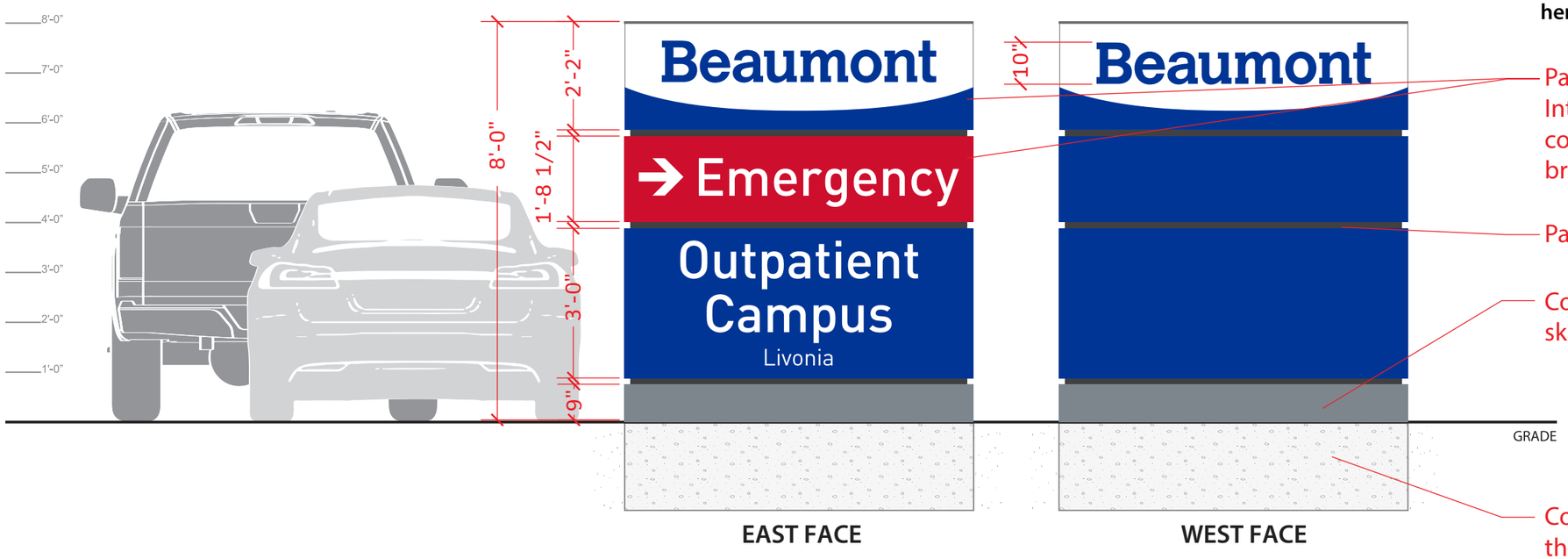



TOP VIEW



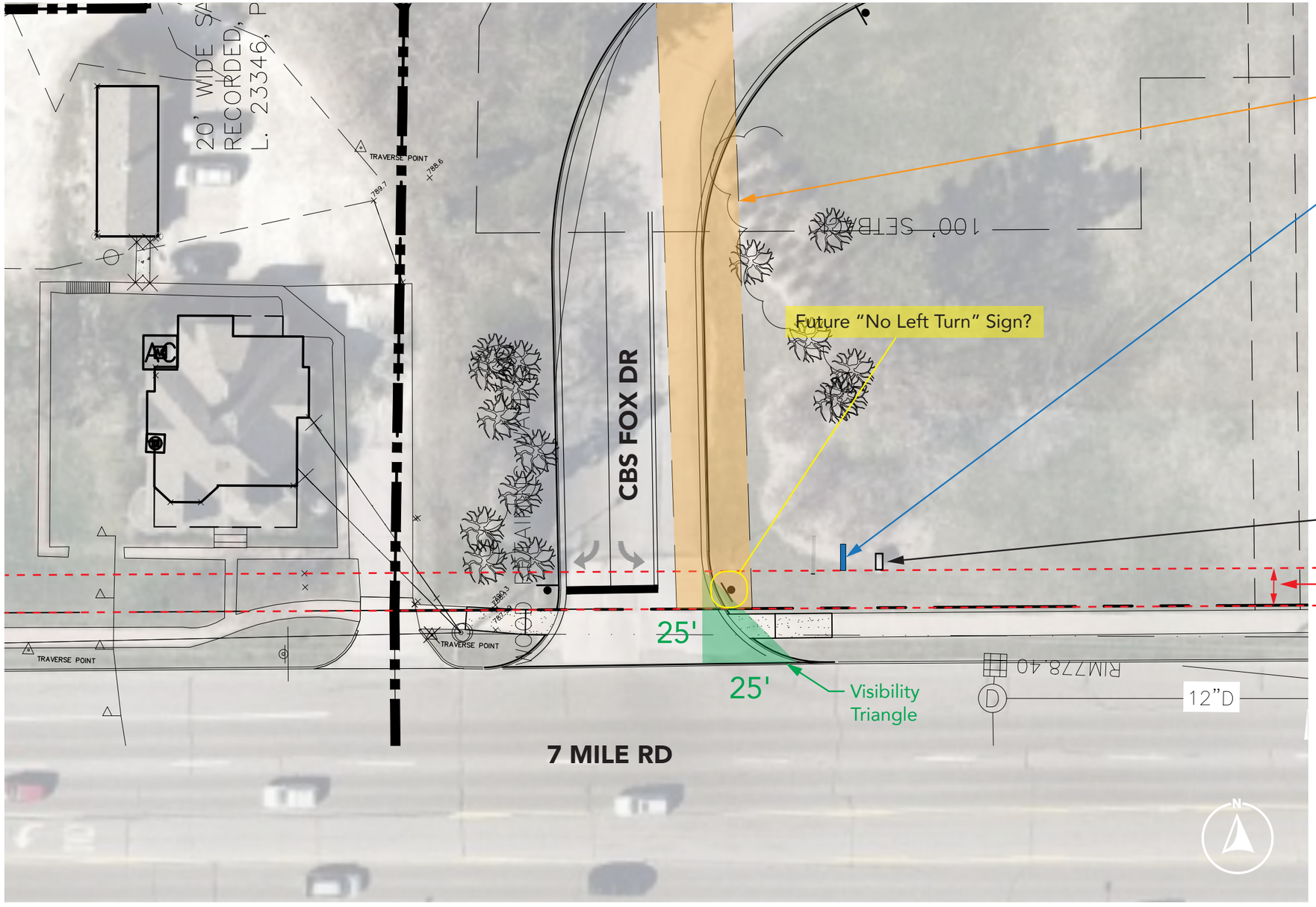

**1 SIGN 01 PROPOSED LOCATION - NTS**

**NOTE: With variance approval to minimize set-back for sign location 2, a sign location here would not be necessary.**




**1 SIGN 01 - Ground Monument**

SCALE: 3/8" = 1'-0"

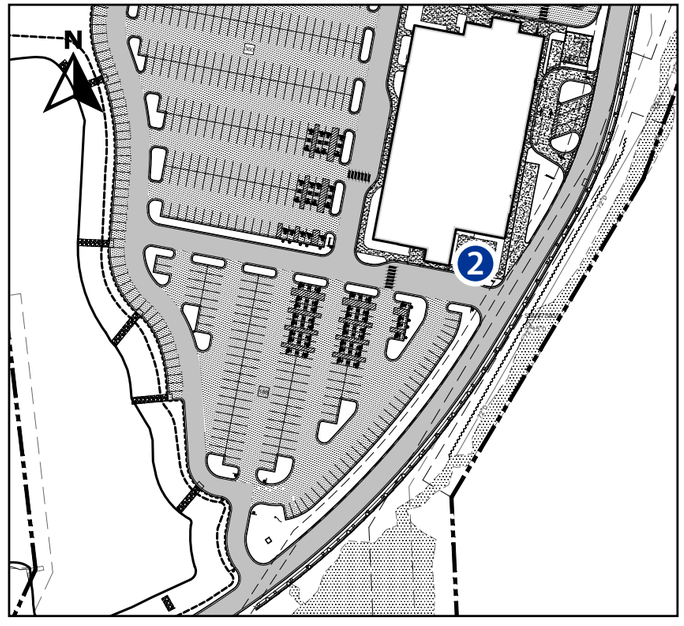



**1** **SIGN 01 - Proposed Location (east of drive)**

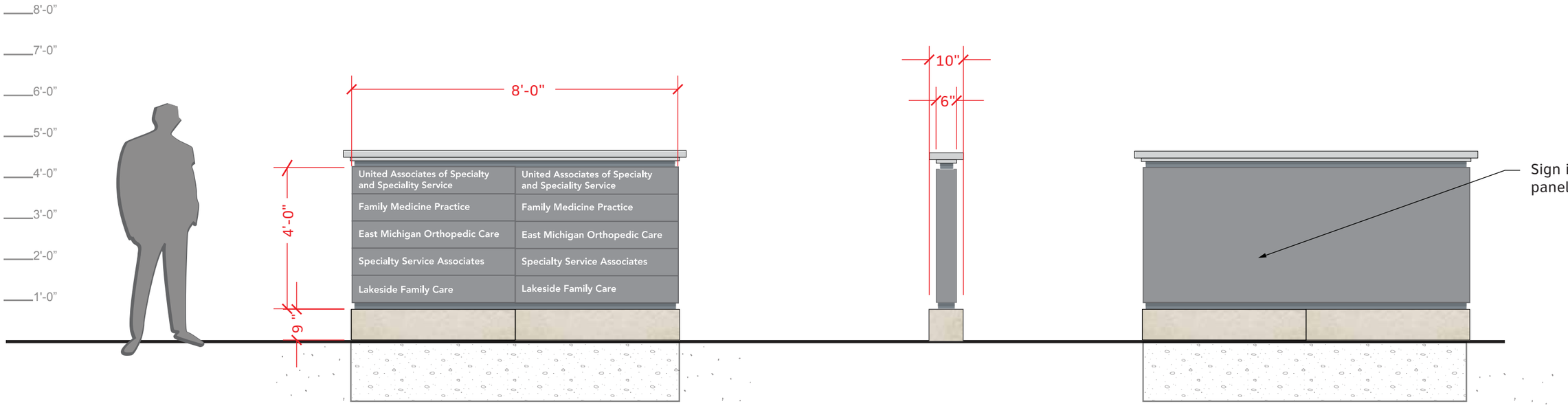
SCALE: 1" = 30'-0"

General Notes:

- Overall sign size: 4'-9" High by 8'-0" wide (tenant panels 4'-0" wide) 10" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Sign base fabrication method to be provided by fabricator
- Footing as required, details provi5ed by sign fabricator




**2 SIGN 02 LOCATION - NTS**




FRONT VIEW

SIDE VIEW

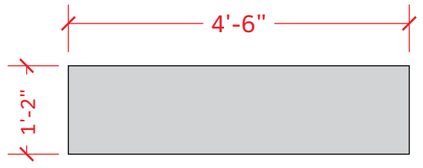
BACK VIEW

**1 Nexcore Tenant Monument**

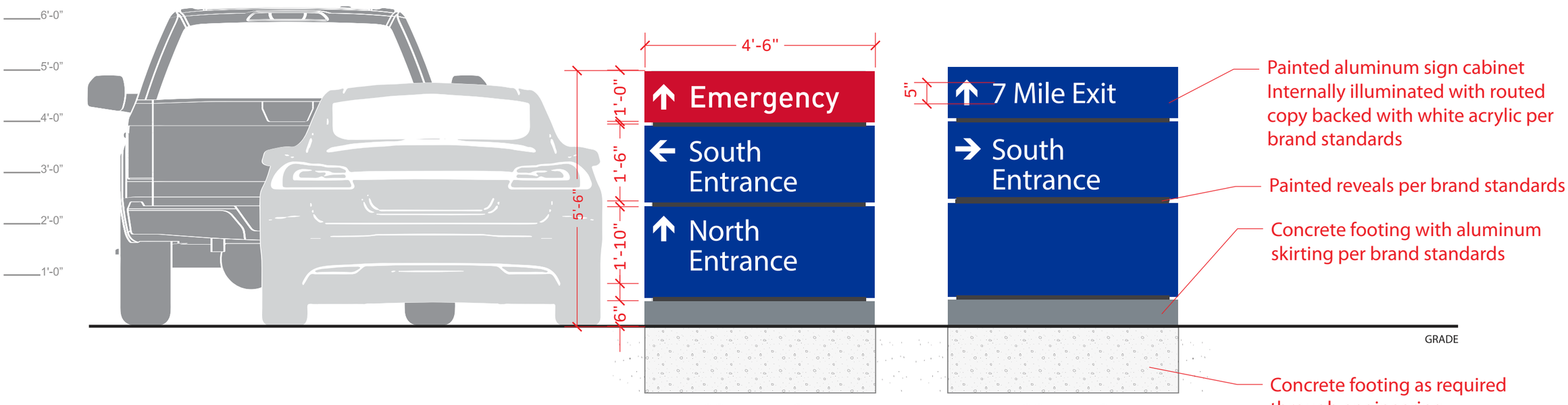
SCALE: 3/8" = 1'-0”

**Ground Mounted Monument General Notes:**

- 5′-6″ High by 4′-6″ wide 14″ deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7′-0″ wide by 14″ deep by 3′-6″ below grade plus 6″ exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

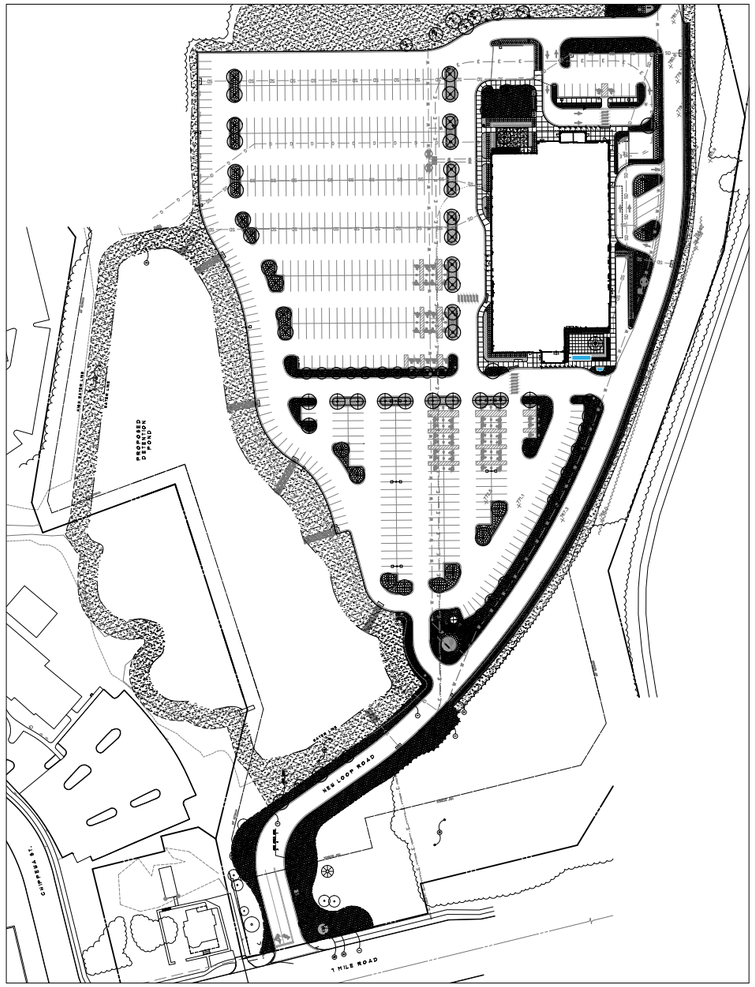



**TOP VIEW**

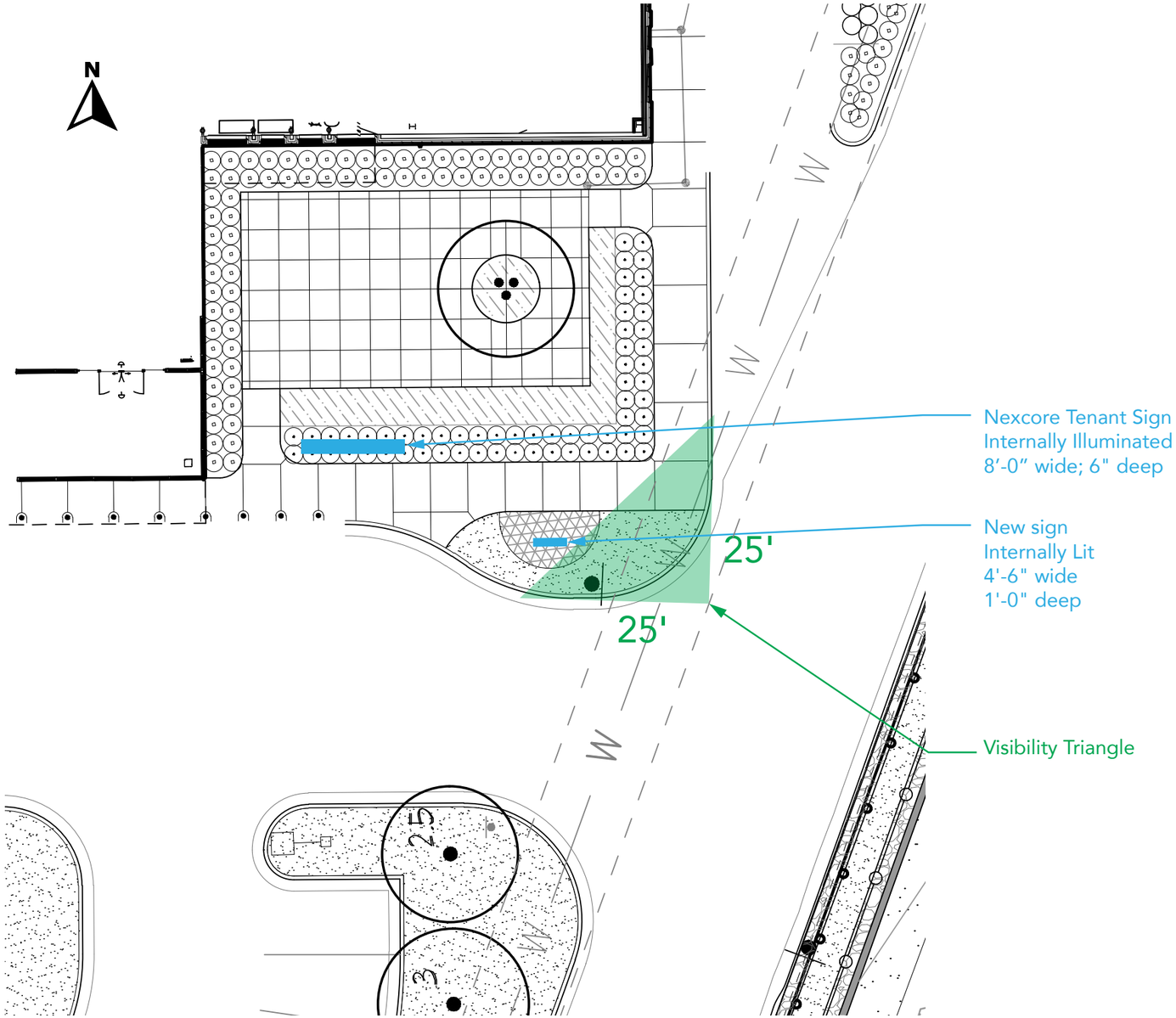



**1** **Directional Sign - Typical (message per location)**

SCALE: 1/2" = 1'-0"

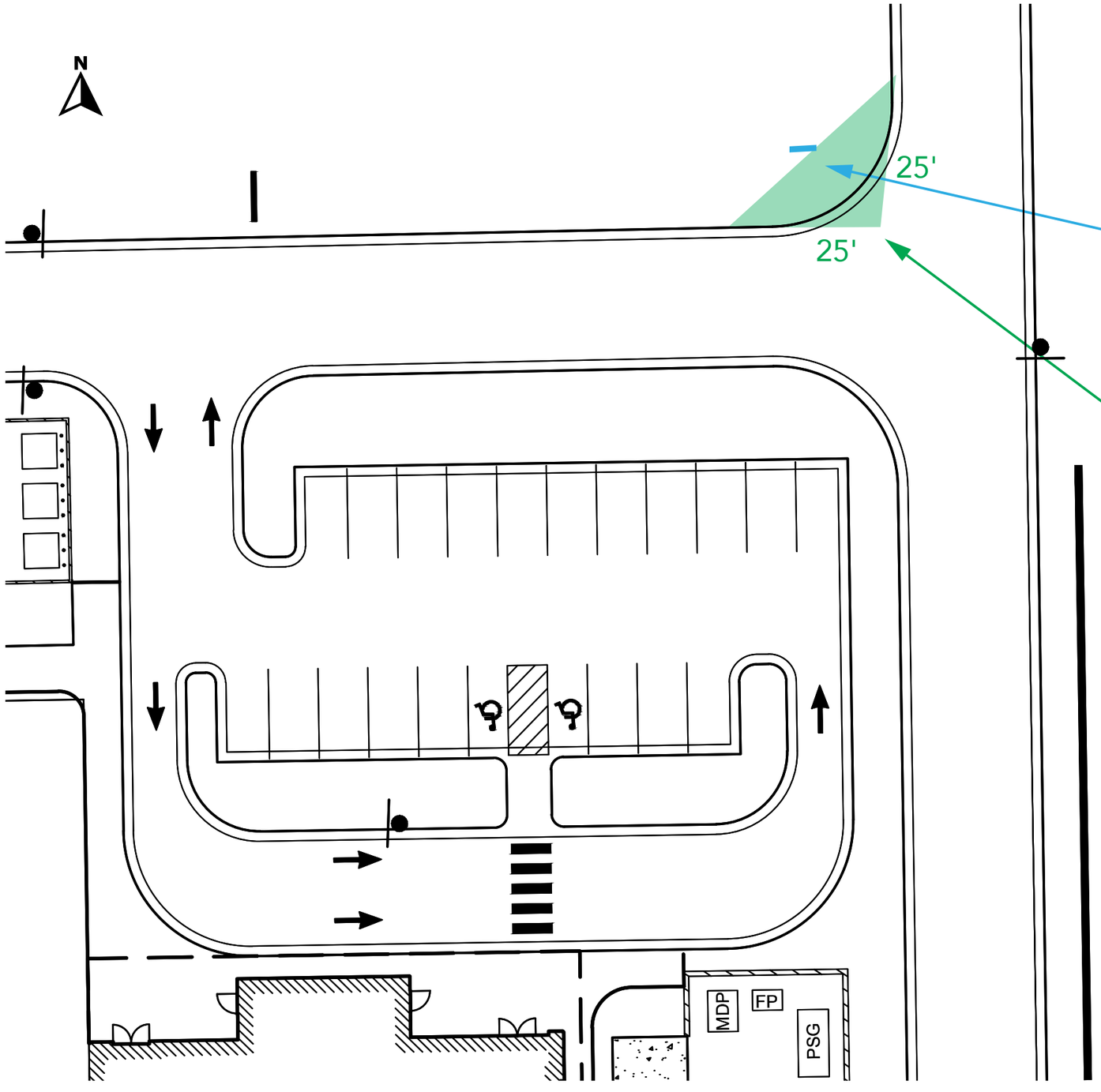



Beaumont Outpatient Campus - Livonia (not to scale)




1 **SIGN 02 and 03 - Proposed Locations**

SCALE: 1/16" = 1'-0"




New sign
Internally Lit
4'-6" wide
1'-0" deep

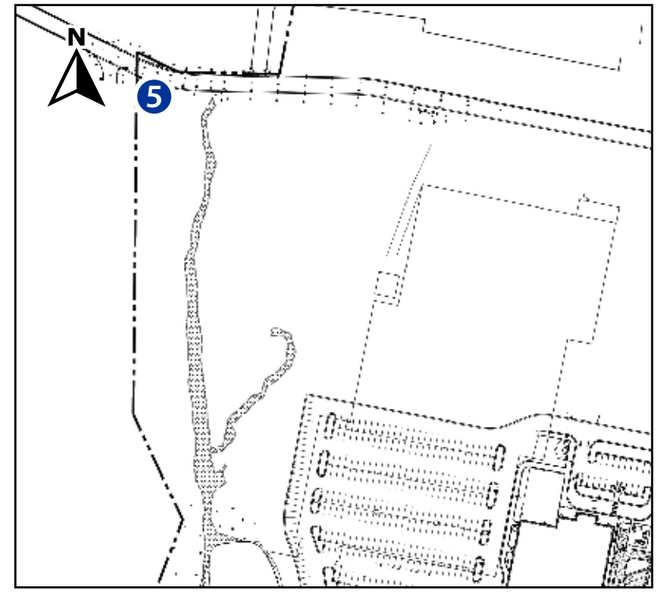
Place sign 10'-0" from south curb
to south sign face and 10'-0"
from east curb to east sign edge

Visibility Triangle

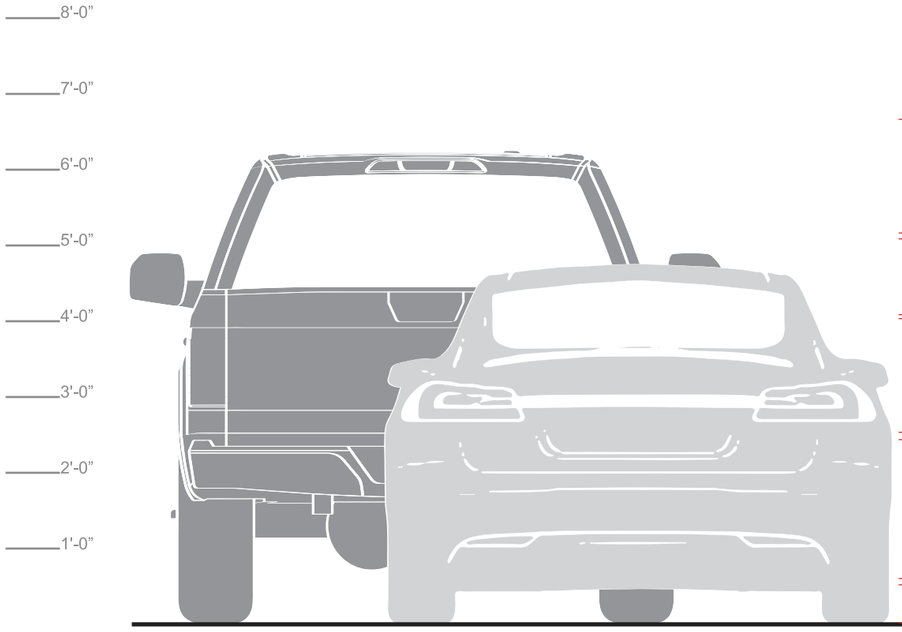
**1** **SIGN 04 - Directional**
SCALE: NTS

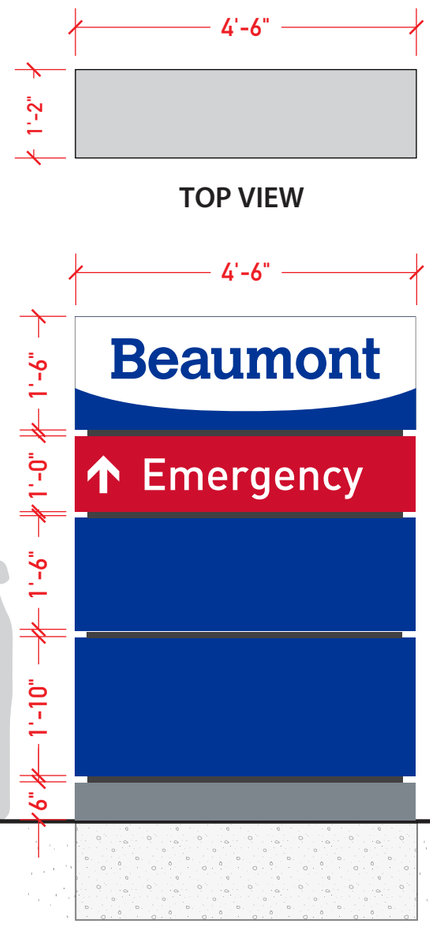
**Ground Mounted Monument General Notes:**

- 6’-8” High by 4’-6” wide 14” deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7’-0” wide by 14” deep by 3’-6” below grade plus 6” exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

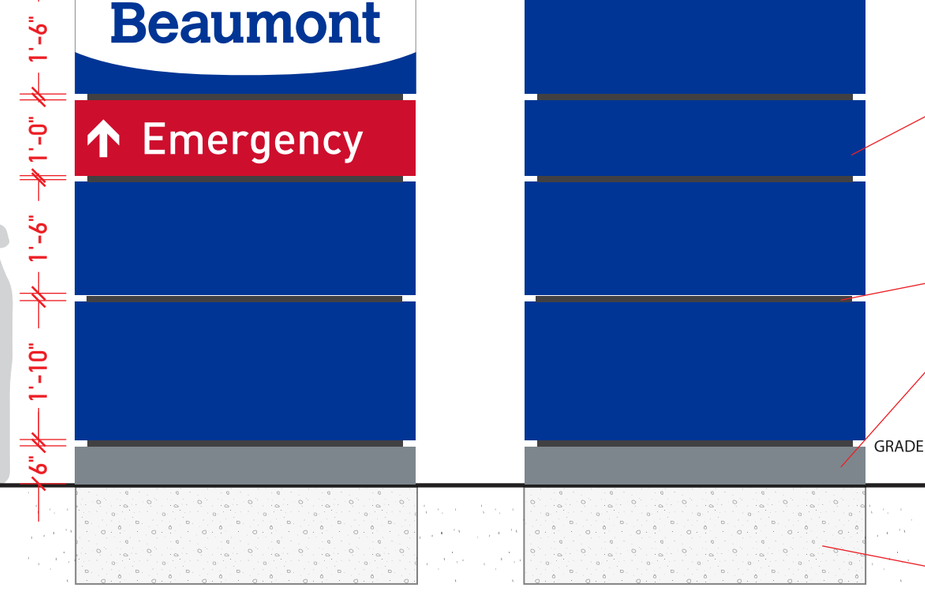



**5 SIGN 05 LOCATION - NTS**




TOP VIEW




WEST FACE

EAST FACE

Painted aluminum sign cabinet Internally illuminated with routed copy backed with white acrylic per brand standards

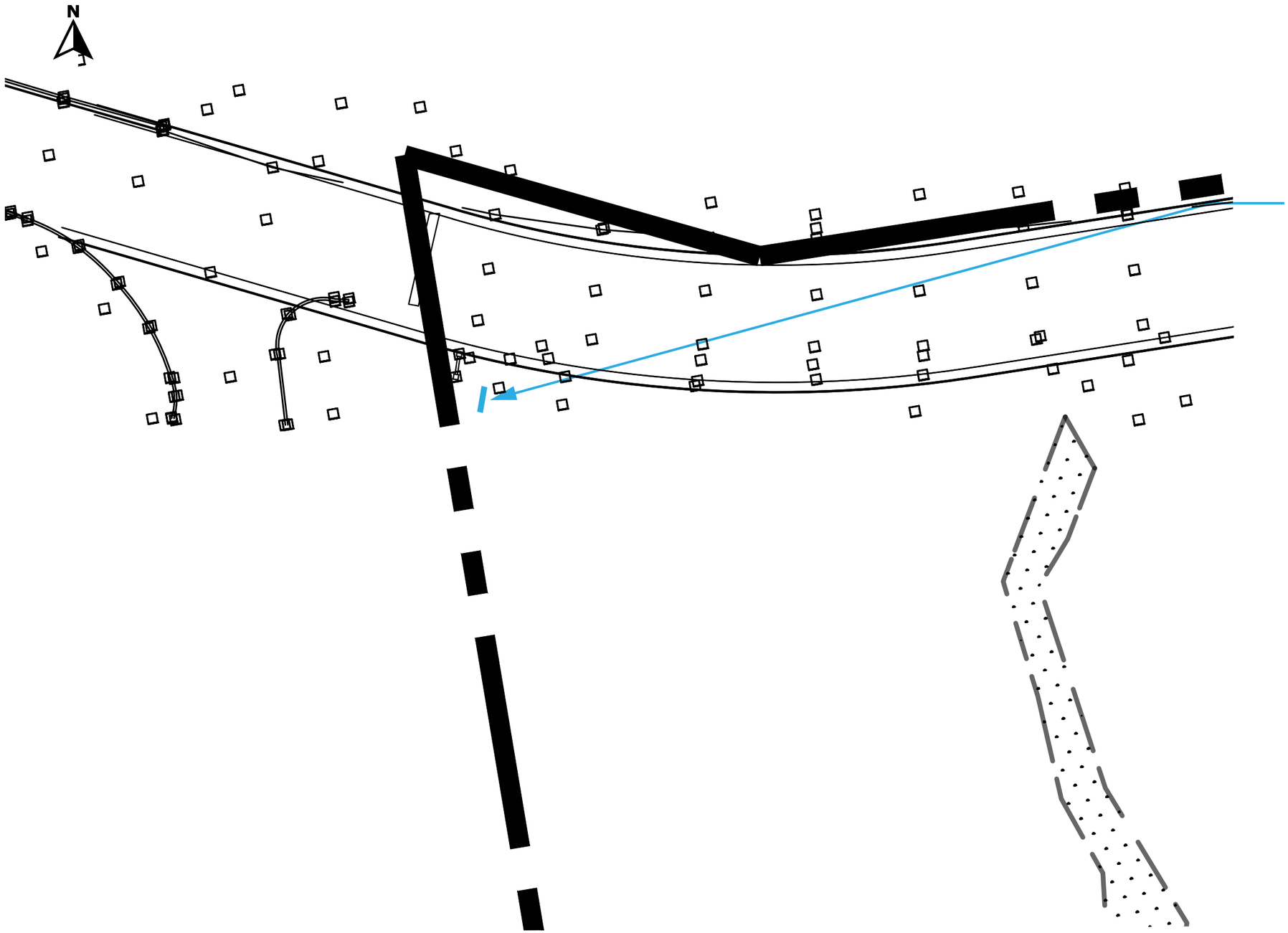
Painted reveals per brand standards

Concrete footing with aluminum skirting per brand standards

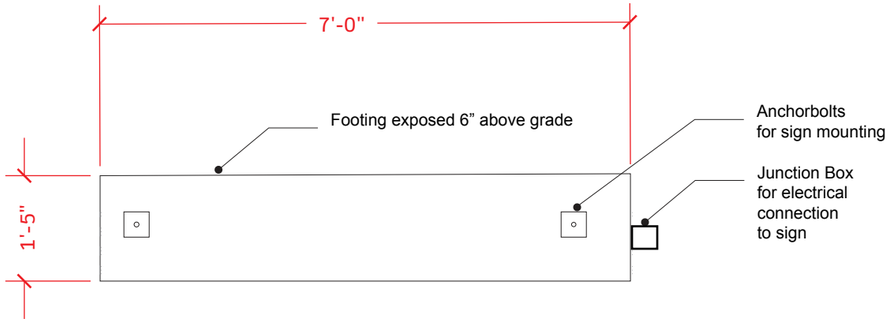
Concrete footing as required through engineering

**1 SIGN 03 - Directional**

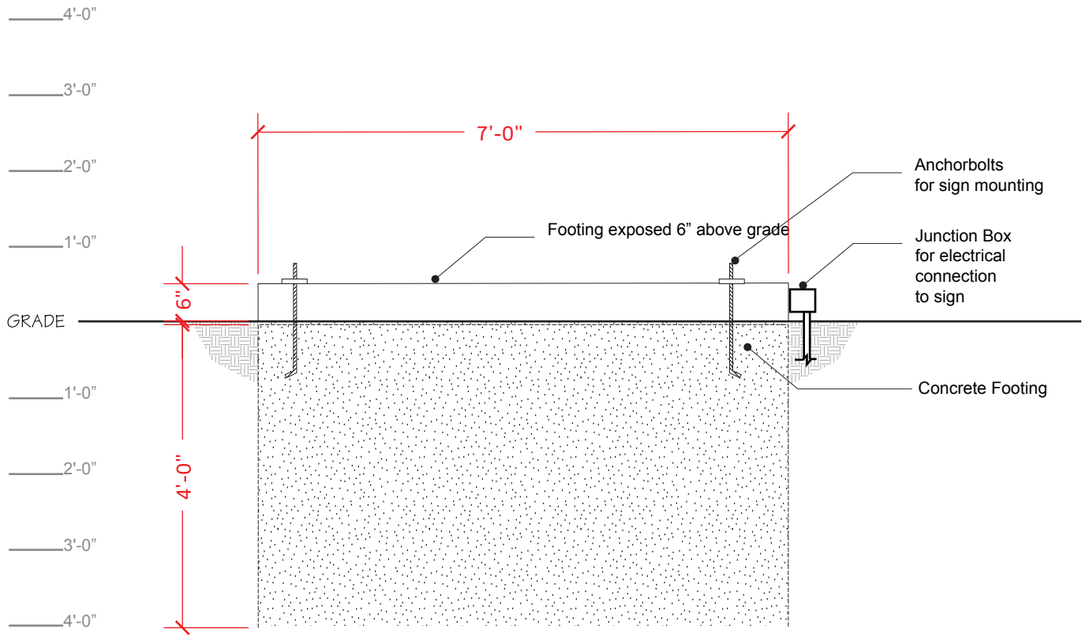
SCALE: 1/2" = 1'-0”



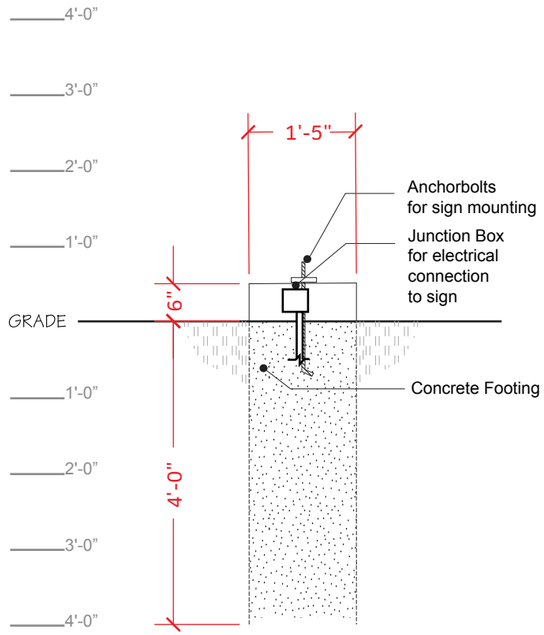

1 **SIGN 05 - Directional**
SCALE: NTS



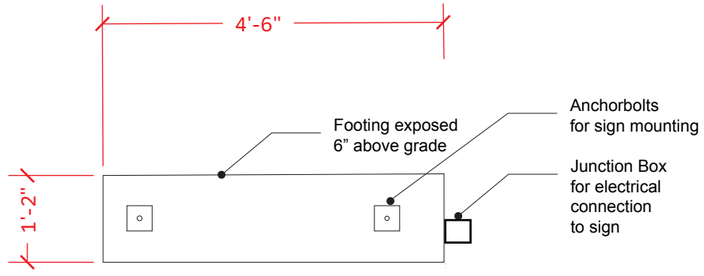

**3** **TYPICAL PYLON FOOTING - TOP VIEW**
SCALE: 1/2" = 1'-0"




**1** **TYPICAL PLYON FOOTING - FRONT VIEW**
SCALE: 1/2" = 1'-0"

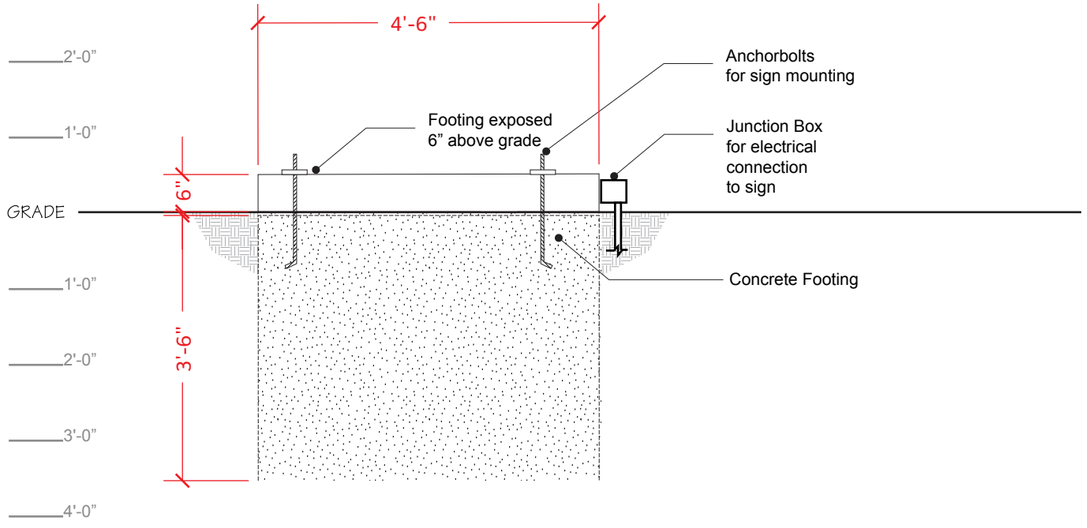



**2** **TYPICAL PYLON FOOTING - SIDE VIEW**
SCALE: 1/2" = 1'-0"



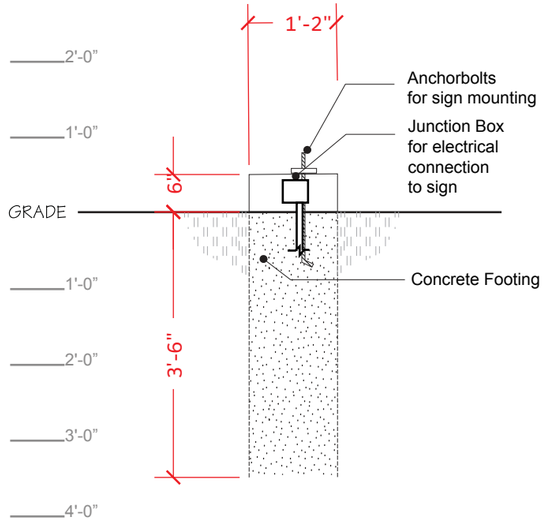

**3** **TYPICAL GROUND MONUMENT FOOTING - TOP VIEW**

SCALE: 1/2" = 1'-0"




**1** **TYPICAL GROUND MONUMENT FOOTING - FRONT VIEW**

SCALE: 1/2" = 1'-0"




**2** **TYPICAL GROUND MONUMENT FOOTING - SIDE VIEW**

SCALE: 1/2" = 1'-0"

6 SIGN 06 - South Entrance Sign

7 SIGN 07 - Beaumont Identification

8 SIGN 08 - Emergency Identification

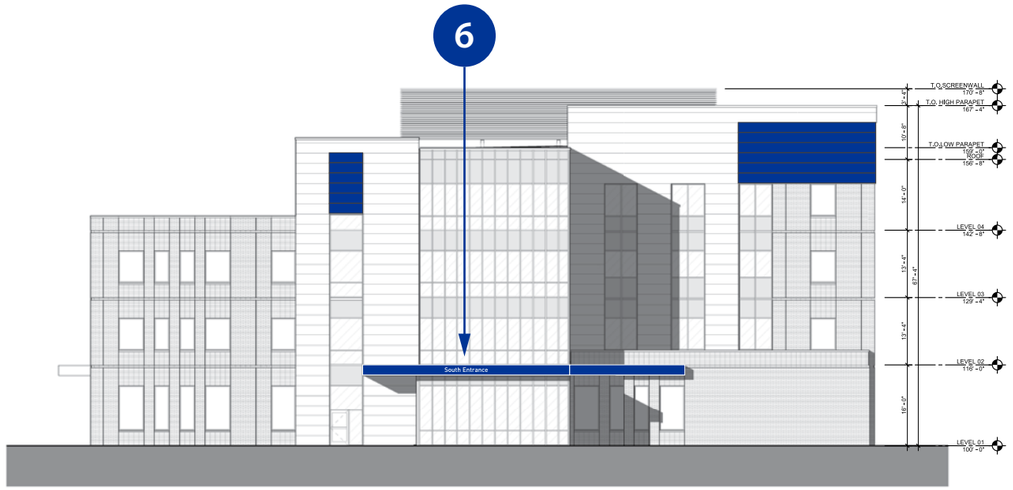
9 SIGN 09 - Ambulance Sign

10 SIGN 10 - Emergency Entrance Sign

11 SIGN 11 - North Entrance Sign

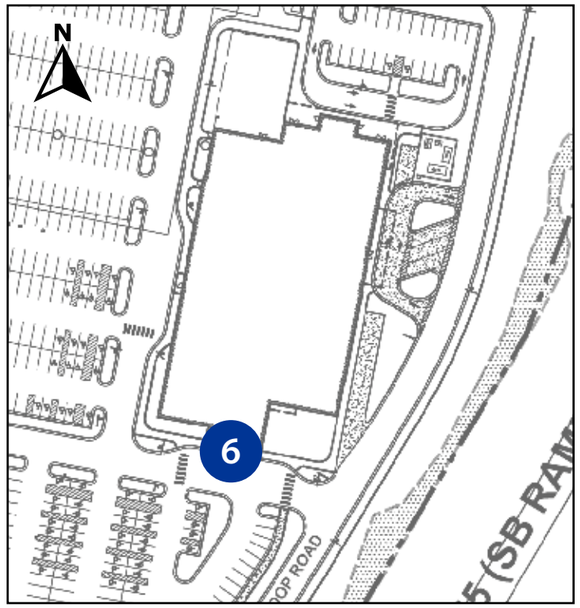
12 SIGN 12 - Surgery Pick-Up Sign

1 **BUILING SIGN LOCATION PLAN**
SCALE: NTS

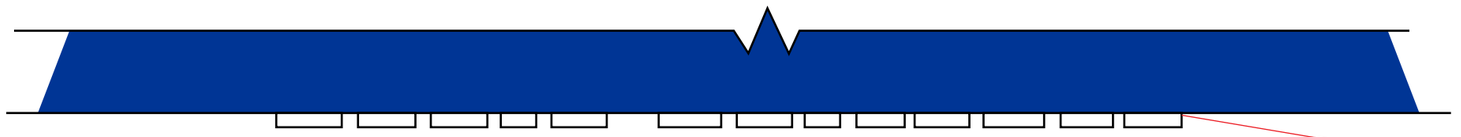



**1** **SOUTH ELEVATION - South Entrance Sign**

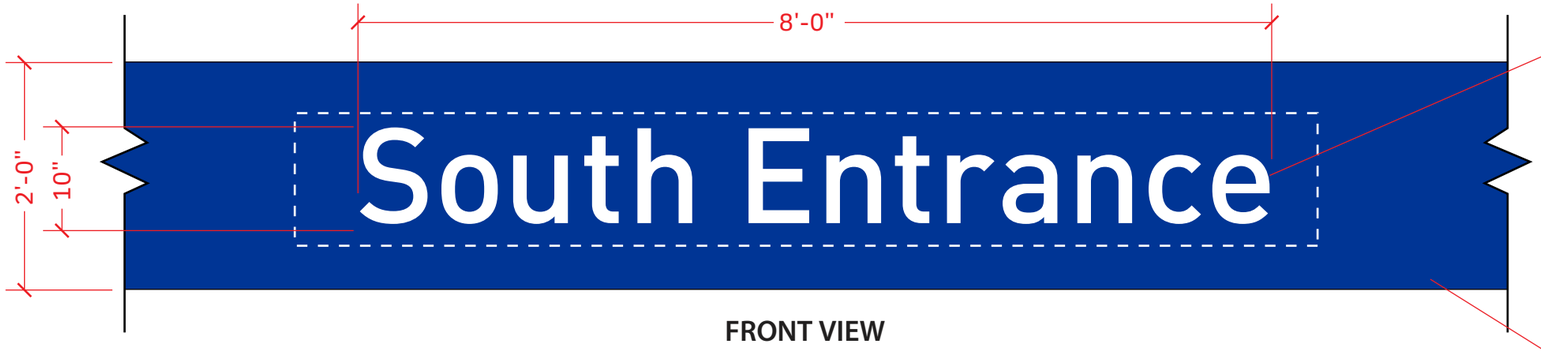
SCALE: 1" = 30'-0"




**6** **SIGN 6 LOCATION - NTS**



TOP VIEW




FRONT VIEW

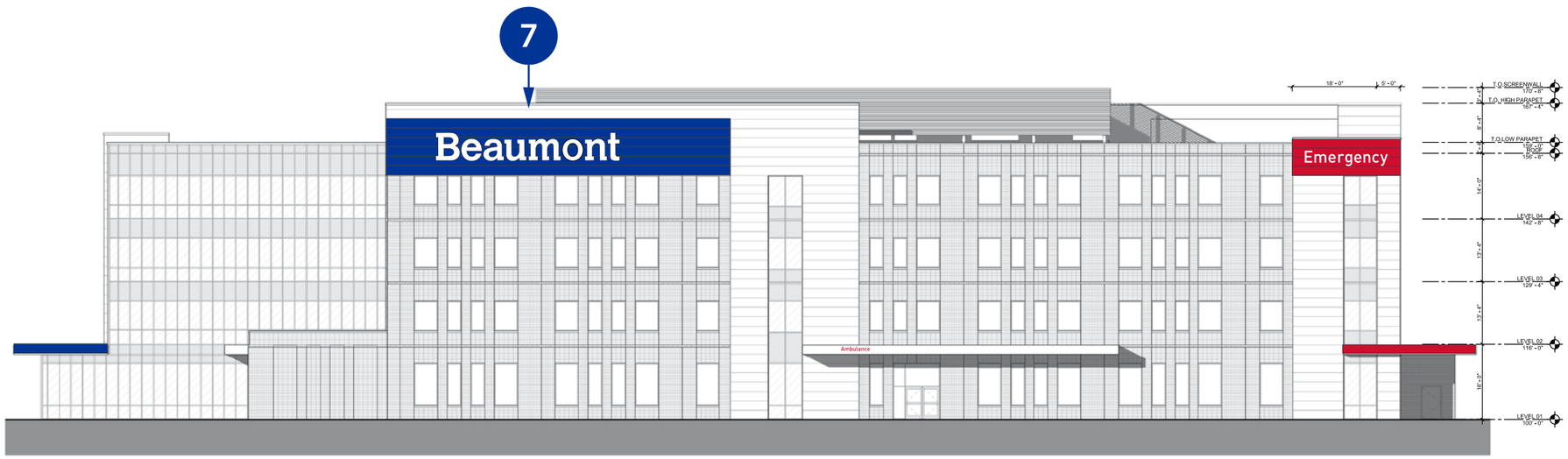
1 1/2" return on channel letter

Aluminum channel letter internally illuminated with white acrylic face, white jewel trim and white return
flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 9'-0"
Estimated weight 52 lbs

Architectural canopy painted to match PMS 661 blue

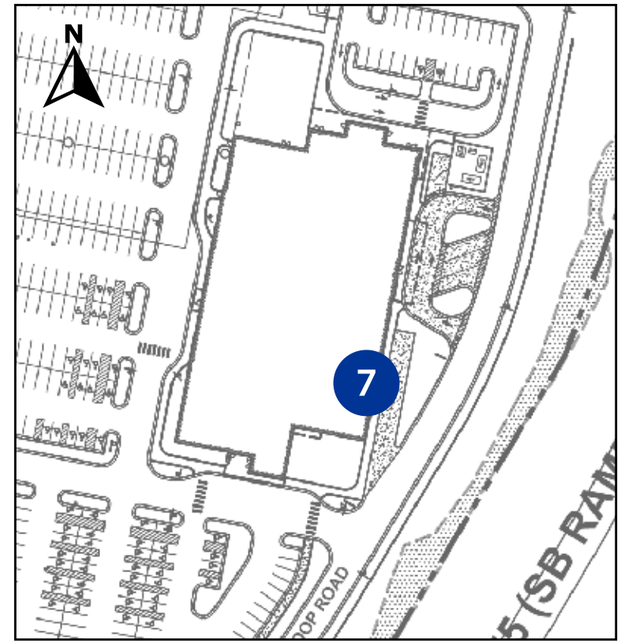
**2** **SOUTH ELEVATION - South Entrance Sign**

SCALE: 3/4" = 1'-0"

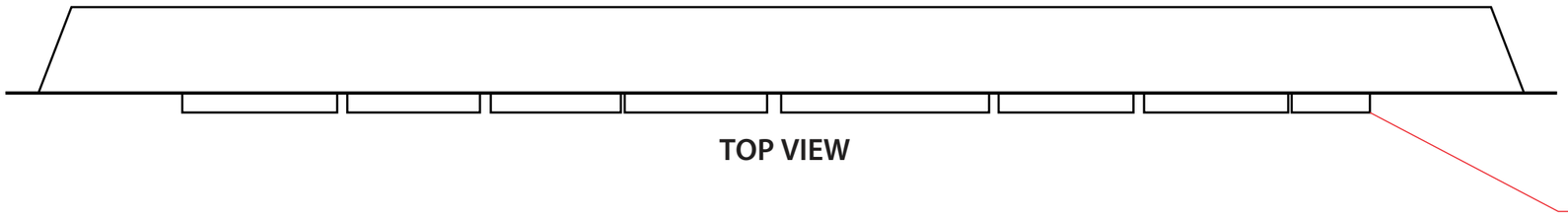



**1** **EAST ELEVATION - Beaumont Identification**

SCALE: 1" = 30'-0"

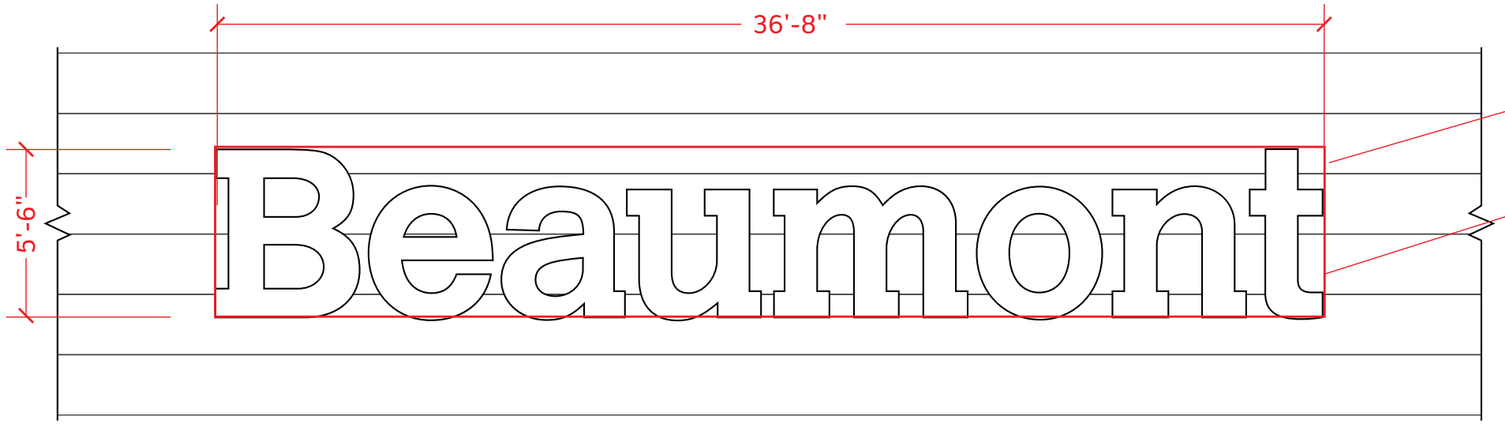



**7** **SIGN 7 LOCATION - NTS**



**TOP VIEW**

6" return on channel letter



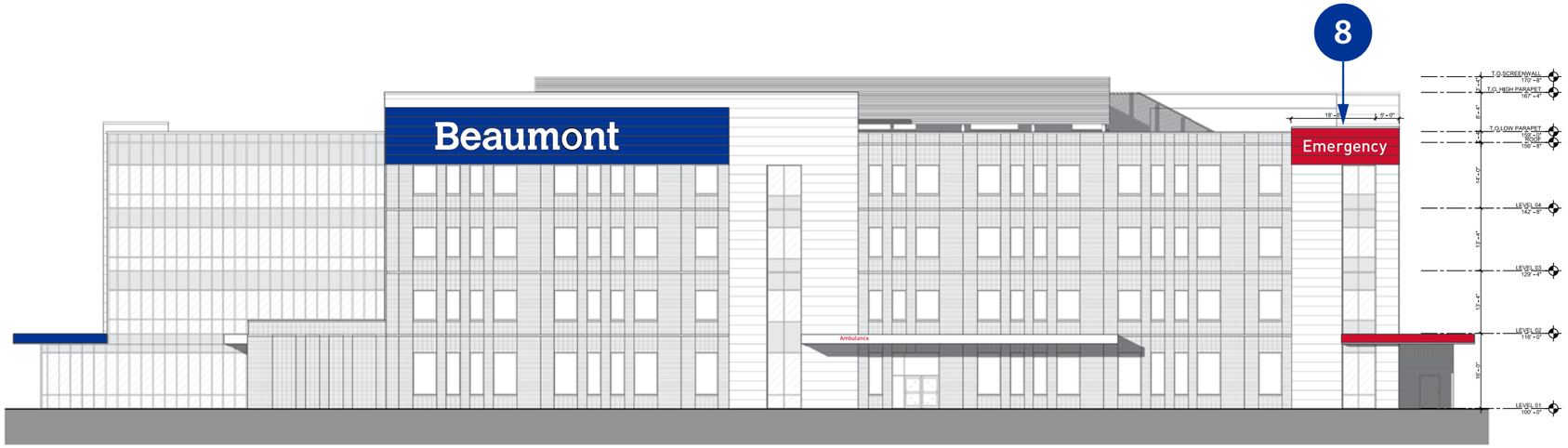

**FRONT VIEW**

200 sq. ft. of sign area as defined by top of capital letter and top of ascender.

165 sq. ft. of sign area occupied by lowercase letters

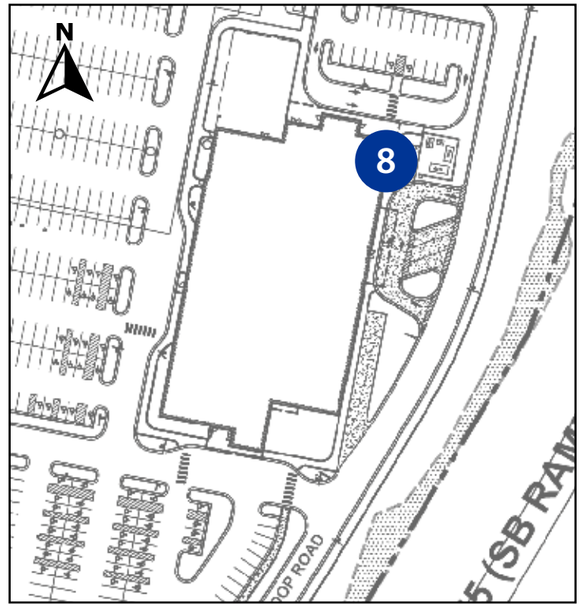
**2** **Beaumont ID - Option 1 (200 Sq.Ft.)**

SCALE: 3/16" = 1'-0"

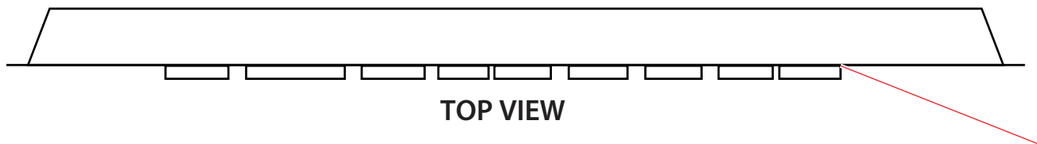



**1** **EAST ELEVATION - Emergency Identification**

SCALE: 1" = 30'-0"

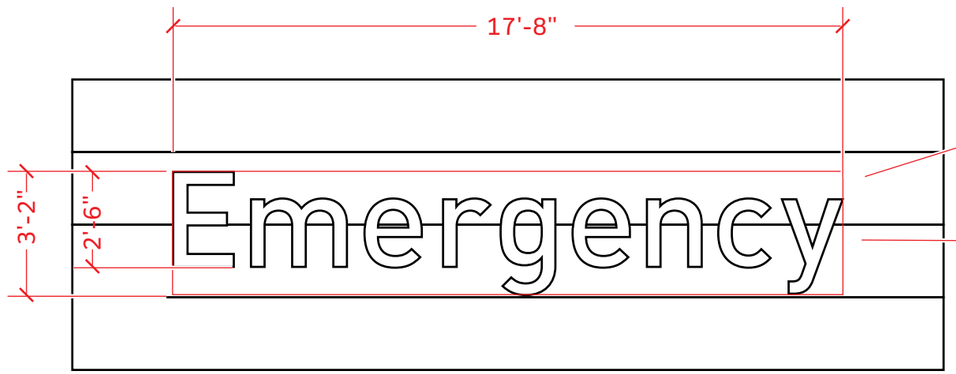



**8** **SIGN 8 LOCATION - NTS**



**TOP VIEW**

3" return on channel letter



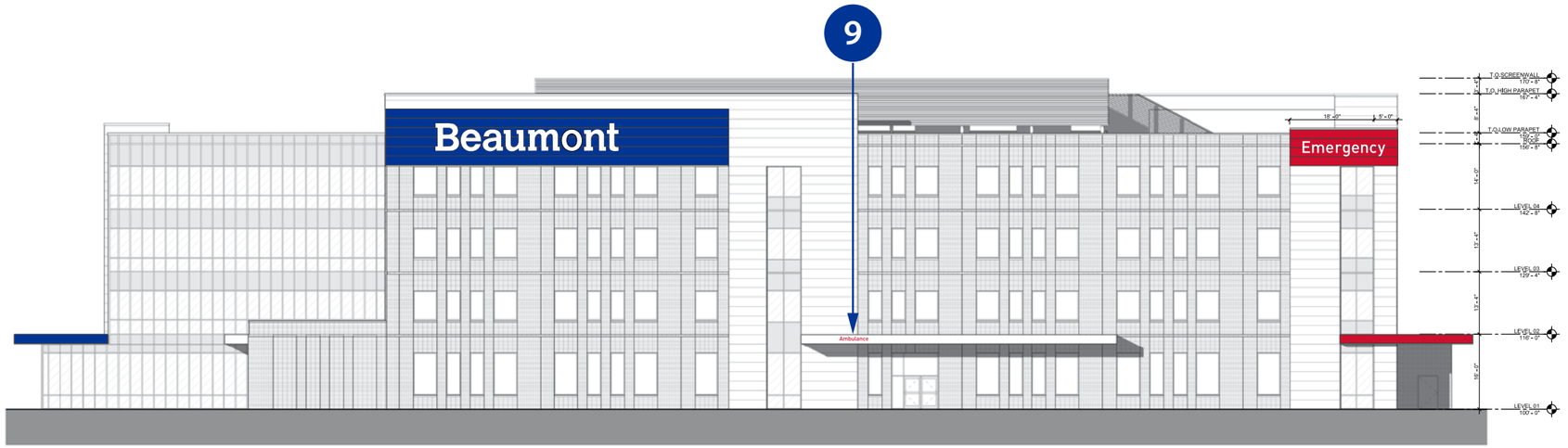

**FRONT VIEW**

56 sq. ft. sign area defined by top of capital letter to bottom of descender

36 sq. ft sign area occupied by x-height of letters

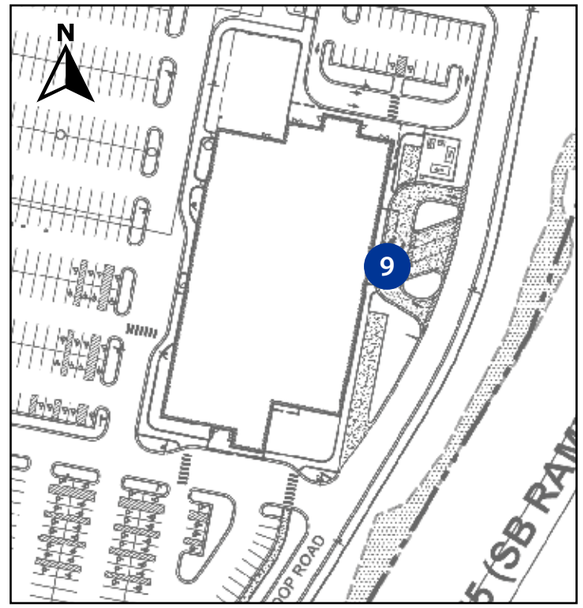
**2** **EAST ELEVATION - Emergency Identification**

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

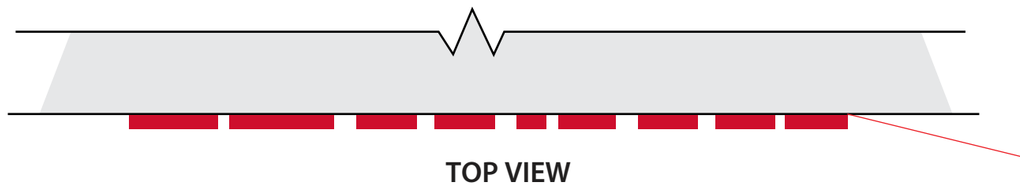



**1** **EAST ELEVATION - Ambulance Sign**

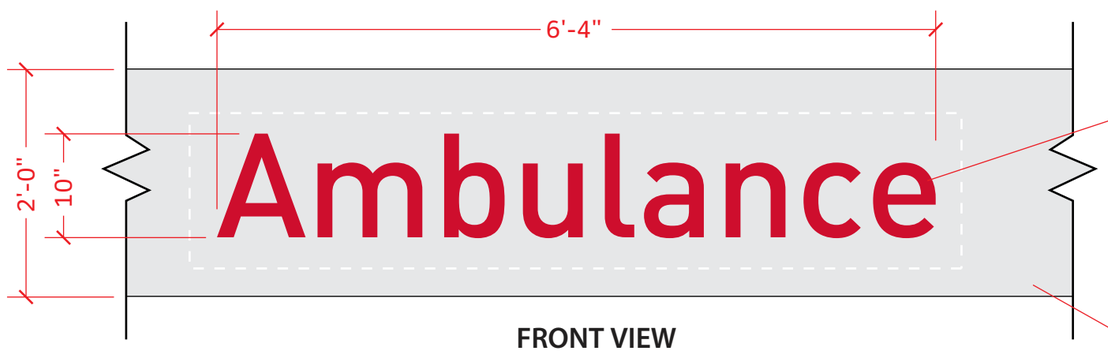
SCALE: 1" = 30'-0"




**9** **SIGN 9 LOCATION - NTS**



**TOP VIEW**




**FRONT VIEW**

1 1/2" return on channel letter

Aluminum channel letter internally illuminated with red acrylic face, red jewel trim and white return flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 8'-0"
Estimated weight 32 lbs

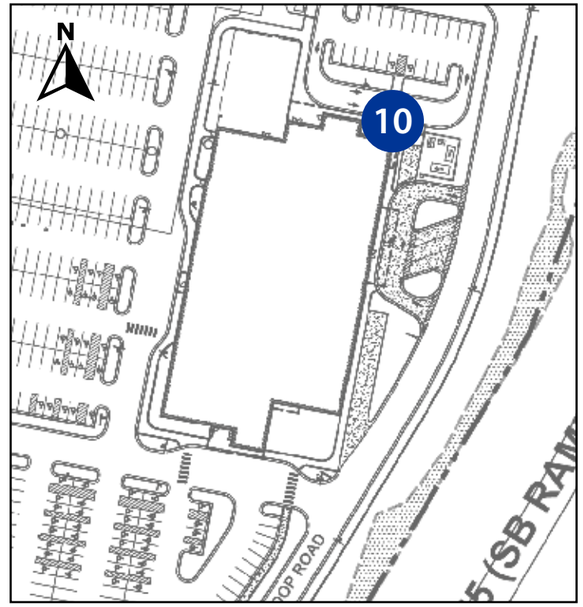
Architectural canopy painted per architectural palette

**2** **EAST ELEVATION - Ambulance Sign**

SCALE: 3/4" = 1'-0"

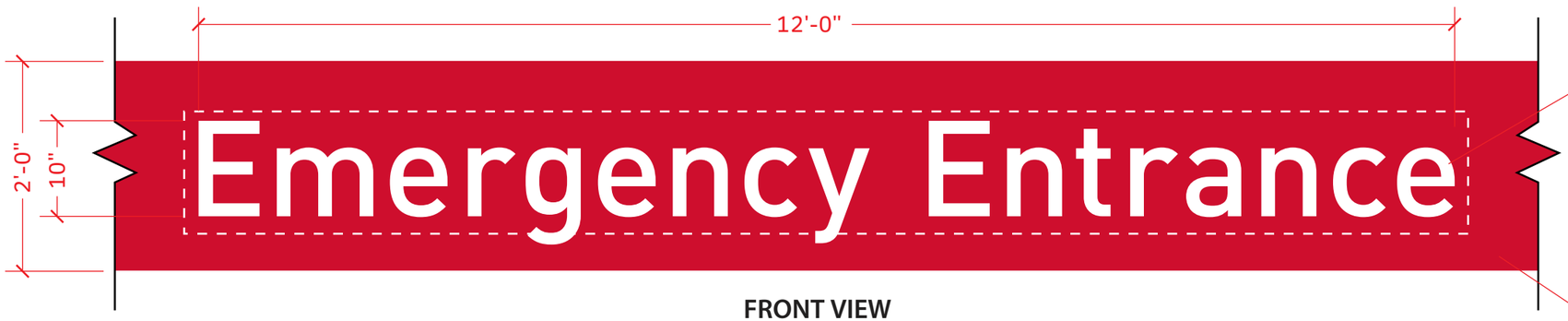
**1** **NORTH ELEVATION - Emergency Entrance Sign**

SCALE: 1" = 30'-0"




**10** **SIGN 10 LOCATION - NTS**

**TOP VIEW**




**FRONT VIEW**

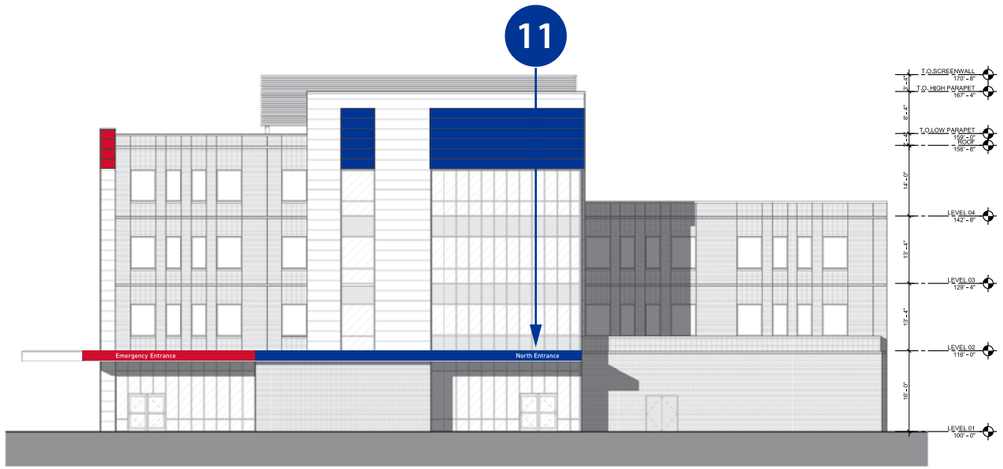
1 1/2" return on channel letter

Aluminum channel letter internally illuminated with red acrylic face, red jewel trim and white return flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 12'-0"
Estimated weight 68 lbs

Architectural canopy painted paint-ed to match PMS 186

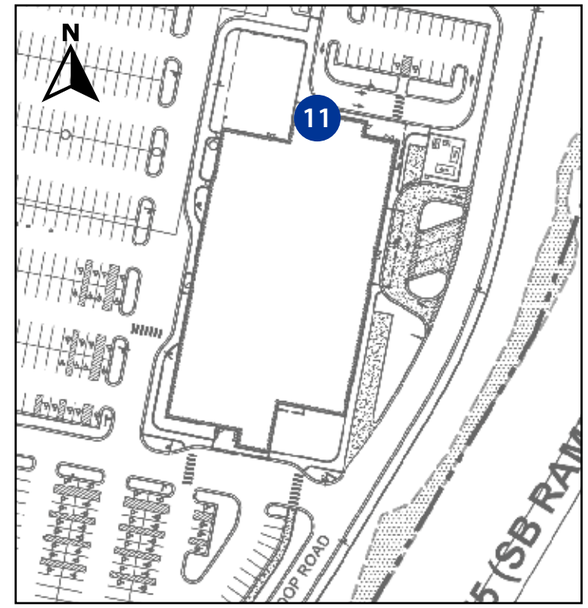
**2** **NORTH ELEVATION - Emergency Entrance Sign**

SCALE: 3/4" = 1'-0"

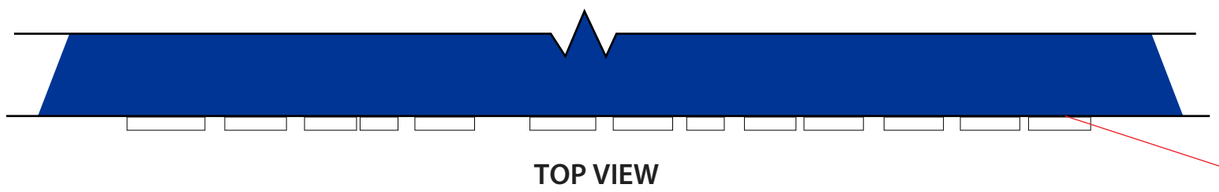



**1** **NORTH ELEVATION - Emergency Entrance Sign**

SCALE: 1" = 30'-0"

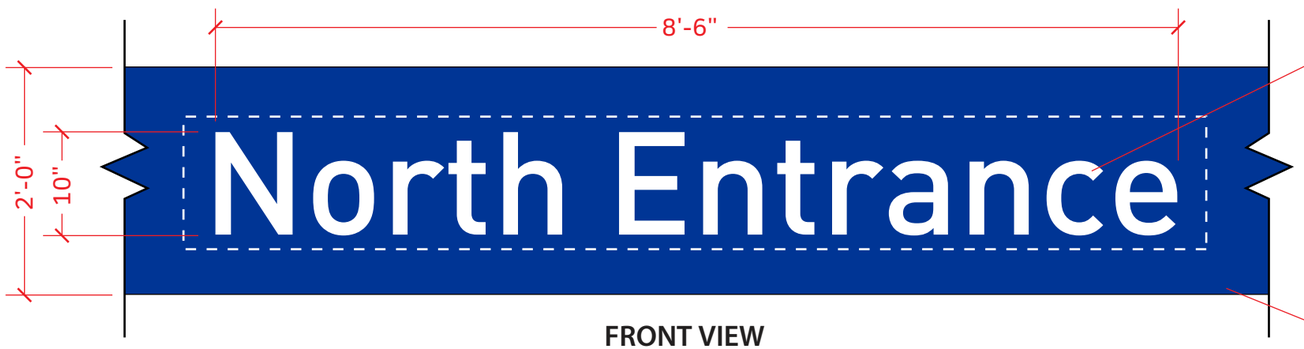



**11** **SIGN 11 LOCATION - NTS**



**TOP VIEW**

1 1/2" return on channel letter



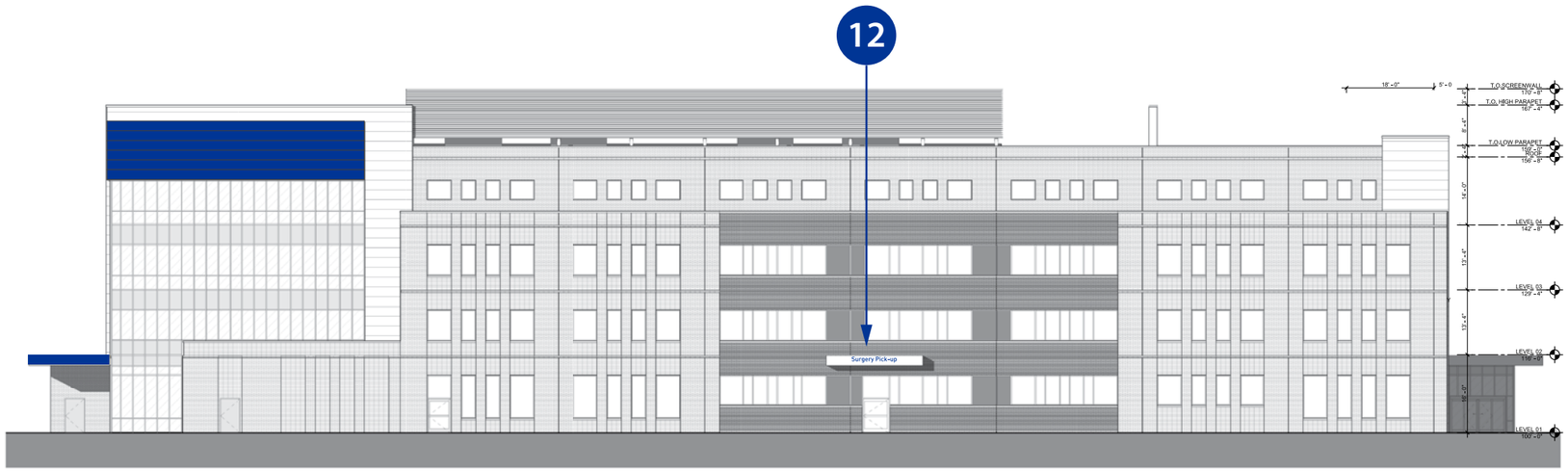

**FRONT VIEW**

Aluminum channel letter internally illuminated with blue acrylic face, white jewel trim and white return
flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing
1'-2" by 9'-0"
Estimated weight 52 lbs

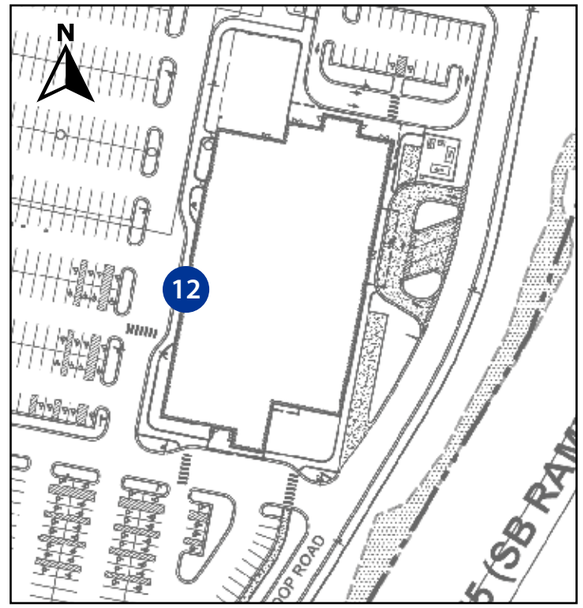
Architectural canopy painted to match PMS 661 blue

**2** **NORTH ELEVATION - North Entrance Sign**

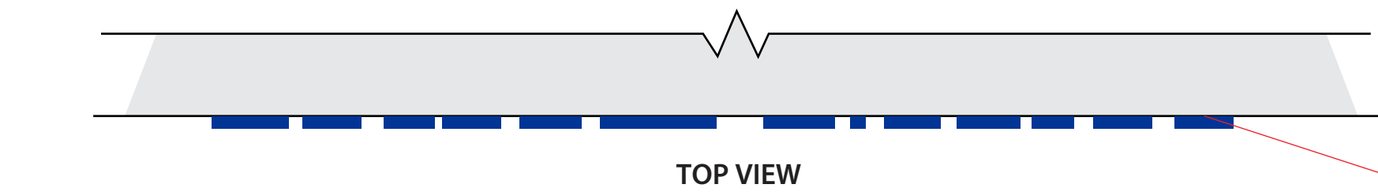
SCALE: 3/4" = 1'-0"




**1** **WEST ELEVATION - Surgery Pick-up Sign**
SCALE: 1" = 30'-0"




**12** **SIGN 12 LOCATION - NTS**



TOP VIEW

FRONT VIEW

1 1/2" return on channel letter

Aluminum channel letter internally illuminated with blue acrylic face, white jewel trim and white return flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 12'-0"
Estimated weight 68 lbs

Architectural canopy painted per architectural palette

**2** **WEST ELEVATION - Surgery Pick-Up Sign**
SCALE: 3/4" = 1'-0"

CHANGES !

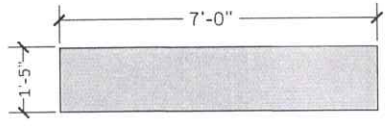
GROUND SIGN
(1) BUS. CENTER
(2) GROUP ID.
(3) DIRECTIONAL ?

CHANGE
AREA, HEIGHT
AREA, HEIGHT
AREA, HEIGHT

WALL
EMERGENCY SMALLER
BEAMONT SMALLER

**Ground Mounted Pylon General Notes:**

- 8'-0" High by 7'-0" wide 17" deep (43 Sq.Ft. shown)
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 17" deep by 4'-0"below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator




TOP VIEW

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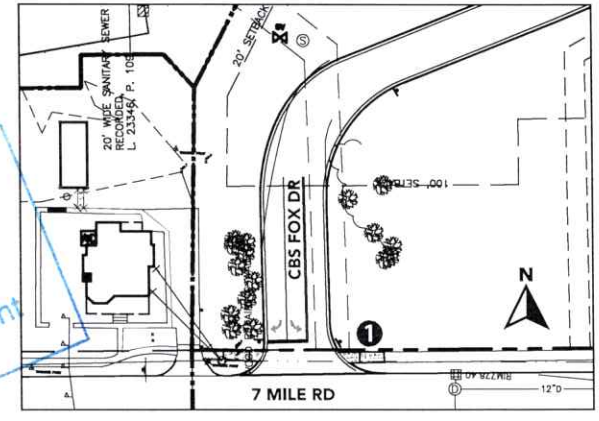
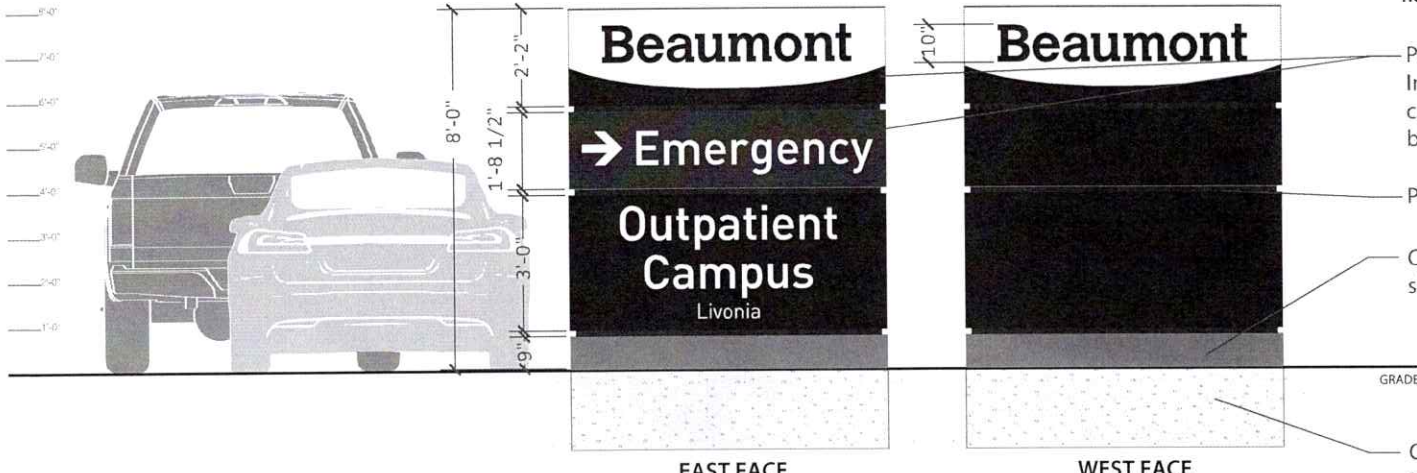
City of Livonia




1 SIGN 01 PROPOSED LOCATION - NTS

**NOTE: With variance approval to minimize set-back for sign location 2, a sign location here would not be necessary.**



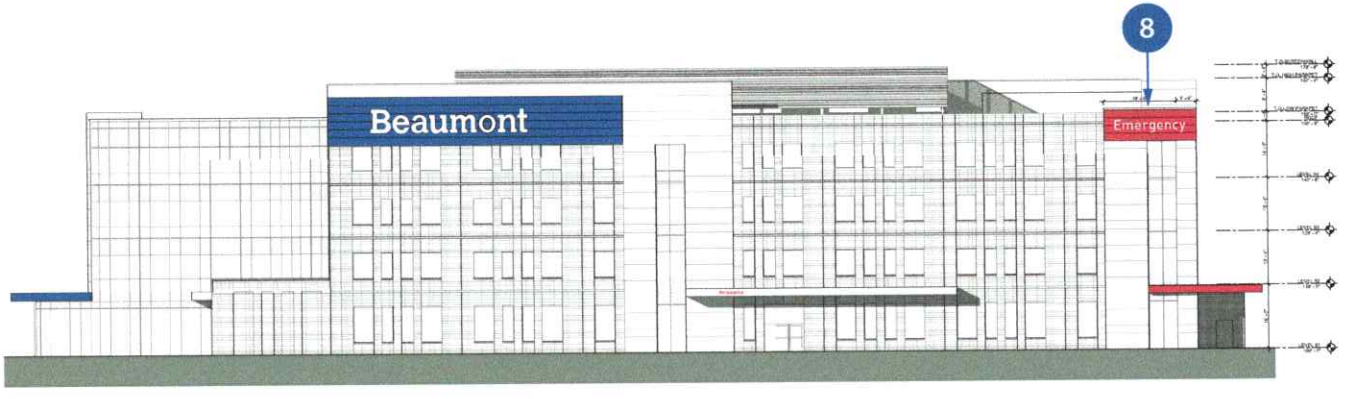

Painted aluminum sign cabinet Internally illuminated with routed copy backed with white acrylic per brand standards

Painted reveals per brand standards

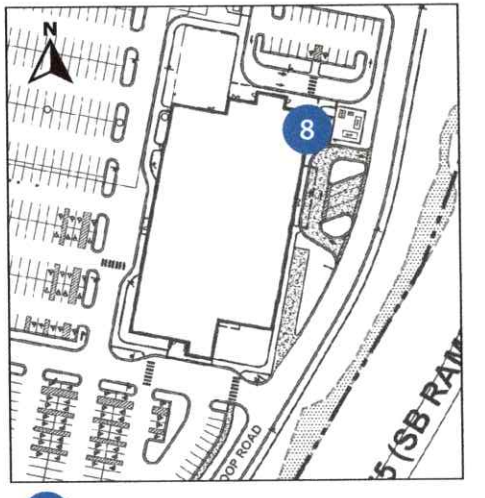
Concrete footing with aluminum skirting per brand standards

Concrete footing as required through engineering

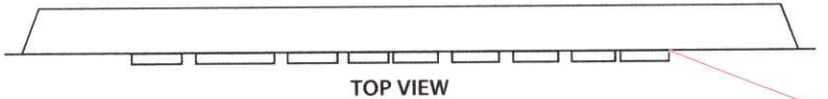
1 SIGN 01 - Ground Monument
SCALE: 3/8" = 1'-0"




1 **EAST ELEVATION - Emergency Identification**
SCALE: 1" = 30'-0"

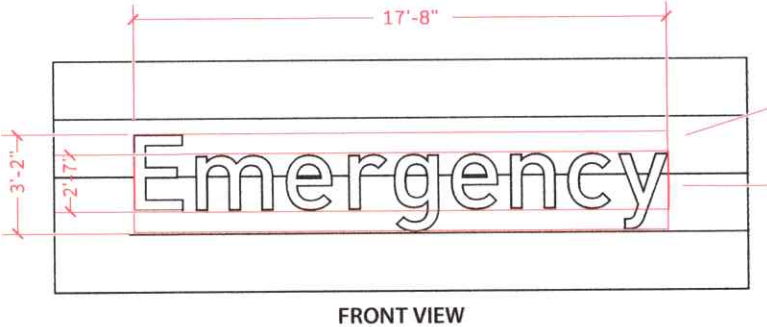



8 **SIGN 8 LOCATION - NTS**



TOP VIEW

3" return on channel letter




56 sq. ft. sign area defined by top of capital letter to bottom of descender

36 sq. ft sign area occupied by x-height of letters

FRONT VIEW

2 **EAST ELEVATION - Emergency Identification**
SCALE: 1/4" = 1'-0"

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Inspection Department
City of Livonia

**Ground Mounted Monument General Notes:**

- 5'-6" High by 4'-6" wide 14" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 14" deep by 3'-6" below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

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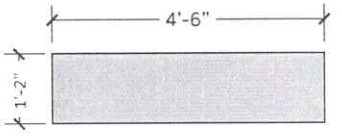
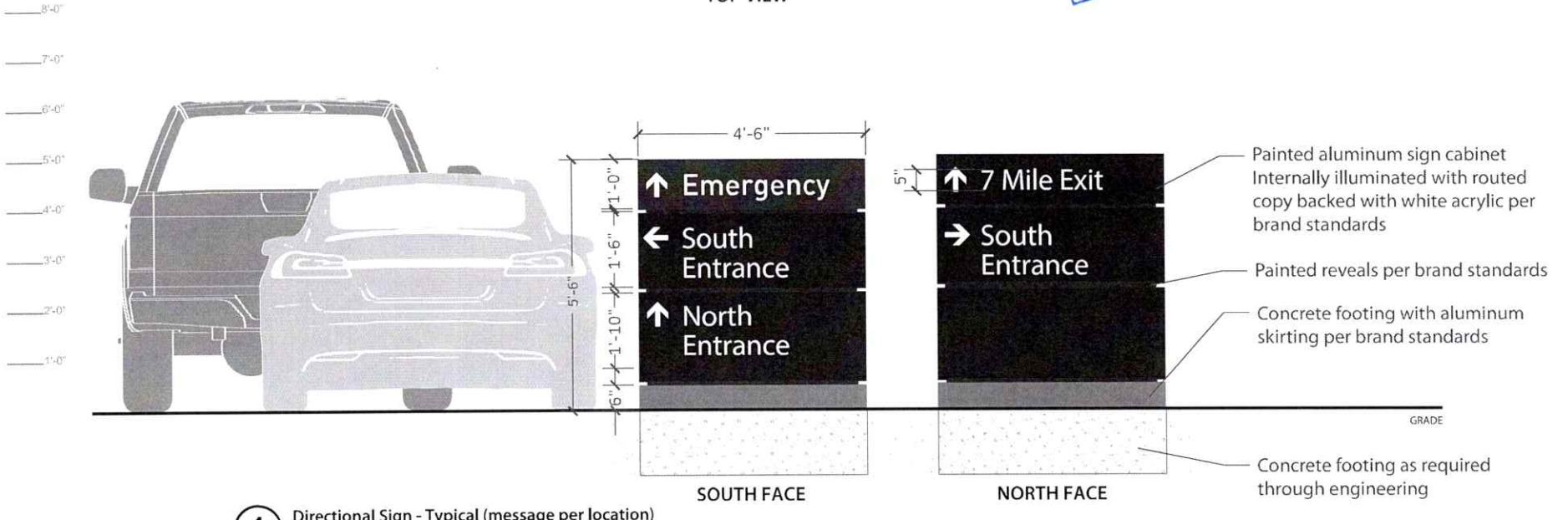
City of Livonia




TOP VIEW




SOUTH FACE

NORTH FACE

**1** Directional Sign - Typical (message per location)
SCALE: 1/2" = 1'-0"

General Notes:

- Overall sign size: 4'-9" High by 8'-0" wide (tenant panels 4'-0" wide) 10" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Sign base fabrication method to be provided by fabricator
- Footing as required, details provi5ed by sign fabricator

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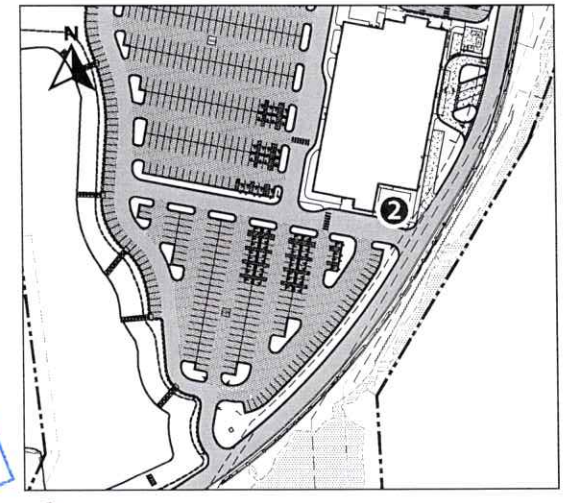
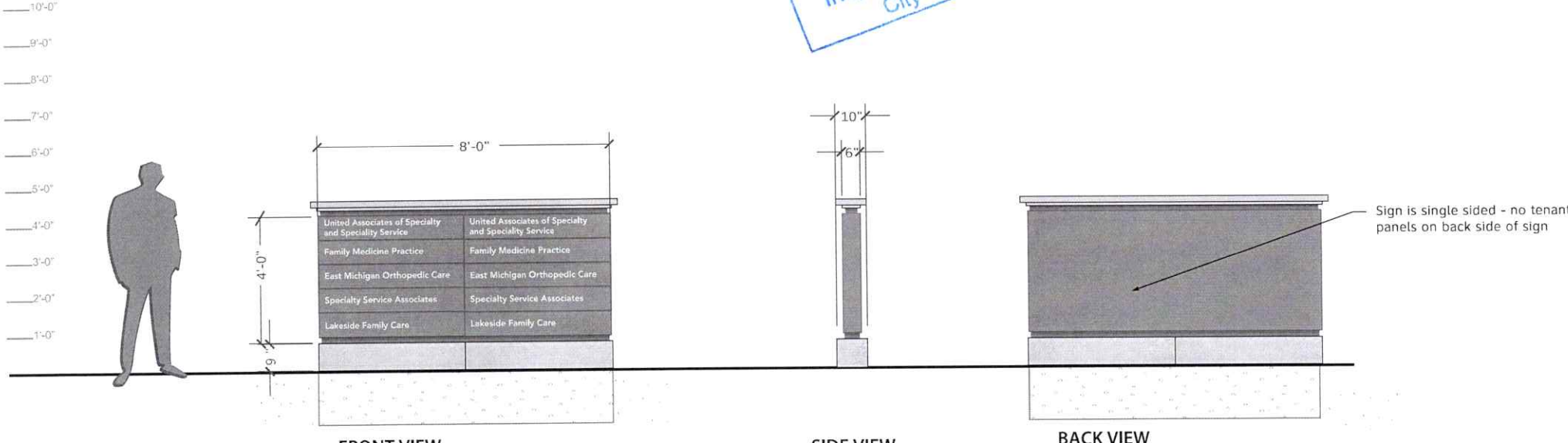
City of Livonia

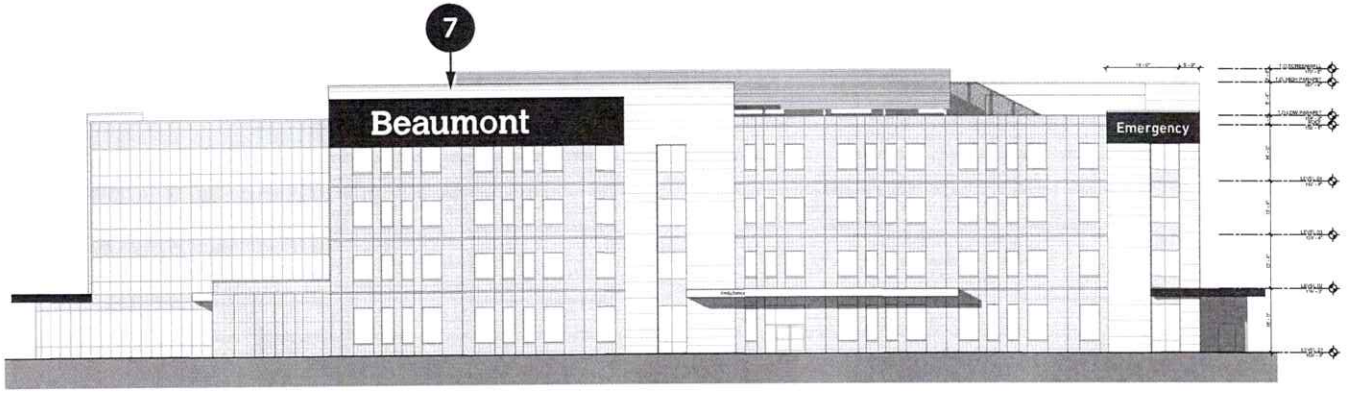



2 SIGN 02 LOCATION - NTS

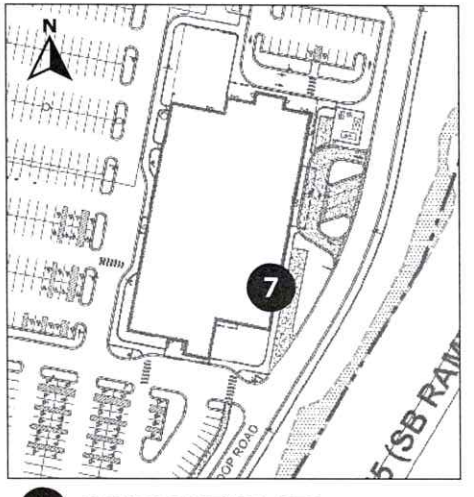



FRONT VIEW SIDE VIEW BACK VIEW

1 Nexcore Tenant Monument
SCALE: 3/8" = 1'-0"



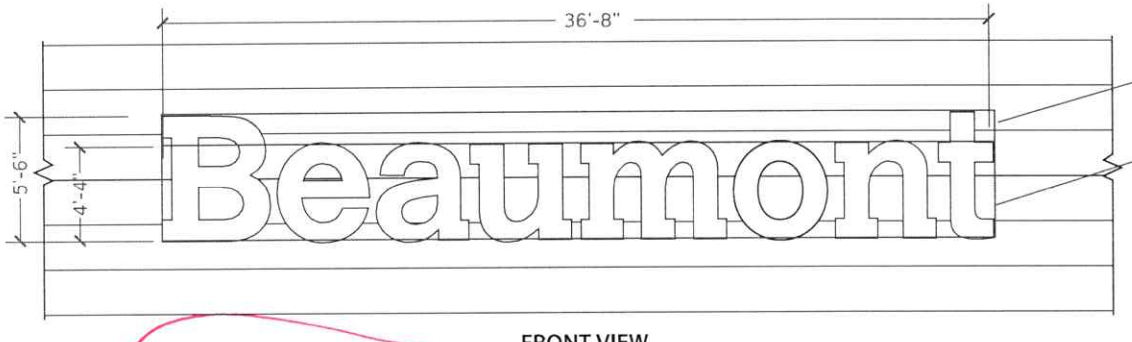

1 EAST ELEVATION - Beaumont Identification
SCALE: 1" = 30'-0"




7 SIGN 7 LOCATION - NTS

TOP VIEW

6" return on channel letter




200 sq. ft. of sign area as defined by top of capital letter and top of ascender.

165 sq. ft. of sign area occupied by lowercase letters

FRONT VIEW

2 Beaumont ID - Option 1 (200 Sq.Ft.)
SCALE: 3/16" = 1'-0"

202

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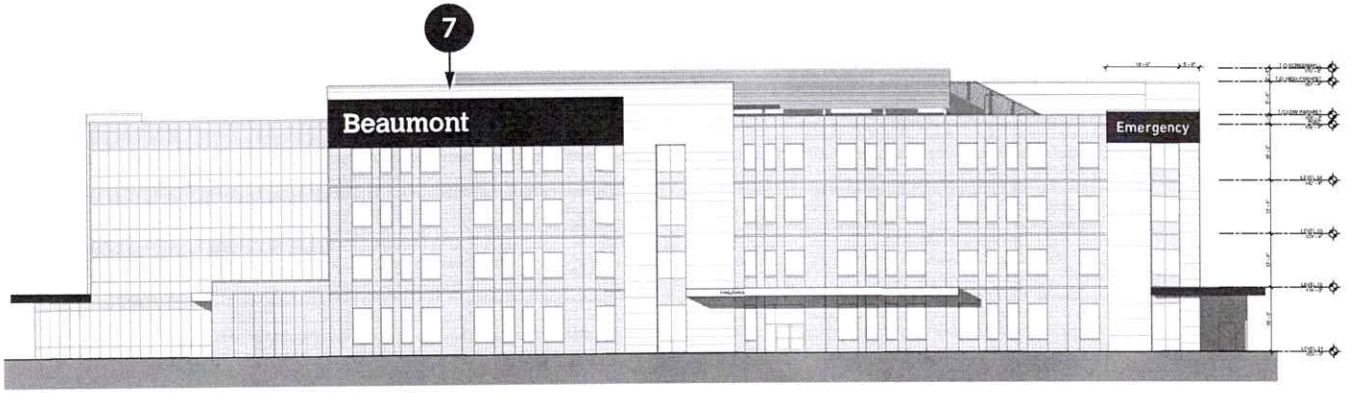
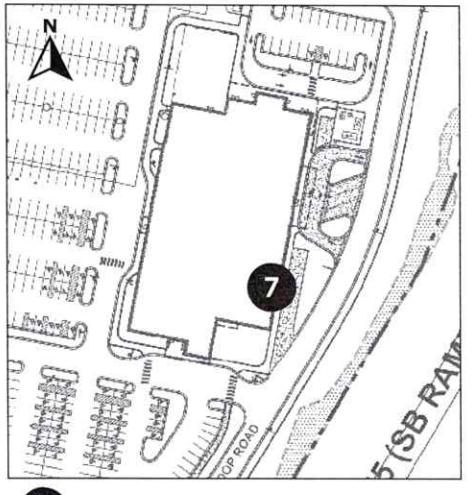
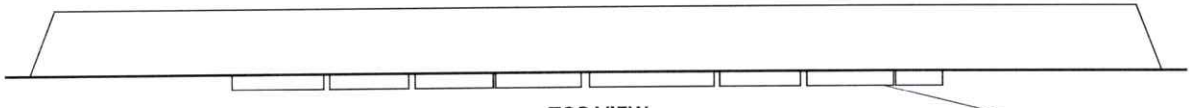
APR 15 2021
Inspection Department
City of Livonia




1 EAST ELEVATION - Beaumont Identification
SCALE: 1" = 30'-0"

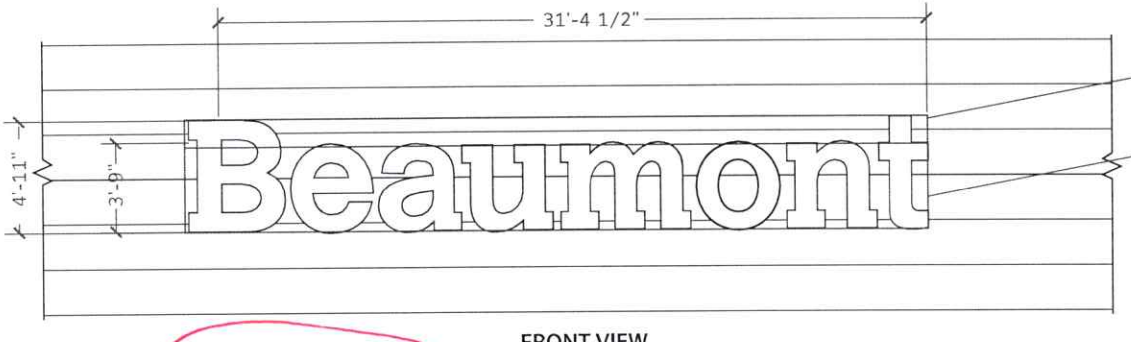



7 SIGN 7 LOCATION - NTS



TOP VIEW

6" return on channel letter




152 sq. ft. of sign area as defined by top of capital letter and top of ascender.

122 sq. ft. of sign area occupied by lowercase letters

FRONT VIEW

2 Beaumont ID - Option 2 (150 Sq.Ft.)
SCALE: 3/16" = 1'-0"

154

RECEIVED
APR 15 2021
Inspection Department
City of Livonia

# MERCY HEALTH + SAINT JOSEPH MERCY HEALTH SYSTEM

April 15, 2021

RECEIVED
ZONING BOARD OF APPEALS
2021 APR 10 PM 4:44

City of Livonia
Zoning Board of Appeals
ATTN: Gregory C. Coppola, Chairman
33000 Civic Center Drive
Livonia, MI 48154

Re: Zoning Board Appeal Case No 2021-02-05

Dear Mr. Coppola,

On behalf of St. Joseph Mercy Health System and St. Mary Mercy Hospital Livonia, we are writing to express our objection to Appeal Case No. 2021-02-05 made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield MI, 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market Ste. 200, Denver, CO 80202.

The appeal is seeking a variety of ground and wall sign variances significantly in excess of Livonia City ordinance allowances that lead to two major concerns. First, the sheer size of the variances requested, often nearing or exceeding one hundred percent of the base standard across the 8 requested variances, could serve to set a new standard and ultimately mar the Livonia building/land scape. Secondly, and even more concerning, is that the content of the signage itself has the potential to create ambiguity and confuse our citizens.

While we understand It is important the public have readily available information to help navigate health services, it is also imperative that we do not confuse our community with signs that are inappropriate in size and appearance. Regarding their new building located at 7 mile and Haggerty Roads, the appeal requests the ability to use "Emergency" in very large, red letters with visibility of "Ambulance" on a public facing canopy, both terms which in the common vernacular and use point to the existence of an Emergency Room. This proposed signage may cause people to believe full-service Emergency care will be provided at the site, which is clearly not the case. Such full-service Emergency Care can only be fully supported at a hospital and is generally consistent with a Level 1 or Level 2 trauma center. The level of emergency care to be provided at the proposed site is more consistent with a freestanding emergency department with limited capabilities and not intended to handle complex emergencies. While local EMS agencies will understand these differing levels of care and transport patients accordingly, many patients arrive to emergency rooms via their own vehicles and will not make those distinctions.

As you know, much thought and consideration should be taken when evaluating the appropriateness of the proposed sign package and variance request. Any variances that we have requested of the Zoning Board in the past have been modest in comparison and, we believe, made sense in light of their purpose. St. Joseph Mercy Health System and St. Mary Mercy Hospital Livonia oppose any signs that create public confusion and considerably exceed city ordinances, as we believe this proposal does. We would support the Zoning Board denying this variance request and continuing to do so until a more appropriate signage plan is presented.

Thank you for your consideration of these concerns.

Respectfully,

Robert F. Casalou
President and CEO
Trinity Health Michigan and SE Regions

David A. Spivey, President
St. Mary Mercy Livonia and
Vice President, Community Health
& Well-Being, Trinity Health Michigan

2021-02-05

CITY OF LIVONIA

Inspection Department

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

Applicant LITTLEFISH DESIGN, LLC Address 8425 MAIN, WHITMORE LAKE, MI 48189 734-637-5895

Owner BOTSFORD GENERAL HOSPITAL Address 2000 TOWN CENTER, #1200 SOUTHFIELD, MI 48075

Lessee 18TH STREET DEVELOPMENT, LLC Address 1550 MARKET, #200 DENVER, CO 80202 303-382-0190

Location NORTH Side of 39000 SEVEN MILE Street

Between 275/96 EXPRESSWAY And HAGGERTY

Lot No/Parcel No. 023-99-0001-004 Subdivision —

Zoning District PO Map No. SW06 Lot Size ± 35.0 ACRES Alley —

Present Use UNDER CONSTRUCTION Proposed Use MEDICAL OFFICE BUILDING

Present Building Size N/A Proposed Building Size 135,137 S.F (ALL FOUR FLOORS)

Present Height of Building N/A Proposed Height FOUR STORIES

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO ERECT A BUSINESS CENTER GROUND SIGN, GROUP IDENTIFICATION GROUND SIGN, DIRECTIONAL GROUND SIGNS AND WALL SIGNS RESULTING IN EXCESS ORDINANCE ALLOWANCES. BUSINESS CENTER GROUND IDENTIFICATION HEIGHT ALLOWED: 6 FEET; PROPOSED: 11.75 FEET; EXCESS: 5.75 FEET, BUSINESS CENTER SIGN AREA ALLOWED: 30 SQ.FT; PROPOSED: 77 SQ.FT; EXCESS: 47 SQ FT. GROUP IDENTIFICATION GROUND SIGN HEIGHT ALLOWED: 6 FEET; PROPOSED: 8.3 FEET; EXCESS: 2.3 FEET. GROUP IDENTIFICATION SIGN AREA ALLOWED: 30 SQ.FT; PROPOSED: 60 SQ FT; EXCESS: 30 SQ FT. DIRECTIONAL GROUND SIGN HEIGHT ALLOWED: 5 FEET; PROPOSED: 6.7 FEET; EXCESS: 1.7 FEET, DIRECTIONAL SIGN AREA ALLOWED: 2 SQ.FT; PROPOSED: 26 SQ FT; EXCESS: 24 SQ.FT.

Reason for Rejection ORDINANCE 543, SECTION 18.50G(b)1, 2, 4 AND 18.50G(g), 18.50D(i)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard —

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

Excessive Lot Coverage — Excessive Height 18.50G(b)1,2/18.50D(i) BCS 5.75FT / GIS 2.3FT DIR: 1.7FT Increasing No. Units 18.50G(b)4 WALL (6)

Use Prohibited — Deficient Parking Spaces — Increasing Area and Bulk 18.50G(b)1,2,4/18.50D(i) BCS 47S.F / GIS 30S.F DIR: 24S.F, WALL: 138S.F.

Remarks NUMBER OF WALL SIGNS ALLOWED: ONE; PROPOSED: 7; EXCESS: 6 SIGNS. WALL SIGN AREA ALLOWED: 200 SQ FT; PROPOSED: 338 SQ FT; EXCESS: 138 SQ FT

Plans and Application examined by — Date JANUARY 11, 2021

ZONING EXAMINER

**ZONING BOARD OF APPEALS**

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Chairman
JAMES M. BARINGHAUS
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TIMOTHY J. KLISZ
Secretary
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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

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***February 12, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-02-05:*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

**Business Center Ground Identification Height:**
**Allowed: 6.00 ft.**
**Proposed: 11.75 ft.**
**Excess: 5.75 ft.**

**Business Center Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 77 sq. ft.**
**Excess: 47 sq. ft.**

**Group Identification Ground Sign Height:**
**Allowed: 6.0 ft.**
**Proposed: 8.3 ft.**
**Excess: 2.3 ft.**

**Group Identification Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 60 sq. ft.**
**Excess: 30 sq. ft.**

**Directional Ground Sign Height:**
**Allowed: 5.0 ft.**
**Proposed: 6.7 ft.**
**Excess: 1.7 ft.**

**Directional Sign Area:**
**Allowed: 2 sq. ft.**
**Proposed: 26 sq. ft.**
**Excess: 24 sq. ft.**

**Number of Wall Signs:**
**Allowed: One**
**Proposed: Seven**
**Excess: Six**

**Wall sign Area:**
**Allowed: 200 sq. ft.**
**Proposed: 338 sq. ft.**
**Excess: 138 sq. ft.**

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and (g) "Sign Regulations for Professional Office Districts," and Section 18.50D(i), "Permitted Signs."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

This appeal will be heard at a public hearing to be held **on Tuesday, March 2, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

UNIVERSAL PROPERTIES and MANAGEMENT, INC.

February 26, 2021

City of Livonia
Zoning Board of Appeals
Attn: James M. Baringhaus
33000 Civic Center Drive
Livonia MI 48154

**Re: Appeal Case No. 2021-02-05**
**Signage in Excess of Ordinance Allowance**
**Appeal on behalf of 18th Street Development, LLC**

Dear Mr. Baringhaus:

We are the owner of 38695 Seven Mile Road, Livonia, MI, 38701 Seven Mile Road, Livonia, MI, 38703 Seven Mile Road, Livonia, MI, and 38705 Seven Mile Road, Livonia, MI, a 345,000 square foot office and Andiamo restaurant complex located at the southwest corner of I-275 and Seven Mile Road. Our property is located directly across from the subject property with freeway frontage.

We understand that the petitioner has requested a Business Center Ground Sign, Group Identification Ground Sign, Directional Ground Signs and Wall Signs all in excess of what is allowed by ordinance. For example, petitioner requests seven (7) Wall Signs comprising 338 square feet when only one (1) is allowed by ordinance of 200 square feet and a Business Center Group Identification sign of 77 square feet and 11.75 feet high when only 30 square feet and 6 feet high is allowed by ordinance.

During the last few years several tenants associated with our office complex petitioned the Zoning Board of Appeals for additional exterior wall and monument signage. A tenant in occupancy requested a larger exterior sign but was denied. A prospective tenant requested one (1) additional Wall Sign but was denied and chose to lease elsewhere.

We appreciate the Zoning Board of Appeal's efforts to promote consistency in the application of City Ordinances and respect its prior determinations. We understand that any variance granted under this appeal would be a precedent applicable to our property. In such event we would encourage our tenants and prospective tenants to re-submit their requests for variances accordingly.

Thank you again for your continued efforts.

Sincerely yours,

David Fishman
President

c: File

***APPEAL CASE NO. 2021-02-05:*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

| | |
|---|---|
| **Business Center Ground Identification Height:** | **Business Center Sign Area:** |
| **Allowed: 6.00 ft.** | **Allowed: 30 sq. ft.** |
| **Proposed: 11.75 ft.** | **Proposed: 77 sq. ft.** |
| **Excess: 5.75 ft.** | **Excess: 47 sq. ft.** |
| **Group Identification Ground Sign Height:** | **Group Identification Sign Area:** |
| **Allowed: 6.0 ft.** | **Allowed: 30 sq. ft.** |
| **Proposed: 8.3 Ft.** | **Proposed: 60 sq. ft.** |
| **Excess: 2.3 ft.** | **Excess: 30 sq. ft.** |
| **Directional Ground Sign Height:** | **Directional Sign Area:** |
| **Allowed: 5.0 ft.** | **Allowed: 2 sq. ft.** |
| **Proposed: 6.7 ft.** | **Proposed: 26 sq. ft.** |
| **Excess: 1.7 ft.** | **Excess: 24 sq. ft.** |
| **Number of Wall Signs** | **Wall sign Area:** |
| **Allowed: One** | **Allowed: 200 sq. ft.** |
| **Proposed: Seven** | **Proposed: 338 sq. ft.** |
| **Excess: Six** | **Excess: 138 sq. ft.** |

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and (g) “Sign Regulations for Professional Office Districts,” and Section 18.50D(i), “Permitted Signs.”

Coppola: Alright, thank you. Anything to add, Mr. Hanosh?

Hanosh: Not at this time, Mr. Chair.

Coppola: Any questions for the inspection department. Mr. Turbiak.

Turbiak: Yeah, through the Chair to Mr. Hanosh, is the blue backing that -- that’s behind the-- the Beaumont sign at the top of the building, is that considered, part of the sign area?

Hanosh:The way we measure signs is we go out, we go from the letters or part of the color I assume it possibly is. We go out, we square up the whole sign itself so because it’s part of the sign, it’s the framing I would say yes it was included. I didn’t personally do it, but I would assume that’s the way it’s done.

***APPEAL CASE NO. 2021-02-05 (Tabled on March 2, 2021):*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

**Business Center Ground Identification Height:**
**Allowed: 6.00 ft.**
**Proposed: 11.75 ft.**
**Excess: 5.75 ft.**

**Business Center Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 77 sq. ft.**
**Excess: 47 sq. ft.**

**Group Identification Ground Sign Height:**
**Allowed: 6.0 ft.**
**Proposed: 8.3 ft.**
**Excess: 2.3 ft.**

**Group Identification Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 60 sq. ft.**
**Excess: 30 sq. ft.**

**Directional Ground Sign Height:**
**Allowed: 5.0 ft.**
**Proposed: 6.7 ft.**
**Excess: 1.7 ft.**

**Directional Sign Area:**
**Allowed: 2 sq. ft.**
**Proposed: 26 sq. ft.**
**Excess: 24 sq. ft.**

**Number of Wall Signs:**
**Allowed: One**
**Proposed: Seven**
**Excess: Six**

**Wall sign Area:**
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Coppola: Thank you, Mr. Secretary. Excellent job. I would have taken a break between that if I were--that's pretty good. If the petitioners can come forward please. What do we--I think we actually have to do a--

Baringhaus: Mr. Chairman.

Coppola: Thank you.

Baringhaus: Okay.

Coppola: Mr. Vice Chair.

Baringhaus: Motion to remove appeal case 2021-02-05 from the table.

Klisz: Support.

Coppola: I have a motion by Vice Chair Baringhaus, supported by Secretary Klisz. All in favor?

Board: Aye.

Coppola: No opposed. Okay. If the petitioner could step forward, name and address for all those that are planning on speak.

Mount: Hi, my name is Bob Mount. I'm with Beaumont's planning and designing construction. My address is 50700 Shenandoah Drive, Macomb Township, Michigan. Myself and Angela Matthews attended the meeting on March 2nd. Tonight, we also have David Claeys with Beaumont with us.

Coppola: Okay. Right. Thank you. Mr. Stroble anything you'd like to add?

Stroble: Not at this time, Mr. Chair.

Coppola: Any questions for the inspection department? Mr. Neville, you had circulated a--a memo for us. I greatly appreciate that. There was a question that was brought up by the petitioner in regards to some of the wall signs and the--I'm trying to find my--my notes here--and the--which ordinance was actually applicable to those signs. Whether it was going to be if--I'm probably gonna get this wrong, but I'll try. 18.50g sub b sub 4, where the petitioner's suggesting that it should be under 18.50g sub b sub 3.

Neville: That's correct. And part of it is--was relative to when the matter was previously before the Board. The question came up whether or not the--that sub section, b3, was applicable and--and there was some confusion as to what accessory commercial or support service might--might need with respect to that specific section of the--of the ordinance and so part of that was caused by my--frankly we had never used that subsection of the zoning ordinance when I was on the ZBA and during my time here with the law department, so it was something that's--hasn't received a lot of applicability--you know--to my understanding. So, I thought, to be fair, that it would be appropriate for me to provide some guidance with respect to how that the term has--it's applicability under our zoning ordinance. How Michigan case law has construed language which is extremely similar if not identical to--to our--our ordinance and to essentially separate--the type of things are for consideration if there was a--a sign that would be applicable to that subsection of the--of the code and so essentially starting off through some definitional terms beginning with our code, our ordinance 2.04, which defines various building types and uses and accessory uses defined specifically as a use normally incidental to and subordinate to the principle use of the premises. And the term principle use is defined under our ordinance as the primary chief purpose for which a lot is to be used. So, with that as a starting point, this particular property is in a district which we have zoned--which is zoned as PO High Rise Professional Office District and as such, a permitted use under section 2604 of our ordinance addresses those type of structures. And so, under our ordinance, the permitted use is essentially all uses that a building could be subjected to or use in an OS District, which is our Office Services district, hospitals over two stories in height, not exceeding four stories in height. And then accessory

buildings and uses customarily incidental to these permitted uses include things such as restaurants, parking garages, car ports, and non-commercial recreational facilities and that's section 26.04 sub c paragraph number one. OS Districts, the permitted uses include professional offices, such as medicine, Osteopathy, dentistry, psychology, podiatry, law, engineering, typical--you know--you'd consider professional services. And so that's a permitted use in the High Rise District as well as in the OS District. So, taking that further, our experience in applicability has been where there is a professional office building and the services are those that kind of augment or are supplemental to principle activity being conducted within that building. Here we have professional--medical professional services and in a--you know--traditional office setting that would be things such as a cafeteria, a restaurant, Subway shop, print shop, let's say a FedEx distributor shop, a car port, tailor, shoeshine, things that you would find in a High Rise professional office building. Those are what we have where we have applied the accessory commercial use section towards. And it would be the use--the accessory use is one conducted inside the building and is located on the first floor and in our--our use has been where the access into that accessory use is through the--through the ground floor and that entrance under which the--the sign is to be situated. Now, looking to see how--you know--how perhaps our Courts have addressed, I came across--there were two cases that went to the Michigan Court of Appeals. Now they're--one was a published opinion and that was the Township of Groveland versus Jennings and that was a 1981 case. And that involved some mining activity and then the owners, they wanted to conduct some other activities on the property. And so, what the Court did was, first of all, they looked at what the Grover Township--Groveland Township--the language in their zoning ordinance was. And what the Court stated was that an accessory use is generally defined as a use which is clearly incidental to and customarily found in connection with and located on the same zoning lot as the principle use. The nature of an accessory use is something less than the primary permitted use, demonstrated by characteristics. Accessory uses which are dependent on or pertaining to the principle use and so, what the Court says is you have to take all those--those words together. You don't separate one, it's not an accessory use, it has to be an accessory commercial use which is incidental to or normally incidental to. So, it can't be--you can't suggest that this is something that may be conceivable uses for the property but it had to be something that is was normally incidental to that principle use on which the property was zoned. So, the primary use has to be continued activity but then you have this accessory use that will--like I said, supplement or augment that. And then, in the Ida Township versus Southeast Michigan Motor Sports case which was an unpublished--the unpublished cases don't have the same precedential--precedential authority as a published case. They do provide guidance as to how Courts could or would address the situation. In looking back at the Groveland case, this case involved--a property owner wanted two large parcels of property, wanted to set up a motocross track and use it for activity consistent with that. And so again, the--Court starts off the Trial Court--the Circuit Court has actually sided with the petitioner in that case but the Court of Appeals said you--you have to look at the--take the language as a whole and so the accessory use is one that is--and the Court says, customarily incidental and subordinate to the actual principle use of the same parcel of property. Let me put my glasses on to read this part. And then, customarily incidental, the Court explained, modifies the term incidental and did not stand alone such as the challenged activity much be customarily incidental to the primary use, not merely customary or incidental and that's something that might happen every once in a while but that has to be something that would augment, incidental to the primary use of the property. And so, -our ordinance using language practically identical to Ida Township

because our use in order to fit within that 1850g b3, an accessory use under our section dealing with High Rise professional offices those that are normally incident to and subordinate to the principle use as well. So, following the Court of Appeals' rulings those words normally and customarily do not stand alone so they have to fall--and that's why where you normally would see an activity such as--maybe not the account lawyers, physicians, etc., but you have that print shop, you have that postal, maybe a FedEx shop or a cafeteria or something that helps to perhaps maybe draw the tenants and augment the--the professional building. So, taking that all into consideration, the five signs here, North Entrance, South Entrance, Emergency, Ambulance and then Surgery Pick Up and so, with the case law and with the zoning ordinance tells us then is by looking at what the proposed use is this--is this sign relative to an accessory commercial use--well North and South entrance in my--my opinion are more directional than they would be anything with regards to a service being provided within the--on the first floor of the building. Then you have the Emergency entrance and again, you have--the proposal is to have a large Emergency identifying sign up on top of the building. Is this directional because that might be excessive. And I'm not saying that you can't find that perhaps the Emergency entrance or the ambulance sign or the surgical pick up are not accessory commercial uses but the things that the--that the case law is, do these signs identify an accessory commercial use or support service as those terms have been defined under our zoning ordinance? Are the signs merely directional? Or do they do something else? Is the Emergency entrance on the first floor but is that again--is that more directional versus--versus an accessory use. Ambulance--there's no Ambulance service proposed to be in the--on the ground floor of the building other than those which may be servicing this particular building. But again, is that something that may be customarily incidental to or with emergency services? Which an emergency use is a principle use at this building is in fact intended to. Surgical set up--pick up, again, is that merely directional? Telling people where to go? Is that how you get into the surgical pick up? So, those are the kind of things and is that something that again is typically--I--you know--or commonly found with respect to the proposed, Emergency Service that the petitioner plans to put this--this building to. So--and is that sign located over the main entrance into which access to that commercial use is gained. So, my hope was that--because I was admittedly caught flat footed with respect to how that language in that code was applied, not only here in Livonia but as well as in the State of Michigan and my hope was at least provide the Board with some guidance. So, when you hear the petitioner requests relative to those five signs specifically or more pointedly, and then might give you grounds for some questions that you may want to pose to the petitioner that will help you reach the decision on do all, any, none or however--however you decide whether or not they have met that burden and whether or not they have actually proved that that particular section would be applicable. Or does it fall under how the building department looked at it as essentially a wall sign because it is not the type of activity that we would typically find in professional office buildings here in Livonia. Make sense?

Coppola: It does. Thank you very much. Appreciate that--that was a question that we really weren't prepared to answer last time so we are prepared now. Alright, so I'm looking at the revised--or the new petition--it looks like there's been no changes to your request. Is that--is that correct?

Matthews: This is Angela Matthews, Little Fish design. My address is 5373 Military Ave, Brighton, Michigan 48116.

Coppola: Okay.

Matthews: Yes we do have revisions, I don't know if these drawings--if this packet of drawings made it to everybody's inbox. I know Ms. Mootsey was trying to get that out with the--

Coppola: I think so.

Matthews: --Okay. So, first if I may, Mr. Neville, thank you very much for that explanation. That was very educational. I really appreciate that. I would like to start with those five access points--those signs. I think that's maybe the lowest hanging fruit. There are no changes to those five signs as we have requested.

Coppola: Mmhmm.

Matthews: We do have five doors. To get to the emergency medical services, we have a dedicated Emergency door so that door needs to be labeled as such. The ambulance canopy is labeled as Ambulance so that people do not arrive at the wrong access point. That is specifically for the ambulances to pull through. The majority of entering traffic has to drive by that--that door to get to the Emergency door, so we labeled it Ambulance, not so much for the ambulance drivers who know where to go but more for the people to know where not to go. We do have a dedicated door for surgery discharge which is the surgery pick-up door. That is the only way to get a patient who has completed their surgery out of the building. The North and South entrances, I'd like to just clarify what is happening in those doors if I may. You go in the Emergency door or if you are exiting the Surgery Discharge door or the ambulance bay, you're walking into that area of the building and out of that area of the building. The North and South doors give you access to very different services. Inside the North door, you access radiation, oncology, infusion, the pharmacy, and ten private pac--practices. There's an elevator there that services that side of the building. On the South side of the building we have registration, surgery, diagnostic imaging, a lab, and ten private practices. So, we're not advertising these services as part of a functional way-finding package. We need a way to tell patients which side of the building to go to. So, by simply labeling it North and South, we didn't have to la--list all of those services within and we can address that in pre-arrival information. So, I think that summaries everything on--on those five signs. So, we did draft those, I believe in the spirit of the law as Mr. Neville had stated so, what I was kind of relating that to in my head was if this was a mixed use--a mixed use development where I had five stories of residential above and I had restaurants and office space and whatever on the first floor, in that instance, the ten--not to exceed ten square feet would be your guidepost. So, we--we did use the same guidepost here to keep those signs at a minimal readable height to mark the entry points. The next easiest thing, I think, to discuss is the ground monument. It was requested by the Board that we look at that and instead of being at eleven feet tall, drop it to eight feet tall. So, we are not at 56 square feet. It does bring the name of the facility only nine inches above grade, but we have drawn it and we believe we could make that work. The ground directional--what you have in your packet is just the one, but all directional would be on--resized the same--a maximum height of five foot six, which gives out--which puts our lowest message just about eight inches above grade at four foot six wide. Both of those signs were redrawn according to the Board's requests. The group ID sign is now within what's permitted in the code. I am at 32 square feet instead of 30 square feet. It dropped our cap height

almost in half but we do not exceed our six foot heigh limit, we are over by two square feet, so, we're hoping that you would grant us that two foot variance there. The last two signs to talk about are the wall signs and before I get into that I would like to address the concern that we heard from the Board at our last meeting. I believe Mr. Boloven, Mr. Klisz, and Mr. Baringhaus had questions about the clinical services that were housed at the campus. So, we have Mr. Claeys here to address the clinical services and the emergency services that would be provided.

Claeys: Hello, I'm David Claeys. 53801 Aurora Park, Shelby Township, Michigan. I'm the president of the Dearborn and Farmington Hills hospitals and the senior executive for our ambulatory strategy for Beaumont Health and I think the team asked me come and talk to help explain exactly what's going on here. So, I think what we have is--we have some private use with some private tenant physicians. We'll have services and there's individual private practices, their own businesses and they will have some form of services, diagnostic testing in their offices. Beaumont Health will also provide a very comprehensive outpatient service platform, including all five different kinds of rehabilitation services, full compliment of diagnostic imaging services, full com pathology services, a full compliment of cardiac non-invasive testing, as well as potentially a heath catherization lab. We will have a joint bencher ambulatory surgery center herein this location and we will also have a pharmacy as well as a market slash cafeteria on the first floor, that we will be utilizing. I don't think I misses any services; I might have and I apologize if I did. The last one is around the Emergency room and I think there's some questions around that--is it really an Emergency room? Yes. It is a fully licensed, credential through the centers of Medicare and Medicaid, registered with the State of Michigan, Emergency room. It will be staffed by the Royal Oak level one trauma center emergency room physicians and we will take care of patients. What happens with all emergency rooms is we place them really on a registry or alignment process with the medical control authorities. So, Western Wayne has a medical control authority, Oakland County has one, Central Wayne, and Macomb County. And those individual agencies that include the hospitals and the first responders; they grade, rate, and level what services or what types of patients can be transferred or sent to each location. And so that's really important because what we don't want to ever have is the wrong patient showing up. A patient going through with an acute heart attack or an acute MI, not chest pain, but a true acute MI, needs to go to a place that has a Cath lab. A person that has a stroke may arrive at a hospital that's stroke certified but can't do interventional, neuro surgery and so that patient has the okay to transfer to one of our other hospitals or to a different hospital in the area that's closest to, to provide that next level of care. It could be a burn patient. The list goes on with a bunch of different--a bunch of different services that really are kind of independent and make up what an emergency can or cannot do. We think that it's important to have all these services in this community. We have a large group of patients that come from this area that travel a long distance to our Emergency room. We think that's less than ideal. We think it's important that they have good access and quick access to that in their community. If you think about there's always a stigma that this huge number of people get admitted to the hospital through the emergency room. An emergency room probably averages nationally right around between eleven and sixteen percent of all the patients that come through that get admitted. If you have an observation or it's a free-standing emergency room. If it's attached to the hospital, that number tends to creep up without what we call an observation unit. It probably pushed around eighteen percent. So, the big medical centers or a hospital that has a high admitter is about 25 percent of the patients they see in the emergency room. That's both ambulance traffic and walk in traffic. So, we think it's

really important from our perspective to have all these services. Very forward in our primary service area for both, Beaumont Farmington Hills, which is Botsford Hospital as well as in conjunction with our Royal Oak Hospital who treats and sees a lot of these patients now. Any questions for me?

Baringhaus: Mr. Chairman.

Coppola: Mr. Vice Chair.

Baringhaus: Okay. Back in 2019, on meetings with the Planning Commission and the City Council, your emergency operations were described by representatives of Beaumont as an Emergency department.

Claeys: Yeah.

Baringhaus: Can you tell me how you've evolved since that point? Or what is an emergency department back then versus what you've done today.

Claeys: Yeah. It's still exactly the same. So--

Baringhaus: Still exactly the same.

Claeys: --Yeah.--

Baringhaus: Okay.

Claeys: --Yeah.

Baringhaus: You mentioned that your emergency--your emergency room would be staffed by level one trauma physicians from your Royal Oak facility. How would you describe the proposed emergency room today? Is that like a level three trauma center or is that something below that or?

Claeys: You know, right now we're gonna make it below it. We're not gonna give it a trauma status. Most of our hospitals are either fours, threes, twos or ones. The state is working through a process today where they're trying to address how do we want to align all the emergency centers into a full trauma network statewide. If we did that, the minimum that we'd have to become a level four trauma, which is pretty basic and pretty similar to what our Taylor Hospital is as well as our Wayne Hospital. It just identifies some basic expertise that we would have well within our reach with our team from Royal Oak being there. It doesn't require trauma surgeons and that to be on site.

Baringhaus: So, if I was a patient at this facility I could come into your emergency area, be treated, then released after treatment?

Claeys: Correct.

Baringhaus: Or I could be treated, held for--stabilized and then reassigned to another facility?

Claeys: Yep.

Baringhaus: Another option would be I could be in this--your Emergency room, held for 23 hours--I believe. And then at that point you would make a decision to transfer? That's kind of the typical paths--

Claeys: Yeah.

Baringhaus: --a patient going to your emergency room would take?

Claeys: Yeah, sometimes we hold patients for 23 hours, maybe shorter, as we're doing additional advanced diagnostic testing. Sometimes it just takes time for those results to come back. So, we don't necessarily want to release that patient back into the community unless we know it's truly safe for them and so that's--those are kind of what are options are there. With a few observations beds to--to help these patients get the treatment they need and not be transferred.

Baringhaus: Is this type of operation kind of a new direction for Beaumont? I know that you put a facility in--I think in Monroe--Monroe area? I think it was Lenox. It's kind of a model or prototype for the Livonia facility?

Claeys: Yeah, we have one in Canton--

Baringhaus: Canton as well.

Claeys: --Canton has a free-standing emergency room, yep. What we've seen or learned, looking nationally at the nation trends, is that more and more--if I use Kaiser Permanente as a great example--more and more do we have the big hospital emergency room, more and more free-standing emergency rooms out in the communities so people don't have to travel so far. And what actually ends up happening to those big emergency rooms is they become kind of like a large transfer center. And so, the sickest of the sick come there. Strokes, big traumas, big heart attacks, those things that are requirement immediate surgery or immediate care. Because again, the bulk of the patients, some 80 percent of them plus or minus a few percent really will get the care they need, get some form of a diagnosis and follow up with their primary care physician or a specialist as well--is what they really need.

Baringhaus: So, basically, would you describe yourself as more than an urgent care but not a full hospital or where would you fall in that spectrum?

Claeys: Yeah, we'll be a full emergency room but not a trauma center like Farmington Hills is, which is a level two trauma center, which we see stabbings, gun shots, basically everything a level one trauma center sees.

Baringhaus: Okay. Thank you.

Claeys: Yeah.

Coppola: Okay, well, partially, wanted to just--part of my confusion was unless I got the wrong Public Notice--

Baringhaus: That's what I got.

Coppola: --there's--this public notice is incorrect. They've made significant concessions and I appreciate that. Now that--and I apologize. You probably looked at me a little crossed eyed when I said I don't see any difference because the Public Notice shows no different whatsoever but there's significant concessions here and I do appreciate that.

Matthews: There was quite a bit of confusion around the Public Notice that caught us by surprise too.

Coppola: I'm not sure, Mr. Neville, at this point, I mean, we're not probably noticed.

Neville: Well--

Coppola: So, I was looking for direction from you whether we--we can proceed as is or do we need to properly noticed.

Neville: My--my opinion would be that because the--if I read the notice correctly, it's with respect to--the issues were with respect to the signage and it laid out the--the issues that were gonna be discussed here today, so I--I would think we're--there's at least notice as to what is going to be addressed by--by the Board but--so, I--I would think it would be okay moving forward but again that's--that would be the Board's call if they think that they should re-notice it in accordance with the changes that were made with respect to some of the signs.

Coppola: I think it's just the issue is--and again I don't know how controversial this is or isn't, it could be subject--I mean, now we're just open up to potential--an objection to this hearing because it wasn't properly noticed, if we have someone that doesn't like what we're doing. That's the only concern I have and maybe that's just a bridge we cross if we have to and deal with it at that point.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Yeah, I just have some--some thoughts about that as well. Just as a--as one Board member, I was, like yourself, not aware of the concessions that had been made. I'm not sure yet where to find the summary in the packet, I do see some of the--

Coppola: It is--it is in the green sheet from the inspection department has--has what actually was changed--

Turbiak: Okay.

Coppola: --and you'll see they've got it marked up from their original green sheet--

Turbiak: Yeah.

Coppola: --to the changes. The only piece that I'm missing kind of is in relationship to the wall signs, what's what and I think I gotta go back and look at what was submitted and it's not completely clear to me so maybe--I get everything else, so maybe what would be helpful is if you could go--do you have a copy of the Public Notice handy?

Matthews: I--on my laptop I do.

Coppola: So, if I give you this--this Public Notice, could you go through it, item by item--

Matthews: And--yes.

Coppola: --and tell us exactly so that people can make notes here.

Turbiak: Yeah, just to finish my comment, basically to get to the point, I'm not sure that I've had time to study and consider it. I mean, we can try and go through it tonight and again, I'm just one person's opinion but I see that the markup is dated four nineteen which is yesterday. I don't know when it made it into our electronic package.

Coppola: Yeah.

Turbiak: I saw that there was update earlier today and maybe in the middle of the afternoon. Maybe that's when it came in. I mean, I have a full time day job so I--I'm willing to try and hang, if you will, if you want to walk through it and then maybe make a reconsideration. I just want to point out that--you know--as a Board member, it's --you know--

Coppola: A little bit of a challenge.

Turbiak:--approriate to have time to study the matter.

Coppola: Let's--just real quick, if you could go down to the first page and look at the--at the notice and if you could take us through each of the items, start at the top go left to right, left to right and work your way down, tell us exactly what the changes are--

Matthews: Sure.

Coppola: --from your perspective.

Matthews: Sure. On the business center ground identification sign, allowed is six feet, what is now proposed is eight feet, not the eleven point seven five. So, we would be in excess of two feet.

Coppola: Okay.

Matthews: On the business center sign area, what is allowed is 30 square feet, what is now proposed is 56 square feet. So, we would be in excess of 26 square feet. The group identification ground sign height, what is allowed is six feet, we are now at four foot six. So, we are not in excess and that would not be a requested variance. The group identification sign area is allowed 30 square feet. We are at 21 square feet, so, we would be in excess of two square feet. The directional ground sign height, what is allowed is five feet. We are at five foot six, so we would be in excess of six inches and the sign area, what is allowed is two square feet. We are at 24.75 square feet, so, we would be 22.75 feet in excess. And the number of wall signs, what is allowed is one. What is proposed is seven, so we would be in excess of six. That has not changed. The sign area, I'm not--I'm a little confused on how to address this properly so if you could just indulge me for a minute. Mr.--Mr. Turbiak had asked us to go back and see what we could do within the allowed 200 square feet and so the last three pages of that supplemental packet which I think is what you're referring to came through today--

Coppola: Mmhmm.

Matthews: --there was a CAD dimension that was set to the wrong scale, so the wrong number was one there. Depending on what we do, if the service provider is set at 200 square feet--let me just double check my--so that would be based on a five-foot six capital letter "B", 165 square feet of that is actually all the lowercase letters, so we have about 35 square feet that's just the ascender and the "T" that's kind of coming off there. But if we call that 200 square feet then we would only be asking for an additional--I apologize I lost my page here-- 56 square feet for the word Emergency. Now, that 56 square feet is based on the capital letter "E", so, that goes from the top of the capital letter "E" to the bottom of the descender, the "g" and the "y:. If you were to take the "x" height--the majority of that sign, that's 36 square feet. So, you have about 20 square feet that's just open space because it's a capital letter with a lowercase word. So, to go back to finish what we're asking for, what is allowed is 200 square feet. I believe what we're requesting is well the five--the five--

Coppola: What's the size of each of those five signs? Are they all the same size?

Matthews: They're all--they're very close to the same size. They're all under ten square feet.

Coppola: Okay, so 50--let's say 50--

Matthews: So, we can call that 50--

Coppola: --square feet, just round it--

Matthews: Sure.

Coppola: --plus then the 200 and--

Matthews: And the 50--56 for the emergency.

Coppola: So, it would be 3--306.

Matthews: Yes.

Coppola: Okay. Okay. I appreciate that. Mr. Stroble, does that match what you have?

Stroble: Yes, Mr. Chair.

Matthews: Would you like your notes back, sir?

Coppola: I appreciate you going through that, I just wanted--because again we were really--I was very confused when I--

Matthews: It--it was--it was confused.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Yes, excuse me. I missed the--in your summary there, Ms. Matthews, when--in reference to the directional ground sign area, I think you said the height was gonna be a six inch variance request and the area, what was that variance request?

Matthews: On the directional signs?

Turbiak: Yeah.

Matthews: So, the way the code is written, you're allowed two square feet per directional sign, which I think we talked about at the last meeting is basically a box on a pole.

Turbiak: Yep.

Matthews: But the three messages that we need to put out there are North, South, and Emergency entrances. So, five foot six is the top of our sign, that's on--that--because we're going grade to the top of the sign, the first six inches is a concrete pad so that we can mow and weep whip around it. The actual--so the sign area there is 24.75 square feet.

Turbiak: Okay. So--so it looks like in the previous one, it was proposed to be 26.

Matthews: We had--we had--

Turbiak: So, you only dropped it six inches?

Matthews: --we brought it down six inches.

Turbiak: Not much, okay.

Matthews: Yes.

Turbiak: Okay. So, you said it's basically 25--24.75?

Matthews: 24.75, yes.

Turbiak: Okay. Thank you.

Coppola: Okay. So, question on the layout. You may have included it in--well there's 300 pages here--so, you may have included it earlier in the earlier package but you talked about how the North and--what--

Matthews: The North and South entries?

Coppola: North and South entrance. Yeah. For some reason I'm thinking it's like East and--or West and South. Can you not walk between those two inside the building? In other words, distinctly separate sections that you--if you came in the North, you could not get to the South.

Matthews: You can traverse a corridor that goes North to South. Yes.

Coppola: Is that a direct corridor?

Matthews: There is an elevator core, stair core, and restroom core in the middle. So, it kind of--there's a wide corridor, it splits to minimal and then goes back--

Coppola: So, if someone--someone made the error of parking in the wrong section--came in the wrong door, they could get to the right section without having to leave the building and walk around?

Matthews: They could. Yes, they could. But we are paying attention to the patient populations there. Those are radiation oncology patients. Those are patients who are there for physical therapy and we're trying to minimize their walk. The radiation patients are coming--you know--five times a week for five weeks and going through some pretty rigorous therapy so, whatever we can do to keep--keep them closer to the door and give them a landmark for their first time there, so they (inaudible). But yes, you are correct. There is a--a corridor that you could traverse if you did come to the wrong door.

Coppola: Okay. Other questions? Mr. Turbiak.

Turbiak: Thank you, Mr. Chair. Through the chair to Ms. Matthews, so, going back to the larger, primary wall signs, service provider, Beaumont and the Emergency, regarding your updated measurements, I didn't have a chance to flip back and forth to the actual measurements, so, looking for a little guidance here. But just starting with the Beaumont, it looks like the capital "B" in your updated package that we got today is five foot six is--for the--for the capital "B", is that right?

Matthews: So--right. We did two layouts. We have one at five foot six, which gives you an overall length if you were to draw the rectangle from the top of the capital to the extent of the--extender on the lowercase “t”. It gives you 36 feet eight inches. So, that’s 200 square feet. If we drop the--the capital letter “B” to five feet, it shortens our length to 31 feet four and a half inches, which is 152 square feet. The rest of those lowercase letters come down to about three foot nine. So, that was--that’s the difference there. If we come down six inches, we can make up that 50 square feet. That would be then hopefully allocated to the Emergency sign. And if it’s--if it’s important for those two signs to fit within the 200 square feet allowed.

Turbiak: I see. Yeah, no, I see. So, there’s two pages here. Okay. And then regarding the Emergency--I’ll have to look at that a little bit closer in a little bit, but regarding the Emergency--

Matthews: Mmhmm.

Turbiak: --would the height change for the capital “E”? It’s showing, looks like three foot two inches now.

Matthews: No, what we’re showing is the--the top of the capital letter “E” to the bottom of the descender of the “g” and the “y”--

Turbiak: Right.

Matthews: --is three foot two.

Turbiak: Yeah.

Matthews: The capital “E” is still the original submitted size.

Turbiak: Okay, so, just to recap, the size of the e didn’t change in your proposal?

Matthews: No. We--we--the size didn’t change. We just tried to clarify the calculation in the square footage.

Turbiak: Okay, so--you know--I’ll have to look back in the old package, so what was it instead of three foot two from the top of the “e” to the descender of the “g” and the “y”, what was it before? Do you know?

Matthews: We were calling out the cap height of the letter “E,” which, off the top of my head, I don’t remember.

Turbiak: Okay.

Matthews: It may have been two foot nine. Possibly. Or three--

Turbiak: Okay, so--

Matthews: Or an absolute three foot. Do you remember?

Mount: I feel it was two foot seven.

Turbiak: In essence you were failing to measure below the line that the “g” and the “y” hang down, right? In the previous calculations--

Matthews: We--we had called out the cap height, we hadn’t called out the extends of the--we had called out cap height, we had called out square footage, but we didn’t--we we’re tight to the extends of everything.

Turbiak: Did the square footage change? I guess--

Matthews: We’re actually--we’re less than. What we had in the first--first one we said roughly a three foot capital letter “E” would give us around 100 square feet but we went back, scaled everything and we’re tight to those descenders and it came out less. 56 square feet.

Turbiak: Okay, I’ll have to look at it closer. I’m not--it’s still unexpected that--that it would come down. Did the space between the letters get reduced? Is that--

Matthews: No.

Turbiak: No. Okay.

Matthews: They--and--and again I know what was handed off was a little--it was--it was messy but what happened was we were drawing--in our cad document--we we’re drawing on different layers at different scales and we had snapped to what was a base layer for backing and blocking behind the architectural cladding instead of to the letter. So, that’s where--it was just a--on the layers that we needed to clarify.

Turbiak: Thank you for that clarification. Thank you, Mr. Chair.

Coppola: Alright. Question for you on the wall sign with the Beaumont. You submitted option one and option two.

Matthews: Yes.

Coppola: So, the option two is a smaller sign.

Matthews: Yes it is.

Coppola: Would--would you find that smaller sign acceptable if we were to, as a compromise to--

Matthews: This--this is a question for Mr. Mount.

Coppola: I assume you included the option that it's acceptable probably not optimal.

Mount: We put it in there--right, we would like the--the large "B", obviously, the five foot six "B" so, like I said, we just offered that as an option. A negotiating point. If--you know--if we had to make room for the Emergency then let's--you know--we could fit that almost in there and almost get within the 200 between the two signs. You know, I just ask though, I mean for that building, the way it's situated on the property and the way the property is, there's really--the building really can't be seen from Seven Mile or Haggerty. So, our only opportunity for the community to see that this is where Beaumont sign is, is that face of the building, where that Beaumont sits right now, where those letters are. So, you have traffic that's going faster down I-275 and a shortened window of space where they can see that so, it's--it's really the only identifier on the building that says this is the Beaumont building. If you're going to the Beaumont building this is where it's at. This is where you need to go. Not only that--the--the Beaumont lettering, we used all lowercase lettering too. So, when you measure the capital "B", it doesn't really show you or present accurately as to the size of the actual sign because most of the letters are all much smaller than then b is. So, I'd really prefer the larger Beaumont on there. And I--you know--I don't feel it's too large. I feel like distance it is off of 275, the fact that it's all lowercase letters and the speed of the traffic there justifies it. We wanted to come back with an option--a second option to that.

Coppola: I appreciate that. Alright, thank you.

Matthews: We also wanted to just show you the difference in that negative space. That really--what that reduction is--is it's--we're making the letter itself six inches smaller but what we're reducing is the negative space between those ascenders.

Coppola: Well your blue banding is--is--is almost becoming kind of a--kind of a trademark too. What you have there so--

Mount: That's the--

Matthews: Beaumont is blue. That is correct.

Mount: The building-- the building skin is blue it's not the sign that's blue.

Matthews: It's--yes. There's a--there are other areas in the building where that blue stripe is incorporated.

Coppola: Any other questions?

Klisz: Mr. Chairman.

Coppola: Secretary Klisz.

Klisz: I think last time we had a question too--there was some debate about the highway signs and whether those were going to be allowed or not allowed. Is there--is there--

Matthews: So--

Klisz: --they're still here. So, is there any update on the--on the highway signs?

Matthews: So, the MDOT sign package--that application is still in with the State. That application will not move forward until we have the proper paperwork to submit to MDOT and that doesn't come until licensure which is a few weeks before opening. If that MDOT package is approved, it wouldn't be until after this opens. Those signs--the ones that are within the State's purview on 275, are placed a mile and a half away from the building. So, it's before--well before the first cut of the decel lane to the off ramp. They're--they're notifying you that the exit is coming up. So, miles away from the building, we still have to label the building and we still have top label the doors. So, the--I don't think the MDOT package really has any tie to our need to still sign access points and label the building.

Klisz: Okay. Thanks.

Mount: We--we've also--the Lenox building is ahead of the Livonia building. We have approached MDOT--the local MDOT building in Macomb for the Lenox building and we've had some struggles convincing them that we need highway signs along the highway. They're asking for it to be a hospital to have signs along the highway. So, we're not--we can't guarantee that we're gonna end up with MDOT signs so, we're--we're gonna continue to try but that's sort of where we're at with that.

Klisz: Okay thank you.

Coppola: Vice Chair, Baringhaus.

Baringhaus: Mr. Klisz--

Coppola: Asked your question?

Baringhaus: Asked my question for me. Much more eloquently I might add.

Testa: Mr. Chair.

Coppola: Any other questions?

Testa: Mr. Chair.

Coppola: Mr. Testa.

Testa: Thank you. So, I visited--not out of necessity but just to--out of curiosity--the Canton Center and I noticed a couple differences between the sign package and it's not too surprising and with the company that's changed their signage probably six times in the past ten years. But I did notice, the Canton location does not have Emergency on the building itself. It did at one time. It's now gone. And then also the monument sign at the Canton location--the wording is--is

different. It's called a medical center and then obviously Canton, but it calls it 24 hours emergency versus emergency. So, could you maybe speak to why your Canton facility doesn't have Emergency on the building and then why the signage says 24 hours emergency versus emergency itself.

Claeys: Yeah, one I didn't know it didn't but I think that is a--just a--that's a legacy building that we incorporated in--into to Beaumont Health from Oakwood Health prior. Not really familiar with that. Did not know it did not have them on the outside like we were putting on all of our new buildings. Don't have a good explanation for it other than we just did not know about it. But, I appreciate you letting us know that for sure.

Testa: Okay, yeah. When it was Oakwood it did have Emergency on--on the overpass that you're driving a car underneath for--for drop off. It's since been removed. But maybe speaking specifically to the monument sign. Theirs says 24 hour emergency and yours says emergency. And--we'll I'll let you answer and then it'll maybe speak to why I'm asking.

Claeys: Oh, wait. Say that again.

Testa: Please answer and I'll speak to why--

Claeys: Oh. Yeah. The sign on the road--I think it goes back to what Bob is saying and that's the state trying to understand--obviously the free-standing emergency rooms are newer. Henry Ford has them also as Beaumont does and some of the other health systems. I'm not sure why MDOT took the sign down. I actually thought it was there. I sent Bob over to look at it and he said it's gone, there's no sign out there. So, that was a learning experience for us also. So, we've been working with MDOT and that's why there's no guarantee that they'll allow us to put to small--the Emergency room signs up on--on the highway. That's--we--we don't have that guarantee and that's what we were requesting the clear signage on the building itself.

Testa: Yeah, sorry, I'm talking about the monument sign.

Claeys: Oh.

Testa: Up front.

Claeys: I'm not sure on that. I'm not familiar with that location proper.

Matthews: I--the only light that we could possible shed on that is you--you have to be 24-7 to be an emergency room and as Mr. Claeys stated, that's a legacy building so that could just be because it's an older sign. Probably ten--I'm guessing ten years old.

Testa: Yeah, I think the signs completely changed from Oakwood to Beaumont but okay. It's fine if you can't answer. I guess it--back to maybe your earlier point where we started--how would someone know--if I needed to go the emergency room right now, if my issue is--can be dealt with at your facility where I need to go to a different hospital.

Claeys: Yeah, I don't think any of us know that when you come in. I'll give you a couple examples. So, if you're a patient with persistent pulmonary hypertension, a patient with chronic pulmonary hypertension, up until a couple years ago, you had three options. You could be treated at Detroit Beaumont Hospital. You could be treated at the Mayo Clinic or treated at the Cleveland Clinic. When you run out of medication, you don't have days, you've got maybe an hour or two. I think U of M has started a pulmonary hypertension clinic since then but we don't know when people come through the emergency room. What we know is the sooner than you get some form of appropriate care, the safer and the better that the outcomes are for you. Short patient, getting a cat scan in 30 minutes is key. Because if it's a blockage, well then you can start TPA or some other form of medication. But if it's a bleed, you don't wanna start those medications. Then you gotta be transferred to one of the bigger (inaudible) quaternary centers to have a neuro intervention procedure done. So, it's difficult. We feel strongly, that's why we have the team from Royal Oak coming over to staff it. Then we have the maximum expertise there but I would say that most the patients that come through the door--somewhere between 75 and 82 percent do not need to be admitted to a hospital and just need to--you know-- go back home with follow up with a primary care physician or a specialist and those ones that do, we transfer to the appropriate level.

Testa: Okay. Yeah, I guess I was thinking of the Canton because it says 24 hour emergency that maybe leads people to not a--maybe realize it's not a full on hospital, although it's probably obvious from the building itself that is smaller.

Claeys: Yeah.

Testa: But your facility here in Livonia is gonna be quite larger than the Canton facility. It could confuse it as a hospital but I think you're trying to take care there of that with the sign--the monument sign saying outpatient campus.

Claeys: Yeah.

Testa: Is that correct?

Claeys: Yes. And it'll be--it'll meet all the requirements from CMS and from the State to function as an emergency center and the joint commission. It will be joint commission inspected. Just like the rest of our ERs are. It'll be similar to the Taylor Hospital Emergency room.

Testa: Okay, thank you.

Claeys: Yeah.

Coppola: Any other questions?

Baringhaus: Mr. Chairman.

Coppola: Vice Chair, Baringhaus.

Baringhaus: Okay, yeah. Just a question going back to the business center ground identification sign. We have that currently at an eight-foot height, correct.

Matthews: We have it re-drawn at four feet high, eight feet long.

Baringhaus: Eight feet tall.

Matthews: That's on page three.

Baringhaus: Yeah, your page three.

Matthews: This--I'm sorry--this is the sign you're referring to?

Baringhaus: Yes.

Matthews: Yes.

Baringhaus: Okay. Yeah this--

Matthews: The sign--so, the way that that's drawn, the sign face itself is four feet tall, eight feet wide. It's on a base of nine inches and that's to get us up and out of the landscaping.

Baringhaus: Okay, because the sign on Seven Mile, it's up on a--basically a two foot--looks like elevated two inch--feet.

Matthews: The sign that--oh yes.

Baringhaus: Okay. Is there any consideration of just making it six feet and then you would still be in compliance?

Matthews: So, we did have it drawn originally at the eleven foot six--

Baringhaus: Right.

Matthews: --the reason why we had it at that height, was to have the word Emergency about the roof line of the car. We feel that that's very critical. So, if you go back to the original drawing, there's essentially a third blue panel underneath the out campus--outpatient campus panel. So, that did two things, it got the word Emergency above the roof line of the car, so if I'm behind another car, I can still see where I'm going. Especially, if I'm kind of in a frantic frame of mind trying to find something. Honestly, I'm gonna see a red stripe and know where to go before my eyes are gonna read the word Emergency. But that also put up into the sweet spot for the cone of vision for the driver. We did bring it down to--to the eight feet. It does put--you're right even with the roof line of a sedan or a four-door vehicle. A truck--if you had a truck or an SUV in front of you, it would block right across that sign. So, we did bring it down. Binging it down even another two feet would put the word Emergency well below the cone of vision of a driver.

Baringhaus: Okay. Thank you.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Yeah, I kinda wanna piggyback on Vice Chairman, Baringhaus' topic there. So, just a few comments. Thank you for reconsidering the sign and for reducing it significantly--you know--almost--almost four feet there. I think that's more appropriate. Just a couple comments on why I was gonna--I guess just some comments. You mentioned that it's important for the emergency sign to be above average car height and in the location where this sign is being--that there's no drive area in front of the emergency sign, because again, emergency is only on one side of the sign, right. So, people entering Fox Drive there or leaving Fox Drive are not blocking drivers who are driving eastbound on Seven Mile from seeing emergency because emergency is not on the west side of the sign and on the opposite side of the coin, if you will, driver's driving westbound, there's no driveway for a car to get in between the sign and--you know--and they'd be on the grass basically, right. So, I think there's not as much of a concern to bring the emergency sign down. So, I was gonna make that case but you kind of already adjusted so, I appreciate that but my concern is that the grade there is kind of unique. It's about two feet above the sidewalk.

Matthews: I just want--it is not current grade. There is a new grade plan that's not final topo there--

Mount: I--

Matthews: --as it is now.

Mount: I can't speak to that. I'm not sure.

Matthews: I believe if we--I need to look closer at the site plan because I'm a fish out of water here. I'm not a civil engineer but I believe what you're seeing currently through construction and the way that that is mounted is not what the final topo's going to be. That area's going to be graded and landscaped. I don't have the landscape plans or the civils in front of me but I know that that was approved through Planning Commission. I think that was 2020. Was--we--that was--there was a drive planned and tried to be negotiated through the property to the East--yeah--to the West.

Turbiak: Yeah.

Matthews: And it didn't go through and so everything had to be redrawn so, I would defer you to the final civil and landscape plans that were approved by Planning Commission to understand how that grade will--will change.

Turbiak: Okay. So, if I understand your intention through, it's to be--cause there's sidewalk grade and then there's the grass grade currently.

Matthews: Mmhmm.

Turbiak: So, your intention is for the sign to be no higher than eight feet above the sidewalk grade or--you know--give or take a couple inches for--you know--grading for rain water and things towards the street.

Matthews: It's eight feet above grade, whatever is grade there.

Turbiak: Right

Matthews: So, I would--I mean I can--I would be happy to resubmit that on the proper civil so that you can see the topo change and I could give you where--where the press of the road will be, where the sidewalk will be, where the landscaping will be and where we would measure for this then.

Turbiak: Okay, well, I'll leave it up to the Board to see if they have any other questions or concerns about it. You know--to get clear about it, I didn't want there to be some kind of a game play cause it's already pretty high at the sign--at the ten feet from the easement from the right of way. And then if you just go back a couple of feet, I mean, it--it goes up pretty steep currently. Again, to your point that's not the--

Matthews: That's not the final--

Turbiak: --the intended topo is, but--you know--I just was concerned that maybe that grade just comes out a little bit more towards the street and now it's back up to twelve feet above the sidewalk if you will.

Matthews: I think maybe Mr. Neville could shine a little light. I'm pretty sure that how you define grade in your point from grade to the top of the sign is well defined in the code.

Neville: That would be more appropriate for the building--or the inspection department.

Mount: I--I'm not familiar with the exact grade in that location so I can't tell you. There wasn't--by lowering the sign, we're not now going to change the grade to make it different. So, it's still at the same height. So, whatever the grade was in the plans that have been submitted, it'll stay at that grade, whatever it was.

Turbiak: Okay.

Mount: There will be no adjustments to adjust for the lowering of the sign.

Turbiak: I'm lacking that grade plan though. I don't know if anyone else on the Board has access to that grade plan. So, the point is that it's an unknown at this point. So, it just has to be acknowledged that as of today, it's unknown what the actual sign height will be relative to--again, I'll call it the sidewalk because that's the reference that I would like to use. Okay, I think that's all for--for that line of questions. Mr. Chairman.

Coppola: Okay. Thanks. Any other questions? Seeing that there is none, I would like to--if you guys could have a seat for a minute and I'll see if anybody in the audience would like to speak for or against this petition. Would you like to speak--just step up to the podium and I need your name and address.

Grabowski: Hi, My name's Pete Grabowski. I live at 42389 Crestview Circle, Northville, Michigan and I own the building at 39040 West Seven Mile Road. It's an old Victorian house. So, it's hard for me to voice either support or go against this proposal because I had not seen the plans yet. I've tried to contact Beaumont to no avail at this point. So, I would just like to implore the Board to table for now until the next meeting so I can get a better look at that and be able to--you know--formulate a--what--you know--what our stance would be. We're--we're worried about the height of that ground sign. We don't want it to block the view of our building and--you know--the lighting. We're not sure. We don't want it to--you know-- wash out, same kind of thing and take away. So--you know--we're very open. Obviously, we know they need signs, just would like to have more information.

Coppola: Okay, how long have you owned the building?

Grabowski: Since February of this year.

Coppola: So, you just purchased it?

Grabowski: Yep.

Coppola: So, you were aware of the--of the construction going on behind you and around you?

Grabowski: Yep.

Coppola: Okay. At the time you bought the building, you didn't--had you asked to look for--at any plans or go to the city to look for plans or?

Grabowski: So, I--I do have like a site plan, but I don't have like a landscaping sign plan. That type of thing. So, I'm--I'm very aware of the building and all but--you know-- the finer details I guess is something I have not seen.

Coppola: And what will you use this building for?

Grabowski: So, we rent engineering services out of our building. So, we have incubated startups and we have engineering consulting that we do there.

Coppola: Okay. So how many tenants do you have in there right now?

Grabowski: Currently, it's just our--just our three employees but we're actively expanding so it's--you know--we'll have more in the future.

Coppola: Okay, thank you. Any questions? Alright. Thank you very much.

Baringhaus: No, Mr. Chairman, just a comment. I thought earlier in this process, that property, particularly with respect to that home, was reviewed extensively through the Historical Commission and or the Historical Preservation Commission. I don't know if anybody else has any recall on that conversation.

Turbiak: Sounds familiar.

Klisz: It's in the package.

Turbiak: It's in the package.

Baringhaus: Yeah, I thought I saw it in the package.

Klisz: It's towards the end of the package. Those are inside pictures of houses in here.

Turbiak: Well, I believe that it was at one time and I think it alluded to, maybe by Ms. Matthews that that road that currently is--you know--Fox Drive exits onto Seven Mile was hoped to tie into--and maybe I've got my names of the roads incorrect but it's the one where the movie theater and the Hyatt and all of that exits onto Seven Mile. So, they were hoping to tie it in there and to get access to the light. And in that case the road would have gone through the backyard of the gentleman at the podium--I'm sorry I didn't get your last name--his--his newly acquired property and that would have required removing some of or all of the--I guess it's called like a garage, maybe it's a pole barn in the back and like you mentioned, Historic Preservation Commission was involved in discussing that and I can't remember if they were--had gotten to the point where they were okay with it but ultimately I think it's the owner of the property--Para--anyways, the ones that own the Hyatt and all the land to the North and to the West. I don't think that they were amendable to coming to an agreement on access to that road. And on a side note, similarly, the Shake Shack and the to-be-named bank that's on the Northwest corner--sorry, Northeast corner of Seven Mile and Haggerty had also approached Paragon I think it is--had approached that company to get access to the road as well and they were also unable to come to terms of agreement.

Coppola: Okay. Alright, thank you. Anybody else like to speak for or against? Seeing none do we have any correspondence?

Klisz: We do. We have the one letter written to the Board from Mercy Health--Saint Joseph Mercy Health System dated April 15, 2021 (Letter read.) Letter of objection. Robert Castelu and David Spivey. That is the only correspondence.

Coppola: Alright, thank you. Would the petitioner like to have a final word. It would be helpful if you would respond to--

Claeys: Yeah, I would fundamentally completely disagree with any confusion that it would create for the residents. I'll give you an example. How many people go up north to the Gaylord area. You have a heart attack, where do you go to get care for your chest pain or heart attack? You go to Otsego Memorial Hospital in downtown Gaylord. You know where you will actually get your

heart attack care? Either Munson Medical Center or Petoskey Regional Medical Center McLaren. Those are the only two Cath labs that handle (inaudible.) So, you have to travel either in your car, by an ambulance or by helicopter. Every emergency room can't handle all the different levels of trauma and care that we give. No different than the Taylor Hospital. And hospitals can't afford it. We don't all have burn centers. We don't all have pulmonary hypertension centers. We don't have interventional vascular labs that deal with strokes. We can't do complex thoracic surgeries. Complex orthopedic surgeries. Everybody can't. My hospital in Dearborn can. My hospital in Farmington Hills can do most of them. Royal Oak can do almost everything. The University of Michigan can do almost everything. But the key and important essence of patients' care is people receiving that initial care up front and immediately. I'm also not just an administrator. I'm also a provider and I would tell you that the first place I would go to if I was in Gaylord is Otsego Memorial Hospital to immediately begin getting cared for and treated with medications and then transferred and I would go here--because again, like we said, somewhere between 75 and 82 percent of the patients end up going home. Majority of those patients just need regular care and a small percentage get transferred to big (inaudible) quaternary care centers. A small percentage. We don't think it's right that the community members here in Livonia and in the surrounding communities have to travel a greater distance and a longer time when they're having chest pain or having problems and--and encourage a further delay which could worsen their case, cause irreversible damage and other problems and issues. We think it's important that people don't have to wait in traffic and travel. And that's Beaumont's big, new focus. High quality, low cost care and increased access. We've created 30 urgent cares. We'll see about 500,000 people in those urgent cares. Why? Because those people don't need to go to an emergency room. And the same thing happens. You don't need to come to my big, level two trauma center in Dearborn. You don't need to come to my big, level one trauma center in Royal Oak. You need to have a smaller, something greater than an urgent care, it doesn't have to be a great, big giant complex, overcharge the patients, emergency room. And that's what we're trying to provide for the community. Our data all says it'll be very successful and that's exactly what the community needs. And again, those patients are traveling a great distance already to a hospitals and we just don't think it's fair or right. Thank you.

Coppola: Okay. Did you want to address by chance, your neighbor's concerns?

Claeys: Neighbors? Oh.

Coppola: Victorian Home.

Claeys: Yeah. We'll get them the drawings. I did not--we did not know--I'm not aware of that. I'm assuming Bob and my team is not aware of it 'cause we would supply them the drawings. I don't think it's a secret to your point. He can definitely access them but we will get them the drawing and information that they're requesting and work with them. We're good neighbors with everybody that we work with, whether it's Royal Oak or Dearborn or Farmington Hills, wherever.

Coppola: Okay.

Baringhaus: Mr. Chairman.

Coppola: Mr. Vice Chair.

Baringhaus: Just in the package and maybe Mr. Turbiak touched on this. There is a--quite a detailed letter from the Historic Preservation Commission.

Coppola: What page is that on?

Baringhaus: Oh boy. It's 306 to page 305. 373. So, the home, relative to some of the proposed renovations to the property, Mr. Turbiak requests are covered in the letter. So, both the city and the Planning--looks like the Planning Commission had some fairly extensive discussions on it and again--you know--thanks to Beaumont--you know--they'll give you the plans--your basic concern was with the lighting correct?

Grabowski: Yeah. The lighting and the--and it might obstruct our view.

Baringhaus: Is there anybody present that can get some background information on the lighting?

Matthews: I'm sorry. I just wanna clarify, you're saying the--the site lighting, not the lighting from the signs?

Grabowski: Well--

Coppola: Hold on one second. Pardon me.

Grabowski: --the light from the sign directly.

Coppola: To be able to get it on the record you're gonna have to--to come up to--I don't know if this mic is working or not--is it?

Stroble: It works.

Coppola: If you could go up to this other mic just so that we can capture.

Grabowski: Yeah, the basic concern would be with the like lighting and--you know--I don't even know what type of sign it is. I don't particularly want a sign like Schoolcraft has with the--you know--an LED screen or something. You know, if it's spotlights or whatever that would be--you know--fine. I just would like to see what the plan is.

Matthews: Sure. And the reason why I was clarifying is because whatever site lighting is happening on there would be in the civil and landscape plans and there are certain candle foots that are required. That package would be separate. The box itself is not an electronic messaging center. It's an internally illuminate sign cabinet but it has a routed illumined face. So, only the letters are illuminated, it's not the whole sign base that is illuminating. And it is a single sided sign. There is no left turn into the campus, so on the sign face that would be facing your property is essentially blank. It has a Beaumont manicure at the top, which is only the top eight inch--I

think it's an eight-inch letter. Maybe seven-and-a-half-inch letter on that side. The rest of that side is blank and not illuminated. Hopefully that--

Coppola: That would be the side that would be facing his building, right? Would be the West facing side that has no illumination?

Matthews: The West facing side. Yes. So, you have the--you have the house to the West of the drive, correct?

Grabowski: Mmhmm.

Matthews: Yes. The sign that--the sign face that would face your property--it does not have a message.

Grabowski: Okay.

Turbiak: Mr. Chair. But it is illuminated at the top, right Ms. Matthews?

Matthews: Yes it is. The Beaumont letters across the top are. Which I don't have that drawing in front of me but they were roughly eight inches or less.

Turbiak: Ten inches.

Matthews: Oh, was it ten?

Turbiak: Yeah. It was.

Coppola: Okay. Thank you. Anything else?

Matthews: Did you have anything else to address the--?

Mount: No. I don't know if you wanted me to

Coppola: Could you step up to the--

Mount: Oh, sorry. Wanted me--I mean I can give you my contact information and you can reach out to me and I'll provide you with the plans.

Coppola: Alright, thank you. Alright, I'm gonna close the public portion of this case and start the Board's comments with Secretary, Klisz.

Klisz: I appreciate the work that has gone into this from basically everyone involved. From Mr. Neville in the Legal Department and obviously we all take--taken a lot of time on this and spent a lot of time examining it and going back and forth. I appreciate the petitioners working with us to come down on their proposals. I guess I'm still struggling with this--some slight things. I think it's obviously gonna work out and--and basically--you know--always appreciate when petitioners

come forward and make an effort to reduce the excesses. And I think we're pretty close to that and I live very close to this emergency room and I would probably be visiting it myself, hopefully not, but if I had to, it would--it's there and I--and I understand the concept of it and whatnot and it is right in my neighbor so, I'll be looking at these signs every day. So, it impacts me personally as well as the city generally. But--you know--certainly like to hear what other people have to say. You know, is it something that should--should we work this out tonight or should this be tabled. I guess that's really the only fence that I'm on. But I think that the plan is coming along nicely at this point.

Coppola: Thank you. Vice Chair Baringhaus.

Baringhaus: Okay. Thank you, Mr. Chairman. Yeah, I echo Mr. Klisz' wishes and too would like to thank everybody for their hard work and efforts on moving the plan closer to reality. Basically from where I'm at right now, I think there's been--I appreciate the reduction in signage size that's been done in a number of areas with--you know--business center ground signs and the group identification signs--getting those more in compliance as well as reducing the size of the directional ground signs which I think could be easily done given the fact that the speed limit within the complex is 20 miles an hour. So, a smaller sign is definitely readable. I guess what you have to look at is--you can't really look at this in the context of--you know--a traditional office building, it's a medical center and that being said, I--I think maybe it requires a little more additional signage than what a normal building would. Looking at some of the five signs, I tend to look at those in terms of--I think those are probably customary signs for any kind of medical p--complex. Like Mr. Testa, I drove to a number of out--complexes and did just--you know--a quick survey of the sights and those are very common sign--signage. Entrance signs for direction entrance signage, surgical pick up, ambulance, emergency, all normal course of business. Other than that I did have some concerns about how they were defining their emergency operations and I thank you giving us an excellent explanation this evening. You clarified some of my concerns. Appreciate the effort that the--I did have some concerns about the size of the Beaumont identification sign. You did reduce the size of that. I know you have a little angst on that but I will say, I live in the area like Mr. Klisz does and I really think you have an excellent location. You're very close to I-275. You're very visible from going East to West on Seven Mile. I mean, you have a 130,000 square foot brand sign there so people aren't gonna miss it. So, I think the current signage package would work for the facility itself. I don't have any serious objections to it, so I'd be willing to approve the variance.

Coppola: Okay. Thank you. Mr. Testa.

Testa: Thank you. So, I appreciate the modification you guys made. I also appreciate the detail you put into the package. You've been working on the fly here to update our Public Notice so we could better understand a high-level summary. I will be in support of this. I think the changes that were made reflect the comments we gave last time and I'd like to thank Mr. Neville for looking into this matter more. I know we kind of caught you off-guard with a direct question last time. So, thank you for taking the time to--to investigate. Thank you.

Coppola: Alright, thank you. Mr. Turbiak.

Turbiak: So, first of all, I want to thank Mr. Neville for that excellent memorandum that he put together. Very educational. Very thorough. When he got done explaining that tonight, I--I wanted to applaud. I also, wanna thank the--the team from Beaumont. They did a great job of preparing and answering questions on the spot. Especially about the emergency room. I had some concerns about that as well. The way I see it, there--there's two proposals here cause there's an option for the Beaumont sign. A smaller one and a large one. I ran the numbers and during our discussion, we had estimated those five signs as 50 square feet. I used the numbers that were presented in the package and I came up with 36 for those. So, to sum it up with the large sign, it's 292 square feet, if my calculations are correct and with the slightly smaller sign it's 246 square feet total. Obviously, the variance allows for 200. So, it's either a variance of 46 or 92. I would be able to support the smaller consideration. I think that the inspection department's interpretation of the black and red background--although they are visually appealing, they toe the line of how our ordinance is written and--and how it can be interpreted. I think a lot of signs have a solid background and we measure the whole sign. Not just the letters. It's when the letters are on the building that we measure the letter size. So, this one's kind of in a grey area because the--the background is extended around the corner in some cases. Maybe both cases, actually. So, like I said, it's kind of a creative way to--to maximize the attention and still fit the ordinance's' measurements of just measuring the letters. So, I--I think that that benefit, and that interpretation really is enough to--for me to be able to approve the--the smaller size. The other consideration is the neighbor just finding out about this very recently. We had a little more discussion about that. I--I don't see it as a major concern. I--so, I would be willing to vote on it tonight without tabling based on that understanding. Thanks.

Coppola: Alright, thank you. First of all, to the Beaumont team, thank you for listening to us last time we were here. The adjusted proposal comes much--much closer to what was suggested, and I think it--it's a pretty good sign package. My biggest concern is--is just the confusion with the notice and then after hearing the--the correspondence from--from your competitor down the road, they may have been writing in regards to the notice but not particularly to--to what you are proposing and so, that--that confusion concerns me some. And so, I'm kind of on the fence here on tabling. And the other reason I'm on the fence on tabling is--is the--you know--there's some confusion as to what we're really approving. We're not approving what's on the notice, yet we're approving what they proposed--you know--it's not--we'd have to go through a rather lengthy--anybody that's willing to do that--go through a lengthy motion in regards to--to what actually is being approved. That said, like I did last time, I'd like to go through--through these variance by variance to give you my--my opinions on this. I'll do that quickly, so not to take up too much time. We've been here quite a while already. For the business ground--business center ground identification height, the eight foot--greatly appreciate that. That's what I suggested. I think that--I think that's a good compromise. I think it works really well and will look good. And then you reduced the business center sign area, correspondingly, and I think that--that overage proposed variance works. Again, that was 51 square feet which is only 21 square foot overage. I think that works. The ground identification--ground--group identification ground sign height. You went back to the--to the ordinance height of--actually you dropped it below the ordinance height, so that no longer become of request for variance. Greatly appreciate that. Just a minor overage on the ground identification sign area. 32 square feet. So, it's only a two square foot overage. I don't see that as--as a significant issue and would approve that. The directional ground sign heights, you now propose five and a half feet which is a half a foot--six inches above--I--I don't have an

issue with that. Again, if it was at the perimeter of your property that might have a little bit of a different feeling, but it's inside your property and I think it's helpful that--that the directionals--as to the sign area--directional sign area--I think Mr. Turbiak had some issues with that. I--I actually find the design extremely attractive compared to a post and sign that is allowed. I think this looks a lot more professional and a lot more attractive than a--you know--a metal post and a little sign on it. So, I'm willing to allow that and I think it matches with the rest of the signage in the area, including the business center ground sight and such. Now we get to the wall signs and this is where, Mr. Neville wrote a very good memorandum. It was extremely helpful for me. It helped clarified the issues. Again, I don't think some of these signs are very clearly into the ordinance that you guys had suggested which is the 18.5gb3 but definitely could be--could be perceived to be so. So, from my perspective--and I think they're helpful for--for the--for your patients and your clients. So, the ambulance, the emergency entrance, and the surgical pick up, I have--I have no issues with. I--I would suggest that even if it didn't--if it wasn't interpreted to fall within--in that one ordinance, that I think it provides a service to--to the community and to your patients and your clients and it would make sense to do that. North and South, I--I have a problem with that. That does not fit within the confines of that particular ordinance allows those types of signs and I think it sets a precedence in the community and we actually had, I believe, a property owner that was on the South side of Seven Mile that was chomping at the bit to start putting North and South signs on his building if we approved this or at least show up. So, I don't--I don't see those--especially if you can walk through the building. It's not that big of building that you can't get through to the other side if you make a mistake and again, you can always--always advise your customers to--to which entrance they should go in if they drive, you go in this one. So, I--I like the three, I think they make a lot of sense. I think they're like 20 square feet--not even--22 square feet. I'm okay with those. Then getting to the Emergency and the Beaumont sign. If you do option two, I think that Beaumont sign is pursuit to how we measured 154 square feet and then Emergency is 50 square feet. That's 210 square feet. That--that's ten square feet over--over the allowed. Ignoring the other signs. To split into two, I think it provides a little bit of assistance so that people know that there's emergency in that building. So, I think that's--that's okay to split it into two signs as long as it stays relatively close to--to the ordinance. So, that would be--that would be what I would be comfortable approving. I guess again, the question is, should we proceed and it's unfortunate. It's our mistake and I do apologize for that mistake, with a mistake on the notice which potentially could put you at risk and us at risk of having to do this all over again anyways or deal with some other issues or--or to table this, get the proper notice, have you guys address comments on the wall signs--my comments on the wall signs. I think everybody else here was--was okay with the wall signs. My comments on the wall signs and give your neighbor an opportunity for you to give them comfort there's no issues there. We can get you on quickly--onto the May 25th meeting. Gives you--what--six days. Until Monday to do a--to get--I know your profession can do it pretty quick--any type of revision you need to get in so we can get the proper notice out. That's my position. I'm also open to--to voting tonight but I think it gets a little complicated. So, I'll go ahead and open the floor for a motion.

Upon Motion by: Klisz. Supported by: Baringhaus, it was,

***RESOLVED: APPEAL CASE NO. 2021-02-05 (Tabled on March 2, 2021):*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550

Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

**Business Center Ground Identification Height:**
**Allowed: 6.00 ft.**
**Proposed: 11.75 ft.**
**Excess: 5.75 ft.**

**Business Center Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 77 sq. ft.**
**Excess: 47 sq. ft.**

**Group Identification Ground Sign Height:**
**Allowed: 6.0 ft.**
**Proposed: 8.3 ft.**
**Excess: 2.3 ft.**

**Group Identification Sign Area:**
**Allowed: 30 sq. ft.**
**Proposed: 60 sq. ft.**
**Excess: 30 sq. ft.**

**Directional Ground Sign Height:**
**Allowed: 5.0 ft.**
**Proposed: 6.7 ft.**
**Excess: 1.7 ft.**

**Directional Sign Area:**
**Allowed: 2 sq. ft.**
**Proposed: 26 sq. ft.**
**Excess: 24 sq. ft.**

**Number of Wall Signs:**
**Allowed: One**
**Proposed: Seven**
**Excess: Six**

**Wall sign Area:**
**Allowed: 200 sq. ft.**
**Proposed: 338 sq. ft.**
**Excess: 138 sq. ft.**

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and (g) "Sign Regulations for Professional Office Districts," and Section 18.50D(i), "Permitted Signs," **be tabled for the petitioners to address the North and South signs, to allow for a full Board to be in attendance, and out of an abundance of caution due the incorrect Public Notice.**

ROLL CALL VOTE:

AYES: Turbiak, Testa, Klisz, Baringhaus, Coppola.

NAYS:

ABSENT: Fraske, Boloven

Passes five-zero.

Coppola: My deepest apologies on the error on the notice. I think if it wasn't for that we probably, with a little bit of housekeeping, could have got--gotten this through but I do wanna make sure that we get this buttoned up with our I's dotted and T's crossed. So, I'm gonna make you have to come back one more time. Do apologize for that. But I think--I think we're there basically. And if you can--we'll make sure we get it--the petition right this time and I--I apologize. I should have

looked at it closed too, although I guess you were saying that green sheet might not have even been in there at the time, huh? With the markups.

Turbiak: Yeah, Mr. Chair. The-the drawings are--are time--or dated stamped the 15th. I believe the Public Notice is dated the 5th of April, so I don't--I don't know if it was on our side. I think just these updates came in late is how I'm looking at this.

Coppola: So, whatever happened, it happened and so, I think to--just to be--to do it right, make sure we get everything straight, and only have to do it once, we'll have you guys come back again. The 25th is the--is the next open agenda. I mean, 25th of May. You'd have to get your--your submission in by the 26th. Hopefully, that's not too much of a problem for you.

Mount: I don't think so.

Baringhaus: Mr. Chairman.

Coppola: Mr. Vice Chair.

Baringhaus: Yeah, if I can just make another suggestion and this is more for us. There's 395 pages of documentation in there, which the current plan is buried somewhere in the middle of that. If the building inspection department could move the current set of drawings up front for us. I think that would expedite things as well.

Coppola: Well, it may be even helpful since it will--we--we can get to the old stuff.

Baringhaus: Easily.

Coppola: So maybe if we only include new stuff in the petition that might be helpful.

Baringhaus: Just put it front and center. That's all. Not that I don't mind looking for it.

Coppola: Alright, well thank you very much. I do appreciate it and again, welcome to Livonia. We're looking forward to you guys--

Beaumont Team: Thank you.

Coppola: --being here. Alright we have some housekeeping ourselves. We've got some minutes to vote on. We've got--we'll do one at a time. So, I've got the minutes for March 16th.

Klisz: Motion to approve minutes from March 16th.

Baringhaus: Support.

Neville: Hey guys. Picking up on the mic. You're talk--

Coppola: All in favor?

Board: Aye.

Coppola: You can't vote. You weren't there. And I've got the minutes for three thirty--March 30th.

Baringhaus: Mr. Chairman. Motion to approve the minutes from our March 30th, 2021 meeting.

Turbiak: Support.

Coppola: All in favor?

Board: Aye.

Coppola: That was Mr. Vice Chair Baringhaus and then Mr. Turbiak seconded that. Okay. What else do we got? Anything else we need to get done today?

Baringhaus: Your favorite motion?

Coppola: Oh, just real quick, I believe we will be back sequestered in our houses for the next couple of months, I think is the rules right now. What through June?

Klisz: Through June, yes.

Coppola: So, even though we were pioneers for this--for this city--

Neville: Taking point--

Baringhaus: Mr. Chairman. Motion to adjourn when you're ready.

Board: Support.

Coppola: All in favor?

Board: Aye.

There being no further business to come before the Board, the meeting was adjourned at 9:42 p.m.

_____

Gregory G. Coppola, Chairman

_____

Timothy J. Klisz, Secretary

/vcb CEO 9489

Turbiak: Okay so your expectation is this 200 square feet that the, is in their package includes existing measuring the blue background and it's not measuring the letters, is that right?

Hanosh: Right, the box around it, yeah.

Turbiak: Okay, we'll get clarification from the petitioner. Thanks. That's all Mr. Chair.

Coppola: Questions? Okay I see one hand up, I'm gonna go ahead and unmute you. Two hands. Anybody else that's with this group? We'll start with you, Ms. Matthews. Name and address please.

Angela Matthews: I'm Angela Matthews with Little Fish Design. We are at 8425 Main Street, Whitmore Lake, Michigan. We are the lead designing consultant for Beaumont Health on this project.

Coppola: Okay, thank you and Mr. Mount.

Bob Mount: Hi. My name is Bob Mount. My address 50700 Shenandoah Drive, Macomb Township, Michigan. I am representing Bob Mells -- I'm sorry I'm representing Beaumont and the outpatient campus. I'm a project executive with Beaumont's planning, designing and construction group.

Coppola: Okay is there anybody else in your-- in your group or do I just have you two?

Bob Mount: Just the two of us.

Coppola: Okay, who'd like to start? Tell me a little bit about the project and the practical difficulties or issues you have with regards that would support pretty significant variance that you're requesting here today.

Bob Mount: I can tell you a little bit about the building. The new outpatient campus is about 120,000 square feet. It's-- we'll have services such as an emergency center, ambulatory care, or I'm sorry, entire surgery center, emergency center, imaging, lab. We'll also have women's services there. We have, as well as heart and vascular services there. Also, there'll be many primary and specialty care positions in this building. We're expecting to see approximately 110,000 visits per year. So I'd like to hand it over to Angela, our consultant, and she will discuss the signage variance.

Angela Matthews: Thank you very much Bob. Ladies and gentlemen of the board, I had requested from Dan that I be a presenter so I could share the screen with the submittal package, is that still a possible to do? If not I--

Coppola: We have not been permitting that, we do have your package --

Angela Matthews: Oh I see my share screen request just came through, thank you.

Coppola: Yeah we generally don't --don't allow that. We do have your package in front of us, so apparently somebody allowed that.

Angela Matthews: Oh, should I not share my screen then?

Coppola: No I mean at this point I guess that cat's out of the bag. Go ahead and proceed. Just please make it quick.

Angela Matthews: Sure. I--I'd like to begin by requesting a clarification on--on the question of the interpretation. In our package, the signs that dedicated, or I should say labeled the North and South entries, the ambulance bay, surgery pick up area, and the emergency entrance on the canopy. I wanted to know why that was considered a variance and why they were not permitted under the section of the code, 18.50g section b paragraph three?

Coppola: Mr. Hanosh or Mr. Neville. A little help.

Hanosh: The way the ordinance is written here is one--number one, is one sign is allowed only when it comes to wall signs and we have excessive of that or we had, was it seven.

Angela Matthews: Sir, section 18.50 paragraph three for multi-tenant b-- building says wall signs not exceeding ten square feet of a sign area for each accessory commercial use or support service may be located on the face of the area occupied by said use providing that said use or service is on the ground floor. I believe that that applies to this multi- tenant building, that's why we had provided here on page three, the circulation of composite first floor plan along with the site plans so that you could see how each use on this first floor, relates to the entry points and the circulation points. So anybody seeking emergency services as a patient would approach and be directed either from Seven Mile or from Haggerty or brought around through the private drive through the emergency area where that door is labeled on the canopy above. They cannot or should not approach through the ambulance bay so the ambulance bay is approached separate--signed, labeled separately on the canopy there. Multiple services are accessed through the North and South entry and that is part of the pre-arrival direction that is what I understand the permission in the ordinance to be for. You have tenants that are accessed through those specific doors. And then lastly, the green arrow with the green line represents patient pick up from the ambulatory service surgery center. So, each one of those is a very specific use. We do not have composite pathing from door to door, so I would-- I would like some clarification on why those five signs in particular are-- are they not allowed under that section of the code?

Hanosh: They way I'm interpreting this, unless Mr. Neville, I'm wrong. We're treat--treating them all as signs. Rather if it's for Emergency Beaumont, South entrance, they're all for different purposes. Number one is, each one of these and wall signs you say that ten square feet, we've actually grouped these together and that's where we came up with 338 square feet. Also, my comment earlier when I was asked, the size of the sign, we'll actually do a box around the lettering their selves not the full blue or the full red area in the emergency room or even in the ambulance area. It's the way we interpret it. We will only come up with approximate when we with this way, only a hundred and thirty square feet excessive, which is still excessive

and then the quantity, we treat each sign individually. I don't think the signs are accessory commercial use, it's still the same use, it's under Beaumont. It's-- it's more directional, it's more Emergency. It's South entrance, North entrance, Ambulance. I think this would be a sticking point. I don't know if I'm wrong, but it's the way we interpreted and the way we'd written it up.

Angela Matthews: But--

Hanosh: The other--

Angela Matthews: --I'm sorry, I still need further clarification because you're saying commercial use. All uses within this building are commercial uses. They are medical uses. There are different tenants within this building and that's what each one of the--I believe this ordinance is trying to provide for a circumstance such as this. This building is leased by Beaumont, but it is also leased by an additional seventeen tenants. Rather than listing the seventeen tenants on the first floor their access through the doors, we simplified the way finding by simply saying North and South entrance. Under that section of the code, wall signs not exceeding ten square feet for each use, can be located on the face of the area of the use. To me, this is applying to exactly this, labeling the door that accesses the service.

Coppola: Okay, I think you've gotten your response from the inspection department. I don't know if the legal department wants to--to chime in, but I assume you've received the input from the inspection department early on, they advised as to what variances were required, and realistically that-- this debated should have occurred before coming before this forum tonight. So, I understand your issue--

Angela Matthews: Who..

Coppola: --I'm not sure if--

Angela Matthews: --Who would that--who would I have addressed that debate with? Who would I have addressed that to?

Coppola: Well you--I would have assumed you filed a petition after being advised as to what the variance were. At that point in time would have been the appropriate time to-- to debate-- debate whether the interpretation of this code was correct or not. Not in front of the board.

Angela Matthews: So, does the--would the board like to understand the hardship and the request.

Coppola: Very much so, very much so but I think--

Angela Matthews: Are the signs--Okay.

Coppola: At this point, we're taking the petition as--as it's been filed and presented.

Angela Matthew: So while we're on this subject then I'd like to-- if we could just finish it up, I think the board understands what we're saying here. There are multiple clinical services accessed on the first floor and I will jump ahead here to each one, a quick summary of each one of those points. So the signs that were requesting mounted to the building, two of them above 30 feet on grade, the rest are all on the canopies that label the doors that give you access and services within those doors. So combined services within the South entrance--skip the upper signs-- the ambulance bay labeled on the canopy there, giving you access there, the emergency entrance and then the North entrance. The reason for redundancy if you will between our request for the additional 100 square feet to display the word emergency a-- above the canopy and then asking for that message again on the canopy is because of the point of view for approaching traffic. When you are father away from the building and when you are actually looking for the door, the actual patient drop off, they're 90 degrees from each other from what can be seen and if I may go back to this one here, to give the board some sense of scale. The majority of patient traffic is accessing this side from Seven Mile and specifically from-- let me go here--in this direction if you can see my cursor, where we would be accessing from Seven Mile, either off ramp from 275 and then making the right turn into this. From the point of this turn up to the point-- this South side of the building is about a quarter of a mile. A little bit further on to be able to get to the emergency room. So, approaches, visibility windows, were all calculated into the need for signs and placement and size of signs. So that's what's in summary all wall signs that we are requesting fall under--under that.

Coppola: Okay.

Angela Matthews: We are requesting increase in sign height on the sign on Seven Mile. Our posted speed mile is 45 miles an hour. For someone who is coming to the site in, in a critical condition looking for emergency services, one, has traveled quite a way and no matter which way from 275 they're coming, they'll either approach blind from the North or they have, from the South, they have exited before they have a clear view to where they are going. They have to do a full clover leaf and then drive about a total of a mile--a little over a mile to get to the actual emergency door. For that reason, we need the word emergency above the roof line of the car and the letter height calculated for that is at least nine inches tall. The word emergency at nine inches tall requires a seven foot wide sign, which is how we came to the sign area that we have here. As I've mentioned before, we--we keep in mind that first three feet of sign, for both snow line and because of the cone of vision of the driver. It's important to have that critical message in the cone of vision. Because the-- the code does not provide for sign area versus message area, any time you ask for an increase in sign height, you're automatically asking for an increase in sign area. So, I think that answers that second question as well. The next one I'd like to address is that-- the sign I believe the group identification sign. So this sign has absolutely no sight line from surface street or highway. It is about a quarter of a mile off of Seven Mile and the reason for the request and the acts that the additional height is again snow line but then also the increase in sign area is because these are clinical practices. Clinical practices are typically named after a specialty service. Clinical names get very long. The word orthopedic, at a readable letter height is long and so a minimum letter height to be read as we're approaching specifically this area and this is where we are telling all arriving patients that they are here to see these additional specialties. That they are in the right spot and they are at the right door to access those services-- are here. So that is the increase-- the reason for the

request of increase in sign height and sign area there. And then the directional signs. So the increase in sign height, again, we're trying to get the word emergency above the roof line of the car. The code only allows two square feet for directional sign. That would be a box that's one feet-- foot tall, two feet wide which seems appropriate for a bank with a drive through or a fast food restaurant that has a drive through with an enter and an exit, but, the directional ground height that is allowed within the code is five feet. Unless you're putting a box on the pole, you cannot maximize your sign height and your sign area unless you're five feet tall and about four inches wide. The three critical messages that we need to get to our patients are the emergency room, the South entrance and the North entrance. Again, those words were displayed on the side at a readable--readable letter height so a driver can read, interpret, and react and then execute their decision and that's how we've come up with a slightly larger sign, but again increase sign area because there's no distinction between sign area and message area. I believe that that very quickly summarizes the request for these signs within this package.

Coppola: Ok, thank you. Alright, some questions. In regards to emergency services, I want to make sure I understand especially what that is. Is that similar to a hospital emergency service or more similar to a-- what do you wanna call those-- urgent care centers?

Angela Matthews: It is not an urgent care. It is an emergency center. Critical care and surgery can be provided here, so for example, you could go to an urgent care with an ear ache, with strep throat. This emergency center, if you're having cardiac arrest we can help you. If you've had a serious injury requiring surgery, we have a surgical center. We have operating rooms available.

Coppola: But you don't have hospital beds, is that correct?

Angela Matthews: We have a 23 hour patient stay, so, after critica-- after care to critical injury, the patient can stay and be stabilized. If a patient stay beyond 23 hours is required then transfer to a longer stay facility can be arranged.

Coppola: Okay. What's the speed limit within the-- within the complex? So, once you get off of Seven Mile or off a Haggerty, what is the posted speed limit?

Angela Matthews: Bob, I don't know if you have your civil drawings in front of you, I believe it's scheduled to be posted at 20 miles an hour.

Bob Mount: I'm not-- I'm not sure of that. I haven't seen that.

Coppola: But, definitely not more than 25 right?

Angela Matthews: No, not more than 25.

Coppola: Okay. Alright, questions?

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak

Turbiak: Thank you. What-- I guess through the chair to --I guess Ms. Matthews, what percentage would you say the patients arrive by ambulance?

Angela Matthews: I do not have that information and-- Bob, I don't know that you have that information either, do you?

Bob Mount: I do not off the top of my head know. I'm just trying to think of where I could grab that quickly. I don't know if I can.

Angela Matthews: I could--we could ask the appropriate department for that figure and give it to you if you would like.

Turbiak: Okay, yeah I appreciate it. I mean-- Within in a-- a generous tolerance, could--could you fathom a guess or?

Bob Mount: We're talking total from the building about 110,000 a year is what we're looking at. I know I've seen it. I'm trying to think of what the total volume of patients is for the emergency center.I-- I don't know, maybe 20%.

Angela Matthews: So, to answer your question a little more directly Joel. I think around we expect an average of 269 patients a week through the emergency center and I think 20% of that number arriving by ambulance is maybe a good guess but I-- that is not information that I have at my fingertips.

Turbiak: No, I won't hold you to it, I understand. I do appreciate the-- you taking your best effort to clarify that. My next question is about the signs. Let's start with the one on Seven Mile. You mentioned it in your package here, it had Beaumont on the top and then Emergency and then some other services mentioned, outpatient services, I believe. It's-- I guess first of all, is emergency the most important part, and then my second question is you know why isn't that at the top of the sign, and-- and to get more to my point I guess, is you know, maybe you could reduce the excess sign height that you're requesting by moving everything down and--and, putting-- so Emergency would be at the top. So it wouldn't change its height relative to the ground, but basically you know moving Beaumont down, between the other sign about the outpatient services or below whichever is most appropriate.

Angela Matthews: As practice and way finding when labeling emergency signing, is to list the provider of emergency services first and then the emergency next and again I can provide additional information to you on how that's been studied. The three messages that are on that sign-- I can pull that back up so we can see what we're looking at,-- the three messages are the provider, emergency services, and the name of the building. So the name of the building is out-- The Beaumont Outpatients Campus or Outpatient Campus Livonia. That message is important for the other specialty services within that building. Their--

Turbiak: Mmhmm

Angela Matthews: -- their pre-arrival messages are, we are in suite 2150 in outpatient campus Livonia, located Seven Mile, blah blah blah. So, for a good portion, I'm going to say, roughly 30,000-- well I'm sorry, roughly 1,300 people a week are looking for the message outpatient campus. Roughly, 260 people a week are looking for the-- for the message emergency. So, again, we took that snow line of three feet, we put our-- the-- the message, the name of the campus first, to put the word emergency above the roof line of the car and then we have the provider over the top. Beaumont is, correct me if I'm wrong, Bob, roughly, 55-60% occupant of the building.

Bob Mount: Correct about half, 50%,

Angela Matthews: Yes. So they--they are the majority tenant.

Turbiak: Yeah, could you talk a little bit more about the studies that you alluded to that said that putting the providers name at the top is the best practice?

Angela Matthews: Yes I can. I can-- I can forward you more information about it, but it's just about hierarchy. So as you're coming off of the highway for example, any signs provided by MDOT or signs that are recommended and regulated by the federal highway administration through the MUTCD lists the provider name. So, for example, it would be, St. Mary Mercy Hospital, it would be U-- Michigan Medicine Hospital. If it has emergency services it would be the name of the provider, emergency services. So what I'm looking for is always the name of the provider first, from the highway circulation and then as I travel to the surface street and I'm working through my decision hierarchy, I wanna match what I already know which is provider name and then the emergency is right on the heels of that.

Turbiak: I can see what you're saying, that makes sense. Okay, let me see if I have any more questions. Nope, oh you know, I did have one other one. You'd talk about the-- the other providers that are gonna be at this building and you mentioned that the grey sign with the white letters will not have view angle from the highway--

Angela Matthews: Yes.

Turbiak: -- or-- or the surface streets, you know, just the overhead view, it kinda looks like it's close to the highway. Can you help me understand why it doesn't have a view angle to the highway?

Angela Matthews: Yes. Hopefully you can see my screen. This--

Turbiak: Yes.

Angela Matthews: -- This is from our 3D models. From driver, and this is driver approach when we-- this is as you slow, so you would be slowing about half speed in order to execute your maneuver in this case, turn left. I would also be slowing to about ¾ speed to read Emergency, South entrance, North entrance, to make my decision to either continue forward or execute my left maneuver. The sign that we're proposing for the providers, you can see it to the left there.

Even in that very first render at the beginning of our package, it's a little-- little odd. The only-- the only creature that would ever get that perspective of that sign is a little bunny sitting on the guard rail form the highway, so it's kind of a false perspective. The sign-- the letter height calculated for that sign is again from this-- this point of maneuver. There honestly small letters and it's just as your there to confirm that yes, this is the door that accesses these providers because we have emphasis on emergency traffic.

Turbiak: Okay, that's very helpful and those are all my questions at this time. Thank you.

Fraske: Mr. Chair.

Coppola: Ms. Fraske.

Fraske: You might have already alluded to this, but I want to just confirm. So I-- the signage that has all of the providers on it that I'm looking at, now, is there-- is that gonna also be on the inside of the building so if somebody goes into this entrance, whether it's South-- whatever the entrance name is, are they gonna also see the providers listed to know what suite to go to?

Angela Matthews: Yes, within the vestibule on both the North and South side there are digital signs that will give the tenant listing for the specialty providers. The sign on the outside provides for a total of ten, but we have, in current leasing configuration, seventeen providers. So, the-- obviously, the ones with more square footage that are seeing more patients daily are the ones that would be listed on the sign. As leases change and medical offices are reconfigured, that number may increase from seventeen to more, but we have limited the number that we are displaying outside the door to speak to the majority of arriving traffic.

Fraske: Okay. Okay thank you.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Yeah, I came up with another one. Surprise. Again, through the Chair to Ms. Matthews, the 200 square foot Beaumont sign, I imagine that some of these calculations point to why that font needs to be that size. Can you direct me there and speak to a little bit because I'm wondering if it couldn't-- if it's not a little bit bigger than it needs to be.

Angela Matthews: Oh, that is a very fair question-- that is and I can take you to my calculations. So we calculated size for a vehicle traveling at 45 miles an hour is 24 inches. Vehicles traveling on 275 are traveling at 70 miles an hour which, calculates out to about a six-- well, we'll say about a five and a half foot letter-- is what is immediately readable at that speed. So, Emergency at 36 inches is kind of pushing it, as the very, very, very low end of what is readable at that speed. We could reduce Beaumont in size from I believe we have-- is it a six foot capital letter B. The lowercase letters I think are right about four feet. I can pull that drawing up. We-- we could go smaller. We think it's important to have the distinction in hierarchy between provider and service. It's just easier to read from the highway, which--

which emergency room I am going to. See, I think I flipped right past it. Yes. My-- so the capital B is five foot six, but the rest of the lowercase letters-- the x height of that is right about four feet.

Turbiak: Okay and the sign calculation was based on the five and a half feet right, all the way across?

Angela Matthews: Yes, because I believe that you-- you calculate sign area by the bounding box from top most ascender--

Turbiak: Right.

Angela Matthews: -- to bottom most descender and all area in-between.

Turbiak: Right, right. And I agree with the-- your comment about the hierarchy. Was there any other consideration or proposals for a sign that was between this one and the-- the Emergency? Obviously, Emergency is at the minimum you would want to see at that speed.

Angela Matthews: It does when we-- we go smaller because of the Beaumont logo type, our four foot lowercase letter, if like-- so let's say we drop the capital B to four feet tall, we have about an 18-20 inch lowercase letter and that becomes very difficult to read.

Turbiak: Okay. Right but there's something in-- in between there?

Angela Matthews: Yes. If you want to look at one inch increments there's about 18 different choices in between there-- with the size and…

Turbiak: Well I-- I guess my point is-- no I apologize for talking over you, go ahead.

Angela Matthews: -- No, that's okay. Just for the size and scale of the architecture, this is what we studied and calculated and then, again we did look at this according to the visibility windows. Because this is a really-- it's a funny situated site-- if I can go back here-- you have about an eight second window of visibility after you've already passed the off ramp. You have a nine second visibility window if you are Northbound, but you've passed the off ramp or I'm sorry-- if you're going the wrong way on Seven Mile, but you do have the bridge going through there, so the-- the critical part or at least what we're looking at is the angle of view from the driver's perspective in this green swatch right here, Northbound. So, what you have-- what you see on that rendering is calculated optimal for this little stretch right here. What-- from the South, like,-- if you're from the North headed South, unless you're a passenger turning your head at 90 degrees, you don't see the building. The driver may catch a glimpse of it in the rearview mirror.

Turbiak: Mmhmm.

Angela Matthews: That just has to do with the orientation of the site, the topo, the MDOT right of way, the trees, etcetera.

Turbiak: Mmhmm. So, you-- you talked about the green swatch that was further to the North , but what we're really aiming for I'm guessing is the one that's to the South. Right? Because that's enough to have that opportunity to make a maneuver on to that Westbound off ramp from 275 North, right?

Angela Matthews: Yes. Well and especially as I've said many times that mile between Six Mile and Seven Mile's the shortest mile in Michigan. There's so many lanes of traffic and if you're-- if you've come up from 14, if you've merged on farther South from 275 and you're Northbound, you have four lanes of traffic to get over in a very short period of time. Through-- through a lot of semi-trucks, through a lot of heavy haul traffic. So, yes, you're right, this is-- this is a pretty critical view which you know is really the bridge is the-- what you have to compete with there. So the last-- I would say the last 3 seconds of this green stretch here and then just peeking out under that bridge, but you already have to be slowing down in this yellow section here to be able to make it over to that off ramp.

Turbiak: Mmhmm. Yeah I know looks pretty tough I mean, I-- I trying to-- I've driven that stretch quite a bit and I'm wondering if you were really-- if you don't know that you need to exit at Seven Mile Westbound before-- before you're in that green stretch, I don't know, it doesn't matter how big the letters are, I guess is what I'm--

Angela Matthews: Right.

Turbiak:-- I'm kinda thinking.

Angela Matthews: That's true, but we--

Turbiak: It could be huge.

Angela Matthews: -- Correct, but we've been-- we've been working with MDOT and we have a very strong pre-arrival program to try to help that. Other than emergency services, everything else is scheduled so we do have pre-arrival touch points that we can capitalize on to give direction.

Turbiak: Oh, great. Yeah, I hear what you're saying, Okay. Well, that clears it up for me. Thank you for taking the time.

Angela Matthews: You're welcome.

Boloven: Mr. Chair

Coppola: Mr. Boloven.

Boloven: Question for the petitioner. On your visibility summary that you just had, is that time frame divisibility of when the driver would be put on notice or is it actually their site line to the building on point?

Angela Matthews: So, at 65 miles an hour-- thinking-- let me pull this back up for you. So how this is calculated is at 65 miles an hour, let say-- let's take-- let's take our biggest visibility window. If you are Northbound on 275 at 65 miles an hour, you have nine seconds of view. That nine seconds of view is calculated-- the cone of vision-- so this is a driver, face forward, paying attention to the road, from the first glimpse on, in this case, left peripheral, through to the point where I can no longer see on my left peripheral without turning my head.

Boloven: So your- your goal or your hardship I'll say is that the driver's not gonna be put on notice to get off of that ramp. Is that correct?

Angela Matthews: Yes. That would be correct.

Boloven: So, with the growing amount of signage that is going in that corridor right now, whether between Six and Seven, which there-- there's been recent signage for new buildings and medical facilities is that taken to account in the study that the driver's gonna be put on notice that you're now entering a medical corridor and I gotta get off at Seven Mile.

Angela Matthews: Well, I don't-- I don't think the signage-- the sign isn't blocking the views. We don't have billboards along this corridor, what we have are signs applied to the walls on the structures along 275. So, in that case there are no structures from the-- the driver point of view from this stretch to this building. This green way here will never have a building on it, obviously, and this part of the clover leaf will never have a building on it because those are MDOT right-a-way, so , it really doesn't matter what signs or what signs are added to buildings or what the size of the signs that are added to the building here. It does not interfere with my sightline or visibility window for this stretch and the driver point of view to that elevation.

Boloven: Great. I-- I'm not talking about sightline, I'm just talking about notice. So, if I'm a driver, you're saying the hardship is we want them to be on notice to get off and that's why we need the excessive signage. If I'm coming Northbound on 275 between Six and Seven, I see a St. Joes sign, I see a IHA sign, I see a Trinity Health sign, isn't that taking in to account of notice of here we go, I'm hitting a medical corridor and I should get off here.

Angela Matthews: Well, if my destination is St. Joes or IHA or anything else in there then yes that would be the notice, I mean, the-- this is specifically for Beaumont and the emergency services contained therein.

Boloven: So, how's that confusion distinguished for somebody that is in distress.

Angela Matthews: Well, I think the-- the size of the letters and the sign and the placement that we have on the walls are such to clarify what services are provided by what provider in this building.

Boloven: Thank you, Mr. Chair. Mr. Chair?

Coppola: Yeah, just give me a moment. Ms. Matthews, one thing you haven't put in and talked through is all the signage that you'll have on the approaching roadways and the freeways. Why

don't you take us through-- I think there's-- I think there's at least eight or night signs. Eight signs that you'll have on the approaching-- not only on the freeways but on the approaching roads. Why don't you take us through those.

Angela Matthews: Yes we've been working with Wayne County and with MDOT on a package that would direct specifically to emergency services through this corridor and it was provided as supplemental information to the board so that you can understand the context and site. Anything that you see here on this location plan, anything in blue, is under the jurisdiction of MDOT. Anything in green is under the jurisdiction of Wayne County. Sign number four and sign number six are similar signs. They-- they are for approaching traffic, that 24 hour emergency services are available next exit. That's sign four and sign six. Sign five--

Coppola: Why don't you show us what those look like and what's the square footage of those signs?

Angela Matthews: -- Sure. So, the name of facility, 24 hour emergency services and what exit it is located at. So, this sign here, sign number four and number six, that would be the same size. Square footage is a good question. This is regulated by the F-- the FHWA through the MATTV'S. So that's-- there's a specific panel code--

Coppola: So those would be on-- those would be on the freeways before the exit so that it notifies the driver that they need to exit off-- off of the exit to get to-- to get to--

Angela Matthews: --Correct.

Coppola: --To the building, correct?

Angela Matthews: That is correct. So--

Coppola: So, So--

Angela Matthews: --That's here, four, five and six.

Coppola: Right. --So--so, they would probably key more in on those signs than looking for a sign on a building, would you think, as someone driving on a freeway?

Angela Matthews: Well, so, in full disclosure, we're still talking to MDOT about these. Wayne County MDOT did approve this package, but that was before-- before Covid and some of the complications that Covid has caused. We are not sure that sign six can actually happen. So, if you are Northbound on 275, we--we don't know if there's physically the land to be able to putt the sign here at six. In order to give you enough-- because again the Federal Highway Administration's regulations how far from the decel lane of the off ramp the sign can be located. That's not really up to us to request, that's up to them to regulate. So we don't-- we don't know if this is possible. We're still researching it. And then from the Southbound, as we discussed before, you have no sight line to the building and you do have to decelerate to get to the off ramp before then. So, number four is a pretty critical sign. Number five is very small. It

is just the panel that goes below the gas, food, lodging, turn right, turn left at the end of the on ramp. Only one of those would be required because when you're on the cloverleaf , Northbound, when you get to this point you can only go left, you cannot turn right, so, we do not need that sign there. The rest-- one, two, three, and seven are within Wayne County's jurisdiction and they are the small emergency symbols on-- on the (inaudible). They're not very big signs.

Coppola: Okay, thank you. Someone has a question, I'm sorry I cut you off.

Baringhaus: Yeah, Mr. Chairman.

Coppola: Never saw this first.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: Yeah, thank you. I guess, I'd like to start by getting some clarification on the emergency services you provide. I mean, today, if I have a medical emergency, I can go to St. Mary's Hospital. I can go to Henry Ford West Bloomfield. What-- what type of medical emergency would drive me to Beaumont?

Angela Matthews: The same that would drive you to the other hospitals.

Baringhaus: Okay.

Angela Matthews: It's an emergency center-- the same.

Baringhaus: Does Beaumont, in the proposed facilities itself, is there a 24 Hour fully staffed emergency room? How is it staffed? How does it operate say versus a traditional hospital setting?

Angela Matthews: It -- it operates the same in order to be recognized as an emergency room from the state. You have to have a physician 24 hours. You have to be open 24 hours. You have to be-- well, their-- emergency centers are then categorized by trauma levels. This is not a trauma-- well, I don't know. Mr. Mount can you confirm that this is not a trauma one, correct?

Bob Mount: No. No, I'm not sure what trauma level it is. It's definitely not trauma one.

Angela Matthews: No. But it is a-- it is an emergency room just the same as, if you're having a heart attack, if you're having a stroke, if you're having, if you were critically injured in an accident. This is an emergency room that can care for you.

Baringhaus: Okay. Earlier you referred to your signages-- you showed some of the road signages and this is on my slide 72, it's like directional signages that you would place on roads and freeway entrances. I guess my question is this. Why aren't you using the traditional H

signage that indicates a -- you know, a medical facility. It looks like you're using another form of sign that goes above the Beaumont emergency sign.

Angela Matthews: Again, this is regulated by the Federal Highway control, it's under their purview and so we have to use what they code, so, I think this is a SV19 sign panel which is appropriate for-- for this. The difference is--

Baringhaus: What does that sign-- what does that sign panel represent?

Angela Matthews: --The emergency services cross? Is that what you mean?

Baringhaus: Yeah. I-- I haven't seen that before.

Angela Matthews: So the-- and I can forward links to you. I would-- I would be happy to forward you the links. The manual of uniform traffic control devices is about a 900 page document where all sign panels are regulated by the Federal Highway Administration. So, they-- the Federal Highway Administration through the MATCD allows you the blue H and allows you the mercy-- or the emergency cross symbol. We-- we do not have long term patient stay. We have emergency services and a 23 hour patient stay. And again, we're still in communication with MDOT on what is appropriate here. There-- it's how to interpret what that patient stay means and quite frankly it's just because medicine is changing. The -- the idea of four day or two week patient stay is something we try to avoid and we try to take care of patients at home. So surgery, critical care under the roof is-- is what we're trying to signal here.

Baringhaus: Okay. Question on your signage, especially going back to the Beaumont sign-- Beaumont signage, and some of your other signage that identified entrances around the hospital. Let's take for instance, the ambulance sign. It's basically white lettering with the -- emergency, I'm sorry. Emergency it's-- I believe it's white lettering with the red background that goes around the entire length of the canopy.

Angela Matthews: Mmhmm

Baringhaus: That correct. Why so much red shading. Why can't you just collapse the red background to basically just enclose the words-- you know, emergency. Why is it necessary to extend the red background around the entire canopy?

Angela Matthews: Well, I think there are multiple answers to that and Bob, if you want to speak to that you're welcome to. I mean part of that just has to do with architectural cladding and materials. Part of that is just what you see signaled around the corner, so, the word emergency is 90 degrees from where you are traveling. The long distance-- or along that elevation, so you catch part of that red stripe, I mean, I guess-- I guess I don't fully understand your question.

Baringhaus: Well the question is this--

Angela Matthews: Is it the picture of the canopy, why is the whole face of the canopy red?

Baringhaus:-- Well, no it seems to be-- seems to be a trend on the canopies where you'll take the basic statement like North Entrance, South Entrance and then you extend the blue background, that that term's on, over a fairly large area of the building and I guess my only question is why is that necessary. Wouldn't it just be, not only more concise but more in keeping with the ordinance to you know, minimize the square footage of the signage.

Angela Matthews: Well, the signage is calculated by the dimension, the extent of the letter, it's not what the color of the architectural cladding of the feature.

Baringhaus: I see. What color is the building-- brick and building materials?

Bob Mount: Generally, it's a-- a light-- light grey.

Baringhaus: It's a light grey, okay. Going to the large emergency sign that's on the building, towards the top of the building, if you, again, if you have a grey background, which is pretty big contrast, did you consider the alternative of just using the word emergency in red lettering which would give you a sufficient contrast between the grey background on the building, without going to a large Emergency sign with the large red background and the word Emergency in white letters.

Angela Matthews: Again, the Emergency would be that-- the same size-- the size of the letters would be the same. There are 2 reasons for having a white letter on a red background. The first reason is the color grey that that cladding is, is about a 40% light reflective value. Red on grey will vibrate even if it's not illuminated. Once you illuminate a red letter, you get a light leak and a light burn, which makes it very difficult to distinguish between the letters. It is a much better contrast and higher re-- readability to have a white letter on a read background, especially when that letter is lit.

Baringhaus: Okay. Mr. Boloven brought up, a point earlier regarding, that Seven Mile area, between, Haggerty and Newburgh or even-- I'm sorry Haggerty maybe I-275 would be more precise, but he-- I thought he used an excellent term, medical corridor. Now, you do have road signage that you know, directs, patients you know, to your facility. What steps can you take to make sure other medical facilities in the area-- that people won't get confused by an overabundance of directional signage in that area. In other words, how would yours be distinct from say Trinity Health or from St. Mary's directional signage?

Angela Matthews: Well, I think the fast answer to that is there is not another emergency department or emergency facility located on Seven Mile or--or Haggerty. St. Mary Hospital is two miles to the South and then an additional mile to the East. They have their own signs, their own MDOT and FTA-- FHWA regulated signs that provide for that. I-- unless the board is privy to information that I do not know, I don't believe there is another emergency area-- another emergency facility in this area.

Baringhaus: Going back to your tenant board in front of the building itself, you-- you identify-- it looks like spaces for ten tenants on that board-- yet--

Angela Matthews: Yes sir.

Baringhaus: -- Earlier you mentioned you have seventeen total tenants in the building. How will-- what would be the criteria for listing the tenants on that building-- on that sign in front of the building? You know, versus all seventeen.

Angela Matthews: The-- I can't speak to-- I can-- I will answer that but I cannot speak to it directly because the other leasing partner is really the person to answer that. I can tell you that a minimum amount of square footage and daily patient count would have to be met. That threshold would have to be met for their name to be displayed on the exterior sign.

Baringhaus: Okay. And then last-- one last question. Of the seventeen tenants in the building, all are in the health care field or medical practices?

Angela Matthews: Yes, they are-- the-- this is all clinical services.

Baringhaus: Okay, great. Thank you very much.

Coppola: Mr. Turbiak.

Turbiak: Yes, through the chair to Ms. Matthews, back to the sign on Seven Mile near the entrance. In your rendering it, we're looking at it from the West. I'm looking on the page just above that-- it's, I think page 50 or 49 or package page ten in your package. It looks like the West side only says Beaumont. Am I reading that right?

Angela Matthews: Yes. That is correct.

Turbiak: Why doesn't it say emergency and outpatient campus like the East side?

Angela Matthews: I'm going to have to defer you to the planning commission and what was decided there but it is my understanding that a left turn will not be allowed into--

Turbiak: Ahh

Angela Matthews: -- Into that drive. If you look on the next page, page-- I'm sorry two pages down, which would be page 12 of our packet, where we note the sanitary sewer coming through. You'll see a yellow call out box for future no left turn sign.

Turbiak: I do. I do see that. And I do recall that discussion in-- in the city council and planning commission. So, thank you for reminding me.

Angela Matthews: You're welcome.

Baringhaus: Mr. Chairman. Okay thank you. Yeah earlier, I believe you mentioned that the distance from Seven Mile to the facility was about a quarter mile, is that correct?

Angela Matthews: Yes, it's roughly a quarter mile from the intersection of CVS Fox Drive and Seven Mile, so the-- side walk side, interior to the property to--to the building faces about a quarter of a mile. There's also a-- a very distinct elevation change there. You are driving downhill. The building is sort of situated-- I-- if you can look over the whole site plans, it's sort of situated in a bowl.

Baringhaus: Yeah. The other question is it appears there's an entrance off of Haggerty, North of Seven Mile.

Angela Matthews: Yes there is.

Baringhaus: And then what would the distance from Haggerty to the facility be approximately.

Angela Matthews: I can calculate that out but so from Haggerty to CVS Fox Drive and then taking that all the way around, closer to, well to the Emergency drive is probably about three quarter of a mile if not a mile.

Baringhaus: Okay, great. Thank you.

Testa: Mr. Chair. You're muted.

Coppola: I am because I have barking dogs. Mr. Testa.

Testa: Yeah, I would like to ask a couple questions to the petitioner. Mrs. Matthews, in your presentation-- so first, thank you-- it's--I like how you navigated us through. On the circulation summary, you're showing the different colors, I think you used the word the--denote the different uses. I had, when I first looked at this package referred to those more as purposes but I-- I understand--understand your word of the word use. Under your interpretation of the ordinance, which you're also including the next page on the package. How many signs would be allowed if--based on your interpretation of the ordinance. How many different uses? I think you said 11. Go ahead sorry.

Angela Matthews: My--my reading of the code, I--I do not find anywhere in the code where there is a limit on a wall sign under ten square feet of sign area for an accessory use or additional support use or support service. I don't see a limit of those signs, the same as I do not see a limit for directional signs. Unless there's another part of the code that should be referenced to, I--I don't read it in there.

Testa: So, are you trying to argue that those would not count towards your total?

Angela Matthews: If--if the building inspector feels that it needs to be interpreted that way, that's fine. They are-- they're small letters, it's under ten square feet, it is roughly 14-16 feet above grade, so they are small and they're there specifically to label a door. I do believe that any building or any structure-- any multi story structure that has non composite, internal pathing as it relates to circulation of the site, should be allowed that under your code. I do think that's a very reasonable application of your code. I do not think the way your code is written

that it's a slippery slope or we would have a Nascar of--of a side of a building right where like every tenant has their own door and they get their own thing. I mean, you sort of have that in your strip centers but, for multi- story, multi-tenant buildings, where you have multiple entrance points, oriented to designated parking, especially in this case where you have, exiting patients under anesthesia who are trying to get into their car or arriving emergent patients--like I-- I believe it's reasonably written.

Testa: So, Mr. Chair, since this information is included in their package, can I ask that Mr. Neville, his interpretation or guidance. Whether he agrees or disagrees.

Coppola: Permission--

Neville: I mean I--I guess as I read that section that Ms. Matthews is citing to, would indicate, when we talk about accessory commercial uses or support services, that means, typically we're talking about something away from the --the main building. So, I don't think I would agree with her interpretation. I mean, the other sign--sections of that--of the zoning code talk about one wall sign, you know and whether it's on whatever side of the building. One is one, but that's the way I read the section.

Angela Matthews; I--

Testa: Okay, thank you Mr. Neville. I don't have any more questions.

Coppola: Alright, any other questions for the petitioner? Alright seeing that there's none, is there anyone in the audience who'd like to speak for or against this petition? If you'd raise your hand by hitting the raise hand button. And then for the petitioners, if you could just stay silent during this period I would appreciate it. Anybody on the phone, they would be star nine. I have Mr.-- Mr. Fishman. I'm unmuting you here just give it a second. I'm trying my darndest. There we go, Mr. Fishman. Name and address first please.

Fishman: Yes, David Fishman, 38701 Seven Mile Road, Livonia, Michigan.

Coppola: Okay. Please proceed.

Fishman: We are the owner of the office complex referred to as Seven Mile Crossing, which is comprised of 38695 Seven Mile, 38701 Seven Mile, 38703 Seven Mile, and 388705 Seven Mile. It's a 345,000 square foot office and Andiamo restaurant complex, located right at the Southwest corner of I-275 and Seven Mile road. It's directly across from the subject property with freeway frontage as well. And, I wanted to speak , really to the work that the board is doing, because several years ago we've had various tenants both existing tenants and prospective tenants, petition for additional signage. Both larger signage and additional wall signage. And in all of those cases the petitions were denied, and we have an interest in accommodating our tenants. We had one tenant who was not able to get their name as a second sign on the building, choose to vacate the building and they moved elsewhere where they could get that and we have another tenant that's indicated that they don't feel that their signage is large enough for the type of business that they are and so, watching carefully and

appreciate the deliberation and to the extent that there are variances granted, just hoping that that'll be a precedent that would apply to our property as well so that there's consistent application of the signage rules across different property owners in Livonia.

Coppola: Okay, Mr. Fishman h-- how would you compare your development to--to the proposed , development in the sense of used traffic, urgency of being able to find your way around--around that particular building.

Fishman: We have a larger complex which creates more traffic. In the complex we have a variety of occupants including financial service organizations, which have to have immediate servicing of their date centers. We have government operations, which also have to have immediate service and so , at least in terms of how the Covid criteria were laid out, we have essential services in our complex that are as essential as other medical services.

Coppola: Okay. Any--anything else Mr. Fishman?

Fishman: No, thank you.

Coppola: Any questions for Mr. Fishman?

Turbiak: Mr. Chair.

Coppola: Thank, you Mr. Fishman, I'm going to put you back on mute.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Yeah, I guess you didn't hear me the first time, sorry. Is Mr. Fishman still able to answer.

Coppola: I'll unmute him.

Turbiak: Thank you.

Coppola: I'll do my--there you go. Okay, go ahead. Mr. Turbiak.

Turbiak: Through the chair to Mr. Fishman, I--I apologize my phone broke up at the end. I heard you say that you had some services that were similar or came to the urgency of medical services, can you just clarify that, I do apologize.

Fishman: The answer that I provided was that if you looked to the definition that was provided by both the governor in the state as well as federally for essential businesses for Covid, we have a number of those businesses in the complex that are deemed to be essential businesses, that need to operate 24/7 and need to have access on an urgent basis.

Turbiak: Okay and how many customers-- visitors would you say would be needing these directional signs on a daily, weekly or yearly basis, whatever's easiest for you to summarize.

Fishman: Well I'd have to estimate, I'd say of the essential businesses in the complex, the complex has 345,000 square feet, the essential businesses, an estimate probably comprise about 100,000 square feet of the complex. And so --

Turbiak: But what number of customers--oh sorry I thought you were done.

Fishman: --No, I--I don't know the exact number of customers but certainly we-- we have a full parking lot and if we're taking roughly approximately 30% of the complex, it's certainly a large number of vehicles.

Turbiak: Okay and ma--maybe this is--maybe you can answer this, maybe you can't. But just to kind of, you know, what's the highest use or--or the biggest concern that you think--I--I know maybe it's hard to estimate the total numbers with several different , businesses meeting that-- that , description, what's like maybe the number one, situation as far as need for customers?

Fishman: It's for identification, for visibility, for people to access that and to know that the business is there.

Turbiak: I apologize, I didn't frame my question very well. I meant which business and you know, what--how many customers are coming to that specific business. You don't have to name the business if you don't want, maybe just the type of business that they do so I can get a--a better idea.

Fishman: Well as I mentioned we have a government agency which is there, which is connected in through the GSA and I believe they're connected in through the Department of Defense. We also have financial service tenants who are involved in the-- the credit union business and , they have a number of people coming and going and so, again, I'm not a--able to compare against, medical, but I do know that it's deemed essential service according to both the governor and Washington federally.

Turbiak: Okay. E--essential understood. Just one-- not to get away from the point but would you think that any of these fall under, classification of emergency. Not medical emergency but are the people that would be coming that you know are not familiar with the site, need to be there in emergency fashion.

Fishman: Well, I'll tell you this that from a credit union standpoint, that particular tenant has their whole computer system set up in the complex and if there's a problem with that computer system and they need to get someone out there for service or repair on an urgent basis and they're not able to find the location, you're taking about large number of people in the area and elsewhere that would not be able to access their financial records on--online. So, again, are we talking a medical emergency, a financial service emergency, there's different categories of emergency.

Turbiak: Thank you for--for those answers and thank you for your time.

Coppola: Any other questions? Alright, thank you Mr. Fishman, I'm going to put you back on mute. Anybody else that would like to speak for or against it's star 9 or raise your hand, I have a--a Sarah I'm gonna unmute you and then I need your name and address first before you speak.

Sarah Gilbert: Hi, good evening, I'm Sara Gilbert, I'm the senior Vice President of operations at St. Mary Mercy Hospital here in Livonia. I just wanted to speak to the term emergency being used cause I think it's important to understand the type of services that I believe are probably going to be at this location. I--I do understand the need to be able to direct people, I think we all need that in medical care. We want it to be simple for people to be able to find the location that they're looking for and to be able to receive that service. Even though this is being described as emergency, it's important to understand that this is not the same as an emergency center at a hospital. So, this site is set up as an ambulatory center, meaning that the surgeries that are being performed there are elective surgeries. That does not offer the same complement of surgeons that would be taking care of emergency procedures. So, I--I just wanted to make sure you understand the distinction. Being able to hold someone over 23 hours is--is considered a short stay. We have that at other ambulatory sites but that does not necessarily mean that they can handle patients who are critical. Those patients would need to be shipped out. So, I just wanted to make sure that that distinction was made, as you know we have an urgent care that's going to be across the street. I suspect that this is probably a similar level of service and so I just wanted to offer that up as some context going forward.

Coppola: Any questions for the speaker? Alright, thank you Mrs. Gilbert. Anybody else that would like to speak for or against this petition. Again, star nine on your phone or to click on the raise your hand icon. Alright, seeing none, do we have any correspondence, Secretary Klisz?

Klisz: We have the letter written by Mr. Fishman. Since he spoke, we won't read that into the record and there are no other letters.

Coppola: Alright, thank you. Ms. Matthews or Mr. Mount, anything you'd like to say in closing?

Bob Mount: I do not. Thank you for hearing our case, I really appreciate it and again, (inaudible) did a great job presenting it.

Angela Matthews: I have no further comments, thank you very much for your time.

Coppola: Do you want to make any-- Mr. Mount any comment in regards to or any response to the comments of Mrs. Gilbert.

Bob Mount: I do not.

Coppola: Okay. Alright, I'm going to put you on mute, Mr. Mount. I think-- I think Ms. Matthews has control over hers so, alright, I'm going to go ahead and close the public portion of this case and I'm going to start the board comments with Secretary Klisz.

Klisz: Thank you, Mr. Chairman. I am very torn about this one, so I'm going to obviously not help everyone else and giving my--tipping my hand. I--I guess in the end I really think it should be tabled and--and the one simple reason is this: there seems to be a legal/inspection department dispute over these accessory sign, buildings, and whether that would change what we're looking at, whether that would change what is an exception, I think is pretty important and I--I don't feel comfortable making a decision up or down without knowing that further answer so I--I'd kind of like some more analysis from the legal department on that. That being said, I--I commend Ms. Matthews for her presentation. I thought she had good answers to tough questions. It--it--and then it--you know, then I go back to it seems like there's a lot. It seems like there's too much signage but at the same time, they seem important and then the property is unique and there's hardships there. Plus, the emergency nature of things, which is important and then we've got of course the signs from the -- MDOT or--or the who--whoever puts the--the signs up about the hospitals and the exits and stuff which would make a big difference I think, if one's there or not there, I guess that also, I think an important distinction to make. So, I'm on the fence, I--I guess I would move towards a table and see, is there anything that could be reduced. Is there anything that could be eliminated? Which is you know, that's what we usually start with on our analysis, is we don't want to give anything more than absolutely necessary and so what is necessary and , and yet, this is a unique property and a unique situation. So that's--that's my comments. I'd like to hear what other people have to say.

Coppola: Alright, thank you. Mr. Turbiak.

Turbiak: Thank you, Mr. Chair. Yeah, actually I don't know if for me, Mr. Klisz, if you're going to hear much different actually, I thought you did a--a really great job of, you know thinking--laying out kind of the considerations. I was also leaning towards tabling, mostly focused on waiting for the MDOT signs, with the possible consideration that if those signs do come in, I think that maybe the size of the 200 square foot Beaumont sign could maybe come down some, but I also appreciate that you mentioned the--the other open item which was the --the way open this discussion, with the consideration for whether or not those wall signs under ten feet are considered for variance or not. So, I think that's also a very key point and on top of that, there's really a --just a lot to adjust here. So I think a tabling motion would be appropriate and that would be my support for this at this time. Thank you.

Coppola: Alright, thank you. Mr. Boloven.

Boloven: I'm going to take pieces of what Mr. Turbiak and Secretary Klisz said. I--I--I do think upon first glance at this, it's excessive and you think, wow it is a lot. I agree with what Secretary Klisz said. I think some of these issues I wish would have been addressed before it hit the board tonight; whether inspection or legal has some definitive answer could have been given to the petitioner as far as what's allowed under the code and what's not allowed under the code. Taking also into account what Mr. Turbiak said, I do want to hear the results of this MDOT sign, which eventually could lead to reducing some of the signage that's necessary. The third part I'm going to add which is most concerning to me here in the 11th hour of this hearing, is what Ms. Gilbert said. Vice Chair Baringhaus's question direct to the petitioner was what services would I be using you for. What--what emergency services and the answer given

was well any emergency service that you would do at St. Mary's or would do at Beaumont or whatever other emergency facility and that seemed to be refuted directly by Ms. Gilbert and then the petitioner was given an opportunity to respond to that, there was no response. So, that concerns me on the level of, is there some deception going on here with the signage that requires a further glance as well, so with that I'd support a tabling.

Coppola: Alright, thank you. Mrs. Fraske.

Fraske: Yeah, I--I was on the fence going into this because I feel like it's excessive as everyone has said so far. And, I'm not sure what the services are and I agree with the MDOT signage. We need to know what--what's going to come of that before we can, I feel, make a good decision or the right decision. I understand the need for the signs but I just think there's too much and--and they're too large. So I'm in support of tabling.

Coppola: Thank you. Mr. Testa.

Testa: I'm also in support of tabling. I'm going to keep it brief.

Coppola: Alright thank you. Mr--Vice Chair Baringhaus.

Baringhaus: Thank you. Essentially, looking at the--looking at the signage package, I have the same --same impression that it--it seemed excessive but when you start getting into the detail of the package, I really don't have a problem with a lot of the placement of the signs. I feel that basically it is important that you direct patients, around that piece of property, why, because of the, the dimensions of it. You're a quarter mile away from Seven Mile Road and you're at least anywhere from three quarters to a mile away from the facility if you elect the--to take the Haggerty exit itself. Some of the other questions I still have is you know, what--what justifies the need to identify this property as an emergency facility, just going through some of the council minutes and parish council notes or not parish council, planning commission notes. Yeah, wrong meeting. Anyways, you kind of question how emergency area this facility would operate. It didn't seem like a traditional, hospital itself. In terms of the signage, probably the areas I'd like to take a look closer at is heights and then square footage. I think there's opportunities where we could have further discussions and--and reduce those further and then again, I agree, need some clarification on the ordinance regarding, the accessory offices and then also on the MDOT signs as well. So, based on that, I'm in favor of tabling. Thought the presentation was very thorough, not only the presentation, but the documents provided beforehand were very helpful so I really appreciate that. One of the things I did before, this, as over the weekend, was drive through St. Mary's Hospital, kind of compared the signage that they had there. Again, it's a hospital but it's got an emergency room too. So I wanted to look at the signage on the building. I wanted to look at the directional signage and other signage that--that's there. They also do have , some--some offices of--doctor's offices and other offices in there too, so I wanted to see what they had and so I looked through that and then I compared to what you had and came up with, at least from my perspective and my opinion, I'm going to go through sign by sign, exactly my thoughts. First of all, in regards to the business center ground sign, height and area, while I do believe that some additional height is necessary, I don't think six foot is--is large enough on Seven Mile, which is a busy and , fast road, I think 11

and three quarter feet is way too high and that it can be designed, in a way that can bring that down significantly. I think closer to--to eight feet, would be more appropriate. It would be more than high enough. I think for those parties that need to see it. Especially with all the other signage that's going to be available along Haggerty, along Seven Mile, and along the freeways, potentially that-- that's sufficient. So, when it--as that comes down, so does the square footage. You proposed 77 square feet. I'm thinking nothing bigger than about 50-55 square feet. So, that's my position on --on the ground building--ground sound. Now the group identification ground sign, I--I see no reason for variance on that. That is just providing--providing tenant information which is also available on the inside of the building and they'll be enough identification signage in, on, and around the building that, anybody that their doctor visits say, you're in the big Beaumont building that says emergency on it, people will be able to find it and go inside and find their doctor's office. So, I see no reason for variance on that sign. In--in regards to directional ground sign height, I think five foot is tall enough. Speed within the complex is 20-25 miles an hour. ,It's not going to be heavy traffic. People will be able see those signs and based on that, I think also that the --the sign area should come down. I actually like the design of the sign and I think generally the way that the--the limitation, which is two square feet, thinks of it like a sign on a post. I do like your sign and as a mini monument sign, I think it looks very--very nice and very professional. So, I'm okay with a variance on the directional sign of somewhere around maybe 20 square feet. 15-20 square feet. Love to see the revised design so I know what makes sense. Then the--let's go down to the wall signs and the number signs and then the square footage. First of all, on the and I forget the terminology you use but I think the-- the identification signs. I--I get the ambulance sign, although after I think about a year, I think most ambulances will know where to go. , I--I think Emergency sign is necessary. I think the --surgery pick up sign is necessary. I--I actually think those fall kind of within the co--confines of the , of the zoning ordinance that you were talking about earlier. Excuse me, Ms. Matthews, in regard to that. I think those kind of fit within that cause I think those are important. People need to go where the surgery is. People need the ambulance. People need to go--know where the emergency entrance is. I get that. The signs that say North and South entrance, I'm not as convinced and I'm afraid of setting a precedence there. On other buildings and before long all buildings will have you know, signs over each of their awnings, you know telling people that this is the East, West, South, North, whatever, entrance. So, those two I'm not excited about and--and would prefer not. The other three that I discussed, I think are appropriate based on the type of--type of service that's in the building. As to the wall sign area, so, each of those signs I think, those--I think it was five signs equaled like 36 square feet. I think the sign--the sign square footage that was for the ambulance, emergency, and surgery pick up is fine the way they are. I would consider those as an excess and approve those. Now we get to the--to the large wall signs and I find somewhat interesting, the concern, in regard to emergency and making sure it's big enough but it--the Beaumont sign is bigger. Twice as big as the emergency sign, but I would think that if you really were considered about people finding the building, it would be emergency on it. So, when I separate the--the , identification signs, you're asking for 300--300 square feet, I think staying within the 200 square feet is more--more than sufficient. So, that's kind of my direction in regards to the tabling and what I'd like to see when it comes back, so it'd give you some guidance to what we're looking for. I'm not concerned in regards to the--to the (inaudible) of emergency. I think for--for the parties that are--are looking for emergency are those that are driving themselves. They're going to be looking for emergency--they're not looking for the high intense, traumatic

trauma center and--and the ambulance drivers know which hospital to go to. They know that if they've got a high trauma individual, they're not gonna go to--to the Beaumont emergency services, they're going to go to St. Mary's or up to West Bloomfield or out to Southfield. They're not going to go there. So, I'm--I'm not as concerned about being called an emergency. I think it directs the right type of people to that service that need that service. So, I will go ahead and open up the floor for a motion.

Klisz: Mr. Chair.

Coppola: Secretary Klisz.

Upon motion by Klisz and supported by, Turbiak it was:

***RESOLVED: APPEAL CASE NO. 2021-02-05:*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital, 2000 Town Center, Suite 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs, resulting in excess ordinance allowances.

| **Business Center Ground Identification Height:** | **Business Center Sign Area:** |
|---|---|
| **Allowed: 6.00 ft.** | **Allowed: 30 sq. ft.** |
| **Proposed: 11.75 ft.** | **Proposed: 77 sq. ft.** |
| **Excess: 5.75 ft.** | **Excess: 47 sq. ft.** |

| **Group Identification Ground Sign Height:** | **Group Identification Sign Area:** |
|---|---|
| **Allowed: 6.0 ft.** | **Allowed: 30 sq. ft.** |
| **Proposed: 8.3 Ft.** | **Proposed: 60 sq. ft.** |
| **Excess: 2.3 ft.** | **Excess: 30 sq. ft.** |

| **Directional Ground Sign Height:** | **Directional Sign Area:** |
|---|---|
| **Allowed: 5.0 ft.** | **Allowed: 2 sq. ft.** |
| **Proposed: 6.7 ft.** | **Proposed: 26 sq. ft.** |
| **Excess: 1.7 ft.** | **Excess: 24 sq. ft.** |

| **Number of Wall Signs** | **Wall sign Area:** |
|---|---|
| **Allowed: One** | **Allowed: 200 sq. ft.** |
| **Proposed: Seven** | **Proposed: 338 sq. ft.** |
| **Excess: Six** | **Excess: 138 sq. ft.** |

The property is located on the north side of Seven Mile (39000), between 275/96 Expressway and Haggerty, Lot. No. 023-99-0001-004, PO Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50G(b)1,2,4 and (g) "Sign Regulations for Professional Office Districts," and Section 18.50D(i), "Permitted Signs," **be tabled due to legal/inspection department dispute over accessory signs building and would like more analysis from legal department.**

**ROLL CALL VOTE:**
AYES: Turbiak, Testa, Fraske, Boloven, Klisz, Baringhaus, Coppola
NAYS: None
ABSENT: None

Klisz: Tables seven-zero

Coppola: Mr. Mount and Ms. Matthews, so the petition has been tabled. I --I hope we have provided some guidance to you as to what we're looking for in--in a revised petition when you come back and at that point maybe we can also have resolved the issue of, Ms. Matthew, that you brought up in regards to the one zoning ordinance to make sure that we're clear as to--to whether there are variances or not that need to be addressed for those for those informational signs. Any--

Angela Matthews: May--

Coppola: --Questions

Angela Matthews: --Yes may I ask for a point of clarification.

Coppola: Sure.

Angela Matthews: Can you please detail next steps then. Labeling the five doors; North entry, South entry, ambulance, emergency, and surgery pick up, can--is it possible to get an answer to that before revising our sign package. I--one of the notes that I made listening to the boards comments is what can you reduce or minimize. We have four elevations in this building. Every elevation has an entry point that leads to a different service. You cannot get to all of those services, for example, if you go in the emergency door, you cannot access what would be accessed through the South door. It's not a composite path, so, of those five, if it is determined by--I don't know who have purview over this but if it is determined that those five doors being labeled is provided for by the code, it would--I--it would change what we would come back with. So, can you provide some information on that. I didn't read anywhere in the code where it said anything about an ancillary building. It says what is accessible on the ground floor, so it implies the same building with multiple stories. I would really like some clarification on that before we revise the rest of our package. So, how would that process work?

Coppola: That's a fair request. I would think that's something you would take up with Mr. Hanosh in the inspection department and he can confer with Mr. Neville in the legal department to give some direction. So, I would suggest calling the inspection department and having that discussion and they--they'll bring in the legal department and get the clarification on that.

Angela Matthews: So--so I call the inspection department and I request a meeting to review tableside?

Coppola: Mr. Hanosh.

Hanosh: If I may, give us a day or two and I think once we get together and open back up in the morning, the legal department and myself and the senior inspectors will get together with our director and make a decision and we--then we should be able to guide you pretty quickly on that--on which direction would help you proceed after we make our choices.

Angela Matthews: Thank you.

Coppola: Alright, so then just real quick. I don't know what the timing is for when you'd be prepared but the next open meeting is April 20th and the deadline to submit any revisions would be March 22nd.

Angela Matthews: Understood. Thank you.

Coppola: Alright, thank you.

Bob Mount: Thank you.

Coppola: Alright, I believe we have some--

Turbiak: Mr. Chair.

Coppola:--Housekeeping. Yes, Mr. Turbiak.

Turbiak: Yeah, I just want to point out that the deadline is until March, whatever you said 20th or 22nd, or until six cases are received. Just so it's clear. There's a long window between now and then and we could receive six cases. So, I just want to make that clear.

Coppola: Yeah, I don't think there's any--and there's no cases right now so, shouldn't be a--hopefully won't be a problem.

Turbiak: Just putting it out there.

Coppola: Alright, we have some minutes to approve.

Klisz: Yes--

Turbiak: I move that we approve the minutes.

Fraske: Support.

Coppola: Support that for the night of February 2nd by the way just in case.

Turbiak: Correct.

Coppola: I have sup-- motion by Mr. Turbiak support by Secretary Klisz so all in favor.

Board: Aye.

Coppola: Okay, that's unanimous. Do we have anything else we need to do? Does not appear so, so I only need one more motion.

Baringhaus: Mr. Chair, I move to adjourn.

Testa: Support.

Coppola: All in favor.

Board: Aye

Coppola: I should do this for the record because I don't know what they'll see or hear when the recorder has –does the recording so--

Baringhaus: I made the motion.

Coppola: Motion by Mr. Baringhaus and it was--

Testa: Testa supported.

Coppola:--Mr. Testa. Alright, we are adjourned.

Testa: Take care everybody. Have a good evening.

Fraske: You too.

Turbiak: Alright.

There being no further business to come before the Board, the meeting was adjourned at 8:49 p.m.

_____
Gregory Coppola, Chairman

_____
Timothy Klisz, Secretary

/vcb CEO 9489

***APPEAL CASE NO. 2019-08-35:*** An appeal has been made to the Zoning Board of Appeals by Botsford General Hospital/Beaumont Health, 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of 18th Street Development, LLC, 1550 Market Street, Ste. 200, Denver, CO 80202, seeking to erect a four-story outpatient medical building, resulting in deficient number of parking spaces. The existing building is to be removed.

**Number of Parking Spaces:**

| | |
|---|---|
| Required: | 639 |
| Proposed: | 568 |
| Deficient: | 71 |

The property is located on the north side of Seven Mile (39000), between Haggerty and I-275/96 Expressway, Lot. No. 023-99-0001-004, PO-1 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.38(18),(22), "Off-Street Parking; Schedule."

Coppola: Alright, thank you. Mr. Buhagiar, do you have anything to add.?

Buhagiar: I do not, Mr. Chair.

Coppola: Any questions for the Building Department?

Baringhaus: Alright, Mr. Chairman?

Coppola: Mr. Baringhaus.

Baringhaus: What is the standard size of a parking space in Livonia?

Buhagiar: Standard size of a parking space?

Baringhaus: Yeah --

Buhagiar: I do not know, to be honest with you.

Fisher: I think it's 10 by 20.

Buhagiar: Mike.

Baringhaus: I'm sorry? 10 by 20, thank you.

Coppola: Mr. Buhagiar, I'm going to ask you a question regards to the calculation for the number of required spaces. I see what was presented by the Petitioner. Did we do our own calculation and verify that -- that the number was correct?

Buhagiar: The planning -- the Plan Reviewer, Mr. Abrahamson, did and it's on his green sheet here. He calculated the number that we have listed here -- it's 639.

Coppola: Yeah, I saw that -- that he had a number there, what I didn't see is -- is how he came up with that number. Mr. Fisher, do we -- pursuant to the -- the code, do you

calculate the number of spaces required pursuant to the code here on gross space or net rentable space?

Fisher: I think it's on the, what they define as usable, anyway, I'm looking at this on the, whatever this is, I think it was supplied by the Petitioner.

Coppola: Right.

Fisher: It has the parking calculations on it. I think that's, well it purports to be the Ordinance standard anyway.

Baringhaus: When -- when I read the Ordinance, I didn't see any reference to usable space, I -- I just -- it just says --

Fisher: Yeah -- well, some of these things are sort of long-standing interpretation in practice and I think this is the -- one of those. There are many things that are mentioned -- that are measured on usable -- some notion of usable space.

Coppola: This one says -- you know -- it basically says square feet of floor area.

Fisher: Yeah, I think the -- I think the tradition is to give Petitioners a little bit of a break on some of this stuff.

Coppola: Okay, and then they -- they calculated on the two different areas as clinical and -- and physician. When I looked at what was referenced on the green sheet 18 of the -- of the code, which was one of the designations, seemed to include the definition of both clinical and physician and when they referenced 22 business and professional offices, that didn't appear to fit within the -- within the definition of what the property is being used for.

Fisher: Okay, well I guess I'm not sure what you mean by they don't apply. These two --

Coppola: Well they defined the areas as clinical and physician, not as clinical, physician and office -- just clinical and physician and it seems that that would fall within the definition of sub section 18. Both those areas would fall in the sub section of 18 requiring a higher level of -- of parking and then -- you know -- sub section 22, professional -- business professional office suggests that -- that it's parking for employees only.

Fisher: Yeah, but -- well it's right, but I think these still -- the notion still ties to the 200 square foot. In other words, you have -- you can have more square feet per parking space when you're talking about employees than when you're talking about, I guess, patients.

Coppola: No, I understand that, but I -- I would assume that the definition in sub section 18 would take into -- into account the employees, which I think it does. Okay. Thank you. Can you please step forward? Name and address, please, first.

Patrick: Gina Patrick. I'm with 18th Street Development, 1550 Market Street, Denver, CO.

Coppola: Okay, thank you. The primary purpose tonight is to discuss the parking. I saw that you brought some visuals of -- of --

Patrick: Visuals, absolutely.

Coppola: -- of it -- of the facility, which by the way, looks great and it's --

Patrick: Thank you.

Coppola: -- it's good that that -- that we didn't have a vacant building for a long period of time, that we actually converted it to -- to something useful right away, that -- now that A123 is -- is vacating that building and planning to move to Novi, so I appreciate that. So, what would you like to add in re -- in addition to what we received by the Petitioner?

Patrick: Alright, if we -- if you will give me indulgence, I'm -- I'd like to introduce my partners.

Coppola: You got it.

Patrick: Amanda Mulak who is a representative from Botsford/Beaumont and who will be our partner in this project. They own the property, we will be doing -- we will be constructing the building and doing a long term land lease from Beaumont, so the -- and then our Architect, Kendall Ruhberg from HKS, he's local and he can describe the building in a little bit of detail and Juli Sala from AEW, he's our Civil Engineer, so I think if you guys would give us a few minutes we can --

Coppola: Sure.

Patrick: -- walk this through quickly and kind of answer some of the questions that I heard raised a few minutes ago, so --

Coppola: Okay, thank you. Just make sure when you step up and talk, just give me your name and address real quick.

Sala: If you don't mind, I'll swap this out for the site plan. My name is Juli Sala with Anderson Eckstein & Westrick, 51301 Schoenherr Road in Shelby Township. As was mentioned I am the Civil Engineer for the project, responsible for the site design, the landscaping is by a different partner, however, the site design and the parking layout and how we've come up with the parking counts, both required and the proposing, we've worked as a team with what we believe is the best solution for this site. A couple points that I'd like to clear up, or hopefully help clear up on a couple questions that were raised. One on the required parking spaces that we show on there based on clinical, physician and effectively other or support spaces in the building. The code does mention, the ordinance -- I believe -- does mention floor area. It does not designate between usable floor area or gross floor area when it comes to parking. We did work with the Planning Department with Mark Taormina on that topic specifically. He instructed us to use a usable floor area, which is typically 80% of the gross of the building as it relates to required -- or counting the required number of spaces per the ordinance. We also did share with Mark, our floor plans so he is aware of all the floor plans of the building and how we've come

up with our areas between clinical and physical -- physician spaces to try to fit the intent of the ordinance. With that said, we've come up with the required parking spaces of 639 spaces. So, I'll take us through the next step which is what -- not just what is required by ordinance, but what really, we feel is best used or the best number of spaces for a facility of this type. Ordinances, while they do a great job of trying to handle every possible scenario out there, especially in terms of parking, there's just so many different uses of -- of buildings and we kind of just lump all of these medical facilities -- these outpatient facilities and just medical office buildings and -- you know -- it could be a multitude of different services that are within -- that fit that category and in fact, in this facility alone there's going to be multiple different types of clinicians, physicians on it, what types of services are offered in it, so each of those have different parking needs, parking capacity that would go along with that parking need and in our industry of having designed multiple medical office facilities NexCore has designed and owns a multitude of these buildings throughout the nation. We really feel that the industry standard for a medical office facility is roughly 4.5 parking spaces per 1,000 square feet of -- of rentable space, a slightly different calculator from useable, but they're pretty close together. So, with that said we feel the facility -- this facility -- based on its square footage, its rentable square footage, needs 560 parking spaces. We have designed the parking lot in such a way that would provide 568 parking spaces so, we're right there at that 4.5 parking spaces per 1,000 square feet. We have obviously, before even coming to this Board, we have presented this to Planning. Before it even made it through Planning Commission, we discussed it with Planning - our approach with how we're designing this, the parking that we're providing. It was their -- their belief as obviously it's been backed up through two Planning Commission approvals, through both City Council session approvals as well. So, we come before you with approval from City Council on this overall development obviously now seeking a parking variance of 71 parking spaces by our calculations, as we have worked with the Planning Department for those -- to generate those numbers. With that said, obviously as you mentioned, really what are the hardships and what hardships can you present to -- to justify this -- this request? I've put our footprint here and if you don't mind, I'd like to walk you through it. There's a bunch of colors on here that I'd like to explain what each one really is and walk you through the site. I don't know if you're familiar with this site where the A123 facility is right off 275 and Seven Mile in the northwest corner. So, this is Seven Mile over here and this is the 275 off ramp -- southbound off ramp. The red line is the property boundary, that's all, just the property limits. As you can see just the property alone is not what I'll call a great geometric shape -- you know -- mostly we like to have rectangular properties - it just makes the design a lot simpler, however, because of the restrictions with the land, with the right of way over here and the adjacent property it's just what -- what the property is. In the light blue over here are two existing detention ponds. One of these ponds actually, we've come to found -- found out later, that it's -- it's been there since early 1900's. There's practically no design documents on that other than some guess work at what the volume of that pond is and that obviously in itself creates a challenge for the -- for the site, because that pond services both this property and the adjacent Pentagon Association, which is the AMC Theater and I think five other -- well, the Hyatt Hotel and then four other restaurants, I believe. Next to that is a smaller detention pond that was put in place when the building was expanded -- the existing A123 Building, which kind of sits over here right in the middle of the site - hugs these two ponds. As you've heard that building's getting demolished as part of this project and we're building a new -- new facility over here. Another challenge to this site is if you see the dark green over here, is -- is a pretty wooded forest, pretty much. I don't want to

call it a forest, but it's a heavily wooded area all along the western half of this property. In that wooded area we actually have wetlands coming down. It's -- it's considered technically a wetland stream by the DEQ, now EGLE. This is a wetland stream that goes through it, empties into this pond, this pond ties into this pond, it comes -- the water goes this way, gets underneath the road into this other dark blue area that is also a wetland. Anytime you're working through wetlands it's just very challenging in general. DEQ, then EGLE requires that you go through practically every possible measure you can to preserve the wetland and not impact the wetland, which includes, and they typically ask for, why aren't you building a parking deck instead of impacting our wetland? That's how defensive they are about wetlands. We have presented this to DEQ, it is under review right now, it is actually in the public comment phase and we are impacting the wet -- the wetlands. We are keeping that impact to a threshold that DEQ has is in place, which is a third of an acre or less. The reason we're impacting that is because we have to, as part of this development, to bring it up to current standards we have to provide the storm water detention for this development and because it's a shared pond with the next development, the existing development, we have to make sure that this detention pond can handle both sides to the current standards, which requires us to really combine these two ponds and make them one large properly functioning detention pond, as you would with a brand new development. In so doing that expansion of the pond, and that connection with the pond, we're impacting what's called fringe wetland areas, which is basically that right where the water is and about a foot outside that water, you just have these wetland plants that grow through there, then it's technically considered a wetland, so we are impacting those and that's why we're in front of DEQ for -- for approval. Like I said we're at the almost at the tail end of that approval process and we expect to hear back from them soon on it. The next part is up here, we'll call a hill and I'll get to that in a second, adjacent to this on the north side I believe there's a methane extraction some development up here that, I don't want to -- I hate to say contaminated the ground with methane, but there's high levels of methane in the ground over here, which make it very challenging in terms of developing on it. It adds significant cost to develop over here and just the risk that you have to take in developing where there's high methane you have to make sure that that's actually getting released properly, so developing in this area becomes very challenging. Over here on the very southwest one of the other challenges we had is the historic home. I believe it's called the Everett Home, if I'm not mistaken, I believe is the name of it. There's a historic property right over on this corner, and the reason this became pretty important to us is we're trying to get this, what we consider the loop road with CVS Fox Drive, to go around the development like we typically would want for a medical facility or any facility of this size, come over here. The existing exit of this facility is actually down here on the south to -- to Seven Mile right now. We have worked with our traffic study, our traffic consultant and the City that this really is not an adequate entrance and exit to the -- to the facility simply because there's an intersection over here which is a freeway, the 275 intersection, there's another intersection over here at Chippewa that also has a signalized intersection, so the goal is, and I'm going to go back to that rule that we received from -- from the City and the traffic consultant, is try to tie into this signalized intersection somehow. In trying to do that we wrote this -- or we're designing this loop road to connect to the Pentagon property and we're working with them on acquiring that access agreement, that easement, so that we are actually coming in through this Seven Mile exit over here. And originally, we had some plans to go -- to try to go through this property, but we're trying to work with the Historic Preservation Commission and it just became very difficult and then we were able to secure -- to secure partnership with -- with the

Pentagon property when we're close to finalizing that so that we can actually go through that property and try to avoid the historic piece. We know that's an important facility to the City -- to the Community -- it's always better to try to avoid those things. Same thing that we're trying to do with the wetlands as much as possible. One of the other hardships really, for this site, is we've got over here in this hashed out area, is there's two easements that MDOT actually has on this property. One easement over here is a draining easement, that easement basically says we can't do anything with it. We can't do anything on that property, one without MDOT approval, but even with MDOT approval it's very difficult to do any type of work, to build anything in that easement. The other easement is considered an access easement. It -- there's some limitations to what you can do there, we are proposing to obviously put our road there and build a retaining wall there in that easement. We're going through the MDOT approval process -- it's actually in permitting currently to get approved by MDOT. The last thing on this site, and I don't know if you've had a chance to actually to be there in person, the difference in elevation, in our topographic elevation from one end to the other end is actually 64 feet. That's roughly a five-story building -- from one end of the site to the other -- to the other low point in the site. This becomes a tremendous challenge for us -- a site development point of view, that's why we're putting the big retaining wall to try to lift up this site so we can actually build the facility that we're trying to build. All those, I think, are pretty much the -- the list of all the hardships that we're really going through on this property and what we're -- what we're faced with on this property. We do have space over here, kind of right in the middle, that we're trying to leave undisturbed as much as possible. We're trying to take -- well, obviously we're going to tear down the building, but we're going to turn our back on the green space. The goal is, and the reason for this variance or one of the reasons is, we don't necessarily want to build parking spaces that we don't feel are needed for the -- for the facility. I think everybody's probably aware of it, you've probably seen these petitions before you, I -- I would imagine, numerous times for -- for parking variances. Nobody is in favor of over parking. Overparking is not just a financial burden, that aside it creates a lot of other challenges. Specifically, on this site what I would do is because we would increase the amount of impervious area - asphalt parking lot, we would have to make this pond, our proposed pond, even larger. If we're going to make this pond even larger, we would have to impact even more wetland. In order to do so, it puts us in a little bit of a different threshold that DEQ has, much more stringent and possibly we're not even allotted. So, really we're here seeking this variance because one, we feel the amount of parking spaces we have is adequate for our facility, obviously if there's a shortage of parking spaces really the only person that's hurt by that, or entity that's hurt by that, is the owner of this building, so we are very confident with our 4.5 per thousand square feet of -- of floor area with our parking analysis of needed analysis per industry standard. So, we're obviously here asking for that -- for that variance and if you've got any other questions, I'd be happy to answer them.

Coppola: So, the area to the north, you're going to tear down the building --

Sala: Correct.

Coppola: -- take out -- and take up the parking --

Sala: Correct.

Coppola: -- and -- and seed it or plant it or it's all going to be landscaped.

Sala: Yes.

Coppola: And then developed in -- in the -- sometime in the future.

Sala: Potentially, yes.

Coppola: So, at some point you're going to have to cross that bridge anyway.

Sala: If there's a development in the future that comes be -- in this space, we will most likely, whether it's us doing it or this gets sold and somebody else does it, whoever it is will likely be in front of this Board again to try to address their parking capacity at that time as well.

Coppola: Uh-huh.

Sala: I mean -- it's just -- it's a very difficult site in general and yes, parking is challenging on this site.

Coppola: This is interesting, it's a relatively new facility. A123 is not -- you know -- it's not 50 years old --

Sala: Correct.

Coppola: -- it's 10 or 15, 20 years old. So, they would have had, if DEQ existed at that time, all the -- the restrictions existed at that time. You're actually taking less of a footprint so; I would think your impact on the environment per se would be less than their impact would have been.

Sala: I -- I agree with you. When it comes to parking, however, for industrial developments, the parking ordinance is based on the number of employees -- if I recall -- it's the number of employees on the maximum shift. Really what you're -- what you're counting on is to make sure there's a parking space for the employees at that facility. This use is a completely different use than an industrial setting.

Coppola: No, I understand, how many parking spaces exists at A123?

Sala: I believe, I'm trying to remember how many there are now --

Baringhaus: Just over 400.

Sala: 400 something, if I recall.

Coppola: Okay. And their building -- one building is over 200,000 square feet?

Sala: Correct. This and total including the --

Coppola: Not including the -- the office building portion of it?

Sala: Correct.

Coppola: Just probably, what another 20 - 30?

Sala: Yes, that sounds about right. And -- and the parking needs of an industrial site, like I said, are very different than a -- you know -- medical office facility. If you think about it, really, the employees come in seven - eight o'clock whatever shift --

Coppola: Uh-huh.

Sala: -- they just come in and park, car stays there the entire time, five o'clock everybody leaves at the same time. This facility has a very high turnover of parking spaces just because a patient comes in and is in there for maybe an hour, they leave. New patients come in and out constantly, so --

Patrick: I wanted to add a point of clarity too. The -- as an owner of this building, Beaumont will occupy 50% of it, the rest of it will be third party doctors, so it is truly a medical office building. This is not going to be considered a hospital. It will have ambulatory care, but this is -- this is truly a medical office building with -- with a wide array of -- of physicians and patients accordingly, so there will be a fair amount of turn-over, hence our reasoning behind the -- the number -- the 4.5 per 1,000, so.

Coppola: Okay, questions?

Baringhaus: Mr. Chairman.

Coppola: Vice Chair Baringhaus.

Baringhaus: On going back to your map, the green area that you highlighted earlier? Can you just re-explain what that area is?

Sala: So, this area all in green over here is actually just heavily wooded right now, and anytime I do site development, and depending on what developers trying to develop, but if you're looking at somebody who owns the land and wants to build a sub-division, they see woods and they already see right through the woods, they've already cut the woods down thinking, "I can develop this land, right?" Those woods are -- are important, they separate really the -- the AMC Pentagon property from a visual perspective -- they separate that from -- from this facility and we don't necessarily want to start tearing down more -- more wooded area than we absolutely have to. It's quite that simple.

Baringhaus: In terms of parking --

Sala: Yes, and there is -- there is extensive slope both in this area and actually coming down this way as well, yes.

Baringhaus: In terms of your typical shift at this facility, how may employees will require parking?

Sala: Do you have that number for this facility specifically?
Mulak: Yeah, excuse me, Amanda Mulak, my address 26901 Beaumont Blvd., Southfield, Michigan. So, we're anticipating about 200 employees at this facility and as Gina had mentioned, the complement of services in the building are going to be a vast variety for the community, so we will be having free-standing emergency department in this space with the diagnostic imaging and lab services, from emergency perspective, but then also from an outpatient perspective for lab and imaging. Those types of services on the emergency, and then outpatient lab and outpatient imaging often have those flex hours or you see higher volumes of patients coming in after work through a free standing ED where through this analysis we feel that those services in particular you're going to be seeing our outpatient imaging and lab services hours extending to seven p.m. and weekends, which are going to be off flux with the traditional clinic space so, that's just one of the -- the Beaumont spaces. Within the other Beaumont spaces we'll have infusion, mom or MFM, mom and PEDES and heart and vascular as well as PT/OT, so and that's just Beaumont spaces as Gina had mentioned, they'll be other third party physicians in the building that will have ENT or -- you know -- other clinic type spaces that have those more traditional hours, so between the more physician based spaces, which the parking counts are -- counted -- or based on versus the clinic and then the staffing, we feel that we've really come up with a great model of how you're going to see people coming and going throughout the day for those appointments whether it's the clinic or they're coming after work trying to get their -- their lab or imaging services or even if and as needed a free standing ED.

Beaumont: So earlier you mentioned you'll have 200 employees. Say, if I was a patient and I pulled up there at nine in the morning, how many employees would be on duty at that time? And have cars parked in that lot?

Mulak: At nine a.m., maybe around 150?

Sala: I'll see if I can add to -- to this, from an industry standard, medical office facility generally it's about a quarter to possibly up to a third of your parking spaces that are staff versus patients, which kind of works out actually on this as well when you think about 150 employees, at one time on a maximum shift to use that terminology.

Baringhaus: So, your calculation for third party physicians -- how would that differ from say the calculation used for the Beaumont operation or are they similar?

Sala: They're -- they're actually relatively similar. What happens is, because with Beaumont we have a better understanding of what that space will be used obviously by being here. With third party physician you just don't know if it's going to be a dentist office or -- you know -- some other office and that's why ordinances are so difficult or have such a hard time anticipating exactly what that parking really needs to be for a medical office facility because you don't know what exact service is offered, so that's why for that 4.5 is the right average between the different types of medical facilities or physician spaces that come into this facility including obviously the -- the Beaumont portion.

Baringhaus: In terms of the operation of the facility just to confirm, is it 24 hours or does it have set hours of operation?

Mulak: It -- it -- we'll have no overnight stay, but it's the 23-hour 59-minute model where we will have the free-standing ED and there's actually three observation beds within that emergency department

Baringhaus: Okay, you will have emergency department.

Mulak: There's also going to be an outpatient surgery center within the space as well, but that again, that's outpatient it's not scheduled -- you know --

Patrick: No beds.

Mulak: No beds, yeah.

Patrick: No full-time beds.

Mulak: Yeah, so, thanks.

Baringhaus: Given the fact you do have empty space just above in the white area, why not just build 71 more spaces and comply to the ordinance?

Sala: Because like I said, if we build those 71 parking spaces we add more impervious land and adding more impervious would need more amount of detention, which would require more impact to wetlands, wooded area, cutting down more trees, cutting -- exceeding the I'll call the minimum.

Baringhaus: Why would you need to cut the trees down?

Sala: Because we have to re-grade the area to create a wider detention pond and impact more wetlands as well.

Baringhaus: Okay, thank you.

Centers: Mr. Chairman.

Coppola: Ms. Centers.

Centers: In reference to handicapped parking.

Mulak: Yes.

Centers: How many spaces do you have for handicap and how does that compare to requirements?

Sala: We have exactly what is required. You're required 59 parking spaces, we have 59 parking spaces, now with that and I'll say, we -- we cannot ask for a variance on handicap parking spaces before this Board. That's a federal law. We have to comply with it no matter what. There are requirements that come along with handicap spaces both for a

medical facility and other facilities as well and the path of accessibility from that space to the facility as well. So, there's no exemption to that law.

Centers: Okay, I'm not suggesting such. So, 59 of the -- so if you took like 568 spaces as you proposed, and you subtract 200 employees, say it's the busiest time of the day, then we would then also perhaps subtract 59 spaces for most of the population and then we would be left with kind of what a regular person would find themselves -- you know -- tooling around the parking lot fighting over, correct?

Sala: That is -- you are absolutely correct, the only other thing I'll add to that is that medical facilities have a higher requirement by state -- by federal law on how many handicap spaces to provide because obviously there's a higher likelihood of somebody who actually needs to use those -- those parking spaces to come to this facility as opposed to restaurants or opposed to something else.

Centers: Okay.

Sala: There are spaces in here that was mentioned PT/OT -- you know -- physical therapy space, that has a very stringent requirement how many handicap spaces you have per square feet of that so there's --

Centers: Let's say some of your rentable space becomes PT space, would you need to increase the number of handicap parking spots at that time?

Sala: If our -- if our PT area increases in size?

Centers: If the rentable P -- the --

Patrick: We have a designated area for PT/OT right now --

Centers: Okay.

Sala: Correct.

Patrick: And -- and so our -- all of that accommodates it. If a third party comes in I don't think we would have to because we're taking that specifically into a -- a -- into consideration, but -- I mean -- I think we've already addressed the potential for future tenants on what we would have to deal with, so --

Sala: In -- in some -- you know -- crazy, unlikely scenario that somebody wants to buy up an entire fourth floor of this thing, and wants to make the whole thing PT and now all of a sudden what we have allocated for PT rose in size, yes we would have to add more handicap parking spaces, but it's very unlikely we would designate a space in the building for PT.

Mulak: And if I could just add, when you had mentioned the employee count, I had mentioned -- you know -- we're looking to create about 200 new jobs, but the maximum amount I would say is more like 150 because of the different shifts that those employees

will be coming and going throughout the day, so I would just note -- I would say it's probably about 150 staff.

Boloven: Mr. Chair.

Coppola: Yes.

Boloven: You mentioned emergency services, and I know you're not classifying as beds. How many emergency service patients can you handle at a time?

Mulak: Sure, we will have six exam rooms, two resuscitation bays, two triage bays as well as three observation bays and they're designed in a way so that they're flex space. In the event that -- you know --we -- we may need to have someone in an exam bay, but we're not using the resuscitation, we have these set up in a way that we can have all of those beds staffed at one time if needed.

Boloven: So, 13 patients at a time max? I mean, let's say you had an influx at once.

Patrick: The intent would be the overflow to the nearest hosp -- the nearest hospital. We would get the -- the idea being that we would stabilize the patients and if we need to keep them, we keep them, if they -- or we can transport them. It's not -- the intent is not for them to be admitted to this facility.

Boloven: Right.

Mulak: Yeah, yeah, so once we are established -- you know -- there's -- we will be able to submit to the local authority what level of trauma center we would need. It's not going to be like a traditional hospital because it's a stabilization and then we would -- we would have them transported.

Coppola: Just a quick question as I'm looking over some of the information, the calculation. For purpose of -- and this is based on your calculation I believe -- when you calculated how much was required you used a usable total gross square foot of 107,368, but then when you -- when you calculated the amount needed per industry standard, you used the rentable square foot of 124,350, so shouldn't you have used the 124,350 in the calculation for the requirement?

Sala: Not per the instruction of the City's Planning Department. We used the right -- the usable floor space as instructed by --

Coppola: But that was an estimate, right? But if you knew what it was why didn't you use what you knew and not what you estimated?

Sala: Well, it's not necessarily an estimate it's the way usable floor area is typically calculated is you have a gross square footage of the building and for ordinance purposes you take 80% of your gross and that translates to your usable floor space. Usable and rentable are different obviously. Depending on the facility use those could be very close together those two numbers, or they could be obviously 20,000 square feet apart as well. Just -- to that point -- what was required -- the calculation that was required we used the

107,000 square feet, again, as per Planning direction for our -- what we feel we need and we could just as easily have used the 107,000 but that wouldn't be true to what we really feel like we need. We need 4.5 parking spaces per 1,000 rental that's why we used the larger number of square footage to determine what we feel we need based on industry standard.

Coppola: Okay, thanks.

Fisher: Mr. Chair, can I ask a few?

Coppola: Sure.

Fisher: Since you raised the -- I guess maybe EGLE raised the question -- why aren't you building a parking deck?

Sala: It -- it's just not feasible for this facility.

Fisher: It's not feasible because?

Sala: Simply cost for that amount and even EGLE actually recognizes that as a --as a hardship. There's a point that cost becomes a hardship.

Fisher: Uh-huh.

Sala: The switch between open space parking and parking deck. Even in EGLE's mind is apparently that switch.

Fisher: Okay.

Sala: I believe it's almost 10 times more expensive.

Fisher: Okay, when you talk in terms -- totally different question -- when you talk in terms of industry standards for parking is this some association that's doing this industry standard? How -- where is the industry standard determined?

Patrick: It's our experience across the country. We work in numerous jurisdictions from California to Ohio all over the place and we found that both on campus's and off campus's it's a standard that seems to fit the bill so and most developers in -- in our industry have legalized the 4.5 per thousand. Some go down to four some go up to five, it's -- it just is a -- that's a rough.

Fisher: Okay. Okay and then what did you -- just explain again what you did to avoid the historic district.

Sala: This loop road that we're building around the facility, we're calling it the loop road over here, the existing entrance to the site is off of Seven Mile, right over here in this space --

Fisher: Right.

Sala: -- so it currently turns south right here and is into this space.

Fisher: Right.

Sala: In order to eliminate this, as is ideal from a traffic management onto the site --

Fisher: Right.

Sala: -- we had to connect somehow an exit out of this intersection that is currently signalized. In order to do so we have to connect this loop road with the existing Chippewa Street, which is really the driveway to the AMC and the Hyatt, so to connect to that we -- we had a couple options -- there's two properties that adjoin us - one is the historic home and one is the Pentagon Association Property.

Fisher: Okay.

Sala: We entertained going through both of those properties. We actually talked to the Historic Commission about it -- trying to go through their property would require demolishing actually their -- their outbuilding --

Fisher: Right.

Sala: -- it's not really a garage, but their outbuilding. Obviously, that -- you know -- that has an impact on the Community as well and -- in working with the Pentagon Association they're -- they're amenable to us going through their property instead of disturbing the historical --

Fisher: In other words --

Sala: -- which has been a big one for us.

Fisher: -- you re-routed this a little bit to the north across the Pentagon property?

Sala: Correct.

Fisher: Okay. Okay, last thing, and I realize it's not technically before us at the moment, but are you guys going to want the -- the signage you can see from space like you have in your Southfield location?

Sala: I wish I could speak on signage. Honestly, we're still working through that -- through that process itself.

Fisher: Okay.

Sala: We have actually -- the man that can speak is part of the consultant for that too.

Mulak: Yeah, we hired a consultant. We're working with Little Fish. I know that they have worked in the community and we're trying to come forward to eventually we'll have a

separate submission on signage specifically with request of what we feel is a need based on patient arrival and primarily the emergency department that I mentioned previously so that's something that, again, we're -- we're getting our information pulled together and we'll be presenting it, but it -- it's not the size that you see in Southfield, so. We'll -- we'll be happy to share more on that in a few -- few weeks to a couple months, so we're still working through those little processes internally. Thank you.

Fisher: Thank you. That's it.

Coppola: Just one other question that I have. You talked about adding parking and impacting the wetlands. What's the minimum amount of parking you could add without affecting the wetlands?

Sala: Zero, unfortunately.

Coppola: Do you have -- do you have studies or pronouncements from the DEQ or something third party that states that same pronouncement that -- that you -- any additional parking would require impact to the -- to the wetlands?

Sala: The City ordinance actually requires that every time you have a -- your detention -- your storm water detention volume that you're required for your facility is dependent on the amount of pervious and impervious area you have on site. So, anytime we add more parking spaces even a single parking space is a 10 by 20 parking space, that's 400 square feet more of impervious area which has a higher rate of storm water run-off which means we have to store more storm water on site. The only place to store that is here because this is where our low point that we can store it in. We can't store it in the existing wetlands.

Coppola: So, based on that -- assuming that the laws are -- have been relatively the same, are you suggesting then or stating that -- that impervious area that you're proposing is greater than the impervious area that currently exists with A123?

Sala: No, it is not. Actually, I don't believe it is, however, the current facility that's there does not meet the current storm water ordinance. When you're redeveloping a site it is required -- Engineering Department -- Livonia Engineering Department will require that you bring the site up to current code, which requires the installment of a storm water detention facility to the current standard even if you did not increase the impervious area on site. It's a means to manage flooding not just in this facility, downstream of this and upstream of this -- of this place throughout both the City and County Building.

Coppola: So, you're saying if you were to improve a piece of existing property as soon as you do any improvement the whole property would have to be brought up to code?

Sala: Everything you touch has to be brought up to code, yes.

Coppola: I know A123 added to their facility probably, what about five or seven years ago?

Sala: And I can't tell you the history of when this requirement was put in place in the City of Livonia. I haven't asked that specific question at the very beginning of this project

hoping that we will not have to increase the detention because we're not increasing the impervious -- I got that unfortunate answer that no, you're redeveloping this site you do have to bring it completely up to code otherwise Engineering will not approve it. It's a good thing ultimately for the Community but is costing Beaumont a lot of money to bring it up to current standard, but such as the ordinance here and the engineering practice so we'll do that.

Coppola: Alright, thank you.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: Earlier you mentioned that if you were to increase parking, you'd have to cut into the wooded area to offset that. Was there any consideration given to the fact you have two retention ponds there separated by a narrow piece of land? Was there any consideration given to removing that land to increase the volume of those retention ponds to allow for the parking to be brought up to ordinance?

Sala: That's already being suggested, and part of the design right now is to remove that piece of land, connect these two and already widen these ponds just to meet what we're showing here. Anything additional, adding the other 71 parking spaces or 72 whatever it may be, the 71 parking spaces would require widening even more and the only place, we can't widen down here, so we'd have to widen up here.

Baringhaus: Okay, thank you.

Sala: And that -- part of that request to DEQ with the wetland impact is because we are combining these two ponds and we are removing that strip of land, or we're proposing to do so in this plan.

Baringhaus: Oh, just one other question. It looks like along I-275 you have a strip of wetlands as well as looks like some trees and green barrier between the freeway. Are your plans to maintain that?

Sala: Yes, the intent is to maintain that as much as possible. Over there - there will be some clearing that has to happen along our loop road only, not all the way to the property line and MDOT actually has that access easement that I talked about earlier specifically in that access easement and agreement -- it states that we cannot take down trees without their approval on this corridor that they have jurisdiction over. So, our intent is not to clear cut that -- this whole area. We may do some management of the trees, pruning - that sort of stuff, but not -- you know -- clear the whole area.

Baringhaus: Because if I recall -- I'm sorry.

Mulak: And the wetlands will not be impacted along there --

Sala: Correct.

Mulak: -- just the -- just the trees to facilitate the retaining wall.

Baringhaus: Because I believe the current road just goes in and I think it just makes a sharp left.

Sala: The current road comes in through here -- right here -- and then it just comes in --

Baringhaus: Yes.

Sala: -- right here and then through the front of -- of the A123 building and then parking is currently just all over here.

Baringhaus: So, then what you're proposing is taking the loop road around the perimeter of the property.

Sala: Correct.

Baringhaus: Thank you.

Coppola: Sorry for being a little slow and dense, but the downside to carving out a little bit of the trees and making it the detention pond, because I think it's already designated wetlands, what's the downside to doing that?

Sala: Other than clearing trees and impacting, what is by state and federal law, protected land which is wetlands.

Coppola: You -- but you'd still be -- you'd still be -- the detention pond would still be -- it's theoretically considered wetland, isn't it?

Sala: No. Detention ponds are not considered wetlands. I understand that the terminology seems odd that -- you know -- a pond full of water is not considered wetlands, but because vegetation doesn't grow through it and the -- life that it supports. There's a different requirement for what's considered a wetland verses a pond like stream, etc.

Mulak: And the wetlands that are within the trees is actually a stream, so as soon as you trigger a mitigation of a stream you trigger the EPA getting involved as well, which is another layer of approval which they would -- you know -- we -- we'd have to walk through why we can't do something else as well, which goes to which Juli has talked about earlier. It's a very challenging site with the different dynamics of elevation, wetlands, and making sure that we're -- we're keeping parking close to where our doors are as well. So, I know we didn't really hit on that, but the building is designed in a way that we will have three main arteries when we were talking about the patient care and how the buildings design is having -- you know -- a primary entrance for first time arrivals, but we envision this as something that the Community's going to use and benefit from and -- and have second time and third time arrivals and we have a secondary entrance for those patients as well as a dedicated emergency entrance as well where -- you know -- those surround the building and then our policy is staff park off in the back area - we're not designating that on the plans, but it's an internal policy of how we manage our staff and make sure that patient - center family care is something that we -- you know -- communicate and -- and

practice every day so, I just wanted to kind of share those little bit of more detail about how we designed the building as a whole to bring that to the Community.

Coppola: Thank you. Anything else? Alright thank you. I see that there's nobody out there in the audience, so we can probably dispense with the audience participation. Is there any correspondence?

Klisz: There is one letter. Letter of approval from Gary M. Bloom, 39040 Seven Mile Road, Livonia. (Letter read.)

Coppola: Alright, thank you. Any final statement?

Sula: No, thank you for your time. Hopefully this will go in our favor.

Mulak: Thank you.

Coppola: Thanks. I'm going to close the public portion of this case and start the Board's comments with Ms. Centers.

Centers: First, I would like to say thank you for the thorough presentation. It really did help clarify a few things for me anyway and thank you for taking on such an irregular project that brings up many challenges. We welcome you to Livonia. I -- I agree that or I understand that this must be brought up to code and that you're dealing with a lot of barriers from many different angles, including that of the environmental impact of the wetlands and the forest. You're already increasing the retaining ponds to the maximum amount that you can and there's a whole piece of land that apparently is not very easy to develop upon, so I -- I see your hardships that are not financial and I would be in support of the variance.

Coppola: Mr. Baringhaus.

Baringhaus: I agree with Ms. Centers comments. First of all, welcome to the community and thank you for your efforts. I think you've demonstrated your hardship on a couple reasons, not only the shape of the property but the varying terrain as well. I think that makes it a little more interesting. Adding to that, we do have -- we dealt with properties before that have a wetland -- wetland situations, and that brings in another level of complexity as well. Generally, because your hours -- I should say your patient flow -- it's not constant - it's going to shift. I think you've given some thought to that. I think you've done the -- taking the parking to a level that you could, given the current arrangement on the property, so based on that, I'll support the variance.

Coppola: Thank you. Secretary Klisz.

Klisz: I agree. I -- I don't have a whole lot more to add. I think my colleagues have done a good job. The hardships are -- are incredible given all the complexities of this particular piece of land, which is so far from a rectangle, it's not even funny. I -- I go to the movies there and live right down the street so, I'm super familiar with the property and again, welcome to the City. I'm glad you didn't have to disturb the historic home, that's nice. Thanks to them and the rest of the property owners for working with you on that, but I -- I

get it. Essentially there's -- if you added one piece of parking, you're going to affect the wetlands, and it's just not worth it -- you know -- this is your property, we'll trust you, you guys did the calculations. If you're wrong it will harm you more than it will us, but the -- the thoughtfulness is there, and based on that I'll be in support.

Coppola: Thanks. Ms. Fraske.

Fraske: I'm in support, and I agree with everything my colleagues have said. I appreciate the business that you're bringing to the City. I'm super excited about the -- the project. I think it's going to be a great addition. So I appreciate all the thoughtfulness that you brought today so, I'm in support.

Coppola: Thank you. Mr. Boloven.

Boloven: I do also support like my colleagues do. I -- I do see that there's a hardship. I do see it's a unique space. I will say for the record I'm not fully buying the required spaces being 639. I think sub section 18 would more fully apply to you. Based on that I'm looking at you're going to be deficient by more. I think 976 is a more realistic number applying 410 to the 107 square feet that you guys gave. I echo Chairman's sentiments that the 107 versus the 124 is an issue too even saying that though I do think you have the need and like my colleague Mr. Klisz said, the problem is going to be yours if you guys undercut it. You do say you have the industry standard here at the 4.5 per 1,000, but -- you know -- it's your risk you're running should you guys go under.

Coppola: Alright, thank you. First of all, again I want to extend the -- the thanks. I think this could have been a challenged location for a number of years with A123 leaving, so someone coming in and redeveloping it right away I think is a benefit to the community. The business there is a benefit to the community, so from that perspective, again thank you. In regards to the hardship I really do kind of struggle. I think Mr. Fisher brought up a good point. One of the -- one of the good points is that you could have built a parking deck. Is it fiscally difficult to do that? I -- I agree. It's very expensive to build a parking deck, but you could have. You could have resolved your hardship by building a parking deck. You also could have built a smaller building and would have resolved your -- your parking issue with a smaller building. So, this -- this hardship is somewhat self-created because you had alternatives in which you could have fixed that. I also would -- just wanted to note that I did some research, and while I couldn't find what you would call a standard for parking I did see reference to the 4.5, but I also saw reference to the 110, and the 200. I don't think there's really any constant at least that I could find on the internet, and I understand and I agree the internet is not -- not the authority on anything, but from what I could find I could find references to both of those. I think ultimately your business and this is a -- I don't think it's like you're not asking us to -- to short you 200 spaces, it's -- it could be 200 spaces depending on how you calculate it, but your business and part of the business is is keeping your customers happy. Keeping your customers happy means they can park easily and enter the building, and my guess would be that if you find out that you are wrong, that you'll build more parking. So, from my perspective I'm -- I'm willing to acquiesce and provide -- provide the variance knowing that I've got some very smart people sitting over there and -- and understand how to run a business and then if there's an issue that you'll correct that. So, I'll go ahead and open the floor for a motion.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Upon motion by Baringhaus and supported by Boloven, it was:

***RESOLVED: APPEAL CASE NO. 2019-08-35:*** Botsford General Hospital/Beaumont Health, 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of 18th Street Development, LLC, 1550 Market Street, Ste. 200, Denver, CO 80202, seeking to erect a four-story outpatient medical building, resulting in deficient number of parking spaces. The existing building is to be removed.

**Number of Parking Spaces:**

| | |
|---|---|
| Required: | 639 |
| Proposed: | 568 |
| Deficient: | 71 |

The property is located on the north side of Seven Mile (39000), between Haggerty and I-275/96 Expressway, Lot. No. 023-99-0001-004, PO-1 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.38(18),(22), "Off-Street Parking; Schedule," **granted for the following reasons and findings of fact**:

1. The uniqueness requirement is met because of the existence of wetlands on the property as well as the unusual shape of the property.

2. Denial of the variance would have severe consequences for the petitioner because of inconvenient and limited parking on the property.

3. The variance is fair in light of its effect on neighboring properties and is in the spirit of the zoning ordinance because of general support of neighboring businesses.

4. The property is classified as "Office" under the Master Plan and the proposed variance is not inconsistent with that classification.

**FURTHER**, the variance be granted with the following conditions:

1. That they adhere to the conditions set down by the City Planning Commission in its approving resolution.

2. That they adhere to the conditions set down by the Livonia City Council in its approving resolution.

3. That the project be built as presented this evening.

Coppola: I have a motion by Vice Chair Baringhaus, supported by Mr. Boloven. Do we have any discussion? Alright, seeing none, go ahead and please take the roll.

***ROLL CALL VOTE***:
AYES: Baringhaus, Boloven, Coppola, Centers, Fraske, Klisz
NAYS: None
ABSENT: Turbiak

Klisz: Variance passes.

Coppola: Motion passes unanimously. Congratulations. Again, thank you very much, welcome to the community, looking forward to seeing the building go up!

Mulak: Great! Thank you so much.

Patrick: Thank you for your time.

Coppola: Good luck with the parking. I hope you're right!

2019-08-35

(1986) Previous Case Minutes

APPEAL CASE NO. 8610-186: CBS/Fox Video, 39000 Seven Mile Road, Livonia 48152, seeking to erect two new ground signs on an industrial site resulting in an excess number of signs on property located on the north side of Seven Mile (39000) between I-275 and Haggerty Road, Parcel No. 023 99 0001 000, M-1 zoning district.

MacDonald: Either of the two new signs by themselves meet all signage criteria. The petitioner has 80 acres and has major entrances on Seven Mile and on Haggerty Road. Each entrance is physically separated by one-half of a mile. There is a need for the signs. Outside of the excess, the proposed signs are conforming in all other aspects.

Gniewek: They are within the ordinance at the requested setback?

MacDonald: Yes, they are requesting a minimal setback.

Gniewek: In your opinion, on the Seven Mile sign the setback as requested by the petitioner, do you feel the sign is really visable enough or identifiable enough at the 66 foot setback, or should it be moved closer to the road for identification of the area?

MacDonald: They are trying to do the right thing by complying with the ordinance. In order for the sign to be at a maximum effectiveness, it would need to be two-sided and located closer to the driveway. The signs could be a little smaller, retaining the 11 feet in height.

Gniewek: Let's take this one step further. We do not know if the sign as proposed will do any good on the Seven Mile entrance. What is your feeling as far as the setback, a 10-foot setback, or perhaps no higher than 8 feet?

MacDonald: The point where the driveway and lot meets is 30 feet south of the business right-of-way. Because of the landscaping density and size, any setback beyond 3 feet would be put on the driveway's slope. The petitioner is asking for a conforming setback, which is not as useful as it could be. I don't believe the sign placement was well thought out in as far as people wishing to get there. Obviously these people are very environment sensative and have taken a lot of time and money to achieve the effect they have. I feel the proposed signs are not as effective as they could be and would not serve their intended purpose as well as they could.

Blomberg: Currently, the temporary sign on Haggerty Road is somewhat on the berm. Is this a good place to put a sign in your opinion?

MacDonald: It is currently on the edge of the Haggerty Road landscaping. 1-2 feet is on the right-of-way. The owner is trying to retain the ponds and natural rolling terrain of this land.

Blomberg: 300 square feet of sign is allowed. What is the setback?

MacDonald: There are proposing a 25-foot setback and are allowed a maximum height of 30 feet.

Blomberg: They could go ahead and put up a sign 30 feet in the air and at a 25-foot setback, but it would not be environmentally sound.

Harold Domke, Director at CBS/Fox Video, 39000 Seven Mile Road: We do not want to change the placement of the signs. It took over one year of development of the signs due to internal squabbling. We came to the conclusion that we had 2 choices - either one large lighted sign on I-275 to make a big splash or the proposed signs. We decided on the current signs and concept to conform with the site and make the statement that we are CBS/Fox Video, and are not erected for the sake of the public, but just for identification purposes. The people who want to find us, know where we are. The unique design of this sign was comprised of 3 ideas: to blend in with the building, uses our CBS logo for identification purposes and is in the shape of our video cassettes. What the sign does is tie in with the building and identify us, which is all we want. Any compromise would not be accepted.

O'Neill: We don't want to start another fight over this.

Domke: We appreciate your concern regarding the location of the signs, but if anyone comes to see us, they know where we are located. We just want the signs for identification purposes only.

O'Neill: This is the first time we are trying to give someone a variance and they don't want it.

Gniewek: If that be the case, the board just would like to point out that you could have a 300 square foot sign at 30 feet in height in the area. Each of the proposed signs are conforming at a setback that is no problem, even though I would think the sign as proposed and location is really not what you will want after further development of the terrain is completed. You are the ones that must live with it.

Fandrei: I agree. There is not enough identification with two separate entrances, each being 1/2 of a mile apart.

O'Neill: It gives directions too. The one on Haggerty is a service entrance.

Blomberg: Brick material is what is on the outside of the signs?

Domke: The entire panel will be brick, with the exception of the raised logo with face lines as indicated.

Blomberg: Will they be internally illuminated?

Domke: No, we will use simple ground lighting.

Blomberg: Will this be on a timer?

Domke: It will run with the exterior parking lot, which is on a photocell.

No audience participation and no correspondence.

By O'Neill, supported by Brown, it was

RESOLVED, That Appeal Case No. 8610-186, filed by CBS/Fox Video, 39000 Seven Mile Road, Livonia 48152, seeking to erect two new ground

signs on an industrial site resulting in an excess number of signs on property located on the north side of Seven Mile (39000) between I-275 and Haggerty Road, Parcel No. 023 99 0001 000, M-1 zoning district be approved for the following reasons and findings of fact:

1. That the petitioner is well within the square footage of what is allowed (300 square feet), and could go 30 feet in height, but proposes 2 signs 66 feet each at a height of 11 feet, with no opposition from the Board.

2. That the petitioner has stated the proposed signs are what they desire and would not like to amend the proposal.

3. That the petitioner has demonstrated a need for identification of his facilities with the hardship being the distance of one-half mile between the 2 entrances; one off Seven Mile Road and one off of Haggerty Road.

FURTHER, That the granting of this waiver is not detrimental to the area not to the Master Plan of the City of Livonia.

ROLL CALL VOTE:

AYES: All

NAYS: None

Motion carried.

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APPEAL CASE NO. 8609-163, Burns Sign Company, 13101 Eckles, Plymouth 48170 (owner: Carl Jones, 31641 Dohany, Farmington Hills 48018), seeking to replace an existing non-conforming ground sign with a new sign, resulting in deficient setback on property located on the south side of Plymouth Road (39305) between Eckles and Alois, Parcel No. 30M2a1, C-2 zoning district.

By Gniewek, seconded by Brown, a motion was made to remove Appeal Case No. 8609-163 from being tabled. All ayes, motion carried.

John LaCroix, owner of Burns Sign Company, 13101 Eckles, Plymouth: We have a new owner here, who came to us wanting a totally new look for his place. We will retain the same motiff, but designed it to be quite smaller than what is originally existing. The owner started a new concept a few months ago and the sign will reflect this new look: all aluminum, thick, channel letters raised and at night will appear hazy around the perimeter of the letters, which looks really classy. The face will be routed out and the panels will be changable. The sign will be internally illuminated, with the rest of the facade being plastic, like a masonized material. The sides will be painted brick. The sign is ✓ proposed where it is because there is no other

being

2021-02-05

# VARIANCE REQUEST

Beaumont Outpatient Campus - Livonia

39000 West Seven Mile Road Livonia, Michigan 48152

Prepared on behalf of Owner:

**Beaumont**

Prepared by

Littlefish Design

8425 Main Street Whitmore Lake, Michigan 48169

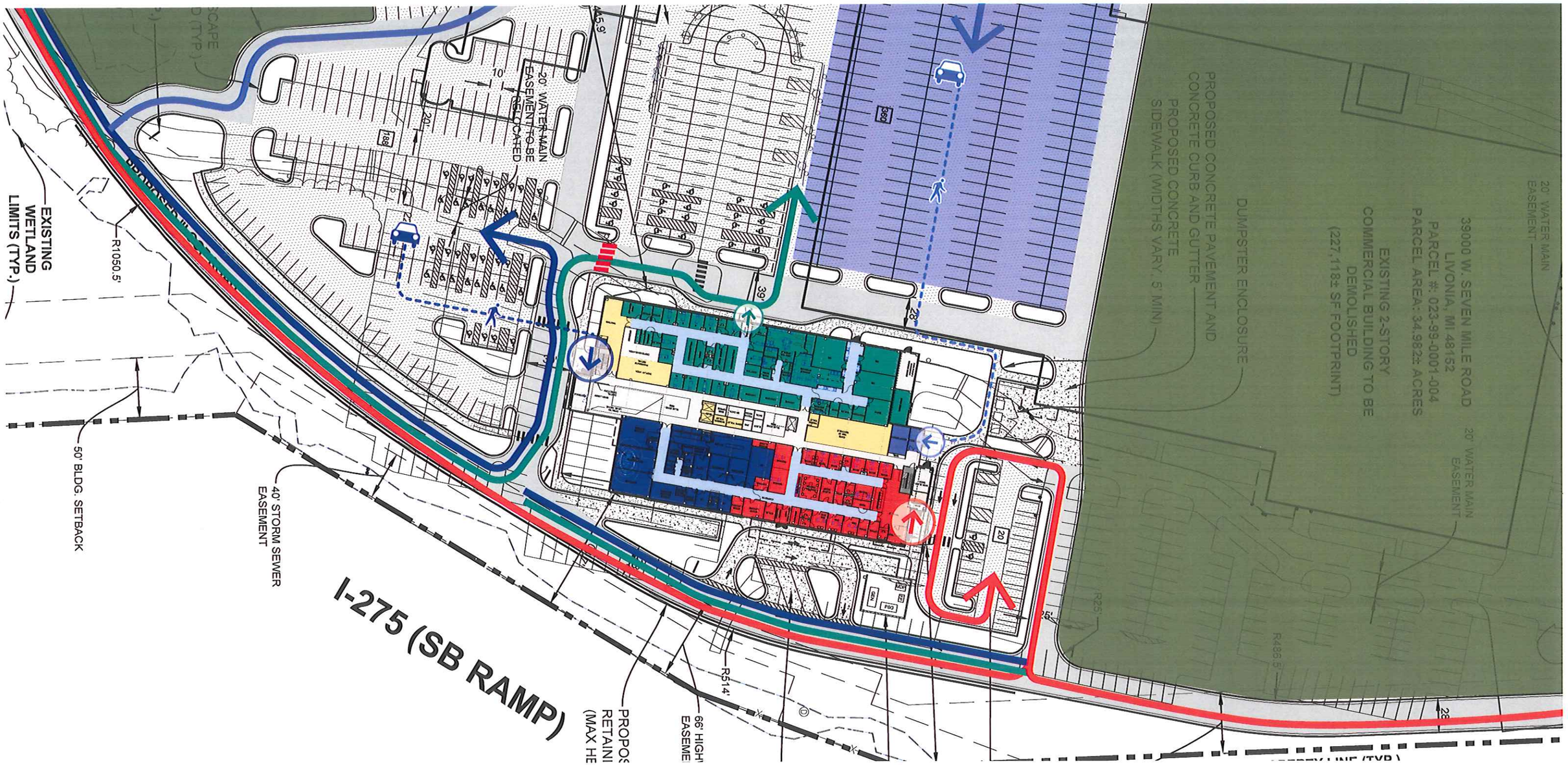
December 08, 2020

39000 West Seven Mile Road Livonia, Michigan 48152

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS: CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN. A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I-275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I-275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

## Project Description:

The Beaumont Outpatient Campus is a 120,000 square-foot center, four and a half stories on four acres. Located at 39000 Seven Mile Road, at the intersection of I-275 and Seven Mile Road in Livonia, the campus will offer convenient, direct access to the Beaumont clnical services. The campus offers emergency medical care, outpatient surgery, diagnostic services as well as offices for primary and specaility physicians. Total patient volumes are projected to be 110,595 per year. The number of patients seeking emergency services are projected to be 290 a week, with the surgery center seeing 67 patients a week and 634 pateints seeking diagnostic services every week.




## Circulation Summary:

The Beaumont Outpatient Campus has a north and south entry for access to the elevators to the medical offices on levels two, three and four. Emergency medical care has its own entry on the north side of the structure. Outpatient surgery has a dedicated discharge door. The ambulance entry is located on the east side of the structure. Circulation patterns are illustrated here in this diagram.

## REFERENCED ORDINANCE

Section 18.50G Sign Regulations for Professional Office Districts. (Section 18.50G, added to Article XVIII by Ordinance No. 2129, adopted 7/27/92; amended by Ordinance No. 2639, § 1, adopted 12/17/03.) There shall be no sign erected, altered or used within any Professional Office District except as herein permitted; provided, however, that no freestanding sign shall be permitted when the front yard setback of the building(s) is less than fifty (50) feet.

(b) Multi-tenant office complexes comprised on one (1) or more architecturally uniform buildings shall be permitted the following, and prior to sign permits being issued, a master sign plan shall be submitted to the Director indicating size, type and location of wall signs, ground signs and any other requested signs:

## SUMMARY OF VARIANCE REQUEST
## SIGN 01: GROUND MONUMENT

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 1.
> One (1) freestanding business center sign not to exceed a maximum sign area of thirty (30) square feet or to exceed six (6) feet in height, ten (10) feet in length, and shall have a minimum setback of ten (10) feet from any right-of-way line or any property line. Where a development site has more than four hundred (400) feet of frontage along a major or secondary thoroughfare... a second freestanding sign shall be permitted with the same size and location limitations as the first permitted sign, providing the distance between the two (2) signs is no less than three hundred (300) feet measured along the road frontage.

Owner requests a 54 square foot increase of sign area for sign face to accommodate appropriate letter height for vehicle speed and approach conditions. Owner also requests a 5'-9" increase to sign height to allow for sign face to be mounted at 3' - 9" above grade to clear the snowline and to allow for the "Emergency" message to be displayed above the roof line of the average vehicle. The second ground monument is located at the property line on the circulation road at the north end of the site. The Owner requests a 8" increase to sign height to accomodate the emergency message in the cone of vision of a driver.

## SIGN 02: GROUP IDENTIFICATION SIGN

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 2.
> One (1) group identification sign for each principal office building not to exceed thirty (30) square feet of sign area, and if freestanding, shall be located within twenty (20) feet of the building perimeter.

No variance requested for quantity of (1) compliant group identification sign.

## SIGN 06, 09, 10, 11 & 12: WALL SIGNS

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 3.
> Wall signs not exceeding ten (10) square feet of sign area for each accessory commercial use or a support service may be located on the face of the area occupied by said use or service, providing said use or service is on the ground floor.

No variance requested for quantity of (5) compliant wall signs.

## SIGN 07, 08: WALL SIGN

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.
> Where the office building is erected in excess of four (4) stories in height, and in lieu of the wall sign permitted under the above section (b) 4., then an identification wall sign consisting exclusively of individual letters attached flatly and individually to the building shall be permitted when located at a height greater than thirty (30) feet above grade, provided that no such sign shall exceed a total size of two percent (2%) of the total square foot area of the front of the building or two hundred (200) square feet, whichever is the lesser.

Owner requests one additional sign with 100 square feet of sign area to sign Emergency Department.

## SIGN 03-05: Directionals

Sign allotment from the City of Livonia Sign Code is understood as follows:

> 18.50G (b) 5.(g) Directional signs.
> 13. Directional Sign. A sign directing vehicular or pedestrian traffic to parking areas, loading areas, or to portions of a building.
>
> 18.50D (i) when the sole purpose of the sign is to expedite the flow of vehicular and pedestrian traffic to, from, and within a development site, each sign may not exceed two (2) square feet in area... directional signs shall have a minimum setback of ten (10) feet with a maximum height of five (5) feet.

Owner requests an increase of 28 square feet of sign area and a height of 6'-8" to direct incoming traffic to Emergency Entrance, North Entrance and South Entrance.

| LOC | DESCRIPTION | ALLOWED | SUMMARY OF REQUEST | SUMMARY OF HARDSHIP |
|---|---|---|---|---|
| **SIGN 01** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 54 sq. ft.<br>Increase height 5'-9" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 02** | Group Identification Sign<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase sign area 72 sq. ft.<br>Increase height 2'-3" | More sign area needed to accommodate specialty service practice names at readable letter height for vehicle speed. Taller sign requested to display message above snow line and provide architectural element |
| **SIGN 03** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 28 sq. ft.<br>Increase height 1'-8" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 04** | Directional<br>*Variance Requested* | 2 sq. ft.<br>5'-0" height | Increase sign area 28 sq. ft.<br>Increase height 1'-8" | More sign area needed to accommodate emergency message at readable letter height for vehicle speed. Taller sign requested to display emergency message above vehicle roofline |
| **SIGN 05** | Ground Monument<br>*Variance Requested* | 30 sq. ft.<br>Sign height 6'-0" | Increase height 8" | Taller sign requested to display emergency message in driver's cone of vision |
| SIGN 06 | Wall Sign: South Entrance<br>*No Variance Requested* | 6.5 sq. ft.<br>10" height | n/a | n/a |
| SIGN 07 | Wall Sign: Beaumont Identification<br>*No Variance Requested* | 200 sq. ft. | n/a | n/a |
| **SIGN 08** | Wall Sign: Emergency Identification<br>*Variance Requested* | | Additional sign with sign area of 100 sq. ft. | Additional wall sign needed for signing the emergency department. |
| SIGN 09 | Wall Sign: Ambulance<br>*No Variance Requested* | 5 sq. ft.<br>10" height | n/a | n/a |
| SIGN 10 | Wall Sign: Emergency Entrance<br>*No Variance Requested* | 10 sq. ft.<br>10" height | n/a | n/a |
| SIGN 11 | Wall Sign: North Entrance<br>*No Variance Requested* | 7 sq. ft.<br>10" height | n/a | n/a |
| SIGN 12 | Wall Sign: Surgery Pick-Up<br>*No Variance Requested* | 7.5 sq. ft.<br>10" height | n/a | n/a |

## NOTES:

On average, .33 seconds are required to read one familiar word. In this context, "read" is defined as recognition and interpretation or decoding and comprehending meaning.

A vehicle traveling 25 mph is traveling 36.6 feet per second (fps).

Average vehicle traveling 36.6 feet per second will need 75 feet to come to a moderate hard stop. An additional 37.5 feet are required for driver reaction time for the foot to reach and depress the brake pedal. Total braking distance is therefore 112.5 feet.

Average decision time is 5.6 seconds.

Average maneuver time is 4.25 seconds.

Minimum required legibility distance for a vehicle traveling 25 mph and not requiring a maneuver is 297 feet. This distance is increased to 450 feet when
a maneuver is required.

Letter height is recommended at 1 inch per 28.6 feet traveled for reader with 20/40 visual acuity, the standard minimum visual acuity required to receive a driver's license. Letter height is recommended at 1 inch per 35 feet traveled for reader with 20/33 visual acuity, the standard minimum visual acuity required to receive a driver's license.

Average vehicle height for a car is 4 feet. Average height for a minivan, SUV, light duty truck or crossover vehicle is 6 feet.

## CALCULATIONS:

**Calculation #1 - Reading Distance**

v{(nx0.33)+2}= Reading Distance in feet

v = feet traveled per second
n = number of messages
t = number of seconds to read message

36.6{(3x0.33)+2}
36.6{0.99+2}
36.6{2.99} = 109.43 feet

**Calculation #2 - Minimum Legibility Distance with Maneuver**

v{(nx0.33)+2+DT+MT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time
MT = Manuever Time

36.6{(3x0.33)+2+5.6+4.25}
36.6{0.99+11.85}
36.6{12.84} = 469.94

**Calculation #3 - Minimum Legibility Distance without Maneuver**

v{(nx0.33)+2+DT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time

36.6{(3x0.33)+2+5.6}
36.6{0.99+7.6}
36.6{8.59} = 314.39

**Calculation #4 - Optimal Letter Height for Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

450/35 = 12 inches

**Calculation #5 - Optimal Letter Height without Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

297/35 = 8.5 inches

## NOTES:

On average, .33 seconds are required to read one familiar word. In this context, "read" is defined as recognition and interpretation or decoding and comprehending meaning.

A vehicle traveling 45 mph is traveling 66 feet per second (fps).

Average vehicle traveling 66 feet per second will need 135 feet to come to a moderate hard stop. An additional 67.5 feet is required for driver reaction time for the foot to reach and depress the brake pedal. Total braking distance is therefore 202.5 feet.

Average decision time is 5.6 seconds.

Average maneuver time is 4.25 seconds.

Minimum required legibility distance for a vehicle traveling 45 mph and not requiring a maneuver is 566 feet. This distance is increased to 847 feet when a maneuver is required.

Letter height is recommended at 1 inch per 28.6 feet traveled for reader with 20/40 visual acuity, the standard minimum visual acuity required to receive a driver's license. Letter height is recommended at 1 inch per 35 feet traveled for reader with 20/33 visual acuity, the standard minimum visual acuity required to receive a driver's license.

Average vehicle height for a car is 4 feet. Average height for a minivan, SUV, light duty truck or crossover vehicle is 6 feet.

## CALCULATIONS:

**Calculation #1 - Reading Distance**

v{(nx0.33)+2}= Reading Distance in feet

v = feet traveled per second
n = number of messages
t = number of seconds to read message

66{(3x0.33)+2}
66{0.99+2}
66{2.99} = 197.34 feet

**Calculation #2 - Minimum Legibility Distance with Maneuver**

v{(nx0.33)+2+DT+MT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time
MT = Manuever Time

66{(3x0.33)+2+5.6+4.25}
66{0.99+11.85}
66{12.84} = 847.44

**Calculation #3 - Minimum Legibility Distance without Maneuver**

v{(nx0.33)+2+DT} = Total Legibility Distance in feet

v = feet traveled per second
n = number of messages
DT = Decision Time

66{(3x0.33)+2+5.6}
66{0.99+7.6}
66{8.59} = 566.94

**Calculation #4 - Optimal Letter Height for Maneuver**

1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

847.44/35 = 24.21 inches

**Calculation #5 - Optimal Letter Height without Maneuver**

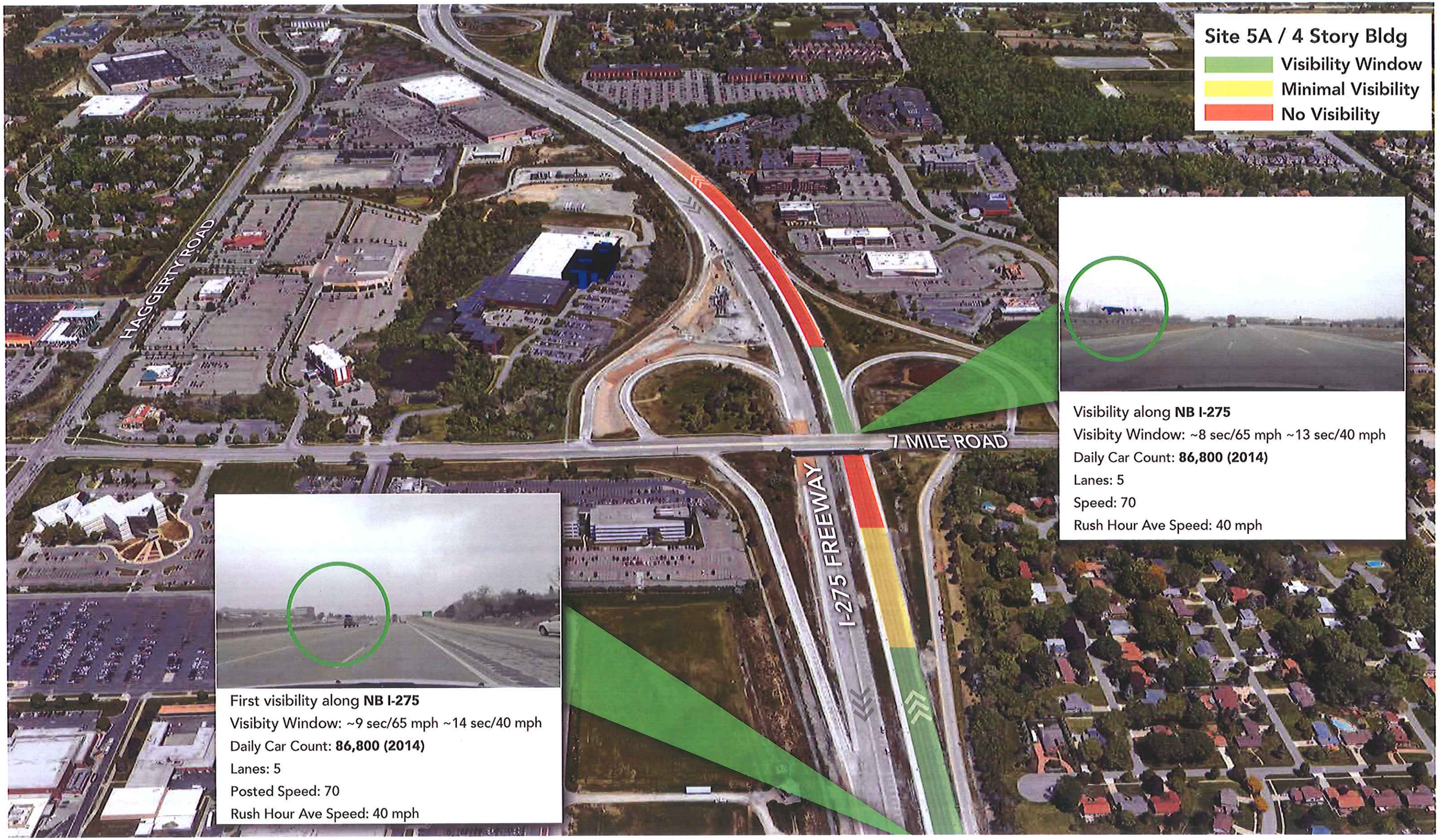
1 inch per 35 feet of Legibility Distance

LD/35 = Letter Height in inches

LD = Legibility Distance

566.94/35 = 16.19 inches

Site 5A / 4 Story Bldg
Visibility Window
Minimal Visibility
No Visibility
7 MILE ROAD
HAGGERTY ROAD
I-275 FREEWAY
8 MILE ROAD
First minimal visibility along **SB I-275**
Visibity Window: ~1 sec.
Daily Car Count: **86,800 (2014)**
Lanes: 5
Speed: 65


Site 5A / 4 Story Bldg
Visibility Window
Minimal Visibility
No Visibility
HAGGERTY ROAD
7 MILE ROAD
I-275 FREEWAY
Visibility along NB I-275
Visibity Window: ~8 sec/65 mph ~13 sec/40 mph
Daily Car Count: 86,800 (2014)
Lanes: 5
Speed: 70
Rush Hour Ave Speed: 40 mph
First visibility along NB I-275
Visibity Window: ~9 sec/65 mph ~14 sec/40 mph
Daily Car Count: 86,800 (2014)
Lanes: 5
Posted Speed: 70
Rush Hour Ave Speed: 40 mph

1. SIGN 1 - Ground Monument (7 Mile)
2. SIGN 2 - Group Identification Sign
3. SIGN 3 - Directional
4. SIGN 4 - Directional
5. SIGN 5 - Directional

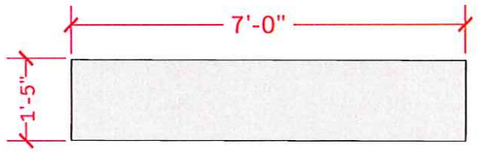
1 SIGN LOCATION PLAN
SCALE: 1" = 250'-0"

## Location Plan

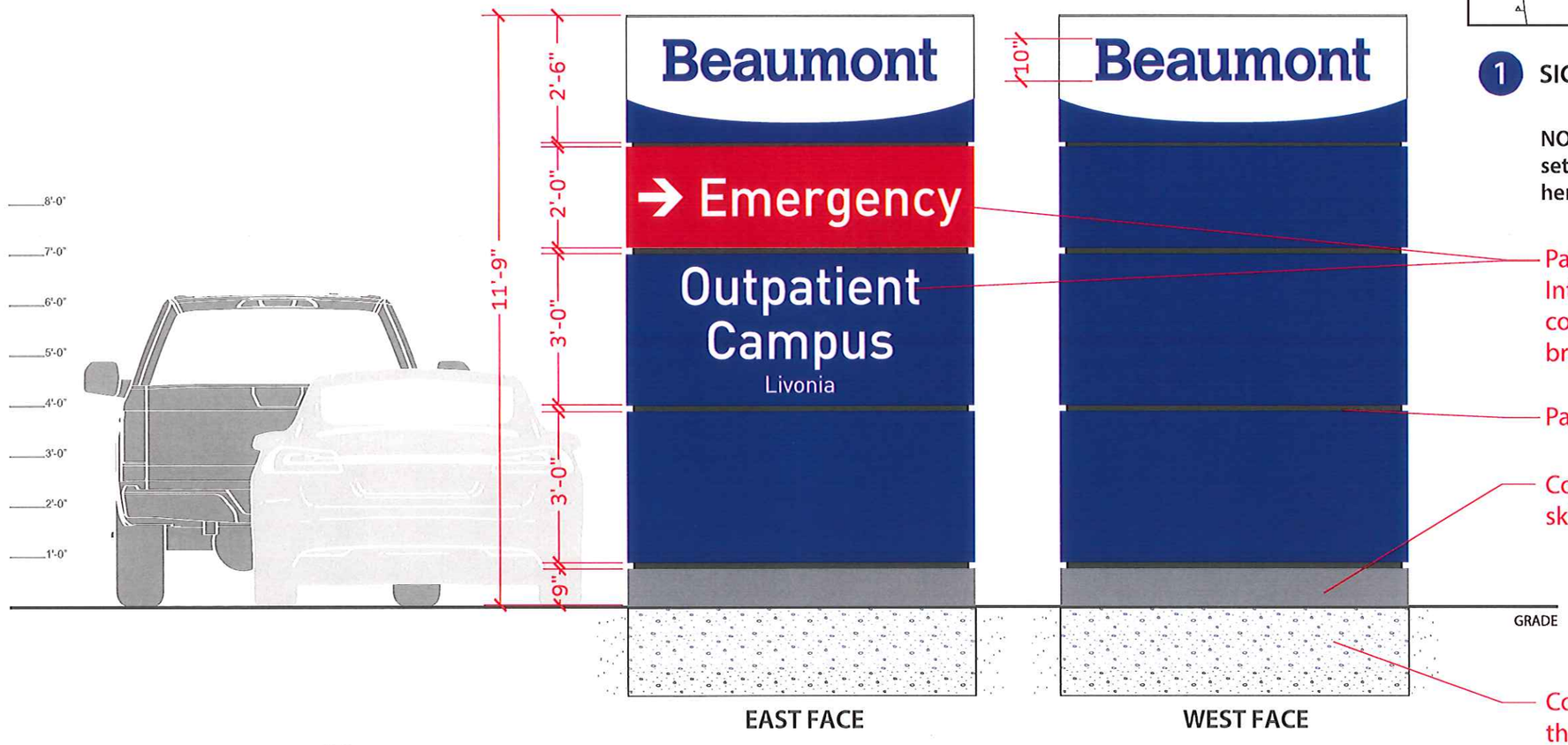
Beaumont Outpatient Campus - Livonia

**Ground Mounted Pylon General Notes:**

- 11'-9" High by 7'-0" wide 17" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 17" deep by 4'-0"below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

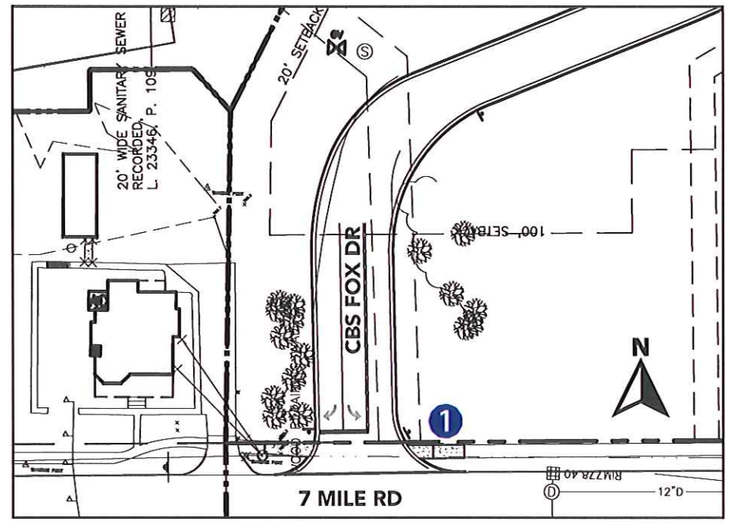



TOP VIEW




1 SIGN 01 - Ground Monument

SCALE: 3/8" = 1'-0"

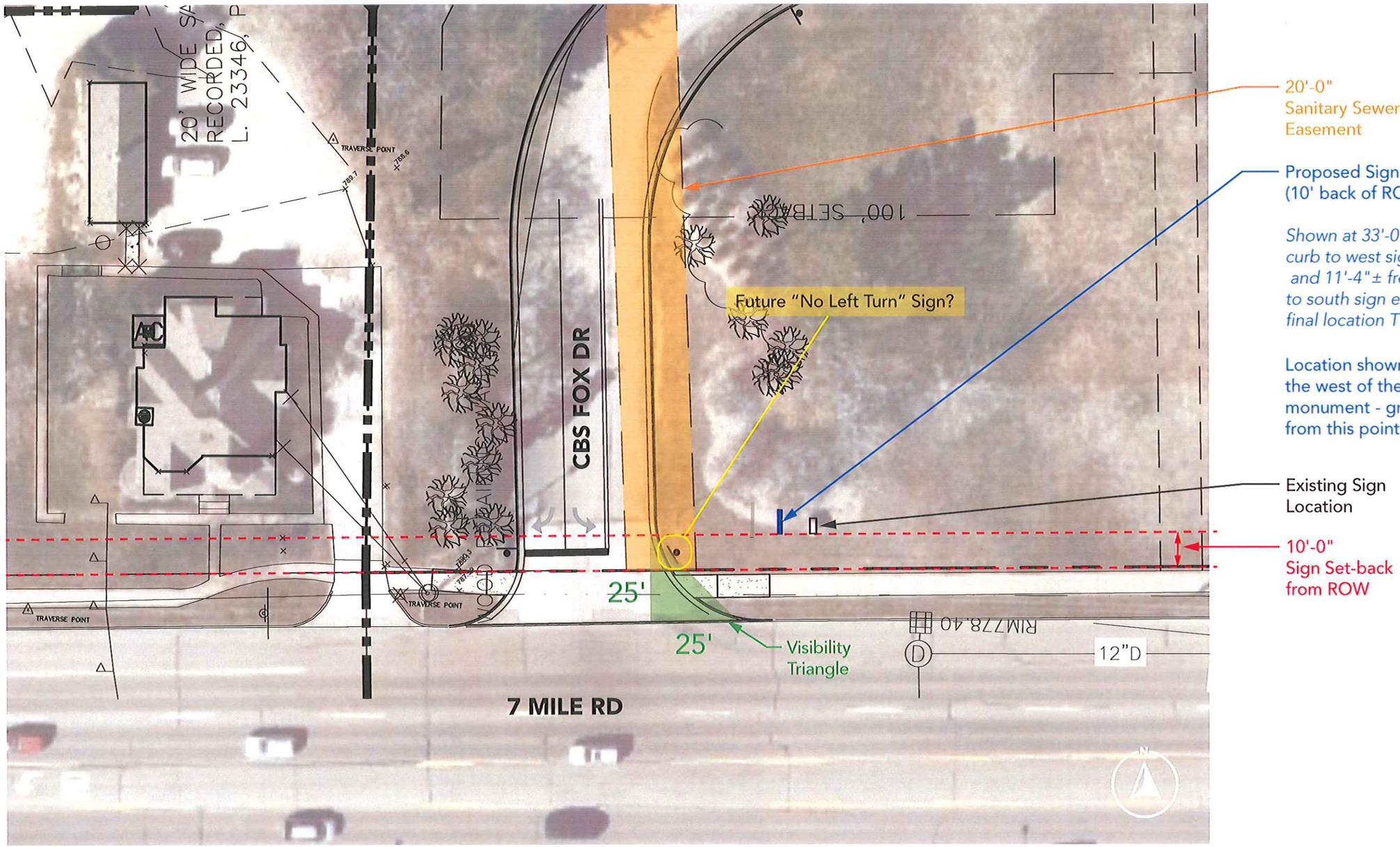



1 SIGN 01 PROPOSED LOCATION - NTS

**NOTE: With variance approval to minimize set-back for sign location 2, a sign location here would not be necessary.**

## Sign 01 Render

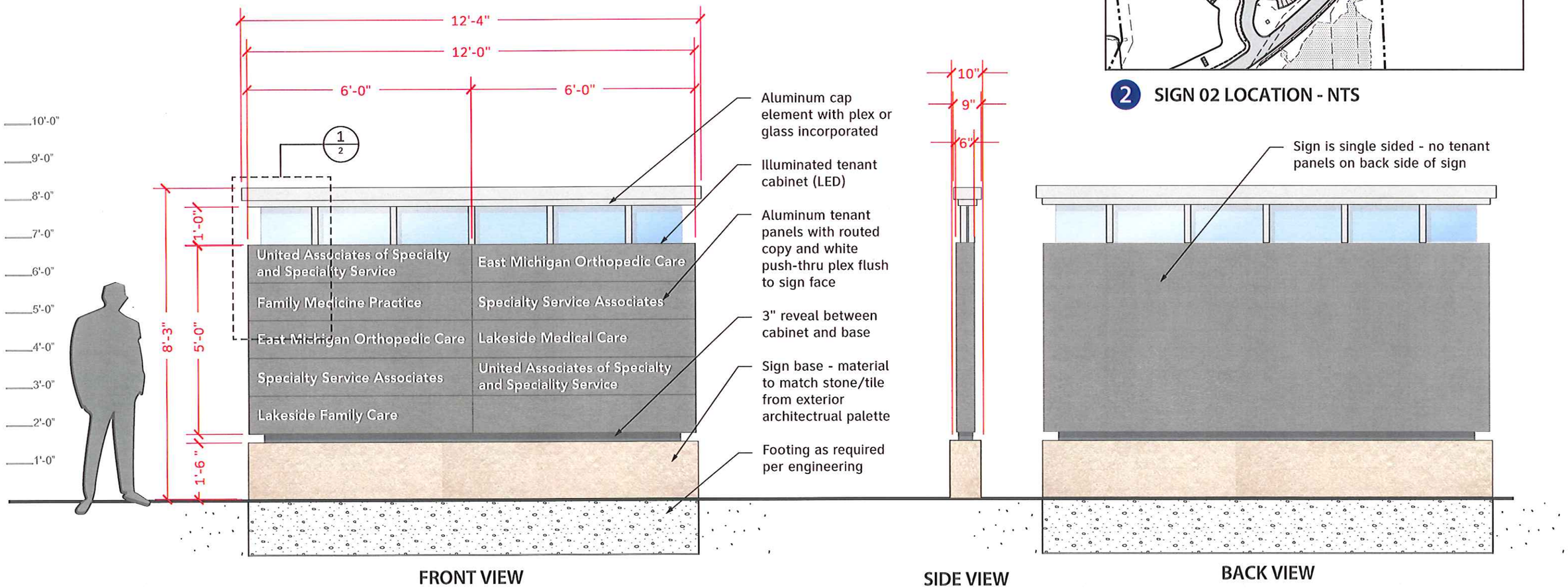
Beaumont Outpatient Campus - Livonia




**1** **SIGN 01 - Proposed Location (east of drive)**
SCALE: 1" = 30'-0"

General Notes:

- Overall sign size: 8'-3" High by 12'-4" wide 10" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Sign base fabrication method to be provided by fabricator
- Footing as required, details provided by sign fabricator



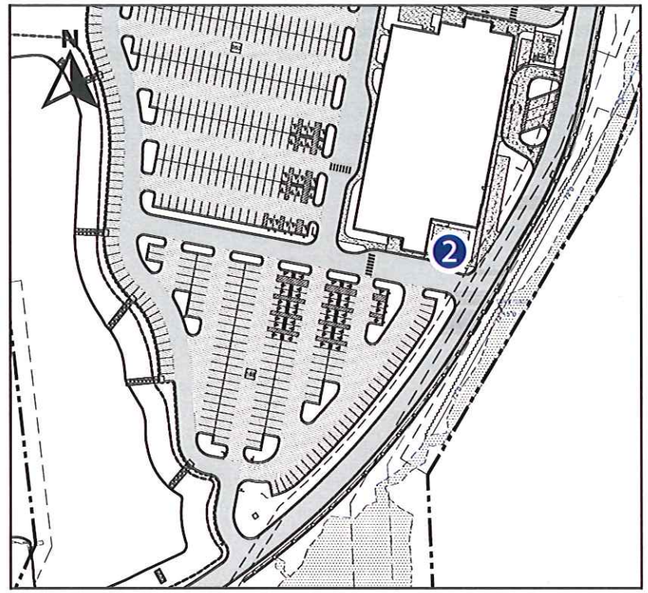

FRONT VIEW

SIDE VIEW

BACK VIEW

**1 Nexcore Tenant Monument**

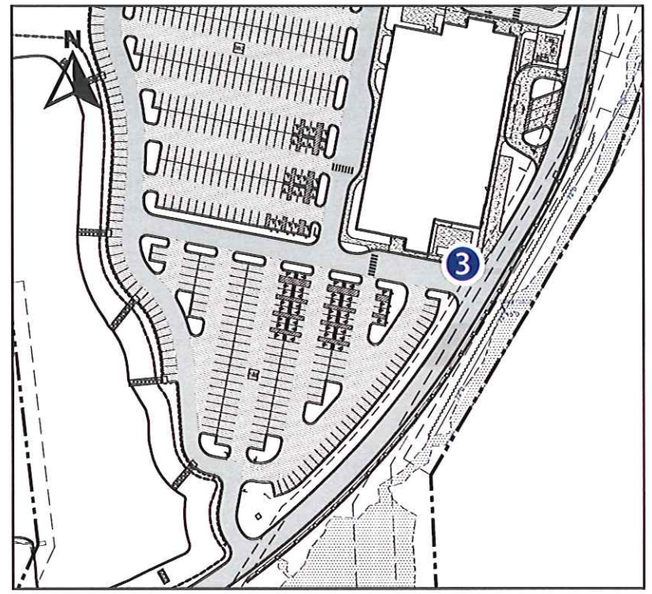
SCALE: 3/8" = 1'-0"



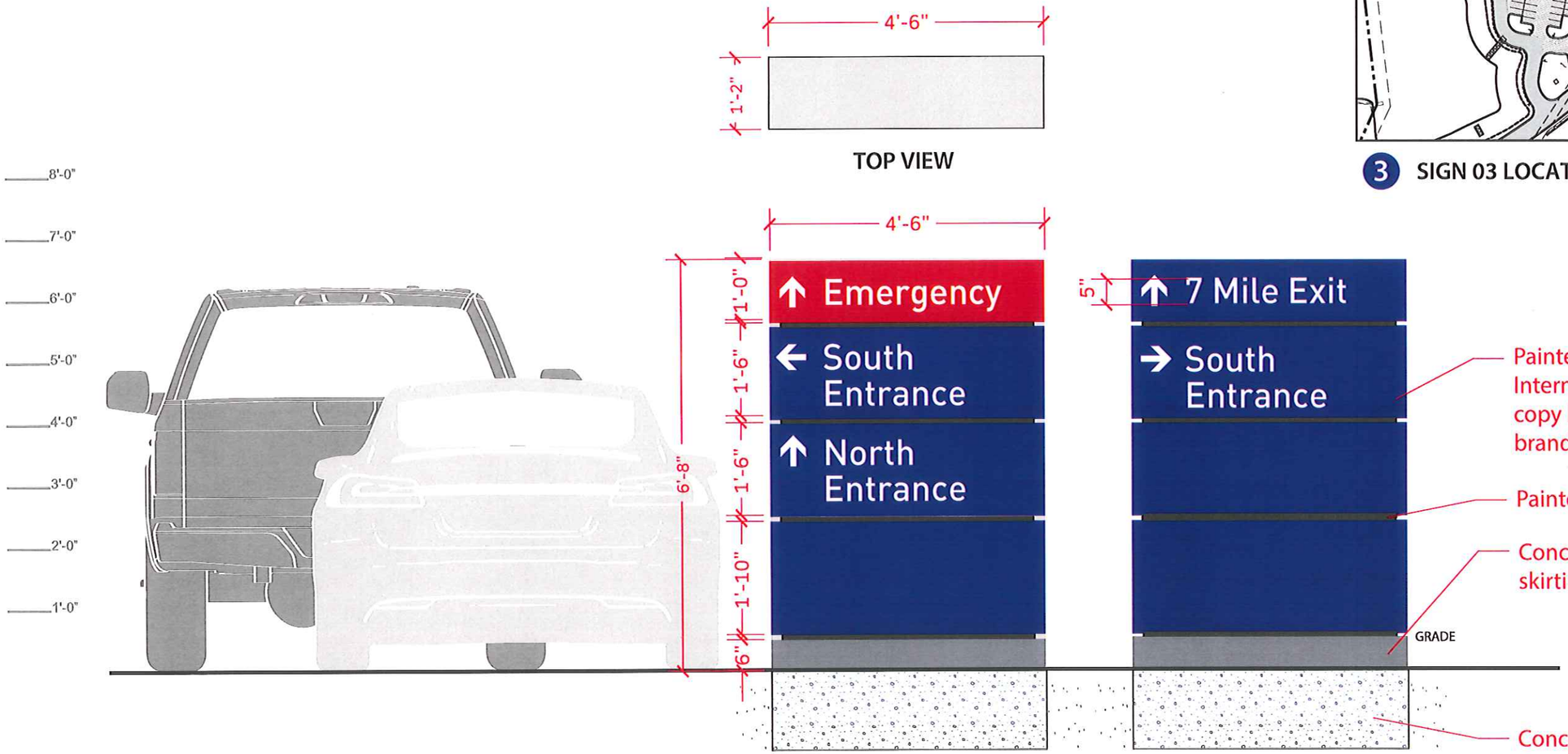

**2 SIGN 02 LOCATION - NTS**

**Ground Mounted Monument General Notes:**

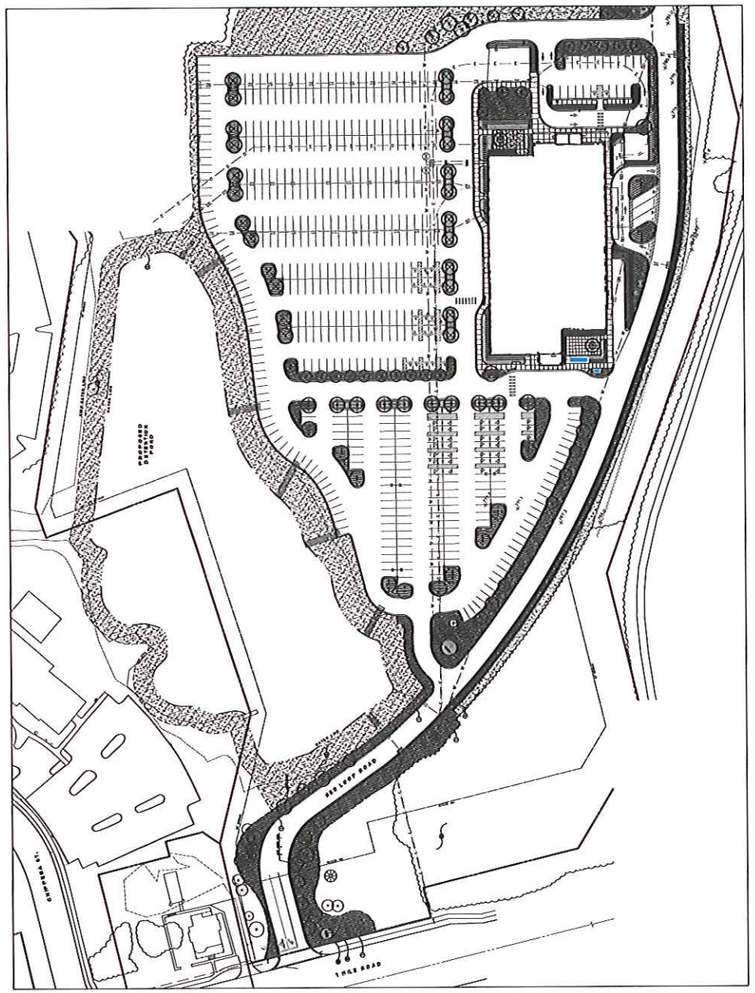
- 6'-8" High by 4'-6" wide 14" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 14" deep by 3'-6" below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator



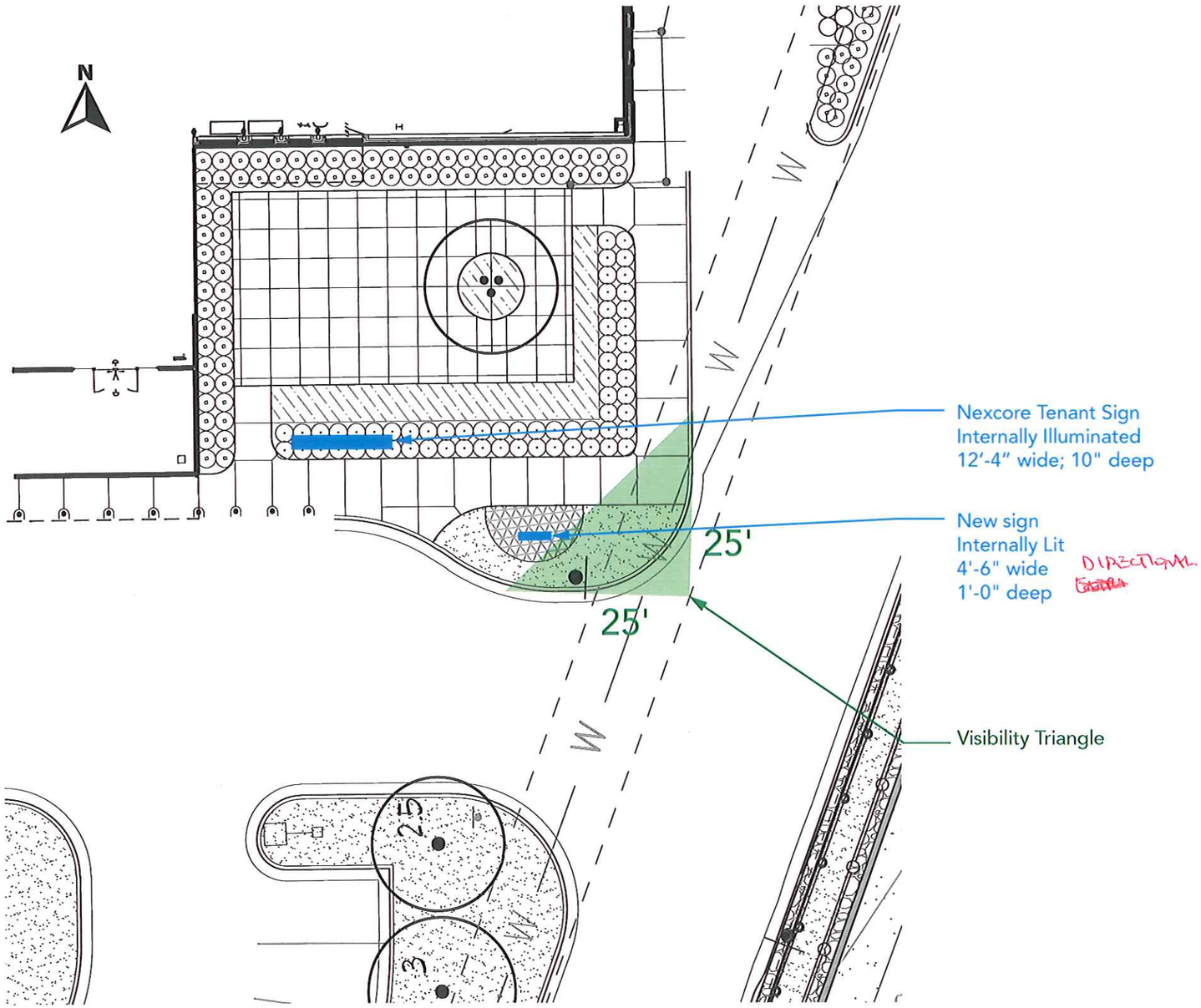

3 SIGN 03 LOCATION - NTS




1 SIGN 03 - Directional
SCALE: 1/2" = 1'-0"



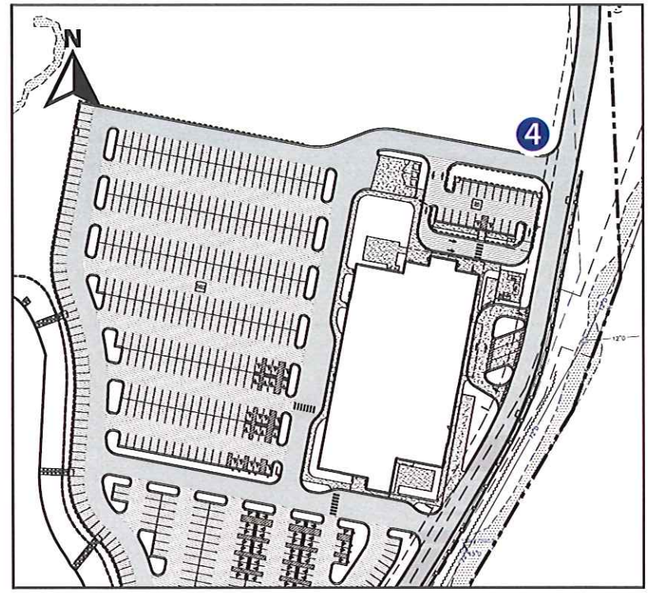
Beaumont Outpatient Campus - Livonia (not to scale)



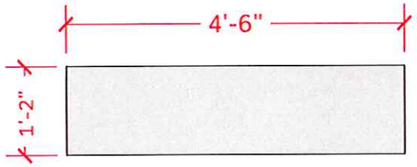

1 **SIGN 02 and 03 - Proposed Locations**
SCALE: 1/16" = 1'-0"

**Ground Mounted Monument General Notes:**

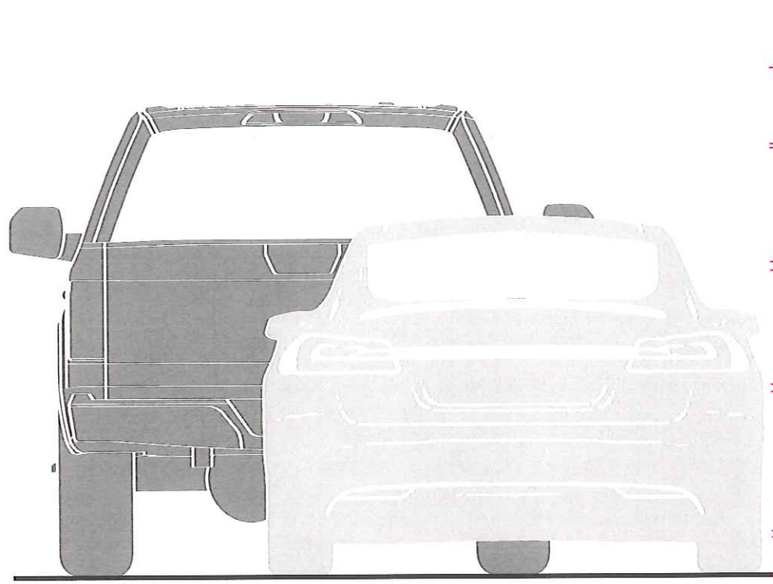
- 6'-8" High by 4'-6" wide 14" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 14" deep by 3'-6" below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

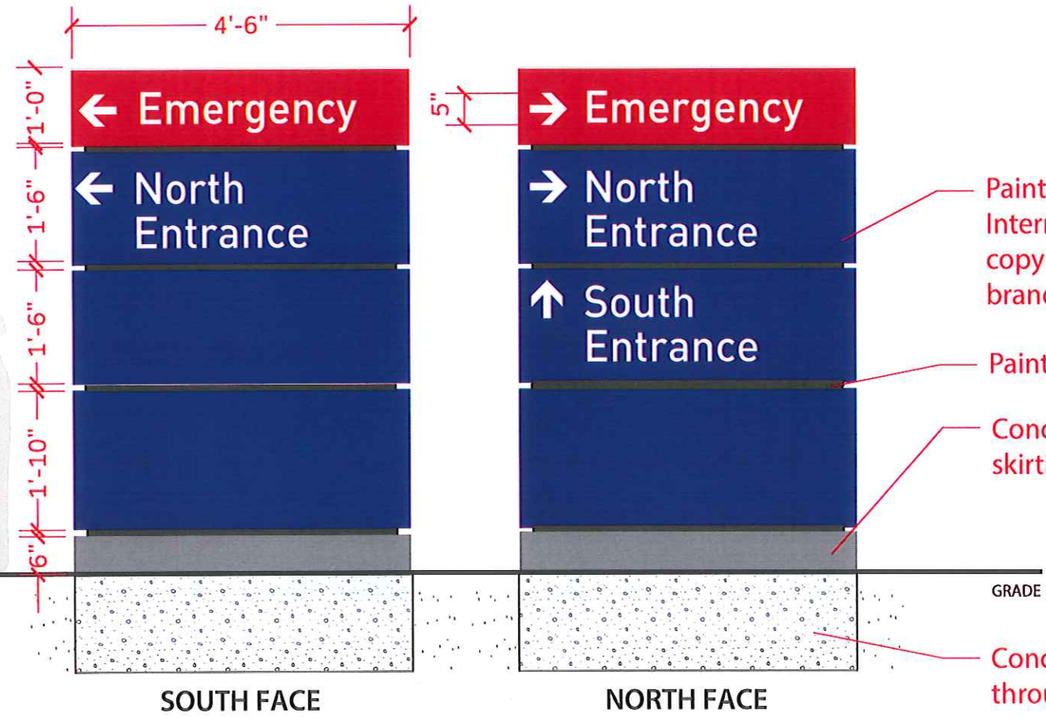



4 SIGN 04 LOCATION - NTS

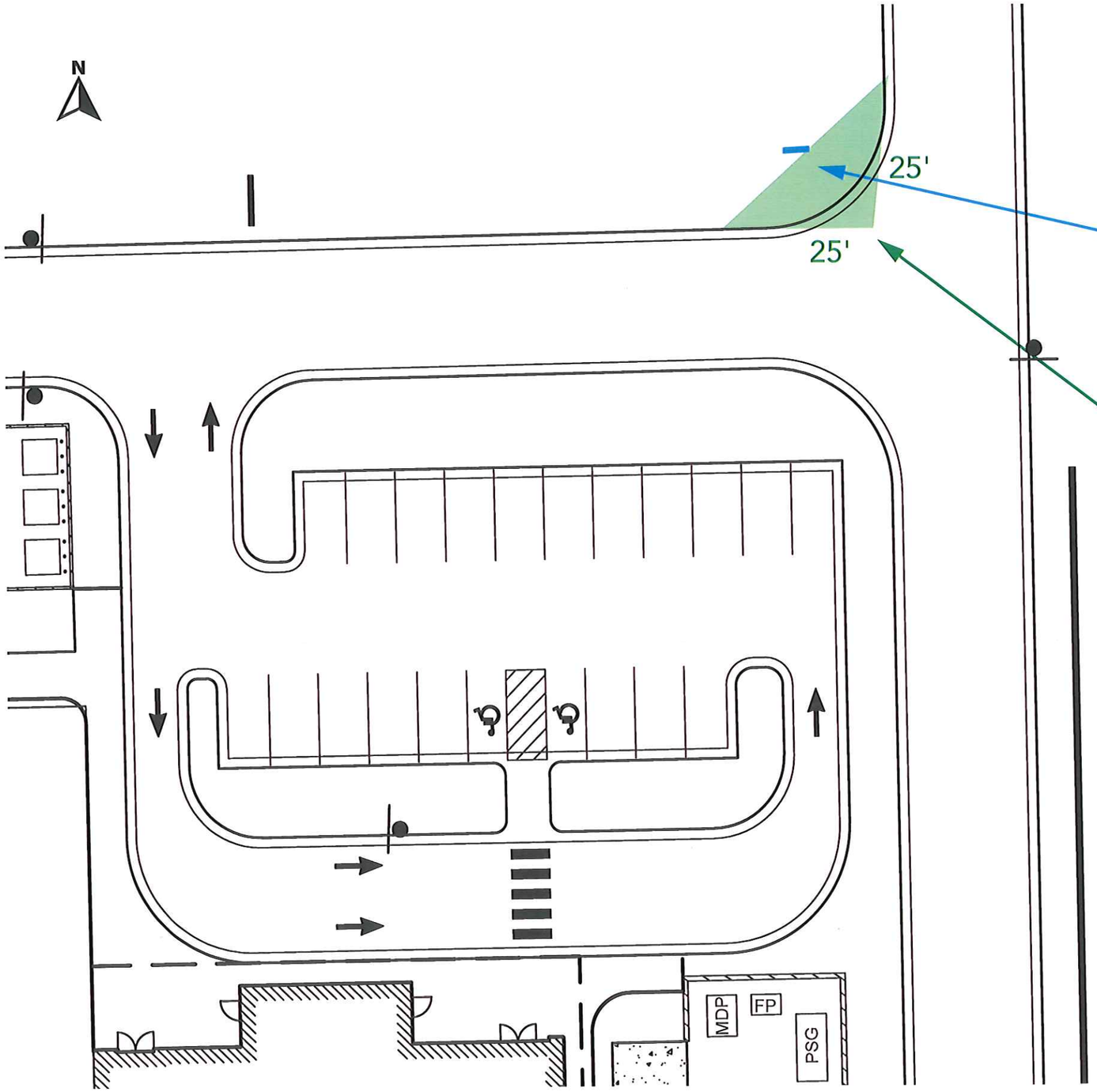



TOP VIEW






1 SIGN 04 - Directional
SCALE: 1/2" = 1'-0"




New sign
Internally Lit
4'-6" wide
1'-0" deep

Place sign 10'-0" from south curb to south sign face and 10'-0" from east curb to east sign edge

Visibility Triangle

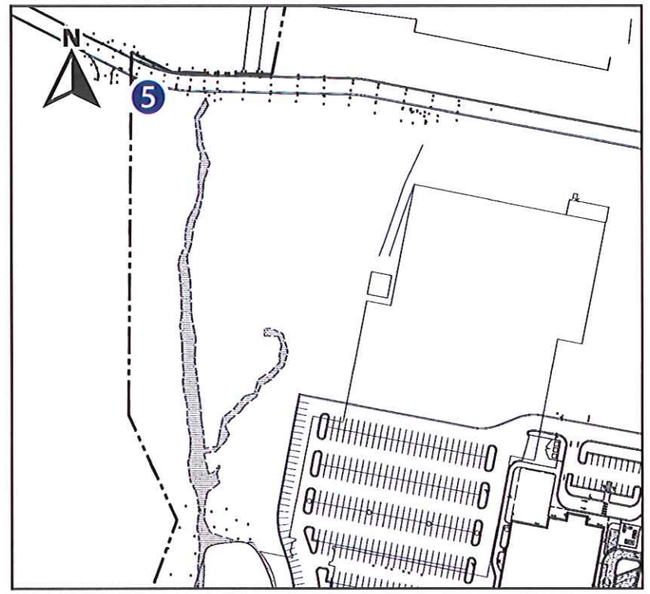
**1 SIGN 04 - Directional**
SCALE: NTS

## Sign 04 Placement Detail

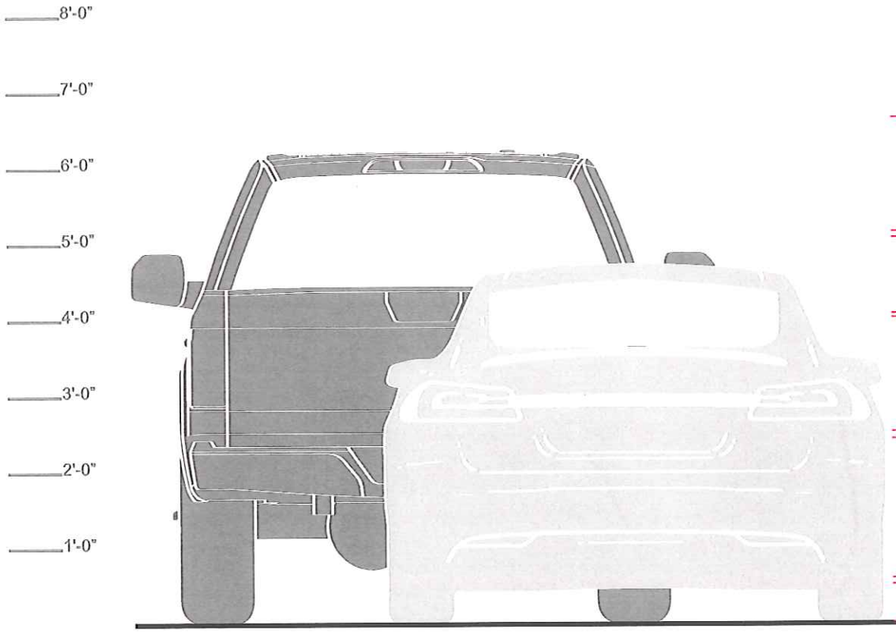
Beaumont Outpatient Campus - Livonia

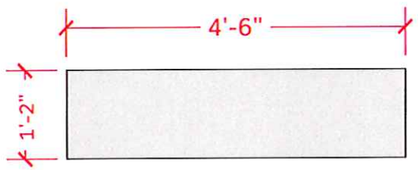
**Ground Mounted Monument General Notes:**

- 6'-8" High by 4'-6" wide 14" deep
- Electrical Requirement: 120 v (1) 20 amp circuit
- Footing 7'-0" wide by 14" deep by 3'-6" below grade plus 6" exposed above grade. Reference typical footing drawings.
- Anchor bolts for attaching sign, provided by sign fabricator

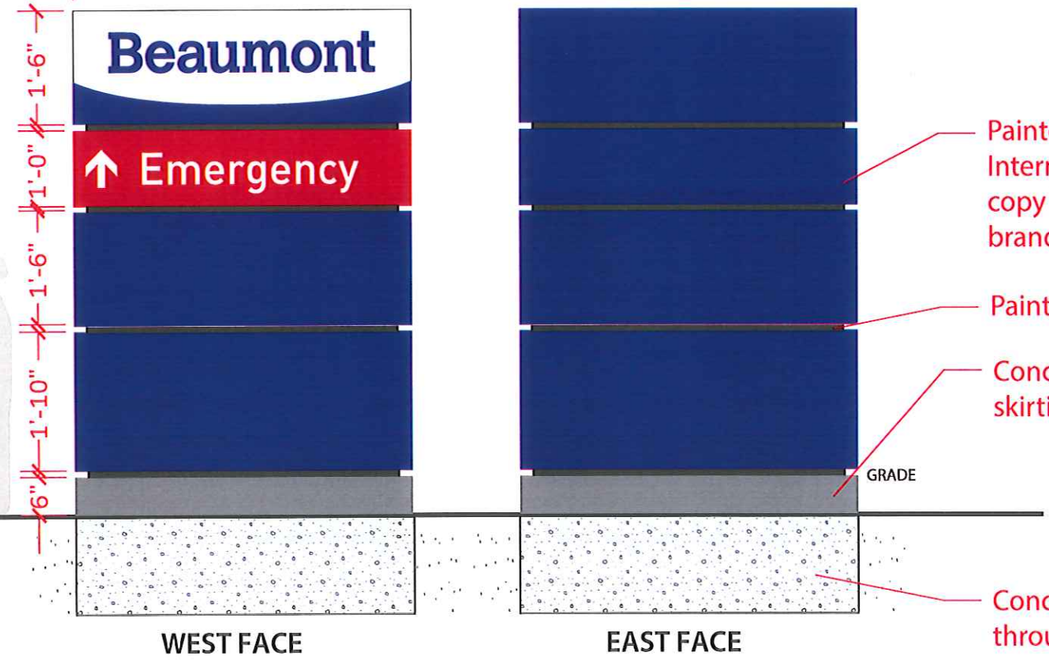



5 SIGN 05 LOCATION - NTS




TOP VIEW




WEST FACE

EAST FACE

Painted aluminum sign cabinet Internally illuminated with routed copy backed with white acrylic per brand standards

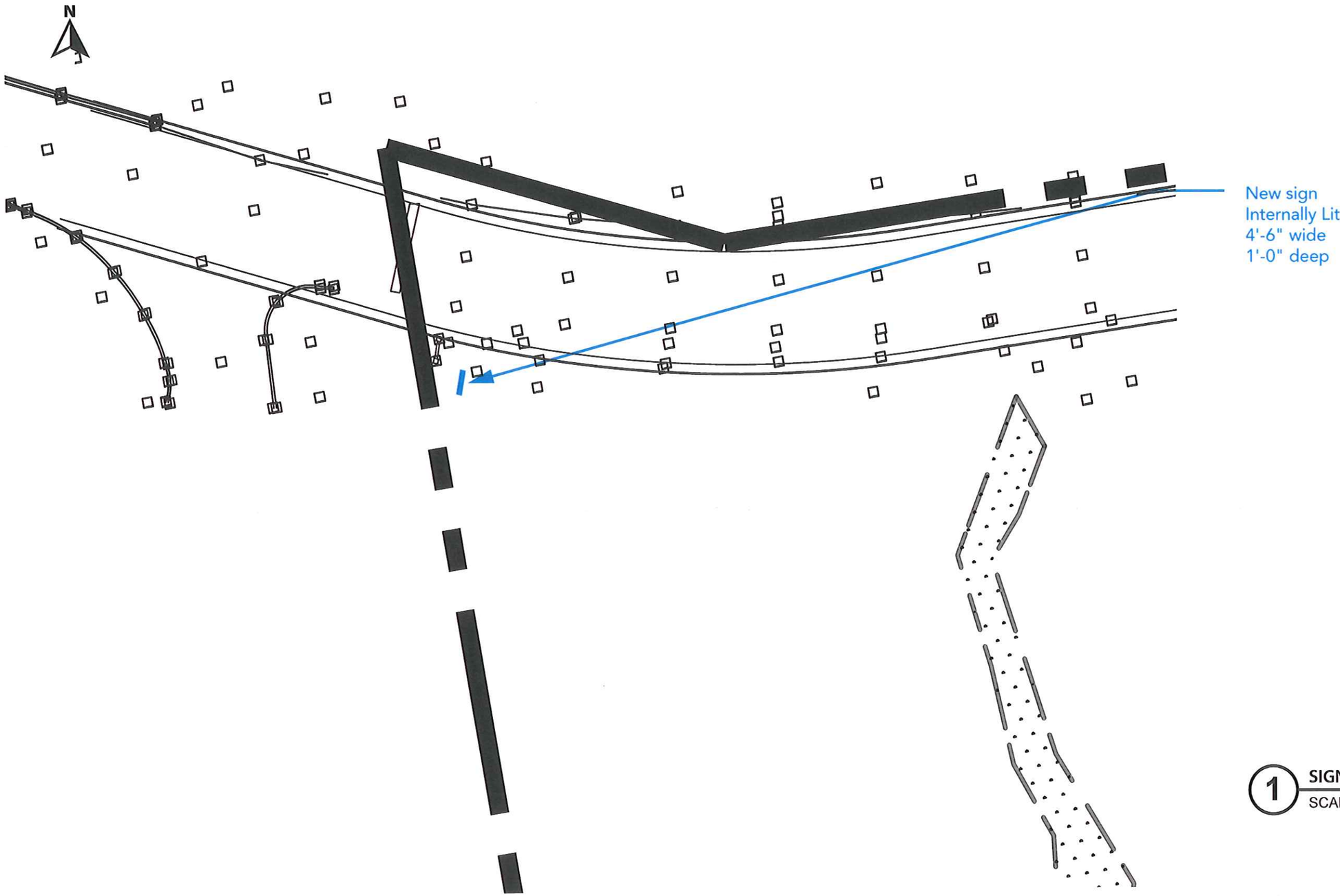
Painted reveals per brand standards

Concrete footing with aluminum skirting per brand standards

Concrete footing as required through engineering

1 SIGN 03 - Directional

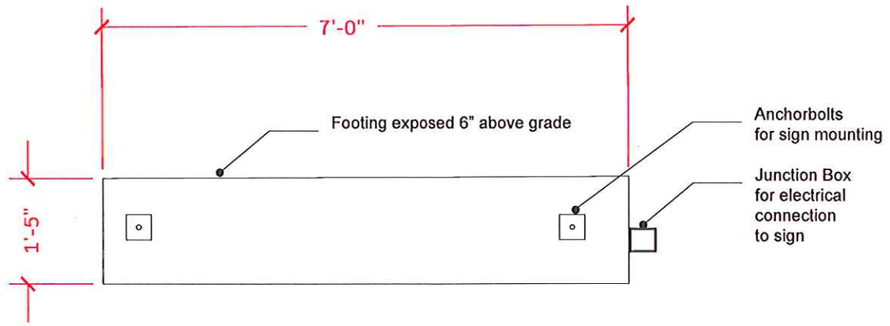
SCALE: 1/2" = 1'-0"



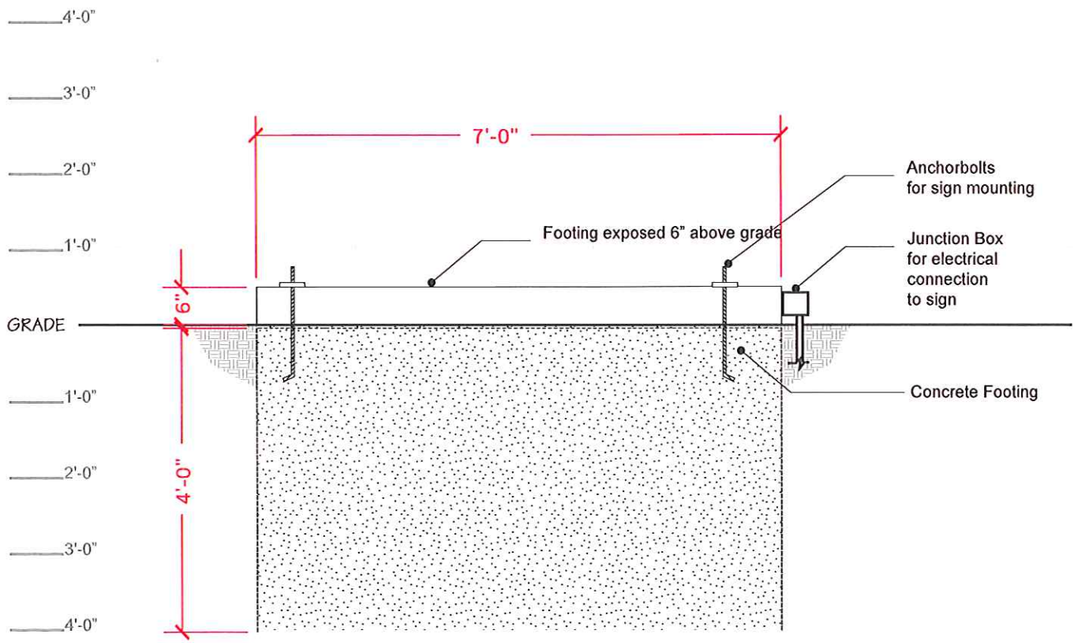

1 **SIGN 05 - Directional**
SCALE: NTS

## Sign 05 Placement Detail

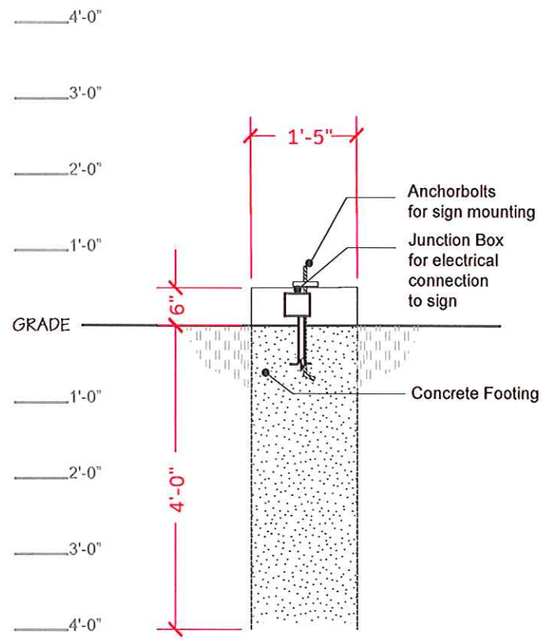
Beaumont Outpatient Campus - Livonia



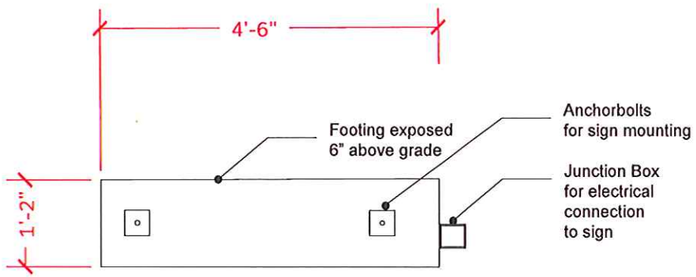

**3 TYPICAL PYLON FOOTING - TOP VIEW**
SCALE: 1/2" = 1'-0"



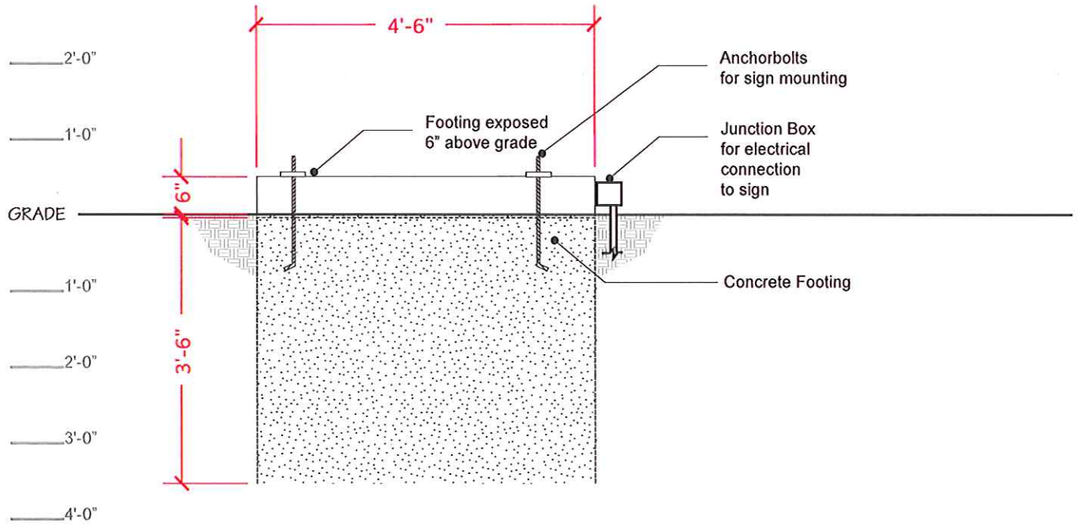

**1 TYPICAL PLYON FOOTING - FRONT VIEW**
SCALE: 1/2" = 1'-0"



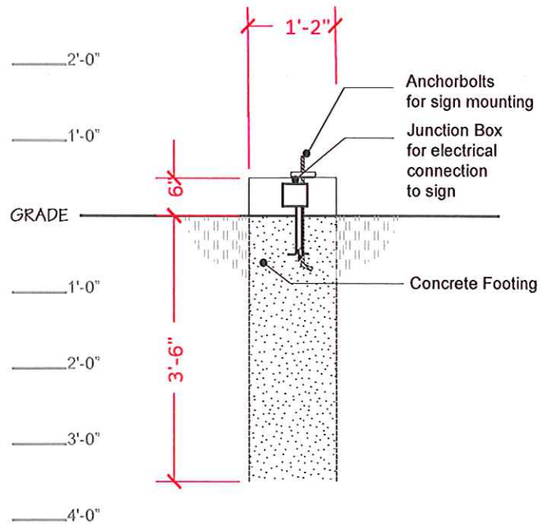

**2 TYPICAL PYLON FOOTING - SIDE VIEW**
SCALE: 1/2" = 1'-0"



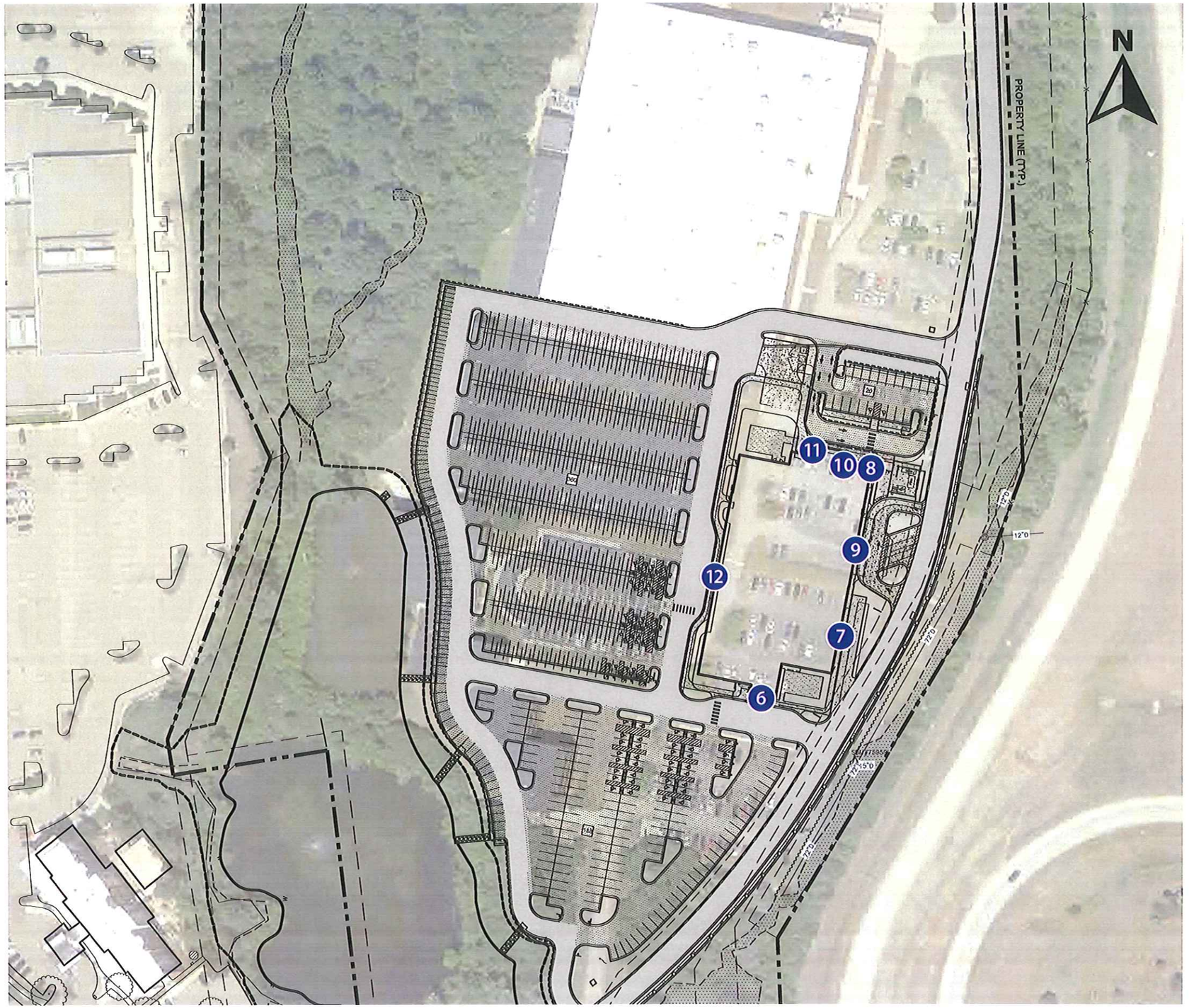

**3 TYPICAL GROUND MONUMENT FOOTING - TOP VIEW**
SCALE: 1/2" = 1'-0"




**1 TYPICAL GROUND MONUMENT FOOTING - FRONT VIEW**
SCALE: 1/2" = 1'-0"




**2 TYPICAL GROUND MONUMENT FOOTING - SIDE VIEW**
SCALE: 1/2" = 1'-0"




6 SIGN 06 - South Entrance Sign

7 SIGN 07 - Beaumont Identification

8 SIGN 08 - Emergency Identification

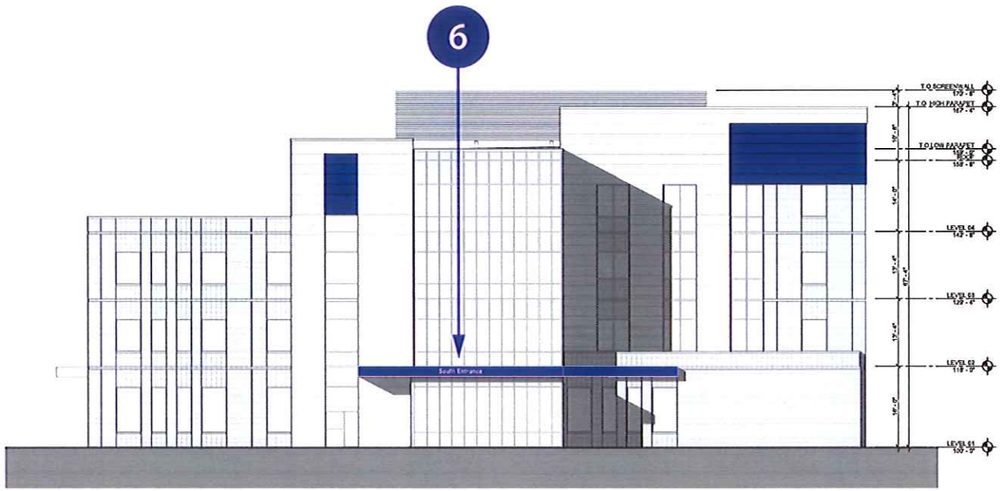
9 SIGN 09 - Ambulance Sign

10 SIGN 10 - Emergency Entrance Sign

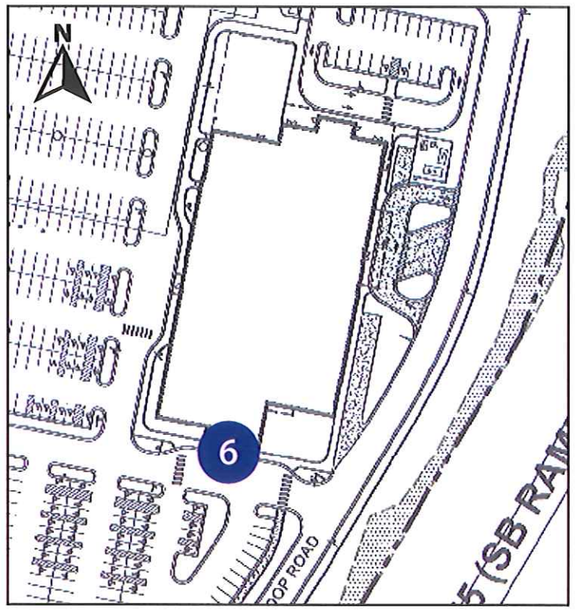
11 SIGN 11 - North Entrance Sign

12 SIGN 12 - Surgery Pick-Up Sign

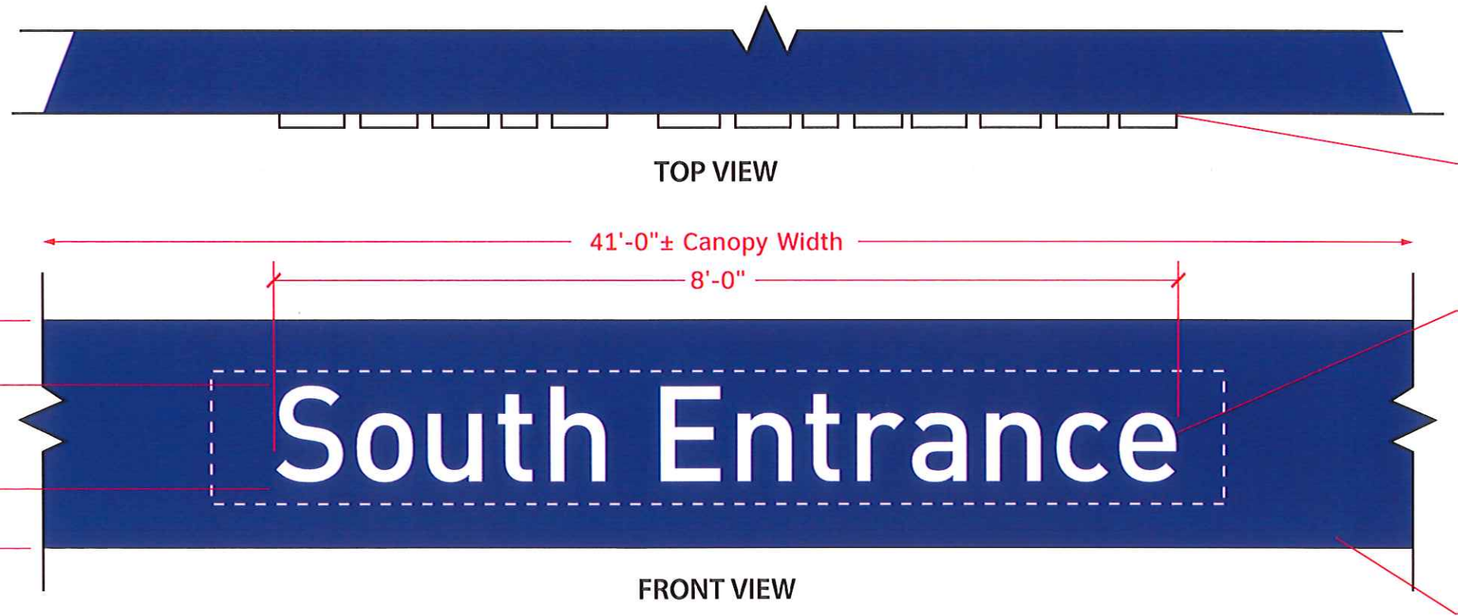
1 BUILING SIGN LOCATION PLAN
SCALE: NTS



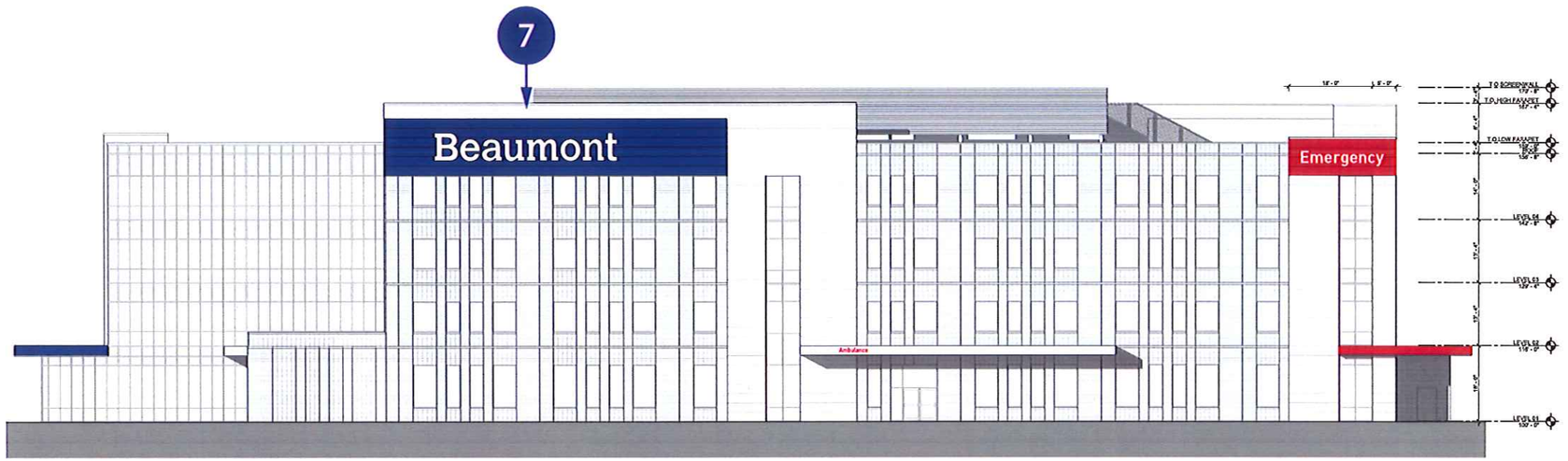

**1** **SOUTH ELEVATION - South Entrance Sign**
SCALE: 1" = 30'-0"



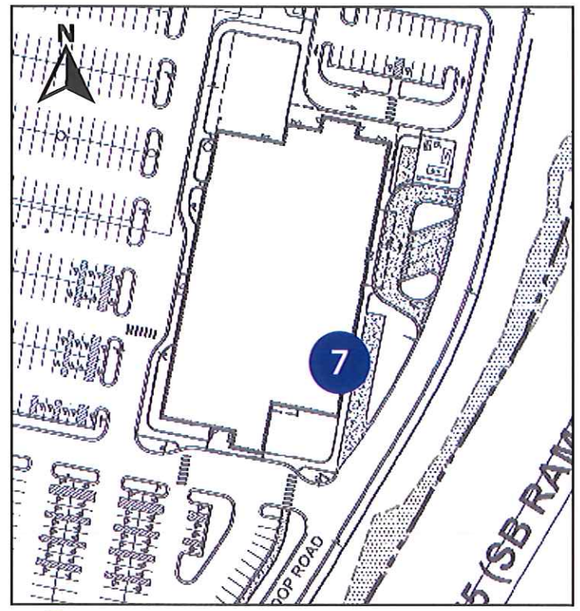

**6** **SIGN 6 LOCATION - NTS**



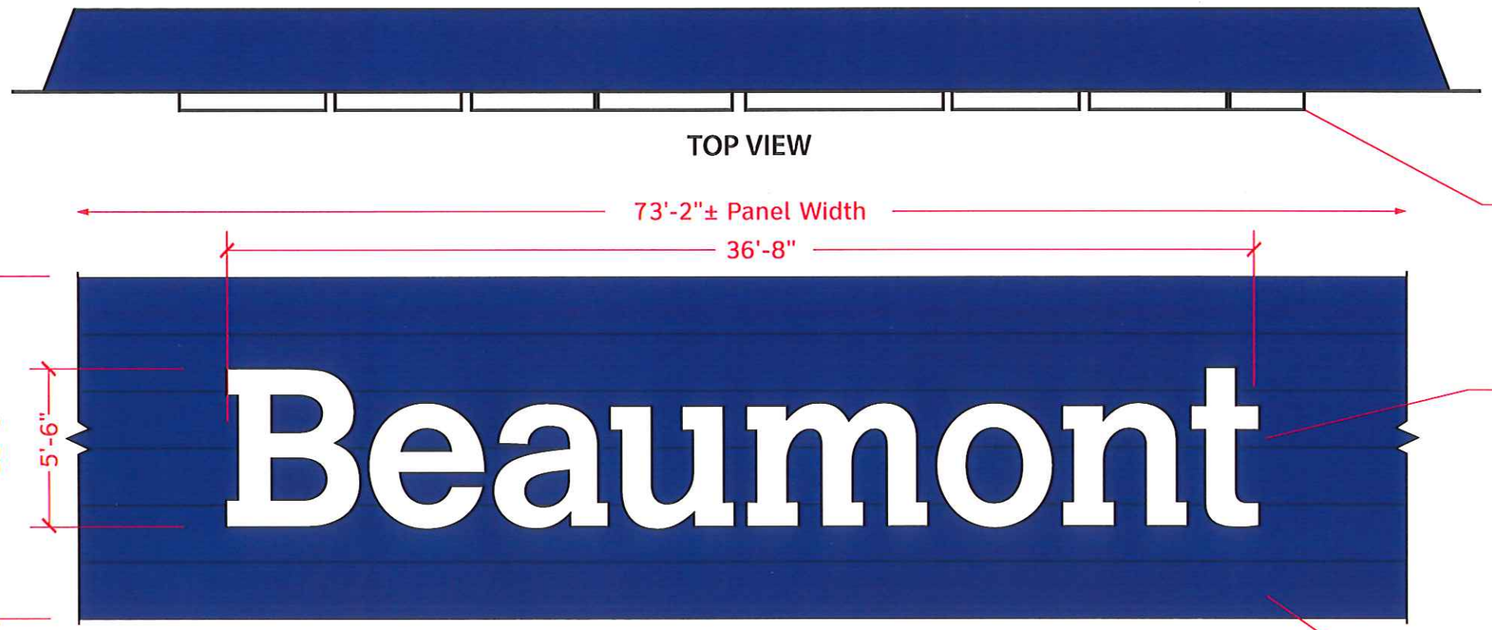

**2** **SOUTH ELEVATION - South Entrance Sign**
SCALE: 3/4" = 1'-0"




1 **EAST ELEVATION - Beaumont Identification**
SCALE: 1" = 30'-0"




7 **SIGN 7 LOCATION - NTS**



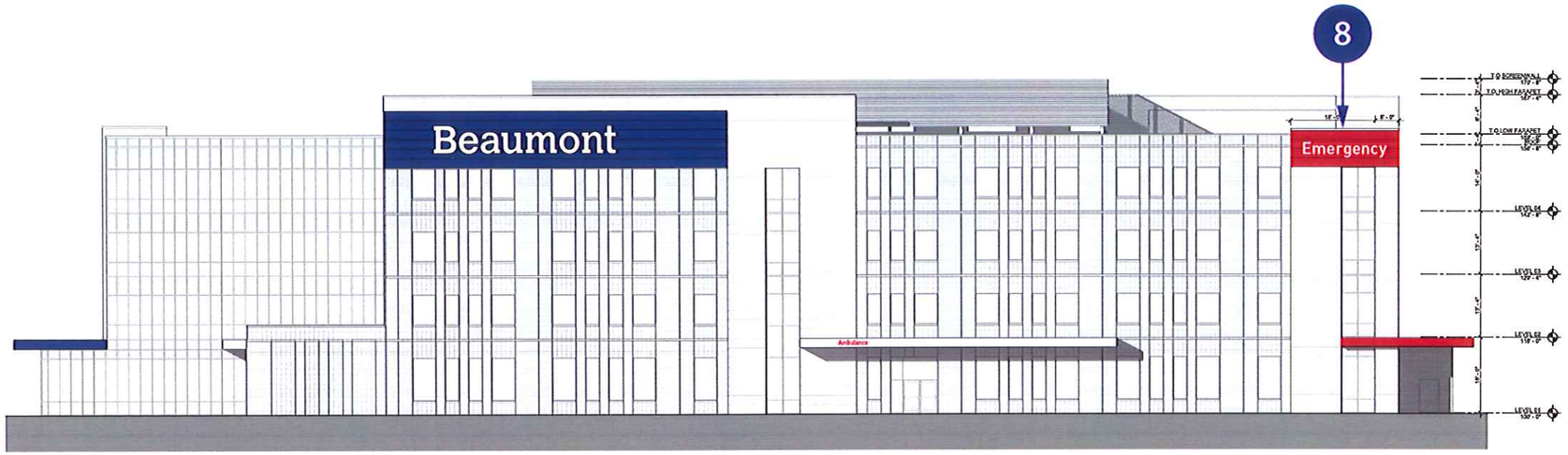

2 **EAST ELEVATION - Beaumont Identification**
SCALE: 3/16" = 1'-0"

6" return on channel letter

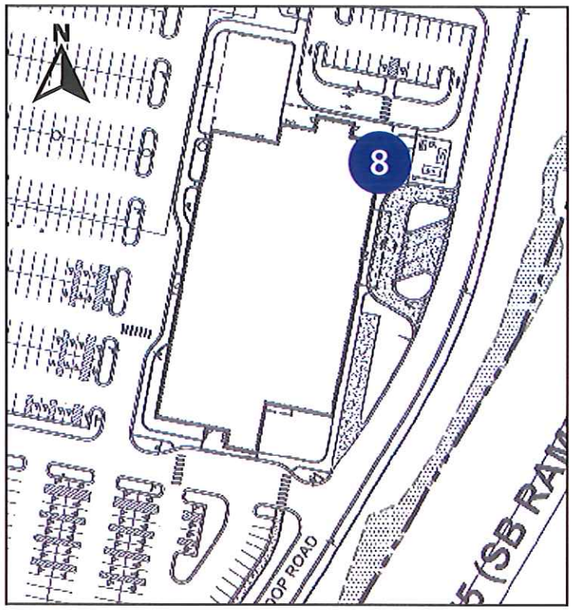
66" high cap height aluminum channel letter internally illuminated with white acrylic face, white retainer trim and white return
flush mounted to panel structure as required
Electrical requirement: 120 v (2) 20 amp circuit
Blocking requirements are dependent on architectural cladding and cladding insulation detail. Horizontal steel structure support will be provided by sign fabricator based on final engineering by sign fabricators engineer, required for permitting process.
Estimated weight 800 lbs

Architectural panel painted to match PMS 661 blue

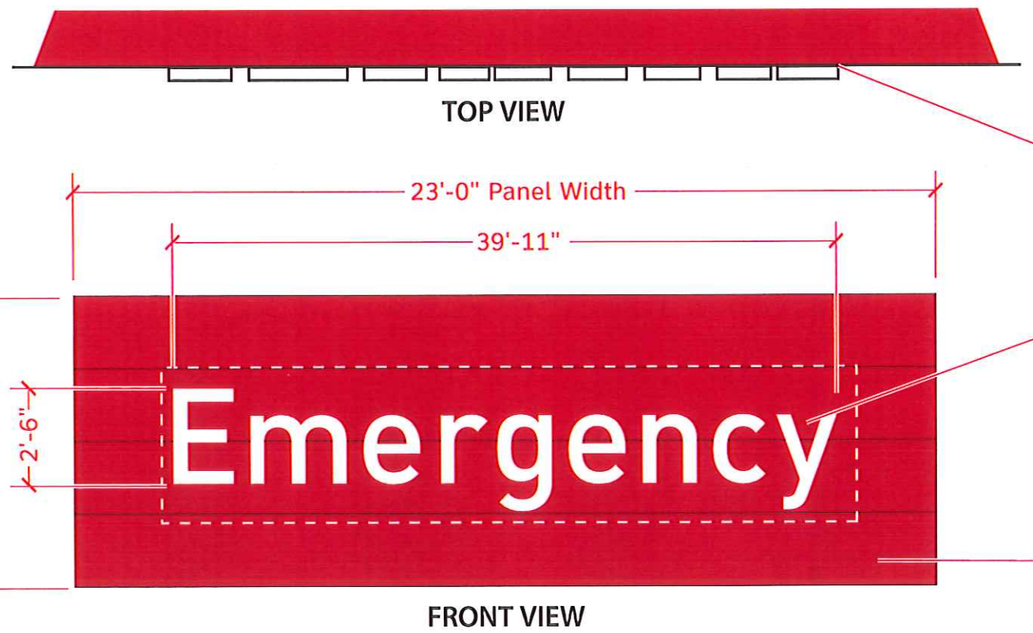
202 S.F.




1 **EAST ELEVATION - Emergency Identification**
SCALE: 1" = 30'-0"




8 **SIGN 8 LOCATION - NTS**



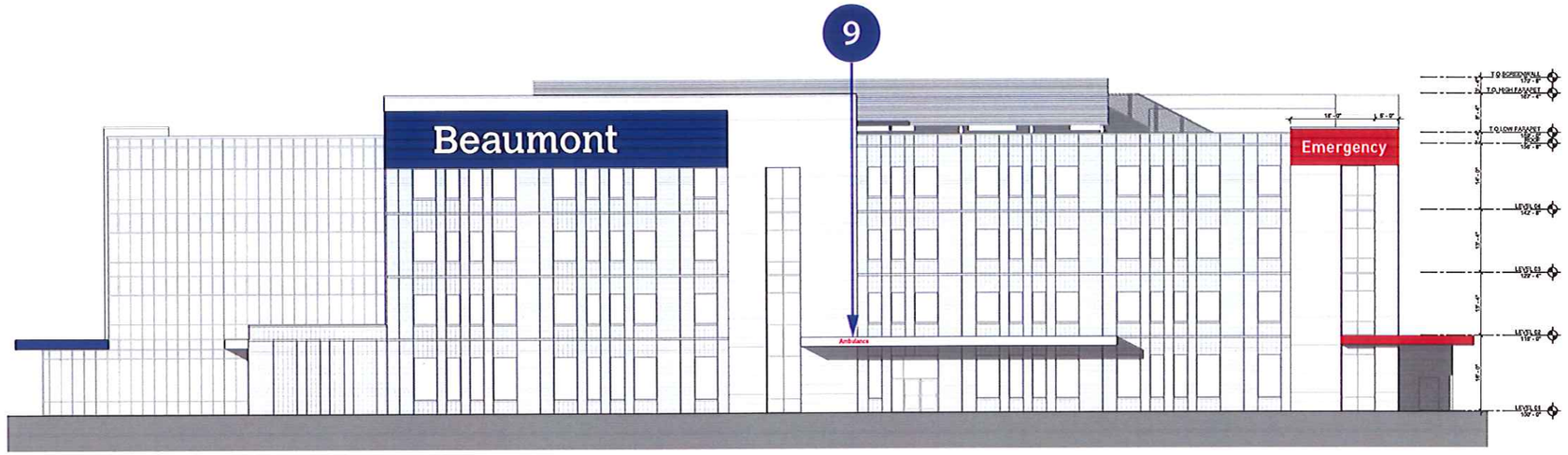

3″ return on channel letter

2′-6″ high cap height aluminum channel letter internally illuminated with white acrylic face, white jewel trim and white return flush mounted to cladding as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8″ plywood backing 3′-0″ by 42′-0″
Estimated weight 54 lbs

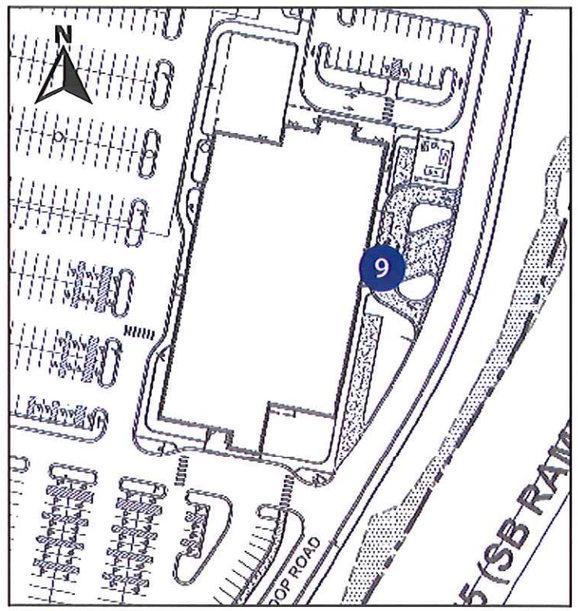
Architectural cladding painted to match PMS 186

2 **EAST ELEVATION - Emergency Identification**
SCALE: 1/4" = 1'-0"

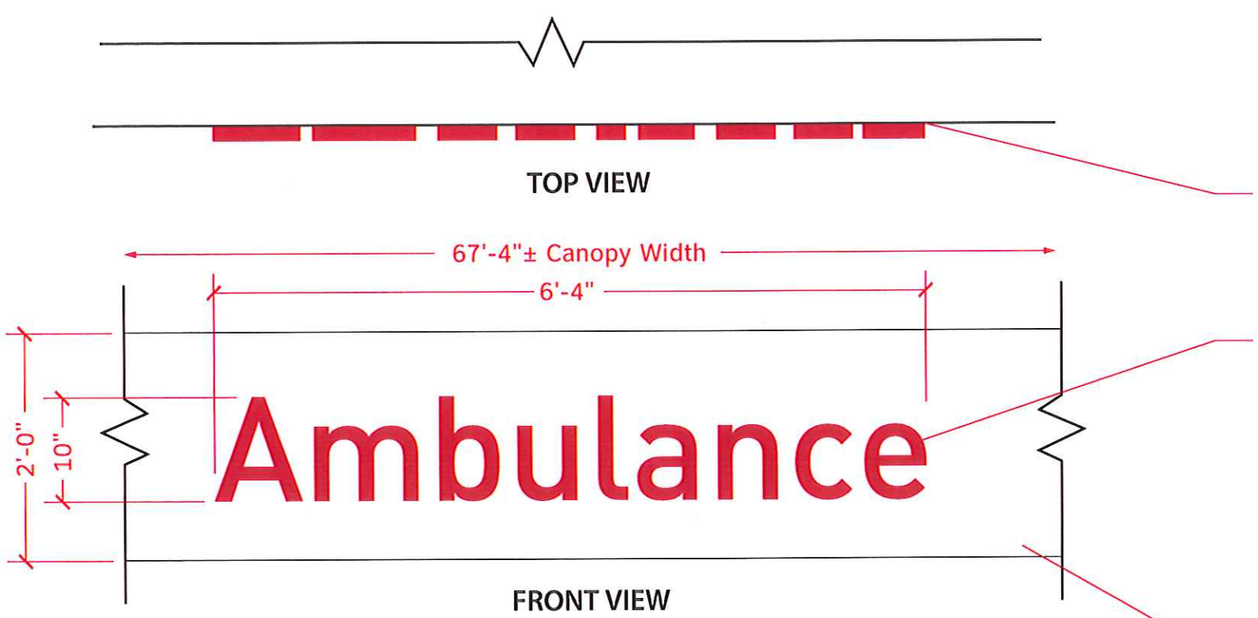
100 S.F.



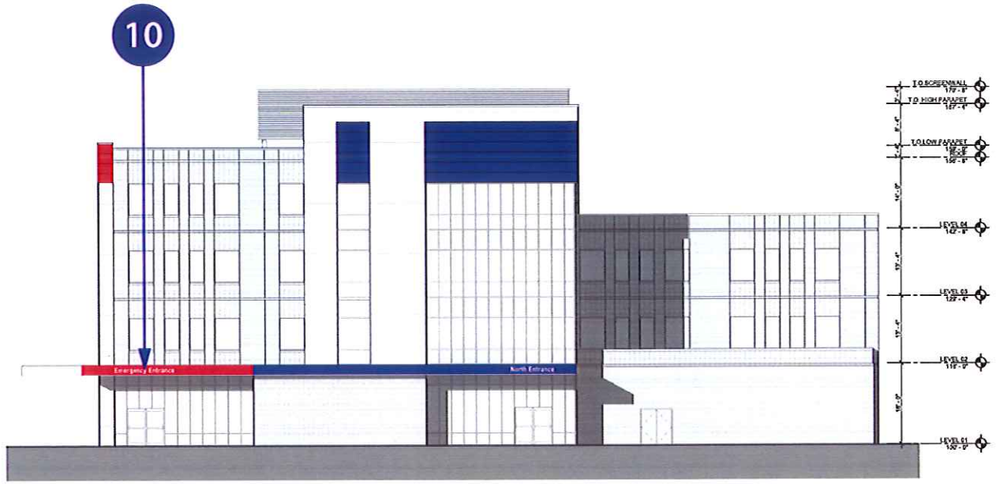

1 **EAST ELEVATION - Ambulance Sign**
SCALE: 1" = 30'-0"




9 **SIGN 9 LOCATION - NTS**

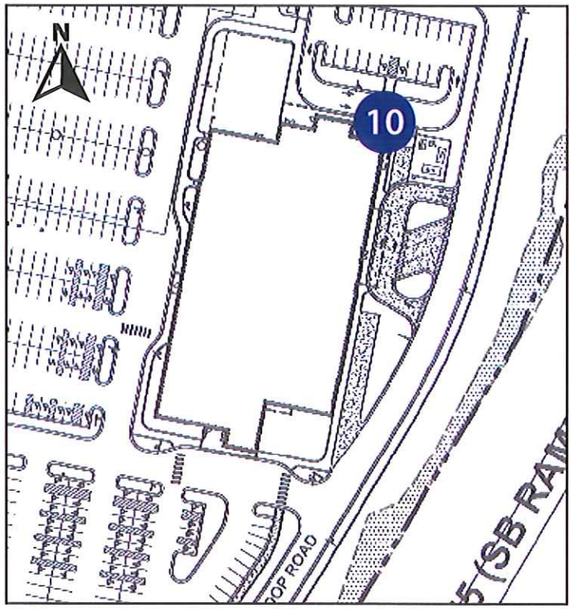



2 **EAST ELEVATION - Ambulance Sign**
SCALE: 3/4" = 1'-0"

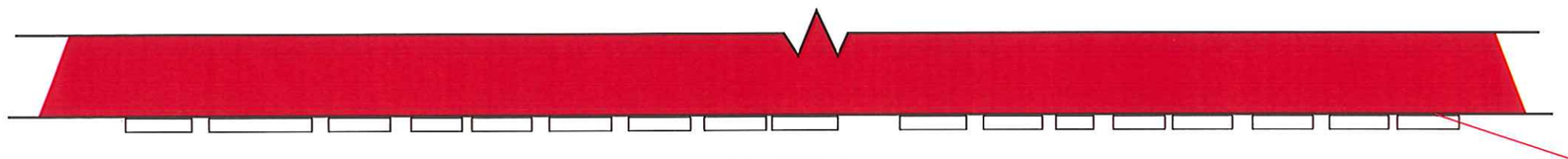



**1** NORTH ELEVATION - Emergency Entrance Sign

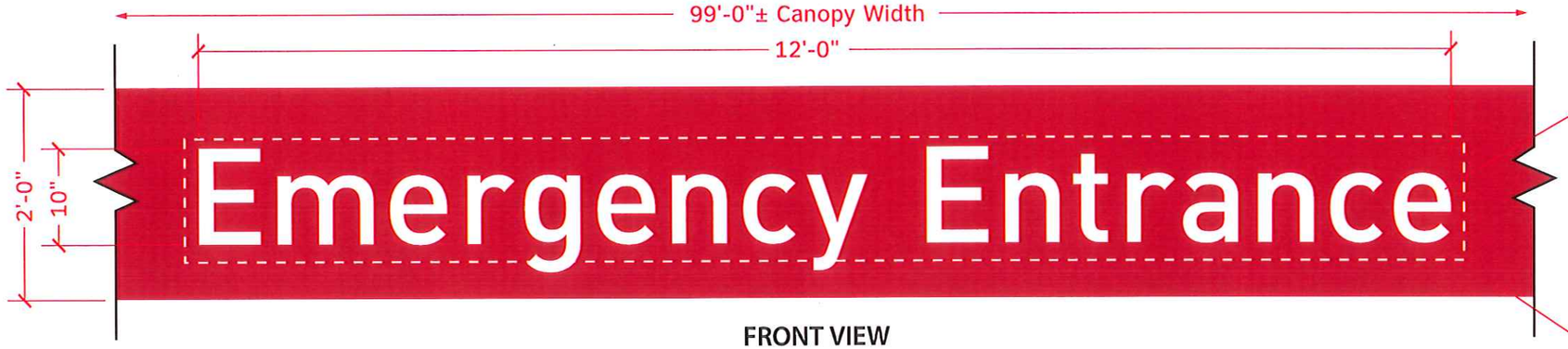
SCALE: 1" = 30'-0"




**10** SIGN 10 LOCATION - NTS



TOP VIEW




FRONT VIEW

**2** NORTH ELEVATION - Emergency Entrance Sign

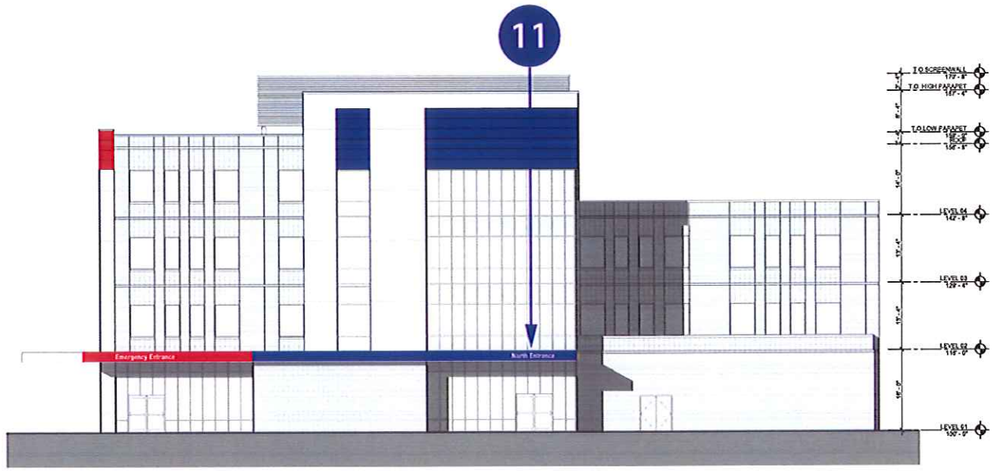
SCALE: 3/4" = 1'-0"

1 1/2" return on channel letter

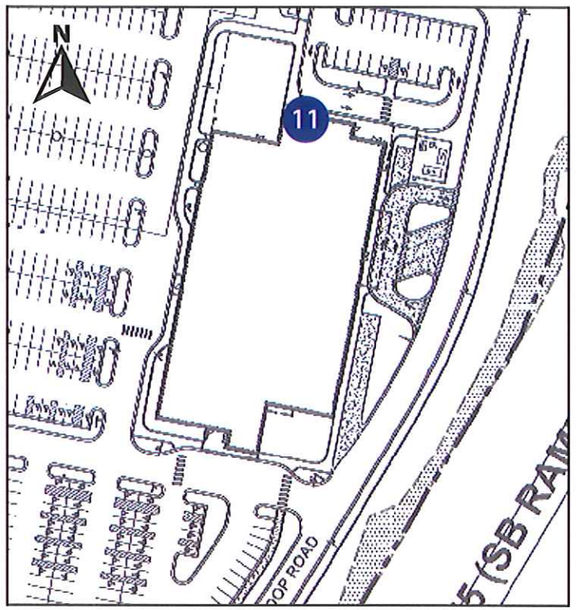
Aluminum channel letter internally illuminated with red acrylic face, red jewel trim and white return flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 12'-0"
Estimated weight 68 lbs

Architectural canopy painted painted to match PMS 186

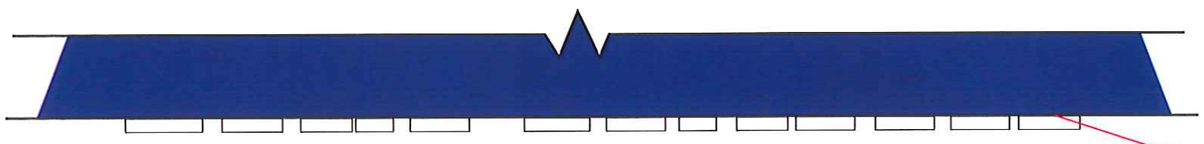
105 S.F.



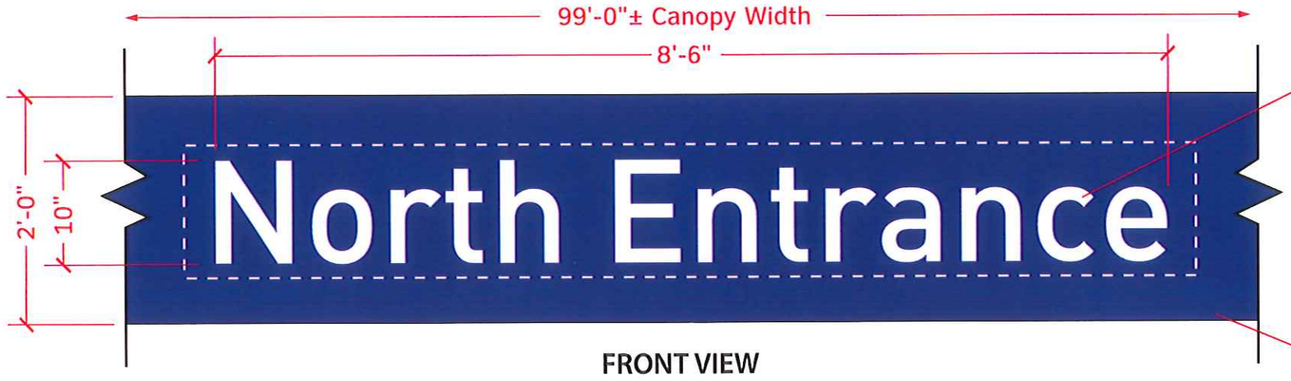

1 **NORTH ELEVATION - Emergency Entrance Sign**
SCALE: 1" = 30'-0"




11 **SIGN 11 LOCATION - NTS**



**TOP VIEW**




**FRONT VIEW**

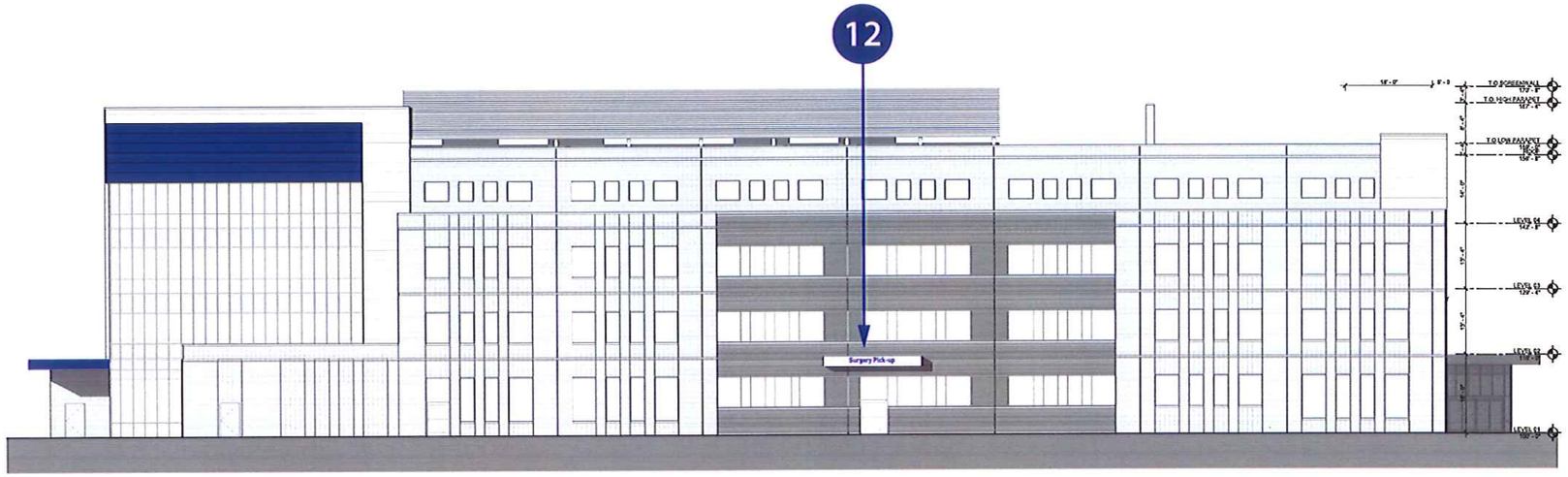
2 **NORTH ELEVATION - North Entrance Sign**
SCALE: 3/4" = 1'-0"

1 1/2" return on channel letter

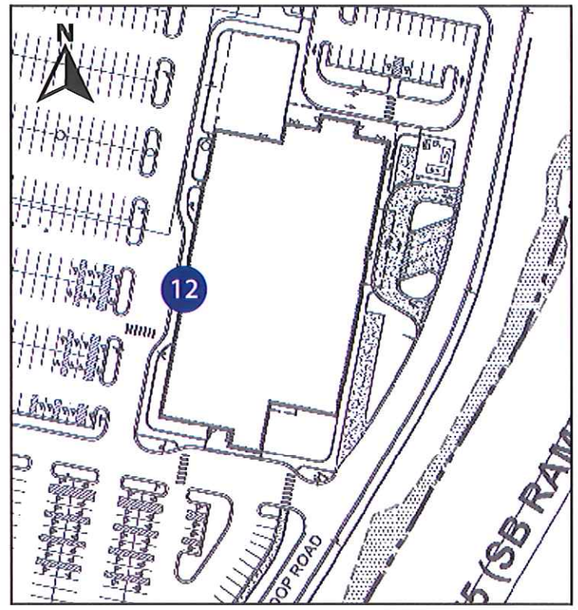
Aluminum channel letter internally illuminated with blue acrylic face, white jewel trim and white return
flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing
1'-2" by 9'-0"
Estimated weight 52 lbs

Architectural canopy painted to match PMS 661 blue

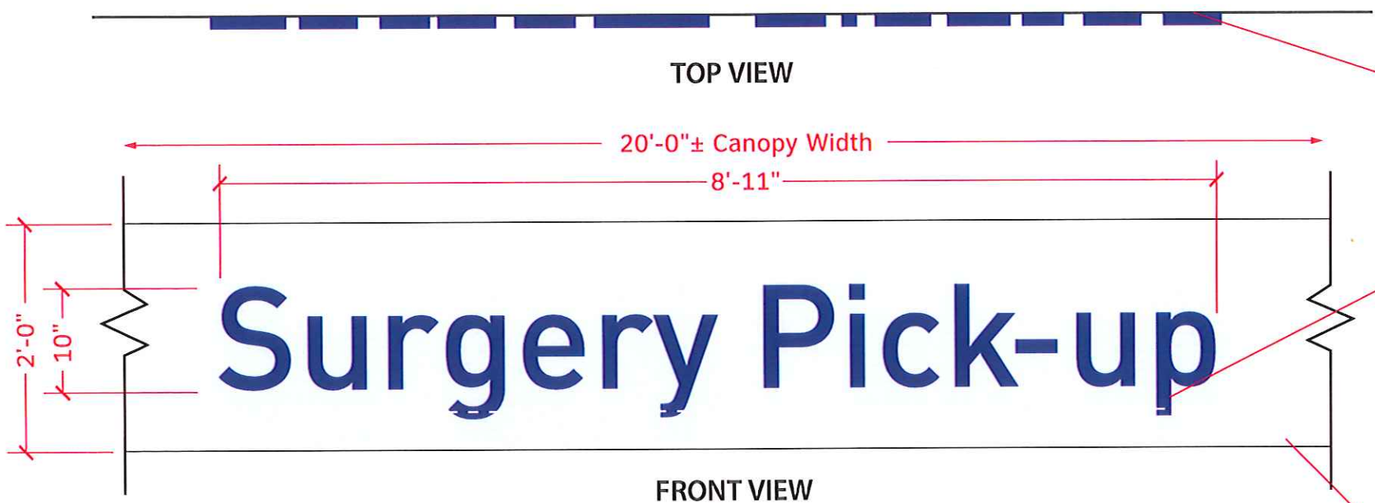
7 SF




1 **WEST ELEVATION - Surgery Pick-up Sign**
SCALE: 1" = 30'-0"




12 **SIGN 12 LOCATION - NTS**




2 **WEST ELEVATION - Surgery Pick-Up Sign**
SCALE: 3/4" = 1'-0"

1 1/2" return on channel letter

Aluminum channel letter internally illuminated with blue acrylic face, white jewel trim and white return flush mounted to canopy structure as required
Electrical requirement: 120 v (1) 20 amp circuit
Blocking requirements (dashed line): 5/8" plywood backing 1'-2" by 12'-0"
Estimated weight 68 lbs

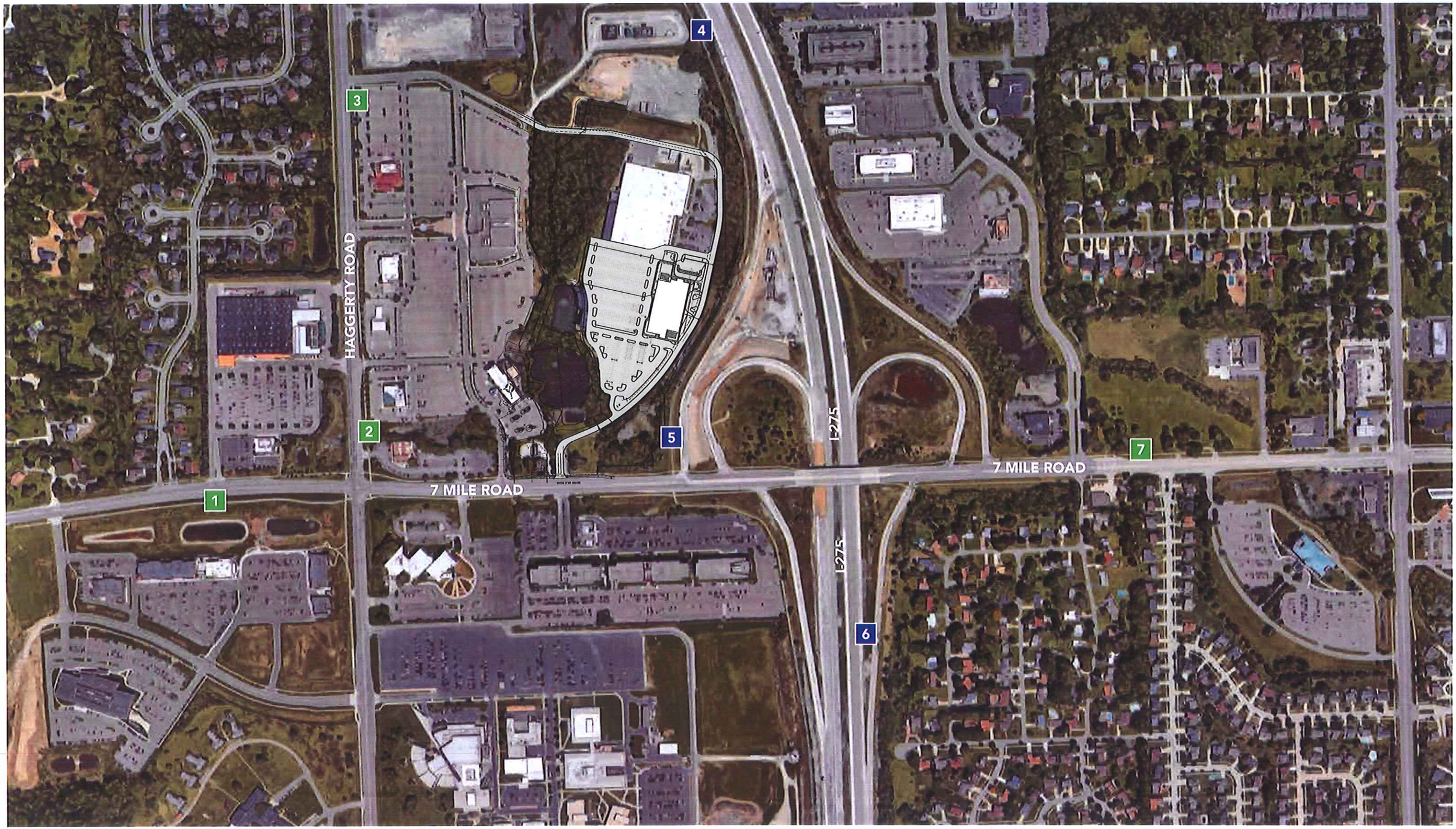
Architectural canopy painted per architectural palette

7 sq ft

## SUPPLEMENTAL INFORMATION

Approved by Wayne County Road Commission Review #R20-441

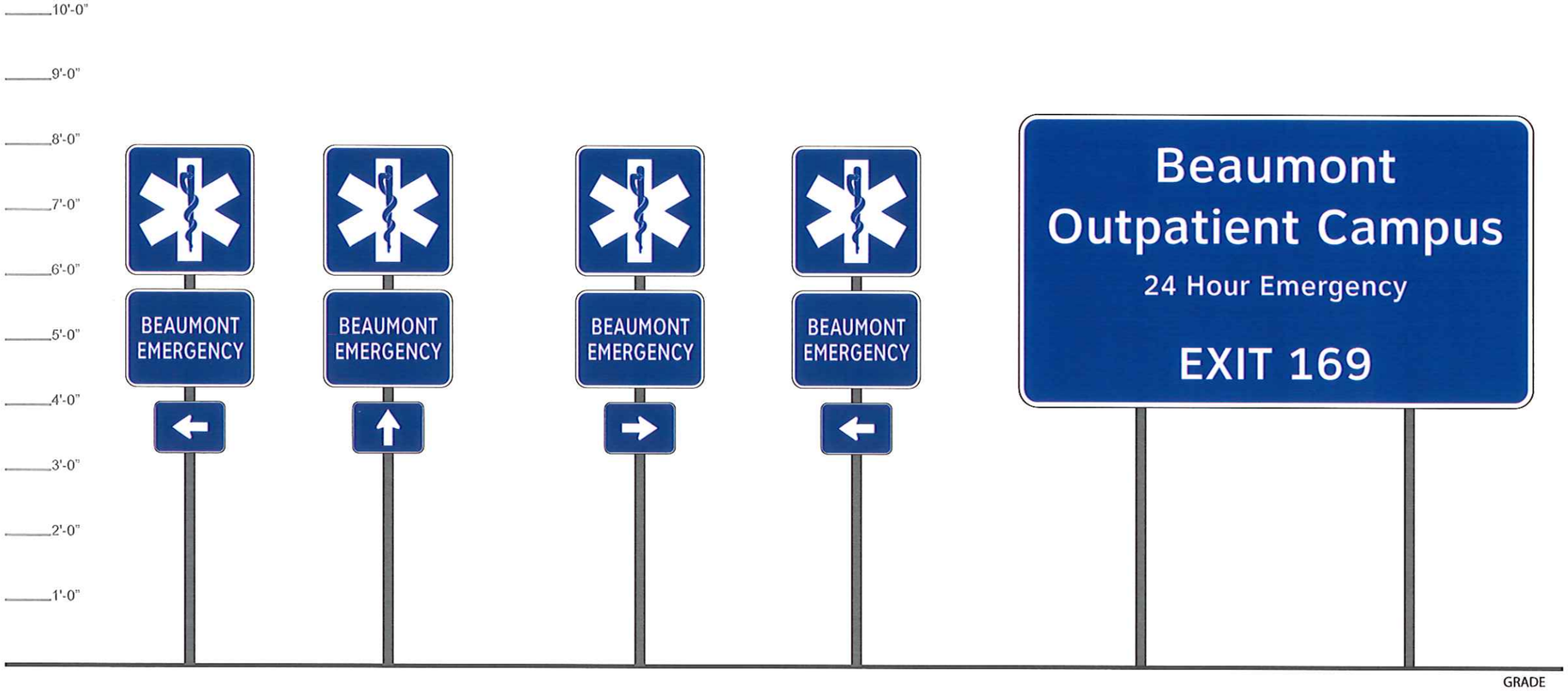
Approved by Wayne County MDOT Office Application #71042




Sign Locations: MDOT and County 1

Beaumont Outpatient Campus - Livonia

**ENTITY WITH JURISDICTION:**
Wayne County Traffic/Engineering
MDOT Wayne County Office



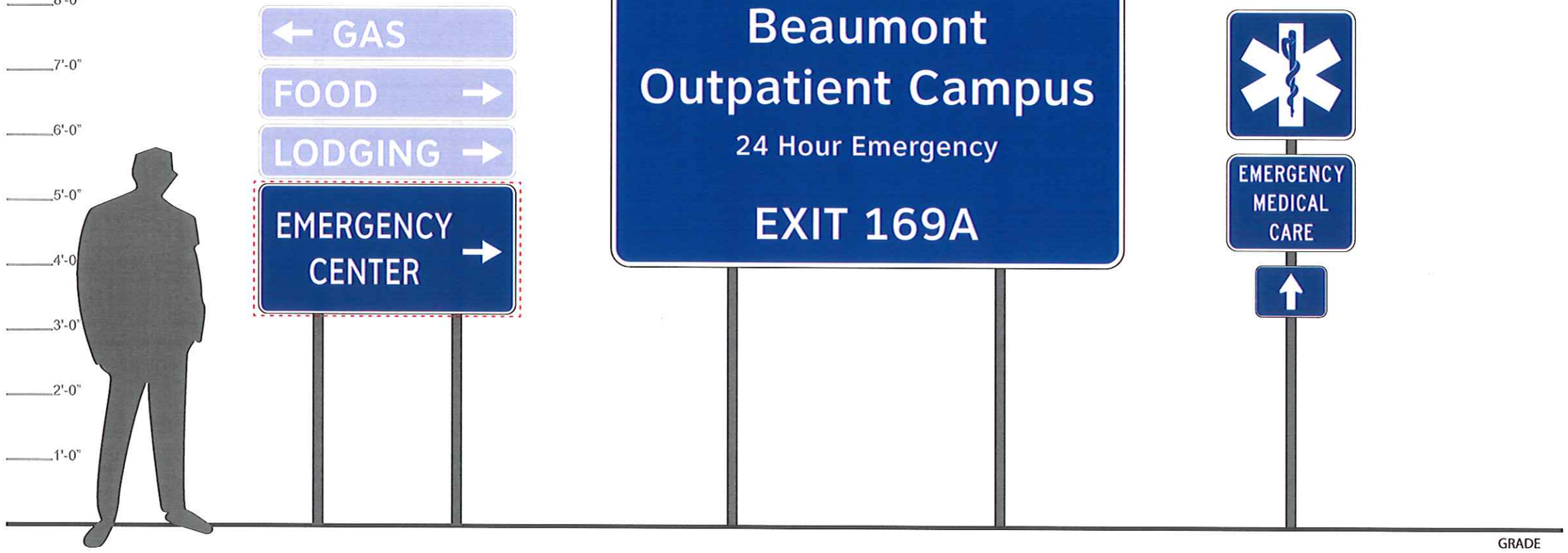

1 7 MILE EB
SCALE: NTS

2 HAGGERTY NB
SCALE: NTS

3A HAGGERTY NB
SCALE: NTS

3B HAGGERTY SB
SCALE: NTS

4 I-275 SB
SCALE: NTS




**5** EXIT 169 SB RAMP
SCALE: NTS

**6** I-275 NB
SCALE: NTS

**7** 7 MILE WB
SCALE: NTS

Aug 22, 2019
Council Meeting

**#262-19** RESOLVED, that having considered a communication from the City Planning Commission, dated May 29, 2019, which transmits its resolution #05-47-2019, adopted on May 28, 2019, with regard to Petition 2019-01-08-01, submitted by 18th Street Development, LLC, to construct a professional/medical office building located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road (39000 Seven Mile Road) in the Southwest ¼ of Section 6, the Council does hereby concur in the recommendation of the Planning Commission and Petition 2019-01-08-01 is hereby approved and granted, subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated July 3, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan identified as Sheet No. C2.20 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans identified as Sheet No's. L1.10, dated July 3, 2019 and L1.20, dated May 6, 2019, as revised, prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes and any stormwater detention basins, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That the Exterior Elevations plans identified as Sheet No's. A5.00 and A5.01, both dated May 6, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

7. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building;

8. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass, and all ground-mounted mechanical equipment and mobile MRI facilities shall be screened appropriately using masonry walls and/or landscaping;

9. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands

permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

11. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

13. That the final alignment and geometry of the access road connecting to the Pentagon Centre Entertainment Campus road shall be subject to reasonable adjustments as determined by the Planning and Inspection Departments, and the final grades, side-slopes, road elevations, utility placement, and drainage of said roadway shall all be subject to the final approval of the City of Livonia Engineering Division; and

14. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

An architectural site plan and details, identified as Sheet SPA1, dated July 12, 2019, as revised, prepared by Jeffery A. Scott Architects, P.C., re: Petition 2019-05-08-08, was received and placed on file for the information of the Council.

NEW DATA FOR
REGULAR MEETING OF
07/22/2019 - ITEM 13

Beaumont

Honorable Members of the City Council
City of Livonia Michigan

Re: Petition 2019-01-08-01, by 18th Street Development, LLC

Dear Council Members:

Thank you for the approval to add the Livonia Outpatient Care Center project submitted under 18th Street Development to your regular meeting on July 22, 2019. As previously mentioned, 18th Street Development will own the Outpatient Care Center building, with Beaumont as their primary tenant. As reflected in the submitted site plans, a portion of the first floor will be leased to Beaumont, where we will operate a Free-Standing Emergency Department (FSED). Within this letter, we would like to address the questions that arose during the July 8, 2019 study session specific to this FSED service.

We have confirmed with the State of Michigan Department of Licensing and Regulatory Affairs (LARA), that there is no licensing requirements for FSEDs. The only requirements for FSEDs come from the medical control authority and EMS services under DHHS. Basically, the medical control authority can only have ambulances transport emergency patients to a hospital with an ED, an Free-Standing Outpatient Facility (FSOF) with an emergency department attached, or a FSED that is certified by CMS as a provider-based location of an affiliated the hospital. Based on this, we will apply for our approvals as a FSED, which is certified by CMS as a provider-based location of one of our local hospitals. The approvals and protocol related to ambulance traffic arriving to our facility will be authorized and provided by Health Emergency Med Services (HEMS), the medical control authority of Western and Down River Wayne County. Until this is provided, our facility will not accept incoming ambulance traffic, as the emergency service providers follow HEMS protocols, however, ambulances will be able to come to the facility for outbound traffic (transfers).

Based on EMTALA (Emergency Medical Treatment and Labor Act), our emergency department will plan and be capable to treat and stabilize any patient that presents themselves for care. EMTALA is a federal law that requires hospital emergency departments to medically screen every patient who seeks emergency care and to stabilize or transfer those with medical emergencies, regardless of health insurance status or ability to pay. We will not turn away any patient. If a service or level of care is not able to be provided on site, the patient would be stabilized and then transferred. It is important to note that an emergency physician at a medical office building is trained no differently than an emergency physician at a hospital. All of our Emergency Department physicians will be board certified, Beaumont credentialed physicians. There will also be a variety of specialists on call throughout the building to help support the Emergency Department when specialty care is required. The overall level of support here will be much more comprehensive and higher than an urgent care.

To elaborate on the level of care we provide in our Emergency Departments versus our Urgent Cares, please reference this helpful link at https://www.beaumont.org/services/emergency/urgent-care-vs-emergency-room. With the full spectrum of comprehensive specialty care within the facility, such as Diagnostic Imaging, Lab, Mobile MRI and PET Scans, as well as specialty clinics and a surgical suite, we are confident in our ability to serve the community of Livonia with our FSED program within the Outpatient Care Center. As a testament our FSEDs being a successful model, we own and are successfully operating another Free-Standing Emergency Department in Canton, MI, and are in process of building a similar new facility in Lenox Township, MI, also in partnership with 18th Street Development. To this point, it is important that we have the proper signage and messaging to for the Community that this building does house an Emergency Center, so that in the event of an emergency and that community member or family is driving themselves, they can easily navigate to our FSED for exceptional emergency care. We have engaged a local signage consultant, and as noted at the July 8, 2019 City Council Study session, we are planning to submit our signage as a separate submittal to the City of Livonia.

We look forward to our continued partnership to serve the City of Livonia and neighboring communities, as well as working together on this exciting project. We would be happy to clarify any further questions on this topic at the City Council Regular meeting on July 22, 2019, or at your convenience in advance. I can be reached at Constance.Omalley@beaumont.org.

Respectfully submitted,

Connie O'Malley, MSA, BSN, RN, FACHE
President, Outpatient Services

Tom Kelly
18th Street Development, LLC
Vice President
tom.kelly@nexcoregroup.com

CC: Bryan Wickersham, Beaumont, Director of Ambulatory Services
Amanda Mulak, Beaumont, Sr. Project Manager
Gina Patrick, 18th Street Development, Senior Vice President Design & Construction
Kendall Ruhberg, HKS Architects, Principal

# CITY OF LIVONIA – CITY COUNCIL
# MINUTES OF STUDY MEETING HELD JULY 8, 2019

Meeting was called to order at 8:06 p.m. by President Laura Toy. Present: Jim Jolly, Brandon Kritzman (arrived 8:55 p.m.), Scott Bahr, Cathy White, Kathleen McIntyre, Brian Meakin and Laura Toy. Absent: None.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan M. Nash, City Clerk; Lynda Scheel, City Treasurer; Toni LaPointe, Director of Library Services; Jacob Rushlow, Superintendent of Public Service; and Mayor Dennis Wright.

12. SITE PLAN PETITION: Planning Commission, re: Petition 2019-01-08-01 submitted by 18th Street Development, LLC to construct a professional/medical office building located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road (39000 Seven Mile Road) in the Southwest ¼ of Section 6.

Mark Taormina, Director of Planning and Economic Development, presented this request to Council. He stated this is a revision to a previously approved site plan that was to build a professional medical office building which as everyone knows at this point is for Beaumont Health. It was on February 25th of this year that City Council granted site plan approval for what was a 4 and a half story building located at the north end of the property. And under that original plan the existing office and industrial building was going to remain as part of the overall redevelopment of the site and that would be used primarily as a warehouse. The reason this item is back before the Planning Commission is two-fold: one, is because the Petitioner, 18th Street Development, as well as the main tenant, Beaumont Health, have made substantial changes to the plan and they are also bringing back to you the callback item, which was the design of the building, so we will be reviewing both of those items this evening.

So the new plan shows a slightly smaller four-story building that will be built near the center of the site and would replace the existing office and industrial building which would be completely demolished. The north end of the property where the building was originally proposed will be left vacant and that would be retained by the owners for future possible development.

The gross floor area of the new building is 134,400 square feet, so it's slightly smaller than the original building which was 160,000 square feet. The building again is positioned in the center of the property, it's in an area which is currently the main parking lot, which lays just east of the existing A123 office building. At the closest point the building is about 104 feet from the I-275 off ramp. Customer and employee parking will be mostly on the west and the south side of the building

where the nonemergency entrances are located and then the emergency drop off is located on the east side with additional parking located on the north side of the building as well as some of the building's other support services which are on the east and north sides and this would include the receiving area, the ground mounted mechanical, as well as the mobile MRI unit as well as the trash containment area. All of these elements would be screened using a combination of both masonry walls as well as landscaping.

As with the previous design, the new road that would run parallel to the expressway on the east side of the site as well as on the south and north sides where it would connect and provide access to both Seven Mile and Haggerty Roads. The alignment of the road is very similar to the previous design; however the latest plan shows a road avoiding the historic Orson Everett property altogether. The new alignment moves the road further to the north and completely onto the Pentagon Center Entertainment Campus property. This has the benefit of not only eliminating any impact to the historic property, but it also increases the separation from the signalized intersection and hence improves the turning movements as well as the stacking distance for vehicles that are waiting at the light.

The plan also resulted a net zero displacement of parking on the Pentagon Center. So, you're looking at a plan that differs in a number of respects from the one Council looked at a few months ago. Not only is the building smaller and repositioned on the site, the existing building being demolished in its entirety but also how this site accesses Seven Mile Road is slightly different. Originally they were showing that road going through the north end of that historic property which they have an option to acquire. That road has now been moved further to the north; it avoids any impact to the historic property. All signage would be located off site and there would be no impact to that site. That was something that they've been working on for several weeks with the owners and with the association of the Pentagon Center Entertainment Campus.

Parking, there are 281 parking spaces that are required for the clinical office which is the medical component. Another 346 spaces for the physician office or the general office. An additional twelve spaces needed for building support and amenity. Overall the parking required by Code is about 639 spaces. This site plan shows 568 spaces, so there is deficiency of 71 spaces. This is similar to the plan that was presented to Council earlier. The Petitioner is very confident that the parking that is needed by industry standard is roughly 560 spaces, so they feel confident that the amount of parking being provided on the site is ample for what is required.

Altogether new landscaping plan as it effects the parking areas. Additional landscaping details are provided for some of the off site improvements. The Loop Road as well as the changes that would occur on the Pentagon Center Entertainment Campus.

With respect to the building elevation plans, the architect is here and I'll let Kendall describe these in greater detail. But the building is predominantly a brick and metal panel design. Again, it's four stories so it's slightly lower than the design you looked at a couple of months ago. There aren't details on signage at this point, that is something that will have to come back for further review. The Planning Commission is recommending approval of the plans as submitted.

President Toy opened the floor for questions from Council.

She then asked Taormina if this complex would house overnight patients, and he responded that the Petitioner will reply to that question.

President Toy called the Petitioners to the podium.

Tom Kelly, 1560 Market Street, Denver, Colorado, came to the podium and stated it is a pleasure to be in front of Council once again. He stated this will be an outpatient facility so while there is an emergency department, it's a 23-hour stay. So just to give you a little context from where we were to where we are now and the why, as Mr. Taormina mentioned, Beaumont Health is their partner on this deal. We are a true partner in this deal. Beaumont owns the land and they're going to do a long term ground lease, 18th Street Development. They will develop, they will own the facility but Beaumont will be the anchor tenant. Fifty percent of the tenancy will be independent physicians. The reason why they ended up switching from originally keeping the A123 building to where we are now, was Beaumont had certain needs from a warehouse standpoint that they were able to solve outside of this property. This solution offers a much better patient experience without having that building there and centrally locating our facility right in the middle of the property. So they're very pleased to be able to come forward with that.

The building has shrunk in size, they've been able to advance their planning with Beaumont's departments and really right size the building, so we're confident that this is what the building size is going to be both from Beaumont's perspective as well as what the market will be able to bear with the independent physicians. We have some plans and his design team is present to answer any questions.

In regard to the new circulation, they have been working very hard with the Pentagon Association as you know, AMC Theaters, Hyatt, restaurants, these are corporations, a lot of cats to herd. They've worked with the historic preservation commission and some of them are present here, very pleased that we're able to come to terms and a mutual understanding with the Pentagon Association so that we do not have to affect the historic building or the land whatsoever. We still have to come to some business terms with the Pentagon Association but we're putting these plans in front of you because we have a plan that they've agreed upon in principle and this is the intent of the property and moving forward.

President Toy asked if there are wetlands on the property and Kelly responded yes, and that they're trying their best to minimize any wetland impacts. They've been working with a wetland impact consultant throughout the various stages of their planning efforts and this is the most minimal impact that they've been able to come up both from a historical preservation as well as from a wetland perspective.

Councilmember Bahr asked if there is an entrance directly off of Seven Mile Road and Kelly responded there will be coming off of Chippewa Street, where the existing signalized intersection is. Bahr clarified it's the road that goes by the high place in the theater, that's the one way in and Kelly replied yes.

Kelly went on to say the existing A123 road access that comes to Seven Mile will go away.

Bahr then asked with the parking, Mr. Taormina said something about the industry standard for something like this being 560 spaces, and Kelly replied yes. Bahr stated the parking requirements can often be excessive and he cited the Providence Center at Seven Mile and Newburgh which he feels is one of the poster children for a parking lot that is way too big. 538 spaces quite frankly sounds like a lot and in looking at the plans it looks like one big sea of parking lot with a beautiful building, and asked Kelly how many parking spaces he thinks is needed and if not, are the parking requirements limiting what you can do with the development of the building.

Kelly replied that they develop throughout the country and they partner with some of the largest healthcare organizations and parking is very important, to get it right it's important to have it well circulated around the building, not just from a parking count perspective. So what this plan incorporates is what we think is the right balance of where the parking is located, we have two entrances within the building, one on the north, one on the south end. But also from an overall parking count perspective, yes, there's going to be just under 300 employees within the building. It's going to be a healthcare facility, as you know, even from an outpatient perspective, you're going to have family members that are going to be accompanying. Somewhere in the 4.5 per 1,000 to 5 per 1,000 of rentable square feet is really where they need to be. It's not just from a long term quality standpoint for the patients and the employees within the building, but also quite honestly from a financing perspective, to be able to be consistent with industry standards. The last thing we want to do is overpark, it's just money that's thrown away and more that we have to maintain. So this right in the sweet spot of where we think it's going to be for the short and long term of the building.

Bahr then said if they are comfortable where it is the parking relative to the ordinance is not an issue to him. He then asked the lot that they're keeping available to the north for possible future development, is that something that the parking that you're getting here, do you anticipate parking being an issue with putting a building there in the future.

Kelly replied no, they believe there's ample land for it to be a self-sustaining development, whether it's a healthcare facility or any other facility, they have no plans for what that future may be right now, they'll see how this project goes. They may end up looking at this as a land hold, I don't know, to be honest with you, but there are no plans for what that future may be but there is ample land for that to be, its own parking and its own development.

Bahr then stated he had no further questions but thanked the Petitioner for the work they put into this project since it was last before Council and taking into consideration so many of the concerns that were expressed at that time.

Vice President Jolly thanked the Petitioner for the many value added improvements that were made to the plans. He then asked about the emergency department that the Petitioner referred to earlier and asked him to clarify what that would be in practice for a couple different reasons. He then asked when he said the Emergency Department at a building that is branded with one of the most prominent hospital names in the area, will there at some point be anything misleading about saying that, is this going to be a full service emergency department or is it actually going to be like an urgent care kind of facility. Can you provide some insight into what that might be because I would hate for somebody who needs a full emergency room to go to a facility marked as a branded hospital and not be able to get the service that they need because they might only get that shot once.

Kelly replied in terms of the overall flow from the ambulance 911 perspective, they'll all understand the trauma levels of what each emergency department within the County and within the City is able to provide. So this will be a lower level trauma facility, something that may be more like a broken bone. If somebody is having a heart attack and they call 911, they're going to be routed to Farmington Hills or to a higher level trauma facility.

Jolly said he understands that the professionals would know that, but one who is taking somebody else in a medical emergency, may waste valuable time going to a facility that can't help them. He stated he doesn't know of any other facilities that is branded as an emergency department that's not a full service emergency department, at least locally .

Kelly then stated he has a representative from Beaumont, Amanda Mulak, Senior Project Manager for Beaumont Health, she's been our partner on this, living and breathing this project, and she could probably speak to that better than I could, if you don't mind.

Amanda Mulak came to the podium. She introduced herself and stated her address is at 29394 Cotton Road, Chesterfield. Thank you for having me. There are a few local freestanding ED's, they do have one in Canton within our system

itself, so that's our first freestanding EC that we have within our system. But there is also one that we know of within the St. John System in Macomb and I believe Henry Ford also has one as well. So, it's becoming more of a --- waiting for us to get the full services that we can offer for people in the communities that we've done market research on. So I think Mr. Jolly asked earlier what will the EC Department have and it will be a full spectrum of EC services. So, it has an imaging and lab attached to it where we can do both outpatient care but if someone comes in for emergency services, we can either stabilize them and get them transported, should someone not understand that we're not a Level 1 Trauma or we'll treat the lower acute patients at our facility.

Jolly then stated that everyone has visited an Urgent Care, and that there are good Urgent Cares and some that are less good. He then asked how Mulak anticipates staffing at a facility like this, an Emergency Department. If someone walks in with a stroke, is there going to be one doctor on call at a time or what type of staffing will there be.

Mulak replied they will have full-time physicians and nursing on staff at all times, it's going to be open 24/7.

Jolly then asked if it will be a handful or a full team and Mulak responded the emergency rooms themselves were sized based on what they felt the area needed. So the Emergency Department itself is going to have in Livonia eight exam rooms with two resuscitation and two triage, so it's a full complement of services that we can staff and will be staffing accordingly based on our market research for the area.

Jolly then stated overall he loves the project, he loves that they're coming to Livonia, he loves the site plan except for this, something just doesn't sit right with this as far as I look at it.

Councilmember Meakin stated he is extremely excited about the project, he thinks this is a huge improvement to retrofitting an older industrial as well as office space, so this is a much greater improvement and he appreciates all the work that was done in making the Ring Road work. That was very important to us as a community because of the traffic flow on Seven Mile and Haggerty that I'm sure you're well aware of. The medical field is changing dramatically as my colleagues have addressed earlier but we're going to have another emergency facility on the other side of the street, so it's not much different from what Trinity is offering south of Seven Mile. So I don't foresee this as a huge problem. Mostly in Livonia you're being transported by Livonia Fire Department. They're going to know not to go to your facility unless it's an absolute emergency that they have to go there if St. Mary's is out of beds or the next Trauma 1 is out of service or whatever. He indicated he is extremely excited about this and he then offered an approving resolution on the last petition that was presented to Council, and he offered an

approving resolution for this item as well and I imagine we're going on the Regular Agenda for this one so we'll see you in a couple weeks.

Councilmember McIntyre asked if the State required licensing of Emergency Departments and certain standards to be met and is a Certificate of Need still required as it was at one time in order to build new beds, that she doesn't know what the Certificate of Need requirements are for emergency facilities. Is it correct or incorrect that the State requires licensing for emergency?

Mulak replied her understanding is that they don't require the Certificate for the emergency itself, but any of the imaging equipment that they have there, so a CT scanner and our mobile MRI and PET machines that are going to be at this facility. So we're working on getting those CONs, Letter of Intent to the State and we have a plan to get that. Now the Code will require for the type of ambulatory health code, this will be reviewed by the State of Michigan. As far as HFES review and coordination with the City of Livonia review as well.

McIntyre asked if the State has to designate or approve a facility in order for it to be called an Emergency Department, that is her question. In order to be designated an emergency room or emergency medical services, is that a designation that the State has to approve?

Mulak replied that's not her understanding.

McIntyre then stated it is incumbent then on the facility to make sure people understand, that's an issue, but to Mr. Meakin's point, most of the – we hope – the very acute cases are taken by Livonia ambulance, you know it's not, people shouldn't be driving their loved ones who are in acute distress to an emergency room facility.

President Toy stated there are private ambulances as well that do come into play besides the Fire Department. Her concern is, she'd like, and not sure who to direct this to, but she feels this should be checked out through the State and see what the requirements are. She respects the fact of Mulak's position and what she does, but so much changes in Lansing from time to time, and she served up there, a law could be here today and gone tomorrow or altered in some respect. She then indicated she would like this emergency thing to be checked out so that we know that we're on even footing, we know that Beaumont as well as St. Joe that we've now entered in with, nothing would treat our residents any different, we wouldn't expect that obviously, but the City has a lot of medical facilities around there, because the University of Michigan facility is over that way and they do imaging as well and they do different services. So you've got a lot of little niches within that Seven Mile corridor and Haggerty, so I think it would behoove us to do that and whatever direction, Madam Clerk, you can send that to, maybe the Administration could give a call to our State Rep and Senator, or the Health Policy Committee, whoever chairs that, we would be able to find that out a little bit more

clear. She stated she respects Mulak's knowledge, but she'd also like to see if there's any nuances within that scope, if you will. She's concerned as the traffic flows when you're bringing in emergency vehicles, she's ridden in enough of them with her brother, so it's not a pleasant experience always. So you want to get, as Vice President Jolly said, the best care that you can for a situation when someone has such an emergency and be very clear about --- perhaps the name needs to be restructured, she doesn't know, let's see what we can find out.

Vice President Jolly asked if it is going to posted as an urgent care or a high level urgent care or will it be an Emergency Department. He indicated that Beaumont is the hospital that his family uses and they've gotten great service and he trusts that they're going to provide top notch care, it's just people driving down the road who see the Beaumont name in red letters that say Emergency, they may be expecting something else, they're not going to know the nuances.

Mulak then stated that she is not sure if Council is familiar with their expansion at Farmington Hills that opened recently a few months ago. They did do a community outreach and had a three day open house for the community to come into the facility and get acquainted with our new Emergency Department there and try to do that communication. So they would be happy to do a similar type of outreach to educate the community about what type of emergency services we would have in this new location and do something to support that concern that you have.

President Toy stated that her concern, to follow-up, is you're driving down the expressway, you're a traveler from out-of-state, you're a traveler from in-state, you see Beaumont, you see possibly that there's a hospital or a facility for health care and then you see Emergency when you turn off your service drive or whatever the case may be, maybe I'm blowing it out of proportion but she thinks the concept again of Emergency is one that says to me I can go in there for my knees, I'm not breathing, I just got an allergic reaction to something, any number of things that I know we all see in health providers. She thanked Mulak again but asked that this issue be checked into a little deeper as well.

Mulak said she'd be happy to provide any information to Council that they have.

President Toy also thanked the Petitioners for preserving the Historical portion of this site.

DIRECTION: APPROVING REGULAR

NEW DATA FOR STUDY MEETING OF 07/08/2019 - ITEM 12

18th Street Development, LLC
1550 Market Street
Suite 200
Denver, CO 80202
7/2/19

Honorable Members of the City Council
City of Livonia Michigan

Re: Petition 2019-01-08-01, by 18th Street Development, LLC

Dear Council Members:

Regarding the above reference petition, we respectfully offer new information to the planned development, resulting in a proposed change to the submitted site plan, in connection with our proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

In accordance with the written resolution by the Planning Commission during their 143rd Public Hearing and Regular Meeting held by the City Planning Commission on May 28, 2019, 18th Street Development L.L.C., with full cooperation of the anchor tenant Beaumont Health, the site plan submitted and recommended for approval by the Planning Commission in the aforementioned resolution, is here-by respectfully issued for your careful consideration, revised to accommodate a change to the proposed new Loop Road connection from the proposed site development to the existing Chippewa Street.

The attached exhibits demonstrate the revised proposed Loop Road configuration being shifted north, which would avoid impacting the existing historic parcel site as previously depicted. This revised proposed plan provides a safer arrival experience by increasing vehicle stacking on Chippewa and visitors entering and leaving the development.

We don't take this matter of change lightly, however, it represents new development with the Pentagon Association, and offers advantages to the overall development we feel are vitally important.

We look forward to offering more detailed discussion with the City Council on this matter during our July 8, 2019, City Council Study Session regarding your questions and concerns this change offers. Attached includes the enlarged Chippewa Street, Pentagon Association Loop Road connection, parking impact schedule, updated site plan C1.10, associated site lighting fixture layout, lighting calculations and landscape plans accordingly.

Respectfully submitted,

Tom Kelly
Vice President
tom.kelly@nexcoregroup.com

HKS

## Transmittal

To (CONTACT INFO): City of Livonia, Clerk c/o:
City of Livonia, Planning Commission
3300 Civic Center Drive,
Livonia, MI 48154-3097

Date: July 2, 2019

Via: Personal Delivery - HKS

Project Name: 18th Street Development – Site Resubmittal
Petition Number: **2019-01-08-01**
Project No.: HKS #22398.000

**We are Transmitting**

- ☐ Shop Drawings
- ☐ Print/Copies
- ☒ Originals
- ☐ Samples
- ☐ Specifications
- ☐ Digital Media
- ☒ Herewith
- ☐ Under separate cover
- ☒ For your checking and approval
- ☐ For your disposition
- ☐ Return ____ copies for our disposition
- ☒ Other: Site Plan Documentation

Description:

Please find here-in, documentation in support of the Site Plan Approval, as part of resubmittal application, on behalf of 18th Street Development concerning the property located at: 39000 Seven Mile Road; Sidwell: 999-00-3215-000.

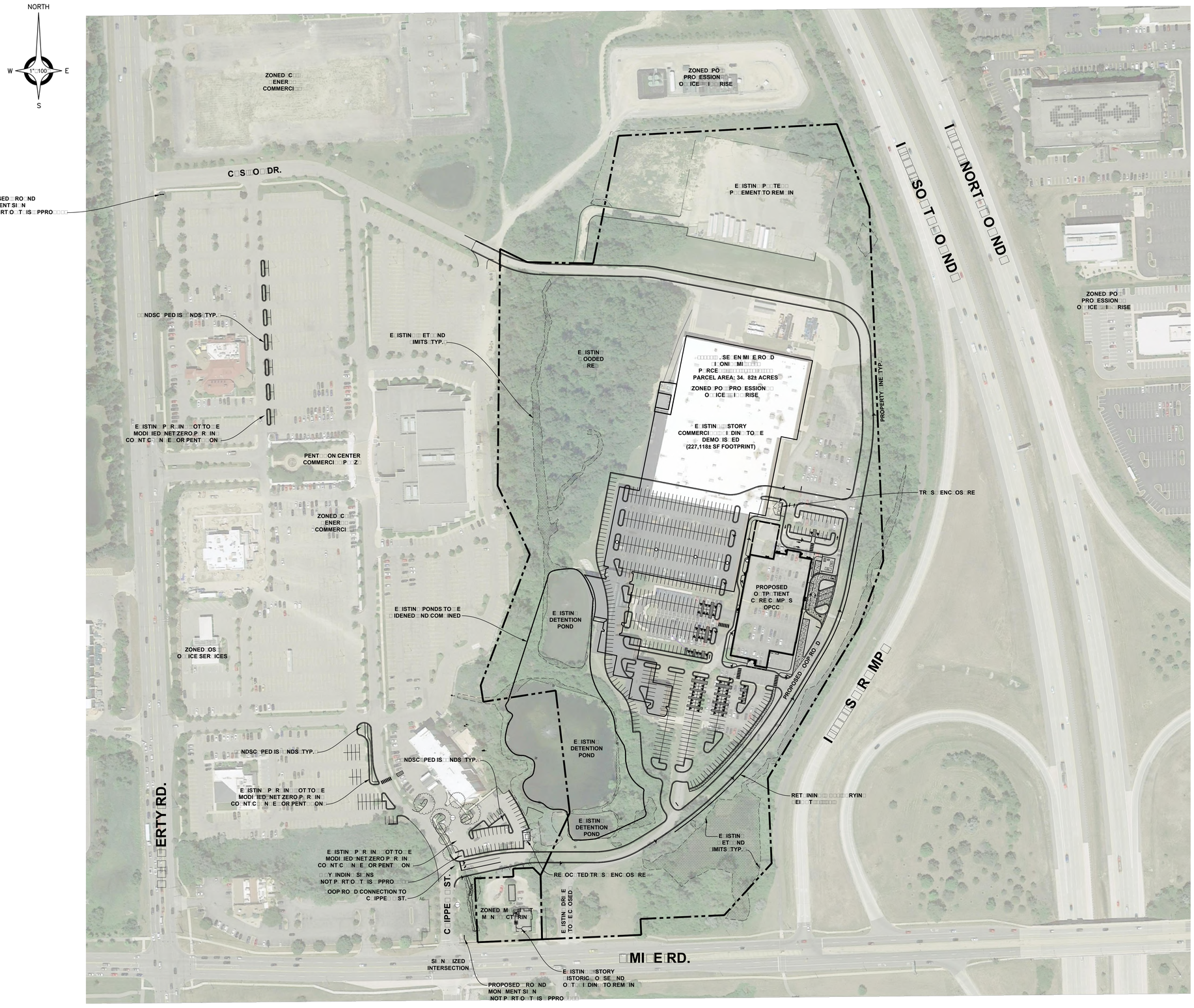
Remarks:

Documentation included:

- Revised Site plans – C1.10, C2.10, C2.20, C3.10
- Site Lighting fixture layout and photometrics,
- Landscape plan,
- 11 original sets of drawings as requested **(separate electronic file attachment has been transmitted via email to jpriebe@ci.livonia.mi.us)**

Copies to: Tom Kelly, 18th Street Development

Sent By: Kendall D. Ruhberg, HKS

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HKS

**ARCHITECT**
H□S ARCHITECTS□PC
235 E□MAIN STREET□SUITE 102C
NORTHVILLE□MI 48167

**MEP CONSULTANT**
PETER □ASSO ASSOCIATES□INC□
5145 LIVERNOISE□SUITE 100
TRO□□MI 48098

**STRUCTURAL**
H□S ARCHITECTS□INC□
350 NORTH PAUL ST□SUITE 100
DALLAS□T□ 75201

**CIVIL ENGINEER**
ANDERSON□EC□STEIN □□ESTRIC□□INC□
51301 SCHOENHERR RD
SHEL□□ CHARTER TO□□NSHIP□MI 48315

**LANDSCAPE**
GRISSIM MET□□ANDRIESE ASSOCIATES
300 E CAD□□ ST
NORTHVILLE□MI 48167

**INTERIORS**
H□S ARCHITECTS□PC
235 E□MAIN STREET□SUITE 102C
NORTHVILLE□MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

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| 1 | S□□P□□A□□□□□ | 01.11.2019 |
| 2 | SPA R□□□□ □□□□ | 05.06.2019 |
| 3 | SPA R□□□□ □□□□ | 07.03.2019 |

H□S PRO□ECT NUM□ER AE□ PRO□ECT NUM□ER
**22398.001** **0 9 00 1**

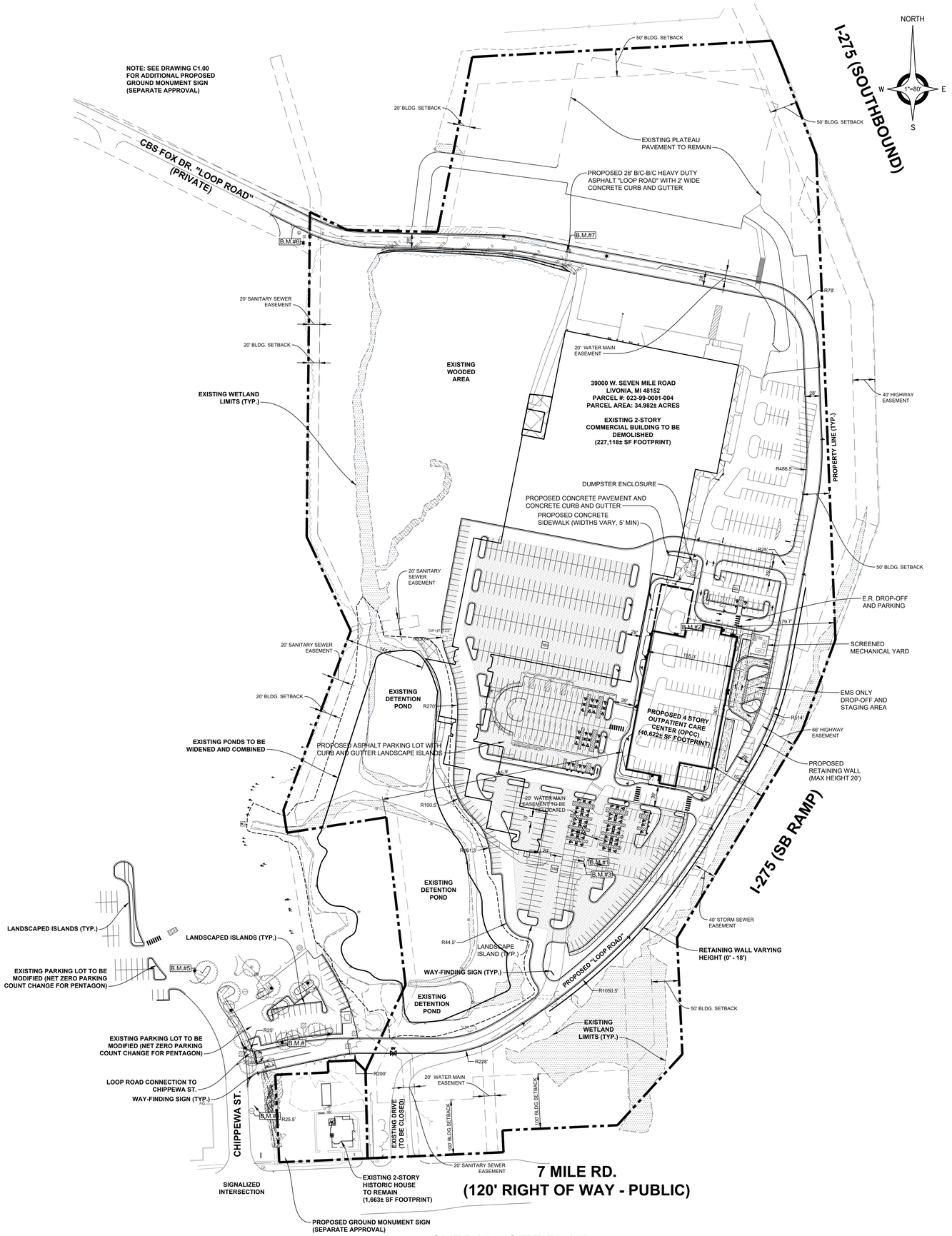
DATE
**07 03 2019**

ISSUE
**Site Plan**
**Resub□ ission**

SHEET TITLE
**General / □oning Plan**

SHEET NO.□
**C1.10**

PLOT DATE: 7/3/2019 9:39:21 AM
TEMPLATE VERSION: 3.9.0.20170623
M:\04960\4960-0041\DWG\CIVIL\02_SITE PLAN\C1.10_GENERAL PLAN.DWG




## OVERALL SITE PLAN

SCALE: 1"=80'

0 40 80 160

**GENERAL NOTES:**

1. FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.
2. FOR DETAILED PROPOSED OPCC BUILDING DIMENSIONS AND PARKING LOT LAYOUT, SEE DRAWING C2.20.
3. SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SIGNS SHOWN HERE ARE FOR GENERAL LOCATION PURPOSES ONLY.
4. STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING. DETENTION POND SHOWN ON PLANS IS SCHEMATIC
5. APPROXIMATE WETLAND IMPACT OF 7,500 SF. COORDINATION AND APPROVAL FROM MDEQ WILL BE REQUIRED

**PARKING CALCULATIONS:**

**Parking Required by Ordinance**

Criteria: 1 Space per 110 sf of Clinical Space
1 Space per 200 sf of Physician Office

| Areas | Clinical [sf] | Physician [sf] | Building Support & Amenity [sf] | Total [sf] |
|---|---|---|---|---|
| Gross | 38,670 | 86,420 | 9,120 | 134,210 |
| Usable (80% of Gross) | 30,936 | 69,136 | 7,296 | 107,368 |
| Parking Ratio | 1:110 | 1:200 | | |
| Parking Required | 281 | 346 | 12 | **639** |

**Parking Needed by Industry Standard**

Criteria 4.5 spaces per 1,000 sf of rentable area

| | |
|---|---|
| Rentable Area [sf]: | 124,350 |
| Ratio: | 4.5:1000 |
| Parking Needed: | **560** |

**Parking Provided**

| | |
|---|---|
| Total Parking Proposed | **568** |

**Barrier Free Parking Analysis**

Criteria: 20% of Physical Therapy Parking Spaces
10% of Medical Facility Parking

| | Rentable Area [sf] | Parking Ratio | Parking Provided | Barrier Free Parking Required |
|---|---|---|---|---|
| Physical Therapy Parking | 5,633 | 4.5:1000 | 25 | 5 |
| General Medical Parking | | | 543 | 54 |
| | | | Total Required: | **59** |
| | | | Provided: | **59** |

**NOTE:**
**SEE SHEET C3.10 FOR PARKING CHANGES AT PENTAGON PROPERTY**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOISE, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-2019 |
| 2 | SPA Resubmission | 05-06-2019 |
| 3 | SPA Resubmission | 07-03-2019 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0900 1

DATE 07.03.2019

ISSUE
Site Plan
Resubmission

SHEET TITLE
Overall
Site Plan

SHEET NO.
C2.10

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PLOT DATE: 7/3/2019 10:36:29 AM
TEMPLATE VERSION: 3.0.0.20170623
M:\0498\0496.004\DWG\CIVIL\02_SITE PLAN\C2.10_OVERALL SITE PLAN.DWG

NORTH

W 1"=20' E

S

8'

10'

REDUCE ISLANDS TO ADD A PAR□ING SPACE AT EACH RO□ □ NE□ ISLANDS TO □E LANDSCAPED IF E□ISTING TREES CANNOT □E SALVAGED.(T□P:)

□□□□M□
□REEZE

MODIFIED ISLAND TO □E LANDSCAPED

10'

40'

22□

10'

40'

10'

40'

10'

20'

PENTAGON PAR□ING LOT □4
E□ISTING SPACES: 166 SPACES
PROPOSED SPACES: 173 SPACES
(GAIN OF 14 PAR□ING SPACES)

PENTAGON PAR□ING LOT □3
E□ISTING SPACES: 166 SPACES
PROPOSED SPACES: 173 SPACES
(GAIN OF 8 PAR□ING SPACES)

□Y□TT
□OTE□

PENTAGON PAR□ING LOT □2
STRIPE ONE SPACE AND E□TEND SIDE□ AL□ FOR PEDESTRIAN ACCESS
(LOSS OF 1 PAR□ING SPACE)

NE□ LANDSCAPED ISLAND

NE□ LANDSCAPED ISLAND

PENTAGON PAR□ING LOT □1
E□ISTING SPACES: 75 SPACES
PROPOSED SPACES: 54 SPACES
(LOSS OF 21 PAR□ING SPACES)

10'

20'

10'

18'

22'

10'

20'

RELOCATED TRASH ENCLOSURE
(FINAL LOCATION TO □E DETERMINED □ITH □ASTE MANAGEMENT COMPAN□)

283'

15'

LANDSCAPED GREEN □ELTS

DRAIN

□ISTORIC □OME PROPERTY

A2

P□R□IN□□S□MM□RY□

| | |
|---|---|
| P□R□IN□□OT□□□ | □□□SP□CES |
| P□R□IN□□OT□□□ | □□□SP□CE |
| P□R□IN□□OT□□□ | □□□SP□CES |
| P□R□IN□□OT□□□ | □□□SP□CES |
| □□□NET IMP□CT | □□SP□CES |

□ A□FINDING SIGN
(NOT PART OF THIS APPROVAL)

## PENT□□ON P□R□IN□ P□□N

SC□□E □□"=□□□□

□MI□E□RD.

0 10 20 40

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HKS

**ARCHITECT**
H□S ARCHITECTS□PC
235 E□MAIN STREET□SUITE 102C
NORTHVILLE□MI 48167

**MEP CONSULTANT**
PETER □ASSO ASSOCIATES□INC□
5145 LIVERNOISE□SUITE 100
TRO□□MI 48098

**STRUCTURAL**
H□S ARCHITECTS□INC□
350 NORTH PAUL ST□SUITE 100
DALLAS□T□ 75201

**CIVIL ENGINEER**
ANDERSON□EC□STEIN □ □ESTRIC□□INC□
51301 SCHOENHERR RD
SHEL□□ CHARTER TO□NSHIP□MI 48315

**LANDSCAPE**
GRISSIM MET□ ANDRIESE ASSOCIATES
300 E CAD□ ST
NORTHVILLE□MI 48167

**INTERIORS**
H□S ARCHITECTS□PC
235 E□MAIN STREET□SUITE 102C
NORTHVILLE□MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | SPA R□□□□ □□□□ | 07.03.2019 |

H□S PRO□ECT NUM□ER 22398.001

A□ PRO□ECT NUM□ER 0 9 00 1

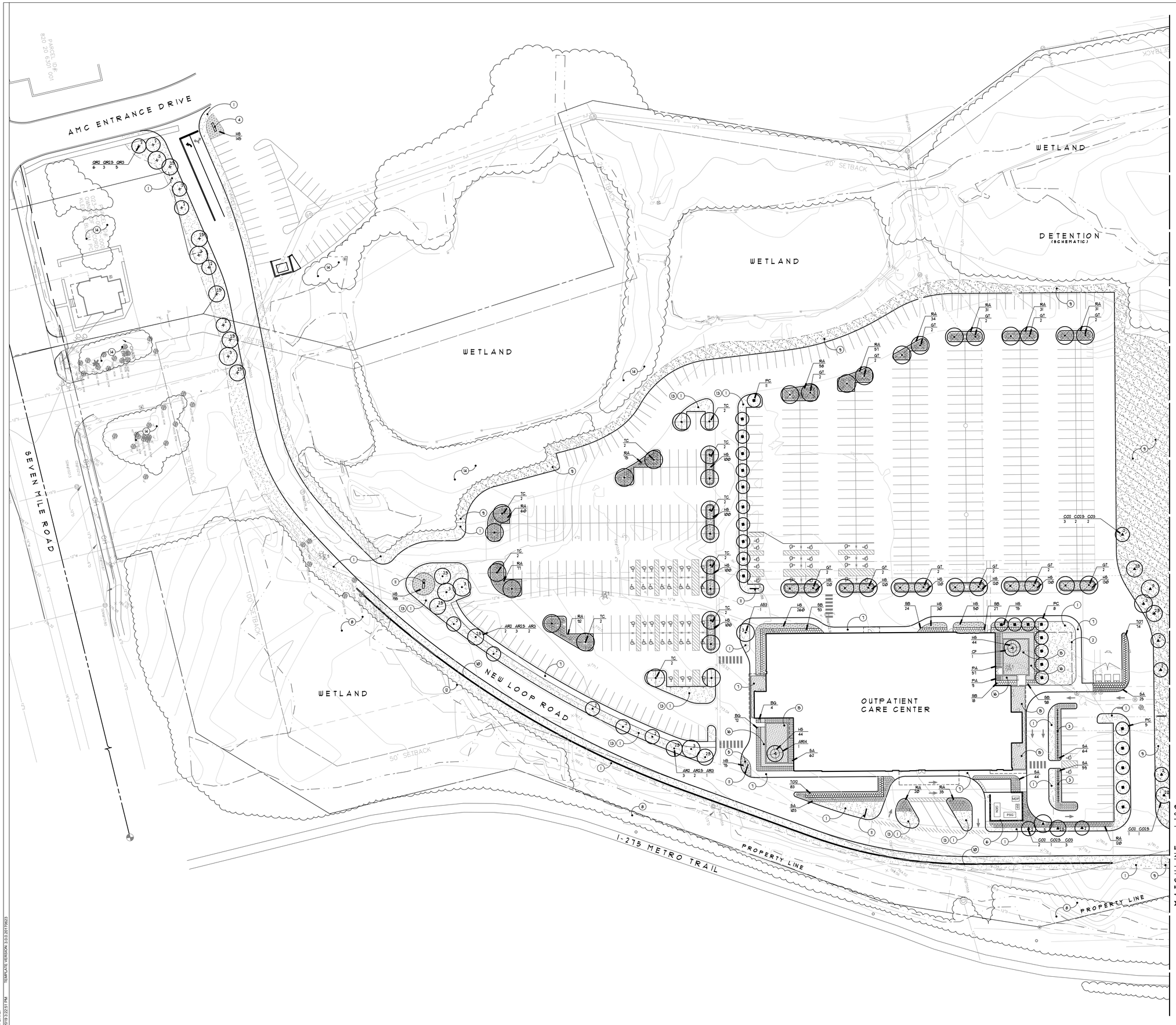
DATE
07.03.2019

ISSUE
Site Plan Resub□ ission

SHEET TITLE
Pentagon Par□ing Plan

SHEET NO.□
C3.10

PLOT DATE: 7/2/2019 9:28:54 AM
TEMPLATE VERSION: 3.0.0.20170623
M:\0490\0496-004\DWG\CIVIL\02_SITE PLANS\3.10_PENTAGON PARKING PLAN.DWG




## Note Key:

1. SODDED LAWN ON 4" DEPTH TOPSOIL, TYP.
2. FUTURE BUILDING EXPANSION
3. 3' HT. ORNAMENTAL METAL FENCE (PREFABRICATED ALUMINUM)
4. GROUND MOUNTED IDENTITY SIGN - REFER TO ARCHITECTURAL PLANS
5. 60' HT. FLAGPOLE
6. MASONRY SCREEN WALL - REFER TO ARCHITECTURAL PLANS
7. CONCRETE WALK
8. EXISTING VEGETATION TO BE SELECTIVELY CLEARED WITH MDOT APPROVAL, TYP.
9. MEADOW LAWN ON 2" DEPTH TOPSOIL, TYP.
10. PRECAST CONCRETE BLOCK RETAINING WALL - REFER TO CIVIL PLANS
11. WAYFINDING SIGN - REFER TO ARCHITECTURAL PLANS
12. REMOVE EXISTING VEGETATION FOR RETAINING WALL AS REQUIRED
13. CROWN LANDSCAPE ISLAND 6" ABOVE CURB, TYP.
14. EXISTING VEGETATION TO REMAIN, TYP.
15. SPECIAL PAVING (EXPOSED AGGREGATE CONCRETE)
16. PERENNIAL GARDEN

## Irrigation Notes:

1. ALL SODDED LAWN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAWN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

## Plant List

*Canopy and Ornamental Trees*

| CODE | QTY. | DESCRIPTION | SIZE | COMMENTS |
|---|---|---|---|---|
| AR2 | 5 | Acer rubrum 'October Glory' | 2" cal. | B&B |
| | | October Glory Red Maple | | |
| AR2.5 | 5 | Acer rubrum 'October Glory' | 2.5" cal. | B&B |
| | | October Glory Red Maple | | |
| AR3 | 3 | Acer rubrum 'October Glory' | 3" cal. | B&B |
| | | October Glory Red Maple | | |
| AS3 | 3 | Acer sasharum 'Green Mountain' | 3" cal. | B&B |
| | | Green Mountain Sugar Maple | | |
| AR12 | 1 | Acer rubrum Multi-stem | 12' ht. | Multi-trunk specimen, B&B |
| | | Multi-stem Red Sunset Maple | | |
| AR14 | 1 | Acer rubrum Multi-stem | 14' ht. | Multi-trunk specimen, B&B |
| | | Multi-stem Red Sunset Maple | | |
| CO2 | 8 | Celtis occidentalis | 2" cal. | B&B |
| | | Common Hackberry | | |
| CO2.5 | 5 | Celtis occidentalis | 2.5" cal. | B&B |
| | | Common Hackberry | | |
| CO3 | 6 | Celtis occidentalis | 3" cal. | B&B |
| | | Common Hackberry | | |
| CF | 1 | Cornus florida | 14' ht. | Multi-trunk, B&B |
| | | Flowering Dogwood | | |
| GT | 24 | Gleditsia triacanthos inermis 'Skyline' | 3" cal. | B&B |
| | | Skyline Honeylocust | | |
| PC | 24 | Pyrus calleryana 'Chanticleer' | 2.5" cal. | B&B |
| | | Chanticleer Pear | | |
| TC | 20 | Tilia cordata 'Greenspire' | 2.5" cal. | B&B |
| | | Greenspire Linden | | |
| QR2 | 6 | Quercus rubra | 2" cal. | B&B |
| | | Red Oak | | |
| QR2.5 | 3 | Quercus rubra | 2.5" cal. | B&B |
| | | Red Oak | | |
| QR3 | 5 | Quercus rubra | 3" cal. | B&B |
| | | Red Oak | | |

*Ornamental Shrubs, Grasses, Perennials, and Groundcover*

| CODE | QTY. | DESCRIPTION | SIZE | COMMENTS |
|---|---|---|---|---|
| BG | 76 | Buxus x 'Green Mountain' | 24" ht. | plant 30" o.c., non-pyramidal |
| | | Green Mountain Boxwood | | full pot |
| HS | 2058 | Hemerocallis x 'Stella de Oro' | 2 gal. | plant 18" o.c. |
| | | Stella De Oro Daylily | | full pot |
| PA | 66 | Pennisetum alopecuroides 'Hameln' | 2 gal. | plant 24" o.c. |
| | | Hameln Dwarf Fountain Grass | | full pot |
| RA | 722 | Rhus aromatica 'Gro-Low' | 24" spr. | plant 36" o.c. |
| | | Gro-Low Sumac | | full pot |
| SA | 361 | Sesleria autumnalis | 3 gal. | plant 30" o.c. |
| | | Autumn Moor Grass | | full pot |
| SB | 259 | Spiraea x bumalda 'Anthony Waterer' | 24" ht. | plant 30" o.c. |
| | | Anthony Waterer Spirea | | full pot |
| TO7 | 74 | Thuja occidentalis 'Nigra' | 7' ht. | plant 30" o.c. |
| | | Dark Green Arborvitae | | full pot |
| TO12 | 83 | Thuja occidentalis 'Nigra' | 12' ht. | plant 30" o.c. |
| | | Dark Green Arborvitae | | full pot |

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

0' 20' 40' 80'
SCALE: 1"=40'

NORTH


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
311 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

PAUL R. ANDRIESE LANDSCAPE ARCHITECT No. 1013 STATE OF MICHIGAN REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |
| 2 | Site Plan Re-Submittal | 05-06-19 |
| 3 | Schematic Design | 06-21-19 |
| 4 | Site Plan Re-Submittal | 07-03-19 |

HKS PROJECT NUMBER
**22398.000**

DATE
**07/03/2019**

ISSUE

SHEET TITLE
**LANDSCAPE PLAN**

SHEET NO.
**L1.10**

PLOT DATE: 07/2/2019 3:22:51 PM TEMPLATE VERSION: 3.0.0.20170623

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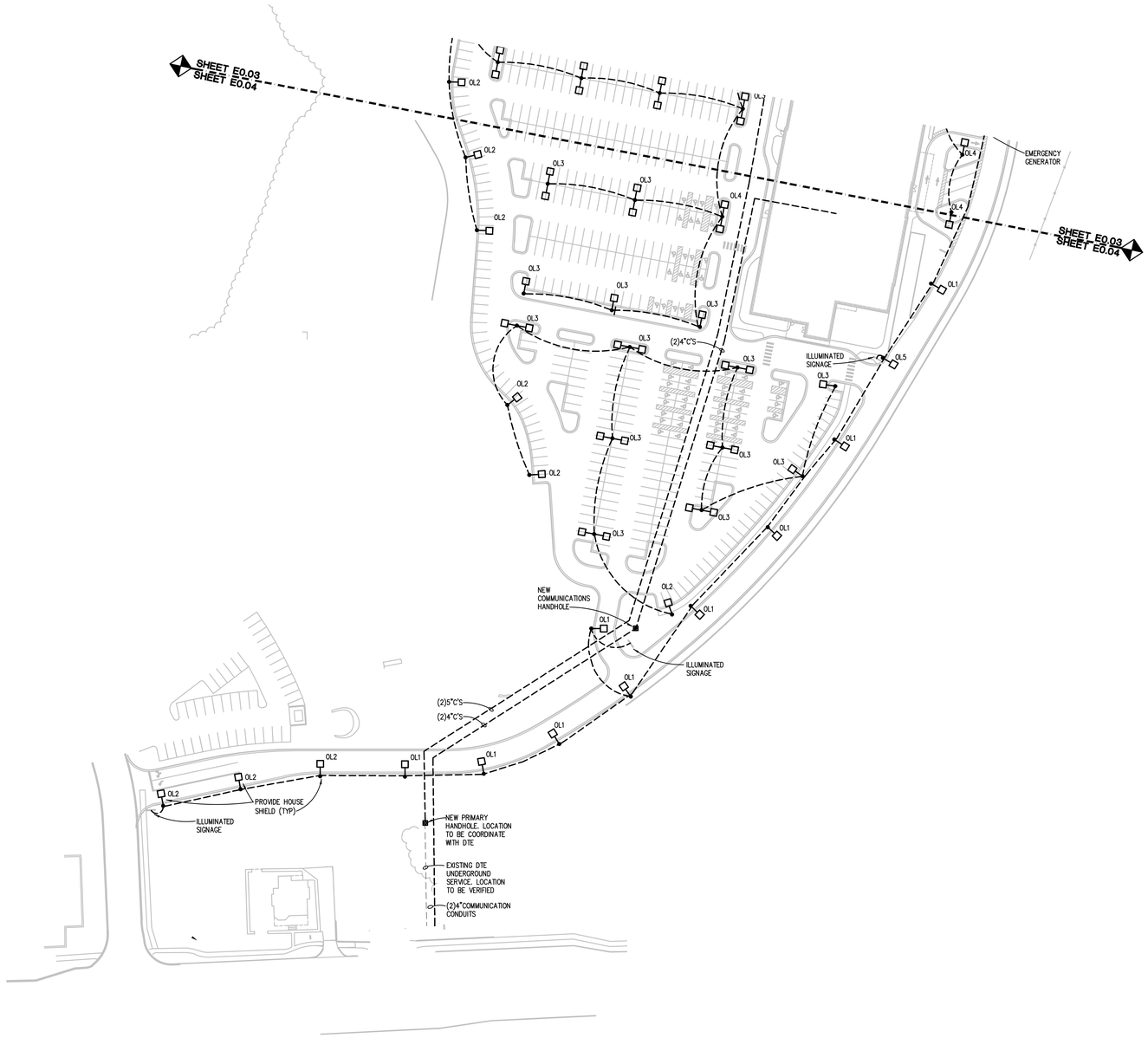
THE FOLLOWING DIMENSION EQUALS ONE INCH WHEN PRINTED TO SCALE. 1"




## ELECTRICAL SITE PLAN

SCALE: 1" - 60'

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
2. THESE DRAWINGS REPRESENT THE GENERAL EXTENT AND ARRANGEMENT OF SYSTEMS, BUT ARE NOT TO BE CONSIDERED FABRICATION DRAWINGS. COORDINATE WITH OTHER TRADES, AND PROVIDE EACH SYSTEM COMPLETE, INCLUDING ALL NECESSARY COMPONENTS, FITTINGS, AND OFFSETS.
3. CONDUCT A SURVEY TO IDENTIFY ALL UNDERGROUND UTILITIES. CALL 811 PRIOR TO EXCAVATION.
4. UTILITIES SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ALL EXISTING UTILITIES, AND ROUTING OF ALL NEW UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
5. DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
12. EXCAVATE THE ENTIRE LENGTH OF TRENCH TO PROPERLY SET DUCT ELEVATIONS.

HKS


**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
**22398.000**
DATE
**JUNE 24, 2019**
ISSUE
**SD REVIEW**

SHEET TITLE
**ELECTRICAL SITE PLAN**

SHEET NO.
**E0.03**

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Not For Construction

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g:\2018\2018-0366-00\CAD\2018-0366-E0-SPN.dwg, E0.03, 6/28/2019 12:28:06 PM, Eric C. Deska, Peter Basso Associates Inc.

Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 26 | OL1 | N.A. | 1 | 9558 | 0.920 | 74.8 | D824-LED-80-50-UNV-LP-T2 |
| | 51 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 8 | OL4 | N.A. | 1 | 10123 | 0.920 | 75.9 | D824-LED-80-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| East Entrance | Fc | 1.61 | 2.0 | 1.0 | 2.00 |
| North-East Entrance | Fc | 1.25 | 2.5 | 0.6 | 4.17 |
| North-East Lot | Fc | 1.36 | 2.0 | 0.8 | 2.50 |
| Ring Road | Fc | 1.92 | 5.5 | 0.6 | 9.17 |
| South Lot and Entrance Road | Fc | 1.57 | 6.7 | 0.5 | 13.40 |
| West Lot | Fc | 1.58 | 6.8 | 0.5 | 13.60 |

REVISION
*SITE PLAN RESUBMISSION* *05/06/19*

5145 Livernois, Suite 100
Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18th STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - SOUTH

DATE
08/02/19

ISSUE
XXX

SHEET No.
P2.03

**PLANNING COMMISSION**

**IAN WILSHAW, Chairman**
**GLEN W. LONG, JR., Vice Chairman**
**SAM CARAMAGNO, Secretary**
**DAVID BONGERO**
**ELIZABETH McCUE**
**CAROL A. SMILEY**
**PETER H. VENTURA**

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

**DENNIS K. WRIGHT**
MAYOR

**MARK TAORMINA**
PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

**BARBARA C. GAMBER**
ECONOMIC DEVELOPMENT COORDINATOR

**SCOTT O. MILLER**
PLANNER IV

May 29, 2019

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2019-01-08-01 – 18th Street Development, L.L.C.

Dear Council Members:

At the 1,143rd Public Hearings and Regular Meeting held by the City Planning Commission on May 28, 2019, in the Livonia City Hall, the following resolution was unanimously adopted:

**#05-47-2019** **RESOLVED**, that the City Planning Commission does hereby recommend to the City Council that Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan identified as Sheet No. C2.20 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans identified as Sheet No's. L1.10 and L1.20, both dated May 6, 2019, as revised, prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes and any stormwater detention basins, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That the Exterior Elevations plans identified as Sheet No's. A5.00 and A5.01, both dated May 6, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

7. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building;

8. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass, and all ground-mounted mechanical equipment and mobile MRI facilities shall be screened appropriately using masonry walls and/or landscaping;

9. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

11. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

13. That the final alignment and geometry of the access road connecting to the Pentagon Centre Entertainment Campus road shall be subject to reasonable adjustments as determined by the Planning and Inspection Departments, and the final grades, side-slopes, road elevations, utility placement, and drainage of said roadway shall all be subject to the final approval of the City of Livonia Engineering Division; and

14. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

Very truly yours,

APPROVED FOR SUBMISSION

Dennis K. Wright, Mayor

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
18th Street Development, Nathan Golik, 1621 18th SE, Denver, CO 80202
39000 Associates, L.L.C., 333 W. Fort St., Ste 1350, Detroit, MI 48226

## CITY OF LIVONIA, MICHIGAN
## APPLICATION FOR SITE PLAN REVIEW & APPROVAL

All petitions for Site Plan Approval shall be filed with the City Planning Commission, 33000 Civic Center Drive, Livonia, MI 48154-3097. Filing fee = $600.00 plus $20.00 for each 1,000 square feet of gross floor area of new construction, not to exceed a total of $1,500.00.

Date Filed: _____ Petition 2019-01-08-01

Site Address: 39000 Seven Mile Rd Sidwell 999 00 3215 000

Requesting Approval to approve site plan as part of a rezoning application

Applicant: 18th St Development LLC Business/Company: N/A

Applicant's Address: 1621 18th St SE City: Denver State: CO Zip Code: 80202

Applicant's Phone # (214) 646-3155 Applicant's Email nathan.golik@nexcoregroup.com

Contact Person: Nathan Golik Business/Company: 18th St Development

Contact's Address: 1621 18th St City: Denver State: CO Zip Code: 80202

Contact's Phone # (214) 646-3155 Contact's Email nathan.golik@nexcoregroup.com

**Please provide the following information:**

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs (if proposed must submit separate sign application)
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, dryvit)
   - 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 smiller@ci.livonia.mi.us
6) **Legal Description** of the property to be considered (Clearly Printed)
7) One (1) completed application form & **twenty three (23)** sets of full size drawings

RECEIVED
JAN 11 2019
CITY OF LIVONIA
PLANNING COMMISSION

PAID
DKW
CITY OF LIVONIA
PLANNING DEPT.

**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** 161,659 sq. ft. of new construction x $20.00 per 1,000 sq. ft. $600.00
(**NOTE**: Round off to nearest 1,000) +
Total Amount Due $ 1,500.00

Owner of Property: 39000 ASSOCIATES LLC

Owner's Address: 333 W. FORT ST. STE 1350 City: DETROIT State: MI Zip Code: 48226

Owner's Phone # (313) 963-1212 Owner's Email ELIH@SGDETROIT.COM

Signature of Owner: By: Eli Halpern AUTHORIZED REPRESENTATIVE Print Name: ELI HALPERN AUTHORIZED REPRESENTATIVE

CC: eng.

2019-01-08-01
Revision

18th Street Development, LLC
18th Street
Suite 250
Denver, CO 80202
5/6/19

RECEIVED
MAY 06 2019
CITY OF LIVONIA
PLANNING COMMISSION

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

Dear City of Livonia Planning Commission:

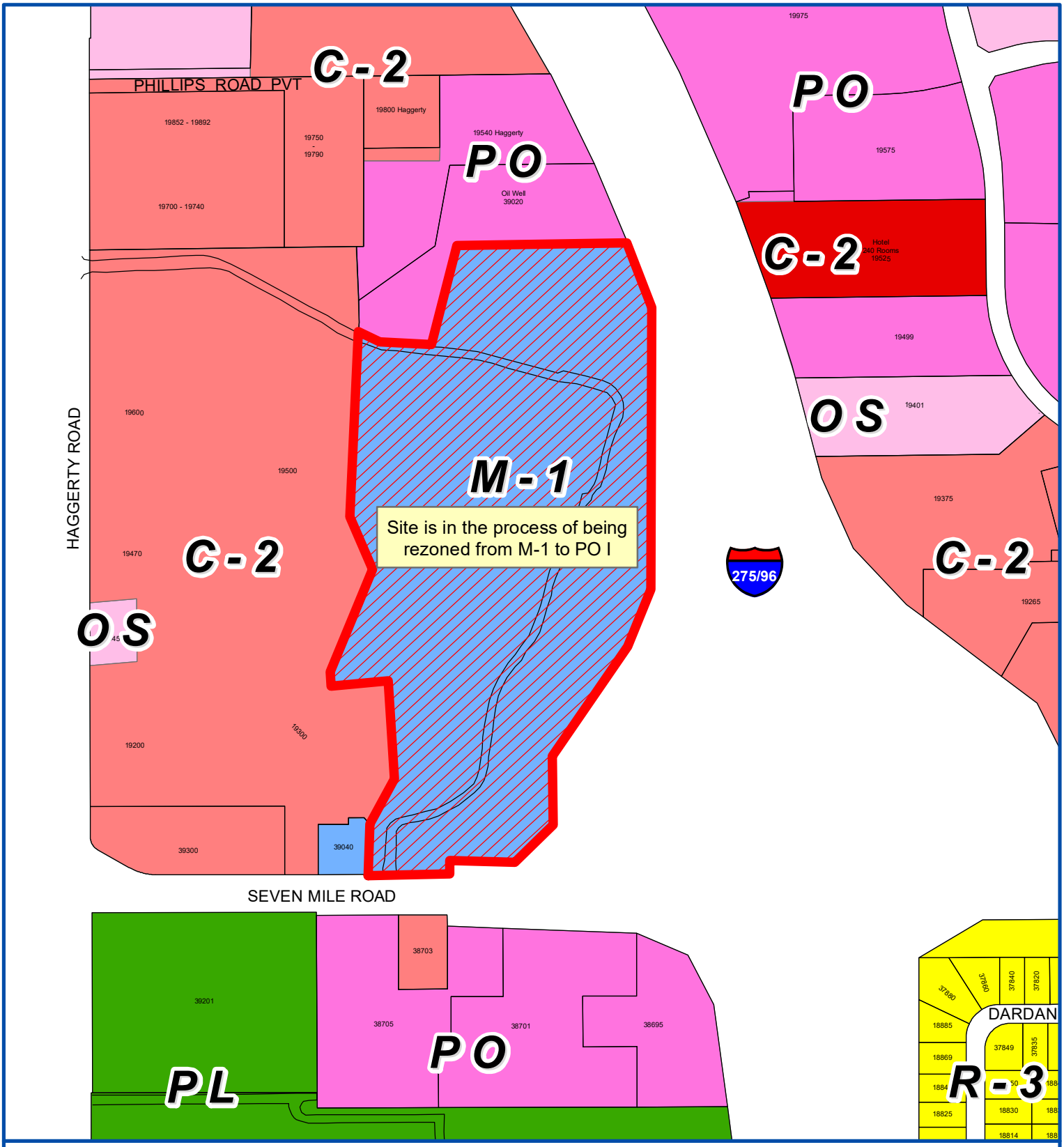
Pursuant to the subject property located at 39000 Seven Mile Road and the City of Livonia's Council Resolution No. 50-19 which granted Conditional Rezoning to the subject property, we are requesting review and approval of an amended site plan for the property. The previously approved site plan consisted of a proposed building on the northern portion of the property consisting of 161,659 gross square feet that would have included four floors above ground with a lower level floor and left the existing warehouse and office structures on the site untouched.

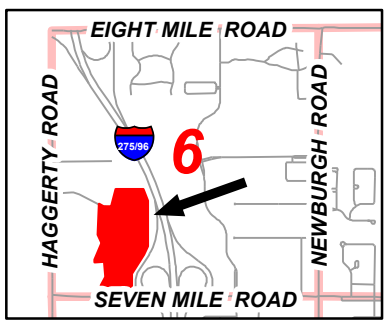
The new site plan includes the full demolition of the existing warehouse and office structures and relocating the proposed medical office building to a more central location on the property, where the current parking lot is located as demonstrated on the site plan. The proposed building size has decreased to 134,400 gross square feet with four floors above ground. The new site plan is a result of our continued due diligence efforts on the property, exploration of alternative uses to the existing manufacturing building, as well as advancement of the proposed medical office building programming. The new site plan reflects the more informed understanding of the property and is intended to enhance the visitor experience. What has remained unchanged between the previously approved site plan and the new site plan is the concept of the loop road connection to the signalized intersection at Chippewa.

We look forward to working with the Planning Commission and City Council to further discuss the evolution of this development.

Sincerely,

Thomas Kelly
Vice President
303-291-1801



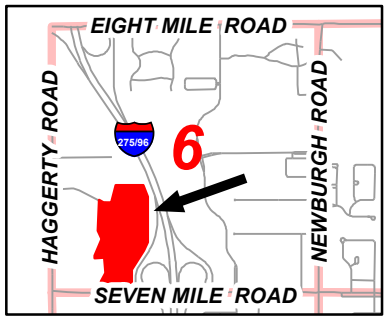




# Address & Zoning Map

**Petition 2019-01-08-01**
**18th Street Development, L.L.C.**
**39000 Seven Mile Road**
**To construct a professional/medical office building**

N
Not to Scale

City of Livonia
Planning Department




# Aerial Map

**Petition 2019-01-08-01**
**18th Street Development, L.L.C.**
**39000 Seven Mile Road**
**To construct a professional/medical office building**

N

Not to Scale

City of Livonia
Planning Department

# PLANNING COMMISSION STAFF NOTES

## MISCELLANEOUS

## ITEM 3

**Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C.** requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

### January 22, 2019 Study Meeting:

This is a request to construct a new professional/medical office building on a portion of a 35-acre parcel located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road. The site contains a 290,000 square foot building currently occupied by A123 Systems. In an announcement made in April 2017, A123 will be vacating the site and moving to Novi, Michigan. Phase 1 of the project involves constructing the new building at the north end of the property and temporarily repurposing the existing building mainly as warehouse.

The subject property is in the process of being rezoned from M-1 (Light Manufacturing) to PO-I (High Rise Professional Office – Maximum 6 Stories). City Council gave First Reading to the rezoning at its February 17, 2018 Regular Meeting. Second Reading and Roll Call, the final steps in the rezoning process, are on hold pending a review of the site plan. Please note that the following review is based on the PO-I district regulations. PO zoning allows all permitted and waiver uses as specified in the OS zoning district, including professional and general offices. Buildings in a PO-I district are required to be over two-stories with a maximum height of six-stories. The height requirement can be waived by City Council.

Lying immediately to the north of the subject property is the site of an active oil well operated by West Bay Oil Exploration, zoned PO. Adjacent to the west is the Pentagon Centre Entertainment Campus that includes three (3) freestanding restaurants (BJ's, Bahama Breeze and J. Alexanders), the AMC Livonia 20 movie complex, and the Hyatt Place Detroit/Livonia Hotel, zoned C-2 (General Business). To the south, across Seven Mile Road, is the Seven Mile Crossing office complex consisting of three (3) multi-tenant high-rise office buildings zoned PO, and an Andiamo restaurant zoned C-2. Adjoining the east side of the site is the I-275/96 Expressway.

The new proposed professional/medical building would be four and one-half (4-½) stories in height and would contain a gross floor area of 161,659 square feet. The proposed building is positioned at the north end of the property where the grade rises several feet above the rest of the site. At its closest point, the setback shown from the highway is 262.8 feet. This part of the site is currently paved, which reflects the former use for employee parking and as truck/trailer storage lot at a time when the facility was owned by CBS Fox and operated as a VHS tape production plant. Most of the parking for the new building would be located on the north and east sides of the building.

Improved site access would be accomplished by rerouting CBS Fox Drive and creating a new internal "loop" service road that would traverse the eastern boundary of the site and connect to Seven Mile Road via the recently completed signalized intersection located across from Sauk Drive at Schoolcraft College and that also ties into the main north/south access road that runs through the Pentagon Centre Entertainment Campus. The new road would extend CBS Fox Drive across the northerly part of the adjacent property that is home to the historical Orson Everitt House at 39040 Seven Mile Road, currently used as a professional law office. The impact to the historical property would involve either demolishing or relocating an outbuilding located behind the main house and is something that will require review by the City's Historical Preservation Commission.

Due to the topography of the site, the lowest level of the proposed office building, identified on the plans as Level 00, would be exposed and accessible from the south side but would be below the established finish grade on the north side. Level 00 is a partial floor that totals 21,222 square feet in gross floor area (GFA). The floor above, identified as Level 01, would have ground level access on the north side where the main entrance is located, and totals 36,304 square feet in GFA. Levels 02, 03 and 04 would all have the same gross floor area, 34,711 square feet. Altogether, including the partial lower level, the building would contain a total of 161,659 square feet of gross floor area.

Included with the site plan is a detailed parking analysis that breaks down the required parking for each subcategory of use within the building. According to the calculations and Petitioner's best estimates at this time, a total of 233 parking spaces are needed to support the square footage of the new building that would be dedicated to medical. For the portion of the building that would be used as general office, a total of 295 parking spaces are needed. The calculations also include additional parking for "Building Support & Amenity." For an indeterminant amount of time, the existing building would be used primarily for warehouse purposes. Parking for warehousing is based on one (1) parking space for each employee. The parking analysis shows the existing building used in this manner will require a total of 70 parking spaces. According to the Petitioner's calculation of the Parking Need by Anticipated Program Demand, a total of 615 spaces are needed to satisfy the parking needs of both buildings. The site plan shows that there will be a total of 716 parking spaces available throughout the site. The parking need by Ordinance breaks down to an overall requirement of 734 spaces, resulting in a deficiency of 18 spaces.

Because of the extreme change in grade, an eighteen foot (18') retaining wall is needed along the site's north property line bordering the main parking lot for the new building. Additionally, along portions of the east property line adjacent to the highway contains a steep slope that will necessitate building a retaining wall to support the redesigned access road. This situation also exists on the east and west sides of the new building where a separate parking lot and a service area are shown, both of which will sit at a higher elevation than the finish floor elevation of Level 00.

The landscape plan submitted in connection with this item provides for landscaping around the new building, as well as within the parking lot islands. It also shows new landscape materials along the new 'loop' road. The landscape plan is fully detailed and indicates the type, quantities and size of plant materials. The landscaping shown on the submitted site plan equals 22% of the total site and is thus in compliance with the minimum 15% landscape requirement of the Ordinance.

For exterior site lighting, details are provided on the electrical site plans (Sheets E0.03 & E0.04), site lighting calculations (Sheets P2.01 & P2.02) and electrical details & diagrams (Sheet E7.01). These plans indicate where the different style light fixtures would be located. In all instances, the light poles would not exceed twenty feet (20') in height, which is consistent with the guidelines of the City of Livonia Outdoor Lighting Policy for the installation of exterior lighting in all non-residential zoning districts.

The submitted elevation plans shows that the proposed building would be constructed out of metal and insulated concrete panels. Louver screen walls would screen the rooftop mechanical equipment. The four-story structure would have a maximum height, as measured from the finished grade to the top edge of the roof, of 156'-6". Section 18.42 of the Zoning Ordinance specifies that the height of rooftop screening apparatus shall not be included in the calculating height of the principal structure.

It is anticipated that stormwater management for the new construction occurring on the site would be accommodated within the existing detention ponds throughout the 35-acre site. The petitioner will need to provide drainage and storm water treatment details to the Engineering Department prior to obtaining permits for the proposed development.

According to the provisions set forth in Section 18.50G of the sign regulations, this building would be allowed one (1) wall sign not to exceed one (1) square foot for each two (2) lineal foot of the building frontage or 100 square feet, whichever is the lesser and a ground sign not to exceed 30 square feet in area.

## January 29, 2019 Regular Meeting:

Concerns expressed at the Study Meeting centered on the lack of detail with respect to the design of the building relating mostly to the materials and colors, as well as the long-term future use of the existing building. The project architect indicated the building's design is still being finalized. It was also explained that the principal use of the new building will be an Outpatient Care Center for a large healthcare provider, and that the existing building—particularly the part historically used for storage and manufacturing purposes—is well suited for warehousing and other support operations in connection with the needs of the new user.

The Petitioner briefed the Planning Commission on the confidential nature of the pending real estate transaction and the timing thereof which does not afford much flexibility. In recognition of this and to keep the project moving forward while at the same

time protecting the best interests of the City to deliver the best overall project, staff supports the approval of Petition 2018-01-08-01 with respect to the overall site plan, including the location and mass of the building, parking, circulation and other site features, together with the landscaping and lighting plans, but recommends deferring final approval of the architectural details and signage (unless conforming). Section 18.58(c)(2) of the Zoning Ordinance authorizes the City to grant approval subject to the submittal of the additional information for review within sixty (60) days from the date of approval of the site plan unless more time is granted by the City Council. If the additional information is not submitted, no building permits shall be issued by any city department for work or improvements at the subject site. In this case, the Petitioner is asking for 120 days following approval of the effective date of the rezoning of the property to submit the final details of the building's design (see attached letter dated 01-25-19 from Thomas Kelly of 18th Street Development)

## May 21, 2019 Study Meeting:

On February 25, 2019, City Council granted site plan approval (CR #59-19) to 18th Street Development, LLC to construct a professional/medical office building on the subject 35-acre property. It is now known that the primary user of the building will be Beaumont Health. The approved site plan showed a new 4-½-story building at the north end of the property. The plan also showed that the existing office/industrial building would remain as part of the overall redevelopment of the site and be reused primarily as a warehouse and for storage purposes. The site was recently rezoned from M-1 (Light Manufacturing) to PO-I (High Rise Professional Office). The reason this item is back before the Planning Commission is that 18th Street Development and Beaumont have made substantial changes to the site plan. In general, a slightly smaller 4-story building will be built near the center of the site, replacing the existing office/industrial building which is scheduled to be demolished. The north end of the property, where the building was originally proposed, will be left vacant and retained by the owners for future possible development.

The new proposal shows a smaller building containing a gross floor area of 134,400 square feet. The size of the building previously measured approximately 160,000 square feet. Placement of the structure is further south on the property within an area that is presently a part of the main parking lot lying just east of the existing A123 office building. At its closest point, the setback shown from the right-of-way of the I-275 off-ramp is 104.7 feet. Customer and employee parking will mostly be on west and south sides of the building where the main, non-emergency entry points are located. Emergency drop-off is located on the east side with a smaller and more accessible parking lot for users of the emergency services located on the north side of the building. Other building support and ancillary services are located on the east and north sides of the building, including the receiving area, ground-mounted mechanical, mobile MRI unit, and trash containment area. These elements would be screened using a combination of masonry walls and landscaping. The new location places the building approximately 45 feet from the closest point that it can be under the PO District Regulation, while still

allowing for the placement of these other services and access road. The intent is to maximize the exposure and view of the building from the highway.

As with the previous design, a new "loop" service road will run parallel to the highway along the eastern boundary of the site, as well as on the south and north sides of the property where it would connect and provide access to both Seven Mile and Haggerty Roads. The alignment of the road is very similar to the earlier design. It would traverse across the north side of the historic Orson Everitt property where it would connect to the north/south access road that runs through the Pentagon Centre Entertainment Campus and ties into Seven Mile Road via the recently completed signalized intersection located across from Sauk Drive at Schoolcraft College. The impact to the historical property would involve either demolishing or relocating an outbuilding located behind the main residence, which requires the approval of the City's Historical Preservation Commission.

Included on Sheet No. C2.10 is a detailed parking analysis that breaks down the required parking for each subcategory of use within the building and compares the *Parking Required by Ordinance* with the *Parking Needed by Industry Standard* as well as the overall *Parking Provided*. According to the calculations, 281 parking spaces are required to support the parts of the building that will be used for Clinical Office (medical). For the parts that will be dedicated to Physician Office (general), 346 parking spaces are required. The calculations include 12 additional parking spaces for "Building Support & Amenity." Overall, the amount of Parking Required by Ordinance equals 639 spaces. For Parking Provided, the calculations and site plan show a total of 568 parking spaces available on site, resulting in a deficiency of 71 spaces. The Petitioner, however, has determined that the Parking Needed by Industry Standard is 560 spaces which is six (6) spaces fewer than what would be available. Notwithstanding, because the Parking Provided is less than the Parking Required by Ordinance, a variance from the Zoning Board of Appeals (ZBA) will be required.

The submitted landscape plan provides for landscaping around the new building, as well as within the parking lot islands. It also shows new landscape materials along the new road. The landscape plan is fully detailed and indicates the type, quantities and size of plant materials.

For exterior site lighting, details are provided on the Electrical Site Plans (Sheets E0.03 & E0.04) and Site Lighting Calculations (Sheets P2.01, P2.02 & P2.03). These plans indicate where each of the different lighting fixtures would be located as well as the output and coverage. In all instances, the light poles would not exceed twenty feet (20') in height, which is consistent with the guidelines of the City of Livonia Outdoor Lighting Policy for the installation of exterior lighting in all non-residential zoning districts.

The submitted elevation plans shows that the proposed building would be constructed out of brick and metal panels. Louver screen walls would screen the rooftop mechanical equipment. The four-story structure would have a maximum height, as measured from the finished grade to the top edge of the roof, of 67'-4". Section 18.42 of

the Zoning Ordinance specifies that the height of rooftop screening apparatus shall not be included in the calculating height of the principal structure.

It is anticipated that stormwater management for the new construction occurring on the site would be accommodated within the existing detention ponds throughout the 35-acre site. The petitioner will need to provide drainage and storm water treatment details to the Engineering Department prior to obtaining permits for the proposed development.

According to the provisions set forth in Section 18.50G of the sign regulations, this building would be allowed one (1) wall sign not to exceed one (1) square foot for each two (2) lineal foot of the building frontage or 100 square feet, whichever is the lesser and a ground sign not to exceed 30 square feet in area.

## May 28, 2019 Regular Meeting:

**Approving Resolution:** That the request to construct a professional/medical office building at 39000 Seven Mile Road is hereby approved, subject to City Council approval and the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan identified as Sheet No. C2.20 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans identified as Sheet No's. L1.10 and L1.20, both dated May 6, 2019, as revised, prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes and any stormwater detention basins, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That the Exterior Elevations plans identified as Sheet No's. A5.00 and A5.01, both dated May 6, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

7. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building;

8. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass, and all ground-mounted mechanical equipment and mobile MRI facilities shall be screened appropriately using masonry walls and/or landscaping;

9. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

11. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

13. That the final alignment and geometry of the access road connecting to the Pentagon Centre Entertainment Campus road shall be subject to reasonable adjustments as determined by the Planning and Inspection Departments, and the final grades, side-slopes, road elevations, utility placement, and drainage of said roadway shall all be subject to the final approval of the City of Livonia Engineering Division; and

14. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

# 18th STREET DEVELOPMENT

# OUTPATIENT CARE CENTER

## LIVONIA, MI

HKS

## DRAWING INDEX

INDEX OF DRAWINGS

| Sheet Number | SHEET NAME | 01/11/2019 - SITE PLAN SUBMISSION | 05/06/2019 - SITE PLAN RESUBMISSION |
|---|---|---|---|
| ARCHITECTURAL | | | |
| A0.00 | COVER | X | X |
| CIVIL | | | |
| C1.10 | GENERAL PLAN | X | X |
| C2.10 | OVERALL SITE PLAN | X | X |
| C2.20 | OPCC SITE PLAN | X | X |
| LANDSCAPE | | | |
| L1.10 | LANDSCAPE PLAN | X | X |
| L1.20 | LANDSCAPE PLAN | X | X |
| L1.30 | LANDSCAPE PLAN | X | |
| ELECTRICAL | | | |
| E0.03 | ELECTRICAL SITE PLAN | X | X |
| E0.04 | ELECTRICAL SITE PLAN | X | X |
| E7.01 | ELECTRICAL DETAILS AND DIAGRAMS | X | |
| P2.01 | SITE LIGHTING CALCULATIONS - NORTH | X | X |
| P2.02 | SITE LIGHTING CALCULATIONS - SOUTH | X | X |
| P2.03 | SITE LIGHTING CALCULATIONS - SOUTH | | X |
| SITE SURVEY | | | |
| V1.10 | ALTA, TOPO, AND WETLAND SURVEY | X | X |
| V1.20 | ALTA, TOPO, AND WETLAND SURVEY | X | X |
| V1.30 | ALTA SURVEY 39040 SEVEN MILE | X | X |
| ARCHITECTURAL | | | |
| A2.00 | FLOOR PLAN - LEVEL 00 | X | |
| A2.01 | FLOOR PLAN - LEVEL 01 | X | X |
| A2.02 | FLOOR PLAN - LEVEL 02 | X | X |
| A2.03 | FLOOR PLAN - LEVEL 03 | X | X |
| A2.04 | FLOOR PLAN - LEVEL 04 | X | X |
| A2.05 | ROOF PLAN | X | X |
| A5.01 | ELEVATIONS - NORTH & EAST | X | |
| A5.02 | ELEVATIONS - SOUTH & WEST | X | |
| A5.03 | ILLUSTRATIVE VIEWS | X | X |
| A6.02 | SITE SECTION | X | |

## BUILDING SUMMARY

### BUILDING AREAS:

LEVEL 01 = 40,695 GSF
LEVEL 02 = 35,455 GSF
LEVEL 03 = 35,455 GSF
LEVEL 04 = 22,795 GSF

TOTAL BUILDIING AREA = 134,400 GSF

### BUILDING HEIGHTS:

LEVEL 01 = 16' 0"
LEVEL 02 = 13' 4"
LEVEL 03 = 13' 4"
LEVEL 04 = 14' 0"

TOTAL BUILDIING HEIGHT = 56' 8"
TOP OF SCREEN WALL = 69' 0"

### BUILDING USE:

OCCUPANCY = B - BUSINESS

### CONSTRUCTION TYPE:

CONSTRUCTION TYPE 2B - SPRINKLERED


### ARCHITECT

HKS INC.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

### STRUCTURAL ENGINEER

HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

### MEP ENGINEER

PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

### CIVIL ENGINEER

ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

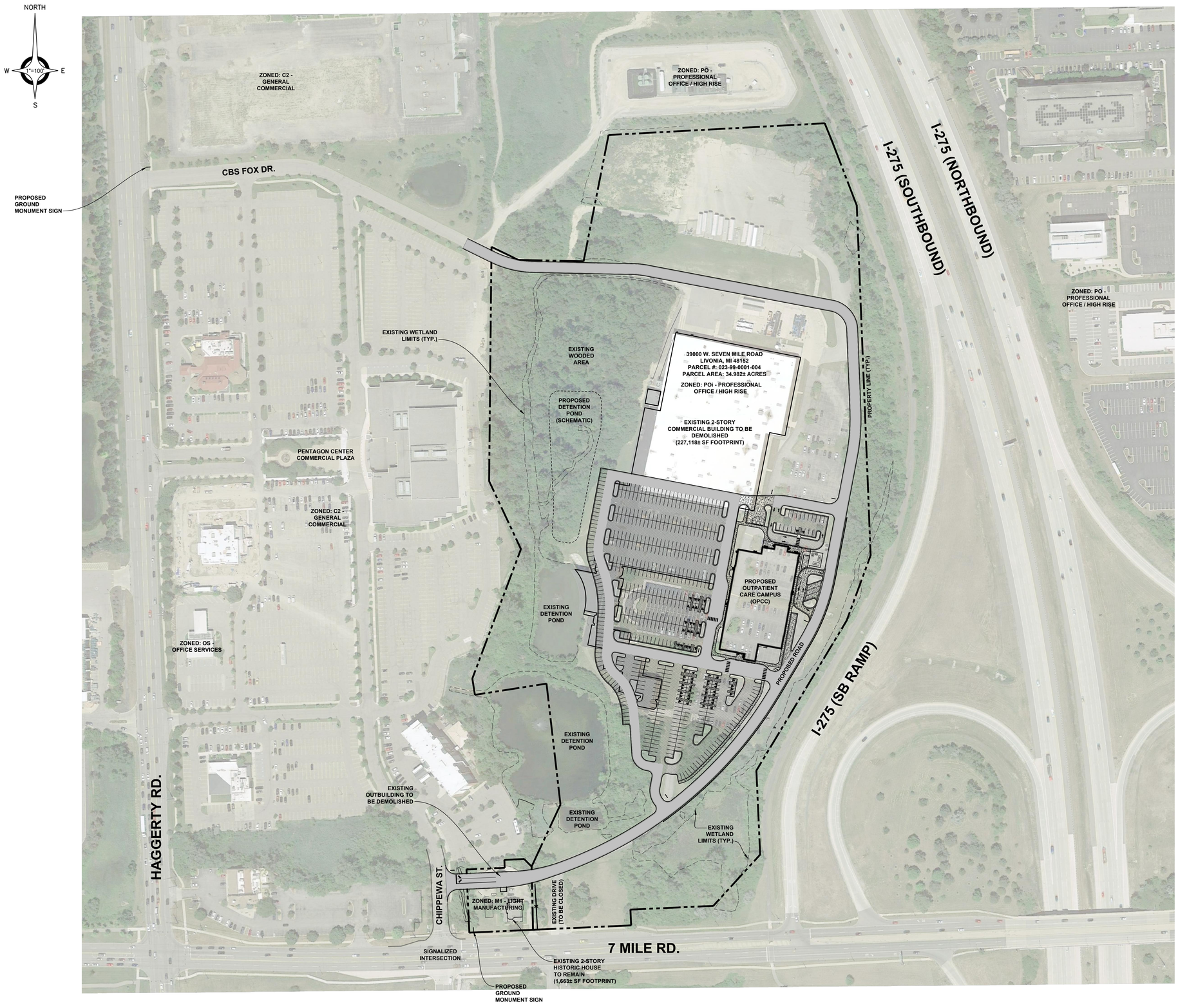
### LANDSCAPE

GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167


# SITE PLAN RESUBMISSION

PROJECT NO. 22398

**06 MAY 2019**




## GENERAL / ZONING PLAN

SCALE: 1"=100'

HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOISE, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-2019 |
| 2 | SPA Resubmission | 05-06-2019 |

HKS PROJECT NUMBER **22398.001**
AEW PROJECT NUMBER **0496-0041**

DATE
**05-06-2019**

ISSUE
**Site Plan Resubmission**

SHEET TITLE
**General / Zoning Plan**

SHEET NO.
**C1.10**

0 50 100 200

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PLOT DATE: 5/3/2019 3:12:20 PM
TEMPLATE VERSION: 3.0.0.20170623
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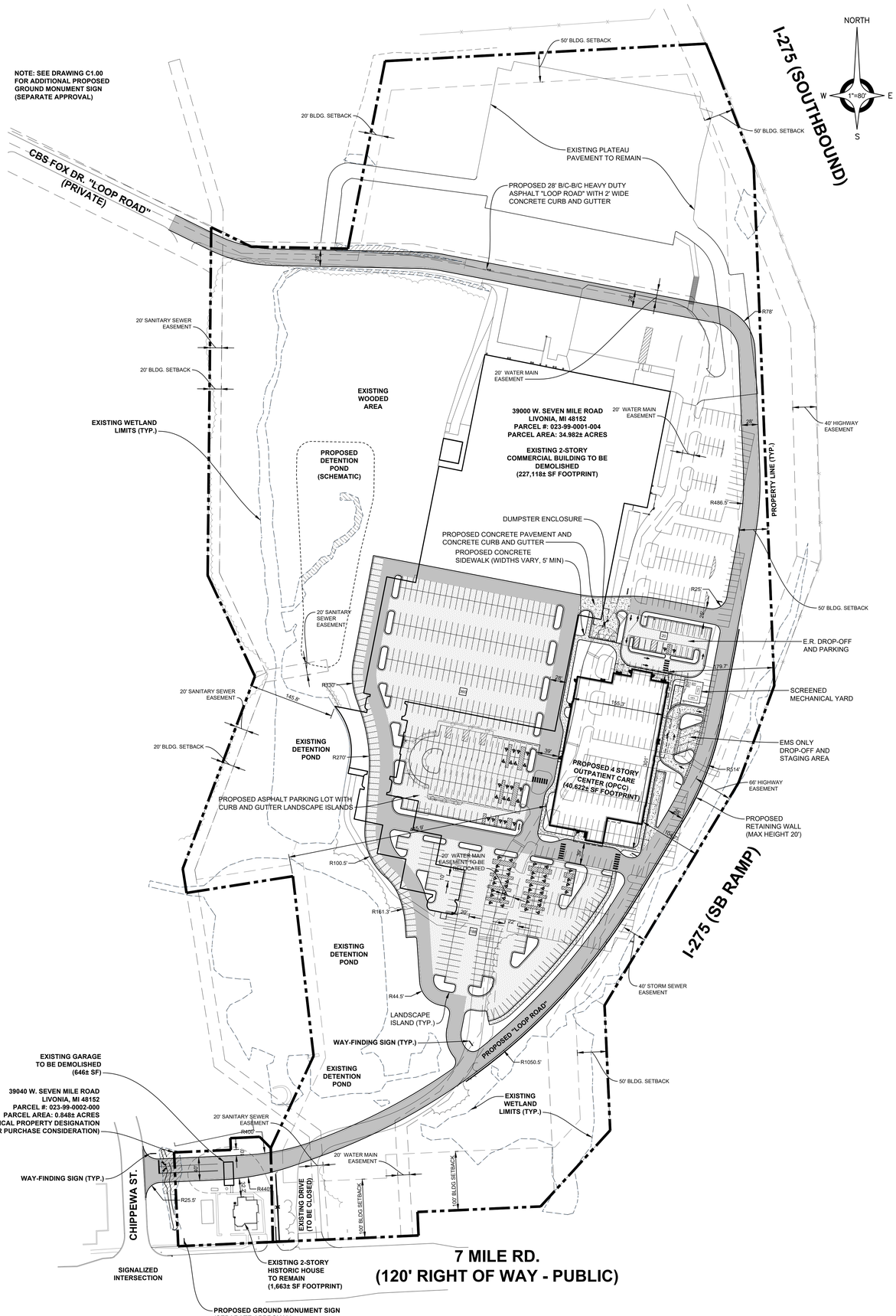


## OVERALL SITE PLAN

SCALE: 1"=80'

0 40 80 160

**GENERAL NOTES:**

1. FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.
2. FOR DETAILED PROPOSED OPCC BUILDING DIMENSIONS AND PARKING LOT LAYOUT, SEE DRAWING C2.20.
3. SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SIGNS SHOWN HERE ARE FOR GENERAL LOCATION PURPOSES ONLY.
4. STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING. DETENTION POND SHOWN ON PLANS IS SCHEMATIC
5. APPROXIMATE WETLAND IMPACT OF 7,500 SF. COORDINATION AND APPROVAL FROM MDEQ WILL BE REQUIRED

**PARKING CALCULATIONS:**

**Parking Required by Ordinance**

Criteria: 1 Space per 110 sf of Clinical Space
1 Space per 200 sf of Physician Office

| Areas | Clinical [sf] | Physician [sf] | Building Support & Amenity [sf] | Total [sf] |
|---|---|---|---|---|
| Gross | 38,670 | 86,420 | 9,120 | 134,210 |
| Usable (80% of Gross) | 30,936 | 69,136 | 7,296 | 107,368 |
| Parking Ratio | 1:110 | 1:200 | | |
| Parking Required | 281 | 346 | 12 | **639** |

**Parking Needed by Industry Standard**

Criteria 4.5 spaces per 1,000 sf of rentable area

| | |
|---|---|
| Rentable Area [sf]: | 124,350 |
| Ratio: | 4.5:1000 |
| Parking Needed: | **560** |

**Parking Provided**

| | |
|---|---|
| Total Parking Proposed | **568** |

**Barrier Free Parking Analysis**

Criteria: 20% of Physical Therapy Parking Spaces
10% of Medical Facility Parking

| | Rentable Area [sf] | Parking Ratio | Parking Provided | Barrier Free Parking Required |
|---|---|---|---|---|
| Physical Therapy Parking | 5,633 | 4.5:1000 | 25 | 5 |
| General Medical Parking | | | 543 | 54 |
| | | | Total Required: | **59** |
| | | | Provided: | **59** |


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOISE, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-2019 |
| 2 | SPA Resubmission | 05-06-2019 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0496-0041

DATE 05-06-2019

ISSUE Site Plan Resubmission

SHEET TITLE Overall Site Plan

SHEET NO. C2.10

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PLOT DATE: 5/6/2019 2:42:22 PM
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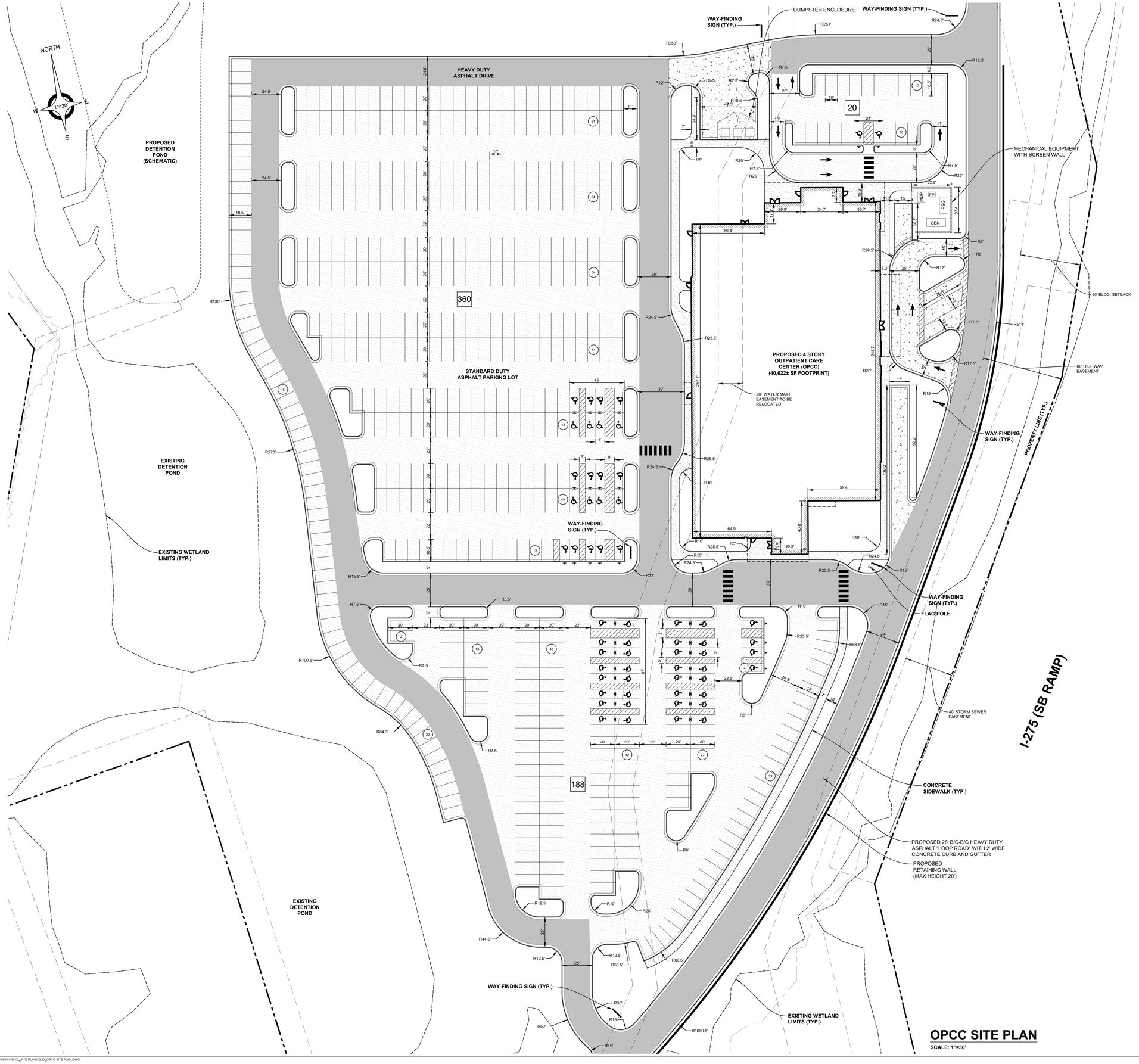


## OPCC SITE PLAN

SCALE: 1"=30'

0 15 30 60

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HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

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5145 LIVERNOISE, SUITE 100
TROY, MI 48098

**STRUCTURAL**
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51301 SCHOENHERR RD
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GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

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HKS ARCHITECTS, PC
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# 18th STREET DEVELOPMENT
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# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-2019 |
| 2 | SPA Resubmission | 05-06-2019 |

HKS PROJECT NUMBER **22398.001** AEW PROJECT NUMBER **0496-0041**

DATE **05-06-2019**

ISSUE **Site Plan Resubmission**

SHEET TITLE **OPCC Site Plan**

SHEET NO. **C2.20**

PLOT DATE: 5/3/2019 11:53:07 PM TEMPLATE VERSION 3.0 (0.2017W23)

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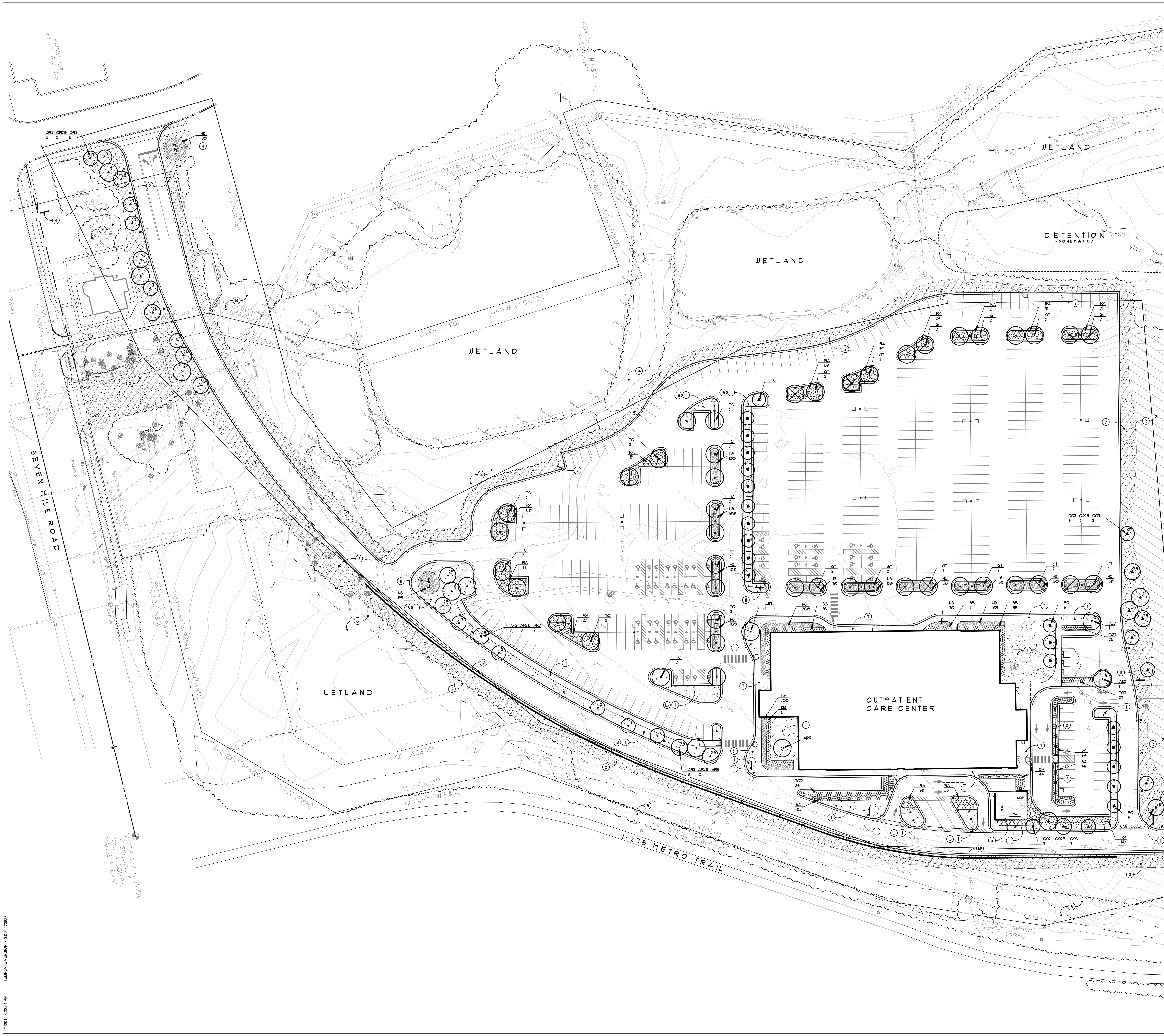


## Note Key:

1. SODDED LAWN ON 4" DEPTH TOPSOIL, TYP.
2. SEEDED LAWN ON 4" DEPTH TOPSOIL, TYP. WITHOUT IRRIGATION
3. 3' HT. ORNAMENTAL METAL FENCE
4. GROUND MOUNTED IDENTITY SIGN - REFER TO ARCHITECTURAL PLANS
5. 60' HT. FLAGPOLE
6. MASONRY SCREEN WALL - REFER TO ARCHITECTURAL PLANS
7. CONCRETE WALK
8. EXISTING VEGETATION TO BE SELECTIVELY CLEARED WITH MDOT APPROVAL, TYP.
9. MEADOW LAWN ON 2" DEPTH TOPSOIL, TYP.
10. PRECAST CONCRETE BLOCK RETAINING WALL - REFER TO CIVIL PLANS
11. WAYFINDING SIGN - REFER TO ARCHITECTURAL PLANS
12. REMOVE EXISTING VEGETATION FOR RETAINING WALL AS REQUIRED
13. CROWN LANDSCAPE ISLAND 6" ABOVE CURB, TYP.
14. EXISTING VEGETATION TO REMAIN, TYP.

## Irrigation Notes:

1. ALL SODDED LAWN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAWN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

## Plant List

*Canopy and Ornamental Trees*

| CODE | QTY. | DESCRIPTION | SIZE | COMMENTS |
|---|---|---|---|---|
| AR2 | 5 | Acer rubrum 'October Glory'<br>October Glory Red Maple | 2" cal. | B&B |
| AR2.5 | 5 | Acer rubrum 'October Glory'<br>October Glory Red Maple | 2.5" cal. | B&B |
| AR3 | 3 | Acer rubrum 'October Glory'<br>October Glory Red Maple | 3" cal. | B&B |
| AS3 | 3 | Acer sasharum 'Green Mountain'<br>Green Mountain Sugar Maple | 3" cal. | B&B |
| CO2 | 8 | Celtis occidentalis<br>Common Hackberry | 2" cal. | B&B |
| CO2.5 | 5 | Celtis occidentalis<br>Common Hackberry | 2.5" cal. | B&B |
| CO3 | 6 | Celtis occidentalis<br>Common Hackberry | 3" cal. | B&B |
| GT | 24 | Gleditsia triacanthos inermis 'Skyline'<br>Skyline Honeylocust | 3" cal. | B&B |
| PC | 19 | Pyrus calleryana 'Chanticlear'<br>Chanticleer Pear | 2.5" cal. | B&B |
| AR12 | 1 | Acer rubrum Multi-stem<br>Multi-stem Red Sunset Maple | 12' ht. | Multi-trunk specimen, B&B |
| TC | 20 | Tilia cordata 'Greenspire'<br>Greenspire Linden | 2.5" cal. | B&B |
| QR2 | 6 | Quercus rubra<br>Red Oak | 2" cal. | B&B |
| QR2.5 | 3 | Quercus rubra<br>Red Oak | 2.5" cal. | B&B |
| QR3 | 5 | Quercus rubra<br>Red Oak | 3" cal. | B&B |

*Ornamental Grasses, Perennials, and Groundcover*

| CODE | QTY. | DESCRIPTION | SIZE | COMMENTS |
|---|---|---|---|---|
| SB | 264 | Spiraea x bumalda 'Anthony Waterer'<br>Anthony Waterer Spirea | 24" ht. | plant 30" o.c.<br>full pot |
| TO7 | 53 | Thuja occidentalis 'Nigra'<br>Dark Green Arborvitae | 7' ht. | plant 30" o.c.<br>full pot |
| TO12 | 83 | Thuja occidentalis 'Nigra'<br>Dark Green Arborvitae | 12' ht. | plant 30" o.c.<br>full pot |
| SA | 270 | Sesleria autumnalis<br>Autumn Moor Grass | 3 gal. | plant 30" o.c.<br>full pot |
| HS | 2110 | Hemerocallis x 'Stella de Oro'<br>Stella De Oro Daylily | 2 gal. | plant 18" o.c.<br>full pot |
| RA | 744 | Rhus aromatica 'Gro-Low'<br>Gro-Low Sumac | 24" spr. | plant 36" o.c.<br>full pot |

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**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

STATE OF MICHIGAN
PAUL R. ANDRIESE
LANDSCAPE ARCHITECT
No. 1013
REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |
| 2 | Site Plan Re-Submittal | 05-06-19 |

HKS PROJECT NUMBER
**22398.000**

DATE
**05/06/19**

ISSUE
**SITE PLAN RESUBMISSION**

SHEET TITLE
**Landscape Plan**

SHEET NO.
**L1.10**

PLOT DATE: 5/1/2019 3:22:51 PM
TEMPLATE VERSION: 3.0.0.20170623

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Know what's below. Call before you dig.

0' 20' 40' 80'

SCALE: 1"=40'

NORTH

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

STATE OF MICHIGAN
PAUL R. ANDRIESE
LANDSCAPE ARCHITECT
No. 1013
REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |
| 2 | Site Plan Re-Submittal | 05-06-19 |

HKS PROJECT NUMBER
**22398.000**

DATE
**05/06/19**

ISSUE
**SITE PLAN RESUBMISSION**

SHEET TITLE
**Landscape Plan**

SHEET NO.
**L1.20**

PLOT DATE:
5/7/2019 3:22:51 PM TEMPLATE VERSION: 3.0.0.20170623

THE FOLLOWING DIMENSION EQUALS ONE INCH WHEN PRINTED TO SCALE. 1"

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
2. THESE DRAWINGS REPRESENT THE GENERAL EXTENT AND ARRANGEMENT OF SYSTEMS, BUT ARE NOT TO BE CONSIDERED FABRICATION DRAWINGS. COORDINATE WITH OTHER TRADES, AND PROVIDE EACH SYSTEM COMPLETE, INCLUDING ALL NECESSARY COMPONENTS, FITTINGS, AND OFFSETS.
3. CONDUCT A SURVEY TO IDENTIFY ALL UNDERGROUND UTILITIES. CALL 811 PRIOR TO EXCAVATION.
4. UTILITIES SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ALL EXISTING UTILITIES, AND ROUTING OF ALL NEW UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
5. DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
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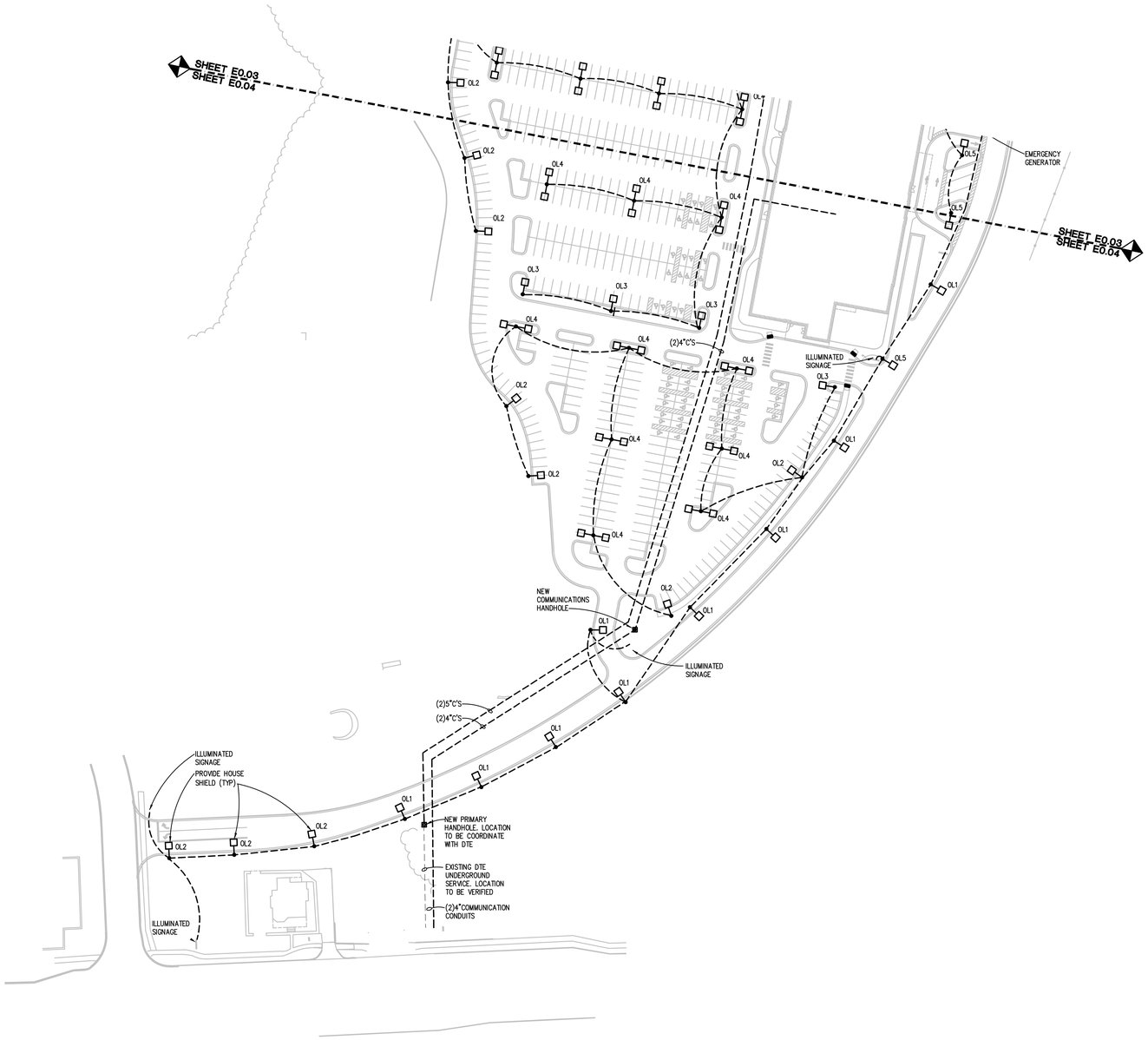


## ELECTRICAL SITE PLAN

SCALE: 1" - 60'


HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

STRUCTURAL
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

CIVIL ENGINEER
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

LANDSCAPE
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

INTERIORS
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
22398.000
DATE
05/06/19
ISSUE
SITE PLAN RESUBMISSION
SHEET TITLE
ELECTRICAL SITE PLAN

SHEET NO.
E0.03

Know what's below. Call before you dig.

Not For Construction

2019 HKS, INC.

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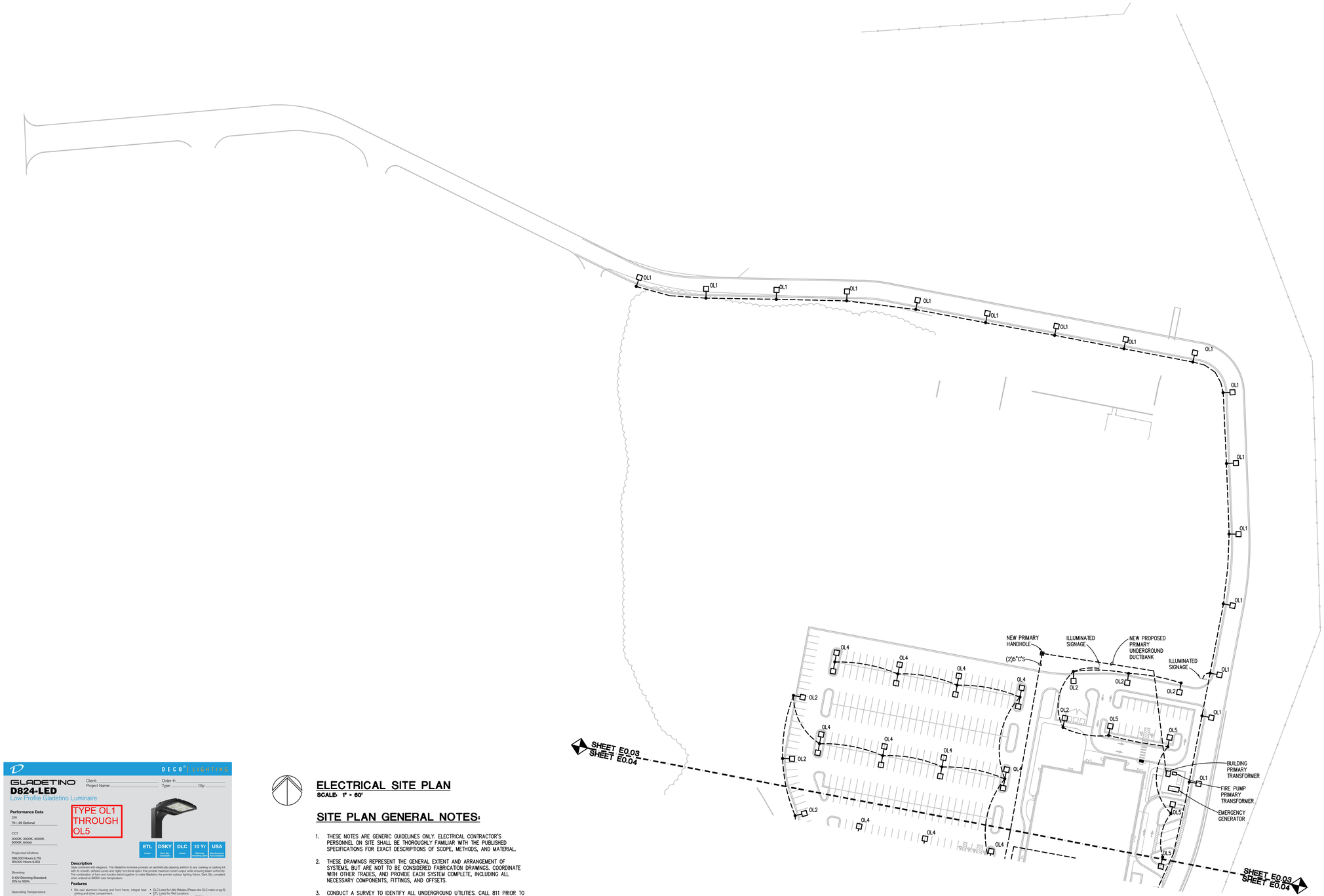


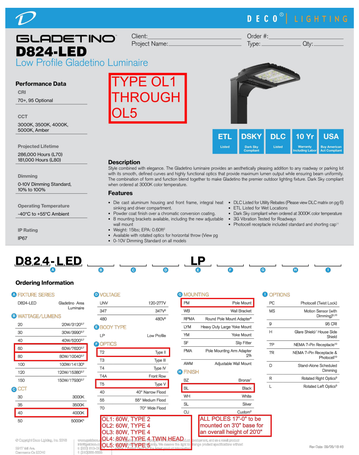


## ELECTRICAL SITE PLAN

**SCALE: 1" = 60'**

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HKS

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NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

STRUCTURAL
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

CIVIL ENGINEER
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

LANDSCAPE
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

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# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

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

Not For Construction

2019 HKS, INC.

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
22398.000

DATE
05/06/19

ISSUE
SITE PLAN RESUBMISSION

SHEET TITLE
ELECTRICAL SITE PLAN

SHEET NO.
E0.04

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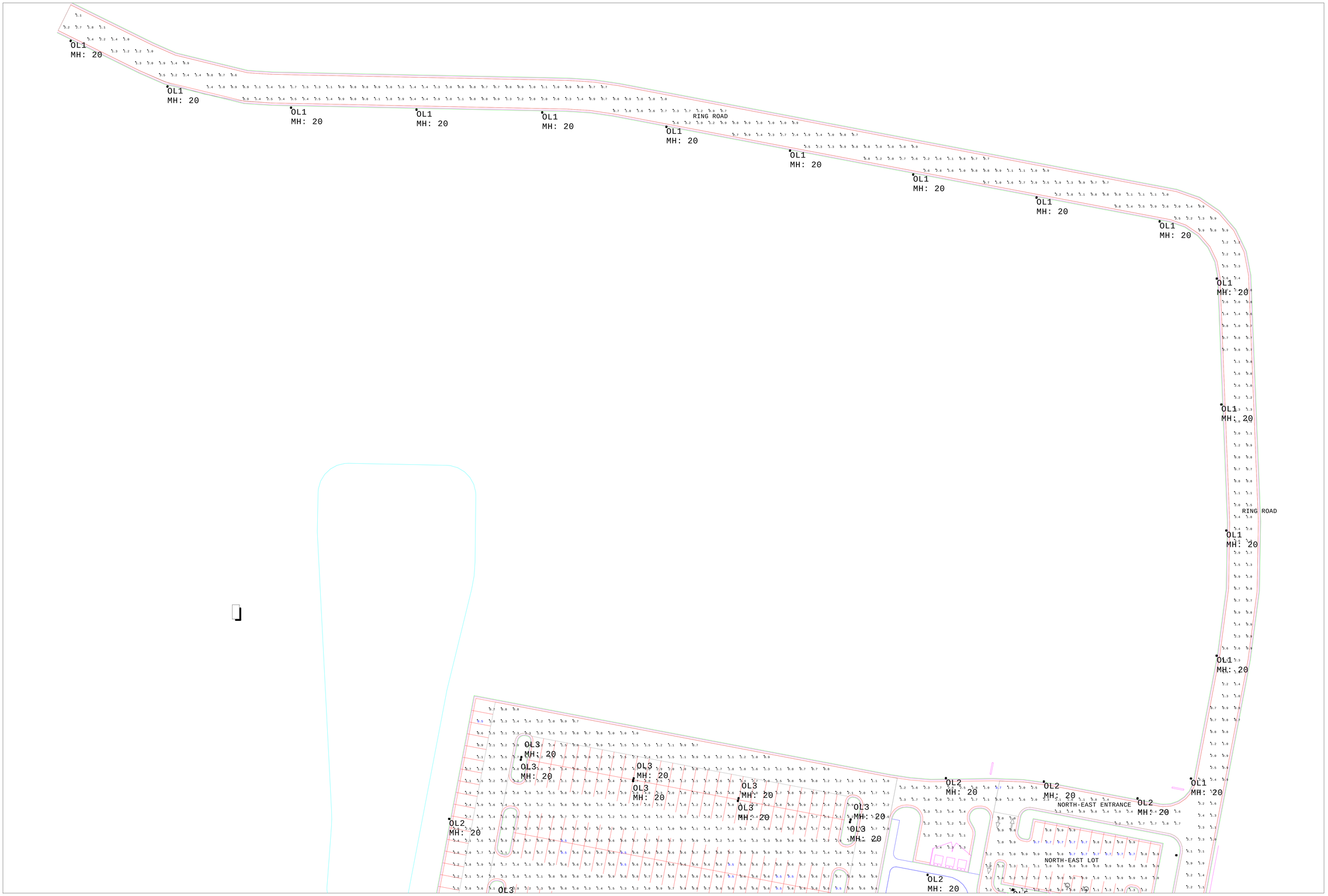


Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| - | 26 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| - | 15 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| - | 40 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| - | 5 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| East Entrance | Fc | 1.20 | 1.6 | 0.7 | 2.29 |
| North-East Entrance | Fc | 1.59 | 2.8 | 0.7 | 4.00 |
| North-East Lot | Fc | 1.00 | 1.4 | 0.7 | 2.00 |
| ring road | Fc | 1.47 | 4.1 | 0.5 | 8.20 |
| South Lot and Entrance Road | Fc | 1.50 | 6.7 | 0.5 | 13.40 |
| West Lot | Fc | 1.54 | 6.8 | 0.5 | 13.60 |

REVISION
*SITE PLAN RESUBMISSION 05/06/19*

5145 Livernois, Suite 100
Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18TH STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - NORTH

DATE
05/06/19

ISSUE
XXX

SHEET No.
P2.01

Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 26 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| | 15 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| | 40 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 5 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| East Entrance | Fc | 1.20 | 1.6 | 0.7 | 2.29 |
| North-East Entrance | Fc | 1.59 | 2.8 | 0.7 | 4.00 |
| North-East Lot | Fc | 1.00 | 1.4 | 0.7 | 2.00 |
| ring road | Fc | 1.47 | 4.1 | 0.5 | 8.20 |
| South Lot and Entrance Road | Fc | 1.50 | 6.7 | 0.5 | 13.40 |
| West Lot | Fc | 1.54 | 6.8 | 0.5 | 13.60 |

REVISION
*SITE PLAN RESUBMISSION* *05/06/19*

5145 Livernois, Suite 100
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PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18th STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - SOUTH

DATE
05/06/19

ISSUE
XXX

SHEET No.
P2.02

Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 26 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| | 15 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| | 40 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 5 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| East Entrance | Fc | 1.20 | 1.6 | 0.7 | 2.29 |
| North-East Entrance | Fc | 1.59 | 2.8 | 0.7 | 4.00 |
| North-East Lot | Fc | 1.00 | 1.4 | 0.7 | 2.00 |
| ring road | Fc | 1.47 | 4.1 | 0.5 | 8.20 |
| South Lot and Entrance Road | Fc | 1.50 | 6.7 | 0.5 | 13.40 |
| West Lot | Fc | 1.54 | 6.8 | 0.5 | 13.60 |

REVISION
*SITE PLAN RESUBMISSION* *05/06/19*

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Troy, Michigan 48098-3275
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PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18th STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - SOUTH

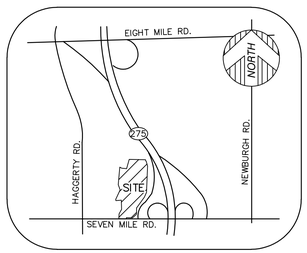
DATE
05/06/19

ISSUE
XXX

SHEET No.
P2.03

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## PARKING

HANDICAP PARKING = 10 STALLS
STANDARD PARKING = 437 STALLS

## PARCEL AREA

1,523,804± SQUARE FEET = 34.982± ACRES

## BASIS OF BEARING

SOUTH 88°14'49" EAST, AS SHOWN AND/OR DESCRIBED AS THE SOUTH LINE OF SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD

## FLOOD NOTE

SUBJECT PARCEL LIES WITHIN:

OTHER AREA (ZONE X): AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

AS SHOWN ON FLOOD INSURANCE RATE MAP: MAP NUMBER 26163C0045E, COMMUNITY – PANEL NUMBER (260669) (0045) (E), DATED FEBRUARY 2, 2012, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

## SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. THERE IS NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING CONDITIONS, EXCEPT AS NOTED HEREON.

3. THE SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

4. THERE ARE NO OBSERVED DELINEATED WETLANDS ON SITE.

5. THERE IS NO DIRECT VEHICULAR ACCESS TO I–275.

## ZONING REGULATIONS

M–1: LIGHT MANUFACTURING

MAXIMUM BUILDING HEIGHT: 50 FEET

REQUIRED SETBACK MINIMUM DIMENSIONS:
FRONT YARD: 100 FEET
INTERIOR SIDE YARDS: 20 FEET
SIDE YARD ABUTTING STREET: 50 FEET
REAR YARD: 50 FEET

NOTE: ALL ZONING INFORMATION IS TAKEN FROM THE CITY OF LIVONIA WEBSITE. ALL ZONING INFORMATION MUST BE VERIFIED FOR COMPLETENESS WITH CURRENT ZONING REGULATIONS.

## POSSIBLE ENCROACHMENTS

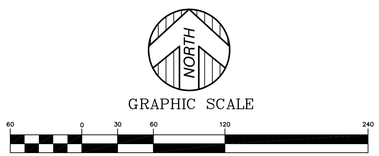
POND CROSSES WESTERN PROPERTY LINE AS SHOWN.

ASPHALT DRIVEWAY CROSSES NORTHERN AND WESTERN PROPERTY LINES AS SHOWN.

ASPHALT PARKING CROSSES INTO HIGHWAY EASEMENT AT NORTHEASTERN PROPERTY CORNER.

## LEGEND

| | |
|---|---|
| ◒ | FOUND SECTION CORNER (AS NOTED) |
| (R&M) | RECORD AND MEASURED DIMENSION |
| (R) | RECORD DIMENSION |
| (M) | MEASURED DIMENSION |
| Ⓔ | ELECTRIC MANHOLE |
| △ | TRANSFORMER |
| ○ | UTILITY POLE |
| ○ | GAS LINE MARKER |
| Ⓣ | TELEPHONE MANHOLE |
| Ⓢ | SANITARY MANHOLE |
| ⊕ | ROUND CATCH BASIN |
| ● | DRAIN |
| Ⓓ | STORM DRAIN MANHOLE |
| | FIRE HYDRANT |
| | FIRE DEPARTMENT CONNECTION |
| ⋈ | POST INDICATOR VALVE |
| Ⓦ | WATER GATE MANHOLE |
| ⋈ | WATER VALVE |
| • | BOLLARD |
| • | FLAGPOLE |
| ☼ | LIGHTPOST/LAMP POST |
| | SINGLE POST SIGN |
| | DOUBLE POST SIGN |
| | HANDICAP PARKING |
| | WETLAND FLAG |
| | PARCEL BOUNDARY LINE |
| | SECTION LINE |
| | EASEMENT (AS NOTED) |
| | RIGHT–OF–WAY |
| | BUILDING |
| | BUILDING OVERHANG |
| | BUILDING HATCH |
| | CONCRETE CURB |
| | PARKING |
| | EDGE OF CONCRETE (CONC.) |
| | EDGE OF ASPHALT (ASPH.) |
| | EDGE OF BRICK |
| | EDGE OF GRAVEL |
| x | FENCE (AS NOTED) |
| | WALL (AS NOTED) |
| | OVERHEAD UTILITY LINE |
| G | GAS LINE |
| S | SANITARY LINE |
| D | STORM LINE |
| W | WATER LINE |
| | MATCHLINE |




## PROPERTY DESCRIPTION

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:
CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN.

A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I–275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I–275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

## MANHOLE SCHEDULE

SANITARY SEWER MANHOLE (SMH#10050)
RIM=772.84'
12"CONC, S, 759.14' INV.
12"CONC, NW, 759.09' INV.

SQUARE CATCH BASIN (CB#10170)
RIM=778.36'

STORM SEWER MANHOLE (SDM#10180)
RIM=772.83'
12"CONC, E, 769.23' INV.
6"CLAY, E, 771.98' INV.
12"CONC, S, 770.98' INV.
12"CONC, W, 769.33' INV.
6"CLAY, W, 771.98' INV.
12"CONC, NW, 770.63' INV.

SQUARE CATCH BASIN (CB#10187)
RIM=776.70'
12"CONC, SE, 771.46' INV.

SANITARY SEWER MANHOLE (SMH#11122)
RIM=774.68'
12"CONC, E, 762.23' INV.
12"CONC, W, 762.18' INV.

SQUARE CATCH BASIN (CB#10212)
RIM=778.40'
12"CONC, S, 772.90' INV.

STORM SEWER MANHOLE (SDM#10213)
RIM=778.52'
12"CONC, N, 772.17' INV.
12"CONC, E, 771.67' INV.
15"CONC, S, 772.17' INV.

ROUND CATCH BASIN (CB#10305)
RIM=773.81'
4"PVC, N, 772.61' INV.
4"PVC, E, 772.61' INV.
4"PVC, S, 771.11' INV.

SANITARY SEWER MANHOLE (SMH#15368)
RIM=777.10'
24"CONC, N, 761.30' INV.
24"CONC, S, 761.45' INV.

SANITARY SEWER MANHOLE (SMH#15374)
RIM=786.32'
24"CONC, N, 762.02' INV.
24"CONC, S, 761.77' INV.
12"CONC, W, 772.62' INV.

ROUND CATCH BASIN (CB#75128)
RIM=795.71'

ROUND CATCH BASIN (CB#75232)
RIM=764.70'
CANNOT OPEN STRUCTURE

STORM SEWER MANHOLE (SDM#75958)
RIM=765.37'
12"CONC. CHANNEL, N, 754.71' INV.
12"CONC, E
72"CONC. CHANNEL, S, 754.71' INV.

STORM SEWER MANHOLE (SDM#75959)
RIM=765.80'
15"CONC, E, 759.30' INV.

## SITE BENCHMARKS

**SITE BENCHMARK #1**
ARROW ON HYDRANT AT NORTHEAST CORNER OF BUILDING.
ELEVATION = 788.60' (NAVD 88)

**SITE BENCHMARK #2**
ARROW ON HYDRANT AT CENTER AND EAST OF BUILDING.
ELEVATION = 788.18' (NAVD 88)

**SITE BENCHMARK #3**
ARROW ON HYDRANT AT SOUTHEAST CORNER OF BUILDING.
ELEVATION = 775.25' (NAVD 88)

## TITLE REPORT NOTE

ONLY THOSE EXCEPTIONS CONTAINED WITHIN THE SEAVER TITLE AGENCY FILE No. 82–16477972–SCM, DATED JUNE 8, 2016, AND RELISTED BELOW WERE CONSIDERED FOR THIS SURVEY. NO OTHER RECORDS RESEARCH WAS PERFORMED BY THE CERTIFYING SURVEYOR.

10. TERMS, CONDITIONS AND STIPULATIONS AS SET FORTH IN HIGHWAY EASEMENT RELEASE RECORDED IN LIBER 18458, PAGE 850, WAYNE COUNTY RECORDS. (AS SHOWN)

11. EASEMENT AGREEMENT AS TO ROADWAY RECORDED IN LIBER 23372, PAGE 938, WAYNE COUNTY RECORDS. (AS SHOWN)

12. GRANT OF EASEMENT AS TO WATER MAIN RECORDED IN LIBER 23477, PAGE 43, WAYNE COUNTY RECORDS. (AS SHOWN)

13. GRANT OF EASEMENT AS TO STORM SEWER AS RECORDED IN LIBER 23467, PAGE 312, WAYNE COUNTY RECORDS. (AS SHOWN)

14. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 111, WAYNE COUNTY RECORDS. (AS SHOWN)

15. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 109, WAYNE COUNTY RECORDS. (AS SHOWN)

## SURVEYOR'S CERTIFICATION

TO ATA NATIONAL TITLE GROUP, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 3, 4, 6B, 7A, 7B1, 7C, 8, 9, 11, 13, 16, 17, 18, 19, 20 AND 21 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON (07/28/18).

DATE OF PLAT OR MAP: (07/30/18)

ANTHONY T. SYCKO, JR., P.S.
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 47976

STATE OF MICHIGAN
ANTHONY T. SYCKO, JR.
PROFESSIONAL SURVEYOR
NO. 47976
LICENSED PROFESSIONAL SURVEYOR

**REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS**
REVISED: JULY 30, 2018 – ADDED TOPO
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT

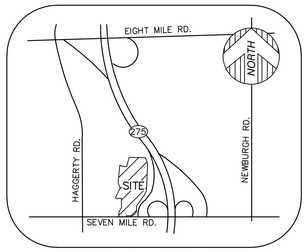

KEM-TEC & ASSOCIATES
PROFESSIONAL SURVEYORS – PROFESSIONAL ENGINEERS
22556 GRATIOT AVE * EASTPOINTE, MICHIGAN 48021
(586)772–2222 * (800)295–7222 * FAX (586)772–4048


CERTIFIED TO: SEAVER TITLE AGENCY LLC, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 1 OF 2 |
| DRAWN BY: DLD JL | REV.: DECEMBER 05, 2018 |

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## LEGEND

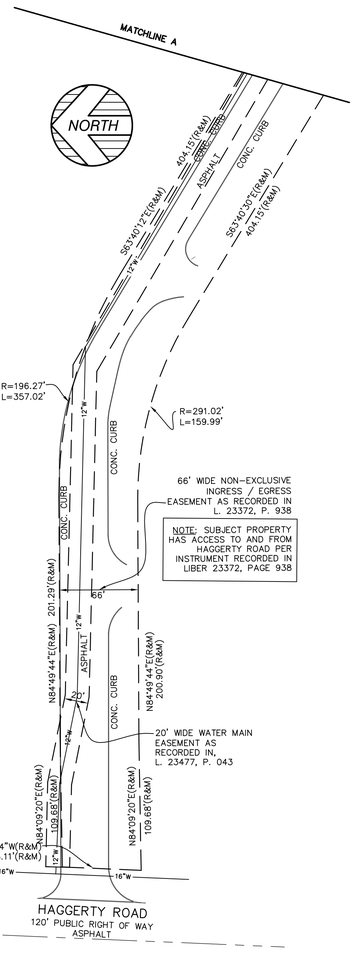
| | | | |
|---|---|---|---|
| ● | FOUND SECTION CORNER (AS NOTED) | WB | WETLAND FLAG |
| (R&M) | RECORD AND MEASURED DIMENSION | | PARCEL BOUNDARY LINE |
| (R) | RECORD DIMENSION | | SECTION LINE |
| (M) | MEASURED DIMENSION | | EASEMENT (AS NOTED) |
| (E) | ELECTRIC MANHOLE | | RIGHT–OF–WAY |
| △ | TRANSFORMER | | BUILDING |
| ○ | UTILITY POLE | | BUILDING OVERHANG |
| ○ | GAS LINE MARKER | | BUILDING HATCH |
| (T) | TELEPHONE MANHOLE | | CONCRETE CURB |
| (S) | SANITARY MANHOLE | | PARKING |
| ⊕ | ROUND CATCH BASIN | | EDGE OF CONCRETE (CONC.) |
| ● | DRAIN | | EDGE OF ASPHALT (ASPH.) |
| (D) | STORM DRAIN MANHOLE | | EDGE OF BRICK |
| | FIRE HYDRANT | | EDGE OF GRAVEL |
| FDC | FIRE DEPARTMENT CONNECTION | x | FENCE (AS NOTED) |
| ⊠ | POST INDICATOR VALVE | | WALL (AS NOTED) |
| WG | WATER GATE MANHOLE | | OVERHEAD UTILITY LINE |
| ⊠ | WATER VALVE | G | GAS LINE |
| • | BOLLARD | S | SANITARY LINE |
| • | FLAGPOLE | D | STORM LINE |
| ☼ | LIGHTPOST/LAMP POST | W | WATER LINE |
| ┤ | SINGLE POST SIGN | | MATCHLINE |
| ┤┤ | DOUBLE POST SIGN | | |
| ♿ | HANDICAP PARKING | | |

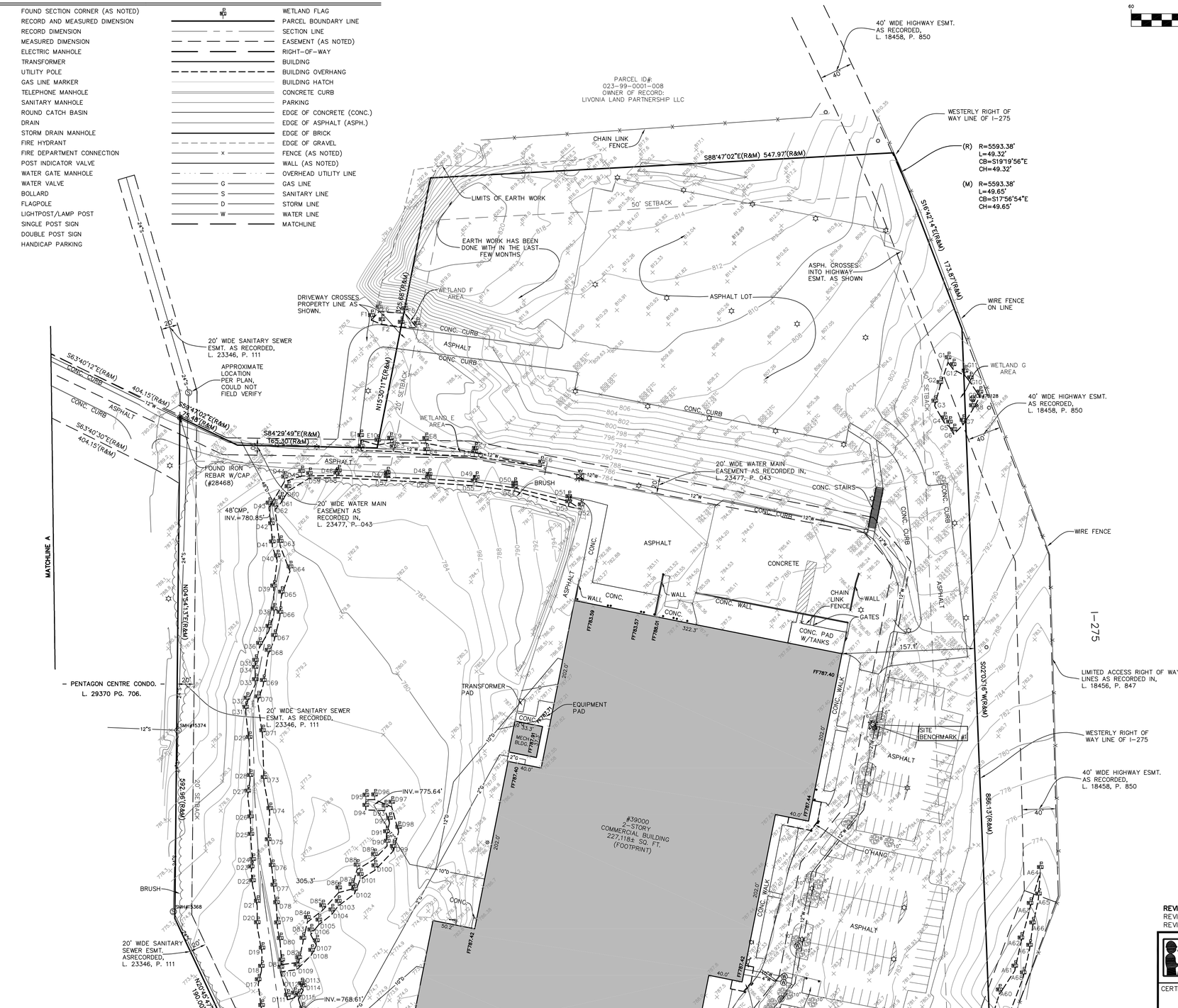
NORTH

GRAPHIC SCALE

60 0 30 60 120 240

( IN FEET )
1 inch = 60 ft.




MATCHLINE SEE SHEET 1 OF 2

REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT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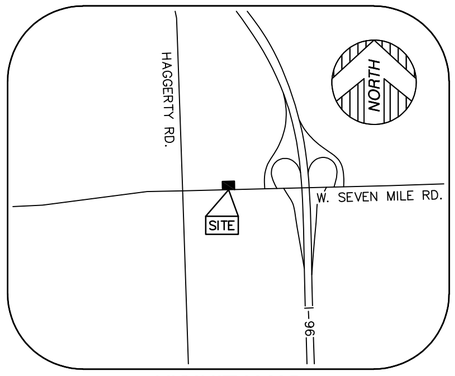
| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 2 OF 2 |
| DRAWN BY: DLD | REV.: DECEMBER 05, 2018 |




## VICINITY MAP
(NOT TO SCALE)

## PARKING
NO VISIBLE MARKED PARKING ON SITE

## PARCEL AREA
36,950± SQUARE FEET = 0.848± ACRES

## BENCHMARK
SITE BENCHMARK #1
SET ON SOUTH EDGE OF LIGHT POLE BASE IN WEST ISLAND NORTH OF SITE.
ELEVATION = 783.19' (NAVD 88 DATUM)

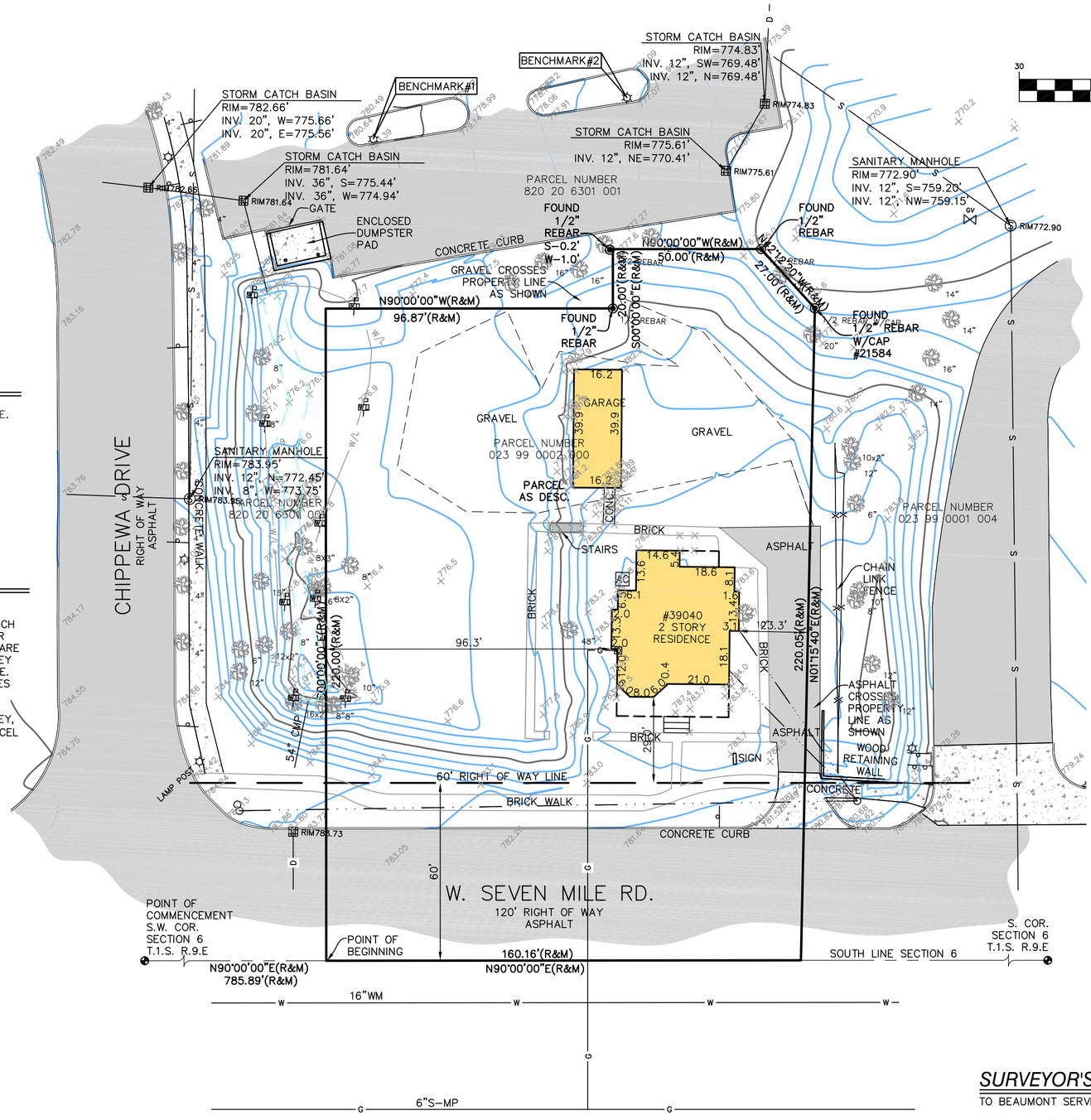
SITE BENCHMARK #2
SET ON SOUTHWEST LIGHT POLE BOLT IN EAST ISLAND NORTH OF SITE.
ELEVATION = 779.87' (NAVD 88 DATUM)

## BASIS OF BEARING
NORTH 90°00'00" EAST, BEING THE SOUTH LINE OF SECTION 6, AS DESCRIBED

## SURVEYOR'S NOTES
1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. A CURRENT TITLE POLICY HAS NOT BEEN FURNISHED AT TIME OF SURVEY, THEREFORE EASEMENTS AND/OR ENCUMBRANCES AFFECTING SUBJECT PARCEL MAY NOT BE SHOWN.

## LEGEND
- FOUND SECTION CORNER (AS NOTED)
- (R&M) RECORD AND MEASURED DIMENSION
- (R) RECORD DIMENSION
- (M) MEASURED DIMENSION
- UTILITY POLE
- BOLLARD
- GAS METER
- SQUARE CATCH BASIN
- SANITARY MANHOLE
- AIR CONDITIONING UNIT
- SINGLE POST SIGN
- PARCEL BOUNDARY LINE
- SECTION LINE
- RIGHT-OF-WAY
- BUILDING
- CENTERLINE ROAD
- CONCRETE CURB
- EDGE OF CONCRETE (CONC.)
- EDGE OF ASPHALT (ASPH.)
- EDGE OF BRICK
- EDGE OF GRAVEL
- FENCE (AS NOTED)
- WALL (AS NOTED)
- OVERHEAD UTILITY LINE
- GAS LINE
- STORM LINE
- WATER LINE
- BUILDING AREA
- ASPHALT
- CONCRETE




## GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

## PROPERTY DESCRIPTION
THE LAND SITUATED IN THE LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN, IS DESCRIBED AS FOLLOWS:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 6 DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH SECTION LINE DISTANT EAST 785.89 FEET FROM THE SOUTHWEST CORNER OF SECTION 6 AND PROCEEDING THENCE EAST ALONG SAID LINE, 160.16 FEET, THENCE NORTH 01°15'40" EAST 220.05 FEET, THENCE NORTH 42°12'20" WEST 27.00 FEET, THENCE WEST 50.00 FEET, THENCE SOUTH 20.00 FEET, THENCE WEST 96.87 FEET, THENCE SOUTH 220.00 FEET TO THE POINT OF BEGINNING, EXCEPTING THE SOUTH 60.00 FEET THEREOF.

## SURVEYOR'S CERTIFICATION
TO BEAUMONT SERVICE CENTER:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 4, 7A, 8 AND 9 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON 11/29/18.

DATE OF PLAT OR MAP: 12/06/18

DRAFT

DANIEL J. JACKSON
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 53499
22556 GRATIOT AVE., EASTPOINTE, MI 48021
djackson@kemtec-survey.com

| REVISION | DATE | BY | DESCRIPTION |
|---|---|---|---|
| 1 | 01/11/19 | CMC | ADD TOPOGRAPHIC FEATURES |

# ALTA / NSPS LAND TITLE SURVEY
PREPARED FOR: BEAUMONT SERVICE CENTER
39040 W. SEVEN MILE RD., PONTIAC, MICHIGAN,
PART OF SECTION 6,
TOWN 1 SOUTH, RANGE 9 EAST

KEM-TEC
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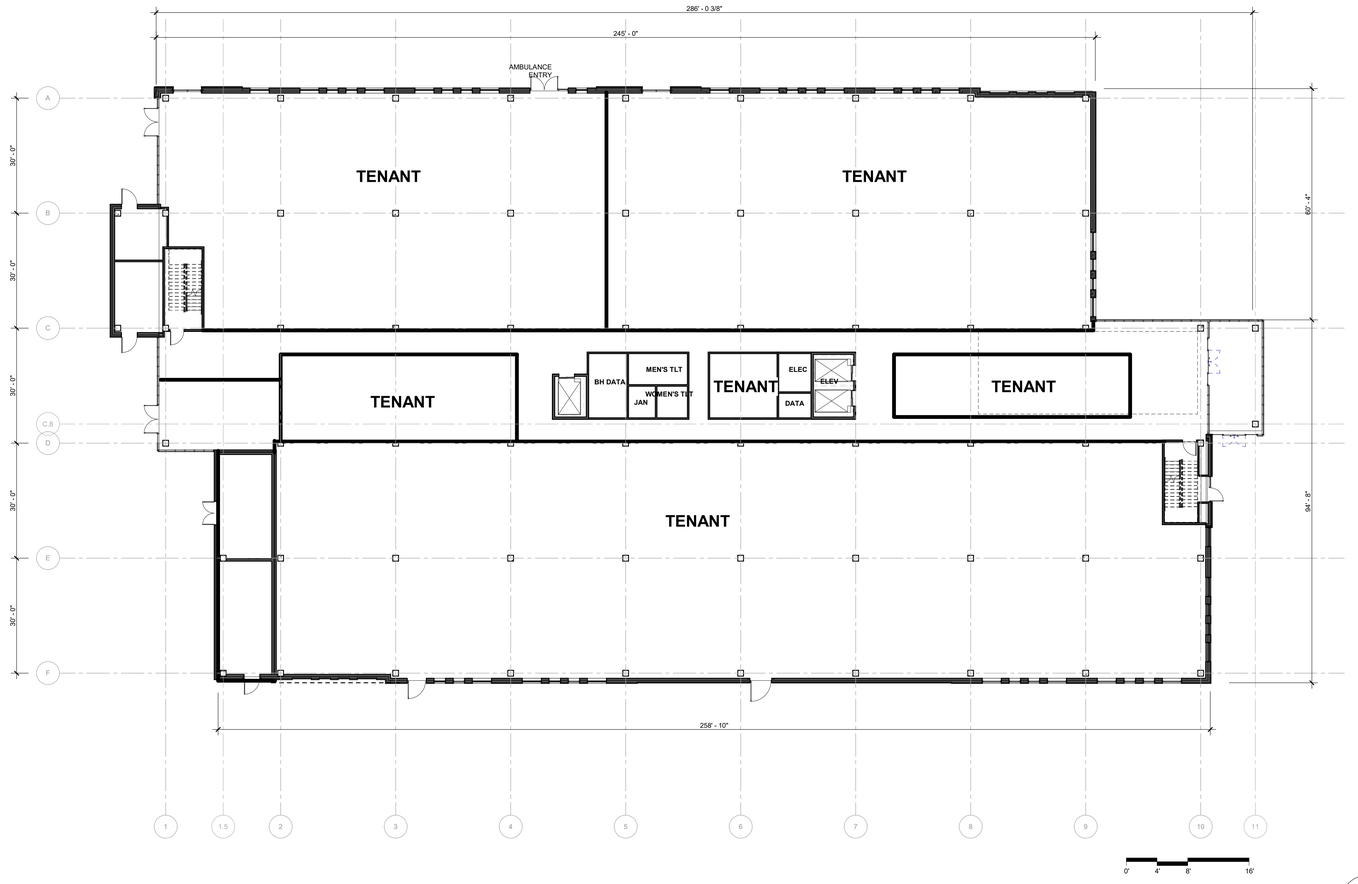
| | | | |
|---|---|---|---|
| DRAWN BY: | NS | 1/9/19 | |
| CHECKED BY: | DJ | 1/9/19 | |
| DATE: | JANUARY 9, 2019 | | |
| PROJECT NO: | 18-04294 | SCALE: | 1" = 30' |

1
1 OF 1 SHEETS




**01** **LEVEL 01_SITE SUBMISSION**
1/16" = 1'-0"


**ARCHITECT**
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NORTHVILLE, MI 48167

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**CIVIL ENGINEER**
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SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
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NORTHVILLE, MI 48167

**INTERIORS**
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESUBMISSION | 05/06/2019 |

HKS PROJECT NUMBER
**22398.000**
DATE
**05/06/19**
ISSUE
**SITE PLAN RESUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 01**

SHEET NO.
**A2.01**

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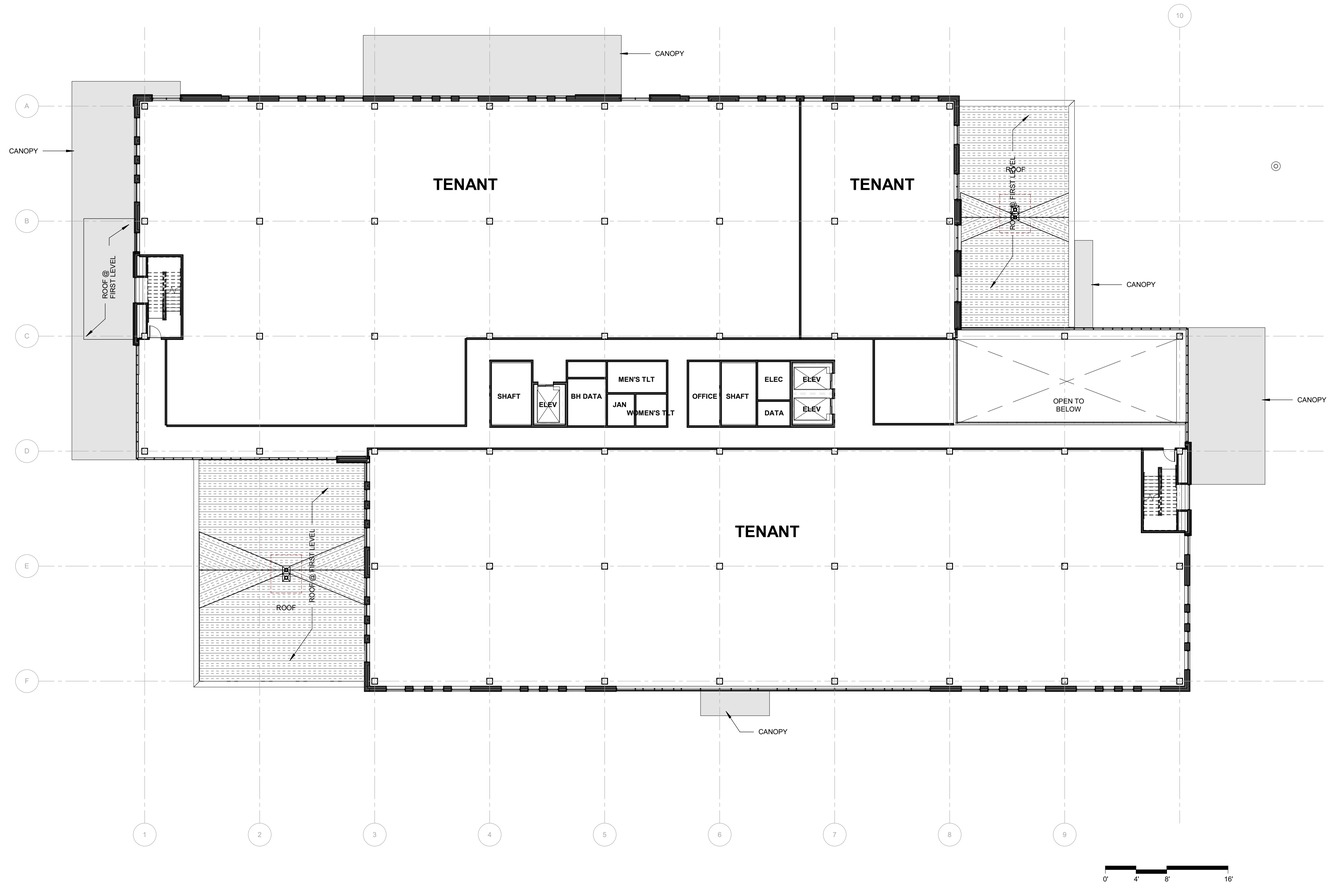


**01** **LEVEL 02_SITE SUBMISSION**
1/16" = 1'-0"


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DALLAS, TX 75201

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SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

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HKS PROJECT NUMBER
**22398.000**
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ISSUE
**SITE PLAN RESUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 02**

SHEET NO.
**A2.02**

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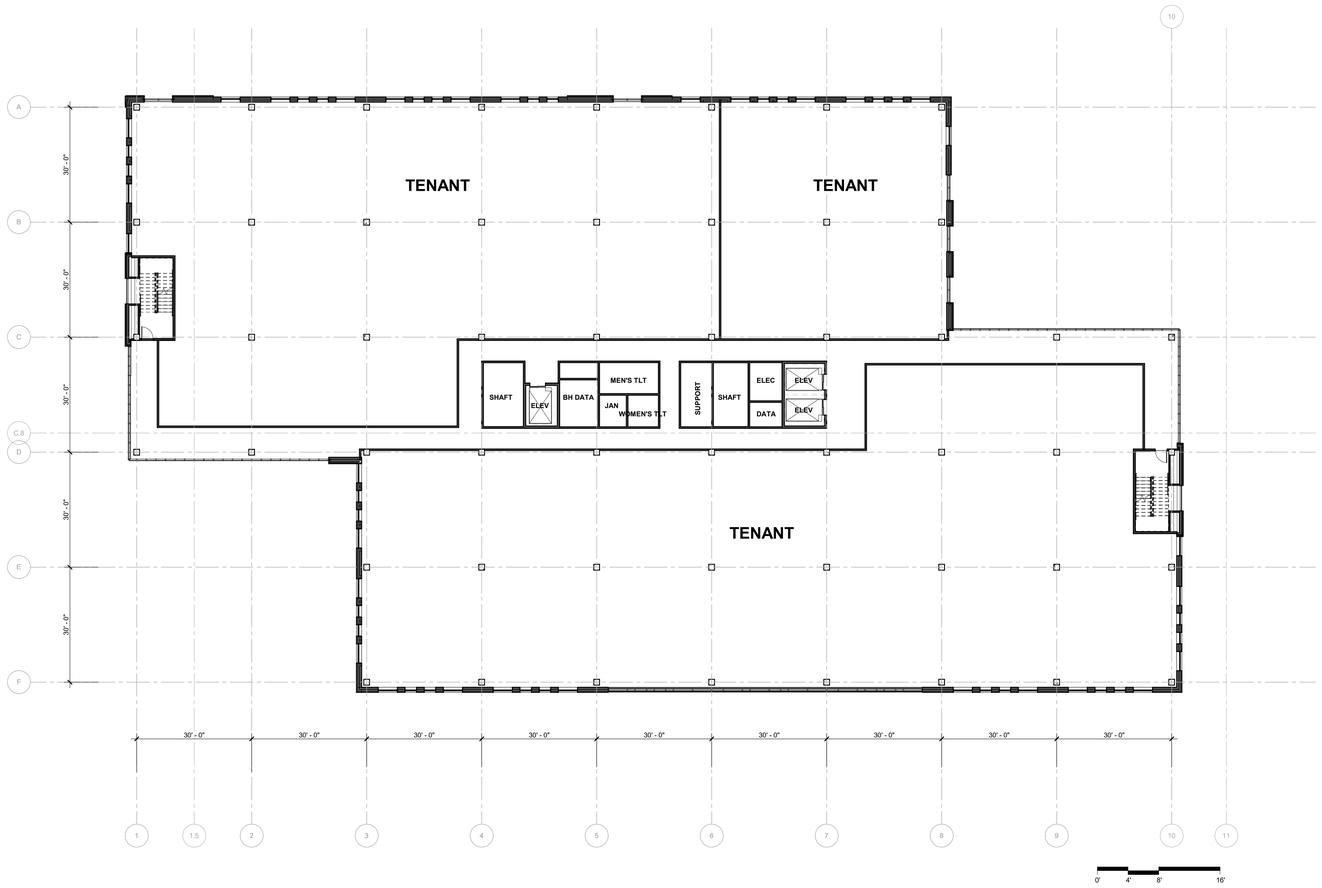


## 01 LEVEL 03_SITE SUBMISSION

1/16" = 1'-0"


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DALLAS, TX 75201

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ANDERSON, ECKSTEIN & WESTRICK
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SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
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300 E CADY ST
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# LIVONIA, MICHIGAN

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SHEET TITLE
**FLOOR PLAN - LEVEL 03**

SHEET NO.
**A2.03**

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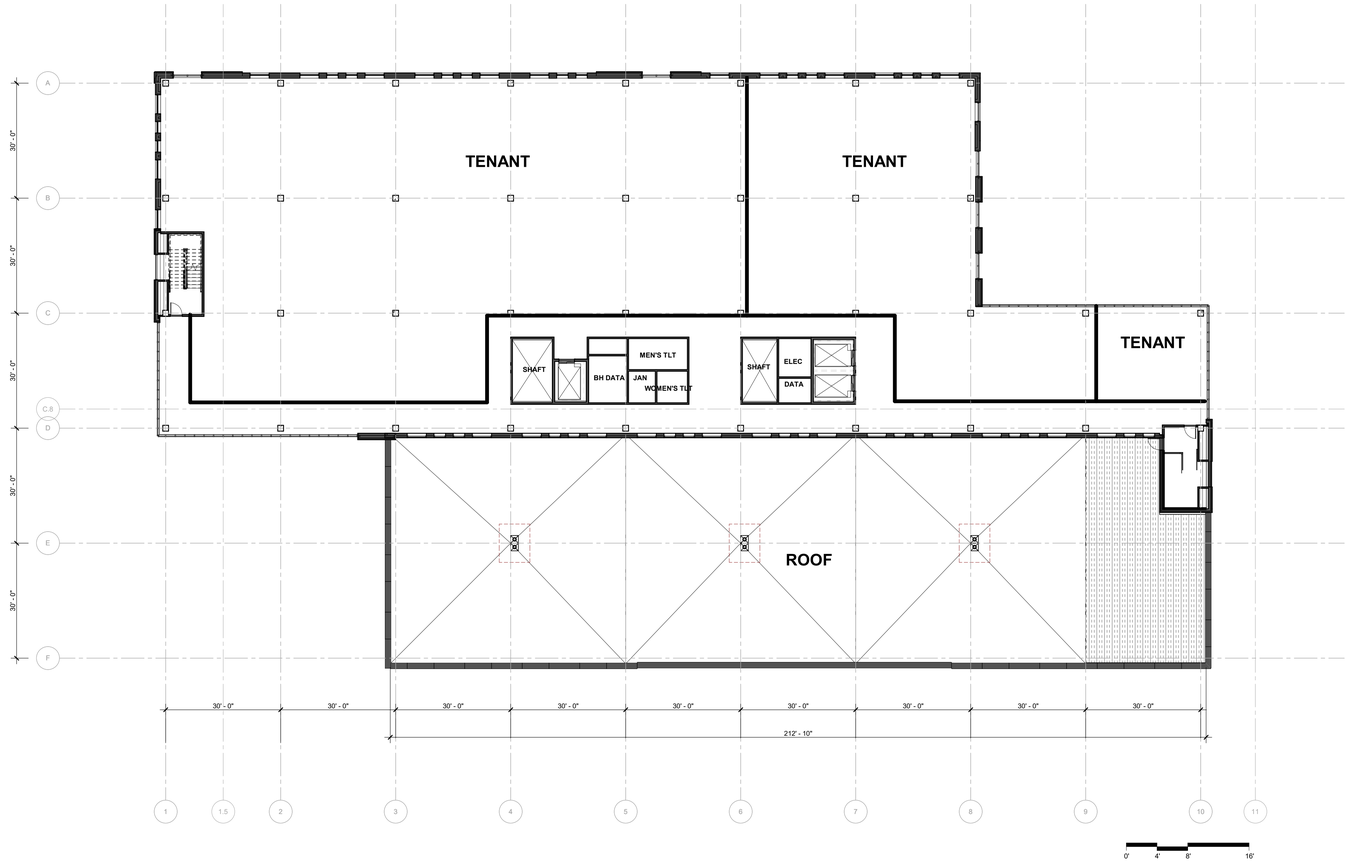


**01** **LEVEL 04_SITE SUBMISSION**
1/16" = 1'-0"


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51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
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**SITE PLAN RESUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 04**

SHEET NO.
**A2.04**

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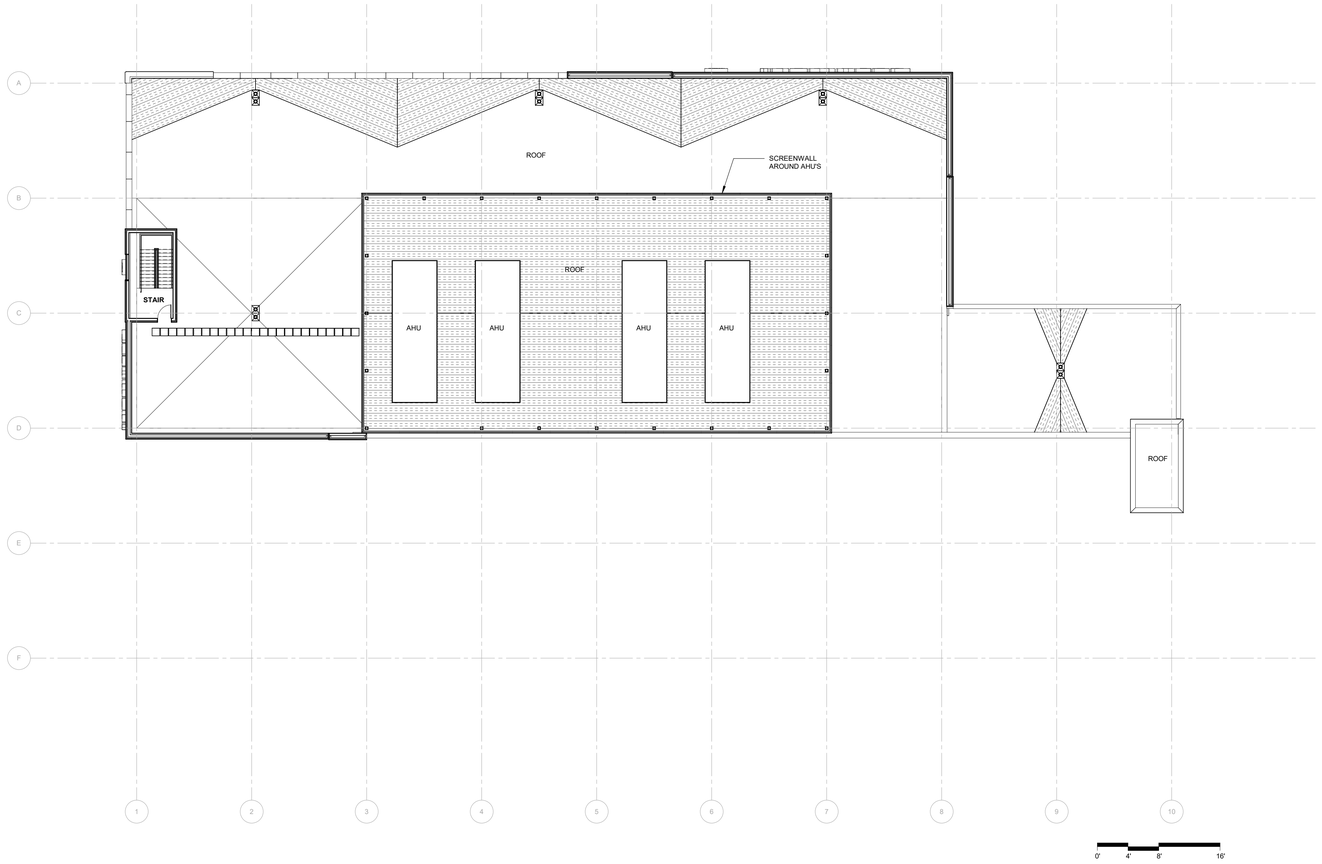


**01** **ROOF PLAN**
1/16" = 1'-0"


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**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
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**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
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NORTHVILLE, MI 48167

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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

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| NO. | DESCRIPTION | DATE |
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**22398.000**
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ISSUE
**SITE PLAN RESUBMISSION**
SHEET TITLE
**ROOF PLAN**

SHEET NO.
**A2.05**

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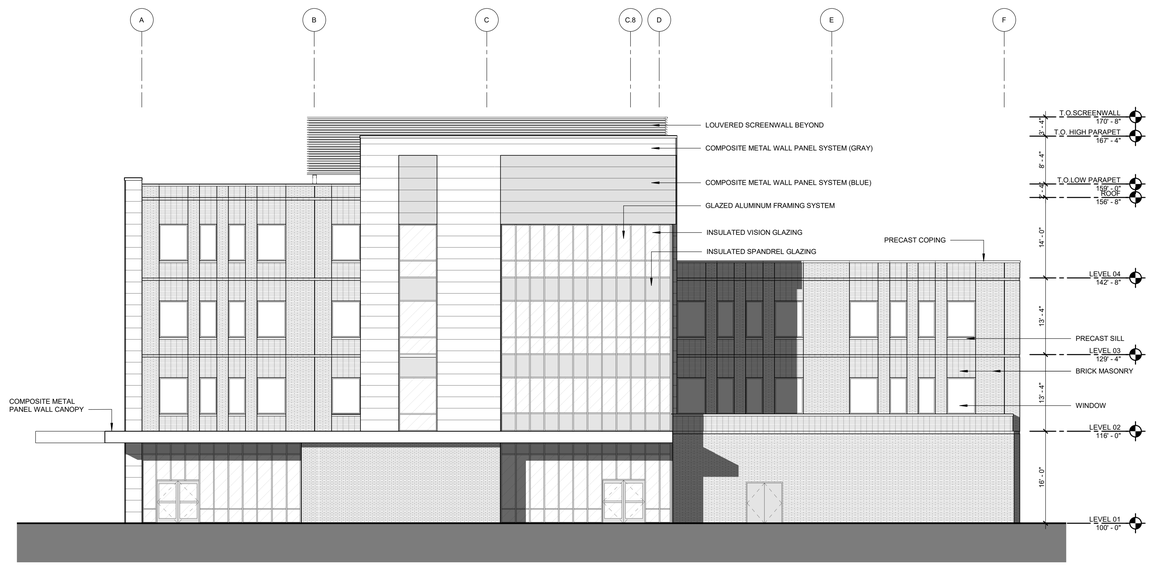
**01** **EAST ELEVATION**
3/32" = 1'-0"




**02** **NORTH ELEVATION**
3/32" = 1'-0"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# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

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**22398.000**
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SHEET TITLE
**EXTERIOR ELEVATIONS**

SHEET NO.
**A5.00**

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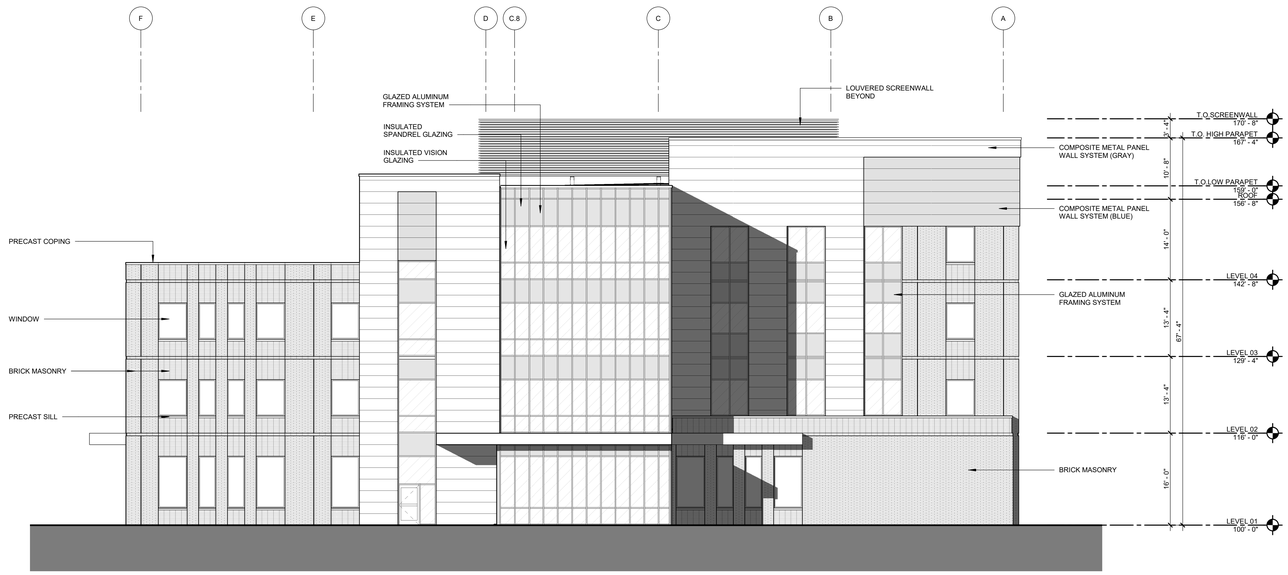
## 01 WEST ELEVATION

3/32" = 1'-0"




## 02 SOUTH ELEVATION

3/32" = 1'-0"

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HKS ARCHITECTS, INC.
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**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
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HKS PROJECT NUMBER
**22398.000**

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**05/06/19**

ISSUE
**SITE PLAN RESUBMISSION**

SHEET TITLE
**EXTERIOR ELEVATIONS**

SHEET NO.
**A5.01**

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**04** VIEW FROM NORTHEAST

**02** VIEW FROM SOUTHEAST

**03** VIEW FROM NORTHWEST

**01** VIEW FROM SOUTHWEST

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5145 LIVERNOIS, SUITE 100
TROY, MI 48098

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DALLAS, TX 75201

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ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

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SHEET TITLE
**ILLUSTRATIVE VIEWS**

SHEET NO.
**A5.02**

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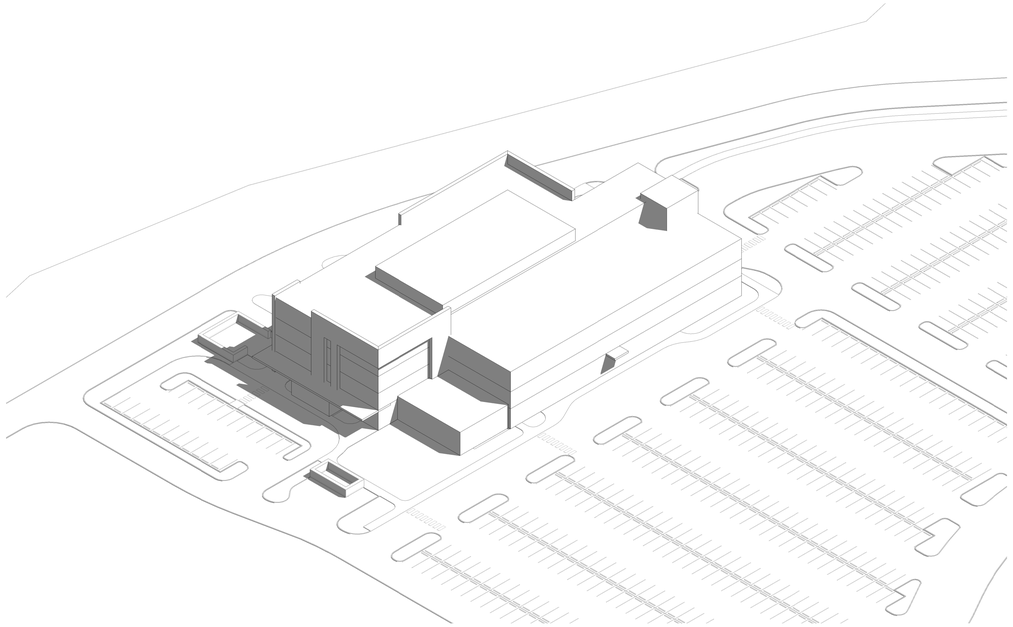
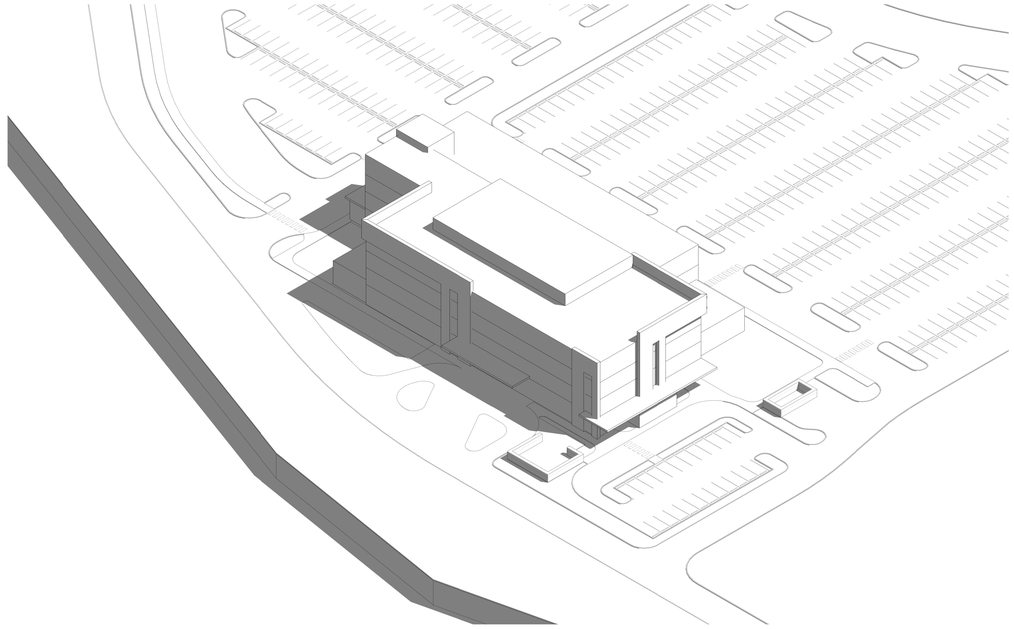
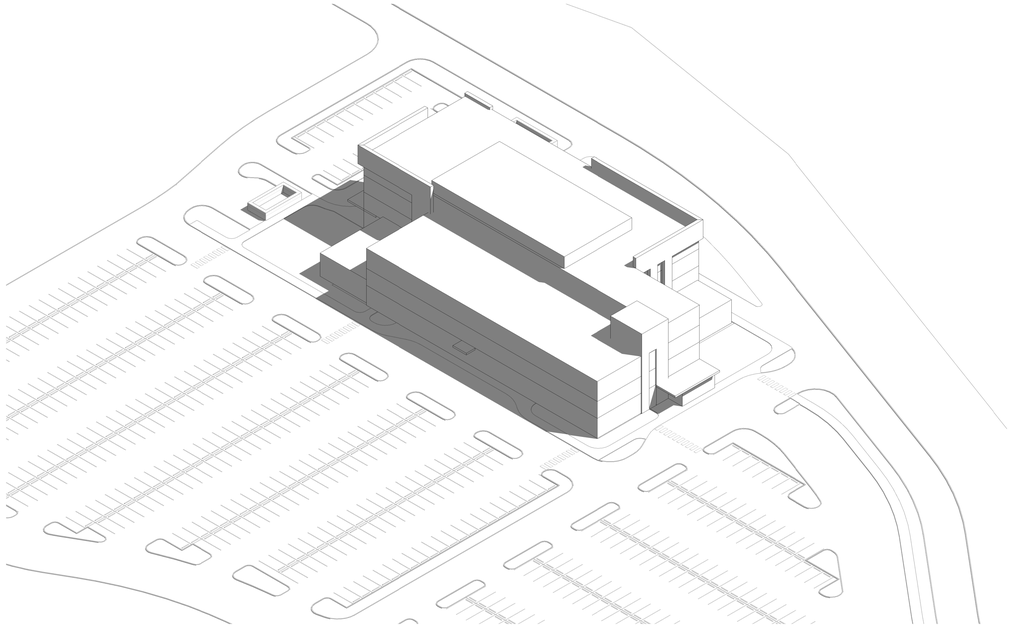


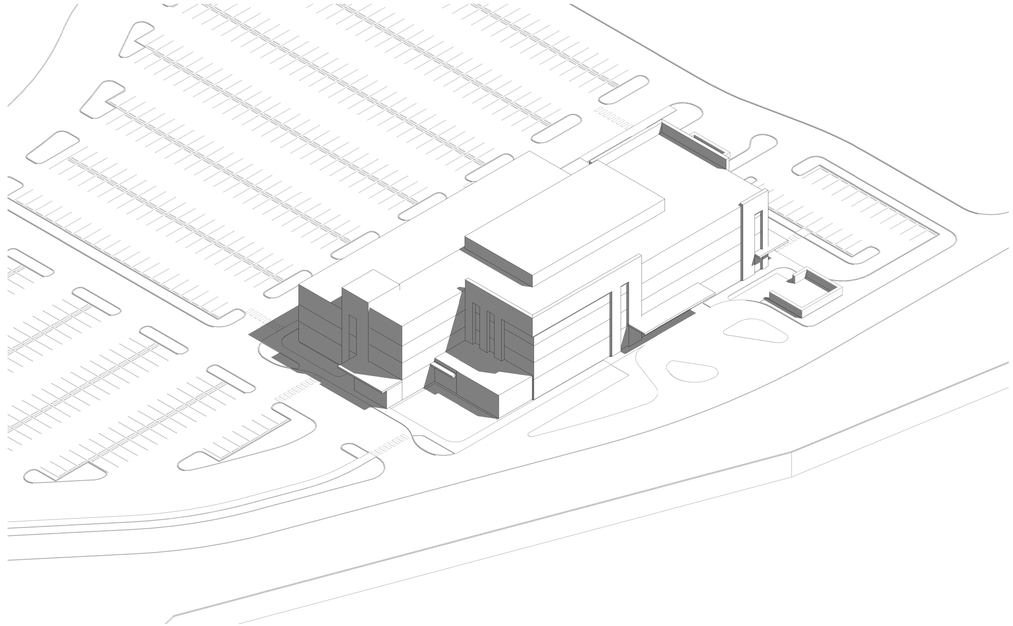
**04** 3D MASS AXON - NW



**02** 3D MASS AXON - NE



**03** 3D MASS AXON - SW



**01** 3D MASS AXON - SE

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TROY, MI 48098

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**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

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| NO. | DESCRIPTION | DATE |
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| 1 | RESUBMISSION | 05/06/2019 |

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DATE
**05/06/19**

ISSUE
**SITE PLAN RESUBMISSION**

SHEET TITLE
**ILLUSTRATIVE VIEWS**

SHEET NO.
**A5.03**

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# LIVONIA PROJECT
# TRAFFIC IMPACT STUDY

## CITY OF LIVONIA, MICHIGAN

## JANUARY 28, 2019


**PREPARED BY:**

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

**FLEIS & VANDENBRINK**
**27725 STANSBURY BLVD., SUITE 150**
**FARMINGTON HILLS, MI 48334**


837540

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| Agency Review | Date | Comments |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

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# 1 INTRODUCTION

This report presents the results of a Traffic Impact Study (TIS) for the proposed development in the City of Livonia, Michigan. The project site is located in the northwest quadrant of the Seven Mile Road and I-275 Southbound Ramp intersection, as shown on **Figure 1**. The proposed development will consist of 130,000 SF warehouse, 105,452 SF medical office building, 49,015 SF Clinic, and 7,192 SF Emergency Room. Site access for the development is currently provided via one access point to Seven Mile Road and one access point to Haggerty Road.

The scope of this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice and information published by the Institute of Transportation Engineers (ITE). It should be noted that no agency was contacted regarding the scope of work for this study due to the confidentiality of the project. The study analyses were completed using Synchro and SimTraffic (Version 10) traffic analysis software. The study intersections analyzed for this TIS include:

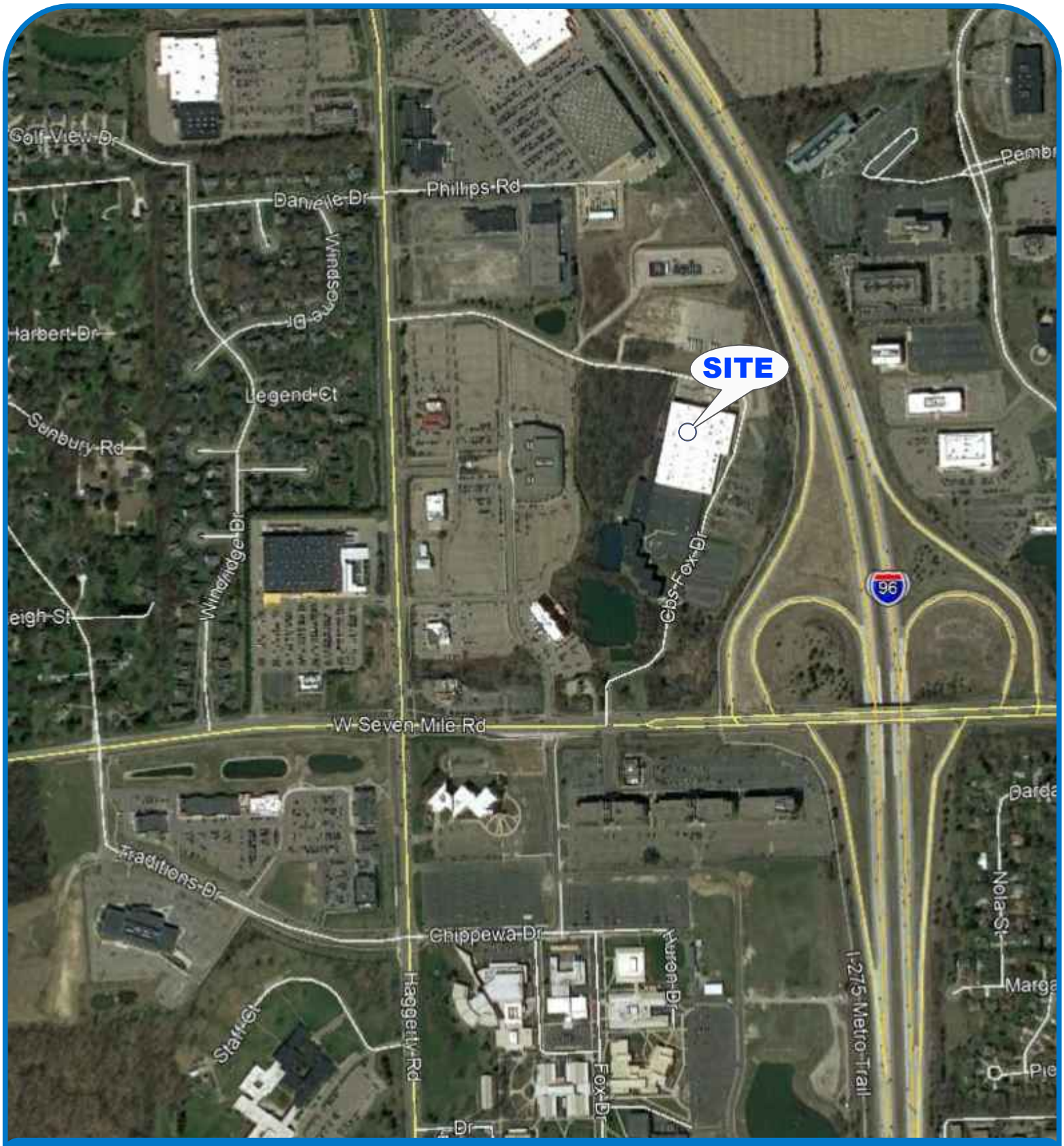
- Seven Mile Road & SB I-275
- Seven Mile Road & S. Site Drive,
- Seven Mile Road & Chippewa Street,
- Seven Mile Road & Haggerty Road,
- Haggerty Road & W. Site Drive (CBS Fox Drive),

The purpose of this study is to identify the traffic related impacts, if any, of the proposed development project on the adjacent road network. Specific tasks undertaken for this study include the following:

1. Obtain and review the proposed site plan which includes the proposed land uses, densities, and desired site access locations. A description of the current and proposed land use, including characteristics such as the type of operations, number of beds and gross floor area will be accompanied with a complete project site plan (with buildings identified as to proposed use). A schedule for construction of the development and proposed development phasing will also be provided.
2. Collect AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period turning movement counts at the study intersections.
3. Identify the Existing AM and PM peak hour traffic volumes at the study intersections based on turning movement count data.
4. Calculate the **Existing** vehicle delays, LOS, and vehicle queues at the study intersections during the AM and PM. The analysis will be performed at each of the study intersections. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6$^{th}$ Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
5. Identify improvements (if any) for the study road network that would be required to accommodate the existing traffic volumes.
6. Calculate the future background traffic volumes based on an appropriate traffic growth determined from local or statewide data to the project build-out year and/or any applicable background developments in the vicinity of this project.
7. Calculate the **Background** ***(without the proposed development)*** vehicle delays, LOS, and vehicle queues at the study intersections during the AM and PM peak periods. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6$^{th}$ Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
8. The background analysis will be performed for the buildout year associated with the project.
9. Any state, local, or private transportation improvement projects in the project study area that will be underway in the build-out year and traffic that is generated by other proposed developments in the study area will be included as background conditions.

10. Identify improvements (if any) for the study road network that would be required to accommodate the background traffic volumes.
11. Forecast the number of AM and PM peak hour trips that would be generated by the proposed development based on data published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 10th Edition*.
12. A table will be provided in the report outlining the categories and quantities of land uses, with the corresponding trip generation rates or equations, and the resulting number of trips.
13. The trip generation for the development will be summarized for the buildout year.
14. Include the Loop Road option with access to Seven Mile Road through Chippewa Street.
15. Conduct network simulations to include the following alternatives:
    a. Alternative 1 will provide access to Seven Mile Road via existing south site driveway.
    b. Alternative 2 will provide access to Seven Mile Road via a connection to Chippewa Street.
16. Assign the trips that would be generated by the proposed development to the adjacent road network based on existing traffic patterns. The distribution of the estimated trip generation to the adjacent street network and nearby intersections shall be included in the report and the basis will be explained. The distribution percentages with the corresponding volumes will be provided in a graphical format.
17. The trip distribution for the development will be shown in a separate table.
18. Combine the site-generated traffic assignments with the background traffic forecasts to establish the Future AM and PM peak hour traffic volumes for the development.
19. Calculate the **Future (with the proposed development)** vehicle delays, LOS, and vehicle queues at the study intersections. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6th Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
20. The future analysis will be performed for the buildout year associated with the project.
21. Identify improvements (if any) for the study road network that would be required to accommodate the site-generated traffic volumes.
22. If a traffic signal is recommended at any of the study intersections, a signal warrant analysis will be included in the study.
23. Complete a technical memorandum consistent with accepted standards and suitable for submission to City of Livonia, which outlines the methodologies, analyses, results, and recommendations of the traffic study. All work will follow accepted traffic engineering practice and the standards documented by ITE, FHWA, the City of Livonia, and Wayne County Department of Public Services.

Sources of data for this study include traffic counts conducted by F&V subconsultant Traffic Data Collection, Inc. (TDC), information provided by the developer, City of Livonia, Wayne County Department of Public Services, and ITE. All background information is provided in **Appendix A**.




# FIGURE 1
# SITE LOCATION MAP

PROJECT - LIVONIA, MI

LEGEND

SITE SITE LOCATION

NORTH

SCALE: NOT TO SCALE

# 2 BACKGROUND DATA

## 2.1 EXISTING ROAD NETWORK

Vehicle transportation for the proposed development is provided via Seven Mile Road and Haggerty Road. Regional transportation is provided via I-275 which has an interchange with Seven Mile Road approximately ¼ mile east of the South Site Drive. The lane use and traffic control at the study intersections are shown on **Figure 2** and the study roadways are further described below. For the purposes of this study, all minor streets and driveways are assumed to have an operating speed of 25 miles per hour (mph).

**Seven Mile Road** runs in the east and west directions and is classified as a Minor Arterial. Seven Mile Road is under the jurisdiction of Wayne County with a posted speed limit of 45 mph. The AADT on the section from Haggerty Road to I-275 is 24,600 vehicles per day (Year 2016) and the roadway has a typical five lane cross section, with two lanes in each direction and a center two-way left-turn lane.

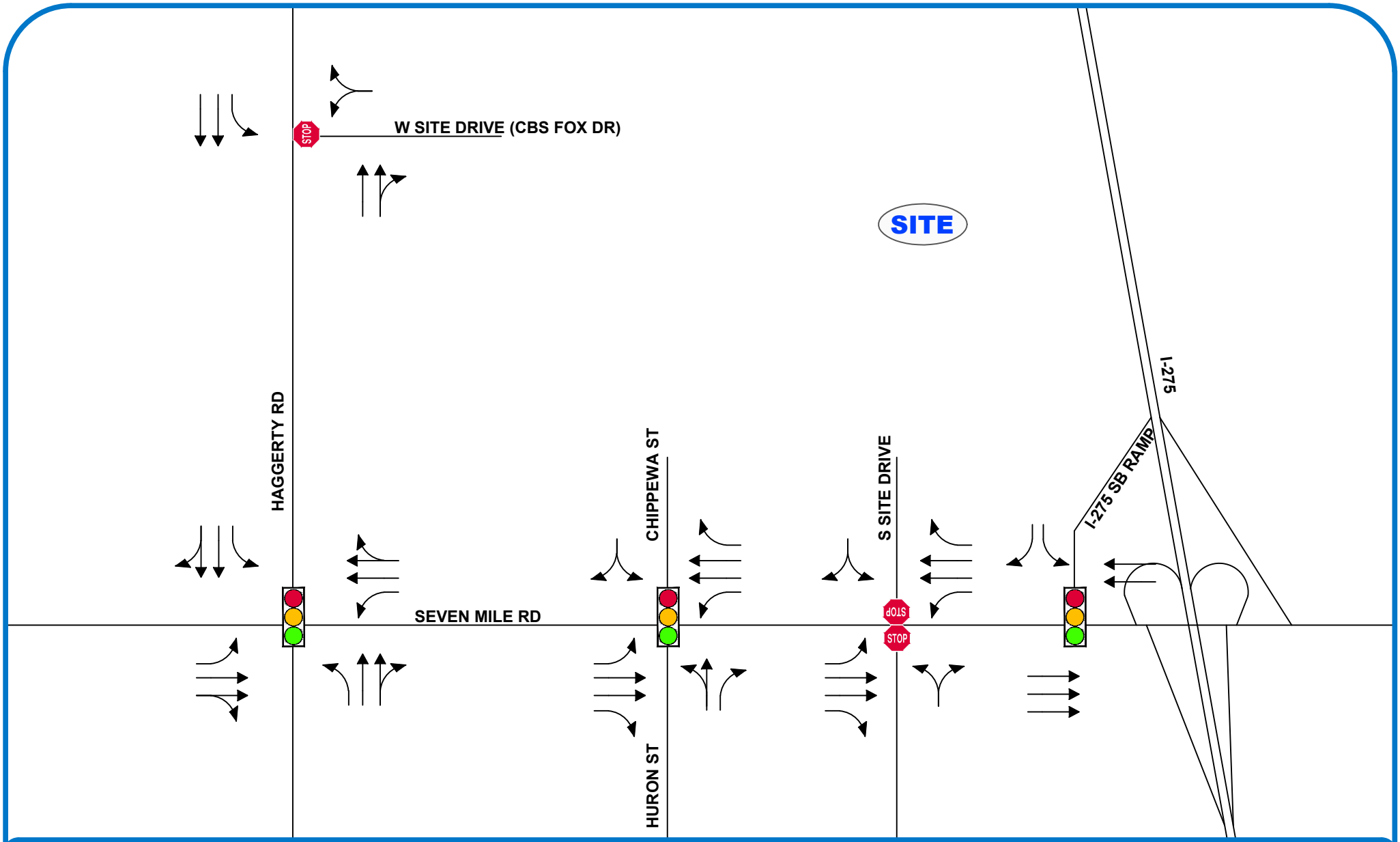
**Haggerty Road** runs in the north and south directions and is classified as a Minor Arterial. The study section of Haggerty Road is under the jurisdiction of Wayne County, has a posted speed limit of 45 mph with an estimated Average Annual Daily Traffic (AADT) volume of 30,300 vehicles per day north of Seven Mile Road and 26,700 vehicles per day south of Seven Mile Road. The roadway is a typical five lane cross section with two lanes in each direction and a center two-way left-turn lane.

## 2.2 EXISTING TRAFFIC VOLUMES

Existing traffic volume data at the study intersections were collected by F&V subconsultant TDC on October 3, 2018 for the Weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM).

The data was used as a baseline to establish the current peak hour traffic volumes for the analysis of existing traffic conditions. During collection of the intersection turning movement counts, pedestrian data and commercial truck percentages were recorded and used in the traffic analysis. Peak Hour Factors (PHFs) were also calculated for each study intersection approach.

The peak hour volumes for each intersection were utilized for this study and the volumes were balanced upward through the study network. At locations were access is provided between study intersections, “dummy” intersections were used to account for sink and source volumes, and through volumes were carried along the main study roadways. The AM and PM peak hours of existing network traffic were identified to generally occur between 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM, respectively, for a typical weekday. The traffic volume data are included in **Appendix B** and the existing peak hour traffic volumes are summarized on **Figure 3**.




# FIGURE 2
# LANE USE AND TRAFFIC CONTROL

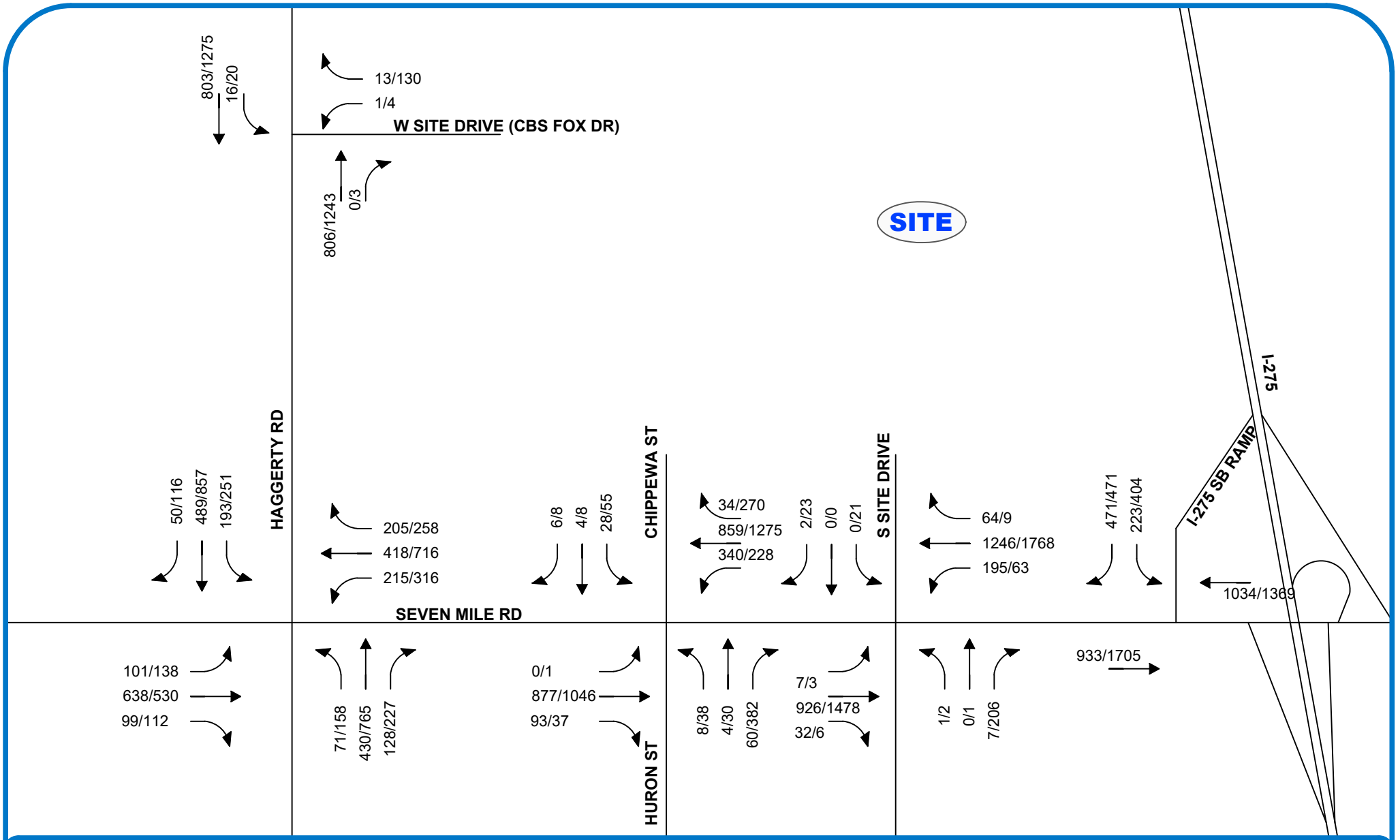
PROJECT - LIVONIA, MI

LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- PROPOSED ROADS
- ROADS
- LANE USE

NORTH

SCALE: NOT TO SCALE




# FIGURE 3
# EXISTING TRAFFIC VOLUMES

PROJECT - LIVONIA, MI

LEGEND

TRAFFIC VOLUMES (AM/PM)

ROADS

NORTH

SCALE: NOT TO SCALE

# 3 EXISTING CONDITIONS ANALYSIS

## 3.1 EXISTING CONDITIONS

The existing AM and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro traffic analysis software. The results of the analysis of existing conditions were based on the existing lane use and traffic control shown on **Figure 2**, the existing traffic volumes shown on **Figure 3**, and the methodologies presented in the Highway Capacity Manual (HCM) 6th Edition.

Descriptions of LOS "A" through "F" as defined in the HCM are provided in **Appendix A** for signalized and unsignalized intersections. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. The results of the analysis of existing conditions for all study intersections are presented in **Appendix B** and are summarized in **Table 1**. Microsimulation was performed at the study intersections using SimTraffic to further evaluate the network performance.

The results of the existing conditions analysis indicate that all study intersection approaches and movements operate acceptably at a LOS D or better with exception of the following:

- **Seven Mile Road & I-275 SB Ramp**:
  - During the AM peak hour; the southbound right turn movement operates at LOS F.
  - During the PM peak hour; the southbound right turn movement operates at LOS F.

- **Seven Mile Road & South Site Drive:**
  - During the AM peak hour; the northbound approach operates at LOS F.
  - During the PM peak hour; the northbound and southbound approaches operate at LOS F.

- **Seven Mile Road & Chippewa Street:**
  - During the PM peak hour; the westbound left turn movement operates at LOS E. The northbound approach operates at LOS F.

- **Seven Mile Road & Haggerty Road:**
  - During the PM peak hour; the westbound approach operates at LOS F. The northbound through and right turn movements operate at LOS F. The southbound left turn operates at LOS F, while the through and right-turn movements operate at LOS E.

Review of network simulations indicates acceptable traffic operations during the AM peak and adverse traffic operations during the PM peak period. During the AM peak hour, brief periods of vehicle queues were observed at the intersection of Seven Mile Road and Haggerty Road for the eastbound and southbound approaches. During the PM peak hour, long vehicle queues were observed at the intersections of Seven Mile Road & I-275 Ramp, Seven Mile Road & Chippewa Street, and Seven Mile Road & Haggerty Road, these queues dissipate slowly and are present throughout the duration of the peak periods causing backups and blockages.

**Table 1: Existing Intersection Operations**

| Intersection | | Control | Approach | Existing | | | |
|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.0 | A | 25.3 | C |
| | | | WBT | 10.4 | B | 14.8 | B |
| | | | SBL | 26.4 | C | 54.0 | D |
| | | | SBR | 108.1 | F | 142.1 | F |
| | | | **Overall** | **27.8** | **B** | **37.8** | **D** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 13.1 | B | 17.3 | C |
| | | | EBT | Free | | Free | |
| | | | WBL | 13.2 | B | 15.4 | C |
| | | | WBT | Free | | Free | |
| | | | NBLTR | 222.4 | F | # | F |
| | | | SBLTR | 14.6 | B | # | F |

| Intersection | | Control | Approach | Existing | | | |
|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 21.6 | C |
| | | | EBT | 0.4 | A | 14.5 | B |
| | | | EBR | 0.1 | A | 8.7 | A |
| | | | WBL | 35.5 | D | 66.8 | E |
| | | | WBT | 8.2 | A | 10.3 | B |
| | | | WBR | 4.6 | A | 7.3 | A |
| | | | NBTL | 32.0 | C | 70.2 | E |
| | | | NBR | 33.3 | C | 285.3 | F |
| | | | SBTL | 48.9 | D | 80.1 | F |
| | | | SBR | 33.4 | C | 25.5 | C |
| | | | **Overall** | **10.9** | **B** | **53.1** | **D** |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 29.6 | C | 41.1 | D |
| | | | EBT | 31.0 | C | 32.6 | C |
| | | | EBR | 31.3 | C | 32.8 | C |
| | | | WBL | 39.1 | D | 109.2 | F |
| | | | WBT | 36.8 | D | 81.4 | F |
| | | | WBR | 37.5 | D | 82.3 | F |
| | | | NBL | 22.7 | C | 46.1 | D |
| | | | NBT | 27.9 | C | 76.0 | F |
| | | | NBR | 28.6 | C | 76.6 | F |
| | | | SBL | 28.9 | D | 149.4 | F |
| | | | SBT | 26.0 | C | 66.0 | E |
| | | | SBR | 26.2 | C | 65.8 | E |
| | | | **Overall** | **31.1** | **C** | **73.1** | **E** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBL | 18.2 | C | 30.1 | D |
| | | | WBR | 11.4 | B | 18.3 | C |
| | | | NBT | Free | | Free | |
| | | | SBL | 9.6 | A | 12.0 | B |
| | | | SBT | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds.*

## 3.2 EXISTING CONDITIONS IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements in the existing condition, mitigation measures were investigated including signal timing adjustments, geometric improvements, and traffic control modifications. The proposed improvements and their impact to intersection operations are discussed below.

- **Seven Mile Road & I-275 SB Ramp**

  Signal timing adjustments were investigated at this intersection. The signal optimization will reduce the delay for the southbound approach during the AM and PM peak periods. Therefore, the recommended improvement at this intersection is as follows:

  - Optimize signal phase splits.

- **Seven Mile Road & S. Site Drive**

  Geometric improvements were investigated at this intersection. Adding a right turn lane for the northbound and southbound approaches will reduce the delay for the right turn movements. Therefore, the recommended improvement at this intersection is as follows:

  - Widen the NB and SB approaches to provide an exclusive right-turn lane.

- **Seven Mile Road & Chippewa Street**

  Traffic signal and geometric improvements were investigated at this intersection. Providing a permissive/protected left turn phase for all approaches and widening the northbound approach will significantly reduce the delay and LOS. A left-turn phasing warrant was evaluated according to MDOT guidelines, and the warrant evaluation result is included in **Appendix B**. The left-turn warrant evaluation

concluded that a permissive/protected phase is recommended at this intersection. Therefore, the recommended improvements at this intersection are as follows:

- Provide a permissive/protected left turn phase for the EB, WB, NB, & SB approaches.
- Provide a permissive/overprotected right turn phase for the NB approach.
- Widen the NB approach to provide an exclusive right-turn lane.
- Optimize signal phase splits.

- **Seven Mile Road & Haggerty Road**

Traffic signal improvements were investigated at this intersection. However, it was determined that signal timing adjustments at this intersection alone would not address the operational deficiencies previously identified. In order to address the operational deficiencies, geometric improvements were considered. The recommended improvements at this intersection are limited to adding singular turn lane capacity.

- Widen the EB, WB, NB, and SB approaches to provide an exclusive right-turn lane.
- Optimize signal phase splits.

### 3.2.1 Existing Conditions with Improvements

The results of the existing intersection operations with the recommended mitigation measures are summarized in **Table 2**. Although these improvements are needed to improve existing traffic operations today, F&V reviewed the SEMCOG *2017-2020 Transportation Improvement Program* and no improvements to the study network are currently planned.

The results of the existing conditions with improvements indicate that roadway network operations at all study intersection approaches and movements would observe significant reduction in delays and improved LOS. All study intersections approaches will operate acceptably at a LOS D or better during both peak periods. Several intersection movements have not improved and remained deficient. Additionally, review of network simulations indicated improved traffic operations and reduced vehicle queue lengths at the study intersections.

**Table 2: Existing Intersection Operations with Improvements**

| Intersection | | Control | Approach (before/after) | Existing | | | | Existing with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.0 | A | 25.3 | C | 2.3 | A | 2.4 | A |
| | | | WBT | 10.4 | B | 14.8 | B | 20.6 | C | 26.7 | C |
| | | | SBL | 26.4 | C | 54.0 | D | 15.8 | B | 27.3 | C |
| | | | SBR | 108.1 | F | 142.1 | F | 26.4 | C | 42.9 | D |
| | | | **Overall** | **27.8** | **B** | **37.8** | **D** | **14.9** | **B** | **18.2** | **B** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 13.1 | B | 17.3 | C | 13.1 | B | 17.3 | C |
| | | | EBT | Free | | Free | | Free | | Free | |
| | | | WBL | 13.2 | B | 15.4 | C | 13.2 | B | 15.4 | C |
| | | | WBT | Free | | Free | | Free | | Free | |
| | | | NBLR/NBL | 222.4 | F | # | F | 222.4 | F | # | F |
| | | | NBR | - | - | - | - | 12.2 | B | 48.7 | E |
| | | | SBLR/SBL | 14.6 | B | # | F | 14.6 | B | # | F |
| | | | SBR | - | - | - | - | 0.0 | A | 20.9 | C |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 21.6 | C | 0.0 | A | 17.4 | B |
| | | | EBT | 0.4 | A | 14.5 | B | 21.1 | C | 51.1 | D |
| | | | EBR | 0.1 | A | 8.7 | A | 15.3 | B | 24.4 | C |
| | | | WBL | 35.5 | D | 66.8 | E | 13.8 | B | 22.8 | C |
| | | | WBT | 8.2 | A | 10.3 | B | 0.6 | A | 9.9 | A |
| | | | WBR | 4.6 | A | 7.3 | A | 0.1 | A | 3.5 | A |
| | | | NBTL/NBL | 32.0 | C | 70.2 | E | 28.8 | C | 22.6 | C |
| | | | NBT | - | - | - | - | 31.8 | C | 25.0 | C |
| | | | NBR | 33.3 | C | 285.3 | F | 21.4 | C | 47.0 | D |
| | | | SBLT/SBL | 0.0 | A | 0.0 | A | 26.0 | C | 22.6 | C |
| | | | SBR/SBRT | 33.4 | C | 25.5 | C | 30.7 | C | 24.2 | C |
| | | | **Overall** | **10.9** | **B** | **53.1** | **D** | **11.8** | **B** | **27.9** | **C** |

| Intersection | | Control | Approach (before/after) | Existing | | | | Existing with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 29.6 | C | 41.1 | D | 26.8 | C | 47.1 | D |
| | | | EBT | 31.0 | C | 32.6 | C | 28.6 | C | 46.9 | D |
| | | | EBR | 31.3 | C | 32.8 | C | 25.5 | C | 33.7 | C |
| | | | WBL | 39.1 | D | 109.2 | F | 33.4 | C | 52.2 | D |
| | | | WBT | 36.8 | D | 81.4 | F | 27.8 | C | 38.6 | D |
| | | | WBR | 37.5 | D | 82.3 | F | 31.2 | C | 38.0 | D |
| | | | NBL | 22.7 | C | 46.1 | D | 26.3 | C | 44.3 | D |
| | | | NBT | 27.9 | C | 76.0 | F | 28.0 | C | 35.5 | D |
| | | | NBR | 28.6 | C | 76.6 | F | 29.7 | C | 30.4 | C |
| | | | SBL | 28.9 | D | 149.4 | F | 29.0 | C | 53.0 | D |
| | | | SBT | 26.0 | C | 66.0 | E | 26.4 | C | 32.7 | C |
| | | | SBR | 26.2 | C | 65.8 | E | 24.4 | C | 22.8 | C |
| | | | **Overall** | **31.1** | **C** | **73.1** | **E** | **28.4** | **C** | **39.2** | **D** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBR | 11.4 | B | 18.3 | C | 11.4 | B | 18.3 | C |
| | | | NBT | Free | | Free | | Free | | Free | |
| | | | NBR | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A |
| | | | SBL | 9.6 | A | 12.0 | B | 9.6 | A | 12.0 | B |
| | | | SBT | Free | | Free | | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds*

# 4 DEVELOPMENT ANALYSIS

The proposed development includes warehouse, medical office, clinic, and emergency room with a buildout year of 2020. The proposed development will consist of 130,000 SF Warehouse, 105,452 SF Medical Office Building, 49,015 SF Clinic, and 7,192 SF Emergency Room. The background and future conditions were evaluated to determine the impact (if any) from the previously identified land uses.

## 4.1 BACKGROUND CONDITIONS

In order to determine the applicable traffic growth rate for the existing traffic volumes to project background and build-out traffic volumes, historical population and economy profile data was obtained for the city of Livonia from SEMCOG. Historical data has shown a growth rate of 0.08% annually. Therefore, a conservative **0.5%** annual growth rate was utilized in this study. The annual growth rate was applied to the existing 2018 traffic volumes to forecast the background 2020 traffic volumes ***without the proposed development.***

The background traffic growth rate was applied to the existing traffic volumes to determine the background traffic volumes shown on **Figure 4**. Background peak hour vehicle delays and LOS were calculated based on the existing lane use and traffic control at the study area intersections, the background traffic volumes and the methodologies outlined in the HCM6. The results of the analysis of background conditions for all study intersections are presented in **Appendix C** and are summarized in **Table 3**.

The results of the background conditions analysis indicate that all study intersection approaches and movements will continue to operate in a manner similar to existing conditions, in which several intersections movements and approaches will operate at a LOS E or F during both the AM and PM peak periods, as shown in the table below.

Review of the network simulations indicates that traffic conditions in background will operate similar to existing conditions with acceptable operations and moderate queues during the AM period, and acceptable operations but long queues during the PM period. During the AM and PM peak hour periods, brief periods of long vehicle queues are observed, as shown in the table below. Similar to existing conditions, vehicle queues dissipate and are not present throughout the duration of the AM peak period, however, in the PM peak period vehicle queues are slowly dissipating and causing backups.

**Table 3: Background Intersection Operations**

| Intersection | | Control | Approach | Existing | | | | 2020 Background | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.0 | A | 25.3 | C | 8.6 | A | 25.5 | C |
| | | | WBT | 10.4 | B | 14.8 | B | 11.3 | B | 15.0 | B |
| | | | SBL | 26.4 | C | 54.0 | D | 28.9 | C | 55.5 | E |
| | | | SBR | 108.1 | F | 142.1 | F | 150.9 | F | 146.9 | F |
| | | | **Overall** | **27.8** | **B** | **37.8** | **D** | **35.9** | **D** | **38.7** | **D** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 13.1 | B | 17.3 | C | 13.2 | B | 17.5 | C |
| | | | EBT | Free | | Free | | Free | | Free | |
| | | | WBL | 13.2 | B | 15.4 | C | 13.4 | B | 15.6 | C |
| | | | WBT | Free | | Free | | Free | | Free | |
| | | | NBLR | 222.4 | F | # | F | 236.2 | F | # | F |
| | | | SBLR | 14.6 | B | # | F | 14.7 | B | # | F |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 21.6 | C | 0.0 | A | 31.5 | C |
| | | | EBT | 0.4 | A | 14.5 | B | 0.4 | A | 22.7 | C |
| | | | EBR | 0.1 | A | 8.7 | A | 0.2 | A | 13.1 | B |
| | | | WBL | 35.5 | D | 66.8 | E | 40.6 | D | 106.2 | F |
| | | | WBT | 8.2 | A | 10.3 | B | 8.9 | A | 12.2 | B |
| | | | WBR | 4.6 | A | 7.3 | A | 5.1 | A | 8.3 | A |
| | | | NBLT | 32.0 | C | 70.2 | E | 34.5 | C | 69.3 | E |
| | | | NBR | 33.3 | C | 285.3 | F | 39.4 | D | 216.1 | F |
| | | | SBLT | 48.9 | D | 80.1 | F | 49.2 | D | 82.5 | F |
| | | | SBR | 33.4 | C | 25.5 | C | 33.8 | C | 23.9 | C |
| | | | **Overall** | **10.9** | **B** | **53.1** | **D** | **12.2** | **B** | **49.8** | **D** |

| Intersection | | Control | Approach | Existing | | | | 2020 Background | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 29.6 | C | 41.1 | D | 32.8 | C | 41.3 | D |
| | | | EBT | 31.0 | C | 32.6 | C | 36.4 | D | 32.8 | C |
| | | | EBR | 31.3 | C | 32.8 | C | 36.5 | D | 33.0 | C |
| | | | WBL | 39.1 | D | 109.2 | F | 55.8 | E | 114.9 | F |
| | | | WBT | 36.8 | D | 81.4 | F | 40.1 | D | 84.4 | F |
| | | | WBR | 37.5 | D | 82.3 | F | 40.9 | D | 85.4 | F |
| | | | NBL | 22.7 | C | 46.1 | D | 27.7 | C | 47.6 | D |
| | | | NBT | 27.9 | C | 76.0 | F | 31.8 | C | 79.0 | F |
| | | | NBR | 28.6 | C | 76.6 | F | 32.1 | C | 79.7 | F |
| | | | SBL | 28.9 | D | 149.4 | F | 36.8 | D | 154.2 | F |
| | | | SBT | 26.0 | C | 66.0 | E | 29.2 | C | 68.6 | E |
| | | | SBR | 26.2 | C | 65.8 | E | 29.2 | C | 68.4 | E |
| | | | **Overall** | **31.1** | **C** | **73.1** | **E** | **36.2** | **D** | **75.8** | **E** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBL | 18.2 | C | 30.1 | D | 18.4 | C | 30.4 | D |
| | | | WBR | 11.4 | B | 18.3 | C | 11.4 | B | 18.6 | C |
| | | | NBT | Free | | Free | | Free | | Free | |
| | | | SBL | 9.6 | A | 12.0 | B | 9.6 | A | 12.1 | B |
| | | | SBT | Free | | Free | | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds*

## 4.2 Background Conditions Improvements

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements under background 2020 conditions, existing conditions mitigation measures were applied. The results of this analysis are summarized in **Table 4** and indicate that network operations at all study intersection approaches and movements would observe significant reduction in delays and improved LOS.

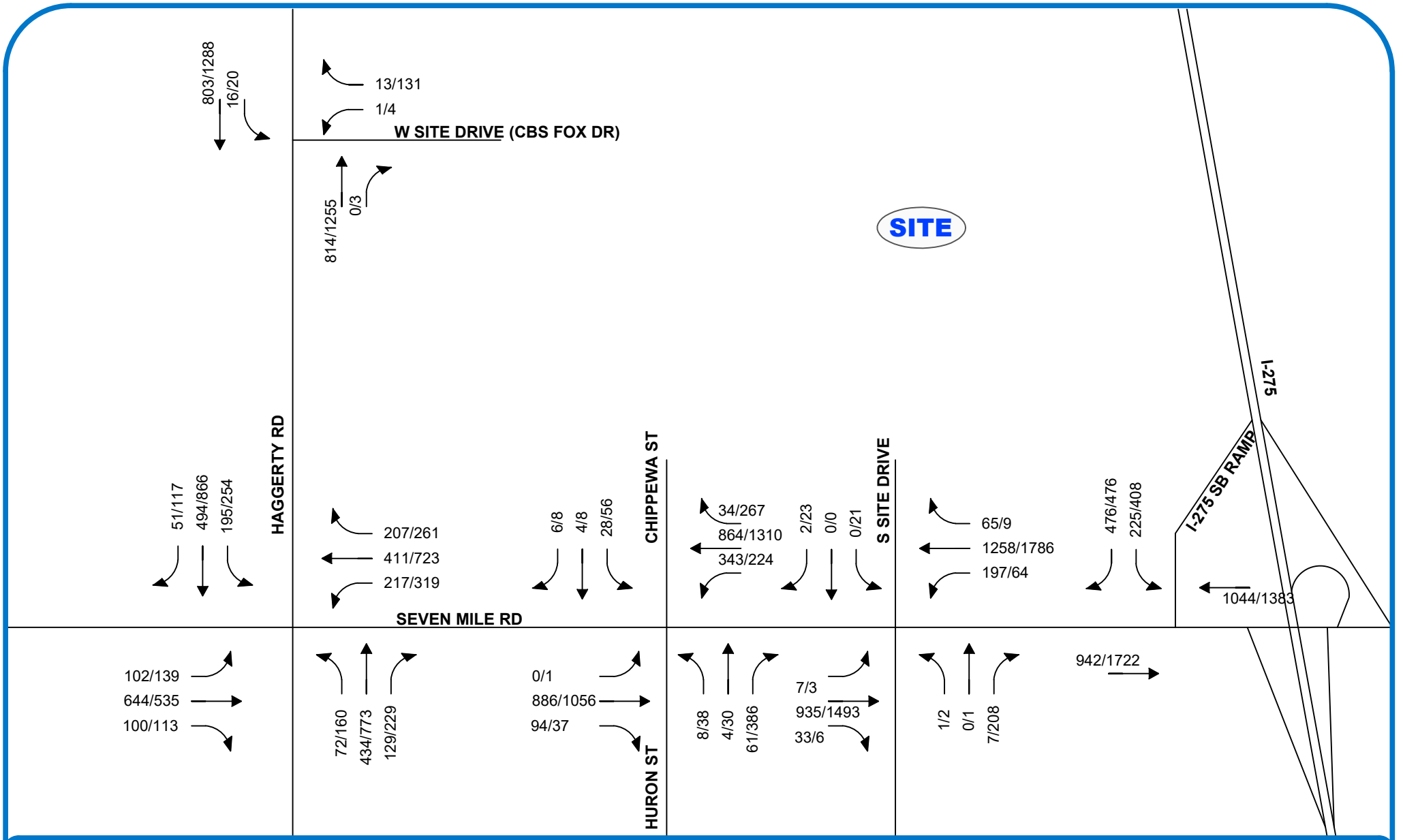
All study intersections approaches will operate acceptably at a LOS D or better during both peak periods. Several intersection movements have not improved and remained at LOS E or F. Additionally, review of network simulations indicated improved traffic operations and reduced vehicle queue lengths at the study intersections.

**Table 4: Background Intersection Operations with Improvements**

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Background with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.6 | A | 25.5 | C | 3.1 | A | 18.7 | B |
| | | | WBT | 11.3 | B | 15.0 | B | 22.3 | C | 27.6 | C |
| | | | SBL | 28.9 | C | 55.5 | E | 17.2 | B | 27.5 | C |
| | | | SBR | 150.9 | F | 146.9 | F | 30.6 | C | 44.1 | D |
| | | | **Overall** | **35.9** | **D** | **38.7** | **D** | **16.8** | **B** | **25.6** | **C** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 13.2 | B | 17.5 | C | 13.2 | B | 17.5 | C |
| | | | EBT | Free | | Free | | Free | | Free | |
| | | | WBL | 13.4 | B | 15.6 | C | 13.4 | B | 15.6 | C |
| | | | WBT | Free | | Free | | Free | | Free | |
| | | | NBLR/NBL | 236.2 | F | # | F | 236.2 | F | # | F |
| | | | NBR | - | - | - | - | 12.3 | B | 51.5 | F |
| | | | SBLR/SBL | 14.7 | B | # | F | 0.0 | A | # | F |
| | | | SBR | - | - | - | - | 14.7 | C | 21.1 | C |

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Background with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 31.5 | C | 0.0 | A | 18.3 | B |
| | | | EBT | 0.4 | A | 22.7 | C | 29.5 | C | 50.6 | D |
| | | | EBR | 0.2 | A | 13.1 | B | 21.1 | C | 24.2 | C |
| | | | WBL | 40.6 | D | 106.2 | F | 22.1 | C | 45.0 | D |
| | | | WBT | 8.9 | A | 12.2 | B | 0.6 | A | 16.0 | B |
| | | | WBR | 5.1 | A | 8.3 | A | 0.1 | A | 4.4 | A |
| | | | NBLT/NBL | 34.5 | C | 69.3 | E | 33.5 | C | 21.7 | C |
| | | | NBT | - | - | - | - | 34.3 | C | 24.1 | C |
| | | | NBR | 39.4 | D | 216.1 | F | 24.5 | C | 51.3 | D |
| | | | SBLT/SBL | 0.0 | A | 0.0 | A | 32.4 | C | 21.7 | C |
| | | | SBR/SBRT | 33.8 | C | 23.9 | C | 32.3 | C | 23.4 | C |
| | | | **Overall** | **12.2** | **B** | **49.8** | **D** | **16.5** | **B** | **32.0** | **C** |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 32.8 | C | 41.3 | D | 31.1 | C | 47.5 | D |
| | | | EBT | 36.4 | D | 32.8 | C | 32.3 | C | 47.6 | D |
| | | | EBR | 36.5 | D | 33.0 | C | 25.6 | C | 33.9 | C |
| | | | WBL | 55.8 | E | 114.9 | F | 39.6 | D | 53.6 | D |
| | | | WBT | 40.1 | D | 84.4 | F | 30.8 | C | 38.8 | D |
| | | | WBR | 40.9 | D | 85.4 | F | 33.3 | C | 38.2 | D |
| | | | NBL | 27.7 | C | 47.6 | D | 29.7 | C | 44.9 | D |
| | | | NBT | 31.8 | C | 79.0 | F | 31.1 | C | 45.6 | D |
| | | | NBR | 32.1 | C | 79.7 | F | 29.8 | C | 34.2 | C |
| | | | SBL | 36.8 | D | 154.2 | F | 30.8 | C | 44.0 | D |
| | | | SBT | 29.2 | C | 68.6 | E | 28.0 | C | 35.2 | D |
| | | | SBR | 29.2 | C | 68.4 | E | 23.6 | C | 23.4 | C |
| | | | **Overall** | **36.2** | **D** | **75.8** | **E** | **31.2** | **C** | **41.4** | **D** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBL | 18.4 | C | 30.4 | D | 18.4 | C | 30.4 | D |
| | | | WBR | 11.4 | B | 18.6 | C | 11.4 | B | 18.6 | C |
| | | | NBT | Free | | Free | | Free | | Free | |
| | | | SBL | 9.6 | A | 12.1 | B | 9.6 | A | 12.1 | B |
| | | | SBT | Free | | Free | | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds*




# FIGURE 4
# BACKGROUND TRAFFIC VOLUMES

PROJECT - LIVONIA, MI

LEGEND

TRAFFIC VOLUMES (AM/PM)

ROADS

NORTH

SCALE: NOT TO SCALE

## 4.3 SITE TRIP GENERATION

The number of AM and PM peak hour vehicle trips that would be generated by the proposed development was determined based on data published by the ITE in *Trip Generation Manual, 10th Edition.* The site trip generation forecast is summarized in **Table 5**. The proposed development will utilize an existing building, currently operational, for warehouse land use in addition to constructing a new building for the remaining land uses. Therefore, a calculation was performed to deduct the existing site trips from the total proposed site trips to determine the net new site trips, as shown below.

**Table 5: Site Trip Generation**

| Type of Development | Land Use | ITE Code | Size | Units | Average Daily Traffic | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | In | Out | Total | In | Out | Total |
| Existing Development | General Office Building | 710 | 80,000 | SF | 855 | 88 | 14 | 102 | 15 | 77 | 92 |
| | Manufacturing | 140 | 200,000 | SF | 792 | 95 | 29 | 124 | 42 | 92 | 134 |
| **Total Existing Site Trips** | | | | | **1,647** | **183** | **43** | **226** | **57** | **169** | **226** |
| Proposed Development | Warehouse | 150 | 130,000 | SF | 251 | 32 | 9 | 41 | 12 | 31 | 43 |
| | Medical Office Building | 720 | 105,452 | SF | 3,964 | 183 | 51 | 234 | 101 | 259 | 360 |
| | Clinic | 630 | 49,015 | SF | 1,870 | 141 | 40 | 181 | 34 | 84 | 118 |
| | Emergency Room | 650 | 7,192 | SF | 179 | 4 | 4 | 8 | 5 | 6 | 11 |
| **Total Proposed Site Trips** | | | | | **6,264** | **360** | **104** | **464** | **152** | **380** | **532** |
| **Net New Site Trips** | | | | | **4,617** | **177** | **61** | **238** | **95** | **211** | **306** |

## 4.4 SITE TRAFFIC ASSIGNMENT

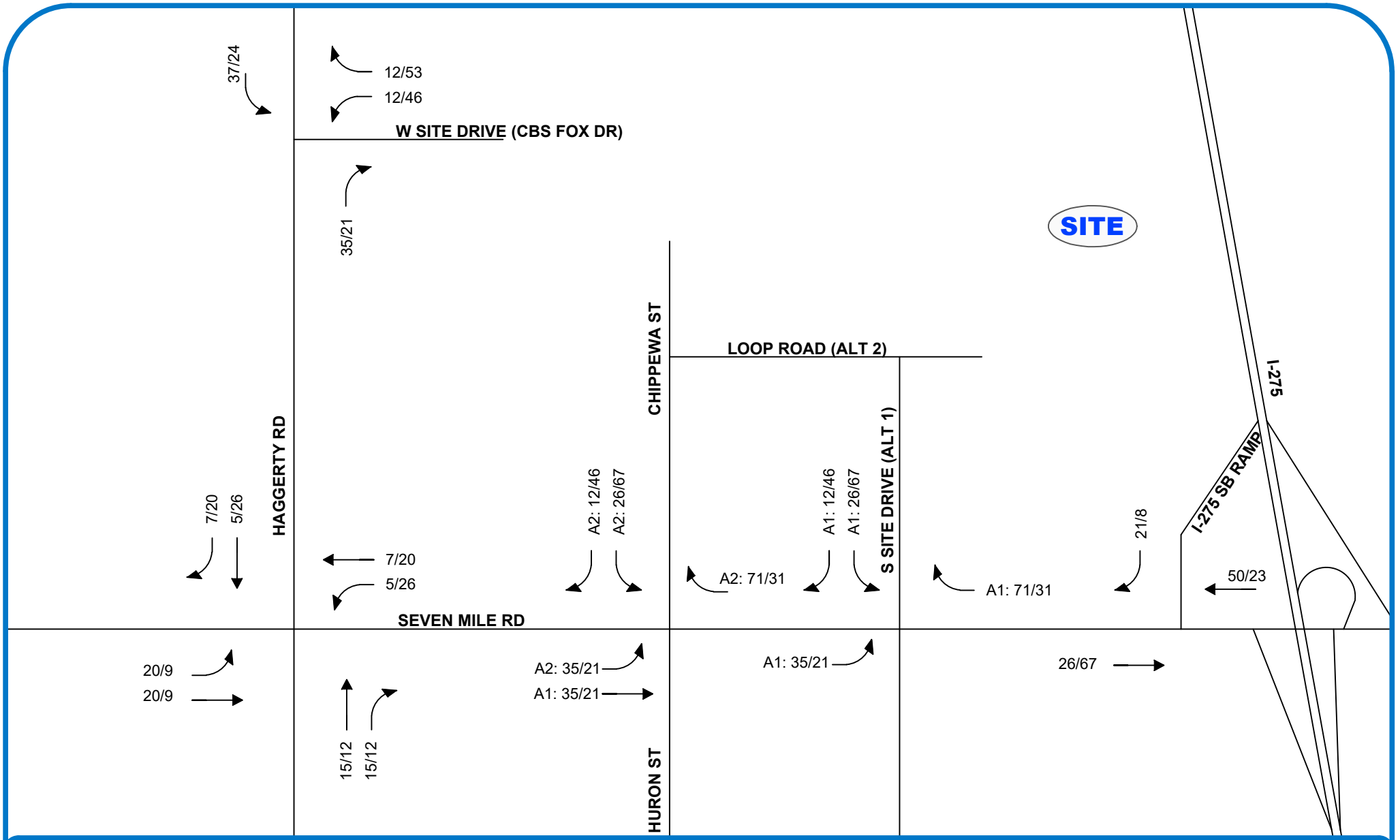
The vehicle trips that would be generated by the proposed development were assigned to the study road network based on the proposed site access plan, the proximity of the site to major freeways and arterial roadways, local population densities, and the methodologies published by ITE. The Area of Influence methodology was applied to the development, which assumes the trips are home-based work trips and will return to their direction of origin. The trip distribution was based on the turning movement counts collected at the study intersections. The resulting distribution of site-generated traffic is summarized in **Table 6**.

**Table 6: Site Trip Distribution**

| To/From | via | AM | PM |
|---|---|---|---|
| North | Haggerty Road | 21% | 25% |
| South | Haggerty Road | 17% | 24% |
| East | Seven Mile Road/I-275 | 40% | 32% |
| | *Seven Mile Road* | *28%* | *24%* |
| | *I-275 Ramp* | *12%* | *8%* |
| West | Seven Mile Road | 22% | 19% |
| | | **100%** | **100%** |

Note: calculations are based on latest Turning Movement Counts (2018)

The site-generated vehicle trips for Year 2020 were assigned to the study road network based on this trip distribution model as shown on **Figure 5**. The site-generated trips were added to the background traffic volumes to calculate the future peak hour traffic volumes shown on **Figure 6**.




# FIGURE 5
# SITE-GENERATED TRAFFIC VOLUMES

PROJECT- LIVONIA, MI

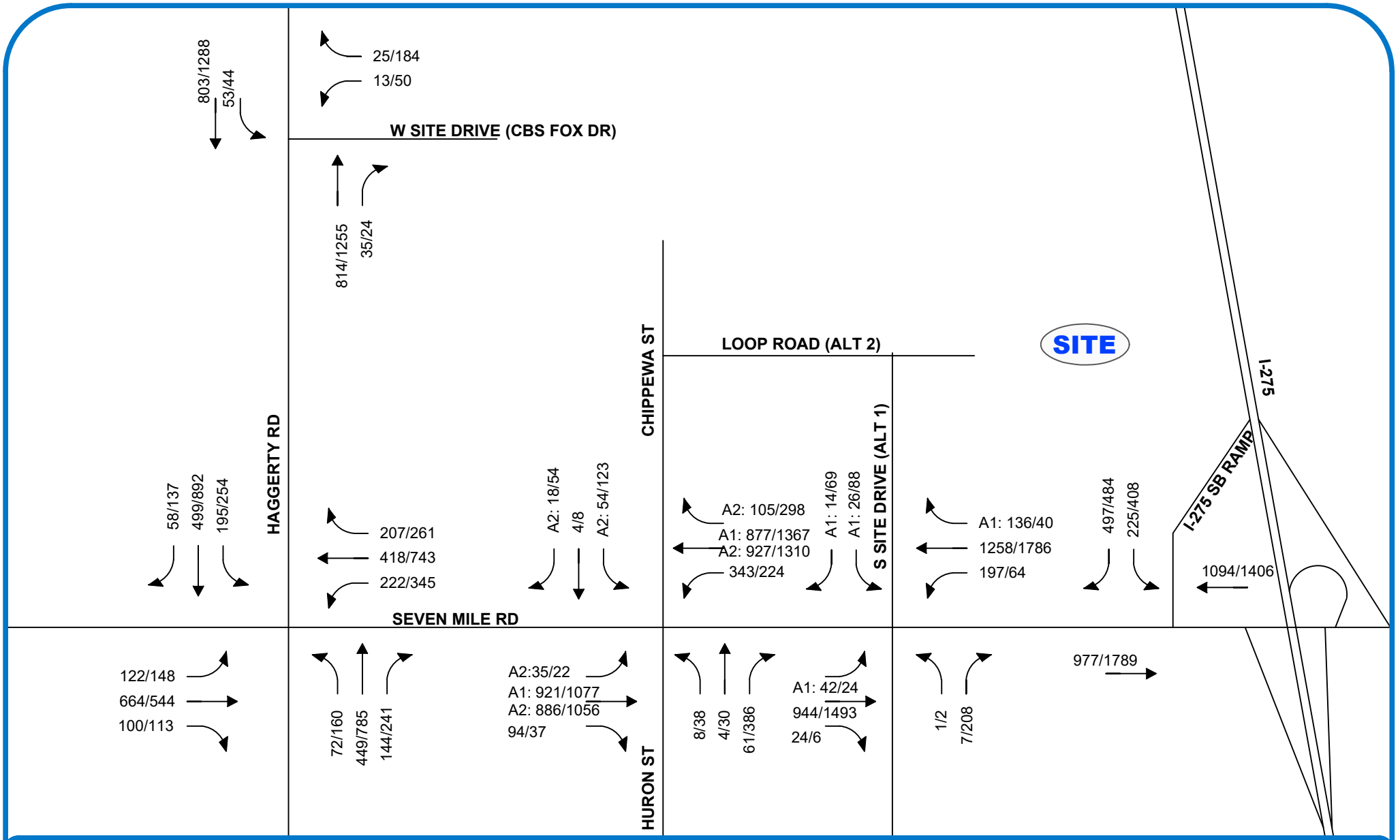
LEGEND

TRAFFIC VOLUMES (AM/PM)

ROADS

NORTH

SCALE: NOT TO SCALE




# FIGURE 6
# FUTURE TRAFFIC VOLUMES

PROJECT - LIVONIA, MI

LEGEND

TRAFFIC VOLUMES (AM/PM)

ROADS

NORTH

SCALE: NOT TO SCALE

## 4.5 FUTURE CONDITIONS

### 4.5.1 Alternative 1 (South Site Drive)

In future conditions of the development, two alternatives were studied and compared for site access through Seven Mile Road while maintaining the site access at Haggerty Road in both alternatives. Alternative 1 (S. Site Drive) is proposed to utilize the existing south site driveway at Seven Mile Road as the southeast entrance to the site.

Future peak hour vehicle delays and LOS ***with the proposed development*** were calculated based on the existing lane use and traffic control, the proposed site access plan, the future traffic volumes shown on **Figure 6**, and the methodologies outlined in the HCM6. The results of the future conditions analysis for all study intersections are presented in **Appendix D** and are summarized in **Table 7.**

The results of the future conditions analysis indicate that all study intersection approaches and movements will continue to operate in a manner similar to background 2020 conditions as shown in the table below, in which several intersections movements and approaches will operate at LOS E or F during both the AM and PM peak periods, in addition to the following:

- **Seven Mile Road & S. Site Drive:**
  - o During the AM peak hour; the southbound approach will operate at LOS F.

- **Haggerty Road & West Site Drive:**
  - o During the PM peak hour; the westbound left turn movement will operate at LOS F.

Similar to existing and background conditions, network simulations indicated that site traffic exiting from the South Site Drive will have difficulty merging onto the Seven Mile Road main stream due to long queues and backups on Seven Mile Road.

**Table 7: Future Intersection Operations – Alternative 1**

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Build-out (Alt 1) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.6 | A | 25.5 | C | 8.7 | A | 26.1 | C |
| | | | WBT | 11.3 | B | 15.0 | B | 11.7 | B | 15.4 | B |
| | | | SBL | 28.9 | C | 55.5 | E | 28.9 | C | 55.5 | E |
| | | | SBR | 150.9 | F | 146.9 | F | 172.8 | F | 154.7 | F |
| | | | **Overall** | **35.9** | **D** | **38.7** | **D** | **40.0** | **D** | **39.8** | **D** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 13.2 | B | 17.5 | C | 14.8 | B | 19.0 | C |
| | | | EBT | Free | | Free | | Free | | Free | |
| | | | WBL | 13.4 | B | 15.6 | C | 13.4 | B | 15.6 | C |
| | | | WBT | Free | | Free | | Free | | Free | |
| | | | NBLR | 236.2 | F | # | F | # | F | # | F |
| | | | SBLR | 14.7 | B | # | F | # | F | # | F |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 31.5 | C | 0.0 | A | 23.3 | C |
| | | | EBT | 0.4 | A | 22.7 | C | 0.4 | A | 14.8 | B |
| | | | EBR | 0.2 | A | 13.1 | B | 0.2 | A | 8.7 | A |
| | | | WBL | 40.6 | D | 106.2 | F | 45.7 | D | 106.2 | F |
| | | | WBT | 8.9 | A | 12.2 | B | 9.2 | A | 11.0 | B |
| | | | WBR | 5.1 | A | 8.3 | A | 5.3 | A | 7.3 | A |
| | | | NBLT | 34.5 | C | 69.3 | E | 34.1 | C | 70.2 | E |
| | | | NBR | 39.4 | D | 216.1 | F | 37.7 | D | 290.8 | F |
| | | | SBLT | 49.2 | D | 82.5 | F | 49.2 | D | 82.7 | F |
| | | | SBR | 33.8 | C | 23.9 | C | 33.4 | C | 25.5 | C |
| | | | **Overall** | **12.2** | **B** | **49.8** | **D** | **12.9** | **B** | **53.4** | **D** |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. Cells highlighted with Blue indicate new adversity. (#) indicates high delay, more than 1,000 seconds*

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Build-out (Alt 1) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 32.8 | C | 41.3 | D | 33.5 | C | 43.8 | D |
| | | | EBT | 36.4 | D | 32.8 | C | 37.6 | D | 33.2 | C |
| | | | EBR | 36.5 | D | 33.0 | C | 37.6 | D | 33.4 | C |
| | | | WBL | 55.8 | E | 114.9 | F | 61.7 | E | 151.6 | F |
| | | | WBT | 40.1 | D | 84.4 | F | 40.4 | D | 90.2 | F |
| | | | WBR | 40.9 | D | 85.4 | F | 41.2 | D | 91.3 | F |
| | | | NBL | 27.7 | C | 47.6 | D | 28.1 | C | 47.6 | D |
| | | | NBT | 31.8 | C | 79.0 | F | 33.0 | C | 86.8 | F |
| | | | NBR | 32.1 | C | 79.7 | F | 33.4 | C | 87.7 | F |
| | | | SBL | 36.8 | D | 154.2 | F | 38.3 | D | 154.2 | F |
| | | | SBT | 29.2 | C | 68.6 | E | 29.5 | C | 81.9 | F |
| | | | SBR | 29.2 | C | 68.4 | E | 29.5 | C | 82.0 | F |
| | | | **Overall** | **36.2** | **D** | **75.8** | **E** | **37.4** | **D** | **84.8** | **F** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBL | 18.4 | C | 30.4 | D | 21.3 | C | 50.2 | F |
| | | | WBR | 11.4 | B | 18.6 | C | 11.8 | B | 22.9 | C |
| | | | NBT | Free | | Free | | Free | | Free | |
| | | | SBL | 9.6 | A | 12.1 | B | 10.1 | B | 12.6 | B |
| | | | SBT | Free | | Free | | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. Cells highlighted with Blue indicate new adversity. (#) indicates high delay, more than 1,000 seconds*

### 4.5.2 Alternative 2 (Loop Road connection to Chippewa Street)

Alternative 2 (Loop Road connection to Chippewa Street) is proposed to utilize Chippewa Street as a full access to the site from Seven Mile Road by connecting a Loop Road from the site to Chippewa Street, while maintaining the site access at Haggerty Road.

The results of the future conditions analysis for all study intersections are presented in **Appendix D** and are summarized in **Table 8.** Network simulations have shown that vehicle queues dissipate and are not present throughout the duration of the AM peak period, however, during the PM peak period vehicle queues are slowly dissipating and causing backups around the study area. Queues from the westbound movement at the intersection of Seven Mile Road and Haggerty Road were observed to cause blockages and slowdowns at the intersection of Seven Mile Road and Chippewa Street. All study intersection approaches and movements will continue to operate in a manner similar to background conditions in which several movements will operate at LOS E and F, in addition to the following:

- **Seven Mile Road & Chippewa Street:**
  - o During the AM peak hour; the southbound through/left turn movement will operate at LOS F.
  - o During the PM peak hour; the intersection overall approach will operate at LOS E.

- **Haggerty Road & West Site Drive:**
  - o During the PM peak hour; the westbound left turn movement will operate at LOS F.

**Table 8: Future Intersection Operations – Alternative 2**

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Build-out (Alt 2) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.6 | A | 25.5 | C | 8.8 | A | 26.0 | C |
| | | | WBT | 11.3 | B | 15.0 | B | 11.7 | B | 15.4 | B |
| | | | SBL | 28.9 | C | 55.5 | E | 28.9 | C | 55.5 | E |
| | | | SBR | 150.9 | F | 146.9 | F | 172.8 | F | 154.7 | F |
| | | | **Overall** | **35.9** | **D** | **38.7** | **D** | **39.9** | **D** | **39.8** | **D** |

| Intersection | | Control | Approach | 2020 Background | | | | 2020 Build-out (Alt 2) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 31.5 | C | 3.2 | A | 25.8 | C |
| | | | EBT | 0.4 | A | 22.7 | C | 0.4 | A | 14.6 | B |
| | | | EBR | 0.2 | A | 13.1 | B | 0.2 | A | 8.7 | A |
| | | | WBL | 40.6 | D | 106.2 | F | 41.5 | D | 106.2 | F |
| | | | WBT | 8.9 | A | 12.2 | B | 9.5 | A | 10.6 | B |
| | | | WBR | 5.1 | A | 8.3 | A | 6.0 | A | 7.6 | A |
| | | | NBLT | 34.5 | C | 69.3 | E | 34.1 | C | 70.2 | E |
| | | | NBR | 39.4 | D | 216.1 | F | 37.7 | D | 290.8 | F |
| | | | SBLT | 49.2 | D | 82.5 | F | 172.2 | F | 400.6 | F |
| | | | SBR | 33.8 | C | 23.9 | C | 34.4 | C | 26.7 | C |
| | | | **Overall** | **12.2** | **B** | **49.8** | **D** | **17.0** | **B** | **65.6** | **E** |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 32.8 | C | 41.3 | D | 33.5 | C | 43.8 | D |
| | | | EBT | 36.4 | D | 32.8 | C | 37.6 | D | 33.2 | C |
| | | | EBR | 36.5 | D | 33.0 | C | 37.6 | D | 33.4 | C |
| | | | WBL | 55.8 | E | 114.9 | F | 61.7 | E | 151.6 | F |
| | | | WBT | 40.1 | D | 84.4 | F | 40.4 | D | 90.2 | F |
| | | | WBR | 40.9 | D | 85.4 | F | 41.2 | D | 91.3 | F |
| | | | NBL | 27.7 | C | 47.6 | D | 28.1 | C | 47.6 | D |
| | | | NBT | 31.8 | C | 79.0 | F | 33.0 | C | 86.8 | F |
| | | | NBR | 32.1 | C | 79.7 | F | 33.4 | C | 87.7 | F |
| | | | SBL | 36.8 | D | 154.2 | F | 38.3 | D | 154.2 | F |
| | | | SBT | 29.2 | C | 68.6 | E | 29.5 | C | 81.9 | F |
| | | | SBR | 29.2 | C | 68.4 | E | 29.5 | C | 82.0 | F |
| | | | **Overall** | **36.2** | **D** | **75.8** | **E** | **37.4** | **D** | **84.8** | **F** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | STOP (Minor) | WBL | 18.4 | C | 30.4 | D | 21.3 | C | 50.2 | F |
| | | | WBR | 11.4 | B | 18.6 | C | 11.8 | B | 22.9 | C |
| | | | NBT | Free | | Free | | Free | | Free | |
| | | | SBL | 9.6 | A | 12.1 | B | 10.1 | B | 12.6 | B |
| | | | SBT | Free | | Free | | Free | | Free | |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. Cells highlighted with Blue indicate new adversity. (#) indicates high delay, more than 1,000 seconds*

## 4.6 FUTURE CONDITIONS IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements in the future conditions, the mitigation measures identified under existing condition were applied to future conditions, in addition to the proposed improvements discussed below. The proposed improvements were applied to alternatives 1 and 2, the results are shown in **Tables 12** and **13**.

- **Seven Mile Road & I-275 SB Ramp**

  In addition to the signal optimization improvement outlined in existing and background conditions, an additional right-turn lane was investigated. The widening the southbound approach will reduce the delay for the southbound right-turn movement from LOS F to LOS C during both peak hour periods. Therefore, the recommended improvements at this intersection are as follows:

  - Additional right-turn lane for the southbound approach.
  - Optimize signal phase splits.

- **Seven Mile Road & S. Site Drive**

  Geometric improvements were investigated at this intersection. Adding a right turn lane for the northbound and southbound approaches will reduce the delay for the right turn movements. Therefore, similar to existing and background conditions, the recommended improvement at this intersection is as follows:

- Widen the NB and SB approaches to provide an exclusive right-turn lane.

- **Seven Mile Road & Chippewa Street**

Traffic signal and geometric improvements were investigated at this intersection. Providing a permissive/protected left turn phase for all approaches and widening the northbound approach will significantly reduce the delay and LOS. Therefore, similar to existing and background conditions, the recommended improvements at this intersection are as follows:

- Provide a permissive/protected left turn phase for the EB, WB, NB, & SB approaches.
- Provide a permissive/overprotected right turn phase for the NB approach.
- Widen the NB approach to provide an exclusive right-turn lane.
- Optimize signal phase splits.

- **Seven Mile Road & Haggerty Road**

Traffic signal improvements were investigated at this intersection. However, it was determined that signal timing adjustments at this intersection alone would not address the operational deficiencies previously identified. In order to address the operational deficiencies, geometric improvements were considered. The recommended improvements at this intersection are limited to adding singular turn lane capacity. Therefore, similar to existing and background conditions, the recommended improvements at this intersection are as follows:

- Widen the EB, WB, NB, and SB approaches to provide an exclusive right-turn lane.
- Optimize signal phase splits.

- **Haggerty Road & West Site Drive**

At the T-intersections of Haggerty Road & West Site Drive, the stop-controlled left turns are not provided adequate gaps to turn onto the major street causing long delays and queues at the westbound approach. Therefore, the applicable traffic signal warrants outlined in the most recent edition of the *MMUTCD* were evaluated. For this analysis, four hours of traffic volume data were utilized. Therefore, only Warrant 2 and Warrant 3 were analyzed at this intersection. In order to evaluate Warrant 1 & 2, the percentage of entering and exiting traffic based on ITE Trip Generation Manual were utilized to obtain outbound trips generated by the development during the AM and PM periods. The results of the signal warrant analysis are presented in **Appendix E** and are summarized in **Table 9**.

**Table 9: Future Signal Warrant Analysis Summary**

| Signal Warrant | | Haggerty Road & W. Site Drive |
|---|---|---|
| **Warrant 2: Four Hour** | *Hours Met* | 2 |
| | *Warrant Met* | NO |
| **Warrant 3: Peak Hour** | | YES |
| *Condition A* | *Hours Met* | 0 |
| | *Warrant Met* | NO |
| *Condition B* | *Hours Met* | 2 |
| | *Warrant Met* | YES |

The results of the signal warrant evaluation indicate that traffic signal is **warranted** at the study intersection of Haggerty Road & West Site Drive as it meets Warrant 3. Therefore, the recommended improvement at this intersection is as follows:

- Install a traffic signal.

### 4.6.1 Future Conditions with Improvements

The results of the future conditions with improvements analysis are summarized in **Table 10** for Alternative 1 and **Table 11** for Alternative 2, and indicate that network operations at all study intersection approaches and movements would observe significant reduction in delays and improved LOS. All study intersections will operate acceptably at a LOS D or better during both peak hour periods for alternatives 1 and 2, with exception to several intersections movements which remained at LOS E or F.

Review of network simulations indicates acceptable traffic operations and reduced vehicle queue lengths at the study intersections as a result of the proposed mitigation measures.

For Alternative 1, the site traffic exiting from South Site Drive observed a difficulty merging onto the main stream of Seven Mile Road. The movements with adverse LOS and delay are as follows:

- **Seven Mile Road & S. Site Drive:**
  - During the AM peak hour; the northbound and southbound left turn movements will operate at LOS F.
  - During the PM peak hour; the northbound approach will operate at LOS F. The southbound right turn movement will operate at LOS F.

- **Seven Mile Road & Haggerty Road:**
  - During the PM peak hour; the northbound through movement will operate at LOS E.

For Alternative 2, the intersection of Seven Mile Road and Chippewa Street will operate adequately during both peak hours, and a pattern of queue dissipation for the egress traffic was observed during the PM peak period. The movements with adverse LOS and delay are as follows:

- **Seven Mile Road & Haggerty Road:**
  - During the PM peak hour; the northbound through movement will operate at LOS E.

**Table 10: Future Intersection Operations with Improvements – Alternative 1**

| Intersection | | Control | Approach | 2020 Build-out (Alt 1) | | | | 2020 Build-out with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.7 | A | 26.1 | C | 0.4 | A | 1.6 | A |
| | | | WBT | 11.7 | B | 15.4 | B | 12.9 | B | 18.6 | B |
| | | | SBL | 28.9 | C | 55.5 | E | 26.8 | C | 40.0 | D |
| | | | SBR | 172.8 | F | 154.7 | F | 29.8 | C | 27.7 | C |
| | | | **Overall** | **40.0** | **D** | **39.8** | **D** | **12.7** | **B** | **14.3** | **B** |
| 2 | Seven Mile Road & S Site Drive | STOP (Minor) | EBL | 14.8 | B | 19.0 | C | 14.8 | B | 19.0 | C |
| | | | EBT | Free | | Free | | Free | | Free | |
| | | | WBL | 13.4 | B | 15.6 | C | 13.4 | B | 15.6 | C |
| | | | WBT | Free | | Free | | Free | | Free | |
| | | | NBLR/NBL | # | F | # | F | # | F | # | F |
| | | | NBR | - | - | - | - | 12.3 | B | 51.5 | F |
| | | | SBLR/SBL | # | F | # | F | # | F | 25.7 | D |
| | | | SBR | - | - | - | - | 15.2 | C | # | F |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 0.0 | A | 23.3 | C | 0.0 | A | 19.4 | B |
| | | | EBT | 0.4 | A | 14.8 | B | 30.2 | C | 46.4 | D |
| | | | EBR | 0.2 | A | 8.7 | A | 21.2 | C | 23.4 | C |
| | | | WBL | 45.7 | D | 71.2 | E | 24.6 | C | 39.2 | D |
| | | | WBT | 9.2 | A | 11.0 | B | 0.7 | A | 24.7 | C |
| | | | WBR | 5.3 | A | 7.3 | A | 0.1 | A | 11.2 | B |
| | | | NBLT/NBL | 34.1 | C | 70.2 | E | 33.4 | C | 22.6 | C |
| | | | NBT | - | - | - | - | 34.2 | C | 24.3 | C |
| | | | NBR | 37.7 | D | 290.8 | F | 24.4 | C | 51.3 | D |
| | | | SBLT/SBL | 49.2 | D | 82.7 | F | 32.3 | C | 23.6 | C |
| | | | SBR/SBRT | 33.4 | C | 25.5 | C | 32.4 | C | 24.6 | C |
| | | | **Overall** | **12.9** | **B** | **53.4** | **D** | **17.2** | **B** | **34.2** | **C** |

| Intersection | | Control | Approach | 2020 Build-out (Alt 1) | | | | 2020 Build-out with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 33.5 | C | 43.8 | D | 28.6 | C | 49.6 | D |
| | | | EBT | 37.6 | D | 33.2 | C | 29.5 | C | 49.3 | D |
| | | | EBR | 37.6 | D | 33.4 | C | 23.7 | C | 33.9 | C |
| | | | WBL | 61.7 | E | 151.6 | F | 47.5 | D | 52.0 | D |
| | | | WBT | 40.4 | D | 90.2 | F | 33.8 | C | 37.6 | D |
| | | | WBR | 41.2 | D | 91.3 | F | 37.5 | D | 36.5 | D |
| | | | NBL | 28.1 | C | 47.6 | D | 30.1 | C | 45.6 | D |
| | | | NBT | 33.0 | C | 86.8 | F | 35.4 | D | 58.1 | E |
| | | | NBR | 33.4 | C | 87.7 | F | 34.0 | C | 38.0 | D |
| | | | SBL | 38.3 | D | 154.2 | F | 33.4 | C | 52.3 | D |
| | | | SBT | 29.5 | C | 81.9 | F | 37.3 | D | 50.3 | D |
| | | | SBR | 29.5 | C | 82.0 | F | 31.1 | C | 31.5 | C |
| | | | **Overall** | **37.4** | **D** | **84.8** | **F** | **34.3** | **C** | **47.2** | **D** |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | Signalized | WBL | 21.3 | C | 50.2 | F | 36.2 | D | 30.4 | C |
| | | | WBR | 11.8 | B | 22.9 | C | 37.9 | D | 42.7 | D |
| | | | NBTR | Free | | Free | | 0.4 | A | 1.1 | A |
| | | | NBR | 0.0 | A | 0.0 | A | 0.4 | A | 1.0 | A |
| | | | SBL | 10.1 | B | 12.6 | B | 1.4 | A | 3.3 | A |
| | | | SBT | Free | | Free | | 1.6 | A | 4.4 | A |
| | | | **Overall** | - | - | - | - | **2.1** | **A** | **5.9** | **A** |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds*

**Table 11: Future Intersection Operations with Improvements – Alternative 2**

| Intersection | | Control | Approach | 2020 Build-out (Alt 2) | | | | 2020 Build-out with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 1 | Seven Mile Road & I-275 SB Ramp | Signalized | EBT | 8.8 | A | 26.0 | C | 0.4 | A | 1.5 | A |
| | | | WBT | 11.7 | B | 15.4 | B | 12.9 | B | 18.6 | B |
| | | | SBL | 28.9 | C | 55.5 | E | 26.8 | C | 40.0 | D |
| | | | SBR | 172.8 | F | 154.7 | F | 29.8 | C | 27.7 | C |
| | | | **Overall** | **39.9** | **D** | **39.8** | **D** | **12.6** | **B** | **14.3** | **B** |
| 3 | Seven Mile Road & Chippewa Street | Signalized | EBL | 3.2 | A | 25.8 | C | 12.8 | B | 17.1 | B |
| | | | EBT | 0.4 | A | 14.6 | B | 31.7 | C | 44.5 | D |
| | | | EBR | 0.2 | A | 8.7 | A | 22.7 | C | 23.4 | C |
| | | | WBL | 41.5 | D | 65.8 | E | 24.5 | C | 36.1 | D |
| | | | WBT | 9.5 | A | 10.6 | B | 1.3 | A | 13.2 | B |
| | | | WBR | 6.0 | A | 7.6 | A | 0.4 | A | 4.3 | A |
| | | | NBLT/NBL | 34.1 | C | 70.2 | E | 33.2 | C | 22.7 | C |
| | | | NBT | - | - | - | - | 33.9 | C | 24.3 | C |
| | | | NBR | 37.7 | D | 290.8 | F | 23.7 | C | 51.3 | D |
| | | | SBLT/SBL | 172.2 | F | 400.6 | F | 30.2 | C | 26.7 | C |
| | | | SBR/SBRT | 34.4 | C | 26.7 | C | 31.2 | C | 25.8 | C |
| | | | **Overall** | **17.0** | **B** | **65.6** | **E** | **17.2** | **B** | **28.3** | **C** |
| 4 | Seven Mile Road & Haggerty Road | Signalized | EBL | 33.5 | C | 43.8 | D | 28.6 | C | 49.6 | D |
| | | | EBT | 37.6 | D | 33.2 | C | 29.5 | C | 49.3 | D |
| | | | EBR | 37.6 | D | 33.4 | C | 23.7 | C | 33.9 | C |
| | | | WBL | 61.7 | E | 151.6 | F | 47.5 | D | 52.0 | D |
| | | | WBT | 40.4 | D | 90.2 | F | 33.8 | C | 37.6 | D |
| | | | WBR | 41.2 | D | 91.3 | F | 37.5 | D | 36.5 | D |
| | | | NBL | 28.1 | C | 47.6 | D | 30.1 | C | 45.6 | D |
| | | | NBT | 33.0 | C | 86.8 | F | 35.4 | D | 58.1 | E |
| | | | NBR | 33.4 | C | 87.7 | F | 34.0 | C | 38.0 | D |
| | | | SBL | 38.3 | D | 154.2 | F | 33.4 | C | 52.3 | D |
| | | | SBT | 29.5 | C | 81.9 | F | 37.3 | D | 50.6 | D |
| | | | SBR | 29.5 | C | 82.0 | F | 31.1 | C | 31.5 | C |
| | | | **Overall** | **37.4** | **D** | **84.8** | **F** | **34.3** | **C** | **47.2** | **D** |

| Intersection | | Control | Approach | 2020 Build-out (Alt 2) | | | | 2020 Build-out with Improvements | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| 5 | Haggerty Road & W Site Drive (CBS Fox Drive) | Signalized | WBL | 21.3 | C | 50.2 | F | 36.2 | D | 30.4 | C |
| | | | WBR | 11.8 | B | 22.9 | C | 37.9 | D | 42.7 | D |
| | | | NBTR | Free | | Free | | 0.4 | A | 1.1 | A |
| | | | SBL | 10.1 | B | 12.6 | B | 1.4 | A | 3.3 | A |
| | | | SBT | Free | | Free | | 1.6 | A | 4.4 | A |
| | | | **Overall** | - | - | - | **-** | **2.1** | **A** | **5.9** | **A** |

*Note: Cells highlighted with Grey indicate adverse Delay and LOS. (#) indicates high delay, more than 1,000 seconds*

# 5 CONCLUSIONS

*The conclusions of this TIS are as follows:*

1. Existing conditions: several study intersection approaches and movements currently operate acceptably at a LOS D or better during the AM and PM peak periods, however, several study intersection approaches and movements will operate unacceptably at LOS E or F during both peak periods and will require improvements as outlined in Section 6 (Recommendations).
2. Growth rate of 0.5% annually was applied to the existing 2018 traffic volumes in calculating the background 2020 traffic volumes.
3. Background (***without the proposed development***): traffic conditions will continue to operate in a manner similar to existing conditions. Additional adverse delays and LOS will occur in background conditions.
4. Network simulations for existing and background conditions have shown acceptable operations and moderate vehicle queues at the study area intersections which dissipate throughout the duration of the AM peak period, while in the PM peak period queues are slowly dissipating and causing backups and blockages around the study area.
5. The proposed mitigation measures under existing and background conditions have resulted in significant reduction in delays and improved LOS at all study intersection approaches and movements. Several movements at the intersection of Seven Mile Road and S. Site Drive have not improved and remained at LOS F. Network simulations indicated improved traffic operations and reduced vehicle queue lengths.
6. The proposed development will generate the following net new peak hour trips:
    a. Future Year 2020, a total of 238 AM (177 inbound, 61 outbound) and 306 PM (95 inbound, 211 outbound) peak hour trips
7. Future conditions (***with the proposed development***): several study intersection approaches and movements will operate acceptably at a LOS D or better during AM and PM peak periods with some exceptions. Several study intersection approaches and movements will operate unacceptably at LOS E or F during both peak periods and will require improvements as outlined in Section 6 (Recommendations).
8. Alternative 1 (S. Site Drive) will provide access to the development through the existing South Site Drive which have shown adverse operations during the AM and PM peak periods with the proposed improvements.
9. Alternative 2 (Loop Road connection to Chippewa Street) will provide access to Seven Mile Road through a connection to Chippewa Street, which have shown acceptable operations with the proposed improvements.
10. Under future conditions, network simulations have shown acceptable operations and moderate vehicle queues at the study area intersections, which dissipate throughout the duration of the AM peak period, while in the PM peak period queues are slowly dissipating and causing backups and blockages.
11. The proposed improvement and mitigation measures identified under existing and background conditions in addition to the new measures identified under future conditions have resulted in significant reduction in delays and improved LOS at all the study intersections. Additionally, review of network simulations indicated improved traffic operations and reduced vehicle queues lengths in the study area.

# 6 RECOMMENDATIONS

*The recommendations of this TIS are as follows:*

| Recommended Intersection Improvement | Existing 2018 | Background 2020 | Future 2020 |
|---|---|---|---|
| **Seven Mile Road & I-275 SB Ramp** | | | |
| Optimize traffic signal timings | X | X | X |
| Construct additional right-turn lane for the SB approach | | | X |
| **Seven Mile Road & South Site Drive (Alternative 1)** | | | |
| Construct exclusive right-turn lane for the NB and SB approaches | X | X | X |
| **Seven Mile Road & Chippewa Street (Alternative 2)** | | | |
| Optimize traffic signal timings | X | X | X |
| Add permissive/protected phase for EB, WB, SB, and NB approaches | X | X | X |
| Add permissive/overprotected phase for the NB right-turn approach | X | X | X |
| Construct exclusive right-turn lane for the NB approach | X | X | X |
| **Seven Mile Road & Haggerty Road** | | | |
| Optimize traffic signal timings | X | X | X |
| Construct additional right-turn lane for EB, WB, SB, and NB approaches | X | X | X |
| **Haggerty Road & West Site Drive (CBS Fox Drive)** | | | |
| Install a traffic signal | | | X |

**DEPARTMENT OF PUBLIC WORKS**
**ENGINEERING DIVISION**

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

DENNIS K. WRIGHT
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2571
FAX: (734) 466-2195

May 9, 2019

Mr. Scott Miller
Planner IV
City of Livonia

**Re: Petition 2019-01-08-01 – 18th Street Development (Revised)**

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The existing parcel is assigned the address of **#39000 Seven Mile Road**. The legal description provided with the petition appears to be correct and should be used in conjunction with his petition.

The existing site is currently serviced by public sanitary and water main that can be extended to the proposed building. Storm sewer detention will need to be provided for any new impervious areas. The submitted drawings do not indicate any proposed utility extensions, so we will review those items when full Engineering drawings are submitted to this department. The owners have been in contact with this Department and aware of the utility requirements for the proposed development.

The proposed paving improvements shown on the submitted drawings, indicate the new road will tie into the existing exit from the Pentagon Centre Development. Prior to any construction, the owner will need to provide access agreements from the other property owners, or revise the proposed roadway to use their existing approach. If the new layout is approved, the owner will be required to remove the two existing approaches from Seven Mile Road, and replace any missing or damaged sidewalk along the frontage.

Any work within the Seven Mile Road right-of-way will a permit from the Wayne County Department of Public Services. Also, right-of-way permits may be required from the Michigan Department of Transportation depending on the access and grading required to install the proposed walls and landscaping.

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@ci.livonia.mi.us or tzilincik@ci.livonia.mi.us.

Sincerely,

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

cc: 2018 Petition File

**DEPARTMENT OF PUBLIC SAFETY**
**LIVONIA FIRE & RESCUE**

**DAVE HEAVENER**
**FIRE CHIEF**

**DENNIS K. WRIGHT**
**MAYOR**

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

May 9, 2019

Scott O. Miller, Planner IV
Planning Commission
City of Livonia

**RE: Petition 2019-01-08-01, 18th Street Development, 39000 Seven Mile Road (revised)**

This office has reviewed the site plan submitted in connection with a proposal to construct a professional/medical office building on property located at the above referenced address.

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

1. Subject building(s) are to be provided with an automatic sprinkler system, and on site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection (north side of building).

2. Adequate hydrants shall be provided and located with spacing consistent with the use group. (Please add location to be determined at the pre-construction meeting.)

3. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.

4. Fire lanes shall be marked with wall or pole mounted signs that have the words: FIRE LANE – NO PARKING painted on both sides (for pole mount) or single sided (for wall mount) in contrasting colors at a size and spacing approved by the Authority Having Jurisdiction.

5. Fire Department Access shall be maintained in accordance with Chapter 18, Fire Department Access and Water Supply, NFPA 1, 2015.

6. Commercial kitchen Hood and Duct fire suppression shall be a UL 300 system and comply with NFPA 96. (If a system is installed.)

7. Knox Box installation is required for Fire Department access.

8. CO2 detection required for beverage distribution systems and coolers (if installed). If tank/tanks are 100 lbs. or greater. (Per 2015 IFC 5307.1)

Sincerely,

*Keith Bo*

Keith Bo
Fire Marshal

**DEPARTMENT OF PUBLIC SAFETY**
**DIVISION OF POLICE**

**CURTIS CAID**
CHIEF OF POLICE

**DENNIS WRIGHT**
MAYOR

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

May 15, 2019

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

Re: Petition 2019-01-08-01 – 18th Street Development (Revised)

Dear Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE

Brian Leigh, Sergeant
Traffic Bureau
(734) 466-2107

**INSPECTION DEPARTMENT**

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
SANITATION
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

**DENNIS K. WRIGHT**
MAYOR

**JEROME A. HANNA**
DIRECTOR

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

Date: May 22, 2019

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2019-01-08-01 – 39000 Seven Mile Road – 18th Street Development (Revised)

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

1. A variance from the Zoning Board of Appeals would be required for the deficient number of parking spaces.
2. Signage has not been reviewed. Signage must conform to the sign ordinance or obtain a variance from the Zoning Board of Appeals.

This Department has no further objections to this Petition. I trust this provides the requested information.

Jerome Hanna
Director of Inspection

JH/kdt

**DEPARTMENT OF FINANCE**

**Michael T. Slater**
DIRECTOR OF FINANCE

**Coline R. Coleman**
CHIEF ACCOUNTANT

**DENNIS K. WRIGHT**
MAYOR

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

May 10, 2019

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

Petition 2019-01-08-01—18ht Street Development (Revised)

Dear Mr. Miller,

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

Please contact me if you have any further questions.

Very truly yours,

Coline R. Coleman
Chief Accountant

**OFFICE OF THE TREASURER**

**LYNDA L. SCHEEL**
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

May 8, 2019
~~January 15, 2019~~

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2019-01-08-01 — 18th Street Development LLC
39000 Seven Mile Road

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

_____
Lynda L. Scheel
Treasurer, City of Livonia

# ***UNAPPROVED MINUTES***

**MINUTES OF THE 1,136th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA**

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On Tuesday, January 29, 2019, the City Planning Commission of the City of Livonia held its 1,136th Public Hearings and Regular Meeting in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

| | | | |
|---|---|---|---|
| Members present: | David Bonergo | Sam Caramagno | Glen Long |
| | Betsy McCue | Carol Smiley | Peter Ventura |
| | Ian Wilshaw | | |

Members absent: None

Mr. Mark Taormina, Planning Director, was also present.

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

## ITEM #3 PETITION 2019-01-08-01 18TH STREET

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

Mr. Taormina: This is a request to construct a new professional/medical office building located on a 35-acre parcel that is on the north side of Seven Mile just west of the I-275/96 Expressway. The site presently contains a 290,000 square foot building that is occupied by A123 Systems. It was announced last year that A123 will be vacating the site and moving to Novi, Michigan. The new buyer, a healthcare provider, intends to repurpose the site for use as an Outpatient Care Center. The project involves constructing a new 161,000 square foot medical/professional office building at the north end of the property and then repurposing the existing building as a warehouse for other support services connected to the user's needs. The subject property is in the process of being rezoned from M-1 (Light Manufacturing) to PO-I (Professional Office). The City Council gave First Reading to the rezoning on December 17, and Second Reading and Roll Call, the final steps in the rezoning process, are on hold pending a review of the site plan. The Professional Office District allows all permitted and waiver uses as specified in the Office Services zoning district, which includes professional, medical and general offices. Buildings classified as Zone I are required to be over two-stories in height with a maximum height of six stories. Immediately to the north of the subject site is an oil well operated by West Bay Oil Exploration. To the west is the Pentagon Centre Entertainment Campus. To the south across Seven Mile is the Seven Mile Crossing office complex and Schoolcraft College. Immediately to the east is the I-275/96 Expressway. The proposal is to develop a new 4-1/2 story building that measures 161,659 square feet. It is positioned at the north end of the property where the grade rises several feet above the rest of the site. At its closest point, the new building would be set back from the highway approximately 262 feet. New parking would be created on the north and east sides of the building. The project would improve site access by rerouting CBS Fox Drive and creating a new "loop" service road that would traverse the eastern boundary of the site and then connect to Seven Mile Road via the signalized intersection that is located across from Sauk Drive at Schoolcraft College and which also ties into the main north/south access road that runs through the Pentagon Centre Entertainment Campus. The plan shows that a portion of the loop road connects to what is identified as Chippewa Street and runs along the east side of the property adjacent to the highway and then circles around the new building and continues west where it would tie into the existing road network that is located at the Pentagon Center. The new road would also extend across the northerly part of the

adjacent property that contains the historical Orson Everitt House which is currently used as a professional law office. The impact to the historical property would involve either demolishing or relocating an outbuilding located behind the main house. Even though the original carriage house that once sat in the same location as the current outbuilding was demolished, because the entire site is designated as an historical resource, removing or relocating this structure will require review by the City's Historical Preservation Commission. Let me just clarify. The site plan includes the adjacent parcel to the west. It's a separate parcel. It's a law office. It contains an historical building. Actually, the entire site is designated as an historical resource. The main house, which is identified on this plan, is about 1,660 square feet and it is not impacted by the development of this new road. There is garage or outbuilding on the backside of the property that would either be relocated or demolished. That structure is not part of the original Orson Everitt House from what we can tell. It was reconstructed in the 1980's, but nonetheless, because the entire site is designated as an historical resource, it is something that is going to require the review the City's Historical Preservation Commission. Due to the site's topography, the lowest level of the proposed office building, which is identified on the plans as Level 00, would be accessible from the south side, but it is below the established finish grade on the north side. Level 00 is a partial floor that totals about 21,200 square feet in gross floor area. The floor above (Level 01) would have ground level access on the north side where the main entrance is located and that level totals about 36,300 square feet. There are three levels above that. Levels 02, 03 and 04 would all have the same gross floor area, about 34,700 square feet. Added together, it would be about 161,659 square feet. If you're wondering why it is identified as 4-1/2 story building, it's because that lower level is only partial. Included with the site plan is a detailed parking analysis that breaks down the required parking for each subcategory of use within the building. According to the calculations, a total of 233 parking spaces are needed to support the square footage of the new building that would be dedicated to medical. For the portion of the building that would be used as general office, a total of 295 spaces are needed. There are also calculations for "Building Support & Amenity." For the existing building, the Petitioner estimates a need for 70 parking spaces to support its use as a warehouse. The total projected need for both buildings, based on the Petitioner's calculations, is 615 parking spaces. The site plan shows a total of 716 spaces. However, parking required by code is 734 space, resulting in a deficiency of 18

spaces. Due to the significant grade changes on this property, there would be a need for an 18-foot retaining wall along the north property line. Similar situations exist along the east side of the property where the grade drops and there is a steep slope adjacent to the highway. Here too there is a need for a retaining wall. In addition, on the north end of the property, there is a service area on the west side as well as a parking lot on the east side. Because these are raised above the adjacent road that runs along the south side, retaining walls are needed in those areas as well. There's quite a bit of work needed to address the topography of this site. Landscaping constitutes about 22 percent of the total site area. This exceeds the ordinance minimum of 15 percent. A fully detailed landscape plan was provided with the application. All pole-mounted lighting would be limited to a height of 20 feet, which complies with the City's Outdoor Lighting Policy for commercial properties. With respect to storm water, this is still being developed. Meetings are scheduled with the Engineering Division to determine how that will be handled. This site contains a significant amount of wetlands as well as existing stormwater detention areas. It is hoped that the majority of the stormwater from the new development will be accommodated within those existing systems. Lastly, with respect to the exterior of the building, it is envisioned that the exterior of the building would contain a combination of insulated metal and concrete panels along with spandrel glass, the details of which are still pending. This is something that is addressed by the petitioner in a letter that was provided to the Planning Commission, a commitment to come back to the Commission with fully detailed plans should the project move forward. The signage is also not complete at this point, and all the mechanical units would be screened by materials that would be placed on the roof. With that, I would be happy to read out the correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: There are several items of correspondence. The first item is from the Engineering Division, dated January 16, 2019, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The existing parcel is assigned the address of #39000 Seven Mile Road. The legal description provided with the petition appears to be correct and should be used in conjunction with his petition. The existing site is currently serviced by public sanitary and water main that can be extended to the proposed*

*building. Storm sewer detention will need to be provided for any new impervious areas. The submitted drawings do not indicate any proposed utility extensions, so we will review those items when full engineering drawings are submitted to this department. The proposed paving improvements shown on the submitted drawings, indicate the new road will tie into the existing exit from the Pentagon Centre Development. Prior to any construction, the owner will need to provide access agreements from the other property owners or revise the proposed roadway to use their existing approach. If the new layout is approved, the owner will be required to remove the two existing approaches from Seven Mile Road and replace any missing or damaged sidewalk along the frontage. Any work within the Seven Mile Road right-of-way will require a permit from the Wayne County Department of Public Services. Also, right-of-way permits may be required from the Michigan Department of Transportation depending on the access and grading required to install the proposed walls and landscaping."* The letter is signed by David Lear, P.E., Assistant City Engineer. The second letter is from the Livonia Fire & Rescue Division, dated January 29, 2019, which reads as follows: *"This office has reviewed the site plan submitted in connection with a proposal to construct a professional/medical office building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: (1) Subject building(s) are to be provided with an automatic sprinkler system, and on-site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection (north side of building). (2) Adequate hydrants shall be provided and located with spacing consistent with the use group. (Please add location to be determined at the pre-construction meeting.) (3) A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. (4) Fire lanes shall be marked with wall or pole mounted signs that have the words: FIRE LANE – NO PARKING painted on both sides (for pole mount) or single sided (for wall mount) in contrasting colors at a size and spacing approved by the Authority Having Jurisdiction. (5) Fire Department Access shall be maintained in accordance with Chapter 18, Fire Department Access and Water Supply, NFPA 1, 2015. (6) Commercial kitchen Hood and Duct fire suppression shall be a UL 300 system and comply with NFPA 96 (if a system is installed.) (7) Knox Box installation is required for Fire Department access. (8) CO2 detection required for beverage distribution systems and coolers (if installed). If tank/tanks are*

*100 lbs. or greater. (Per 2015 IFC 5307.1)"* The letter is signed by Keith Bo, Fire Marshal. The third letter is from the Division of Police, dated January 17, 2019, 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 Brian Leigh, Sergeant, Traffic Bureau. The fourth letter is from the Inspection Department, dated January 29, 2019, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. (1) A variance from the Zoning Board of Appeals would be required for the deficient number of parking spaces. (2) Signage has not been reviewed at this time. This Department has no further objections to this petition."* The letter is signed by Jerome Hanna, Director of Inspection. The fifth letter is from the Treasurer's Department, dated January 15, 2019, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. The sixth letter is from the Finance Department, dated January 15, 2019, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Coline Coleman, Chief Accountant. We received an email addressed to Tom Kelly, 18th Street Development, Vice President of Real Estate Development, dated January 29, 2019, which reads as follows: *"This letter presents the summary Traffic Impact Study (TIS) prepared for the proposed development in the City of Livonia, Michigan. The project site is located in the northwest quadrant of the Seven Mile Road and I-275 southbound ramp intersection. The proposed development will consist of 130,000 square feet of warehouse, 105,452 square feet of medical office building, 49,015 square feet of clinic and 7,192 square feet of emergency room. Site access for the development is currently provided via one access point to Seven Mile Road and one access point to Haggerty Road. A trip generation analysis was performed to determine the number of trips generate during the AM and PM peak hours. The proposed development will generate the following net new peak hour trips. In Year 2020, a total of 238 AM (177 inbound, 61 outbound) and 306 PM (95 inbound, 211 outbound) peak hour trips. Based on the TIS, the traffic operations in the study area in the existing and background (without the proposed development) experienced high delays and queuing situations which requires improvements and mitigations. The traffic*

*operations in the future conditions (with the proposed development) are similar to background conditions with minimal increases to the delay in the study area. According to the TIS, the future traffic operations at the site driveways were found deficient with the trips generated by the proposed development. The TIS concluded that a traffic signal would improve the deficiency at the site driveway on Haggerty Road, while the site driveway on Seven Mile Road (stop-controlled) will remain deficient due to the lack of improvement options. Therefore, the TIS analyzed an alternative to provide access for the development site to Seven Mile Road through a connection to Chippewa Street (signalized). The results of this alternative analysis indicate that the Chippewa Street connection will be the best option to access the site from Seven Mile Road with some improvements to the traffic signal at the intersection of Seen Mile Road and Chippewa Street. This summary is based on the findings of the TIS. Any questions related to this memorandum should be addressed to Fleis & VandenBrink Engineering.*" The email was submitted by Mohamed Aguib, Traffic Engineer, Fleis & Vandenbrink. That is the extent of the correspondence.

Mr. Wilshaw: Do we have any questions for our Planning staff? I don't see any. Our petitioner is here tonight. Please come forward. We will need your name and address for the record please.

Tom Kelly, 18th Street Development, L.L.C., 1621 18th Street, Suite 250, Denver, Colorado 80202. Good evening, Commissioners. It's a pleasure to have the opportunity to stand in front of you once again. I appreciate your support and consideration through all of this to date. Aligned with Mr. Taormina's summary, I don't want to be repetitive, but perhaps a little context would help as to clarifying our request for the conditional rezoning. We are under certain time constraints with the acquisition of this property. To buy the 35 acres is a significant investment, and our capital is not comfortable being at risk without having assurance that we had the zoning in place to be able to develop what we have put in front of the Commission. What we are comfortable with, and what we are respectfully requesting, is a conditional rezoning that gives us the zoning that will allow us to move forward with the PO-1, but allow us the time to be able to provide further details with getting the connection to Seven Mile Road, to be able to further our building plans to the level of detail that you would like to see that we're just not quite there yet. What we're requesting is 120 days post conditional rezoning. Within that time frame, we come back and we submit a site plan knowing that we are not going to be able to get building permits or any

approvals to move forward without the full satisfaction from the City of Livonia with respect to our building plans and overall development. That's what we're asking for your consideration and that's kind of the constraints that we're operating under that's resulted in this request. Other than that, several of my associates and I are here to answer any of your questions that you may have, but that's the extent of what I came prepared to say.

Mr. Wilshaw: Thank you, Mr. Kelly. Are there any questions from the Commissioners?

Ms. Smiley: Good evening. I appreciate what you're saying with your constraints because it is unusual for us to approve something without a site plan, but I understand where you're coming from. As one Commissioner, I don't have a problem with this. I sure hope you didn't come from Colorado to warm up.

Mr. Kelly: No. I came fully prepared.

Ms. Smiley: Well, Michigan is usually very warm, and I think you'll find our Commission to be very warm. Thank you.

Mr. Ventura: Mr. Kelly, this looks like a find development and we're excited to have it in the city. As Ms. Smiley indicated, it's unusual for us to do this in this method, and we know you're constrained about revealing who's going to be in this building, but please tell us how many new jobs this development will bring to the city.

Mr. Kelly: Great question. I'm not prepared to give you accurate data on that.

Mr. Ventura: Ballpark.

Mr. Kelly: If we're looking at 160,000 plus square feet, it's going to be a significant amount of not just the jobs, but the benefit of providing health care to the community. I'm looking back at my associates. Does anybody have any estimate from a job perspective? It's something I'd love to be able to follow-up with you on, some accurate data.

Mr. Ventura: Can you give us an idea of the wage range that these people will benefit from? These are not all entry level positions I would assume.

Mr. Kelly: No. Everything from nurse practitioners to physicians. So it's going to be on average well above $80,000 in terms of the employment.

Mr. Ventura: Is it fair to say that this is not the relocation of an existing facility in town?

Mr. Kelly: No, it's not. It's a creation of a new facility.

Mr. Ventura: Thank you, Mr. Kelly.

Mr. Wilshaw: Is there anybody in the audience that wishes to speak for or against the granting of this petition? Seeing no one coming forward, a motion would be in order.

On a motion by Smiley, seconded by McCue, and unanimously adopted, it was

**#01-12-2019** **RESOLVED**, that the City Planning Commission does hereby recommend to the City Council that Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan marked Sheet No. C2.20 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans marked Sheet No's. L1.10, L1.20 & L1.30, all dated January 11, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, within 120 days from the date of approval of the site plan by City Council, the Petitioner shall submit detailed building elevation plans for review and approval by both the Planning Commission and City Council;

7. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass;

8. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

10. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

12. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

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

# 18th STREET DEVELOPMENT

# OUTPATIENT CARE CENTER

## LIVONIA, MI

HKS

## DRAWING INDEX

INDEX OF DRAWINGS

| Sheet Number | SHEET NAME | 01/11/2019 - SITE PLAN SUBMISSION |
|---|---|---|
| ARCHITECTURAL | | |
| A0.00 | COVER | X |
| CIVIL | | |
| C1.10 | GENERAL PLAN | X |
| C2.10 | OVERALL SITE PLAN | X |
| C2.20 | OPCC SITE PLAN | X |
| LANDSCAPE | | |
| L1.10 | LANDSCAPE PLAN | X |
| L1.20 | LANDSCAPE PLAN | X |
| L1.30 | LANDSCAPE PLAN | X |
| ELECTRICAL | | |
| E0.03 | ELECTRICAL SITE PLAN | X |
| E0.04 | ELECTRICAL SITE PLAN | X |
| E7.01 | ELECTRICAL DETAILS AND DIAGRAMS | X |
| P2.01 | SITE LIGHTING CALCULATIONS - NORTH | X |
| P2.02 | SITE LIGHTING CALCULATIONS - SOUTH | X |
| SITE SURVEY | | |
| V1.10 | ALTA, TOPO, AND WETLAND SURVEY | X |
| V1.20 | ALTA, TOPO, AND WETLAND SURVEY | X |
| V1.30 | ALTA SURVEY 39040 SEVEN MILE | X |
| ARCHITECTURAL | | |
| A2.01 | FLOOR PLAN - LEVEL 00 | X |
| A2.02 | FLOOR PLAN - LEVEL 01 | X |
| A2.03 | FLOOR PLAN - LEVEL 02 | X |
| A2.04 | FLOOR PLAN - LEVEL 03 | X |
| A2.05 | FLOOR PLAN - LEVEL 04 | X |
| A2.06 | ROOF PLAN | X |
| A5.01 | ELEVATIONS - NORTH & EAST | X |
| A5.02 | ELEVATIONS - SOUTH & WEST | X |
| A5.03 | ILLUSTRATIVE VIEWS | X |
| A6.02 | SITE SECTION | X |

## BUILDING SUMMARY

### BUILDING AREAS:

| | |
|---|---|
| LEVEL 00 = | 21,222 GSF |
| LEVEL 01 = | 36,304 GSF |
| LEVEL 02 = | 34,711 GSF |
| LEVEL 03 = | 34,711 GSF |
| LEVEL 04 = | 34,711 GSF |

TOTAL BUILDIING AREA = 161,659 GSF

### BUILDING HEIGHTS:

| | |
|---|---|
| LEVEL 00 = | 16.0 FEET |
| LEVEL 01 = | 16.0 FEET |
| LEVEL 02 = | 13.5 FEET |
| LEVEL 03 = | 13.5 FEET |
| LEVEL 04 = | 13.5 FEET |

TOTAL BUILDIING HEIGHT = 72.5 FEET
TOP OF SCREEN WALL = 91.5 FEET

### BUILDING USE:

OCCUPANCY = B - BUSINESS

### CONSTRUCTION TYPE:

CONSTRUCTION TYPE 2B - SPINKLED


### ARCHITECT

HKS INC.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

### STRUCTURAL ENGINEER

HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

### MEP ENGINEER

PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

### CIVIL ENGINEER

ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

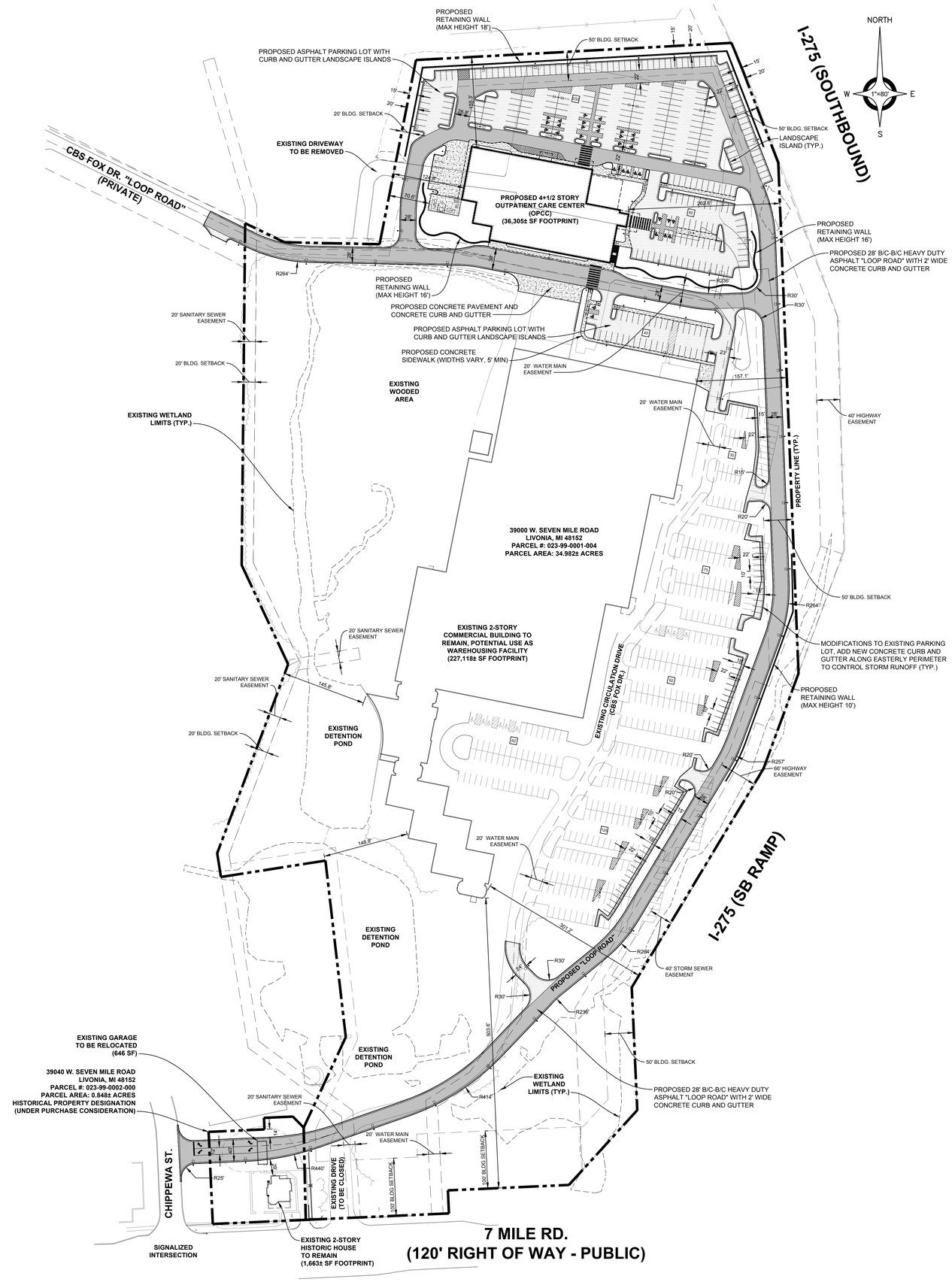
### LANDSCAPE

GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167


# SITE PLAN SUBMISSION

PROJECT NO. 22398

**11 JANUARY 2019**




## OVERALL SITE PLAN

SCALE: 1"=80'

**GENERAL NOTES:**

1. **FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.**
2. **FOR DETAILED PROPOSED OPCC BUILDING DIMENSIONS AND PARKING LOT LAYOUT, SEE DRAWING C2.20.**
3. **SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SEE LANDSCAPE PLANS FOR GENERAL LOCATION OF SIGNS.**
4. **STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING**
5. **APPROXIMATE WETLAND IMPACT OF 6,000 SF. COORDINATION AND APPROVAL FROM MDEQ WILL BE REQUIRED**

**PARKING CALCULATIONS:**

Parking Need by Anticipated Program Demand

| | Clinical GSF | Physician Office GSF | Building Support & Amenity GSF | Building GSF |
|---|---|---|---|---|
| Level 00 | 18,000 | - | 3,222 | 21,222 |
| Level 01 | 25,865 | - | 10,439 | 36,304 |
| Level 02 | 12,342 | 17,437 | 4,932 | 34,711 |
| Level 03 | - | 29,779 | 4,932 | 34,711 |
| Level 04 | - | 29,779 | 4,932 | 34,711 |
| | 56,207 | 76,995 | 28,457 | 161,659 |
| Parking Forecast for OPCC | 233 | 295 | 17 | 545 |
| Parking Need for Existing Warehouse Staff | | | | 70 |
| **Total Anticipated Parking Need** | | | | **615** |
| **Total Development Parking Available** | | | | **716** |

Parking Need by Ordinance

| | Clinical | Physician Office | Building Support & Amenity | |
|---|---|---|---|---|
| Gross Floor Area (SF) | 56,207 | 76,995 | 28,457 | |
| Usable Floor Area (0.8 Usable Ratio) (SF) | 44,966 | 61,596 | 22,766 | |
| Ordinance Parking Requirement | 1:110 | 1:200 | Staff Total | |
| Total Parking by Ordinance | 409 | 308 | 17 | 734 |
| Total Development Parking Available | | | | 716 |

Handicap Parking Needs by Anticipated Program Demand

| | | Demand Ratio | Demand |
|---|---|---|---|
| Clincal Spaces | 233 | 10% | 24 |
| Office & General | 295 | per Table | 8 |
| | | Total: | 32 |
| | | Provided: | 35 |

**NOTE:**
**PER ORDINANCE REQUIREMENTS, A PARKING VARIANCE IS REQUIRED BASED ON THE PROPOSED TOTAL OF 716 PARKING SPACES**

0 40 80 160

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0496-0041

DATE 01/11/19

ISSUE

SHEET TITLE
**Overall Site Plan**

SHEET NO.
**C2.10**

PLOT DATE: 1/10/2019 8:36:10 PM
TEMPLATE VERSION: 3.0.0.20170623
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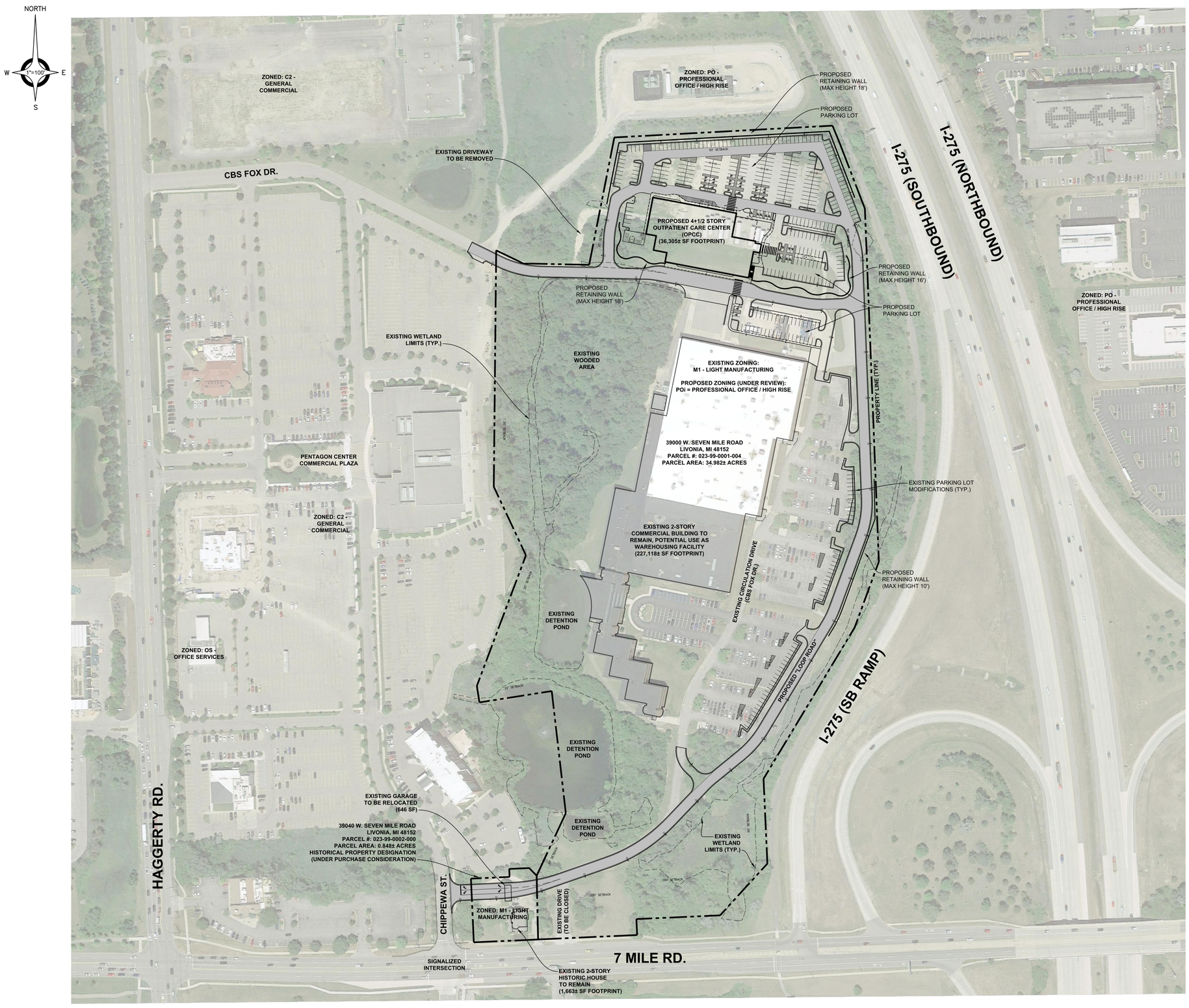


## GENERAL / ZONING PLAN

SCALE: 1"=100'


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.,
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

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REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0496-0041

DATE 01/11/19

ISSUE

CIVIL DRAWINGS (AEW)

STATE OF MICHIGAN
JULI SALA
ENGINEER
No. 62165
LICENSED PROFESSIONAL ENGINEER

SHEET TITLE
**General / Zoning Plan**

SHEET NO.
**C1.10**

0 50 100 200

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PLOT DATE: 1/10/2019 8:26:19 PM
TEMPLATE VERSION: 3.0.0.20170623
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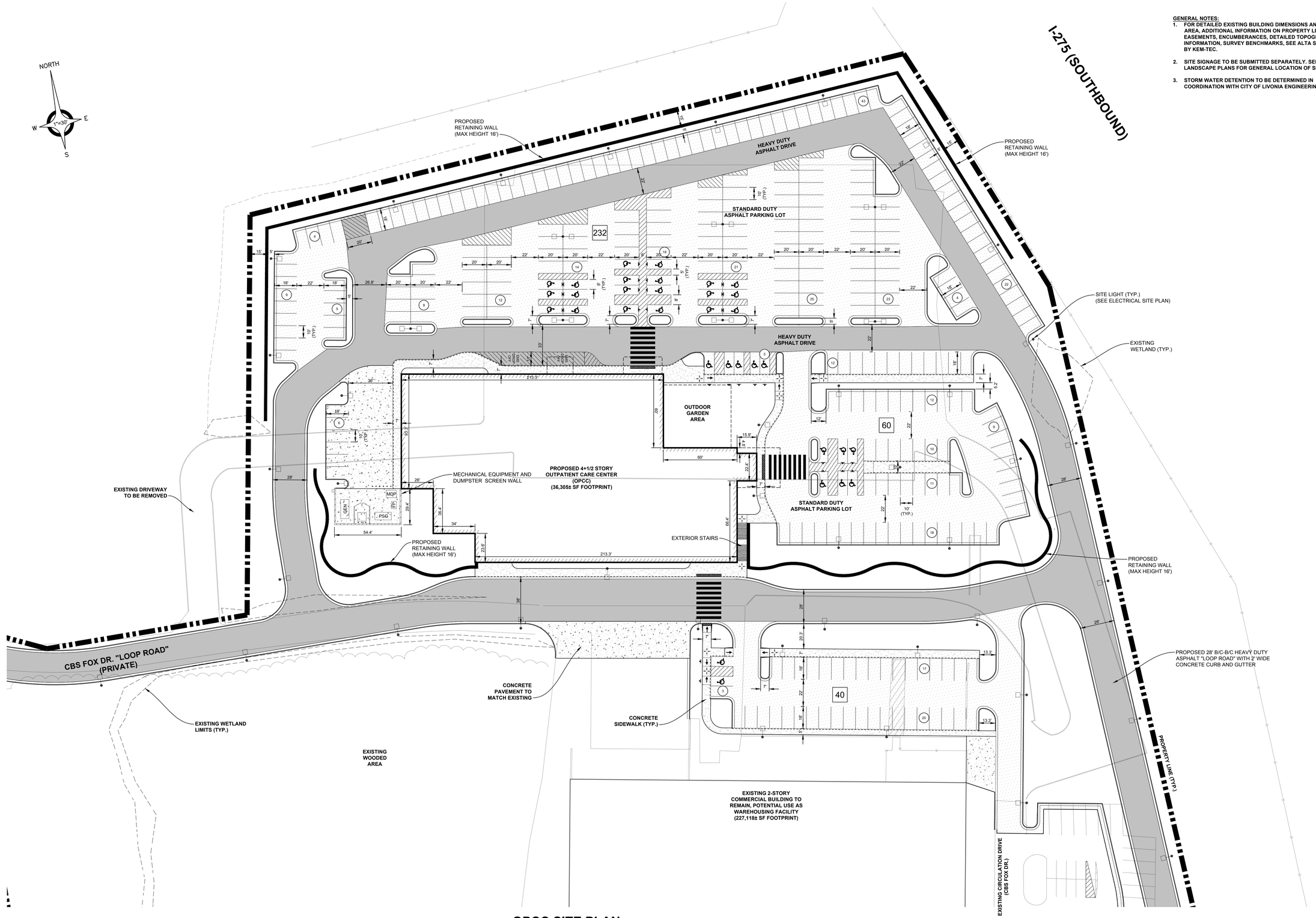


## OPCC SITE PLAN

SCALE: 1"=30'

**GENERAL NOTES:**

1. FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.
2. SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SEE LANDSCAPE PLANS FOR GENERAL LOCATION OF SIGNS.
3. STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING

HKS


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 | AEW PROJECT NUMBER 0496-0041

DATE
01/11/19

ISSUE

SHEET TITLE
**OPCC Site Plan**

SHEET NO.
**C2.20**

0 15 30 60

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PLOT DATE: 1/3/2019 8:29:01 PM TEMPLATE VERSION: 3.0.0.20170623

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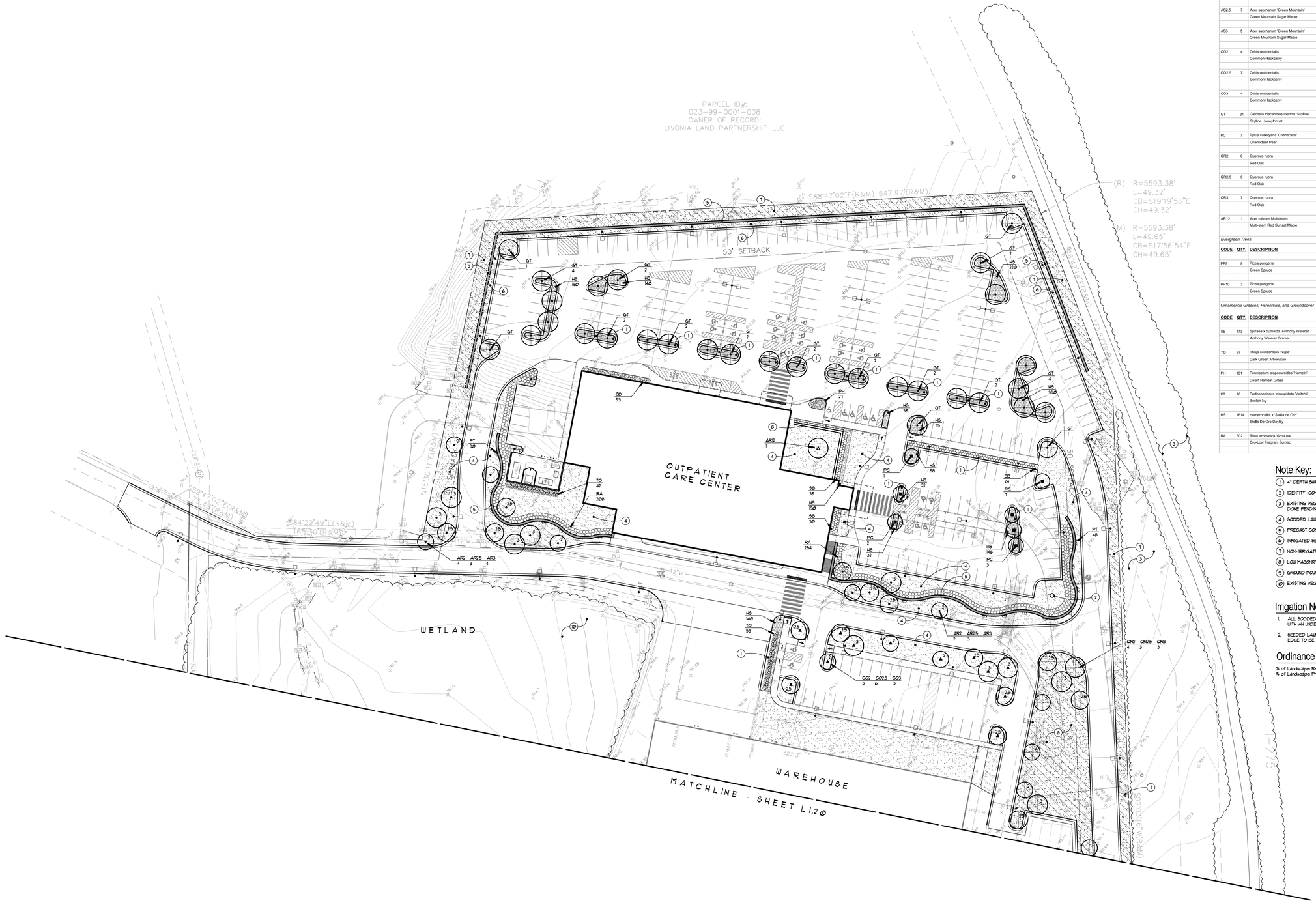
PARCEL ID#:
023-99-0001-008
OWNER OF RECORD:
LIVONIA LAND PARTNERSHIP LLC
50' SETBACK
OUTPATIENT CARE CENTER
WETLAND
WAREHOUSE
MATCHLINE - SHEET L1.2Ø
(R) R=5593.38' L=49.32' CB=S19°19'56"E CH=49.32'
(M) R=5593.38' L=49.65' CB=S17°56'54"E CH=49.65'
S88°47'02"E(R&M) 547.97(R&M)
S64°29'49"E(R&M) 165.30(R&M)
N15°30'11"E(R&M)
S25°13'10"W
S64°47'02"E(R&M) 175.43(R&M)
N25°13'10"E
S25°13'10"W
N64°47'02"W
S64°47'02"E

## Note Key:

1. 4" DEPTH SHREDDED BARK MULCH, TYP.
2. IDENTITY ICON (BY OTHERS)
3. EXISTING VEGETATION - SELECTIVE THINNING AND REMOVAL TO BE DONE PENDING MDOT APPROVAL
4. SODDED LAUN ON 4" DEPTH TOPSOIL, TYP.
5. PRECAST CONCRETE BLOCK RETAINING WALL, TYP. (BY OTHERS)
6. IRRIGATED SEEDED LAUN ON 4" DEPTH TOPSOIL, TYP.
7. NON-IRRIGATED SEEDED LAUN ON 4" DEPTH TOPSOIL, TYP.
8. LOU MASONRY GARDEN WALL
9. GROUND MOUNTED IDENTITY SIGN, BY OTHERS
10. EXISTING VEGETATION TO REMAIN, TYP.

## Irrigation Notes:

1. ALL SODDED LAUN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAUN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

0' 20' 40' 80'
SCALE: 1"=40'

NORTH

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PLOT DATE:
1/22/2018 1:27:23 PM TEMPLATE VERSION: 3.0.0.20170823

HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

STATE OF MICHIGAN
PAUL R. ANDRIESE
LANDSCAPE ARCHITECT
No. 1013
REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |

HKS PROJECT NUMBER: 22398.001
GMA PROJECT NUMBER: H40-183.001

DATE: 01/11/19

ISSUE: SITE PLAN SUBMISSION

SHEET TITLE: Landscape Plan

SHEET NO.: L1.20

## Note Key:

1. 4" DEPTH SHREDDED BARK MULCH, TYP.
2. IDENTITY ICON (BY OTHERS)
3. EXISTING VEGETATION - SELECTIVE THINNING AND REMOVAL TO BE DONE PENDING MDOT APPROVAL
4. SODDED LAWN ON 4" DEPTH TOPSOIL, TYP.
5. PRECAST CONCRETE BLOCK RETAINING WALL, TYP. (BY OTHERS)
6. IRRIGATED SEEDED LAWN ON 4" DEPTH TOPSOIL, TYP.
7. NON-IRRIGATED SEEDED LAWN ON 4" DEPTH TOPSOIL, TYP.
8. LOW MASONRY GARDEN WALL
9. GROUND MOUNTED IDENTITY SIGN, BY OTHERS
10. EXISTING VEGETATION TO REMAIN, TYP.

## Irrigation Notes:

1. ALL SODDED LAWN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAWN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

SCALE: 1"=40'

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

PAUL R. ANDRIESE LANDSCAPE ARCHITECT No. 1013 STATE OF MICHIGAN REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |

HKS PROJECT NUMBER: **22398.001**
GMA PROJECT NUMBER: **H40-183.001**

DATE
**01/11/19**

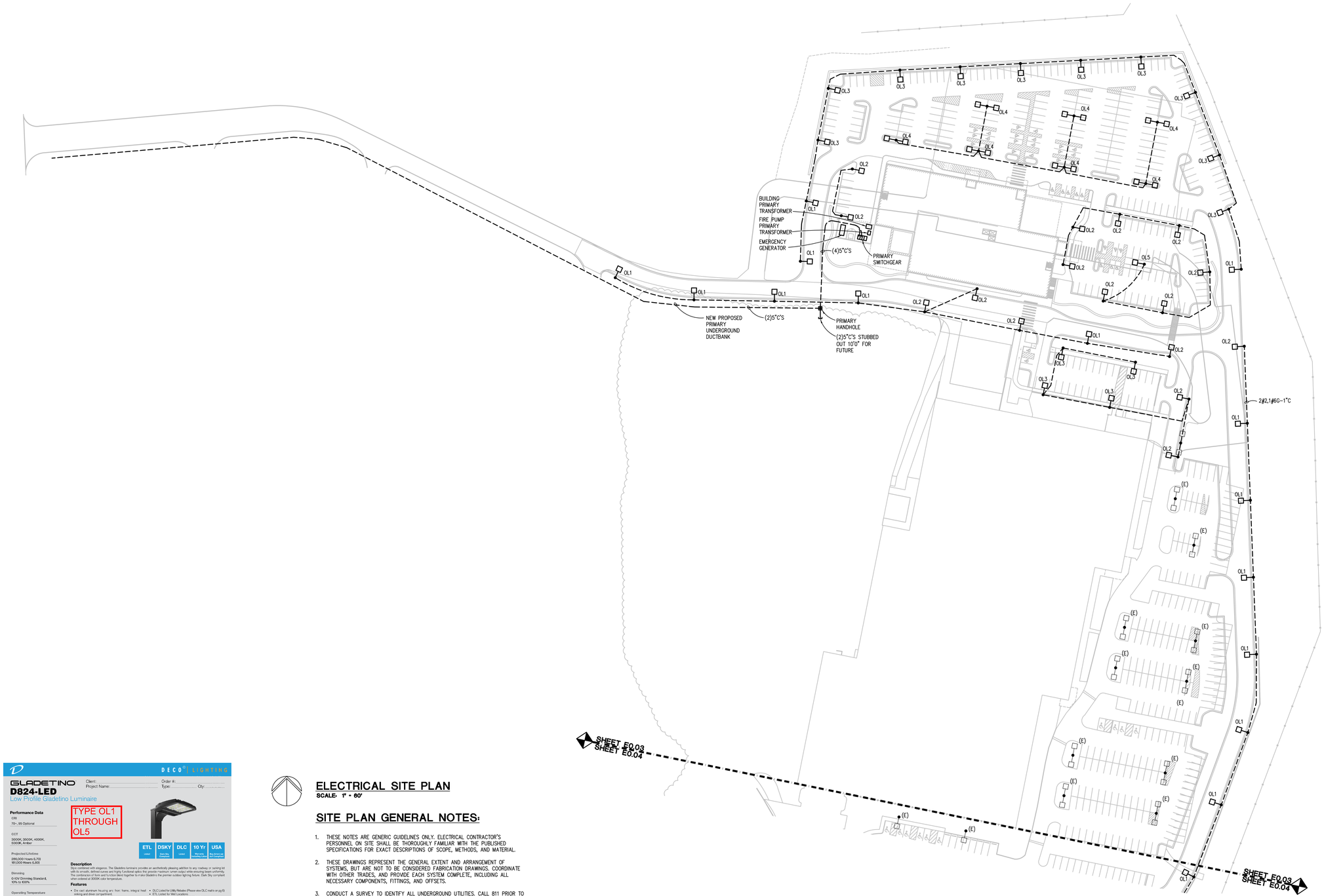
ISSUE
**SITE PLAN SUBMISSION**

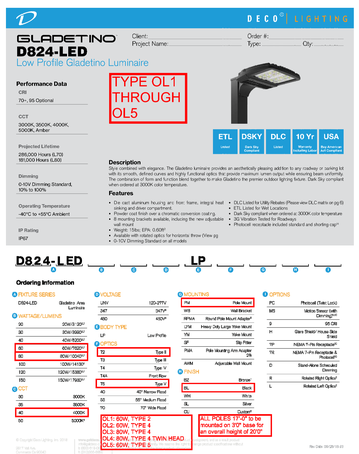
SHEET TITLE
**Landscape Plan**

SHEET NO.
**L1.30**

PLOT DATE: 10/21/2018 1:27:23 PM TEMPLATE VERSION 3.0.0.20170623

THE FOLLOWING DIMENSION EQUALS ONE INCH WHEN PRINTED TO SCALE. 1"




## ELECTRICAL SITE PLAN

SCALE: 1" - 60'

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
2. THESE DRAWINGS REPRESENT THE GENERAL EXTENT AND ARRANGEMENT OF SYSTEMS, BUT ARE NOT TO BE CONSIDERED FABRICATION DRAWINGS. COORDINATE WITH OTHER TRADES, AND PROVIDE EACH SYSTEM COMPLETE, INCLUDING ALL NECESSARY COMPONENTS, FITTINGS, AND OFFSETS.
3. CONDUCT A SURVEY TO IDENTIFY ALL UNDERGROUND UTILITIES. CALL 811 PRIOR TO EXCAVATION.
4. UTILITIES SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ALL EXISTING UTILITIES, AND ROUTING OF ALL NEW UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
5. DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
12. EXCAVATE THE ENTIRE LENGTH OF TRENCH TO PROPERLY SET DUCT ELEVATIONS.


HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
HKS Project No. 2018.0366

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

**OWNER'S CONSULTANT**
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

**INTERIM REVIEW ONLY**
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Architect: XXXXXX
Arch. Reg. No.: XXXX
Date: XX/XX/XXXX

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELECTRICAL SITE PLAN**
SHEET NO.
**E0.03**

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

Not For Construction

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C:\2018\2018-0366-00\CAD\2018-0366-E0-SPN.dwg, E0.03, 1/4/2019 9:43:28 AM, Eric C. Desko, Peter Basso Associates Inc.

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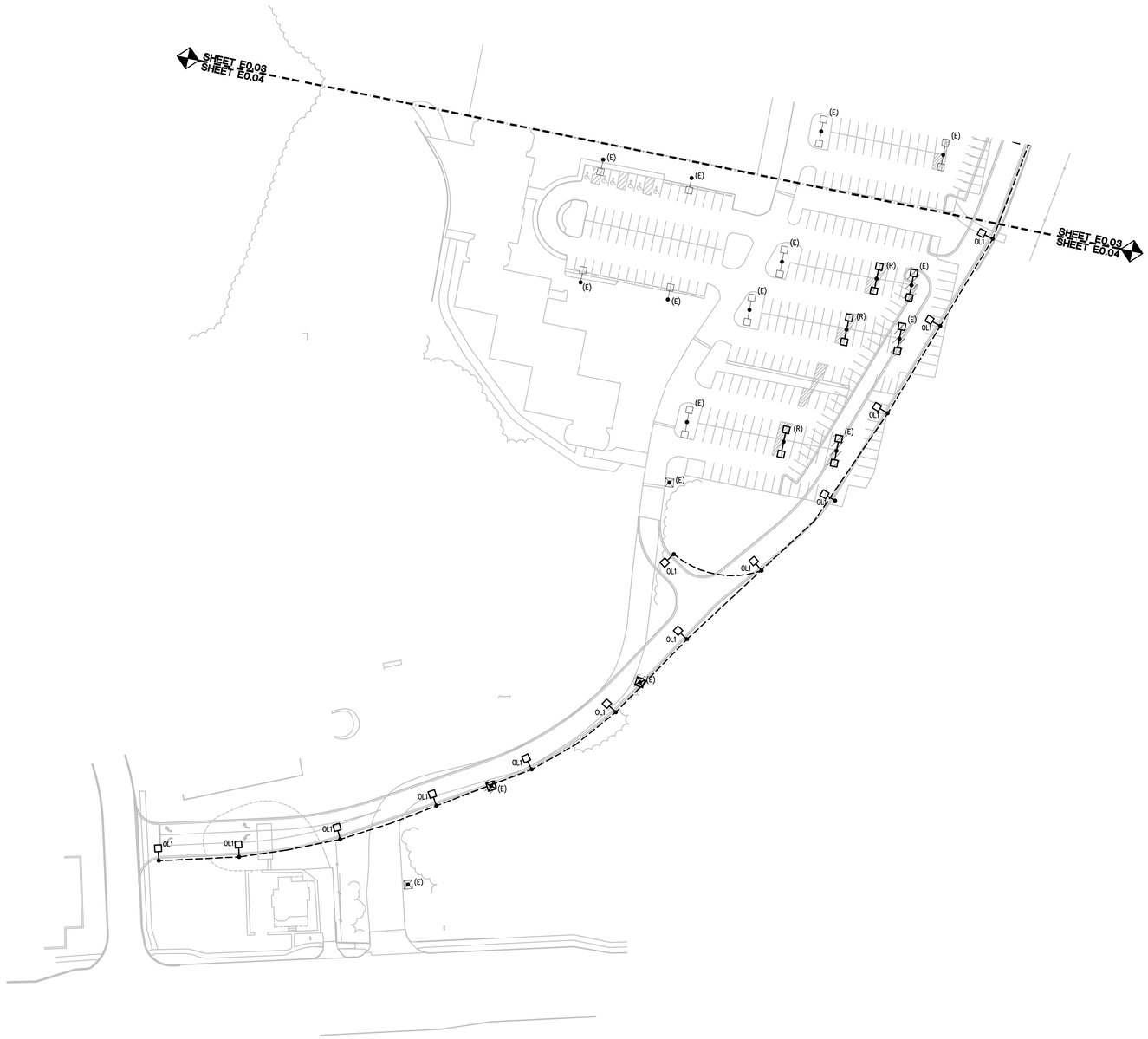


## ELECTRICAL SITE PLAN
SCALE: 1" = 60'

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
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6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
12. EXCAVATE THE ENTIRE LENGTH OF TRENCH TO PROPERLY SET DUCT ELEVATIONS.


HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

STRUCTURAL
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

CIVIL ENGINEER
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

LANDSCAPE
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

INTERIORS
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

OWNER'S CONSULTANT
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

**INTERIM REVIEW ONLY**
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Architect: XXXXXX
Arch. Reg. No.: XXXX
Date: XX/XX/XXXX

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
22398.001
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
ELECTRICAL SITE PLAN

SHEET NO.
E0.04

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

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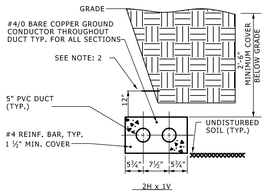


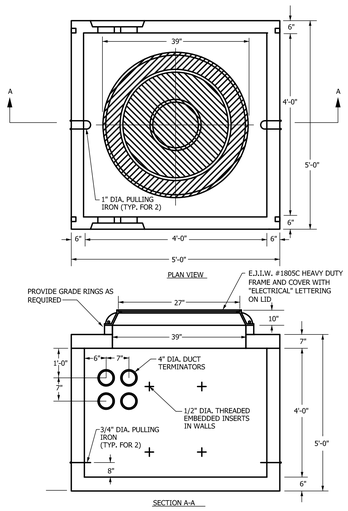

NOTES:

H - NUMBER OF DUCTS IN HORIZONTAL PLANE.
V - NUMBER OF DUCTS IN VERTICAL PLANE.

1. IF 2'-6" MINIMUM COVER CAN NOT BE MAINTAINED, 2" OF ADDITIONAL CONCRETE COVER MUST BE ADDED TO THE DUCT BANK WHEN COVER IS BETWEEN 2'-0" AND 2'-5" AND 4" OF CONCRETE WHEN BETWEEN 1'-6" AND 1'-11".
2. DUCT BANKS SHALL BE MARKED WITH A 6" WIDE RED PLASTIC MARKER STRIP LABELED TO INDICATE "HIGH VOLTAGE" AND PLACED IN THE BACKFILL APPROXIMATELY 12" ABOVE THE ENTIRE LENGTH OF THE DUCT BANK.
3. ALL POWER DUCT BANKS HAVE #4/0 BARE COPPER GROUND CABLE, AND #4 REINFORCING BARS.
4. USE DUCT SPACERS TO HOLD DUCTS IN PLACE. NOTED SPACINGS ARE MINIMUMS. USE PRODUCTS FROM CARLON, CANTEX, OR STERLING. (TIE TOGETHER USING NON-FERROUS WIRE).

## CONCRETE ENCASED DUCT BANK DETAIL

**NO SCALE**




CONCRETE: 5000 P.S.I. @ 28 DAYS

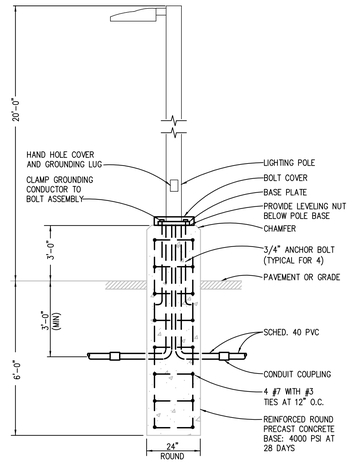
REINF: HS-20 HIGHWAY LOADING
GRADE 60 REBAR
SPREAD BARS @ ALL OPENINGS

GENERAL NOTES:

1. SEE DUCT PLAN DRAWING SHOWING PLANNED AND FUTURE DUCT ENTRANCES, ON CURRENTLY PLANNED DUCTS , PROVIDE TERMINATORS AT LOCATIONS SHOWN, TERMINATOR LOCATIONS SHOWN IN DETAIL ARE EXAMPLES. FOR FUTURE DUCT RUNS PROVIDE KNOCKOUTS SIZED AND LOCATED AS NOTED.

## 4' x 4' x 4' PRE-CAST HANDHOLE

NO SCALE




## LIGHTING POLE BASE DETAIL

**NO SCALE**

NOTE:

PROVIDE PRECAST CONCRETE BASE AS MANUFACTURED BY NORTHERN CONCRETE PIPE, INC. OR APPROVED EQUAL.

Not For Construction

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HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

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# LIVONIA

**OWNER'S CONSULTANT**
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

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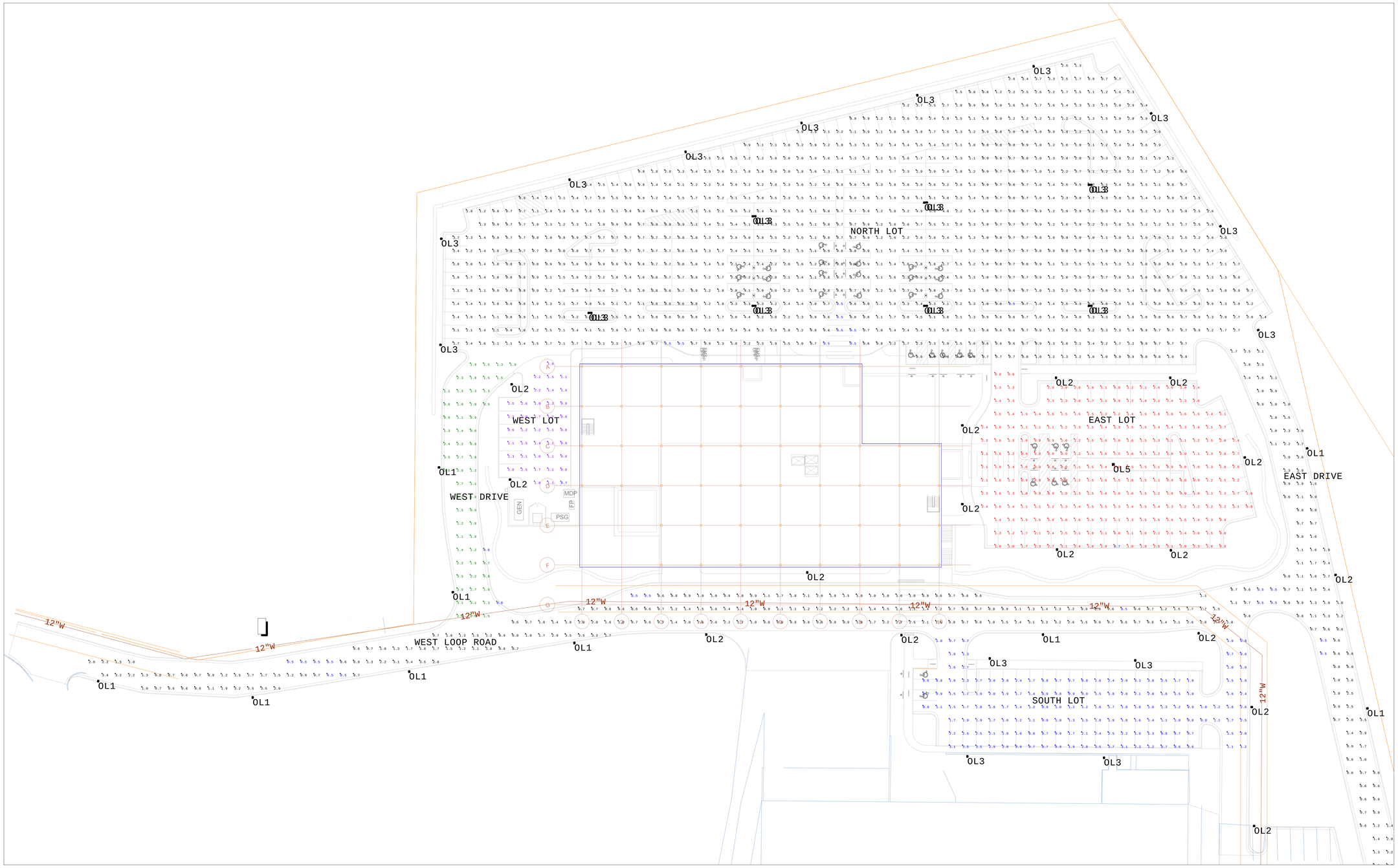
Architect: XXXXXX
Arch. Reg. No.: XXXX
Date: XX/XX/XXXX

REVISION NO | DESCRIPTION | DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELECTRICAL DETAILS AND DIAGRAMS**

SHEET NO.
**E7.01**

G:\2018\2018-0366-00\CAD\2018-0366-E7-DT.dwg, E7.01, 1/4/2019 9:17:08 AM, Eric C. Deska, Peter Basso Associates Inc.




Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 27 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| | 16 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| | 28 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 1 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| east drive | Fc | 1.36 | 3.7 | 0.5 | 7.40 |
| east lot | Fc | 1.50 | 3.1 | 0.7 | 4.43 |
| north lot | Fc | 1.70 | 6.7 | 0.5 | 13.40 |
| south loop road | Fc | 1.34 | 3.7 | 0.5 | 7.40 |
| south lot | Fc | 1.59 | 3.7 | 0.6 | 6.17 |
| west drive | Fc | 1.65 | 3.8 | 0.6 | 6.33 |
| west loop road | Fc | 1.36 | 3.5 | 0.5 | 7.00 |
| west lot | Fc | 1.39 | 2.6 | 0.7 | 3.71 |

REVISION
*SITE PLAN APPROVAL* *01-11-2019*

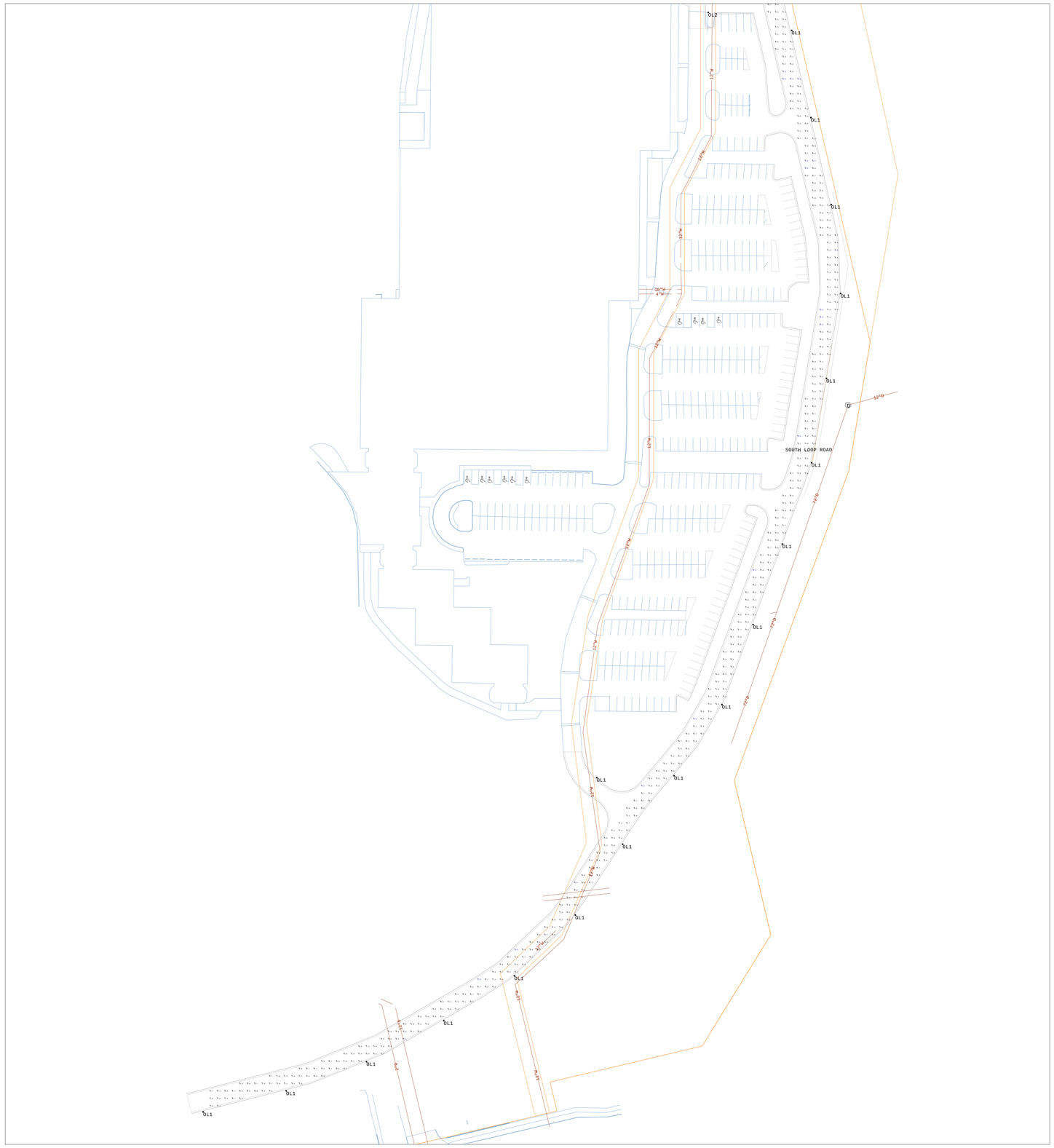
5145 Livernois, Suite 100
Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18TH STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - NORTH

DATE
01-11-2019
ISSUE
XXX
SHEET No.
P2.01




Scale: 1 inch= 60 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 27 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| | 16 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| | 28 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 1 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| east drive | Fc | 1.36 | 3.7 | 0.5 | 7.40 |
| east lot | Fc | 1.50 | 3.1 | 0.7 | 4.43 |
| north lot | Fc | 1.70 | 6.7 | 0.5 | 13.40 |
| south loop road | Fc | 1.34 | 3.7 | 0.5 | 7.40 |
| south lot | Fc | 1.59 | 3.7 | 0.6 | 6.17 |
| west drive | Fc | 1.65 | 3.8 | 0.6 | 6.33 |
| west loop road | Fc | 1.36 | 3.5 | 0.5 | 7.00 |
| west lot | Fc | 1.39 | 2.6 | 0.7 | 3.71 |

REVISION
*SITE PLAN APPROVAL* *01-11-2019*

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Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

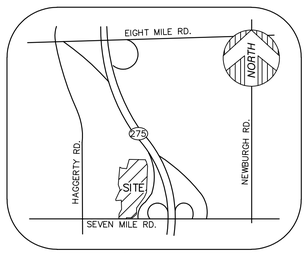
PROJECT TITLE
18th STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - SOUTH

DATE
01-11-2019
ISSUE
XXX
SHEET No.
P2.02

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## PARKING

HANDICAP PARKING = 10 STALLS
STANDARD PARKING = 437 STALLS

## PARCEL AREA

1,523,804± SQUARE FEET = 34.982± ACRES

## BASIS OF BEARING

SOUTH 88°14'49" EAST, AS SHOWN AND/OR DESCRIBED AS THE SOUTH LINE OF SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD

## FLOOD NOTE

SUBJECT PARCEL LIES WITHIN:

OTHER AREA (ZONE X): AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

AS SHOWN ON FLOOD INSURANCE RATE MAP: MAP NUMBER 26163C0045E, COMMUNITY – PANEL NUMBER (260669) (0045) (E), DATED FEBRUARY 2, 2012, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

## SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. THERE IS NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING CONDITIONS, EXCEPT AS NOTED HEREON.

3. THE SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

4. THERE ARE NO OBSERVED DELINEATED WETLANDS ON SITE.

5. THERE IS NO DIRECT VEHICULAR ACCESS TO I–275.

## ZONING REGULATIONS

M–1: LIGHT MANUFACTURING

MAXIMUM BUILDING HEIGHT: 50 FEET

REQUIRED SETBACK MINIMUM DIMENSIONS:
FRONT YARD: 100 FEET
INTERIOR SIDE YARDS: 20 FEET
SIDE YARD ABUTTING STREET: 50 FEET
REAR YARD: 50 FEET

NOTE: ALL ZONING INFORMATION IS TAKEN FROM THE CITY OF LIVONIA WEBSITE. ALL ZONING INFORMATION MUST BE VERIFIED FOR COMPLETENESS WITH CURRENT ZONING REGULATIONS.

## POSSIBLE ENCROACHMENTS

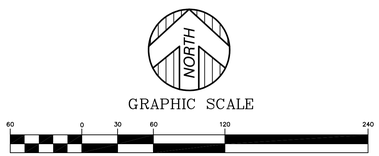
POND CROSSES WESTERN PROPERTY LINE AS SHOWN.

ASPHALT DRIVEWAY CROSSES NORTHERN AND WESTERN PROPERTY LINES AS SHOWN.

ASPHALT PARKING CROSSES INTO HIGHWAY EASEMENT AT NORTHEASTERN PROPERTY CORNER.

## LEGEND

| | |
|---|---|
| ◒ | FOUND SECTION CORNER (AS NOTED) |
| (R&M) | RECORD AND MEASURED DIMENSION |
| (R) | RECORD DIMENSION |
| (M) | MEASURED DIMENSION |
| Ⓔ | ELECTRIC MANHOLE |
| △ | TRANSFORMER |
| ○ | UTILITY POLE |
| ○ | GAS LINE MARKER |
| Ⓣ | TELEPHONE MANHOLE |
| Ⓢ | SANITARY MANHOLE |
| ⊕ | ROUND CATCH BASIN |
| ● | DRAIN |
| Ⓓ | STORM DRAIN MANHOLE |
| | FIRE HYDRANT |
| | FIRE DEPARTMENT CONNECTION |
| ⋈ | POST INDICATOR VALVE |
| Ⓦ | WATER GATE MANHOLE |
| ⋈ | WATER VALVE |
| • | BOLLARD |
| • | FLAGPOLE |
| ☼ | LIGHTPOST/LAMP POST |
| | SINGLE POST SIGN |
| | DOUBLE POST SIGN |
| | HANDICAP PARKING |
| | WETLAND FLAG |
| | PARCEL BOUNDARY LINE |
| | SECTION LINE |
| | EASEMENT (AS NOTED) |
| | RIGHT–OF–WAY |
| | BUILDING |
| | BUILDING OVERHANG |
| | BUILDING HATCH |
| | CONCRETE CURB |
| | PARKING |
| | EDGE OF CONCRETE (CONC.) |
| | EDGE OF ASPHALT (ASPH.) |
| | EDGE OF BRICK |
| | EDGE OF GRAVEL |
| x | FENCE (AS NOTED) |
| | WALL (AS NOTED) |
| | OVERHEAD UTILITY LINE |
| G | GAS LINE |
| S | SANITARY LINE |
| D | STORM LINE |
| W | WATER LINE |
| | MATCHLINE |




## PROPERTY DESCRIPTION

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:
CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN.

A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I–275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I–275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

## MANHOLE SCHEDULE

SANITARY SEWER MANHOLE (SMH#10050)
RIM=772.84'
12"CONC, S, 759.14' INV.
12"CONC, NW, 759.09' INV.

SQUARE CATCH BASIN (CB#10170)
RIM=778.36'

STORM SEWER MANHOLE (SDM#10180)
RIM=772.83'
12"CONC, E, 769.23' INV.
6"CLAY, E, 771.98' INV.
12"CONC, S, 770.98' INV.
12"CONC, W, 769.33' INV.
6"CLAY, W, 771.98' INV.
12"CONC, NW, 770.63' INV.

SQUARE CATCH BASIN (CB#10187)
RIM=776.70'
12"CONC, SE, 771.46' INV.

SANITARY SEWER MANHOLE (SMH#11122)
RIM=774.68'
12"CONC, E, 762.23' INV.
12"CONC, W, 762.18' INV.

SQUARE CATCH BASIN (CB#10212)
RIM=778.40'
12"CONC, S, 772.90' INV.

STORM SEWER MANHOLE (SDM#10213)
RIM=778.52'
12"CONC, N, 772.17' INV.
12"CONC, E, 771.67' INV.
15"CONC, S, 772.17' INV.

ROUND CATCH BASIN (CB#10305)
RIM=773.81'
4"PVC, N, 772.61' INV.
4"PVC, E, 772.61' INV.
4"PVC, S, 771.11' INV.

SANITARY SEWER MANHOLE (SMH#15368)
RIM=777.10'
24"CONC, N, 761.30' INV.
24"CONC, S, 761.45' INV.

SANITARY SEWER MANHOLE (SMH#15374)
RIM=786.32'
24"CONC, N, 762.02' INV.
24"CONC, S, 761.77' INV.
12"CONC, W, 772.62' INV.

ROUND CATCH BASIN (CB#75128)
RIM=795.71'

ROUND CATCH BASIN (CB#75232)
RIM=764.70'
CANNOT OPEN STRUCTURE

STORM SEWER MANHOLE (SDM#75958)
RIM=765.37'
12"CONC. CHANNEL, N, 754.71' INV.
12"CONC, E
72"CONC. CHANNEL, S, 754.71' INV.

STORM SEWER MANHOLE (SDM#75959)
RIM=765.80'
15"CONC, E, 759.30' INV.

## SITE BENCHMARKS

**SITE BENCHMARK #1**
ARROW ON HYDRANT AT NORTHEAST CORNER OF BUILDING.
ELEVATION = 788.60' (NAVD 88)

**SITE BENCHMARK #2**
ARROW ON HYDRANT AT CENTER AND EAST OF BUILDING.
ELEVATION = 788.18' (NAVD 88)

**SITE BENCHMARK #3**
ARROW ON HYDRANT AT SOUTHEAST CORNER OF BUILDING.
ELEVATION = 775.25' (NAVD 88)

## TITLE REPORT NOTE

ONLY THOSE EXCEPTIONS CONTAINED WITHIN THE SEAVER TITLE AGENCY FILE No. 82–16477972–SCM, DATED JUNE 8, 2016, AND RELISTED BELOW WERE CONSIDERED FOR THIS SURVEY. NO OTHER RECORDS RESEARCH WAS PERFORMED BY THE CERTIFYING SURVEYOR.

10. TERMS, CONDITIONS AND STIPULATIONS AS SET FORTH IN HIGHWAY EASEMENT RELEASE RECORDED IN LIBER 18458, PAGE 850, WAYNE COUNTY RECORDS. (AS SHOWN)

11. EASEMENT AGREEMENT AS TO ROADWAY RECORDED IN LIBER 23372, PAGE 938, WAYNE COUNTY RECORDS. (AS SHOWN)

12. GRANT OF EASEMENT AS TO WATER MAIN RECORDED IN LIBER 23477, PAGE 43, WAYNE COUNTY RECORDS. (AS SHOWN)

13. GRANT OF EASEMENT AS TO STORM SEWER AS RECORDED IN LIBER 23467, PAGE 312, WAYNE COUNTY RECORDS. (AS SHOWN)

14. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 111, WAYNE COUNTY RECORDS. (AS SHOWN)

15. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 109, WAYNE COUNTY RECORDS. (AS SHOWN)

## SURVEYOR'S CERTIFICATION

TO ATA NATIONAL TITLE GROUP, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 3, 4, 6B, 7A, 7B1, 7C, 8, 9, 11, 13, 16, 17, 18, 19, 20 AND 21 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON (07/28/18).

DATE OF PLAT OR MAP: (07/30/18)

ANTHONY T. SYCKO, JR., P.S.
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 47976

STATE OF MICHIGAN
ANTHONY T. SYCKO, JR.
PROFESSIONAL SURVEYOR
NO. 47976
LICENSED PROFESSIONAL SURVEYOR

**REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS**
REVISED: JULY 30, 2018 – ADDED TOPO
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT

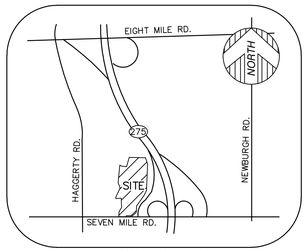

KEM-TEC & ASSOCIATES
PROFESSIONAL SURVEYORS – PROFESSIONAL ENGINEERS
22556 GRATIOT AVE * EASTPOINTE, MICHIGAN 48021
(586)772–2222 * (800)295–7222 * FAX (586)772–4048


CERTIFIED TO: SEAVER TITLE AGENCY LLC, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 1 OF 2 |
| DRAWN BY: DLD JL | REV.: DECEMBER 05, 2018 |

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## LEGEND

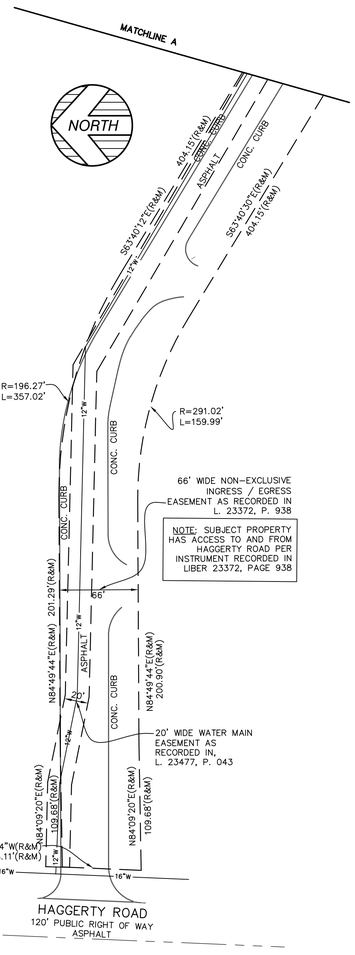
| | | | |
|---|---|---|---|
| ● | FOUND SECTION CORNER (AS NOTED) | WB | WETLAND FLAG |
| (R&M) | RECORD AND MEASURED DIMENSION | | PARCEL BOUNDARY LINE |
| (R) | RECORD DIMENSION | | SECTION LINE |
| (M) | MEASURED DIMENSION | | EASEMENT (AS NOTED) |
| (E) | ELECTRIC MANHOLE | | RIGHT–OF–WAY |
| △ | TRANSFORMER | | BUILDING |
| ○ | UTILITY POLE | | BUILDING OVERHANG |
| ○ | GAS LINE MARKER | | BUILDING HATCH |
| (T) | TELEPHONE MANHOLE | | CONCRETE CURB |
| (S) | SANITARY MANHOLE | | PARKING |
| ⊕ | ROUND CATCH BASIN | | EDGE OF CONCRETE (CONC.) |
| ● | DRAIN | | EDGE OF ASPHALT (ASPH.) |
| (D) | STORM DRAIN MANHOLE | | EDGE OF BRICK |
| | FIRE HYDRANT | | EDGE OF GRAVEL |
| FDC | FIRE DEPARTMENT CONNECTION | x | FENCE (AS NOTED) |
| ⊠ | POST INDICATOR VALVE | | WALL (AS NOTED) |
| WG | WATER GATE MANHOLE | | OVERHEAD UTILITY LINE |
| ⊠ | WATER VALVE | G | GAS LINE |
| • | BOLLARD | S | SANITARY LINE |
| • | FLAGPOLE | D | STORM LINE |
| ☼ | LIGHTPOST/LAMP POST | W | WATER LINE |
| ┤ | SINGLE POST SIGN | | MATCHLINE |
| ┤┤ | DOUBLE POST SIGN | | |
| ♿ | HANDICAP PARKING | | |

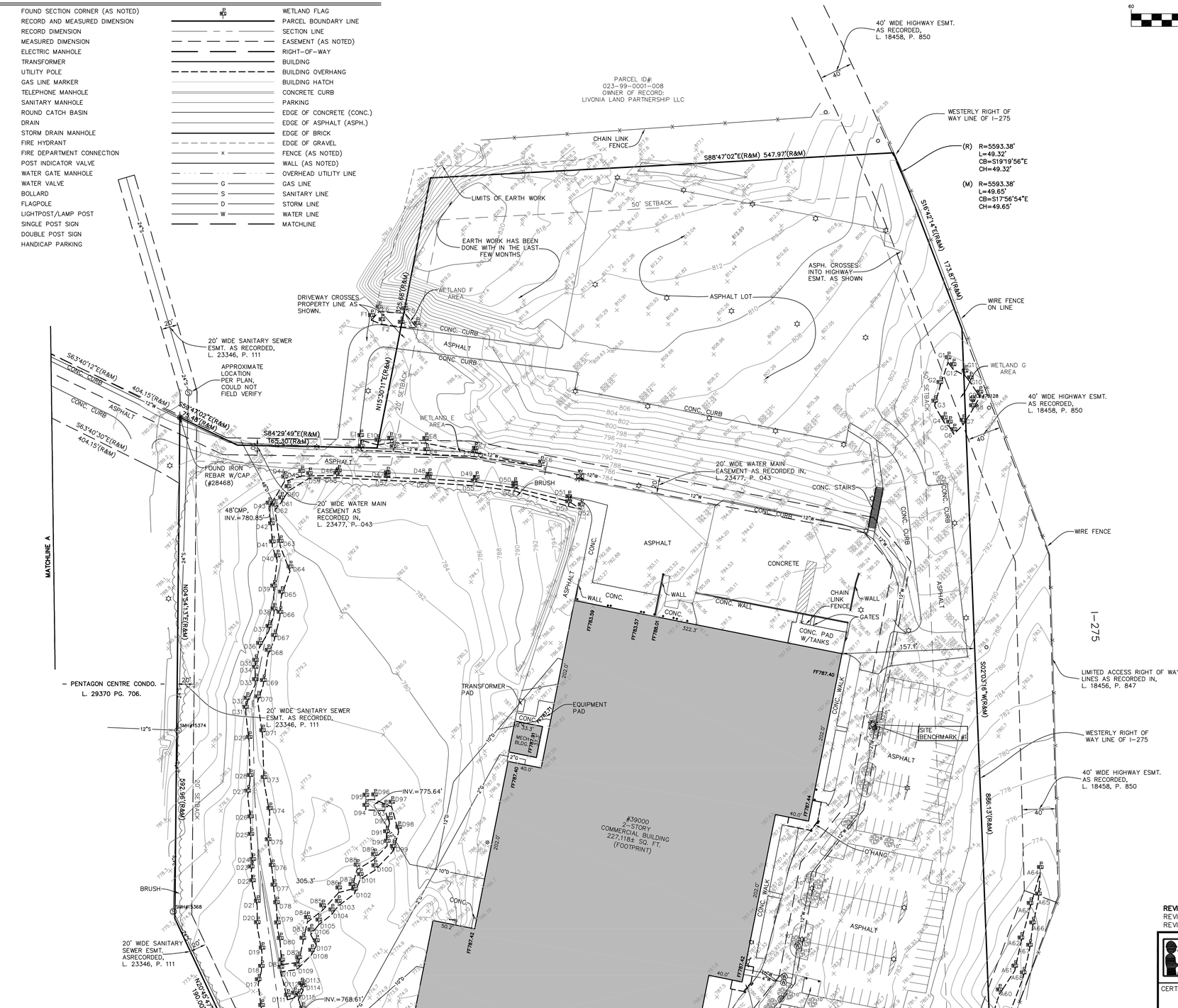
NORTH

GRAPHIC SCALE

60 0 30 60 120 240

( IN FEET )
1 inch = 60 ft.




MATCHLINE SEE SHEET 1 OF 2

REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT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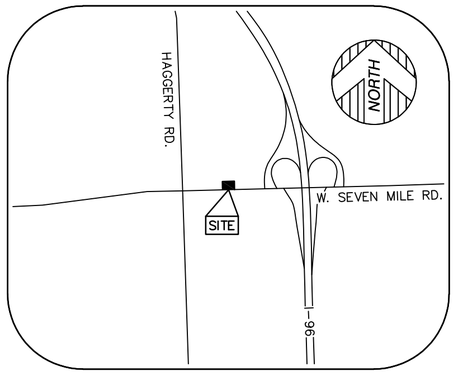
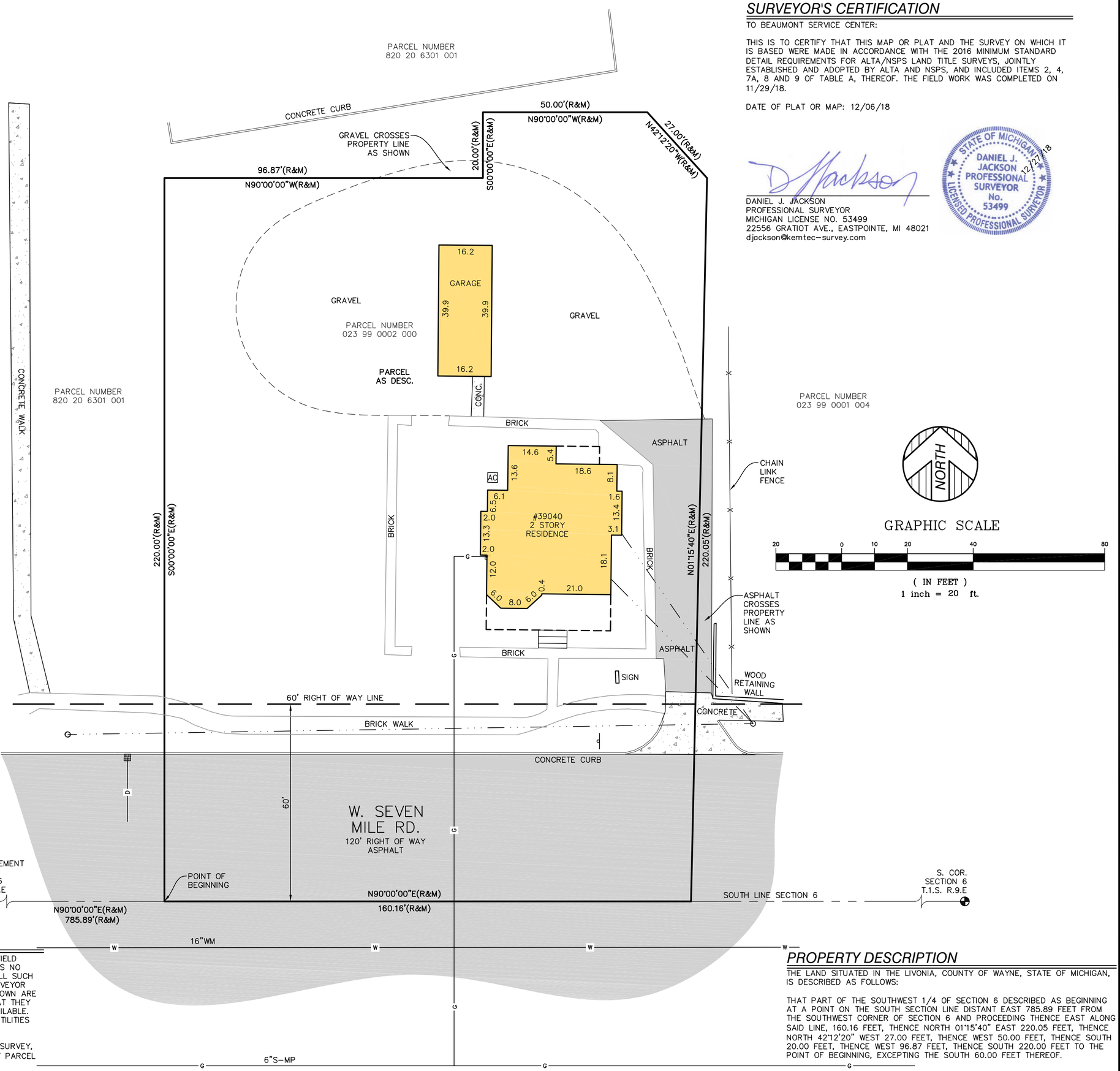
| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 2 OF 2 |
| DRAWN BY: DLD | REV.: DECEMBER 05, 2018 |




## VICINITY MAP
(NOT TO SCALE)

## LEGEND

| | |
|---|---|
| ⊕ | FOUND SECTION CORNER (AS NOTED) |
| (R&M) | RECORD AND MEASURED DIMENSION |
| (R) | RECORD DIMENSION |
| (M) | MEASURED DIMENSION |
| ○ | UTILITY POLE |
| ⊠ | GAS METER |
| ▦ | SQUARE CATCH BASIN |
| AC | AIR CONDITIONING UNIT |
| ⊸ | SINGLE POST SIGN |
| ——— | PARCEL BOUNDARY LINE |
| ——— | SECTION LINE |
| ——— | RIGHT-OF-WAY |
| ——— | BUILDING |
| ——— | CENTERLINE ROAD |
| ——— | CONCRETE CURB |
| ——— | EDGE OF CONCRETE (CONC.) |
| ——— | EDGE OF ASPHALT (ASPH.) |
| ——— | EDGE OF BRICK |
| - - - | EDGE OF GRAVEL |
| —X— | FENCE (AS NOTED) |
| ——— | WALL (AS NOTED) |
| ——— | OVERHEAD UTILITY LINE |
| ——— | GAS LINE |
| ——— | STORM LINE |
| ——— | WATER LINE |
| | BUILDING AREA |
| | ASPHALT |
| | CONCRETE |




## GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

## SURVEYOR'S CERTIFICATION

TO BEAUMONT SERVICE CENTER:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 4, 7A, 8 AND 9 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON 11/29/18.

DATE OF PLAT OR MAP: 12/06/18

DANIEL J. JACKSON
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 53499
22556 GRATIOT AVE., EASTPOINTE, MI 48021
djackson@kemtec-survey.com

STATE OF MICHIGAN
DANIEL J. JACKSON
PROFESSIONAL SURVEYOR
No. 53499
LICENSED PROFESSIONAL SURVEYOR
12/22/18

## PARKING

NO VISIBLE MARKED PARKING ON SITE

## PARCEL AREA

36,950± SQUARE FEET = 0.848± ACRES

## BASIS OF BEARING

NORTH 90°00'00" EAST, BEING THE SOUTH LINE OF SECTION 6, AS DESCRIBED

## SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. A CURRENT TITLE POLICY HAS NOT BEEN FURNISHED AT TIME OF SURVEY, THEREFORE EASEMENTS AND/OR ENCUMBRANCES AFFECTING SUBJECT PARCEL MAY NOT BE SHOWN.

## PROPERTY DESCRIPTION

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

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 6 DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH SECTION LINE DISTANT EAST 785.89 FEET FROM THE SOUTHWEST CORNER OF SECTION 6 AND PROCEEDING THENCE EAST ALONG SAID LINE, 160.16 FEET, THENCE NORTH 01°15'40" EAST 220.05 FEET, THENCE NORTH 42°12'20" WEST 27.00 FEET, THENCE WEST 50.00 FEET, THENCE SOUTH 20.00 FEET, THENCE WEST 96.87 FEET, THENCE SOUTH 220.00 FEET TO THE POINT OF BEGINNING, EXCEPTING THE SOUTH 60.00 FEET THEREOF.

| REVISION | DATE | BY | DESCRIPTION |
|---|---|---|---|
| | | | |

# ALTA / NSPS LAND TITLE SURVEY

39040 W. SEVEN MILE RD., PONTIAC, MICHIGAN,
PART OF SECTION 6,
TOWN 1 SOUTH, RANGE 9 EAST

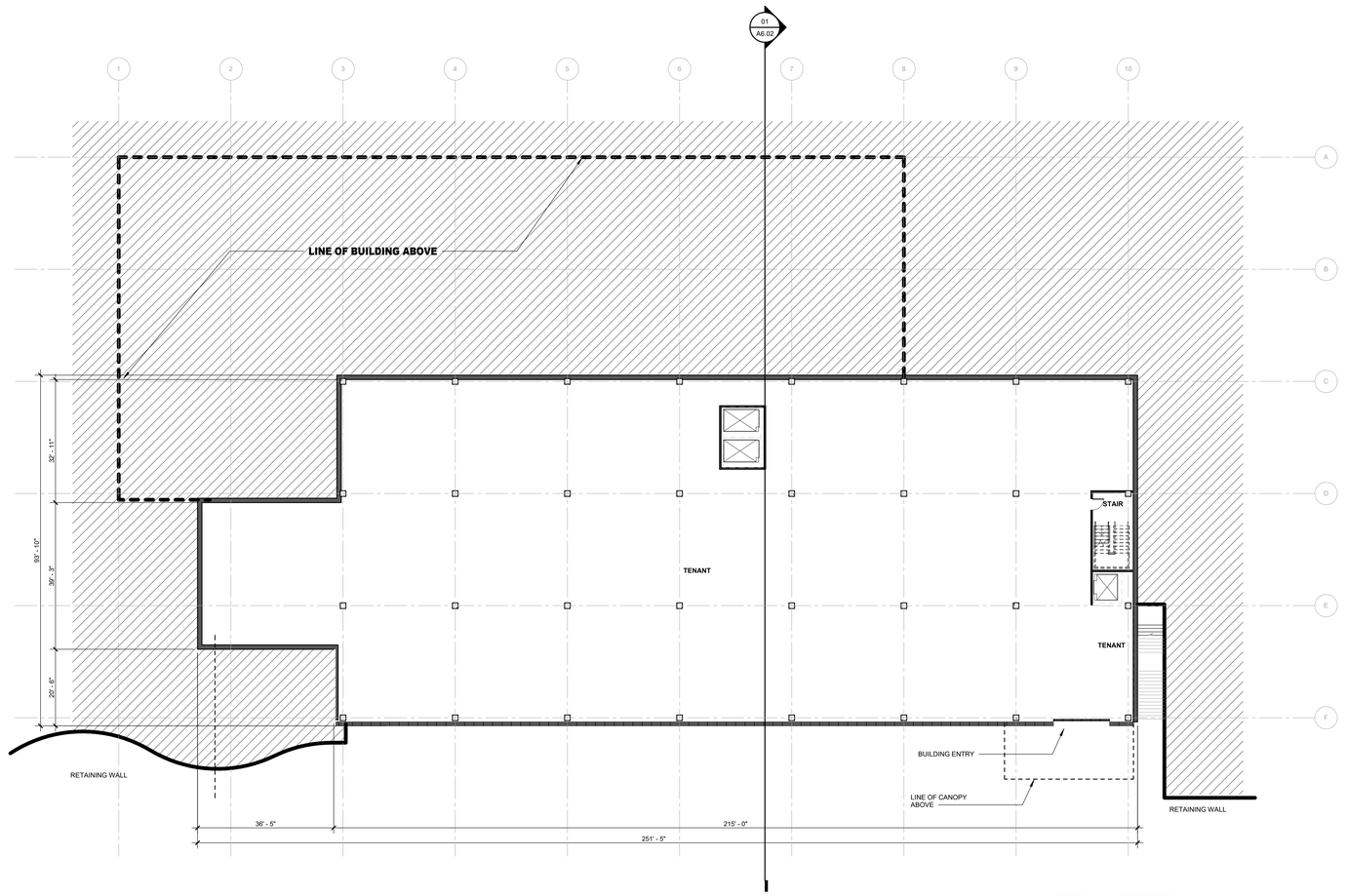
KEM-TEC
PROFESSIONAL ENGINEERING, SURVEYING & ENVIRONMENTAL SERVICES
A GROUP OF COMPANIES
Eastpointe (800) 295.7222 FAX: (586) 772-4048
Detroit (313) 758.0677 FAX: (586) 772-4048
Ann Arbor (734) 994.0888 FAX: (734) 994.0667
Grand Blanc (888) 694.0001 FAX: (810) 694.9955
www.kemtecagroupofcompanies.com

| DRAWN BY: | CHECKED BY: | DATE: | PROJECT NO: | SCALE: |
|---|---|---|---|---|
| NS | DJ | DECEMBER 06, 2018 | 18-04294 | 1" = 20' |
| 12/16/18 | 12/06/18 | | | |

1

1 OF 1 SHEETS

**TOTAL GSF = 21,222**




**01 LEVEL 00**
1/16" = 1'-0"

**ELEV = 84' - 0"**


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 00**

SHEET NO.
**A2.01**

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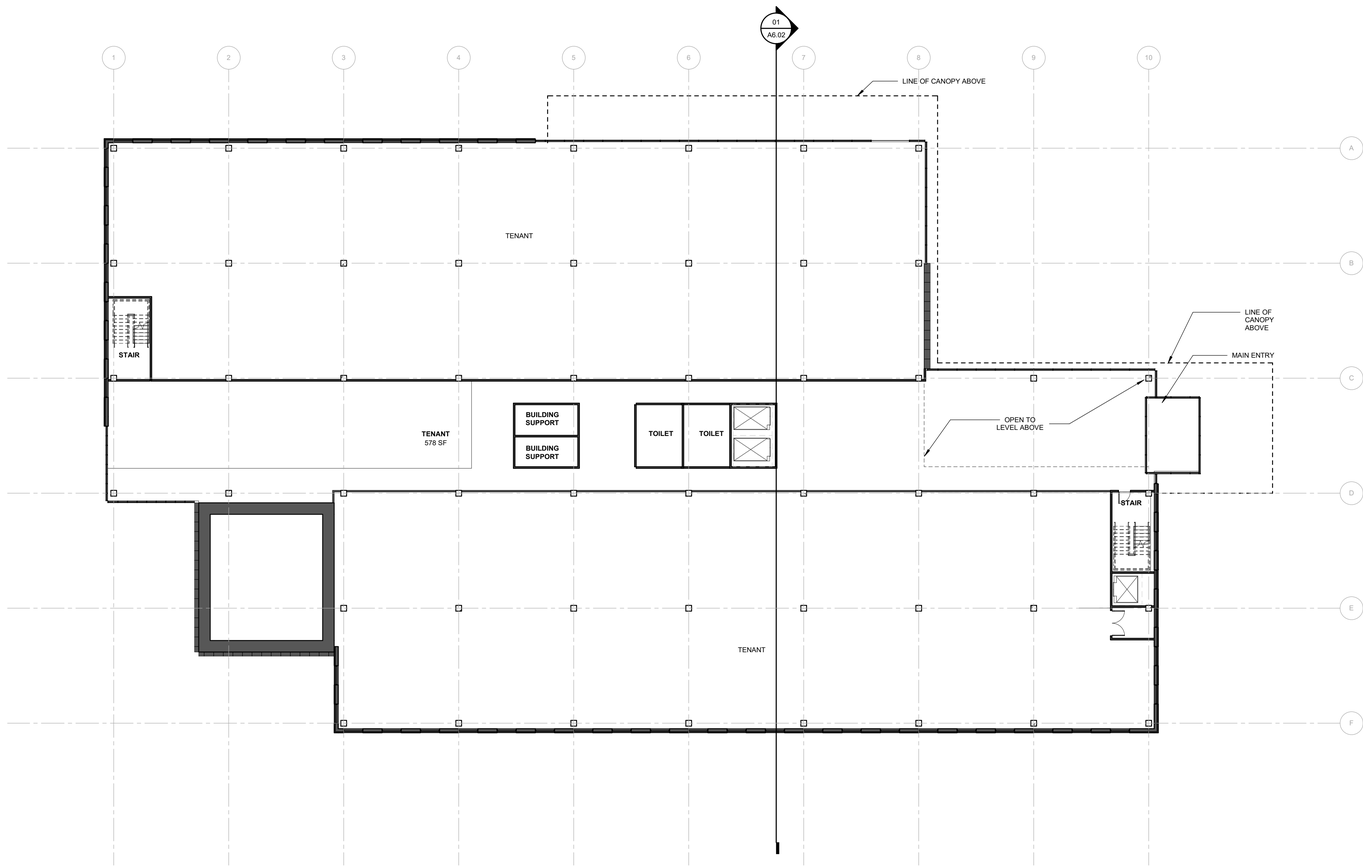
PLOT DATE:
1/10/2019 6:54:39 PM TEMPLATE VERSION: 3.0.0.20171023

**TOTAL GSF = 36,304**




## 01 LEVEL 01

1/16" = 1'-0"

**ELEV = 100' - 0"**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235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|

HKS PROJECT NUMBER
**22398.001**

DATE
**01/11/19**

ISSUE
**SITE PLAN SUBMISSION**

SHEET TITLE
**FLOOR PLAN - LEVEL 01**

SHEET NO.
**A2.02**

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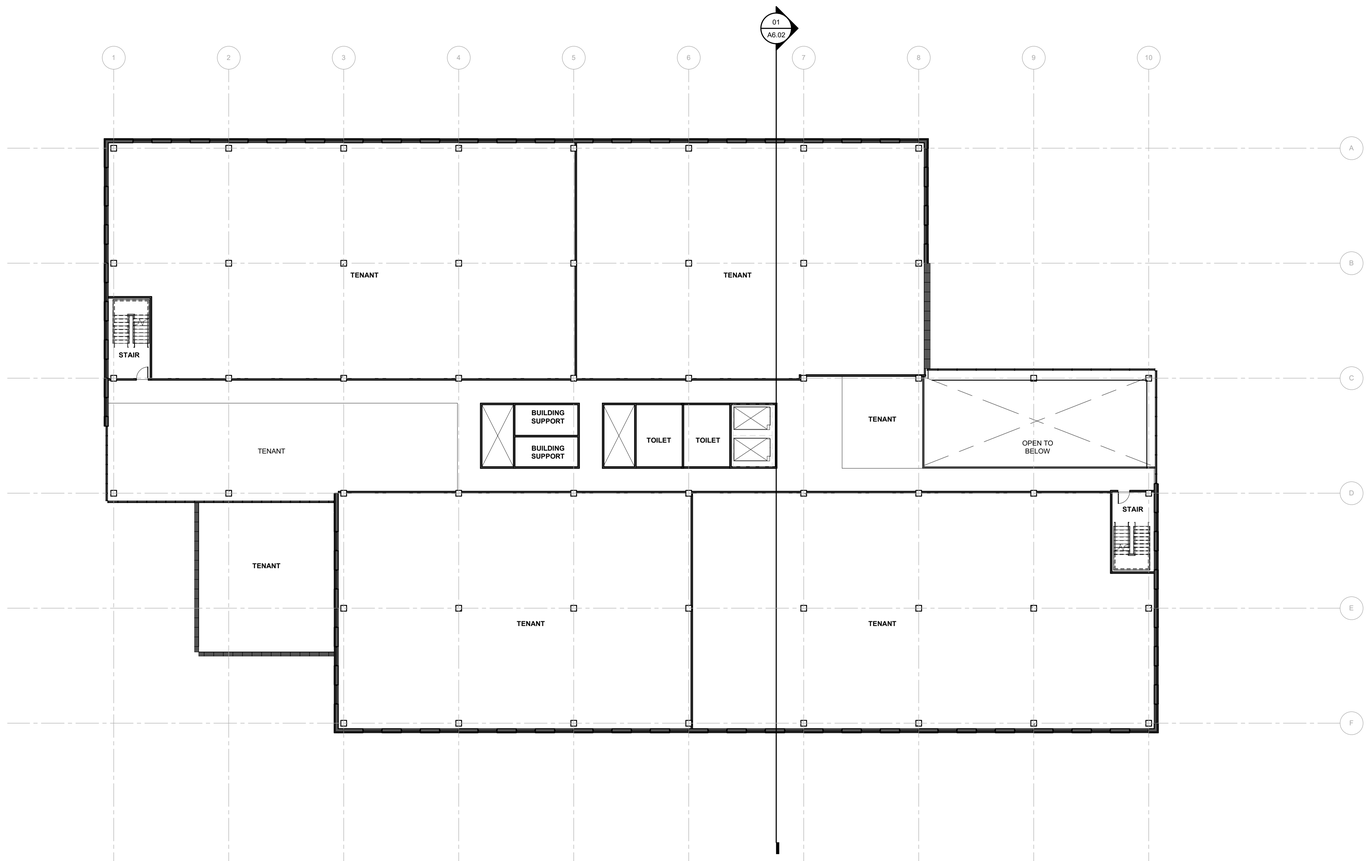
PLOT DATE: 1/10/2019 6:54:24 PM TEMPLATE VERSION: 3.0.0.20170623

**TOTAL GSF = 34,711**




**01** **LEVEL 02**
1/16" = 1'-0"

**ELEV = 116' - 0"**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HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 02**

SHEET NO.
**A2.03**

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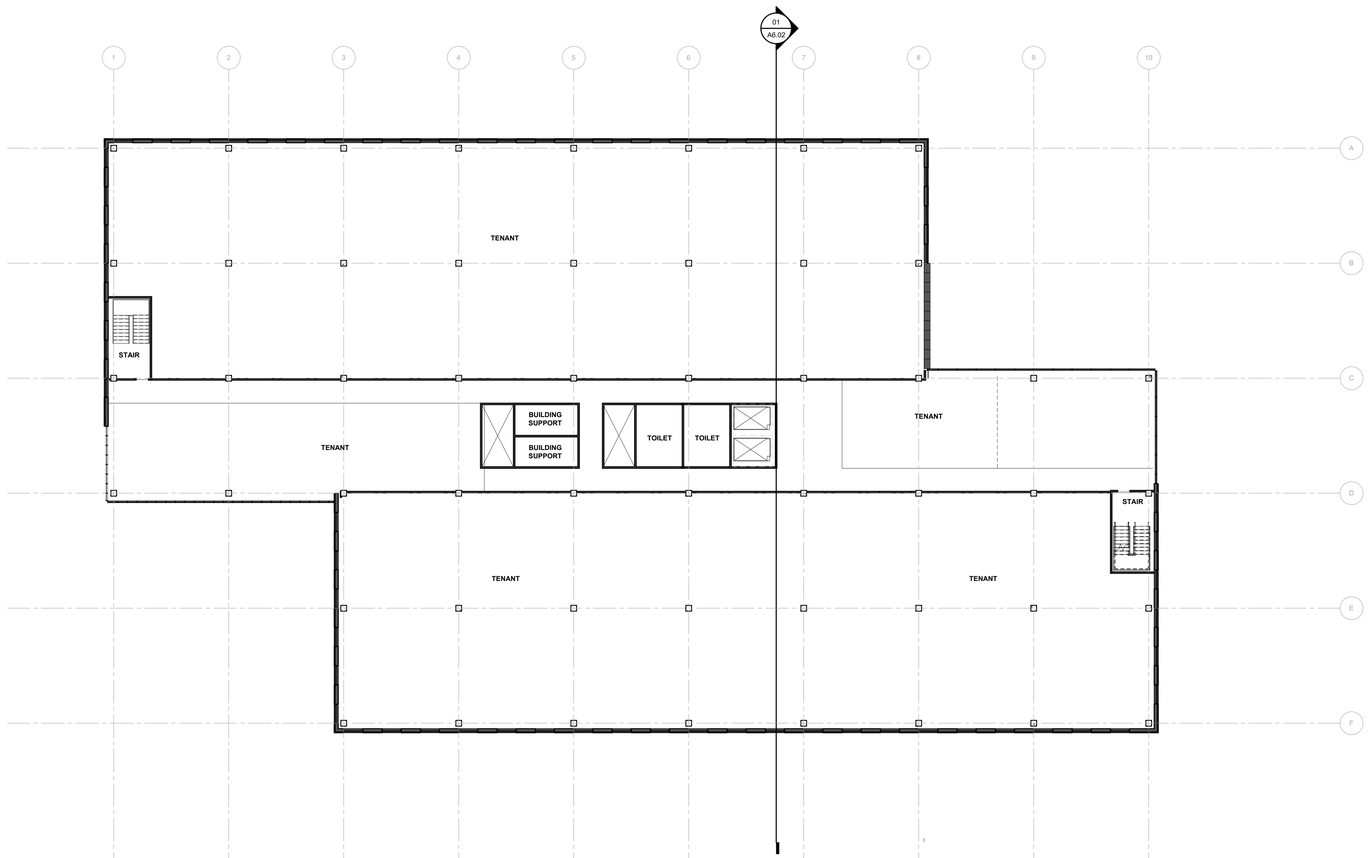
PLOT DATE:
1/10/2019 6:54:08 PM TEMPLATE VERSION: 3.0.20170923

**TOTAL GSF = 34,711**




0' 4' 8' 16'

**01 LEVEL 03**
1/16" = 1'-0"

**ELEV = 129' - 6"**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**ARCHITECT**
HKS ARCHITECTS, PC
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NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 03**

SHEET NO.
**A2.04**

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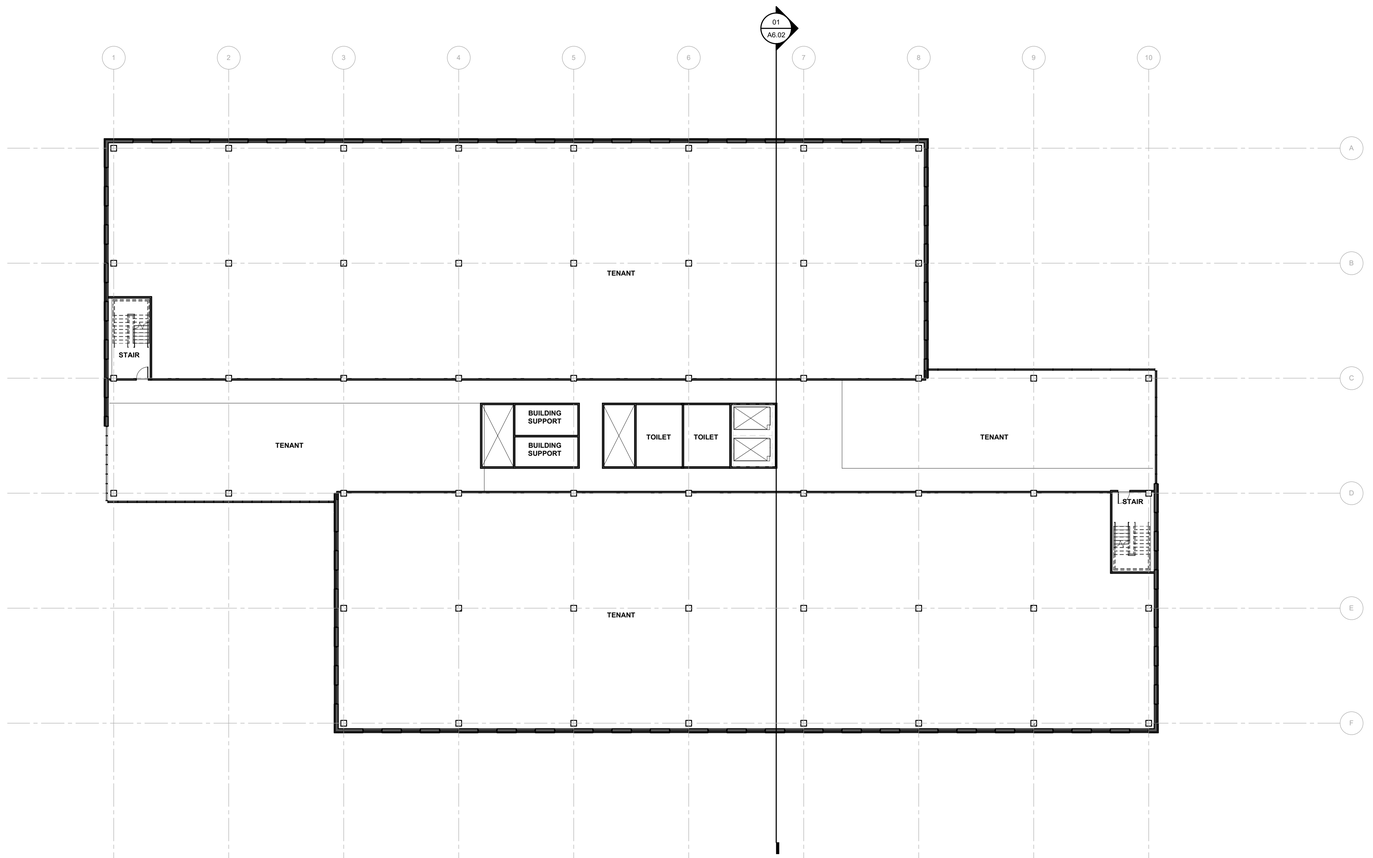
PLOT DATE:
1/10/2019 6:53:49 PM TEMPLATE VERSION: 3.0.0.20170923

**TOTAL GSF = 34,711**




0' 4' 8' 16'

**01 LEVEL 04**
1/16" = 1'-0"

**ELEV = 143' - 0"**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PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 04**

SHEET NO.
**A2.05**

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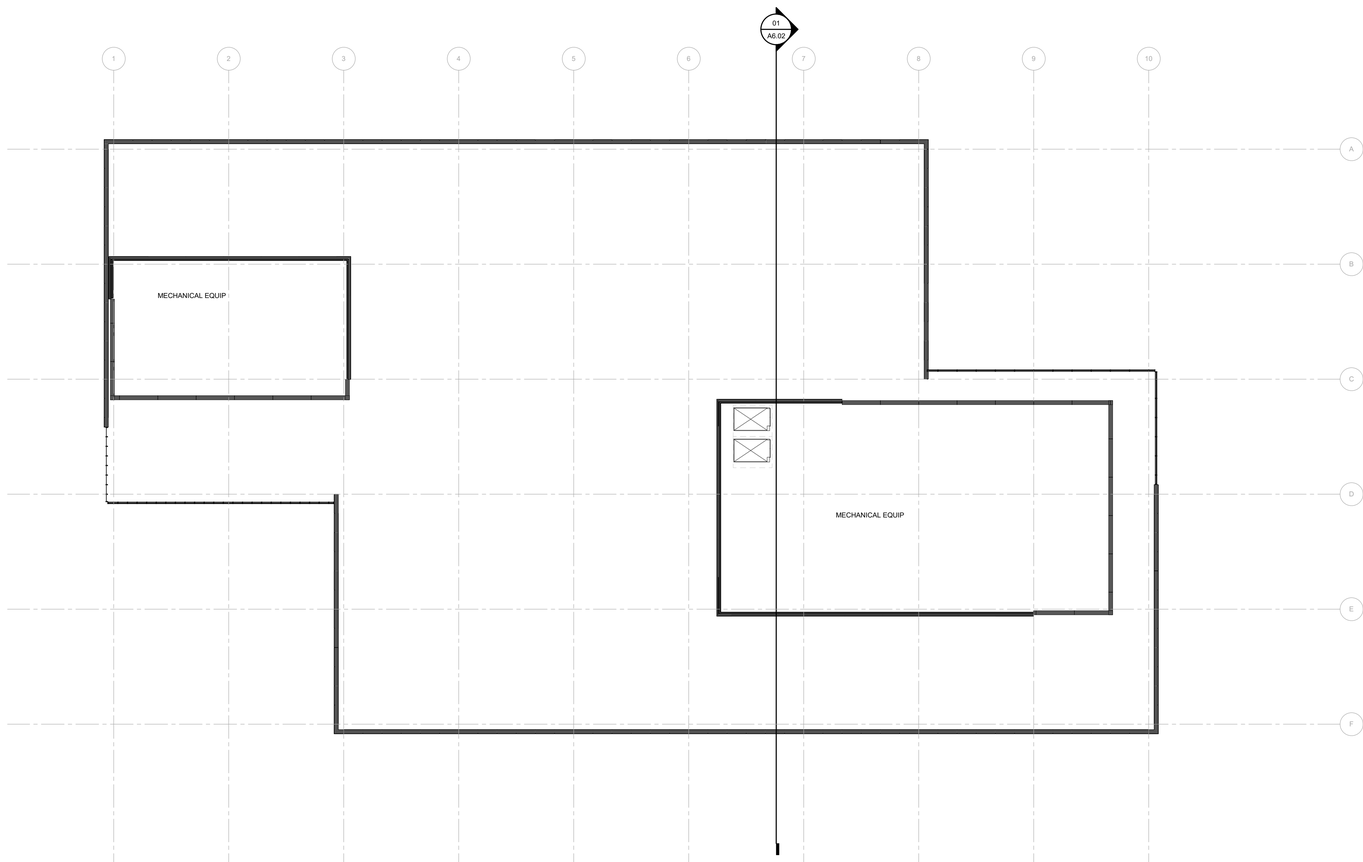


0' 4' 8' 16'

**01** ROOF PLAN
1/16" = 1'-0"

**ELEV = 156' - 6"**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

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**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ROOF PLAN**

SHEET NO.
**A2.06**

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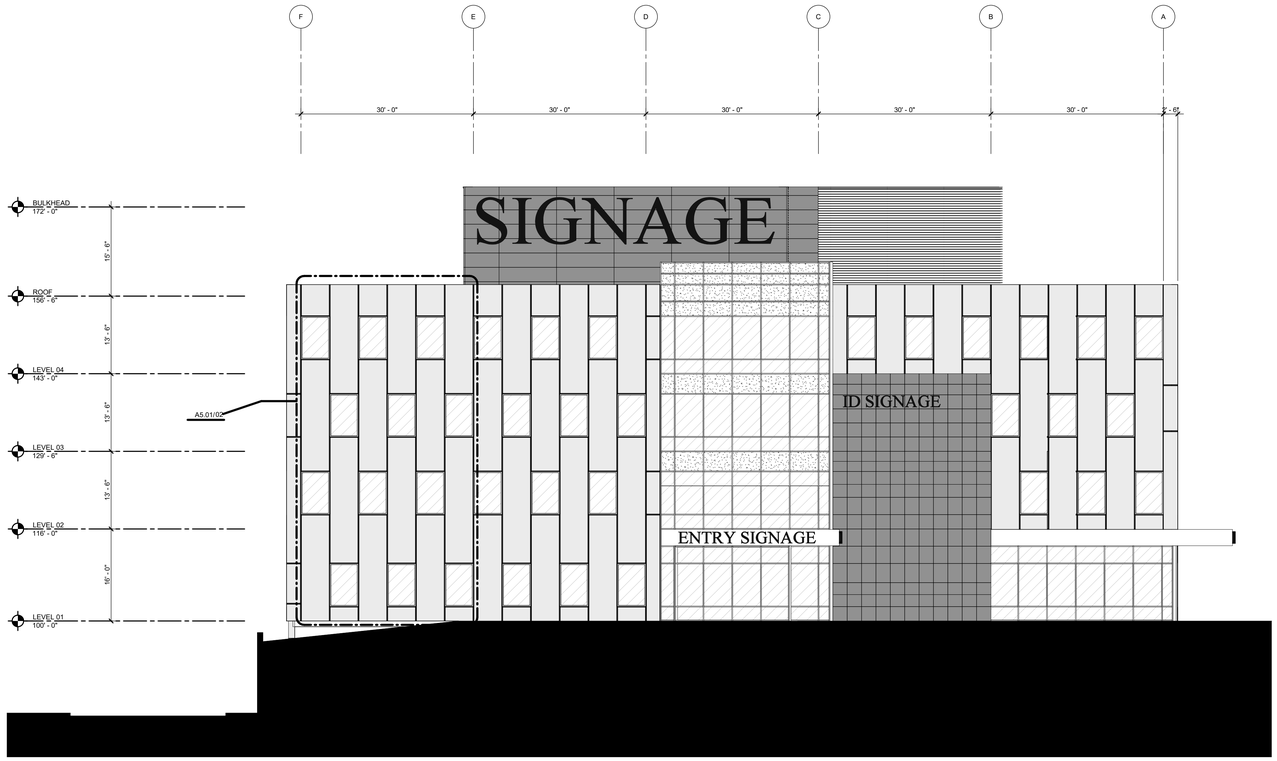
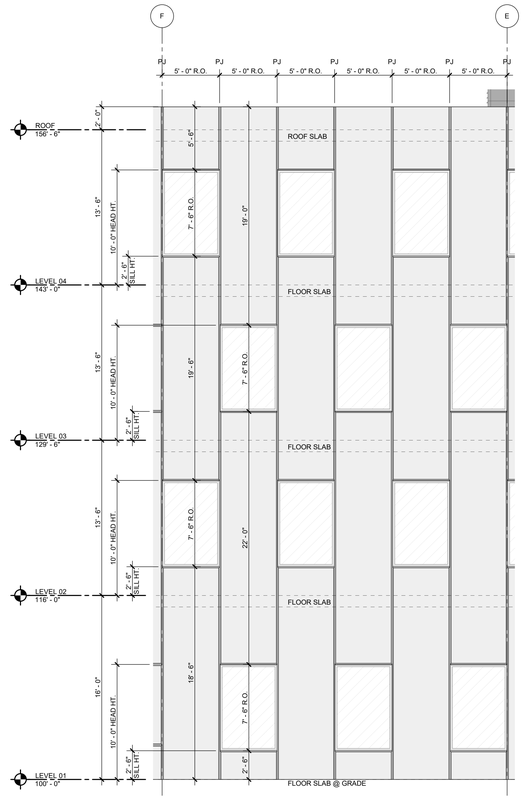


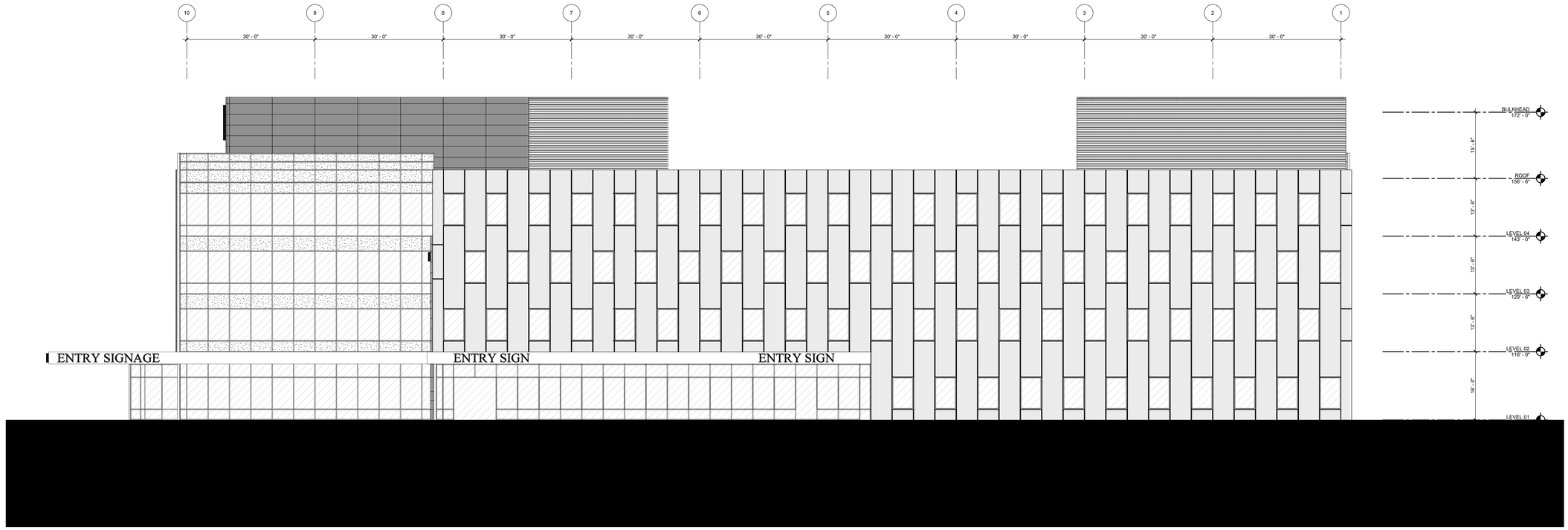

**03** **EAST ELEVATION**
3/32" = 1'-0"




**02** **TYPICAL BAY LAYOUT**
3/16" = 1'-0"

## MATERIALS LEGEND

- VISION GLAZING
- SPANDREL GLAZING
- LOUVERS
- METAL PANEL COLOR A
- INSULATED CONCRETE PANEL A




**01** **NORTH ELEVATION**
3/32" = 1'-0"

0' 4' 8' 16'


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELEVATIONS - NORTH & EAST**

SHEET NO.
**A5.01**

PLOT DATE:
1/10/2019 5:36:38 PM
TEMPLATE VERSION: 3.0.0.20170823

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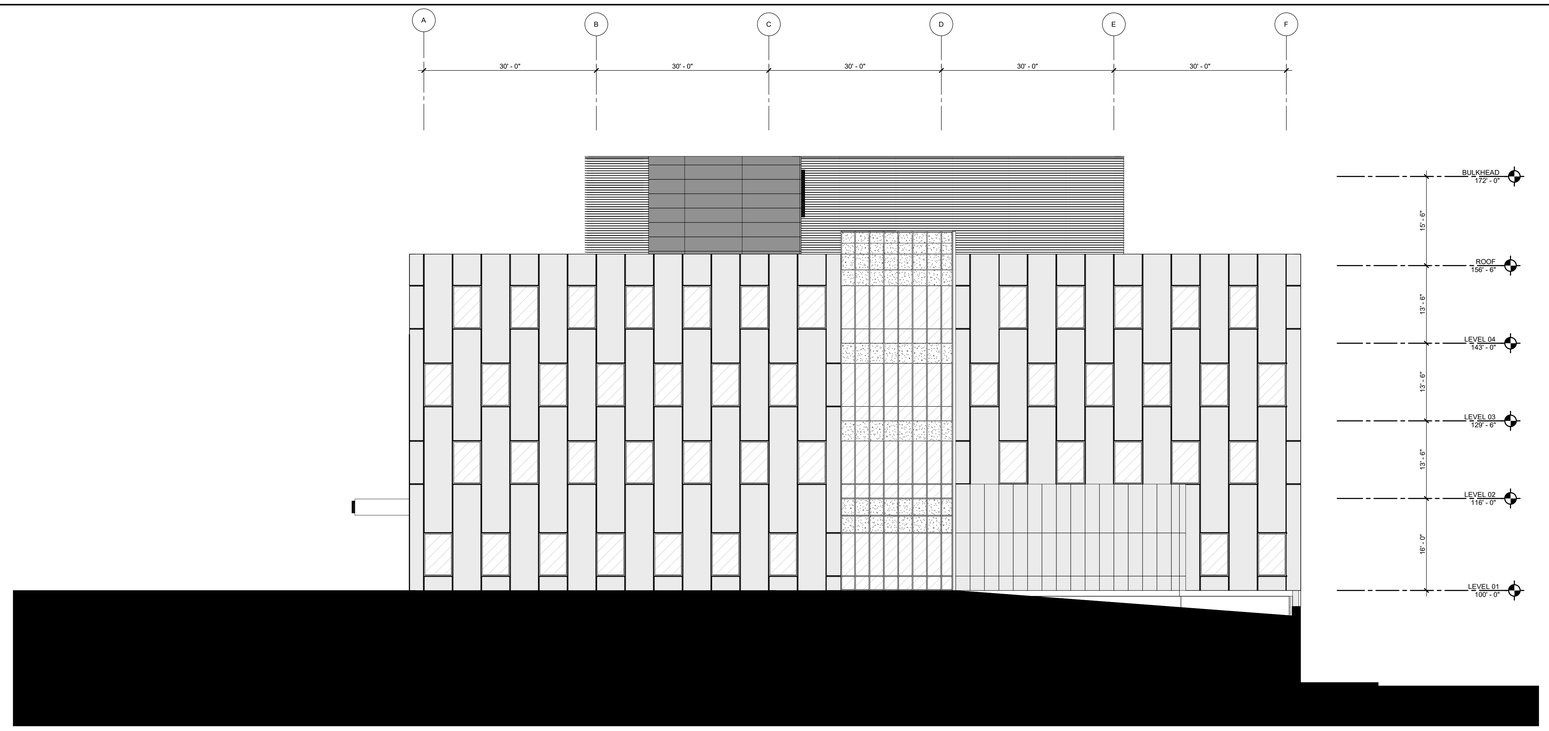
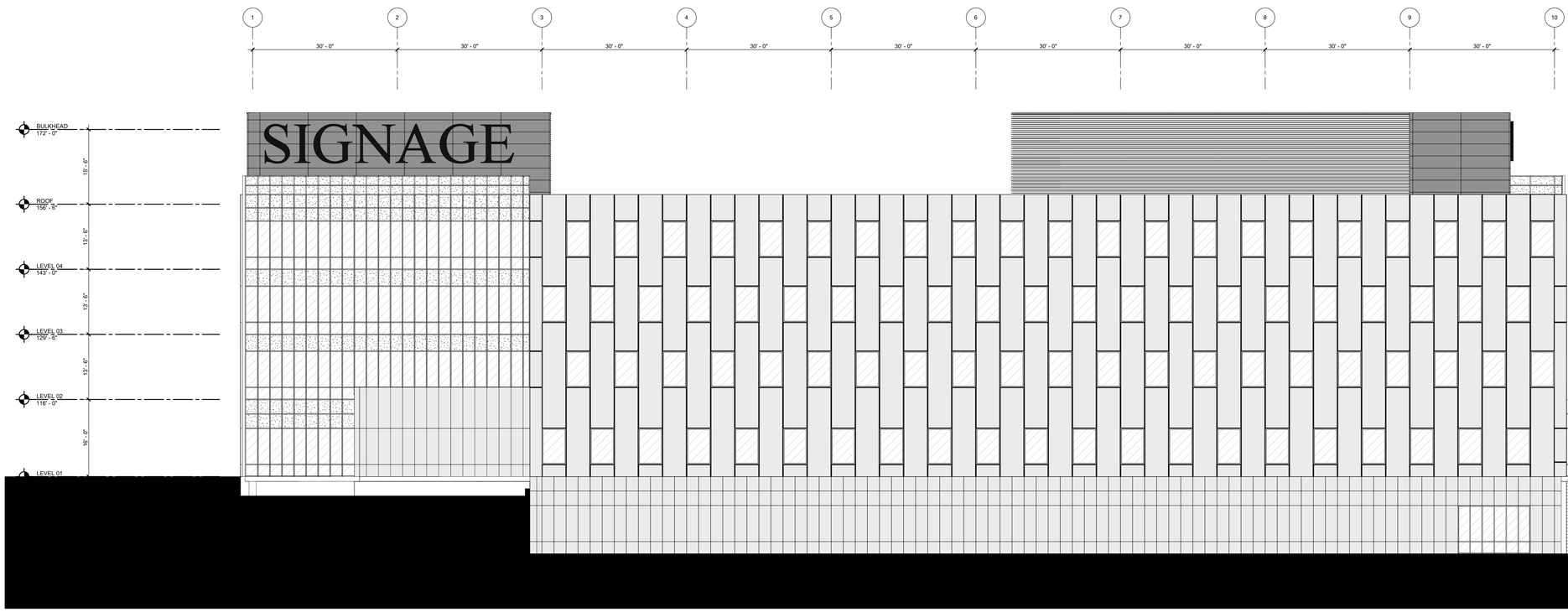



## 02 WEST ELEVATION

3/32" = 1'-0"




## 01 SOUTH ELEVATION

3/32" = 1'-0"

## MATERIALS LEGEND

- VISION GLAZING
- SPANDREL GLAZING
- LOUVERS
- METAL PANEL COLOR A
- INSULATED CONCRETE PANEL A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**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|

HKS PROJECT NUMBER
**22398.001**

DATE
**01/11/19**

ISSUE
**SITE PLAN SUBMISSION**

SHEET TITLE
**ELEVATIONS - SOUTH & WEST**

SHEET NO.
**A5.02**

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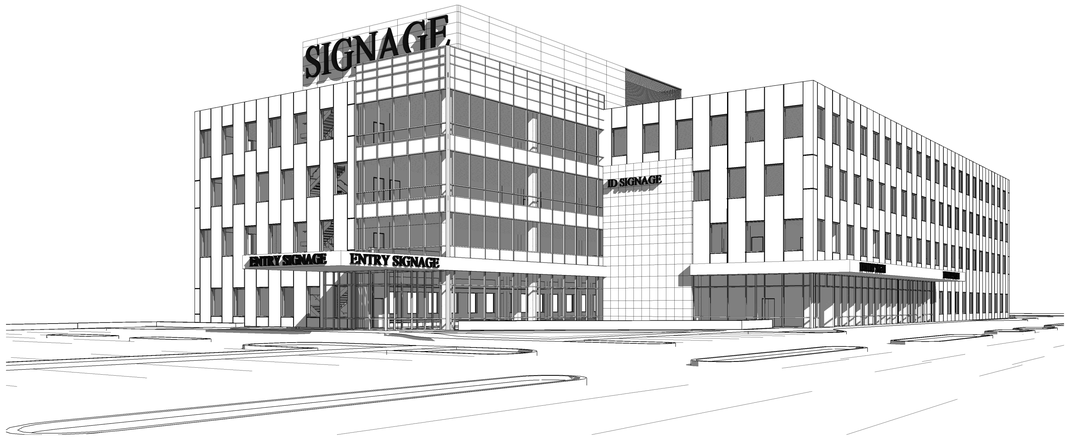
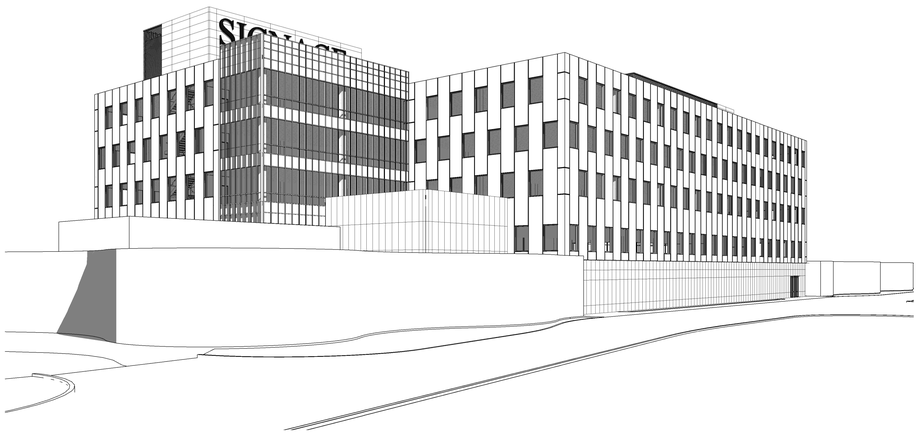
PLOT DATE:
1/10/2019 5:37:21 PM
TEMPLATE VERSION: 3.0.0.20170623

04 VIEW FROM NORTHWEST




02 VIEW FROM NORTHEAST



03 VIEW FROM SOUTHWEST

01 VIEW FROM SOUTHEAST

PLOT DATE:
1/10/2019 5:37:56 PM
TEMPLATE VERSION: 3.0.0.20170623

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**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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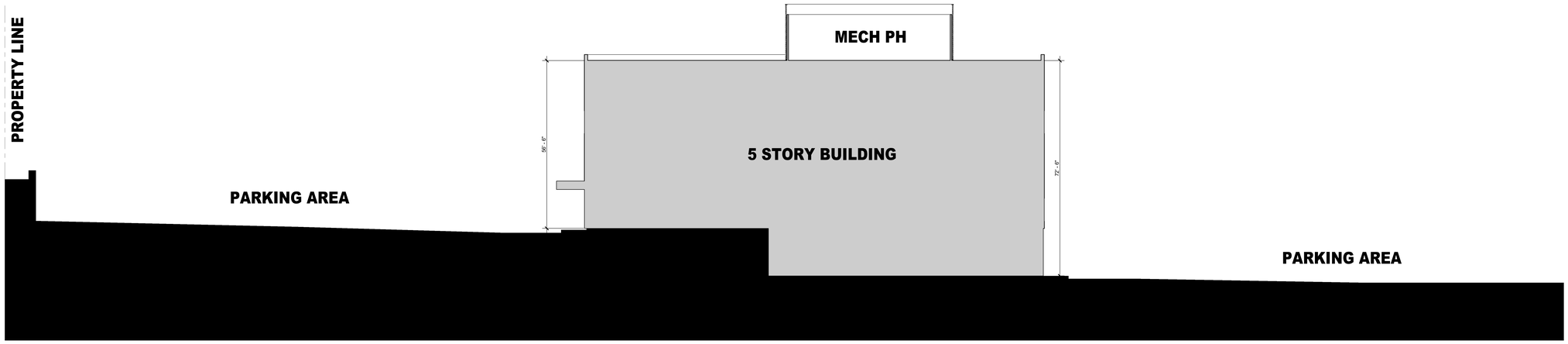
# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ILLUSTRATIVE VIEWS**

SHEET NO.
**A5.03**




**01** SITE SECTION A
1/16" = 1'-0"

HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**SITE SECTION**

SHEET NO.
**A6.02**

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PLOT DATE:
1/10/2019 5:47:24 PM TEMPLATE VERSION: 3.0.0.20170623

# 6 RECOMMENDATIONS

*The recommendations of this TIS are as follows:*

| Recommended Intersection Improvement | Existing 2018 | Background 2020 | Future 2020 |
|---|---|---|---|
| **Seven Mile Road & I-275 SB Ramp** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Widen existing southbound right-turn lane to two lanes | | | X |
| **Seven Mile Road & Chippewa Street (AMC Entrance)** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Provide westbound left-turn permissive/protected phase | X | X | X |
| Provide eastbound left-turn permissive/protected phase | | | X |
| Provide southbound left-turn permissive/protected phase | | | X |
| **Seven Mile Road & Haggerty Road** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Construct an exclusive eastbound right-turn lane | X | X | X |
| Construct an exclusive westbound right-turn lane | X | X | X |
| Construct an exclusive northbound right-turn lane | X | X | X |
| Construct an exclusive southbound right-turn lane | X | X | X |
| **Haggerty Road & West Site Drive** | | | |
| Install a traffic signal | | | X |

# CHAPTER 2.56 - HISTORIC PRESERVATION COMMISSION

Sections:


| | | |
|---|---|---|
| | 2.56.010 | Title for citation. |
| | 2.56.020 | Definitions. |
| | 2.56.030 | Purpose of provisions. |
| | 2.56.040 | List of historic resources in Livonia. |
| | 2.56.050 | Historic preservation commission—Creation and membership. |
| | 2.56.060 | Commission—Powers and duties. |
| | 2.56.070 | Other powers and duties of the commission. |
| | 2.56.080 | Organization, membership, voting and recordkeeping of the Commission. |
| | 2.56.090 | Historic resources—Plan review—Permit issuance conditions. |
| | 2.56.100 | Establishment of initial historic districts or resources. |
| | 2.56.110 | Addition of historic resources—Creation of historic districts—Other changes. |
| | 2.56.120 | Appeal from commission decisions. |
| | 2.56.130 | Historic resources—Variances for yards. |
| | 2.56.140 | Exceptions to chapter applicability. |
| | 2.56.150 | Violation of ordinance; penalties. |


## 2.56.010 - Title for citation.

The ordinance codified in this chapter may be known and cited as the "Historic Preservation Commission Ordinance." (Ord. 2595, 2003)

2.56.020 - Definitions.

The following words and phrases, when used in this chapter shall, for the purpose of this chapter, have the following meanings:

1. "Addition" means any construction that increases the volume of an existing historic resource or adds to it (such as a porch, deck or attached garage).
2. "Alteration" means work that changes the detail of a resource but does not change its basic size or shape.
3. "Building" means a residential, commercial, industrial or institutional structure created to support or shelter any human activity or occupancy and includes accessory buildings such as garages or sheds.
4. "Building inspection department" means the department responsible for the enforcement of the building codes of the city.
5. "Certificate of appropriateness" means the written approval of a permit application for work that is appropriate and that does not adversely affect a resource.
6. "City" means the City of Livonia, Wayne County, Michigan.
7. "City Council" means the legislative body of the city.
8. "Commission" means the historic preservation commission of the city.
9. "Demolition" means the razing or destruction, whether entirely or in part, of a resource and includes, but is not limited to, demolition by neglect.
10. "Demolition by neglect" means neglect in the maintenance, repair, or securing of a historic resource, resulting in any of the following conditions:
    A. The deterioration of exterior walls or other vertical supports;
    B. The deterioration of roofs or other horizontal members;
    C. The deterioration of exterior chimneys;
    D. The deterioration of exterior plaster or mortar;
    E. The ineffective weatherproofing of exterior walls, roofs and foundations, including broken windows and doors; or
    F. The serious deterioration of any documented exterior architectural feature or significant landscape feature that in the judgment of the commission produces a detrimental effect upon the character of the district.
11. "Denial" means the written rejection of a permit application for work that is

inappropriate and that adversely affects a resource.

12. "Feature" means a prominent or distinctive aspect, quality or characteristic. Examples are landscaped boulevards, brick paving and tree-lined streets.
13. "Historic" means a resource that is at least fifty (50) years old, unless exceptionally significant. In addition, the resource must retain its integrity and be significant in the history, architecture, archeology, engineering or culture of the city, the state or the nation.
14. "Historic district" means an area or group of areas, not necessarily having contiguous boundaries, that contains one resource or a group of resources that are related by history, architecture, archaeology, engineering or culture.
15. "Historic preservation commission" ("commission") means the seven-member body created by the city for the purpose of administering this chapter.
16. "Historic preservation" means the rehabilitation, restoration, identification, evaluation, establishment, and protection of resources significant in history, architecture, archaeology, engineering or culture.
17. "Historic resource" means a publicly or privately owned building, structure, site, object, feature or open space that is significant in the history, architecture, archeology, engineering or culture of the city, the state, or the nation. It includes any site, building, structure or object previously designated as a district resource.
18. "Nonhistoric resource" means a site, building, structure, object, open space or feature within a historic district that is not designated as historic. All exterior work on nonhistoric resources located within a historic district is also reviewed by the commission.
19. "Notice to proceed" means the written permission to issue a permit for work that is inappropriate and that adversely affects a resource, but the commission finds that the work is necessary to correct one of four conditions listed in section 5(6) of 1992 PA 96 (MCL 399.205(6)): (1) the resource is a hazard to the safety of the public or to the structure's occupants; (2) the resource is a deterrent to a major improvement project; (3) the resource is a true financial hardship beyond the owner's control; or (4) it is not in the best interests of the community to retain the resource.
20. "Object" means a structure of functional, esthetic, cultural, historical, architectural, archaeological or scientific value that may be, by nature or design, movable yet related to a specific setting or environment. Examples are statues, monuments, fountains, lighting fixtures, signs and sundials.
21. "Open space" means undeveloped land, a naturally landscaped area, a formal or man-made landscaped area that provides a connective link or buffer between resources.
22. "Ordinary maintenance" means keeping a resource unimpaired and in good condition

through ongoing minor intervention, undertaken from time to time, in its exterior condition. Ordinary maintenance does not change the external appearance of the resource except through the elimination of the usual and expected effects of weathering. Ordinary maintenance does not constitute work for the purposes of this ordinance.

23. "Proposed historic district" means an area or group of areas, not necessarily having contiguous boundaries, that has delineated boundaries and that is under review by a committee or standing committee for the purpose of making a recommendation as to whether it should be established as a historic district or added to an established historic district.
24. "Reconstruction" means the act or process of reproducing by new construction the exact form and detail of a vanished historic resource, or a part thereof, as it appeared at a specific period of time.
25. "Rehabilitation" means the act or process of returning a historic resource to a state of utility through repair or alteration that makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural and cultural values.
26. "Repair" means to restore a decayed or damaged resource to a good or sound condition by any process. A repair that changes the external appearance of a resource constitutes work for the purposes of this ordinance.
27. "Restoration" means the act or process of accurately recovering the form and details of a historic resource as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.
28. "Site" means a location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure. Some examples are: cemeteries, battlefields, petroglyphs, designed landscapes, and archaeological sites.
29. "Streetscape" means the distinguishing and pictorial character of a particular street as created by its width, degree or curvature and paving materials, design of the street furniture, significant vegetation, retaining walls, etc.
30. "Structure" is used to distinguish from buildings whose functional construction was usually for purposes other than creating human shelter. Some examples are: bridges, canals, dams, silos, windmills, power plants, boats and ships, and gazebos.
31. "Work" means construction, addition, alteration, repair, moving, excavation or demolition. (Ord. 2595, 2003)

2.56.030 - Purpose of provisions.

In accordance with 1970 PA 169, as amended by 1980 PA 125, 1986 PA 230 and 1992 PA 96, this chapter is enacted in order to regulate the construction, addition to, alteration, repair, moving, excavation and demolition of historic resources within the corporate limits of the city and nonhistoric resources in historic districts. The purpose of this chapter is to:

A. Safeguard the heritage of the city by preserving historic resources that reflect elements of the city's history, architecture, archaeology, engineering or culture;
B. Stabilize and improve property values in such districts and surrounding areas;
C. Foster civic beauty;
D. Strengthen the local economy;
E. Promote the use of historic resources for the education, pleasure and welfare of the citizens of the city and of the State of Michigan; and
F. To preserve historic landmarks. (Ord. 2595, 2003)

2.56.040 - List of Historic Resources in Livonia.

No work affecting the exterior appearance shall be performed on historic or nonhistoric resources in historic districts unless such action complies with the requirements set forth in this chapter. The following are designated as historic resources:

[NOTE: Former address shown in parentheses.]

| Resource | Legal Description |
|---|---|

| | | |
|---|---|---|
| 1. | 37401 (37001) Edward Hines Dr. Ford Plant —Total site, including dam and building | 31A THAT PART OF THE NE ¼ OF SEC 31 DES AS BEG AT A POINT ON THE N LINE OF SAID SECTION DIS S 88D 54M 43SEC W 75.0 FT FROM THE NE COR OF SEC 31 AND PROCEEDING TH S 88D 54M 43SEC W ALONG SAID LINE 50.27 FT. TH WLY ON A CURVE TO THE LEFT RADIUS 936.51 FT A DISTANCE OF 410.28 FT. TH S 26D 11M 21SEC E 171.0 FT. TH ELY ALONG THE 659 CONTOUR U S G S DATUM TO THE W LINE OF NEWBURGH RD. TH N 0D 33M 28SEC W ALONG SAID W LINE 218.78 FT TO THE POB 2.26 AC |
| 2. | 39040 W. Seven Mile Road Orson Everitt House—Total site, including residence | 06K1A THAT PART OF THE SW ¼ OF SEC 6 DES AS BEG AT A POINT ON THE S SEC LINE DIS E 785.89 FT FROM THE SW COR OF SEC 6 AND PROCEEDING TH E ALONG SAID LINE 160.16 FT. THN 1D 15M 40SEC E 220.05 FT. THN 42D 12M 20SEC W 27 FT. TH W 50 FT. TH S 20 FT. TH W 96.87 FT TH S 220 FT TO THE POB EXC THE S 60 FT THEROF 0.61 ACRE |
| 3. | 38840 (38900) W. Six Mile Road Union Cemetery and Union Church parcels—Total site | 07E THE NORTH 237.0 FT OF THE SOUTH 297.0 FT OF THE EAST 82.50 FT OF THE W ½ OF THE SW ¼ OF SEC 7 AND THE NORTH 237.0 FT OF THE SOUTH 297.0 FT OF THE WEST 82.50 FT OF THE E ½ OF THE SW ¼ OF SEC 7 0.90 ACRE |

| | | |
|---|---|---|
| 4. | 36150 (36000) Ann Arbor Trail Newburg Cemetery—Total site | 32B732 32V1B SUPERVISOR'S LIVONIA PLAT 11 T1S R9E L 66 P 64 WCR LOT 732 SUPERVISOR'S LIVONIA PLAT NO 11 OF PART OF THE S E ¼ OF SEC 32 T1S R9E ALSO THAT PT OF THE SE ¼ OF SEC 32 DES AS BEG AT THE SWLY COR OF LOT 732 OF SUPERVISOR'S LIVONIA PLAT NUMBER 11 AND PROCEEDING TH N 11D 38M 05SEC E 402.93 FT. TH S 50D 59M 29SEC E 213.40 FT. TH N 37D 33M 50SEC E 30.0 FT. TH N 50D 59M 29SEC W 233.07 FT TH S 38D 11M 05SEC W 465.09 FT TO THE CENTER LINE OF ANN ARBOR TRAIL TH S 48D 23M 25SEC E ALONG SAID CENTER LINE 18.72 FT. TH N 40D 26M 17SEC E 33.01 FT TO THE POB 2.36 ACRES **NEWBURGH CEMETERY** |
| 5. | 10608 Wayne Road Ebeneezer Smith House—Total site | LOTS 24 AND 25 EXC THE E 312.50 FT ALSO EXC THE W 27.0 FT THEREOF SUPERVISOR'S LIVONIA PLAT NO 1 THE E ½ OF NW ¼ OF SEC 33 T1S R9E L65 P52 WCR |
| 6. | 15115 Farmington Road Union Church—Total site | 21D1 THE N 106 FT OF THE S 636 FT OF THE E 210.5 FT OF THE N ½ OF THE NE ¼ OF SEC 21 T1S R9E EXCEPT THE ELY PART THEREOF MEASURING 51.81 FT ON THE N LINE AND 33 FT ON THE S LINE OF SAID PARCEL 0.41 ACRE |

| | | |
|---|---|---|
| 7. | 29003 (29000) W. Eight Mile Rd. Clarenceville Cemetery—Total site | 01 E352 353 SUPERVISOR'S LIVONIA PLAT N 6 T1S R9E L66 P57 WCR LOTS 352 AND 353 (2.06 Acres) |
| 8. | 36800 (36600) Schoolcraft Felician Sisters Motherhouse | Pt Of SW ¼ Sec 20 T1SR9E Beg N 00D 19M 40S W 102 Ft, S 89D 59M 30S W 1163.47 Ft And N 00D 19M 40S W 1541.79 Ft From S ¼ Cor Sec 20 Th N 89D 53M 35S W 735 Ft Th N 00D 08M 15S W 600 Ft Th S 89D 52M 35S E 900 Ft Th S 00D 08M 15S E 600 Ft Th N 89D 53M 35S W 165 Ft POB 12.40 Ac. |
| 9. | 9710 Middlebelt Road Wilson Barn, Ira Wilson House and silo—Total site | 36C2B1 PART OF NW ¼ SEC 36 T1S R9E BEG N 89 DEG 51M 40S E 60 FT AND NO DEG 30M 50S W 43 FT FROM W ¼ COR SEC 36 TH NO DEG 30M 50S W 598.92 FT. TH S 89DEG 59M 50S E 272 FT TH S 0DEG 30M 50S E 599.70 FT TH S 89DEG 51M 40S W 272 FT POB 3.75 AC **WILSON BARN** |
| 10. | 34235 (34325) W. Seven Mile Road Asa B. Smith House—Total site | 09B2B2 THAT PART OF THE NE ¼ OF SEC 9 DES AS BEG AT A POINT ON THE N LINE OF SAID SECTION DIS N 89D 50M 50SEC E 262.10 FT FROM THE N ¼ COR OF SEC 9 AND PROC TH N 89D 50M 50SEC E ALONG SAID LINE 107.0 FT TH S 0D 35M 26SEC E 253.0 FT TH S 89D 50M 50SEC W 107.0 FT TH N 0D 35M 26SEC W 253.0 FT TO THE POB 0.62 ACRES EXC THE N 60 FT FOR ROW-NOW CONT 0.47 AC |

| | | |
|---|---|---|
| 11. | 20501 Newburgh (38125 W. Eight Mile) Greenmead/Meadowbrook Farm—Total site including Joshua Simmons Farm and Livonia Historical Village located on said property<br>*Joshua Simmons Farm*<br>Simmons-Hill House<br>North barn<br>Farm Hands House<br>South Barn<br>Caretakers Cottage<br>Garage<br>North Carriage House<br>Chicken Coop<br>Corn Crib (1)<br>Farm Equipment shed<br>*Livonia Historical Village*<br>Cranson-Hinbern House<br>A.J. Geer Store<br>Nathan Kingsley House<br>Newburg D.U.R. Waiting Room<br>Alexander Blue Office<br>Newburg School<br>Alexander Blue House<br>Farmington/Northville D.U.R Waiting Room<br>Newburg Church<br>Newburg Parsonage | 06A1AB1A NE ¼ OF SEC 6 T1S R9E EXC W 737.0 FT THEREOF ALSO EXC THE N 60.0 FT THEREOF ALSO EXC E 60.0 FT THEREOF LESS PORTION DES FOR POST OFFICE PT OF NE ¼ SEC 6 T1S R9E COMM AT E ¼ COR SEC 6 TH N 01D 43M 17S W ALONG E LINE 100.0 FT TH S 87D 38M 52S W 60.0 FT TO POB TH S 87D 38M 52S W 500.0 FT TH N 01D 43M 17S W 346.0 FT TH N 87D 38M 52S E 500.0 FT TH S 01D 43M 17S E 346.0 FT TO POB 99.618 AC **GREENMEAD** |

| | | |
|---|---|---|
| 12. | 38525 W. Eight Mile Rd. Joshua Morell Simmons House—Total site | 06D1A THAT PART OF THE NW ¼ OF SEC 6 DES AS BEG AT A POINT ON THE N LINE OF SAID SECTION DISTANT DUE WEST 60.0 FT FROM THE N ¼ COR OF SEC 6 AND PROCEEDING TH DUE WEST ALONG SAID N LINE 299.97 FT. TH DUE SOUTH 229.51 FT. TH S 49D 04M 38SEC E 214.34 FT TH N ELY ALONG A CURVE CONCAVE TO THE NW RADIUS 564.71 FT A DISTANCE OF 403.34 FT TO THE POINT OF BEG EXC THE NORTH 60 FT THEREOF 1.51 ACRES |
| 13. | 36235 W. Seven Mile Road Peter Kator House | Part of the NE ¼ Sec 8 T1S R9E Desc As Comm At N 1/4 Cor Sec 8 Th N 89D 44M 10S E 1099.5 Ft Th S 00D 09M 30S E 60.00 Ft To POB Cont Th N 89D 44M 10S E 109 Ft Th S 00D 09M 30S E 107.92 Ft Th S 89D 50M 03S W 109 Ft Th N 00D 15M 50S W 107.70 Ft To POB 0.27 Ac More Or Less Subject To Easements And Restrictions Of Record. |
| 14. | 10010 Stark Road Thomas Bennett House | The E 118.0 Ft of The W 156.0 Ft of The South 100.0 Ft of The N 116.0 Ft of The W 267.0 Ft of Lot 91 Of Supervisors Livonia Plat No2 Sec 33 T1S R9E WCR L66 P1 0.27 Acres. |
| 15. | 14951 Farmington Road (15000 block) Livonia Cemetery—Total site | 21E THE S 530.0 FT OF THE E 298.0 FT OF THE N ½ OF THE NE ¼ OF SEC 21 3.63 ACRES **CEMETERY** |

2.56.050 - Historic preservation commission—Creation and membership.

Whenever the first historic district is established, a historic preservation commission shall be established. Such commission may consist of up to seven (7) members who reside in the city. Members shall be appointed by the mayor. Members shall be appointed for three-year terms. Members shall serve with compensation as recommended by the mayor and approved by the city council and shall be eligible for reappointment. In the event of a vacancy on the commission, interim appointments shall be made by the mayor to complete the unexpired term of such position. A commissioner may be terminated at the discretion of the mayor. A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation. The commission may include one (1) or more of the following (if available): a graduate of a certified historic preservation program, a certified architectural historian, and/or a graduate of an accredited school of architecture who has two (2) years of architectural experience or who is an architect registered in Michigan.

(Ord. 2828, § 1, 2009)

2.56.060 - Commission—Powers and duties.

A. The commission shall review all permits for work on the exterior of historic resources and nonhistoric resources in a historic district. The owner of the resource, or any person, individual, firm or corporation authorized to act on behalf of the owner, shall make application for a permit which shall contain pertinent plans, samples of materials, photographs, site plans, etc. No permit or other authorization shall be granted until the commission issues a certificate of appropriateness or a notice to proceed.

B. The commission shall review and act only upon the exterior features of a resource and shall not review and act upon interior arrangements unless specifically authorized to do so by the city council or unless such interior work will cause visible change to the exterior of the resource. The commission shall not disapprove an application due to considerations not prescribed in subsections D. and E.

C. If an application is for work that will adversely affect the exterior of a historic resource or nonhistoric resource in a historic district the commission considers valuable to the city, state, or nation, and the commission determines that the alteration or loss of that resource will adversely affect the public purpose of the city, state, or nation, the commission shall attempt to establish with the owner of the resource an economically feasible plan for preservation of the resource.

D. In reviewing plans, the commission shall follow the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as set forth in 36 C.F.R. part 67. Design review standards and guidelines that address special design characteristics of

historic districts administered by the commission may be followed if they are equivalent in guidance to the Secretary of the Interior's standards and guidelines and are established or approved by the State Historic Preservation Office of the Michigan Historical Center.

E. In reviewing plans, the commission shall also give consideration to the following:

1. The historic or architectural value and significance of the historic resource and its relationship to the historic value of the surrounding area;
2. The relationship of any architectural features of such historic resource to the rest of the resource and to the surrounding area;
3. The general compatibility of the design, arrangement, texture and materials proposed to be used;
4. Any other factor, such as esthetic value, that the commission finds relevant.

F. After review of a permit using the criteria set forth in subsections D. and E. above, the commission will either issue: a certificate of appropriateness, a notice to proceed, or a denial of the permit. The commission will notify the building inspection department and the property owner or his/her representative in writing of its decision. All decisions will be kept on file by the commission.

1. A certificate of appropriateness is issued when the proposed work is appropriate and does not adversely affect a resource.
2. (a) A notice to proceed is issued when the proposed work is inappropriate and adversely affects a resource, but the commission finds that the proposed work is necessary to substantially improve or correct one of four conditions listed in section 5(6) of 1992 PA 96 (MCL 399.205(6)):
   (i) The resource is a hazard to public safety or the building's occupants.
   (ii) The resource is a deterrent to a major improvement program that will be of substantial benefit to the community and the applicant proposing the work has obtained all necessary planning and zoning approvals, financing, and environmental clearances.
   (iii) Retaining the resource will cause undue financial hardship to the owner when governmental action, an act of God, or other events beyond the owner's control created the hardship, and all feasible alternatives to eliminate the financial hardship, which may include offering the resource for sale at its fair market value or moving the resource to a vacant site, have been attempted and exhausted by the owner.
   (iv) Retaining the resource is not in the best interest of the majority of the community.
   (b) (i) If the proposed work involves demolition of a historic resource, the commission shall have sixty (60) days after receipt of the application for a permit from the building inspection department to publicize the proposed

demolition of the historic resource, and may make an effort to find a private or corporate purchaser interested in preserving the historic resource. Failing to find such a purchaser, the commission may then recommend that the city purchase the historic resource. At the discretion of the commission, the sixty-day waiting period may be waived.

(ii) Upon issuance of a notice to proceed, the commission shall notify the Livonia Historical Commission so that that body may consult with the owner about salvaging objects of historic significance from the historic resource.

3. A denial is issued when the proposed work is inappropriate. If a denial is issued, the specific reasons for the denial shall be given in writing to the director of building inspection and the applicant. Such denial is binding on the director of building inspection.

G. Upon the failure of the commission to act on the application within sixty (60) days from the date of receipt of a complete application from the building inspection department, unless otherwise mutually agreed upon by the applicant and the commission, the building inspection department shall proceed to process the application without regard to a certificate of appropriateness from the commission.

H. The commission may delegate the issuance of certificates of appropriateness for specific minor classes of work to its staff, to the building inspection department or to another delegated authority. The commission shall provide to the delegated authority specific written standards for issuing certificates of appropriateness under this subsection. On at least a quarterly basis, the commission shall review the certificates of appropriateness, if issued for work by its staff, the inspector, or another authority, to determine whether or not delegated responsibilities should be continued.

I. Upon a finding by the commission that a historic resource within a historic district or a proposed historic district subject to its review and approval is threatened with demolition by neglect, the commission may do either of the following:

(1) Require the owner of the resource to repair all conditions contributing to demolition by neglect.

(2) If the owner does not make repairs within a reasonable time, the commission or its agents may enter the property and make such repairs as are necessary to prevent demolition by neglect. The costs of the work shall be charged to the owner, and may be levied by the city as a special assessment against the property. The commission or its agents may enter the property for purposes of this section upon obtaining an order from the circuit court.

J. When work has been done upon a resource without a permit, and the commission finds that the work does not qualify for a certificate of appropriateness, the commission may require

an owner to restore the resource to the condition the resource was in before the inappropriate work or to modify the work so that it qualifies for a certificate of appropriateness. If the owner does not comply with the restoration or modification requirement within a reasonable time, the commission may seek an order from the circuit court to require the owner to restore the resource to its former condition or to modify the work so that it qualifies for a certificate of appropriateness. If the owner does not comply or cannot comply with the order of the court, the commission or its agents may enter the property and conduct work necessary to restore the resource to its former condition or modify the work so that it qualifies for a certificate of appropriateness in accordance with the court's order. The costs of the work shall be charged to the owner, and may be levied by the city as a special assessment against the property. When acting pursuant to an order of the circuit court, the commission or its agents may enter a property for purposes of this section. (Ord. 2595, 2003)

2.56.070 - Other powers and duties of the commission.

A. The commission may recommend to the city council certain incentive programs to encourage preservation of historic resources and/or historic districts in the city.

B. The commission may accept, with the approval of city council, any grant, loan or aid of any character from federal, state or private sources, to be expended for the purposes contemplated by this chapter, including, but not limited to, the making of surveys of historic resources and/or sites, and the acquisition, restoration and possible resale of properties of historic or architectural significance. Such funds shall be administered in accordance with the Charter of the city, but a separate accounting shall be made of them and a copy of such accounting given to the council at least annually.

C. There may be appropriated in the annual budget of the city a sum of money which may be expended and accounted for by the commission in accordance with the City Charter and the Uniform Accounting Act of the State of Michigan.

D. The commission shall maintain a roster of historic resources, as designated by the city council, which shall include a description of the characteristics and location of the historic resources. (Ord. 2595, 2003)

2.56.080 - Organization, membership, voting and recordkeeping of the commission.

A. The commission shall elect from its membership a chair, vice-chair, and secretary at the first meeting of the Commission and thereafter at the last meeting of each fiscal year. The chair shall preside over the commission and have the right to vote. The vice-chair shall perform the duties of the chair in his/her absence. The secretary shall keep an accurate record of the proceedings of the commission.

B. The commission may meet once every three (3) months. the chair of the commission may call

a special meeting with the approval of the director of the department of community resources ("director") or the director's designee.

C. A majority of the members appointed to the commission shall constitute a quorum for the transaction of its business. The concurring affirmative vote of a quorum of the members shall constitute approval of plans before it for review, or for the adoption of any resolution, motion or other action of the commission. The commission shall annually draft goals and objectives it seeks to accomplish which shall be submitted to the mayor by March 31 of each year. The commission shall submit an annual written report of its activities to the mayor and city council by December 31 of each year.

D. The business that the commission may perform shall be conducted at a public meeting of the commission held in compliance with the Open Meetings Act, 1976 PA 267 (MCL 15.261 to 15.275). Public notice of the time, date, and place of the meeting shall be given in the manner required by the Open Meetings Act, 1976 PA 267 (MCL 15.261 to 15.275). A meeting agenda shall be part of the notice and shall include a listing of each permit application to be reviewed or considered by the commission. Any person or his/her duly constituted representative shall be entitled to appear and be heard on any matter before the commission before it reaches its decision.

E. The commission shall keep a record of its resolutions, proceedings, and actions. A writing prepared, owned, used, in the possession of, or retained by the commission in the performance of an official function shall be made available to the public in compliance with the Freedom of Information Act, 1976 PA 442 (MCL 15.231 to 15.246).

F. The commission shall adopt its own rules of procedure and shall adopt design review standards and guidelines for resource treatment to carry out its duties under this chapter.

(Ord. 2828, § 2, 2009: Ord. 2595, 2003)

2.56.090 - Historic resources and nonhistoric resources in a historic district—Plan review—Permit issuance conditions.

A. Application for a building permit to construct, add, alter, repair, move, excavate or demolish any historic resource or nonhistoric resource in a historic district shall be made to the building inspection department. Plans and appropriate materials relating to the work being proposed (such as architectural plans, site plans, photographs, materials samples, drawings, etc.) shall be submitted showing the resource in question and also showing its relation to adjacent structures.

B. Upon the filing of such application, the director of building inspection shall immediately notify the commission of the receipt of such application and shall transmit it, together with accompanying plans and other information, to the commission.

C. The commission shall meet within thirty (30) days after notification by the director of building

inspection of the filing, unless otherwise mutually agreed upon by the applicant and the commission, and shall review the plans according to the duties and powers specified herein. In reviewing the plans, the commission may confer with the applicant for the building permit, and with the director of building inspection, and with the city planning director.

D. The commission shall approve or disapprove such plans, and, if approved, shall issue a certificate of appropriateness or notice to proceed, which is to be signed by the chairperson or vice-chairperson, attached to the application for a building permit, and immediately transmitted to the director of building inspection. The chairperson shall also stamp all plans submitted to the commission signifying its approval or disapproval.

E. 1. If the commission disapproves of such plans, it shall state its reasons for doing so and shall transmit a record of such action and reasons therefor in writing to the director of building inspection and to the applicant. The denial shall also include notification of the applicant's rights of appeal to the State Historic Preservation Review Board and to the circuit court. The commission shall advise what it thinks is proper if it disapproves of the plans submitted. The applicant, if he or she so desires, may make modifications to his or her plans and shall have the right to resubmit his or her application at any time after so doing.

2. If the requested permit is denied by the commission, the director of building inspection shall disapprove the application. A denial by the commission is binding on the director of building inspection.

F. After the certificate of appropriateness has been issued and the building permit granted to the applicant, the director of building inspection or his representative shall inspect the construction or alteration approved by such certificate, in accordance with the procedures established by the building inspection department.

G. An applicant aggrieved by a decision of the commission concerning a permit application may file an appeal with the State Historic Preservation Review Board of the Michigan Historical Commission within the Michigan Department of History, Arts and Libraries. The appeal shall be filed within sixty (60) days after the decision is furnished to the applicant. The appellant may submit all or part of the appellant's evidence and arguments in written form. The review board shall consider the appeal pursuant to the procedures set forth in section 5(2) of 1992 PA 96 (MCL 399.205(2)). A permit applicant aggrieved by the decision of the State Historic Preservation Review Board may appeal the decision to the Wayne County Circuit Court. (Ord. 2595, 2003)

2.56.100 - Establishment of initial historic districts or resources.

A. The city council may, by ordinance, establish one (1) or more historic districts. The historic districts shall be administered by the commission established pursuant to section 2.56.050. Before establishing a historic district, the city council shall appoint a historic district study

committee. The committee shall be comprised of interested persons, a majority of whom shall have a clearly demonstrated interest in or knowledge of historic preservation, and shall contain representation from one or more duly organized local historic preservation organizations. The committee shall do all of the following:

1. Conduct a photographic inventory of resources within each proposed historic district following procedures established or approved by the State Historic Preservation Office of the Michigan Historical Center.
2. Conduct basic research of each proposed historic district and the historic resources located within that district.
3. Determine the total number of historic and nonhistoric resources within a proposed historic district and the percentage of historic resources of that total. In evaluating the significance of historic resources, the committee shall be guided by the selection criteria for evaluation issued by the United States Secretary of the Interior for inclusion of resources in the National Register of Historic Places, as set forth in 36 C.F.R. part 60, and criteria established or approved by the State Historic Preservation Office of the Michigan Historical Center as it exists in the State Historic Preservation Office's Manual of Historic and Architectural Surveys in Michigan.
4. Prepare a preliminary historic district study committee report that addresses at a minimum all of the following:
   (a) The charge of the committee.
   (b) The composition of the committee membership.
   (c) The historic resource or historic district studied.
   (d) The boundaries for each proposed historic resource or historic district in writing and on maps.
   (e) The history of each proposed historic resource or historic district.
   (f) The significance of each district as a whole, as well as a sufficient number of its individual resources to fully represent the variety of resources found within the district, relative to the evaluation criteria.
5. Transmit copies of the preliminary report for review and recommendations to the city planning commission, to the State Historic Preservation Office of the Michigan Historical Center, to the Michigan Historical Commission, and to the Michigan Historic Preservation Review Board.
6. Make copies of the preliminary report available to the public pursuant to subsection D.

B. Not less than sixty (60) calendar days after the transmittal of the preliminary report, the committee shall hold a public hearing in compliance with the Open Meetings Act, 1976 PA 267 (MCL 15.261 to 15.275). Public notice of the time, date, and place of the hearing shall be given in the manner required by the Open Meetings Act, 1976 PA 267 (MCL 15.261 to 15.275).

Written notice shall be mailed by first-class mail not less than fourteen (14) calendar days before the hearing to the owners of properties within the proposed historic district, as listed on the tax rolls of the city.

C. After the date of the public hearing, the committee and the city council shall have not more than one (1) year, unless otherwise authorized by the city council, to take the following actions:

1. The committee shall prepare and submit a final report with its recommendations and the recommendations, if any, of the planning commission to the city council. If the recommendation is to establish a historic resource or historic district, the final report shall include a draft of a proposed ordinance or ordinances.
2. After receiving a final report that recommends the establishment of a historic district or districts, the city council, at its discretion, may introduce and pass or reject an ordinance or ordinances. If the city council passes an ordinance or ordinances establishing one (1) or more historic districts, the city council shall file a copy of that ordinance or those ordinances, including a legal description of the property or properties located within the historic district or districts, with the register of deeds. An ordinance establishing a contiguous historic district shall not be passed less than sixty (60) days after a majority of the property owners within the proposed historic district, as listed on the tax rolls of the city, have approved the establishment of the historic district pursuant to a written petition.

D. A writing prepared, owned, used, in the possession of, or retained by the committee in the performance of an official function shall be made available to the public in compliance with the Freedom of Information Act, 1976 PA 442 (MCL 15.231 to 15.246). (Ord. 2595, 2003)

2.56.110 - Addition of historic resources—Creation of historic districts—Other changes.

A. The city council may at any time establish by ordinance additional historic resources or historic districts, including proposed districts previously considered and rejected; may modify boundaries of an existing historic resource or district; or may eliminate an existing historic resource or district. Before establishing, modifying, or eliminating existing resources or districts, the city council shall establish a study or standing committee which shall, except as provided in subsection B., comply with the procedures set forth in section 2.56.100 and shall consider any previously written committee reports pertinent to the proposed action. To conduct these activities, the city council may establish a standing committee or establish a committee to consider only specific proposed districts or resources and then be dissolved. In addition, the city council may hire accredited consultants to conduct research in accordance with the State Historic Preservation Office's Manual of Historic and Architectural Surveys in Michigan and which meet the qualifications of 36 C.F.R. 67 for historian and architectural historian of the Secretary of the Interior Standards for Rehabilitation. Consideration shall also

be given to whether the proposed consultant: (1) has experience and expertise in planning and implementing surveys of historic and cultural resources; (2) has experience and expertise in writing national register nominations for individual resources and historic districts; and (3) possesses the experience and expertise to comply with all city, state and federal regulations and restrictions.

B. If considering elimination of a historic district or resource, a committee shall follow the procedures set forth in section 2.56.100 for issuing a preliminary report, holding a public hearing, and issuing a final report but with the intent of showing one or more of the following:

1. The historic district or resource has lost those physical characteristics that enabled establishment of the district.
2. The historic district or resource was not significant in the way previously defined.
3. The historic district or resource was established pursuant to defective procedures.

C. Upon receipt of substantial evidence showing the presence of historic, architectural, archaeological, engineering, or cultural significance of a proposed historic district, the city council may, at its discretion, adopt a resolution requiring that all applications for permits within the proposed historic district be referred to the historic preservation commission and the commission shall review the permit applications with the same powers that would apply if the proposed historic resource/district was designated as such. The review may continue for not more than one (1) year, or until such time as the city council approves or rejects the establishment of the historic resource/district by ordinance, whichever occurs first.

D. If the city council, in consultation with the commission, determines that pending work will cause irreparable harm to resources located within an established historic district or a proposed historic district, the city council may by resolution declare an emergency moratorium of all such work for a period not to exceed six (6) months. The city council may extend the emergency moratorium for an additional period not to exceed six (6) months upon finding that the threat of irreparable harm to resources is still present. Any pending permit application concerning a resource subject to an emergency moratorium may be summarily denied. (Ord. 2595, 2003)

2.56.120 - Appeal from commission decisions.

Any citizen or duly organized historic preservation organization in the city, as well as resource property owners, jointly or severally aggrieved by a decision of the commission may appeal the decision to the circuit court, except that a permit applicant aggrieved by a decision concerning a permit application may not appeal to the court without first exhausting the right to appeal to the State Historic Preservation Review Board as provided by section 2.56.090G of this chapter and section 5(2) of 1992 PA 96 (MCL 399.205(2)). (Ord. 2595, 2003)

2.56.130 - Historic resources—Variances for yards.

Due to peculiar conditions of design and construction in historic districts where historic resources were often built close to the lot lines, and if it is in the public interest to retain the district's appearance by making variances to normal yard requirements, and where it is deemed that such variances will not adversely affect neighboring properties, the commission may recommend to the zoning board of appeals that such variance to standard yard requirements be granted. (Ord. 2595, 2003)

2.56.140 - Exceptions to chapter applicability.

Nothing in this chapter shall be construed to prevent ordinary maintenance, repair or sale of any historic resource within a historic district; nor shall anything in this chapter be construed to prevent the construction, alteration, repair, moving or demolition of any historic resource under a permit issued by the director of building inspection prior to the passage of the ordinance codified in this chapter [Ord. 2595]. Nor shall anything in this chapter be construed to alter, amend or delete provisions of other city ordinances, or the City Charter pertaining to the administration, control or ownership of property owned by the city. (Ord. 2595, 2003)

2.56.150 - Violation of ordinance; penalties.

A. A person, individual, partnership, firm, corporation, organization, institution, or agency of government that violates this chapter is responsible for a civil violation and may be fined not more than five hundred dollars ($500.00).

B. A person, individual, partnership, firm, corporation, organization, institution, or agency of government that violates this chapter may be ordered by the court to pay the costs to restore or replicate a resource unlawfully constructed, added to, altered, repaired, moved, excavated or demolished. (Ord. 2595, 2003)

FHR-8-300 (11-78)

**United States Department of the Interior**
**Heritage Conservation and Recreation Service**

# National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only
received AUG 4 1980
date entered OCT 14

## 1. Name

historic Orson Everitt House

and/or common

## 2. Location

street & number 39040 West Seven Mile Road ___ not for publication

city, town Livonia ___ vicinity of congressional district 2

state Michigan code 026 county Wayne code 163

## 3. Classification

| Category | Ownership | Status | Present Use | |
|---|---|---|---|---|
| ___ district | ___ public | X occupied | ___ agriculture | ___ museum |
| X building(s) | X private | ___ unoccupied | X commercial | ___ park |
| ___ structure | ___ both | ___ work in progress | ___ educational | ___ private residence |
| ___ site | **Public Acquisition** | **Accessible** | ___ entertainment | ___ religious |
| ___ object | ___ in process | ___ yes: restricted | ___ government | ___ scientific |
| | ___ being considered | X yes: unrestricted | ___ industrial | ___ transportation |
| | | ___ no | ___ military | ___ other: |

## 4. Owner of Property

name Gary M. Bloom and David Y. Klein

street & number 39040 West Seven Mile Road

city, town Livonia ___ vicinity of state Michigan

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Wayne County Records, City-County Bldg.

street & number 2 Woodward Avenue

city, town Detroit state Michigan 48226

## 6. Representation in Existing Surveys

title Michigan State Inventory of Historic Sites has this property been determined elegible? ___ yes X no

date 1977 ___ federal X state ___ county ___ local

depository for survey records Michigan History Division, Department of State

city, town Lansing state Michigan 48918

# 7. Description

| Condition | | Check one | Check one |
|---|---|---|---|
| X excellent | ___ deteriorated | X unaltered | X original site |
| ___ good | ___ ruins | ___ altered | ___ moved date _____ |
| ___ fair | ___ unexposed | | |

**Describe the present and original (if known) physical appearance**

The Orson Everitt House is located in a rural section of Wayne County about twenty miles northwest of downtown Detroit. It occupies a well landscaped site with mature trees and shrubs and grassy lawns. Across the driveway on the east side of the house is an older clapboarded farmhouse that was the original Everitt family homestead. Behind the house, to the north, is a large pond with wooded banks. surrounding the property, the former farmland is grown over with shrubs and trees. Pressure for development in this area, as a result of increased traffic on Seven Mile Road since the construction of interstate highway I-275 about 1/8 mile to the east, will probably transform these surroundings in next decade.

The house is a one-and-one-half-story, hip-roofed, narrow-clapboarded, Queen Anne cottage. The basically boxy shape is articulated with shallow, projecting, gabled pavillions on the two sides and a Tuscan-columned porch extending across the front. The expanse of the tall hip roof is broken by various gables and a semi-octagonal conically roofed dormer turret. The fenestration includes various combinations of one-over-one sash windows as well as several large fixed-glass cottage windows with leaded, diamond quarrelled transoms. The principle decorative feature of the exterior is the broad porch extending across the front with its turned balusters, panelled frieze, and circular turret on the west end.

The interior consists of four main rooms symmetrically arranged on either side of a central stair hall with a kitchen, bath, pantry and basement stairs located in a rear wing. The second floor is divided into four small bedrooms and a bath opening from a central hall.

The entrance with leaded glass diamond quarrelled sidelights leads into the main hall. Flanking the entrance, five-panel pocket doors lead into the former parlor on the west and the library on the east. The U-shaped staircase, like the rest of the woodwork, is finished in a dark stain and varnished. It has a panelled square newell post and closely-spaced, turned balusters.

The former parlor, the dining room beind it, the library or living room, and the bedroom are all simply finished with dark oak woodwork and plastered walls and ceilings. The dining room has a corner fireplace with a plain, monolithic marble facing replacing the original mantel. Originally there was a plate rail around the walls of the parlor and dining room which has been removed. The rear of the house and the bedrooms are simply finished with the same woodwork and doors as the main rooms. Throughout the structure are polished hardwood floors.

To the rear of the house are a two-story carriage house and a matching one-story shed. These structures were probably erected in the 1870s and were originally associated with the older farmhouse still standing to the east. They are both gable-roofed, board-and-batten buildings with six-over-six sash windows, plain frieze boards at the eaves and small cupola ventilators with scrollsaw brackets and filigree ornamented finials. Unlike the house, which has cut-stone, these buildings have randomly-laid, field stone foundations. Both the carriage house and the shed have been somewhat altered by the addition of twentieth-century garage doors, but otherwise remain in original condition.

# 8. Significance

| Period | Areas of Significance—Check and justify below | | | | |
|---|---|---|---|---|---|
| ___ prehistoric | ___ archeology-prehistoric | ___ community planning | ___ landscape architecture | ___ religion | |
| ___ 1400–1499 | ___ archeology-historic | ___ conservation | ___ law | ___ science | |
| ___ 1500–1599 | ___ agriculture | ___ economics | ___ literature | ___ sculpture | |
| ___ 1600–1699 | X architecture | ___ education | ___ military | ___ social/ humanitarian | |
| ___ 1700–1799 | ___ art | ___ engineering | ___ music | ___ theater | |
| X 1800–1899 | ___ commerce | ___ exploration/settlement | ___ philosophy | ___ transportation | |
| ___ 1900– | ___ communications | ___ industry | ___ politics/government | ___ other (specify) | |
| | | ___ invention | | | |

**Specific dates** 1899 **Builder/Architect** Unknown

**Statement of Significance (in one paragraph)**

The Orson Everitt House is architecturally significant as an intact, Queen Anne, pattern book cottage. Its handsome setting and fine outbuildings enhance its importance in rural Wayne County where few such structures have preserved their architectural integrity. It is historically significant for its associations with an old Wayne County family and as a reminder of nineteenth century farm life in a rapidly urbanizing region.

The Everitt family settled on the original 314 acre farm in 1830. Within a few years the simple clapboarded house just to the east of the Orson Everitt House was erected. The family prospered and probably in the 1860s or 1870s the present carriage house and shed were constructed. The Everitt Farm eventually included seven barns and produced a full range of crops and vegetables.

The subject of this nomination was erected by Orson Everitt about 1899 in the former carriage yard to the west of the old family homestead. Orson was a member of the third generation of the Everitt family on the farm. The property remained in his wife's possession after his death until 1918, when the farm was sold out of the family. In later years the property was divided and the two houses were sold separately.

The design for the Orson Everitt House was probably selected from one of the many house plan books available at the time. A similar design, for example, was published in Herbert C. Chivers' Artistic Homes. This popular catalogue of house designs went through several editions and was widely circulated in the midwest in the late 1890s and early 1900s. It cannot be asserted that this particular book was the source of the Everitt House design, since similar plans can be found in other publications of the period.

In succeeding years the house was well maintained as a residence. In 1979 it was purchased by the present owners and converted to office use. A restoration architect was employed and the house was thoroughly restored. No substantial changes were made in the floor plan and all of the period detailing was retained. The rehabilitation of the house and the layout of the parking on the grounds were accomplished so sympathetically that today the property still maintains outwardly the appearance of a turn-of-the-century farmstead. The owner's have applied for historic designation as a recognition of the buildings' historic and architectural value.

## 9. Major Bibliographical References

Wayne County Records
Chivers, Herbert C., Artistic Houses. St. Louis, c. 1900.
Livonia Historic Preservation Commission Files

## 10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property Less than 1 acre

ACREAGE NOT VERIFIED

Quadrangle name Northville Quadrangle scale 1:24000

UMT References

| | Zone | Easting | Northing |
|---|---|---|---|
| A | 17 | 300120 | 4699650 |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| F | | | |
| G | | | |
| H | | | |

**Verbal boundary description and justification** A parcel of land in the city of Livonia, Wayne County, Michigan, described as: Part of the Southwest ¼ of Section 6, Town 1 South, Range 9 East, described as beinning at a point on the South Section line, (continued)

**List all states and counties for properties overlapping state or county boundaries**

| state | code | county | code |
|---|---|---|---|
| state | code | county | code |

## 11. Form Prepared By

name/title Les Vollmert

organization Michigan History Division date May 7, 1980

street & number Department of State telephone (517) 373-0510

city or town Lansing state Michigan 48918

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Martha M. Bigelow

title Director, Michigan History Division date 7/18/80

For HCRS use only

I hereby certify that this property is included in the National Register

Bruce Parker date 10-14-80

Keeper of the National Register

Attest: Emma Jane Saye date 10-6-80

Chief of Registration Regional Coordinator

GPO 938 835

**United States Department of the Interior**
**Heritage Conservation and Recreation Service**

# National Register of Historic Places Inventory—Nomination Form

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received AUG 4 1980
date entered OCT 14



10. Verbal boundary description (continued)

distant East 785.89 feet from the Southwest corner of said Section 6 and proceeding thence East along said line 160.16 feet; thence North 1 degree 15 minutes 40 seconds East 220.05 feet; thence North 42 degrees 12 minutes 20 seconds West 27 feet; thence due West 50 feet; thence due South 20 feet; thence due West 95.01 feet; thence due South 220 feet to the point of beginning, excepting the South 60 feet thereof.

Property Everitt, Orson, House

State MI, Wayne Working Number 8.4.80.2045

8000193

**TECHNICAL**

Photos 7

Maps 1

**CONTROL**

**HISTORIAN**

**ARCHITECTURAL HISTORIAN**

1899 frame, pattern book cottage is architecturally signif. as example of the Queen Anne style applied to this domestic building type. Built by third generation of farm family whose original homestead is nearby but in separate ownership & not included in this nomination. Outbldgs. (carriage house & shed) pre-date the cottage (1870s) & are contributing in terms of the historic setting of the 1899 farmstead.

Accept. Saye 10-6-80

**ARCHEOLOGIST**

**OTHER**

**HAER**

Inventory _____

Review _____

**REVIEW UNIT CHIEF**

Accept. Saye 10-6-80

**BRANCH CHIEF**

**KEEPER**

National Register Write-up _____ Send-back _____ Entered OCT 14 1980

Federal Register Entry 2.3.81 Re-submit _____

(1)

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

AUG 4 1980

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan
view: Looking east showing the front and west side.
photo #: 1 of 7

OCT 14 1980

2

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan
view: Looking north at the facade.
photo #: 2 of 7

AUG 4 1980

OCT 14

3

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan
view: Looking toward the front door in the first floor hall.
photo #: 3 of 7

AUG 4 1980
OCT 14

7

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan
view: Looking toward the staircase in the first floor hall.
photo #: 4 of 7

AUG 4 1980

OCT 14

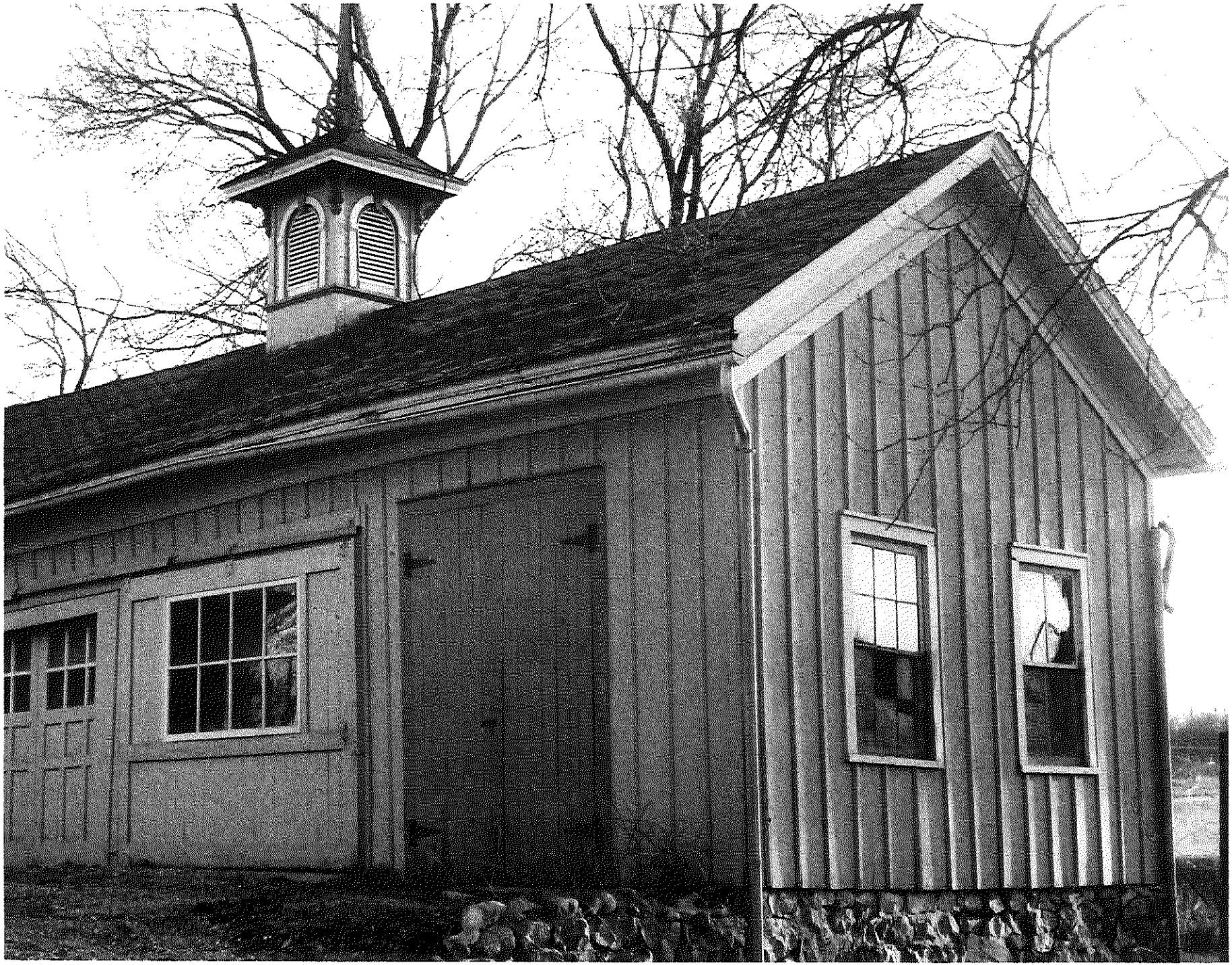
5

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan
view: Looking northeast toward the carriage house.
photo #: 5 of 7

AUG 4 1980

OCT 14



6

Orson Everitt House
39040 West Seven Mile Road
Livonia, Wayne County, Michigan

Photographer: unknown
Date: April, 1980
Negative: Klein & Bloom, Attorneys at Law
39040 West Seven Mile Road
Livonia, Michigan

view: Looking southwest at the shed.
photo #: 6 of 7

AUG 4 1980

OCT 14 1980

# ***UNAPPROVED MINUTES***

**MINUTES OF THE 1,143rd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA**

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On Tuesday, May 28, 2019, the City Planning Commission of the City of Livonia held its 1,143rd Public Hearings and Regular Meeting in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

| | | | |
|---|---|---|---|
| Members present: | David Bongero | Sam Caramagno | Glen Long |
| | Betsy McCue | Carol Smiley | Peter Ventura |
| | Ian Wilshaw | | |

Members absent: None

Mr. Mark Taormina, Planning Director, was also present.

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

## ITEM #3 PETITION 2019-01-08-01 18th Street Development, LLC

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

Mr. Taormina: This is a revision to a previously approved plan to build a professional medical office building located on the north side of Seven Mile Road between Haggerty Road and the I-275/I-96 Expressway. This property is 35 acres in area, and it was on February 25, 2019 that the site was rezoned from M-1 (Light Manufacturing) to POI (High Rise Professional Office – Maximum 6 stories). The site contains, as you can see from this aerial photograph, a building that is roughly 296,000 square feet in size. It is presently occupied by A123 battery systems. Directly to the north of the property is an oil well that is operated by West Bay Oil Exploration. To the west is the Pentagon Center entertainment campus zoned C-2. Across Seven Mile is the Seven Mile Crossing office complex, as well as Andiamo Restaurant and Schoolcraft College. On February 25, 2019 Council granted site plan approval for a 4 ½ story office building to be located at the north end of the property. Under the original plan, the existing office and industrial building would remain as part of the overall redevelopment of the site and be used primarily as a warehouse. The reason this item is back before the Planning Commission is because the Petitioner, 18th Street Development, and the main tenant Beaumont health, have made substantial changes. The new plan is for a slightly smaller four-story building. It would be built near the center of the site, replacing the existing office and industrial building, which would be demolished in its entirety. The north end of the property where the building was previously shown will be left vacant and retained by the owners for future possible development. The ground floor area of the new building is approximately 134,00 square feet. The original building was 160,000 square feet. The building, as you can see, is positioned in what is currently the main parking lot that lies just east of the existing A123 office building. At the closest point, the building is roughly 105 feet from the I-275 off ramp. Customer and employee parking is mostly located on the west and south sides of the building where the non-emergency entry points to the building are located. The emergency drop off would be located on the east side of the building with additional parking located on the north side. There are other building support and ancillary services located on the north and east sides of the buildings, including the shipping and receiving area, an area designated for the ground mounted mechanical equipment, a mobile MRI unit, and the trash containment area. These elements would all be screened using both masonry walls as well as landscaping. You can see from this site plan that the Loop Road would remain. This Loop Road would

parallel the expressway on the east side of the property as well as continue on the north and south sides where it would connect and provide access to both Seven Mile and Haggerty Roads. The road bi sects the northerly part of the Historic Orson Everett property, where it would connect to the access road that runs through the Pentagon Entertainment campus and ties into Seven Mile at the signalized intersection, which is located directly across from Sauk Drive at Schoolcraft College. There would be 281 parking spaces required to support the medical part of this development. There are 346 parking spaces needed to support the physician or general office use. Another 12 spaces would be needed for building support and amenities. Overall, the amount of parking required by code is 639 parking spaces. The site plan shows 568 parking spaces, resulting in a deficiency of 71 spaces. However, the Petitioner believes that the parking that is needed to support the use is roughly 560 spaces, but because the provided parking is less than what is required by code, this is an item that will have to be reviewed and approved by the Zoning Board of Appeals. There is a fully detailed landscaping plan that was provided showing the landscaping throughout the site, including around the new road. Site lighting would be limited to a height of 20 feet. Many of these items are similar to the site plan that was previously approved. The one item you did not review in detail previously was the design of the building. I am not going to be able to show you…we do have new renderings and if we wait a minute, it will provide a much better understanding of what the building will look like. Essentially, it will contain a combination of brick and metal panels throughout the design. There are louvered screen walls on the top portion of the building that would screen the mechanical equipment. Overall, the height of the building is roughly 67 ½ feet. We have the architect here this evening who can show you a material sample board, and the renderings that unfortunately I am having trouble showing you right now on the screen. We do have some new items of correspondence Mr. Chairman, so I should read those out.

Mr. Wilshaw: Yes, let's read out correspondence and if the pictures load….

Mr. Taormina: The first item is from the Engineering Division, dated May 9, 2018, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The existing parcel is assigned the address of #39000 Seven Mile Road. The legal description provided with the petition appears to be correct and should be used in conjunction*

*with his petition. The existing site is currently serviced by public sanitary and water main that can be extended to the proposed building. Storm sewer detention will need to be provided for any new impervious areas. The submitted drawings do not indicate any proposed utility extensions, so we will review those items when full Engineering drawings are submitted to this department. The owners have been in contact with this Department and aware of the utility requirements for the proposed development. The proposed paving improvements shown on the submitted drawings, indicate the new road will tie into the existing exit from the Pentagon Centre Development. Prior to any construction, the owner will need to provide access agreements from the other property owners, or revise the proposed roadway to use their existing approach. If the new layout is approved, the owner will be required to remove the two existing approaches from Seven Mile Road, and replace any missing or damaged sidewalk along the frontage. Any work within the Seven Mile Road right-of-way will a permit from the Wayne County Department of Public Services. Also, right-of-way permits may be required from the Michigan Department of Transportation depending on the access and grading required to install the proposed walls and landscaping. "* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The second letter is from the Livonia Fire & Rescue Division, dated May 9, 2019, which reads as follows: *" This office has reviewed the site plan submitted in connection with a proposal to construct a professional/medical office building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: 1. Subject building(s) are to be provided with an automatic sprinkler system, and on site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection (north side of building). 2. Adequate hydrants shall be provided and located with spacing consistent with the use group. (Please add location to be determined at the pre-construction meeting.) 3. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. 4. Fire lanes shall be marked with wall or pole mounted signs that have the words: FIRE LANE – NO PARKING painted on both sides (for pole mount) or single sided (for wall mount) in contrasting colors at a size and spacing approved by the Authority Having Jurisdiction. 5. Fire Department Access shall be maintained in accordance with Chapter 18, Fire Department Access and Water Supply, NFPA 1, 2015. 6. Commercial kitchen Hood and Duct fire suppression*

*shall be a UL 300 system and comply with NFPA 96. (If a system is installed.) 7. Knox Box installation is required for Fire Department access. 8. CO2 detection required for beverage distribution systems and coolers (if installed). If tank/tanks are 100 lbs. or greater. (Per 2015 IFC 5307.1)."* The letter is signed by Keith Bo, Fire Marshal. The third letter is from the Division of Police, dated May 15, 2019, 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 Brian Leigh, Sergeant, Traffic Bureau. The fourth letter is from the Inspection Department, dated May 22, 2019, which reads as follows: *"Pursuant to your request, the above referenced Petition has been reviewed. 1. A variance from the Zoning Board of Appeals would be required for the deficient number of parking spaces. 2. Signage has not been reviewed. Signage must conform to the sign ordinance or obtain a variance from the Zoning Board of Appeals. This Department has no further objections to this Petition. I trust this provides the requested information."* The letter is signed by Jerome Hanna, Director of Inspection. The fifth letter is from the Finance Department, dated May 10, 2019, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Coline Coleman, Chief Accountant. The sixth letter is from the Treasurer's Department, dated May 8, 2019, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer.

Mr. Wilshaw: Thank you, Mr. Taormina. We do have the pictures of the renderings that Mr. Taormina is trying to bring up on his computer in front of us. I am sure our very capable Livonia television staff will be able to zoom in on those pictures sometime during the presentation to make sure our TV audience gets to see them as well. With that I will let our Petitioner come forward and speak to this item. They may even want to talk about these renderings and material samples that they have. Good evening, sir.

Tom Kelly, 1621 18th Street, Denver, CO, thank you, Commissioners once again, and we appreciate your time to revisit this with us. As mentioned in the study session, when we really looked at the prior site plan that was previously approved, there was an

intended purpose for the warehouse that when push came to shove, it wasn't the highest and best use for this site and there were opportunities to be able to utilize, for Beaumont, those needs elsewhere and just focus on what the best long term is for this site. What we have in front of you is very familiar. 4.5 per 1000 parking stalls is what we previously proposed. The building has shrunk so the parking is reduced. In our experience of developing these facilities around the country, that is sufficient. That is what we are able to function with and not have a plethora of empty parking stalls. In addition, we now have a site plan that the building is a little more centrally located. Loop Road remains unchanged from what you previously saw. We are working with the Pentagon Association, and we are working with the Historic Preservation Commission to find amicable solutions to be able to achieve this. We know that the site plan is conditionally up to us being able to do this. In addition to the site plan, we are proud to present, first and foremost, our partner on this project, Beaumont. Hence, the prototype of what you see is what we are working with Beaumont on to develop, not just here, but in other locations in Michigan. A new prototype for an outpatient facility. They are all built in a way that is going to have a Beaumont brand and feel to I,t but is going to be able to attract independent physicians. The intent of this is to have full comprehensive outpatient care under one roof, where Beaumont provides higher acuity, more hospital-based care, and the independent physicians have an opportunity to come in and compliment those services. It is a well-rounded care network all under one roof for the community of Livonia and some of the adjacent surrounding communities. Now that the renderings are pulled up, the overall look and feel of this is going to be a four-story, more of a modern window, glass, brick, metal façade. Our architect, Kendall Ruhberg, from HKS is able to speak more when it comes to the architectural elements. Kendall, if you wouldn't mind elaborating on these and I believe we have them in a way that we can kind of give you a rotation around the building, orient you as we do so.

Kendall Ruhberg, HKS Architects, 235 E Main St # 102C, Northville, MI, the materials that are proposed, as Tom indicated, are predominately brick, glass, and metal panel accents, in the sense of the detailing of the true architecture of the entire façade. The metal panel, which is shown in these renderings to be a steel grey color, is represented on the board. Below we have two other metal materials that we are proposing, they are really to be around the window frames, whether it is the high

story volume of the glass which we are referring to as the lanterns in this design are really the lighter color of the metal and clear glass. The punched windows we are proposing are a darker frosted color, toned to the glass, and that will have different color of the aluminum frame for that. The blue accent, as Tom mentioned, is following the prototypical brand image. We want to bring in some of the blue architecturally into the facility for that recognition of that brand. The brick is a grey with a grey mortar. You have a real modern sensibility. The different coursing that we are proposing also, if you pick up on the verticals in that façade, we are also turning the coursing slightly. On one of the facades you probably noticed in the actual submission that we provided you, there is a section that is facing the parking area which has a combination of punch window and strip window. We are proposing in that strip window area to provide some relief to that façade in its full dimension. It would be every other coursing as you move vertical across the building. A horizontal expression of that brick would be pushed forward slightly to give a shade/shadow appearance and it will actually make that brick of all uniform color actually appear different because of the shade/shadow in that tone. A little bit of architectural detailing to provide some interest on that side.

Mr. Wilshaw:: A little architectural trickery huh?

Mr. Ruhberg: That is a sense of what is proposed before you and the architecture of the building. I can answer any questions you may have specific to the architectural character and material.

Mr. Wilshaw: While you are here, are there any questions about the architecture of this building? Doesn't look like it so, thank you for giving that presentation. We will make sure your presentation is attributed to your name. Mr. Kelly, is there anything else you would like to add?

Mr. Kelly: No. I appreciate the opportunity again, and I am here to answer any questions you may have.

Mr. Wilshaw: Thank you for coming and we will see if there are any questions from the Commission.

Ms. Smiley: My question was about the signage. Is it going to say Beaumont on the blue? Is that the plan?

Mr. Kelly: We are working with Little Fish Sign Design company that Beaumont has a long relationship with to explore signage opportunities for the building facades. That will be presented as a separate package, but it has not been finalized and we are looking into that right now.

Ms. Smiley: Does Beaumont have something like this somewhere else? I know your doing a lot of building at Beaumont but…

Mr. Kelly: This is the first of this new initiative for Beaumont and outpatient care center. Beaumont has been more hospital based in the past. With the changing in healthcare and moving to a more outpatient building rate, we are all paying a much higher deductible and paying more premiums for our insurance, the outpatient care is designed to be able to treat 90%+ of medical cases and do it in a much more economical way. We are doing this initiative and Beaumont couldn't be happier to be doing this, being able to provide the highest quality healthcare but at a much lower rate you would receive on campus at a Beaumont hospital. There is this one and there is another one in the northeastern suburb of Michigan that we are working towards down the road, but these are the first prototypes of this type of facility.

Ms. Smiley: So, this will have an emergency room?

Mr. Kelly: It will have an emergency room, it will have ….

Ms. Smiley: Outpatient surgeries?

Mr. Kelly: It will. It will have a surgery center. It will have a lab. It will have a comprehensive imaging, and a pharmacy operated by Beaumont. It will have infusion therapy within the facility and then a quite a bit of both specialty and primary care. Everything from moms and kids is a big focus for this and focusing on family healthcare within this facility. Whatever you can think of from an outpatient care perspective, primary care, to special care is what is envisioned in this. In addition to what you mentioned earlier, the more hospital-based services.

Ms. Smiley: Will you also have doctors' offices in here?

Mr. Kelly: Approximately half of the building will be Beaumont and the other half will be private physicians. There will be primary care, OB/GYN, possibly even a dentist. It will be a mixed tenancy within the building. We are going to own the building as the

developer. Beaumont is going to lease half of the building. Beaumont owns the land. We are going to do a long-term ground lease just to kind of help paint the picture of the arrangement, so it is a long-term arrangement/structure. It will be full of independent physicians. Half of the building will be.

Ms. Smiley: When you say independent, they aren't Beaumont doctors, they are independent physicians that have privileges at Beaumont?

Mr. Kelly: Yes, mam. That is exactly right.

Ms. Smiley: Thank you.

Mr. Wilshaw: Other questions for our Petitioner?

Mr. Ventura: At our study meeting we had a long discussion about how you were doing with the Historic Commission and your ability to move the road access from Chippewa north and to get through the parking lot adjacent to the theatre. What kind of progress are you making on that?

Mr. Kelly: We have a June 11th meeting with the Historic Preservation Commission. A vote that would be coming up, so we are working right now on….we have a memorandum of understanding that has gone back and forth and we are working through an updated version of that, to be able to present to them, based on some of the feedback that we received from out last meeting with them.

Mr. Ventura: That is talking about having the roadwork located on your site plan here tonight?

Mr. Kelly: Yes, sir.

Mr. Ventura: We also discussed getting the road further north and working with the property owner up there. Are you having any luck accomplishing that?

Mr. Kelly: No, we have not had anything that is definitive. We have been exploring every option, but no we have not been successful to date with any alternatives.

Mr. Ventura: Thank you.

Mr. Long: Just really quick, once you get all of the approvals, assuming you get the approvals, what is your construction time table? When do you think this facility will be open?

Mr. Kelly: We are looking to break ground this year and then be open as soon as the 4th quarter of 2020 to see patients. The full building will probably not be fully open by the end of 2020, but leading into the 1st quarter of 2021, as we do some of the buildouts for some of the independent physicians.

Mr. Long: Thank you.

Mr. Wilshaw: Anybody have any other questions for our Petitioner?

Mr. Bongero: At our study meeting I think you were going to talk about the traffic and possibly do a traffic study?

Mr. Kelly: Yes, we have had numerous traffic studies. We are in the process right now of updating it because before we had a larger building with the existing facility still in operation as a warehouse so that resulted in more trips than what is currently there. We are updating the traffic study to eliminate the existing facility with our smaller building. The traffic is only going to get better than from what we previously presented. I don't have that latest and greatest yet.

Mr. Bongero: My concern on that Loop Road, where is comes out from behind the historical building, where it connects to Chippewa Street. I was out there today at 5, and it was a bear. I was trying to get on to Seven Mile. It is really tight right there. I don't know if those three lanes …..looks like it might help to go north instead of feeding everybody to the south going toward Seven Mile. I don't know how you would make it work. I couldn't get out of there today. It's bad.

Mr. Kelly: It is and the prior traffic study we had recommended that there needs to be timing adjustments to all of the signalized intersections in that area. That is part of what we are proposing, for our development, is to take that on. The updated traffic study…again, it is only going to get better than what we had previously. That traffic signalization, the sequencing of it, needs to be adjusted, and certainly during peak movie times. Even after hours from your typical rush hour traffic there is build ups there.

Mr. Bongero: One last thing, where the Loop Road connects to Chippewa, between the historic house and Chippewa it is super low there. That is going to be a lot of fill. I know you guys were concerned about retaining walls and stuff. I don't know how you are going to be able to go around it or if you can grade it out. There is going to be a lot of fill needed to bring that road up to Chippewa. When I was standing down there at the bottom of it, there is probably at least a six to seven-foot height difference from Seven Mile to where I was standing. For that road you are going to need to bring in a lot of fill, and I was just wondering how you are going to make that work with the house staying there. Then you have the parking lot and dumpster enclosure to the north, you know what I am saying?

Mr. Kelly: I do. It would be quasi bridge with….it is solved with a culvert for the wetland crossing and build the road up. It is a tricky engineering feat, but yes, we are well aware of it. It would not impact the building. I think we are 32 feet away from the back of the house, so we have ample engineering opportunities to make that crossing work without having it impact the physical component of the building.

Mr. Bongero: So, you are looking more at a bridge than grading it out? Is that what you are saying?

Mr. Kelly: That is correct with a culvert.

Mr. Bongero: I think that would be a better solution than trying to fill all of that in. I don't know what you would do with the water.

Mr. Kelly: We have been working with a wetland consultant and exploring all of the impacts, outside the Historic Preservation Commission, but the wetland impacts and how we can engineer this and make our impact as minimal as possible.

Mr. Bongero: Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Your expertise in this matter is always appreciated. Is there any other questions for our Petitioner? Is there anybody in the audience that wishes to speak for or against this item? We have some folks from the Historic Preservation Commission here I believe.

Betsy Calhoun, 33023 Grennada, Livonia, MI, more members would have been here tonight but for scheduling conflicts….this is an exciting project and the Historic Preservation is working with them. The

Historic Preservation Commission, like the Planning Commission, is composed of citizens who take our appointed responsibilities seriously. We are trying our very best to be good stewards for our community's heritage and we have been open and forthcoming about our concerns for the Orson-Everett property. The entire site, not just the house, is on the local and national register of historic places. We do understand that this development will be a good thing for Livonia, so we have been working with Beaumont in good faith to respect the historic integrity of the Everett property by moving or rebuilding the replica outbuilding and to minimize other impacts upon the house. In the weeks since the planning study session, we have had time to reflect upon and discuss the surprise revelation from last weeks meeting. In it we learned that the actual reason for the 10-foot boundary at the north end of the proposed Loop Road was so that Beaumont would not have to build a retaining wall. The HPC has been very clear that the Loop Road threatens the structural and historical integrity of Livonia's only Queen Anne structure. We have continually requested the greatest distance possible from the house. In response, we have been told repeatedly that zoning requires this distance, but this appears to not actually be the case. Last week, the three lanes of the access road were also mentioned, maybe they won't be needed anymore if they got an updated traffic study. I did confirm the traffic study but maybe we could see that study to see what it talks about. I agree with what everyone on our commission has been saying all along, that there is going to be an insignificant amount of traffic turning north into the movie complex after visiting the hospital. Beaumont's position is that they don't want traffic backing up but consider that this extra lane is for traffic leaving not entering. As they said, the HPC has a meeting scheduled with Beaumont and 18th Street developers on June 11th to discuss and resolve the distance between the house and Loop Road. We will continue in the dialog in order to work these issues out. Thank you.

Mr. Wilshaw: Thank you, Ms. Calhoun. I appreciate you coming and giving us that perspective.

Kathleen Glynn, 15566 North Blue Skies, Livonia, MI, Betsy's remarks are quite sufficient. I did want to say we haven't seen any updated plans and we do have the meeting on the 11th. If the plans are presented that day, we will need some time to look at them and discuss them, so I don't think we can do a vote at that time. However, if we do get some final plans and these issues have been worked out then we will have no problem voting at that

time. Some of the most important issues are the distance from the house to the road, the issue of the outbuilding, and one other concern is the planned use for the building. An empty building will only deteriorate. As Betsy mentioned, this is a very unique building in Livonia. We appreciate the time and consideration you are giving to this and we are sure we will come to a satisfactory solution to this. Thank you.

Mr. Wilshaw: We will ask that the Petitioner try to get those updated plans and information to you. I am sure they will be able to in advance and if for some reason they can't, you can always get those through the Planning Department as well because they are part of our public record. There are always ways to get those things.

Ms. Glynn; Thank you.

Mr. Wilshaw:: Is there anyone else wishing to speak on this item? Ok, I don't see anyone else. Again, we always give the Petitioner the last word. Mr. Kelly, if there is anything else you would like to add?

Mr. Kelly: No, thank you. I appreciate it.

Mr. Wilshaw: With that, I will go to the Commission and ask for a motion.

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

**#05-47-2019** **RESOLVED**, that the City Planning Commission does hereby recommend to the City Council that Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, be approved and subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan identified as Sheet No. C2.20 dated May 6, 2019, as revised, prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans identified as Sheet No's. L1.10 and L1.20, both dated May 6, 2019, as revised, prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That the Exterior Elevations Plans identified as Sheet No's. A5.00 and A5.01, both dated May 6, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

7. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building;

8. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass; and all ground-mounted mechanical equipment and mobile MRI facilities shall be screened appropriately using masonry walls and/or landscaping;

9. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

11. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray

light trespassing across property lines and glaring into adjacent roadways;

12. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and
13. That the final alignment and geometry of the access road connecting to the Pentagon Centre Entertainment Campus road shall be subject to reasonable adjustments as determined by the Planning and Inspection Departments, and the final grades, side-slopes, road elevations, utility placement, and drainage of said roadway shall all be subject to the final approval of the City of Livonia Engineering Division; and

14. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

Mr. Taormina:: Related to item #10, this condition reads that the sign plan would have to come back before the Commission for review. Is that something that you would like to see or are you comfortable sending that only to the Zoning Board of Appeals for any signage that is in excess of what the ordinance allows?

Mr. Wilshaw: The maker of the motion has the option on that one.

Mr. Long: I would be fine if it just went to Zoning Board of Appeals and did not come back to the Planning Commission.

Mr. Wilshaw: Supporter?

Mr. Bongero: I agree.

Mr. Wilshaw: We will base the motion on that going directly to Zoning Board of Appeals. Any discussion on the motion and that minor change? Seeing none, Secretary, please call the roll.

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

On a motion by Meakin, supported by Kritzman, it was:

**SITE PLAN**
(Planning)
Petition 2019-01-08-01
(18th Street Development, LLC.)
Approval to construct property located on the North side of Seven Mile Road between the I-275/96 Expressway and Haggerty (39000 Seven Mile Road) Section 6.

**#59-19** RESOLVED, that having considered a communication from the City Planning Commission, dated January 30, 2019, which transmits its resolution #01-12-2019, adopted on January 29, 2019, with regard to Petition 2019-01-08-01, submitted by 18th Street Development, L.L.C., to construct a professional/medical office building located on the north side of Seven Mile Road (39000 Seven Mile Road) between I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, the Council does hereby concur in the recommendation of the Planning Commission and Petition 2019-01-08-01 is hereby approved and granted, subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan marked Sheet No. C2.20 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans marked Sheet No's. L1.10, L1.20 & L1.30, all dated January 11, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, within 120 days from the date of approval of the site plan by City Council, the Petitioner shall submit detailed building elevation plans for review and approval by both the Planning Commission and City Council;

7. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass;

8. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water

management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

10. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

12. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

FEB 25 2013

Following discussion by Council, a roll call vote was taken on the above resolution by Meakin, supported by Kritzman, with the following result:

AYES: Kritzman, Bahr, White, McIntyre, Meakin, Jolly and Toy

NAYS: None

The President declared the resolution adopted.

*UNFINISHED BUSINESS (Regular Meeting of February 25, 2019)*

***Motion by:*** ***Meakin***
***Seconded by:*** ***Kritzman***

***ROLL CALL:*** ***Kritzman, Bahr, White, McIntyre, Meakin, Jolly and Toy***
***Ayes:*** ***Kritzman, Bahr, White, McIntyre, Meakin, Jolly and Toy***

***Nays:*** ***None***
***Absent:*** ***None***

NEW DATA FOR REGULAR MEETING OF 02/25/2019 ITEMS 20 & 21

**HISTORIC PRESERVATION COMMISSION**


Greenmead Historical Park
20501 Newburgh Road
Livonia, Michigan 48152
(248) 477-7375
Fax (248) 426-8568

Community Resources Department
33000 Civic Center Drive
Livonia, Michigan 48154-3097
(734) 466-2540



Dennis Wright
MAYOR

Linda McCann
DIRECTOR

Emily Tchorz
PROGRAM SUPERVISOR


February 21, 2019

To: City Council
Mark Taormina, Planning Department
Livonia Planning Commission

Subject: Re: Items #20 & #21 of the Regular Meeting of Feb. 25, 2019 as they relate to the Orson Everitt House, 39040 W. Seven Mile Road

At the February 6, 2019 meeting of the Livonia Historic Preservation Commission, the sale and proposed changes to the Orson Everitt property were discussed. We are aware that the main purpose of 18th Street Development, L.L.C. purchasing this property is to construct a road at the rear of the property in order to gain a secondary access to Seven Mile Road. It is being proposed that the existing outbuilding in the rear of the house be demolished because it is in the path of the proposed road.

The purpose of the Historic Preservation Commission, as stated in Ordinance 2.56.030 of the City Code of Ordinances, is to safeguard the heritage of the city by preserving historic resources that reflect elements of the city's history, architecture, culture, and to preserve its historic landmarks.

During the discussion of the Orson Everitt House and site, the following points were made:

- This Queen Anne Cottage style house was constructed c.1899 and remains in almost pristine condition 120 years later.
- This house has a "Total Property" designation on the Local Register of Historic Properties.
- The Orson Everitt property is also designated on the National Register of Historic Places.
- It is the only Queen Anne Cottage style house in Livonia and therefore a unique architectural property.

- The existing outbuilding in the rear (planned for demolition) was built on the original foundation of what is believed to have been the previous Carriage House. As such, it contributes to the character of the house and potentially to the total utility, value and longevity of the house and the total property.

- There is existing egress through the Pentagon Entertainment Complex (AMC Theatre) to both Haggerty Road and the Seven Mile traffic light road (Chippewa Road).

Questions arising from our discussion:

- Are the projected plans for both the house and the traffic on the requested road consistent with maintaining a property of historic value?

- What is the long-term plan for the house?

- What (if any) are the requested zoning changes?

- How would the reduced total depth of the property (to the new road) impact the site? This should be considered in the context of the appropriate size of the property versus the size of the house.

- Could a second traffic light be installed at the existing egress from the current A123 property?

- Could property for the road be purchased from the Marriott site?

In section 2.56.060, it is stated that "No permit or other authorization shall be granted until the Commission issues a certificate of appropriateness or a notice to proceed." Therefore, we feel the vote to approve the site plan should be postponed. We request this subject be referred to Council Committee for further review.

Sincerely,

The Livonia Historic Preservation Commission
Kathleen Johnson Bartshe, Kathleen Glynn, Betsy Calhoun, James Kline, Ralph Bakewell, and Cynthia Immonen

Linda McCann, Director of Community Resources

Dennis Wright, Mayor

# CITY OF LIVONIA – CITY COUNCIL
# MINUTES OF STUDY MEETING HELD FEBRUARY 11, 2019

Meeting was called to order at 8:10 p.m. by President Laura Toy. Present: Brandon Kritzman, Scott Bahr, Cathy White, Kathleen McIntyre, Brian Meakin and Laura Toy. Absent: None.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan M. Nash, City Clerk; Mike Slater, Director of Finance; Doug Moore, Superintendent of Public Service; Don Rohraff, Director of Public Works; Jacob Rushlow, Superintendent of Public Service and Dave Varga, Director of Administrative Services.

16. SITE PLAN PETITION: Planning Commission, re: Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C., to construct a professional/medical office building located on the north side of Seven Mile Road (39000 Seven Mile Road) between I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

Mark Taormina, Director of Planning and Economic Development, presented this request to Council. He stated this a request to construct a new professional medical office building that is located on a 35 acre parcel that is on Seven Mile Road that is just west of the I-275/I-96 expressway. Most everyone is familiar with this site, it presently contains a 290,000 square foot building that is occupied by A123 Systems, who will be vacating the site later this year and moving to Novi, Michigan. The new buyer is a health care provider that intends to repurpose the site for use as an outpatient care facility. The project involves constructing a new 161,000 square foot medical office building at the north end of the property and then reusing the existing building primarily as a warehouse and for support services in connection with the health care providers' needs. The property is currently in the process of being rezoned from M-1, Light Manufacturing, to PO-1, City Council gave First Reading on the rezoning on December 17th and Second Reading and Roll Call which are the final steps in the process are on hold pending a review of this site plan.

The professional office district as proposed permits all permitted and waiver uses as specified in the OS, Office Services District, this would include professional as well as medical and general offices. Buildings in the PO-1 classification are required to be over two stories in height and cannot exceed a maximum height of six stories.

He noted as seen in the aerial photograph the expressway is immediately to the east of the property. On the north side is an oil well that is owned and operated by West Bay Oil Exploration. And then to the west is the Pentagon Center Entertainment Campus which is zoned C-2, General Business.

The proposed new building would be four and a half stories and would measure 161,659 square feet and as you can see it's positioned at the extreme north end

of the property where the grade rises several feet above the rest of the site. At the closest point this building would be about 262 feet from the expressway. Parking would be available on the north as well as the east sides of the new building. Another major improvement is with respect to access. You can see that CBS/Fox Drive would be rerouted and it will create a new loop road that would really traverse the eastern boundary of the site and then connect to Seven Mile Road via the signalized intersection that is located across from Fox Drive at Schoolcraft College. This same driveway ties into the main north/south access road that runs right through the Pentagon Entertainment Complex.

What's important to note here is you can see how this road would be reconfigured. It would tie into what is referred to here as Chippewa Street but that's a signalized intersection that is located on Seven Mile Road that was recently constructed across from Schoolcraft College. You can see, too, that that road traverses the northerly portion of the adjacent property. This is where the law office is located. This is an historic resource, this site.

The road as proposed would require either the demolition or the relocation of the out building that is located on that property and that is something that the Historic Preservation Commission will have to review ultimately.

Related to the building because of the change in grade, the lowest level of the building is actually a half story, it is referred to on the plans as Level 00, it would be about 21,220 square feet. Level 1 directly above that would be about 36,000 square feet. And then the three upper levels, 2, 3 and 4 are all about 34,000 square feet.

Parking for the site, the total projected need for this building as well as the existing building would be 615 parking spaces. The site plan shows 716 parking spaces, so based on the Petitioner's estimates there is adequate parking. Parking is still being evaluated, there is a slight deficiency by Code of about 18 parking spaces which at the present time would require approval by the Zoning Board of Appeals but further study is being undertaken to determine whether or not those 18 spaces can be provided elsewhere on the site Again, because of the significant grade change on the property, there's a need for retaining walls, both at the north end where this site adjoins or is adjacent to the oil well property as well as retaining walls running along that east side of that proposed loop road which is adjacent to the expressway. There are some plans that show some cross section details that show what the relationship of the grades would be between these properties. There are other retaining walls that are required along the front of the building as shown here on this blow up of the site plan.

The Planning Commission spend some time discussing a number of other items related to the site including site lighting, landscaping, as well as the exterior building materials. The plans as they were approved, approved the site plan and all of the site improvements as illustrated on the plan including landscaping, lighting and other site features but does not approve the final design of the building. That is something that the Planning Commission has asked to come back for more detailed review within 120 days of Council's approval with no permits being issued

until such time that both the Planning Commission and City Council approve the final design of the building.

Councilmember Meakin questioned Taormina about employee parking and reconfiguring it to avoid going to the Zoning Board of Appeals and Taormina stated they can look at that but that the distinction that the ordinance makes in allowing reduction in the size of parking spaces for general office buildings is not afforded for medical office buildings so the breakdown would have to be looked at between the general office as well as the medical office in this case and then maybe making an allowance for narrower parking spaces that could make up that difference, make up the 18, that's something that could be accomplished between now and when the final approvals occur.

Tom Kelly, 1621 18th Street, Denver, Colorado, came to the podium representing 18th Street Development. He stated in addition to Mr. Taormina's synopsis, he wished to add some context and updates since they last appeared before Council. Although he is not at liberty to disclose the identity they have aligned with their anchor tenant for this building and they're working through some elements that they are looking forward to present to the Council and to the Mayor at the appropriate time. Within this building they are pursuing a full continue of care, that from an outpatient services perspective, all under one roof, with top quality and convenient health care with most if not all billed at outpatient rates. This is going to be at the benefit of the City of Livonia residents, along with the surrounding community. In addition to the benefit of providing top quality health care to the overall community they do foresee economic benefits to the City of Livonia. The first economic benefit is obviously property taxes. They are a for-profit entity so there will be no tax exemption on the real estate taxes. And to the extent that any of their tenants are a not-for-profit entity then certain elements, I believe at purchase of F & E Equipment, that would be tax exempt, but since they own the building the tax of the construction of their leased premises, tenant improvements, that would be taxed.

Another economic benefit long term is relative to employment. They anticipate approximately 310 new jobs will be created within their facility on an average salary of $70,000.

Comments were listened to during the rezoning process and understand that traffic in the surrounding area has been a concern. In response, as Mr. Taormina has indicated, they've acquired an additional parcel for the sole purpose of being able to align our circulation road to align at the signalized intersection at Seven Mile Road as opposed to the status quo of their current, the CBS/Fox Drive current alignment is. They continue to work through various details to gain access to an easement to the private road to enable this access and understand that their approval of the site plan that was submitted is contingent upon their ability to do so.
In addition, they acknowledge they will work with Wayne County at the appropriate time as it relates to their proportionate share of any road improvements that are deemed necessary.

He stated he understands that the typical rezoning process in Livonia runs a parallel path with rezoning and site plan approval. And as part of the site plan approval he also acknowledges that typically more detailed architectural plans then what was submitted would be due at this time in the process. They respectfully request that what they have before Council is to obtain site plan approval contingent upon our ability to submit within 120 days full architectural renderings. They are asking this because they are under certain time constraints in regard to the purchase and sell agreement of acquiring this property. It is a significant investment acquiring 35 acres and the improvements on it and their capital needs zoning in place to support the proposed development for them to be able to move forward. That would enable them in the meanwhile to finalize their architectural details and be able to come forward to the City knowing they need to have the full satisfaction of the City to move forward with their building renderings. He then introduced his real estate attorney for the Conditional Rezoning Agreement who can speak on the Agreement.

Steven Eske, real estate Counsel for the Petitioner, came to the podium. He stated they did submit a Conditional Rezoning Agreement to Mr. Taormina for the City Attorney to review. The sole purpose of that agreement is to provide some additional assurance to the City and essentially all it does is it makes it clearer in the terms of the Agreement that this rezoning, if in fact it is approved, will not be effective unless and until the property is closed on. They know that the site plan is contingent on the rezoning and they are now saying the rezoning is clearly contingent on their acquisition of the property. They wanted to provide as many assurances as they could to the City that this is only going to go forward if and when the property is acquired.

Taormina stated that the same approach was used in previous cases, in particular when Menard's acquired the former Advantage Logistics property on Middlebelt Road, there was a very similar conditional zoning agreement that was in place and did not fulfill the rezoning until such time that Menard's closed on the property.

Councilmember Meakin asked Taormina if there was any action that Council needed to take regarding some of the tax incentives that were provided to A123 and the vacation of the property by them.

Taormina responded that he inquired of the Law Department and that Eric Goldstein had stated that the terms and conditions of that agreement have since expired and no longer apply so there are no claw back penalties to any of the incentives that were established at the time A123 came into the property.

Councilmember Kritzman thanked the Petitioner for his presentation and then offered an approving resolution for the Regular Agenda.

DIRECTION: APPROVING REGULAR

**PLANNING COMMISSION**

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA

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

DENNIS K. WRIGHT
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

BARBARA C. GAMBER
ECONOMIC DEVELOPMENT COORDINATOR

SCOTT O. MILLER
PLANNER IV

January 30, 2019

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2019-01-08-01 – 18th Street Development, L.L.C.

Dear Council Members:

At the 1,136th Public Hearings and Regular Meeting held by the City Planning Commission on January 29, 2019, in the Livonia City Hall, the following resolution was unanimously adopted:

**#01-12-2019** **RESOLVED**, that the City Planning Commission does hereby recommend to the City Council that Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan marked Sheet No. C2.20 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans marked Sheet No's. L1.10, L1.20 & L1.30, all dated January 11, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, within 120 days from the date of approval of the site plan by City Council, the Petitioner shall submit detailed building elevation plans for review and approval by both the Planning Commission and City Council;

7. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass;

8. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

10. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

12. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

Very truly yours,

APPROVED FOR SUBMISSION

Dennis K. Wright, Mayor

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
Nathan Golik, 18th Street Development, L.L.C., 1652 18th SE, Denver, CO 80202
39000 Associate, L.L.C., 333 W. Fort Street, Suite 1350, Detroit, MI 48226

## CITY OF LIVONIA, MICHIGAN
## APPLICATION FOR SITE PLAN REVIEW & APPROVAL

All petitions for Site Plan Approval shall be filed with the City Planning Commission, 33000 Civic Center Drive, Livonia, MI 48154-3097. Filing fee = $600.00 plus $20.00 for each 1,000 square feet of gross floor area of new construction, not to exceed a total of $1,500.00.

Date Filed: _____ Petition 2019-01-08-01

Site Address: 39000 Seven Mile Rd Sidwell 999 00 3215 000

Requesting Approval to approve site plan as part of a rezoning application

Applicant: 18th St Development LLC Business/Company: N/A

Applicant's Address: 1621 18th St SE City: Denver State: CO Zip Code: 80202

Applicant's Phone # (214) 646-3155 Applicant's Email nathan.golik@nexcoregroup.com

Contact Person: Nathan Golik Business/Company: 18th St Development

Contact's Address: 1621 18th St City: Denver State: CO Zip Code: 80202

Contact's Phone # (214) 646-3155 Contact's Email nathan.golik@nexcoregroup.com

**Please provide the following information:**

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs (if proposed must submit separate sign application)
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, dryvit)
   - 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 smiller@ci.livonia.mi.us
6) **Legal Description** of the property to be considered (Clearly Printed)
7) One (1) completed application form & **twenty three (23)** sets of full size drawings

RECEIVED
JAN 11 2019
CITY OF LIVONIA
PLANNING COMMISSION

PAID
DKW
CITY OF LIVONIA
PLANNING DEPT.

**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** 161,659 sq. ft. of new construction x $20.00 per 1,000 sq. ft. $600.00
(**NOTE**: Round off to nearest 1,000) +
Total Amount Due $ 1,500.00

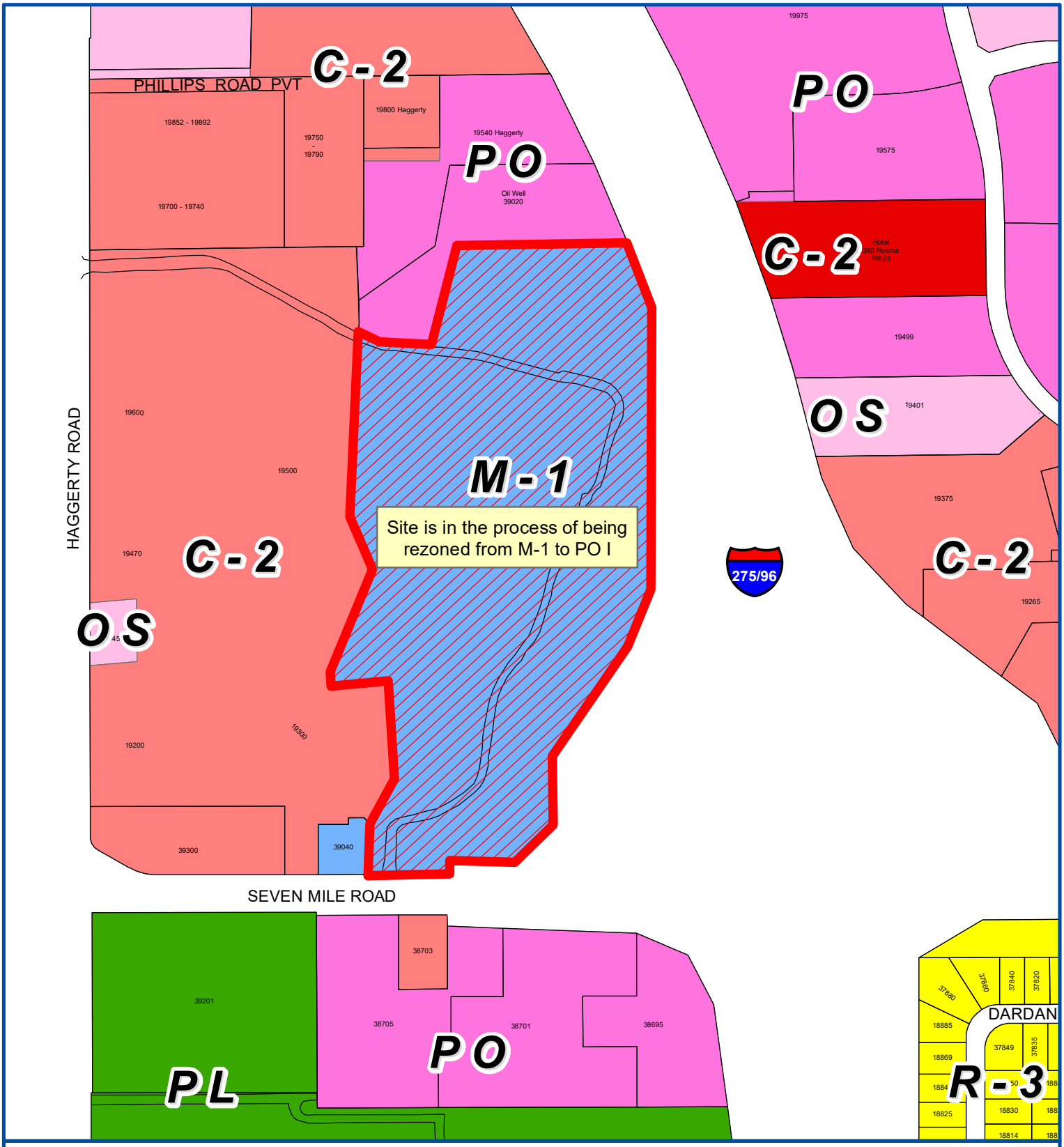
Owner of Property: 39000 ASSOCIATES LLC

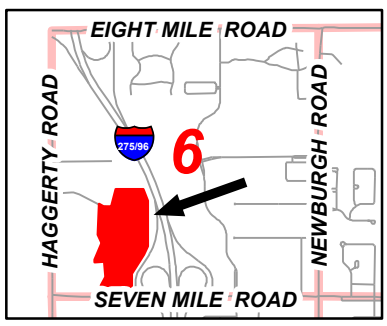
Owner's Address: 333 W. FORT ST. STE 1350 City: DETROIT State: MI Zip Code: 48226

Owner's Phone # (313) 963-1212 Owner's Email ELIH@SGDETROIT.COM

Signature of Owner: By: Eli Halpern AUTHORIZED REPRESENTATIVE Print Name: ELI HALPERN AUTHORIZED REPRESENTATIVE

CC: eng.



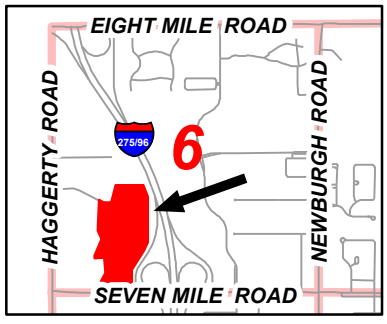




# Address & Zoning Map

**Petition 2019-01-08-01**
**18th Street Development, L.L.C.**
**39000 Seven Mile Road**
**To construct a professional/medical office building**

N
Not to Scale

City of Livonia
Planning Department




# Aerial Map

**Petition 2019-01-08-01**
**18th Street Development, L.L.C.**
**39000 Seven Mile Road**
**To construct a professional/medical office building**

N

Not to Scale

City of Livonia
Planning Department

# PLANNING COMMISSION STAFF NOTES

## MISCELLANEOUS

## ITEM 3

**Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C.** requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

### January 22, 2019 Study Meeting:

This is a request to construct a new professional/medical office building on a portion of a 35-acre parcel located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road. The site contains a 290,000 square foot building currently occupied by A123 Systems. In an announcement made in April 2017, A123 will be vacating the site and moving to Novi, Michigan. Phase 1 of the project involves constructing the new building at the north end of the property and temporarily repurposing the existing building mainly as warehouse.

The subject property is in the process of being rezoned from M-1 (Light Manufacturing) to PO-I (High Rise Professional Office – Maximum 6 Stories). City Council gave First Reading to the rezoning at its February 17, 2018 Regular Meeting. Second Reading and Roll Call, the final steps in the rezoning process, are on hold pending a review of the site plan. Please note that the following review is based on the PO-I district regulations. PO zoning allows all permitted and waiver uses as specified in the OS zoning district, including professional and general offices. Buildings in a PO-I district are required to be over two-stories with a maximum height of six-stories. The height requirement can be waived by City Council.

Lying immediately to the north of the subject property is the site of an active oil well operated by West Bay Oil Exploration, zoned PO. Adjacent to the west is the Pentagon Centre Entertainment Campus that includes three (3) freestanding restaurants (BJ's, Bahama Breeze and J. Alexanders), the AMC Livonia 20 movie complex, and the Hyatt Place Detroit/Livonia Hotel, zoned C-2 (General Business). To the south, across Seven Mile Road, is the Seven Mile Crossing office complex consisting of three (3) multi-tenant high-rise office buildings zoned PO, and an Andiamo restaurant zoned C-2. Adjoining the east side of the site is the I-275/96 Expressway.

The new proposed professional/medical building would be four and one-half (4-½) stories in height and would contain a gross floor area of 161,659 square feet. The proposed building is positioned at the north end of the property where the grade rises several feet above the rest of the site. At its closest point, the setback shown from the highway is 262.8 feet. This part of the site is currently paved, which reflects the former use for employee parking and as truck/trailer storage lot at a time when the facility was owned by CBS Fox and operated as a VHS tape production plant. Most of the parking for the new building would be located on the north and east sides of the building.

Improved site access would be accomplished by rerouting CBS Fox Drive and creating a new internal "loop" service road that would traverse the eastern boundary of the site and connect to Seven Mile Road via the recently completed signalized intersection located across from Sauk Drive at Schoolcraft College and that also ties into the main north/south access road that runs through the Pentagon Centre Entertainment Campus. The new road would extend CBS Fox Drive across the northerly part of the adjacent property that is home to the historical Orson Everitt House at 39040 Seven Mile Road, currently used as a professional law office. The impact to the historical property would involve either demolishing or relocating an outbuilding located behind the main house and is something that will require review by the City's Historical Preservation Commission.

Due to the topography of the site, the lowest level of the proposed office building, identified on the plans as Level 00, would be exposed and accessible from the south side but would be below the established finish grade on the north side. Level 00 is a partial floor that totals 21,222 square feet in gross floor area (GFA). The floor above, identified as Level 01, would have ground level access on the north side where the main entrance is located, and totals 36,304 square feet in GFA. Levels 02, 03 and 04 would all have the same gross floor area, 34,711 square feet. Altogether, including the partial lower level, the building would contain a total of 161,659 square feet of gross floor area.

Included with the site plan is a detailed parking analysis that breaks down the required parking for each subcategory of use within the building. According to the calculations and Petitioner's best estimates at this time, a total of 233 parking spaces are needed to support the square footage of the new building that would be dedicated to medical. For the portion of the building that would be used as general office, a total of 295 parking spaces are needed. The calculations also include additional parking for "Building Support & Amenity." For an indeterminant amount of time, the existing building would be used primarily for warehouse purposes. Parking for warehousing is based on one (1) parking space for each employee. The parking analysis shows the existing building used in this manner will require a total of 70 parking spaces. According to the Petitioner's calculation of the Parking Need by Anticipated Program Demand, a total of 615 spaces are needed to satisfy the parking needs of both buildings. The site plan shows that there will be a total of 716 parking spaces available throughout the site. The parking need by Ordinance breaks down to an overall requirement of 734 spaces, resulting in a deficiency of 18 spaces.

Because of the extreme change in grade, an eighteen foot (18') retaining wall is needed along the site's north property line bordering the main parking lot for the new building. Additionally, along portions of the east property line adjacent to the highway contains a steep slope that will necessitate building a retaining wall to support the redesigned access road. This situation also exists on the east and west sides of the new building where a separate parking lot and a service area are shown, both of which will sit at a higher elevation than the finish floor elevation of Level 00.

The landscape plan submitted in connection with this item provides for landscaping around the new building, as well as within the parking lot islands. It also shows new landscape materials along the new 'loop' road. The landscape plan is fully detailed and indicates the type, quantities and size of plant materials. The landscaping shown on the submitted site plan equals 22% of the total site and is thus in compliance with the minimum 15% landscape requirement of the Ordinance.

For exterior site lighting, details are provided on the electrical site plans (Sheets E0.03 & E0.04), site lighting calculations (Sheets P2.01 & P2.02) and electrical details & diagrams (Sheet E7.01). These plans indicate where the different style light fixtures would be located. In all instances, the light poles would not exceed twenty feet (20') in height, which is consistent with the guidelines of the City of Livonia Outdoor Lighting Policy for the installation of exterior lighting in all non-residential zoning districts.

The submitted elevation plans shows that the proposed building would be constructed out of metal and insulated concrete panels. Louver screen walls would screen the rooftop mechanical equipment. The four-story structure would have a maximum height, as measured from the finished grade to the top edge of the roof, of 156'-6". Section 18.42 of the Zoning Ordinance specifies that the height of rooftop screening apparatus shall not be included in the calculating height of the principal structure.

It is anticipated that stormwater management for the new construction occurring on the site would be accommodated within the existing detention ponds throughout the 35-acre site. The petitioner will need to provide drainage and storm water treatment details to the Engineering Department prior to obtaining permits for the proposed development.

According to the provisions set forth in Section 18.50G of the sign regulations, this building would be allowed one (1) wall sign not to exceed one (1) square foot for each two (2) lineal foot of the building frontage or 100 square feet, whichever is the lesser and a ground sign not to exceed 30 square feet in area.

**January 29, 2019 Regular Meeting:**

Concerns expressed at the Study Meeting centered on the lack of detail with respect to the design of the building relating mostly to the materials and colors, as well as the long-term future use of the existing building. The project architect indicated the building's design is still being finalized. It was also explained that the principal use of the new building will be an Outpatient Care Center for a large healthcare provider, and that the existing building—particularly the part historically used for storage and manufacturing purposes—is well suited for warehousing and other support operations in connection with the needs of the new user.

The Petitioner briefed the Planning Commission on the confidential nature of the pending real estate transaction and the timing thereof which does not afford much flexibility. In recognition of this and to keep the project moving forward while at the same time protecting the best interests of the City to deliver the best overall project, staff

supports the approval of Petition 2018-01-08-01 with respect to the overall site plan, including the location and mass of the building, parking, circulation and other site features, together with the landscaping and lighting plans, but recommends deferring final approval of the architectural details and signage (unless conforming). Section 18.58(c)(2) of the Zoning Ordinance authorizes the City to grant approval subject to the submittal of the additional information for review within sixty (60) days from the date of approval of the site plan unless more time is granted by the City Council. If the additional information is not submitted, no building permits shall be issued by any city department for work or improvements at the subject site. In this case, the Petitioner is asking for 120 days following approval of the effective date of the rezoning of the property to submit the final details of the building's design (see attached letter dated 01-25-19 from Thomas Kelly of 18th Street Development)

**Approving Resolution:** That the request to construct a professional and medical office building at 39000 Seven Mile Road is hereby approved, subject to City Council approval and the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan marked Sheet No. C2.20 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans marked Sheet No's. L1.10, L1.20 & L1.30, all dated January 11, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, within 120 days from the date of approval of the site plan by City Council, the Petitioner shall submit detailed building elevation plans for review and approval by both the Planning Commission and City Council;

7. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass;

8. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands

permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

10. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

12. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

# 18th STREET DEVELOPMENT

# OUTPATIENT CARE CENTER

## LIVONIA, MI

HKS

## DRAWING INDEX

INDEX OF DRAWINGS

| Sheet Number | SHEET NAME | 01/11/2019 - SITE PLAN SUBMISSION |
|---|---|---|
| ARCHITECTURAL | | |
| A0.00 | COVER | X |
| CIVIL | | |
| C1.10 | GENERAL PLAN | X |
| C2.10 | OVERALL SITE PLAN | X |
| C2.20 | OPCC SITE PLAN | X |
| LANDSCAPE | | |
| L1.10 | LANDSCAPE PLAN | X |
| L1.20 | LANDSCAPE PLAN | X |
| L1.30 | LANDSCAPE PLAN | X |
| ELECTRICAL | | |
| E0.03 | ELECTRICAL SITE PLAN | X |
| E0.04 | ELECTRICAL SITE PLAN | X |
| E7.01 | ELECTRICAL DETAILS AND DIAGRAMS | X |
| P2.01 | SITE LIGHTING CALCULATIONS - NORTH | X |
| P2.02 | SITE LIGHTING CALCULATIONS - SOUTH | X |
| SITE SURVEY | | |
| V1.10 | ALTA, TOPO, AND WETLAND SURVEY | X |
| V1.20 | ALTA, TOPO, AND WETLAND SURVEY | X |
| V1.30 | ALTA SURVEY 39040 SEVEN MILE | X |
| ARCHITECTURAL | | |
| A2.01 | FLOOR PLAN - LEVEL 00 | X |
| A2.02 | FLOOR PLAN - LEVEL 01 | X |
| A2.03 | FLOOR PLAN - LEVEL 02 | X |
| A2.04 | FLOOR PLAN - LEVEL 03 | X |
| A2.05 | FLOOR PLAN - LEVEL 04 | X |
| A2.06 | ROOF PLAN | X |
| A5.01 | ELEVATIONS - NORTH & EAST | X |
| A5.02 | ELEVATIONS - SOUTH & WEST | X |
| A5.03 | ILLUSTRATIVE VIEWS | X |
| A6.02 | SITE SECTION | X |

## BUILDING SUMMARY

### BUILDING AREAS:

| | |
|---|---|
| LEVEL 00 = | 21,222 GSF |
| LEVEL 01 = | 36,304 GSF |
| LEVEL 02 = | 34,711 GSF |
| LEVEL 03 = | 34,711 GSF |
| LEVEL 04 = | 34,711 GSF |

TOTAL BUILDIING AREA = 161,659 GSF

### BUILDING HEIGHTS:

| | |
|---|---|
| LEVEL 00 = | 16.0 FEET |
| LEVEL 01 = | 16.0 FEET |
| LEVEL 02 = | 13.5 FEET |
| LEVEL 03 = | 13.5 FEET |
| LEVEL 04 = | 13.5 FEET |

TOTAL BUILDIING HEIGHT = 72.5 FEET
TOP OF SCREEN WALL = 91.5 FEET

### BUILDING USE:

OCCUPANCY = B - BUSINESS

### CONSTRUCTION TYPE:

CONSTRUCTION TYPE 2B - SPINKLED


### ARCHITECT

HKS INC.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

### STRUCTURAL ENGINEER

HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

### MEP ENGINEER

PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

### CIVIL ENGINEER

ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

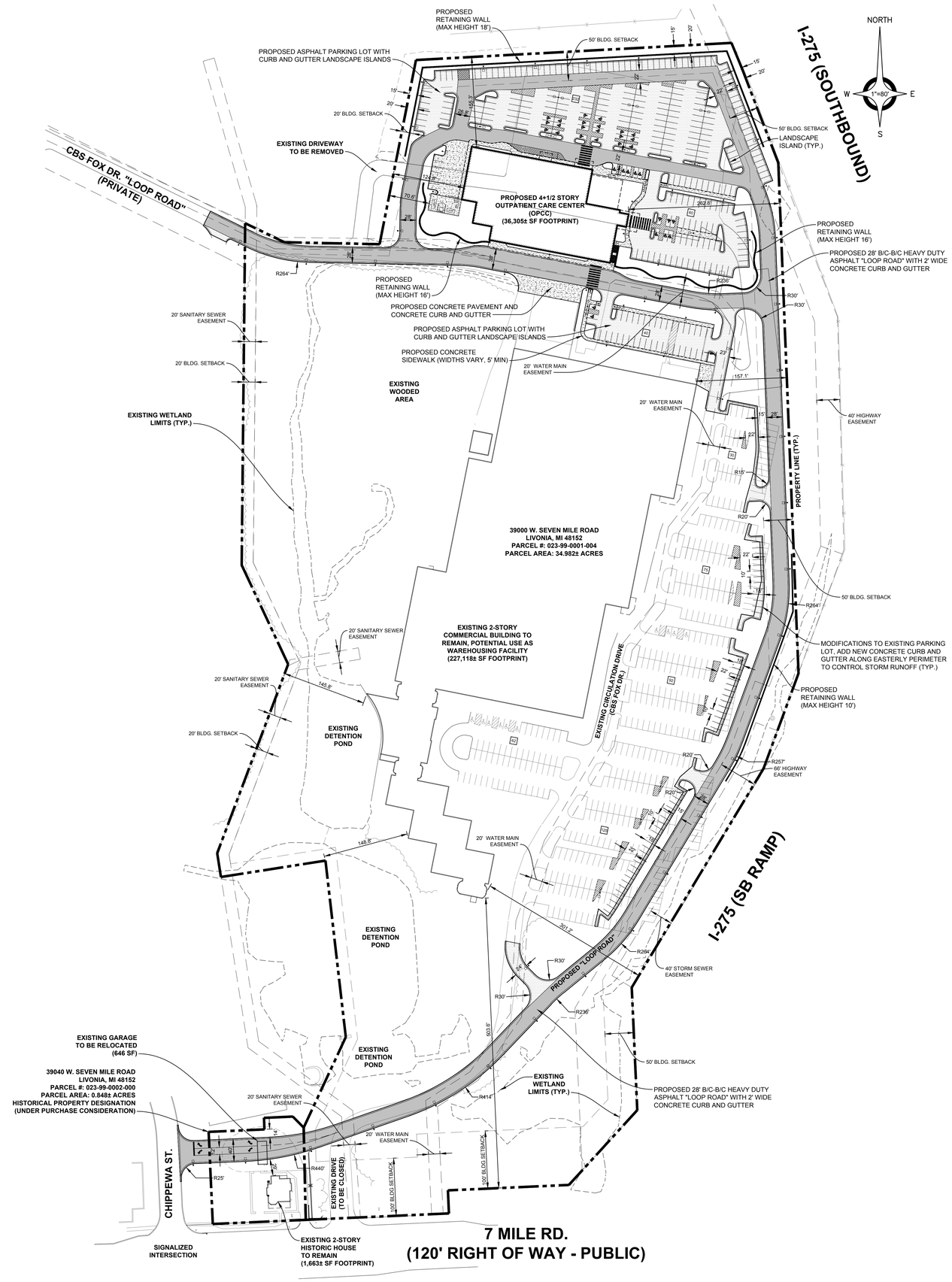
### LANDSCAPE

GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167


# SITE PLAN SUBMISSION

PROJECT NO. 22398

**11 JANUARY 2019**




## OVERALL SITE PLAN

SCALE: 1"=80'

**GENERAL NOTES:**

1. **FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.**
2. **FOR DETAILED PROPOSED OPCC BUILDING DIMENSIONS AND PARKING LOT LAYOUT, SEE DRAWING C2.20.**
3. **SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SEE LANDSCAPE PLANS FOR GENERAL LOCATION OF SIGNS.**
4. **STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING**
5. **APPROXIMATE WETLAND IMPACT OF 6,000 SF. COORDINATION AND APPROVAL FROM MDEQ WILL BE REQUIRED**

**PARKING CALCULATIONS:**

Parking Need by Anticipated Program Demand

| | Clinical GSF | Physician Office GSF | Building Support & Amenity GSF | Building GSF |
|---|---|---|---|---|
| Level 00 | 18,000 | - | 3,222 | 21,222 |
| Level 01 | 25,865 | - | 10,439 | 36,304 |
| Level 02 | 12,342 | 17,437 | 4,932 | 34,711 |
| Level 03 | - | 29,779 | 4,932 | 34,711 |
| Level 04 | - | 29,779 | 4,932 | 34,711 |
| | 56,207 | 76,995 | 28,457 | 161,659 |
| Parking Forecast for OPCC | 233 | 295 | 17 | 545 |
| Parking Need for Existing Warehouse Staff | | | | 70 |
| **Total Anticipated Parking Need** | | | | **615** |
| **Total Development Parking Available** | | | | **716** |

Parking Need by Ordinance

| | Clinical | Physician Office | Building Support & Amenity | |
|---|---|---|---|---|
| Gross Floor Area (SF) | 56,207 | 76,995 | 28,457 | |
| Usable Floor Area (0.8 Usable Ratio) (SF) | 44,966 | 61,596 | 22,766 | |
| Ordinance Parking Requirement | 1:110 | 1:200 | Staff Total | |
| Total Parking by Ordinance | 409 | 308 | 17 | 734 |
| Total Development Parking Available | | | | 716 |

Handicap Parking Needs by Anticipated Program Demand

| | | Demand Ratio | Demand |
|---|---|---|---|
| Clincal Spaces | 233 | 10% | 24 |
| Office & General | 295 | per Table | 8 |
| | | Total: | 32 |
| | | Provided: | 35 |

**NOTE:**
**PER ORDINANCE REQUIREMENTS, A PARKING VARIANCE IS REQUIRED BASED ON THE PROPOSED TOTAL OF 716 PARKING SPACES**

0 40 80 160

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0496-0041

DATE 01/11/19

ISSUE

SHEET TITLE
**Overall Site Plan**

SHEET NO.
**C2.10**

PLOT DATE: 1/10/2019 8:36:10 PM
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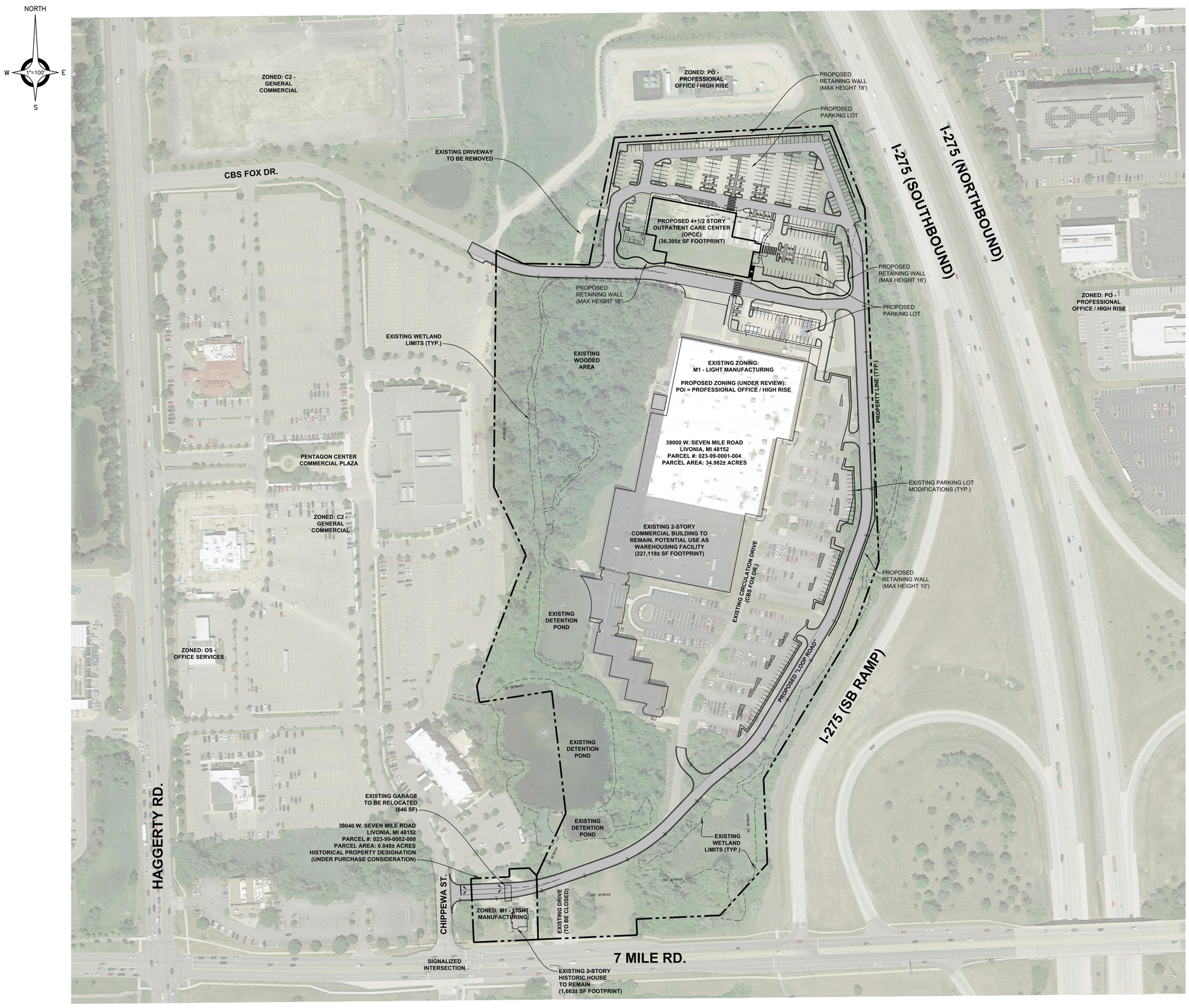


## GENERAL / ZONING PLAN

SCALE: 1"=100'


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.,
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 AEW PROJECT NUMBER 0496-0041

DATE 01/11/19

ISSUE

CIVIL DRAWINGS (AEW)

STATE OF MICHIGAN
JULI SALA
ENGINEER
No. 62165
LICENSED PROFESSIONAL ENGINEER

SHEET TITLE
**General / Zoning Plan**

SHEET NO.
**C1.10**

0 50 100 200

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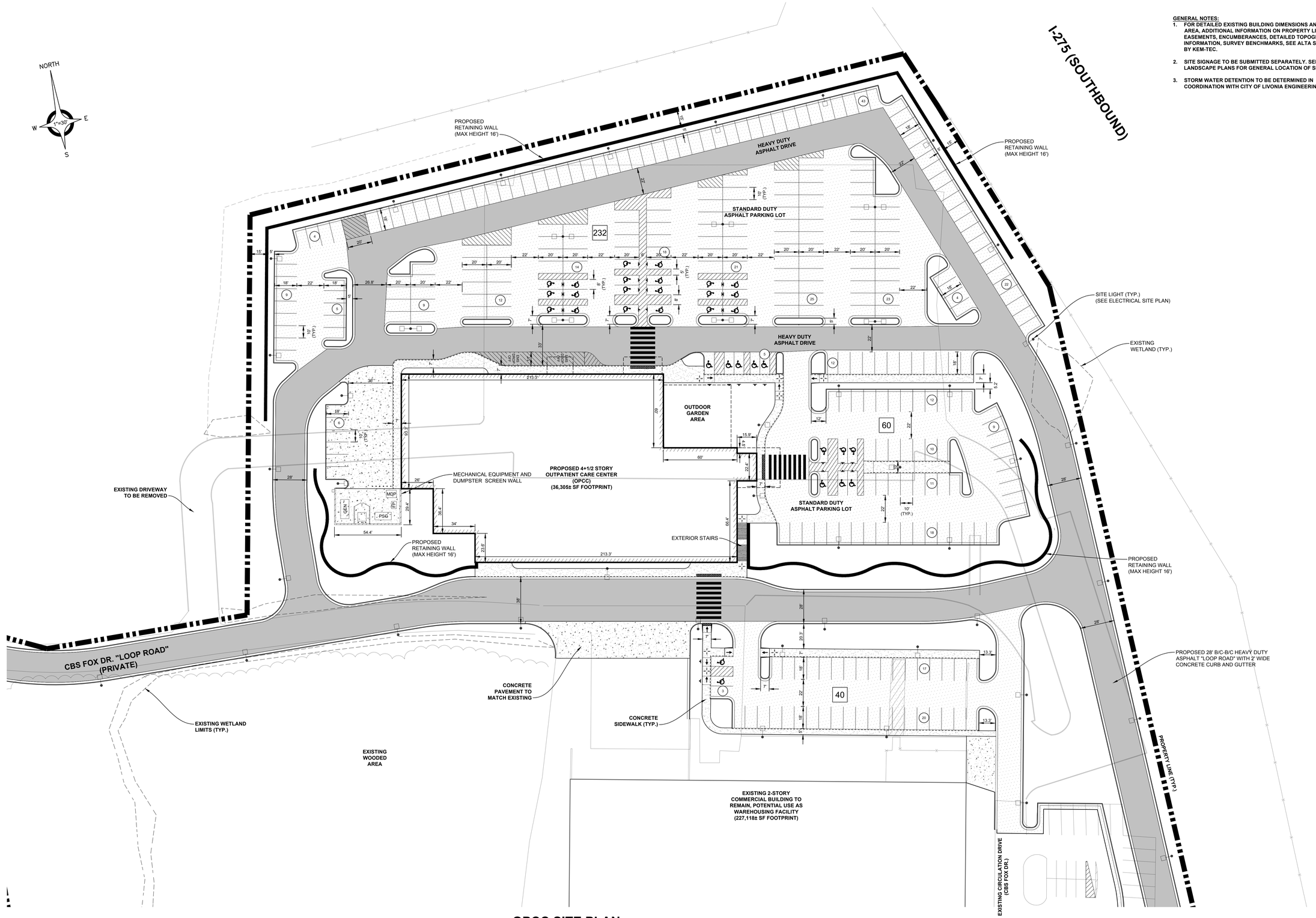


## OPCC SITE PLAN

SCALE: 1"=30'

**GENERAL NOTES:**

1. FOR DETAILED EXISTING BUILDING DIMENSIONS AND AREA, ADDITIONAL INFORMATION ON PROPERTY LIMITS, EASEMENTS, ENCUMBERANCES, DETAILED TOPOGRAPHIC INFORMATION, SURVEY BENCHMARKS, SEE ALTA SURVEY BY KEM-TEC.
2. SITE SIGNAGE TO BE SUBMITTED SEPARATELY. SEE LANDSCAPE PLANS FOR GENERAL LOCATION OF SIGNS.
3. STORM WATER DETENTION TO BE DETERMINED IN COORDINATION WITH CITY OF LIVONIA ENGINEERING

HKS


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

REVISION

| | | |
|---|---|---|
| 1 | Site Plan Approval | 01-11-209 |

HKS PROJECT NUMBER 22398.001 | AEW PROJECT NUMBER 0496-0041

DATE
01/11/19

ISSUE

SHEET TITLE
**OPCC Site Plan**

SHEET NO.
**C2.20**

0 15 30 60

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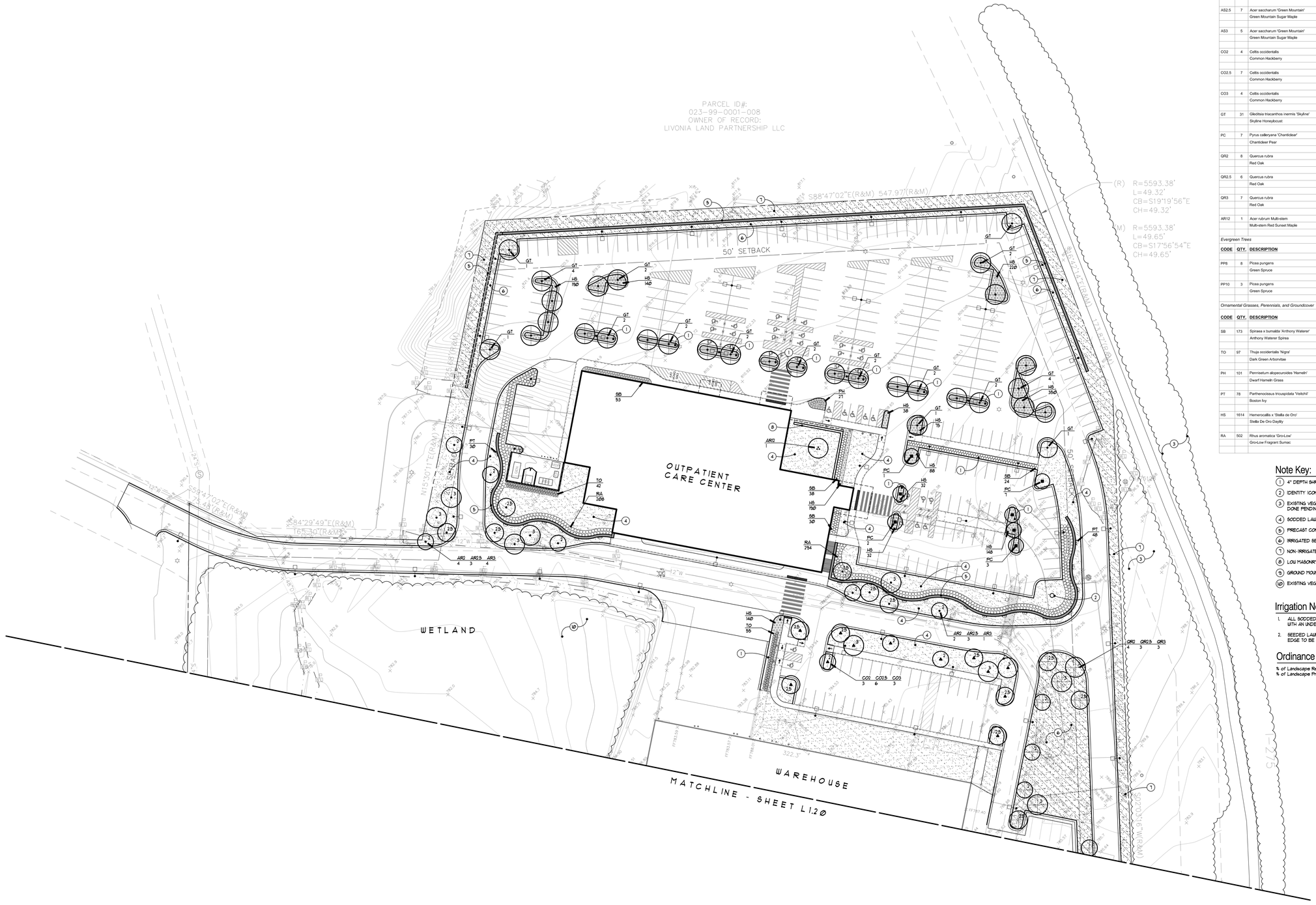
PARCEL ID#:
023-99-0001-008
OWNER OF RECORD:
LIVONIA LAND PARTNERSHIP LLC
50' SETBACK
OUTPATIENT CARE CENTER
WETLAND
WAREHOUSE
MATCHLINE - SHEET L1.2Ø
(R) R=5593.38' L=49.32' CB=S19°19'56"E CH=49.32'
(M) R=5593.38' L=49.65' CB=S17°56'54"E CH=49.65'
S88°47'02"E(R&M) 547.97(R&M)
S64°29'49"E(R&M) 165.30(R&M)
N15°30'11"E(R&M)
S25°13'10"W
S64°47'02"E(R&M) 175.43(R&M)
N25°13'10"E
S25°13'10"W
N64°47'02"W
S64°47'02"E

## Note Key:

1. 4" DEPTH SHREDDED BARK MULCH, TYP.
2. IDENTITY ICON (BY OTHERS)
3. EXISTING VEGETATION - SELECTIVE THINNING AND REMOVAL TO BE DONE PENDING MDOT APPROVAL
4. SODDED LAUN ON 4" DEPTH TOPSOIL, TYP.
5. PRECAST CONCRETE BLOCK RETAINING WALL, TYP. (BY OTHERS)
6. IRRIGATED SEEDED LAUN ON 4" DEPTH TOPSOIL, TYP.
7. NON-IRRIGATED SEEDED LAUN ON 4" DEPTH TOPSOIL, TYP.
8. LOU MASONRY GARDEN WALL
9. GROUND MOUNTED IDENTITY SIGN, BY OTHERS
10. EXISTING VEGETATION TO REMAIN, TYP.

## Irrigation Notes:

1. ALL SODDED LAUN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAUN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

0' 20' 40' 80'
SCALE: 1"=40'

NORTH

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PLOT DATE:
1/22/2018 1:27:23 PM TEMPLATE VERSION: 3.0.0.20170823

HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

STATE OF MICHIGAN
PAUL R. ANDRIESE
LANDSCAPE ARCHITECT
No. 1013
REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |

HKS PROJECT NUMBER: 22398.001
GMA PROJECT NUMBER: H40-183.001

DATE: 01/11/19

ISSUE: SITE PLAN SUBMISSION

SHEET TITLE: Landscape Plan

SHEET NO.: L1.20

## Note Key:

1. 4" DEPTH SHREDDED BARK MULCH, TYP.
2. IDENTITY ICON (BY OTHERS)
3. EXISTING VEGETATION - SELECTIVE THINNING AND REMOVAL TO BE DONE PENDING MDOT APPROVAL
4. SODDED LAWN ON 4" DEPTH TOPSOIL, TYP.
5. PRECAST CONCRETE BLOCK RETAINING WALL, TYP. (BY OTHERS)
6. IRRIGATED SEEDED LAWN ON 4" DEPTH TOPSOIL, TYP.
7. NON-IRRIGATED SEEDED LAWN ON 4" DEPTH TOPSOIL, TYP.
8. LOW MASONRY GARDEN WALL
9. GROUND MOUNTED IDENTITY SIGN, BY OTHERS
10. EXISTING VEGETATION TO REMAIN, TYP.

## Irrigation Notes:

1. ALL SODDED LAWN AND PLANT BEDS TO BE IRRIGATED WITH AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.
2. SEEDED LAWN BETWEEN THE NEW ROAD AND PARKING LOT EDGE TO BE IRRIGATED AS NOTED.

SCALE: 1"=40'

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK, INC.
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

PAUL R. ANDRIESE LANDSCAPE ARCHITECT No. 1013 STATE OF MICHIGAN REGISTERED LANDSCAPE ARCHITECT

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|
| 1 | Site Plan Submittal | 01-11-19 |

HKS PROJECT NUMBER: **22398.001**
GMA PROJECT NUMBER: **H40-183.001**

DATE
**01/11/19**

ISSUE
**SITE PLAN SUBMISSION**

SHEET TITLE
**Landscape Plan**

SHEET NO.
**L1.30**

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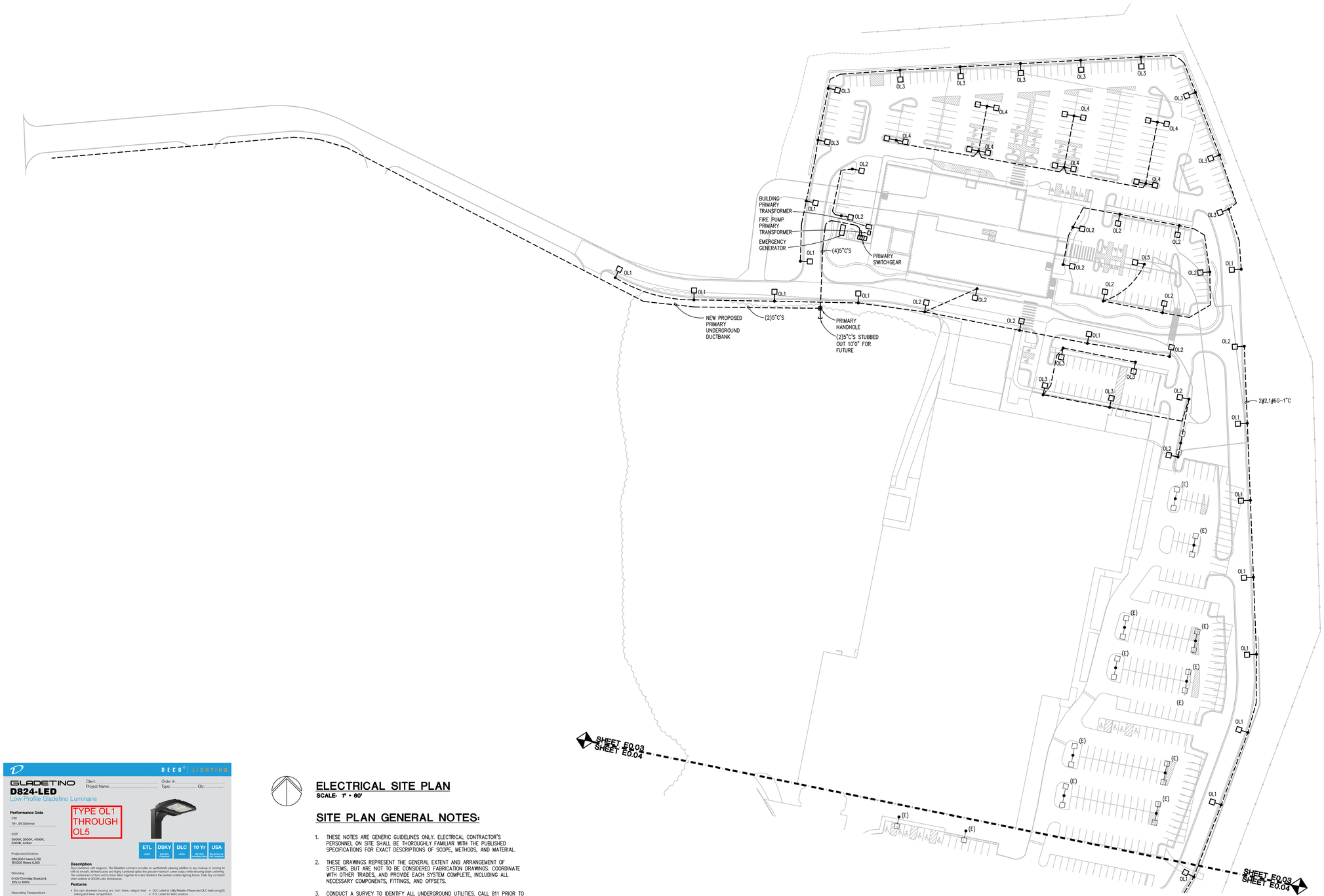


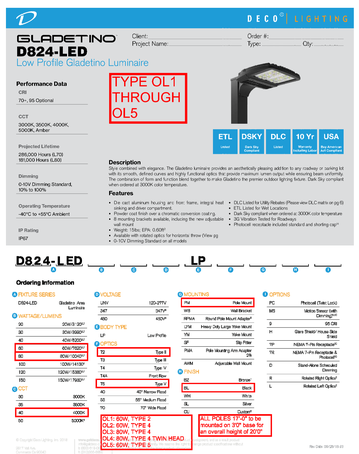


## ELECTRICAL SITE PLAN

SCALE: 1" - 60'

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
2. THESE DRAWINGS REPRESENT THE GENERAL EXTENT AND ARRANGEMENT OF SYSTEMS, BUT ARE NOT TO BE CONSIDERED FABRICATION DRAWINGS. COORDINATE WITH OTHER TRADES, AND PROVIDE EACH SYSTEM COMPLETE, INCLUDING ALL NECESSARY COMPONENTS, FITTINGS, AND OFFSETS.
3. CONDUCT A SURVEY TO IDENTIFY ALL UNDERGROUND UTILITIES. CALL 811 PRIOR TO EXCAVATION.
4. UTILITIES SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ALL EXISTING UTILITIES, AND ROUTING OF ALL NEW UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
5. DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
12. EXCAVATE THE ENTIRE LENGTH OF TRENCH TO PROPERLY SET DUCT ELEVATIONS.


HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
HKS Project No. 2018.0366

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

**OWNER'S CONSULTANT**
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

**INTERIM REVIEW ONLY**
These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.
Architect: XXXXXX
Arch. Reg. No.: XXXX
Date: XX/XX/XXXX

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELECTRICAL SITE PLAN**
SHEET NO.
**E0.03**

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

Not For Construction

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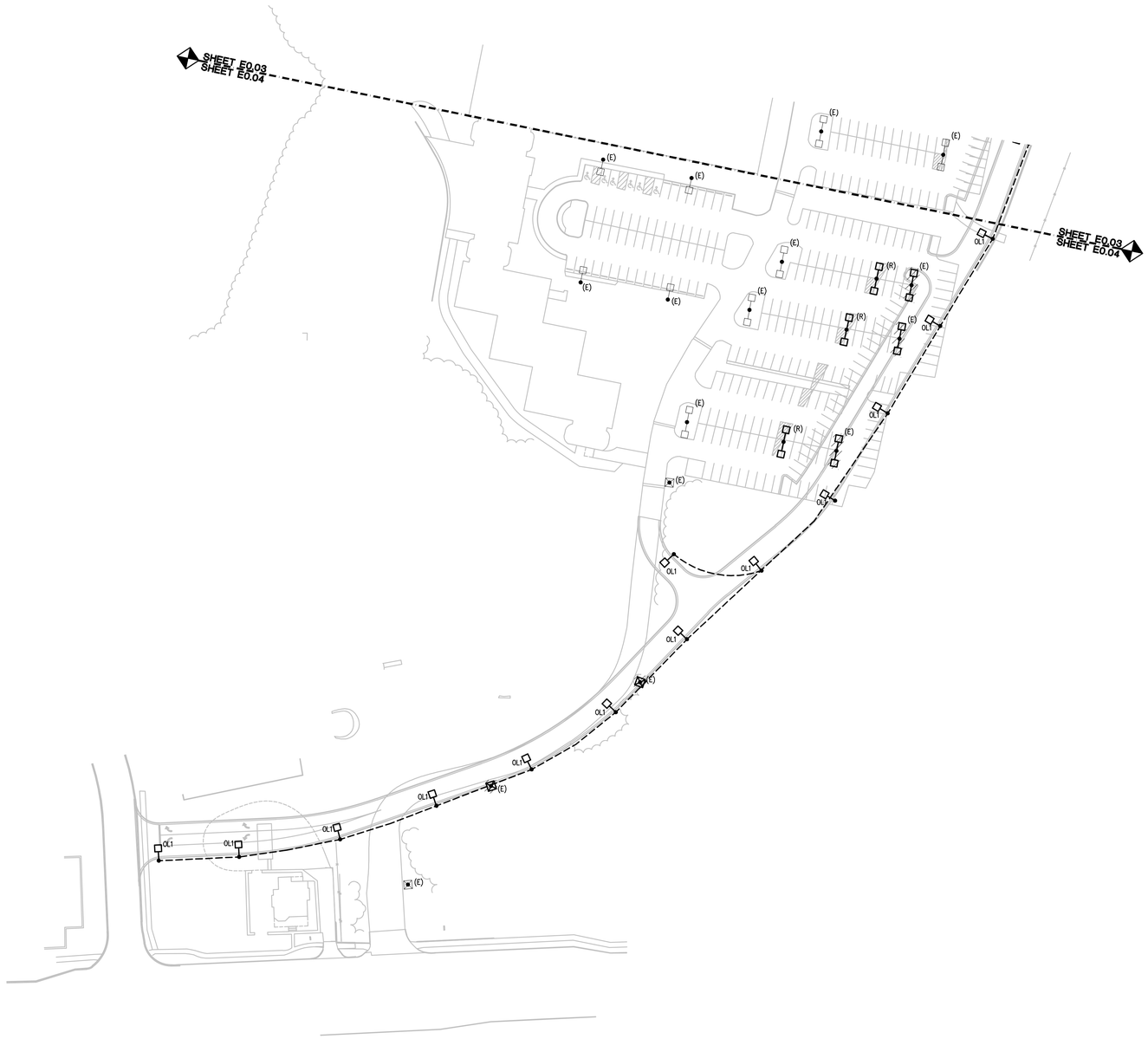
C:\2018\2018-0366-00\CAD\2018-0366-E0-SPN.dwg, E0.03, 1/4/2019 9:43:28 AM, Eric C. Desko, Peter Basso Associates Inc.

THE FOLLOWING DIMENSION EQUALS ONE INCH WHEN PRINTED TO SCALE. 1"




## ELECTRICAL SITE PLAN
SCALE: 1" = 60'

## SITE PLAN GENERAL NOTES:

1. THESE NOTES ARE GENERIC GUIDELINES ONLY. ELECTRICAL CONTRACTOR'S PERSONNEL ON SITE SHALL BE THOROUGHLY FAMILIAR WITH THE PUBLISHED SPECIFICATIONS FOR EXACT DESCRIPTIONS OF SCOPE, METHODS, AND MATERIAL.
2. THESE DRAWINGS REPRESENT THE GENERAL EXTENT AND ARRANGEMENT OF SYSTEMS, BUT ARE NOT TO BE CONSIDERED FABRICATION DRAWINGS. COORDINATE WITH OTHER TRADES, AND PROVIDE EACH SYSTEM COMPLETE, INCLUDING ALL NECESSARY COMPONENTS, FITTINGS, AND OFFSETS.
3. CONDUCT A SURVEY TO IDENTIFY ALL UNDERGROUND UTILITIES. CALL 811 PRIOR TO EXCAVATION.
4. UTILITIES SHOWN ON THESE DRAWINGS ARE FOR REFERENCE ONLY. COORDINATE EXACT LOCATION OF ALL EXISTING UTILITIES, AND ROUTING OF ALL NEW UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
5. DEWATER TRENCHES PRIOR TO INSTALLATION OF CONDUITS. PROVIDE WATER TIGHT FITTINGS ON ALL UNDERGROUND CONDUITS.
6. COORDINATE DEMOLITION WORK, AND ELECTRICAL AND TELEPHONE SERVICES TO THE SITE, WITH THE RESPECTIVE LOCAL UTILITY COMPANY REPRESENTATIVES PRIOR TO COMMENCEMENT OF WORK. INCLUDE ALL ASSOCIATED COST/FEES BY THE UTILITY COMPANIES IN THE BID PRICE.
7. INSTALL UNDERGROUND CONDUITS 42" BELOW FINISHED GRADE, MINIMUM, UNLESS NOTED OTHERWISE.
8. COORDINATE SERVICE SHUT-DOWNS WITH ALL TRADES INVOLVED ON SITE AND OBTAIN WRITTEN AUTHORIZATION FROM OWNER 72 HOURS PRIOR TO ANY ELECTRICAL AND/OR TELEPHONE SHUT-DOWN.
9. REMOVE ALL DE-ENERGIZED CONDUCTORS FROM SITE AT COMPLETION OF THE PROJECT.
10. OUTDOOR LIGHTING BRANCH CIRCUIT WIRING SHALL BE MINIMUM #6 AWG CONDUCTORS (XHHW-2), IN MINIMUM 1" DIA. CONDUIT, UNLESS NOTED OTHERWISE.
11. SPARE CONDUITS SHALL INCLUDE PULL STRING AND SHALL BE TERMINATED WITH A CAP.
12. EXCAVATE THE ENTIRE LENGTH OF TRENCH TO PROPERLY SET DUCT ELEVATIONS.


HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

STRUCTURAL
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

CIVIL ENGINEER
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

LANDSCAPE
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

INTERIORS
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

OWNER'S CONSULTANT
XXXXXXXXXXXXXXX
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XXXXXXXXXXXXXXX

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Date: XX/XX/XXXX

REVISION NO. | DESCRIPTION | DATE

HKS PROJECT NUMBER
22398.001
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
ELECTRICAL SITE PLAN

SHEET NO.
E0.04

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

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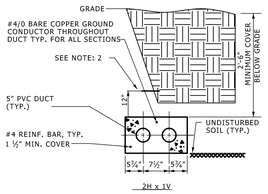


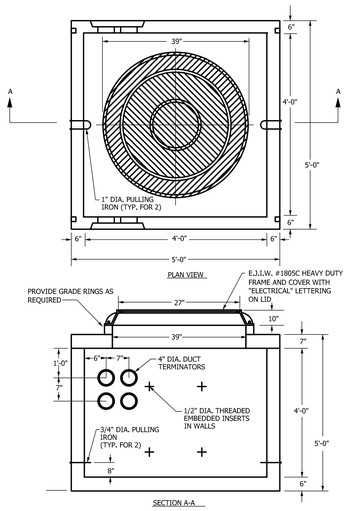

NOTES:

H - NUMBER OF DUCTS IN HORIZONTAL PLANE.
V - NUMBER OF DUCTS IN VERTICAL PLANE.

1. IF 2'-6" MINIMUM COVER CAN NOT BE MAINTAINED, 2" OF ADDITIONAL CONCRETE COVER MUST BE ADDED TO THE DUCT BANK WHEN COVER IS BETWEEN 2'-0" AND 2'-5" AND 4" OF CONCRETE WHEN BETWEEN 1'-6" AND 1'-11".
2. DUCT BANKS SHALL BE MARKED WITH A 6" WIDE RED PLASTIC MARKER STRIP LABELED TO INDICATE "HIGH VOLTAGE" AND PLACED IN THE BACKFILL APPROXIMATELY 12" ABOVE THE ENTIRE LENGTH OF THE DUCT BANK.
3. ALL POWER DUCT BANKS HAVE #4/0 BARE COPPER GROUND CABLE, AND #4 REINFORCING BARS.
4. USE DUCT SPACERS TO HOLD DUCTS IN PLACE. NOTED SPACINGS ARE MINIMUMS. USE PRODUCTS FROM CARLON, CANTEX, OR STERLING. (TIE TOGETHER USING NON-FERROUS WIRE).

## CONCRETE ENCASED DUCT BANK DETAIL

**NO SCALE**




CONCRETE: 5000 P.S.I. @ 28 DAYS

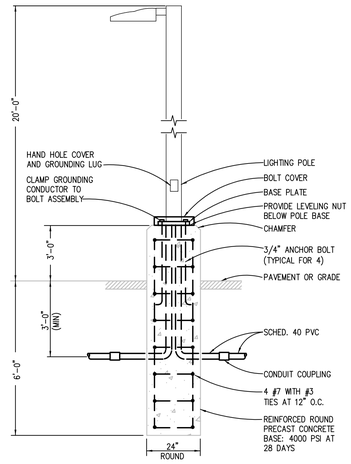
REINF: HS-20 HIGHWAY LOADING
GRADE 60 REBAR
SPREAD BARS @ ALL OPENINGS

GENERAL NOTES:

1. SEE DUCT PLAN DRAWING SHOWING PLANNED AND FUTURE DUCT ENTRANCES, ON CURRENTLY PLANNED DUCTS , PROVIDE TERMINATORS AT LOCATIONS SHOWN, TERMINATOR LOCATIONS SHOWN IN DETAIL ARE EXAMPLES. FOR FUTURE DUCT RUNS PROVIDE KNOCKOUTS SIZED AND LOCATED AS NOTED.

## 4' x 4' x 4' PRE-CAST HANDHOLE

NO SCALE




## LIGHTING POLE BASE DETAIL

**NO SCALE**

NOTE:

PROVIDE PRECAST CONCRETE BASE AS MANUFACTURED BY NORTHERN CONCRETE PIPE, INC. OR APPROVED EQUAL.

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HKS

**ARCHITECT**
HKS ARCHITECTS, P.C.
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP ENGINEER**
PETER BASSO ASSOCIATES
5145 LIVERNOIS, SUITE 100
TROY, MI 48098
PBA Project No. 2018.0366

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
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300 E CADY ST
NORTHVILLE, MI 48167

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HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
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# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA

**OWNER'S CONSULTANT**
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

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Architect: XXXXXX
Arch. Reg. No.: XXXX
Date: XX/XX/XXXX

REVISION NO | DESCRIPTION | DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELECTRICAL DETAILS AND DIAGRAMS**

SHEET NO.
**E7.01**

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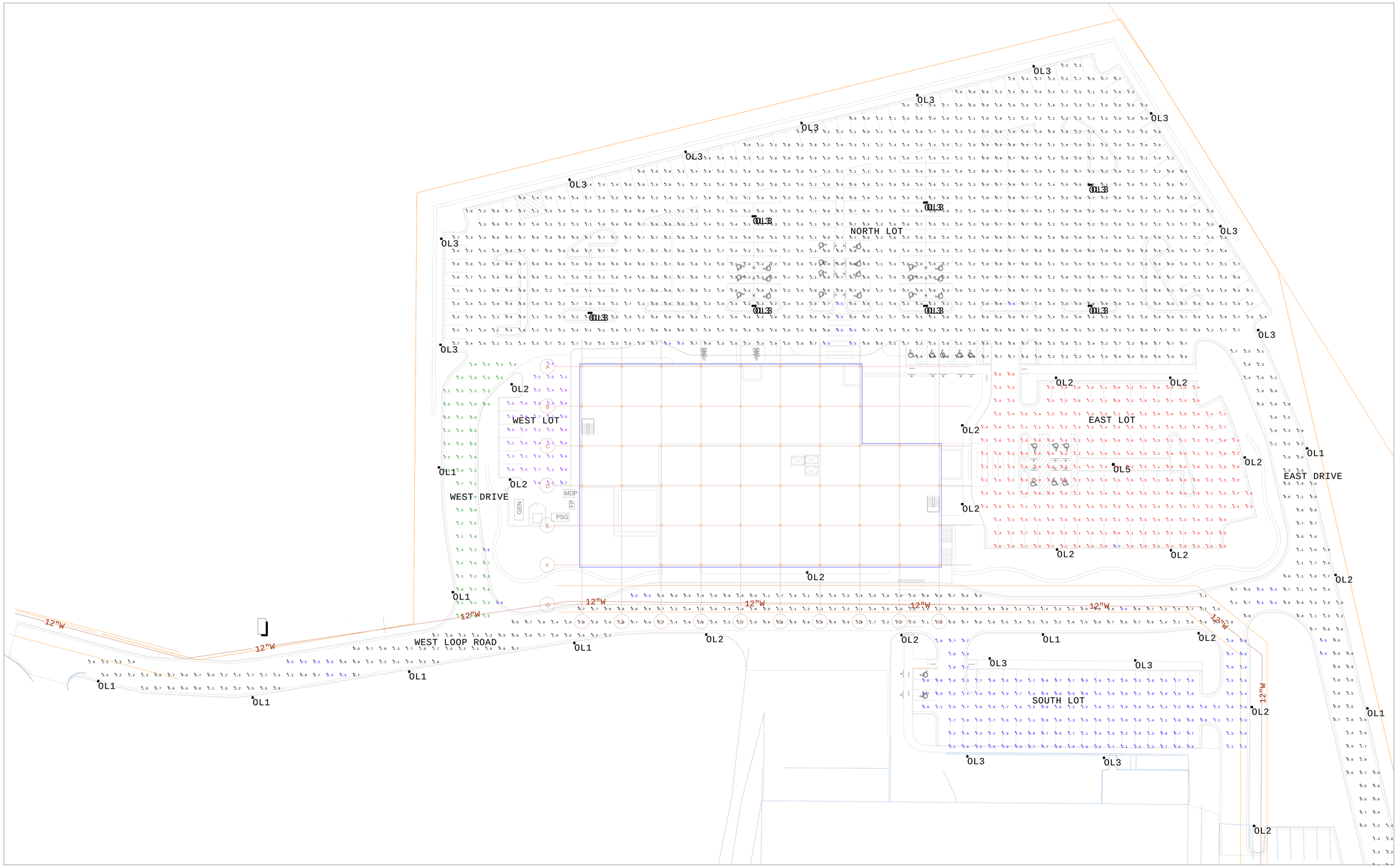



Scale: 1 inch= 30 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 27 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
| | 16 | OL2 | N.A. | 1 | 7161 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T4 |
| | 28 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
| | 1 | OL5 | N.A. | 1 | 7683 | 0.920 | 56 | D824-LED-60-50-UNV-LP-T5 |

| Calculation Summary | | | | | |
|---|---|---|---|---|---|
| Label | Units | Avg | Max | Min | Max/Min |
| east drive | Fc | 1.36 | 3.7 | 0.5 | 7.40 |
| east lot | Fc | 1.50 | 3.1 | 0.7 | 4.43 |
| north lot | Fc | 1.70 | 6.7 | 0.5 | 13.40 |
| south loop road | Fc | 1.34 | 3.7 | 0.5 | 7.40 |
| south lot | Fc | 1.59 | 3.7 | 0.6 | 6.17 |
| west drive | Fc | 1.65 | 3.8 | 0.6 | 6.33 |
| west loop road | Fc | 1.36 | 3.5 | 0.5 | 7.00 |
| west lot | Fc | 1.39 | 2.6 | 0.7 | 3.71 |

REVISION
*SITE PLAN APPROVAL* *01-11-2019*

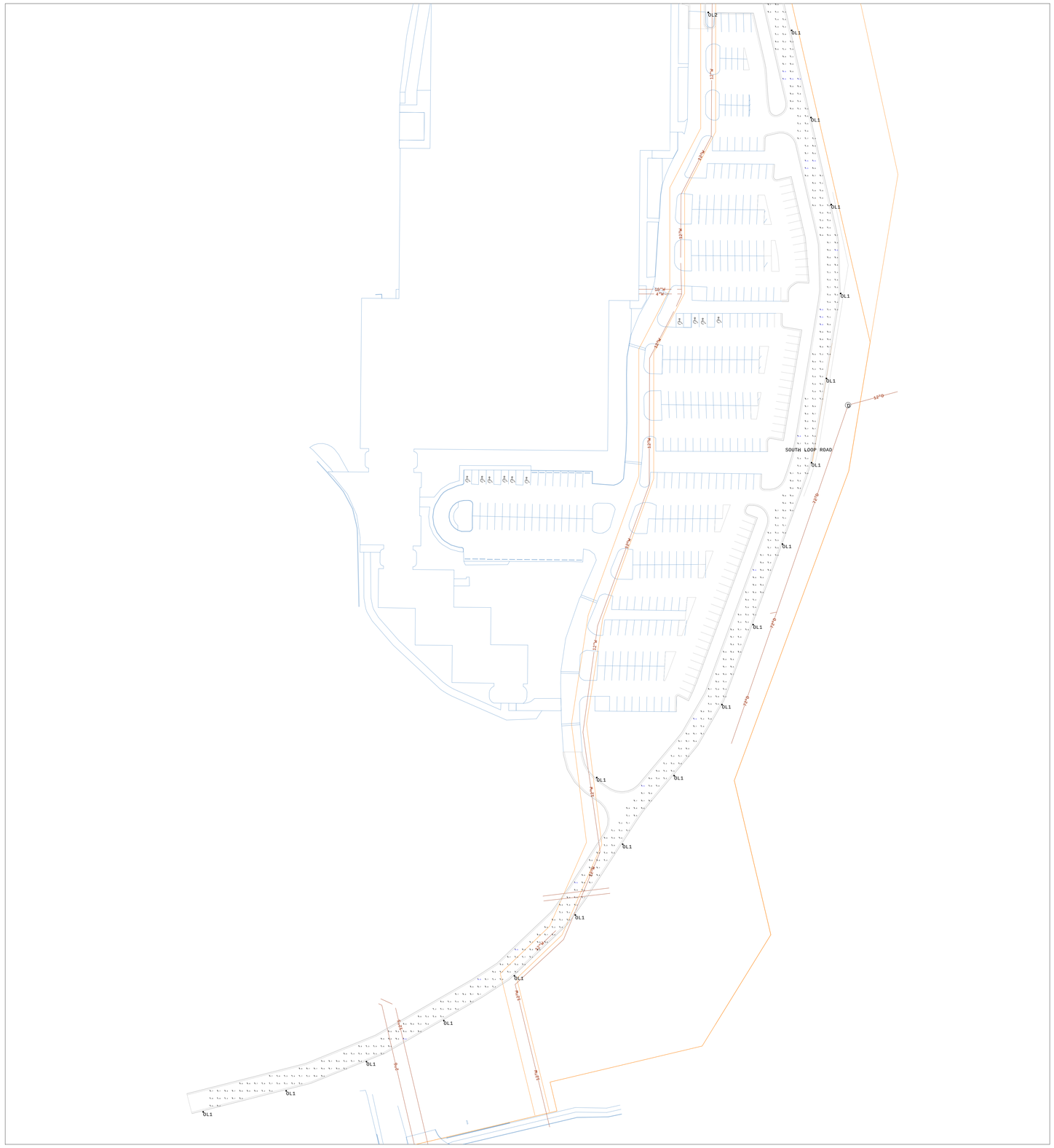
5145 Livernois, Suite 100
Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

PROJECT TITLE
18TH STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - NORTH

DATE
01-11-2019
ISSUE
XXX
SHEET No.
P2.01




Scale: 1 inch= 60 Ft.

| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Lumens/Lamp | No. Lamps | Lum. Lumens | LLF | Lum. Watts | Description |
| | 27 | OL1 | N.A. | 1 | 7216 | 0.920 | 56.25 | D824-LED-60-50-UNV-LP-T2 |
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| | 28 | OL3 | N.A. | 1 | 9485 | 0.920 | 74.5 | D824-LED-80-50-UNV-LP-T4 |
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| Calculation Summary | | | | | |
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| Label | Units | Avg | Max | Min | Max/Min |
| east drive | Fc | 1.36 | 3.7 | 0.5 | 7.40 |
| east lot | Fc | 1.50 | 3.1 | 0.7 | 4.43 |
| north lot | Fc | 1.70 | 6.7 | 0.5 | 13.40 |
| south loop road | Fc | 1.34 | 3.7 | 0.5 | 7.40 |
| south lot | Fc | 1.59 | 3.7 | 0.6 | 6.17 |
| west drive | Fc | 1.65 | 3.8 | 0.6 | 6.33 |
| west loop road | Fc | 1.36 | 3.5 | 0.5 | 7.00 |
| west lot | Fc | 1.39 | 2.6 | 0.7 | 3.71 |

REVISION
*SITE PLAN APPROVAL* *01-11-2019*

5145 Livernois, Suite 100
Troy, Michigan 48098-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

Peter Basso Associates Inc
CONSULTING ENGINEERS

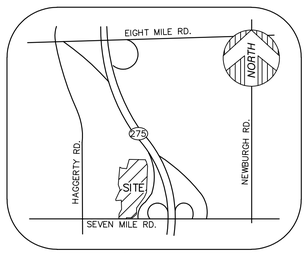
PROJECT TITLE
18th STREET DEVELOPMENT
OUTPATIENT CARE CENTER
LIVONIA

SHEET TITLE
SITE LIGHTING
CALCULATIONS - SOUTH

DATE
01-11-2019
ISSUE
XXX
SHEET No.
P2.02

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## PARKING

HANDICAP PARKING = 10 STALLS
STANDARD PARKING = 437 STALLS

## PARCEL AREA

1,523,804± SQUARE FEET = 34.982± ACRES

## BASIS OF BEARING

SOUTH 88°14'49" EAST, AS SHOWN AND/OR DESCRIBED AS THE SOUTH LINE OF SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD

## FLOOD NOTE

SUBJECT PARCEL LIES WITHIN:

OTHER AREA (ZONE X): AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

AS SHOWN ON FLOOD INSURANCE RATE MAP: MAP NUMBER 26163C0045E, COMMUNITY – PANEL NUMBER (260669) (0045) (E), DATED FEBRUARY 2, 2012, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

## SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. THERE IS NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING CONDITIONS, EXCEPT AS NOTED HEREON.

3. THE SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

4. THERE ARE NO OBSERVED DELINEATED WETLANDS ON SITE.

5. THERE IS NO DIRECT VEHICULAR ACCESS TO I–275.

## ZONING REGULATIONS

M–1: LIGHT MANUFACTURING

MAXIMUM BUILDING HEIGHT: 50 FEET

REQUIRED SETBACK MINIMUM DIMENSIONS:
FRONT YARD: 100 FEET
INTERIOR SIDE YARDS: 20 FEET
SIDE YARD ABUTTING STREET: 50 FEET
REAR YARD: 50 FEET

NOTE: ALL ZONING INFORMATION IS TAKEN FROM THE CITY OF LIVONIA WEBSITE. ALL ZONING INFORMATION MUST BE VERIFIED FOR COMPLETENESS WITH CURRENT ZONING REGULATIONS.

## POSSIBLE ENCROACHMENTS

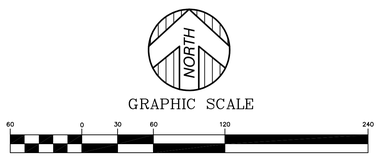
POND CROSSES WESTERN PROPERTY LINE AS SHOWN.

ASPHALT DRIVEWAY CROSSES NORTHERN AND WESTERN PROPERTY LINES AS SHOWN.

ASPHALT PARKING CROSSES INTO HIGHWAY EASEMENT AT NORTHEASTERN PROPERTY CORNER.

## LEGEND

| | |
|---|---|
| ◒ | FOUND SECTION CORNER (AS NOTED) |
| (R&M) | RECORD AND MEASURED DIMENSION |
| (R) | RECORD DIMENSION |
| (M) | MEASURED DIMENSION |
| Ⓔ | ELECTRIC MANHOLE |
| △ | TRANSFORMER |
| ○ | UTILITY POLE |
| ○ | GAS LINE MARKER |
| Ⓣ | TELEPHONE MANHOLE |
| Ⓢ | SANITARY MANHOLE |
| ⊕ | ROUND CATCH BASIN |
| ● | DRAIN |
| Ⓓ | STORM DRAIN MANHOLE |
| | FIRE HYDRANT |
| | FIRE DEPARTMENT CONNECTION |
| ⋈ | POST INDICATOR VALVE |
| Ⓦ | WATER GATE MANHOLE |
| ⋈ | WATER VALVE |
| • | BOLLARD |
| • | FLAGPOLE |
| ☼ | LIGHTPOST/LAMP POST |
| | SINGLE POST SIGN |
| | DOUBLE POST SIGN |
| | HANDICAP PARKING |
| | WETLAND FLAG |
| | PARCEL BOUNDARY LINE |
| | SECTION LINE |
| | EASEMENT (AS NOTED) |
| | RIGHT–OF–WAY |
| | BUILDING |
| | BUILDING OVERHANG |
| | BUILDING HATCH |
| | CONCRETE CURB |
| | PARKING |
| | EDGE OF CONCRETE (CONC.) |
| | EDGE OF ASPHALT (ASPH.) |
| | EDGE OF BRICK |
| | EDGE OF GRAVEL |
| x | FENCE (AS NOTED) |
| | WALL (AS NOTED) |
| | OVERHEAD UTILITY LINE |
| G | GAS LINE |
| S | SANITARY LINE |
| D | STORM LINE |
| W | WATER LINE |
| | MATCHLINE |




## PROPERTY DESCRIPTION

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:
CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN.

A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I–275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I–275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

## MANHOLE SCHEDULE

SANITARY SEWER MANHOLE (SMH#10050)
RIM=772.84'
12"CONC, S, 759.14' INV.
12"CONC, NW, 759.09' INV.

SQUARE CATCH BASIN (CB#10170)
RIM=778.36'

STORM SEWER MANHOLE (SDM#10180)
RIM=772.83'
12"CONC, E, 769.23' INV.
6"CLAY, E, 771.98' INV.
12"CONC, S, 770.98' INV.
12"CONC, W, 769.33' INV.
6"CLAY, W, 771.98' INV.
12"CONC, NW, 770.63' INV.

SQUARE CATCH BASIN (CB#10187)
RIM=776.70'
12"CONC, SE, 771.46' INV.

SANITARY SEWER MANHOLE (SMH#11122)
RIM=774.68'
12"CONC, E, 762.23' INV.
12"CONC, W, 762.18' INV.

SQUARE CATCH BASIN (CB#10212)
RIM=778.40'
12"CONC, S, 772.90' INV.

STORM SEWER MANHOLE (SDM#10213)
RIM=778.52'
12"CONC, N, 772.17' INV.
12"CONC, E, 771.67' INV.
15"CONC, S, 772.17' INV.

ROUND CATCH BASIN (CB#10305)
RIM=773.81'
4"PVC, N, 772.61' INV.
4"PVC, E, 772.61' INV.
4"PVC, S, 771.11' INV.

SANITARY SEWER MANHOLE (SMH#15368)
RIM=777.10'
24"CONC, N, 761.30' INV.
24"CONC, S, 761.45' INV.

SANITARY SEWER MANHOLE (SMH#15374)
RIM=786.32'
24"CONC, N, 762.02' INV.
24"CONC, S, 761.77' INV.
12"CONC, W, 772.62' INV.

ROUND CATCH BASIN (CB#75128)
RIM=795.71'

ROUND CATCH BASIN (CB#75232)
RIM=764.70'
CANNOT OPEN STRUCTURE

STORM SEWER MANHOLE (SDM#75958)
RIM=765.37'
12"CONC. CHANNEL, N, 754.71' INV.
12"CONC, E
72"CONC. CHANNEL, S, 754.71' INV.

STORM SEWER MANHOLE (SDM#75959)
RIM=765.80'
15"CONC, E, 759.30' INV.

## SITE BENCHMARKS

**SITE BENCHMARK #1**
ARROW ON HYDRANT AT NORTHEAST CORNER OF BUILDING.
ELEVATION = 788.60' (NAVD 88)

**SITE BENCHMARK #2**
ARROW ON HYDRANT AT CENTER AND EAST OF BUILDING.
ELEVATION = 788.18' (NAVD 88)

**SITE BENCHMARK #3**
ARROW ON HYDRANT AT SOUTHEAST CORNER OF BUILDING.
ELEVATION = 775.25' (NAVD 88)

## TITLE REPORT NOTE

ONLY THOSE EXCEPTIONS CONTAINED WITHIN THE SEAVER TITLE AGENCY FILE No. 82–16477972–SCM, DATED JUNE 8, 2016, AND RELISTED BELOW WERE CONSIDERED FOR THIS SURVEY. NO OTHER RECORDS RESEARCH WAS PERFORMED BY THE CERTIFYING SURVEYOR.

10. TERMS, CONDITIONS AND STIPULATIONS AS SET FORTH IN HIGHWAY EASEMENT RELEASE RECORDED IN LIBER 18458, PAGE 850, WAYNE COUNTY RECORDS. (AS SHOWN)

11. EASEMENT AGREEMENT AS TO ROADWAY RECORDED IN LIBER 23372, PAGE 938, WAYNE COUNTY RECORDS. (AS SHOWN)

12. GRANT OF EASEMENT AS TO WATER MAIN RECORDED IN LIBER 23477, PAGE 43, WAYNE COUNTY RECORDS. (AS SHOWN)

13. GRANT OF EASEMENT AS TO STORM SEWER AS RECORDED IN LIBER 23467, PAGE 312, WAYNE COUNTY RECORDS. (AS SHOWN)

14. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 111, WAYNE COUNTY RECORDS. (AS SHOWN)

15. GRANT OF EASEMENT AS TO SANITARY SEWER RECORDED IN LIBER 23346, PAGE 109, WAYNE COUNTY RECORDS. (AS SHOWN)

## SURVEYOR'S CERTIFICATION

TO ATA NATIONAL TITLE GROUP, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 3, 4, 6B, 7A, 7B1, 7C, 8, 9, 11, 13, 16, 17, 18, 19, 20 AND 21 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON (07/28/18).

DATE OF PLAT OR MAP: (07/30/18)

ANTHONY T. SYCKO, JR., P.S.
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 47976

STATE OF MICHIGAN
ANTHONY T. SYCKO, JR.
PROFESSIONAL SURVEYOR
NO. 47976
LICENSED PROFESSIONAL SURVEYOR

**REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS**
REVISED: JULY 30, 2018 – ADDED TOPO
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT

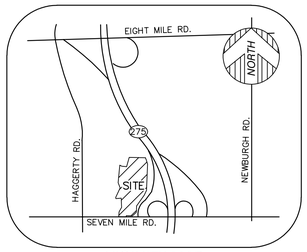

KEM-TEC & ASSOCIATES
PROFESSIONAL SURVEYORS – PROFESSIONAL ENGINEERS
22556 GRATIOT AVE * EASTPOINTE, MICHIGAN 48021
(586)772–2222 * (800)295–7222 * FAX (586)772–4048


CERTIFIED TO: SEAVER TITLE AGENCY LLC, 3900 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 1 OF 2 |
| DRAWN BY: DLD JL | REV.: DECEMBER 05, 2018 |

# ALTA/NSPS LAND TITLE SURVEY

39000 W. SEVEN MILE ROAD, LIVONIA, WAYNE COUNTY, MICHIGAN




VICINITY MAP
(NOT TO SCALE)

## LEGEND

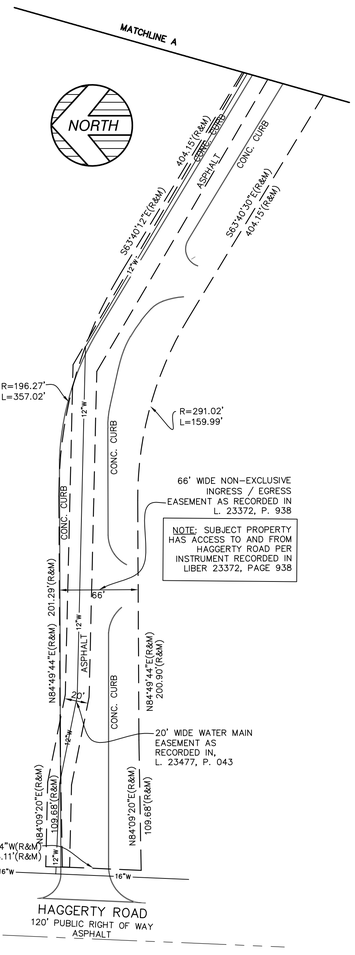
| | | | |
|---|---|---|---|
| ● | FOUND SECTION CORNER (AS NOTED) | WB | WETLAND FLAG |
| (R&M) | RECORD AND MEASURED DIMENSION | | PARCEL BOUNDARY LINE |
| (R) | RECORD DIMENSION | | SECTION LINE |
| (M) | MEASURED DIMENSION | | EASEMENT (AS NOTED) |
| (E) | ELECTRIC MANHOLE | | RIGHT–OF–WAY |
| △ | TRANSFORMER | | BUILDING |
| ○ | UTILITY POLE | | BUILDING OVERHANG |
| ○ | GAS LINE MARKER | | BUILDING HATCH |
| (T) | TELEPHONE MANHOLE | | CONCRETE CURB |
| (S) | SANITARY MANHOLE | | PARKING |
| ⊕ | ROUND CATCH BASIN | | EDGE OF CONCRETE (CONC.) |
| ● | DRAIN | | EDGE OF ASPHALT (ASPH.) |
| (D) | STORM DRAIN MANHOLE | | EDGE OF BRICK |
| | FIRE HYDRANT | | EDGE OF GRAVEL |
| FDC | FIRE DEPARTMENT CONNECTION | x | FENCE (AS NOTED) |
| ⊠ | POST INDICATOR VALVE | | WALL (AS NOTED) |
| WG | WATER GATE MANHOLE | | OVERHEAD UTILITY LINE |
| ⊠ | WATER VALVE | G | GAS LINE |
| • | BOLLARD | S | SANITARY LINE |
| • | FLAGPOLE | D | STORM LINE |
| ☼ | LIGHTPOST/LAMP POST | W | WATER LINE |
| ┤ | SINGLE POST SIGN | | MATCHLINE |
| ┤┤ | DOUBLE POST SIGN | | |
| ♿ | HANDICAP PARKING | | |

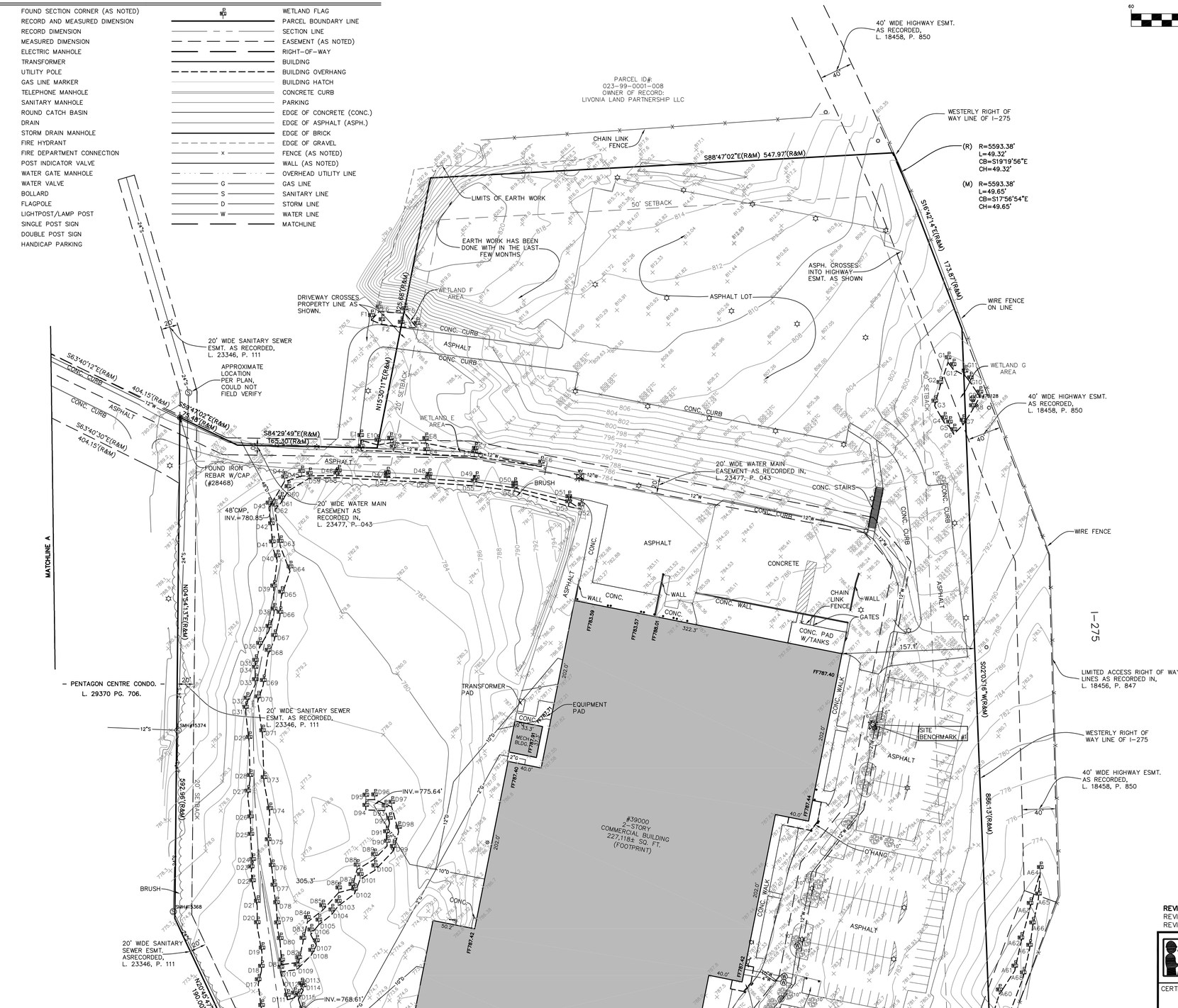
NORTH

GRAPHIC SCALE

60 0 30 60 120 240

( IN FEET )
1 inch = 60 ft.




MATCHLINE SEE SHEET 1 OF 2

REVISED: DECEMBER 05, 2018 – PER REVIEW COMMENTS
REVISED: JULY 7, 2016 – PER REVIEW COMMENTS
REVISED: JUNE 27, 2016 – REC'D UPDATED TITLE COMMITMENT


KEM-TEC & ASSOCIATES
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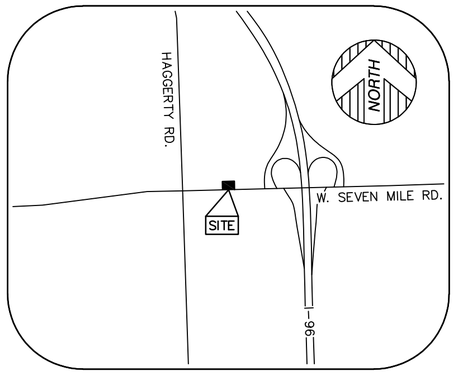
(586)772–2222 * (800)295–7222 * FAX (586)772–4048


CERTIFIED TO: SEAVER TITLE AGENCY LLC, 39000 ASSOCIATES LLC, FLAGSTAR BANK, FSB, A FEDERAL SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

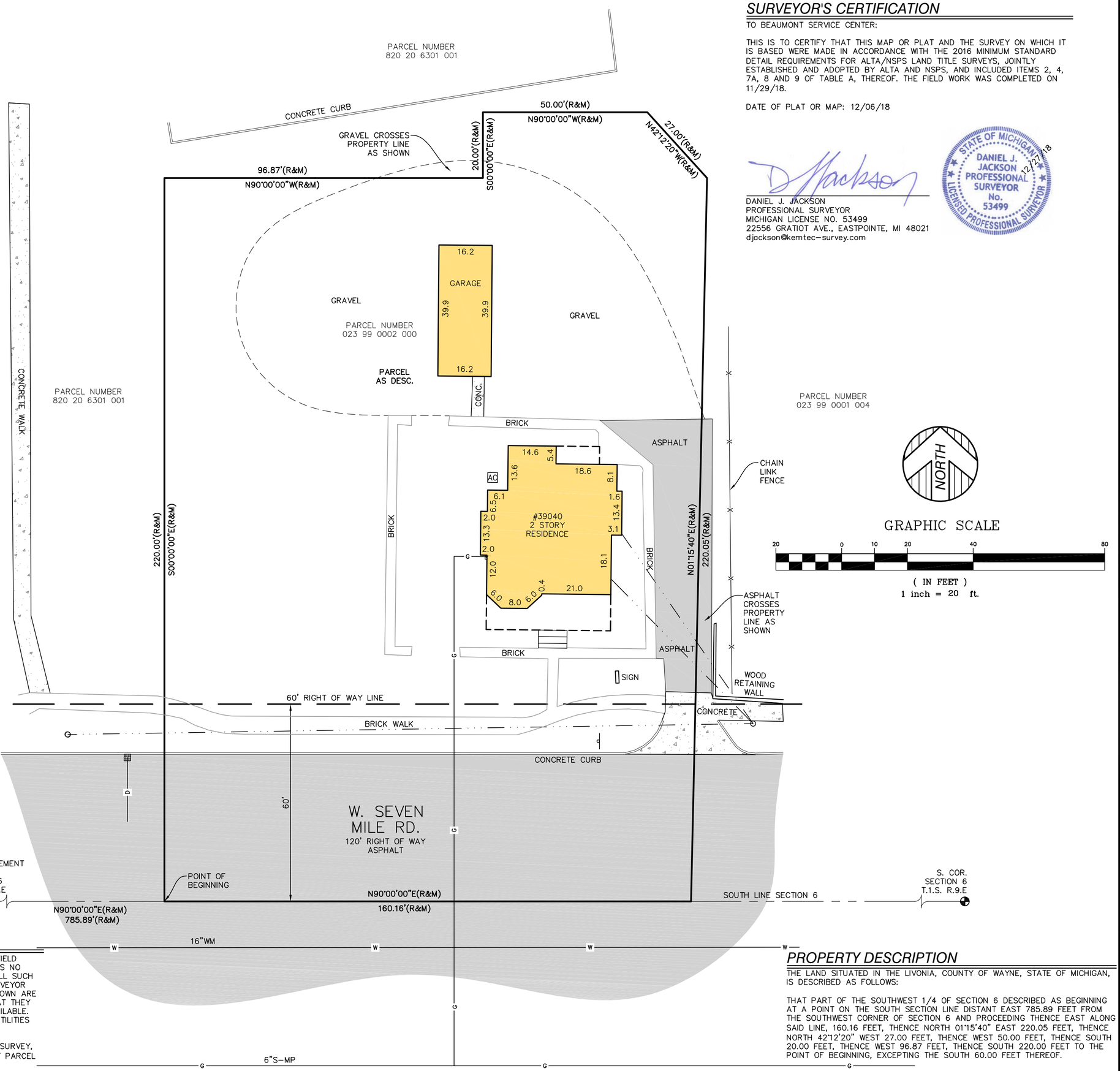
| | |
|---|---|
| DATE: JUNE 23, 2016 | JOB #: 16–02091 |
| SCALE: 1" = 60' | SHEET: 2 OF 2 |
| DRAWN BY: DLD | REV.: DECEMBER 05, 2018 |




## VICINITY MAP
(NOT TO SCALE)

## LEGEND

| | |
|---|---|
| ⊕ | FOUND SECTION CORNER (AS NOTED) |
| (R&M) | RECORD AND MEASURED DIMENSION |
| (R) | RECORD DIMENSION |
| (M) | MEASURED DIMENSION |
| ○ | UTILITY POLE |
| ⊠ | GAS METER |
| ▦ | SQUARE CATCH BASIN |
| AC | AIR CONDITIONING UNIT |
| ⊸ | SINGLE POST SIGN |
| ——— | PARCEL BOUNDARY LINE |
| ——— | SECTION LINE |
| ——— | RIGHT-OF-WAY |
| ——— | BUILDING |
| ——— | CENTERLINE ROAD |
| ——— | CONCRETE CURB |
| ——— | EDGE OF CONCRETE (CONC.) |
| ——— | EDGE OF ASPHALT (ASPH.) |
| ——— | EDGE OF BRICK |
| - - - | EDGE OF GRAVEL |
| —X— | FENCE (AS NOTED) |
| ——— | WALL (AS NOTED) |
| ——— | OVERHEAD UTILITY LINE |
| ——— | GAS LINE |
| ——— | STORM LINE |
| ——— | WATER LINE |
| | BUILDING AREA |
| | ASPHALT |
| | CONCRETE |




## GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

## SURVEYOR'S CERTIFICATION

TO BEAUMONT SERVICE CENTER:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 2, 4, 7A, 8 AND 9 OF TABLE A, THEREOF. THE FIELD WORK WAS COMPLETED ON 11/29/18.

DATE OF PLAT OR MAP: 12/06/18

DANIEL J. JACKSON
PROFESSIONAL SURVEYOR
MICHIGAN LICENSE NO. 53499
22556 GRATIOT AVE., EASTPOINTE, MI 48021
djackson@kemtec-survey.com

STATE OF MICHIGAN
DANIEL J. JACKSON
PROFESSIONAL SURVEYOR
No. 53499
LICENSED PROFESSIONAL SURVEYOR
12/22/18

## PARKING

NO VISIBLE MARKED PARKING ON SITE

## PARCEL AREA

36,950± SQUARE FEET = 0.848± ACRES

## BASIS OF BEARING

NORTH 90°00'00" EAST, BEING THE SOUTH LINE OF SECTION 6, AS DESCRIBED

## SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES OTHER THAN THE STRUCTURE INVENTORY SHOWN HEREON.

2. A CURRENT TITLE POLICY HAS NOT BEEN FURNISHED AT TIME OF SURVEY, THEREFORE EASEMENTS AND/OR ENCUMBRANCES AFFECTING SUBJECT PARCEL MAY NOT BE SHOWN.

## PROPERTY DESCRIPTION

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

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 6 DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH SECTION LINE DISTANT EAST 785.89 FEET FROM THE SOUTHWEST CORNER OF SECTION 6 AND PROCEEDING THENCE EAST ALONG SAID LINE, 160.16 FEET, THENCE NORTH 01°15'40" EAST 220.05 FEET, THENCE NORTH 42°12'20" WEST 27.00 FEET, THENCE WEST 50.00 FEET, THENCE SOUTH 20.00 FEET, THENCE WEST 96.87 FEET, THENCE SOUTH 220.00 FEET TO THE POINT OF BEGINNING, EXCEPTING THE SOUTH 60.00 FEET THEREOF.

| REVISION | DATE | BY | DESCRIPTION |
|---|---|---|---|
| | | | |

# ALTA / NSPS LAND TITLE SURVEY

39040 W. SEVEN MILE RD., PONTIAC, MICHIGAN,
PART OF SECTION 6,
TOWN 1 SOUTH, RANGE 9 EAST

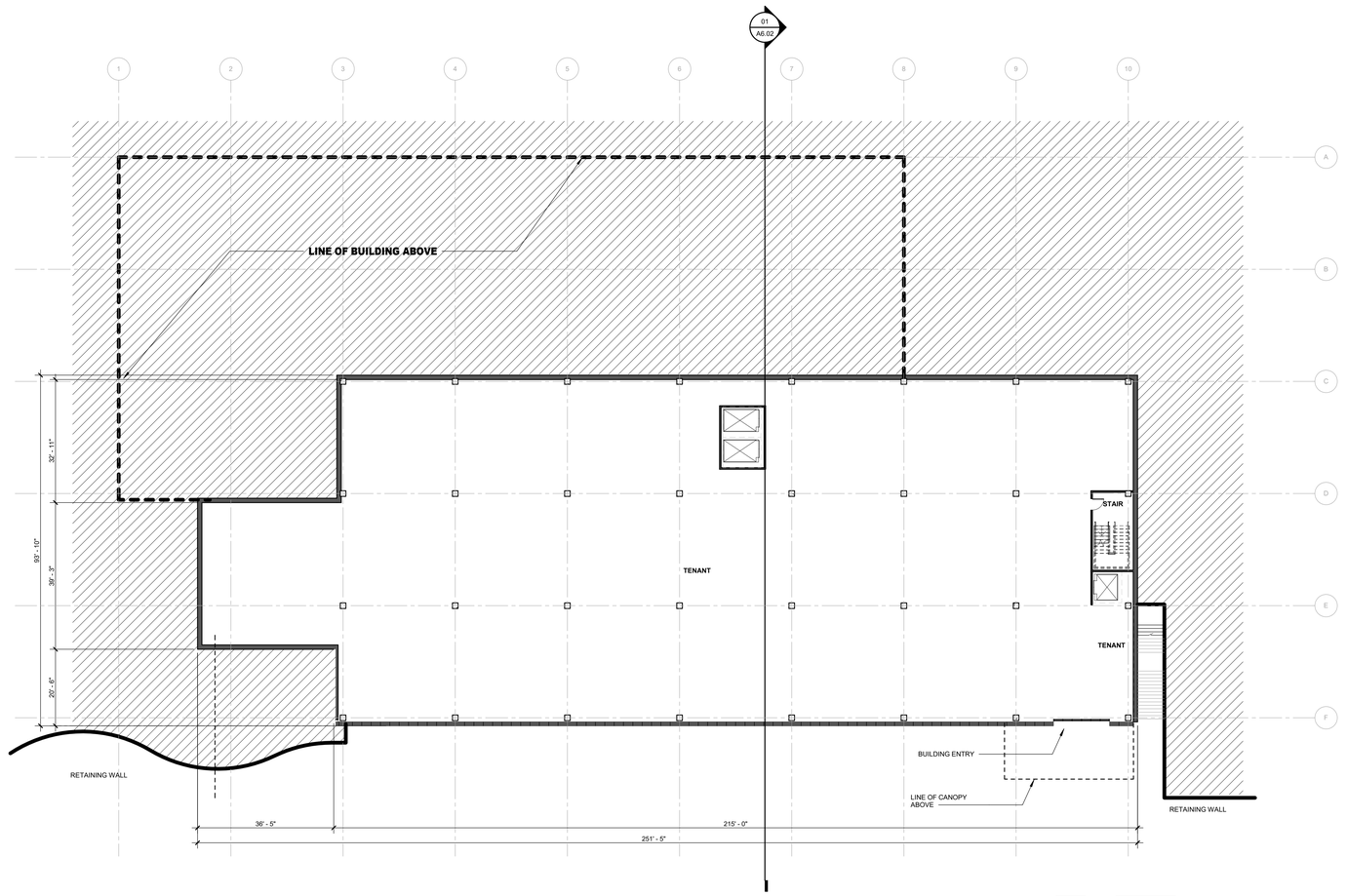
KEM-TEC
PROFESSIONAL ENGINEERING, SURVEYING & ENVIRONMENTAL SERVICES
A GROUP OF COMPANIES
Eastpointe (800) 295.7222 FAX: (586) 772-4048
Detroit (313) 758.0677 FAX: (586) 772-4048
Ann Arbor (734) 994.0888 FAX: (734) 994.0667
Grand Blanc (888) 694.0001 FAX: (810) 694.9955
www.kemtecagroupofcompanies.com

| DRAWN BY: | CHECKED BY: | DATE: | PROJECT NO: | SCALE: |
|---|---|---|---|---|
| NS | DJ | DECEMBER 06, 2018 | 18-04294 | 1" = 20' |
| 12/16/18 | 12/06/18 | | | |

1

1 OF 1 SHEETS

**TOTAL GSF = 21,222**




**01 LEVEL 00**
1/16" = 1'-0"

**ELEV = 84' - 0"**


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 00**

SHEET NO.
**A2.01**

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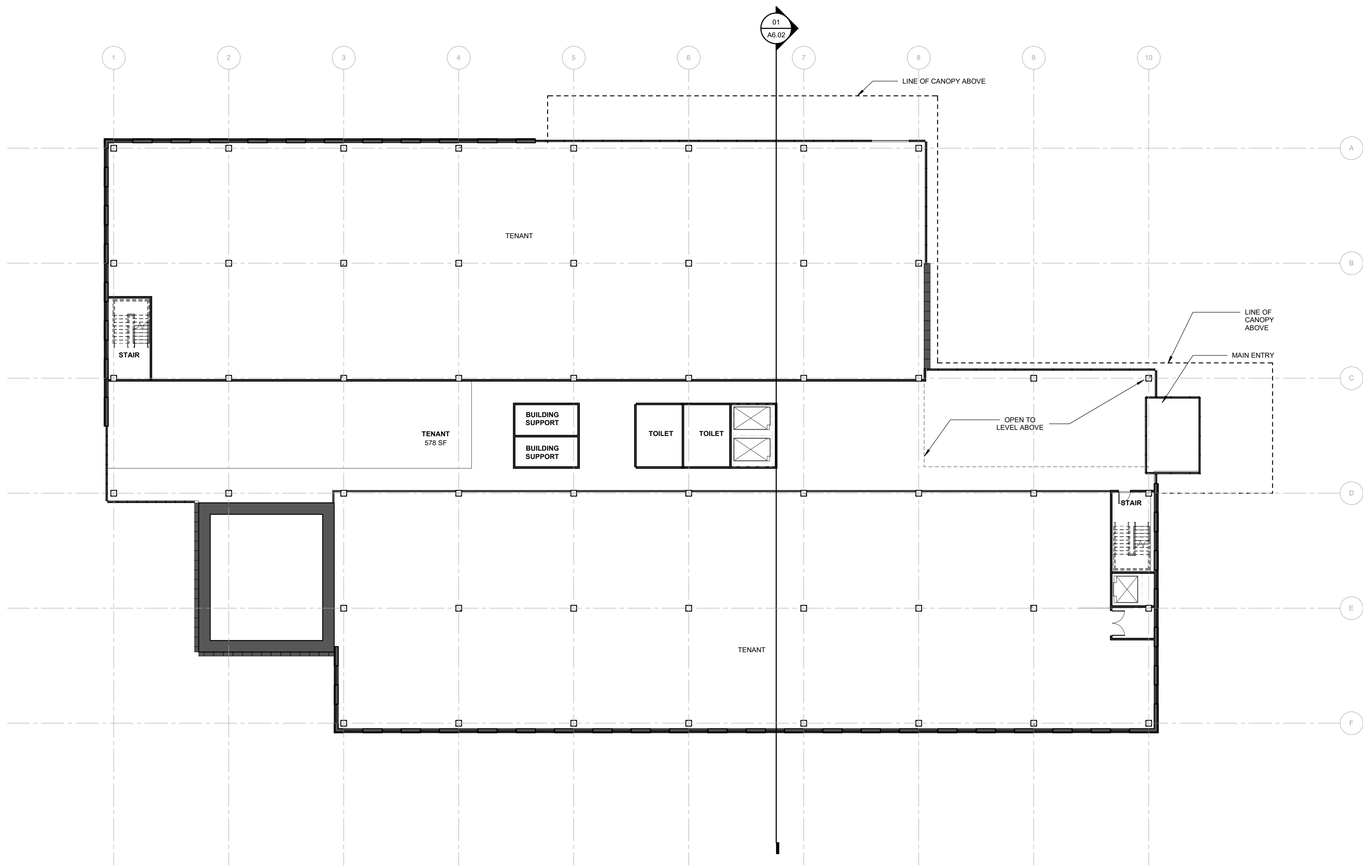
PLOT DATE:
1/10/2019 6:54:39 PM TEMPLATE VERSION: 3.0.0.20171023

**TOTAL GSF = 36,304**




## 01 LEVEL 01

1/16" = 1'-0"

**ELEV = 100' - 0"**


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|

HKS PROJECT NUMBER
**22398.001**

DATE
**01/11/19**

ISSUE
**SITE PLAN SUBMISSION**

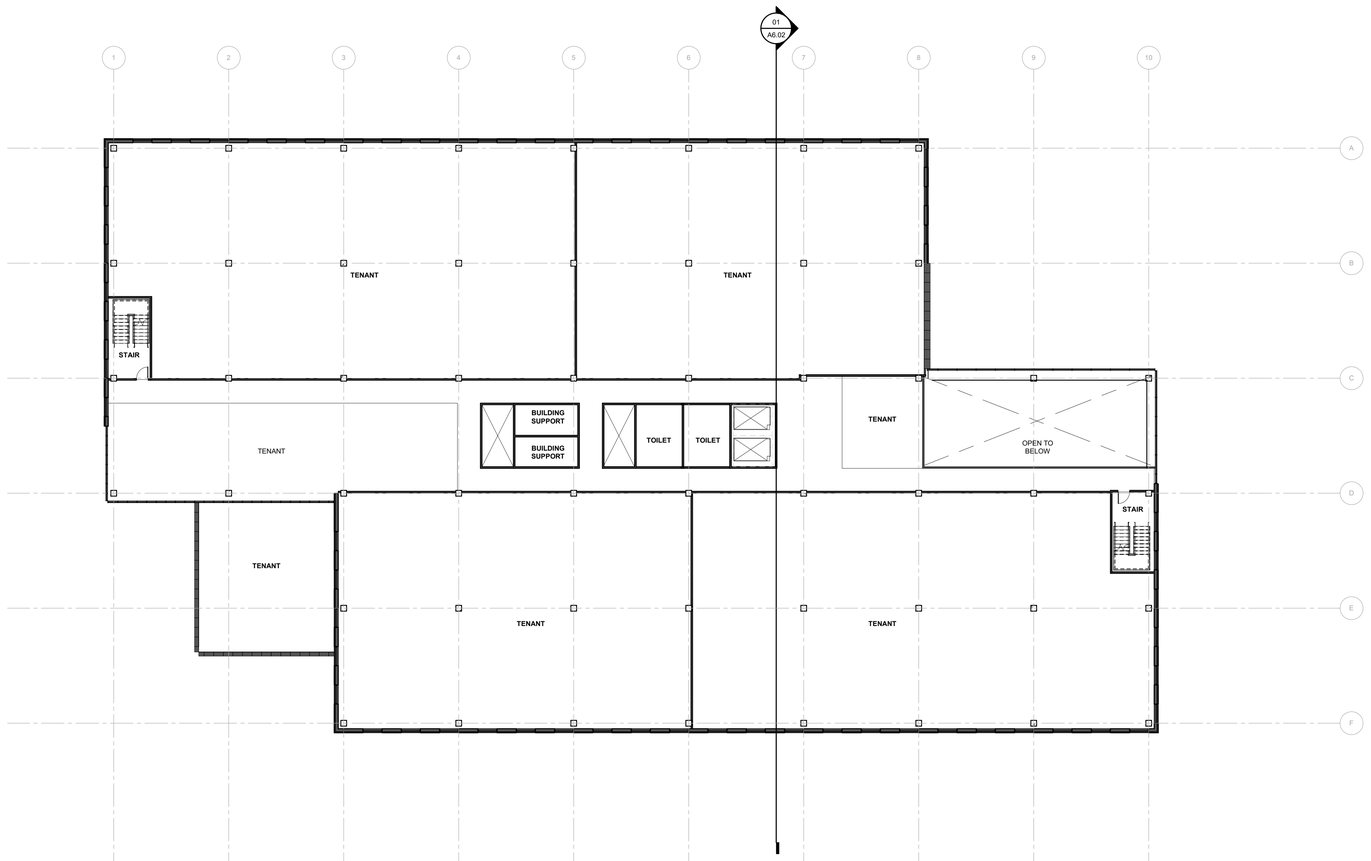
SHEET TITLE
**FLOOR PLAN - LEVEL 01**

SHEET NO.
**A2.02**

© 2016 HKS ARCHITECTS, PC

PLOT DATE: 1/10/2019 6:54:24 PM TEMPLATE VERSION: 3.0.0.20170623

**TOTAL GSF = 34,711**




**01** **LEVEL 02**
1/16" = 1'-0"

**ELEV = 116' - 0"**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 02**

SHEET NO.
**A2.03**

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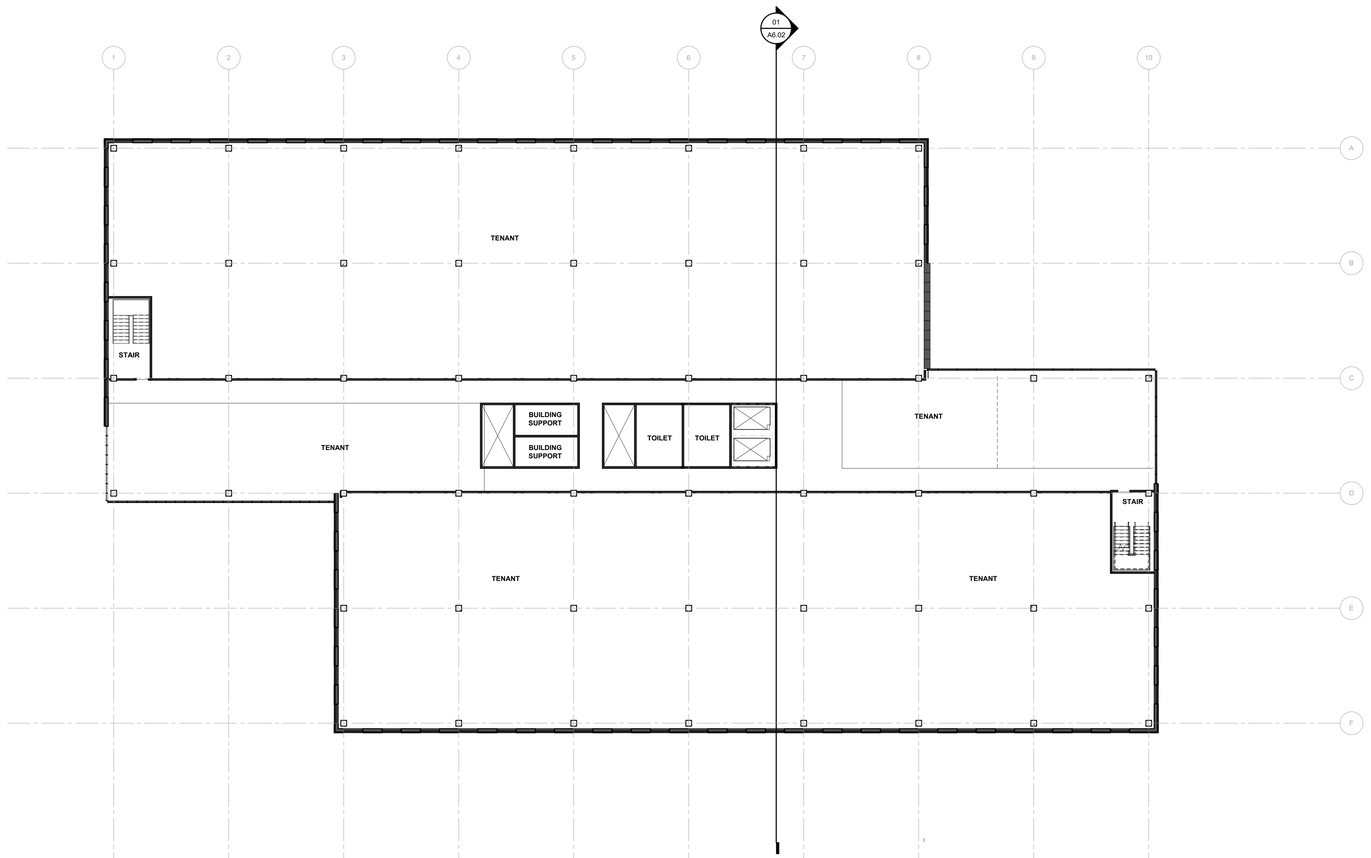
PLOT DATE:
1/10/2019 6:54:08 PM TEMPLATE VERSION: 3.0.20170923

**TOTAL GSF = 34,711**




0' 4' 8' 16'

**01 LEVEL 03**
1/16" = 1'-0"

**ELEV = 129' - 6"**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 03**

SHEET NO.
**A2.04**

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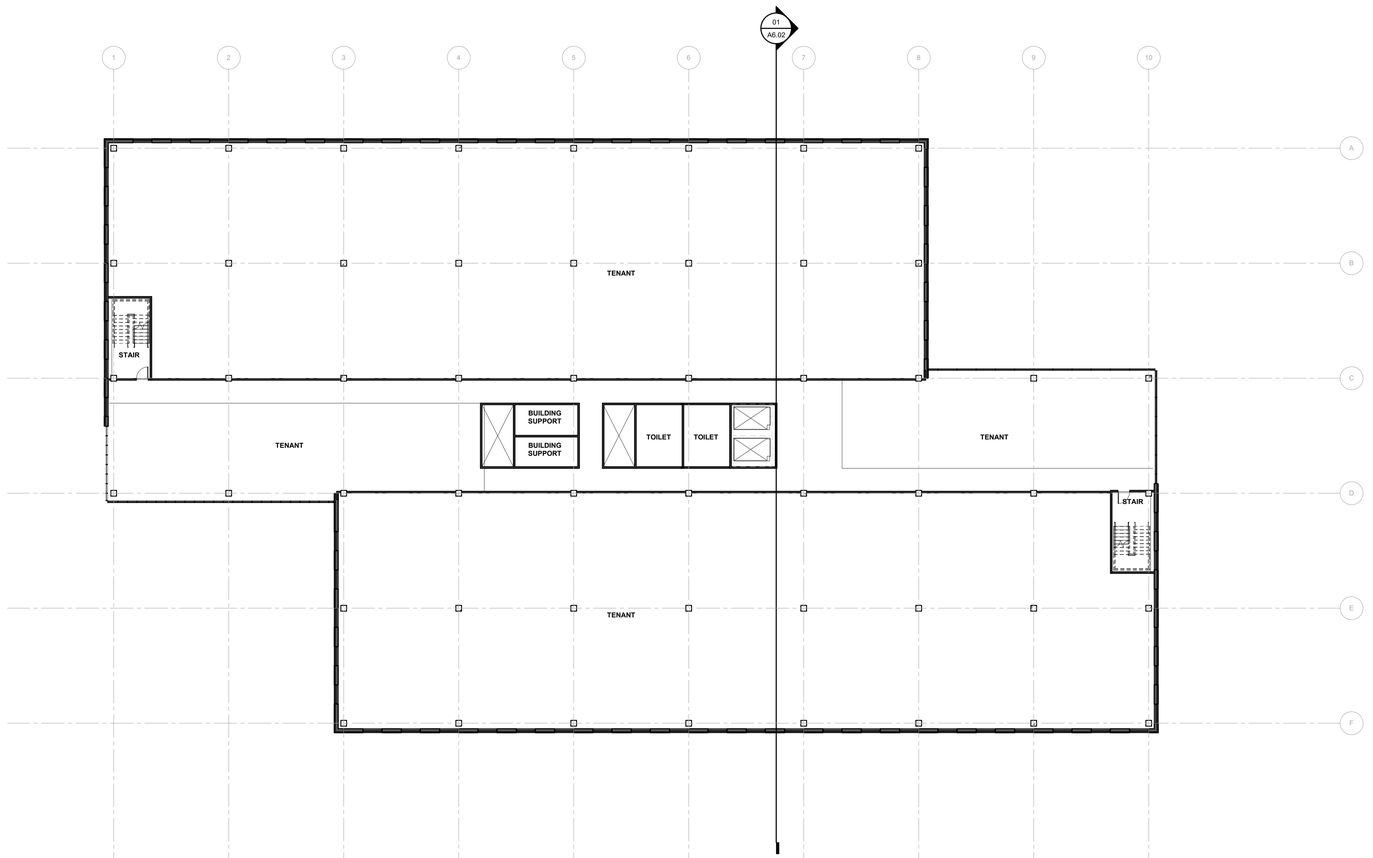
PLOT DATE:
1/10/2019 6:53:49 PM TEMPLATE VERSION: 3.0.0.20170923

**TOTAL GSF = 34,711**




0' 4' 8' 16'

**01 LEVEL 04**
1/16" = 1'-0"

**ELEV = 143' - 0"**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**FLOOR PLAN - LEVEL 04**

SHEET NO.
**A2.05**

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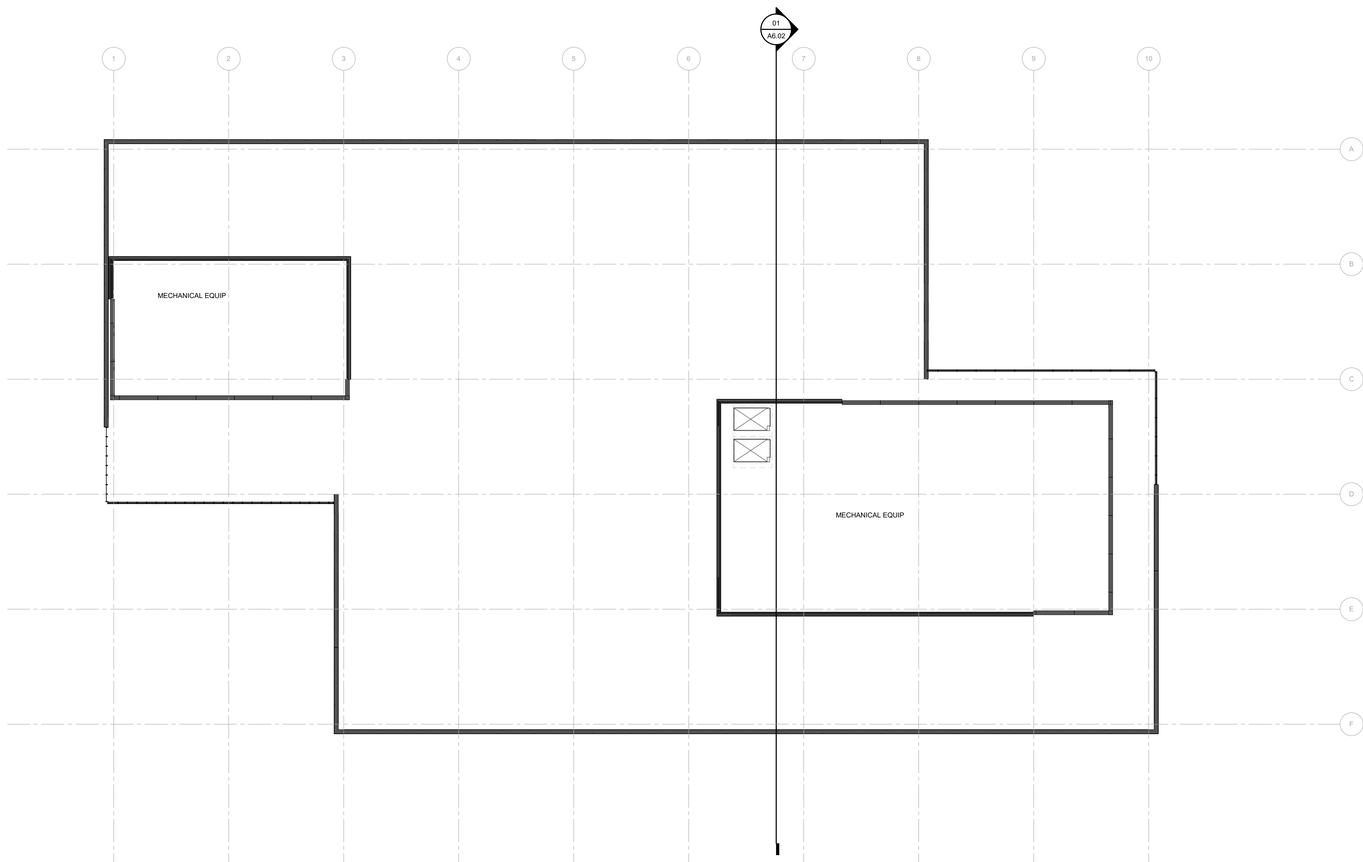
PLOT DATE:
1/10/2019 6:53:30 PM TEMPLATE VERSION: 3.0.0.20170923




0' 4' 8' 16'

**01** ROOF PLAN
1/16" = 1'-0"

**ELEV = 156' - 6"**


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ROOF PLAN**

SHEET NO.
**A2.06**

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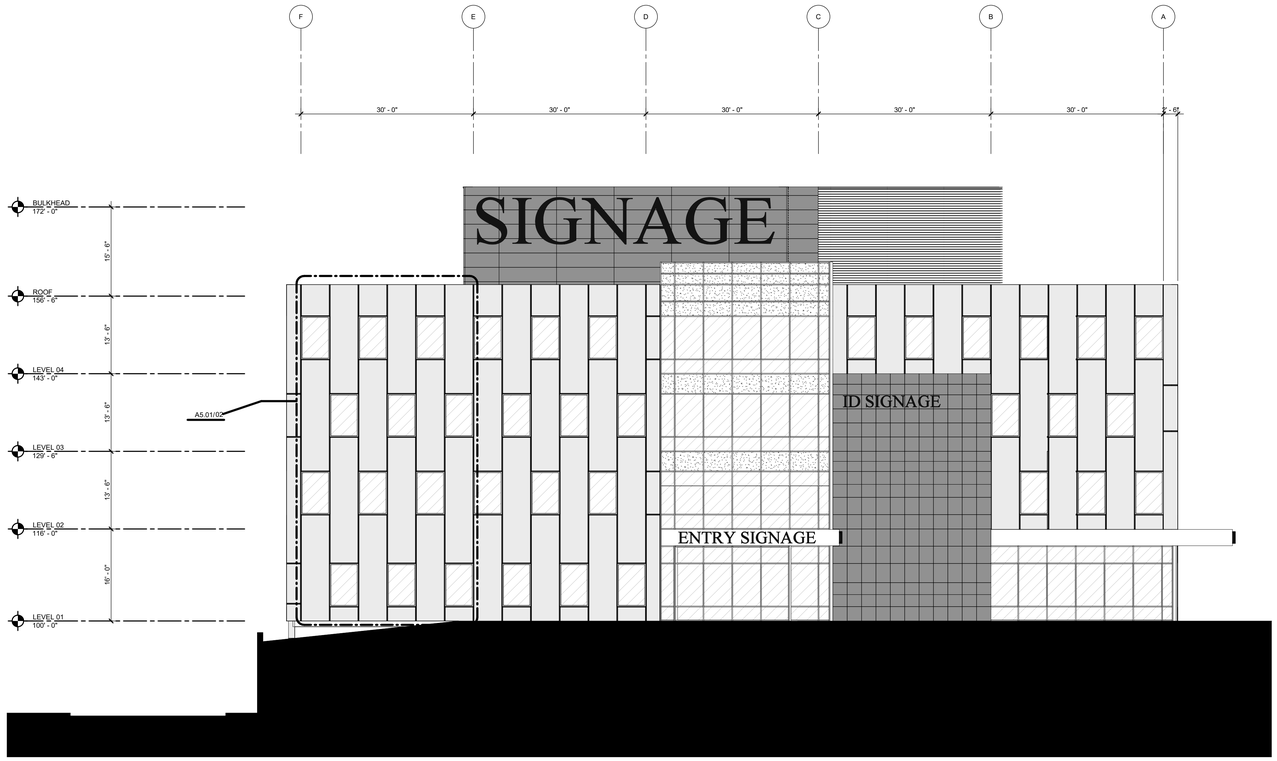
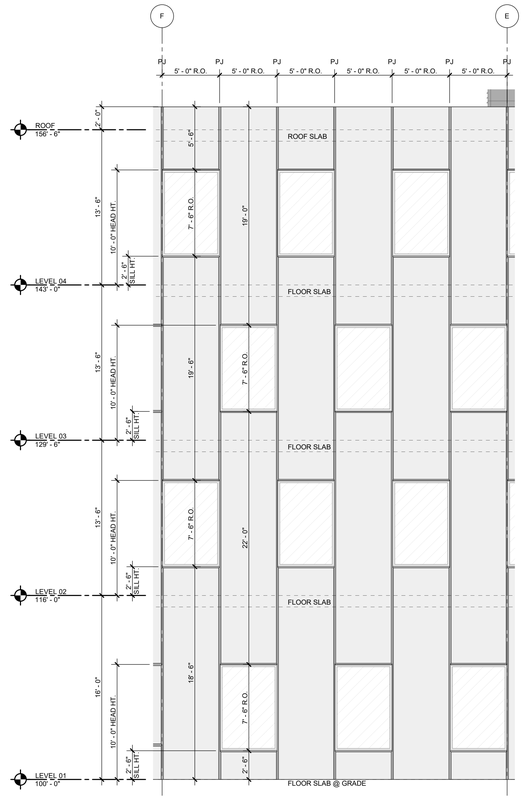
PLOT DATE:
1/10/2019 5:23:30 PM TEMPLATE VERSION: 3.0.0.20170923



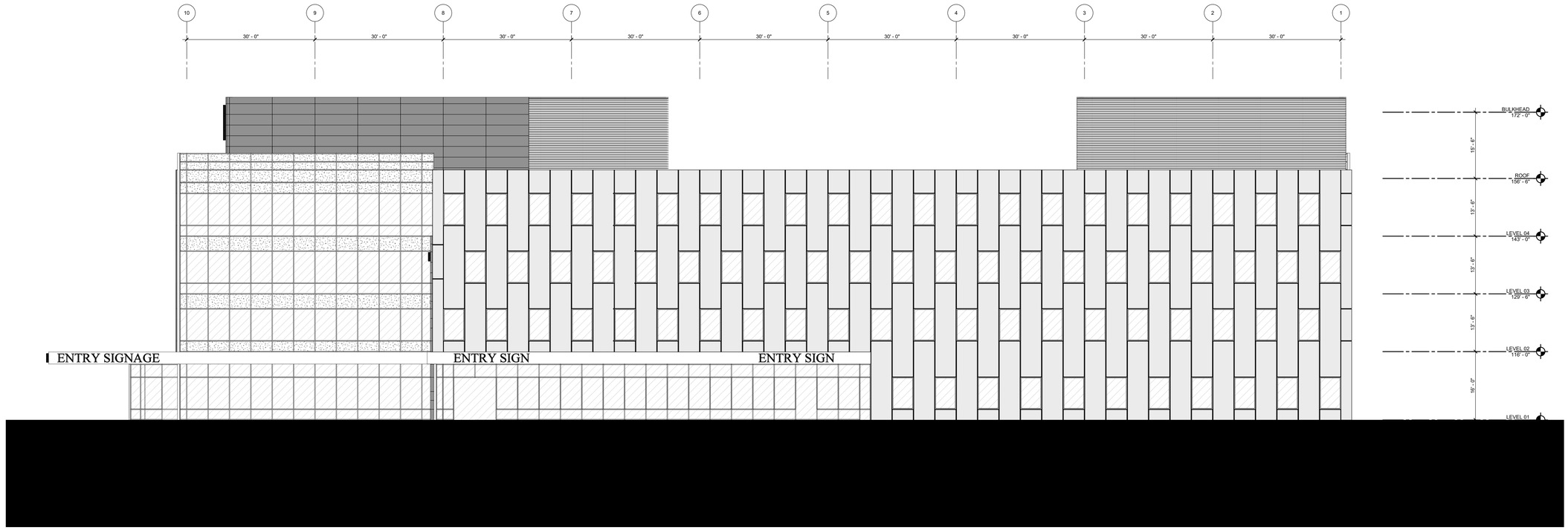

**03** **EAST ELEVATION**
3/32" = 1'-0"




**02** **TYPICAL BAY LAYOUT**
3/16" = 1'-0"

## MATERIALS LEGEND

- VISION GLAZING
- SPANDREL GLAZING
- LOUVERS
- METAL PANEL COLOR A
- INSULATED CONCRETE PANEL A




**01** **NORTH ELEVATION**
3/32" = 1'-0"

0' 4' 8' 16'


**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ELEVATIONS - NORTH & EAST**

SHEET NO.
**A5.01**

PLOT DATE:
1/10/2019 5:36:38 PM
TEMPLATE VERSION: 3.0.0.20170823

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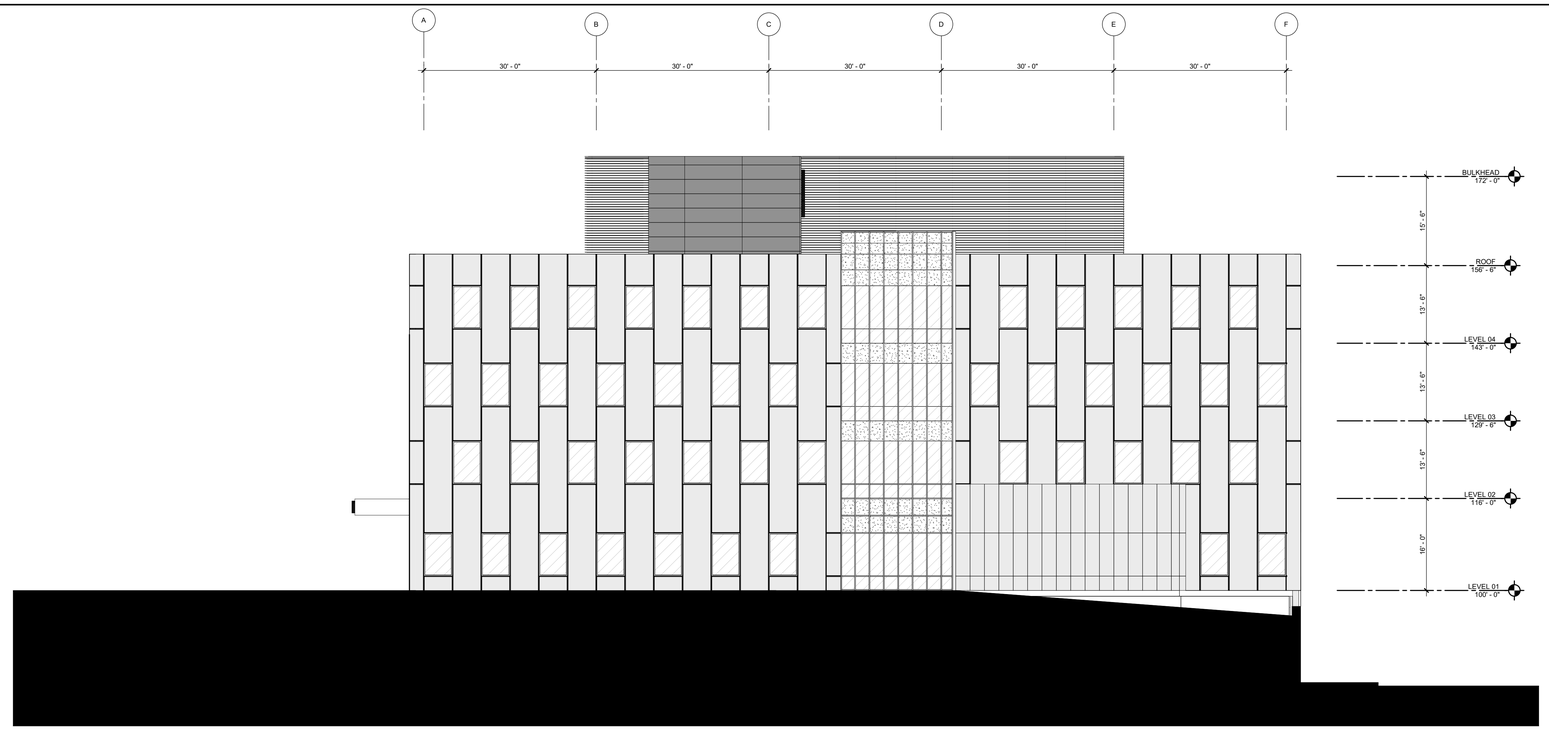
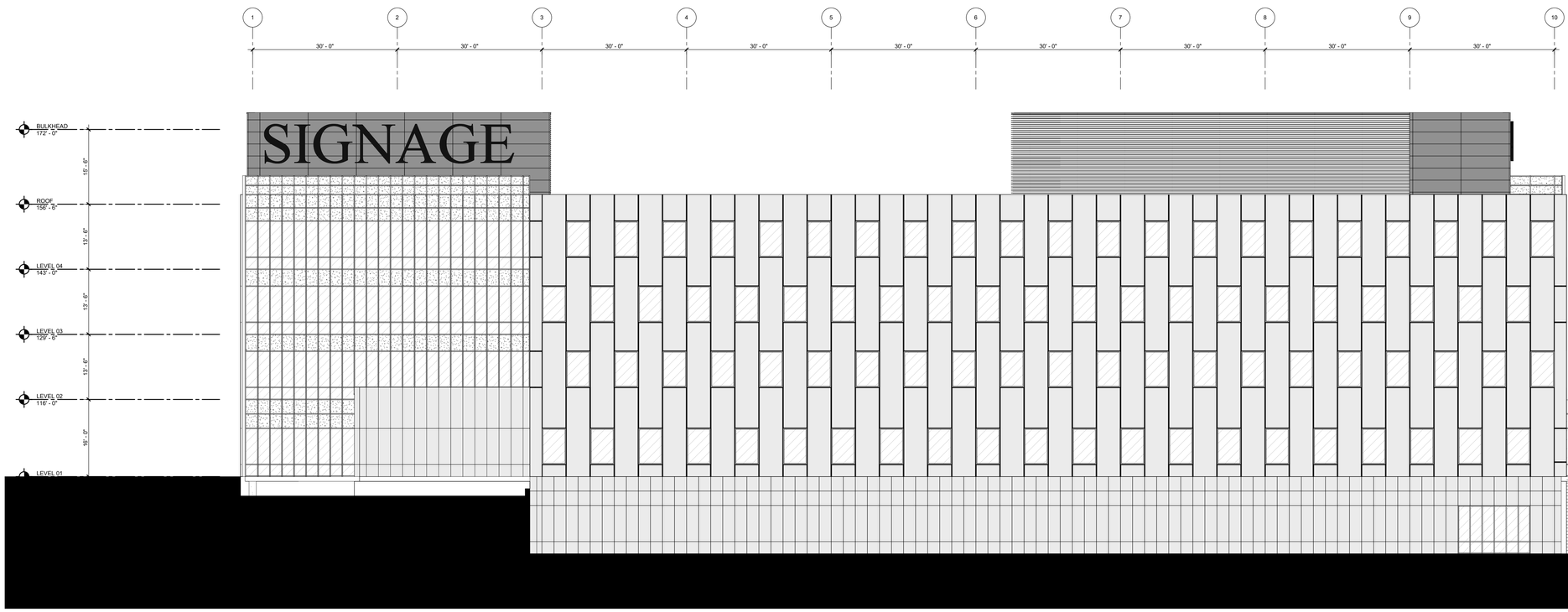



## 02 WEST ELEVATION

3/32" = 1'-0"




## 01 SOUTH ELEVATION

3/32" = 1'-0"

## MATERIALS LEGEND

- VISION GLAZING
- SPANDREL GLAZING
- LOUVERS
- METAL PANEL COLOR A
- INSULATED CONCRETE PANEL A


HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167


# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION

| NO. | DESCRIPTION | DATE |
|---|---|---|

HKS PROJECT NUMBER
**22398.001**

DATE
**01/11/19**

ISSUE
**SITE PLAN SUBMISSION**

SHEET TITLE
**ELEVATIONS - SOUTH & WEST**

SHEET NO.
**A5.02**

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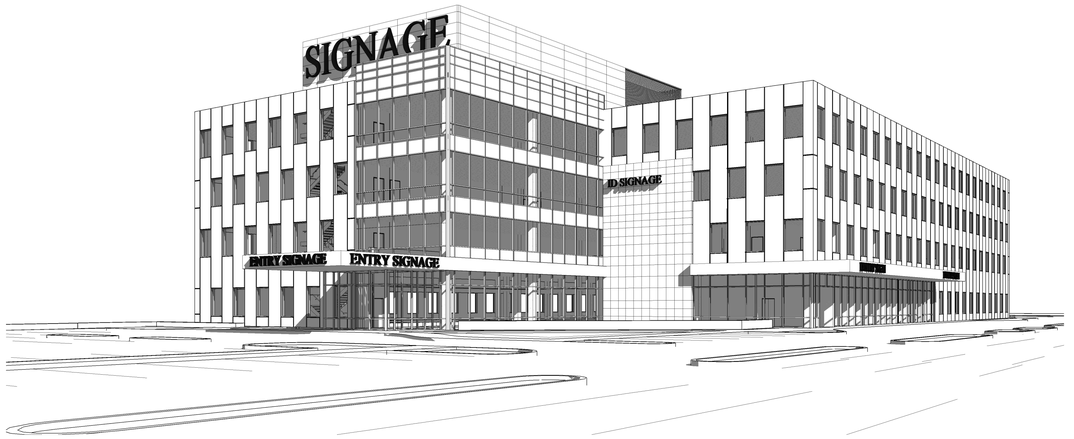
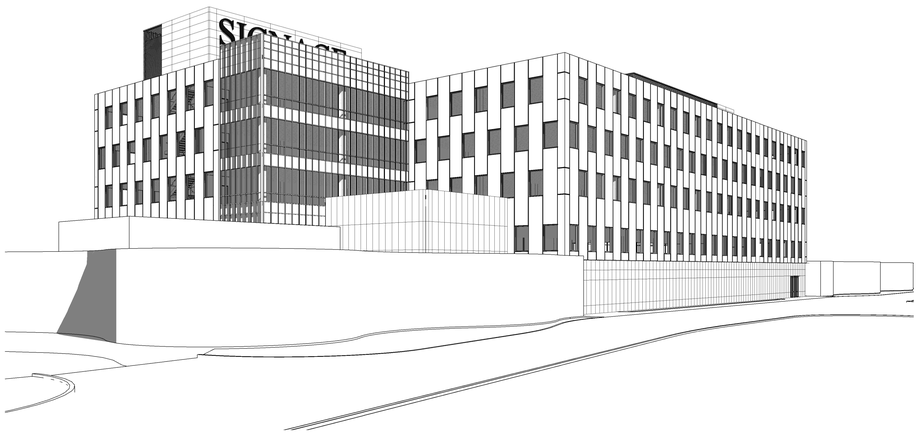
PLOT DATE:
1/10/2019 5:37:21 PM
TEMPLATE VERSION: 3.0.0.20170623

04 VIEW FROM NORTHWEST




02 VIEW FROM NORTHEAST



03 VIEW FROM SOUTHWEST

01 VIEW FROM SOUTHEAST

PLOT DATE:
1/10/2019 5:37:56 PM
TEMPLATE VERSION: 3.0.0.20170623

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HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

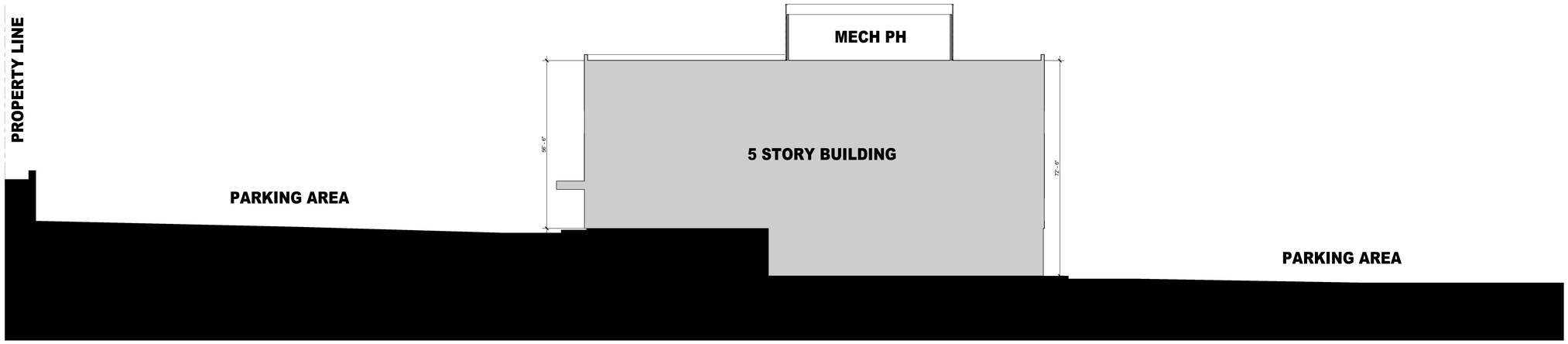
# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**ILLUSTRATIVE VIEWS**

SHEET NO.
**A5.03**




**01** SITE SECTION A
1/16" = 1'-0"

HKS

**ARCHITECT**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

**MEP CONSULTANT**
PETER BASSO ASSOCIATES, INC.
5145 LIVERNOIS, SUITE 100
TROY, MI 48098

**STRUCTURAL**
HKS ARCHITECTS, INC.
350 NORTH PAUL ST, SUITE 100
DALLAS, TX 75201

**CIVIL ENGINEER**
ANDERSON, ECKSTEIN & WESTRICK
51301 SCHOENHERR RD
SHELBY CHARTER TOWNSHIP, MI 48315

**LANDSCAPE**
GRISSIM METZ ANDRIESE ASSOCIATES
300 E CADY ST
NORTHVILLE, MI 48167

**INTERIORS**
HKS ARCHITECTS, PC
235 E. MAIN STREET, SUITE 102C
NORTHVILLE, MI 48167

# 18th STREET DEVELOPMENT
# OUTPATIENT CARE CENTER
# LIVONIA, MICHIGAN

KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
**22398.001**
DATE
**01/11/19**
ISSUE
**SITE PLAN SUBMISSION**
SHEET TITLE
**SITE SECTION**

SHEET NO.
**A6.02**

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PLOT DATE:
1/10/2019 5:47:24 PM TEMPLATE VERSION: 3.0.0.20170623

19851

3407

# CORRESPONDENCE

**DEPARTMENT OF PUBLIC WORKS**
**ENGINEERING DIVISION**

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

DENNIS K. WRIGHT
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2571
FAX: (734) 466-2195

January 16, 2019

Mr. Scott Miller
Planner IV
City of Livonia

**Re: Petition 2019-01-08-01 – 18th Street Development**

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The existing parcel is assigned the address of **#39000 Seven Mile Road**. The legal description provided with the petition appears to be correct and should be used in conjunction with his petition.

The existing site is currently serviced by public sanitary and water main that can be extended to the proposed building. Storm sewer detention will need to be provided for any new impervious areas. The submitted drawings do not indicate any proposed utility extensions, so we will review those items when full Engineering drawings are submitted tot his department

The proposed paving improvements shown on the submitted drawings, indicate the new road will tie into the existing exit from the Pentagon Centre Development. Prior to any construction, the owner will need to provide access agreements from the other property owners, or revise the proposed roadway to use their existing approach. If the new layout is approved, the owner will be required to remove the two existing approaches from Seven Mile Road, and replace any missing or damaged sidewalk along the frontage.

Any work within the Seven Mile Road right-of-way will a permit from the Wayne County Department of Public Services. Also, right-of-way permits may be required from the Michigan Department of Transportation depending on the access and grading required to install the proposed walls and landscaping.

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@ci.livonia.mi.us or tzilincik@ci.livonia.mi.us.

Sincerely,

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

cc: 2018 Petition File

**DEPARTMENT OF PUBLIC SAFETY**
**LIVONIA FIRE & RESCUE**

**DAVE HEAVENER**
**FIRE CHIEF**

**DENNIS K. WRIGHT**
**MAYOR**

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

January 29, 2019

Scott O. Miller, Planner IV
Planning Commission
City of Livonia

**RE: Petition 2019-01-08-01, 18th Street Development, 39000 Seven Mile Road**

This office has reviewed the site plan submitted in connection with a proposal to construct a professional/medical office building on property located at the above referenced address.

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

1. Subject building(s) are to be provided with an automatic sprinkler system, and on site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection (north side of building).

2. Adequate hydrants shall be provided and located with spacing consistent with the use group. (Please add location to be determined at the pre-construction meeting.)

3. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.

4. Fire lanes shall be marked with wall or pole mounted signs that have the words: FIRE LANE – NO PARKING painted on both sides (for pole mount) or single sided (for wall mount) in contrasting colors at a size and spacing approved by the Authority Having Jurisdiction.

5. Fire Department Access shall be maintained in accordance with Chapter 18, Fire Department Access and Water Supply, NFPA 1, 2015.

6. Commercial kitchen Hood and Duct fire suppression shall be a UL 300 system and comply with NFPA 96. (If a system is installed.)

7. Knox Box installation is required for Fire Department access.

8. CO2 detection required for beverage distribution systems and coolers (if installed). If tank/tanks are 100 lbs. or greater. (Per 2015 IFC 5307.1)

Sincerely,

*Keith Bo*

Keith Bo
Fire Marshal

**DEPARTMENT OF PUBLIC SAFETY**
**DIVISION OF POLICE**

**CURTIS CAID**
CHIEF OF POLICE

**DENNIS WRIGHT**
MAYOR

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

January 17, 2019

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

Re: Petition 2019-01-08-01 – 18th Street Development

Dear Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE

Brian Leigh, Sergeant
Traffic Bureau
(734) 466-2107

**INSPECTION DEPARTMENT**

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
SANITATION
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

**DENNIS K. WRIGHT**
MAYOR

**JEROME A. HANNA**
DIRECTOR

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

Date: January 29, 2019

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2019-01-08-01 – 39000 Seven Mile Road – 18th Street Development

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

1. A variance from the Zoning Board of Appeals would be required for the deficient number of parking spaces.
2. Signage has not been reviewed at this time.

This Department has no further objections to this Petition. I trust this provides the requested information.

Jerome Hanna
Director of Inspection

JH/kdt

**DEPARTMENT OF FINANCE**

**Michael T. Slater**
DIRECTOR OF FINANCE

**Coline R. Coleman**
CHIEF ACCOUNTANT

**DENNIS K. WRIGHT**
MAYOR

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

January 15, 2019

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

Petition 2019-01-08-01 – 18th Street Development

Dear Mr. Miller,

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

Please contact me if you have any further questions.

Very truly yours,

Coline R. Coleman
Chief Accountant

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

RECEIVED
JAN 21 2019
CITY OF LIVONIA
PLANNING COMMISSION

January 15, 2019

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2019-01-08-01 — 18th Street Development LLC
39000 Seven Mile Road

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time there are taxes due, but not outstanding, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

January 25, 2019

City of Livonia
Planning Commission
ATTN: Ian Wilshaw, Chairman
33000 Civic Center Drive
Livonia, MI 48154

***Re: 18th Street Development – Petition for Site Plan Approval 2019-01-08-01 ("Petition"), 39000 Seven Mile Road ("Property")***

Dear Mr. Wilshaw,

As you are aware, 18th Street Development ("Developer" or "Petitioner") submitted its Petition to the City of Livonia ("City") on January 11, 2019, for the development of a new 4-1/2 story Outpatient Care Center (with use of the existing building for warehousing and other ancillary support services) at the north end of the Property as identified on the Site Plan, Job No. 22398.001, dated January 11, 2019 ("Site Plan"), prepared by HKS Architects, PC.

Due to the sensitive nature of this project and the timing for the acquisition of the Property (as well as the fact that certain aspects of the overall project and redevelopment plans for the site as a whole are still in the process of being finalized), the Developer is requesting, pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, that the Planning Commission recommend, and the City Council approve, the Site Plan, conditioned upon submittal within 120 days of the effective date of the rezoning on the property from M-1 to POI, exterior elevation plans consistent with the intent of Section 26.03 – Architectural Control. Developer understands that building permits will not be issued by the Livonia Inspection Department prior to compliance with this condition.

We are excited to bring this project to the City and look forward to review of our Petition at the Planning Commission's next regular scheduled meeting on Tuesday, January 29, 2019. Should you have any questions, please do not hesitate to contact me in advance.

Very truly,

Thomas Kelly
Vice President – 18th Street Development

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

# Memo

**VIA EMAIL**

| | |
|---|---|
| **To:** | **Tom Kelly**<br>**18th Street Development**<br>**VP Real Estate Development** |
| **From:** | **Mohamed A. Aguib, EIT**<br>**Fleis & VandenBrink** |
| **Date:** | **January 29, 2019** |
| **Re:** | **Proposed Livonia Development**<br>**City of Livonia, MI**<br>**Traffic Impact Study Summary** |

This letter presents the summary of Traffic Impact Study (TIS) prepared for the proposed development in the City of Livonia, Michigan. The project site is located in the northwest quadrant of the Seven Mile Road and I-275 Southbound Ramp intersection. The proposed development will consist of 130,000 SF warehouse, 105,452 SF medical office building, 49,015 SF Clinic, and 7,192 SF Emergency Room. Site access for the development is currently provided via one access point to Seven Mile Road and one access point to Haggerty Road.

A trip generation analysis was performed to determine the number of trips generated during the AM and PM peak hours. The proposed development will generate the following net new peak hour trips: in Year 2020, a total of 238 AM (177 inbound, 61 outbound) and 306 PM (95 inbound, 211 outbound) peak hour trips.

Based on the TIS, the traffic operations in the study area in the existing and background (without the proposed development) experienced high delays and queuing situations which requires improvements and mitigations. The traffic operations in the future conditions (with the proposed development) are similar to background conditions with minimal increases to the delay in the study area.

According to the TIS, the future traffic operations at the site driveways were found deficient with the trips generated by the proposed development. The TIS concluded that a traffic signal would improve the deficiency at the site driveway on Haggerty Road, while the site driveway on Seven Mile Road (stop-controlled) will remain deficient due to the lack of improvement options. Therefore, the TIS analyzed an alternative to provide access for the development site to Seven Mile Road through a connection to Chippewa Street (signalized). The results of this alternative analysis indicated that the Chippewa Street connection will be the best option to access the site from Seven Mile Road with some improvements to the traffic signal at the intersection of Seven Mile Road and Chippewa Street. This summary is based on the findings of the TIS.

Any questions related to this memorandum should be addressed to Fleis & VandenBrink Engineering.

Sincerely,

Mohamed A. Aguib, EIT
Traffic Engineer

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

# OTHER ITEMS RELATED TO THE PETITION

# 6 RECOMMENDATIONS

*The recommendations of this TIS are as follows:*

| Recommended Intersection Improvement | Existing 2018 | Background 2020 | Future 2020 |
|---|---|---|---|
| **Seven Mile Road & I-275 SB Ramp** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Widen existing southbound right-turn lane to two lanes | | | X |
| **Seven Mile Road & Chippewa Street (AMC Entrance)** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Provide westbound left-turn permissive/protected phase | X | X | X |
| Provide eastbound left-turn permissive/protected phase | | | X |
| Provide southbound left-turn permissive/protected phase | | | X |
| **Seven Mile Road & Haggerty Road** | | | |
| Optimize traffic signal timings during peak periods | X | X | X |
| Construct an exclusive eastbound right-turn lane | X | X | X |
| Construct an exclusive westbound right-turn lane | X | X | X |
| Construct an exclusive northbound right-turn lane | X | X | X |
| Construct an exclusive southbound right-turn lane | X | X | X |
| **Haggerty Road & West Site Drive** | | | |
| Install a traffic signal | | | X |

# ***UNAPPROVED MINUTES***

**MINUTES OF THE 1,136th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA**

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On Tuesday, January 29, 2019, the City Planning Commission of the City of Livonia held its 1,136th Public Hearings and Regular Meeting in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

| | | | |
|---|---|---|---|
| Members present: | David Bonergo | Sam Caramagno | Glen Long |
| | Betsy McCue | Carol Smiley | Peter Ventura |
| | Ian Wilshaw | | |

Members absent: None

Mr. Mark Taormina, Planning Director, was also present.

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

## ITEM #3 PETITION 2019-01-08-01 18TH STREET

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6.

Mr. Taormina: This is a request to construct a new professional/medical office building located on a 35-acre parcel that is on the north side of Seven Mile just west of the I-275/96 Expressway. The site presently contains a 290,000 square foot building that is occupied by A123 Systems. It was announced last year that A123 will be vacating the site and moving to Novi, Michigan. The new buyer, a healthcare provider, intends to repurpose the site for use as an Outpatient Care Center. The project involves constructing a new 161,000 square foot medical/professional office building at the north end of the property and then repurposing the existing building as a warehouse for other support services connected to the user's needs. The subject property is in the process of being rezoned from M-1 (Light Manufacturing) to PO-I (Professional Office). The City Council gave First Reading to the rezoning on December 17, and Second Reading and Roll Call, the final steps in the rezoning process, are on hold pending a review of the site plan. The Professional Office District allows all permitted and waiver uses as specified in the Office Services zoning district, which includes professional, medical and general offices. Buildings classified as Zone I are required to be over two-stories in height with a maximum height of six stories. Immediately to the north of the subject site is an oil well operated by West Bay Oil Exploration. To the west is the Pentagon Centre Entertainment Campus. To the south across Seven Mile is the Seven Mile Crossing office complex and Schoolcraft College. Immediately to the east is the I-275/96 Expressway. The proposal is to develop a new 4-1/2 story building that measures 161,659 square feet. It is positioned at the north end of the property where the grade rises several feet above the rest of the site. At its closest point, the new building would be set back from the highway approximately 262 feet. New parking would be created on the north and east sides of the building. The project would improve site access by rerouting CBS Fox Drive and creating a new "loop" service road that would traverse the eastern boundary of the site and then connect to Seven Mile Road via the signalized intersection that is located across from Sauk Drive at Schoolcraft College and which also ties into the main north/south access road that runs through the Pentagon Centre Entertainment Campus. The plan shows that a portion of the loop road connects to what is identified as Chippewa Street and runs along the east side of the property adjacent to the highway and then circles around the new building and continues west where it would tie into the existing road network that is located at the Pentagon Center. The new road would also extend across the northerly part of the

adjacent property that contains the historical Orson Everitt House which is currently used as a professional law office. The impact to the historical property would involve either demolishing or relocating an outbuilding located behind the main house. Even though the original carriage house that once sat in the same location as the current outbuilding was demolished, because the entire site is designated as an historical resource, removing or relocating this structure will require review by the City's Historical Preservation Commission. Let me just clarify. The site plan includes the adjacent parcel to the west. It's a separate parcel. It's a law office. It contains an historical building. Actually, the entire site is designated as an historical resource. The main house, which is identified on this plan, is about 1,660 square feet and it is not impacted by the development of this new road. There is garage or outbuilding on the backside of the property that would either be relocated or demolished. That structure is not part of the original Orson Everitt House from what we can tell. It was reconstructed in the 1980's, but nonetheless, because the entire site is designated as an historical resource, it is something that is going to require the review the City's Historical Preservation Commission. Due to the site's topography, the lowest level of the proposed office building, which is identified on the plans as Level 00, would be accessible from the south side, but it is below the established finish grade on the north side. Level 00 is a partial floor that totals about 21,200 square feet in gross floor area. The floor above (Level 01) would have ground level access on the north side where the main entrance is located and that level totals about 36,300 square feet. There are three levels above that. Levels 02, 03 and 04 would all have the same gross floor area, about 34,700 square feet. Added together, it would be about 161,659 square feet. If you're wondering why it is identified as 4-1/2 story building, it's because that lower level is only partial. Included with the site plan is a detailed parking analysis that breaks down the required parking for each subcategory of use within the building. According to the calculations, a total of 233 parking spaces are needed to support the square footage of the new building that would be dedicated to medical. For the portion of the building that would be used as general office, a total of 295 spaces are needed. There are also calculations for "Building Support & Amenity." For the existing building, the Petitioner estimates a need for 70 parking spaces to support its use as a warehouse. The total projected need for both buildings, based on the Petitioner's calculations, is 615 parking spaces. The site plan shows a total of 716 spaces. However, parking required by code is 734 space, resulting in a deficiency of 18

spaces. Due to the significant grade changes on this property, there would be a need for an 18-foot retaining wall along the north property line. Similar situations exist along the east side of the property where the grade drops and there is a steep slope adjacent to the highway. Here too there is a need for a retaining wall. In addition, on the north end of the property, there is a service area on the west side as well as a parking lot on the east side. Because these are raised above the adjacent road that runs along the south side, retaining walls are needed in those areas as well. There's quite a bit of work needed to address the topography of this site. Landscaping constitutes about 22 percent of the total site area. This exceeds the ordinance minimum of 15 percent. A fully detailed landscape plan was provided with the application. All pole-mounted lighting would be limited to a height of 20 feet, which complies with the City's Outdoor Lighting Policy for commercial properties. With respect to storm water, this is still being developed. Meetings are scheduled with the Engineering Division to determine how that will be handled. This site contains a significant amount of wetlands as well as existing stormwater detention areas. It is hoped that the majority of the stormwater from the new development will be accommodated within those existing systems. Lastly, with respect to the exterior of the building, it is envisioned that the exterior of the building would contain a combination of insulated metal and concrete panels along with spandrel glass, the details of which are still pending. This is something that is addressed by the petitioner in a letter that was provided to the Planning Commission, a commitment to come back to the Commission with fully detailed plans should the project move forward. The signage is also not complete at this point, and all the mechanical units would be screened by materials that would be placed on the roof. With that, I would be happy to read out the correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: There are several items of correspondence. The first item is from the Engineering Division, dated January 16, 2019, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The existing parcel is assigned the address of #39000 Seven Mile Road. The legal description provided with the petition appears to be correct and should be used in conjunction with his petition. The existing site is currently serviced by public sanitary and water main that can be extended to the proposed*

*building. Storm sewer detention will need to be provided for any new impervious areas. The submitted drawings do not indicate any proposed utility extensions, so we will review those items when full engineering drawings are submitted to this department. The proposed paving improvements shown on the submitted drawings, indicate the new road will tie into the existing exit from the Pentagon Centre Development. Prior to any construction, the owner will need to provide access agreements from the other property owners or revise the proposed roadway to use their existing approach. If the new layout is approved, the owner will be required to remove the two existing approaches from Seven Mile Road and replace any missing or damaged sidewalk along the frontage. Any work within the Seven Mile Road right-of-way will require a permit from the Wayne County Department of Public Services. Also, right-of-way permits may be required from the Michigan Department of Transportation depending on the access and grading required to install the proposed walls and landscaping."* The letter is signed by David Lear, P.E., Assistant City Engineer. The second letter is from the Livonia Fire & Rescue Division, dated January 29, 2019, which reads as follows: *"This office has reviewed the site plan submitted in connection with a proposal to construct a professional/medical office building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: (1) Subject building(s) are to be provided with an automatic sprinkler system, and on-site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection (north side of building). (2) Adequate hydrants shall be provided and located with spacing consistent with the use group. (Please add location to be determined at the pre-construction meeting.) (3) A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. (4) Fire lanes shall be marked with wall or pole mounted signs that have the words: FIRE LANE – NO PARKING painted on both sides (for pole mount) or single sided (for wall mount) in contrasting colors at a size and spacing approved by the Authority Having Jurisdiction. (5) Fire Department Access shall be maintained in accordance with Chapter 18, Fire Department Access and Water Supply, NFPA 1, 2015. (6) Commercial kitchen Hood and Duct fire suppression shall be a UL 300 system and comply with NFPA 96 (if a system is installed.) (7) Knox Box installation is required for Fire Department access. (8) CO2 detection required for beverage distribution systems and coolers (if installed). If tank/tanks are*

*100 lbs. or greater. (Per 2015 IFC 5307.1)"* The letter is signed by Keith Bo, Fire Marshal. The third letter is from the Division of Police, dated January 17, 2019, 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 Brian Leigh, Sergeant, Traffic Bureau. The fourth letter is from the Inspection Department, dated January 29, 2019, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. (1) A variance from the Zoning Board of Appeals would be required for the deficient number of parking spaces. (2) Signage has not been reviewed at this time. This Department has no further objections to this petition."* The letter is signed by Jerome Hanna, Director of Inspection. The fifth letter is from the Treasurer's Department, dated January 15, 2019, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. The sixth letter is from the Finance Department, dated January 15, 2019, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Coline Coleman, Chief Accountant. We received an email addressed to Tom Kelly, 18th Street Development, Vice President of Real Estate Development, dated January 29, 2019, which reads as follows: *"This letter presents the summary Traffic Impact Study (TIS) prepared for the proposed development in the City of Livonia, Michigan. The project site is located in the northwest quadrant of the Seven Mile Road and I-275 southbound ramp intersection. The proposed development will consist of 130,000 square feet of warehouse, 105,452 square feet of medical office building, 49,015 square feet of clinic and 7,192 square feet of emergency room. Site access for the development is currently provided via one access point to Seven Mile Road and one access point to Haggerty Road. A trip generation analysis was performed to determine the number of trips generate during the AM and PM peak hours. The proposed development will generate the following net new peak hour trips. In Year 2020, a total of 238 AM (177 inbound, 61 outbound) and 306 PM (95 inbound, 211 outbound) peak hour trips. Based on the TIS, the traffic operations in the study area in the existing and background (without the proposed development) experienced high delays and queuing situations which requires improvements and mitigations. The traffic*

*operations in the future conditions (with the proposed development) are similar to background conditions with minimal increases to the delay in the study area. According to the TIS, the future traffic operations at the site driveways were found deficient with the trips generated by the proposed development. The TIS concluded that a traffic signal would improve the deficiency at the site driveway on Haggerty Road, while the site driveway on Seven Mile Road (stop-controlled) will remain deficient due to the lack of improvement options. Therefore, the TIS analyzed an alternative to provide access for the development site to Seven Mile Road through a connection to Chippewa Street (signalized). The results of this alternative analysis indicate that the Chippewa Street connection will be the best option to access the site from Seven Mile Road with some improvements to the traffic signal at the intersection of Seen Mile Road and Chippewa Street. This summary is based on the findings of the TIS. Any questions related to this memorandum should be addressed to Fleis & VandenBrink Engineering.*" The email was submitted by Mohamed Aguib, Traffic Engineer, Fleis & Vandenbrink. That is the extent of the correspondence.

Mr. Wilshaw: Do we have any questions for our Planning staff? I don't see any. Our petitioner is here tonight. Please come forward. We will need your name and address for the record please.

Tom Kelly, 18th Street Development, L.L.C., 1621 18th Street, Suite 250, Denver, Colorado 80202. Good evening, Commissioners. It's a pleasure to have the opportunity to stand in front of you once again. I appreciate your support and consideration through all of this to date. Aligned with Mr. Taormina's summary, I don't want to be repetitive, but perhaps a little context would help as to clarifying our request for the conditional rezoning. We are under certain time constraints with the acquisition of this property. To buy the 35 acres is a significant investment, and our capital is not comfortable being at risk without having assurance that we had the zoning in place to be able to develop what we have put in front of the Commission. What we are comfortable with, and what we are respectfully requesting, is a conditional rezoning that gives us the zoning that will allow us to move forward with the PO-1, but allow us the time to be able to provide further details with getting the connection to Seven Mile Road, to be able to further our building plans to the level of detail that you would like to see that we're just not quite there yet. What we're requesting is 120 days post conditional rezoning. Within that time frame, we come back and we submit a site plan knowing that we are not going to be able to get building permits or any

approvals to move forward without the full satisfaction from the City of Livonia with respect to our building plans and overall development. That's what we're asking for your consideration and that's kind of the constraints that we're operating under that's resulted in this request. Other than that, several of my associates and I are here to answer any of your questions that you may have, but that's the extent of what I came prepared to say.

Mr. Wilshaw: Thank you, Mr. Kelly. Are there any questions from the Commissioners?

Ms. Smiley: Good evening. I appreciate what you're saying with your constraints because it is unusual for us to approve something without a site plan, but I understand where you're coming from. As one Commissioner, I don't have a problem with this. I sure hope you didn't come from Colorado to warm up.

Mr. Kelly: No. I came fully prepared.

Ms. Smiley: Well, Michigan is usually very warm, and I think you'll find our Commission to be very warm. Thank you.

Mr. Ventura: Mr. Kelly, this looks like a find development and we're excited to have it in the city. As Ms. Smiley indicated, it's unusual for us to do this in this method, and we know you're constrained about revealing who's going to be in this building, but please tell us how many new jobs this development will bring to the city.

Mr. Kelly: Great question. I'm not prepared to give you accurate data on that.

Mr. Ventura: Ballpark.

Mr. Kelly: If we're looking at 160,000 plus square feet, it's going to be a significant amount of not just the jobs, but the benefit of providing health care to the community. I'm looking back at my associates. Does anybody have any estimate from a job perspective? It's something I'd love to be able to follow-up with you on, some accurate data.

Mr. Ventura: Can you give us an idea of the wage range that these people will benefit from? These are not all entry level positions I would assume.

Mr. Kelly: No. Everything from nurse practitioners to physicians. So it's going to be on average well above $80,000 in terms of the employment.

Mr. Ventura: Is it fair to say that this is not the relocation of an existing facility in town?

Mr. Kelly: No, it's not. It's a creation of a new facility.

Mr. Ventura: Thank you, Mr. Kelly.

Mr. Wilshaw: Is there anybody in the audience that wishes to speak for or against the granting of this petition? Seeing no one coming forward, a motion would be in order.

On a motion by Smiley, seconded by McCue, and unanimously adopted, it was

**#01-12-2019** **RESOLVED**, that the City Planning Commission does hereby recommend to the City Council that Petition 2019-01-08-01 submitted by 18th Street Development, L.L.C. requesting approval of all plans required by Sections 18.47 and 18.58 of the City of Livonia Zoning Ordinance #543, as amended, in connection with a proposal to construct a professional/medical office building at 39000 Seven Mile Road, located on the north side of Seven Mile Road between the I-275/96 Expressway and Haggerty Road in the Southwest ¼ of Section 6, be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C2.10 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

2. That the OPCC Site Plan marked Sheet No. C2.20 dated January 11, 2019 prepared by HKS Architects, is hereby approved and shall be adhered to;

3. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for any deficient parking;

4. That the Landscape Plans marked Sheet No's. L1.10, L1.20 & L1.30, all dated January 11, 2019 prepared by HKS Architects, are hereby approved and shall be adhered to;

5. That all disturbed lawn areas, except for those with steep side slopes, shall be sodded in lieu of hydro-seeding and properly irrigated;

6. That pursuant to Section 18.58(c)(2) of Ordinance No. 543, as amended, within 120 days from the date of approval of the site plan by City Council, the Petitioner shall submit detailed building elevation plans for review and approval by both the Planning Commission and City Council;

7. That all trash containers shall be properly screened from view with masonry enclosure walls constructed, and the enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass;

8. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including storm water management permits, wetlands permits and soil erosion and sedimentation control permits, from Wayne County, the City of Livonia, and/or the State of Michigan Department of Natural Resources and Environment (DNRE);

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

10. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

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

12. Pursuant to Section 19.10 of Ordinance No. 543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained and construction is commenced, this approval shall be null and void at the expiration of said period.

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

**ZONING BOARD OF APPEALS**

**BOARD MEMBERS**

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Chairman
JAMES M. BARINGHAUS
Vice Chairman
TIMOTHY J. KLISZ
Secretary
CHRISTOPHER N. BOLOVEN
LISA FRASKE
MICHAEL A. TESTA
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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

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CATHY K. WHITE

***April 5, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021):*** An appeal has been made to the Zoning Board of Appeals by BW-Powdered Metals Corp., 32059 Schoolcraft, Livonia, MI 48150, seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

**Rear Yard Setback**:

| | |
|---|---|
| Required: | 50.0 feet |
| Proposed: | 20.6 feet |
| Deficient: | 29.4 feet |

The property is located on the south side of Schoolcraft (32059), between Hubbard and Merriman, Lot. No. 105-99-0016-002, M-2 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 16.05(b), "Yard and setback requirements; Parcels Less Than Ten Acres in Area.

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

**This appeal will be heard at a public hearing to be held on Tuesday, May 25, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**FLUP**
**Zoning Board of Appeals**
**CITY OF LIVONIA**
**(734) 466-2259**

**May 25, 2021 – 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting**
**will be virtual via ZOOM and NOT be held in the City Hall Auditorium**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**

**MASTER PLAN**
**(Future Land Use)**

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021)*: Botsford General Hospital,** 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs on property located on the **north side of Seven Mile (39000), between 275/96 Expressway and Haggerty,** resulting in excess ordinance allowances.

"REGIONAL COMMERCIAL"

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021)*: BW-Powdered Metals Corp, south side of Schoolcraft (32059), between Hubbard and Merriman,** seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

"TECH AND MANUFACTURING"

***APPEAL CASE NO. 2021-05-20:* Thomas Berry, east side of Vacri (17202) between Vargo and McNamara,** seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-21*: Brandon and Lindsay Obenour, west side of Cavell (14553) between Western Golf Drive and Oakley,** seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location. Also, upon a corner lot, the proposed fence along the side street does not align with the fence on adjoining property, which is required.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-23:* HFI8, LLC,** 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center on property located on the **north side of Seven Mile (27430) between Inkster and Rensellor,** resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

"CORRIDOR COMMERCIAL"

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2259 if you need assistance.

**AGENDA DATE: May 25, 2021**
**ZONING BOARD OF APPEALS**
**CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT**
**Pursuant to Zoning Board of Appeals**
**Rules of Procedure, Rule V-Hearings, Paragraph 7**

***APPEAL CASE NO. 2020-02-05 (Tabled on April 20, 2021) Botsford:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience and inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021) BW Powdered Metals Corp.*: Should be denied because the alleged practical difficulty does not entail more than mere inconvenience or inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-05-20 - Berry:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Petitioner's remedies include installing a privacy screen, moving the fence into a compliant position, and seeking an ordinance amendment as petitioner proposed in the Application for Variance.**

***APPEAL CASE NO. 2021-05-21 - Obenour:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Further, Petitioner does not propose to follow the existing fence line established at 27600 Western Golf.**

***APPEAL CASE NO. 2021-05-23 – HFI8, LLC:*** **Should be denied because the alleged practical difficulty does not entail more than mere inability to earn a higher financial return. FURTHER, the proposed sign is 175% of the maximum height allowed for gas stations in Livonia, and the proposed area is 180% of the maximum area allowed for gas stations in Livonia. FURTHER, it is not anticipated that passerby will have any difficulty determining that the subject property is a gas station.**

2021-04-14

# APPLICATION FOR VARIANCE

| (Owner of Premises) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
|---|---|---|---|---|---|
| BW - Powdered Metals Corp | 32059 Schoolcraft | Livonia | 48150 | [redacted] | |

| (Lessee) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
|---|---|---|---|---|---|
| N/A | | | | | |

| (Contractor) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
|---|---|---|---|---|---|
| N/A | | | | | |

The property address is 32059 Schoolcraft Livonia, MI 48150

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

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

   No

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

   SEE ATTACHED

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

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

   SEE ATTACHED

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

   SEE ATTACHED

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

   SEE ATTACHED

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

   No

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

   No

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

No

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

SEE ATTACHED

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

**OWNER'S AFFIDAVIT**

COUNTY OF WAYNE )
STATE OF MICHIGAN )

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

Signature of property owner: _____

Please print name of property owner: GARRETT GRACE

PLANT MANAGER

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

Subscribed and sworn to before me this 26 day of February, 2021.

Travis McKarnen
(Notary Public, Wayne County, Michigan)
My Commission expires September 1 2027

TRAVIS JEFFERY MCKARNEN
Notary Public - State of Michigan
County of Genesee
My Commission Expires Sep 1, 2027
Acting in the County of Oakland

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

**NOT TO BE COMPLETED BY APPLICANT**

Petitioner makes application for a Hearing, seeking to (reverse, ~~modify~~, or affirm) the (order, decision) of the Department of Inspection, dated 03/01/2021, which reads as follows:

ORDINANCE 543, SECTION 16.05(b)

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

_____
(Supervisor)

Application for permit filed NO Violation Issued NO

2021-04-14

1. Are there any deed restriction or subdivision rules or restriction on the property? I so, what are they? **No**

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

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

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City: **Our proposed building addition (set back) is not unique to other building on the same street " Industrial Drive" most of the building on the south side of the street are also very close to the road.**

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return: **The addition will provide numerous benefits 1) improved safety in a very busy and congested shipping area 2) enhanced space to improve material flow and 3) additional space for Livonia to relocate its press air compressor to a cleaner environment.**

5. Explain why you think this variance would be fair to the neighbors and other who might be affected: : **Our proposed building addition (set back) is not unique to other building on the same street.**

6. Have you sought an amendment to the zoning ordinance whish would permit your proposed project under current zoning? If yes please describe the outcome of this process: **No**

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made? **No**

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: **No**

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? **We have neighbors with a shorter set back footage.**

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CITY OF LIVONIA

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Inspection Department
City of Livonia

2021-04-14

CITY OF LIVONIA

Inspection Department

1 REVISED 4/26/21 (BUILDING DOWN SIZED)

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

CONTACT: DAVE OPRISIU.

Applicant SAME AS OWNER Address SAME AS OWNER [redacted]

Owner BW-POWDERED METALS CORP. Address 32059 SCHOOLCRAFT, LIVONIA, MI 48150 (32000 INDUSTRIAL)

Lessee — Address —

Location SOUTH Side of 32059 SCHOOLCRAFT Street

Between HUBBARD And MERRIMAN

Lot No/Parcel No. 105-99-0016-002 Subdivision —

Zoning District M-2 Map No. NE27 Lot Size 3.16 ACRES Alley —

Present Use INDUSTRIAL Proposed Use SAME

Present Building Size ± 62,160 SQ FT Proposed Building Size 5120 SQ FT (40' x 128')

Present Height of Building ONE STORY Proposed Height ONE STORY

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO ERECT AN ADDITION ON A BUILDING UPON A DOUBLE STREET FRONTAGE LOT RESULTING IN DEFICIENT REAR YARD SET BACK.

REAR YARD SET BACK REQUIRED: 50 FEET; PROPOSED: ~~10.6 FEET~~ 1 20.6 FEET;

DEFICIENT: ~~39.4 FEET~~ 1 29.4 FEET.

Reason for Rejection ORDINANCE 543, SECTION 16.05(b)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard ~~39.4 FEET~~ 1 29.4 FEET (16.05(b))

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

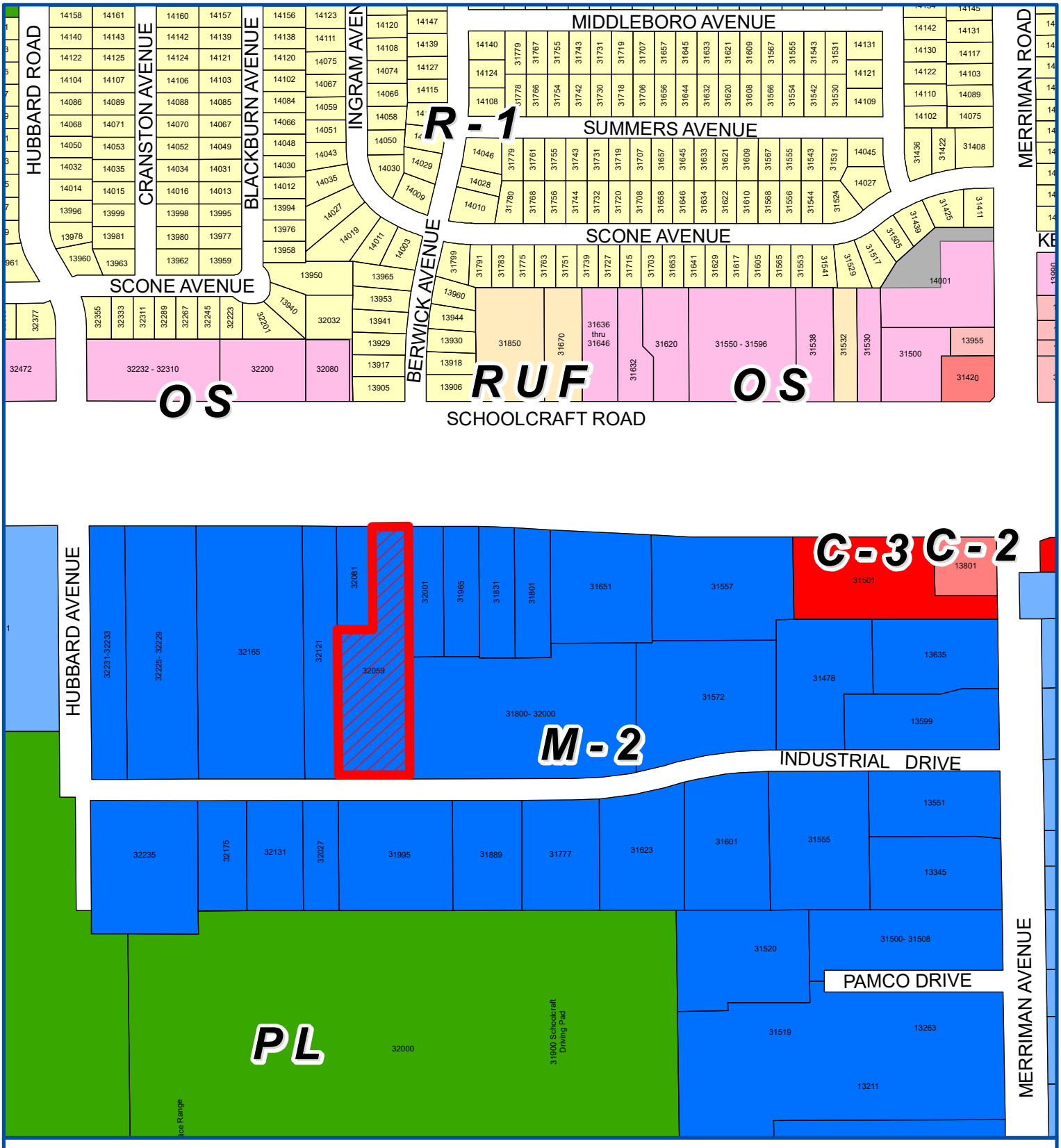
Excessive Lot Coverage — Excessive Height — Increasing No. Units —

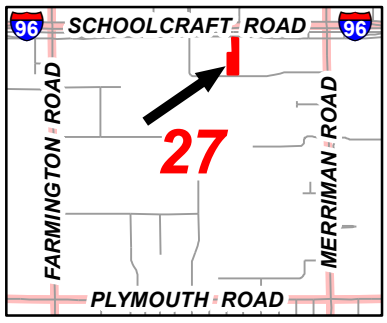
Use Prohibited — Deficient Parking Spaces — Increasing Area and Bulk —

Remarks —

Plans and Application examined by RY Date MARCH 01, 2021

ZONING EXAMINER



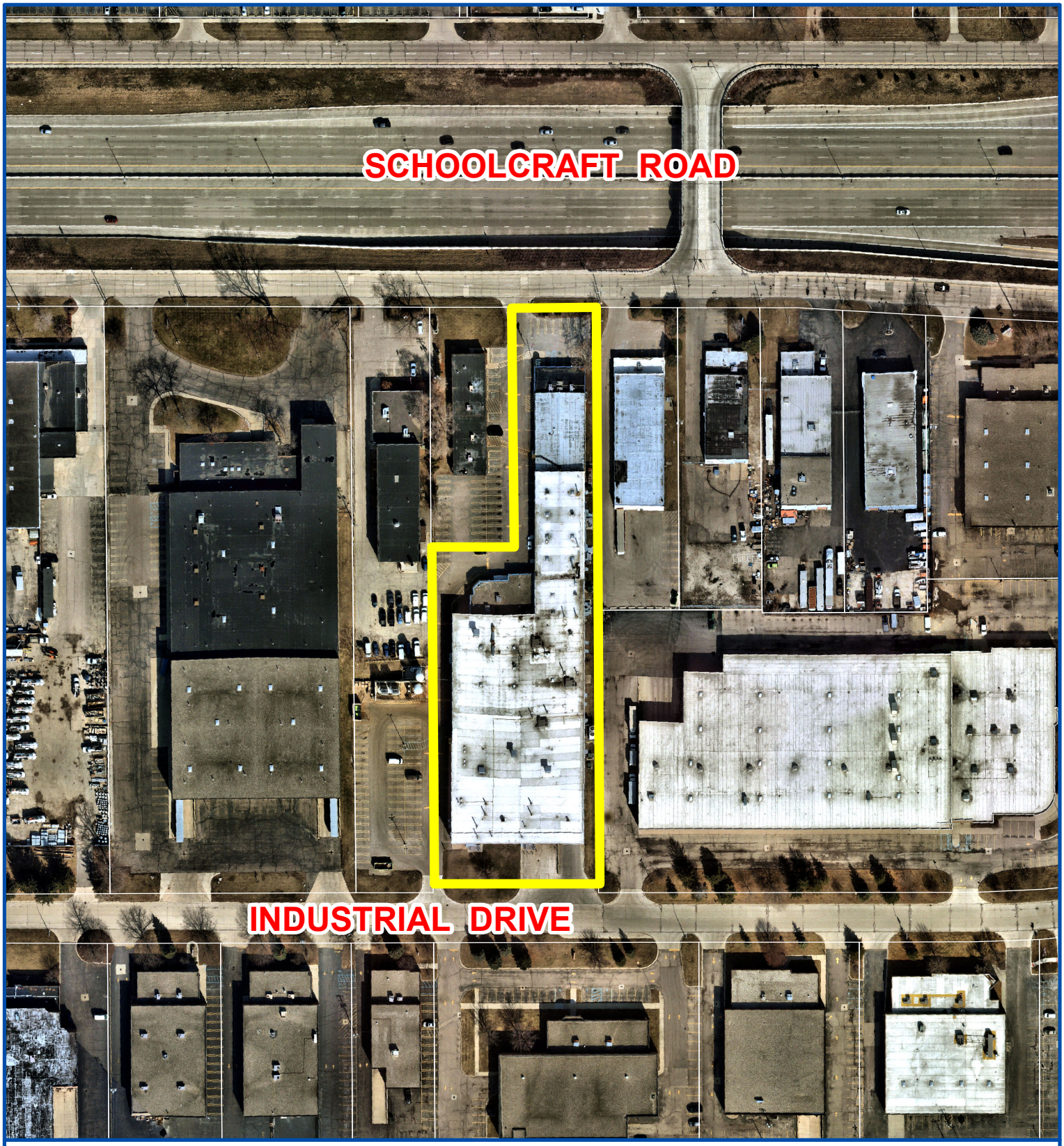

# Address & Zoning Map

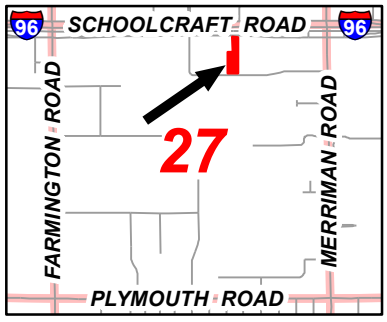
**Appeal Case No. 2021-04-14**
**BW Powdered Metals Corp.**
**32059 Schoolcraft Road**
**Seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback**

N

Not to Scale

City of Livonia
Planning Department




# Aerial Map

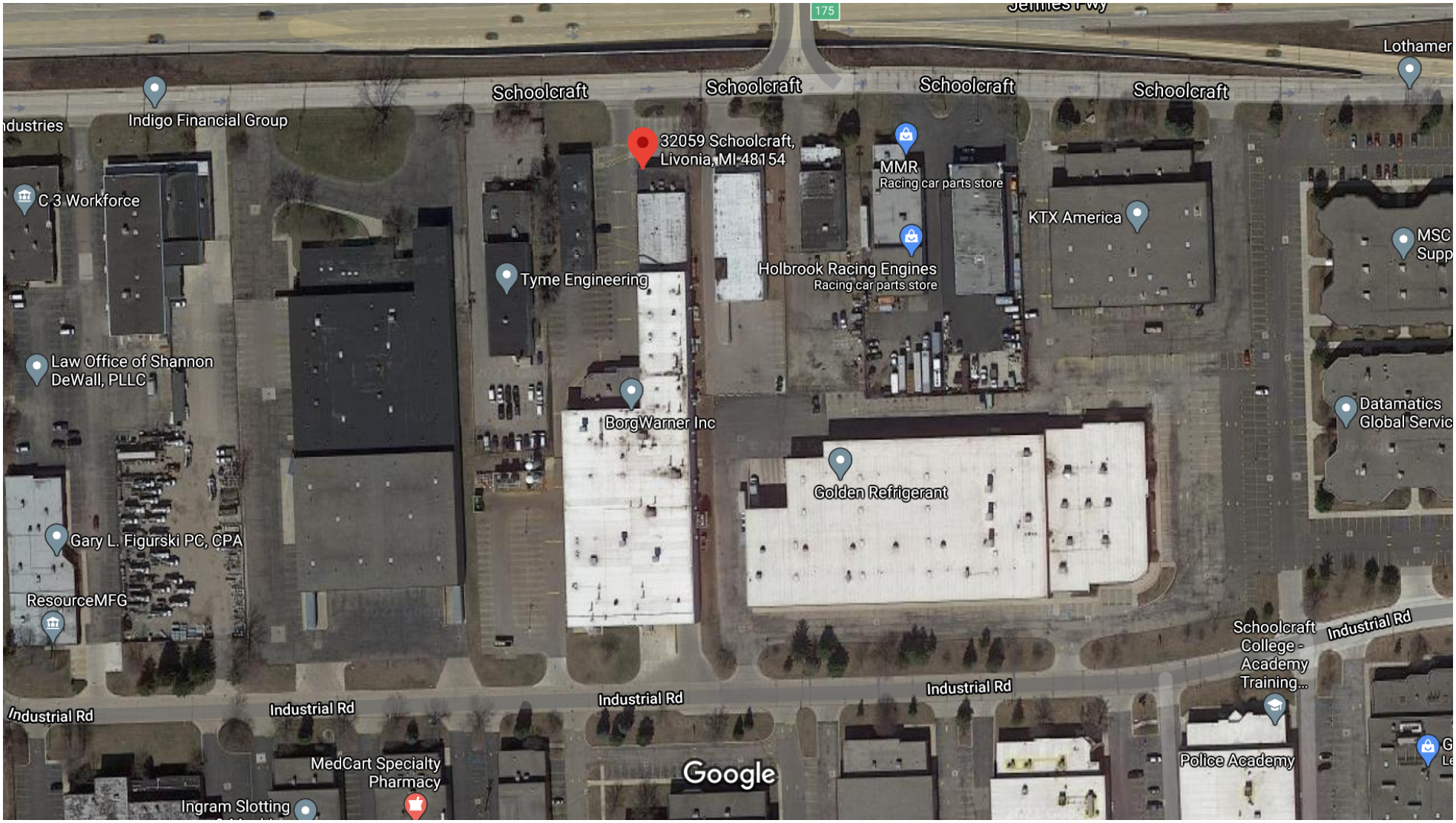
**Appeal Case No. 2021-04-14**
**BW Powdered Metals Corp.**
**32059 Schoolcraft Road**
**Seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback**

N

Not to Scale

City of Livonia
Planning Department

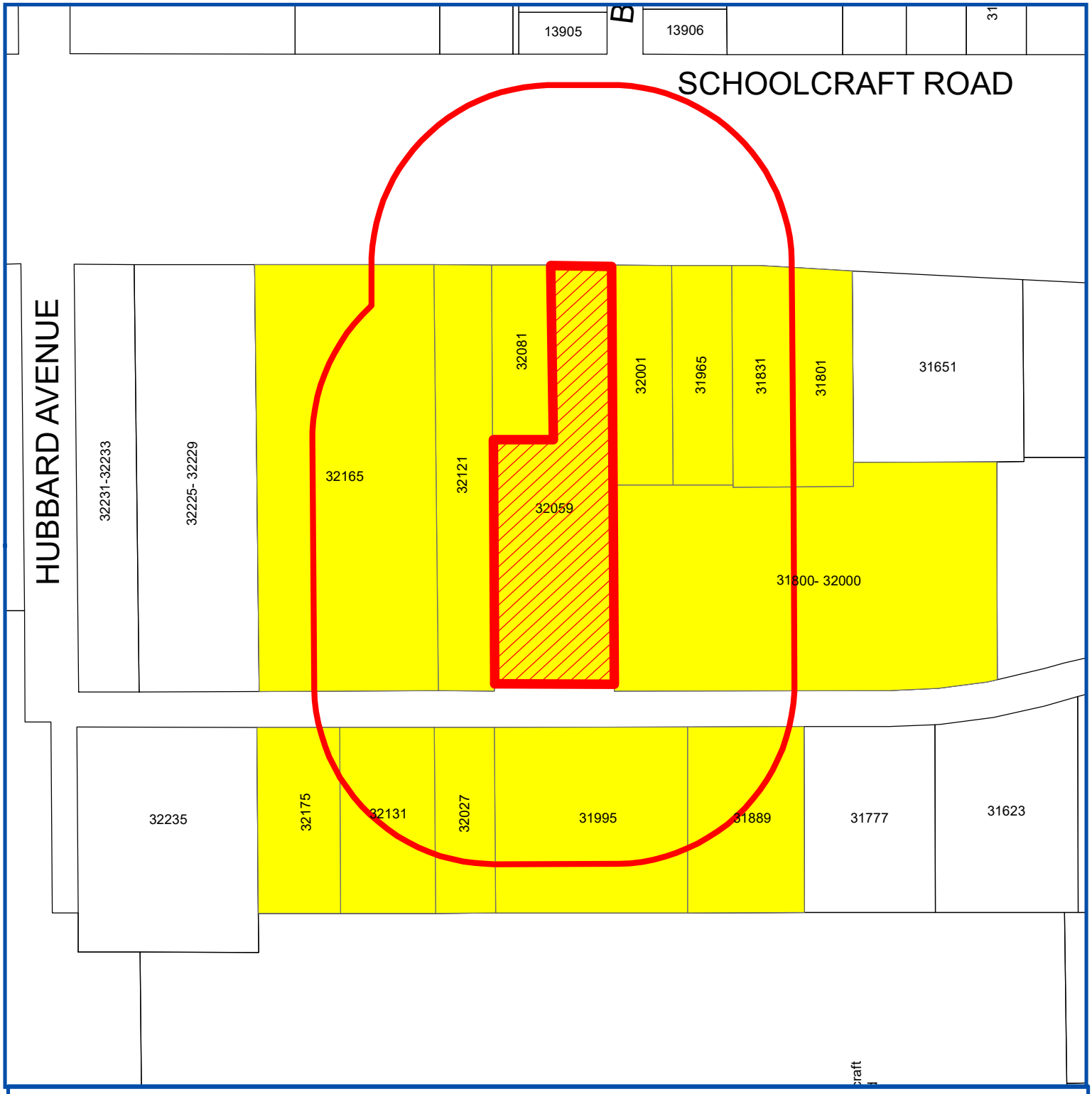
Google Maps 32059 Schoolcraft




Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021 100 ft

Google Maps 32059 Schoolcraft

Map data ©2021 , Map data ©2021 20 ft




# Notification Map

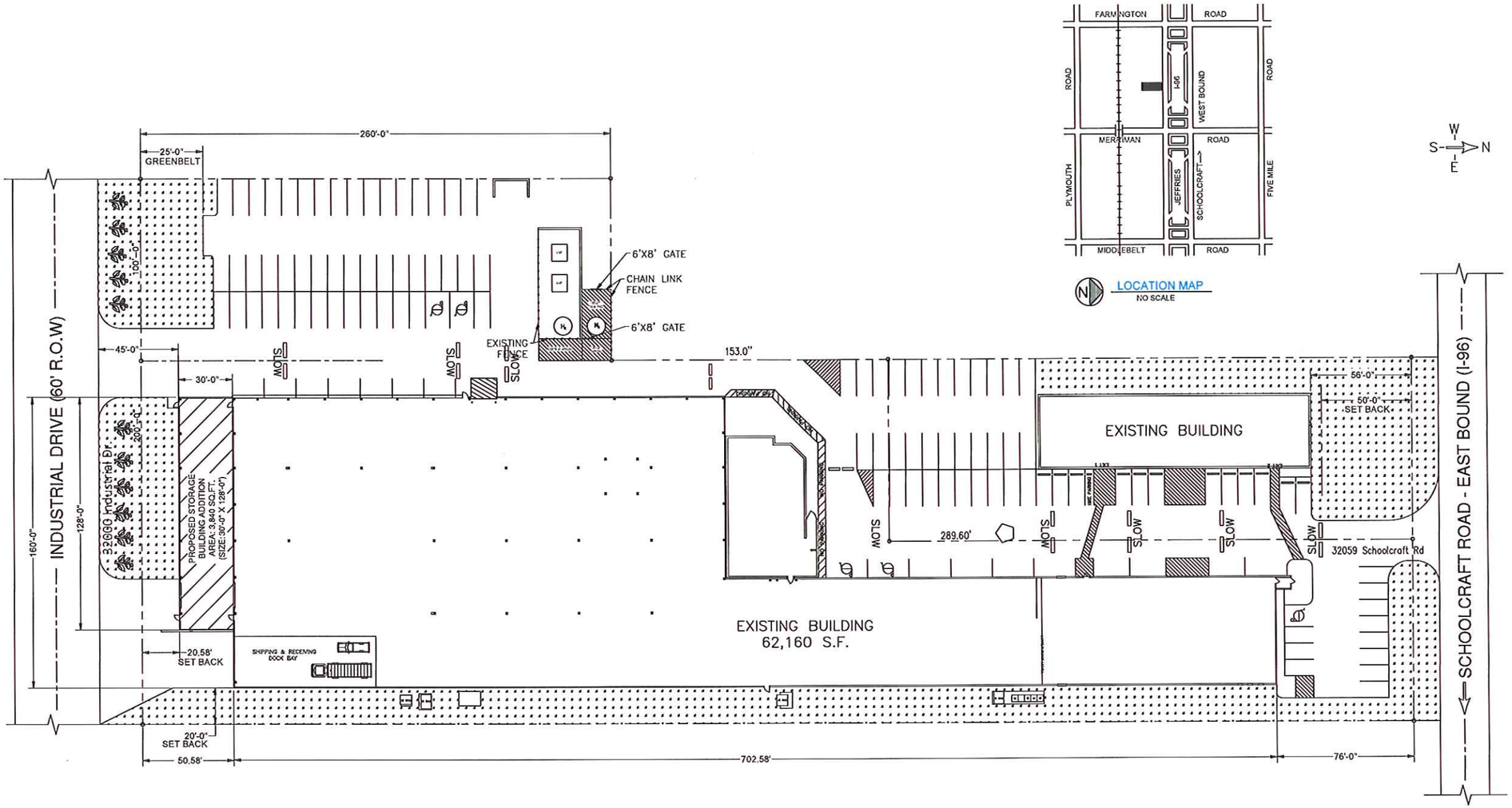
**Appeal Case No. 2021-04-14**
**BW Powdered Metals Corp.**
**32059 Schoolcraft Road**
**Seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback**

Site Under Petition
300 Feet Radius
Properties within 300 feet

N
Not to Scale

City of Livonia
Planning Department

## Date of Z.B.A. Meeting: April 20 2021




SITE PLAN
SCALE: 1" = 30'-0"

SITE LEGEND
ZONING M-2
SIDWELL NO. 990006702 (N.E 14 SECT. 27, P.105)
SITE AREA: 187,556 S.F. = 3.16 ACRES

BUILDING AREA:

| | |
|---|---|
| EXISTING BUILDING | 62,160 S.F. |
| PROPOSED STORAGE ADDITION | 3,840 S.F. |

LOADING SPACE (10'X25' EA.) 3 REQUIRED & PROVIDED

PARKING (50 MAX./SHIFT)

| | |
|---|---|
| REQUIRED | 50 SPACES |
| PROVIDED | 63 SPACES |

LEGEND

- EXIST. CONSTRUCTION TO BE REMOVED OR MODIFIED.
- PROPERTY LINE
- ROAD CENTER LINE
- NEW BUILDING
- EXISTING BLDG.
- EDGE OF PAVEMENT
- CONCRETE PAVEMENT

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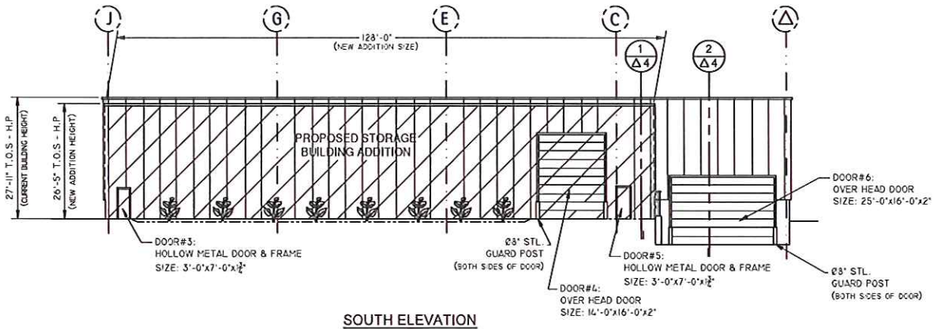
Inspection Department
City of Livonia

DATE REVISED ON: 04-22-2021

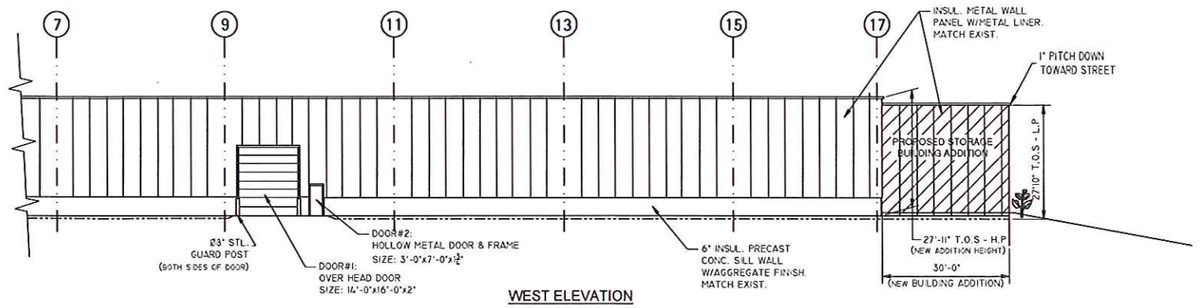
# SITE PLAN

SHEET#: 1 OF 2

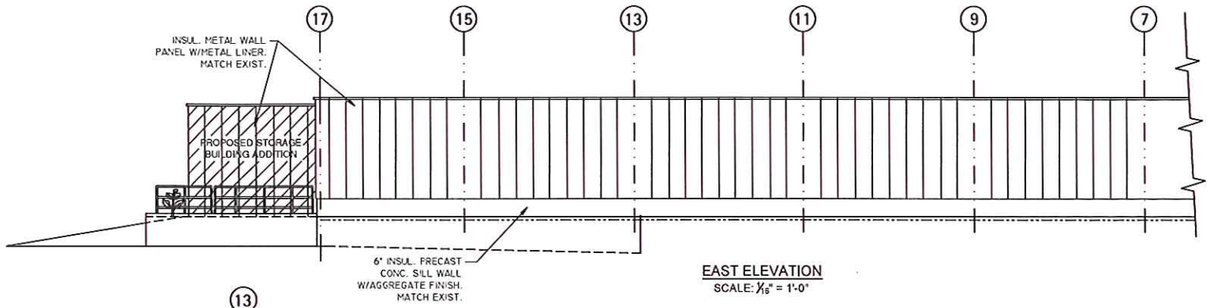
BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI



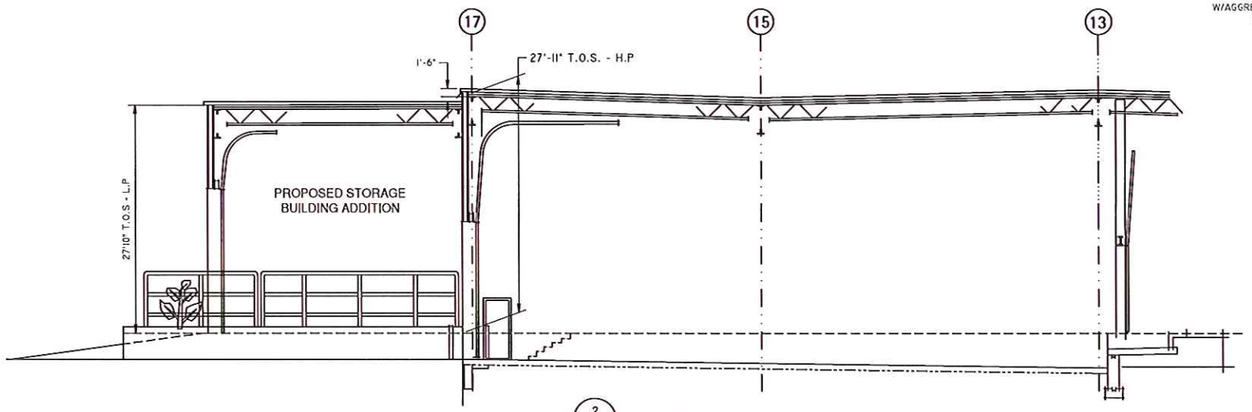

SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



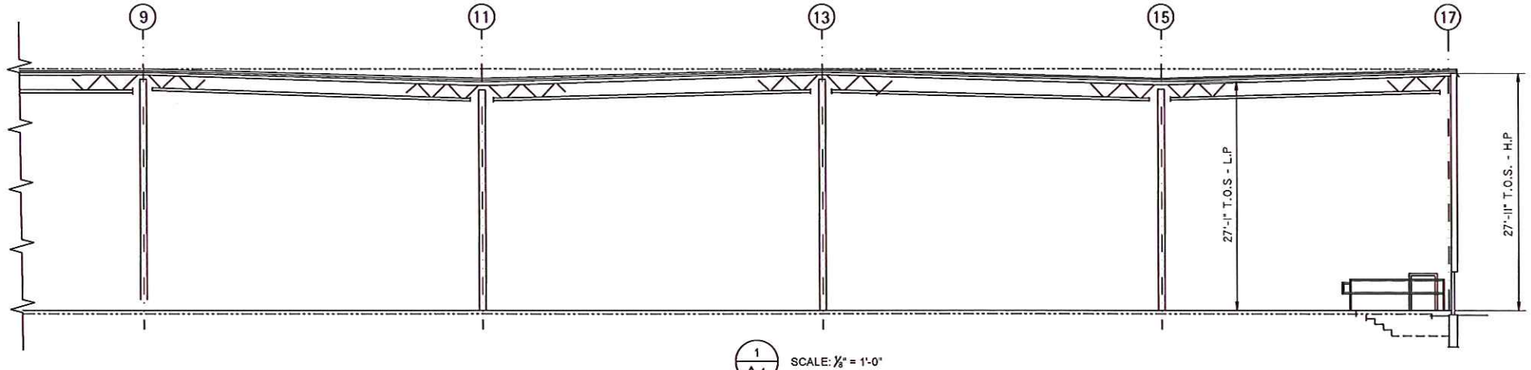

WEST ELEVATION
SCALE: 1/16" = 1'-0"




EAST ELEVATION
SCALE: 1/16" = 1'-0"




2/A4 SCALE: 1/8" = 1'-0"




1/A4 SCALE: 1/8" = 1'-0"

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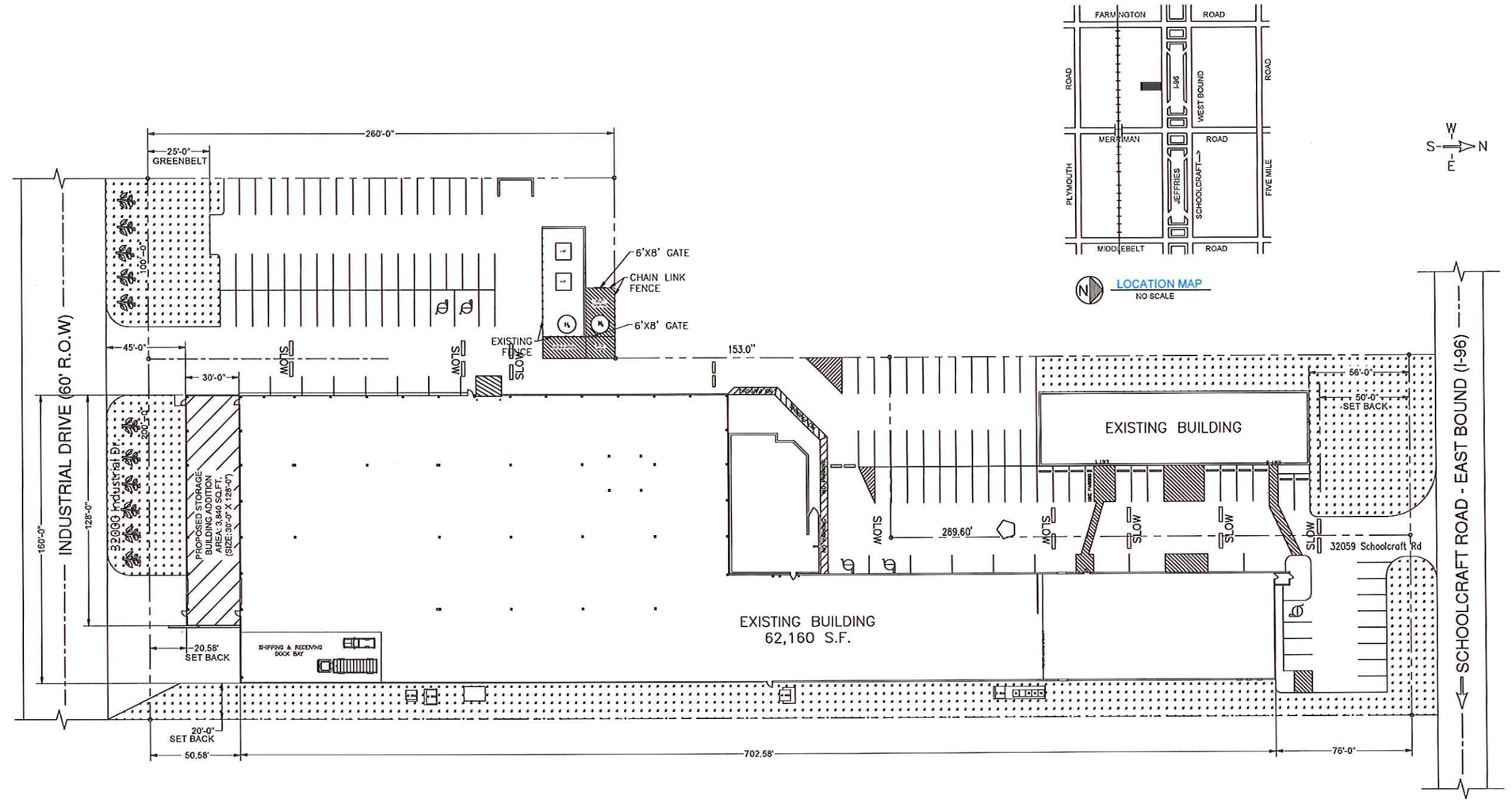
City of Livonia

DATE REVISED ON: 04-22-2021

# SITE PLAN

SHEET#: 2 OF 2

BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI




SITE PLAN
SCALE: 1" = 30'-0"

SITE LEGEND
ZONING M-2
SIDWELL NO. 990006702 (N.E 14 SECT. 27, P.105)
SITE AREA: 187,556 S.F. = 3.16 ACRES

BUILDING AREA:
EXISTING BUILDING 62,160 S.F.
PROPOSED STORAGE ADDITION 3,840 S.F.

LOADING SPACE (10'X25' EA.) 3 REQUIRED & PROVIDED

PARKING (50 MAX./SHIFT)
REQUIRED 50 SPACES
PROVIDED 63 SPACES

LEGEND
---------- EXIST. CONSTRUCTION TO BE REMOVED OR MODIFIED.
PROPERTY LINE
ROAD CENTER LINE
NEW BUILDING
EXISTING BLDG.
EDGE OF PAVEMENT
CONCRETE PAVEMENT

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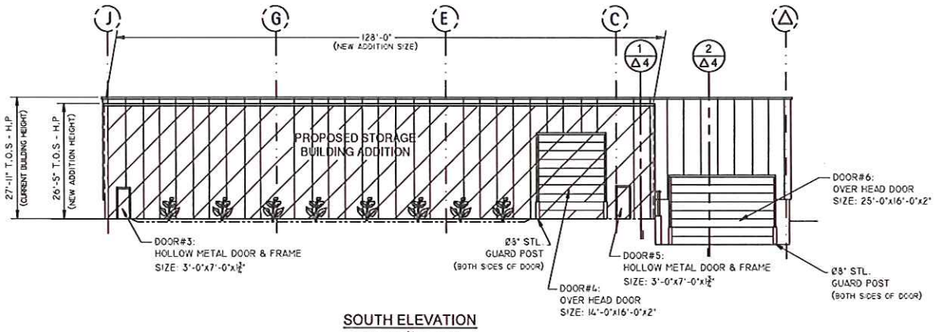
Inspection Department
City of Livonia

DATE REVISED ON: 04-22-2021

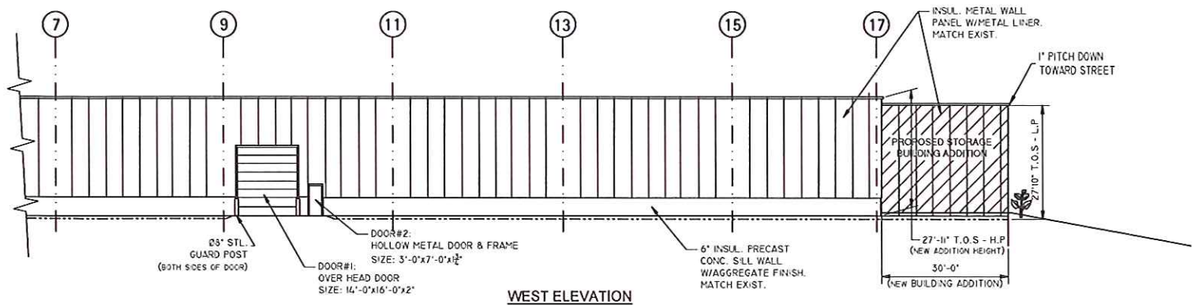
# SITE PLAN

SHEET#: 1 OF 2

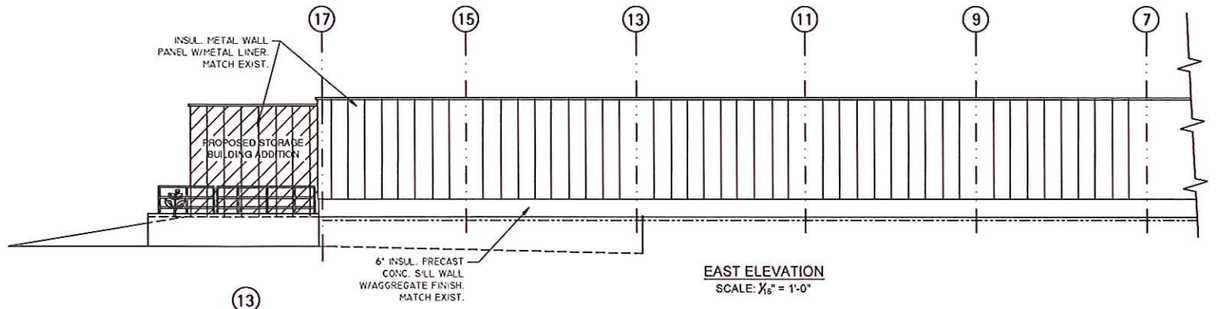
BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI




SOUTH ELEVATION
SCALE: 1/16" = 1'-0"




WEST ELEVATION
SCALE: 1/16" = 1'-0"




EAST ELEVATION
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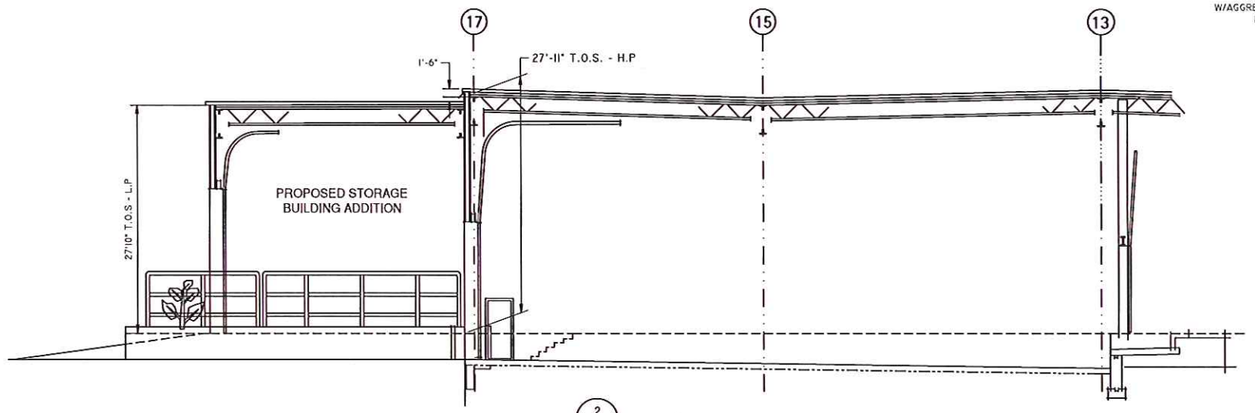


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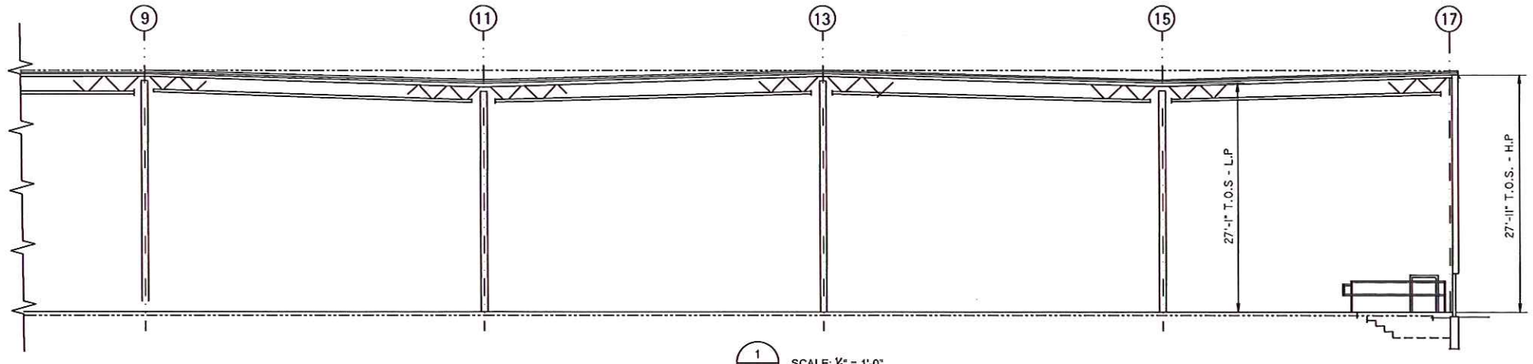


1/Δ4 SCALE: 1/8" = 1'-0"

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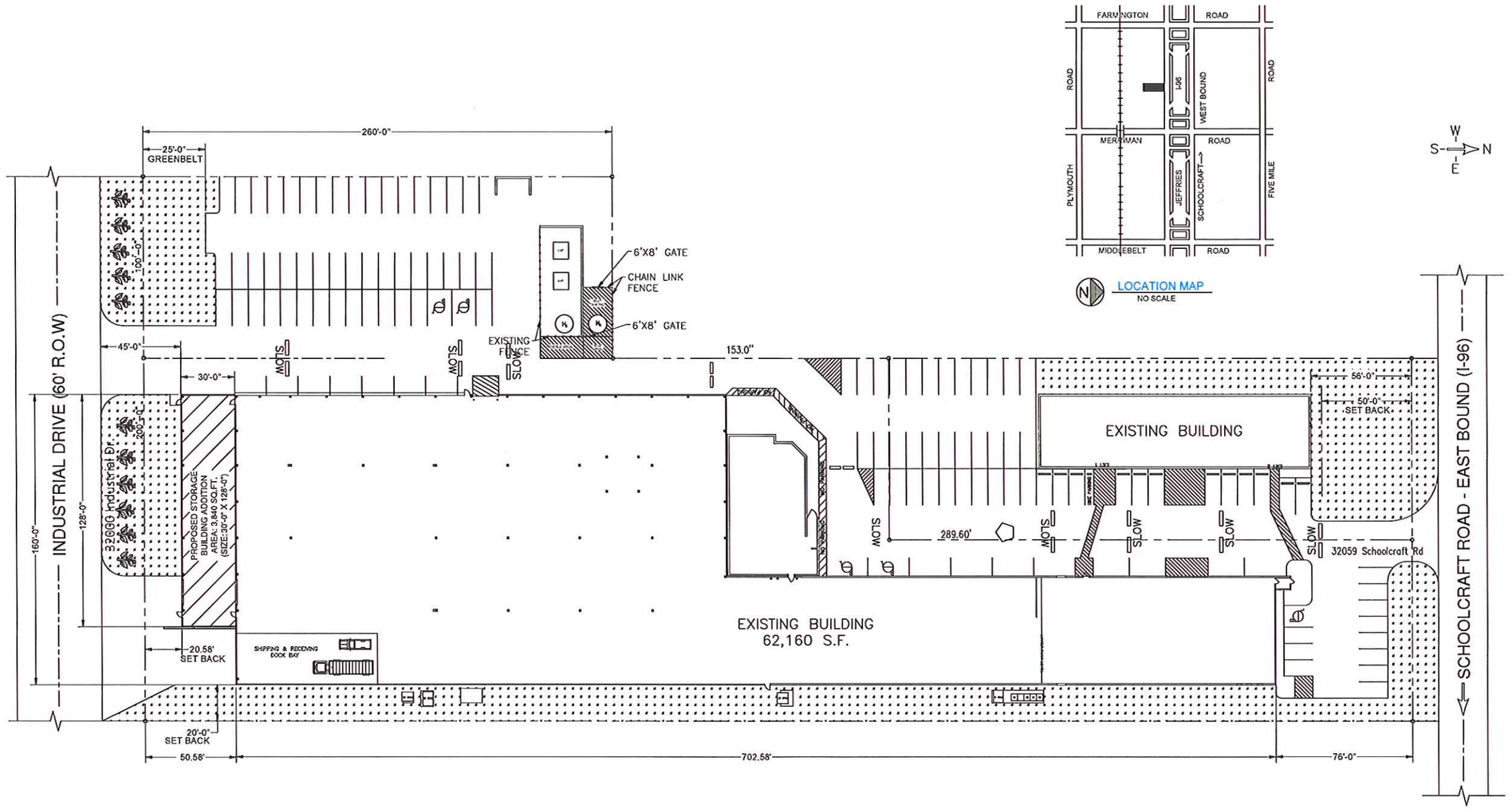
Inspection Department
City of Livonia

DATE REVISED ON: 04-22-2021

# SITE PLAN

SHEET#: 2 OF 2

BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI




LOCATION MAP
NO SCALE

SITE PLAN
SCALE: 1" = 30'-0"

SITE LEGEND
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DATE REVISED ON: 04-22-2021

# SITE PLAN

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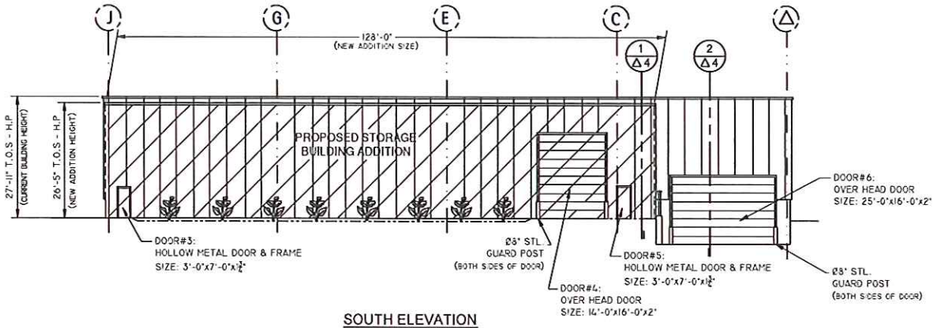
LIVONIA, MI




SOUTH ELEVATION
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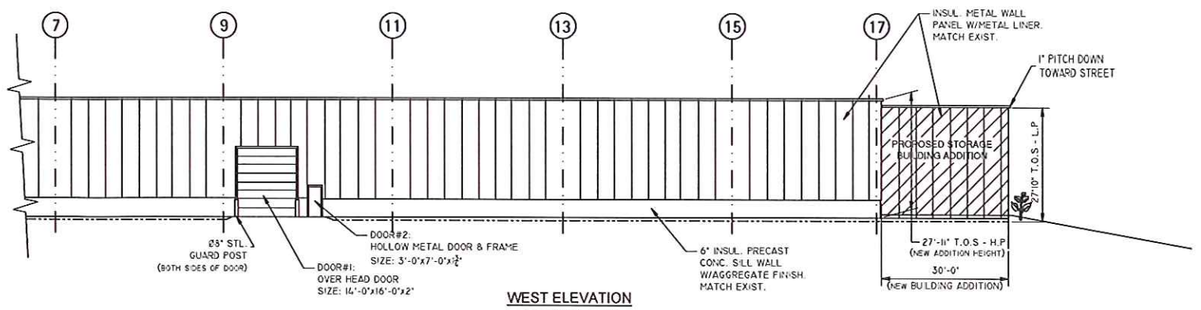


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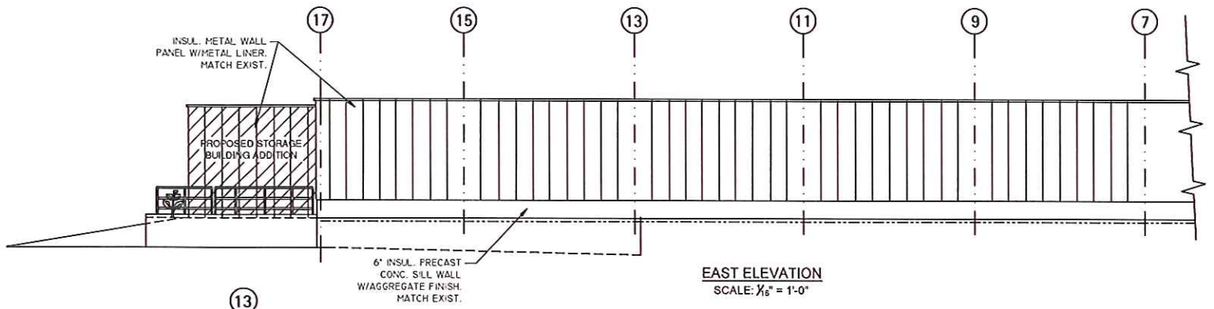


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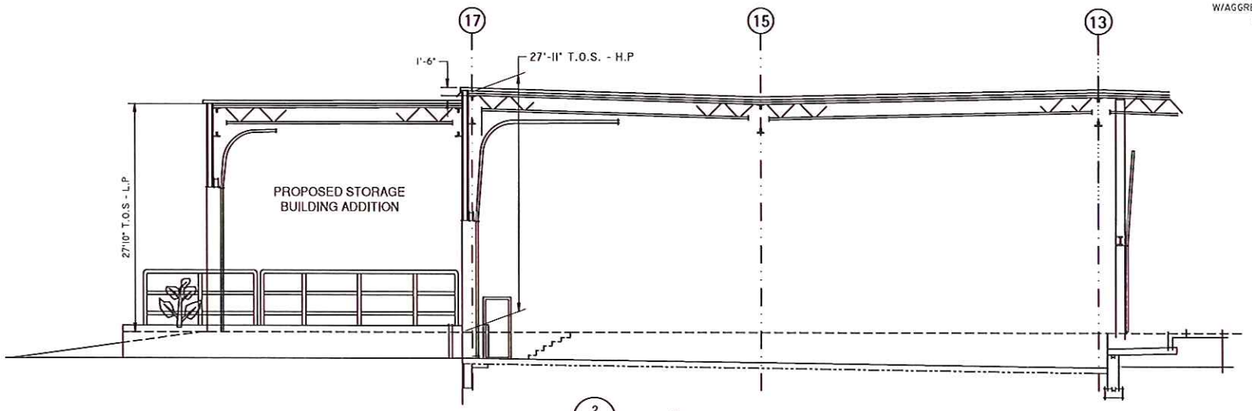


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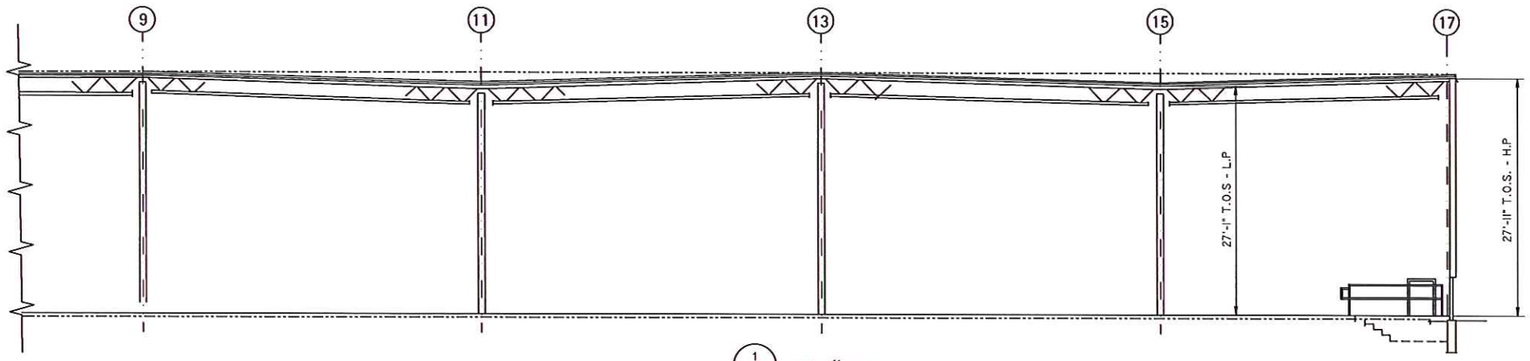


1/Δ4 SCALE: 1/8" = 1'-0"

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City of Livonia

DATE REVISED ON: 04-22-2021

# SITE PLAN

SHEET#: 2 OF 2

BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI

**ZONING BOARD OF APPEALS**

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LIVONIA, MICHIGAN 48154-3097
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FAX: (734) 466-2095

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***April 5, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-04-14:*** An appeal has been made to the Zoning Board of Appeals by BW-Powdered Metals Corp., 32059 Schoolcraft, Livonia, MI 48150, seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

**Rear Yard Setback**:

| | |
|---|---|
| Required: | 50.0 feet |
| Proposed: | 10.6 feet |
| Deficient: | 39.4 feet |

The property is located on the south side of Schoolcraft (32059), between Hubbard and Merriman, Lot. No. 105-99-0016-002, M-2 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 16.05(b), "Yard and setback requirements; Parcels Less Than Ten Acres in Area.

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

This appeal will be heard at a public hearing to be held in the **Auditorium on the first floor of City Hall on Tuesday, April 20, 2021 at 7:00 p.m**., at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

2021 - -

2021-04-14

CITY OF LIVONIA

Inspection Department

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

Applicant SAME AS OWNER Address SAME AS OWNER

Owner BW-POWDERED METALS CORP Address 32059 SCHOOLCRAFT, LIVONIA, MI 48150 734-347-7349
(32000 INDUSTRIAL)

Lessee — Address —

Location SOUTH Side of 32059 SCHOOLCRAFT Street

Between HUBBARD And MERRIMAN

Lot No/Parcel No. 105-99-0016-002 Subdivision —

Zoning District M-2 Map No. NE27 Lot Size 3.16 ACRES Alley —

Present Use INDUSTRIAL Proposed Use SAME

Present Building Size ± 62,160 SQ FT Proposed Building Size 5120 SQ FT (40' x 128')

Present Height of Building ONE STORY Proposed Height ONE STORY

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO ERECT AN ADDITION ON A BUILDING UPON A DOUBLE STREET FRONTAGE LOT RESULTING IN DEFICIENT REAR YARD SET BACK.
REAR YARD SET BACK REQUIRED: 50 FEET; PROPOSED: 10.6 FEET;
DEFICIENT: 39.4 FEET.

Reason for Rejection ORDINANCE 543, SECTION 16.05(b)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard 16.05(b) 39.4 FEET

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

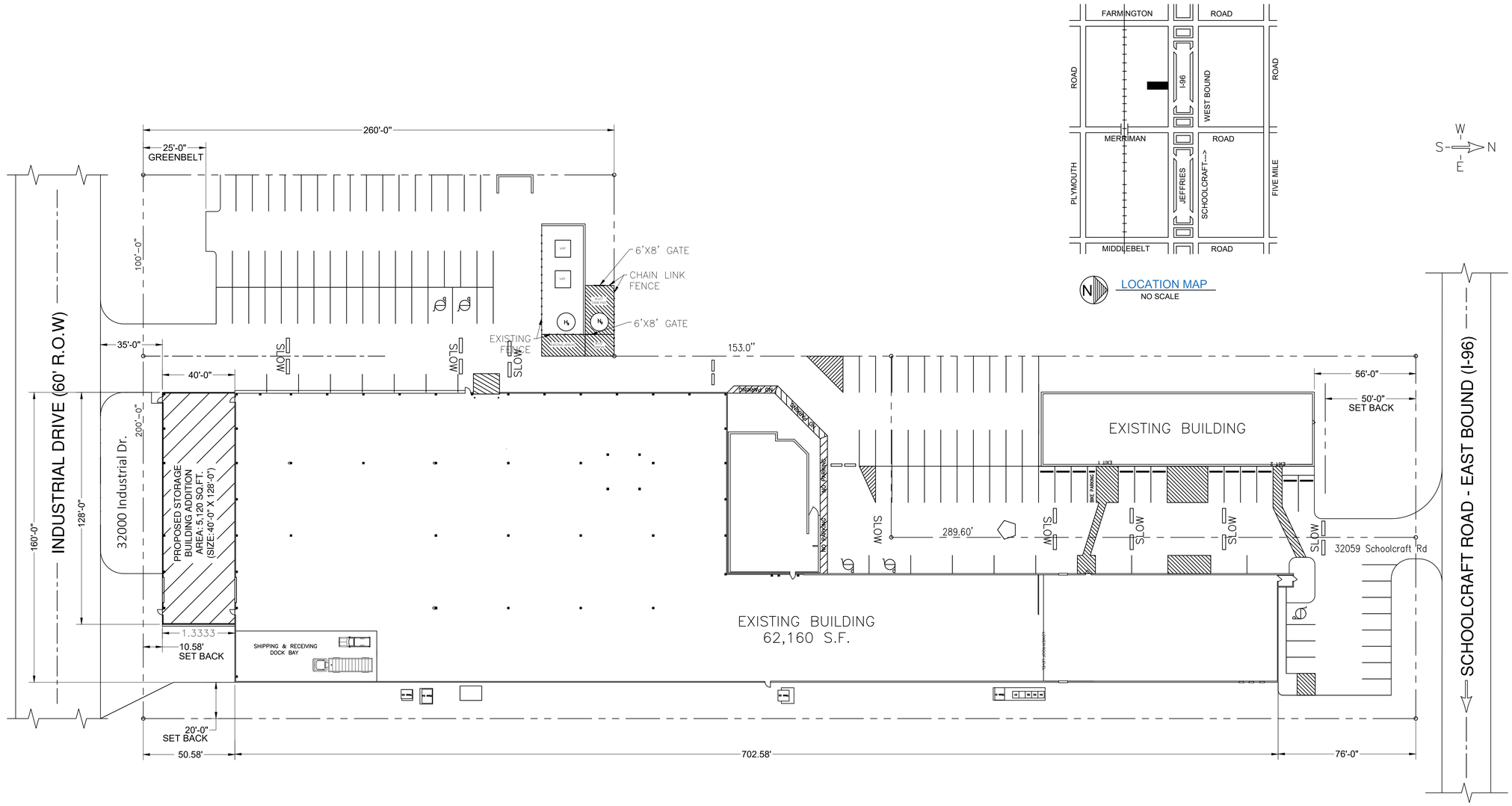
Excessive Lot Coverage — Excessive Height — Increasing No. Units —

Use Prohibited — Deficient Parking Spaces — Increasing Area and Bulk —

Remarks —

Plans and Application examined by RM Date MARCH 01, 2021

ZONING EXAMINER







LOCATION MAP
NO SCALE




SITE PLAN
SCALE: 1" = 30;-0"

SITE LEGEND
ZONING M-2
SIDWELL NO. 990006702 (N.E 14 SECT. 27, P.105)
SITE AREA: 187,556 S.F. = 3.16 ACRES

BUILDING AREA:
EXISTING BUILDING 62,160 S.F.
PROPOSED STORAGE ADDITION 5,120 S.F.

LOADING SPACE (10'X25' EA.) 3 REQUIRED & PROVIDED

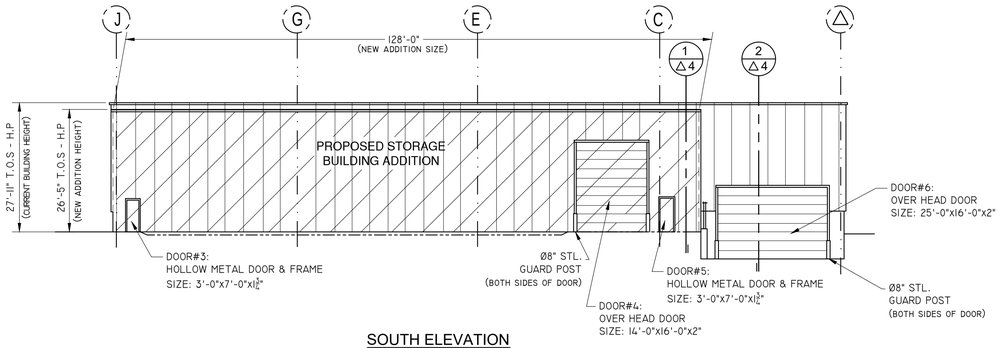
PARKING (50 MAX./SHIFT)
REQUIRED 50 SPACES
PROVIDED 63 SPACES

LEGEND
---------- EXIST. CONSTRUCTION TO BE REMOVED OR MODIFIED.
---·---·--- PROPERTY LINE
——·—— ROAD CENTER LINE
NEW BUILDING
EXISTING BLDG.
EDGE OF PAVEMENT
CONCRETE PAVEMENT

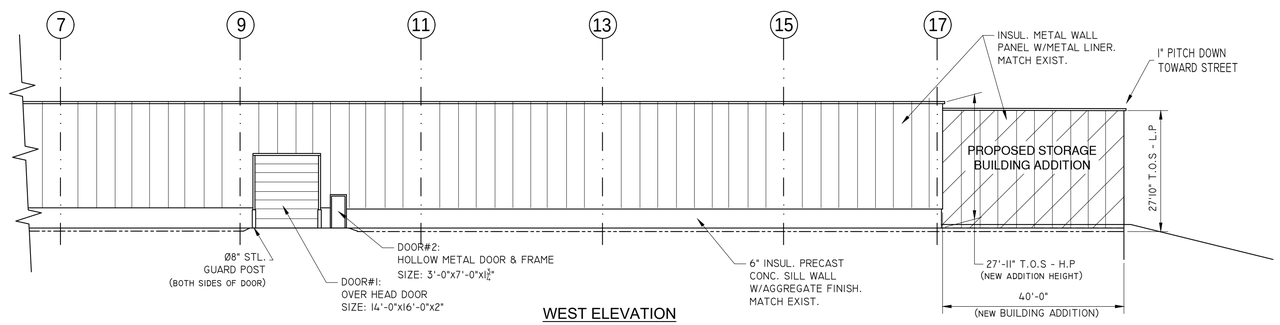
# SITE PLAN

SHEET#: 1 OF 2

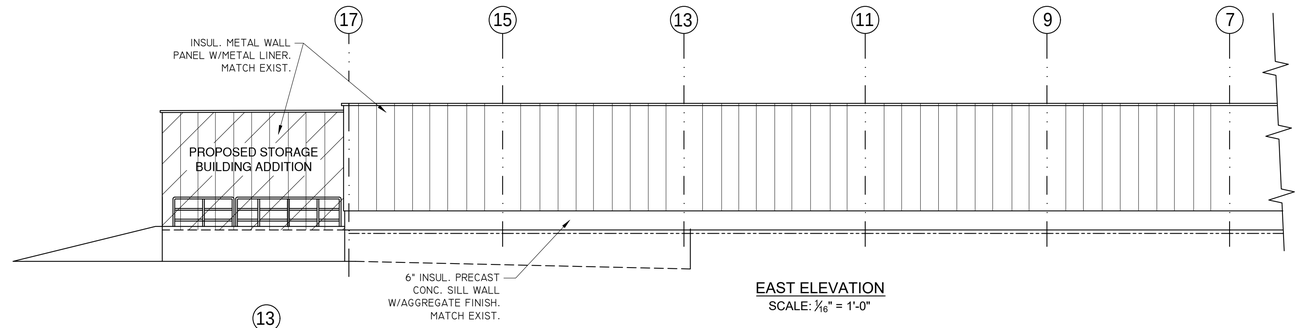
BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI



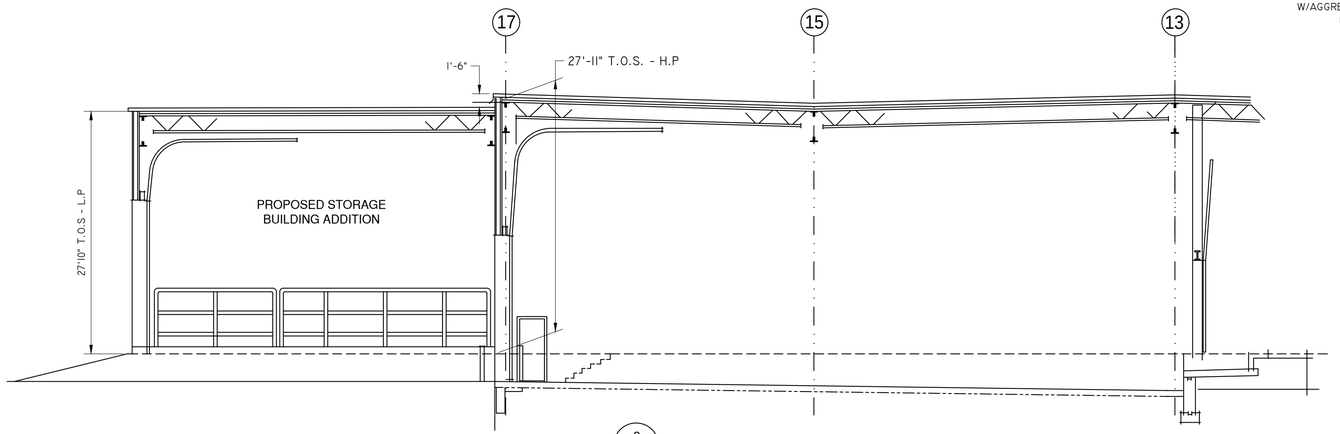

SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



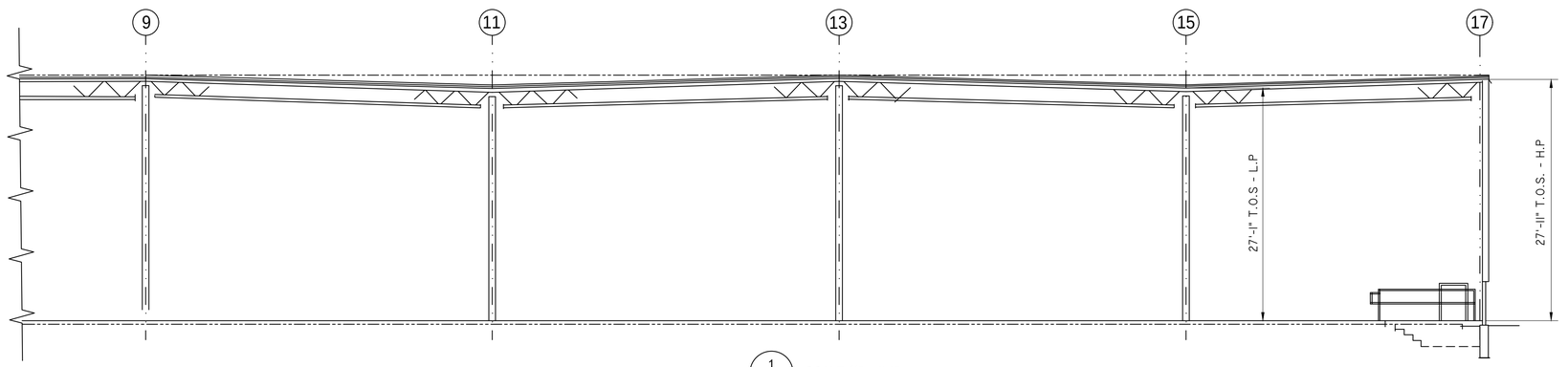

WEST ELEVATION
SCALE: 1/16" = 1'-0"




EAST ELEVATION
SCALE: 1/16" = 1'-0"




2 / △4 SCALE: 1/8" = 1'-0"




1 / △4 SCALE: 1/8" = 1'-0"

# SITE PLAN

SHEET#: 2 OF 2

BORGWARNER
32000 INDUSTRIAL DR.
LIVONIA, MI

2021-04-14

BorgWarner Inc. World Headquarters 3850 Hamlin Road Auburn Hills Michigan 48326, USA Tel: +1 248-754-9200

BorgWarner

March 15, 2021

Re: Letter of Authorization

To Whom it May Concern:

I, Stefan Demmerle, am the President of BorgWarner PDS (Livonia) Inc. with a principal place of business at 32059 Schoolcraft, Livonia, MI 48150 ("BorgWarner Livonia").

As an officer of BorgWarner Livonia, I hereby appoint Garrett Gage, the Plant Manager of BorgWarner Livonia, as an authorized agent of BorgWarner Livonia ("Agent") relating to BorgWarner Livonia's request for a city variance for an addition that is being planned ("Project").

Under this delegation, the Agent is authorized to execute and deliver all such documents as may be reasonable or necessary to process the above-referenced Project, including the attached document (Application for Variance). It also includes attending any meetings on behalf of BorgWarner Livonia regarding the Project.

Regards,

Stefan Demmerle

RECEIVED
MAR 15 2021
Inspection Department
City of Livonia

height on property located on the west side of Ingram (19655) between Bretton and St. Martins, Lot No. 111 (012 01 0111 000), Spring Valley No. 1 Subdivision, R-1 zoning district, be denied and the rejection by the Bureau of Inspection under Zoning Ordinance No. 543, Section 18.24 (Excessive Height of Garage: Allowed is 16 feet; Proposed is 19 feet - Excess 3 feet), be upheld for the following reasons and findings of fact:

1) That the petitioner has not demonstrated to the Board's satisfaction a sufficient hardship.

2) That the Board does feel that the petitioner can construct the proposed addition to the garage within the confines of the ordinance.

3) That the proposed height would not be in keeping with the residential design of this area.

FURTHER, That the granting of this variance would be detrimental to the area and to the Master Plan of the City of Livonia.

ROLL CALL VOTE:

AYES: O'Neill, Brown, Fandrei, Miencier, Gniewek, Blomberg

NAYS: Grace

Gniewek - There could be an addition to that particular garage but it would have to be within the confines of the ordinance.

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APPEAL CASE NO. 8606-84 - Borg-Warner Automotive, Inc., 32059 Schoolcraft, Livonia 48150, seeking to erect a new ground sign resulting in deficient sign setback on property located on the south side of Schoolcraft (32059) between Farmington and Merriman Roads, Parcel No. 105 99 0016 000, M-2 zoning district.

Rejected by the Bureau of Inspection under Zoning Ordinance No. 543, Section 18.50 F (Deficient Sign Setback: Required is 25 feet; Proposed is 7 feet - Deficient 18 feet.)

Stanow - Allowed for M-2 is a ground sign of 200 square feet at the required 25-foot setback. The proposal before the Board is 36 square foot ground sign at a height of 6 feet and at a 7-foot setback. The sign, as indicated, has a blue face with white lettering. It is noted that the existing wall sign would be removed.

Gniewek - Would you describe the property, where the sign would be located if at a 25-foot setback?

Stanow - At the required 25-foot setback, it would be within the parking lot area.

Gniewek - How high could the sign be at that location?

Stanow - By ordinance, 30 feet.

Gniewek - 30 feet and 200 square feet?

Stanow - Yes.

Blomberg - Did you mention that the other sign, Michigan Powdered Metal, is coming down?

Stanow - Yes, that is to be removed.

Gniewek - What are the setbacks as far as other signage in the area?

Stanow - Detroit Quality Brush is at a 5-foot setback; Superior Detroit is at 12 feet and Livonia Commerce is at 10 feet.

Charles Naas - We find that many delivery trucks are passing us by. We have no place to put the sign but this place which is just adjacent to the driveway. That is the reason we asked for this place. We noticed that there are quite a few of the other companies that have theirs nearly to the line.

Gniewek - You do have some large trees that are right near the building, is that correct?

Naas - Yes.

Gniewek - So if you put the sign by the building it would be hidden by the large trees?

Naas - That is correct.

Gniewek - I noticed your development is very large, how many square feet in that manufacturing location.

Bob Moffatt, Plant Manager - 50,000 square feet. I would like to add that the building next to us sets out quite far and even if you trimmed the trees back, it couldn't be seen.

Gniewek - Would you describe the sign for us, lighted?

Naas - No, maybe in the future and we would have to come back to you.

Gniewek - Lexan panels?

Naas - Yes.

Gniewek - Colors?

Naas - Blue background, white letters.

Gniewek - Address on the sign?

Naas - No, just the name of the company.

Miencier - Is this a standard size sign that Borg-Warner has?

Naas - Yes.

Miencier - I feel that this is quite large for this area but feel that you need a sign. I feel that 3 x 9 would work at that setback. I have no problem with the setback.

Moffatt - On the size, we could get it smaller from the corporate office. If the setback is OK, we can get it smaller.

Gniewek - Can you give us the square footage of Superior Detroit sign and Quality Brush?

Stanow - Quality Brush, 30 square feet; Superior Detroit 8 square feet and Hubbard Office 60 square feet.

Gniewek - So 30 square feet would not be out of context?

Stanow - Correct.

Blomberg - I do have a problem with the size of the sign. I would suggest 3 x 8. You have an area on each side of the sign which is very useless. I feel you could put it down from 6 feet to 5 feet. It sets on 3-foot posts and they could be lowered.

Moffatt - The only reason we asked for that is for visibility.

Blomberg - We realize that you do need a sign but feel the request is a little large. I would suggest 8 x 3 and only 5 feet from the ground.

Fandrei - I agree. I feel it is too large and too high.

O'Neill - This is a one-sided sign?

Naas - Yes.

The Secretary advised that no correspondence had been received in this matter.

There was no one in the audience wishing to speak for or against this matter.

Fandrei - Are you the owner of the property?

Naas - Borg-Warner is.

Fandrei - I noticed storage in the back. Is all of that necessary? There are quite a few barrels there.

Naas - The storage of barrels in the back is not relevant to the sign. There is a lot of wood back there and we have offered it to people. There are empty drums back there and we can store them inside.

O'Neill - Are those trucks and barrels owned by the last occupant?

Naas - No, Michigan Powered Metal was a division of Borg-Warner. We have been there for a long time. It is the same company and we have been there for six years.

Gniewek - Can you inform us about the situation as far as storage in the back of the building, Mr. Moffatt?

Moffatt - Even though it doesn't concern the sign. The concern that hauls away the waste oil only comes every so often. We have to have so many before they take them.

Gniewek - It does have something to do with the sign because if we felt your property is not properly maintained or we felt you are abusing it we can condition it to be removed. I don't know if you are storing that on your property, it seems to be off your property.

Moffatt - You mean the barrels to the side?

Gniewek - Barrels, skids, on the east side.

Moffatt - They are all setting on top of concrete. It is still part of our property.

Gniewek - It is removed periodically?

Moffatt - Yes.

Blomberg - What does Borg-Warner do there?

Moffatt - We make powdered metal products. We press it into different forms for the automotive industry, for transmissions and engines, sprockets.

Fandrei - I noticed the building to the west there is quite a bit of parking in the grass area. Are those your employees' cars or your neighbor's employees?

Moffatt - To the west?

Fandrei - Yes.

Moffatt - That is the building next door. Our property ends as you go directly to the driveway.

Fandrei - Yours is all blacktopped?

Moffatt - Yes.

By Miencier, seconded by O'Neill, it was

RESOLVED, That Appeal Case No. 8606-84, filed by Borg-Warner Automotive, Inc., 32059 Schoolcraft, Livonia 48150, seeking to erect a new ground sign resulting in deficient sign setback on property located on the south side of Schoolcraft (32059) between Farmington and Merriman Roads, Parcel No. 105 99 0016 000, M-2 zoning

district, be granted and the requirements of Zoning Ordinance No. 543, Section 18.50 F (Deficient Sign Setback: Required is 25 feet;Proposed is 7 feet - Deficient 18 feet), be waived, for the following reasons and findings of fact:

1) That the petitioner has demonstrated a hardship due to the extreme setback of the building.

2) That if the sign were placed at the required setback, it would be in the parking lot.

3) That due to the maturity of the landscaping abutting the fascia of the building, any sign erected there would not be visible.

4) That the petitioner is in need of this identification due to a recent change of name and to properly identify his location.

5) That the Board does feel that this is an appropriate compromise of what could be allowed - 200 square feet at a height of 30 feet.

FURTHER, That the variance be granted with the following conditions:

1) That the sign shall be no more than twenty-five (25) square feet in size.

2) That the height shall not exceed four (4) feet.

3) That the colors shall be as proposed, blue and white.

4) That the sign is to be nonilluminated and non-rotating.

5) That any existing signs on the property are to be removed and this shall be the only sign on the property.

6) That this signage shall be properly maintained at all times.

FURTHER, That the granting of this variance would not be detrimental to the area nor to the Master Plan of the City of Livonia.

ROLL CALL VOTE:

AYES: Miencier, O'Neill, Fandrei, Gniewek, Brown, Grace, Blomberg

NAYS: None

Tedisco - How could I get a permit without a plan.

Gniewek - We have not seen it.

Tedisco - Mr. Bakewell approved it and gave it to Mr. Karol.

Gniewek - Are these your plans?

Tedisco - No.

Hillman - I would suggest that we get a total clarification on this site.

Gniewek - If you have permission from this Board you still can't put up the sign. You have to go to Planning and Council. This is a zone controlled area. Someone submitted these nine sets of plans for a proposal they thought was going in.

Hillman - We want to have a full proposal relative to square footage, design, location of any signs going on or near the building. Even if we pass this, you have to go through other proper channels. I think I would like to see a tabling motion and you will have an opportunity to get with Mr. Stanow, Mr. Karol and Mr. Bakewell and clarify this matter. We will then put you back on the agenda.

By Mr. Gniewek, seconded by Mr. Miencier, it was

RESOLVED, That Appeal Case No. 8311-153, filed by Woodland Medical Group, 29320 Plymouth, Livonia, Michigan 48150 (owner - Second Mt. Clemens Corp., 1633 Broadway, N. Y. 10019) seeking to erect a 5' x 12' (60 square feet) ground sign with 20-foot height and two wall signs (each 5'3" x 9') resulting in excess wall and ground signs and also addition to nonconforming ground sign (previous grant given April 6, 1982 #8204-34) on property located on the north side of Plymouth (29320) between Middlebelt and Haller, Parcel Nos. P1, P2a, P3a, P4a (099 99 0007 001), Acreage Subdivision, C-2 zoning district be tabled for thirty days at which time proper plans shall be submitted by petitioner to the Building Inspection Department.

ROLL CALL VOTE:

AYES: Gniewek, Miencier, Brown, Hillman, Blomberg, LaPine, Karenko.
NAYS: None.

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APPEAL CASE NO. 8311-155 - H. F. Campbell, 9301 Michigan Avenue, Detroit, Michigan 48210, on behalf of Michigan Powdered Metal Products, 32059 Schoolcraft, Livonia, Michigan 48150, seeking to construct a rear 160' x 122'/162' addition to an existing one-story building resulting in deficient sideyard on property located on the south side of Schoolcraft (32059) between Merriman and Hubbard, Lot No. 8b 9a (105 99 0016 000), Acreage Subdivision, M-2 zoning district.

Stanow - There was a possible error in the original survey to the property which resulted in the original building being at a slight skew with the property line. A survey made today for this building addition showed a skew in the property line resulting in a varying side yard deficiency, somewhat small but nonetheless there.

Hillman - Michigan Powdered came in and you were all set to give them a go ahead but their survey showed it was off. We were asked if we wanted to hear it. I felt it important to hear the case.

LaPine - With this addition adding to the deficiency already there, from the naked eye it wouldn't change the situation that already exists there today.

Stanow - No sir.

Mike Kloian - I am president of Campbell & Associates. We are requesting to continue the east line of the present face of the building. Out survey discovered the original error. We want to continue that line. The sum of the setbacks on the west side and plus the sum of the east setback would total 40 feet.

Gniewek - How deep is this particular property?

Kloian - Over 1,000 feet. I believe it is 1,078 feet.

Gniewek - What are your plans to the rear of this addition? Are you planning to black top or leave it the way it is?

Kloian - The site plan indicates black top to the rear.

Gniewek - How much would still be left in its present state? How much property or will there be property that is still undeveloped?

Kloian - Yes.

Gniewek - With this new addition are you now planning no outside storage of pallets? You will store them inside?

Kloian - There are no plans for outside storage. The whole operation will be internal.

Gniewek - I did also notice that there was a semi-truck out back. Is that delivery truck?

Kloian - Yes, pallets are delivered back there.

Gniewek - By asphalting this would make it more feasible for trucks to deliver back there.

Kloian - Yes, we will also have a truck well.

LaPine - As Mr. Gniewek mentioned, I would like to see the pallets stored inside. What are in those 50 gallong drums back there?

Kloian - Apparently empty. Originally there was hydraulic oil in them.

LaPine - How often are those drums carried away?

Grayson - Not often. We usually keep 200 gallons on hand. These will be stored inside.

Hillman - What is your position with Michigan Powdered?

Grayson - I am vice president of operations.

Stanow - I have a question for petitioner. Are you aware of the City's future r.o.w. for Industrial Road?

Kloian - I have heard of it.

Hillman - How far back is the future right-of-way?

Stanow - From the rear of their proposed addition to proposed r.o.w. is 35 feet.

Hillman - Any immediate plans?

Stanow - No. Would 35 feet be the proper setback?

Gniewek - It would be necessary for the City to purchase or to assume the ownership or the permission of the owner to go through petitioner's property.

Stanow - That is correct.

Gniewek - The portion is undeveloped. It is still petitioner's property and it would be necessary for the City to obtain permission.

Miencier - No parking problems?

Stanow - No.

Karenko - I noticed on the site that you did have parking but not the way the lines were drawn. Some cars were across the long way, some against the building, some one angle and others another angle. There was no rhyme or reason there. If someone had to get in or out in a hurry, it would be difficult.

George Pranis - There will be additional parking in the rear. That problem you saw usually occurs at shift change. This problem will be eliminated with the additional parking in the rear.

Karenko - I have no problem with this addition. I would be happy to see the inside storage of pallets and drums. This will clean up the back part of the property.

Hillman - There would be no difficulty as far as access for fire equipment. This one foot would not make one bit of difference.

By LaPine, seconded by Gniewek, it was

RESOLVED, That Appeal Case No. 8311-155, filed by H. F. Campbell, 9301 Michigan Avenue, Detroit, Michigan 48210, on behalf of Michigan Powdered Metal Products, 32059 Schoolcraft, Livonia, Michigan 48150 seeking to construct a rear 160' x 122'/162' addition to an existing one-story building resulting in deficient sideyard on property located on the south side of Schoolcraft (32050) between Merriman and

Hubbard, Lot No. 8b 9a (105 99 0016 000), Acreage Subdivision, M-2 zoning district, be granted and the requirements of Zoning Ordinance No. 543, Section 17.04(c) (Deficient Sideyard: Required in M-1 is 20 feet; Proposed is 18'7" to 19'2" (18'95" average) Deficient - 1'05" (average) ), be waived for the following reasons and findings of fact:

1) That due to the fact that the deficiency now already exists and also due to the fact that the addition would not increase that deficiency, in fact it is only 1½ feet, the Board feels that the granting of this petition would be doing justice to the petitioner as he would not be incroaching any more than the deficiency that already is present.

2) That petitioner has presented an argument to this Board that he needs space to expand his business, therefore increasing employment in the City of Livonia.

FURTHER, That the variance be granted with the following conditions:

1) That petitioner construct the addition as per plan submitted.

2) That petitioner agrees to asphalt part of the rear of the property to supply additional parking for employees.

3) That petitioner shall stripe the parking lot.

4) That there shall be no outside storage such as now exists on the property.

5) That the addition shall blend with what presently exists now.

FURTHER, That the granting of this variance would not be detrimental to the area nor to the Master Plan of the City of Livonia.

ROLL CALL VOTE:

AYES: LaPine, Gniewek, Miencier, Brown, Hillman, Blomberg, Karenko.
NAYS: None.

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APPEAL CASE NO. 8311-156 - Michael and Donna Monak, 14196 Loveland, Livonia, Michigan 48154, seeking to keep an existing cyclone fence in front yard of new home on property located on the west side of Farmington (9047) between Michelle and Joy, Lot No. 1a1e1a2 (132 99 0003 002), Acreage Subdivision, R-1 zoning district.

Stanow - I don't have anything to add other than that as read.

Gniewek - The temporary structure what are you referring to at that point?

Stanow - The fence.

Gniewek - The fence was put up while construction was going on?

Stanow - Yes.

2021-04-14

347544

BW-POWDERED METALS CORP | CITY OF LIVONIA | 2020 Winter | 105 99 0016 002

**MESSAGE TO TAXPAYER**

**VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, PLEASE PUT YOUR PROPERTY NUMBER ON THE MEMO LINE OF YOUR CHECK. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.**

**PAYMENT INFORMATION**

This tax is due by: **02/16/2021**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

**Important information on reverse side**

**PROPERTY INFORMATION**

Property Assessed To:
BW-POWDERED METALS CORP
32059 SCHOOLCRAFT
LIVONIA, MI 48150

Prop #: 105 99 0016 002 School: LIVONIA
Prop Addr: 32059 SCHOOLCRAFT

Legal Description:
PT OF N 1/2 OF NE 1/4 OF SEC 27 T1S R9E BEG S 02D 33M 19S E 718.14 FT ALONG E LINE SEC 27 TH S 88D 12M 01S W 60.0 FT TO W LINE OF MERRIMAN RD TH S 02D 33M 19S E ALONG W LINE216.01 FT TH S 88D 12M 01S W 650.0 FT TH S 02D 33M 19S E 389.37 FT TH S 88D 11M 42S W 1011.75 FT TH N 02D 04M 47S W 381.50 FT FROM THE NE COR SEC 27 TH S 88D 12M 01S W 200.0 FT TH N 02D 04M 47S W 408.43 FT TH N 88D 17M 22S E 100.0 FT TH N 02D 04M 47SW289.60 FT TO PT ON S LINE SCHOOLCRAFT TH N 88D 17M 22S E 100 FT ALONG S LINE TH S 02D 04M 47S E 697.72 FT TO POB 2.539 ACRES ALSO INCLUDING THE N 275.0 FT OF THE S 656.50 FT OF THE E 100.0 FT OF THE W 743.0 FT OF THE N 1/2 OF THE NE 1/4 SEC 27 T1S R9E .63 ACRES SUBJECT TO EASEMENTS OF RECORD 2.53 AC + .63 AC TOTAL= 3.16 AC

*BALANCE OF DESCRIPTION ON FILE*

PAID
FEB - 4 2021
TREASURER'S OFFICE
CITY OF LIVONIA

**TAX DETAIL**

Taxable Value: 889,859 INDUSTRIAL -
State Equalized Value: 911,700 Class: 301
PRE/MBT %: 0.0000

Sent to: PROPERTY OWNER

| DESCRIPTION | MILLAGE | AMOUNT |
|---|---|---|
| CITY | 13.29870 | 11,833.96 |
| WAYNE COUNTY | 0.98970 | 880.69 |
| SCHOOL DEBT | 2.05000 | 1,824.21 |
| HURON CLINTON MA | 0.21040 | 187.22 |
| WAYNE CTY SAFETY | 0.93810 | 834.77 |
| SCHOOL OPERATING | 9.00000 | 8,008.73 |
| SCH SINKING FUND | 0.79670 | 708.95 |
| WAYNE CTY PARKS | 0.24590 | 218.81 |
| ZOO AUTHORITY | 0.10000 | 88.98 |
| ART INSTITUTE | 0.20000 | 177.97 |
| SCHOOLCRAFT CC | 0.01770 | 15.75 |
| CODE LGT 360 | | 179.11 |
| Total Tax | 27.84720 | 24,959.15 |
| Administration Fee | | 0.00 |
| **TOTAL AMOUNT DUE** | | 24,959.15 |

241000

12/4/2020

**OPERATING FISCAL YEARS**

The taxes on bill will be used for governmental operations for the following fiscal year(s):

| | | |
|---|---|---|
| County: | OCTOBER 01 - | SEPTEMBER 30 |
| Twn/Cty: | DECEMBER 01 - | NOVEMBER 30 |
| School: | JULY 01 - | JUNE 30 |
| State: | OCTOBER 01 - | SEPTEMBER 30 |

Does NOT affect when the tax is due or its amount

**RETAIN THIS PORTION FOR YOUR RECORDS**

ENTERED DEC 0 4 2020

---

Sent to: PROPERTY OWNER

RECEIVED
MAR - 1 2021
Inspection Department
City of Livonia

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR ENTIRE BILL WITH SASE FOR A "STAMPED PAID" RECEIPT

This tax is due by: **02/16/2021**

After 02/16/2021 additional interest and fees apply

2020 Winter Tax for Prop #: **105 99 0016 002**

**TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.**

Property Addr: 32059 SCHOOLCRAFT

*(Partial payments are accepted)*

Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: 24,959.15

16754 1 AV 0.389 33507 - 16754 - 5

Amount Remitted: _____

Check# _____

Cash _____

BW-POWDERED METALS CORP
32059 SCHOOLCRAFT RD
LIVONIA MI 48150-1833

**ID Number: 801033400** Request certificate Return to Results New search

**Summary for: BORGWARNER PDS (LIVONIA) INC.**

**The name of the FOREIGN PROFIT CORPORATION:** BORGWARNER PDS (LIVONIA) INC.

**The prior true name in home state:** BORGWARNER POWDERED METALS INC. **changed on:** 08-03-2016
**The prior true name in home state:** BORG-WARNER AUTOMOTIVE POWDERED METALS CORPORATION **changed on:** 04-10-2000
**The prior true name in home state:** BW - POWDERED METALS CORPORATION **changed on:** 02-17-1988

**Entity type:** FOREIGN PROFIT CORPORATION

**Identification Number:** 801033400 **Old ID Number:** 640636

**Date of Qualification in Michigan:** 12/23/1987

**Incorporated under the laws of:** the state of Delaware

**Purpose:**

**Term:** Perpetual

**Most Recent Annual Report:** 2020 **Most Recent Annual Report with Officers & Directors:** 2020

**The name and address of the Resident Agent:**

Resident Agent Name: THE CORPORATION COMPANY

Street Address: 40600 ANN ARBOR RD E STE 201

Apt/Suite/Other:

City: PLYMOUTH State: MI Zip Code: 48170

**Registered Office Mailing address:**

P.O. Box or Street Address: 40600 ANN ARBOR RD E STE 201

Apt/Suite/Other:

City: PLYMOUTH State: MI Zip Code: 48170

**The Officers and Directors of the Corporation:**

| Title | Name | Address |
|---|---|---|
| PRESIDENT | STEFAN DEMMERLE | 3850 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |
| TREASURER | CRAIG AARON | 3850 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |
| SECRETARY | TONIT M. CALAWAY | 3850 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |
| DIRECTOR | STEFAN DEMMERLE | 3580 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |
| DIRECTOR | TONIT M. CALAWAY | 3850 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |
| DIRECTOR | THOMAS J. MCGILL | 3850 HAMLIN ROAD AUBURN HILLS, MI 48326 USA |

| Total Authorized Shares | Shares Attributable to Michigan | Most Recent Apportionment % | Year Ending |
|---|---|---|---|
| 10,000 | 10,000 | 15.6607% | 2018 |

**View filings for this business entity:**

ALL FILINGS
ANNUAL REPORT/ANNUAL STATEMENTS
CERTIFICATE OF CORRECTION
CERTIFICATE OF CHANGE OF REGISTERED OFFICE AND/OR RESIDENT AGENT
RESIGNATION OF RESIDENT AGENT
CERTIFICATE OF ASSUMED NAME

View filings

**Comments or notes associated with this business entity:**

LARA FOIA Process Transparency Office of Regulatory Reinvention State Web Sites

Michigan.gov Home ADA Michigan News Policies

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**ZONING BOARD OF APPEALS**

**BOARD MEMBERS**

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JAMES M. BARINGHAUS
Vice Chairman
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ROB DONOVIC
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BRANDON McCULLOUGH
LAURA M. TOY
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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

***May 10, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-05-20:*** An appeal has been made to the Zoning Board of Appeals by Thomas Berry, 17202 Vacri, Livonia, MI 48152, seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

**Rear Yard Setback**:

| | |
|---|---|
| Required: | 35 feet |
| Proposed: | 0 feet |
| Deficient: | 35 feet |

The property is located on the east side of Vacri (17202), between Vargo and McNamara, Lot. No. 036-01-0018-000, R-3C Zoning District. Rejected by the Inspection Department under Livonia Fence Ordinance, Section 15.44.090A(3), "Residential District Regulations."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

**This appeal will be heard at a public hearing to be held on Tuesday, May 25, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**FLUP**
**Zoning Board of Appeals**
**CITY OF LIVONIA**
**(734) 466-2259**

**May 25, 2021 – 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting**
**will be virtual via ZOOM and NOT be held in the City Hall Auditorium**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**

**MASTER PLAN**
**(Future Land Use)**

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021)*: Botsford General Hospital,** 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs on property located on the **north side of Seven Mile (39000), between 275/96 Expressway and Haggerty,** resulting in excess ordinance allowances.

"REGIONAL COMMERCIAL"

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021)*: BW-Powdered Metals Corp, south side of Schoolcraft (32059), between Hubbard and Merriman,** seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

"TECH AND MANUFACTURING"

***APPEAL CASE NO. 2021-05-20:* Thomas Berry, east side of Vacri (17202) between Vargo and McNamara,** seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-21*: Brandon and Lindsay Obenour, west side of Cavell (14553) between Western Golf Drive and Oakley,** seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location. Also, upon a corner lot, the proposed fence along the side street does not align with the fence on adjoining property, which is required.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-23:* HFI8, LLC,** 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center on property located on the **north side of Seven Mile (27430) between Inkster and Rensellor,** resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

"CORRIDOR COMMERCIAL"

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2259 if you need assistance.

**AGENDA DATE: May 25, 2021**
**ZONING BOARD OF APPEALS**
**CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT**
**Pursuant to Zoning Board of Appeals**
**Rules of Procedure, Rule V-Hearings, Paragraph 7**

***APPEAL CASE NO. 2020-02-05 (Tabled on April 20, 2021) Botsford:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience and inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021) BW Powdered Metals Corp.*: Should be denied because the alleged practical difficulty does not entail more than mere inconvenience or inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-05-20 - Berry:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Petitioner's remedies include installing a privacy screen, moving the fence into a compliant position, and seeking an ordinance amendment as petitioner proposed in the Application for Variance.**

***APPEAL CASE NO. 2021-05-21 - Obenour:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Further, Petitioner does not propose to follow the existing fence line established at 27600 Western Golf.**

***APPEAL CASE NO. 2021-05-23 – HFI8, LLC:*** **Should be denied because the alleged practical difficulty does not entail more than mere inability to earn a higher financial return. FURTHER, the proposed sign is 175% of the maximum height allowed for gas stations in Livonia, and the proposed area is 180% of the maximum area allowed for gas stations in Livonia. FURTHER, it is not anticipated that passerby will have any difficulty determining that the subject property is a gas station.**

2021-05-20

RECEIVED
APR 16 2021
Inspection Department

# APPLICATION FOR VARIANCE

| (Owner of Premises) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
|---|---|---|---|---|---|
| THOMAS BERRY | 17202 VACRI LN | LIV | 48152 | [redacted] | |
| (Lessee) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
| N/A | | | | | |
| (Contractor) | (Street Address) | (City) | (Zip Code) | (Telephone) | (Fax) |
| NA | | | | | |

The property address is 17202 VACRI LN LIVONIA 48152

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

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? N/A

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

09618 FRANCAVILLA SUB T1S R9E L96 P77 78 79 WCR LOT 18

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

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

SEE ATTACHED

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

SEE ATTACHED

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

SEE ATTACHED

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: NO.

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

NO.

Paid - 4/16/2
RECEIPT No. 4230

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: NO.

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? NO.

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

**OWNER'S AFFIDAVIT**

COUNTY OF WAYNE )
STATE OF MICHIGAN )

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

Signature of property owner: Thomas A. Berry

Please print name of property owner: THOMAS A. BERRY

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

Subscribed and sworn to before me this 16TH day of April, 2021.

Karen D. Thompson
(Notary Public, Wayne County, Michigan)
My Commission expires 8.25.2021

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

**NOT TO BE COMPLETED BY APPLICANT**

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated APRIL 16, 2021, which reads as follows:

FENCE ORDINANCE, SECTION 15.44.090 A(3)

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

(Supervisor)

Application for permit filed NO Violation Issued YES

Friday, April 16, 2021

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

Our property is located across the street from a strip mall where a busy Secretary of State office is located. Also, the egress from the mall is directly across from our family room door and our dining room window.

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

**First**, as you know, in the winter months it gets dark earlier, as early as 5pm. The LED car and truck lights that beam through our windows make it difficult to sit at the dining room table or in the family room to unwind from the days' work, not to overlook the driver that decides to sit, parked in the parking lot in the early mornings, leaving the headlights lights on piercing through our bedroom window.

**Second**, the activity from the Secretary of State's office on Saturdays is uncomfortable, as patriot's line-up outside the office and when they leave the office, many are gawking and staring into the yard. That frankly feels unsafe.

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

Since the fence was erected (my error) the two neighbors to the north have expressed their appreciation for the privacy it has given them and the neighbor to the south, who also sets across the street from the mall, will be approaching the board seeking a variance as well.

**Furthermore:** We are very guarded when having family gatherings which include children and our grandchildren running and playing in the yard.

**To Conclude;** It is our personal belief that if the founding zoning board members foreseen the strip-mall and the traffic associated with it years ago, they would have reconsidered the Dual-Frontage classification.

Thank you for your considering our appeal.

2021-05-20

CITY OF LIVONIA

Inspection Department

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

Applicant SAME AS OWNER Address SAME AS OWNER [redacted]

Owner THOMAS BERRY Address 17202 VACRI, LIVONIA, MI 48152

Lessee — Address —

Location EAST Side of 17202 VACRI Street

Between VARGO And McNAMARA

Lot No/Parcel No. 036-01-0018-000 Subdivision FRANCAVILLA

Zoning District R-3C Map No. SE09 Lot Size — Alley —

Present Use RESIDENTIAL Proposed Use SAME

Present Building Size N/A Proposed Building Size NONE PROPOSED

Present Height of Building N/A Proposed Height " "

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO MAINTAIN A SIX FOOT TALL PRIVACY, ERECT WITHOUT A PERMIT, AT THE REAR OF A DOUBLE FRONTAGE LOT RESULTING IN DEFICIENT REAR YARD SET BACK. REAR YARD SET BACK REQUIRED: 35 FEET; PROPOSED: ZERO FEET; DEFICIENT: 35 FEET.

Reason for Rejection FENCE ORDINANCE, SECTION 15.44.090A(3)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard 15.44.090A(3) 35 FEET

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

Excessive Lot Coverage — Excessive Height — Increasing No. Units —

Use Prohibited — Deficient Parking Spaces — Increasing Area and Bulk —

Remarks —

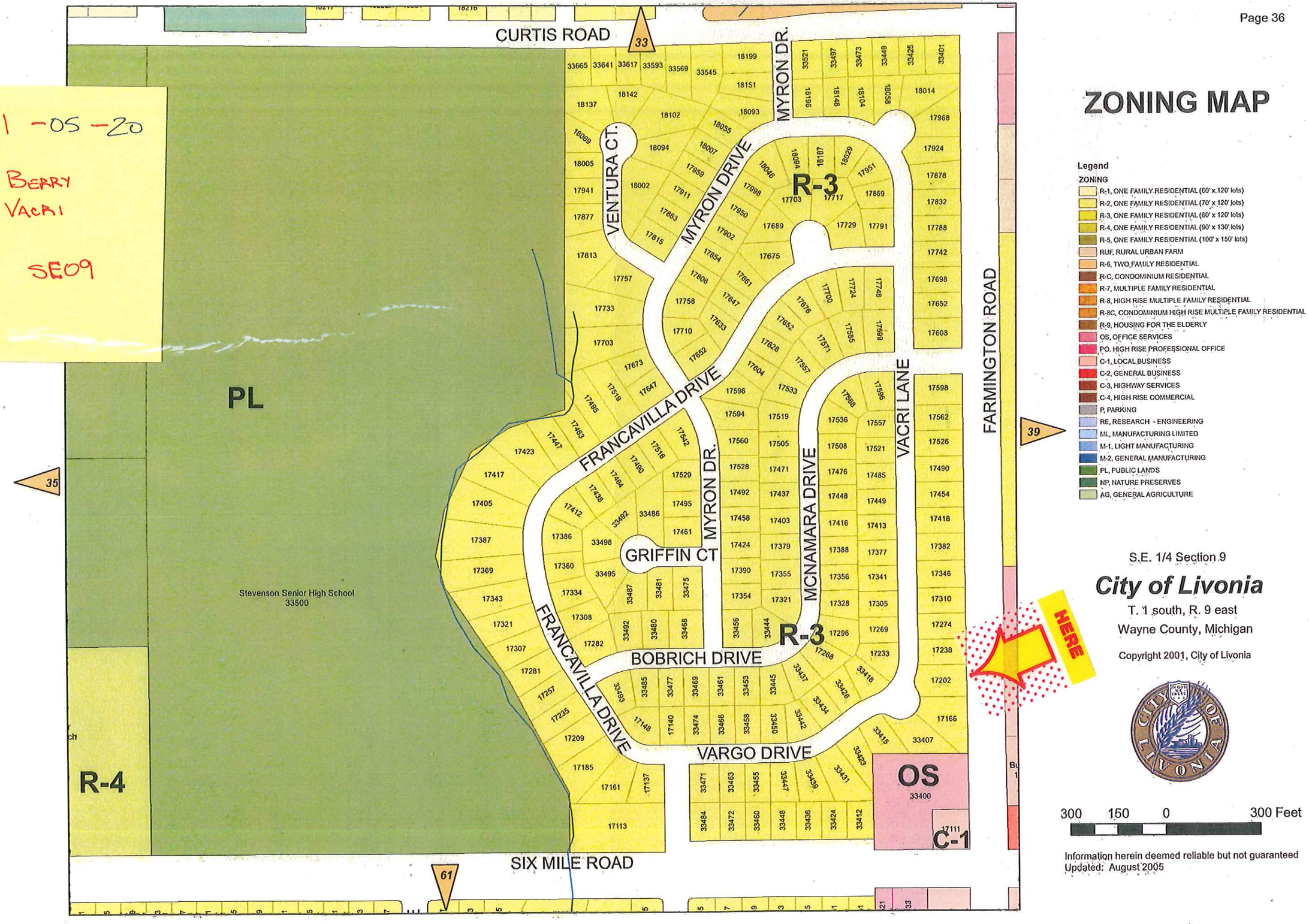
Plans and Application examined by — Date APRIL 19, 19 2021

ZONING EXAMINER

2021-05-20

THOMAS BERRY
17202 VACRI

N SE09




# ZONING MAP

**Legend**

ZONING

- R-1, ONE FAMILY RESIDENTIAL (60' x 120' lots)
- R-2, ONE FAMILY RESIDENTIAL (70' x 120' lots)
- R-3, ONE FAMILY RESIDENTIAL (80' x 120' lots)
- R-4, ONE FAMILY RESIDENTIAL (90' x 130' lots)
- R-5, ONE FAMILY RESIDENTIAL (100' x 150' lots)
- RUF, RURAL URBAN FARM
- R-6, TWO FAMILY RESIDENTIAL
- R-C, CONDOMINIUM RESIDENTIAL
- R-7, MULTIPLE FAMILY RESIDENTIAL
- R-8, HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-8C, CONDOMINIUM HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-9, HOUSING FOR THE ELDERLY
- OS, OFFICE SERVICES
- PO, HIGH RISE PROFESSIONAL OFFICE
- C-1, LOCAL BUSINESS
- C-2, GENERAL BUSINESS
- C-3, HIGHWAY SERVICES
- C-4, HIGH RISE COMMERCIAL
- P, PARKING
- RE, RESEARCH - ENGINEERING
- ML, MANUFACTURING LIMITED
- M-1, LIGHT MANUFACTURING
- M-2, GENERAL MANUFACTURING
- PL, PUBLIC LANDS
- NP, NATURE PRESERVES
- AG, GENERAL AGRICULTURE

S.E. 1/4 Section 9

***City of Livonia***

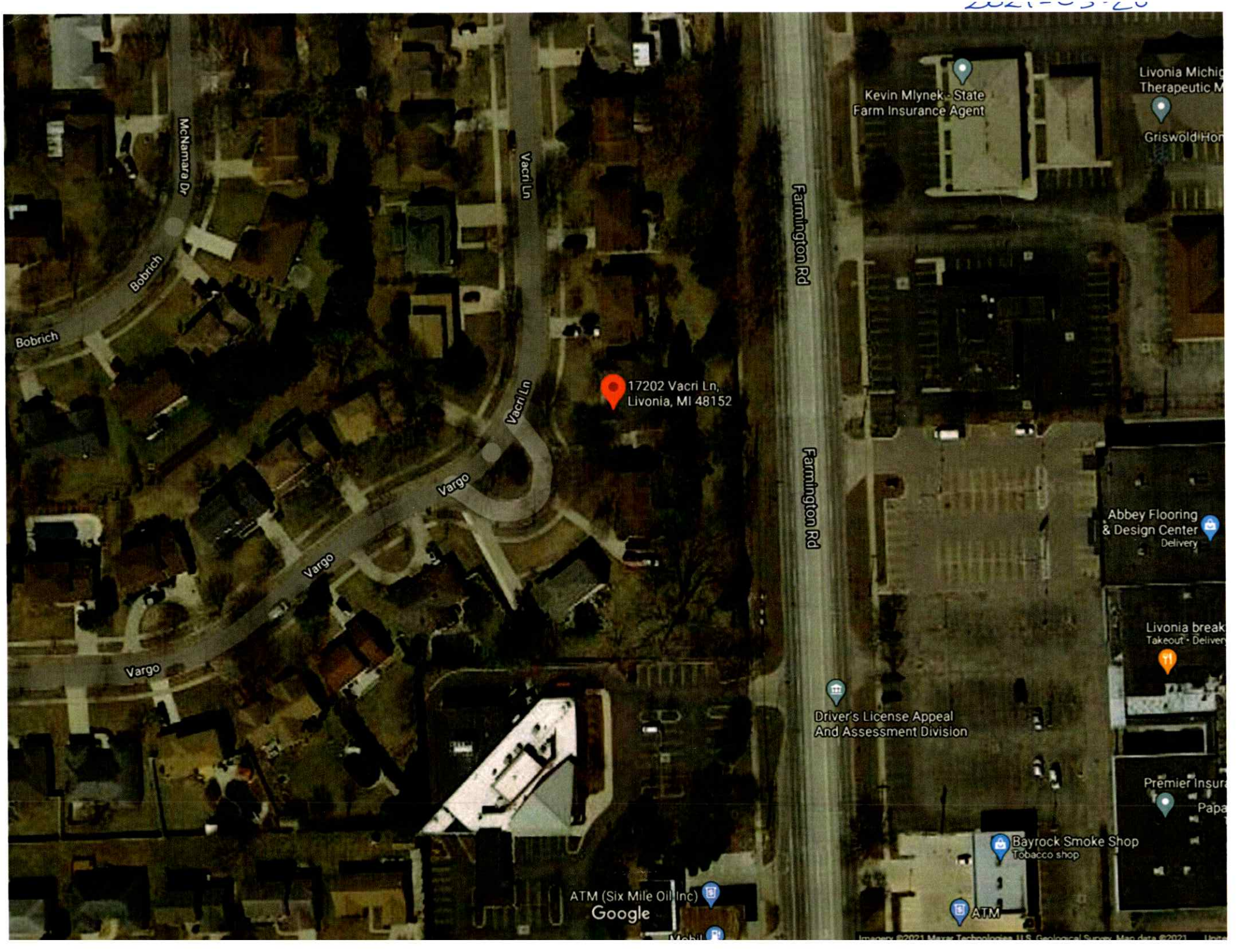
T. 1 south, R. 9 east

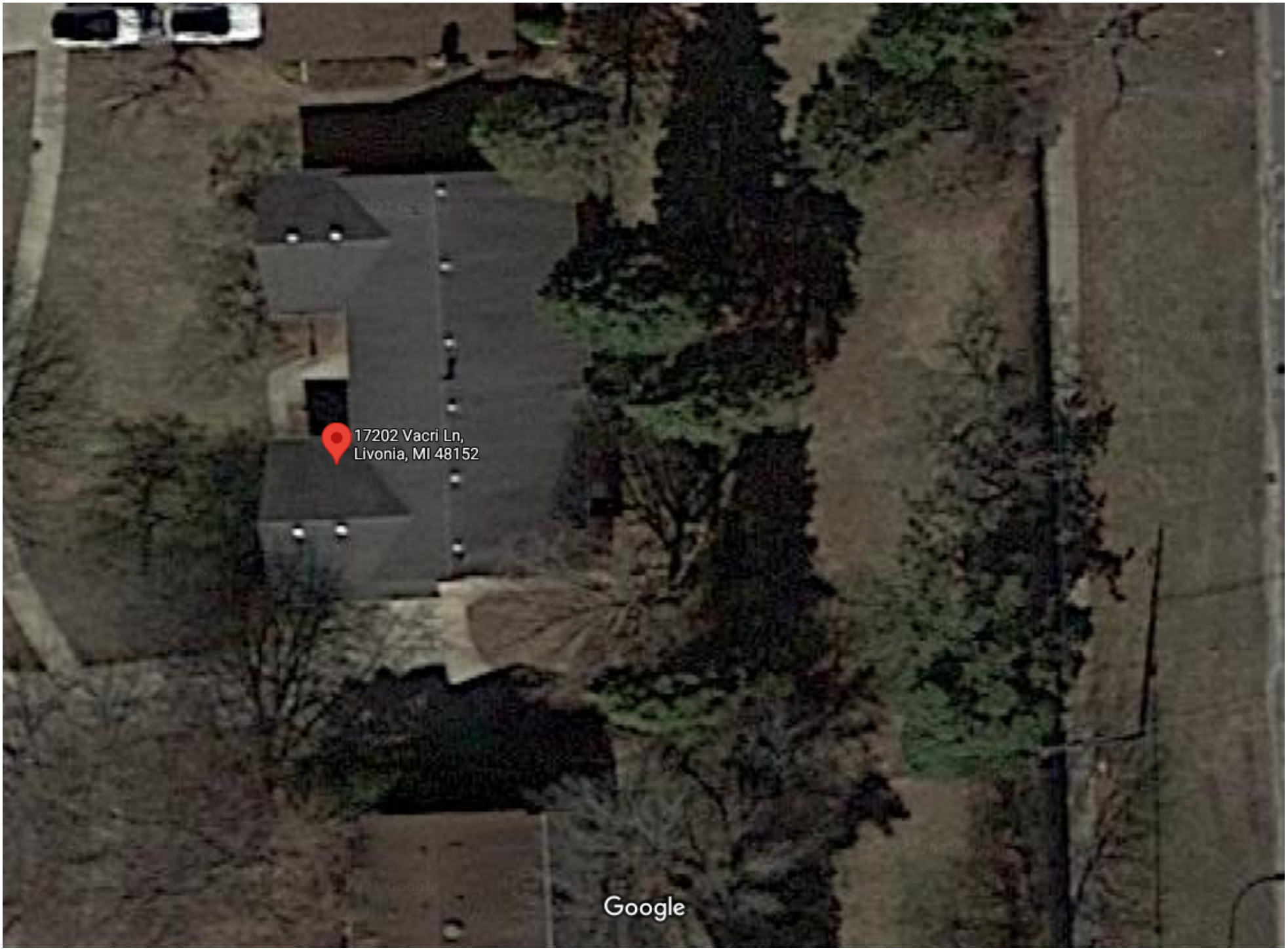
Wayne County, Michigan

Copyright 2001, City of Livonia

300 150 0 300 Feet

Information herein deemed reliable but not guaranteed
Updated: August 2005

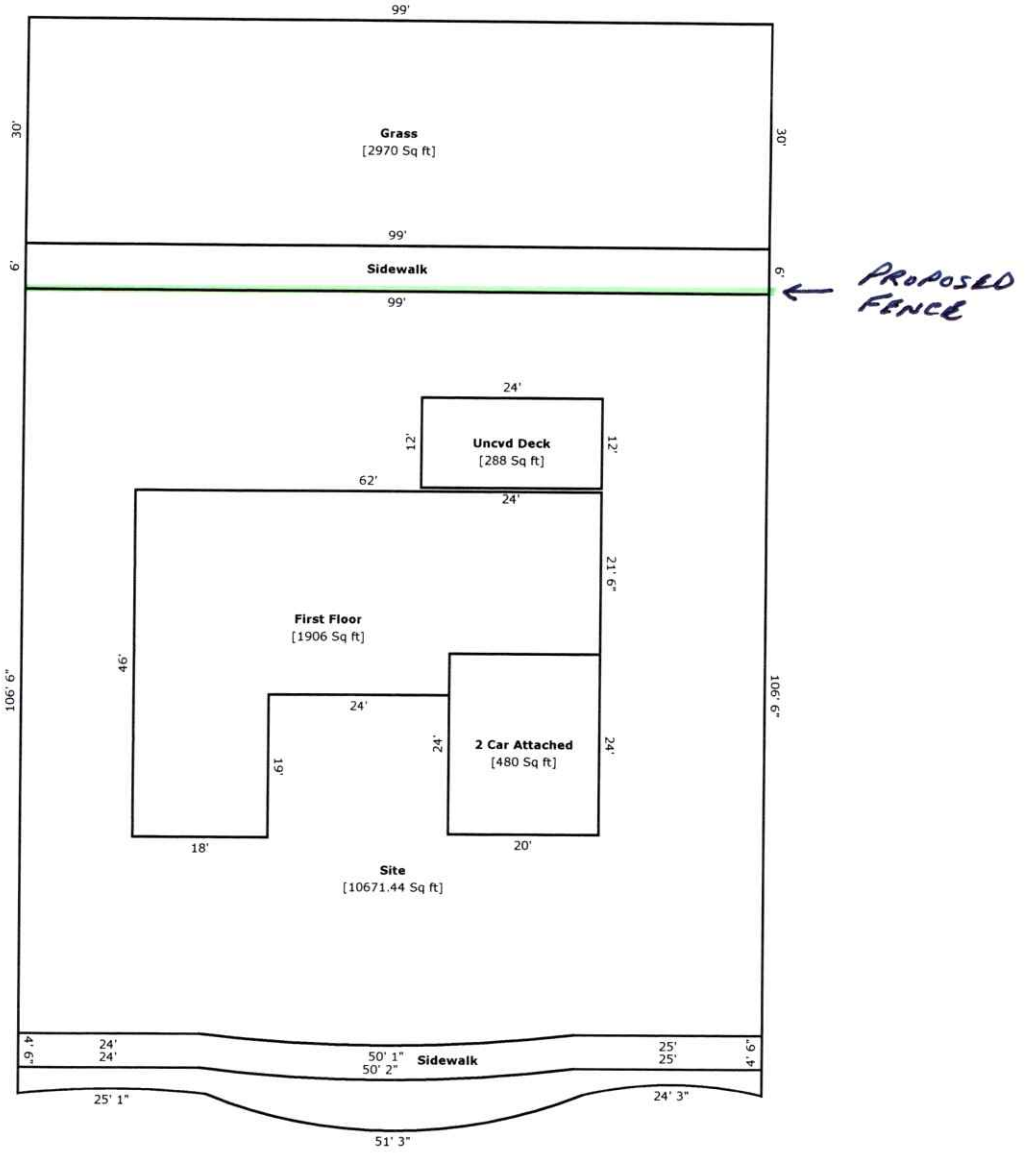

McNamara Dr
Bobrich
Bobrich
Vacri Ln
Vacri Ln
17202 Vacri Ln,
Livonia, MI 48152
Vargo
Vargo
Vargo
Farmington Rd
Farmington Rd
Kevin Mlynek - State
Farm Insurance Agent
Livonia Michig
Therapeutic M
Griswold Hon
Abbey Flooring
& Design Center
Delivery
Livonia break
Takeout · Deliver
Driver's License Appeal
And Assessment Division
Premier Insura
Papa
Bayrock Smoke Shop
Tobacco shop
ATM
ATM (Six Mile Oil Inc)
Google




Map data ©2021 , Map data ©2021 20 ft

2021-05-20

FARMINGTON ROAD




TOTAL Sketch by a la mode, inc.

**Area Calculations Summary**

| | | | | |
|---|---|---|---|---|
| **Living Area** | | **Calculation Details** | | |
| First Floor | 1906 Sq ft | 18 × 19 | = | 342 |
| | | 21.5 × 20 | = | 430 |
| | | 27 × 42 | = | 1134 |
| Site | 10671.44 Sq ft | 99 × 106.5 | = | 10543.5 |
| | | Arc | = | 22.64 |
| | | Negative Arc | = | 161.65 |
| | | Arc | = | 11.07 |
| **Total Living Area (Rounded):** | **12577 Sq ft** | | | |
| **Non-living Area** | | | | |
| Sidewalk | 594 Sq ft | 99 × 6 | = | 594 |
| Uncvd Deck | 288 Sq ft | 24 × 12 | = | 288 |
| 2 Car Attached | 480 Sq ft | 20 × 24 | = | 480 |
| Sidewalk | 448.27 Sq ft | 4.5 × 99 | = | 445.5 |
| | | Arc | = | 52.61 |
| | | Negative Arc | = | 49.84 |
| Grass | 2970 Sq ft | 30 × 99 | = | 2970 |

## ILLEGAL FENCESEnforcement | EN21-1019

**Property Information**

| | | | |
|---|---|---|---|
| 036 01 0018 000 | 17202 VACRI | Subdivision: | |
| | LIVONIA MI, 48152 | Lot: | Block: SE 09 |

**Name Information**

| | | | |
|---|---|---|---|
| Owner: | BERRY THOMAS / SARAH ZEBIB | Phone: | (313) 701 0194 |
| Occupant: | BERRY THOMAS / SARAH ZEBIB | Phone: | (313) 701 0194 |
| Filer: | MAXWELL,THOMAS/MELISSA | Phone: | (248) 755 5366 |

**Enforcement Information**

Date Filed: 04/12/2021 Date Closed: Status: Follow up Sched'd

Complaint:

INSTALLED ILLEGAL FENCE. NO PERMIT PULLED.

Last Action Date: Last Inspection: 04/22/2021

Last Action:

names

names

Inspection Inspection | DAN BUHAGIAR

| | | | |
|---|---|---|---|
| Status: | Scheduled | Result: | |
| Scheduled: | 06/09/2021 | Completed: | |

Inspection Inspection | DAN BUHAGIAR

| | | | |
|---|---|---|---|
| Status: | Completed | Result: | No Change |
| Scheduled: | 04/22/2021 | Completed: | 04/22/2021 |

**Comments:**

Inspector's Comment: Owner has scheduled ZBA meeting....
Meeting set up for May 25, 2021 - mm

Inspection Inspection | DAN BUHAGIAR

| | | | |
|---|---|---|---|
| Status: | Completed | Result: | Not Complied |
| Scheduled: | 04/14/2021 | Completed: | 04/14/2021 |

**Comments:**

Inspector's Comment: Owner came down and spoke with plan review - he will need to schedule ZBA meeting or we will continue with enforcement.

Investigation Inspection | DAN BUHAGIAR

| | | | |
|---|---|---|---|
| Status: | Completed | Result: | No Change |
| Scheduled: | 04/13/2021 | Completed: | 04/13/2021 |

**Comments:**

Inspector's Comment: Spoke to owner and he said he came to the City and we told him he did not need a permit because fence is being replaced....He is more than will to get one if needed....will speak to plan review

Abbey Floorin
& Desig
Serving you as Plymouth Floor Covering Sinc

2021-05-20

17202 VACANT

2021-05-20

LIBER ___, PAGE ___

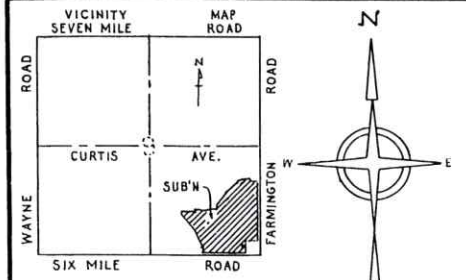
# FRANCAVILLA SUBDIVISION,

PART OF THE S. E. 1/4 OF SECTION 9, T.1 S., R.9 E.,

CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SCALE:-ONE INCH=100 FEET.

SHEET 1 OF 3 SHEETS




This plat is subject to restrictions as required by Act 288 of 1967, as amended, on certain lots with respect to the requirements of the Michigan Department of Natural Resources, which are recorded in Liber 19199, Page 591 of records of this county.

STATE OF MICHIGAN — DZIDRIS VITINS (LAND SURVEYOR) NO 17324 — REGISTERED LAND SURVEYOR

PLAT LEGEND

All dimensions are shown in feet.

All curvilinear dimensions are shown along the arc.

All bearings are shown in relation to Burton Hollow Estates Sub'n. (Liber 82, Pages 25 & 26) located in N.E. 1/4 Sec.16, T.1S.; R.9E.

All lot markers are 1/2 inch dia. solid iron rods and are 18 inches long.

The symbol "o" indicates a concrete monument.

Letter (R) indicates a radial lot line.

MATCH LINES FOR SHEET No. 2

6' private easements for public utilities and surface drainage

6' pvt. ease. for storm sewer

6' pvt. ease's for pub. util.

Pvt. ease. for sanitary sewer

FRANCAVILLA 60 FT. WD.

MYRON DRIVE 60 FT. WD.

McNAMARA DRIVE 60 FT. WD.

VACRI LANE 60 FT. WD.

BOBRICH DRIVE 60 FT. WD.

VARGO DRIVE 60 FT. WD.

FRANCAVILLA DRIVE 80 FT. WD.

SERVICE ROAD 34' WD.

SIX MILE ROAD 120 FT. WD.

FARMINGTON ROAD

UNPLATTED

Flood Plain Contour as established by the Department of Natural Resources U.S.G.S datum

No direct access to Six Mile Road from Lot 107

No direct access to Farmington Road from Lots 1 to 23 incl.

12' private easements for public utilities & surface drainage

POINT OF BEGINNING

S.E. corner of Section 9, T.1S., R.9E.

South line of Section 9

Deeded to the Wayne County Board of Road Commissioners in L. 3557 P. 267

Deeded to the Wayne County Board of Road Commissioners in L. 16326 P. 289

BURTON HOLLOW ESTATES SUB. (L. 82 P. 25&26)

CURVE DATA

| No. | RADIUS | CENTRAL ANGLE | ARC | CHORD BEARING | CHORD |
|---|---|---|---|---|---|
| 1 | 125.25 | 71° 13' 27" | 155.70 | S 35° 16' 58" W | 145.88 |
| 2 | 185.25 | 19° 02' 32" | 61.57 | S 9° 11' 31" W | 61.28 |
| 3 | 50 | 50° 12' 21" | 43.81 | N 6° 23' 23" W | 42.42 |
| 4 | 60 | 154° 28' 44" | 161.77 | S 45° 44' 48" W | 117.04 |
| 5 | 50 | 54° 29' 41" | 47.55 | S 84° 15' 40" E | 45.78 |
| 6 | 250 | 15° 33' 39" | 67.90 | N 60° 42' 40" E | 67.69 |
| 7 | 310 | 17° 57' 51" | 97.20 | N 61° 54' 46" E | 96.80 |
| 8 | 205 | 36° 44' 24" | 131.45 | S 71° 18' 03" W | 129.21 |
| 9 | 265 | 36° 44' 24" | 169.93 | S 71° 18' 03" W | 167.03 |
| 10 | 90 | 57° 19' 40" | 90.05 | N 61° 39' 55" W | 86.34 |
| 11 | 150 | 57° 19' 40" | 150.08 | N 61° 39' 55" W | 143.90 |
| 12 | 285 | 32° 40' 20" | 162.52 | N 73° 20' 05" E | 160.32 |
| 13 | 345 | 32° 40' 20" | 196.73 | N 73° 20' 05" E | 194.08 |
| 14 | 135 | 90° | 212.06 | S 44° 40' 15" W | 190.92 |
| 15 | 195 | 90° | 306.31 | S 44° 40' 15" W | 275.77 |
| 16 | 730 | 28° 06' 17" | 358.08 | N 18° 56' 56" W | 354.50 |
| 17 | 790 | 28° 39' 00" | 395.03 | N 18° 40' 35" W | 390.93 |
| 18 | 50 | 35° 05' 49" | 30.63 | N 72° 07' 21" E | 30.15 |
| 19 | 60 | 265° 34' 32" | 278.11 | N 7° 21' 43" E | 88.86 |

55395

2021-05-20

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APR 16 2021
Inspection Department
City of Livonia

Friday, April 16, 2021

**Application for Variance**

17202 Vacri Lane

Respected Zoning Board of Appeal Members.

Our names are Tom and Sarah Berry, we live at 17202 Vacri Lane. We are applying to appeal to your judgement in consideration for a privacy fence along the back lot line of our home which backs to Farmington road.

We purchased our home in January of 2020. Prior to the purchase we were unable to sit in the family room in the evening nor at the dinner table or lay in a bed early in the morning to consider the intrusion we experience before we agreed to purchase the house.

We are struggling with an inconvenience, a lack of privacy and quiet honestly buyer's remorse.

Your favorable consideration is greatly appreciated.

Respectfully,

Tom and Sarah

**ZONING BOARD OF APPEALS**

**BOARD MEMBERS**

GREGORY G. COPPOLA
Chairman
JAMES M. BARINGHAUS
Vice Chairman
TIMOTHY J. KLISZ
Secretary
CHRISTOPHER N. BOLOVEN
LISA FRASKE
MICHAEL A. TESTA
JOEL TURBIAK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

**MAYOR**
**MAUREEN MILLER BROSNAN**

**COUNCIL MEMBERS**

KATHLEEN E. McINTYRE
President
SCOTT BAHR
Vice President
ROB DONOVIC
JIM JOLLY
BRANDON McCULLOUGH
LAURA M. TOY
CATHY K. WHITE

***May 10, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-05-21:*** An appeal has been made to the Zoning Board of Appeals by Brandon & Lindsay Obenour, 14553 Cavell, Livonia, MI 48154, seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location.

The property is located on the west side of Cavell (14553), between Western Golf Drive and Oakley, Lot. No. 093-04-0092-000, R-2A Zoning District. Rejected by the Inspection Department under Livonia Fence Ordinance, Section 15.44.090B, "Residential District Regulations."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

**This appeal will be heard at a public hearing to be held on Tuesday, May 25, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**FLUP**
**Zoning Board of Appeals**
**CITY OF LIVONIA**
**(734) 466-2259**

**May 25, 2021 – 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting**
**will be virtual via ZOOM and NOT be held in the City Hall Auditorium**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**

**MASTER PLAN**
**(Future Land Use)**

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021)*: Botsford General Hospital,** 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs on property located on the **north side of Seven Mile (39000), between 275/96 Expressway and Haggerty,** resulting in excess ordinance allowances.

"REGIONAL COMMERCIAL"

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021)*: BW-Powdered Metals Corp, south side of Schoolcraft (32059), between Hubbard and Merriman,** seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

"TECH AND MANUFACTURING"

***APPEAL CASE NO. 2021-05-20:* Thomas Berry, east side of Vacri (17202) between Vargo and McNamara,** seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-21*: Brandon and Lindsay Obenour, west side of Cavell (14553) between Western Golf Drive and Oakley,** seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location. Also, upon a corner lot, the proposed fence along the side street does not align with the fence on adjoining property, which is required.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-23:* HFI8, LLC,** 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center on property located on the **north side of Seven Mile (27430) between Inkster and Rensellor,** resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

"CORRIDOR COMMERCIAL"

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2259 if you need assistance.

**AGENDA DATE: May 25, 2021**
**ZONING BOARD OF APPEALS**
**CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT**
**Pursuant to Zoning Board of Appeals**
**Rules of Procedure, Rule V-Hearings, Paragraph 7**

***APPEAL CASE NO. 2020-02-05 (Tabled on April 20, 2021) Botsford:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience and inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021) BW Powdered Metals Corp.*: Should be denied because the alleged practical difficulty does not entail more than mere inconvenience or inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-05-20 - Berry:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Petitioner's remedies include installing a privacy screen, moving the fence into a compliant position, and seeking an ordinance amendment as petitioner proposed in the Application for Variance.**

***APPEAL CASE NO. 2021-05-21 - Obenour:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Further, Petitioner does not propose to follow the existing fence line established at 27600 Western Golf.**

***APPEAL CASE NO. 2021-05-23 – HFI8, LLC:*** **Should be denied because the alleged practical difficulty does not entail more than mere inability to earn a higher financial return. FURTHER, the proposed sign is 175% of the maximum height allowed for gas stations in Livonia, and the proposed area is 180% of the maximum area allowed for gas stations in Livonia. FURTHER, it is not anticipated that passerby will have any difficulty determining that the subject property is a gas station.**

2021-05-21

# APPLICATION FOR VARIANCE

| (Owner of Premises) | (Street Address) | (City) | (Zip Code) | (Telephone) | ~~(Fax)~~ |
|---|---|---|---|---|---|
| Brandon & Lindsay Obenauer | 14553 Cavell | Livonia | 48154 | [redacted] | |

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

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

The property address is 14553 Cavell Livonia 48154

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

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? no

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

(PIN) 46-093-04-0092-000

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

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:
The majority of "usable" property sits around the side of the house being that the house faces Cavell but sits on the curve into Western Golf Drive.

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:
The safety of our young children and our dog is a top priority for our family with this installation.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected. We have 3 children, a dog, and all of the "yard toys" (playscape, seasonal pool, etc.) that can be quite an eyesore in the thick of summer. A privacy fence that is able to encompass these will be a visual relief!

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: no.

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?
This variance request is only specific to this property

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Inspection Department
City of Livonia

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: NO

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? this variance request is due to the odd-shaped lot.

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

**OWNER'S AFFIDAVIT**

COUNTY OF WAYNE )
STATE OF MICHIGAN )

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

Signature of property owner: [signature]

Please print name of property owner: Lindsay K. Obenour

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

Subscribed and sworn to before me this 20 day of APR, 2021.

Theresa M. Mara
(Notary Public, Wayne County, Michigan)
My Commission expires 10/17/2025

THERESA MARIE MARA
Notary Public, State of Michigan
County of Wayne
My Commission Expires Oct. 17, 2025
Acting in the County of WAYNE

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

**NOT TO BE COMPLETED BY APPLICANT**

Petitioner makes application for a Hearing, seeking to (reverse, ~~modify~~, or affirm) the (~~order~~, decision) of the Department of Inspection, dated APRIL 20, 2021, which reads as follows:

FENCE ORDINANCE, SECTION 15.44.090 B

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

[signature]
(Supervisor)

Application for permit filed NO Violation Issued NO

2021-05-20

CITY OF LIVONIA

Inspection Department

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

Applicant SAME AS OWNER Address SAME AS OWNER [redacted]

Owner THOMAS BERRY Address 17202 VACRI, LIVONIA, MI 48152

Lessee — Address —

Location EAST Side of 17202 VACRI Street

Between VARGO And McNAMARA

Lot No/Parcel No. 036-01-0018-000 Subdivision FRANCAVILLA

Zoning District R-3C Map No. SE09 Lot Size — Alley —

Present Use RESIDENTIAL Proposed Use SAME

Present Building Size N/A Proposed Building Size NONE PROPOSED

Present Height of Building N/A Proposed Height " "

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO MAINTAIN A SIX FOOT TALL PRIVACY, ERECT WITHOUT A PERMIT, AT THE REAR OF A DOUBLE FRONTAGE LOT RESULTING IN DEFICIENT REAR YARD SET BACK. REAR YARD SET BACK REQUIRED: 35 FEET; PROPOSED: ZERO FEET; DEFICIENT: 35 FEET.

Reason for Rejection FENCE ORDINANCE, SECTION 15.44.090A(3)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard 15.44.090A(3) 35 FEET

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

Excessive Lot Coverage — Excessive Height — Increasing No. Units —

Use Prohibited — Deficient Parking Spaces — Increasing Area and Bulk —

Remarks —

Plans and Application examined by — Date APRIL 19, 19 2021

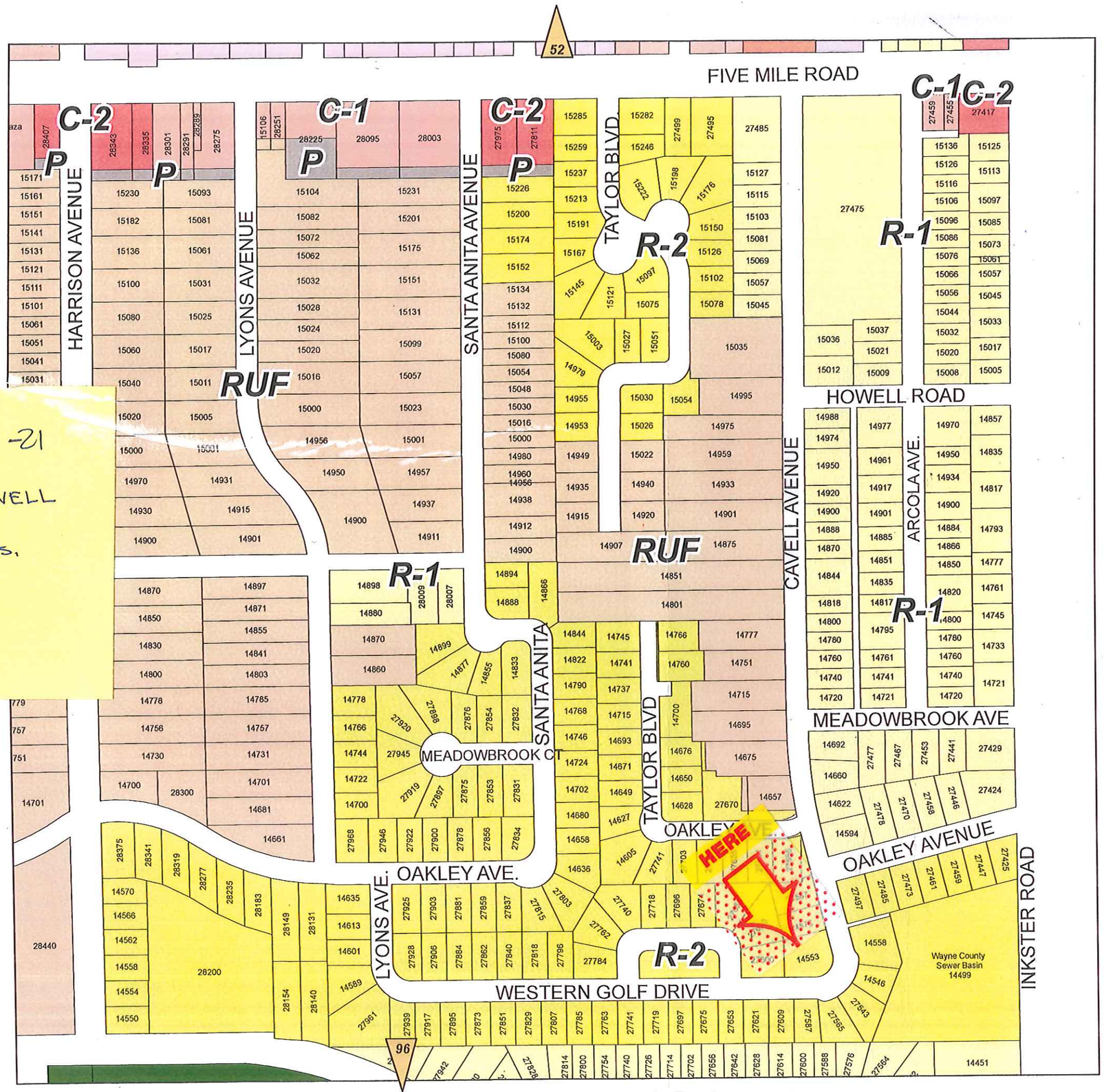
ZONING EXAMINER

2021-05-21

14553 Cavell

Obenour Res.

1N




# ZONING MAP

**Legend**

ZONING

- R-1, ONE FAMILY RESIDENTIAL (60' x 120' lots)
- R-2, ONE FAMILY RESIDENTIAL (70' x 120' lots)
- R-3, ONE FAMILY RESIDENTIAL (80' x 120' lots)
- R-4, ONE FAMILY RESIDENTIAL (90' x 130' lots)
- R-5, ONE FAMILY RESIDENTIAL (100' x 150' lots)
- RUF, RURAL URBAN FARM
- R-6, TWO FAMILY RESIDENTIAL
- R-C, CONDOMINIUM RESIDENTIAL
- R-7, MULTIPLE FAMILY RESIDENTIAL
- R-8, HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-8C, CONDOMINIUM HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-9, HOUSING FOR THE ELDERLY
- OS, OFFICE SERVICES
- PO, HIGH RISE PROFESSIONAL OFFICE
- C-1, LOCAL BUSINESS
- C-2, GENERAL BUSINESS
- C-3, HIGHWAY SERVICES
- C-4, HIGH RISE COMMERCIAL
- P, PARKING
- RE, RESEARCH - ENGINEERING
- ML, MANUFACTURING LIMITED
- M-1, LIGHT MANUFACTURING
- M-2, GENERAL MANUFACTURING
- PL, PUBLIC LANDS
- NP, NATURE PRESERVES
- AG, GENERAL AGRICULTURE

N.E. 1/4 Section 24

## *City of Livonia*

T. 1 south, R. 9 east

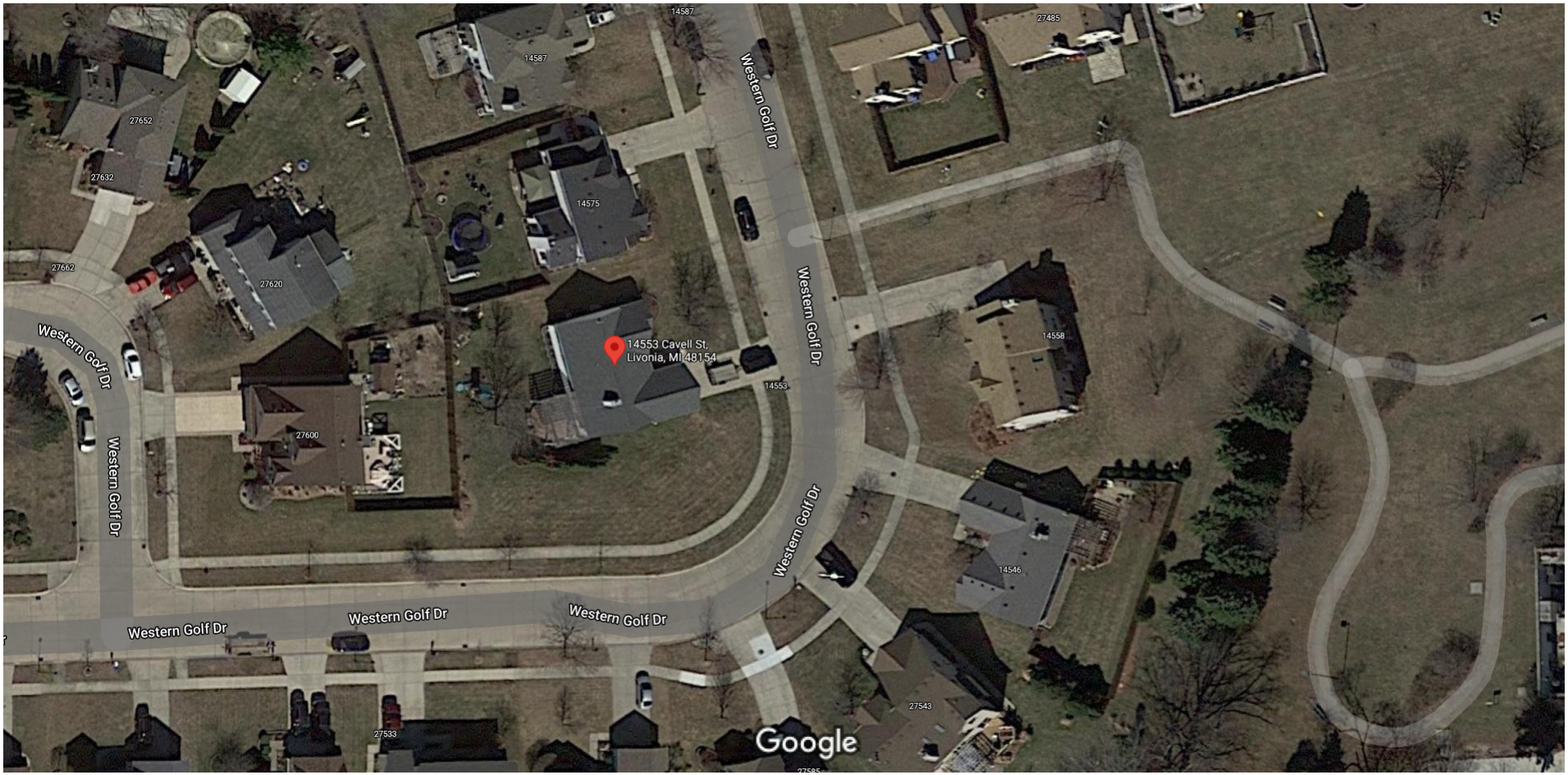
Wayne County, Michigan

Copyright 2001, City of Livonia

300 150 0 300 Feet

Information herein deemed reliable but not guaranteed
Updated: April 2017

Google Maps 14553 Cavell St




Imagery ©2021 Maxar Technologies, Map data ©2021 20 ft

2021-05-21

April 18, 2021

To Whom it May Concern,

On Friday, April 16th we closed on our new property at 14553 Cavell in Western Golf Estates. This is a beautiful home that we are looking forward to raising our three girls in. Being that the home faces Cavell Street but is situated on a curve, the majority of usable yard space is not accessible from either door of the home; and is not easily within view from inside the home. For these reasons, we have a dual proposal for two modifications to our home; a side door install and a privacy fence that would encompass the installed door. With this we are requesting a reconsideration of the fencing parameters given the odd shape of our property. Both projects would take place at the same time and have been discussed with neighbors. See below for pictures and details about this proposal. Thank you so much for considering this proposal. We have been long-tome Livonia residents and look forward to working with local contractors to make this project a reality.

Thank you!
Brandon and Lindsay Obenour

**IMAGE 1:** Proposed Location of side door install: Garage. (Side door cannot be added to the actual house wall, as that is the main wall for all kitchen cabinetry and appliances) (Contractor: Bruce Smith Carpentry, LLC

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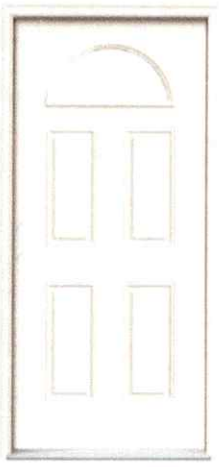
City of Livonia

2021-05-21

**IMAGE 2:** Proposed side door to be installed on garage (by Bruce Smith Carpentry LLC):



Feedback

More Options

**JELD-WEN** 36 in. x 80 in. Fan Lite Primed Steel Prehung Right-Hand Inswing Front Door w/ Brickmould

(See next page for fence parameters)

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City of Livonia

2021-05-21

**IMAGE 3:** Ariel view of proposed fence location (with granted permission from rear property line neighbors (Russ & Judy) at 27600 Western Golf Drive).

Proposed fence would fall in line with the existing 6ft wood privacy fence at the back property line and continue for **15 feet,** turning at ninety degrees **3 feet from the sidewalk.** The largest section will then run parallel (3 feet away from the sidewalk) for **85 feet** where it will make a 45 degree turn for **20 feet** (this section will have landscaping in front of it; pavers/fill/ flowering shrubs). Finally, at another 45 degree turn, the fence will run **42 feet** where it will connect to the side of the garage – **eleven feet back from the front of the garage.** Which is just enough to encompass the side door as a safe access point for our kids and dog. This would allow an accessible area for our children and our dog to exit the garage without dealing with street traffic, and make the best use of the odd shape of the property without splitting it up to much (being that the house sits facing Cavell, fencing any further inside the property line will make the "side yard" an essential waste of the beautiful property).

(See next page for fence materials)

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2021-05-21

We have selected two fences, as our neighbor has given us the allowance to choose which fence our budget will allow. We want to be sure to select a material that is long lasting and visually appealing, so we also plan to landscape the street side of whichever fence:

**IMAGE4:** 6ft White Vinyl from Lowes:

**IMAGE 5:** 6Ft wooden pressure treated pine from Lowes (needs to be stained):

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Inspection Department
City of Livonia

2021-05-21

**CITY OF LIVONIA**
**BUILDING INSPECTION DEPARTMENT**
**734-466-2580**

☆COPY☆

# PRIVACY and/or CHAIN LINK FENCE ACKNOWLEDGEMENT and AUTHORIZATION

**CIVIC ASSOCIATION APPROVAL REQUIRED: YES: _____ NO: _____**
**IF YES, PROVIDE WRITTEN ASSOCIATION APPROVAL.**

Date: April 18, 2024

Fence Installation Address: 14553 Cavell St.

I have seen or had explained to me, the proposal made by Brandon & Lindsay Obenour
*(Name)*

at 14553 Cavell St. *(Address)* to erect a Privacy fence *(Description)*

~~Chain link~~/Privacy **(cross out one not used)** fence separating his or her property from mine and consent to all of the following:

a. The style and height of the fence.
b. The location of the lot line.
c. Only one (1) fence is permitted between our properties and that any existing fence will have to be removed in favor of the new fence.

_____ have the finished side facing my property.

_____ have the finished side facing the fence owner.

✓ RJS be good on both sides.

*(Please sign next to the option agreed upon and also as indicated below)*

Russell J Sieron *(Print Name)* 27600 Western Gulf Dr. *(Address)*

*(Signature)* (734) 427-1923 *(Telephone number for confirmation)*

- ORIGINAL MUST BE SUBMITTED FULLY SIGNED AND COMPLETED
- NO PERMIT WILL BE ISSUED WITHOUT THIS ORIGINAL COMPLETED FORM AND A SITE PLAN OF THE PROPERTY TO BE FENCED

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City of Livonia

ra revised 9/19/2018
I/user/inspection/forms/privacyfenceauth2

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CITY OF LIVONIA
DEPARTMENT OF FINANCE

2021-05-21

Michigan Department of Treasury
2766 (Rev. 05-16)

**L-4260**

# Property Transfer Affidavit

This form is issued under authority of P.A. 415 of 1994. Filing is mandatory.

This form must be filed whenever real estate or some types of personal property are transferred (even if you are not recording a deed). **The completed Affidavit must be filed by the new owner with the assessor for the city or township where the property is located within 45 days of the transfer.** The information on this form is NOT CONFIDENTIAL.

| 1. Street Address of Property | 2. County | 3. Date of Transfer (or land contract signed) |
|---|---|---|
| 14553 Cavell St | Wayne | April 16, 2021 |

| 4. Location of Real Estate (Check appropriate field and enter name in the space below.) | 5. Purchase Price of Real Estate |
|---|---|
| ☐ City ☐ Township ☐ Village | 285,000.00 |
| | 6. Seller's (Transferor) Name: William L. Comai and Krista L. Comai |
| 7. Property Identification Number (PIN). If you don't have a PIN, attach legal description. PIN. This number ranges from 10 to 25 digits. It usually includes hyphens and sometimes includes letters. It is on the property tax bill and on the assessment notice. | 8. Buyer's (Transferee) Name and Mailing Address: Brandon Obenour and Lindsay Obenour, 14553 Cavell St |
| 46 093 04 0092 000 | 9. Buyer's (Transferee) Telephone Number: (734) 637-7950 |

**Items 10 - 15 are optional. However, by completing them you may avoid further correspondence.**

10. Type of Transfer. Transfers include, but are not limited to, deeds, land contracts, transfers involving trusts or wills, certain long-term leases and business interest. See page 2 for list.
☐ Land Contract ☐ Lease ☒ Deed ☐ Other (specify) _____

| 11. Was property purchased from a financial institution? | 12. Is the transfer between related persons? | 13. Amount of Down Payment |
|---|---|---|
| ☐ Yes ☒ No | ☐ Yes ☒ No | 57,000 |

| 14. If you financed the purchase, did you pay market rate of interest? | 15. Amount Financed (Borrowed) |
|---|---|
| ☒ Yes ☐ No | 228,000.00 |

## EXEMPTIONS

Certain types of transfers are exempt from uncapping. If you believe this transfer is exempt, indicate below the type of exemption you are claiming. If you claim an exemption, your assessor may request more information to support your claim.

- ☐ Transfer from one spouse to the other spouse
- ☐ Change in ownership solely to exclude or include a spouse
- ☐ Transfer between certain family members *(see page 2)
- ☐ Transfer of that portion of a property subject to a life lease or life estate (until the life lease or life estate expires)
- ☐ Transfer between certain family members of that portion of a property after the expiration or termination of a life estate or life lease retained by transferor ** (see page 2)
- ☐ Transfer to effect the foreclosure or forfeiture of real property
- ☐ Transfer by redemption from a tax sale
- ☐ Transfer into a trust where the settlor or the settlor's spouse conveys property to the trust and is also the sole beneficiary of the trust
- ☐ Transfer resulting from a court order unless the order specifies a monetary payment
- ☐ Transfer creating or ending a joint tenancy if at least one person is an original owner of the property (or his/her spouse)
- ☐ Transfer to establish or release a security interest (collateral)
- ☐ Transfer of real estate through normal public trading of stock
- ☐ Transfer between entities under common control or among members of an affiliated group
- ☐ Transfer resulting from transactions that qualify as a tax-free reorganization under Section 368 of the Internal Revenue Code.
- ☐ Transfer of qualified agricultural property when the property remains qualified agricultural property and affidavit has been filed.
- ☐ Transfer of qualified forest property when the property remains qualified forest property and affidavit has been filed.
- ☐ Transfer of land with qualified conservation easement (land only - not improvements)
- ☐ Other, specify: _____

## CERTIFICATION

*I certify that the information above is true and complete to the best of my knowledge.*

| Printed Name | | |
|---|---|---|
| Brandon Obenour and Lindsay Obenour | | |
| Signature | | Date |
| | | 4/16/2021 |
| Name and title, if signer is other than the owner | Daytime Phone Number | E-mail Address |

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**ZONING BOARD OF APPEALS**

**BOARD MEMBERS**

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Chairman
JAMES M. BARINGHAUS
Vice Chairman
TIMOTHY J. KLISZ
Secretary
CHRISTOPHER N. BOLOVEN
LISA FRASKE
MICHAEL A. TESTA
JOEL TURBIAK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2259
FAX: (734) 466-2095

**MAYOR**
**MAUREEN MILLER BROSNAN**

**COUNCIL MEMBERS**

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JIM JOLLY
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LAURA M. TOY
CATHY K. WHITE

***May 10, 2021***
***PUBLIC NOTICE***

***APPEAL CASE NO. 2021-05-23:*** An appeal has been made to the Zoning Board of Appeals by HFI8, LLC, 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center, resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

| **Ground Sign Height**: | | **Ground Sign Area**: | |
|---|---|---|---|
| Allowed: | 12 feet | Allowed: | 40 sq. feet |
| Proposed: | 21 feet | Proposed: | 73 sq. feet |
| Excess: | 9 feet | Excess: | 33 sq. feet |

The property is located on the north side of Seven Mile (27430), between Inkster and Rensellor, Lot. No. 004-01-0530-000, C-2 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 18.50H(n),1(a),(o), "Sign Regulations in C-1, C-2, C-3 and C-4 Districts."

**THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION.**

**This appeal will be heard at a public hearing to be held on Tuesday, May 25, 2021 at 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting will be virtual via Zoom and NOT be held in the City Hall Auditorium.**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**
**or phone at (312) 626-6799, ID: 834 9251 4379**

Comments may be directed to the Board during audience participation.
**To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on.**

When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

**ZONING BOARD OF APPEALS,**

Timothy Klisz, Secretary

Petitioner will incur a $100 rescheduling fee for every failure to appear.

In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2259 if you need assistance.

**FLUP**
**Zoning Board of Appeals**
**CITY OF LIVONIA**
**(734) 466-2259**

**May 25, 2021 – 7:00 p.m.**

**Due to COVID-19, Zoning Board of Appeals meeting**
**will be virtual via ZOOM and NOT be held in the City Hall Auditorium**

**Connect on Zoom: https://us02web.zoom.us/j/83492514379**

**MASTER PLAN**
**(Future Land Use)**

***APPEAL CASE NO. 2021-02-05 (Tabled on April 20, 2021)*: Botsford General Hospital,** 2000 Town Center, Ste. 1200, Southfield, MI 48075, on behalf of Lessee 18th Street Development, LLC, 1550 Market, Ste. 200, Denver, CO 80202, seeking to erect a business center ground sign, group identification ground sign, directional ground signs and wall signs on property located on the **north side of Seven Mile (39000), between 275/96 Expressway and Haggerty,** resulting in excess ordinance allowances.

"REGIONAL COMMERCIAL"

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021)*: BW-Powdered Metals Corp, south side of Schoolcraft (32059), between Hubbard and Merriman,** seeking to erect an addition on a building upon a double street frontage lot, resulting in deficient rear yard setback.

"TECH AND MANUFACTURING"

***APPEAL CASE NO. 2021-05-20:* Thomas Berry, east side of Vacri (17202) between Vargo and McNamara,** seeking to maintain a six-foot-tall privacy fence, erected without a permit, at the rear of a double frontage lot, resulting in deficient rear yard setback.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-21*: Brandon and Lindsay Obenour, west side of Cavell (14553) between Western Golf Drive and Oakley,** seeking to erect a six-foot-tall privacy fence, resulting in the fence being located near the front building line of the residence. Privacy fences must not extend beyond the rear building line unless a side door is located at the building midpoint, then the privacy fence may end at that location. Also, upon a corner lot, the proposed fence along the side street does not align with the fence on adjoining property, which is required.

"LOW DENSITY RESIDENTIAL"

***APPEAL CASE NO. 2021-05-23:* HFI8, LLC,** 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a ground sign with electronic pricing and message center on property located on the **north side of Seven Mile (27430) between Inkster and Rensellor,** resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs.

"CORRIDOR COMMERCIAL"

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2259 if you need assistance.

**AGENDA DATE: May 25, 2021**
**ZONING BOARD OF APPEALS**
**CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT**
**Pursuant to Zoning Board of Appeals**
**Rules of Procedure, Rule V-Hearings, Paragraph 7**

***APPEAL CASE NO. 2020-02-05 (Tabled on April 20, 2021) Botsford:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience and inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-04-14 (Tabled on April 20, 2021) BW Powdered Metals Corp.*: Should be denied because the alleged practical difficulty does not entail more than mere inconvenience or inability to earn a higher financial return.**

***APPEAL CASE NO. 2021-05-20 - Berry:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Petitioner's remedies include installing a privacy screen, moving the fence into a compliant position, and seeking an ordinance amendment as petitioner proposed in the Application for Variance.**

***APPEAL CASE NO. 2021-05-21 - Obenour:*** **Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. Further, the variance sought in this case violates the City policy against turning residential areas into a series of small, walled enclosures. Further, Petitioner does not propose to follow the existing fence line established at 27600 Western Golf.**

***APPEAL CASE NO. 2021-05-23 – HFI8, LLC:*** **Should be denied because the alleged practical difficulty does not entail more than mere inability to earn a higher financial return. FURTHER, the proposed sign is 175% of the maximum height allowed for gas stations in Livonia, and the proposed area is 180% of the maximum area allowed for gas stations in Livonia. FURTHER, it is not anticipated that passerby will have any difficulty determining that the subject property is a gas station.**

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City of Livonia

HFI 8 LLC 25896 TIMBER TRAIL DEARBORN HGTS. MI 48127

2021 -05-23

# APPLICATION FOR VARIANCE

HFI 8 LLC 27430 7 mile Livonia 48152 [redacted]
(Owner of Premises) (Street Address) (City) (Zip Code) (Telephone) (Fax)

Shell 27430 7 Mile Livonia 48152 [redacted]
(Lessee) (Street Address) (City) (Zip Code) (Telephone) (Fax)

Aver Sign Co. 359 Livernois Farmdale 48220 [redacted]
(Contractor) (Street Address) (City) (Zip Code) (Telephone) (Fax)

The property address is 27430 7 Mile Livonia 48152

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

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? No

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

Please See attached. →

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

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2021 APR 20 PM 12:40
MAR 2 2021

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

Please See attached

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

Please See attached

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

Please See attached

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: No

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

Please See attached

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City of Livonia

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: No

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? Property is already in a general business district.

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

**OWNER'S AFFIDAVIT**

COUNTY OF WAYNE )
STATE OF MICHIGAN )

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

Signature of property owner: Please see attached.

Please print name of property owner: Sam Hammoud

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

Subscribed and sworn to before me this 27 day of Apri, 2021

(Notary Public, Wayne County, Michigan)
My Commission expires 12/16/2026

ANDREA QATANANI
Notary Public - State of Michigan
County of Wayne
My Commission Expires Dec 16, 2026
Acting in the County of Wayne

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

**NOT TO BE COMPLETED BY APPLICANT**

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

_____

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

_____
(Supervisor)

Application for permit filed _____ Violation Issued _____

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Inspection Department
City of Livonia

#3 The location sits on the edge Redford Township. The main traffic route for this location is 7 Mile Rd. Inkster North and South are primary residential locations. The West side of Inkster on Seven Mile Rd. also has limited business locations.

#4 All Competitive Petroleum Stations and Convenience Markets are in Redford. All locations have Large Pole Signs. The direct competition across the street has 98sqft at 28' OAH. In addition, Petroleum statins are unequally disadvantaged to other retail sign ordinances. Were most of the business needs to advertise their name and basic function. Petroleum stations are required to split their signage between the corporate suppliers Brand Logo, Services offered and Primary price of the multiple grades of Petroleum products.

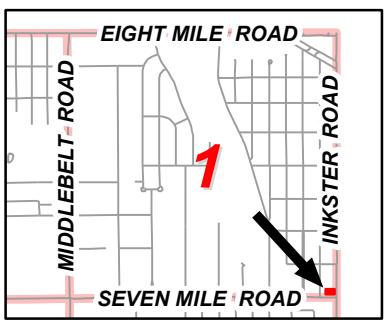
#5 The variance would not be an unfair advantage to the Livonia based businesses as there are no Petroleum Stations in the local Livonia area.

#6 No

#7 Taking the case to the Zoning Board of Appeals is the advised method from the building department if you are seeking an Ordinance variance.

01J530 TO 538A BOTSFORD PARK T1S R9E L53 P77 WCR LOTS 530 TO 537 INCL ALSO E 1.50 FT OF LOT 538 ALSO S 1/2 ADJ VAC ALLEY EXC S 7 FT FOR SEVEN MILE ROW

Legal description

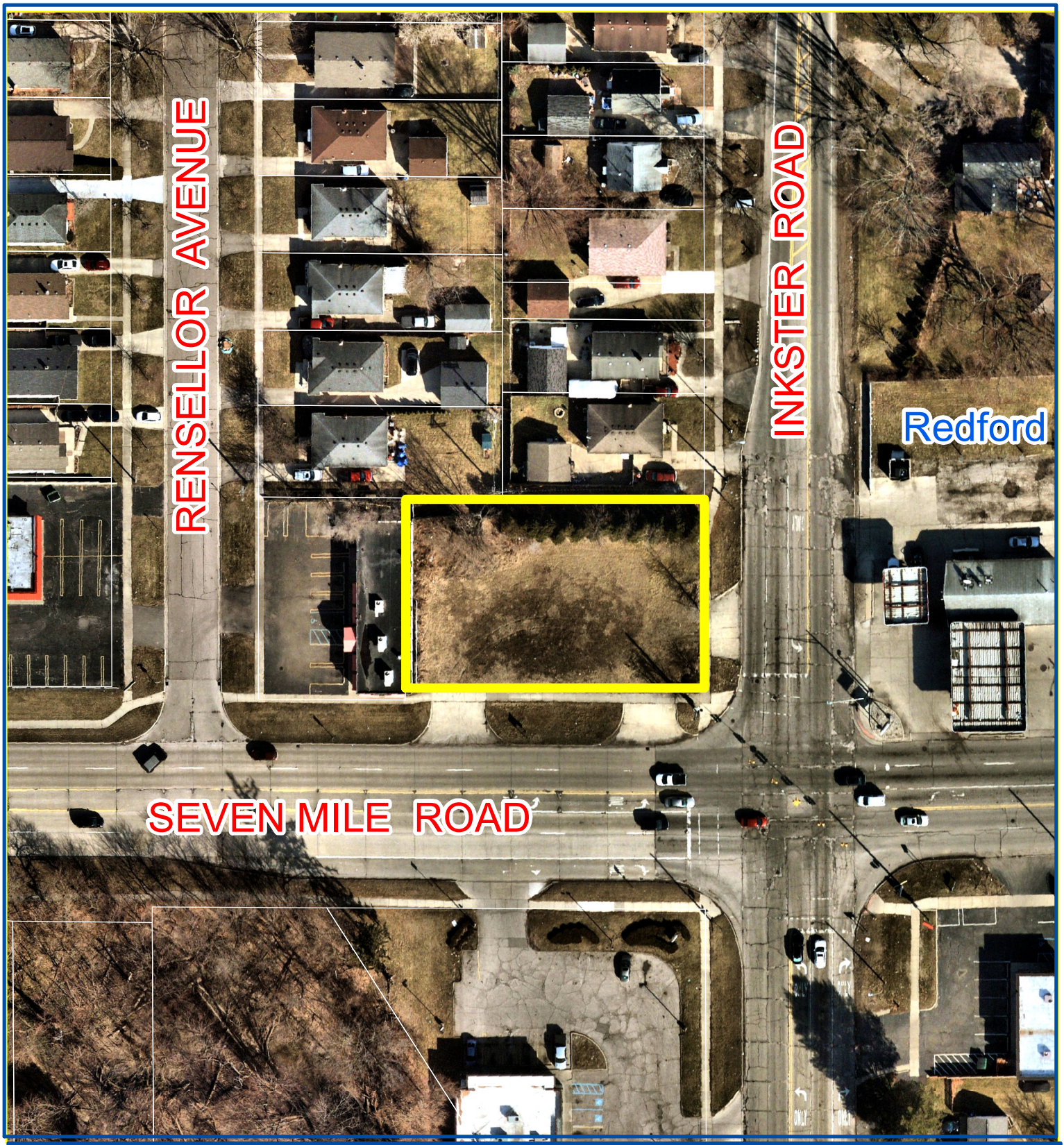


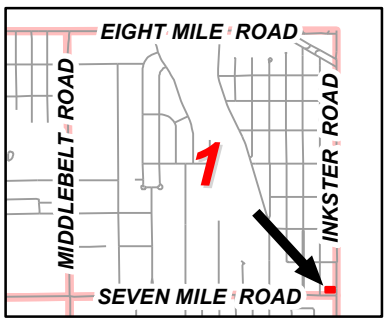

## Address & Zoning Map

**Appeal Case No. 2021-05-23**
**HFI8, LLC**
**27430 Seven Mile Road**
**Seeking to erect a ground sign with electronic pricing and message center, resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs**

N
Not to Scale

City of Livonia
Planning Department



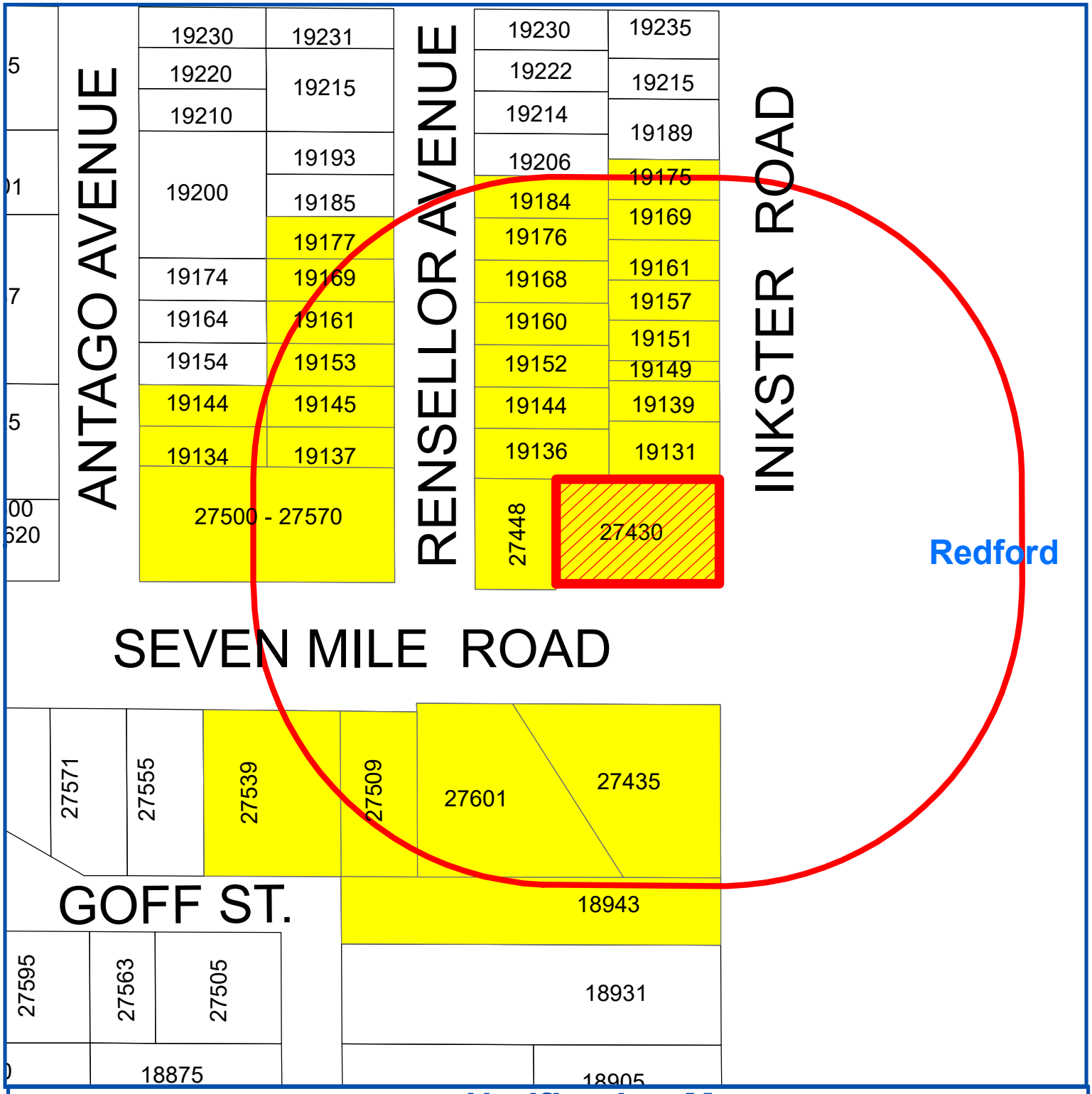

## Aerial Map

**Appeal Case No. 2021-05-23**
**HFI8, LLC**
**27430 Seven Mile Road**
**Seeking to erect a ground sign with electronic pricing and message center, resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs**

N

Not to Scale

City of Livonia
Planning Department




# Notification Map

**Appeal Case No. 2021-05-23**
**HFI8, LLC**
**27430 Seven Mile Road**
**Seeking to erect a ground sign with electronic pricing and message center, resulting in excess sign height and area. Electronic message centers are not allowed on nonconforming ground signs**

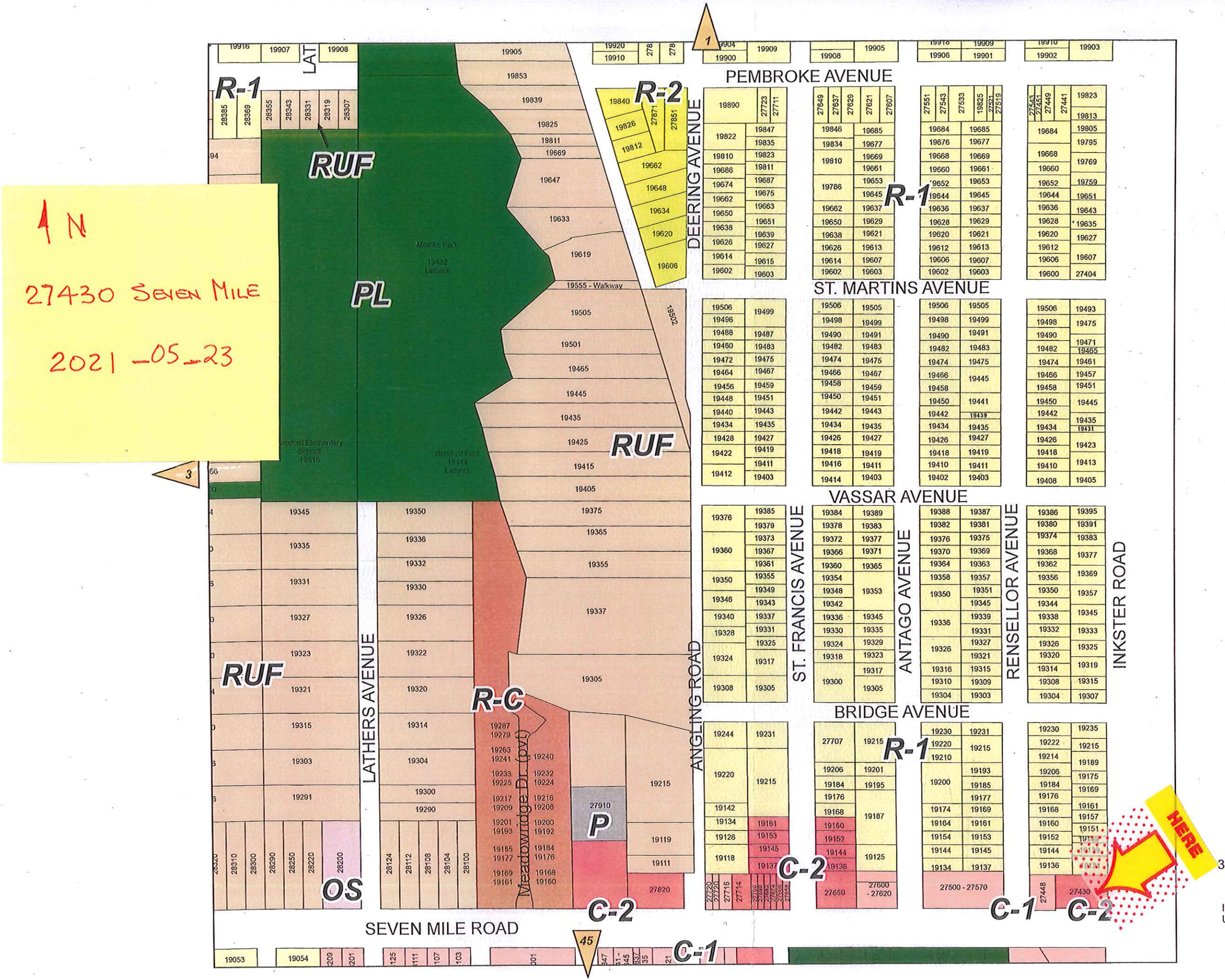
Site Under Petition
300 Feet Radius
Properties within 300 feet

N
Not to Scale

City of Livonia
Planning Department

**Date of Z.B.A. Meeting: May 25, 2021**

# ZONING MAP




**Legend**

ZONING

- R-1, ONE FAMILY RESIDENTIAL (60' x 120' lots)
- R-2, ONE FAMILY RESIDENTIAL (70' x 120' lots)
- R-3, ONE FAMILY RESIDENTIAL (80' x 120' lots)
- R-4, ONE FAMILY RESIDENTIAL (90' x 130' lots)
- R-5, ONE FAMILY RESIDENTIAL (100' x 150' lots)
- RUF, RURAL URBAN FARM
- R-6, TWO FAMILY RESIDENTIAL
- R-C, CONDOMINIUM RESIDENTIAL
- R-7, MULTIPLE FAMILY RESIDENTIAL
- R-8, HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-8C, CONDOMINIUM HIGH RISE MULTIPLE FAMILY RESIDENTIAL
- R-9, HOUSING FOR THE ELDERLY
- OS, OFFICE SERVICES
- PO, HIGH RISE PROFESSIONAL OFFICE
- C-1, LOCAL BUSINESS
- C-2, GENERAL BUSINESS
- C-3, HIGHWAY SERVICES
- C-4, HIGH RISE COMMERCIAL
- P, PARKING
- RE, RESEARCH - ENGINEERING
- ML, MANUFACTURING LIMITED
- M-1, LIGHT MANUFACTURING
- M-2, GENERAL MANUFACTURING
- PL, PUBLIC LANDS
- NP, NATURE PRESERVES
- AG, GENERAL AGRICULTURE

S.E. 1/4 Section 1

## *City of Livonia*

T. 1 south, R. 9 east

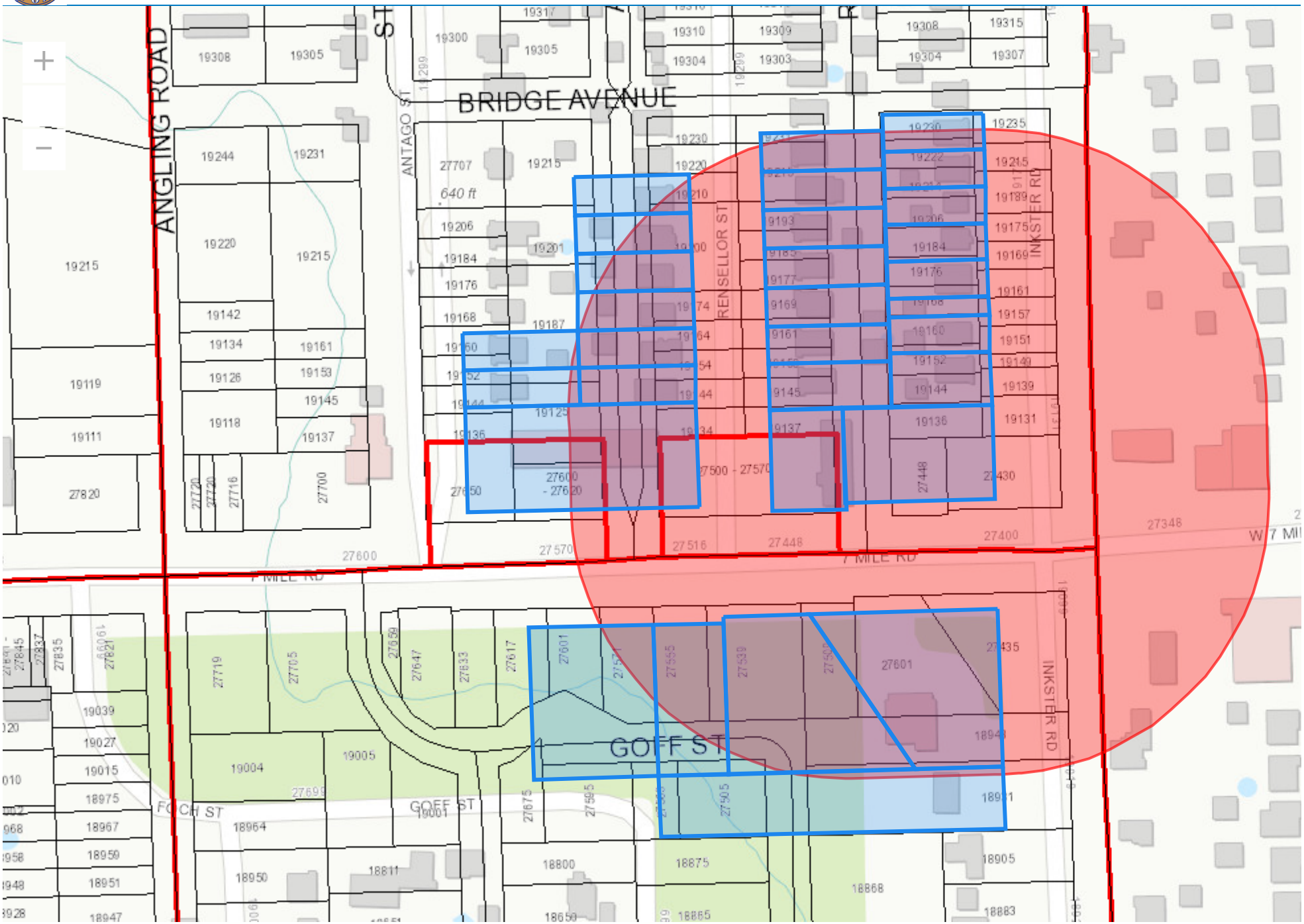
Wayne County, Michigan

Copyright 2001, City of Livonia

300 150 0 300 Feet

Information herein deemed reliable but not guaranteed
Updated: December 2017

# City of Livonia - Land Use Pu...



2021-05-23

CITY OF LIVONIA

Inspection Department

PREVIOUS CASE: 2019-02-04

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

**REJECTION OF APPLICATION FOR PERMIT**
**BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE NO. 543**

OWNER CONTACT: SAM HAMMOUD [redacted]

Applicant AVER SIGN CO. [redacted] Address 359 LIVERNOIS, FERNDALE, MI 48220

Owner HF18, LLC Address 25896 TIMBER TRAIL, DEARBORN HTS, MI 48127

Lessee — Address —

Location NORTH Side of 27430 SEVEN MILE Street

Between INKSTER And RENSELLOR

Lot No/Parcel No. 004-01-0530-000 Subdivision BOTSFORD PARK

Zoning District C-2 Map No. Lot Size — Alley —

Present Use FUEL STATION Proposed Use SAME

Present Building Size N/A Proposed Building Size NONE PROPOSED

Present Height of Building N/A Proposed Height "

Allowable Lot Coverage N/A Proposed Lot Coverage N/A

Proposal SEEKING TO ERECT A GROUND SIGN WITH ELECTRONIC PRICING AND MESSAGE CENTER RESULTING IN EXCESS SIGN HEIGHT AND AREA. ELECTRONIC MESSAGE CENTERS ARE NOT ALLOWED ON NONCONFORMING GROUND SIGNS. GROUND SIGN HEIGHT ALLOWED: 12 FEET; PROPOSED: 21 FEET; EXCESS: 9 FEET. GROUND SIGN AREA ALLOWED: 40 SQ FT; PROPOSED: 73 SQ FT; EXCESS: 33 SQ FT.

Reason for Rejection ORDINANCE 543, SECTION 18.50H(n)(a),(o)

Deficient Side Yard — Deficient Front Yard — Deficient Rear Yard —

Deficient Lot Area — Deficient Lot Area per Room — Encroachment —

Excessive Lot Coverage — Excessive Height 18.50H(n)(a) 9 FEET — Increasing No. Units —

18.50H(n)(o) Use Prohibited EMC BOARD — Deficient Parking Spaces — Increasing Area and Bulk 18.50H(n)(a) 33 SQ FT

Remarks —

Plans and Application examined by [signature] Date MARCH 23, 2021

ZONING EXAMINER

**WAIVERS**
Petition 2017-08-02-09 (S.Y.B. Enterprises, Inc.) Communication dated December 13, 2019 was received and placed on file.

A communication from SYB Enterprises, Inc. and Sam Hammoud, dated December 13, 2019, re: request for Waiver Use Extension of Petition 2017-08-02-09, was received and placed on file for the information of the Council.

On a motion by Meakin, supported by McIntyre, and unanimously adopted, it was:

**WAIVERS**
Petition 2017-08-02-09 (S.Y.B. Enterprises, Inc.) Approval of a one-year extension of all plans in connection with a proposal to construct a gas station on the northwest corner of Seven Mile and Inkster Roads (27430 Seven Mile Road) Section 1 and condition number 5 from Planning Commission regarding hours of operation.
(CR 366-18, CR 367-18 and CR 368-18)

**#417-19** RESOLVED, that having considered a communication from the City Planning Commission, dated November 21, 2019, approved for submission by the Mayor, which sets forth its Resolution 11-91-2019, adopted on November 19, 2019, with regard to a request from Basheer Elhady on behalf of S.Y.B. Enterprises, Inc., requesting a one-year extension of all plans which previously received approval by the City Council on October 15, 2018, pursuant to CR 366-18, CR 367-18 and CR 368-18, in connection with a proposal to construct a gas station on the northwest corner of Seven Mile and Inkster Roads (27430 Seven Mile Road) in the Southeast ¼ of Section 1, the Council does hereby reject the recommendation of the Planning Commission that the gas station's hours of operation be restricted as set forth in Condition No. 5 of resolution 11-91-2019, and does hereby concur in the balance of Planning Commission resolution 11-91-2019 and hereby grants the requested extension for a one-year period, subject to the following conditions:

1. That the request for a one-year extension of waiver use approval by Basheer Elhady, in a letter received by the City of Livonia on October 15, 2019, is hereby approved;

2. That all conditions imposed by Council Resolution #366-18 in connection with Petition 2017-08-02-09, which permitted the construct a gas station at 27430 Seven Mile Road, shall remain in effect to the extent that they are not in conflict with the foregoing condition;

3. That all conditions imposed by Council Resolutions #367-18 and #368-18, which waived the minimum lot size requirement and the need for at least 65% of the residential neighbors within a 400-foot radius to approve the proposal, shall remain in effect, subject to City Council confirmation; and

4. That the owner shall undertake the appropriate Due Care obligations as established by the Michigan Department of Environment, Great Lakes and Energy (EGLE), or secure final closure if required by EGLE and/or the Michigan Department of Licensing and Regulatory Affairs (LARA).

DECEMBER 16, 2019

*UNFINISHED BUSINESS AGENDA ITEMS (Regular Meeting of December 16, 2019)*

| | |
|---|---|
| ***Motion by:*** | ***Meakin*** |
| ***Seconded by:*** | ***McIntyre*** |
| ***ROLL CALL:*** | |
| ***Ayes:*** | ***White*, McIntyre, Meakin, Jolly, Kritzman, Bahr and Toy** |
| ***Nays:*** | ***None*** |
| ***Absent:*** | ***None*** |

---

**#366-18** RESOLVED, that having considered the report and recommendation of the Committee of the Whole, dated September 10, 2018, submitted pursuant to Council Resolution 343-17, and a communication from the City Planning Commission, dated September 12, 2017, approved for submission by the Mayor, which transmits its resolution #09-48-2017, adopted on September 5, 2017, with regard to Petition 2017-08-02-09, submitted by S.Y.B. Enterprises, Inc., in connection with a proposal to construct a gas station on the northwest corner of Seven Mile and Inkster Roads (27430 Seven Mile Road) in the Southeast ¼ of Section 1, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2017-08-02-09 is hereby approved and granted, subject to the following conditions:

1. That this approval is subject to the petitioner submitting documentation to the Inspection Department indicating that at least 65% of the residential neighbors within a 400-foot radius of the subject property approve of the proposal as required by the Zoning Ordinance, unless such requirement is waived by a separate resolution in which five councilmembers concur;

2. That the Site Plan marked Sheet SP-1, dated September 3, 2017, as revised, prepared by Ziad El-Baba Engineering, is hereby approved and shall be adhered to;

3. That all on-site parking shall be properly sized and marked, including any barrier-free space(s) as may be required by the State of Michigan;

4. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto;

5. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient building setback and any conditions related thereto;

6. That the petition is subject to City Council waiving the minimum lot size requirement;

7. For safety purposes, a “No Left Turn” sign shall be installed at both of the site’s driveways off Seven Mile Road, as recommended in the Police Department’s correspondence dated August 16, 2017;

8. That the Landscape Plan marked Sheet SP-3, dated September 3, 2017, as revised, prepared by Ziad El-Baba Engineering., is hereby approved and shall be adhered to;

9. That all disturbed lawn areas, including road right-of-way, shall be sodded in lieu of hydro-seeding;

10. That underground sprinklers are to be provided for all landscaped and sodded areas, and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition;

11. That the Elevation Plan marked Sheets A-1, dated September 3, 2017, as revised, prepared by Ziad El-Baba Engineering, is hereby approved and shall be adhered to;

12. That the three walls of the trash dumpster area shall be constructed out of the same brick used in the construction of the building or in the event a poured wall is substituted, the wall's design, texture and color shall match that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass. The trash dumpster area shall be maintained and when not in use closed always;

13. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building;

14. That the gas pump island canopy shall not exceed eighteen feet (18') in height and its support columns shall be covered with the same brick used in the construction of the building;

15. That any illumination of the pump island canopy shall be restricted to the undercarriage, and all light fixtures shall be recessed and made flush with the established ceiling; provided, however, that this section shall not apply to those specified signs which are expressly allowed by the district regulations of the Zoning Ordinance;

16. That all light fixtures shall not exceed eighteen feet (18') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadway;

17. That the screen wall on the north side of the property be colored the same as the brick on the building and all other brick used around dumpster and the columns supporting the canopy;

18. That this site shall meet either the City of Livonia or the Wayne County Storm Water Management Ordinance, whichever applies, and shall secure any required permits, including soil erosion and sedimentation control permits from either Wayne County or the City of Livonia;

19. No outside storage, placement or display of merchandise shall be permitted at any time on this site; however, the foregoing prohibition shall not apply to

the display, on the pump islands only, of oil based products as permitted in Section 11.03(a)(12) of the Zoning Ordinance;

20. That free air shall be provided at times the station is open for business. The free air shall be dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge;

21. That there shall be no vehicle vacuum equipment or outdoor placement/storage of propane cylinder storage units on the site;

22. That the sale of ice shall be restricted to the inside of the building;

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

24. That no part of the pump island canopy fascia, except for signage, shall be illuminated;

25. That no LED lightband or exposed neon shall be permitted on this site including, but not limited to, the pump island canopy, building or around the windows;

26. That unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited;

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

28. Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of ONE YEAR ONLY from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

**#367-18** RESOLVED, that having considered the report and recommendation of the Committee of the Whole, dated September 10, 2018, submitted pursuant to Council Resolution 343-17, and a communication from the City Planning Commission, dated September 12, 2017, approved for submission by the Mayor, which transmits its resolution #09-48-2017, adopted on September 5, 2017, with regard to Petition 2017-08-02-09, submitted by S.Y.B. Enterprises, Inc., in connection with a proposal to construct a gas station on the northwest corner of Seven Mile and Inkster Roads (27430 Seven Mile Road) in the Southeast ¼ of Section 1, the Council does hereby waive the requirement that at least 65% of the residential neighbors within a 400-foot radius of the subject property approve of

the proposal as required by Section 11.03(a)(10) of Zoning Ordinance No. 543, as amended.

**#368-18** RESOLVED, that having considered the report and recommendation of the Committee of the Whole, dated September 10, 2018, submitted pursuant to Council Resolution 343-17, and a communication from the City Planning Commission, dated September 12, 2017, approved for submission by the Mayor, which transmits its resolution #09-48-2017, adopted on September 5, 2017, with regard to Petition 2017-08-02-09, submitted by S.Y.B. Enterprises, Inc., in connection with a proposal to construct a gas station on the northwest corner of Seven Mile and Inkster Roads (27430 Seven Mile Road) in the Southeast ¼ of Section 1, the Council does hereby waive the minimum lot size requirement set forth in Section 11.03(a)(1) of Zoning Ordinance No. 543, as amended.

2021-05-23

LIVONIA, MI 48152 (Property Address)
01 0530 000

SFORD PARK T1S R9E
530 TO 537 INCL ALSO
538 ALSO S 1/2 ADJ
FT FOR SEVEN MILE ROW

NO DEBRIS, STORED CARS, RUBBISH
OR OUTSIDE DISPLAY IS ALLOWED OUTSIDE

GAS STATION IS MORE THEN 100 FT
FROM ANY SCHOOL, CHURCH OR PLAYGROUND

EXISTING ZONING LOCAL BUSINESS = C-1,
NEW ZONING GENERAL BUSINESS= C-2

GAS STATION

MINIMUM LOT AREA = 22,500 EXISTING LOT AREA = 16,788 SF

MINIMUM FRONTAGE = 150 FT EXISTING FRONTAGE = 163 FT

BUILDING HEIGHT MAX 35'-0"
CANOPY HEIGHT MAX 18'-0"
FREE AIR TO BE PROVIDED ON SITE
PARKING 1/150 OF SALES AREA

BUILDING AREA = 2490 SQ FT

PARKING REQUIRED
1 /150 SALES = 1250/150 = 8 SPACE
EMPLOYEE 1 SPACE
REQUIRED PARKING = 9 SPACE

PROPOSED 8 SPACES SHORT 1 PARKING SPACE

BASED ON NET SALES AREA
AREA NET = 1250x.8/150 = 7 SPACE
( EXCLUDING SHELVES)
EMPLOYEE 1 SPACE
REQUIRED PARKING = 8 SPACE
PROPOSED 8 SPACES

RESIDENTIAL DISTRICT
SEE ITEM 10 OF THE NOTES

EX 10" SANT
20'-0"
83'-0"
60'-0"
EX 12"
14'-2"
EX CONC SIDEWALK
EX SANT MH
RIM 97.75
BENCH MARK #1
TOP OF RIM
EX MH
NEW 6'H FENCE WALL - SPECIAL FOOTING
MIN 20'-0"
SANT
NEW 6" SLOPE 1% 1.2 FT
EX. GRASS AREA
1/2 VACATED ALLEY
EX.10'-0"
10'x20'
EMPLOYEE
PARKING
10'-0" min 20'-0" SETBACK
10'-0"
NEW 1 1/2" K COPPER W.L.
NEW 1 1/2" G.L.
20'-0"
45'-10"
25'-10"
NEW ONE STORY
BRICK AND BLOCK
BUILDING
NEW LANDSCAPE AREA
EX 12" SANT
51'-5"
INKSTER ROAD
26'-7"
35'-0" MAX
MODIFIED APPROACH
SEE DETAIL M
NEW DUMPSTER
ENCLOSURE WITH
10' CONC PAD IN
FRONT
BF
RAMP
NEW CONC SIDEWALK
5'-0"
CB
NEW ASPHALT
PAVEMENT SEE
DETAIL
92'-0"
NEW
PUMP
ISLAND TYP.
NEW O/H CANOPY
CONC PAD
UNDER CANOPY
31'-0"
MIN 10'-0"
40'-9"
31'-0"
22'-0"
24'-0"
8'-0"
HC
40'-1"
10'-0"
20'-0"
20'-0"
20'-0"
10'-0"
CB
U/G FUEL TANKS
25'-9"
NEW CURB
AND GUTTER
TYP.
NEW
SIGN
8'-0"
NO LEFT
TURN
NEW
LS AREA
NEW ASPHALT
PAVEMENT SEE
DETAIL
NO LEFT
TURN
EX CONC SIDEWALK
25'-0"
MIN
25'-0"
12'-0"
103'-0"
63'-0" MIN
60'-0" MIN
10'-0"
8'-0"
8'-0"
10'-0"
10'-0"
10'-0"
28'-8"
19'-8"
min 10'-0"
23'-0"
6'-0"
163'-0"
EX
MH
25'-0"
24'-6"
19'-8"
30'-0"
63'-3"
30'-0" MIN
MODIFIED
APPROACH
SEE DETAIL M
REMOVE AND
REPLACE EX.
SIDEWALK
NEW 8" CONC.
APPROACH SEE
DETAIL M
EX
CB
EX 12" ST
EX SANT
MH
BOTH APPROACH
MUST BE AT MIN 25'-0"
FROM PROPERTY LINES
REMOVE PART
OF EX APPROACH
25'-0"
MIN
DUMPSTER PICK UP WILL

SEVEN MILE ROAD
NORTH

8 MILE ROAD
7 MILE ROAD
6 MILE ROAD
MIDDLEBELT ROAD
INKSTER ROAD
TELEGRAPH
SITE

KEY PLAN

W E S

**ZIAD EL-BABA ENGINEERING**

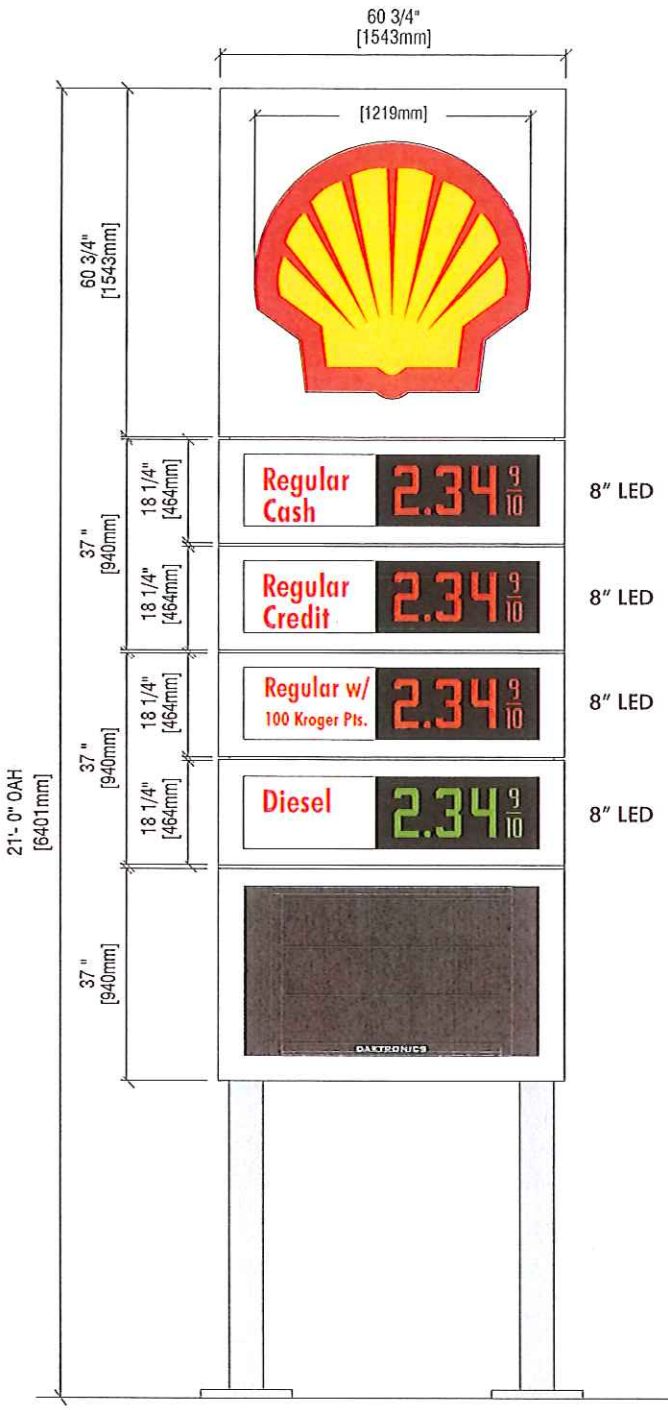
**674 GAUTHIER**
**TECUMSEH ONTARIO**
**N8N3P8 CANADA**

2021-05-23

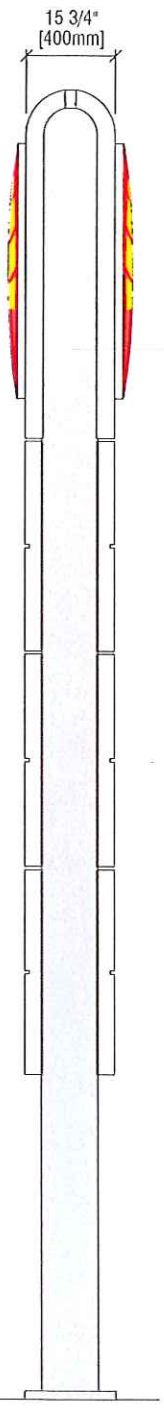
**NEW** 4.5M System
RVI_Evolution Global
@ 21' OAH
(Michigan Specs)

**73.4sqft Total**

Cabinet Elevation




Side View





Aver Sign Company
359 Livernois
Ferndale MI. 48220
tel:248-542-0678
fax:248-542-2023


Shell
27430 7 Mile Rd.
Livonia MI.


Rendering is conceptual Only. Variations of size, colors and finished sign can occur. Layouts are property of Aver Sign Co. Sales or Copying of the renderings are not permitted without written consent of Aver Sign Co. Trademarked Logos are used for visual representation only.


Date: 00/00/00

GROUND INSTALLED SIGN GENERAL NOTES
THIS SYSTEM HAS BEEN DESIGNED AND SHALL BE FABRICATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2015 MICHIGAN BUILDING CODE & THE 2015 INTERNATIONAL BUILDING CODE & ASCE 7-10

ASCE 7-10 SOLID FREESTANDING WALLS AND SOLID FREE STANDING SIGNS (SECTION 29.4.1)
Vult=110 MPH, Vasd=86 MPH (RISK CAT I)
EXPOSURE 'C',
Kd=0.85, Kzt=1.0, Kh=TABLE 6.3
Qz = 0.00256*Kh*Kzt*Kd G=±0.85
ASD PRESSURE: ± 23 PSF

MATERIALS:
1. ALL ALUMINUM MEMBERS SHALL BE ALUMINUM ALLOY TYPE 6063-T6 MIN.
2. ALL STEEL MEMBERS SHALL BE A36 MIN.
3. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AND INCLUDE 0.18% BY VOLUME OF FIBER MESH ADDITIVE IF UNREINFORCED.
4. STEEL REINFORCEMENT: ALL REINFORCEMENT SHALL BE DEFORMED BARS OF INTERMEDIATE GRADE NEW BILLET STEEL CONFORMING TO CURRENT REQUIREMENTS OF ASTM A615, GRADE 60 (U.N.O.), FREE FROM OIL, LOOSE SCALE AND RUST. REINFORCEMENT SHALL BE BENT, LAPPED, PLACED, SUPPORTED AND FASTENED ACCORDING TO THE "ACI DETAILING MANUAL" AND ACI 318. ALL STEEL SHALL BE SECURELY HELD IN PLACE DURING POURING OF CONCRETE. IF REQUIRED, ADDITIONAL BARS SHALL BE PROVIDED BY THE GENERAL CONTRACTOR TO FURNISH SUPPORT FOR ALL BARS. MINIMUM 3" EDGE DISTANCE FROM ANY CONCRETE FACE FOR ALL BARS UNLESS OTHERWISE NOTED IN THE DRAWING.
5. SOIL STATEMENT: RESEARCH HAS DETERMINED PROPER SOIL PREPARATION PER CODE SHALL ACHIEVE A MINIMUM SOIL BEARING PRESSURE OF 2,000PSI WHICH IS ADEQUATE FOR THIS PROJECT. SHOULD CONDITIONS IN THE FIELD DURING CONSTRUCTION INDICATE OTHERWISE, THIS ENGINEER SHALL BE NOTIFIED FOR RE-EVALUATION BEFORE COMPLETING THE FOUNDATION CONSTRUCTION.

CONNECTIONS & ANCHORAGE:
6. INTEGRITY & CERTIFICATION OF THE ATTATCHMENT OF THE SIGN TO THE FRAMING & ALL SIGN COMPONENTS & CONNECTIONS SHALL BE BY THE MANUFACTURER OR OTHERS. CERTIFICATION IS SOLELY FOR CONNECTION TO BASE & FOUNDATION DESIGN.

CONTRACTOR RESPONSIBILITIES:
7. THE CONTRACTOR IS RESPONSIBLE TO INSULATE ALUMINUM MEMBERS FROM DISSIMILAR METALS TO PREVENT ELECTROLYSIS.
8. ELECTRICAL NOTES ARE PROVIDED FOR REFERENCE ONLY & ARE NOT INCLUDED IN THIS CERTIFICATION. THEY SHALL BE PERMITTED BY A LICENCED ELECTRICAL CONTRACTOR.
9. USE OF THIS DOCUMENT CONSTITUTES ACCEPTANCE OF THE PROPOSED SYSTEM LAYOUT, COMPONENTS SELECTED, & INSTALLATION REQUIREMENTS.
10. ALL ELEMENTS OF THIS DESIGN SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. ENGINEERING EXPRESS SHALL BE NOTIFIED AND GIVEN AN OPPORTUNITY TO RE-EVALUATE OUR WORK UPON DISCOVERY OF ANY INACCURATE INFORMATION PRIOR TO MODIFICATION OF EXISTING FIELD CONDITIONS AND FABRICATION AND INSTALLATION OF MATERIALS.
11. SEALANT AND WATER PROOFING SHALL BE APPROVED BY OTHERS & IS NOT PROVIDED FOR IN THIS CERTIFICATION.
12. THIS ENGINEER HAS NOT VISITED THE JOBSITE. SITE INFORMATION CONTAINED HEREIN IS BASED ON CONTRACTOR-SUPPLIED DATA & MEASUREMENTS. ENGINEERING EXPRESS SHALL NOT BE HELD RESPONSIBLE OR LIABLE IN ANY WAY FOR ERRONEOUS OR INACCURATE DATA OR MEASUREMENTS. DIMENSIONS ARE SHOWN TO ILLUSTRATE DESIGN FORCES AND OTHER DESIGN CRITERIA. THEY MAY VARY SLIGHTLY, BUT MUST REMAIN WITHIN THE LIMITATIONS SPECIFIED HEREIN.
13. ENGINEERING EXPRESS SHALL BE NOTIFIED AND GIVEN AN OPPORTUNITY TO REEVALUATE OUR WORK UPON DISCOVERY OF ANY INACCURATE INFORMATION PRIOR TO MODIFICATION OF EXISTING FIELD CONDITIONS AND FABRICATION & INSTALLATION OF MATERIALS.
14. ALTERATIONS OR ADDITIONS TO THIS DOCUMENT ARE NOT PERMITTED AND INVALIDATE OUR CERTIFICATION.
15. SEAL AFFIXED HERETO VALIDATES STRUCTURAL DESIGN AS SHOWN ONLY. USE OF THIS SPECIFICATION BY CONTRACTOR, et. al. INDEMNIFIES & SAVES HARMLESS THIS ENGINEER FOR ALL COST & DAMAGES INCLUDING LEGAL FEES & APPELLATE FEES RESULTING FROM MATERIAL FABRICATION, SYSTEM ERECTION, CONSTRUCTION PRACTICES BEYOND THAT WHICH IS CALLED FOR BY LOCAL, STATE, & FEDERAL CODES & FROM DEVIATIONS OF THIS PLAN.
EXCEPT AS EXPRESSLY PROVIDED HEREIN, NO ADDITIONAL CERTIFICATIONS OR AFFIRMATIONS ARE INTENDED.


ENGINEERING EXPRESS
CORPORATE OFFICE:
160 SW 12th AVE, SUITE 106
DEERFIELD BEACH, FL 33442
ENGINEERINGEXPRESS.COM

FRANK BENNARDO, P.E.
PE# 0049491

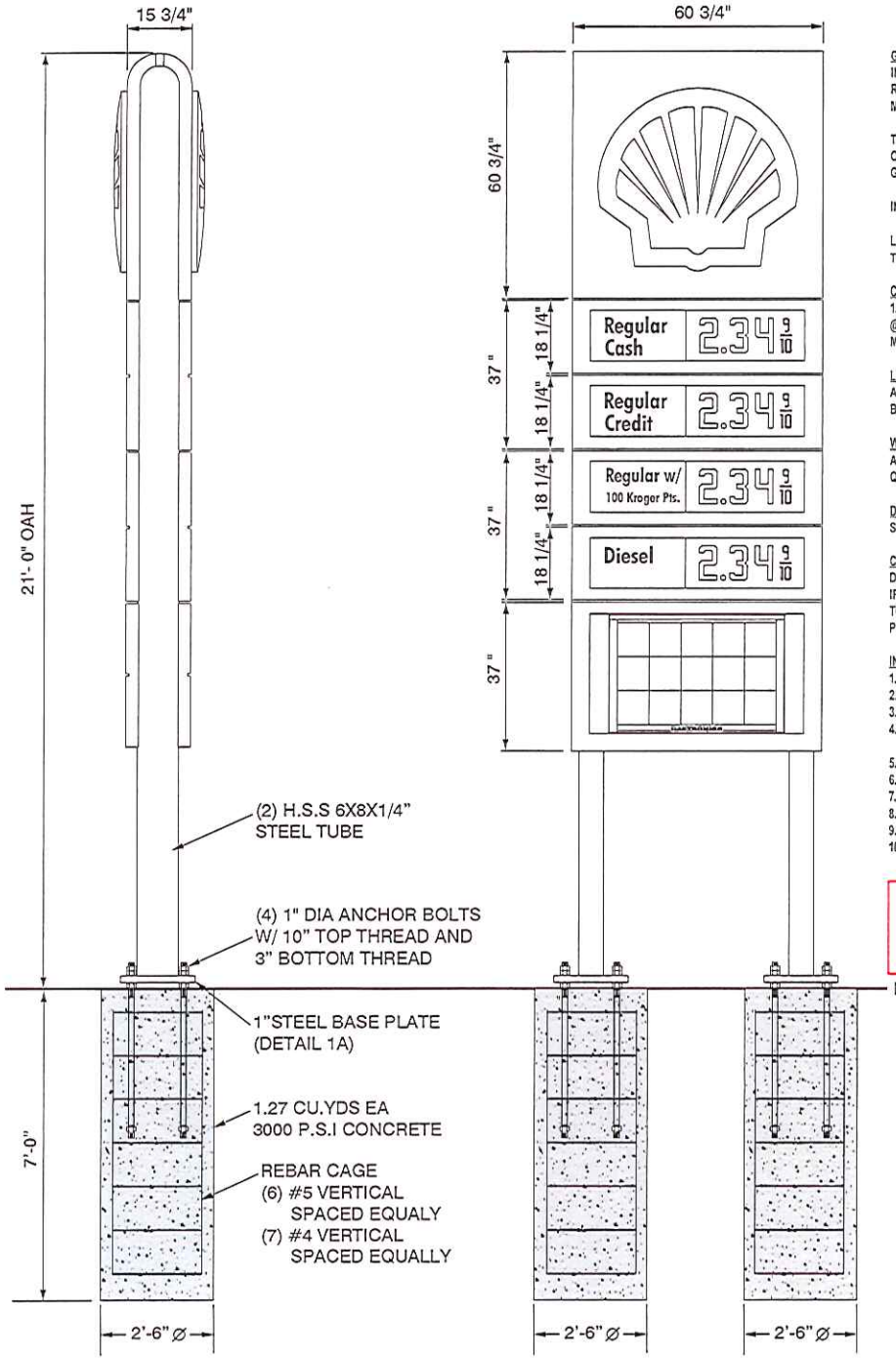
VALID FOR 1 PERMIT ONLY UNLESS OTHERWISE AGREED IN WRITING

☐ IF CHECKED, CERTIFYING P.E. APPEARS BELOW



NOTICE: IF THIS SHEET DOES NOT CONTAIN AN ORIGINAL SIGNATURE & ENGINEER SEAL: IF THERE IS A DIGITAL SIGNATURE ON SHEET 1, THIS SHEET IS PART OF A DIGITALLY SIGNED FILE, SHALL REMAIN IN DIGITAL FORMAT, & PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. IF THERE IS NO DIGITAL SIGNATURE ON SHEET 1 OR THIS SHEET DOES NOT CONTAIN AN ENGINEER'S ORIGINAL SIGNATURE & SEAL, THIS SHEET IS A COPY/DRAFT.


STATE OF MICHIGAN
FRANK L. BENNARDO
ENGINEER
No. 49491
LICENSED PROFESSIONAL ENGINEER




GENERAL NOTES
INSTALLER TO PROVIDE COMPLETION PHOTOS OF FOUNDATION WITH ANCHOR BOLTS, REBAR & CONDUIT (BEFORE & AFTER POUR), BASE PLATE(S) w/ANCHOR BOLT CONNECTIONS, MATCH PLATE/SIGN CONNECTIONS, ANY WELDED CONNECTIONS, ELECTRICAL WIRING AND OVERALL ELEVATION.

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRIC CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

INSTALLER TO BE SURE SIGNS ARE PROPERLY INSTALLED, CONNECTED AND GROUNDED

LANDSCAPING MATERIALS SHOULD BE KEPT MINIMUM TWO INCHES AWAY FROM SIGN POLES OR BASE PLATES.
THIS DRAWING IS FOR INSTALLATION PURPOSES ONLY AND NOT TO BE USED FOR MANUFACTURING.

CONCRETE SPECIFICATION
1.27 CU. YDS EACH FOOTING TOTAL. CONCRETE SHALL HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 PSI @ 28 DAYS. REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI. RECOMMENDED MIN. CURE TIME OF 7 DAYS BEFORE PROCEEDING WITH INSTALLATION.

LIFTING HOLE NOTE
ANY LIFTING HOLES CREATED ARE THE RESPONSIBILITY OF THE INSTALLER. LIFTING HOLES ARE TO BE SEALED BY A CAP PLATE, WELDED OVER TO COVER AND THEN PAINTED.

WELDING NOTE
ANY REQUIRED WELDING IS TO BE COMPLETED BY AN AWS CERTIFIED WELDER QUALIFIED IN THE APPLICABLE POSITIONS NEEDED.

DESIGN NOTE
SIGN, POLE, AND CONCRETE FOUNDATION ARE DESIGNED TO WITHSTAND A WIND LOAD OF 25 PSF.

CONCRETE FOUNDATION
DESIGNED USING A NET ALLOWABLE SOIL BEARING PRESSURE OF 2000 PSF.
IF THESE SOIL CONDITIONS DO NOT EXIST AT THE FOUNDATION LOCATION, IT IS THE ERECTOR'S RESPONSIBILITY TO NOTIFY EVERBRITE, LLC PRIOR TO PERFORMING ADDITIONAL EXCAVATION OR ANY CONCRETE PLACEMENT. PEDESTAL CONCRETE TO BE POURED MONOLITHIC (AS ONE PIECE) WITH SPREAD FOOTING

INSTALLATION INSTRUCTIONS
1. STAKE FOUNDATION AREA AND CONFIRM FINAL GRADE REQUIREMENTS WITH G. C.
2. EXCAVATE FOUNDATION AREA.
3. SET ANCHOR BOLTS, REBAR AND CONDUIT STUB. (PRIMARY ELECTRICAL SERVICE TO BASE BY G.C.)
4. POUR CONCRETE. ALLOW CONCRETE CURE TIME AS REQUIRED. RECOMMENDED MIN. CURE TIME OF 7 DAYS BEFORE PROCEEDING WITH INSTALLATION.
5. ANCHOR POLE(S) AS SHOWN IN AB DETAIL. CHECK FOR PLUMB.
6. MOUNT SIGNAGE TO POLE(S). (INSTALLER TO PROVIDE WIRE BETWEEN SIGN AND BASE OF POLE.)
7. MAKE FINAL ELECTRICAL HOOK-UP. (AI ELECTRICAL TO MEET LOCAL CODES.)
8. TEST SIGNAGE FOR PROPER FUNCTION AND LIGHTING.
9. REMOVE ANY LIFTING BRACKETS AND REINSTALL BOLTS.
10. CLEAN UP AREA AND REMOVE ANY PACKING MATERIAL. DO NOT DISCARD ANY MATERIAL OR DEBRIS INTO ON SITE DUMPSTERS.

MAX REACTIONS AT EACH FOOTER:
V: 3025 LB
M: 64 KIP-FT

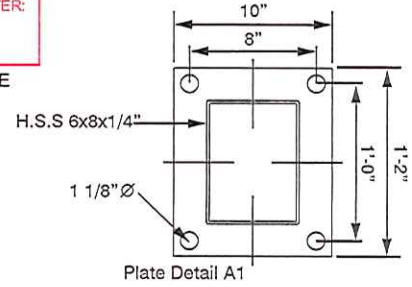


Plate Detail A1


Aver SIGN COMPANY
359 Livernois
Ferndale MI. 48220
tel:248-542-0678
fax:248-542-2023


Shell
27430 7 Mile Rd.
Livonia MI.

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Date: 00/00/00

Previous Case Minutes
2021-05-23

***APPEAL CASE NO. 2019-02-04:*** An appeal has been made to the Zoning Board of Appeals by HF18, LLC, (Sam Hammoud), 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a new gas station with convenience store, resulting in deficient lot area, deficient north side yard setback and deficient number of parking spaces.

| **Lot Area**: | | **North Side Yard Setback:** | |
|---|---|---|---|
| Required: | 22,500 sq. ft. | Required: | 20 ft. |
| Proposed/Existing: | 16,771 sq. ft. | Proposed: | 10 ft. |
| Deficient: | 5,729 sq. ft. | Deficient: | 10 ft. |

**Number of Parking Spaces**:
Required: 9
Proposed: 8
Deficient: 1

The property is located on the north side of Seven Mile (27430), between Inkster and Rensellor, Lot. No. 004-01-0530-000, C-2 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 11.03(a)1,2,12d, "Waiver Uses; Gasoline Service Station; Parking and/or Storage."

Coppola: Alright, thank you. Any comments from the Inspection Department?

Buhagiar: No, not at this time, Mr. Chair.

Coppola: Any questions for the Inspection Department?

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: I did visit the site and it looks like there are some pre-existing driveways at that property. At one point was that -- did that site have a gas station?

Buhagiar: Yes, a Clark Station.

Baringhaus: It did.

Buhagiar: I believe it was demoed in 2004. I think actually a little before that. There was a proposal to put another station in in 2004, so prior to 2004 it was demoed.

Baringhaus: Okay, thank you.

Coppola: But did that gas station didn't have a convenience store to it, did it?

Buhagiar: I don't believe so.

Coppola: It was just your basic gas station?

Buhagiar: You know the Clark Stations --

Coppola: Yeah.

Buhagiar: -- they may had a little something, but nothing like it is now.

Coppola: So just a quick question in regards to deficiency and it may be a legal department question, but is the deficiency because of the size of the building or is the lot itself just deficient?

Buhagiar: It might be -- I think it's the lot size.

Coppola: So --

Fisher: I agree, basically the ordinance sort of inspired layout involves bigger problems than this. I'm guessing this was a gas station a long time ago. Is it -- do you know if they still have tanks in the ground?

Buhagiar: I don't know that -- I don't believe so though, but I don't know for sure.

Petitioner: I have all the answers. Hold that thought.

Coppola: So, is this even -- I guess -- based on the limit is this even a buildable lot per say then?

Fisher: Well, not without a variance, I mean it's not unbuildable for this particular space.

Coppola: So -- something else, some other type of -- of business could go in there or -- you know what I'm saying? Is it -- is it usable for its -- what it's zoned for today?

Fisher: I think you'd probably have a small business located in this property, but a gas station obviously has special space needs because of the pumps and where it's at.

Coppola: Right. Okay. Alright, thank you. Any other questions?

Turbiak: Yeah, Mr. Chair, and -- and maybe the Petitioner will know this one -- can you confirm the date of the demo? Because I thought somewhere in our packets is said it was 2008 or 2009. I was surprised --

Buhagiar: I don't believe so, because I have the proposed plans here from 2004 --

Turbiak: Okay.

Buhagiar: -- so I believe it was sometime before that.

Turbiak: Is it possible that -- that the previous one was still standing when those plans were submitted then? And that the demo didn't take place yet?

Buhagiar: I don't think so.

Turbiak: Okay.

Buhagiar: Now that I look at this it was definitely demoed prior to this.

Turbiak: Okay, thanks.

Coppola: Okay, if the Petitioner could give his name and address please?

Bazzi: Sure, my name is Ali Bazzi, I'm a partner of HF18, LLC, address is 30825 26 Mile Road, New Haven, MI.

Coppola: Alright, thank you. Why don't you and tell us a little bit about your project, please.

Bazzi: Okay, so it used to be an existing gas station and it was torn down in 2007 - 2008.

Buhagiar: I apologize. I'm reading it right now. It was right here. You are correct.

Bazzi: The existing -- well, the previous site had a 1600 square foot building and four mpd's. I have an old drawing and I'm not sure if it's attached to the -- to the plans that you have. It might depict the survey in an existing site. I'm not sure if it does or it does not.

Coppola: Nah, there's just a plan -- (inaudible).

Turbiak: All the way down the west side of the property? Kind of --

Bazzi: Yes.

Turbiak: -- facing Inkster?

Bazzi: Facing -- facing south.

Turbiak: I think that's in our packets. I'll get the page number for the Board. Thanks.

Bazzi: Alright. So, there's no tanks. Tanks were removed when the building was demoed and all the underground storage tanks were removed during that time and piping as well, and the site was cleaned.

Turbiak: It's page 47. (referring to an old drawing).

Bazzi: So --

Coppola: So, tell me about your proposal.

Bazzi: So, our proposal is erecting 2500 -- 2495 square feet building with a canopy and four pumps. Parking spaces we have eight on the site, if you do not count the pump

islands themselves. Again, that goes back to interpretation as far as parking. In regards to the setback that we're asking for on the back side of the building, the requirement is 20 feet, we're asking 10 feet. The existing -- or the previous site had a 10-foot setback as well. I'm sure a variance was granted back then unless the zoning ordinance changed from when it was originally built. And obviously the size and shape of the lot determines the square footage of the -- of the -- of the parcel.

Coppola: Do you own this property now?

Bazzi: Yes. We've owned it since it existed and we -- we tore it down like I said in 2007. We had plans to move forward with the -- I think it was approved, correct me if I'm wrong, I'm not sure if it was approved at the time, but from my understanding it was approved at the time. My partner was handling most of that during that time, and then the economic downfall, we just took a step back and now we're back here trying to bring life back to the project.

Coppola: Which -- which brand are you planning --

Bazzi: That hasn't been determined yet, but it will be a premium brand. Obviously, something to compliment the area.

Coppola: If you were to comply with the setback how would that alter your -- alter your plan?

Bazzi: So, if we were to comply with the setback, we would lose 10 feet of -- of as far as dimensions of the building. Let me just pull up the building -- I believe that the building dimensions are 30 feet, so it would be a 20-foot building in width and an 83 foot building in length. So, it would be roughly 1600 square feet. 20 feet is very -- the size of someone's great room. So -- so we try to -- I guess -- maximize the building with the constraints that we had without -- you know -- without asking for a great variance to make the site fit and be feasible.

Coppola: Any questions?

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: Okay, describe the employee parking. You have a 10 by 20 -- how many cars do you plan on getting in there or are they going to be parallel parked or --

Bazzi: In regards to employee parking we have one spot behind the building for employee parking. Typically, during peak hours, we may have two employees, during non-peak hours we'll probably have one -- one employee working.

Baringhaus: How will you get a fuel truck onto this property?

Bazzi: So, fuel truck can enter off of Inkster and go right in front of the canopy there and basically unload and exit the -- the most southern driveway onto 7 Mile Road.

Baringhaus: So, they would come in off Inkster --
Bazzi: Yeah, come in off Inkster Road --

Baringhaus: -- between your convenience store and the canopy?

Bazzi: No, it would be between the curb, between 7 Mile and the canopy.

Baringhaus: And sort of diagonally?

Bazzi: May I approach just to show you?

Baringhaus: Sure. (Bazzi approaches Baringhaus). There're your fuel tanks right here.

Bazzi: Yeah, so basically, they would enter -- pull in here, exit here or vise versa pull in here, exit here.

Baringhaus: Okay. Given the location that corner, I think across the street we have some competition?

Bazzi: Correct.

Baringhaus: Which is in the City of Redford?

Bazzi: Correct.

Baringhaus: With a Citgo Station?

Bazzi: Correct. It would be competition, well for us it wouldn't be competition, we'd be the competition.

Baringhaus: I admire your spirit.

Bazzi: Thank you.

Baringhaus: Okay. Thank you.

Bazzi: Just for a quick note, we've maintained the property since we've owned it. Always cut the grass and made sure it was maintained. We had a fence at one point in time. The City asked us to take it down, because from -- from an appearance standpoint it wasn't -- it didn't look good entering the City, so we took it down and --

Coppola: Where was the fence?

Bazzi: It surround -- well, when we tore down the property, we had a fence encompassing the property so people wouldn't go in there and dump things, but unfortunately, they did. But we cleaned it up and took down the fence.

Turbiak: Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: Have you spoken with the residents that would be directly to the north of the property?

Bazzi: We've had some conversations with some of the residents. I believe there's a gentleman here tonight whose -- abuts part of our property. I'm sure he's going to have an opportunity to speak. So, we've -- the consensus has been -- when we went to City Council there's -- there's an ordinance from -- I guess there's a requirement to go out and talk to the residents and get signatures in regards to approval. We went out -- we -- I think we gained -- I think the requirement was 28 signatures - we were able to obtain 24 signatures or 26 signatures. Unfortunately, two of the residents that we approached didn't own the property they were tenants, so at the time we didn't know who owned what. But, so, from -- from my -- my perspective I think the consensus was overwhelmingly positive -- I mean -- I'm sure there's -- you know -- folks that maybe didn't want to see it.

Turbiak: Okay. So, obviously we'll let them have their time to speak, but are you aware of any concerns that they opposed the building?

Bazzi: Yeah, absolutely. I spoke to Debbie, who's here tonight, prior to the meeting. She voiced some concerns and -- you know -- I understand her concerns in regards to traffic or lighting -- you know -- I'll, hopefully after she speaks, I'll address the concerns from our perspective --

Turbiak: Okay.

Bazzi: -- and we can go from there.

Turbiak: Okay. One just minor detail regarding the landscaping. I see on there there's -- in the table -- it has some maple trees and -- let me start with the evergreens. So I - I have to know if this is the same as in my packet, but it looks like it was. There's actually some evergreens to the west of the building and in the table under headings under quantity that was one thing, and then I thought it was maybe the Planning Commission had mentioned putting the deciduous trees over on 7 Mile?

Bazzi: Yes, they did -- they did.

Turbiak: But I don't see those on the plan.

Bazzi: Yeah, once we get to - I guess -- that phase in regards to the site plan we will have a specific landscaping plan. We'd like to maintain some of the greenery that's there because it's very high and very bulky in a sense to give some shielding to the neighbors

on that property. So, we'll -- you know -- abide by the ordinances and Planning Commission as well.

Turbiak: Yeah, okay, because I don't think they've captured the change.

Bazzi: No, it's not going to depict we just really more for layout and -- you know -- our variances that we're asking for.

Turbiak: Yeah, because I've noticed that -- that -- that current growth on the-- on the north side of the property does provide some --

Bazzi: Yes.

Turbiak: -- visual shield.

Bazzi: Correct.

Turbiak: I think that's all I have right now.

Coppola: So, you're going to be putting up a six foot --

Bazzi: Yes.

Coppola: -- wall?

Bazzi: Uh-huh.

Coppola: Will be a concrete or block type wall?

Bazzi: It be -- it be concrete that's -- that looks like brick. I think there's -- oh, excuse me. I think there's a wall on the abutting property -- the commercial property and I believe it's the same type of wall.

Coppola: Okay. That's going to be six foot high?

Bazzi: Yes.

Coppola: Okay.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: Was that property ever split?

Bazzi: Not that I'm aware of.

Baringhaus: Okay, I just thought it was interesting there's a Jets Pizza literally right up against the property line.

Bazzi: Yeah.

Baringhaus: You said you don't have a franchise lined up at this point, correct?

Bazzi: No, we do not. We -- we've talked to -- so we talked to Mobil, we've talked to Shell, but till we -- till we know which direction we're going in, then we will definitely sit down and figure out which franchise we're going to use.

Baringhaus: The problem with franchises is they have facility guidelines in terms of sizes for convenient stores and things like that.

Bazzi: What --

Baringhaus: What if this layout of the building -- doesn't conform to their franchise requirements -- what if it's larger, for instance??

Bazzi: If the building was larger?

Baringhaus: No, if the franchise requirements – (inaudible – two speaking at the same time).

Bazzi: Oh, if the requirements were larger?

Baringhaus: and it's a larger building is required?

Bazzi: I think in regards to requirements with the major franchise -- I mean -- we've had -- we have other stations so not necessarily in Livonia, but -- you know -- in -- in Michigan here and relationships that we have are very strong with the oil brands that we carry. So, there is a minimal size, but again the -- the 2400 square feet is going to really just give us the -- I guess -- we'll meet the standards in regards to -- to the guidelines.

Baringhaus: How many gas stations do you own?

Bazzi: We own 50.

Baringhaus: 50, so you have a little bit of experience in this.

Bazzi: Yes.

Baringhaus: Okay, that's sort of like a -- sort of a standard foot print --

Bazzi: Yes.

Baringhaus: -- which you could then adjust once you selected the franchise for the station.

Bazzi: Correct.

Baringhaus? Okay. In terms of signage looks like you're -- you have one sign -- one sign on the corner.

Bazzi: Yeah. That's -- that's what we're asking. Obviously, we'd go through the ordinance in regards to square footage and signage that we get - that we're allowed.

Baringhaus: Okay, great. In terms of you have four pumps that would be eight vehicles --

Bazzi: Correct.

Baringhaus: -- fueled at one time. You have any plans -- you have any other kinds of fuels like kerosene things like that?

Bazzi: Yes, so we -- we -- we're -- we're great advocate of alternative energy so E-85 would be an option and we're also looking at bio -- biodiesel as well. So, based on our tank capacity. So, we probably have the two outer pumps having E-85 in gas and then maybe biodiesel on the other -- other side.

Baringhaus: And where would those be located?

Bazzi: Right on the -- they're on the same island, so the pump will have two -- two nozzles. One for your conventional fuel --

Baringhaus: Oh, it's not a separate stand-alone pump?

Bazzi: No, it wouldn't be a separate pump.

Baringhaus: Okay, very good. Thank you.

Bazzi: You're welcome.

Klisz: Mr. Chair.

Coppola: Mr. Klisz.

Klisz: When you say biodiesel, is that different than regular diesel?

Bazzi: Yes, it is. Yes.

Klisz: So, what is it work in?

Bazzi: I mean it works in your regular diesel trucks.

Klisz: Okay, because I -- I drive a diesel. --

Bazzi: Okay, great.

Klisz: -- So, I'm always curious about places that have diesel.

Bazzi: Yes.

Klisz: So, I can use it in my --

Bazzi: Yes.

Klisz: -- diesel car?

Bazzi: Yes, as long as it meets the requirements. I'm not sure what vehicle you drive.

Klisz: Mercedes 24 -- 2014.

Bazzi: Yeah. You should be able to. Absolutely.

Klisz: Thank you.

Bazzi: You're welcome. One customer.

Coppola: Off to a start! Watch out Citco, right? Any questions?

Turbiak: Yeah, Mr. Chair.

Coppola: Mr. Turbiak.

Turbiak: This is a long shot, but do you have any idea why the previous gas station failed? And more to the point can you maybe explain why this one would do better and not fail?

Bazzi: Okay. So, Clark -- Clark Oil Company was -- was head of probably about 150 locations here in Michigan. Unfortunately, they failed as a company and filed for bankruptcy and then they sold their franchise name to a local -- a fuel local business developers here in Michigan. As a trend over the years with gas stations, I started off in the gas station business in 1988 -- you know -- you typically would have a two bay garage and a small kiosk where you would go in and buy your cigarettes, your pop or have you and the focus was more on the repairs. Over the years the trend has been more on the convenience store and less on the repairs and the footprint that existed of 1500 square feet really made it very difficult for that business to be viable in regards to the competitive nature of the convenience stores so, as a consumer people like to go into a well-lit place making sure that they're comfortable from a security standpoint inside the stores and not feeling congested, so I think that led a major part to the failure of this particular location. So, our 2400 or 2500 square feet that we're asking for is basically to be competitive and to -- to have a viable business in -- in Livonia.

Turbiak: Okay. Have you or would you consider a -- a variance of less than ten feet? In other words, making a smaller building but not reducing it by a third?

Bazzi: I don't know how it's going to impact the building in regards to the walk-in coolers and everything else. I -- we just feel ten feet from my -- our perspective and having enough buffer between -- I guess -- the privacy wall and having some greenery is adequate, but again it's obviously your decision here tonight to help us get there. I think it would be very difficult for us to consider anything less than ten feet. It just would affect the building enormously.
Turbiak: Okay, thank you.

Bazzi: You're welcome.

Coppola: Other questions? Okay. If you could have a seat, we'll call you back in a minute. Is there anyone in the audience that would like to speak for or against this petition? If you could state your name and address before you start, please?

Fallis: My name is Deborah Fallis. I own a home on 19304 Rensellor. I'm a block away from where this said location is. The reason why I'm here is because we have on the corner of 7 Mile and Inkster Road -- Inkster Road is a one lane. To drive down Inkster Road it is very congested. We can't even get out of our -- our subdivision. At certain times of the day you can't even get out and it's very dangerous right there. I've been for three years petitioning to have the road repaired. Not to widen it, but to have it repaired because it's that clump section gets icy on the Redford side and it gets real icy so people tend to not be watching when they're driving down the street, they're watching -- they're looking at how much water is on the street when they're driving on the street. A couple children have been hit on Inkster road because of the congestion. A girlfriend of mine's daughter was hit walking home from school. There's no sidewalks there. Another thing is we have five convenience stores and two gas stations within a half a mile of that corner. Five convenience stores and two gas stations - that's in a half a mile. Within -- we also have five gas stations within a mile of that corner, so this is just adding more congestion. There would also, not only that, the livelihood of the people who own the businesses there are going to be impacted because these people who own these businesses -- we have a strip mall there that five -- five compartments of the strip mall are blighting right now. They're not even usable. They can't even rent them out. They've tried and tried different things - they can't even rent them out. That's on the north side of Ink -- Seven Mile. On the south side of Seven Mile we have another strip mall -- little strip mall there -- that has only -- that has four compartments that are empty. Not only that, the gas station people at the Citco station -- they have changed the demeanor of their property. The people that used to own it -- people were coming there and hanging out and begging for money and they were letting them hang out there. It was actually becoming a blightened gas station like some gas stations in Detroit. I brought it to the attention of the new owner when he moved in there a year ago. I said you're not going to let this happen. I bought my house in 2013 and I came from Detroit. My house was fire bombed in Detroit, so I moved out of Detroit to get away from the blighting properties and the blighting problems there. The reason why I bought a house in Detroit was because my husbands' grandmother was one block away, so we bought a house there. It ended up being a mess. People hanging at the gas stations, people being robbed at the gas stations when they were getting gas and it's just a problem. Well the guy at the Citco station has cleaned that up. He -- every time somebody comes there and starts hanging out like that, he immediately calls the police

and I thank him very much for that. But this is going to cause a -- having another gas station there is going to cause a -- he'll be -- if he doesn't sell so much gas - he's under a contract. If he doesn't sell so much gas, 2000 -- he'll be fined $2000 a month because he's on quota. So, I'm sure that the other five gas stations within a mile are under the same quota. They're small business owners these people and I don't feel that -- that this would -- another gas station would put too much of a strain plus it -- and then it would turn back into somebody just buying it to -- you know -- that has a lot of money and they're going to -- they don't care about their neighbors or their property. I feel that that's what's going to happen, that's what it -- that's what it was before. Another thing the lady -- we have the congestion from the traffic and the road has needs to be - be repaired at that -- at that area. I also have -- I would like to note that the property's lines sets less than 400 feet of said property sets less than 400 feet from the residential property right next door which is 19131 Inkster Road. There is not 400 feet there. We measured it. It's less than 400 feet from the -- from the edge of that fence that's at the back of that property for which you guys said the green trees. We also been trying to have the road repaired so please do not allow another gas station to come in and cause so much congestion and competition for all the other people who are there doing the right thing. These other -- there's five gas stations - I can't repeat this enough - within a mile radius. Five. There's been -- there's also five convenience stores and that's not including the convenience stores that are in the gas stations. So, that's all I have to say. I also have -- I -- I never received this notification to my home that -- that one of the gas stations -- the Citco gas station guy gave this -- showed this to me. I said I've never received that. I watch all of my mail. I'm and avid reader, I watch the -- our City Hall -- that's how I go to sleep at night. I watch the City -- that's true. That's how I'm saying. I never received this. I -- if you want, I can get a petition to started in our area and take it to the houses to the people who just feel that our neighborhood is being too congested with too many this and that and this and that and not the proper businesses that should be there. Because all it's doing is bringing in more and more traffic from other areas that we don't need in that area. It's already congested it's such a -- it's on the borderline of a blighting neighborhood. My property value will go down if it attracts more and more people. As I said I can't even get out of my subdivision as it is. I can't even -- at certain times of the day - I can't even come off of Bridge Street and it's so dangerous to come off Bridge Street when the traffics all jammed up like that. It's so dangerous that because I can't see the other way and there's no getting out. I have to go four streets up to get out of my neighborhood. I live one block away from this and if you started construction there it's going to cause more -- more congestion in -- in that area.

Coppola: Okay.

Fallis: That's all I have.

Coppola: Well, thank you. Anyone else like to speak up? Come up to the podium, give your name and address first please?

Martin: The name is Matthew Martin. Address is 19136 Rensellor Street. My property I bought in 2004 approximately is the property that would be basically adjacent to this proposal. My concerns are echoed right here. It's congested on the main portions of the day for travel. There's no sidewalk structure in that area. The ten feet -- I -- I've yet to see

the plans so I don't know what we're dealing with on the property line, but I can tell you from the past, because this is not the first time we've -- we've played this game with this gas station proposal, that the easement that I have in the back I will give up probably 500 square feet of land that I have maintained for the City of Livonia for the last 13 years. So, one of the reasons I bought that property was because that easement was beautiful. I clean that entire lot up and I've maintained my side and I've maintained their side as well. They might not recognize that, but I have been over there cutting tree limbs and making sure that it was pruned. The arborvitaes or the greens or the hemlocks that you've mentioned prior block out tons of sound and tons of light from that area. Tons. I'm sorry, what is that sound?

Fallis: That's you too close to the speaker.

Martin: Okay. So, I fear that this gas station is going to knock that out. One of my biggest concerns is that if we allow this, we're going to have nothing but light and noise pollution entering that small block. So, that's going to make me reconsider whether or not I want to stay there. Our property value is going to go right down the toilet if you put a gas station on the corner of my land. A gas station that is way undersized for what your restrictions already hold. The last time these guys came around and they did the petition material they simply asked -- they basically had a lady come around and say are you aware that we're going to try and put a gas station in? Yes? Okay, well can you sign my paper for me? Not, do you understand that it's not supposed to be within a certain range and you're giving consent to go forward with it. That wasn't fully described in the approach that they -- they went down our streets on. So, I implore you guys. Do not allow this gas station to go in on this corner. It's detrimental to the area.

Fallis: I have another --

Coppola: You've had an opportunity, Ma'am. Thank you very much. Ma'am.

Fallis: Their property sits approximately I'd say --

Coppola: Ma'am I'm going to give you one minute and then -- then we're going to be done, okay?

Fallis: Okay. Their property that -- that they're going to build a gas station on sits this high up and my girlfriend lives next door. Her basement has been flooding because the property sits this high up from her property. I just wanted to get that to be known too. Sits above the other properties.

Coppola: Okay.

Turbiak: Mr. Chair. I'm going to ask a question --

Coppola: Sure.

Turbiak: -- to the neighbor. May you approach the podium? Did you say that you're friends with the resident who lives on Inkster? Directly to the north?

Fallis: Yes.

Turbiak: And did she have any thoughts on this and why wasn't she here tonight to speak about it?

Fallis: Because she was actually has a plumber coming in her house tonight. She's had three plumbers there because of the property. When we had that big snow it all melted at once and went in her basement so she -- and then it caused a -- some kind of flooding in her laundry room. They put a snake down there thinking it was something that wasn't draining -- the basement wasn't draining. They got the snake caught. She's called three plumbers. So, she has a plumber there. I can get her on the phone.

Turbiak: Well, I don't -- did we read the letters already?

Coppola: We have not.

Turbiak: Okay. I'll -- I'll wait and see if it's any communication from her. Thank you very much.

Coppola: Okay. Thank you. Anyone else? Are there any letters?

Baringhaus: There are no letters.

Coppola: Okay. Does the Petitioner have anything to say in closing? Response to either the audience participation or there's no letters, so just response?

Bazzi: Okay. In regards to the congestion concern, there's approximately 8000 cars that go down Seven Mile and approximately 8000 cars that go down Inkster according to the Michigan Department of Transportation. So, we're not bringing anything new to the area that would bring more traffic to the area. It's a gas station, so basically, we're looking to capture some of that traffic on either road. So -- you know -- we're not -- I guess -- opening up a Chick Filet where people are going to drive 20 miles away to come to a Chick Filet. That would cause more congestion in the area. So, from our perspective we don't think we're going to bring more traffic to the area we're just trying to capture some of the traffic that's existing on the roads. Last I believe competition was good, so we're not looking to put anybody out of business, we're looking to be competitive and I think the consumers at the end of the day, which would be the public of Livonia and Redford, would benefit to have a little bit more competition to bring -- you know -- cost of fuel down. In regards to the flooding concern, right now the site has no drainage. If we develop the site, obviously there'll be drainage so that would probably alleviate some water that may sit on the property. I think that was really -- really it in regards to some of the concerns that the residents may have had.

Coppola: Thank you very much.

Bazzi: You're welcome.

Martin: (speaking from sitting down in the audience) I know I'm speaking out of turn, but no one's addressed the 7-11 competition that's directly across the street from me is a giant parking lot - tons of overhead. So, the competition is just greater --

Coppola: Competition isn't a -- isn't a consideration for the Zoning Board, unfortunately. But thank you.

Martin speaking again from his seat, but I can't hear clearly. (Well, it was for him to pitch, so, then he was going to (inaudible) put up? – a convenience store.)

Coppola: Anything else?

Bazzi: No, unless the Board has questions.

Coppola: Alright, I'm going to close the public portion of the case, but I have a question first for Mr. Fisher. In the City Council minutes, it stated that their approval was subject to -- or the petition was subject to the City Council waiving the minimum lot size requirement. Is that actually something they -- that they would have the power to do and if so, I haven't seen anything that suggested they have or haven't.

Fisher: Well, first thing I'll say is the lot size requirement is -- that it's referring to -- is a waiver use requirement -- a distinct kind of issue, so Council does have the ability to waive the different waiver use special requirements like that on its vote. Let me see --

Coppola: So, would that impact the way they're asking us to provide for -- for size, or not?

Fisher: I think --well, I guess I don't know the answer to that to tell you the truth.

Coppola: Okay, that's fair.

Turbiak: I'm searching. I'm going to try and find that, but I believe when I was looking through this, I thought the notes -- the minutes from the City Council meeting stated that they did approve the waiver use even though it was smaller than the requirement.

Fisher: Yeah, typically there should be a separate resolution and it just may not be in our packets or maybe it is, and I haven't seen it.

Coppola: So, would that -- I guess the question would it or would it not impact what we're being asked to consider? Is it a different -- is it a different size waiver? I'm sorry to bring it up now.

Fisher: If you come back to me, I'll see if I can figure out the answer.

Coppola: Okay, I'll come back to you after we take comments from the Board. So, I'm going to start the comments with --

Centers: I'm sorry, can I just ask another clarifying question? Some of the concerns expressed by the audience were to not let a gas station be built there? Am I under the assumption that our job is to grant or deny variances for the lot area, yard setback and parking spaces only not whether this goes through or not? Okay. Thank you.

Coppola: Okay, let me start the Boards comments with Mr. Baringhaus.

Baringhaus: One thing to consider with your request is the fact this property has been visibly vacant for over a decade. It is in a commercial area, it sits next to a Jets Pizzeria, so there is retail activity in the area. It's not uncommon to have multiple gas stations on a corner within the City. I guess, the Petitioner himself has extensive experience with gas station operations, judging from the fact that he owns 50 of them. I guess I'm -- I think it would be helpful if we knew what franchise he was going with because then he would maybe have more definite dimensions on the building itself but looking at the layout right now it's pretty typical for -- you know -- a standard gas station with a convenience store. I guess an example that comes to mind with me is like Speedway. They have a standard footprint, but they (inaudible) according to the size of the property. Based on what I've seen and based on what I've heard, I think there's some -- definitely some thought that's been in it. There's been a lot of attention to traffic flow, the one entrance off Inkster right by the intersection. I also noticed in the packet that the entrances off Seven Mile left turns would be prohibited or they'll just be for right turns --

Bazzi: Correct.

Baringhaus: -- so there has been some given to the traffic flow in the area itself. I think based what I heard I think the layout makes sense, I think it's -- I think it's workable, so, I'll support the variance.

Coppola: Ms. Centers.

Centers: I too tend to be in support regarding a variance for lot area, north yard setback, and the parking space situation. I am interested to hear what the rest of my colleagues have to say.

Coppola: Thank you. Mr. Turbiak.

Turbiak: Yeah, I have a lot of interest in the concerns of the residents, especially those directly abutting the property. I -- I wasn't sure how I felt about the ten-foot setback, actually initially had some concern about that. Some of that has eased though when the Petitioner pointed out that the previous gas station also had the same ten-foot setback and that the building was there in 2004 when the -- when the neighbor closest to that -- you know -- bought the house. So, it seemed that there should have been no surprises there. I also have no problem with the parking and it seems that on page ten of our packet there's a resolution from the City Council -- I'll get the number here -- #368-18 said RESOLVED and then in the closing part of that resolution it says the City Council does hereby waive the minimum lot size requirement set forth in Section 11.03(a)1 under Zoning Ordinance 543 as amended. So, I think that seems to be a resolved situation. So, so being that our task here is to -- you know -- grant or deny variances of the setback and

the parking ultimately with the minimum lot size already being addressed from what I can tell, I would be willing to support especially I also forgot to mention that I would like to propose a condition of keeping as much of the landscaping on the north side of the property as possible. It sounds like that's already the Petitioners intention, and out of respect for the neighbors I -- I could appreciate that and I will be planning to support.

Coppola: Mr. Klisz.

Klisz: So, on these that we've seen these before, the gas station situations, I think it's important to note that it has gone through the Planning Commission, it's gone through the City Council, and so those two Boards have already taken a look at this and that's their job. To understand it, to negotiate it, to approve it and make conditions right down to the landscaping and everything else. We're just here to look at these three things and -- and that's all we're charged with looking at and again I think Mr. Turbiak makes a good point about the lot area. If Council's already waived off on that, then that's -- that's kind of already been blessed. We're just looking at the setback and the parking spaces obviously someone who's run 50 gas stations knows how many parking spaces they need or don't need. One is not going to make a difference and the setback again, there was a gas station in this spot, it's gone, and this is replacing that and it's just been a vacant lot for all these years. So, based on that and the hard look that two different bodies have already taken on this matter, I think this is an easy one and I'll be in support.

Coppola: Ms. Fraske.

Fraske: I agree with everything he just said. I'll support.

Coppola: Alright, before I have my say, any conclusions, Mr. Fisher?

Fisher: Yes, no, Mr. Turbiak is right. Council did approve the or waive the lot require -- lot size requirements so, I think we're (inaudible).

Coppola: Does Council have the power to waive zoning?

Fisher: Say what?

Coppola: Does the Council have the power to waive zoning?

Fisher: The Council, in certain circumstances in the -- strictly in waiver use cases, the Council has the ability to waive their own special waiver use requirements and that's what this is. So --

Coppola: So, does that mean that we're really only looking at two -- two issues here?

Fisher: Yeah, we're really only -- we -- I apologize. I really should have probably figured this out beforehand, but yes -- we're looking at the side yard setback and the parking spaces - the north side setback.

Coppola: So, Mr. Hammoud, it's your lucky day. If it was three, I would have probably said no, but now that it's only two I think -- I think I'll probably -- I could probably live with that. I really would prefer to have a little more setback then ten foot, but it's a tight -- tight place. There was an existing business there that had a ten-foot setback at the time that -- that based on my view of the houses and when things were built. Those homes were built when there was a gas station there. So, people -- the houses were built and people bought those when they knew there was a ten foot setback with a gas station there. So, it's -- I feel for the people that bought it in between when there wasn't something there - I don't know what they thought would happen. I find this a lot. People come in and they complain about someone developing vacant land that they abutted to, I don't know what they were thinking if it was going to stay vacant for remainder of all time. Unfortunately, especially if it's already been developed on a busy corner it's going to end up being something. The one parking spot I don't think is a big issue, so, I'll be in support of this based on the two issues that -- that we're reviewing. So, I'm going to go ahead and open up the floor for a motion.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Upon motion by Baringhaus and supported by Klisz it was:

***APPEAL CASE NO. 2019-02-04:*** An appeal has been made to the Zoning Board of Appeals by HF18, LLC, (Sam Hammoud), 25896 Timber Trail, Dearborn Heights, MI 48127, seeking to erect a new gas station with convenience store, resulting in deficient lot area, deficient north side yard setback and deficient number of parking spaces.

| **Lot Area**: | | **North Side Yard Setback**: | |
|---|---|---|---|
| Required: | 22,500 sq. ft. | Required: | 20 ft. |
| Proposed/Existing: | 16,771 sq. ft. | Proposed: | 10 ft. |
| Deficient: | 5,729 sq. ft. | Deficient: | 10 ft. |

**Number of Parking Spaces**:

| | |
|---|---|
| Required: | 9 |
| Proposed: | 8 |
| Deficient: | 1 |

The property is located on the north side of Seven Mile (27430), between Inkster and Rensellor, Lot. No. 004-01-0530-000, C-2 Zoning District. Rejected by the Inspection Department under Ordinance 543, Section 11.03(a)1,2,12d, "Waiver Uses; Gasoline Service Station; Parking and/or Storage, **be granted for the following reasons and findings of fact**:

1. The uniqueness requirement is met because of the location and size of the property.

2. Denial of the variance would have severe consequences for the Petitioner because it would result in the land being vacant has it has been for the last ten or more years.

3. The variance is fair in light of its effect on neighboring properties and is in the spirit of the zoning ordinance because of prior approvals of the City Council and the Planning Commission and there was no general protest from local businesses in the area.

4. The property is classified as "General Commercial" under the Master Plan and the proposed variance is not inconsistent with that classification.

**FURTHER**, the variance be granted with the following conditions:

1. That it adheres to the guidelines set down by the Planning Commission and City Council.

2. That consideration be taken for the landscaping on the north side of the property where possible.

3. That it be built as presented.

***ROLL CALL VOTE***:
AYES: Baringhaus, Klisz, Turbiak, Fraske, Centers, Coppola
NAYS: None
ABSENT: Pastor

Baringhaus: Variance passes.

Coppola: Congratulations.

Bazzi: Thank you.

Coppola: Good luck.

Coppola: I believe we have some minutes to approve.

Baringhaus: Mr. Chairman.

Coppola: Mr. Baringhaus.

Baringhaus: Motion to approve the minutes from our January 22, 2019 meeting.

Klisz: Support.

Coppola: Motion by Mr. Baringhaus, support by Mr. Klisz to approve the minutes. All in favor.

Board: Aye.

Coppola: Do I have another motion?

Klisz: Mr. Chair.

Coppola: Mr.Klisz.

Klisz: Motion to adjourn.

Fraske: Support.

Coppola: I have a motion by Mr. Klisz, support by Ms. Fraske to adjourn. All in favor?

Board: Aye.

Coppola: We are adjourned.

There being no further business to come before the Board, the meeting was adjourned at 8:52 p.m.

_____

Gregory Coppola, Chairman

_____

Jim Baringhaus, Secretary

/mm

To: City of Livonia
Zoning Board of Appeals
33000 Civic Center Drive
Livonia, MI 48154

**Case No:** 2021-05-23
**Meeting Date:** May 25, 2021

Please note my (APPROVAL) (OBJECTION) to the requested variance for the following reasons:

objection - we have a home close to this area and do not want a electronic sign that may keep us upset night or affect home value.

We object!

RECEIVED
ZONING BOARD OF APPEALS
2021 MAY 17 PM 3:4

Signed comments will be read into the record. Unsigned or anonymous comments will not be considered.

Signature: Susan Brandon

Name: Susan Brandon
(Please print)

Address: 19151 Inkster

Bernard J. Youngblood
Wayne County Register of Deeds
August 07, 2008 11:12 AM
Liber 47403 Page 379-382
#208306108 QCD FEE $24.00

2021-05-23

STATE OF MICHIGAN
Wayne County
August 07, 2008 11:12:00 AM
Receipt # 276176

REAL ESTATE TRANSFER TAX
$165.00 - CO
$1,125.00 - ST
Stamp # 96051

2008 AUG -7 AM 11:12

QUITCLAIM DEED
Statutory Form

TC75944

Tri-County Title Agency, Inc.
38705 Seven Mile Rd., Suite 185, Livonia, MI 48152
FAX (734) 464-6603
PH (734) 464-7560

KNOW ALL MEN BY THESE PRESENTS: That Basil T. Simon, as Court-Appointed Receiver for SWS OIL, INC., a Michigan corporation, as authorized by Order entered on 7/18/2008 by the Wayne County Circuit Court in Case No. 07-710451-CZ, and attached hereto, as Grantor See Exhibit A

whose address is 422 W. CONGRESS, SUITE 400, DETROIT MI 48226,

Quitclaims to HF18, LLC, A Michigan limited liability company, Grantee,

whose address is 25896 Timberhall, Dearborn Heights, MI 48127

The following described premises situated in the City of Livonia, Wayne County, Michigan, to-wit:

Lots 530 through 537, inclusive, and the East 1.5 feet of Lot 538 and ½ of the vacated alley, excluding the South 7 feet for Seven Mile Road, Botsford Park Subdivision, according to the recorded Plat thereof, as recorded in Liber 53, Page 77 of Plats, Wayne County Records.

More commonly known as: 27430 Seven Mile Road, Livonia MI 48152

Parcel Id. # 46-004-01-0530-000

For the full consideration of One Hundred Fifty Thousand and No/100 ($150,000.00) Dollars.

Subject to easements, restrictions and zoning ordinances of record.

Dated this AUGUST 5, 2008

SWS OIL, INC.

By [signature]
Basil T. Simon, Court Appointed Receiver
for SWS Oil Inc, a Michigan Corporation, as authorized by Order entered on 7/18/08 by the Wayne County Circuit Court in Case No. 07-710451-CZ and attached hereto

STATE OF MICHIGAN )
) ss.
COUNTY OF WAYNE )

The foregoing instrument was acknowledged before me this 5th day of August, 2008 by Basil T. Simon, as Court-Appointed Receiver for SWS OIL, INC., a Michigan corporation, as authorized by Order entered on 7/18/2008 by the Wayne County Circuit Court in Case No. 07-710451-CZ, and attached hereto.

LEO C. GILHOOL
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Sep 1, 2013
ACTING IN COUNTY OF WAYNE

[signature]
Notary Public
Macomb County, Michigan
Acting in Wayne County, Michigan
My commission expires: 9-01-2013

Drafted by: Tracey Murphy
TriCounty Title Agency, Inc., 38705 Seven Mile Rd., Suite 185, Livonia, MI 48152

When recorded return to: Grantee
HF18 LLC - 27430 Seven Mile Rd
Livonia, MI 48152

75944

TRI-COUNTY TITLE AGENCY, INC.

1,290.00
20.00