

**GENOA CHARTER TOWNSHIP BOARD**  
**Regular Meeting**  
**March 3, 2025**  
**6:30 p.m.**

**AGENDA**

Call to Order:

Invocation:

Pledge of Allegiance:

Roll Call:

Call to the Public (Public comment must be addressed to the Chairperson and will be limited to three minutes per person) \*:

**Approval of Consent Agenda:**

- 1) Payment of Bills: March 3, 2025
- 2) Request to approve the February 17, 2025 regular meeting and February 25, 2025 special meeting minutes

**Approval of Regular Agenda:**

- 3) Public hearing on the proposed planned unit development rezoning Ordinance Number Z-25-03 and consideration of a recommendation for denial of the rezoning, environmental impact assessment, planned unit development (PUD) agreement, and conceptual PUD plan to rezone 7.44 acres from Country Estates (CE) to ICPUD (Interchange Commercial Planned Unit Development). The property is located on the east side of Latson Road, between Beck Road and the CSX Rail line. The request is petitioned by Todd Wyett.
  - A. Call to the Public
  - B. Disposition of Rezoning Ordinance Number Z-25-03 (Roll Call, requires 2/3 vote)
  - C. Disposition of Environmental Impact Assessment (9-27-24)
  - D. Disposition of PUD agreement
  - E. Disposition of Conceptual PUD plan (11-13-24)
- 4) Public hearing on the proposed Fiscal Year 2025/2026 Budget for funds 101, 202, 208, 212, 249, 401, 402, 464, 532, and 853.
  - A. Call to the Public.
  - B. Board Discussion.
- 5) Consideration of approval for the general appropriation of funds for the fiscal year beginning April 1, 2025 and ending March 31, 2026 for budget fund numbers: 101, 202, 208, 212, 249, 401, 402, 464, 532 and 853.

- 6) Request for approval of **Resolution 250303A** - 2025-2026 General Appropriations Act Budget for the Fiscal Year beginning April 1, 2025 and ending March 31, 2026. (Roll Call)
- 7) Request for approval of **Resolution 250303B** - Wages and Salaries for Appointed Officials. (Roll Call)
- 8) Request for approval of **Resolution 250303C** - Salaries for Elected Officials. (Roll Call)
- 9) Request for the introduction of proposed Ordinance Number Z-25-04 and to set the meeting date for considering the proposed ordinance for adoption before the Township Board on Monday, March 17, 2025. The request for zoning map amendment involves rezoning of 127.57 acres from Agriculture (AG) to Low-Density Residential (LDR) with Residential Planned Unit Development overlay (RPUD) to allow for a proposed 55-unit single-family site condominium development located at the northwest corner of Challis Road and Bauer Road. The proposed rezoning is for the following parcels: 4711-23-400-008, 4711-23-400-007, 4711-23-400-001 and 4711-23-300-003 and the request is submitted by Pulte Homes of Michigan.
- 10) Review of Fiscal Year 2024-2025 Third Quarter budget to actual report.
- 11) Consideration of a request to approve a proposal from Evolving Technologies/GoToConnect for the purchase and installation of a new phone system for the Township Hall with an initial outlay not to exceed \$2,200 from fund 101-261-751-000 and a 36-month service contract not to exceed \$517.37 a month from 101-265-850-000.
- 12) Request for approval of the closed session minutes from February 25, 2025.
  - A. If necessary, consider motion to enter into closed session under the Open Meetings Act, MCL 15.268(1)(h) to consider material exempt from discussion or disclosure by state or federal statute. (Roll Call, requires 2/3 vote)
  - B. Consider motion to adjourn the closed session and reconvene in open session. (Roll Call)

**Items for Discussion:**

- 13) Discussion of resident enrichment opportunities as submitted by Trustee Reiber.

Board Comments  
Adjournment

<p>*Citizen's Comments- In addition to providing the public with an opportunity to address the Township Board at the beginning of the meeting, opportunity to comment on individual agenda items <i>may</i> be offered by the Chairman as they are presented.</p>
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BOARD PACKET

CHECK REGISTERS FOR TOWNSHIP BOARD MEETING
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MEETING DATE: March 3, 2025

All information below through February 26, 2025

February 28, 2025 Bi Weekly Payroll TOWNSHIP	\$	124,442.53
GENERAL EXPENSES	\$	274,235.03
OPERATING EXPENSES DPW (503 FN)	\$	18,031.67
OPERATING EXPENSES Oak Pointe (592FN)	\$	198,853.42
OPERATING EXPENSES Lake Edgewood (593FN)	\$	20,175.00
TOTAL	\$	635,737.65

## February 28, 2025 Bi Weekly Payroll

02/26/2025 02:00 PM		PAYROLL REGISTER REPORT FOR GENOA CHARTER TOWNSHIP				Page 34 of 34	
		Payroll ID: 309					
		Pay Period End Date: 02/21/2025    Check Post Date: 02/28/2025    Bank ID: FNBCK					
* YTD values reflect values AS OF the check date based on all current adjustments, checks, void checks							
-----							
VACATION PTIME	0.00	0.00	0.00	1,108.78			
WELL IQ	0.00	0.00	0.00	3,772.38			
ZBA CHAIR	1.00	0.00	221.58	664.74			
ZBA MINUTES	1.00	0.00	188.91	566.73			
ZBA MINUTES OT	0.00	0.00	0.00	0.00			
ZBA PER DIEM	4.00	0.00	846.32	2,115.80			
ZO	80.00	0.00	2,500.00	10,500.00			
Gross Pay This Period	Deduction Refund	Ded. This Period	Net Pay This Period	Gross Pay YTD	Dir. Dep.		
123,695.23	0.00	35,455.61	88,239.62	637,114.01	88,239.62		

02/26/2025 02:02 PM		Check Register Report For Genoa Charter Township					Page 1 of 1	
		For Check Dates 02/28/2025 to 02/28/2025						
Check Date	Bank	Check Number	Name	Check Gross	Physical Check Amount	Direct Deposit	Status	
02/28/2025	FNBCK	EFT1025	FLEX SPENDING (TASC)	1,122.48	1,122.48	0.00	Open	
02/28/2025	FNBCK	EFT1026	INTERNAL REVENUE SERVICE	28,470.17	28,470.17	0.00	Open	
02/28/2025	FNBCK	EFT1027	PRINCIPAL FINANCIAL	4,661.00	4,661.00	0.00	Open	
02/28/2025	FNBCK	EFT1028	PRINCIPAL FINANCIAL	1,949.26	1,949.26	0.00	Open	
Totals:		Number of Checks: 004		36,202.91	36,202.91	0.00		
Total Physical Checks:								
Total Check Stubs:				4				

Direct Deposit      \$88,239.62  
 Physical Check    \$36,202.91  
 TOTAL              \$124,442.53

## FNBCK Check Register

02/26/2025 02:40 PM	CHECK REGISTER FOR GENOA TOWNSHIP		Page: 1/1
User: denise	CHECK NUMBERS 39419 - 40000		
DB: Genoa Township			
Check Date	Check	Vendor Name	Amount
Bank FNBCK CHECKING ACCOUNT			
02/13/2025	39419	COMCAST	637.20
02/13/2025	39420	CONSUMERS ENERGY	768.24
02/13/2025	39421	COOPER'S TURF MANAGEMENT LLC	10,913.00
02/13/2025	39422	EHIM, INC	7,580.13
02/13/2025	39423	GANNETT MICHIGAN LOCALIQ	1,944.92
02/13/2025	39424	LIVINGSTON COUNTY TREASURER	261.67
02/13/2025	39425	NETWORK SERVICES GROUP, L.L.C.	300.00
02/19/2025	39426	AMERICAN AQUA	71.00
02/19/2025	39427	BLUE CROSS & BLUE SHIELD OF MI	60,096.80
02/19/2025	39428	BUSINESS IMAGING GROUP	109.40
02/19/2025	39429	COMCAST	1,357.19
02/19/2025	39430	ETNA SUPPLY	672.00
02/19/2025	39431	ETNA SUPPLY COMPANY	35,255.00
02/19/2025	39432	MICHIGAN TOWNSHIP ASSOC	215.00
02/19/2025	39433	PM TECHNOLOGIES	640.00
02/19/2025	39434	SAFEBUILD LLC	4,010.12
02/19/2025	39435	VERIZON WIRELESS	80.02
02/20/2025	39436	DELTA DENTAL	4,260.04
02/20/2025	39437	MUTUAL OF OMAHA	3,457.99
02/20/2025	39438	WASTE MANAGEMENT CORP. SERVICES	129,978.00
02/24/2025	39439	DYKEMA GOSSETT PLLC	590.40
02/24/2025	39440	FOSTER SWIFT COLLINS & SMITH PC	146.52
02/24/2025	39441	NETWORK SERVICES GROUP, L.L.C.	4,769.00
02/24/2025	39442	PRINTING SYSTEMS	244.86
02/24/2025	39443	TETRA TECH INC	300.00
02/26/2025	39444	AMERICAN AQUA	42.50
02/26/2025	39445	CARRIE AULETTE	254.80
02/26/2025	39446	MICHIGAN OFFICE SOLUTIONS	264.15
02/26/2025	39447	MICHIGAN STATE UNIVERSITY	1,125.00
02/26/2025	39448	NETWORK SERVICES GROUP, L.L.C.	375.00
02/26/2025	39449	PITNEY BOWES, INC	265.58
02/26/2025	39450	SEWARD HENDERSON PLLC	3,249.50
FNBCK TOTALS:			
Total of 32 Checks:			274,235.03
Less 0 Void Checks:			0.00
Total of 32 Disbursements:			274,235.03



## 503FN Check Register

02/26/2025 02:48 PM		CHECK REGISTER FOR GENOA TOWNSHIP	Page: 1/1
User: denise		CHECK NUMBERS 6268 - 7000	
DB: Genoa Township			
Check Date	Check	Vendor Name	Amount
Bank 503FN DPW-UTILITIES #233			
02/13/2025	6268	MASTERY TRAINING SERVICES	1,087.60
02/13/2025	6269	UNITED STATES POSTAL SERVICE	329.37
02/18/2025	6270	ADVANCE AUTO PARTS	189.92
02/18/2025	6271	AUTO ZONE	58.19
02/18/2025	6272	BLACKBURN MFG. CO	1,140.99
02/18/2025	6273	CENTRAL SQUARE TECHNOLOGIES	180.00
02/18/2025	6274	GIFFELS WEBSTER	1,982.50
02/18/2025	6275	MARSHALL'S EXPRESS	98.95
02/18/2025	6276	MYERS AUTOMOTIVE	1,833.06
02/18/2025	6277	PORT CITY COMMUNICATIONS, INC.	278.14
02/18/2025	6278	RANDY'S SERVICE STATION	60.00
02/18/2025	6279	SIGN WORKS	450.00
02/18/2025	6280	SMART BUSINESS SOURCE	94.51
02/18/2025	6281	TETRA TECH INC	5,577.50
02/20/2025	6282	COMCAST	226.79
02/24/2025	6283	CHASE CARD SERVICES	1,686.94
02/24/2025	6284	VERIZON WIRELESS	638.67
02/25/2025	6285	HOME DEPOT CREDIT SERVICES	2,118.54
503FN TOTALS:			
Total of 18 Checks:			18,031.67
Less 0 Void Checks:			0.00
Total of 18 Disbursements:			18,031.67

## 592FN Check Register

02/26/2025 02:49 PM		CHECK REGISTER FOR GENOA TOWNSHIP	Page: 1/1
User: denise		CHECK NUMBERS 6281 - 7000	
DB: Genoa Township			
Check Date	Check	Vendor Name	Amount
Bank 592FN OAK POINTE OPERATING FUND #592			
02/13/2025	6281	AT&T LONG DISTANCE	123.90
02/13/2025	6282	CONSUMERS ENERGY	407.13
02/18/2025	6283	AMERICAN AQUA	585.26
02/18/2025	6284	BRIGHTON ANALYTICAL LLC	220.00
02/18/2025	6285	CONSUMERS ENERGY	563.02
02/18/2025	6286	D'ANGELO BROTHERS INC.	5,500.00
02/18/2025	6287	DUBOIS-COOPER	5,772.00
02/18/2025	6288	GENOA TOWNSHIP DPW FUND	27,716.30
02/18/2025	6289	GENOA TOWNSHIP DPW FUND	22,357.74
02/18/2025	6290	GENOA TOWNSHIP DPW FUND	459.21
02/18/2025	6291	HYDROCORP	299.25
02/18/2025	6292	TETRA TECH, INC.	43,330.82
02/18/2025	6293	UIS SCADA	1,643.50
02/19/2025	6294	AT&T	250.34
02/26/2025	6295	GENOA TWP OAK POINTE SEWER BOND	89,624.95
592FN TOTALS:			
Total of 15 Checks:			198,853.42
Less 0 Void Checks:			0.00
Total of 15 Disbursements:			198,853.42

## 593FN Check Register

02/26/2025 02:50 PM  
 User: denise  
 DB: Genoa Township

CHECK REGISTER FOR GENOA TOWNSHIP  
 CHECK NUMBERS 4586 - 5000

Page: 1/1

Check Date	Check	Vendor Name	Amount
Bank 593FN LAKE EDGEWOOD OPERATING FUND #590			
02/13/2025	4586	CONSUMERS ENERGY	18.00
02/18/2025	4587	GENOA TOWNSHIP DPW FUND	12,382.00 V
		Void Reason: Voided Check Range Void Utility	
02/18/2025	4588	GENOA TOWNSHIP DPW FUND	236.37 V
		Void Reason: Voided Check Range Void Utility	
02/18/2025	4589	NORTHWEST PIPE & SUPPLY CO.	38.63 V
		Void Reason: Voided Check Range Void Utility	
02/18/2025	4590	STATE OF MICHIGAN	7,500.00 V
		Void Reason: Voided Check Range Void Utility	
02/18/2025	4591	GENOA TOWNSHIP DPW FUND	12,382.00
02/18/2025	4592	GENOA TOWNSHIP DPW FUND	236.37
02/18/2025	4593	NORTHWEST PIPE & SUPPLY CO.	38.63
02/18/2025	4594	STATE OF MICHIGAN	7,500.00
593FN TOTALS:			
Total of 9 Checks:			40,332.00
Less 4 Void Checks:			20,157.00
Total of 5 Disbursements:			20,175.00



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[www.chase.com/cardhelp](http://www.chase.com/cardhelp)

Customer  
1-800-945-2236

Mobile: Download the  
Chase Mobile® app today

March 2025						
S	M	T	W	T	F	S
23	24	25	26	27	28	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

New Balance  
**\$2,770.20**  
Minimum Payment Due  
**\$40.00**  
Payment Due Date  
**03/01/25**

## INK CASH(SM) POINT SUMMARY

Previous points balance	19,972
+ 1 Point per \$1 earned on all purchases	3,592
+ 2Pts/\$1 gas stns, retns, ofc aply, hm Impr	2,626

**Total points available for redemption 26,190 \***

\* 261.90

**Late Payment Warning:** If we do not receive your minimum payment by the due date, you may have to pay a late fee, and existing and new balances may become subject to the Default APR.

**Minimum Payment Warning:** Enroll in Auto-Pay and avoid missing a payment. To enroll, go to [www.chase.com](http://www.chase.com)

## ACCOUNT SUMMARY

Account Number: XXXX XXXX XXXX XXX

Previous Balance	-\$821.36
Payment, Credits	-\$276.78
Purchases	+\$3,868.34
Cash Advances	\$0.00
Balance Transfers	\$0.00
Fees Charged	\$0.00
Interest Charged	\$0.00
<b>New Balance</b>	<b>\$2,770.20</b>

Opening/Closing Date	01/08/25 - 02/07/25
Credit Limit	\$45,600
Available Credit	\$42,729
Cash Access Line	\$2,276
Available for Cash	\$2,276

<b>Past Due Amount</b>	<b>\$0.00</b>
<b>Balance over the Credit Limit</b>	<b>\$0.00</b>

Ally - 233-060-084-290  
UTILITY DEPT.

FEB 14 2025

RECEIVED

*[Signature]*  
2/18/2025



## ACCOUNT ACTIVITY

Date of Transaction	Merchant Name or Transaction Description	\$ Amount
01/17	TRACTOR-SUPPLY-CO #0316 HOWELL MI <i>DPW tools</i>	305.20 ✓
01/17	TRACTOR-SUPPLY-CO #0316 HOWELL MI <i>DPW</i> DAVE ESTRADA TRANSACTIONS THIS CYCLE (CARD ) \$350.58	45.38 ✓
01/29	MUNICIPAL WASTEWATER 517-8811371 MI <i>DPW certification</i>	71.40 ✓
01/31	AMAZON MKTPL*Z797Q5SQ2 Amzn.com/bill WA <i>G.O</i>	42.99 ✓
01/31	VG'S FOOD CENTER 1920 HOWELL MI <i>Howell Top.</i>	98.88 ✓
01/31	AMAZON MKTPL*ZC3NR8IW0 Amzn.com/bill WA <i>G.O</i>	80.81 ✓
02/02	AMAZON MKTPL*Z78336NG0 Amzn.com/bill WA <i>G.O</i>	36.99 ✓
02/03	Amazon.com*Z774O1TDo Amzn.com/bill WA <i>G.O</i> JAMES AULETTE TRANSACTIONS THIS CYCLE (CARD ) \$350.45	19.38 ✓
01/09	EB *MICHIGAN HR DAY 20 801-413-7200 CA <i>DPW Prof Dev.</i> KIMBERLY LANE TRANSACTIONS THIS CYCLE (CARD ) \$125.00	125.00 ✓
01/15	Amazon.com*ZG43D6AX2 Amzn.com/bill WA <i>mhog</i>	69.99 ✓
02/01	CARHARTT 877-335-4272 MI <i>DPW</i>	180.19 ✓
02/01	AMZN Mktp US*Z777P8UB2 Amzn.com/bill WA <i>mhog</i>	24.98 ✓
02/03	IN *MICHIGAN SECTION AWWA 517-2922912 MI <i>DPW prof dev.</i>	155.00 ✓
02/03	STAPLES 00107730 BRIGHTON MI <i>mhog</i> ALEX CHIMPOURAS TRANSACTIONS THIS CYCLE (CARD ) \$798.45	368.29 ✓
01/07	LANDS END BUS OUTFITTERS DODGEVILLE WI <i>101-261-751-000</i>	-87.02
01/08	ADOBE INC. 4085366000 CA <i>101-261-751-000</i>	-55.18
01/15	LANDS END BUS OUTFITTERS DODGEVILLE WI <i>101-261-751-000</i>	-57.69
01/29	AMZN Mktp US Amzn.com/bill WA <i>101-261-751-000</i>	-11.49 ✓
01/29	Amazon.com Amzn.com/bill WA <i>00 101-261-751-000</i>	-48.45 ✓
01/29	MENARDS WIXOM MI WIXOM MI <i>101-900-975-000</i>	-16.95
01/22	AMAZON MKTPL*ZC8WN3G82 Amzn.com/bill WA <i>101-261-751-000</i>	34.63 ✓
01/22	AMAZON MKTPL*Z59WV5K71 Amzn.com/bill WA <i>101-261-751-000</i>	12.65 ✓
01/25	EIG*CONSTANTCONTACT.COM 855-2295506 MA <i>101-261-751-000</i>	434.00 ✓
01/27	MENARDS.COM 715-876-6378 WI <i>101-900-975-000</i>	961.26
01/27	AMZN Mktp US*ZG9YQ8SL1 Amzn.com/bill WA <i>101-261-751-000</i>	11.49 ✓
02/04	AMZN Digital*Z723N8XSO 888-802-3080 WA <i>101-261-751-000</i>	149.99 ✓
02/05	Amazon.com*7X1PA5RA3 Amzn.com/bill WA <i>101-261-751-000</i>	13.98 ✓
02/05	AMZN Digital*Z77157JL1 888-802-3080 WA <i>101-261-751-000</i> KELLY VANMARTER TRANSACTIONS THIS CYCLE (CARD ) \$1605.20	263.98 ✓
01/10	GoToCom*GoToConnect goto.com MA <i>mhog</i>	250.40 ✓
01/27	AMAZON MKTPL*Z79760NY2 Amzn.com/bill WA <i>mhog</i>	24.50 ✓
02/04	RINGCENTRAL INC. 888-898-4591 CA <i>DPW phone</i>	66.98 ✓
02/04	LANSING CENTER LOTS TIBA LANSING MI <i>DPW</i>	10.00 ✓
02/05	LANSING CENTER LOTS TIBA LANSING MI <i>DPW</i> GREG TATARA TRANSACTIONS THIS CYCLE (CARD ) \$361.88 INCLUDING PAYMENTS RECEIVED	10.00 ✓

2025 Totals Year-to-Date	
Total fees charged in 2025	\$0.00
Total interest charged in 2025	\$0.00

Year-to-date totals do not reflect any fee or interest refunds  
you may have received.

## INTEREST CHARGES

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Balance Type	Annual Percentage Rate (APR)	Balance Subject To Interest Rate	Interest Charges
PURCHASES			
Purchases	17.49%(v)(d)	- 0 -	- 0 -
CASH ADVANCES			
Cash Advances	29.24%(v)(d)	- 0 -	- 0 -

**GENOA CHARTER TOWNSHIP BOARD**  
**Regular Meeting**  
**February 17, 2025**

**MINUTES**

**Call to Order**

Supervisor Spicher called the regular meeting of the Genoa Charter Township Board to order at 6:31 pm at the Township Hall.

**Invocation**

Supervisor Spicher led the invocation for the Board and the members of the public.

**Pledge of Allegiance**

The Pledge of Allegiance was recited.

**Roll Call**

The following members were present constituting a quorum for the transaction of business: Kevin Spicher, Janene Deaton, Candie Hovarter, Robin Hunt, Bill Reiber, Rick Soucy, and Todd Walker.

Also present was Township Manager Kelly VanMarter and eight people in the audience.

**Call to the Public**

The call to the public was opened at 6:33 pm.

Ms. Tracey Pardiack of 4312 Rurik stated she is 100 percent against the raise for Ms. VanMarter. She cited the Hard Cap Law regarding the insurance hard cap and gave a review of the raises that Ms. VanMarter has received and stated she makes more than any other township manager in the state and receives a car allowance.

Mr. Jeff Dhaenens of 5494 Sharp Drive commended Ms. VanMarter for the job she does. He is not convinced that the My Genoa App is appropriate for the township. There are enough social media platforms that the township is engaged in.

The call to the public was closed at 6:37 pm.

**Approval of Consent Agenda**

It was requested to have both Consent Agenda items moved to the Regular Agenda.

**Moved** by Hunt, supported by Deaton, to approve the Consent Agenda as corrected. **The motion carried unanimously.**

**~~1. Payment of Bills: February 17, 2025. (Moved to Regular Agenda)~~**

**~~2. Request to approve the February 3, 2025 regular meeting minutes. (Moved to Regular Agenda)~~**

**Approval of Regular Agenda:**

Ms. Deaton would like to move Item #14 from Items for Discussion to an action item.

**Moved** by Reiber, supported by Hovarter, to approve the Regular Agenda as amended. **The motion carried unanimously.**

**1. Payment of Bills: February 17, 2025. (Moved from Consent Agenda)**

Mr. Reiber questioned the \$500,000 check from the DPW Utility Fund to the Genoa General Fund. Ms. VanMarter stated it is a transfer of money from one fund to the other for reimbursement.

**Moved** by Hunt, supported by Deaton, to approve the Payment of Bills: February 17, 2025. **The motion carried unanimously.**

**2. Request to approve the February 3, 2025 regular meeting minutes. (Moved from Consent Agenda)**

Needed changes were noted.

**Moved** by Hunt, supported by Walker, to approve the February 3, 2025 regular meeting minutes as amended. **The motion carried unanimously.**

**3. Presentation by Huron River Watershed Council.**

Ms. Andrea Paine from the Huron River Watershed Council provided a review of the Huron River Watershed and its benefits and what threatens it and the community programs, water quality monitoring, advocacy, and education and outreach that is done by the Huron River Watershed Council.

**4. Consideration of a request to approve the Fiscal Year 2026 System Labor and Equipment Percentage Allocation, the amended DPW Fund Budget for Fiscal Year ending March 31, 2025 and the proposed DPW Fund Budget for Fiscal Year ending March 31, 2026.**

Dr. Greg Tatara, Utility Director, and Ken Palka, the township's accountant, were present. Dr. Tatara provided a review of the 2026 System Labor and Equipment Allocation, the changes to the Lake Edgewood system due to the increased development in the area, the reasons for the amendments to the current fiscal year budget, and the proposed Fiscal Year 2026 DPW budget. He also reviewed the details of the revenue and expenses for the DPW fund.

Mr. Palka stated that Dr. Tatara also puts reserve funds aside for future large purchases, which is good budgeting.

**Moved** by Soucy, supported by Hovarter, to approve the Fiscal Year 2026 System Labor and Equipment Percentage Allocation, the amended DPW Fund Budget for Fiscal Year ending March 31, 2025 and the proposed DPW Fund Budget for Fiscal Year ending March 31, 2026. **The motion carried unanimously.**

**5. Consideration of a request for approval of amendments to the Fiscal Year 2025 and approval of the Fiscal Year 2026 Operating Budget and for the Lake Edgewood Sewer System.**

Dr. Tatara provided a review of the budget for the Lake Edgewood Sewer System, including a history of the revenue, expenditures and rates.

**Moved** by Soucy, supported by Hunt, to amend the FY 2025 Operating Budget for the Lake Edgewood Sewer System and to approve the FY 2026 Operating Budget for the Lake Edgewood Sewer System. **The motion carried unanimously.**

**6. Consideration of a request for approval to increase the Lake Edgewood metered sewer charge from \$7.60 per 1,000 gallons to \$7.83 per 1,000 gallons, increase the flat rate sewer charge from \$148.57 per quarter to \$153.03 per quarter, and to set the minimum sewer bill from \$68.40 to \$70.47 for usage of 9,000 gallons per quarter or less effective April 1, 2025.**

**Moved** by Hunt, supported by Soucy, to increase the Lake Edgewood metered sewer charge from \$7.60/1,000 gallons to \$7.83 /1,000 gallons, increase the flat rate sewer charge from \$148.57 / quarter to \$153.03 / quarter, and set the minimum sewer bill from \$68.40 to \$70.47 for usage of 9,000 gallons per quarter or less. **The motion carried unanimously.**

**7. Consideration of a request for approval of amendments to the Fiscal Year 2025 and approval of the Fiscal Year 2026 Operating Budget for the Oak Pointe Water System.**

Dr. Tatara provided a review of the Oak Pointe Water System budget and the history of the improvements that have been made to the system. He also showed this system's rates vs. other systems in the surrounding area, and a history of the revenue, expenditures and rates. Mr. Palka stated that the rates for these systems are lower than other ones that he audits.

**Moved** by Soucy, supported by Walker, to amend the FY 2025 Operating Budget for the Oak Pointe Water System and to approve the FY 2026 Operating Budget for the Oak Pointe Water System. **The motion carried unanimously.**



- 8. Consideration of a request for approval to increase the Oak Pointe Water metered charge from \$4.40 per 1,000 gallons to \$4.53 per 1,000 gallons effective April 1, 2025.**

**Moved** by Hunt, supported by Hovarter, to increase the Oak Pointe Water metered charge from \$4.40/1,000 gallons to \$4.53 /1,000 gallons for FY 2026. **The motion carried unanimously.**

- 9. Consideration of a request for approval of amendments to the Fiscal Year 2025 and approval of the Fiscal Year 2026 Operating Budget for the Oak Pointe Sewer System.**

Dr. Tatara provided a history of the Oak Pointe Sewer System's rates, the revenue and expenses, and reviewed the current budget and the requested Fiscal Year 2026 budget. He spoke about the PFAS issue for this system and what they have done to address it. It costs an annual average of \$56,000 for PFAS testing. They have applied for grants but have never been accepted.

**Moved** by Soucy, supported by Waker, to amend the FY 2025 Operating Budget for the Oak Pointe Sewer System and to approve the FY 2026 Operating Budget for the Oak Pointe Sewer System. **The motion carried unanimously.**

- 10. Consideration of a request to add a \$1.00 per 1,000 gallon or \$13 per quarter per flat rate customer charge for environmental contamination fee and to keep the O&M and Grinder Pump Fee rates and charges unchanged in the Fiscal Year 2026 Budget for the Oak Pointe Sewer System effective April 1, 2025.**

Dr. Tatara stated they are proposing a \$1.00 per 1,000 gallon fee on the bills for these residents to cover the increased costs due to PFAS testing. He is preparing an informational pamphlet to include. This would provide an additional \$69,000 per year of revenue. They will not be increasing the operating and maintenance sewer rates next fiscal year for this system.

**Moved** by Soucy, supported by Walker, to add a \$1/1,000 gallon or \$13/quarter per flat rate customer charge for environmental contamination fee and to keep the O&M and Grinder Pump Fee rates and charges unchanged in the FY 2026 Budget. **The motion carried unanimously.**

- 11. Consideration of a request for approval to appoint Trustee Bill Reiber as the alternate representative to the Brighton Area Fire Authority Board with a term ending November 20, 2028 as requested by the Township Supervisor.**

**Moved** by Walker, supported by Deaton, to appoint Trustee Bill Reiber as the alternate representative to the Brighton Area Fire Authority Board with a term ending November 20, 2028 as requested by the Township Supervisor. **The motion carried unanimously.**

**12. Consideration of a request for approval of a proposal from GoGov to establish a citizen notification and alert system “MyGenoa” app with an annual subscription cost not to exceed \$4,800 commencing on April 1, 2025 as requested by Trustee Walker.**

Mr. Walker stated that in the Board’s efforts to increase public communication, he is recommending this app. The employee who currently posts on different social media outlets would post on the app instead, which would link the information to Facebook, other social media apps, as well as an email blast. It will not be more work for the employee.

The Board discussed the cost, how much it would be used, what type of information would be posted, how many people would utilize it, other alternatives, etc.

**Moved** by Reiber, supported by Walker, to approve a proposal from GoGov to establish a citizen notification and alert system “MyGenoa” app with an annual subscription cost not to exceed \$4,800 commencing on April 1, 2025 as requested by Trustee Walker. **The motion carried with a roll call vote (Hovarter - yes; Soucy - no; Deaton - no; Hunt - yes; Reiber - yes; Walker - yes; Spicher - no)**

**13. Consideration of a request for approval of amendments to the Agenda Management and Minutes Policy.**

Ms. VanMarter provided a review of proposed amendments to the policy as requested by the Township Clerk as well as to agree with what is done as current practice.

Ms. Deaton stated that the minutes are too long. She would like to change “summary” to “synopsis”. Ms. Hunt likes the way they are currently done so that it shows the reason why someone voted the way they did. Mr. Walker agrees. He would like to have a summary of the discussions. Ms. Deaton stated that Livingston County, Hamburg Township, Brighton Township and Green Oak Township do it this way. Genoa is the only township that does the summary of who said what and the minutes are always being changed.

Ms. Deaton provided examples of other municipalities’ minutes.

The Board and Staff reviewed the examples provided and discussed the pros and cons of changing the policy as recommended as well as what the expectations are for what is put in the minutes. They will continue to be refined to meet the Board’s expectations.

**Moved** by Hunt, supported by Walker, to approve the amendments to the Agenda Management and Minutes Policy as submitted. **The motion carried unanimously.**

**14. Delivery of the Trustee/Appointed Official Compensation Policy as approved by the Township Board on February 3, 2025. (Moved from Items for Discussion to Action Items).**

Ms. Deaton stated that when she voted yes on this when it was previously presented, she did not realize that it also included a mileage payment. Elected and appointed officials should not be paid to drive to an event or meeting. They should only be paid for the meeting. Ms. Hunt said it is only for meetings outside of Livingston County.

The Board agreed that the wording in the policy is confusing and recommended that it be revised.

Motion to revote for this noting the mileage associated with the drive time is on top of the per diem payment for meetings

**Moved** by Deaton, supported by Walker, to approve the Trustee/Appointed Official Compensation Policy as approved by the Township Board on February 3, 2025, including payment for drive time. **The motion carried with a roll call vote (Walker - yes; Reiber - yes; Hunt - no; Deaton - no; Soucy - yes; Hovarter - yes; Spicher - yes)**

#### **Items for Discussion:**

##### **15. Update regarding public outreach component of the Township Master Plan Update.**

Ms. VanMarter stated Giffels Webster has provided a proposal to assist with the public outreach portion of the Master Plan update. They have also published the project website. She is recommending that the Planning Commission review the scope of the plan update and public engagement options and provided feedback to the Board prior to making a final decision on the proposal.

#### **Correspondence**

Supervisor Spicher stated there will be a second town hall meeting on Wednesday, March 12, 2025 from 6 pm to 8 pm at the Township Hall. He, Clerk Deaton, and Trustee Reiber will be in attendance, There may also be members of the Planning Commission there.

Ms. Deaton stated the Big Red Barrel will be at the township hall during this meeting.

#### **Board Comments**

Ms. Hunt stated that the Township Manager is under fire again, citing the call to the public tonight and on social media. This Board has not seen a proposal for a five percent increase. There is a proposed four percent increase for township employees; however, Ms. VanMarter would be getting less than that. If we were to replace Kelly, the township would pay the same, or more, and that person would not come with the knowledge she has. She also lives in the Township.

Ms. Deaton stated that the first draft budget states five percent and that is where the public is getting their information.

Supervisor Spicher admitted that he questioned the manager's salary before he was elected; however, after working here for two months, he knows that Kelly is a very qualified person with a lot of experience, and she also lives in the Township. The Township of Milford is advertising for a township manager and the salary they are offering is \$117,405 - \$150,291, depending on experience.

Ms. VanMarter provided the following updates:

- The public hearing for the 2025/2026 budget will be held at the next Board of Trustees meeting.
- She handed out a project open house notice for solar power ordinance that one of the surrounding townships is holding in case any trustees would like to attend.
- The special Board of Trustees meeting to receive the legal opinion regarding the Latson Road PUD has been set for February 25, 2025 at 6:30 pm at the township hall.

Ms. VanMarter addressed the comment at the call to the public. She confirmed that she has three years' experience as the Genoa Township Manager. She has worked for the township for 26 years and was Assistant Township Manager for nine years. During that time, she was essentially performing all the duties of the Manager. Additionally, she was also the Planning Director for the township. She has many years of experience.

### **Adjournment**

**Moved** by Deaton, supported by Reiber, to adjourn the meeting at 8:53 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas  
Recording Secretary

Approved: Janene Deaton, Clerk  
Genoa Charter Township

Kevin Spicher, Supervisor  
Genoa Charter Township

**GENOA CHARTER TOWNSHIP BOARD**  
**Special Meeting**  
**February 25, 2025**  
**6:30 p.m.**

**MINUTES**

**Call to Order**

Supervisor Spicher called the special meeting of the Genoa Charter Township Board to order at 6:32 pm at the Township Hall.

**Invocation**

Supervisor Spicher led the invocation for the Board and the members of the public.

**Pledge of Allegiance:**

The Pledge of Allegiance was recited.

**Roll Call:**

The following members were present constituting a quorum for the transaction of business: Todd Walker, Bill Reiber, Robin Hunt, Kevin Spicher, Janene Deaton, Rick Soucy and Candie Hovarter.

Also present was Township Manager Kelly VanMarter, attorney Mike Homier and two people in the audience.

**Call to the Public**

The call to the public was opened at 6:33 pm.

Evelyn Dionise of 5308 Ashton Court commented that she is happy to see the new board and she would like to see things done in the open with residents being heard and ordinances followed.

The call to the public was closed at 6:34 pm.

Ms. VanMarter indicated that a motion should be made to amend tonight's agenda to include approval of the agenda.

**Moved** by Hunt, supported by Walker to amend the agenda to add approval of the agenda.

**Approval of the Agenda**

**Moved** by Hovarter, supported by Walker to approve the agenda as amended

1. **Closed session to consider a confidential written legal opinion exempt from discussion or disclosure by state or federal statute pursuant to MCL 15.268(1)(h).**
  - a. **Consider motion to enter into closed session to consider a confidential written legal opinion exempt from discussion or disclosure by state or federal statute pursuant to MCL 15.268(1)(h). (roll call)**

**Moved** by Soucy, supported by Walker to enter into a closed session at 6:36 pm to consider a confidential written legal opinion exempt from discussion or disclosure by state or federal statute pursuant to MCL 15.268(1)(h). **The motion carried unanimously with a roll call vote (Walker – yes; Reiber – yes; Hunt – yes; Spicher – yes; Deaton – yes; Soucy – yes; Hovarter – yes)**

- b. **Consider motion to conclude the closed session and return to open session. (roll call)**

**Moved** by Hunt, supported by Soucy to conclude and adjourn the closed session and return to open session at 8:29 pm. **The motion carried unanimously with a roll call vote (Walker – yes; Reiber – yes; Hunt – yes; Spicher – yes; Deaton – yes; Soucy – yes; Hovarter – yes)**

**Moved** by Deaton, supported by Soucy to authorize special counsel from Foster Swift to proceed as discussed in closed session. **The motion carried unanimously with a roll call vote (Walker – yes; Reiber – yes; Hunt – yes; Deaton – yes; Soucy – yes; Hovarter – yes; Spicher – yes;)**

#### **Board Comments**

There were no comments from the Board.

#### **Adjournment**

**Moved** by Reiber, supported by Walker, to adjourn the meeting at 8:31 pm. **The motion carried unanimously.**

Respectfully Submitted,

Kelly VanMarter  
Recording Secretary

Approved: Janene Deaton, Clerk  
Genoa Charter Township

Kevin Spicher, Supervisor  
Genoa Charter Township



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

## MEMORANDUM

**TO:** Honorable Board of Trustees

**FROM:** Amy Ruthig, Planning Director

**DATE:** February 24, 2025

**RE:** Vacant, S. Latson Road, Parcel # 4711-09-300-046  
ICPUD Rezoning and Conceptual PUD  
Ordinance no. Z-25-03

Please find attached the proposed rezoning ordinance, ICPUD agreement, conceptual ICPUD plan and environmental impact assessment for your consideration. The proposed rezoning is for parcel # 4711-09-300-046 consisting of 7.44 acres of undeveloped land located on the east side of S. Latson Road, between Beck Road and the rail line. The rezoning request is from Country Estates (CE) to Interchange Commercial Planned Unit Development (ICPUD). The conceptual plan is for a proposed gas station and multi-tenant commercial building. The request is petitioned by Todd Wyett.

Procedurally, the applicant is at the last step of the rezoning and conceptual PUD approval phase. This project was reviewed by the Planning Commission at multiple meetings including September 17, 2024 and December 9<sup>th</sup>, 2024. A public hearing was held at each of these meetings and extensive public input was received. After being tabled at the September 17<sup>th</sup>, 2025 meeting, the Planning Commission ultimately recommended denial of the rezoning, conceptual PUD, impact assessment and PUD agreement at the December 9<sup>th</sup>, 2024 meeting with a 6 to 1 vote.

At the Livingston County Planning Commission on January 15, 2025, the project was reviewed and public comment was received. The Commissioners voted for denial with a 5 to 2 vote.

The proposed PUD agreement provides the permitted uses including but not limited to restaurants (fast food, sit-down, and take-out), auto/gasoline service stations, retail/service, hotels, entertainment (movie theaters, indoor commercial recreation, etc.), conference centers, financial institutions, and offices. In addition, it includes provisions for the Township to permit additional compatible uses as part of the approval process.

I have prepared the following motions for the Board's consideration based on the recommendation of the Township Planning Commission and Livingston County Planning Commission. These motions can be utilized by the Board in whole or in part however you see fit:

### **SUPERVISOR**

Kevin Spicher

### **CLERK**

Janene Deaton

### **TREASURER**

Robin L. Hunt

### **TRUSTEES**

Rick Soucy

Bill Reiber

Candie Hovarter

Todd Walker

### **MANAGER**

Kelly VanMarter



***Please note the ordinance requires adoption by a majority of the membership on roll call vote.***

Moved by \_\_\_\_\_, supported by \_\_\_\_\_ to **DENY** the adoption of Ordinance No. Z-25-03 to rezone parcel 4711-09-300-046, vacant 7.44 acres, S. Latson Road located on the east side of S. Latson Road, between Beck Road and rail line from Country Estates (CE) to Interchange Commercial Planned Unit Development. This action is based upon the proposed ICPUD rezoning which is found to not comply with the conditions of Sections 22.04.01, 22.04.02, 22.04.03 and the qualifying conditions of 10.02.03, 10.02.04 and 10.02.05 of the Township Zoning Ordinance such as:

- The proposed uses that are being requested are duplicate and not complimentary to the Latson Road and the Grand River Corridor which is not consistent with the master plan.
- Developer has not demonstrated that the site's environmental features are compatible with the proposed uses since there is no attempt to integrate the wetlands that are located on the site into the site's design.
- There are occupied single-family residential units within 500 feet of the subject parcel. It may be reasonable to develop the site under the current zoning such as residential or other uses listed in table 3.03 of the Township Zoning Ordinance.
- The site does not meet the required 20-acre minimum.
- The proposed design elements are not integrated or consistent with the Master Plan due to ornamental street lighting along S. Latson and within the site.
- The Planning Commission did not find that the proposed ICPUD zoning provided a benefit not possible under the standards of another zoning district.
- The site lacks public sanitary sewer service.

Moved by \_\_\_\_\_, supported by \_\_\_\_\_ to **DENY** the Environmental Impact Assessment dated 9-27-24 to rezone parcel 4711-09-300-046, vacant 7.44 acres, S. Latson Road located on the east side of S. Latson Road, between Beck Road and rail line from Country Estates (CE) to Interchange Commercial Planned Unit Development. This action is based on the proposed ICPUD rezoning not complying with the conditions of Section 18.08.02, 18.08.05, 18.08.11, 18.08.19 and it fails to satisfy the requirements of 22.04.01, 22.04.02, 22.04.03 and 10.02.03, 10.02.04 and 10.02.05 of the Township Zoning Ordinance. The following does not meet the aforementioned sections:

- The proposed site plan will not harmonious with to the existing uses in the immediate area.
- The non-regulated wetlands and soils located on the site are not preserved or modified in an acceptable manner.
- The proposed three driveways as indicated on the conceptual plan is not designed to minimize conflicts between vehicle and with traffic using adjacent driveways.
- The site does not provide a public sanitary sewer service.
- The reasons cited in the denial of the associated rezoning request.

Moved by \_\_\_\_\_, supported by \_\_\_\_\_ to **DENY** the Planned Unit Development Agreement to rezone parcel 4711-09-300-046, vacant 7.44 acres, S. Latson Road located on the east side of S. Latson Road, between Beck Road and rail line from Country Estates (CE) to Interchange Commercial Planned Unit Development. This action is based on the proposed ICPUD rezoning not complying with the conditions of Section 10.02.03, 10.02.04, 10.02.05, 7.02.02 and

10.07.01 and it fails to satisfy the requirements of 22.04.01, 22.04.02, and 22.04.03 of the Township Zoning Ordinance. The following does not meet the aforementioned sections:

- The Planning Commission determined that they did not find that the PUD conceptual plan provided a benefit not possible under the standards of another zoning district.
- The proposed design elements and access design are not integrated or consistent with the Master Plan due to ornamental street lighting along S. Latson and within the site and the proposed three driveways as indicated on the conceptual plan is not designed to minimize conflicts between vehicle and with traffic using adjacent driveways.
- A judicious effort to preserve the two wetlands on the site has not been made.
- The proposed three driveways are in violation of 7.02.02 (k) requirement of only 1 driveway is allowed for a gas station.
- Proposed height deviation request is not reasonable for the surrounding area.
- The reasons cited in the denial of the associated rezoning request.

Moved by \_\_\_\_\_, supported by \_\_\_\_\_ to **DENY** the conceptual PUD plan dated 11-13-24 to rezone parcel 4711-09-300-046, vacant 7.44 acres, S. Latson Road located on the east side of S. Latson Road, between Beck Road and rail line from Country Estates (CE) to Interchange Commercial Planned Unit Development. This action is based on the proposed ICPUD rezoning not complying with the conditions of Section 10.02.03, 10.02.04, 10.02.05 and 7.02.02 and 10.07.01 and it fails to satisfy the requirements of 22.04.01, 22.04.02 and 22.04.03 of the Township Zoning Ordinance. The following does not meet the aforementioned sections:

- The Planning Commission determined that they did not find that the PUD conceptual plan provided a benefit not possible under the standards of another zoning district.
- Compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses is not met. Proposed uses are found to duplicate the existing uses in the Grand River Corridor area.
- The proposed design elements and access design are not integrated or consistent with the Master Plan due to ornamental street lighting along S. Latson and within the site and the proposed three driveways as indicated on the conceptual plan is not designed to minimize conflicts between vehicle and with traffic using adjacent driveways.
- A judicious effort to preserve the two wetlands on the site has not been made.
- The proposed three driveways are in violation of 7.02.02 (k) requirement of only 1 driveway is allowed for a gas station.
- Proposed height deviation request is not reasonable for the surrounding area.
- The reasons cited in the denial of the associated rezoning request.

If you should have any questions, please feel free to contact me.

Best Regards,



Amy Ruthig  
Planning Director



## GENOA CHARTER TOWNSHIP APPLICATION Planned Unit Development (PUD)

APPLICANT NAME: Latson Beck, LLC

APPLICANT EMAIL: todd@versacos.com

APPLICANT ADDRESS & PHONE: 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034, ( 248) 770-8484

OWNER'S NAME: Latson Beck, LLC

OWNER ADDRESS & PHONE: 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034, ( 248) 770-8484

TAX CODE(S): 11-09-300-046

### QUALIFYING CONDITIONS (To be filled out by applicant)

1. A PUD zoning classification may be initiated only by a petition.
2. It is desired and requested that the foregoing property be rezoned to the following type of PUD designation:  

<input type="checkbox"/> Residential Planned Unit Development (RPUD)	<input checked="" type="checkbox"/> ICPUD
<input type="checkbox"/> Planned Industrial District (PID)	
<input type="checkbox"/> Mixed Use Planned Unit Development (MUPUD)	
<input type="checkbox"/> Redevelopment Planned Unit Development (RDPUD)	
<input type="checkbox"/> Non-residential Planned Unit Development (NRPUD)	
<input type="checkbox"/> Town Center Planned Unit Development (TCPUD)	
3. The planned unit development site shall be under the control of one owner or group of owners and shall be capable of being planned and developed as one integral unit.

EXPLAIN The property is under single control.

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4. The site shall have a minimum area of twenty (20) acres of contiguous land, provided such minimum may be reduced by the Township Board as follows:
  - A. The minimum area requirement may be reduced to five (5) acres for sites served by both public water and public sewer.
  - B. The minimum lot area may be waived for sites zoned for commercial use (NSD, GCD or RCD) where the site is occupied by a nonconforming commercial, office or industrial building, all buildings on such site are proposed to be removed and a new use permitted within the underlying zoning district is to be established. The Township Board shall only permit the PUD on the smaller site where it finds that the flexibility in dimensional standards is necessary to allow for innovative design in redeveloping the site and an existing blighted situation will be eliminated. A parallel plan shall be provided showing how the site could be redeveloped without the use of the PUD to allow the Planning Commission to evaluate whether the modifications to dimensional standards are the

minimum necessary to allow redevelopment of the site, while still meeting the spirit and intent of the ordinance.

- C. The PUD site plan shall provide one or more of the following benefits not possible under the standards of another zoning district, as determined by the Planning Commission:
- preservation of significant natural or historic features
  - a complementary mixture of uses or a variety of housing types
  - common open space for passive or active recreational use
  - mitigation to offset impacts
  - redevelopment of a nonconforming site where creative design can address unique site constraints.
- D. The site shall be served by public sewer and water. The Township may approve a residential PUD that is not served by public sewer or water, provided all lots shall be at least one (1) acre in area and the requirements of the County Health Department shall be met.

Size of property is approximately 7 acres.

DESCRIBE BELOW HOW THE REQUESTED PUD DESIGNATION COMPLIES WITH  
AFOREMENTIONED MINIMUM LOT SIZE REQUIREMENTS.

The +/-7 acre property is less than 20 acres but will be served by both public  
water and sewer which allows for the minimum area to be reduced to 5 acres as explained above.

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**STANDARDS FOR REZONING TO PLANNED UNIT DEVELOPMENT (RESPOND HERE OR  
WITHIN THE IMPACT STATEMENT)**

1. How would the PUD be consistent with the goals, policies and future land use map of the Genoa Township Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area;

A detailed response to this question is explained in the attached letter by Alan Greene from Dykema  
Gossett PLLC. Please refer to response #1 Consistency with Master Plan

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2. The compatibility of all the potential uses in the PUD with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values;

A detailed response to this question is explained in the attached letter by Alan Greene from Dykema  
Gossett PLLC. Please refer to response #4 Compatibility with Surrounding Use.

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3. The capacity of infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township;

A detailed response to this question is explained in the attached letter by Alan Greene from Dykema  
Gossett PLLC. Please refer to response #5 Infrastructure Capacity to Accommodate the Uses.

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4. The apparent demand for the types of uses permitted in the PUD;

A detailed response to this question is explained in the attached letter by Alan Greene from Dykema Gossett PLLC. Please refer to response #6 Demonstrated Demand for the Uses.

#### AFFIDAVIT

The undersigned says that they are the owners (owner, lessee, or other specified interest) involved in this petition and that the foregoing answers and statements herein contained and the information herewith submitted are in all respects true and correct to the best of his/her knowledge and belief.

BY: \_\_\_\_\_

ADDRESS: 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034

*Contact Information - Review Letters and Correspondence shall be forwarded to the following:*

Todd Wyett of Versa Real Estate at todd@versacos.com  
Name Business Affiliation E-mail

And Eric Lord of Atwell at elord@atwell-group.com

#### FEE EXCEEDANCE AGREEMENT

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

PROJECT NAME: Latson Road / I-96 Interchange Commercial

PROJECT LOCATION & DESCRIPTION: South of Beck and east of Latson Road

SIGNATURE:  DATE: \_\_\_\_\_

PRINT NAME: Todd Wyett PHONE: 248-770-8484

COMPANY NAME & ADDRESS: Versa Real Estate, 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034



## GENOA CHARTER TOWNSHIP

### Application for Re-Zoning

APPLICANT NAME: Latson Beck, LLC ADDRESS: 29201 Telegraph Rd, ste 410, Southfield, MI 48034  
OWNER NAME: Latson Beck, LLC ADDRESS: Same as above  
PARCEL #(s): 11-09-300-046 PRIMARY PHONE: ( 248 ) 770-8484  
EMAIL 1: todd@versacos.com EMAIL 2: elord@atwell-group.com

We, the undersigned, do hereby respectfully make application to and petition the Township Board to amend the Township Zoning Ordinance and change the zoning map of the township of Genoa as hereinafter requested, and in support of this application, the following facts are shown:

#### A. REQUIRED SUBMITTAL INFORMATION

1. A legal description and street address of the subject property, together with a map identifying the subject property in relation to surrounding properties;
2. The name, signature and address of the owner of the subject property, a statement of the applicant's interest in the subject property if not the owner in fee simple title, and proof of consent from the property owner;
3. It is desired and requested that the foregoing property be rezoned from:  
CE to ICPUD.
4. A site plan illustrating existing conditions on the site and adjacent properties; such as woodlands, wetlands, soil conditions, steep slope, drainage patterns, views, existing buildings, sight distance limitations, relationship to other developed sites. and access points in the vicinity;
5. A conceptual plan demonstrating that the site could be developed with representative uses permitted in the requested zoning district meeting requirements for setbacks, wetland buffers access spacing, any requested service drives and other site design factors;
6. A written environmental impact assessment, a map of existing site features as described in Article 18 describing site features and anticipated impacts created by the host of uses permitted in the requested zoning district;
7. A written description of how the requested rezoning meets Sec. 22.04 "Criteria for Amendment of the Official Zoning Map."
8. The property in question shall be staked prior to the Planning Commission Public Hearing.

#### B. DESCRIBE HOW YOUR REQUESTED RE-ZONING MEETS THE ZONING ORDINANCE CRITERIA FOR AMENDING THE OFFICIAL ZONING MAP:

1. How is the rezoning consistent with the goals, policies and future land use map of the Genoa Township Master Plan, including any subareas or corridor studies. If not consistent, describe how conditions have changed since the Master Plan was adopted?

See detailed response in attached letter from Alan Greene with  
Dykema Gossett PLLC.

2. Are the site's physical, geological, hydrological and other environmental features suitable for the host of uses permitted in the proposed zoning district?

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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3. Do you have any evidence that a reasonable return on investment cannot be received by developing the property with one (1) of the uses permitted under the current zoning?

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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4. How would all the potential uses allowed in the proposed zoning district be compatible with surrounding uses and zoning in terms of views, noise, air quality, the environment, density, traffic impacts, drainage and potential influence on property values?

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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5. Are infrastructure capacity (streets, sanitary sewer, water, and drainage) and services (police and fire protection, etc.) sufficient to accommodate the uses permitted in the requested district?

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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6. Is there a demonstrated demand in Genoa Township or the surrounding area for the types of uses permitted in the requested zoning district? If yes, explain how this site is better suited for the zoning than others which may be planned or zoned to accommodate the demand.

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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7. If you have a particular use in mind, is another zoning district more appropriate? Why should the Township re-zone the land rather than amend the list of uses allowed in another zoning district to accommodate your intended use?

See detailed response in attached letter from Alan Greene with

Dykema Gossett PLLC

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8. Describe any deed restrictions which could potentially affect the use of the property.

None

**C. AFFIDAVIT**

The undersigned says that they are the Owner (owner, lessee, or other specified interest) involved in this petition and that the foregoing answers and statements herein contained and the information herewith submitted are in all respects true and correct to the best of his/her knowledge and belief.

BY: Todd Wyett

ADDRESS: 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034

SIGNATURE

The following contact should also receive review letters and correspondence:

Name: Eric Lord Email: elord@atwell-group.com

Business Affiliation: Engineer

**FEE EXCEEDANCE AGREEMENT**

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

PROJECT NAME: Interchange Commercial PUD

PROJECT LOCATON & DESCRIPTION: Latson Road south of I-96

SIGNATURE:  DATE: 2/22/2024

PRINT NAME: Todd Wyett PHONE: (248) 770-8484

COMPANY NAME & ADDRESS: Versa Real Estate



**GENOA CHARTER TOWNSHIP**  
**Application for Site Plan Review**

**TO THE GENOA TOWNSHIP PLANNING COMMISSION AND TOWNSHIP BOARD:**

Todd Wyett 29201 Telegraph Rd., Ste. 410, Southfield,  
APPLICANT NAME & ADDRESS: MI 48034

*If applicant is not the owner, a letter of Authorization from Property Owner is needed.*

Todd Wyett 29201 Telegraph Rd., Ste. 410, Southfield,  
OWNER'S NAME & ADDRESS: MI 48034

SITE ADDRESS: \_\_\_\_\_ PARCEL #(s): 11-09-300-046

APPLICANT PHONE: ( 248 ) 770-8484 OWNER PHONE: ( 248 ) 770-8484

OWNER EMAIL: todd@versacos.com

LOCATION AND BRIEF DESCRIPTION OF SITE: \_\_\_\_\_

The site is located south of the Latson Road Interchange with I-96, east of Latson  
between Beck Rd and the Railroad.

BRIEF STATEMENT OF PROPOSED USE: \_\_\_\_\_

The area is intended for supportive commercial use as indicated in the Township Master  
Plan.

THE FOLLOWING BUILDINGS ARE PROPOSED: To be determined.

**I HEREBY CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE  
PART OF THIS APPLICATION IS TRUE AND ACCURATE TO THE BEST OF MY  
KNOWLEDGE AND BELIEF.**

BY: Todd Wyett


ADDRESS: 29201 Telegraph Rd., Ste. 410, Southfield, MI 48034

**Contact Information** - Review Letters and Correspondence shall be forwarded to the following:

1.) Todd Wyett	of Versa Real Estate	at todd@versacos.com
<small>Name</small>	<small>Business Affiliation</small>	<small>E-mail Address</small>
Eric Lord	Atwell Group	elord@atwell-group.com

**FEE EXCEEDANCE AGREEMENT**

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

SIGNATURE:		DATE:	2/22/2024
PRINT NAME:	Todd Wyett	PHONE:	248-770-8484
ADDRESS:	29201 Telegraph Rd., Ste. 410, Southfield, MI 48034		

**ORDINANCE NO. Z-25-03**  
**AN ORDINANCE TO AMEND THE ZONING MAP OF THE CHARTER TOWNSHIP OF GENOA BY**  
**REZONING PARCEL 4711-09-300-046 FROM COUNTRY ESTATES (CE) TO INTERCHANGE**  
**COMMERCIAL PLANNED UNIT DEVELOPMENT (ICPUD)**

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**THE CHARTER TOWNSHIP OF GENOA HEREBY ORDAINS** that the Zoning Map, as incorporated by reference in the Charter Township of Genoa's Zoning Ordinance, is hereby amended as follows:

Real property consisting of approximately 7.44 acres for parcel ID number 4711-09-300-046, Vacant parcel located on Latson Road, east side of Latson Road, between Beck Road and the rail line particularly described as follows:

SEC. 9 T2N, R5E, COMM AT WEST 1/4 CORNER TH S01\*44'33"E 1333 FT TH S73\*06'38"E 105.50 FT TO POB TH N01\*44'25"W 238.54 FT TH N38\*42'06"E 57.77 FT TH N79\*08'36"E 104.25 FT TH ALONG A ARC OF A CURVE LEFT CHORD BEARING N63\*11'07"E 582.86 FT TH S01\*44'33"E 771.21 FT TH N73\*06'38"W 705.43 FT TO POB CONT 7.39 ACRES M/L SPLIT/COMBINED ON 05/12/2023 FROM 4711-09-300-008;

shall be rezoned from the Country Estates (CE) to Interchange Commercial Planned Unit Development (ICPUD). The Township Planning Commission and Township Board, in strict compliance with the Township Zoning Ordinance and with Act 110 of the Public Acts of 2006, as amended, reclassified the Property as Interchange Commercial Planned Unit Development (ICPUD) upon finding that such classification properly achieved the purposes of Section 10.02 and 22.04 of the Township's Zoning Ordinance (as amended).

**Repealor:** All ordinances or parts of Ordinances in conflict herewith are repealed.

**Severability** Should any section, subsection, paragraph, sentence, clause, or word of this Ordinance be held invalid for any reason, such decisions shall not affect the validity of the remaining portions of the Ordinance.

**Savings:** This amendatory ordinance shall not affect violations of the Zoning Ordinance or any other ordinance existing prior to the effective date of this Ordinance and such violation shall be governed and shall continue to be separate punishable to the full extent of the law under the provisions of such ordinance at the time the violation was committed.

**Effective Date:** This map amendment was adopted by the Genoa Charter Township Board of Trustees at the regular meeting held on \_\_ of \_\_\_\_, 2025 and ordered to be given publication in the manner required by law. This ordinance shall be effective seven days after publication.

On the motion to adopt the Ordinance the following vote was recorded:

**Yeas:**

I hereby approve the adoption of the foregoing Ordinance this \_\_ day of March, 2025.

\_\_\_\_\_  
Janene Deaton  
Township Clerk

\_\_\_\_\_  
Kevin Spicher  
Township Supervisor

Township Board First Reading:	February 3, 2025
Date of Publication of Ordinance:	February 16, 2025
Township Board Second Reading and Adoption:	Proposed March 3, 2025
Date of Publication of Ordinance Adoption:	Proposed March 9, 2025,
Effective Date:	Proposed March 17, 2025

**Hearing**  
**12/09/2024**

GENOA CHARTER TOWNSHIP

PLANNING COMMISSION

PUBLIC HEARING

DECEMBER 9, 2024

MONDAY

6:30 P.M.

APPEARANCES

Chris Grajek, Chairperson  
Eric Rauch, Vice-Chairperson  
Marianne McCreary, Secretary, Zoning Board of Appeals liaison  
Bill Reiber, Board of Trustees liaison  
Greg Rassel  
Glynis McBain  
Tim Chouinard  
  
Kelly VanMarter, AICP - Township Manager  
Amy Ruthig - Planning Director  
T. Joseph Seward - Township Attorney  
Brian V. Borden, AICP  
Shelby Byrne, P.E

1 CHAIRPERSON GRAJEK: At this time call  
2 this meeting to order. Call the meeting of the  
3 Genoa Charter Township Planning Commission meeting  
4 for December 9th, 2024 is called to order. Our  
5 first agenda item is Pledge of Allegiance. Would  
6 you please stand and join me.

7 (Pledge of Allegiance recited)

8 CHAIRPERSON GRAJEK: I'm going to ask  
9 to look for approval of tonight's agenda.

10 MR. RASSEL: Move approval of the  
11 agenda.

12 MR. REIBER: Support.

13 CHAIRPERSON GRAJEK: All in favor say  
14 aye.

15 THE BOARD: Aye.

16 CHAIRPERSON GRAJEK: Opposed? Hearing  
17 none, the agenda is approved. The next item is a  
18 Declaration of Conflict of Interest. If any of  
19 the commission members have a conflict of interest  
20 with the cases that will be heard this evening we  
21 ask at this time that you step forward and be  
22 recused for that particular case. Seeing none,  
23 I'll close that and go to the first call to the  
24 public. First call is a call for anything that is  
25 not on the agenda this evening. So if you want to

1 speak on an issues outside of the items that will  
2 be talked about tonight, you may step forward at  
3 this time. Seeing none, we'll bring it back up  
4 front and we will start with the first case. Open  
5 Public Hearing #1. Consideration of a rezoning  
6 application, PUD agreement, impact assessment,  
7 and PUD conceptual plan to rezone 7.44 acres from  
8 Country Estates (CE) to ICPUD (Interchange  
9 Commercial Planned Unit Development). The  
10 property is located on the east side of Latson  
11 Road, between Beck Road and the CSX Rail line.  
12 The request is petitioned by Todd Wyett. And you  
13 guys are on. Please step forward. Please state  
14 your name and anybody with you.

15 MR. STRADER: I'm Brad Strader, the  
16 planner for Cincar Consulting. And the rest of  
17 the team, I'll kind of introduce them. Alan  
18 Greene from Dykema. Introduce yourself.

19 MR. LORD: Eric Lord, Atwell.

20 MR. STRADER: We also have with is this  
21 evening is Todd Wyett and then Jared Kime, who's  
22 also from Atwell.

23 CHAIRPERSON GRAJEK: Thank you. Go  
24 ahead.

25 MR. STRADER: Go to the next slide



1 here. Again, I'm Brad Strader from Cincar  
2 Consulting. We also have Julie Kroll from Fleis &  
3 VandenBrink to do the traffic study on this  
4 project. And this is just an outline of what  
5 we're going to be covering. You've seen a lot of  
6 the details before and we've reviewed letters. So  
7 we had a public hearing. We had comments from the  
8 public and Planning Commission made the changes.  
9 We had two sets of letters from Tetra Tech and  
10 Safe Built, and we also had comments from Township  
11 administration and so we relayed those changes and  
12 resubmitted. So I'm just going to kind of quickly  
13 go through the reasons for the rezoning for this  
14 site, and the consistency with the Master Plan,  
15 then we'll go through kind of the high level  
16 details of the submittal that are listed here, and  
17 then kind of end with the Traffic Impact Study and  
18 mitigation of traffic.

19 So this is the site here, 7.7 acres.  
20 We are just south of Beck Road on Latson Road. We  
21 want to point out two things for the site. First  
22 of all, the property to the east of us is already  
23 zoned CPUD. There's already like a sign up there  
24 and so forth for the interchange sign and so  
25 forth. So east of us is already zoned PUD. And

1 the east of that there's single-family homes on  
2 Beck, and then there's a little scenic gravel  
3 lining, a pond and so forth. To the southern part  
4 of our site is a railroad. And then we're next to  
5 the new interchange at Latson Road and I-96. And  
6 then a configuration of the property, next to the  
7 railroad, next to the interchange and the noise of  
8 the interchange looking at mirroring the tech  
9 developments on the north side of the interchange,  
10 the site features and different factors we're  
11 proposing. And the reason for rezoning that this  
12 is just a logical place to have the commercial  
13 that we're requesting.

14 This is kind of an overview of the PUD  
15 and the 7.4 acres. You can see this aerial is  
16 taken out of the Master Plan. It shows kind of  
17 the area where we are, and we will be -- certainly  
18 the middle of the area would be commercial or PUD  
19 or office type uses.

20 A couple of things that are unique  
21 about a PUD proposal rather than a straight  
22 rezoning, again, in response to comments from the  
23 Master Plan and the staff and Planning Commission  
24 is that we are restricting some of the uses that  
25 commercial rezoning would allow. We're only

1 having access on Beck Road instead of access on  
2 Latson Road. That's consistent with the request  
3 of Livingston County Road Commission and the  
4 Township's Master Plan and we're increasing the  
5 buffers that are required. And made a lot of  
6 other improvements to the site design and we  
7 actually have site Design Guidelines that are over  
8 and above what would be required out of the zoning  
9 ordinance. So we think our request for commercial  
10 is consistent with the Master Plan and consistent  
11 with the character of the area that I just  
12 mentioned. And we think by adding PUD Agreement  
13 with standards and Design Guidelines that we're  
14 furthering the request of the township and the  
15 Master Plan.

16 The other thing we can do with a PUD  
17 you couldn't do with rezoning is having road  
18 improvements. Michigan law doesn't allow you to  
19 require road improvements. With a PUD we could  
20 offer to make the road improvements, which we've  
21 done.

22 We talked before about the Master Plan  
23 so we're okay. We've got a lot of details here,  
24 but again, PUD and uses that we are proposing are  
25 consistent with the Township's adopted Master Plan

1 and are consistent with the character of the area  
2 that is out there today and proposed in the Master  
3 Plan. And I mentioned the access along Beck Road  
4 instead of access on the Latson Road also is one  
5 of the requirements or recommendations that is in  
6 the Master Plan.

7               So we don't do a site plan as part of  
8 the PUD, but one of the requirements of a PUD is  
9 have a concept plan to show different uses and how  
10 they could be arranged, and that's what we have  
11 provided here is a concept plan, and concept plan  
12 just, it's a concept. It can vary, but this is  
13 part of the PUD Agreement that expresses what  
14 could happen on the site. So you can see here  
15 things that are articulated in the PUD Agreement  
16 access is only on the Beck Road and not on the  
17 Latson Road. We're going to make improvements to  
18 the intersection and then all the pathways within  
19 the development, and parking and so forth will all  
20 be coordinated. So while it could be developed  
21 with one use or multiple uses and multiple  
22 buildings can all be coordinated in this design.  
23 All the landscaping and building design and so  
24 forth will all be integrated into a unified  
25 building.

1           So one thing we talked about with the  
2 Planning Commission before were what are the uses  
3 that allowed, and this is a list on the left of  
4 the commercial uses that would be allowed in this,  
5 which includes all the uses shown here. But gas  
6 station is the most prominent use because that's  
7 where we had the most interest from different  
8 potential tenants or purchasers. But we also  
9 wanted to exclude certain uses that the Planning  
10 Commission or staff felt that while they're  
11 allowed in a commercial district, it really  
12 wouldn't be appropriate for this site because of  
13 traffic or location, or we didn't want to compete  
14 with commercial uses along with Grand River Ave  
15 and so forth. Our uses are really set up to be  
16 appropriate uses by the interchange and not  
17 compete with all the uses along Grand River or  
18 Latson and Grand River north of I-96. So these  
19 uses on the lower right, including some that we  
20 had proposed before like mini storage and  
21 different types of auto services but they're not  
22 prohibited. So if the PUD goes through and gets  
23 approved, the developers can come forward with  
24 applied by PUD Agreement and the Design Guidelines  
25 and they would be limited to just the uses in the

1 blue here and the uses that are in gray here will  
2 not be allowed, even though they would be allowed  
3 if you had a street rezoning.

4 And we've got sort of an elaborate set  
5 of Design Guidelines. This is just touching on  
6 them. We've made changes to these as well based  
7 on the last meeting. So we've got additional  
8 standards for lighting over and above what the  
9 township requires. All the signs would be cut. I  
10 believe it's shown on the lower right here,  
11 instead of standard of commercial signage. And  
12 then the architectural Design Guidelines, so it  
13 would all be integrated, would be consistent with  
14 the Design Guidelines that are established along  
15 with the landscaping. So this just highlights  
16 sort of the landscaping, the buffers, increase the  
17 size of the buffers over and above what would be  
18 allowed. And we have -- we're either meeting or  
19 exceeding the amount of landscaping within the  
20 site.

21 One of the things that the Township  
22 asks for is if there's a potential for this use to  
23 extend in the future, or there's a different  
24 reason in the future, the Township wanted us to  
25 have the ability to share access with the property

1 to the east. So we provided that future drive  
2 connection depending on the concept of where  
3 that's going to be, where that drive would go  
4 would be determined in the future. So there would  
5 be a connection drive within our site and the  
6 property to the east if that also develops as a  
7 PUD consistent with the Township Master Plan.  
8 With that use, it doesn't develop, or develops in  
9 a use that's not compatible with ours, we wouldn't  
10 have the road connection. That choice would be up  
11 to the Township.

12 I think utilities we covered before,  
13 but Eric's here to answer any questions. But  
14 there's already been a lot of investment made in  
15 the infrastructure to support this. And you can  
16 see from the drawings and you've seen the drawings  
17 before that utilities have been extended into the  
18 site and they're available for this site.

19 And then for traffic, this isn't like  
20 an intense Traffic Impact Study like the larger  
21 PUD that was proposed. This is sort of a sequence  
22 of things for traffic existing conditions, and  
23 used the Trip Generation Manual to see how many  
24 trips in the morning, evening, daily, when the  
25 different uses generate. And so gas station would

1 be one of the more intense uses that could go  
2 here. So the Traffic Impact Study used the gas  
3 station as part of the traffic study. And then so  
4 we take existing traffic, taking all the uses that  
5 would be allowed on the site and then combine that  
6 and evaluate future traffic.

7 So we had meetings with the Township  
8 and the Road Commission, made revisions to the  
9 Traffic Impact Study. Then we had a letter from  
10 Tetra Tech asking for additional information on  
11 the traffic study. We addressed everything that  
12 was in the Tetra Tech letter, we believe, and now  
13 they said -- their letter said there's no more  
14 issues in the traffic study. So this is sort of a  
15 synchro analysis that we provided before and was  
16 updated for this study. And basically this is a  
17 conclusion of the Traffic Impact Study that we  
18 would need some signal retiming. Part of that is  
19 based on the changes in the ramp traffic and so  
20 forth, but there would be adjustments to the  
21 signal timing, there would be left turn phasing  
22 because the gas station would generate if you're  
23 southbound on Latson, so left turns from the site  
24 would be the left turn arrow. So when you look at  
25 the buildup of traffic on Latson and so forth. So



1 that would be installed by Versa. They're timing  
2 would be worked with the Road Commission and  
3 install it with whatever the Road Commission says,  
4 and the timing is there. We've talked about maybe  
5 we could install it, it could be flashing until  
6 the Road Commission approves the signal timing. So  
7 we'll work with the Township and the County on the  
8 sequencing and timing of that.

9 And then another thing also we would  
10 provide pedestrian crossing of Latson Road to get  
11 to the pathway on the west side. So as part of  
12 the site plan approval we had determined where the  
13 sidewalks so on and so forth. We would have a  
14 pathway across Latson Road to get to the pathway  
15 that's on the west side of Latson Road. And  
16 that's in the Planning Development Agreement.  
17 It's part of the site plan and we will make those  
18 pedestrian improvements to meet the requirements  
19 of the Township and the Road Commission.

20 So that's an overview of the PUD  
21 Agreement. We're happy to answer any questions  
22 that the Planning Commission has or after you hear  
23 from the public, we can help answer any questions  
24 from the public.

25 CHAIRPERSON GRAJEK: Questions?

1 MR. BORDEN: Thanks, Mr. Chair,  
2 Honorable Commissioners. We good on audio back  
3 there? Awesome. Thanks, guys. Appreciate it.  
4 So, Mr. Chair, Honorable Commissioners, the  
5 Petitioner is in front of me this evening as noted  
6 for an ICPUD request on as an interchange  
7 commercial planning and development. There are  
8 four items that make up the total request. They  
9 include the rezoning from CE to ICPUD. The draft  
10 PUD Agreement, the Environmental Impact  
11 Assessment, and then lastly the conceptual PUD  
12 plan, which are all up for your consideration  
13 tonight. If you do wish to bring these to a  
14 conclusion this evening, all of them are up for  
15 recommendation. Ultimately, the Township Board  
16 does have final review and approval authority over  
17 all four of these components to the overall  
18 request.

19 With that being said, I will start to  
20 run through my review letter and, Mr. Chair, feel  
21 free to stop me at any point you have a question  
22 or you want some further explanation. So I will  
23 start with PUD qualifying conditions of section  
24 10.02 of the Township Zoning Ordinance. The first  
25 item that is up for discussion or further

1 consideration by the Commission is related to the  
2 minimum site area. Conventionally planned unit  
3 developments are provided 20 acres of site area.  
4 However, there are different instances where the  
5 Township may reduce that lot area. The request  
6 that's before you I believe is for just under  
7 seven and a half acres of land, and there is a  
8 specific statement in the ordinance as it relates  
9 to interchange commercial and campus PUDs. So in  
10 order for the Township to grant the site area  
11 reduction, the Township will need to find that the  
12 design elements of a proposed development are  
13 integrated into and consistent with the broader  
14 Master Plan and Latson Road Subarea Plan with  
15 compatible land uses, and that is a direct quote  
16 right from your zoning ordinance. So that's the  
17 first item you need to consider as it's related to  
18 qualifying conditions.

19           The second item that I want to bring up  
20 again consideration and further discussion  
21 potentially is that PUDs are to have access to  
22 public sewer and water. This particular site does  
23 have public water, but it does not currently have  
24 public sewer. As a result, the most recent  
25 proposal, the current one that you're considering

1 this evening does include a utilities agreement,  
2 which is intended to ensure the future  
3 construction of the sewer line to this particular  
4 site. Because this is sort of a secondary  
5 agreement, it's part of the overall PUD Agreement,  
6 but we want to make sure that any issue, any  
7 comments on that secondary agreement from either  
8 Township Attorney or Township staff have been  
9 addressed.

10 And then sort of piggybacking off of  
11 that comment because of the nature of the  
12 utilities as it relates to this project and the  
13 request, and the need for another utilities  
14 agreement, want to make sure that any comments or  
15 concerns raised by engineering or the director of  
16 utilities have also been addressed via that  
17 utilities agreement.

18 So that covers the qualifying  
19 conditions, Mr. Chair, so I'll move into the  
20 rezoning criteria, if that's okay?

21 CHAIRPERSON GRAJEK: Sure. Go ahead.

22 MR. BORDEN: Thank you. So the second  
23 part of my review is related to the rezoning  
24 criteria of the zoning ordinance. These standards  
25 were found in section 22.04 of the Township Zoning

1 Ordinance. Starting point is related to the  
2 Master Plan. So the request of ICPUD zoning is  
3 generally consistent with the future land use map  
4 including the I-96 Latson Road subarea plan and  
5 many of the goals of that subarea plan. I did put  
6 forth one specific comment and asked the  
7 Petitioner to respond, which they did in their  
8 revised submittal. And that is related to the  
9 objective of the under area plan that references  
10 the uses and the project essentially must  
11 complement and not duplicate the other commercial  
12 uses north of the site and along Grand River. So  
13 as long as the response from the Petitioner is to  
14 the Township's satisfaction as it relates to that  
15 particular item then, generally speaking, we think  
16 you can find that that standard is met.

17           There is a, as it relates to the  
18 natural features of the property, there's a small  
19 wetland area that was identified on site, though I  
20 don't believe it's regulated. This is just  
21 something we've carried forward from the initial  
22 review. We have encouraged the applicant to blend  
23 that wetland area into the ultimate site design if  
24 at all possible. Again, it's not regulated, it's  
25 not overly large, but I think we want to do our

1 best to help preserve that. I think it can be  
2 blended into site design. We would certainly want  
3 to see that.

4 As it relates to infrastructure, under  
5 the rezoning criteria, again, simply want to make  
6 sure that anything that's been provided to you  
7 from either engineering, utilities director or, in  
8 this instance, Brighton Area Fire Authority, we  
9 want to make sure that those have been addressed  
10 to your satisfaction as well.

11 And then lastly under the rezoning  
12 criteria, in order to implement the overall vision  
13 of the I-96 Latson Road subarea plan, we do find  
14 that rezoning is necessary to further implement  
15 that. However, I will reiterate my earlier point  
16 about uses that are complementary and not  
17 duplicative, and that ultimately being the  
18 Township meeting to make a finding that that is  
19 the case. That was a little joke, and I  
20 apologize. But same thing I said earlier, I want  
21 to make sure they're under that particular  
22 standard that the Township is satisfied with the  
23 response that's been put forth by the Petitioner.

24 And then lastly, Mr. Chair, the closing  
25 section of my review is related to the conceptual

1 PUD plan, which includes commentary on the PUD  
2 Agreement as well as the Design Guidelines. These  
3 standards are found in section 10.03.06. There is  
4 a one dimensional deviation was sought via this  
5 project. That is for the height of a potential  
6 hotel. So they have requested a 57 foot height  
7 max and four story height max for that particular  
8 use. All of the other uses within the project  
9 would default to the regional commercial  
10 designation in terms of the dimensional  
11 requirements. So that would include conventional  
12 height standards. The only item that is in need  
13 of a dimensional deviation would be the height for  
14 the hotel.

15 We had had some dialogue over the  
16 course of the previous reviews related to the  
17 potential gas station for this site. And  
18 ultimately the request that's put for you tonight,  
19 the last version that I reviewed did have the  
20 orientation that we were looking for. I mentioned  
21 this the last time we met on this, but more  
22 specifically, we had asked for the building itself  
23 to front Latson and for the fuel pump canopies to  
24 then sort of be less visible and be behind or to  
25 the east of the potential building if a gas

1 station was proposed there. Petitioner did  
2 acknowledge that comment. It did change the  
3 conceptual plan such that the fuel pump canopy  
4 would be to the rear or the side in this instance  
5 of the building to make it less prominent. But I  
6 did want to point out that in doing so, there is  
7 also rebuilt that was included in Design  
8 Guidelines that essentially referenced that it  
9 would be subject to final site plan review and  
10 that they might change that. So my commentary on  
11 that particular item is that I would like to see  
12 that be I guess permanent and not be something  
13 that's subject to change. That would be my  
14 suggestion. We've had discussions about this  
15 quite a bit with the staff and petitioner, and I  
16 do think that's an appropriate design layout for  
17 this particular site.

18           The concept plan also shows three  
19 driveway connections to Beck Road. We have asked  
20 them to reduce that to two. Again, this is just  
21 conceptual plan so nothing is finalized at this  
22 stage. However, we did ask that it be reduced to  
23 two in large part because gas stations have  
24 specific use requirements in the zoning ordinance  
25 that limit them to a single driveway. So in this



1 particular case, that gas station, if it were to  
2 meet conventional ordinance standards would only  
3 be allowed the one driveway. So based on my  
4 conversation with staff and with others, we  
5 believe that the site could function with two  
6 instead of three per cuts.

7 As noted by the Petitioner, they did  
8 provide an updated traffic study for this site.  
9 So I want to make sure that any items that have  
10 been identified by either Township engineering  
11 consultants or Livingston County Road Commission  
12 have been addressed as part of the review of the  
13 Traffic Impact Study. Again, I know some of this  
14 is redundant, but each of these are kind of their  
15 own individual component to the request, but we  
16 want to make sure that any comments that have been  
17 put forth by the utilities director have been  
18 addressed and we want to make sure that any  
19 comments put forth by Township staff and, of  
20 course, the Township Attorney especially as it  
21 relates to PUD Agreement and the utilities  
22 agreement, we want to make sure that anything  
23 presented to petitioner has been addressed.

24 And then, Mr. Chair, the two closing  
25 comments in my review letter actually were

1 addressed by the Petitioner so they presented some  
2 of this earlier. We had some dialogue at the end  
3 of last week after review letters had gone out.  
4 They did update the conceptual plan to incorporate  
5 the actual survey that they prepared for the  
6 property, so we do have the exact boundaries of  
7 the site now. And then there was just some  
8 confusion of the formatting of the PUD Agreement  
9 and the exhibits more specifically. So I had some  
10 commentary about some duplicate exhibits. Those  
11 were, in fact, not duplicates. The original  
12 exhibits are all part of the PUD Agreement. What  
13 I viewed and the way it was presented to me as  
14 duplicates were exhibits to the utilities  
15 agreement. So petitioner did send me the fully  
16 compiled PDF end of last week and did help to  
17 clear that up. So those comments in my review  
18 letter at this point I would consider those to be  
19 addressed. That's all I have at this time, Mr.  
20 Chair. I'm happy to take any questions you may  
21 have.

22 CHAIRPERSON GRAJEK: Thank you, Brian.  
23 I'll turn it over to Shelby now.

24 MS. BYRNE: So for mine, the site plan  
25 provided is conceptual so most of what I'm

1 reviewing is general nature. Future submittals we  
2 would see a lot more detail and a lot more entry  
3 and review on those details. For sanitary and  
4 waster services like were talked about, this site  
5 would require gravity sewer, a pump station and,  
6 of course, mainly to be served with sanitary  
7 service. If this is developed before the land to  
8 the west is developed, they would need to consider  
9 the full development on both sides of Latson Road  
10 for the sizing of these utilities. Also, since  
11 there is no direct access to sanitary sewer on the  
12 site, the Petitioner is proposing an amendment to  
13 the existing Utility Agreement with the Township.

14 For drainage and grading, there's a  
15 detention pond to the north of this site, and when  
16 it was designed by MDOT, they considered this site  
17 as part of their drainage area, and this site also  
18 drains to a county drain. So when we get to  
19 future submittals, the Petitioner will need to  
20 review their drainage plan with the Drain  
21 Commission and with MDOT to meet all their  
22 requirements.

23 And then lastly for traffic, we did  
24 provide quite a few comments in previous  
25 submittals, and the petitioner did address all

1 those comments, and we have no further traffic  
2 concerns -- or concern with the traffic study for  
3 this site. Thank you. That's all I have.

4 CHAIRPERSON GRAJEK: Thank you, Shelby.  
5 At this point, does anyone on the commission have  
6 any questions to start with?

7 MR. REIBER: I have some questions  
8 about the traffic study. Did that take into  
9 consideration the railroad crossing?

10 MR. STRADER: Yes.

11 MR. REIBER: Because I've been there.  
12 Sometimes that train really backs up for a while.  
13 And then showed a traffic signal at the  
14 interchange back on Latson Road the left turn  
15 light. I just wanted to make sure that that was  
16 considered.

17 MR. STRADER: That was one of the  
18 reasons probably the Township had in their plan  
19 not to have access onto Beck Road because of the  
20 potential backup with it at the crossing. So  
21 that's one reason that all that access is off Beck  
22 Road, and then the traffic signal would relieve  
23 any congestion around the Beck Road intersection.

24 MR. REIBER: Shelby, you made the  
25 comment about the west side of Latson Road being

1 developed before the east side. Is that still in  
2 place? There's got to be substantial development  
3 on the west side before anything happens on the  
4 east side?

5 MS. BYRNE: So my comment's just on  
6 utilities. If they were to develop this site  
7 before the site to the west, they had to do all  
8 the sewer permits that the west side needed just  
9 to serve this site. I don't know all the  
10 specifics on your other question. So my comment  
11 was on just the sanitary sewer. Since this site,  
12 if it developed before the west side, I'm not  
13 saying it would, I have no clue, know the order of  
14 that, but it needs to have sewer service. It  
15 would need all of the sewer permits that were  
16 previously proposed for the west side, the west  
17 side of Latson Road, to be complete to tie into.  
18 So that includes a gravity sewer, a pump station  
19 and forced main that that would tie into the  
20 northwest corner of the other Latson PUD where  
21 there's an existing forced main stub. So this  
22 site doesn't -- when they brought over forced  
23 main, it went to the other PUD across Latson Road  
24 with a forced main stub with the idea that that  
25 site would develop with a gravity sewer that would

1 go to a central pump station and it would pump  
2 that forced main. This site on the east side of  
3 Latson Road does not have direct access to that  
4 forced main because it's on a different parcel.  
5 So they would need to build all of that  
6 infrastructure, the gravity, the pump station and  
7 the forced main to then get to that forced main  
8 stub as on the south side of I-96.

9 CHAIRPERSON GRAJEK: Is that your  
10 understanding?

11 MR. LORD: Yeah, it is. So, you know,  
12 what Shelby was saying, the utilities brought to  
13 under the highway sanitary sewers brought under  
14 the highway, west, kind of like the west side,  
15 Innovation Interchange site. So the sewer is  
16 there for us to tie into realizing that there was  
17 no utility south of the highway. So this whole  
18 area is part of a Master Plan of utilities to  
19 provide sewer and water to the area. Part of that  
20 Master Plan is going to require a pump station,  
21 and the timing of that is going to be part of what  
22 the design as part of this sort of greater  
23 interchange development area to ensure that  
24 utilities will be available to this and for  
25 Innovation Interchange, that's why we entered into

1 the utility agreement that ensures that to then  
2 binds us to in solving that construction.

3 CHAIRPERSON GRAJEK: Any other  
4 questions?

5 MS. McCREARY: I have a couple  
6 questions. There was a slide up here that was  
7 showing that he would have access to the adjacent  
8 parcel to the east of this for future  
9 considerations. It would be through the middle of  
10 the lot is displayed that they even grant access  
11 there, is that correct?

12 MR. STRADER: This is just a concept of  
13 where we go. We would make whatever the  
14 restaurant or office, whatever goes there, with  
15 that site plan, we would either build a stub or  
16 make like an easement or something, or they could  
17 have a floating easement and they could be moved  
18 depending on what would happen to the east. So  
19 we'll make an accommodation to extend either build  
20 up to the property line or have an easement,  
21 either a particular location or a floating  
22 easement so we could connect it to the future,  
23 whether it be Versa or a different user in the  
24 future.

25 MS. McCREARY: I also have a question

1 regarding the PUD Agreement, a couple of them,  
2 actually. So my understanding is the presentation  
3 of this is that this specific parcel is a  
4 standalone ICPUD, correct? And Brian had  
5 intimated earlier about some language that was in  
6 the PUD Agreement. As I was reading through this,  
7 I was bouncing back and forth. It feels like  
8 we're melding the PUDs together. I was having a  
9 hard time defining what is specific to this and  
10 what is specific to the western portion. It felt  
11 to me like it was blending together and I didn't  
12 feel like there was clear a distinction that this  
13 property is its own entity. And it does give some  
14 historical perspective as to how this has been  
15 created, but I was very confused.

16 MR. GREENE: Maybe I can answer that.  
17 Everything in this PUD relates only to this  
18 property. The context of referring to the other  
19 one was to indicate that the various Design  
20 Guidelines that are part of this PUD Agreement  
21 were drafted in such a way to be compatible with  
22 the existing PUD Agreement. This is it's the same  
23 kind of quality, architectural details so that you  
24 have these two PUDs but they're indeed the same  
25 kind of quality and design. But everything in



1 that PUD Agreement only governs this property and  
2 not any other property.

3 MS. McCREARY: Okay. The next question  
4 I had is there's a clear statement that this is to  
5 be complementary and not compete with the  
6 properties to the north of 96. And I looked at a  
7 lot of the uses in this, and none of the uses are  
8 north of 96, coffee shops, drive-in restaurants.  
9 There's a number of identified uses that I see.  
10 We don't want to infringe upon the ability of  
11 other businesses that are already, you know, there  
12 and operating to take away from that. I see an  
13 understanding that potentially this would be a  
14 smart place for some, some of these, but I've  
15 struggled with the fact that they were competing.

16 MR. GREENE: Maybe I could explain that  
17 to you because this is really something that the  
18 Township did. In other words, this isn't just a  
19 PUD with use that we picked, you know, just out of  
20 the blue. There is a zoning district that you  
21 created to be this ICPUD zoning district and it  
22 was designed by the Township to have uses that --  
23 I mean some of them could be the same. I mean  
24 they could complementary, coffee shop her and a  
25 shop half mile away, but uses that we were -- that

1 we used are the uses that the township identified  
2 in this specific ICPUD district not to compete,  
3 and what we did then, the reason they're listed  
4 separately in the PUD Agreement is that we went  
5 through those uses and we eliminated uses that are  
6 allowed but with the Township didn't really want  
7 in this location. So that's why we listed the  
8 uses. But there is no use that we have asked for  
9 in this PUD Agreement that is not actually listed  
10 as a use permitted in the ICPUD district in the  
11 zoning ordinance.

12 MR. STRADER: We looked at the site and  
13 all the factors around it like the railroad, the  
14 interchange next to PUD site, it's only 7.4 acres.  
15 So what happened north of 96 was developed mostly  
16 with 20 acre, 40 acre, 80 acre 100 plus acre big  
17 parcels, multiple users, a whole different animal  
18 than this small seven and a half acre commercial.  
19 So it's not competing with those big uses. The  
20 gas station use, which is probably the most likely  
21 use here is primarily appealing to I-96 traffic.  
22 So it comes off 96 and gets off the interchange  
23 and goes to the gas station, continues on verses  
24 coming Latson Road, go to multiple businesses  
25 including gas stations that a whole host of other

1 uses. We don't know what the other use might be.  
2 It could be office because there's some appeal,  
3 could be a restaurant and so forth. We talked  
4 about that before. But I think it would be very  
5 distinct from commercial that is north of 96. It  
6 was developed in a much bigger scale.

7 CHAIRPERSON GRAJEK: So when you're  
8 talking about this, I'm looking at the concept  
9 plan. You've got a gas station and you've got a  
10 restaurant, those are both items that you said you  
11 wouldn't duplicate, if I'm not mistaken.

12 MR. STRADER: Gas station, restaurant,  
13 could be an office. We had different concepts of  
14 office.

15 CHAIRPERSON GRAJEK: You're saying the  
16 big box, big property, multi-tenant is not  
17 something, but the smaller.

18 MR. STRADER: So it's similar to maybe  
19 the outbuildings, so it's similar to maybe the  
20 outbuildings but not the major uses of most of the  
21 development happening along Grand River.

22 CHAIRPERSON GRAJEK: I think that could  
23 be a little bit clear than what Marianne was  
24 saying because the first thing I saw when I was  
25 looking through this, be similar to what's north

1 of 96 and there have a gas station and a  
2 restaurant.

3 MR. STRADER: I think the intent from  
4 the Planning Commission was Grand River, not  
5 mirror what's on the other side of the interchange  
6 but not to be complementary what's on Grand River,  
7 not compete with what's on Grand River. And the  
8 Planning Commission mentioned there's vacancies and  
9 so forth so the uses here would not be competing  
10 with most of the uses that are along the Grand  
11 River corridor. It would be similar to the uses  
12 on the north side of the interchange but not the  
13 predominance of the uses on the north side of  
14 I-96.

15 MR. RAUCH: Mr. Chair, I'd like to  
16 stick on this subject a little bit. I'd like to  
17 build off of what Marianne shared. Page 13, it is  
18 your letter dated September 27, 2024. And one of  
19 the conditions for rezoning, one of the questions  
20 asked is whether the proposed uses are compatible  
21 with the surrounding uses. How you respond to  
22 that question as described in detail the uses  
23 allowed in the ICPUD district are compatible with  
24 the surrounding zoning and land influences. Land  
25 to the east is zoned ICPUD. Land to the south is

1     zoned CAPUD. The property is sandwiched between  
2     railroad tracks and public streets in close  
3     proximity to the a busy highway interchange. The  
4     Township itself considered all these factors. I  
5     appreciate the exercise in understanding the  
6     localized zoning around that property, but the  
7     question posed is whether the proposed uses are  
8     compatible with the surrounding uses. So I'd love  
9     to understand how the Petitioner believes that the  
10    proposed uses are compatible with the existing  
11    surrounding uses specifically those south of I-96  
12    not north of I-96.

13                 MR. STRADER: So one of uses is the  
14    interchange so we're compatible with that  
15    interchange area. And, you know, the Township  
16    made the same conclusion when you adopted your  
17    Master Plan.

18                 MR. RAUCH: I wouldn't stretch that far  
19    in regards to that. And the land use is, in this  
20    instance the adjacent land use as you know are  
21    currently residential.

22                 MR. GREENE: It is residential in  
23    adjacent uses. As we said, the property to the  
24    east of this area -- sorry. West of this area is  
25    vacant land, but it's already zoned for the same

1 uses. So you can put those kind of uses there.  
2 That's what it's zoned for. The property itself  
3 is railroad tracks and is zoned for high tech  
4 commercial, and that's what's going to go there.  
5 The property on the other side of the road is also  
6 for high tech industrial property. You need to  
7 look at the fact that it's surrounded by vacant  
8 lands that are all zoned for business use, not  
9 residential use. And it's also sandwiched. When  
10 I say sandwiched between seven acres bordering two  
11 main public roads. They held property on the  
12 other side of the zone same way that we are  
13 seeking here and then you've got railroad tracks.  
14 This is not a country estate property. No one's  
15 going to develop country estates. Zoning is  
16 inappropriate which is why you master planned it  
17 for this other use.

18 And you've done something more  
19 interesting too. Normally you would come in and  
20 just seek a rezoning to a business use or whatever  
21 that would be appropriate and compatible, but you  
22 have designated this property to be a PUD.  
23 Normally you come in for a PUD, it's more of a  
24 discretionary voluntary type of thing. You've  
25 zoned this property. You've master planned for

1 this particular zoning so that gives you the  
2 discretion about how you're going to be able to  
3 integrate all the things we just talked about to  
4 make it a compatible development to require  
5 improvements on public roads, to require  
6 dedication of right-of-way, to require wider  
7 landscape buffers, and that's what we've done.

8           So I just disagree with your comment  
9 about the surrounding uses. Everything  
10 surrounding us would not indicate this is a  
11 residential property. It's exactly like we've  
12 plan. And what you've told us what we should do  
13 on the property.

14           MEMBER RAUCH: What's the width of  
15 right-of-way for the railroad tracks? 40 feet?  
16 50 feet? It's pretty small.

17           MR. LORD: Something like that.

18           MR. GREENE: That property is zoned for  
19 --

20           MEMBER RAUCH: I understand how it's  
21 zoned. I'm saying its current use. This exercise  
22 was to describe its surrounding land uses, not its  
23 surrounding zoning, which we're all very familiar  
24 with.

25           MR. GREENE: Okay. Fine. Great.

1 Understood.

2 MR. REIBER: One of your opening slides  
3 the need for this, we've office space, we've got  
4 hotels, we've got restaurants we've got gas  
5 stations kitty corner.

6 MR. STRADER: The interest right now  
7 has been on gas station or gas station tied to  
8 retail, restaurants, those type of uses. This  
9 site fits the criteria for that type of use, so  
10 that's been the main interest by development  
11 community.

12 MR. RAUCH: I understand it's allowed,  
13 it's permitted special permit gas station, so I  
14 was just asking about the need.

15 MR. GREENE: We did submit with our  
16 package originally a letter of intent we have for  
17 the gas station. We actually have a user for the  
18 gas station. So if we were to get approval for  
19 the PUD, then we would then be coming in formal  
20 site plan. The next step talked about for the gas  
21 station. And, in fact, the items that have just  
22 been raised by your planning consultant the  
23 location of the pump. The pumps those are things  
24 we have to run by the gas station user. There's  
25 lots of technical issues about where the trucks



1 come in, how you have access, you don't interfere  
2 with the cars, that sort of thing. So although I  
3 don't think we're required at all to actually say  
4 that we have a user for a particular property. We  
5 have a right to use our property for something.  
6 So we did give you a Letter of Intent, a signed  
7 Letter of Intent with a third party that is  
8 prepared to do the gas station on this property.

9 MR. STRADER: The Sunoco, they appeal  
10 to people that are on Grand River Avenue. The  
11 interchanges appeal to different clientele, more  
12 of the through traffic on I-96. Most of the  
13 interchanges along 96 there's a gas station or  
14 multiple gas stations at those interchanges. The  
15 need is really I think more related to I-96  
16 traffic and not Grand River, not competing with  
17 the traffic on Grand River, gas stations.

18 MR. REIBER: There's USA 2 Go  
19 kitty-corner with the gas station right off of  
20 I-96. There's a Panda Express right across the  
21 street. There's a hotel right next door. All I  
22 did was ask about the need.

23 MR. STRADER: Those are the uses that  
24 want to be neck to the interchange.

25 CHAIRPERSON GRAJEK: At this point I

1 think I'll open up to the first call to public.

2 Do you we have cards tonight?

3 MS. VANMARTER: We do, Mr. Chair.

4 CHAIRPERSON GRAJEK: Are you going to  
5 read the cards?

6 MS. VANMARTER: So what I intend to do  
7 is I'll read the name of the first card and then  
8 I'll give the name of the person that's coming  
9 next. Deb Beattie, 3109 Pineview Trail. Followed  
10 by Linda Bookman.

11 MS. BEATTIE: So as to the duplicate  
12 uses as one of the Planning Commissioners  
13 mentioned, we have all of those things, the gas  
14 station, fast-food and hotel. You could walk from  
15 this property to those right across the road.  
16 Preserving the wetland is obviously important, and  
17 anything that is done there should take that into  
18 consideration.

19 But let's go back to the CE zoning.  
20 For somebody to say no one would put a home on a  
21 CE zoned property, you can't say that. You don't  
22 know. There's no crystal ball here. That would  
23 be a nice piece of property possibly for a home, a  
24 barn, horse, whatever somebody wanted. And what  
25 the gentlemen that were sitting here said about

1 that property, it does look like it was made for  
2 drainage from the E-way. It looks very low.  
3 Whenever you're driving by you look across the  
4 road, it sits very low like it's dug deep. The  
5 trees come down from way below and come up. So  
6 what you'd be talking about is trying to fill that  
7 land. I'm guessing our water is going to run into  
8 it, and then you're going to be displacing that  
9 water. And it is residential whether you want to  
10 admit it or not. And per developer's own  
11 documentation the water does go southeast, and as  
12 you can see, those are all homes there.

13 As for a gas station, that has got to  
14 be out of the question. You've got underground  
15 storage. And if you read research about gas  
16 stations, it's often not if they are going to  
17 leak, it is when. And you're talking about  
18 everybody below there, I think it's over 40% of  
19 actually the state is on well water. So we don't  
20 want to create that possibility of damaging  
21 people's wells. Like I said, the underground  
22 storage is an issue drainage is an issue, traffic  
23 signal and railroad track.

24 You know, for us to drive this every  
25 day, that seems to be an issue. Okay. My time's

1 up. Thank you.

2 MS. VANMARTER: Linda Beyer 2627

3 Chilson Road followed by Max Romero, 223 North

4 Michigan Avenue. Linda Beyer.

5 MS. BEYER: Hello everybody. Can you  
6 all here me? First if all, I second everything  
7 that was just said before. Beyond that, I'm the  
8 one that last time talked about the concept of a  
9 restaurant village. Restaurant village, social  
10 district, single use, no gas station, something  
11 like that would be really compatible with almost  
12 anything else that was built in this whole area.  
13 And it's not a duplicate of anything else that we  
14 have. Gas stations are a dime a dozen, and  
15 anybody driving down the freeway can figure out  
16 where to get to a gas station, and that usage I  
17 think is just really crazy. So I would encourage  
18 you to look at this as part of a big picture,  
19 which I'm sure you are. Lots of residential, you  
20 know, the possibility of more dense residential  
21 just south of the railroad tracks. All of what  
22 you're talking about gas stations we don't need.  
23 Any other -- well, not any other usage, but other  
24 usages which would appeal to the local residents.  
25 We don't have to pull people off the freeway at

1 this interchange. The one before, the one after,  
2 plenty of services for people driving down the  
3 freeway. This needs to be a bigger picture, a  
4 grander vision. It needs to be the part of, the  
5 beautiful part of Genoa Township that's going to  
6 appeal to everybody that lives here. That's  
7 really all I have to say. Definite no on the gas  
8 station. A little creativity here could go a long  
9 way. Thank you.

10 MS. VANMARTER: Next is Max Romero, 223  
11 North Michigan Avenue, followed by Tracey Pardiak.

12 MR. ROMERO: Hi there. I would like to  
13 pose just a few questions for the commission.

14 CHAIRPERSON GRAJEK: This is not a the  
15 questioning portion.

16 MR. ROMERO: Well, you guys can answer  
17 in your own time. You don't have to answer me  
18 directly, necessarily. But if there is further  
19 discussion later, maybe this is something to  
20 consider is if, you know, justification for what's  
21 around this is determinative whether this is going  
22 to be approved or not. It appears that the  
23 strategy of the developer is eating the elephant  
24 one bite at a time type strategy here. They have  
25 an ambition to obviously do office parks and

1 hotels, restaurants, probably more gas stations.  
2 They never go up just one at a time. So my  
3 question is, what does a development like this  
4 justify? Do we really think that this is going to  
5 be -- there's any chance that this becomes  
6 residential after they put a USA 2 Go there? Beck  
7 Road doesn't go anywhere. So what are they going  
8 to build over there that justifies a restaurant  
9 here and a large gas station?

10 My other question is, you know, how  
11 much vacant land does Genoa Township already have  
12 and the surrounding Howell area? Are we certain  
13 that we want to continue to develop our virgin  
14 land when we already have plenty of vacant areas.  
15 The reason why the developer wants to develop  
16 virgin land is because it's cheaper for them, but  
17 it's definitely not better for the people that  
18 live here. I've seen this developer's previous  
19 developments. If the developers like Versa had  
20 their way, we would be no different than Wixom or  
21 Novi where they have already put buildings. I  
22 grew up here and I definitely don't want to see  
23 Howell or Brighton or any of Livingston County  
24 become this urban sprawl that I see in other parts  
25 of the state. So thank you for your time. I

1 would just hope you guys consider some of these  
2 questions about what their motives are with this  
3 amendment or application, or whatever you call it,  
4 and what your part could be in potentially  
5 changing what happens here going forward. So  
6 thank you.

7 MS. VANMARTER: Next is Tracey Pardiak,  
8 4312 Rurik, followed by Mary Jane.

9 MS. PARDIAC: Good evening. It is  
10 resoundingly clear that the residents of Genoa  
11 Township do not want any of this, hence, why the  
12 entire board was replaced last month. More than  
13 9,000 people voted to change the supervisor, and  
14 more than 8,000 people voted to change the  
15 trustees and the clerk. That was the will of the  
16 people and their voices were heard. The only  
17 person who wants this is Mr. Wyett. He did not  
18 come to our town and ask himself what he could  
19 bring to the table that could make our town  
20 better. He only asked himself how he could make  
21 the most money. They even admitted tonight that a  
22 gas station is primarily appealing to I-96  
23 traffic. That doesn't do anything to improve the  
24 lives of the people who live here. Hell, at a  
25 recent meeting with Township officials, he

1 actually said he's doing this because it's fun and  
2 he wants to get back in the game.

3 When he showed up purportedly uninvited  
4 to a recent coalition meeting, one of the  
5 attendees asked him a question about why, like why  
6 this. Why did you decide to do this. And his  
7 smarmy response was, because I can do what I want.  
8 That's a direct quote. Because I can do what I  
9 want.

10 In that same meeting with Township  
11 officials, he also indicated he's no longer  
12 satisfied with the 200,000 square foot warehouse  
13 you granted him despite the zoning ordinance  
14 restriction of 40,000 square feet, he's going to  
15 come back and ask you to bump it up to 500,000  
16 square feet. I guess when you think you can do  
17 whatever you want and what's good for the people  
18 who live in the area you are destroying is of  
19 absolutely no concern to you, audacity comes  
20 pretty easily.

21 I would also like to point out the  
22 public responses from the Livingston County Master  
23 Plan workshop in May. They want to leave green  
24 spaces, they want to keep south of I-96  
25 residential and agricultural. Only 2% of all of



1 Livingston County attendees wanted more  
2 manufacturing and development with 53% of the  
3 attendees wanted open space and land preservation.  
4 Nobody wants this except the guy who's doing it  
5 just for fun because he thinks he can do whatever  
6 he wants. Tell him he's wrong.

7 MS. VANMARTER: Mary Jane Hebert of  
8 6899 Lyle Lane, followed by Diane Hoskins.

9 MS. HEBERT: So section 10.02.  
10 Qualifying Conditions for the PUD. For the  
11 minimum site area for the 20 acres of contiguous  
12 land, and the interchange of Commercial Campus PUD  
13 the Township may waive the for minimum lot area  
14 when the designed elements of the proposed  
15 development are integrated into and consistent  
16 with the broader Master Plan Latson Road area plan  
17 with compatible land uses. How can it be  
18 integrated with anything when there's nothing  
19 known on what's going to be on the west side. The  
20 developers coming in to put this floating island  
21 of this little PUD when the other side is unknown.  
22 So how does it complement any part of this subarea  
23 for Master Plan when we don't know what's going in  
24 yet. They just want this little piece in just to  
25 get a foothold, to get -- to start building in

1 this area. Is this acceptable? It doesn't -- it  
2 doesn't follow 10.02.03 of the Genoa zoning  
3 ordinances. How does this get approved when it  
4 doesn't follow the ordinance. My question. Thank  
5 you.

6 MS. VANMARTER: Next is Diane Hoskins  
7 4166 Sweet Road followed by Deb Towles.

8 MS. HOSKINS: Good evening. I'm going  
9 to give you the emotional issue that maybe hasn't  
10 come out in some of the things. I live on Sweet  
11 Road and I will have a clear view through my ten  
12 acres of your gas station, your hotel, your  
13 traffic. I mean it's like going to destroy our  
14 property value and everyone around us, and the  
15 charm of living on Sweet Road or some of the other  
16 roads, it's gone. It will be gone. If we try and  
17 sell our house and this is up, we will lose.  
18 We've been there 42 years. So we have a lot of  
19 equity. But so you, yeah. I would love you to  
20 reconsider.

21 The rezoning was supposed to originally  
22 be for employees and visitors to the interchange  
23 PUD development west of Latson, which does not  
24 exist. The PUD I thought was expired because  
25 there's no existing development on that side. I

1 remember when on the east side there was a  
2 gentlemen who had a big huge farm house and  
3 barnyard and horses, and back then, and I don't  
4 know when this all started, his property was  
5 bought. They bulldozed his barn. He'd been a  
6 resident there as long as I had and before. They  
7 just -- they leveled it, and that's the area that  
8 you're talking but on the east side of developing,  
9 and it's just sad.

10 I think everything else that I was  
11 going to say has kind of been said, and I just  
12 think who said a foothold is exactly what you're  
13 going after. Thank you.

14 MS. VANMARTER: Next is Deb Towles of  
15 4210 Pineview Trail, followed by Denise  
16 Pollicella.

17 MS. TOWLES: That's 3210 Pineview  
18 Trail. I'd like to share with you some of the  
19 coalition's oppositions to this PUD application,  
20 and then a few thoughts of my own. Other than the  
21 land suitability that I'm going to list below, the  
22 applicant does not answer any of the required  
23 items related to the compatibility of all  
24 potential uses with surrounding uses, which has  
25 been addressed.

1 He also ignores the fact that two of  
2 the surrounding area's uses are residential, both  
3 east and south. The compatibility of all  
4 potential uses with surrounding uses in terms of  
5 land suitability, there are two nonregulated  
6 wetlands in the Master Plan on this area. As we  
7 all know, water seeks the lowest level. There are  
8 residential wells very close to there. I have  
9 concern for their contamination, the impacts on  
10 the environment, the density that this is going to  
11 change with regard to that area.

12 The nature of the use has been  
13 addressed, especially with regard to whether it is  
14 going to be competitive or complementary to the  
15 areas around it. He talks about it being  
16 complementary to the railroad and interchange. We  
17 want it to serve the people of Genoa Township. We  
18 don't want it to serve the interchange and people  
19 passing through necessarily. I mean we want it to  
20 be of service to us.

21 And also the fact that the railroad  
22 happens to go through there, we don't -- there are  
23 no actual uses right in the Latson area of  
24 railcars loading and unloading to suggest that  
25 that is a use that's already there or we should

1 develop that use. It is not complementary. The  
2 aesthetics of how it would look, the  
3 infrastructure, the potential influence on  
4 property values, we all know that. This will have  
5 an immense impact on the property values. My time  
6 is up so I won't go further, but thank you.

7 MS. VANMARTER: Next is Denise  
8 Pollicella at 4200 Sweet Road, followed by Colleen  
9 Quinn.

10 MS. POLLICELLA: Denise Pollicella,  
11 4200 Sweet Road. When I met with the developer  
12 and I asked him just to work with us to make sure  
13 that his development was compatible with our  
14 surrounding uses, which are residential. He told  
15 me, I don't live in a residential area, I live in  
16 an industrial district next to the expressway.  
17 Get used to it.

18 Railroad tracks. That's what's  
19 apparently that road ends at the railroad tracks  
20 south of this development. It's residential.  
21 Every single one of the properties south of the  
22 railroad tracks is residential, and it's going to  
23 stay residential. Sweet Road is not part of the  
24 beauty. Our homes are there.

25 The Genoa township Zoning Ordinance

1 section 10.02 requires that all new PUDs provide  
2 one of five different benefits, none of which the  
3 developer even proposes in his application.  
4 Preservation of significant natural or historical  
5 features; complementary mixture of uses or a  
6 variety of housing types; common open space for  
7 passive or active recreational use; mitigation to  
8 offset impacts; or, redevelopment of a  
9 nonconforming site. This is not nonconforming.  
10 There are no significant natural or historic  
11 features apparently. There's no complementary mix  
12 of uses. There's no variety of housing types.  
13 There's no passive or active recreational use and  
14 there's no mitigation. He doesn't meet the basic  
15 criteria set forth in the zoning ordinance to have  
16 a PUD.

17 I'm not sure why it wasn't mentioned by  
18 anybody, but he didn't even get to part one. Part  
19 one is PUD five benefits, meet one of them. He  
20 doesn't do it.

21 To the extent he wishes to argue that  
22 the PUD provides complementary uses, I think we've  
23 discussed that ad nauseam that it doesn't. It's  
24 not addressed. And I would argue that there's  
25 nothing about a gas station or a drive-thru

1 fast-food restaurant that's remarkable or new or  
2 complementary. I will table this until he comes  
3 back with something better. Thank you.

4 MS. VANMARTER: Next is Colleen Quinn  
5 of 4042 Brookstone Court followed by Ben Tasich.

6 MS. QUINN: Good evening. I want to  
7 first say that I agree with all the comments so  
8 far. There's just no denying that this should be  
9 rejected. This application assumes that the  
10 Latson PUD is still valid and unexpired when it  
11 is, in fact, expired. So the applicant is relying  
12 upon an unexpired conditional community  
13 application for its assertion that this parcel is  
14 compatible with surrounding uses. This should not  
15 be assumed.

16 The applicant does not answer or  
17 address the majority of questions required to be  
18 answered prior to consideration of the rezoning  
19 request under Genoa Township Ordinance 22.04.  
20 This site does not qualify for an exemption from  
21 the minimum 20 acre size because it's not  
22 currently served by the public sewer. The stated  
23 purpose of the rezoning of this parcel is for the  
24 use of the employees and visitors interchange PUD  
25 development west of Latson, which does not exist,

1 both because the PUD is expired and because  
2 there's no existing development there.

3 This was the Township Planner's  
4 position at the last public hearing on the PUD  
5 amendment to include this parcel and that position  
6 still applies. Knowing that the stated and  
7 intended use as a gas station, the applicant does  
8 not address environmental risk to the watershed,  
9 light, noise or impact on property values. In  
10 other words, the developer applicant is using the  
11 excuse that he is not a gas station to answer  
12 these questions so he can get the rezoning in  
13 place despite the fact that he has an LOI in place  
14 for the sale of the property to a gas station and  
15 then the gas station will step in with approved  
16 zoning and will not be obliged to answer these  
17 questions because there will be a permitted use in  
18 the ICPUD. This is a circumvention for the  
19 purpose of the rezoning process.

20 Again, we have a beautiful area. We  
21 want to make it unique and distinct, not another  
22 gas station and a fast-food restaurant. Thank  
23 you.

24 MS. VANMARTER: Next is Ben Tasich at  
25 3492 Lakewood Shores Drive followed by Stephanie



1 Prout.

2 MR. TASICH: Good evening. My name is  
3 Ben Tasich. I live at 3492 Lakewood Shores Drive,  
4 a few miles away from here. I'm categorically  
5 opposed to this site development south of I-96. I  
6 believe in progress and change, but it needs to  
7 blend with the existing community and the natural  
8 environment. I look forward to the development of  
9 this area as long as it doesn't adversely affect  
10 the people that have lived here for generations.  
11 How about building a senior residential center for  
12 Livingston County residents. Let's not replicate  
13 on what is presently north of I-96. Be creative  
14 and be community oriented. We're fortunate that  
15 you're interested in developing and growing our  
16 community. What you're presenting, it's all about  
17 money. It's not about people and whose lives  
18 you're going to affect drastically.

19 And speaking of compatibility, if you  
20 look north of I-96, I don't think south of 96  
21 should look like the north of 96, nor does the  
22 environment and the people that live there want  
23 it. Thank you.

24 MS. VANMARTER: Next is Stephanie Prout  
25 at 4400 Brighton Road followed by Evelyn Malloy.

1 MS. PROUT: Hello everyone. I wanted  
2 to come in tonight to say that I do not think this  
3 parcel should be rezoned at this time. I do not  
4 think we need an additional gas station as there  
5 are several north of the freeway. As the  
6 Petitioner stated, this gas station is not  
7 intended to serve the residents of Genoa Township  
8 but rather people passing through, and therefore,  
9 they've even stated it's not needed by our own  
10 residents. I'd rather see the use of this piece  
11 of land go toward a potential train station in the  
12 future due to its proximity to the train line. If  
13 a passenger train was ever to be implemented on  
14 that railway, I think that would be a much better  
15 use of the space. Thank you.

16 MS. VANMARTER: Next is Evelyn Malloy,  
17 10915 Arbour Drive followed by Andrew Kimball.

18 MS. MALLOY: I spoke once before to  
19 this body on a different occasion because of my  
20 knowledge of zoning and planning. If this  
21 property is to be considered for rezoning to a  
22 PUD, there has to be justification for that. My  
23 background in zoning, it's a variation away from  
24 your Master Plan and away from your zoning  
25 ordinance, both of which give you an obligation to

1 the community. If this property doesn't meet or  
2 this proposal doesn't meet any one of the five  
3 requirements for consideration as a PUD, I don't  
4 see why you're even looking at it.

5 Also, I keep hearing different members  
6 refer to buffering. You're calling things  
7 landscaping a buffer. Yes, a landscaping can be a  
8 buffer between two properties, not between two  
9 uses. The buffering that is referred to in zoning  
10 is density of use. So in order of density you  
11 have single family, then multifamily. Perhaps  
12 something like what was referred to before,  
13 seniors housing. They go to office uses, office  
14 uses of different densities. You have to go into  
15 considering how much traffic each kind of office  
16 is going to generate, and things like that. I  
17 haven't seen any consideration being given to  
18 density of use as a buffer between residential and  
19 other uses.

20 It is never about financial  
21 considerations. It is never about the most  
22 profitable use of the piece of land. Zoning is  
23 always about protecting the residents. That is  
24 the whole reason for it. You also have to  
25 consider the drainage, the direction of flow, the

1 destination where that water is going to land. If  
2 it's going to land in residential, you'd better  
3 look at how your infrastructure is going to be  
4 designed, and I think you need to give that a  
5 long-term consideration before you even decide on  
6 what kind of uses you're going to approve for the  
7 property. I've got more to say, but I've reached  
8 my limit.

9 MS. VANMARTER: So next and the final  
10 card that I have is Andrew Kimball of 1039 East  
11 Davis Road.

12 MR. KIMBALL: Hi. Good evening. Their  
13 request is twofold to both ratify the original PUD  
14 that's been expired multiple years now and to add  
15 on acreage to the original destruction of rural  
16 estates and farming. Please do not approve this  
17 rezoning and erode the nature beauty of our Genoa  
18 Township.

19 Wyatt's team said that many potential  
20 customers show interest in another gas station. I  
21 have a few questions to this. Is the current  
22 station kitty-corner ever full? What about the  
23 one just up the road in Grand River? Is it ever  
24 full? What about the two just down east and west  
25 of there? I've never seen a line at any of these

1 stations on my daily commute.

2 Secondly, do we want another station  
3 selling overpriced gas in Howell, one of the most  
4 expensive cities in the state. No one wants to  
5 get gas. It's 30 cents more expensive.

6 Thirdly, is the eyesore of a gas  
7 station the first thing you want to see when you  
8 get off the interstate and make your way towards  
9 home? It's not for me. You turn north for that,  
10 not south.

11 Last but not least, the additional  
12 chemicals of fuel storage and vehicle runoff would  
13 drain into known wetlands and natural woods. Once  
14 destroyed, we will never ever get those wetlands  
15 back. And downstream of those and very short  
16 distance are multiple wells that we cannot hurt  
17 because if there's families that rely on those  
18 wells for their drinking water.

19 Wyett's team mentioned they are not  
20 competing with uses along Grand River, yet admits  
21 to multiple vacancies along Grand River Avenue,  
22 said that just today. Why build when you have  
23 these vacancies already. Let's fill those first  
24 and not destroy the new land.

25 Approving this potentially opens doors

1 to another stretch that another industrial  
2 commercial complex that becomes the next Novi and  
3 Telegraph Road, and none of us living here wants  
4 to live on Novi or Telegraph Road. Thank you.

5 MS. VANMARTER: Mr. Chair, I don't have  
6 any additional cards.

7 CHAIRPERSON GRAJEK: All right. Thank  
8 you. At this point then I'll bring it back up  
9 front and call to the public has been closed. Are  
10 there any other questions?

11 MEMBER RAUCH: I want to take a moment  
12 just to acknowledge something. I think it says  
13 something about a community when this many people  
14 show up to participate in this process. I know  
15 that all of you could have been somewhere  
16 completely different on a Monday night, and this  
17 may be the last place you want to be, but chose to  
18 do it because you care about this community. And  
19 that's the type of community I want to live in.  
20 That's the kind of community I want to be a part  
21 of. I'm proud to do that. So thank you for  
22 coming out.

23 And I also want to acknowledge the  
24 Petitioner has put in a tremendous amount of  
25 effort, and time, and cost as described already

1 into this project right to be at this point here  
2 this evening. And so I want to make sure that  
3 that goes with it's knowledge as well that we see  
4 that. I want to make sure you guys know, we see  
5 that.

6 For me, as I kind of step back and  
7 listen to the comments, you know, we talk about  
8 the wetlands and adjacent uses and all those  
9 things, as I kind of take a look at this from  
10 40,000 feet, I ask this commission to think about  
11 that this will be only I believe by my count the  
12 third commercial piece of property south of I-96,  
13 and I'm counting Mt. Brighton and Jonna's Market  
14 is the only two existing commercial properties  
15 currently south of I-96. And our community is  
16 largely kind of intersected with a lateral line  
17 with I-96, and commercial has been established  
18 north and largely residential open space to south.  
19 So I think that creates a way to our decision  
20 tonight that we should consider pretty  
21 significantly.

22 I've been a part of this Planning  
23 Commission for over a decade. I've been a part of  
24 the development community since 2002. In that  
25 time, I've seen significant years where there was

1 exponential growth, and communities make decisions  
2 in that exponential growth to try to plan for a  
3 future ahead. It's not lost on me that we're  
4 standing in a building that was built because of  
5 forecasted population growth and then it sat  
6 vacant for I believe seven years.

7           And so I communicate that to say I  
8 think everyone, the Township, the community, the  
9 audience, everyone is doing the best they can with  
10 the information they have at the time, but  
11 information changes over time. And in this  
12 particular instance, for me, I'm prepared to make  
13 a motion to deny this request tonight. The reason  
14 is I believe there is a future somewhere down the  
15 line where development on the south side of 96  
16 will be a part of the future of Genoa Township. I  
17 do not believe that that moment is now. And I  
18 think there is significant work to be done in  
19 redevelopment and attention to be done north of 96  
20 to make sure that we're putting our best foot  
21 forward in the commercial properties that we have  
22 already. And I also see some qualifying  
23 conditions for this request tonight from both the  
24 rezoning, the PUD that's on our back. So my  
25 motion would be based off of those qualifying



1 conditions. So that's where I'm at right now with  
2 the information I've heard.

3 Under the PUD section 10.02 I would  
4 just state that this commission does not find that  
5 the surrounding land uses are compatible with the  
6 request here this evening. The current  
7 surrounding land uses are not compatible. That  
8 this property does not currently have direct  
9 access to sewer. That the ordinance requires 20  
10 acre minimums, and that this specific piece of  
11 property is seven. And specifically, and I think  
12 this is -- I think the community did a great job  
13 pointing this out, section 10.02.04, there's five  
14 standards outlined for qualifying as a PUD. In  
15 this particular instance, I also don't see where  
16 those five standards are met. Preservation of  
17 significant natural or historic features; a  
18 complementary mixture of uses and a variety of  
19 housing types; common open space for passive or  
20 recreational activities; mitigation to offset  
21 impacts, and redevelopment of a nonconforming  
22 site. I don't think that those -- any of those  
23 five are met in this particular instance.

24 So to me, this does come back to a  
25 timing perspective thinking back on the entirety

1 of the PUD discussed ten years ago. It wasn't in  
2 my estimation designed or intended to be done in a  
3 way where it was kind of very individualized  
4 piecemealed along. It was meant to be thought  
5 through holistically. And although we see design  
6 elements and streetlights and sidewalk thought  
7 through in those regards, in the absence of a big  
8 user that we understand will be research and  
9 development, be something that would be an  
10 incredible feature for our community that we would  
11 agree that this is true. I think we're putting  
12 the cart before the horse in allowing this new  
13 development.

14 CHAIRPERSON GRAJEK: Okay. Well, with  
15 that said, we have to understand that the  
16 applicant came into -- purchased this property  
17 because it was meant to be and was going to be  
18 through the Master Plan industrial commercial. He  
19 bought the property with that understanding. He  
20 came in and spent a lot of money. They went  
21 through and they came to us and we rezoned the top  
22 of the property. We have a PUD in place but this  
23 is nothing more than changing the zoning on a  
24 particular piece of property that's within that  
25 group that's already been zoned PUD. So with that

1 in mind, I struggle with what we're talking about  
2 because we to this point led to a degree the  
3 individuals that are talking about and going  
4 forward with this development, and we've misled  
5 them. If we now say, well, we don't want to do it  
6 right now, we'll do it later.

7 MEMBER RAUCH: Yeah, Mr. Chair, I  
8 respect that comment a lot, I really do, and  
9 empathize with that. I would offer, though, that  
10 the real estate development industry is a  
11 speculative industry. And so when information  
12 changes over time what you foreshadow at one  
13 moment in time years ago maybe things didn't grow  
14 as expected and I think we should take that into  
15 consideration as well.

16 CHAIRPERSON GRAJEK: Thank you, Eric.  
17 Any other discussion up front.

18 MS. McBAIN: I have more kind of a  
19 question than a discussion on the planners  
20 perspective, if people thought I wasn't listening  
21 to them, I apologize. I was doing quite a bit of  
22 research to double-check something that I didn't  
23 think about before as I prepared to come here.  
24 When I look at the Master Plan, the future Master  
25 Plan that's in or Master Plan, this area appears

1 to be designated as interchange commercial. And  
2 when I go to look at our zoning, and I'm kind of  
3 asking Brian to confirm if I'm wrong in this  
4 statement, I'm sorry I'm bouncing all over.  
5 Chris, forgive me. But when I go to look at the  
6 zoning for that that was provided under the  
7 zoning, when I look at the zoning when it breaks  
8 down the commercial, it's broken down to CAPUD and  
9 ICPUD. And so that tells me that that gives the  
10 Planning Commission and the Township the  
11 opportunity to assess whether we want that  
12 property to be zoned as ICPUD or CAPUD. And when  
13 I look at the document that was actually provided  
14 by the Petitioner, I'm trying to find it while I'm  
15 talking, oh, there it is, under Section 10, it  
16 specifically states the ICPUD what the uses are.  
17 It includes things such as gas stations and  
18 hotels. But the CAPUD was designed specifically  
19 to minimize traffic and congestion as we enter  
20 into residential areas. And that is, in fact, why  
21 the bulk of that area is already zoned CAPUD  
22 because we wanted to minimize that traffic as we  
23 ease out of a very highly congested area crossing  
24 over the expressway and then past the railroad  
25 tracks into more of a -- more of a less trafficked

1 area as we go back into the more rural aspect of  
2 our Township.

3 And so I think we have an opportunity  
4 to step back and ask ourselves, do we want this to  
5 be, I'm not sure when CB is the right place, but I  
6 think there is opportunity to relook at whether  
7 CAPD is a better rezoning classification for this  
8 and I think it would be worth taking our time to  
9 do that.

10 MEMBER RAUCH: Mr. Chair, I'd like to  
11 recommend to the Township Board that the  
12 consideration rezoning application for -- we'll do  
13 each of these separately. So the consideration of  
14 the rezoning application for the 7.44 acres from  
15 country estates, the ICPUD be denied for the  
16 following reasons: That the criteria set forth in  
17 the section 22.04 of the Township Zoning ordinance  
18 are not met. Specifically that this Commission  
19 finds that that the proposed uses duplicates and  
20 does not complement the existing uses and adjacent  
21 areas, and that the sewer access is not  
22 immediately available at this time, but will have  
23 to be extended due to speculative areas and sizing  
24 of that at this point would be unknown. And that  
25 the ordinance requires that that would be PUD --

1 I'm sorry that for that rezoning.

2 CHAIRPERSON GRAJEK: Any discussion?

3 MR. RASSEL: I'll second the motion.

4 CHAIRPERSON GRAJEK: Hearing no other  
5 discussion, all those in favor say aye.

6 THE BOARD: Aye.

7 CHAIRPERSON GRAJEK: Those opposed?

8 MR. STRADER: Nay.

9 MR. RAUCH: Mr. Chair, I'd like to  
10 recommend to the Township Board the denial of the  
11 PUD Agreement specific -- one second.  
12 Specifically that the qualifying conditions of  
13 Section 10.02.04 have not been met. Specific as  
14 well that this Commission does not find the height  
15 deviation requested for Section 10.03.06 to be  
16 acceptable. That the compatible surrounding land  
17 uses are not in conformance with the proposed  
18 uses, no sewer currently directly -- directly  
19 servicing the property, and also the ordinance  
20 requires 20 acres, and that's only a 7.44. That's  
21 my motion.

22 MR. RASSEL: Second.

23 CHAIRPERSON GRAJEK: Any discussion?

24 All those in favor say aye?

25 THE BOARD: Aye.

1 CHAIRPERSON GRAJEK: Opposed say nay.  
2 Nay.

3 MR. RAUCH: Mr. Chair, I'd like to  
4 recommend to the Township Board the denial of the  
5 Environmental Impact Assessment dated September 27  
6 of 2024. That's my motion.

7 MR. RASSEL: Second.

8 CHAIRPERSON GRAJEK: All those in favor  
9 say aye.

10 THE BOARD: Aye.

11 CHAIRPERSON GRAJEK: Those opposed say  
12 nay. Nay.

13 MR. RAUCH: And lastly, Mr. Chair, I'd  
14 like to recommend to the Township Board denial of  
15 the Conceptual PUD dated November 13, 2024.

16 MS. McBAIN: Support.

17 CHAIRPERSON GRAJEK: All those in favor  
18 say aye.

19 THE BOARD: Aye.

20 CHAIRPERSON GRAJEK: Opposed nay. Nay.

21 All right. Move on to our second case  
22 this evening. Consideration of an environmental  
23 impact assessment and site plan for a 200-  
24 foot private road and entry signage for the  
25 Innovation Interchange Development. The proposed



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#### MANAGER

Kelly VanMarter

## MEMORANDUM

**TO:** Planning Commission  
**FROM:** Kelly VanMarter, Township Manager  
**DATE:** December 5, 2024  
**RE:** Clarifications

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Dear Commissioners,

For the record, I offer the following clarifications to statements made in the September 27, 2024 correspondence letter addressed to me from Alan Greene with Dykema Gossett PLLC. A copy of Mr. Greene's letter is attached.

**Page 3, Item 5 – 2<sup>nd</sup> Sentence: "MHOG has improved its sewer plant at substantial cost to serve this Property and the other Township lands along S. Latson Road that have been planned for business development."**

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**Clarification:** *The expansion of the Genoa-Oceola sewer plant was necessary regardless of business development on S. Latson Road. Additional capacity for the S. Latson area was included in the expansion, but service to this area was not the purpose of the expansion.*

**Page 3, Item 5 – 4<sup>th</sup> Sentence: "The Utility Agreement entered by the Township with the Innovation Park developer provides that sewer service would be extended to each of the properties within the planned development parcels, including the Property, in connection with final site plans for each such property."**

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**Clarification:** *The legal descriptions and survey included as Exhibits 1 and 2 of the "Agreement Regarding Construction of Sanitary Sewer and Water Project" do not include the property that is subject to the current Interchange Commercial PUD rezoning request in the "Property" or "Project Area". Furthermore, section 1 on page 2 of the Utility Agreement indicates that "the scope of the Utility Project shall not include any on-site sewer and water improvements to serve the Project, including the sanitary sewer pump station described in the PUD Agreement, nor shall the scope of this Utility Project include any sewer and water lines extended down Latson or any other public road or private property. Future utility improvements necessary to serve the Project will be designed and installed as part of final site planning and construction of each phase of the Project". Since the "Project" does not include the property that is the subject of the current rezoning request, the Utility Agreement is not sufficient to satisfy Zoning Ordinance standard 10.02.05 which is that the site shall be served by public sewer. The applicant has proposed an amendment to this agreement, however since this property is not within the Project Area of the Innovation Park PUD, a separate agreement for this property shall be provided to satisfy this requirement.*

**Page 3, Item 6 - 3<sup>rd</sup> Sentence: "Indeed, the Township has been soliciting users and developers for this and surrounding Properties on its website."**

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**Clarification:** The Township has not solicited users and/or developers for the S. Latson area. We did work with Ann Arbor SPARK to host an informational page on the Township website. This page included maps, graphics and materials created by Ann Arbor SPARK regarding location, demographic, and market information. This page was created to share facts and should not be construed as a solicitation.

Please let me know if you have any questions or concerns.





**Dykema Gossett PLLC**  
39577 Woodward Avenue  
Suite 300  
Bloomfield Hills, MI 48304  
WWW.DYKEMA.COM

Tel: (248) 203-0700  
Fax: (248) 203-0763

**Alan M. Greene**  
Direct Dial: (248) 203-0757  
Direct Fax: (855) 236-1206  
Email: AGreene@dykema.com

September 27, 2024

**Via Hand Delivery**

Kelly VanMarter  
Planning Director  
Genoa Township  
2911 Dorr Road  
Brighton, Michigan 48116

Re: Commercial PUD (ICPUD)--South Latson Road

Dear Kelly:

As you know, I represent Latson Beck, LLC (the "Applicant") in connection with its application for ICPUD zoning for property located east of Latson Road, along Beck Road (Parcel No. 11-09-300-046, the "Property"). In addition to seeking ICPUD zoning for the Property, Applicant sought to add an adjacent approximate 5 acres of land already zoned ICPUD to the proposed future development. That land is already part of the existing, approved Innovation Park PUD and would have required an amendment to the Innovation Park PUD agreement. Based upon the negative public reaction to amending the Innovation Park PUD apparent at the public hearings held on September 17, 2024, we are no longer seeking to amend the Innovation Park PUD and will just proceed with the request to approve ICPUD zoning on the Property.

Further, we have addressed all of the review comments from Township Staff and planning and engineering consultants dated September 10, 2024, which were made available to Applicant a couple of days before the September 17 public hearings. We made each change requested in those reviews and revised the documents to remove any reference to the 5 acres that are already zoned ICPUD and included in the Innovation Park PUD. In that regard, I am enclosing a redlined PUD agreement that reflects all of the requested review changes. I am also enclosing a letter from our engineer, Atwell, that summarizes all of the other revisions made to the various exhibits to the PUD, including the approved and prohibited uses, design guidelines and Impact Assessments, and includes redlined or highlighted revised documents. In that these were second reviews, there were not many material changes and the matter could have been addressed by the Planning Commission at its last meeting, although it chose to delay the matter so that the comments could be addressed.

This letter is also intended to supplement and address staff comments to the Application for Re-Zoning Form as follows:

**1. Consistency with Master Plan.** Even though the rezoning request is identical to the future land use classification identified in the Township's Master Plan, which is the epitome of consistency with the Master Plan, the review comment asks for more information on consistency with the Master Plan. However, the Township's own planning consultant reviewed this issue and concluded that, "*The proposed rezoning designation of ICPUD is consistent with the I-96/Latson Road Subarea Plan and goals of the Master Plan.*" (Letter from Safebuilt dated September 10, 2024, emphasis added.) The current zoning of the Property, Country Estates, is inconsistent with all of the surrounding zoning and land uses. This 7-acre island of agricultural, low-density residential zoning abuts land already zoned ICPUD to the east, and east of that is land master-planned for future ICPUD land uses. It abuts active railroad tracks to the south, fronts Beck Road to the north, which is in close proximity to the I-96/Latson Road interchange, with the extensive noise generated by that interchange. It fronts Latson Road to the west and the land on the west side of Latson is zoned for industrial and high-tech uses. The Master Plan calls for the accommodation of a variety of land uses in a logical pattern. For all of the reasons incorporated in the ICPUD future land use designation for the Property, this is the appropriate location for such highway commercial uses. Moreover, the Master Plan indicates that the entirety of all commercial, retail, office and medical office uses in the Township only incorporates about 4% of the Township land area.

**2. Suitability of the Site for Uses Permitted in the Zoning District.** Again, the suitability of the Property for the ICPUD land uses was evaluated by the Township in connection with the adoption of the Master Plan and designation of the Property for these uses. The Property is generally flat, with minimal natural features, with the exception of two small wetland pockets that, according to the wetland consultant, are not regulated or of rare quality. The Township has allocated public sewer and water capacity to serve the Property and public water has already been constructed to the Property in connection with the neighboring Innovation Park PUD. Sewer has also been brought across I-96 to the Innovation Park PUD property on the west side of Latson and is planned to be brought to the Property in accordance with the Utility Agreement entered into by the Township with the Developer of the Innovation Park PUD. The preliminary site plan included with the Application depicts a gas station, which is ready to move forward with detailed site planning if the rezoning is approved. (See also, Safebuilt letter, at p.3)

**3. No reasonable Return on Investment if the Property is not Rezoned.** One objective of the Master Plan is to "*Provide landowners with reasonable use of the Property in a manner compatible with adjacent land uses and overall land use patterns for the Township.*" (Master Plan, at p. 2.15, emphasis added.) The current CE zoning is entirely inappropriate and inconsistent with the surrounding zoning, highway interchange (and the noise, fumes and traffic generated thereby) and railroad tracks. Of all the available land in the Township for low-density residential/agricultural development, this is one of the least appropriate locations for such development, which explains why the Township has designated this land for highway commercial development for over 10 years now. Maintaining the CE zoning of the Property deprives the Applicant of any economically viable use of the Property and would constitute a taking if not changed. In fact, the location and other factors impacting the Property make it entirely inappropriate for the stated purpose of the CE district (one of the low-density single-family and agriculture districts) as set forth in Section 3.01 of the Zoning Ordinance. (See also, Safebuilt letter, at p.3.)

**4. Whether the Proposed Uses Are Compatible with Surrounding Use.** As described in detail in paragraph 2 above, the uses allowed in the ICPUD district are compatible with the surrounding zoning and land influences. Land to the east is zoned ICPUD. Land to the south and west are zoned CAPUD. The Property is sandwiched between railroad tracks and public streets in close proximity to a busy highway interchange. The Township itself considered all of these factors when it master-planned the Property for ICPUD uses.

**5. Infrastructure Capacity to Accommodate the Uses.** As previously stated, the Township has specifically planned to serve this Property with public utilities and has allocated capacity for such purpose. MHOG has improved its sewer plant at substantial cost to serve this Property and the other Township lands along S. Latson Road that have been planned for business development. Water has recently been extended to the Property and sewer has been extended to the Innovation Park property on the west side of Latson. The Utility Agreement entered by the Township with the Innovation Park developer provides that sewer service would be extended to each of the properties within the planned development parcels, including the Property, in connection with final site plans for each such property.

**6. Demonstrated Demand for the Uses.** The Township's Master Plan evaluated the amount of land reasonably required for the interchange commercial uses and designated a very limited amount of land for this purpose. The location is unique and being dictated by the proximity to the interchange. Indeed, the Township has been soliciting users and developers for this and surrounding Properties on its website. Although it is not required to have a user in place to justify the rezoning (in fact, most users do not enter agreements for property that is not yet zoned for such use), Applicant has entered into a letter of intent dated August 29, 2024 (copy attached with economics redacted), for the gas station and affiliated commercial use shown on the preliminary plan submitted with the Application. If the rezoning is granted, that project will move forward with final site planning and engineering design.

**7. Whether Another Zoning District is More Appropriate.** No. The Township created the ICPUD zoning district within the last several years specifically for this Property and a few other limited parcels in the vicinity of the Property. Indeed, the adjacent 5 acres to the east has already by zoned ICPUD. (See *a/so*, Safebuilt letter, at p.4.)

Thank you for considering these additional comments. We would appreciate it if this matter can be placed on an agenda for a special meeting at the end of October.

Sincerely,

**Dykema Gossett PLLC**



Alan M. Greene



Kelly VanMarter  
September 27, 2024  
Page 4

cc: Todd Wyett  
Brad Strader  
Eric Lord  
Jared Kime  
Julie Kroll

August 19, 2024

Todd Wyett  
Versa Real Estate  
206 Bridge Street  
Charlevoix, Michigan 49720

**Re: Letter of Intent for the Latson Road & I-96, Howell, Michigan**

Dear Todd:

██████████ on behalf of an entity to be formed and/or assigns ("Purchaser") is submitting this letter of intent ("LOI") to acquire the Property (as hereinafter defined). This LOI is not a binding commitment or agreement by either Purchaser or Seller for the purchase and sale of the Property.

Property:	Latson Road & I-96 Howell, MI (legal description is on the attached survey as Exhibit A) <b>Approximately 4 acres</b>
Purchase Price:	██████████ Dollars plus or minus customary prorations with cash at Closing.
Deposit:	Within five (5) business days of execution of a Purchase and Sale Agreement ("Agreement"), Purchaser shall deposit ██████████ Dollars ("Deposit") with First American Title Insurance Company, 300 E. Long Lake Road, Suite 300, Bloomfield Hills, MI 48304 Attn: Pat Flinchum ("Title Company").
Purchase and Sale Agreement:	Upon written acknowledgement of the terms of this LOI by Purchaser and Seller, Purchaser will prepare the Agreement for Seller's review within ten (10) days after the full execution of this LOI.
Inspection Period:	Purchaser shall have until 5:00 PM EST on a date that is two hundred seventy (270) days from execution of the Agreement ("Inspection Period") to conduct certain tests and studies, examine title, and otherwise to determine in its sole discretion if it intends to purchase the Property. Purchaser and its representatives shall have reasonable rights to inspect the Property and its improvements in accordance with terms of the Agreement. All Inspection Period expenses shall be paid for by Purchaser.

**Closing:** The closing ("Closing") shall take place thirty (30) days after the expiration of the Inspection Period as extended.

**Confidentiality:** Except as may be required by law, neither Purchaser nor its respective shareholders, trustees, beneficiaries, affiliates, officers, employees, agents and representatives, shall: (a) make any press release or any public statement concerning the transaction contemplated herein without the prior written consent of the Seller; or (b) disclose either the terms, or existence of this letter of intent and any subsequent Agreement to any person or entity, other than to its attorneys, and to those parties with whom it must communicate in order to consummate the proposed transaction; or (c) disclose the test results from Purchaser's inspections of the Property to any third party other than as permitted hereunder.

**Title:** Upon execution of the Agreement, Seller will provide Purchaser a commitment for an ALTA Owner's Title Insurance Policy insuring title to Real Estate without exceptions issued by Title Company (including copies of all recorded exceptions), commitment and the policy to be issued thereto, including any and all endorsements desired by Purchaser. If Seller can locate its owner's title insurance policy, Seller agrees to deliver a copy to Purchaser.

**Prorations & Closing Costs:** Taxes and utilities will be prorated as of the closing date. Seller to pay for (i) Owners Title Policy without encumbrances and standard exceptions; (ii) property transfer taxes; (iii) broker fees; and (iv) ½ of closing fees. All other closing costs to be borne by Purchaser as is usual practice (survey, mortgage title insurance if needed, and any third-party reports) and ½ of closing fees. Real estate tax proration will be handled according to local custom ("due-date" assuming that taxes are paid in advance from issue date).

At Closing, Seller shall assign and convey to Purchaser all of its right's, title and interest in and to the Property, conveying good and marketable title to the Property. The real property shall be conveyed by a warranty deed free of any encumbrances not accepted by Purchaser.

Purchaser understands this is an "as-is" transaction with no representations and warranties of Seller.

**Assignment:** Purchaser may assign its rights, duties, and obligations under this Agreement at any time prior to Closing without Seller approval.

**Limitations:** Notwithstanding anything to the contrary contained herein or elsewhere, this LOI constitutes only an expression of interest and shall not constitute a binding agreement between the signatories to consummate the transaction discussed herein. This LOI is non-binding and is merely a reflection the parties' understanding of some of the general terms of the proposed transaction and upon which h understanding the parties are willing to proceed with further discussions and negotiations. It is agreed that no party to the proposed transaction will be under any legal obligation with respect to the proposed transaction or any similar



transactions, and no offer, commitment, estoppel, undertaking or obligation of any nature whatsoever shall exist or be implied in fact, law or equity, unless and until a formal written agreement providing for the transaction containing in detailed legal form the terms and conditions of the transaction has been executed and delivered by all parties intended to be bound. Both parties acknowledge and agree that during the course of negotiations the parties may reach agreement on certain points related to the proposed transaction but agree that neither party shall be entitled to rely upon any such agreements, or any statements or representations that may be made during the course of discussions and negotiations, nor shall there be any legal obligations related thereto, until the parties have executed an Agreement. However, by Purchaser's execution of this LOI, Purchaser is representing to Seller that it has a good faith interest in the Property.

Shared Costs: The cost of curb cuts and acceleration/deceleration lanes on Beck Road (if necessary) will be shared equally between Seller and Purchaser. **Have to come up with a reimbursement when I build my buildings**

Seller's Costs: The cost of providing the sanitary sewer, storm sewer, and water to the property shall be the responsibility of the Seller. **Buyer pays for any lift station, etc.**

Sincerely,

PURCHASER: [REDACTED] on behalf of an  
entity to be formed

By: 

Name: [REDACTED]

Date: 8/29/24

SELLER: LATSON BECK, LLC

By: 

Name: T. W. Beck

Date: 8/30/24

EXHIBIT A

**From:** [Kelly VanMarter](#)  
**To:** [Amy Ruthig](#); [Sharon Stone-Francis](#)  
**Subject:** FW: I-96/Latson Interchange PUD Zoning Review  
**Date:** Wednesday, February 5, 2025 11:28:29 AM

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Kelly VanMarter, AICP  
Township Manager

Genoa Charter Township  
2911 Dorr Road, Brighton, Michigan 48116  
Direct: (810) 588-6900, Phone: (810) 227-5225, Fax: (810) 227-3420  
E-mail: [kelly@genoa.org](mailto:kelly@genoa.org), Url: [www.genoa.org](http://www.genoa.org)

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**From:** HowellJohn1950 <latsonj@earthlink.net>  
**Sent:** Wednesday, February 5, 2025 11:19 AM  
**To:** Kelly VanMarter <Kelly@genoa.org>  
**Cc:** Jim Latson <latsonlawn@yahoo.com>; Jolene (H) Latson <jlatson@gmail.com>; Jonathan Latson <jonathan.latson@outlook.com>; Patti Latson <latsonp@earthlink.net>  
**Subject:** I-96/Latson Interchange PUD Zoning Review

Genoa Charter Township  
2911 Dorr Road  
Brighton, Michigan 48116

Genoa Township Planning Commission  
c/o Kelly VanMarter, AICP  
Township Manager

re: I-96/Latson Interchange PUD Zoning Review

Respectfully,

Having been born and raised at the Latson Family Farm on Beck Road (Genoa Township), and having a vested interest in the above-mentioned action, We want to voice our support for the proposed PUD revisions.

Since the creation of Master Plan (ca 2006), Genoa Township has



shown a desire to be forward thinking in its pursuit of a comprehensive approach for land use and development. In the Master Plan, the Township has stated as its duty, to “Present a future land use map that illustrates how the Township should develop logically over time,” balancing both residential land use needs, as well as focusing on economic development and prosperity of township residents. With that goal in mind, it seems both reasonable and practical to approve the PUD request. The Livingston County Planning Commission has essentially already approved the bulk of this plan in 2020. As well, the primary stated concern for Michigan voters in 2024 was ECONOMIC prosperity. To restrict the immediate, high-value I-96/Latson Interchange area, conflicts with both the overall goal of economic prosperity of township (and county) residents, as well as the stated goals of the Master Plan. I offer the following unique insights for your consideration:

- Those areas N of CSX and adjacent to I-96, with ready access to the freeway, naturally lend themselves to commercial activities – as stated: General Commercial, Professional, Office, etc. The rail line easements and MDOT buffers provide a natural barrier. I lived most of my life along Beck Road, sandwiched between the railroad line and the MDOT freeway (ca 1960), and I’ll offer that to zone/restrict those areas, all along Beck Road (E and/or W) for any type of residential development would make no common-sense whatsoever.
- Those areas S of CSX, continuing south along S Latson Road, are much more suited to maintain the rural and natural character of the area, and much more conducive to residential development, of various mixed types. This simply makes much more logical, economic sense.

In order to continue to foster healthy growth, and orderly development, including economic prosperity, Genoa Township should foster an appropriate, well-coordinated good mixed usage of commercial and residential development. To cater to special interest groups, regardless how loud and well organized they may be, is short-sighted, and does not serve the long term interests of either Genoa Township or Livingston County.

We urge the Planning Commission to approve the request of these developers for the PUD revisions.

John C Latson

[latsonj@earthlink.net](mailto:latsonj@earthlink.net)

John & Patti Latson

2550 S Ellsworth Road

Las Palmas Grand #248

Mesa, AZ 85209-2206

## Sharon Stone-Francis

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**From:** Kelly VanMarter  
**Sent:** Monday, February 3, 2025 12:34 PM  
**To:** Amy Ruthig  
**Cc:** Sharon Stone-Francis  
**Subject:** FW: Interchange properties up for discussion

For the packet

Kelly VanMarter, AICP  
Township Manager

Genoa Charter Township  
2911 Dorr Road, Brighton, Michigan 48116  
Direct: (810) 588-6900, Phone: (810) 227-5225, Fax: (810) 227-3420  
E-mail: [kelly@genoa.org](mailto:kelly@genoa.org), Url: [www.genoa.org](http://www.genoa.org)

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**From:** Jim Latson <[latsonlawn@yahoo.com](mailto:latsonlawn@yahoo.com)>  
**Sent:** Monday, February 3, 2025 11:21 AM  
**To:** Kelly VanMarter <[Kelly@genoa.org](mailto:Kelly@genoa.org)>  
**Subject:** Interchange properties up for discussion

To Genoa Twp Planning Commission

This group that's basically opposing development of the interchange properties is totally unreasonable. Livingston county is one of the fastest growing counties in the state of Michigan, like it or not. Latson road interchange is one of the major interchanges in our county . To restrict development with a mile from the major interchange is restricting the financial revenue of Genoa Twp that's also a benefit to the residents. This property is boarded on the west side with woods and on east side boarded by much woods. For these reasons I urge you to approve the request of these developers.

Sent from Yahoo Mail for iPhone  
Jim Latson

**From:** [fanny19@sbcglobal.net](mailto:fanny19@sbcglobal.net)  
**To:** [Amy Ruthig](#); [Kelly VanMarter](#)  
**Subject:** Latson PUD South of I-96 Expressway  
**Date:** Wednesday, December 4, 2024 8:16:40 PM

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Hello,

I wanted to write an email in case I cannot make it to the community meeting scheduled for December 9<sup>th</sup> at Parker Middle School; although I am going to try to make it for the meeting. Please forward this email along to whom it needs to get to for consideration, thank you!

My husband is from Howell (lived here for 35 years) and I am from Pinckney (for 30 years) and we have seen Howell/Brighton grow so much from the small towns they used to be which we loved so dearly. I get it progress right and so people can make money but most of us stayed here or I know of a lot of people that have moved here because of the small town feel. I am just really disappointed that they are allowing development like this so close to residential properties and also so close to an elementary school. Following are points I would like to make to the planning commission:

- Latson road is definitely nice to have to get to places quicker on a paved road and was happy that was put in place but with it comes things like this – there are a lot of interchanges along the freeway in smaller towns that are not all built up like some of the others so why can't we keep it small? We already have so much north of 96 why do we need more things south?
- The poor people where their houses are near this are forced to move or have their property value decrease considerably since no one wants to live next to all this development if they have a choice.
- An elementary school is right down the road from this – you are then going to have more traffic and more people coming and going in this area right by a school where kids are playing outside.
- There are a lot of buildings along Grand River that are currently underutilized or vacant but it seems like more are being constructed – why don't we be sustainable and re-develop the buildings that are already in place or demo them and re-build new buildings in their place as to not use up more green space, residential properties and woods/land for wildlife. Trees/woods and open greenspace are so good for people lets not destroy more of it.
- In general, traffic pattern planning has been horrible – our roads around here are not suited to deal with as much traffic as we have as it seems developments like this and residential mega subdivisions keep going up causing a lot of congestion and more accidents/frustration for drivers.
- Why cant we just keep our town small – it has gotten a lot bigger through the years but we just cant keep doing this or we are going to be like Novi and Farmington Hills which are a congested nightmare – it needs to stop somewhere and it just keeps pushing people away as we all moved here to get away from all the noise and congestion.
- I hear there are plans for a 24-hour gas station and more unhealthy fast food chains – we already have several gas stations north of 96 why do we need another – gas stations are an environmental nightmare with their underground tanks which even with proper equipment and tank monitoring have the potential to contaminate our water bearing aquifer that most pull from for our drinking water – not a good plan – these are more suited for commercial

areas such as north of 96 not near residences or areas where there is not city water provided due to potential of contaminating groundwater.

- With the development even north of I-96 I have witnessed a guy getting arrested in the middle of the road by the cops? Something I never used to see – seems like with all this development there are more suspect people coming this way.

Thank you for your time and consideration of these points to the planning commission in respect to the Latson PUD South of I-96.

Respectfully Submitted,

Jason and Tiffany Linder  
3746 Westphal Road  
Howell, MI



December 3, 2024

Planning Commission  
Genoa Township  
2911 Dorr Road  
Brighton, Michigan 48116

<b>Attention:</b>	Amy Ruthig, Planning Director
<b>Subject:</b>	Versa Development – Interchange Commercial PUD (Review #4)
<b>Location:</b>	East side of Latson Road, between Beck Road and the rail line
<b>Zoning:</b>	CE Country Estate and ICPUD Interchange Commercial Planned Unit Development

Dear Commissioners:

At the Township’s request, we have reviewed the revised submittal from Versa Development requesting PUD rezoning and conceptual PUD plan review for 7.44 acres of undeveloped land generally located on the east side of Latson Road between Beck Road and the rail line.

**A. Summary**

**1. PUD Qualifying Conditions (Section 10.02):**

- a. The Township may reduce the minimum site area provided “the design elements of a proposed development are integrated into and consistent with the broader Master Plan Latson Road Subarea Plans with compatible land uses.”
- b. The site does not currently have public sewer; however, the revised submittal includes an amended Utilities Agreement for sanitary sewer construction. The applicant must address any comments provided by the Township with respect to the amended Agreement.
- c. The applicant must address any additional comments provided by the Township Engineer and/or Utilities Director.

**2. Rezoning Criteria (Section 22.04):**

- a. The proposed zoning designation of ICPUD is generally consistent with the I-96/Latson Road Subarea Plan and goals of the Township Master Plan; however, the applicant’s response to how potential uses will complement, but not duplicate, existing commercial in the area must be to the Township’s satisfaction.
- b. We encourage the applicant to blend the wetland area into the overall site design, if possible.
- c. The applicant must address any technical comments provided by the Township’s engineering consultant, Utilities Director and/or Brighton Area Fire Authority.
- d. Rezoning is necessary to implement the vision of the I-96/Latson Road Subarea Plan; however, the applicant’s response to the comment above regarding complementary uses must be to the Township’s satisfaction.

**3. Conceptual PUD Plan, including PUD Agreement and Design Guidelines (Section 10.03.06):**

- a. The proposed maximum height of a hotel (57 feet/4 stories) requires authorization as a dimensional deviation.
- b. The building/fuel pump orientation currently depicted on the conceptual plan should be required and the note indicating that it may change should be removed.
- c. We suggest one of the driveways depicted on the conceptual plan be removed.
- d. The applicant must address any comments provided by the Township’s engineering consultant and/or the Livingston County Road Commission with respect to the Traffic Impact Study.
- e. The applicant must address any comments provided by the Utilities Director.
- f. The applicant must address staff and/or Township Attorney comments.
- g. The conceptual plan included with the Design Guidelines must be updated to incorporate the actual property survey.
- h. The Exhibits to the PUD Agreement must be corrected/provided as noted.



*Aerial view of site and surroundings (looking north)*

## **B. Proposal/Process**

The request is to create an Interchange Commercial Planned Unit Development (ICPUD) for a 7.44 acre parcel located on the east side of Latson Road between Beck Road and the rail line.

At this time, the applicant seeks Planning Commission consideration of ICPUD rezoning for 7.44 acres of land, the conceptual PUD plan, Environmental Impact Assessment and draft PUD Agreement.

Following a public hearing, the Commission may put forth recommendations to the Township Board, who has final approval authority.

## **C. Qualifying Conditions**

We have reviewed the request for compliance with the PUD Qualifying Conditions (Section 10.02), as follows:

- 1. Single Ownership.** Per the PUD application form, “the property is under single control.”
- 2. Initiated by Petition.** The request has been properly initiated by submittal of the required application forms and materials.
- 3. Minimum Site Area.** Section 10.02.03 requires a minimum of 20 acres for the establishment of a PUD; however, there are instances where the Township Board may reduce this requirement.

For Interchange PUDs in particular, the Ordinance states that “the Township Board may waive the minimum lot area where the design elements of a proposed development are integrated into and consistent with the broader Master Plan Latson Road Subarea Plans with compatible land uses.”

Provided the Commission (and ultimately the Board) find this to be the case, the minimum site area may be reduced accordingly.

- 4. Benefits.** The PUD will provide for a complementary mix of commercial uses, enhanced streetscaping, building design and site elements, pedestrian and vehicular connectivity, and public infrastructure improvements.
- 5. Sewer and Water.** The site is served by public water, but public sewer is not currently available.

To address this deficiency, the revised submittal includes an amendment to the Utilities Agreement for sanitary sewer construction.

The amended Utilities Agreement is subject to review by Township staff and the Township Attorney. The applicant must address any comments provided.

The applicant must address any technical comments provided by the Township's engineering consultant and/or Utilities Director under this criterion.

#### **D. Rezoning Criteria**

We have reviewed the request for compliance with the Criteria for Amendment of the Official Zoning Map (Section 22.04), as follows:

***1. Consistency with the goals, policies and future land use map of the Genoa Township Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area.***

The Township Master Plan and Future Land Use map identify the subject site as Interchange Commercial, which is consistent with the proposed ICPUD zoning designation.

The Latson/I-96 Subarea Plan provides the following statements applicable to the proposal:

- The areas immediately south of the interchange along S. Latson Road are planned for Interchange Commercial. This area is intended to accommodate the needs of interstate traffic and should complement, not duplicate, the commercial areas north along Latson and Grand River.
- A diversified mixture of uses that may include commercial and office/research and development.
- A mixture of uses that will diversify traffic generated from the site by spreading out the peak hour over times that minimize impact to the interchange's peak hour traffic.
- Distinct and prominent architectural features of enhanced character, which reflect the importance of the site's location and create a positive visual landmark for this gateway to the community.
- Extensive landscaping along Latson Road and Grand River Avenue to enhance the appearance of these corridors and the gateway to the community.
- Uniformity in design through coordination of architectural styles, landscaping, ornamental lighting, pedestrian circulation and vehicular access.

Based on the submittal materials, the proposal is generally consistent with the Township Master Plan, including the Latson/I-96 Subarea Plan.

In response to our previous review letter, the applicant has provided additional commentary as to how potential uses will complement, but not duplicate, existing commercial along Latson Road and Grand River Avenue.

The Township must determine whether this response is to their satisfaction.

***2. Compatibility of the site's physical, geological, hydrological and other environmental features with the host of uses permitted in the proposed zoning district.***

The revised submittal includes a Wetland Delineation Report (included with the revised Impact Assessment) that identifies 2 small wetland areas (less than 1/3 of an acre combined). The findings of the Report are that the wetlands are not regulated by the State.

If it is possible to preserve these small wetlands, we encourage the applicant to blend them into the ultimate site design.



Based on the materials submitted, including the updated Environmental Impact Assessment, we do not foresee any issues under this criterion; however, the applicant must address any concerns raised by the Township's engineering consultant.

**3. *The ability of the site to be reasonably developed with one (1) of the uses permitted under the current zoning.***

In 2013, the Township Master Plan was updated to include an I-96/Latson Road Subarea Plan in anticipation of the new interchange.

The Subarea Plan was developed with an understanding that the new interchange would create development opportunities not allowed under CE zoning.

Accordingly, the Township's vision for the Interchange area cannot be accomplished under CE zoning, which is primarily intended for single-family residential on 5-acre lots.

**4. *The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.***

Section 10.03.06(c) of the Zoning Ordinance reads as follows:

*ICPUD: permitted land uses include restaurants (fast food, sit-down, and take out), auto/gasoline service stations, retail/service, hotels, entertainment (movie theaters, indoor commercial recreation, etc.), conference centers, financial institutions, and offices. The Township may permit additional compatible uses as part of the approval process.*

The revised use table (Exhibit 4 of the draft PUD Agreement) incorporates comments from our previous review letters, and is consistent with the uses allowed in the Zoning Ordinance (as referenced above).

**5. *The capacity of Township infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township.***

The applicant must address any comments provided by the Township engineering consultant, Utilities Director and/or Brighton Area Fire Authority related to this criterion.

**6. *The apparent demand for the types of uses permitted in the requested zoning district in the Township in relation to the amount of land in the Township currently zoned to accommodate the demand.***

Similar to comments under criterion #3 above, the Township has planned for this area to be developed as an Interchange Commercial PUD in accordance with the I-96/Latson Road Subarea Plan (originally adopted in 2013).

With that being said, the applicant's comments on how the potential uses will complement and not duplicate the existing commercial along Latson Road and Grand River Avenue must be to the Township's satisfaction.

**7. *Where a rezoning is reasonable given the above criteria, a determination the requested zoning district is more appropriate than another district or amending the list of permitted or Special Land Uses within a district.***

Rezoning to ICPUD to implement the Master Plan and I-96/Latson Road Subarea Plan, is more appropriate than rezoning to another district or amending host of allowable uses in CE.

8. *The request has not previously been submitted within the past one (1) year, unless conditions have changed or new information has been provided.*

No rezoning requests for the subject property have been submitted in the past year.

#### **E. Conceptual PUD Plan**

We have reviewed the request for compliance with the standards of Section 10.03.06, as follows:

1. **Land Use.** The revised use table (Exhibit 4 of the PUD Agreement) is consistent with the Zoning Ordinance.
2. **Dimensional Standards.** Per Section 10.06.03(d), ICPUDs are to meet the dimensional standards for the RCD zoning district.

The Design Guidelines match RCD dimensional standards, save for the proposed height increase allowed specifically for hotels (57 feet/4 stories), which requires approval as a dimensional deviation from the conventional requirement of 45 feet.

3. **Site Design.** The Design Guidelines include site design requirements for the development in terms of landscaping, lighting, and connectivity.

The conceptual plan in the current submittal depicts the fuel pump canopy for the potential gas station behind the building so that it does not front Latson Road, as requested. However, a note has been added stating that “final gas station pump locations and access to be determined at site plan submittal.”

Based on our previous reviews, which include architectural guidance from the Master Plan, Zoning Ordinance and the proposed Design Guidelines, the building/fuel pump orientation currently depicted should be required and the note referenced above should be removed.

The PUD Agreement also references site amenities, such as pathway connections, seating areas, and bike racks, as required by the Ordinance.

4. **Architecture.** The Design Guidelines provide detailed descriptions of the building design and material requirements for the development that generally meet or exceed conventional Ordinance standards.
5. **Access Management and Connectivity.** The conceptual PUD site plan depicts 3 drives on the south side of Beck Road, with no direct access to/from Latson Road.

The proposed spacing between drives on Beck Road must meet the access management standards of the Zoning Ordinance, though it is also important to note that the use conditions applicable to gas stations limit such uses to 1 driveway unless otherwise approved by the Planning Commission.

As such, we suggest the conceptual plan be revised to remove one of the driveways depicted.

The plan includes vehicular and pedestrian connections throughout the site.

The applicant must also implement the recommendations of the Traffic Impact Study, and address comments provided by the Township’s engineering consultant.

6. **Utilities.** We defer technical review to the Township’s engineering consultant, Brighton Area Fire Authority and Utilities Director.

7. **PUD Agreement.** The applicant must address any comments provided by Township staff and/or the Township Attorney.
8. **Impact Assessment.** The submittal includes an updated Environmental Impact Assessment (dated November 8, 2024) and an updated Traffic Impact Study (dated July 26, 2024).

The revised Impact Assessment addresses the comments raised in our initial review letter; however, the applicant must address any comments provided by the Township's engineering consultant and/or the Livingston County Road Commission with respect to the Traffic Impact Study.

9. **Design Guidelines.** The current submittal addresses the comments raised in previous review letters.

As part of its review of the draft PUD Agreement, Township staff raised questions about the actual property dimensions.

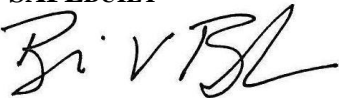
As such, the conceptual plan included with the Design Guidelines must be updated to incorporate the actual property survey.

Lastly, there are inconsistencies in the Exhibits that must be corrected. Specifically, there are duplicate cover sheets for Exhibits 1-6:

- 1 – Parcel Map and Legal Description (which is not provided);
- 2 – Meeting Minutes and Project Area Plan (which is not provided);
- 3 – Commercial PUD Concept Plan and Parcel Map (which is provided as the 1<sup>st</sup> Exhibit 1);
- 4 – Use Table and Utility Engineering and Design Plans (part of which is provided as the 1<sup>st</sup> Exhibit 7);
- 5 – Excerpts from Zoning Ordinance and CSX Railroad Crossing Plans (which is not provided); and
- 6 – Design Guidelines and Project Permit Responsibilities (which is not provided).

Should you have any questions concerning this matter, please do not hesitate to contact our office.

Respectfully,  
**SAFEBUILT**

  
Brian V. Borden, AICP  
Michigan Planning Manager



December 3, 2024

Ms. Amy Ruthig  
Genoa Township  
2911 Dorr Road  
Brighton, MI 48116

**Re: Latson Road - Versa PUD Rezoning  
Conceptual Site Plan Review No. 6**

Dear Ms. Ruthig:

Tetra Tech conducted a sixth site plan review of the South Latson Commercial PUD submittals last dated November 8, 2024. The plans and impact assessment were prepared by MKSK, Atwell LLC, and Fleis & Vandenbrink on behalf of Todd Wyett and Latson Partners, LLC. The traffic impact study was prepared by Fleis & Vandenbrink. The project site includes approximately 14 acres and is located south of the Latson Road interchange and east of Latson Road between Beck Road and the railroad. The petitioner is requesting to rezone the property from CE to ICPUD. We offer the following comments:

#### **GENERAL**

1. The site plan provided is conceptual and our comments on the engineering design are general in nature.

#### **SANITARY AND WATER SERVICES**

1. The impact assessment shows that this development will connect to a proposed gravity sewer along Latson Road to a proposed pump station. If the proposed PUD on the east side of Latson Road is developed prior to the PUD on the west side of Latson Road, the sewer, pump station, and force main would need to be constructed as part of this development. When the sewer system is designed it will need to be coordinated with the Innovation Interchange PUD on the west side of Latson Road to ensure both PUDs can be served by the proposed pump station.
2. The site does not currently have direct access to public sanitary sewer, and rather would need an extension of public sanitary sewer as shown in the Sanitary Sewer Concept in the Impact Assessment. The Petitioner has proposed an amendment to the existing utility agreement that was approved as part of the existing Innovation Interchange PUD on the west side of Latson Road.

#### **DRAINAGE AND GRADING**

1. The impact assessment states that a stormwater management system will be designed for the development in accordance with LCDC requirements. The site is tributary to the Marion Genoa Drain that is a county maintained and operated drain. The LCDC office will need to be included in the stormwater master plan development process. The property was also included in the design of the I-96 – Latson Road interchange basins and any requirements from MDOT will need to be reviewed and addressed as part of stormwater management design for the site.

**Tetra Tech**

3497 Coolidge Road, East Lansing, MI 48823  
Tel 517.316.3930 Fax 517.484.8140 www.tetrattech.com

**Ms. Amy Ruthig**  
**Re: Latson Road - Versa PUD Rezoning**  
**Conceptual Site Plan Review No. 5**  
**December 3, 2024**  
**Page 2**

## **TRAFFIC AND ROAD CONCEPTS**

1. The traffic impact study for the proposed PUD was previously revised to address all our comments.

Given the conceptual nature and limited detail of the plans, it is difficult to perform an engineering review. Our general findings are presented above. The provided comments are mainly procedural and should be discussed with the applicant and planning commission with any comments incorporated in future submittals as required.

Sincerely,

A handwritten signature in blue ink that reads "Shelby Byrne". The signature is written in a cursive, flowing style.

Shelby Byrne, P.E.  
Project Engineer

## Amy Ruthig

---

**From:** Rick Boisvert <rboisvert@brightonareafire.com>  
**Sent:** Wednesday, October 9, 2024 1:33 PM  
**To:** Amy Ruthig; Sharon Stone-Francis  
**Subject:** Versa PUD

Amy/Sharon,

I don't have any comments on the VERSA revisions that were submitted, as its all conceptual at this point. Most of my comments will be addressed as each phase is submitted for construction.

Do you need another letter form me?

Cordially,

Rick Boisvert, FM, CFPS  
Fire Marshal  
Brighton Area Fire Authority  
615 W. Grand River  
Brighton, MI 48116  
O: (810)229-6640 D: (810)299-0033  
F: (810)229-1619 C: (248)762-7929  
[rboisvert@brightonareafire.com](mailto:rboisvert@brightonareafire.com)





# Livingston County Department of Planning

January 16, 2024

Genoa Charter Township Board of Trustees  
c/o Clerk Janene Deaton  
2911 Dorr Rd.  
Brighton, MI 48116

Scott Barb  
AICP, PEM  
Director

Robert A. Stanford  
AICP, PEM  
Principal Planner

Martha Haglund  
AICP Candidate  
Principal Planner

**Re: Z-01-25 Genoa Township Rezoning Review: CE to ICPUD Review for 7.44 acres, (4711-09-300-046)**

Dear Board Members:

The Livingston County Planning Commission met on Wednesday, January 15, 2024, and reviewed the zoning case above for parcels. The County Planning Commissioners made the following recommendation:

**Z-01-25 Disapproval.** The proposed rezoning does not meet the requirements of the ICPUD zoning district. Qualifying Conditions for a PUD under 10.02.05 requiring all commercial PUDs to have public water and sewer and does not meet Rezoning Criteria 22.04 (5): as there is not sufficient capacity of Township infrastructure and services to accommodate the proposed uses. Rezoning the subject parcel is not appropriate at this time.

Copies of the staff review and Livingston County Planning Commission meeting minutes are enclosed. Please do not hesitate to contact our office should you have any questions regarding county action.

Sincerely,

Martha Haglund, Principal Planner

## Department Information

Administration Building  
304 E. Grand River Avenue  
Suite 206  
Howell, MI 48843-2323

•  
(517) 546-7555  
Fax (517) 552-2347  
•

Web Site  
[milivcounty.com/planning](https://milivcounty.com/planning)

Enclosures

c: Chris Grajek, Chair, Planning Commission  
Amy Ruthig, Planning Director

Meeting minutes and agendas are available at:  
<https://milivcounty.gov/planning/commission/>

**DRAFT**  
**LIVINGSTON COUNTY PLANNING COMMISSION**  
**MEETING MINUTES**

**JANUARY 15, 2025**

**6:30 p.m.**

**Hybrid In-Person and Virtual Zoom Meeting**

**Zoom Virtual Meeting Room Meeting ID: 399-700-0062 / Password: LCBOC**  
**<https://zoom.us/j/3997000062?pwd=SUdLYVFFcmozWnFxbm0vcHRjWkVIZz09>**

PLANNING COMMISSION		
COMMISSIONERS PRESENT:	Bill Anderson Dennis Bowdoin Bill Call Matt Ikle	Margaret Burkholder Paul Funk Kevin Galbraith
COMMISSIONERS ABSENT:		
STAFF PRESENT:	Scott Barb Rob Stanford Martha Haglund	
OTHERS PRESENT:	Bruce Powellson, Marion Township Jim Anderson, Marion Township Online: Todd Wyett, Applicant/Developer	

1. **CALL TO ORDER:** Meeting was called to order by Planning Commissioner Anderson at 6:30 PM.
2. **PLEDGE OF ALLEGIANCE TO THE FLAG**
3. **ROLL AND INTRODUCTION OF GUESTS:** None.
4. **APPROVAL OF AGENDA:**

**Commissioner Action: IT WAS MOVED BY COMMISSIONER IKLE TO APPROVE THE AGENDA DATED JANUARY 15, 2024, SECONDED BY COMMISSIONER FUNK.**

**All in favor, motion passed 7-0.**

5. **APPROVAL OF PLANNING COMMISSION MEETING MINUTES**

**Commissioner Action: IT WAS MOVED BY COMMISSIONER CALL TO APPROVE THE MINUTES, DATED DECEMBER 18, 2024, SECONDED BY COMMISSIONER BOWDOIN.**

**All in favor, motion passed 4-0-3.**

**ABSTAIN: FUNK, IKLE, GALBRAITH**

6. **CALL TO THE PUBLIC:** None.



## 7. ZONING REVIEWS:

### A. Z-01-25: GENOA TOWNSHIP, REZONING: CE COUNTRY ESTATES TO ICPUD INTERCHANGE COMMERCIAL PLANNED UNIT DEVELOPMENT IN SECTION 9.

**Current Zoning:** CE COUNTRY ESTATES

**Proposed Zoning:** ICPUD INTERCHANGE COMMERCIAL PLANNED UNIT DEVELOPMENT

**Section:** Section 9

**Township Master Plan:** The Genoa Master Plan Designates the parcel as Interchange Commercial in their future land use plan. The Interchange Commercial is described below:

*Interchange Commercial: Rather than typical interchanges where gas stations and fast-food establishments are built piecemeal with little consideration for aesthetics, the intent of this designation is to promote planned development of these interchange commercial uses with high quality architecture. The Latson interchange is envisioned to be the premier exit for travelers along I-96: a destination where they can get out of their vehicles to walk around, dine, and shop.*

- Appropriate uses include fast food, sit-down restaurants, gas stations, retail, and entertainment
- This area may be subject to design guidelines promoting walkability, increased landscaping standards, pedestrian-scale building siting and massing, and outdoor dining/ gathering.
- Very few access points: each development shall provide access connections to adjacent properties so that there may be a shared access connection to a future traffic signal.

**Township Planning Commission Recommendation: Deny.** The Township Planning Commission recommended to deny the rezoning at their December 9, 2024, meeting. Concerns included the rezoning not being consistent with surrounding land uses, not meeting the minimum lot requirements, and sewer access not being immediately available. Additionally, the Planning Commission found the rezoning did not meet 10.02.04: requiring the PUD site plan to provide one or more of the benefits: preservation of significant natural or historic features; complementary mixture of uses or variety of housing types; common open space for passive or active recreation use; mitigation to offset impacts; or redevelopment of nonconforming site where creative design can address unique site constraints.

Public comment included at least 13 individuals that spoke in opposition to the rezoning. Concerns centered around duplication of services, the compatibility with surrounding land uses, rezoning not meeting the qualifying conditions in the zoning ordinance, environmental concerns and expiration timeframe for the existing PUD on the west side of Latson.

**Staff Recommendation: Disapproval.** The proposed rezoning does not meet Qualifying Conditions for a PUD under 10.02.05 requiring all commercial PUDs to have public water and sewer and does not meet Rezoning Criteria 22.04 (5): as there is not sufficient capacity of Township infrastructure and services to accommodate the proposed uses. Additionally, staff believes there are outstanding considerations to the PUD Agreement and Utility Agreement that need to be resolved in order for everything to be reviewed together with the rezoning request. Therefore, staff concurs with the Township Planning Commission that the rezoning from Country Estates to Interchange Commercial Planned Unit Development is not appropriate at this time.

**Commission Discussion:** Commissioner Ikle requested clarification on the surrounding zoning and importance of following the community's master plan. Commissioner Funk inquired about sewer availability.

**Public Comment:** Todd Wyett, the developer, spoke on the project and the compatibility of the proposed placement of the development.

**Commission Action:**

**Commissioner Action: IT WAS MOVED BY COMMISSIONER IKLE TO RECOMMEND APPROVAL WITH CONDITIONS, TO MEET ALL REQUIREMENTS OF THE ZONING DISTRICT, SECONDED BY COMMISSIONER BURKHOLDER.**

**ROLL CALL: BURKHOLDER-YES, BOWDOIN-NO, GALBRAITH-YES, CALL-NO, IKLE-YES, FUNK-NO, ANDERSON-NO**

**Motion FAILED 3-4.**

**Commissioner Action: IT WAS MOVED BY COMMISSIONER BOWDOIN TO RECOMMEND DISAPPROVAL, AS THE PROPOSED REZONING DOES NOT MEET THE REQUIREMENTS OF THE ZONING DISTRICT, SECONDED BY COMMISSIONER CALL.**

**ROLL CALL: BURKHOLDER-NO, BOWDOIN-YES, GALBRAITH-YES, CALL-YES, IKLE-NO, FUNK-YES, ANDERSON-YES**

**Motion PASSED 5-2.**

**B. Z-02-25: HOWELL TOWNSHIP, AMENDMENTS TO ZONING ORDINANCE ARTICLES – ARTICLE 30, WELLHEAD PROTECTION OVERLAY DISTRICT.**

The Howell Township Planning Commission is proposing to create a new Wellhead Protection Overlay District that corresponds to existing wellhead protection areas in the City of Howell, and MHOG's (Marion, Howell, Oceola, and Genoa) Sewer and Water Authority wellhead protection areas.

**Township Recommendation: Approval.** The Howell Township Planning Commission approved the proposed amendments at their September 23, 2024, public hearing.

**Staff Recommendation: Approval.** The proposed amendments are reasonable and should meet the needs of the Township.

**Commission Discussion:** Commissioner Ikle inquired about past map boundaries of wellhead areas.

**Public Comment:** None.

**Commission Action:**

**Commissioner Action: IT WAS MOVED BY COMMISSIONER IKLE TO RECOMMEND APPROVAL, SECONDED BY COMMISSIONER CALL.**

**Motion passed: 7-0.**

**C. Z-03-25: MARION TOWNSHIP, AMENDMENTS TO ZONING ORDINANCE ARTICLES – SECTION 3.02 DEFINITIONS, SECTION 12.01: SFO-SOLAR FARM OVERLAY DISTRICT, SECTION 17.35 UTILITY-SCALE SOLAR ENERGY FACILITIES.**

The Marion Township Planning Commission proposes amendments to Section 3.02 Definitions, Section 12.01: Solar Farm Overlay District, and a completely new Section 17.35 Utility-Scale Solar Energy Facilities.

**Township Recommendation: Approval.** The Marion Township Planning Commission recommended Approval of this zoning amendment at its December 17, 2024, public hearing. There were two public comments made regarding a possible recent lease agreement a resident had made with a solar company to lease seven acres of their property for battery storage.



**LIVINGSTON COUNTY PLANNING DEPARTMENT**  
**REZONING REQUEST - | Choose a Rezoning Type**  
**STAFF REPORT**

**CASE NUMBER:**  
**Z-01-25**

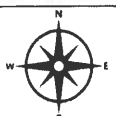
<b>COUNTY CASE NUMBER:</b>	<b>Z-01-25</b>	<b>TOWNSHIP:</b>	<b>Genoa Township</b>
<b>REPORT DATE:</b>	<b>January 06, 2025</b>	<b>SECTION NUMBER:</b>	<b>9</b>
<b>STAFF ANALYSIS BY:</b>	<b>Martha Haglund</b>	<b>TOTAL ACREAGE:</b>	<b>7.44</b>

<b>APPLICANT / OWNER:</b>	<b>Versa Development, Todd Wyett</b>
<b>LOCATION:</b>	<b>East side of Latson, between Beck Rd. and the railroad (4711-09-300-046)</b>
<b>LAND USE:</b>	<b>Vacant</b>

<b>CURRENT ZONING:</b>	<b>REQUESTED ZONING:</b>
<b>Country Estates (CE)</b>	<b>Interchange Commercial Planned Unit Development (ICPUD)</b>
<b>PERMITTED/SPECIAL USES (Not all inclusive):</b>	<b>PERMITTED/SPECIAL USES (Not all inclusive):</b>
<b>Permitted:</b> Single family dwellings, accessory home occupations, farms, roadside stands selling produce grown on premise, keeping of livestock, public owned parks	<b>Permitted:</b> Medical offices, professional offices, theaters, recreation, banks, health clubs, pet supplies and grooming, pharmacies, standard restaurants and coffee shops, restaurants retail, conference centers and bars serving alcoholic beverages, drive through restaurants.
<b>Special:</b> Bed & breakfast, commercial stables, churches, golf courses	<b>Special:</b> Gas station, banks, hotels, microbrewery, pet daycare.
<b>Minimum Lot Area:</b> 5 acres	<b>Minimum Lot Area:</b> 20 acres  <b>10.02.03 (c) PUD Qualifying Conditions for Interchange PUD:</b> The Township Board may waive the minimum lot area where the design elements of the proposed development are integrated into and consistent with the broader Master Plan Latson Rd. Subarea Plans with compatible land uses.

<b>TOWNSHIP PLANNING COMMISSION RECOMMENDATION AND PUBLIC COMMENTS:</b>	<b>ESSENTIAL FACILITIES AND ACCESS:</b>
The Township Planning Commission <b>recommended to deny</b> the rezoning at their December 9, 2024, meeting. Concerns included the rezoning not being consistent with surrounding land uses, not meeting the minimum lot requirements, and sewer access not being immediately available. Additionally, the Planning Commission found the rezoning did not meet 10.02.04: requiring the PUD site plan to	<b>Water:</b> Public
	<b>Sewer:</b> Septic, Sewer connection is required.
	<b>Access:</b> Beck Rd.

<p>provide one or more of the benefits: preservation of significant natural or historic features; complementary mixture of uses or variety of housing types; common open space for passive or active recreation use; mitigation to offset impacts; or redevelopment of nonconforming site where creative design can address unique site constraints.</p> <p>Public comment included at least 13 individuals that spoke in opposition to the rezoning. Concerns centered around duplication of services, the compatibility with surrounding land uses, rezoning not meeting the qualifying conditions in the zoning ordinance, environmental concerns and expiration timeframe for the existing PUD on the west side of Latson.</p>	
--	--

EXISTING LAND USE, ZONING AND MASTER PLAN DESIGNATION:					
		Land Use:	Zoning:	Master Plan:	
		Subject Site:	Vacant/Undeveloped	CE	Interchange Commercial
	To the North:		Vacant/Interstate/Commercial	CE	Interchange Commercial
	To the East:		Vacant/Undeveloped	ICPUD/CE	Interchange Commercial
	To the South:		Rural Residential/Railroad	CAPUD	Interchange Commercial
	To the West:		Rural Residential	CAPUD	Interchange Commercial

ENVIRONMENTAL CONDITIONS:	
<b>Soils / Topography:</b>	Miami loam with 12-18 percent slope, Owosso-Miami sandy loams 2 to 6 percent slopes. These are considered well-drained soils, draining towards the southeast.
<b>Wetlands:</b>	There is a pond (0.20 acres) located in the middle of the site and a wetland (0.15 acres) located in the southern area of the site.
<b>Vegetation:</b>	There is a mix of conifers and deciduous trees throughout eastern portion of the parcel approximately 3-4 acres.
<b>County Priority Natural Areas:</b>	None

TOWNSHIP MASTER PLAN DESIGNATION:
<p>The Genoa Master Plan Designates the parcel as Interchange Commercial in their future land use plan. The Interchange Commercial is described below:</p> <p><b>Interchange Commercial:</b> <i>Rather than typical interchanges where gas stations and fast-food establishments are built piecemeal with little consideration for aesthetics, the intent of this designation is to promote planned development of these interchange commercial uses with high quality architecture. The Latson interchange is envisioned to be the premier exit for travelers along I-96: a destination where they can get out of their vehicles to walk around, dine, and shop.</i></p> <ul style="list-style-type: none"> <li><i>Appropriate uses include fast food, sit-down restaurants, gas stations, retail, and entertainment</i></li> <li><i>This area may be subject to design guidelines promoting walkability, increased landscaping standards, pedestrian-scale building siting and massing, and outdoor dining/ gathering.</i></li> <li><i>Very few access points: each development shall provide access connections to adjacent properties so that there may be a shared access connection to a future traffic signal.</i></li> </ul>

# COUNTY COMPREHENSIVE PLAN:

The 2018 Livingston County Master Plan does not direct future land use patterns, or development within Livingston County. Alternatively, it offers a county-wide land use perspective when reviewing potential rezoning amendments. The Land Use & Growth Management chapter of the plan includes decision-making recommendations regarding potential land use conflicts and promoting good land governance.

# COUNTY PLANNING STAFF COMMENTS:

## Background

### West Interchange Campus Planned Unit Development (CAPUD)

The petitioner owns the properties to the south and west of the subject site and has had an existing PUD Agreement since October 2020.

There are a few important points to consider regarding the established CAPUD and the subject site:

1. According to the existing PUD Agreement, if purchased, the developer can choose to include the subject site in the existing PUD Agreement or under a separate PUD Agreement.
2. Construction for one building must be near completion on the west portion before development can begin on the east commercial area to the south of the subject site.
3. There is an established utility agreement that does not include the subject site.
4. The Township is seeking an outside legal opinion to clarify the expiration date of the west PUD Agreement. The established agreement stipulates 7 years to obtain final site plan approval whereas the Township Zoning Ordinance requires 2 years with option for extension.
5. A site plan for a 200-foot road on the west CAPUD property was tabled at the same Planning Commission meeting (December 9, 2024).

## Subject Site PUD Agreement

1. Like the west PUD Agreement, the proposed agreement stipulates that the zoning will remain ICPUD even if the PUD Agreement expires after 2 years and will not revert to CE.
2. The subject site would not be under the same requirement for construction to begin on the west CAPUD first.
3. The submitted PUD Agreement proposes to amend the existing utility agreement connected to the west CAPUD property. However, as the Township Attorney notes, *"The PUD Agreement for the subject site cannot agree to amend a different, separate agreement involving another project."*
4. The sewer connection is located on the west PUD property therefore, the court determination of the expiration timeline could affect the utility agreement.

## Section 22.04 of Genoa Township's Zoning Ordinance offers Criteria for Amendment of the Official Zoning Map:

1. **Consistency with the goals, policies and future land use map of the Genoa Township Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area.**

The Master Plan outlines, *"The areas immediately south of the interchange along S. Latson Road are planned for Interchange Commercial this area is intended to accommodate the needs of interstate traffic and should complement, not duplicate the commercial areas north along Latson and Grand River."* There are similar commercial uses north of the interstate, and Township Planning Commission ultimately determined that the uses proposed at the subject site would be duplicating not complementary.

It is not uncommon for there to be similar uses on both sides of an interchange to service interstate traffic traveling in the opposite directions. In that respect the proposed uses could be complementary to the uses to the north and meet the Master Plan goal to serve interstate traffic.

According to the I-96/Latson Road Subarea Plan (2013) of the Master Plan the parcel is designated as Interchange Commercial. The designations are consistent with the proposed rezoning of Interchange Commercial. Further, the parcel is designated as a primary growth area of the township in their Master Plan. Conditions have not changed since the 2023 Master Plan was adopted. The subject property is adjacent to a parcel currently zone ICPUD.

The rezoning would not necessarily be consistent with the recent development trends south of the interstate as many of the parcels remain undeveloped and residential.

**2. Compatibility of the site's physical, geological, hydrological and other environmental features with the host of uses permitted in the proposed zoning district.**

The site is flat and well drained. According to the Wetland Delineation Report submitted with the application the wetland areas are not regulated. The Township Engineer does note, *"The site is a tributary to Marion Genoa County Drain located to the south and will need to be included in the County Drain Commission stormwater master plan development process."* Overall, the site does seem to be compatible with the proposed rezoning.

**3. The ability to the site to be reasonably developed with one (1) of the uses permitted under the current zoning.**

Country Estates primary use is for large lot residential and would not accommodate uses proposed under the new zoning district. The 2013 Latson/I96 subplan was incorporated into the 2023 Master Plan envisioning commercial uses once the interchange construction was complete. Residential uses for the site have not been planned for the area and a rezoning would be required to allow for the commercial uses being proposed.

**4. The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.**

The location is near the I-96 interchange north of the rail line. As a highly trafficked and noisy area the proposed commercial uses would be more compatible than the current zoning. However, the proposed PUD Plan should consider how to mitigate impacts on the remaining residential uses near the site.

The PUD Agreement incorporates the recommendations from the completed traffic study and outlines needed road improvements to mitigate traffic flow. The Environmental Impact Assessment submitted with the application shows no regulated wetlands on the site. There are no County High-Quality Natural Areas on the subject site.

**5. The capacity of Township infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township.**

The site is serviceable by public water but not public sewer. The Township Zoning ordinance 10.02.05 requires all commercial PUDs be connected to public water and sewer. The petitioner seeks to amend an existing utility agreement to include the subject site. However, being this is a separate PUD it would require a separate utility agreement.

Once a separate utility agreement is agreed upon by the developer and township, we would anticipate that the agreement will ensure sufficient infrastructure for the proposed rezoning and subsequent development of the site.

The Township is currently seeking a court legal opinion regarding the expiration date of the existing PUD Agreement to the west. The outcome of this decision could affect how the proposed rezoning will obtain

adequate infrastructure and services because the sewer would need to be installed through the west property to service the subject site. Therefore, it is difficult to determine the capacity of infrastructure at this time.

**6. The apparent demand for the types of uses permitted in the requested zoning district in the Township in relation to the amount of land in the Township currently zoned to accommodate the demand.**

Generally, gas stations and associate uses are in demand along interstates. The existing PUD Concept Plan for the property directly south also includes a gas station. These plans are conceptual in nature and a gas station may not ultimately be constructed south of the property however it is useful to understand the potential future demand for uses proposed on the subject site if some uses are already planned in close proximity.

It seems the subject site could be more appropriate consolidated with the existing CAPUD to improve phasing of projects and their associate uses.

**7. Where a rezoning is reasonable given the above criteria, a determination the requested zoning district is more appropriate than another district or amending the list of permitted or Special Land Uses within a district.**

It would not be reasonable to amend the permitted or Special Land Uses to allow the proposed uses in the existing zoning of Country Estates.

**8. The request has not previously been submitted within the past one (1) year, unless conditions have changed or new information has been provided.**

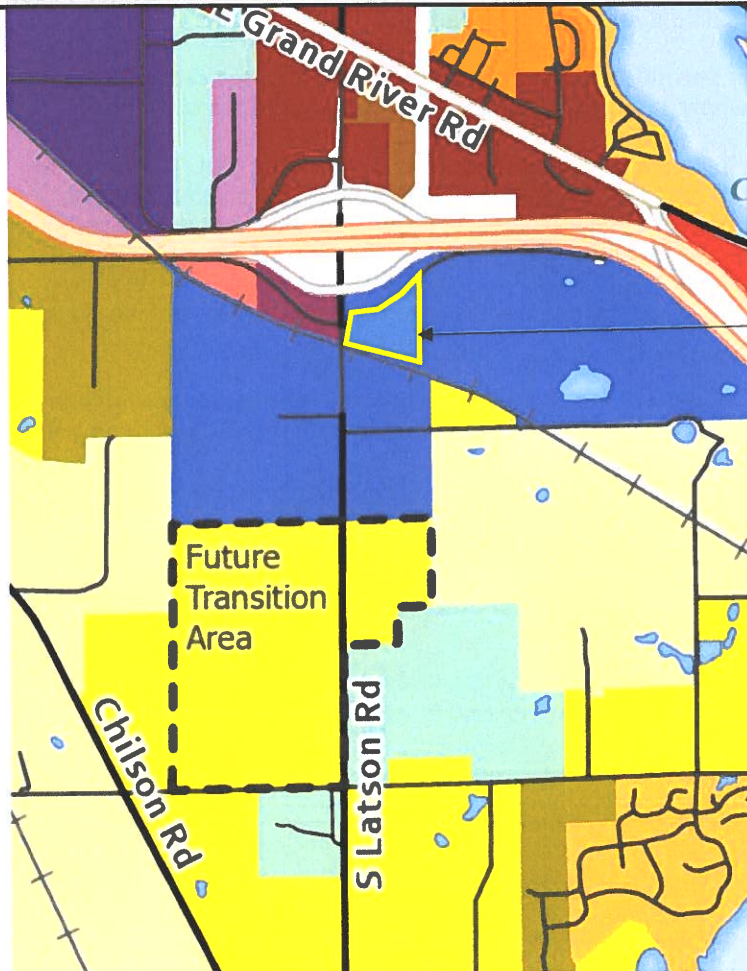
There has not been a rezoning request in the past year.

**COUNTY PLANNING STAFF RECOMMENDATION:**

**DISAPPROVAL:** The proposed rezoning does not meet Qualifying Conditions for a PUD under 10.02.05 requiring all commercial PUDs to have public water and sewer and does not meet Rezoning Criteria 22.04 (5): as there is not sufficient capacity of Township infrastructure and services to accommodate the proposed uses. Additionally, staff believes there are outstanding considerations to the PUD Agreement and Utility Agreement that need to be resolved in order for everything to be reviewed together with the rezoning request. Therefore, staff concurs with the Township Planning Commission that the rezoning from Country Estates to Interchange Commercial Planned Unit Development is not appropriate at this time.



## FUTURE LAND USE MAP:

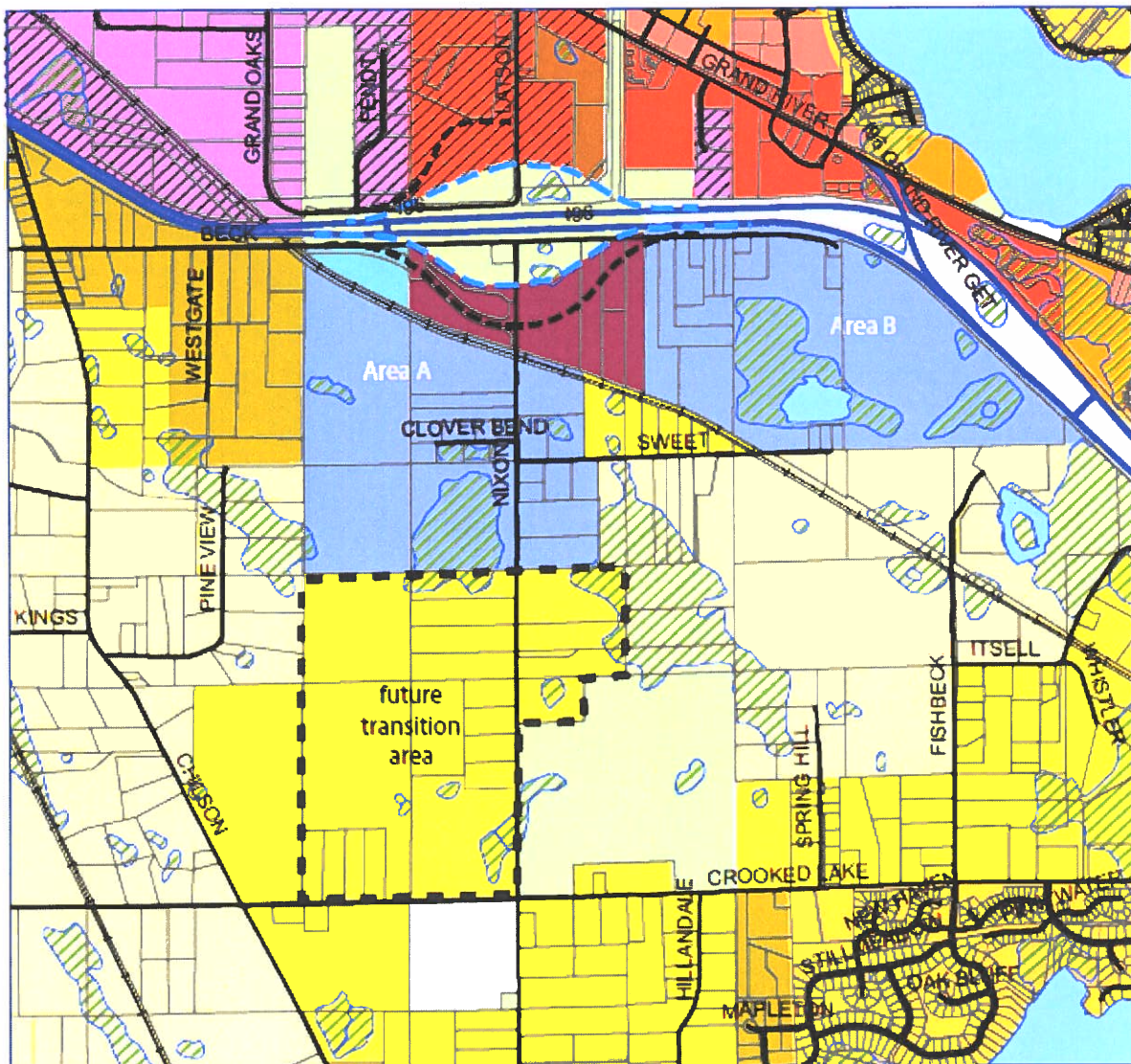


Subject  
Property

- |                                     |                                |
|-------------------------------------|--------------------------------|
| Agriculture/Country Estate          | Mixed Use - East Grand River   |
| Large Lot Rural Residential         | Mixed Use - West Grand River   |
| Low Density Residential             | Industrial                     |
| Small Lot Single Family Residential | Research and Development       |
| Medium Density Residential          | Interchange Campus             |
| High Density Residential            | Interchange Commercial         |
| Neighborhood Commercial             | Public/Institutional/Utilities |
|                                     | Private Recreation             |



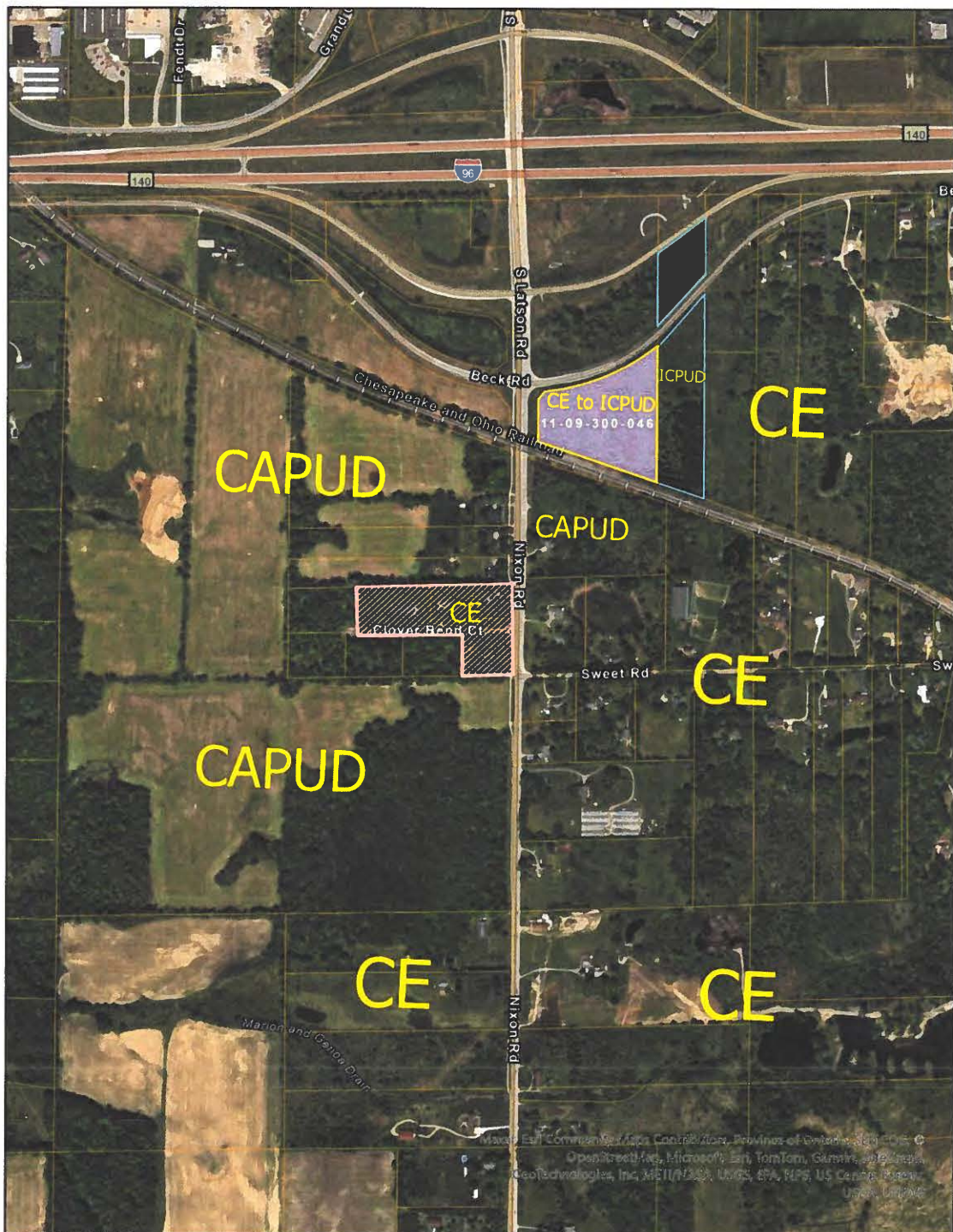
## 2013 I-96/Latson Road Subarea Plan



- |   |   |   |  |
|---|---|---|--|
| <ul style="list-style-type: none"> <li>ADJ-CULTURE/COUNTRY ESTATE - 5 acres per unit</li> <li>LARGE LOT RURAL RESIDENTIAL - 2 acres per unit</li> <li>LOW DENSITY RESIDENTIAL - 1 acre per unit</li> <li>SMALL LOT SINGLE FAMILY RESIDENTIAL - 3 to 3 units per acre</li> <li>MEDIUM DENSITY RESIDENTIAL - 5 units per acre</li> <li>HIGH DENSITY RESIDENTIAL - 8 units per acre</li> <li>MANUFACTURED HOUSING</li> </ul> | <ul style="list-style-type: none"> <li>NEIGHBORHOOD COMMERCIAL</li> <li>GENERAL COMMERCIAL</li> <li>REGIONAL COMMERCIAL</li> <li>MIXED-USE TOWN CENTER</li> <li>OFFICE</li> <li>INDUSTRIAL</li> <li>RESEARCH AND DEVELOPMENT</li> <li>PUBLIC/INSTITUTIONAL/UTILITIES</li> <li>PRIVATE RECREATION</li> </ul> | <ul style="list-style-type: none"> <li>INTERCHANGE CAMPUS</li> <li>INTERCHANGE COMMERCIAL</li> <li>Beck and Grand Oaks Relocation</li> <li>New Ramps</li> <li>I-96</li> <li>Wetlands</li> </ul> | <ul style="list-style-type: none"> <li>Interchange transition area - future land use and the utility service area will be reconsidered in this area concurrent with a proposal for actual campus uses</li> </ul> |
|---|---|---|--|



**SURROUNDING ZONING MAP:**

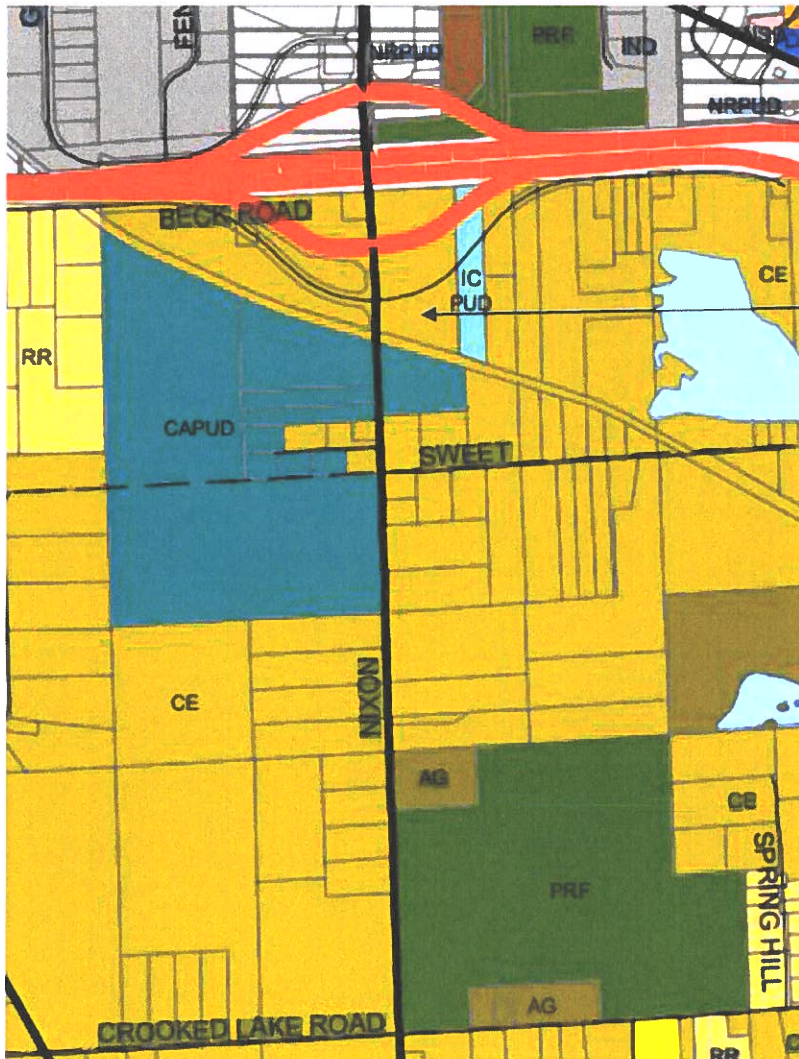


**CE: Country Estates**

**ICPUD:** Interchange Commercial Planned Unit Development

**CAPUD:** Interchange Campus Planned Unit Development

## TOWNSHIP ZONING MAP:



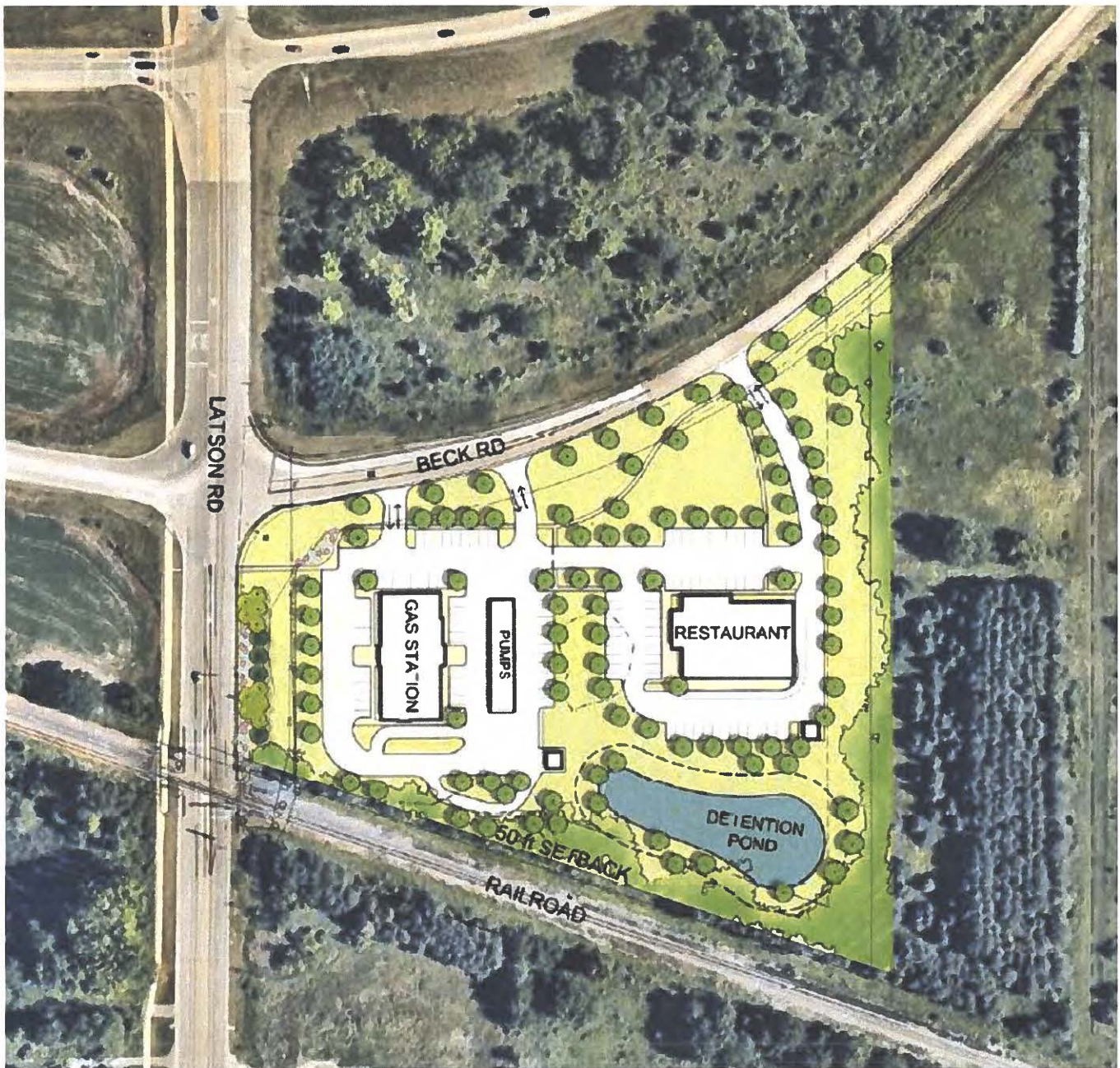
Subject Area

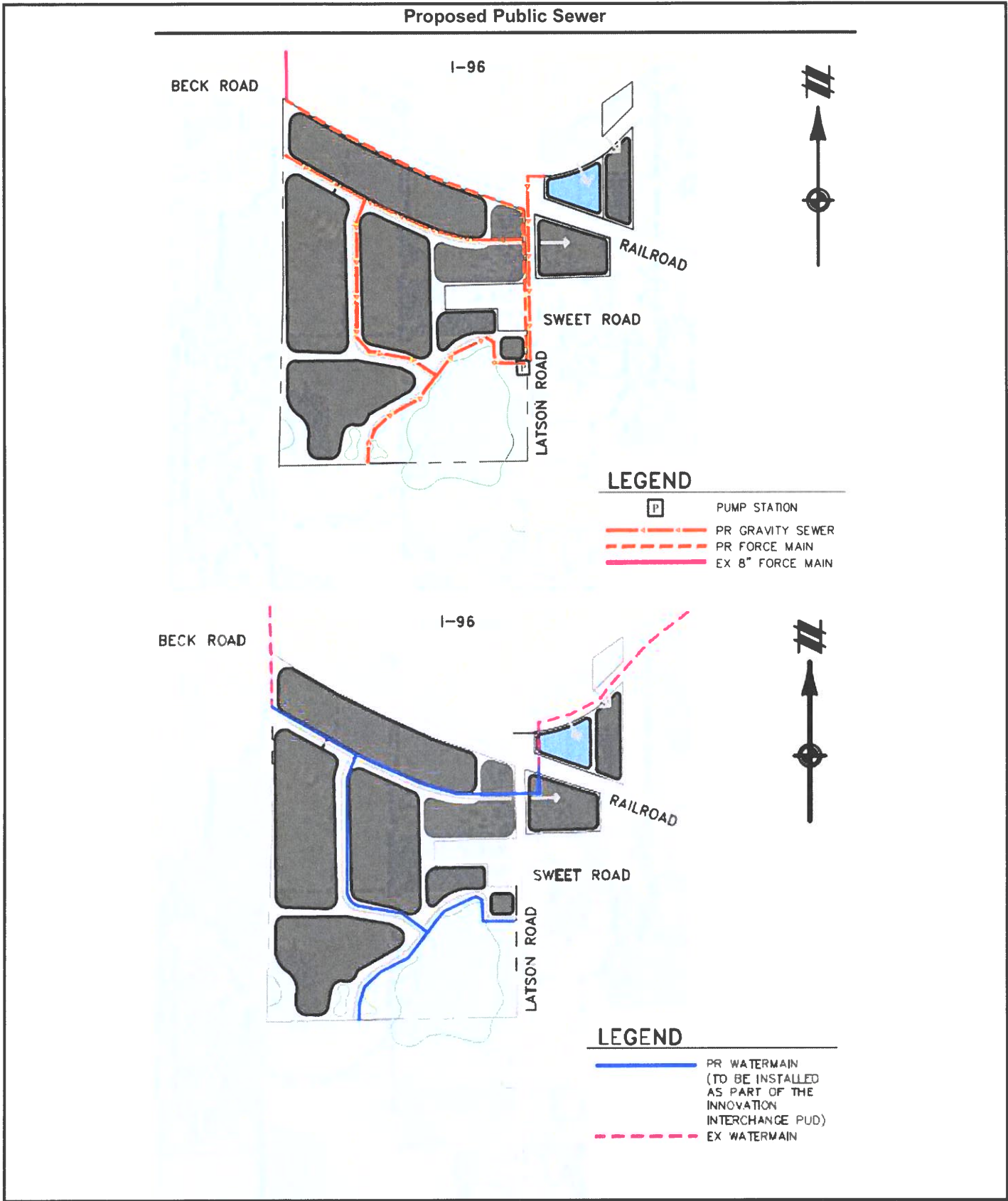
**Zoning Map**Genoa Charter Township  
Livingston County, Michigan**Legend**

AG	GC
CE	NS
RR	OS
LDR	NRPUD
SR	IND
LRR	PID
UR	PRF
MDR	MUPUD
HDR	RDPUD
RPUD	Town Center
MHP	CAPUD
RC	ICPUD



PUD Agreement: Concept Plan





**PLANNED UNIT DEVELOPMENT AGREEMENT  
(LATSON ROAD/I-96 INTERCHANGE COMMERCIAL)**

This **Planned Unit Development Agreement** (the “Agreement”) is made as of \_\_\_\_\_, 2024 (the “Effective Date”), by and between Latson Beck, LLC, a Michigan limited liability company (“Latson Beck” or “Developer”), whose address is 29201 Telegraph Road, Suite 410, Southfield, Michigan 48034, and the Charter Township of Genoa, a Michigan municipal corporation (the “Township”), whose address is 2911 Dorr Road, Brighton, Michigan 48116

**RECITATIONS**

A. Latson Beck is the owner of approximately 7.44 acres of land located on the east side of Latson Road, south of the I-96 expressway (Parcel No. 11-09-300-046), as depicted on the Parcel Map attached hereto as **Exhibit 1** (the “Latson Beck Property”).

B. The Latson Road/I-96 interchange was completed in approximately 2013. This new interchange provided the Township with the opportunity to create a new development district for coordinated, well-planned, mixed-use business, light industrial, high tech, office, commercial uses and related development, as described in, among other things, the Township’s 2013 Master Plan Update and incorporated by reference in the 2023 Master Plan. The Master Plan designates the Property for use and development as an Interchange Commercial Planned

Unit Development (or “ICPUD”) which has been incorporated into Article 10 of the Zoning Ordinance.

C. In 2020, affiliated entities of Latson Beck submitted a request to rezone approximately 177 acres of land located on the west side of Latson Road and another 10 acres on the east side of Latson Road to Campus Planned Unit Development (“CAPUD”); and approximately 5.74 acres of land located immediately adjacent and to the east side of the Latson Beck Property (the “Covenant of Faith Property”) to ICPUD (collectively referred to as the “Innovation Park PUD”).

D. Affiliated entities of Latson Beck and the Township entered into a Planned Unit Development Agreement (the “Innovation Park PUD Agreement”) as of September 30, 2020, which was recorded on October 6, 2020, with the Livingston County Register of Deeds, which among other things, rezoned the Covenant of Faith Property to ICPUD.

E. The Latson Beck Property is currently zoned CE (“country estates”), which is not consistent with the Township’s Future Land Use Plan for which the area is designated as Interchange Commercial.

F. Latson Beck has submitted an application for Planned Unit Development and to rezone the Latson Beck Property to ICPUD, consistent with the Township’s Master Plan and the adjacent Covenant of Faith Property, which is already zoned ICPUD under the Innovation Park PUD Agreement.

G. The Township Planning Commission reviewed the rezoning request, the Conceptual PUD Site Plan and Community Impact Statement and conducted a public hearing as required under the Zoning Ordinance. At its meeting held on \_\_\_\_\_, 2024, the Planning Commission recommended approval of the Commercial PUD to the Township Board and



Livingston County Planning Commission as satisfying the requirements of the review standards set forth in the Zoning Ordinance.

H. At its meeting held on \_\_\_\_\_, 2024, the Livingston County Planning Commission recommended approval of the Commercial PUD to the Township Board.

I. At its regular meeting held on \_\_\_\_\_, 2024, the Township Board conducted another public hearing on the Project and after finding that the rezoning and Conceptual PUD Site Plan satisfied the standards and objectives of the Zoning Ordinance and Master Plan, approved the Commercial PUD rezoning, the Conceptual PUD Site Plan and execution of this PUD Agreement for the Property, as reflected in the minutes of said meeting attached hereto as **Exhibit 2**, subject to the conditions of this Agreement and other conditions reflected in the meeting minutes.

**NOW, THEREFORE**, in consideration of the foregoing premises, which shall be incorporated into the parties' obligations set forth herein, the parties intending to be legally bound by this Agreement, agree as follows:

1. **Conceptual Commercial PUD Plan.** The Plan attached hereto as **Exhibit 3** is hereby approved by the Township as the PUD plan for the Project (the "Commercial PUD Plan"). The Commercial PUD Plan is conceptual and illustrative in nature and depicts the general nature and interrelationship of potential uses on the Property. The specific size and nature of any particular building or use and the relationship of such uses and buildings to each other within the Property will be subject to revisions based on the specific uses and businesses that may be attracted to the Property over time.

2. **Permitted Uses.** Notwithstanding anything contained in the Zoning Ordinance to the contrary, but subject to all of the terms and conditions of this Agreement and Exhibits hereto,



the Property may be developed for any of the uses or combination of uses set forth in **Exhibit 4** hereto; provided, however, that: (a) a gas station shall not be in the nature of a truck stop; and (b) while a hotel is a permitted use, it is limited in height to 4 stories (or 57 feet maximum). The uses listed as “Prohibited Uses” on **Exhibit 4** shall not be permitted under any circumstances.

3. **Special Land Uses.** Any of the uses: designated as “S” (or Special Land Use) contained in **Exhibits 4**, or any uses similar to or compatible with other special uses not specifically listed in the ICPUD district, as applicable to the Property, or commercial uses permitted by right or special approval in the RCD Zoning District but not listed in **Exhibit 4**, may be permitted upon determination of the Township Board following a recommendation by the Planning Commission as required by Township ordinance 10.03.06(c) in effect as of 2024, and shall be subject to all of the terms and conditions of this Agreement. (Relevant excerpts from the Zoning Ordinance are attached hereto as **Exhibit 5**.)

4. **Development Standards.** The Project is intended to be a focal point of interchange oriented commercial and other business activity in the community and to attract various commercial businesses that would take advantage of synergy of location and the expressway access and desire to be a part of a high quality, integrated business development plan. The location, design and uses allowed for the Project are intended to supplement and not compete with the Township’s major commercial districts along Grand River Avenue. Individual buildings and site amenities and landscaping are intended to be of high quality and design and include diverse building materials. All development within the Property shall adhere to the Commercial PUD Design Guidelines set forth in **Exhibit 6** hereto.

5. **Road Frontage.** The facades of the sides of all buildings fronting along Latson and Beck Roads shall incorporate materials of enhanced durability, including combinations of

brick, stone, glass, with permissible metal panel accents and such other equally durable and attractive materials as illustrated by the example facades in the PUD Design Guidelines.

6. **Future Road Improvements.** All road access to the Property shall be off of Beck Road and not Latson Road. No limited access driveways will be permitted. A traffic study was undertaken by Flies & Vandenbrink, dated July 26, 2024 (updated as of August 26, 2024), which recommends that a fully actuated and coordinated traffic signal with permissive/protected southbound left turn phasing be installed at the Latson and Beck Road intersection. While the final decision as to whether and when a traffic signal can be installed at the Beck/Latson intersection is within the jurisdiction of the Livingston County Road Commission (the “Road Commission”), Developer agrees that at such time as the traffic signal is approved and authorized, Developer will install the signal and related improvements at its expense.

7. **Greenbelts.** Landscaped greenbelts shall be installed along the perimeter boundaries of the Property as depicted on the Commercial PUD Plan and as described in the Design Guidelines.

8.

**Project Amenities.** Project amenities, including pathways along road frontage and connecting the various commercial uses, along with seating areas, bike racks, etc. will be included with each site plan submitted for specific development projects with the Project. In connection with the installation of the traffic signal described in paragraph 6 above, Developer shall fund and install one pedestrian crossing at Beck and Latson Roads.

9. **Off-Site Public Utilities.** As provided in an Agreement Regarding Construction of Sanitary Sewer and Water Project, made as of March 2021, between affiliates of Developer and the Township (the “Utility Agreement”), Developer’s affiliates paid for and completed the

construction of sewer and water service extensions from north of I-96 from Grand Oaks Drive and Kohl's to points south of the railroad tracks abutting the Property (the "Utility Project"). The Utility Project, which will ultimately be owned and operated by the Genoa-Oceola Sewer and Water Authority (G-O) and the Marion, Howell, Oceola, and Genoa Sewer and Water Authority (MHOG), was constructed in conformance with the Authority's Engineering Design Standards and Connection Manual, including inspection and testing of the utilities. The Utility Project was intended to serve and has the capacity "to serve the Township's 'Interchange Planned Unit Development' districts described in the Township's Zoning Ordinance," including the Property. (Utility Agreement, at pp. 1-2.) The utility plans for connecting sewer and water service to the Property are attached as **Exhibit 7**. As a result of the Utility Project, water service is available at the Property and sewer service is available on Property owned by Developer's affiliates. The further extension of utilities necessary to serve any part of the Interchange Planned Unit Development districts, including the Property, will be designed and installed as part of the final site planning and construction of any part of the districts. (Utility Agreement, at pp. 2-3.) On or before the execution of this Agreement, the Township and Developer agree to execute a First Amendment to the Utility Agreement in a form attached hereto as Exhibit 8 in order to add the Property to the Utility Agreement and the Developer as a party thereto. If a final site plan for development of a building or use on the Property is pursued before the much larger Utility Project is constructed for development within overall Innovation Park PUD, the Parties will work cooperatively and in good faith for an interim connection to the public utilities to serve the development in this Commercial PUD.

10. **Reservation of Utilities and Tap Fees.** The Township has allocated 10 sewer and water taps (residential equivalency units) capacity to serve the Property. If additional utility

**The amended utility agreement that was submitted does not satisfy section 10.02.03 (a) or 10.03.05. This agreement cannot agree to amend a different separate agreement involving another project.**

capacity is needed in the future to service permitted and/or approved special land uses, the Township shall allocate additional capacity to the extent such capacity is available in the utility systems.

11. **Perimeter and Internal Building Setbacks; Height Limitations.** All setback and height standards are set forth in the PUD Design Guidelines and, regardless of any deviation of the PUD Design Guidelines from any existing or future Zoning Ordinance standard or requirement, the PUD Design Guidelines shall govern and apply to the development of the Project. Modifications from such PUD Design Guidelines in connection with the final site planning and engineering for any building or group of buildings may be requested by the Developer and may be granted in the exercise of reasonable discretion by the Township Board upon recommendation of the Planning Commission and upon a showing that such modifications will result in a development consistent with the terms of this Agreement, the Exhibits hereto and the ICPUD Zoning District.

12. **Final Site Plan/Project Phasing.** The Project, including without limitation, Project roadways, amenities and on-site utilities associated with each phase, may proceed in multiple phases, with any phase being a single building or multiple buildings (a “Phase”), and multiple phases may proceed at the same time. The Project may be established as one or more business/commercial condominiums in accordance with the condominium standards of the Zoning Ordinance. In that event, condominium units or sites may be leased by Developer or sold to other parties, including end-user businesses. Any site or unit leased, sold or developed shall be subject to the terms and conditions of this Agreement, which shall run with the land as described below, and will be subject to condominium documents and/or an agreement regarding covenants, easements and restrictions, in forms approved by the Township for consistency with

this Agreement and applicable Township ordinances. The Township shall review such condominium or covenant agreements, and shall approve them to the extent they are consistent with the terms and conditions of this Agreement and other applicable Township ordinances. Any final site plan for a building or phase within the Property shall contain the information required in Article 10.08.02 of the Zoning Ordinance and such final site plan shall be approved if it is consistent with the terms of this Agreement and satisfies other Ordinance requirements. In the event of any conflict between the terms of this Agreement and Exhibits hereto and any current or future Ordinance provision of the Township, this Agreement and Exhibits hereto shall control.

13. **Maintenance Obligations.** The internal roads, signage, pedestrian amenities, lighting, entry features, storm drainage, sidewalks, landscaping and other common elements installed within the interior of development areas shall be initially maintained by the Developer until a condominium or other property owners' association is created and until such condominium or association takes over such maintenance responsibilities in accordance with the condominium or association agreements. Upon assumption of the association's responsibility of such maintenance, the Developer shall have no further obligation hereunder with respect to maintenance of the common improvements.

14. **Timing of Development.** The Commercial PUD Plan shall operate in effect as a master future land use plan for the Project and the following time periods shall apply to the Project:

a. **Expiration of PUD Agreement** – This Agreement shall expire in two (2) years if Developer has not submitted a final site plan for approval of a building or use within the Commercial PUD Property. This time period may be extended by the Township Board in the exercise of reasonable discretion for up to an additional two (2)

years if requested by the Developer in writing prior to the expiration of initial two-year period. An extension shall be granted if the Developer demonstrates good cause. Once a final site plan is approved for a building or project within the Commercial PUD Property and Developer commences construction, this Agreement shall not terminate except by mutual agreement of the Parties in writing.

b. **Expiration of Site Plans** – Individual site plans as required by Township Ordinance for structures and/or private roads and related infrastructure for each phase of the Project are valid for a period of three (3) years after final approval. The approved site plan must be constructed to substantial completion and issuance of a temporary certificate of occupancy within the three (3) years following final approval; otherwise the approval for that site plan is null and void unless an extension is granted by the Township Board following a recommendation by the Planning Commission. Developer shall be entitled to an extension if, as determined by the Planning Commission in the exercise of reasonable discretion, substantial progress has been made to complete the construction pursuant to a final site plan. Substantial progress is defined to include carrying out the terms of the final site plan in good faith, such as obtaining the necessary engineering approvals and permits for construction and, when permits have been issued, pursuing actual physical construction or development of the required improvements identified in the site plan. Nothing in this paragraph is intended to preclude Developer from pursuing multiple site plans at the same time.

15. **Termination or Expiration of Commercial PUD Plan.** In the event this Agreement expires or terminates for any reason, the rezoning classification shall remain, and any change in the zoning must be by application to the Township and fully compliant with the laws

← Does Township agree with, this is contrary to Court of Appeals decision Chestnut Dev. vs Genoa Township Docket Case 317199

of the State of Michigan. The expiration or termination of this Agreement for any reason does not result in the zoning reverting to its previous classification of Country Estates. Developer may at any time after expiration of the Commercial PUD Plan submit and pursue a new Commercial PUD Plan in accordance with the procedural requirements of the Zoning Ordinance in effect at the time of submission.

16. **Entire Agreement.** This Agreement, the exhibits attached hereto, if any, and the instruments which are to be executed in accordance with the requirements hereof set forth all the covenants, agreements, stipulations, promises, conditions, and understandings between the Township and the Developer concerning the Project as of the date hereof, and there are no covenants, agreements, stipulations, promises, conditions or understandings, either oral or written, between them other than as set forth herein.

17. **Relationship Of The Parties.** The relationship of the Township and the Developer shall be defined solely by the expressed terms of this Agreement, including the implementing documents described or contemplated herein, and neither the cooperation of the parties hereunder nor anything expressly or implicitly contained herein shall be deemed or construed to create a partnership, limited or general, or joint venture between the Township and the Developer, nor shall any party or their agent be deemed to be the agent or employee of any other party to this Agreement.

18. **Modification.** Except as provided below, this Agreement can be modified or amended only by a written instrument expressly referring hereto and executed by the Township and the Developer, its successors and assigns. The PUD Design Guidelines are in effect a living document and may be updated or revised as provided in Zoning Ordinance Section 10.11 to reflect specific site conditions, special projects or users, changes in market conditions and future

trends and best practices in planning and design. Any change requires the mutual consent of the Township and Developer. To the extent the Property is subdivided in the future either through a site condominium or land division, modifications with respect to any individual parcel or site within the condominium may be made by the owner of the parcel or site and the Township, provided that any such modification does not adversely impact any other property within the Project area, and complies with the Zoning Ordinance.

19. **Michigan Law To Control.** This Agreement and the rights and obligations of the parties hereunder shall be construed in accordance with Michigan law.

20. **Due Authorization.** The Township and the Developer each warrant and represent to the other that this Agreement and the terms and conditions thereof have been duly authorized and approved by, in the case of the Township, its Board of Trustees, and as to the Developer, by the appropriate officers or members of the companies constituting the Developer, and that the persons who have executed this Agreement below have been duly authorized to do so.

21. **Agreement To Run With The Land; Recording.** This Agreement shall be binding upon and inure to the benefit of the parties to this Agreement and their respective heirs, successors, assigns and transferees, and shall run with the Property. This Agreement shall be recorded by Developer at its expense with the office of the Livingston County Register of Deeds and a copy provided to the Township.

22. **Counterparts.** It is understood and agreed that this Agreement may be executed in several counterparts, each of which, for all purposes, shall be deemed to constitute an original and all of which counterparts, when taken together, shall be deemed to constitute one and the same agreement, even though all of the parties hereto may not have executed the same



counterpart. Delivery via facsimile or PDF transmission of a counterpart of this Agreement as executed by the parties making such delivery shall constitute good and valid execution and delivery of this Agreement for all purposes.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement on the date first set forth above.

*[Signatures on following pages]*

The parties hereto have executed this Agreement as of the year and date set forth above.

“DEVELOPER”

Latson Beck, LLC  
a Michigan limited liability company

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF MICHIGAN       )  
  ) ss.  
COUNTY OF OAKLAND    )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2024, by Todd Wyett, \_\_\_\_\_ of Latson Beck, LLC, a Michigan limited liability company, on behalf of the company.

\_\_\_\_\_  
Notary Public  
\_\_\_\_\_  
County, Michigan  
Acting in Oakland County, Michigan  
My Commission Expires: \_\_\_\_\_

“TOWNSHIP”

**GENOA TOWNSHIP,**  
a Michigan municipal corporation

By: \_\_\_\_\_

Its: Supervisor

STATE OF MICHIGAN       )  
  ) ss.  
COUNTY OF LIVINGSTON )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, Supervisor of Genoa Township, a Michigan municipal corporation, on behalf of the corporation.

\_\_\_\_\_  
Notary Public  
Livingston County, Michigan  
Acting in Livingston County, Michigan  
My Commission Expires: \_\_\_\_\_

and

By: \_\_\_\_\_  
Its: Clerk

STATE OF MICHIGAN        )  
  ) ss.  
COUNTY OF LIVINGSTON )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, Clerk of Genoa Township, a Michigan municipal corporation, on behalf of the corporation.

\_\_\_\_\_  
Notary Public  
Livingston County, Michigan  
Acting in Livingston County, Michigan  
My Commission Expires: \_\_\_\_\_

Drafted by and when recorded return to:  
Alan M. Greene, Esq.  
Dykema Gossett PLLC  
39577 Woodward Avenue, Suite 300  
Bloomfield Hills, MI 48304

**EXHIBIT 1**

(Parcel Map)


*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*

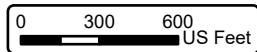
# Interchange Commercial PUD

## Parcel Exhibit Map

Genoa Township, Livingston County, Michigan



 Interchange  
Commercial PUD



**EXHIBIT 2**

(Minutes of Township Board Meeting dated \_\_\_\_\_, 2024)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*

**EXHIBIT 3**

(Commercial PUD Concept Plan)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*





# MKSK

**Landscape Architecture  
Urban Design  
Planning**

462 SOUTH LUDLOW ALLEY  
COLUMBUS, OH 43215  
614.621.2796 MKSKSTUDIOS.COM

Drawing Title:

**SITE PLAN**

Project:

**COMMERCIAL PUD**

Project # d23103

Date: 11.13.2024

Scale: 1 to 200

## **EXHIBIT 4**

(Table of Permitted and Prohibited Uses for Commercial Area)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*



## Commercial PUD Use Table

P= Permitted; S= Special Land Use

Note: Uses shall comply with Section 7.02.02, Use Conditions, in the Genoa Township Zoning Ordinance.

Uses over 60,000 square feet of gross floor area require Special Land Use approval in accordance with the general and specific standards of Article 19 Special Land Uses.

<b>Types of Uses (terms as defined in the Zoning Ordinance)</b>	<b>Column1</b>
<b>COMMERCIAL AND SERVICE</b>	
Medical offices -excluding clinics, and urgent care centers	P
Professional Offices	P
Motion picture theaters	P
Recreation (indoor) such as bowling alleys, skating rinks, arcades, indoor golf or softball, indoor shooting/archery ranges, excluding dome structures	P
Auto/gasoline service station, limited to one establishment within the PUD	S
Banks, credit unions, savings and loan establishments and similar financial institutions with up to 3 drive-through teller windows	P
Banks, credit unions, savings and loan establishments and similar financial institutions with more than 3 drive-through teller windows	S
Hotels including accessory convention/meeting facilities and restaurants	P
Health clubs, fitness centers, gyms and aerobic clubs	P
Micro-brewery, small distillery and small winery	P
Pet supplies or grooming	P
Pet day care center	S
Personal and business service establishments, performing services on the premises, but not including dry cleaning.	P
Pharmacies which may include drive through service	P
Standard restaurants and coffee shops	P
Restaurants and bars serving alcoholic beverages	P
Restaurants with open front windows	P
Restaurants with outdoor seating	P
Drive-through restaurants	P
Drive-in restaurants	P
Carry-out restaurants	P
Coffee Shop with drive-through	P
Brewpub	P
Retail establishments and shopping centers	P
Conference Centers	P

### LIST OF PROHIBITED USES

<b>Types of Uses</b>
Automobile, motorcycle, boat and recreational vehicle sales, new and used, including the leasing of such vehicles
Dry Cleaning Establishments
Outdoor commercial display, sales or storage
Kennel, commercial
Mini-storage
Auto/Truck Repair (Minor or Major)
Truck Stop

**EXHIBIT 5**

(Excerpts from Zoning Ordinance)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*

**ARTICLE 10  
PLANNED UNIT DEVELOPMENT**

**Sec. 10.01 PURPOSE**

- 10.01.01 **Purpose.** The purpose of this Section is to permit the coordinated development on larger sites, protect significant natural features present which the property owner and Township wish to preserve, to provide the opportunity to mix compatible uses or residential types, or allow clustering of residential units to preserve common open space and natural features.
- 10.01.02 **Innovation in Land Use.** The PUD standards are provided as a design option to permit flexibility in the regulation of land development; to encourage innovation in land use, form of ownership and variety in design, layout, and type of structures constructed; to preserve significant natural features and open space; to promote efficient provision of public services and utilities; to minimize adverse traffic impacts; to provide adequate housing and employment; to encourage development of convenient recreational facilities; and to encourage the use and improvement of existing sites when the uniform regulations contained in other zoning districts alone do not provide adequate protection and safeguards for the site or its surrounding areas. The PUD standards are not intended to avoid the imposition of standards and requirements of other zoning classifications rather than to achieve the stated purposes herein set forth.
- 10.01.03 **Flexibility in Design.** For properties approved for PUD designation, these PUD standards provide the developer with flexibility in design and permit variation of the specific bulk, area, and in some specified situations the density requirements of this Ordinance on the basis of the total PUD plan, subject to the approval of the PUD plan by the Planning Commission and Township Board in accordance with the requirements as herein set forth.
- 10.01.04 **Types of PUD's.** This article provides for seven (7) types of PUD: a residential overlay, a planned industrial/corporate district, a mixed use PUD district, a redevelopment PUD, a non-residential PUD District, and two separate PUD Districts for the S. Latson Road interchange area. The residential PUD, planned industrial PUD and redevelopment PUD are overlay districts that include supplementary standards, which apply simultaneously, or replace, standards of the underlying residential zoning district. The mixed use PUD, non-residential PUD, and two interchange PUDs are separate zoning districts.

(as amended 12/31/06 and 09/04/18)

**Sec. 10.02 QUALIFYING CONDITIONS**

The following provisions shall apply to all planned unit developments:

- 10.02.01 **Single Ownership.** The planned unit development site shall be under the control of one owner or group of owners and shall be capable of being planned and developed as one integral unit.
- 10.02.02 **Initiated by Petition.** A PUD zoning classification may be initiated only by a petition.
- 10.02.03 **Minimum Site Area.** The site shall have a minimum area of twenty (20) acres of contiguous land, provided such minimum may be reduced by the Township Board as follows:
  - (a) The minimum area requirement may be reduced to five (5) acres for sites served by both public water and sanitary sewer.
  - (b) The minimum lot area may be waived for sites zoned for commercial use (NSD, GCD or RCD) where the site is occupied by a nonconforming commercial, office or industrial building, all buildings on the site are proposed to be removed or rehabilitated and a use permitted within the underlying zoning district is proposed. The Township Board shall only permit the PUD on the smaller site where it finds that the flexibility in dimensional standards is necessary to allow for innovative design in redeveloping the site and an existing blighted situation will be eliminated. (as amended 12/31/06)
  - (c) Interchange Commercial and Campus PUDs: the Township Board may waive the minimum lot area where the design elements of a proposed development are integrated into and consistent with the broader Master Plan Latson Road Subarea Plans with compatible land uses (as amended 09/04/18)
- 10.02.04 **Benefits.** The PUD site plan shall provide one or more of the following benefits not possible under the standards of another zoning district, as determined by the Planning Commission:
  - (a) preservation of significant natural or historic features;
  - (b) a complementary mixture of uses or a variety of housing types;
  - (c) common open space for passive or active recreational use;
  - (d) mitigation to offset impacts; or,
  - (e) redevelopment of a nonconforming site where creative design can address unique site constraints. (as amended 12/31/06)
- 10.02.05 **Sewer and Water.** The site shall be served by public sewer and public water. The Township may approve a residential PUD that is not served by public sewer or water, provided all lots shall be at least one (1) acre in area and the requirements of the County Health Department shall be met.

**Sec. 10.03 TYPES OF PUD ZONING DESIGNATION**

A property meeting the qualifying conditions may be rezoned to an appropriate PUD District, based on the standards shown in the following table and appropriate standards contained elsewhere in this Zoning Ordinance. The rezoning shall be concurrent with the approval of a PUD Conceptual Plan. The PUD designation shall be noted in the application, and on the Official Zoning Map upon approval.

District Name	Type of District	Permitted Uses	Special Land Uses	Additional Provisions
Residential Planned Unit Development (RPUD)	Overlay of a residential district	Open space or cluster housing projects with one or more types of residential uses	Same as underlying residential district	Sec. 10.03.01
Planned Industrial Parks (PID)	Overlay district of an Industrial District	Uses permitted in the Industrial and Office-Service Districts	Special land uses of the Industrial and Office-Service District	Sec. 10.03.02
Mixed Use Planned Unit Development (MU-PUD)	Separate zoning district	A mixture of public, residential, commercial, recreational or open space uses.	Special land uses of the zoning districts applicable to each PUD component.	Sec. 10.03.03
Redevelopment Planned Unit Development (RDPUD)	Overlay of a commercial district	Same as underlying district	Same as underlying district	Sec. 10.03.04
Non-residential Planned Unit Development (NR-PUD)	Separate zoning district	A mixture of public, office, commercial, light industrial, recreational and open space uses. See Sec. 10.03.05(c).	Special land uses of the zoning districts applicable to each PUD component.	Sec. 10.03.05
Interchange Commercial PUD (ICPUD)	Separate zoning district	See Sec. 10.03.06 c	Special land uses of the General Commercial or Regional Commercial District, as may be approved by the Township, except those specifically listed in Sec. 10.03.06 c	Sec. 10.03.06
Interchange Campus PUD (CAPUD)	Separate zoning district	See Sec. 10.03.06 c	See Sec. 10.03.06 c	Sec. 10.03.06

(as amended 12/31/06 and 09/04/18)

**10.03.01 Residential PUD**

- (a) **Density:** Residential density shall be determined by a parallel plan that illustrates how the site could be developed as a conventional subdivision or site plan, meeting all applicable township and county zoning and subdivision requirements. The Township shall review the design and determine the number of buildable lots that could be feasibly constructed, taking into consideration any wetlands or other non-buildable land. This number shall be the maximum number of dwelling units allowable for the RPUD. Where the underlying zoning is multiple family, density shall be determined based upon the underlying zoning district and the definition of density. Where the Township Master Plan recommends a different zoning district than the current zoning, a rezoning of the underlying zoning district consistent with the Master Plan may be considered concurrently with the Residential PUD overlay.
- (b) **Dimensional Standards:** The dimensional standards of the underlying zoning district shall be complied with, provided the lot area, lot width and setback requirements may be reduced with the resultant area preserved as open space. A table shall be provided on the site plan indicating the cumulative reduction in lot areas and the corresponding

amount of open space being preserved. Wetland setbacks may not be reduced. The Planning Commission may approve an RPUD without public water and sewer provided all lots shall be at least one (1) acre in area and the requirements of the County Health Department are met.

- (c) **Open Space:** All land within an RPUD that is not devoted to a residential unit, roadway or other improvement shall be set aside as common open space for recreation or conservation. The amount of open space shall be at least equal to the total area that proposed lots are reduced below the underlying zoning's minimum lot area; provided a minimum of twenty five percent (25%) of the site shall be open space. Common open space shall be planned in locations that are visible and accessible. The open space shall contain some form of active recreational facility such as a play-area. The common open space shall be located to preserve significant natural features, central to the residents of the development, along the county road frontage, adjacent to adjoining residential or to connect open spaces throughout the development. The open space along the exterior public roads shall generally have a depth of at least one hundred (100) feet, either landscaped or preserved in a natural wooded condition. The PUD agreement shall set forth open space protection measures as provided for in section 10.05.04.

#### 10.03.02 **Planned Industrial District (PID)**

- (a) **Dimensional Standards:** All buildings, structures, accessory structures and parking areas shall meet the minimum setback standards of the Industrial District, as specified in the Table of Dimensional Standards, along the exterior boundaries of the PID site. Internal setbacks shall be determined by the Planning Commission during review of the PID concept plan. Maximum building height shall be consistent with the standards for the Industrial District.
- (b) **Lot Areas:** Minimum lot area shall be two (2) acres except up to twenty five percent (25%) of the total number of lots may be between one and one-half (1-1/2) and two (2) acres in area.
- (c) **Design Standards:** Buildings shall utilize high quality architecture and landscaping that create a research and office-park environment with primary use of masonry material, such as brick, stone or split face block, and glass on buildings and landscaping along internal roadways and around the perimeter of the PID. Metal paneling and plain concrete masonry units shall constitute no more than twenty-five percent (25%) of the facades of buildings visible from the internal roadway or any adjoining public roadway. (as amended 12/31/06)

#### 10.03.03 **Mixed Use PUD**

- (a) **Uses:** A mixed use PUD shall include a mixture of uses that are considered by the Planning Commission to be consistent with the Master Plan. A concept plan shall be prepared for the PUD that divides the PUD into components for various uses. Each component of the PUD shall be designated as a specific zoning district (e.g. Medium Density Residential or Office-Service). Areas devoted to each type of use shall be designated on the PUD Concept Plan. The concept plan may provide for vertical mixture of uses, such as office or residential above commercial. The mixed use PUD can be a mixture of housing types such as single family and multiple family or a mixture of uses such as residential and non-residential. The Planning Commission



shall determine the appropriate mixture of uses and how much of the PUD land area shall be occupied by residential uses, nonresidential uses, recreational area, or open space. The Planning Commission shall make this determination based upon the concept plan's ability to provide an integrated mixture of uses, maintain compatibility with surrounding uses, and meet the standards of section 10.07. The list of permitted uses shall be established by the Planning Commission in the PUD agreement. Not more than fifty percent (50%) of the PUD acreage shall be devoted to commercial, office or industrial and not less than fifty percent (50%) of the PUD acreage shall be devoted to open space, preserved natural features or residential use.

- (b) Open Space: A minimum twenty five percent (25%) of the site shall be open space. Such open space shall be dispersed throughout the site and linked through greenway or pedestrian corridors or located along road frontages. A minimum of 50% of the required open space shall be usable upland area.
- (c) Dimensional Requirements: All area and bulk dimensional standards shall comply with the dimensional standards for the associated zoning district designated on the PUD concept plan. To encourage flexibility and creativity consistent with the intent of the PUD, the Township may permit specific departures from the requirements of the Zoning Ordinance as a part of the approval process. Any regulatory modification shall be approved through a finding by the Township that the deviation shall result in a higher quality of development than would be possible using conventional zoning standards. Residential portions of a PUD shall comply with section 10.03.01.
- (d) Parking. To encourage a true integration of mixed uses and improved efficiency in land use, the Planning Commission may permit the overlap in parking requirements between uses that have alternating peak-parking demands or where the mixture of uses on a site would result in multi-purpose trips. Approval for the parking reduction shall be based upon documentation submitted by the applicant indicating the types of uses, intensity and characteristics of the parking demands for such uses.

#### 10.03.04 Redevelopment PUD

- (a) A redevelopment PUD overlay shall only be applied to sites that have been previously developed for the purpose of a commercial, office, or industrial use, where redevelopment of the site will be an enhancement to the site and surrounding area, where all buildings on the site are proposed to be removed or renovated and a use permitted within the underlying zoning district is proposed. The redevelopment PUD shall only be applied to a site where the Township determines that flexibility in dimensional standards is necessary to allow for innovative design in redeveloping a site with constraints and where a clear public benefit is being derived.
- (b) To encourage flexibility and creativity consistent with the intent of the PUD, the Township may permit specific departures from the requirements of the Zoning Ordinance as a part of the approval process. Any regulatory modification shall be approved through a finding by the Township that the deviation shall result in a higher quality of development than would be possible using conventional zoning standards. A parallel plan shall be provided showing how the site could be redeveloped without the use of the PUD to allow the Planning Commission to evaluate whether the modifications to dimensional standards are the minimum necessary to allow redevelopment of the site, while still meeting the spirit and intent of the ordinance.

- (c) A table shall be provided on the site plan that specifically details all deviations from the zoning regulations. This specification should include ordinance provisions from which deviations are sought, the reasons the deviations are necessary and mechanisms to be utilized to mitigate any impacts. Only those deviations consistent with the intent of this ordinance shall be considered. As a condition of approving such deviations, the Township may attach such additional conditions deemed necessary for the protection of the public health, safety, and welfare in lieu of the regulations. (as amended 12/31/06)

#### 10.03.05 Non-residential Planned Unit Developments

- (a) Size of Uses:
  - (1) A maximum sixty percent (60%) of the site, exclusive of public rights of way shall contain retail commercial uses such as shopping centers or freestanding retail/department stores including areas required for storm water, setbacks, parking and landscaping associated with such uses. The remainder of the site shall include open space, manufacturing, research and development, office, lodging, restaurants and/or entertainment related uses.
  - (2) No more than two retail uses shall have an individual floor area of 100,000 square feet or more, and no other individual commercial use shall have a floor area over 60,000 square feet.
- (b) A minimum twenty five percent (25%) of the site shall be open space. Such open space shall be dispersed throughout the site and linked through greenway or pedestrian corridors. Open space is defined as undisturbed areas of key natural features, landscaped open space or pedestrian plaza areas, which commonly include outdoor seating and gathering areas. Detention areas shall comprise no more than 50% of the required open space and if visible from the roadway, parking lot, residential dwellings, primary entrances to buildings or other predominant views shall only be counted toward this requirement if designed to provide a natural appearance as described below.
- (c) Permitted Uses: All uses permitted by right or by special land use approval in the Commercial, Office and Public and Recreational Facilities Districts (NSD, OS, GCD, RCD and PRF) are permitted by right or special use under the PUD. Permitted uses shall also include Manufacturing Research or Research and Development Uses, defined as low intensity industrial uses that include a large office or laboratory component and that manufacture, package, assemble or treat finished or semi finished products from previously prepared material but do not process raw materials. The following are exceptions to the list of permitted uses:
  - (1) Auto sales, new and used
  - (2) Auto/gasoline service stations of any type, principal or accessory
  - (3) Auto maintenance or repair establishment of any type
  - (4) Automobile wash, automatic or self serve

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- (5) Banquet halls, assembly halls, dance halls, private clubs, fraternal order halls, lodge halls or similar places of assembly except where accessory to a permitted office or lodging use
  - (6) Carnivals, fairs, commercial cider mills and amusement parks
  - (7) Churches
  - (8) Convenience stores with gasoline sales
  - (9) Permanent or temporary dome structures
  - (10) Fruit stands (outdoor sales of fruit and nursery goods) except when accessory to a permitted use
  - (11) Kennels, of any kind
  - (12) Laundromats
  - (13) Leasing or sales or display of trucks, trailers, boats, recreational vehicles, construction equipment and similar vehicles
  - (14) Mini storage warehouses
  - (15) Outdoor commercial display, sales, storage or temporary staging of items as a principal or accessory use, unless screened from public view
  - (16) Outdoor private recreation facilities such as, but not limited to, miniature golf, driving ranges, batting cages, go cart tracks, and in line skating rinks
  - (17) Restaurants with drive through facilities, except Township Board may approve up to one upon determination that the project shall be integrated into the design concept for the overall PUD
  - (18) Educational establishments including public schools, parochial schools, vocational trade schools, colleges, universities and commercial schools such as dance academies or martial arts studios
  - (19) Industrial uses, except for a research and development uses, and micro breweries associated with a restaurant
  - (20) Any other use not specifically authorized under the appropriate zoning district
- (d) Traffic Circulation, Operations and Access
- (1) A traffic impact study shall be provided as described in Article 18. Such study shall evaluate the impact of the project at each access point and existing major intersections where volumes from the PUD are projected increase daily or hourly volumes by 5% or more. The traffic study shall include methods to mitigate impacts, and describe timing and responsibility for funding such improvements.

- (2) Access shall be limited to one major entrance along any arterial, excluding an entrance designed solely for truck traffic. Additional access points shall only be considered if spaced at least 500 feet apart and a traffic impact study demonstrates overall traffic operations and safety will be improved.
  - (3) Access points shall be at least 600 feet from the intersection of arterial roadways or interchange ramps provided the spacing may modified by the Township, with input from road agency staff, to minimize conflicts with traffic operations at intersections or existing access points, or to meet signal spacing standards if it is determined the access may require signalization.
  - (4) Main access points shall be spaced from existing signalized intersections to ensure proper spacing and progression if the main access point is signalized in the future. The site design shall direct traffic flow to use the main access points.
  - (5) Interior drives shall provide circulation between uses.
  - (6) Stacking or queuing depth at site access points shall be sufficient to accommodate expected peak hour volumes without conflict to inbound or internal circulation.
  - (7) Additional right of way shall be provided to accommodate improvements to the existing arterial roadway system that are planned or required to mitigate traffic associated with the PUD.
  - (8) A pedestrian circulation system shall be provided throughout the site and along existing arterials.
- (e) Site Design. The following site elements shall be provided:
- (1) An extensively landscaped greenbelt shall be provided along existing public streets. Said greenbelt shall include closely spaced street trees and hedge rows to screen the parking lot. Low, undulating (horizontal and vertical) berms or an architectural feature (decorative stone or brick wall, wrought iron fencing, or combination) may be permitted.
  - (2) Site design and landscaping shall diminish the prominence of parking lots as viewed from public streets
  - (3) A Township entranceway landmark shall be provided near the intersection of any arterial streets or expressway ramps. The type and design of said landmark shall be determined as part of the conceptual plan approval.
  - (4) Pedestrian gathering and seating plazas, greenways and tree lined drives shall be within parking lots and throughout the site to provide an inviting pedestrian environment, protection of the pedestrian from vehicular circulation for improve traffic operations and views.
  - (5) One parking lot tree shall be provided for each 2000 square feet of paved parking, including aisles, service areas, driveways and drives. At least 1/2 of

- the parking lot trees shall be within the parking lot inside islands or medians. A majority of the islands shall be a minimum 18 feet wide. Landscape areas shall be irrigated.
- (6) Ornamental lighting shall be provided along arterials and throughout major circulation drive within the site.
  - (7) Other site amenities to create a pedestrian scale environment shall be provided such as bike racks, benches, information kiosks, art, planters or streetscape elements to separate mainline buildings from the parking lots.
  - (8) Any detention areas visible from the roadway, parking lot, residential dwellings, primary entrances to buildings or other predominant views shall have a maximum 6:1 slope and be designed to have a natural appearance, such as variable shape, natural arrangement of landscape materials, aerated fountains, and use of boulder accent walls or other similar design features.
  - (9) Unless otherwise provided in the PUD agreement, Signs shall comply with the standards of Article 16, provided sign types and materials shall be consistent with the overall architectural design of the PUD, and all freestanding signs shall be monument type with a base to match the building materials and landscaping around the sign integrated into the overall landscape plan. Wall and monument signs shall be channel cut letters on non illuminated background panels. Temporary window signs shall be prohibited.
- (f) Architecture. Information on architecture and building design (elevations or perspectives, materials and description of design standards) shall be submitted with the concept plan and comply with the following:
- (1) Architecture throughout the development shall be compatible based on a design theme established with the Concept Plan and described in the PUD Agreement.
  - (2) Buildings shall utilize high quality architecture with variable building lines, peaked roofs, architectural accents, and brick facades. Peaked roof lines shall not be designed to create false, parapet style facades.
  - (3) The depth of the front building line shall be varied to break up the building massing.
  - (4) The predominant material utilized on facades that are visible from a public right of way or parking lots shall be brick. Other materials may be used for architectural accents, provided such materials shall have the appearance of wood or cut or cast stone.
  - (5) A building or buildings shall face (front facade or side elevation with appearance of a front facade) the intersection of existing arterial streets. The building(s) shall have distinct architecture that creates a prominent landmark at the intersection, with no loading or utility areas that face the intersection. There shall be a landscaped plaza in front of the building or between buildings. Parking shall be behind this building where practical.

- (g) Utilities. The Concept Plan shall include a Utility Master Plan, based on guidelines provided by the Township Engineer. The Utility Master Plan shall show connection points to existing utilities, and concepts for the layout, size and phasing of utilities.

#### 10.03.06 Interchange Planned Unit Developments (Commercial and Campus)

- (a) Intent. The intent of the Interchange PUDs is to promote comprehensive and long-term planning of appropriate land uses, innovative architectural design, high quality building materials, and a walkable environment for pedestrians.
- (b) Master Plan and Subarea Plans. All Interchange PUD proposals shall demonstrate conformance to the land use, site design, and access management strategies and recommendations contained within the Genoa Township Master Plan and Subarea Plans.
- (c) Land Use.

(1) ICPUD: permitted land uses include restaurants (fast food, sit-down, and take out), auto/gasoline service stations, retail/service, hotels, entertainment (movie theaters, indoor commercial recreation, etc.), conference centers, financial institutions, and offices. The Township may permit additional compatible uses as part of the approval process. The list of permitted uses proposed for a development shall be included in the PUD Agreement for review and approval by the Township. All proposed uses shall comply with the conditions of Section 7.02.02.

(2) CAPUD: The intent of the CAPUD district is to provide locations in the Township to accommodate offices, laboratories, and related "high tech" uses, involved in such activities as engineering, design, research and development, robotics research, prototype development, demonstration and display laboratories, testing laboratories, and other research and high technology activities of similar character and intensity. On a limited basis, complementary uses are permitted, such as restaurants that primarily serve employees in the immediate area.

It is intended that such uses be located in attractive buildings on amply landscaped, carefully planned sites, and preserving significant natural features. The activities of such uses do not generate offensive external impacts and operations that generate high levels of noise, heat or glare, air pollution, odors, wastewater, or truck traffic, are not considered appropriate in this district. The list of permitted uses proposed for a development shall be included in the PUD Agreement for review and approval by the Township.

- a. Principal permitted uses include :
  - i. Research and development facilities.
  - ii. Research and support laboratories.
  - iii. Offices for the following occupations: executive, medical, dental, administrative, and professional, including architecture, planning, engineering and engineering sales.

- iv. Hospitals, clinics and medical research facilities.
  - v. Colleges, universities, and other institutions of higher learning.
  - vi. Corporate and technical education and training facilities.
  - vii. Multimedia production facilities.
  - viii. Microbrewer or small distiller.
  - ix. Data processing and computer centers, including computer programming and software development, training, and service of electronic data processing equipment.
  - x. Essential public services and structures, not including buildings and storage yards.
  - xi. Accessory uses, buildings, and structures customarily incidental to any of the above. Examples include security work, administration offices, and storage and distribution incidental to the primary use of the site.
- b. Special land uses include:
- i. Any permitted use over 40,000 square feet.
  - ii. Prototype manufacturing facilities for engineering, laboratory, scientific, electronic, and research instruments and equipment.
  - iii. Light industrial uses where activities involve high technology research and development type uses.
  - iv. Indoor commercial recreation or fitness centers (excluding dome structures).
  - v. Arenas, stadiums, and skating rinks.
  - vi. Accessory restaurants, personal and business service uses that are intended to primarily serve the occupants and patrons of the principal use; provided that, any such uses shall be an incidental use. Permitted accessory restaurant and service uses shall be limited to the following:
    - 1. Personal and business service establishments as identified in Table 7.02 that are intended to serve workers and visitors in the district, such as dry cleaning establishments, travel agencies, tailor shops, and similar establishments.
    - 2. Restaurants, cafeterias, and other places serving food and beverages which are permitted by right in the NSD.

- c. **Compatible Uses:** A land use which is not cited by name as a permitted or special land use may be permitted upon determination by the Township Board, following a recommendation by the Planning Commission that such use is clearly similar in nature and has the same character and intensity as those uses listed in this district as either principal permitted uses or special land uses. In making such a determination, all of the following shall be considered:
  - i. Specific characteristics of the use in question shall be compared with the characteristics of the uses which are permitted. Such characteristics shall include, but are not limited to, truck and vehicular traffic generation, types of services offered, types of goods produced, methods of operation, impacts from noise, air contaminants, odor, heat, fire hazards, and water contaminants, and building and site characteristics.
  - ii. The proposed use shall be compatible and in accordance with the goals, objectives and policies of the Genoa Township Master Plan and promote the intent of the development agreement and Section 10.03.06.
  - iii. The land use shall not impair the use and development of other nearby properties.
  - iv. If a proposed use is determined to be similar to and compatible with uses in the district the Planning Commission shall decide whether the proposed use shall be permitted by right, as a special land use, or as a permitted accessory use. The Planning Commission shall have the authority to establish additional standards and conditions under which a use may be permitted in the district.
- d. **Required conditions.** Except as otherwise noted, buildings and uses in the CAPUD shall comply with the following requirements:
  - i. All uses and business activities shall comply with the use conditions of 7.02.02, 8.02.02, and the performance standards in article 13.05.
  - ii. All business activity shall be conducted within a completely enclosed building, unless otherwise specified. Outdoor storage shall be prohibited.
  - iii. Any indoor storage must be clearly accessory to the principal permitted use.
  - iv. Notwithstanding the limitations on outside storage, commercially used or licensed vehicles used in the normal operation of a permitted use may be parked on the site in the rear only.
- (d) **Dimensional Standards:** All buildings, structures, accessory structures and parking areas shall meet the minimum setback standards of the Industrial District, Section 8.03.01 for the CAPUD and the Regional Commercial District, Section 7.03.01 for the ICPUD as specified in the Table of Dimensional Standards, along the exterior boundaries of the site. Internal setbacks and maximum building height shall be determined by the Planning



Commission during review of the PUD concept plan. To encourage flexibility and creativity consistent with the intent of the PUD, the Township may permit specific departures from the dimensional requirements of the Zoning Ordinance as a part of the approval process. Any regulatory modification shall be approved through a finding by the Township that the deviation shall result in a higher quality of development than would be possible using conventional zoning standards.

- (e) Site Design. All Interchange PUD proposals shall comply with the standards of Section 10.03.05 e above.
- (f) Architecture. All Interchange PUD proposals shall comply with the standards of Section 10.03.05 f above. The Planning Commission may allow for alternative innovative high quality exterior façade materials such as fiber cement and metal panels for buildings in the CAPUD district to create a research and office-park environment provided that the materials proposed to be used are found by the Planning Commission to be in keeping with the intent and purpose of this Section, in consideration of the character of surrounding uses and the design recommendations of the master plan.
- (g) Access Management and Connectivity.

(1) ICPUD:

- a. No access points other than Beck Road are permitted along South Latson Road between the interchange and the rail line.
- b. Development shall incorporate shared access points to limit the number of driveways along Beck Road and shall comply with Section 15.06 Access Management.
- c. Acceptable road levels of service (LOS) shall be maintained by careful access management strategies and road improvements.
- d. Sites shall be designed to incorporate cross-access easements and connectivity for vehicular, bicycle, and foot traffic.

(2) CAPUD:

- a. The primary access to the area west of South Latson Road, south of the railroad, shall be aligned with Sweet Road.
- b. Secondary access points shall be limited and/or restricted. Restricted driveways shall be designed to be intuitive with minimal signage. All access points shall be aligned with access points across the road and shall be separated from other intersections and access points on the same side of the road by at least 500 feet.
- c. Sites shall be designed to incorporate frontage roads, service roads, and cross-access easements to allow connectivity for vehicular, bicycle, and foot traffic. The use of landscaped boulevards is encouraged.

- (h) Utilities. The Concept Plan shall include a Utility Master Plan, based on guidelines provided by the Township Engineer. The Utility Master Plan shall show connection

points to existing utilities, and adjacent properties where appropriate and concepts for the layout, size, and phasing of utilities, which shall include water, sanitary sewer and stormwater controls.

- (i) **Future Transition Area.** Appropriately timed incremental southward expansion of the CAPUD is anticipated. Evaluation factors for expansion include the following considerations:

- (1) The amount and capacity of undeveloped land remaining within the growth framework areas shall be analyzed and a determination shall be made that additional land area is needed to justify expanding boundaries.
- (2) Projected population growth within the Township and demand for additional land areas for development.
- (3) Present and planned sanitary sewer capacity.
- (4) The capacity and condition of the road system.
- (5) The ability of the Township, County and other public agencies to provide necessary services to the new growth areas and the additional resulting population.
- (6) Impact on public health, safety and welfare.
- (7) Changes to conditions considered at the time of the subarea plan.
- (8) Inclusion of integrated open space for active and passive recreation.
- (9) Environmental constraints and sensitivity.
- (10) Adverse impact to adjacent or nearby property.
- (11) Sensitive transitions to residential and agricultural land can be achieved.
- (12) Other relevant criteria deemed appropriate by the Township.

(as amended 09/04/18)

#### **Sec. 10.04 APPLICATION AND REVIEW PROCEDURE**

##### **10.04.01 Process for rezoning to appropriate PUD designation, Conceptual PUD Plan, Environmental Impact Statement and PUD Agreement.**

- (a) An optional pre-application workshop with the Planning Commission may be requested by the applicant to discuss the appropriateness of a PUD concept, solicit feedback and receive requests for additional materials supporting the proposal. An applicant desiring such a workshop shall request placement on the Planning Commission agenda.
- (b) The applicant shall prepare and submit to the Zoning Administrator a request for rezoning to the appropriate PUD designation. The application shall include all

Conceptual Submittal items listed in Section 10.05 and shall be submitted in accordance with the procedures and requirements set by resolution of the Township Board.

- (c) The Planning Commission shall review the rezoning request, the Conceptual PUD Site Plan, the Impact Statement and PUD Agreement, conduct a public hearing, and make a recommendation to the Township Board and Livingston County Planning Commission based on the review standards of Section 10.07. Notice of public hearing shall be provided for in accordance with section 21.05.
- (d) Within thirty (30) days following receipt of a recommendation from the Planning Commission, the Livingston County Planning Commission shall conduct a public hearing on the requested PUD rezoning and make a recommendation for approval or denial to the Township Board.
- (e) The applicant shall make any revisions to incorporate conditions noted by the Planning Commission and submit the required copies to the Zoning Administrator to provide sufficient time for review prior to the Township Board meeting.
- (f) Within ninety (90) days following receipt of a recommendation from the Planning Commission and Livingston County, the Township Board shall conduct a public hearing on the requested PUD rezoning, Conceptual PUD Site Plan and PUD Agreement and either approve, deny or approve with a list of conditions made part of the approval. Notice of public hearing shall be provided for in accordance with section 21.05. The Township Board may require a resubmittal of the application reflecting the conditions for approval by the Zoning Administrator, and Township consultants if appropriate. (as amended 12/31/06)

10.04.02 **Expiration:** Approval of the Conceptual PUD Site Plan by the Township Board shall confer upon the owner the right to proceed through the subsequent planning phase for a period not to exceed two (2) years from date of approval. If application for Final PUD Site Plan approval is not requested within this time period, resubmittal of a new PUD concept plan and application shall be required. The Township Board may extend the period up to an additional two (2) years, if requested in writing by the applicant prior to the expiration date.

10.04.03 **Process for Final PUD Site Plan(s)**

- (a) The applicant shall submit the required copies of all necessary information meeting the requirements of Section 10.06 of this ordinance to the Zoning Administrator at least thirty (30) days prior to the Planning Commission meeting at which the Planning Commission shall first review the request. If the PUD involves a platted subdivision, the Final Site Plan may be processed concurrently as a Preliminary Plat.
- (b) Upon submission of all required materials and fees, the Planning Commission shall review the Final PUD Plan, the Impact Statement, and PUD Agreement and make a recommendation to the Township Board based on the review standards of Section 10.08.
- (c) The applicant shall make any revisions to incorporate conditions noted by the Planning Commission and submit the required copies to the Zoning Administrator to provide sufficient time for review prior to the Township Board meeting.

- (d) Within ninety (90) days following receipt of a recommendation from the Planning Commission, the Township Board shall conduct a public hearing on the requested Final PUD Plan, the Environmental Impact Statement, and PUD Agreement and either approve, deny or approve with a list of conditions made part of the approval. The Township Board may require a resubmittal of the application reflecting the conditions for approval by the Zoning Administrator, and Township consultants if appropriate. (as amended 3/5/10)
- (e) If the Final PUD Site Plan was approved with conditions, the applicant shall submit a revised site plan to the Zoning Administrator for approval prior to the issuance of any building permits.

#### **Sec 10.05 CONCEPTUAL SUBMITTAL REQUIREMENTS**

The purpose of the conceptual review is to provide a mechanism whereby the applicant can obtain a substantial review of the proposed project in order to prepare final site engineering and architecture plans, and to execute necessary agreements between the applicant and the Township. The required number of copies of each of the following items shall be submitted by the applicant or as required by the Township:

- 10.05.01 Current proof of ownership of the land to be utilized or evidence of a contractual ability to acquire such land, such as an option or purchase agreement.
- 10.05.02 A completed application form, supplied by the Zoning Administrator, and an application fee. A separate escrow deposit may be required for administrative charges to review the PUD submittal.
- 10.05.03 An Impact Assessment meeting the requirements of Article 18. A traffic impact study may be required at the discretion of the Township or as otherwise stated in this ordinance which meets the requirements of Article 18.
- 10.05.04 A complete PUD Agreement for review which shall:
  - (a) Set forth the conditions upon which the approval is based, with reference to the approved Site Plan or Plat Plan and Impact Statement and a description of all deviations from Township regulations that have been requested and approved.
  - (b) When open space or common areas are indicated in the PUD plan for use by the residents, the open space or common areas shall be conveyed in fee, placed under a conservation easement or otherwise committed by dedication to an association of the residents, and the use shall be irrevocably dedicated in perpetuity and retained as open space for park, recreation, conservation or other common uses.
  - (c) Set forth a program and financing for maintaining common areas and features, such as walkways, signs, lighting and landscaping.
  - (d) Assure that trees and woodlands will be preserved as shown on the site plan, or replaced on a caliper for caliper basis.
  - (e) Assure the construction, improvement and maintenance of all streets and necessary utilities (including public water, wastewater collection and treatment) to mitigate the impacts of the PUD project through construction by the developer, bonds or other

satisfactory means, for any and all phases of the PUD. In the case of phased PUD's this requirement shall be reviewed at the time of any final site plan approval.

- (f) Address any other concerns of the Township regarding construction and maintenance.

10.05.05 Sheet size of submitted drawings shall be at least 24-inches by 36 inches, with graphics at an engineer's scale.

10.05.06 Cover Sheet providing:

- (a) the applicant's name;
- (b) the name of the development;
- (c) the preparer's name and professional seal of architect, engineer, surveyor or landscape architect indicating license in the State of Michigan;
- (d) date of preparation and any revisions;
- (e) north arrow;
- (f) property lines and dimensions;
- (g) complete and current legal description and size of property in acres;
- (h) small location sketch of the subject site and area within one-half mile; and scale;
- (i) zoning and current land use of applicant's property and all abutting properties and of properties across any public or private street from the PUD site;
- (j) lot lines and all structures on the property and within one-hundred (100) feet of the PUD property lines;
- (k) location of any access points on both sides of the street within one-hundred (100) feet of the PUD site along streets where access to the PUD is proposed.

10.05.07 A Plan Sheet(s) labeled Existing Site Conditions, including the location of existing buildings and structures, rights-of-way and easements, significant natural and historical features, existing drainage patterns (by arrow), surface water bodies, floodplain areas, wetlands over two acres in size, the limits of major stands of trees and a tree survey indicating the location, species and caliper of all trees with a caliper over eight (8) inches, measured four feet above grade. This sheet shall also illustrate existing topography of the entire site at two (2) foot contour intervals and a general description of grades within one-hundred (100) feet of the site. A reduced copy of this sheet may be included in the Impact Statement.

10.05.08 For projects with a residential component, a concept plan that illustrates how the site could be practically developed under current zoning standards. This drawing may be used to determine the base density of the project.

10.05.09 A Conceptual PUD Site Plan Sheet including:

- (a) Conceptual layout of proposed land use, acreage allotted to each use, residential density overall and by underlying zoning district (calculations shall be provided for both overall and useable acreage), building footprints, structures, roadways, parking areas, drives, driveways, pedestrian paths, gathering areas and identification signs. Calculations of the size of uses to confirm compliance with Section 10.03.04 for the Non-residential PUD option.

Note: Useable area is total area less public road rights-of-way, year-round surface water bodies, and MDNR regulated wetlands.

- (b) Building setbacks and spacing.
- (c) General location and type of landscaping proposed (evergreen, deciduous, berm, etc.) noting existing trees over eight inches in caliper to be retained, and any woodlands that will be designated as "areas not to be disturbed" in development of the PUD.
- (d) A preliminary layout of contemplated storm water drainage, detention pond location, water supply and wastewater disposal systems, any public or private easements, and a note of any utility lines to be removed.
- (e) Calculations to demonstrate compliance with minimum open space requirements shall be provided.
- (f) Preliminary architectural design information shall be provided to the satisfaction of the Township.
- (g) If a multi-phase Planned Unit Development is proposed, identification of the areas included in each phase. For residential uses identify the number, type, and density proposed by phase.
- (h) A Utility Master Plan shall be required based on guidelines provided by the Township Engineer. The Utility Master Plan shall show connection points to existing utilities, and concepts for layout, size and phasing of utilities.

#### **Sec. 10.06 FINAL PUD SITE PLAN SUBMITTAL REQUIREMENTS**

The final submittal shall include the required number of copies of each of the following items:

- (a) All materials required by Article 18, Site Plan Review, including an Impact Statement and Traffic Impact Statement as required.
- (b) A hydrologic impact assessment describing the existing ground and surface water resources including, but not limited to, a description of the water table, direction of groundwater flow, recharge and discharge areas, lake levels, surface drainage, floodplains, and water quality as well as the projected impact of the proposed development on such resources, in particular impacts associated with water supply development, wastewater disposal, and storm water management.
- (c) A final copy of the approved PUD Agreement that meets the requirements outlined in Section 10.05.04.

- (d) Non-Residential Projects: Additional information required for a complete review under the standards of Section 10.03.04.
- (e) Any other additional information deemed appropriate by the Township.

**Sec. 10.07 STANDARDS FOR APPROVAL OF CONCEPTUAL PUD SITE PLAN**

**10.07.01 Standards for Approval.** Based upon the following standards, the Planning Commission may recommend denial, approval, or approval with conditions, and the Township Board may deny, approve, or approve with conditions the proposed planned unit development.

- (a) The planned unit development meets the qualification requirements.
- (b) The uses proposed shall have a beneficial effect, in terms of public health, safety, welfare, or convenience, on present and future potential surrounding land uses. The uses proposed will not adversely affect the public utility and circulation system, surrounding properties, or the environment. The public benefit shall be one which could not be achieved under the regulations of the underlying district alone, or that of any other zoning district.
- (c) The planned unit development is generally consistent with the goals, objectives and land use map of the Master Plan.
- (d) Judicious effort has been used to preserve significant natural and historical features, surface and underground water bodies and the integrity of the land.
- (e) Public water and sewer facilities are available or shall be provided for by the developer as part of the site development. The Planning Commission may approve an RPUD without public water and sewer, provided all lots shall be at least one (1) acre in area and the requirements of the County Health Department are met.
- (f) Safe, convenient, uncongested, and well-defined vehicular and pedestrian circulation within and to the site is provided. Roads and driveways shall comply with the Township Subdivision Control Ordinance, Livingston County Road Commission standards and the private road regulations of Article 15, as applicable. Drives, streets and other elements shall be designed to discourage through traffic, while promoting safe and efficient traffic operations within the site and at its access points. The site shall provide for inter-connection of roads and the future integration of circulation between adjacent sites.
- (g) Common open space shall be provided including natural areas, community greens, plazas and recreation areas. The open space and all other elements shall be in an appropriate location, suitably related to each other, the site and surrounding lands. The common open space may either be centrally located along the road frontage of the development, located to preserve significant natural features, or located to connect open spaces throughout the development. Connections with adjacent open space, public land or existing or planned pedestrian/bike paths may be required by the Township. Grading in the open space shall be minimal, with the intent to preserve existing significant topographic features, where such resources exist.
- (h) Any deviations from the applicable zoning regulations are reasonable and meet the intent of this Article.

- 10.07.02 **Conditions.** The Township Board may impose additional reasonable conditions to: 1) insure that public services and facilities affected by a Planned Unit Development will be capable of accommodating increased service and facility loads caused by the Planned Unit Development, 2) protect the natural environment and conserve natural resources and energy, 3) insure compatibility with adjacent uses of land, and 4) promote the use of land in a socially and economically desirable manner.

#### **Sec. 10.08 FINAL PUD SITE PLAN APPROVAL STANDARDS**

Based upon the following standards, the Planning Commission may recommend denial, recommend approval, or approval with conditions, and the Township Board may deny, approve with conditions the proposed planned unit development.

- 10.08.01 **Consistency with Preliminary PUD.** The Final PUD Plan and associated documents shall be reviewed for consistency with the approved Conceptual PUD Plan, PUD Agreement and associated documents and any conditions required by the Township.
- 10.08.02 **Final Site Plan Review.** The Final PUD Plan and associated documents shall be reviewed in accordance with Article 18 Site Plan Review, Township Subdivision Regulations, Township Condominium Ordinance and any other applicable regulatory document.
- 10.08.03 **Non-residential.** Non-residential PUD projects shall be reviewed for compliance with the standards set forth in Section 10.03.04.
- 10.08.04 **Conditions.** The Township may impose additional reasonable conditions to: 1) insure that public services and facilities affected by a Planned Unit Development will be capable of accommodating increased service and facility loads caused by the Planned Unit Development, 2) protect the natural environment and conserve natural resources and energy, 3) insure compatibility with adjacent uses of land, and 4) to promote the use of land in a socially and economically desirable manner.
- 10.08.05 **Phases.** For a PUD that is being developed in phases, final site plan approval for each phase shall be conditioned upon continued compliance of all phases with the Conceptual PUD Plan and PUD Agreement, as may be amended by the Township. The Township Board may postpone the approval of any final site plan for subsequent phases until previously approved phases of the PUD are brought into compliance with the requirements of the Conceptual PUD Plan and PUD Agreement.

#### **Sec. 10.09 SCHEDULE OF CONSTRUCTION**

- 10.09.02 **Construction.** Final site plan approval of a PUD, PUD phase or a building within a PUD shall be effective for a period of three (3) years. Further submittals under the PUD procedures shall be accepted for review upon a showing of substantial progress in development of previously approved phases, or upon a showing of good cause for not having made such progress.
- 10.09.04 **Residential Phasing.** In the development of a PUD, the percentage of one-family dwelling units under construction, or lots sold, shall be at least in the same proportion to the percentage of multiple family dwelling units under construction at any one time, provided that this Section shall be applied only if one-family dwelling units comprise twenty-five (25%) percent or more of the total housing stock proposed for the PUD. Non-residential structures



designed to serve the PUD residents shall not be built until the PUD has enough dwelling units built to support such non-residential use. The Planning Commission may modify this requirement in their conceptual or final submittal review process.

**Sec. 10.10 APPEALS AND VIOLATIONS**

- 10.10.01 **Zoning Board of Appeals:** The Zoning Board of Appeals shall have the authority to hear and decide appeal requests by individual lot owners for variances from the Genoa Township Zoning Ordinance following final approval of the PUD. However, the Zoning Board of Appeals shall not have the authority to reverse the decision of the Township Board on a PUD concept, or final site plan, change any conditions placed by the Planning Commission, or Township Board or grant variances to the PUD site plan, written PUD agreement or the requirements of this article.
- 10.10.02 **Violations:** A violation of the PUD plan or agreement shall be considered a violation of this Ordinance.

**Sec. 10.11 AMENDMENTS AND DEVIATIONS FROM APPROVED FINAL PUD SITE PLAN**

- 10.11.01 **Deviations following approval:** Deviations following approval of the Final PUD Site Plan may occur only when an applicant or property owner who was granted Final PUD Site Plan approval notifies the Zoning Administrator of the proposed amendment to such approved site plan in writing, accompanied by a site plan illustrating the proposed change. The request shall be received prior to initiation of any construction in conflict with the approved Final PUD Site Plan.
- 10.11.02 **Procedure:** Within fourteen (14) days of receipt of a request to amend the Final PUD Site Plan, the Zoning Administrator shall determine whether the change is major, warranting review by the Planning Commission, or minor, allowing administrative approval, as noted below.
- 10.11.03 **Minor changes:** The Zoning Administrator may approve the proposed revision upon finding the change would not alter the basic design nor any conditions imposed upon the original plan approval by the Planning Commission. The Zoning Administrator shall inform the Planning Commission of such approval in writing. The Zoning Administrator shall consider the following when determining a change to be minor.
- (a) For residential buildings, the size of structures may be reduced; or increased by five percent (5%), provided the overall density of units does not increase and the minimum square footage requirements are met.
  - (b) Gross floor area of non-residential buildings may be decreased; or increased by up to five percent (5%) or 10,000 square feet, whichever is smaller.
  - (c) Floor plans may be changed if consistent with the character of the use.
  - (d) Horizontal and/or vertical elevations may be altered by up to five percent (5%).
  - (e) Relocation of a building by up to five (5) feet, if consistent with required setbacks and other standards.
  - (f) Designated "Arcas not to be disturbed" may be increased.

- (g) Plantings approved in the Final PUD Landscape Plan may be replaced by similar types of landscaping on a one-to-one or greater basis. Any trees to be preserved which are lost during construction may be replaced by at least two (2) trees of the same or similar species.
- (h) Improvements or slight relocation of site access or circulation, such as inclusion of deceleration lanes, boulevards, curbing, pedestrian/bicycle paths, etc.
- (i) Changes of building materials to another of higher quality, as determined by the Zoning Administrator.
- (j) Slight modification of sign placement or reduction of size.
- (k) Internal rearrangement of parking lot which does not affect the number of parking spaces or alter access locations or design.
- (l) Changes required or requested by the Township, County or state for safety reasons.

10.11.04 **Major Changes:** Where the Zoning Administrator determines the requested amendment to the approved Final PUD Site Plan is major, resubmittal to the Planning Commission shall be required. Should the Planning Commission determine that the modifications to the Final PUD Site Plan significantly alter the intent of the Conceptual PUD Site Plan, a revised conceptual PUD Site Plan shall be submitted according to the procedures outlined in Section 10.04 illustrating the modification shall be required.

**EXHIBIT 6**

(Commercial PUD Design Guidelines)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*

# **LATSON ROAD COMMERCIAL PUD DESIGN GUIDELINES**

GENOA TOWNSHIP, MICHIGAN

UPDATED NOVEMBER 7, 2024



COMMERCIAL DEVELOPMENT INTENT

These guidelines are intended to illustrate the design quality anticipated with the commercial PUD. The "Owner" of the PUD or subsequent purchaser of land will be responsible for providing these guidelines to design professionals who will be involved in the preparation of site plans. Specific compliance will be described in more detail with a site plan that will be submitted to the Township for approval.

In general these guidelines include the following components:

- 1. A description of architecture supplemented with photographs from similar developments to illustrate the general outcomes expected consistent with the standards to support a deviation from the Township's standards that would otherwise apply.
- 2. Efforts to share access to reduce the number of driveways and provide good traffic operations along Latson Road and Beck Road.
- 3. Additional lighting standards to reduce lighting impacts on adjacent homes to the east.
- 4. Site design and landscaping shall diminish the prominence of parking lots as viewed from public streets.
- 5. Pedestrian gathering and seating plazas, greenways and tree lined drives shall be within parking lots and throughout the site to provide an inviting pedestrian environment. These areas will also provide protection of the pedestrian from vehicular circulation for improved traffic operations and views.



GENOA TOWNSHIP, MI

Please also refer to Planning Consultant review letter.

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LAND DEVELOPER:  
Latson Beck, LLC and Latson South, LLC  
326 E. Fourth Street, Suite 200, Royal Oak, Michigan 48067

COMMERCIAL DESIGN GUIDELINES

- A. Setbacks
- Design for development needs to ensure that building placement is generally oriented towards the street to encourage walkability and a pedestrian-friendly environment.
- B. Parking and Access
- Development within such areas should occur within a planned, integrated commercial setting. Site design for parking areas and access points will promote safe and efficient circulation throughout the site and with adjacent parcels.
  - Shared driveways and interconnected access is encouraged.
  - Access roads shall be a minimum of 26 feet wide FOC and 30 ft inside turning radius (50 ft outside) for emergency vehicle access.
  - The amount of parking required for individual uses may be reduced to be efficient so that the peak parking demand is accommodated.
  - Parking lots should be connected to promote shared parking and reduce the number of curb cuts and overall amount of impervious surface area.
- C. Pedestrian Amenities
- Uses shall be connected with an interior sidewalk system so that pedestrians can walk between the uses and have a crossing to the sidewalk on the west side of Latson Road.
  - Sidewalks shall be included along road frontage.

Section 7.02.01 (k)(3), allows for 1 driveway from each street unless the Planning Commission determines additional driveways will be consistent with the purpose of Article 15.

- D. Landscaping
- Plant consistent and plentiful native vegetation to provide an attractive entry into the southern part of Genoa Township and provide generous interior landscape that serves as a buffer between the buildings and parking lots as well as adjacent land uses.
  - Street trees planted shall consist of no more than 10% of a single species, no more than 20% of any genus, and no more than 30% of any tree family.
- E. Architecture
- Commercial architecture design guidelines are described in detail on the following page.
- F. Uses Permitted
- Uses allowed in the interchange commercial area may include retail stores, restaurants, drive-through restaurants, gas station, hotels, and similar commercial uses.



COMMERCIAL DESIGN GUIDELINES

COMMERCIAL DIMENSIONAL STANDARDS	
Minimum setbacks:	
Front Yard	70 feet (or 35 feet if no parking is located in the front yard)
Side Yard	20 feet for each side plus an additional 0.5 feet per foot of height over 45 feet tall <sup>1</sup>
Rear Yard	50 feet
Parking Lot	20 feet front, 10 feet side and rear
Maximum Height	45 feet or 3 stories
Maximum Height of Hotel	57 feet or 4 stories

<sup>1</sup> Proposed new standard to provide greater side setbacks for taller buildings.

## COMMERCIAL ARCHITECTURAL DESIGN GUIDELINES

The following guidelines apply to all commercial types within the Commercial PUD and are required to comply with 10.03.05(f) of the Genoa Township Zoning Ordinance. These guidelines promote and enforce high-quality architectural design for building sides, including gas stations (see precedent photo), visible from a road or parking lot. Retail uses are anticipated to be predominantly 1 to 2 story flat roofed buildings. Buildings shall utilize high quality architecture with variable building lines, peaked roofs, architectural accents, and brick facades. Peaked roof lines shall not be designed to create false, parapet style facades.

### A. General Design Theme.

- These architectural requirements are generally intended to provide consistent architectural quality among buildings and other improvements within the Latson Road corridor.
- These guidelines are intended to generate architectural cohesion, however some architectural variation is allowed that is consistent with the overall design theme.
- All structures shall be thoughtfully designed in a manner that visually and functionally complements the existing context.

### B. Building Elevations.

- If more than one story, a different architectural treatment may be employed on the ground floor facade than on the upper floors to enhance the experience of visitors/patrons.
- All building facades shall have a defined base or foundation, a middle or modulated wall, and a top formed by a pitched roof or three-dimensional cornice.
- The predominant material utilized on facades that are visible from a public right of way or parking lots shall be brick. Other materials may be used for architectural accents, provided such materials shall have the appearance of wood or cut or cast stone.
- A building or buildings shall face (front facade or side elevation with appearance of a front facade) the intersection of existing arterial streets. The building(s) shall have distinct architecture that creates a prominent landmark at the intersection, with no loading or utility areas that face the intersection. There shall be a landscape plaza in front of the building or between buildings. Parking shall be behind this building where practical.
- Excluding windows, doorways, and associated decorative trim, 75% of the total area (square feet) of the front facade of commercial buildings shall be brick. This also includes facades visible from Latson Road and Beck Road as well as the site parking lots.
- Excluding windows, doorways, and associated decorative trim, 50% of the total area (square feet) of the side facades of commercial buildings shall be brick. This also includes facades visible from Latson Road and the site parking lots.

- The following items are prohibited: Texture 1-11, aluminum siding or asbestos or asphalt shingles shall not be used on the exterior walls.
- Building facades, which are ninety (90) feet or greater in length, shall be designed with offsets (projecting or recessed) at intervals of not greater than sixty (60) feet.
- Offsets may be met with setbacks of the Building Facade and/or with architectural elements (i.e. arcades, columns, piers, and pilasters), if such architectural elements meet the minimum offset requirements of this requirement.

### C. Roofs.

#### 1. Pitched Roofs

- Shall be simply and symmetrically pitched and only in the configuration of gables and hips, with pitches ranging from 4:12 to 14:12.
- If standing seam panels are used then they shall be: 1) gray, black, or dark brown; and 2) made of a non-reflective material.
- Modulation of the roofs and/or roof lines shall be required in order to eliminate the appearance of box-shaped buildings.

Applicant has stated that the roofs will be flat which is not in compliance with 10.03.05 (f)

### D. Lighting and Signs

#### 1. Site Lighting

- Site lighting, within the commercial area, shall be LED based, consistent in style, color, design in accordance with the Township Zoning Ordinance standards, and be dark sky certified.
  - All site lighting fixtures shall have a maximum height of twenty (20) feet. The maximum light levels on these properties shall not exceed 10 footcandles on average (common with new LED lighting systems), except the fueling area for a gas station is allowed an average of 12.4 foot candles. Lighting will otherwise be in accordance with the Township Zoning Ordinance lighting standards.
  - With the exception of low intensity architectural lighting, exterior wall mounted lights and pole mounted lights shall incorporate overhead cutoffs or fixtures that direct the light downward.
- #### 2. Retail signs and other signs shall conform with the Township Ordinances.
- #### 3. Wall signs should be channel cut letters.

### E. Pedestrian Amenities

- Uses shall be connected with an interior sidewalk system so that pedestrians can walk between the uses.
- Site shall be connected to existing pathways by pedestrian crossing at Latson and Beck Road to the west side of Latson Road.
- Sidewalks shall be included along road frontage.
- If there is a connection across the railroad tracks that is approved by the railroad operator, sidewalks will be installed on the east side of Latson Road.

## COMMERCIAL DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS



Example of a gas station adhering to greater design standards.



Newer hotels that demonstrate higher quality building design.



Examples of channel cut wall signage



COMMERCIAL OUTDOOR LIGHTING STANDARDS

The purpose and intent of the Outdoor Lighting standards is to:

- Minimize light trespass onto adjacent properties
- Help eliminate artificial lighting that contributes to “sky glow” and disrupts the natural quality of the nighttime sky
- Provide a safe nighttime environment

Any future site plan within the PUD shall be required to submit an outdoor lighting plan to abide by the standards set forth in this section. The site plan shall contain a photometric layout for the exterior lighting which may be subsequently waived if there is no parking area present on the site. Standards generally apply throughout the PUD, but flexibility may be allowed.

The following outdoor lighting types shall be exempt from the provisions of this section:

- Emergency lighting
- Seasonal and holiday lighting provided that the lighting does not create direct glare onto other properties or upon the public rights-of-way.

The following outdoor lighting types shall be prohibited:

- Floodlights or swivel luminaires designed to light a scene or object to a level greater than its surroundings. No fixtures may be positioned at an angle to permit light to be emitted horizontally or above the horizontal plane.
- Unshielded lights that are more intense than 2,250 lumens or a 150 watt incandescent bulb.
- Search lights and any other device designed solely to light the night sky except those used by law enforcement authorities and civil authorities.
- Laser source light or any similar high intensity light when projected above the horizontal plane.
- Mercury vapor lights.
- Metal halide lights, unless used for outdoor sport facilities.
- Quartz lights.
- Neon/LED Strip Lights.

Outdoor Lighting Design Standards – Internal to the Site:

- Direct or reflected outdoor lighting shall be designed and located to be confined to the site for which it is accessory. The maximum lighting levels at the property lines of any other property shall not exceed 0.1 footcandles at residential lot line, 1 at non-residential lot line.
- Lighting of building facades shall be from the top and directed downward with full cut-off shielding.
- The average lighting values for areas intended to be lit shall not exceed 10 footcandles on average. The uniformity ratio (maximum to minimum) for all parking lots shall not exceed the current IESNA RP-20 uniformity ratio guideline. (Note: Current guideline is 15:1)
- Lighting fixtures shall meet the township maximum height of 30 feet and 10 footcandles with the following exceptions:
  1. The Township may permit maximum light levels of 12 footcandles on average (common with new LED lighting systems), designed to have no spillover onto adjacent properties and a maximum pole height of 35 feet to reduce the number of poles upon a finding that the result will provide more efficient lighting and aesthetics throughout the day.
  2. Provided that when lighting is adjacent to, and visible from, abutting residential properties, the maximum height of lighting poles shall be 20 feet unless the Township approves taller poles with a demonstration that it is an overall better lighting design in terms of aesthetics and impacts.
  3. Site lighting for non-residential uses shall not exceed 1.0 footcandles on average when a use is not open for business.

Outdoor Lighting Design Standards – Public Street Lighting:

- Streetlights in the public rights-of-way shall be the minimum necessary to provide adequate illumination for public safety and be designed to direct lighting downward onto the public rights-of-way.
- Public street illumination shall use the most current American National Standard Practice for Roadway Lighting ANSI/IESNA RP-08 for all public street lighting.

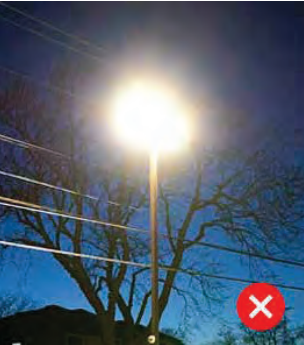
COMMERCIAL OUTDOOR LIGHTING STANDARDS



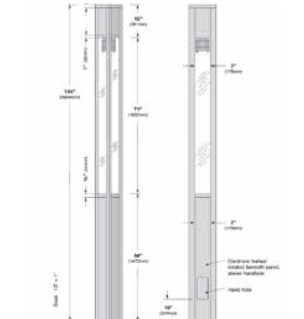
Example of dark sky building-fixed luminaire.



Roadway lighting to follow Township and other roadway regulation minimums



Unshielded lights versus downward shielded



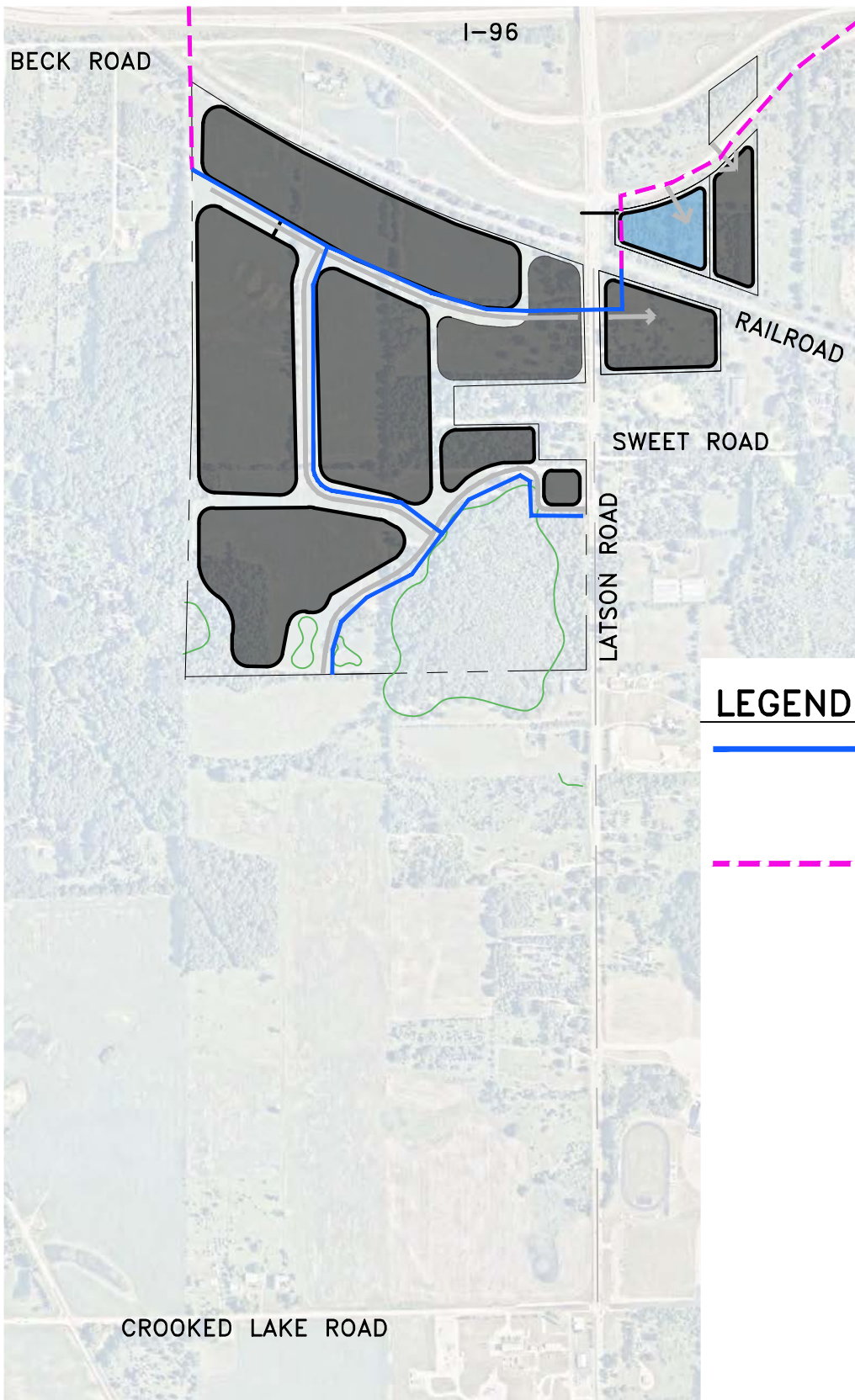
Recommended ornamental pedestrian-scale lighting for northern entry on Latson Rd.



**EXHIBIT 7**

(Utility Plans)

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*



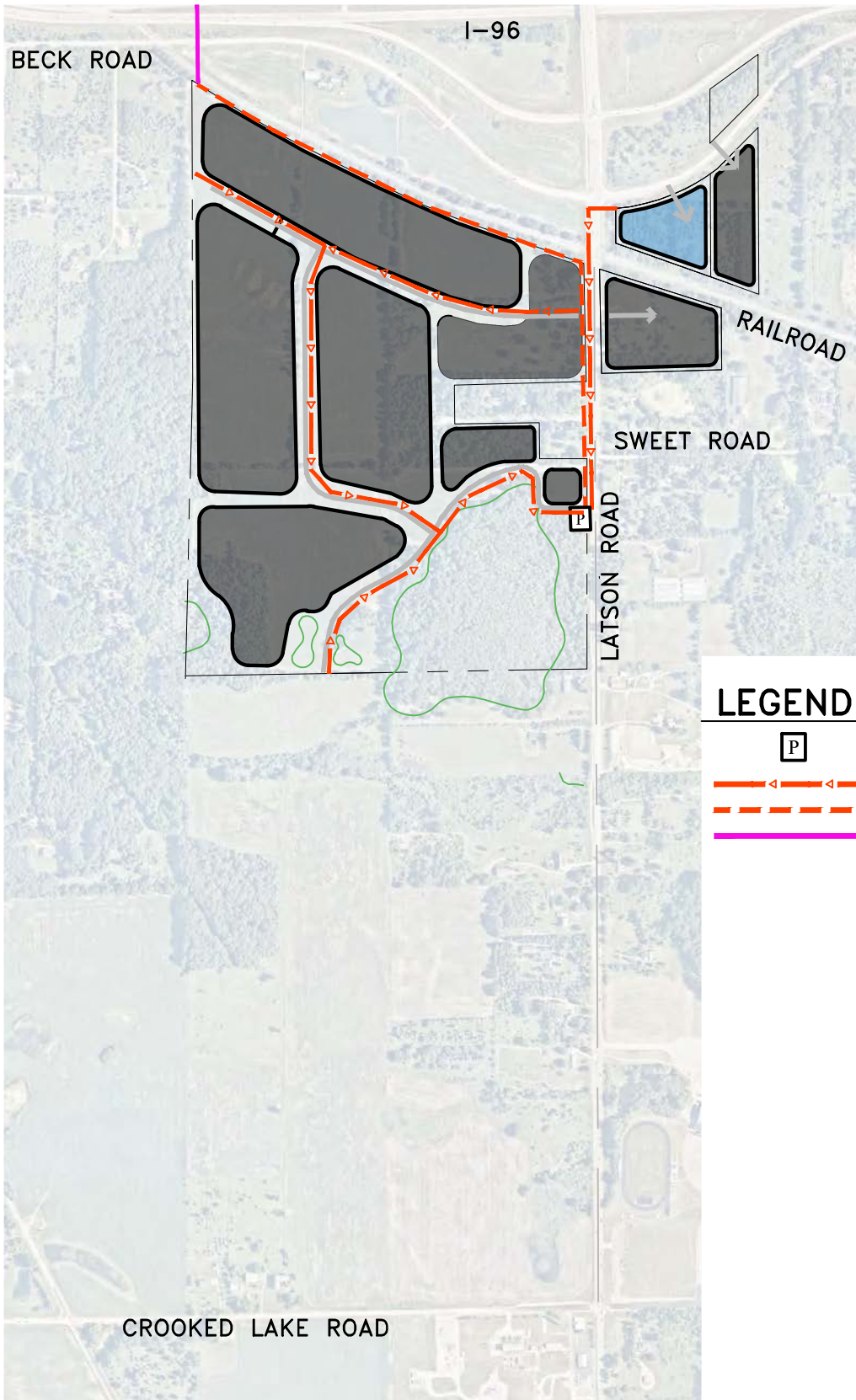
## LEGEND

- PR WATERMAIN  
(TO BE INSTALLED  
AS PART OF THE  
INNOVATION  
INTERCHANGE PUD)
- - - - - EX WATERMAIN

## WATERMAIN CONCEPT

NOTE:  
WATER MAIN TO BE A COMBINATION OF 8" AND  
12" IN DIAMETER

PROJECT NO.: 16001784  
DATE: 2024-09-25



## LEGEND



PUMP STATION



PR GRAVITY SEWER



PR FORCE MAIN



EX 8" FORCE MAIN

## SANITARY SEWER CONCEPT

### NOTE:

SANITARY SEWER TO BE A COMBINATION OF 8" AND 10" GRAVITY SEWER AND 8" FORCE MAIN

PROJECT NO.: 16001784  
DATE: 2024-06-25



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**EXHIBIT 8**

(First Amendment to the Utility Agreement)

102984.000185 4883-5210-1323.1

*[Exhibit to Planned Unit Development Agreement (Latson Road Commercial)]*

## **FIRST AMENDMENT TO AGREEMENT REGARDING CONSTRUCTION OF SANITARY SEWER AND WATER PROJECT**

This **First Amendment to Agreement Regarding Construction of Sanitary Sewer And Water Project** (the “Amendment”) is made as of \_\_\_\_\_, 2024 (the “Effective Date”), by and between Latson Partners, LLC, Latson Farms, LLC and Covenant of Faith, LLC (collectively, the “Original Developer”), and Latson Beck, LLC, a Michigan limited liability company (the “Additional Developer”), whose address is 29201 Telegraph Road, Suite 410, Southfield, Michigan 48034, on the one hand, and the Charter Township of Genoa (the “Township”), whose address is 2911 Dorr Road, Brighton, Michigan 48116, on the other hand.

### **RECITATIONS**

A. Original Developer and its affiliated entities are the owners of approximately 200 acres of land located on the west and east sides of Latson Road, south of the I-96 expressway in Genoa Township, as more particularly described on attached **Exhibit 1** and depicted on the Project Area Plan and Survey attached hereto as **Exhibit 2** (the “Innovation Park Property”).

B. At its regular meeting held on August 3, 2020, the Township Board approved the PUD rezoning, the Conceptual PUD Site Plan and execution of a PUD Agreement for the Innovation Park Property.

C. The Township, through its consulting engineers, TetraTech, developed a South Latson Road Water and Sanitary Sewer Improvement Plan (the “Utility Plan”) in order to extend public sewer and water to serve the Township’s “Interchange Planned Unit Development” districts described in the Township’s Zoning Ordinance, which districts included the Innovation Park Property. As set forth in the Innovation Park PUD Agreement, the Original Developer and the Township entered into an Agreement Regarding the Construction of Sanitary Sewer and

Water Project dated \_\_\_\_ (the “Utility Agreement”), under which the Original Developer agreed to carry out and pay for the sewer and water infrastructure improvements called for in the Utility Plan and as further described in the Utility Agreement. Original Developer undertook and completed the utility work called for in the Utility Agreement. The Utility Agreement provided that future utility improvements necessary to serve the Innovation Park Property would be designed and installed as part of final site planning and construction of each phase of the development of the Innovation Park Property.

D. Additional Developer is the owner of approximately 7.44 acres of land located on the east side of Latson Road, south of the I-96 expressway (Parcel No. 11-09-300-046), as depicted on the Parcel Map attached hereto as **Exhibit 3** (the “Latson Beck Property”). The Latson Beck Property abuts a portion of the Innovation Park Property and is included in the Township’s “Interchange Planned Unit Development” districts described in the Township’s Zoning Ordinance and referenced in the Utility Agreement. At its regular meeting held on \_\_\_\_\_, the Township Board approved Additional Developer’s request for ICPUD rezoning and execution of a PUD Agreement for the Latson Beck Property.

E. In that the Utility Plan was designed and intended to also serve the Latson Beck Property, the parties desire to amend the Utility Agreement to include the Latson Beck Property.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the sufficiency of which the parties hereby acknowledge, Original Developer, Additional Developer and the Township agree as follows:

1. **Addition of Latson Beck Property.** The description of the properties covered by the Utility Agreement is hereby amended to include the Latson Beck Property as described and depicted on **Exhibit 3**. Any future extensions of the utility improvements made in accordance

with the Utility Agreement necessary to serve the Latson Beck Property will be designed and installed as part of final site planning and construction of each phase of the development of the Latson Beck Property.

2. **Scope of Amendment.** Except as specifically amended by the foregoing paragraph 1, all other terms and conditions of the Utility Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date written above.

Charter Township of Genoa

By: \_\_\_\_\_

Its: \_\_\_\_\_

Dated: \_\_\_\_\_

STATE OF MICHIGAN       )  
  ) ss.  
COUNTY OF LIVINGSTON )

On this \_\_\_\_ day of \_\_\_\_\_, 2024 before me personally appeared \_\_\_\_\_ who, being by me duly sworn did say the he/she is the \_\_\_\_\_ of Charter Township of Genoa and has executed the foregoing Agreement on behalf of the Township.

\_\_\_\_\_, Notary Public  
\_\_\_\_\_ County, Michigan  
My Commission Expires:  
Acting in the County of \_\_\_\_\_  
\_\_\_\_\_

Latson Partners, LLC, a Michigan limited liability  
Company

*Signature page to Agreement Regarding Construction of Sanitary Sewer and Water Project*

By: \_\_\_\_\_  
Todd Wyett

Its: Manager \_\_\_\_\_

Dated: \_\_\_\_\_

STATE OF MICHIGAN     )  
  ) ss.  
COUNTY OF OAKLAND    )

On this \_\_\_\_ day of \_\_\_\_\_, 2024 before me personally appeared Todd Wyett who,  
being by me duly sworn did say he is Manager of Latson Partners, LLC, a Michigan limited  
liability Company, and that he executed the foregoing Agreement on behalf of the Company.

\_\_\_\_\_, Notary Public  
\_\_\_\_\_ County, Michigan  
My Commission Expires: \_\_\_\_\_  
Acting in the County of \_\_\_\_\_

Latson Farms, LLC, a Michigan limited liability  
Company

By: \_\_\_\_\_  
Todd Wyett

Its: Manager \_\_\_\_\_

Dated: \_\_\_\_\_

STATE OF MICHIGAN     )  
  ) ss.  
COUNTY OF OAKLAND    )



On this \_\_\_\_ day of \_\_\_\_\_, 2024 before me personally appeared Todd Wyett who, being by me duly sworn did say he is the Manager of Latson Farms, LLC, a Michigan limited liability Company, and that he executed the foregoing Agreement on behalf of the Company.

\_\_\_\_\_, Notary Public  
*Signature page to Agreement Regarding Construction of 34-inch Sewer and Water Project*  
\_\_\_\_\_, County, Michigan  
My Commission Expires: \_\_\_\_\_  
Acting in the County of \_\_\_\_\_

Covenant of Faith, LLC, a Michigan limited liability Company

By: \_\_\_\_\_  
Todd Wyett

Its: Member

Dated: \_\_\_\_\_

STATE OF MICHIGAN     )  
  ) ss.  
COUNTY OF OAKLAND    )

On this \_\_\_\_ day of \_\_\_\_\_, 2024 before me personally appeared \_\_\_\_\_ who, being by me duly sworn did say he/she is the \_\_\_\_\_ of Covenant of Faith, LLC, a Michigan limited liability Company, and has executed the foregoing Agreement on behalf of the Company.

\_\_\_\_\_, Notary Public,  
\_\_\_\_\_ County, Michigan  
My Commission Expires: \_\_\_\_\_  
Acting in the County of \_\_\_\_\_

Latson Beck, LLC, a Michigan limited liability  
Company

By: \_\_\_\_\_  
Todd Wyett

Its: Manager

Dated: \_\_\_\_\_

STATE OF MICHIGAN     )  
  ) ss.  
COUNTY OF OAKLAND    )

On this \_\_\_\_ day of \_\_\_\_\_, 2024 before me personally appeared \_\_\_\_\_  
who, being by me duly sworn did say he/she is the \_\_\_\_\_ of Covenant of  
Faith, LLC, a Michigan limited liability Company, and has executed the foregoing Agreement on  
behalf of the Company.

\_\_\_\_\_, Notary Public,  
\_\_\_\_\_ County, Michigan  
My Commission Expires: \_\_\_\_\_  
Acting in the County of \_\_\_\_\_

*Signature page to Agreement Regarding Construction of Sanitary Sewer and Water Project*

**EXHIBIT 1**  
**Legal Description**

**EXHIBIT 2**  
**Project Area Plan**

**EXHIBIT 3**

**Parcel Map for Latson Beck, LLC Property**

**EXHIBIT 4**  
**Utility Engineering and Design Plans**

**EXHIBIT 5**  
**CSX Railroad Crossing Plans**

**EXHIBIT 6**  
**Project Permit Responsibilities**



# COMMUNITY IMPACT ASSESSMENT

## INTERCHANGE COMMERCIAL PUD

September 27, 2024



Prepared By:



ATWELL



In accordance with Section 18.07 of the Genoa Township Zoning Ordinance, this impact assessment describes the property, the intended land uses, the potential impacts, and design features to minimize the negative impacts. Given the size of the property and the range of potential land uses, some portions of this report are general in nature. More specific assessments will be provided when more detailed site plans are submitted for a specific project.

The Interchange Commercial PUD is designated for commercial uses. The scale of the commercial development is intended to meet the needs of employees and visitors to the adjacent Innovation Interchange PUD (a planned development for office, research, light industrial, and warehouse uses) and quick on-and-off trips by motorists along I-96.

#### **18.07.01 Preparer.**

This statement was prepared by Bradley Strader, AICP, Principal Planner, C2G and Eric Lord, P.E., Vice President, Atwell. A traffic impact study will be submitted separately, prepared by Julie Kroll of Fleis & Vandenbrink.

##### **Cincar Consulting Group (C2G)**

17199 N. Laurel Park Drive  
Suite #204  
Livonia, MI 48152  
(313) 652-1101  
Bradley Strader, Principal  
[Brad.Strader@itsc2g.com](mailto:Brad.Strader@itsc2g.com)

##### **ATWELL, LLC**

Two Towne Square, Suite 700  
Southfield, MI 48076  
(248) 447-2000  
Eric Lord, Vice President  
[elord@atwell-group.com](mailto:elord@atwell-group.com)

##### **FLEIS & VANDENBRINK**

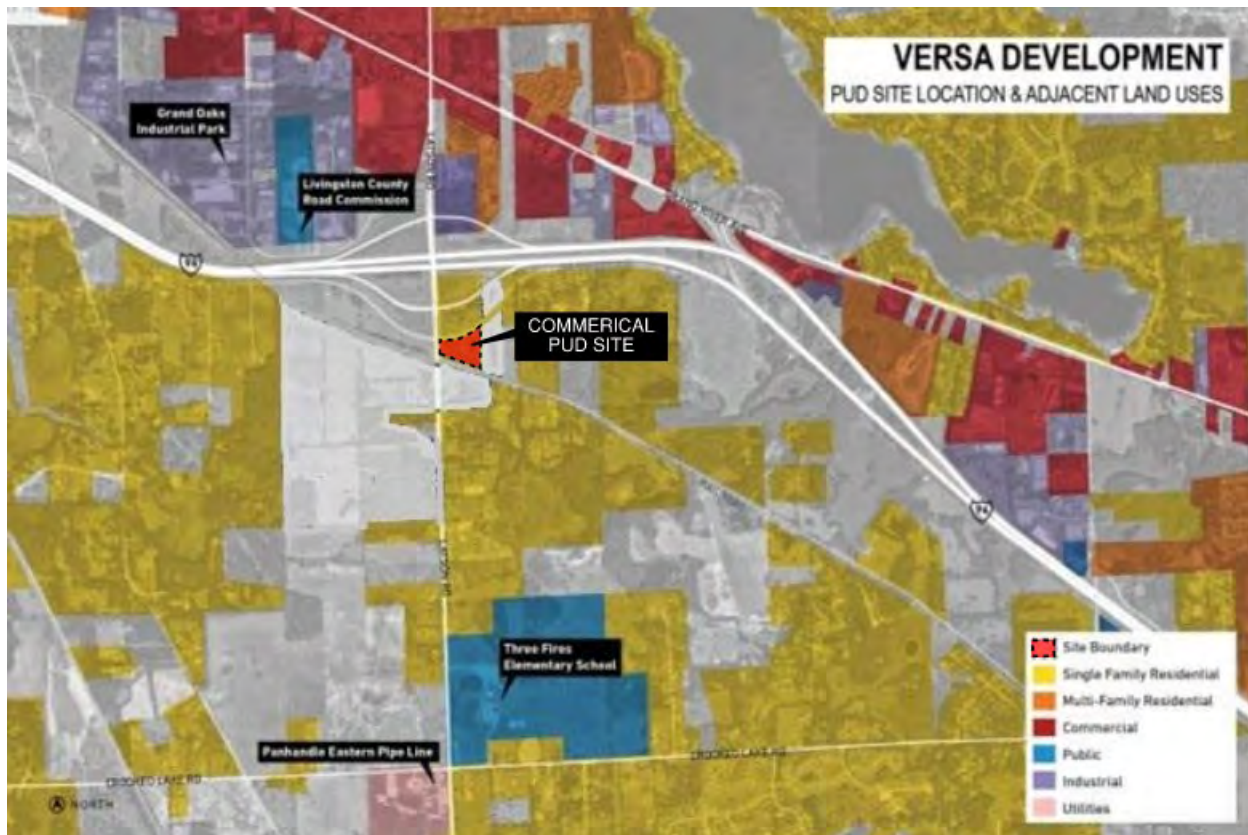
27725 Stansbury St #195  
Farmington Hills, MI 48334  
(248) 536-0080  
Julie Kroll, Traffic Services  
Group Manager  
[jkroll@fveng.com](mailto:jkroll@fveng.com)

#### **18.07.02 Location.**

The project site includes  $\pm 7.44$  acres and is located south of the I-96 Interchange and north of the railroad tracks, along the eastern side of Latson Road. Properties adjacent to the PUD site are the Innovation Interchange PUD to the south and east, I-96 to the north, and vacant agricultural land to the west across Latson Road.

The following parcels are included in the PUD:

- 11-09-300-046



### 18.07.03 Impact on Natural Features.

The subject property is comprised of approximately 7.44 acres of land located on the east side of Latson Road, north of the railroad. The property is primarily open, with some evidence of prior farming activity and a few small stands of trees. Two small, isolated pockets of wetlands are present on the site totaling less than 1/3 acre which were delineated by Barr Engineering on September 23, 2024. Based on Barr's Wetland Delineation Report dated September 25, 2024 neither wetland is State or Township regulated. The Barr report is included in the Appendix of this document.

Topography generally slopes from north to southeast across the property. We anticipate this property to be developed for commercial use, and as such, will likely see impacts to the trees and wetland located in the interior of the site, though opportunities will be explored to preserve trees around perimeter property lines where possible.

### 18.07.04 Impact on Stormwater Management.

The topography east of Latson Road generally drains from north to south and continues south to and through a series of low-lying areas and potential wetlands on adjacent property. This area is part of the drainage district for the Marion Genoa Drain.

According to the USDA Natural Resources Conservation Service Soils information, the subject area east of Latson Road is primarily comprised of Miami Loam soil, which is classified as a soils group C. Soils of this type experience low to moderate infiltration with stormwater typically saturating the soil before running off toward lower areas. High groundwater is not anticipated. These soil types do not generally limit development of land.

There is a fair amount of grade change to the property, falling approximately 16 feet from northwest to southeast. Development of the property will be designed to maintain similar drainage patterns to what occurs now. The site's post-development drainage may have already been accounted for within the MDOT interchange basin design, which will be further evaluated during the development process. If determined to be necessary, a stormwater management system will be designed for the development in accordance with the requirements of the Livingston County Drain Commissioner's office, which will include:

- Water quality measures
- Stormwater detention sized for the 100-year storm event
- Soil erosion control

We anticipate the detention basin will be strategically located at or near the existing low points of the property where stormwater is currently leaving the site. The basin will retain the water for a period with a restricted release to maintain the current drainage patterns from the property. As mentioned earlier, the subject area is tributary to the Marion Genoa Drainage District which is the ultimate receiving water course.

A soil erosion control permit will be obtained prior to construction from Livingston County which will require the site to be managed to control erosion created by construction activity. Examples of erosion control measures that are typically deployed during site development include:

- Silt fencing and vegetative buffer strips to keep soil contained within the construction area.
- Mud Mats at construction entrances to avoid tracking onto public roads.
- Inlet protection – silt sacks in catch basins to avoid sediment buildup in storm pipes and ponds.
- Stone Rip Rap – at culvert outlets to reduce scour and erosion.
- Seed and mulch – of graded areas to promote vegetation growth, which is key to controlling erosion. established.

#### **18.07.05 Impact on Surrounding Land Use.**

The Genoa Township Master Plan (2023) designates the Latson Road corridor south of the new I-96 Interchange and north of the railroad as an area to concentrate new commercial development, with a goal of a planned development rather than piecemeal of development parcels. Uses contemplated in the Master Plan include fast food, sit-down restaurants, gas stations, retail, entertainment, and other services that are complementary to the overall development. The site is within the Growth Boundary and designated as a “Primary Growth Area” in the Master Plan.

The proposed Commercial PUD accommodates those types of complimentary uses to service employees and visitors to the Interchange Campus area. The developer notes that this location in Genoa Township is very appealing given the proximity to the well-designed I-96 interchange, which is seen as a premier entrance and exit for travelers along I-96. The proposed Commercial PUD is bordered by the adjacent Innovation Interchange Campus PUD to the south and east, with Latson Road and I-96 to the north and west, so the development has no abutting lands that would be negatively impacted by development of this parcel consistent with the Master Plan.

As shown on the concept plan, described in the Design Guidelines, and as prescribed in the PUD Agreement, a number of provisions are included to help ensure the development is compatible with the surrounding area. These include:

- Limited access points located off of Beck Rd and a traffic signal located at Beck and Latson to improve traffic safety.
- An extensive streetscape along Latson Road to provide an attractive gateway to the PUD and Southern Genoa Township proposed as part of the adjacent interchange campus PUD.
- Standards for high quality architectural design for facades visible to the public, including from I-96.
- Lighting standards to help preserve the existing “dark sky” environment.

All of the development is intended to comply with the operational requirements and performance measures in the Genoa Township Zoning Ordinance. More details regarding types of proposed uses, hours of operation, noise for particular uses, activity during construction periods, etc. will be provided once individual site plans are submitted for development.



#### **18.07.06 Impact on Public Facilities and Services.**

This section covers the anticipated broad impacts of the Development. Individual uses and site plans submitted in the future may need to provide more information on their particular impacts, depending upon the use. For example, water and sewer needs may vary for a particular use.

Generally, the main impacts will be traffic and public water and sewer, as noted in the sections below. In terms of employees, this will vary depending upon the types of sizes of the individual site plans. It is expected that the impacts on police, fire, emergency response and other Township or County services will be minimal, having similar or smaller demand as the commercial developments north of I-96 due to the limited size of the parcel. The tax benefits of the development is expected to far exceed the impacts to public services, which will benefit the Township.

#### **18.07.07 Impact on Public Utilities.**

Utility service to the South Latson Road Service Area is provided by the Marion, Howell, Ocala & Genoa Sewer and Water Authority (MHOG) and the Genoa Ocala Sewer and Water Authority (GO).

Water service is already available to the commercial site via a developer funded extension of 12-inch water main, serviced by MHOG, which has been extended from Kohl's across I-96 to Beck Road then west to Latson and south to the northeast corner of the Latson Farms parcel south of the railroad tracks. Once the developments in the South Latson Road area are constructed, the internal watermain will complete the loop to the west where another developer funded water main extension was brought under I-96, stubbing south of the railroad at the west property line of the Innovation Interchange PUD. This is shown in the attached exhibits, though the loop is not required to service the proposed Commercial PUD.

Sanitary sewer within the proposed South Latson Road development area will consist of gravity sewers that flow to a proposed pump station located internal to the Innovation Interchange PUD development on the west side of Latson Road, south of Cloverbend, the natural low point in the area. A force main will extend north from the pump station through the Innovation Interchange property and connect to an existing developer funded force main that crosses under I-96 before merging into the existing sanitary system at Grand Oaks Drive. The area is ultimately serviced by the GO WWTP, which has recently received system capacity upgrades and is able to service the anticipated load from the entire South Latson Road development area, including the proposed Commercial PUD. The Utility Agreement entered by the Township with the Innovation Park developer provides that sewer service would be extended to each of the properties within the planned development parcels, including the Property, in connection with final site plans for each such property. The overall sanitary system for the South Latson Road Service Area is shown in the attached exhibits.

Each development proposed within the South Latson Road area will be serviced by public water and sewer, designed to local, County and State requirements. Approximately 1,497 Residential Equivalent Units (REU) is anticipated for the South Latson Road development area.

Franchise utilities serving the South Latson Road area will include gas, electric, telephone and data. Coordination with those utility providers to bring service to the area will continue as development plans progress.

Please see the Water Distribution Infrastructure and Sanitary Sewer Collection Infrastructure Maps in Appendix.

#### **18.07.08 Storage and Handling of any Hazardous Materials.**

The specific uses of the proposed Commercial PUD are yet to be determined. Due to the intended uses defined in the Master Plan, it is expected that most potential uses will not involve storage or handling of hazardous materials. If a gas station is proposed, it will contain underground fuel storage tanks which will comply with all local, County, State and Federal requirements. Each development proposed within the subject area will be responsible for meeting all storage and handling requirements, as applicable.

**18.07.09 Traffic Impact Study.**

A separate traffic impact study has been prepared by Fleis and Vandenbrink. The study area and contents of this study has been coordinated with the Livingston County Road Commission with a focus on the intersection of Latson and Beck, the preferred location for access points to the PUD, along with impacted intersections in the surrounding area. Please refer to this report for a detailed analysis of traffic impacts and recommended improvements.

**18.07.10 Historic and Cultural Resources.**

There are no Historic or Cultural Resources located on the vacant Commercial PUD property.

**18.07.11 Special Provisions.**

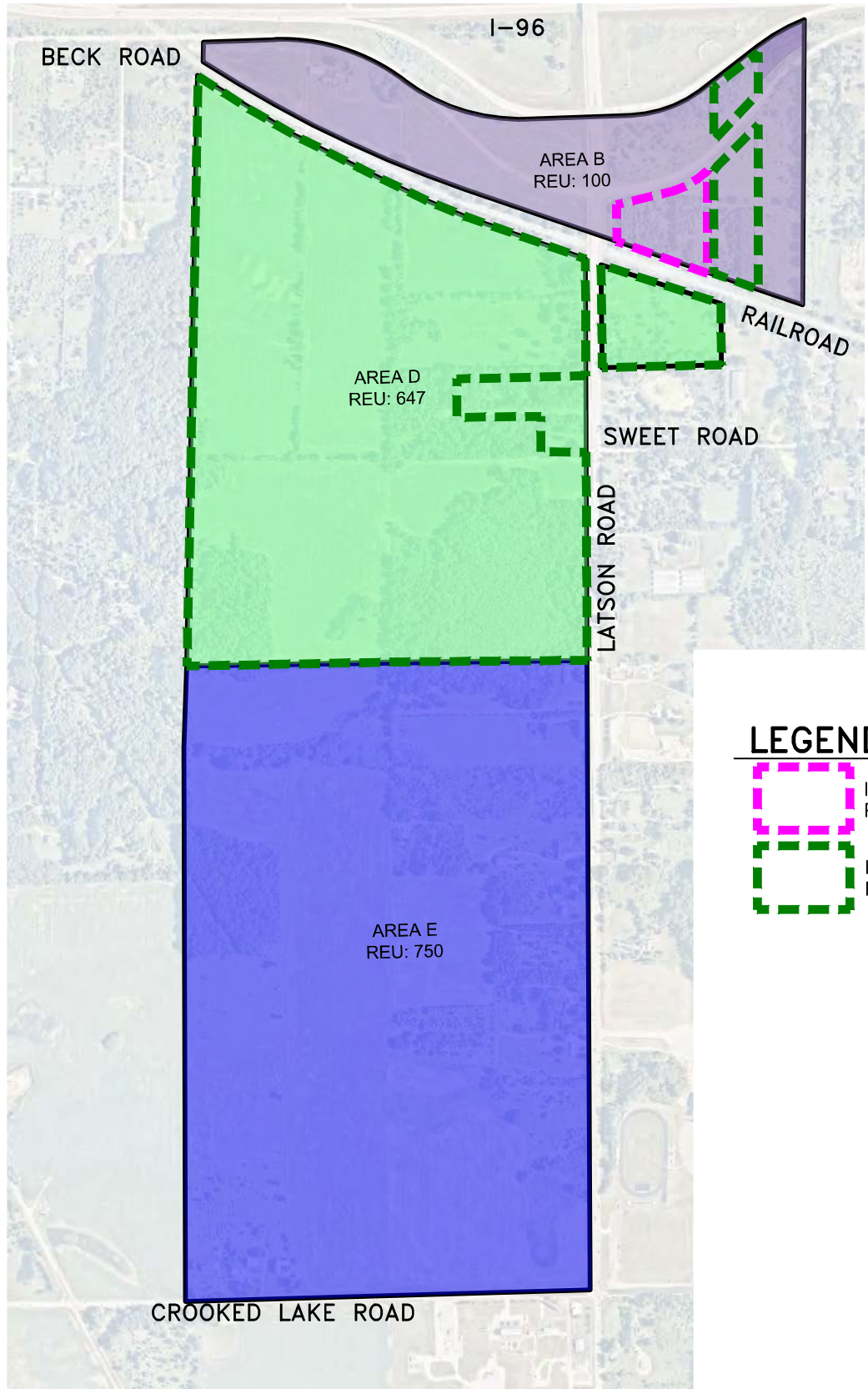
The PUD Agreement contains several provisions regarding the uses, operations, design and other standards that will apply to the Development and future site plans and owners.

**Sources:**



- Genoa Township Master Plan
- I-96 Interchange Environmental Impact Statement
- Conversations with the Township and Livingston County Road Commission staff

**Appendix:**

- South Latson Road Service Area Map
- Figure 1: Water Distribution Infrastructure Map
- Water Main Concept Map
- Figure 2: Sanitary Sewer Collection Infrastructure Map
- Sanitary Sewer Concept Map
- Soils and Wetlands Site Map
- Topography and Natural Features Site Map
- Barr Wetland Delineation Report



### LEGEND

-  INTERCHANGE COMMERCIAL PUD
-  INNOVATION INTERCHANGE PUD

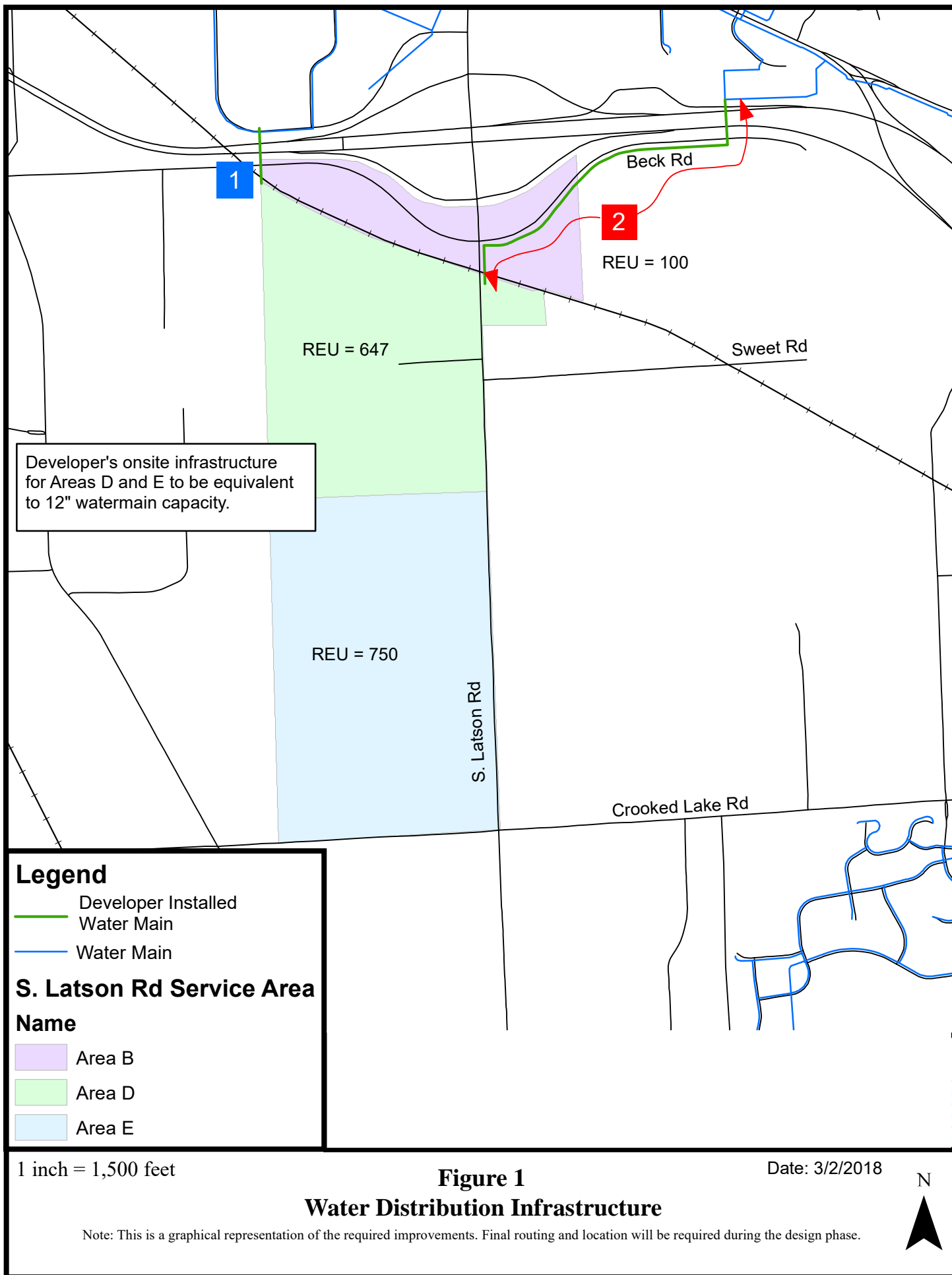
### SOUTH LATSON ROAD SERVICE AREA

PROJECT NO.: 16001784  
 DATE: 2024-09-27

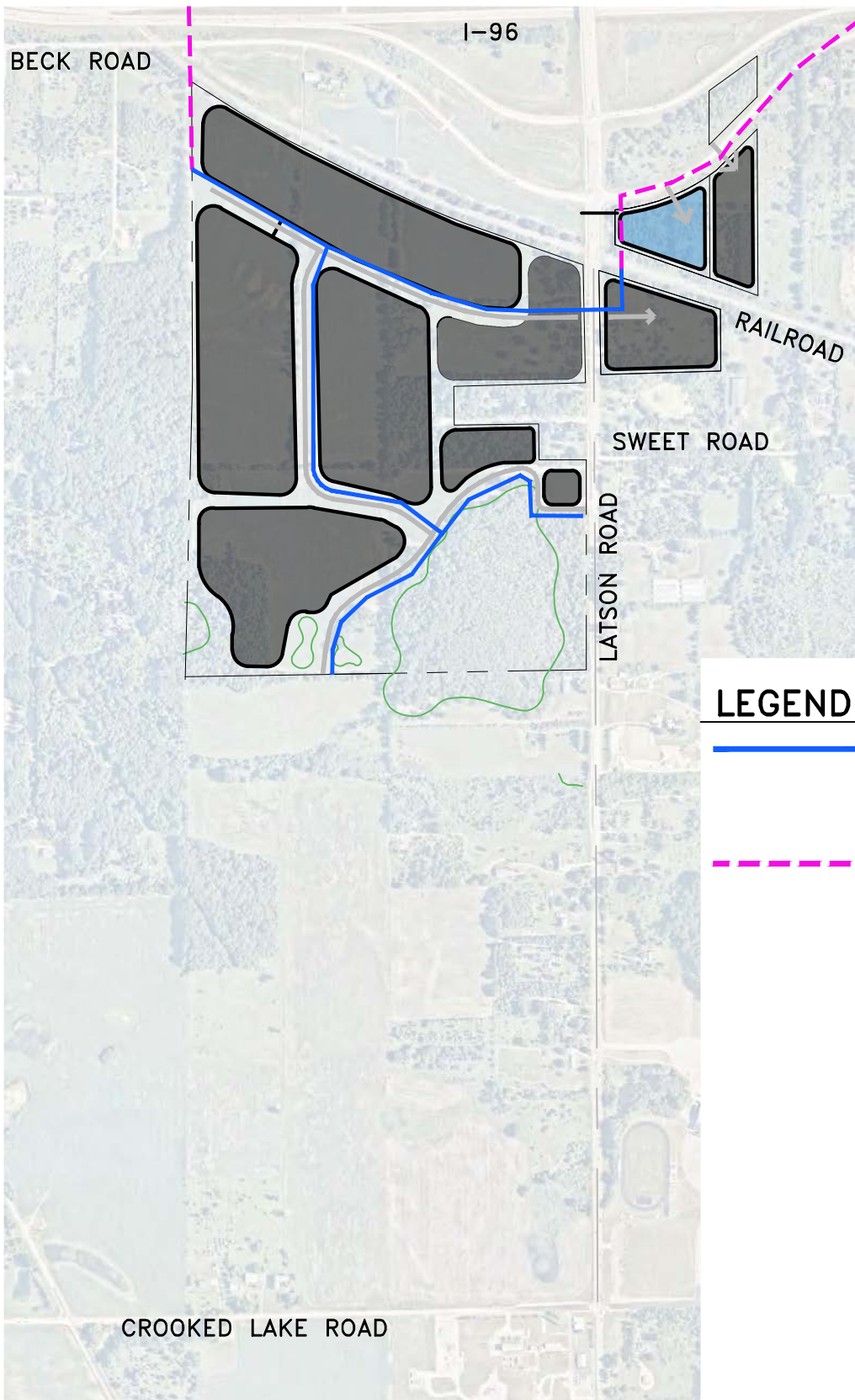


# ATWELL

866.850.4200 [www.atwell-group.com](http://www.atwell-group.com)







## LEGEND

- PR WATERMAIN  
(TO BE INSTALLED  
AS PART OF THE  
INNOVATION  
INTERCHANGE PUD)
- - - - - EX WATERMAIN

## WATERMAIN CONCEPT

NOTE:  
WATER MAIN TO BE A COMBINATION OF 8" AND  
12" IN DIAMETER

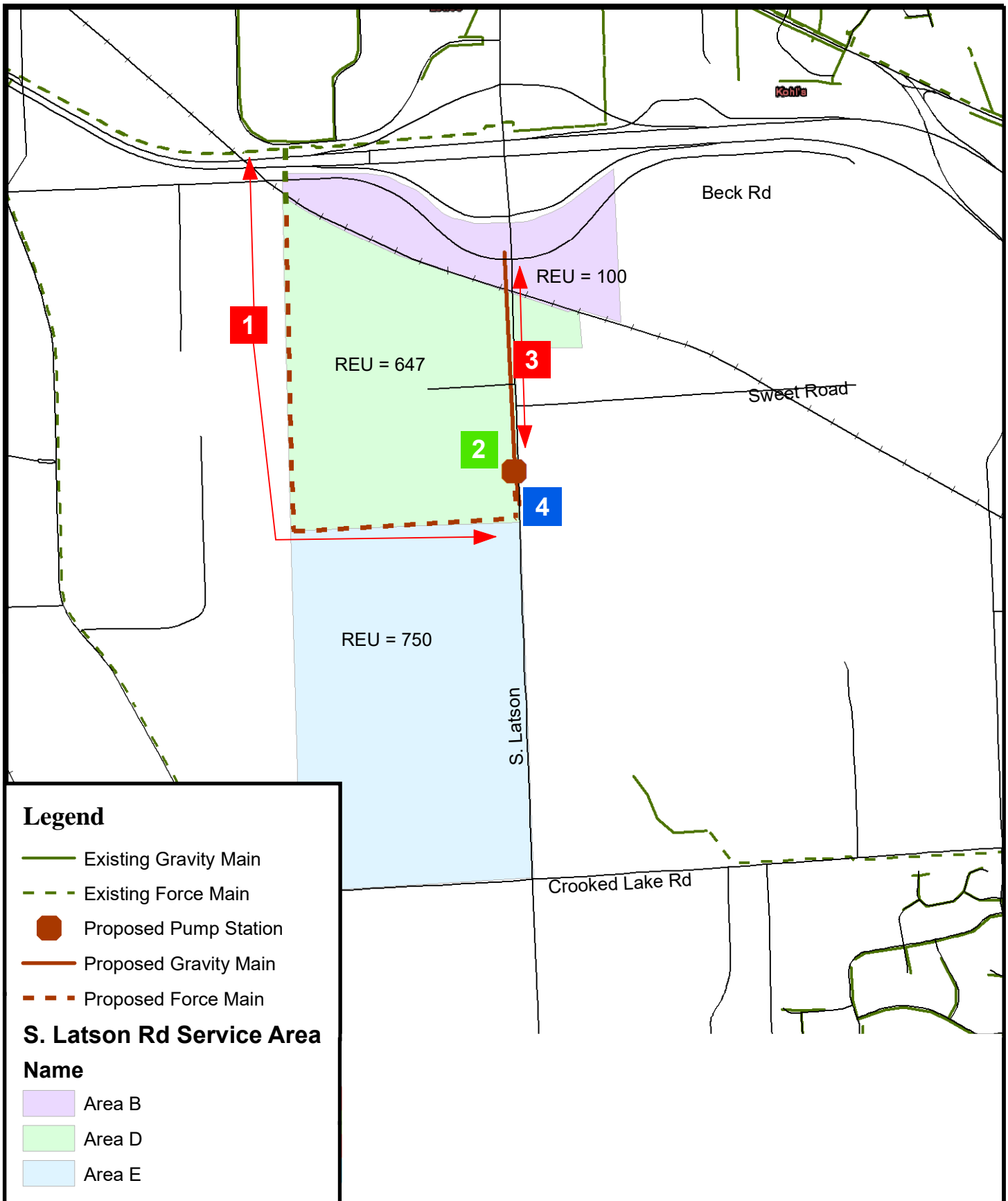
PROJECT NO.: 16001784  
DATE: 2024-09-25



**ATWELL**

866.850.4200 [www.atwell-group.com](http://www.atwell-group.com)

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1 inch = 1,500 feet

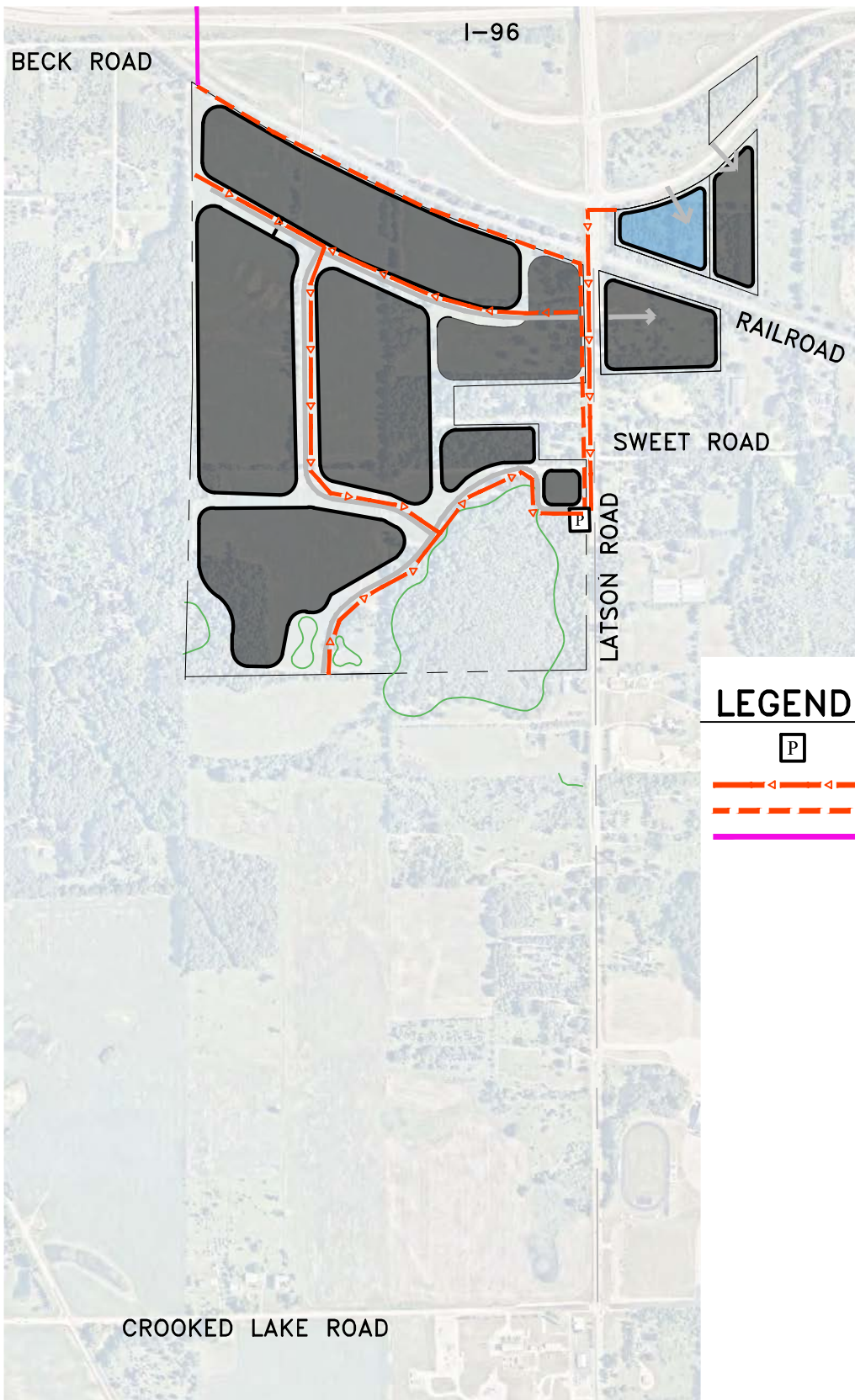
**Figure 2**

Date: 3/2/2018

**Sanitary Sewer Collection Infrastructure**

Note: This is a graphical representation of the required improvements. Final routing and location will be required during the design phase





## LEGEND



PUMP STATION



PR GRAVITY SEWER



PR FORCE MAIN



EX 8" FORCE MAIN

## SANITARY SEWER CONCEPT

### NOTE:

SANITARY SEWER TO BE A COMBINATION OF 8" AND 10" GRAVITY SEWER AND 8" FORCE MAIN

PROJECT NO.: 16001784  
DATE: 2024-06-25



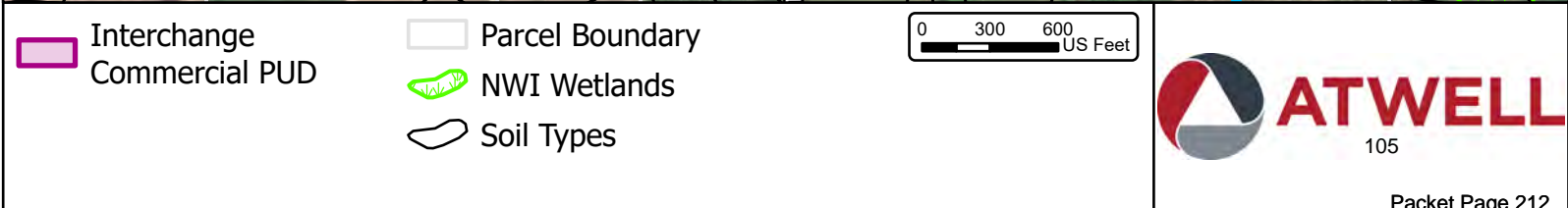
**ATWELL**

866.850.4200 [www.atwell-group.com](http://www.atwell-group.com)

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Genoa Township, Livingston County, Michigan

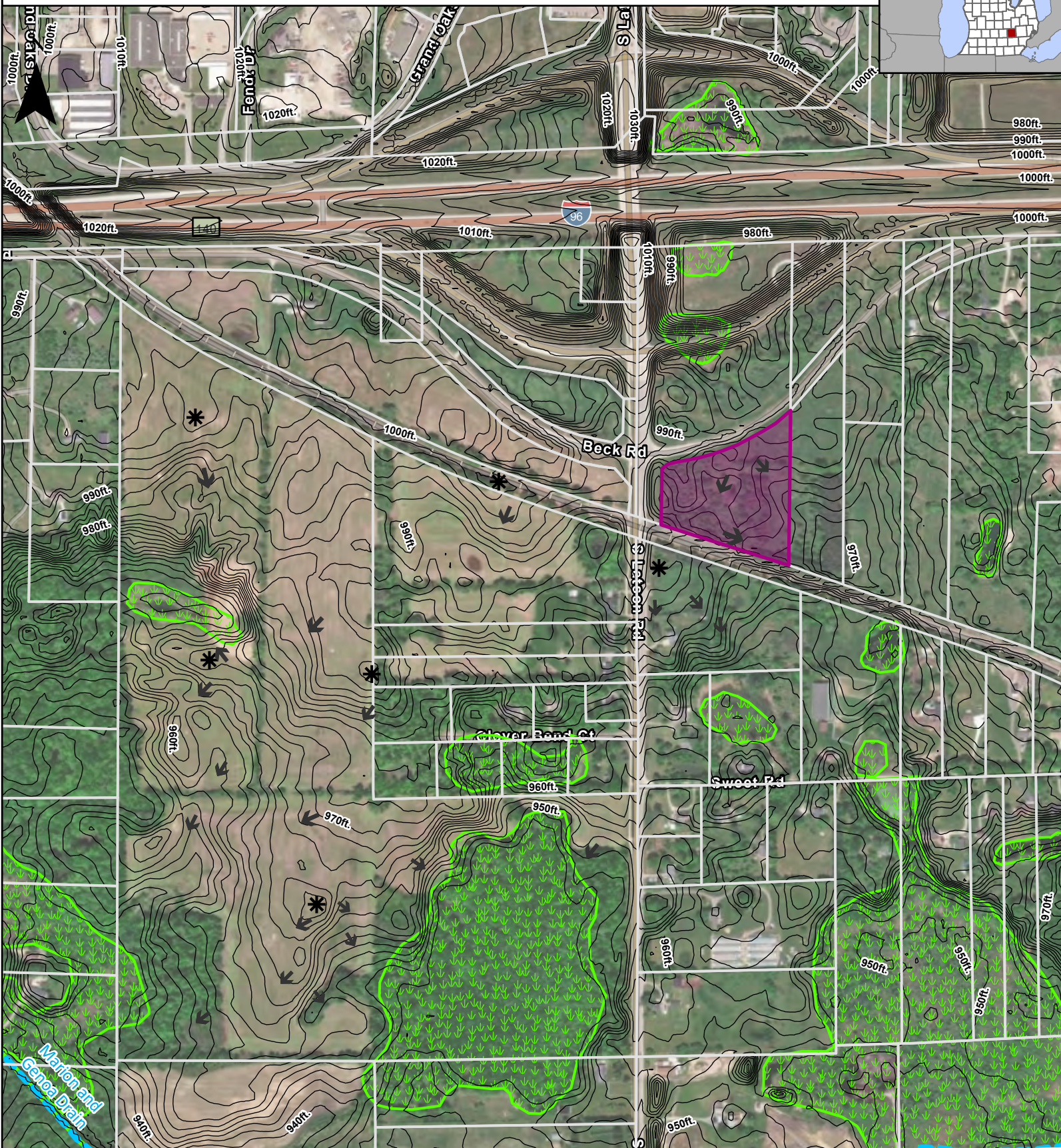




# Interchange Commercial PUD

## Topography & Natural Features

Genoa Township, Livingston County, Michigan



Interchange Commercial PUD

Parcel Boundary

Local High Point

NWI Wetlands

2 Ft Contour

Estimated Flow Direction

Watercourse NHD

0 300 600 US Feet



106



September 25, 2024

Todd Wyett  
VERSA Development  
336 E 4<sup>th</sup> Street  
Royal Oak, MI 48067

**Re: Wetland Delineation Report – Southeast Corner Beck Road & Latson Road  
Genoa Township, Livingston County**

Dear Mr. Wyett,

Pursuant to your request, Barr Engineering Co. (“Barr”) conducted a wetland delineation at the above-referenced approximately 7.2-acre site on September 23, 2024. The purpose of this report is to summarize the results of that work.

## 1.0 Area of Investigation Description

The Area of Investigation (“AOI”) includes the southernmost portion of parcel number 11-09-300-008. Surrounding land uses include residential, agricultural, and vacant land.



**Figure 1. Approximate Area of Investigation**

## 1.1 Desktop Review

Barr conducted a desktop review of the site to evaluate aerial imagery, topography, soil types, and mapped wetlands within the site prior to the wetland delineation. As part of the desktop review, Barr staff reviewed resources such as aerial photography (Figure 1), the Natural Resources Conservation Service ("NRCS") Web Soil Survey ("WSS") Soil Units (Figure 2), and the Michigan Department of Environment, Great Lakes, and Energy ("EGLE") Wetlands Map Viewer (Figure 3).

The soil units present on site include Wawasee loam, 2 to 6 percent slopes (MoB 40.3%); Miami loam 12 to 18 percent slopes (MoD 32.2%); and Owosso-Miami sandy loams, 2 to 6 percent slopes (OmB 27.3%). These are all well-drained soil map units.

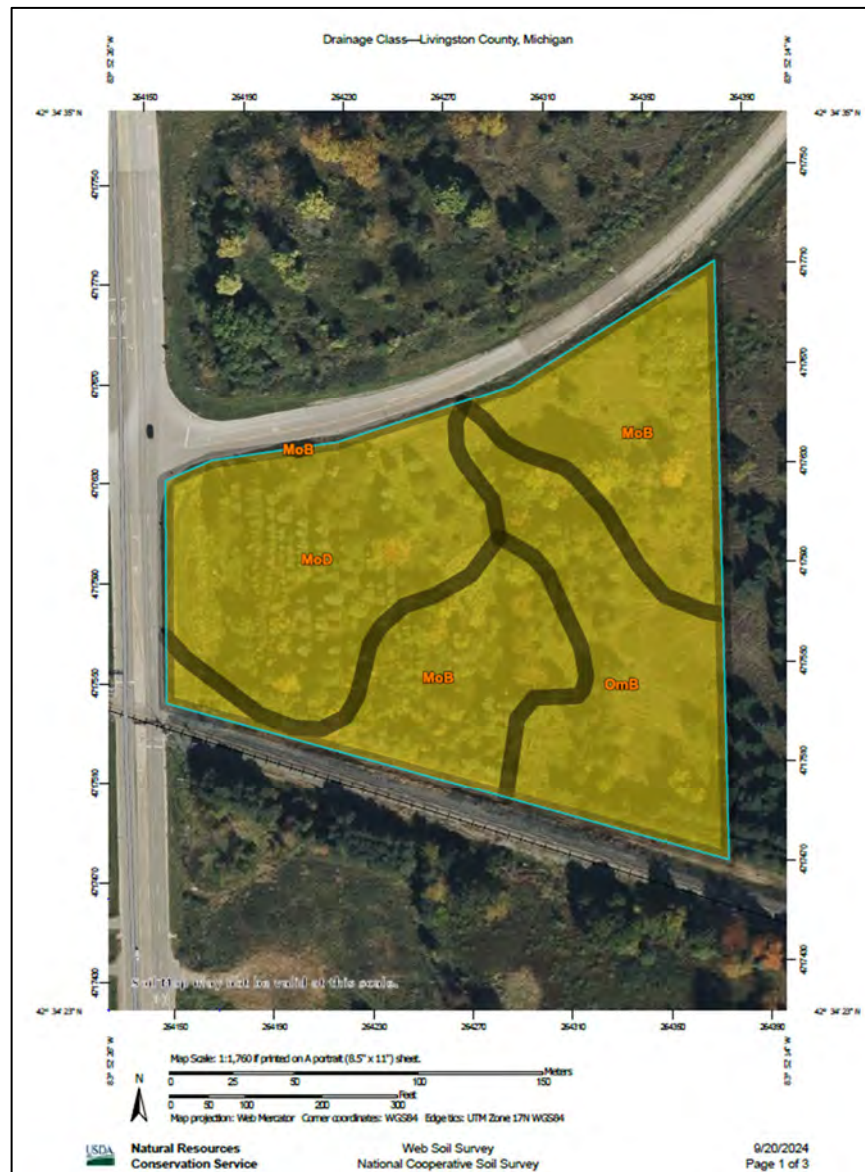


Figure 2. Web Soil Survey Soil Map Units

The EGLE Wetlands Map Viewer does not show soil areas which include wetland soils or wetlands as identified by the National Wetlands Inventory (“NWI”) or Michigan Resource Inventory System (“MIRIS”) on the site.



**Figure 3. EGLE Wetlands Map Viewer**

## 1.2 Methodology

The wetland delineation was conducted in a manner consistent with the *U.S. Army Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0, USACE 2012)*. Wetland delineation procedures outlined in these manuals require the evaluation of on-site vegetation, soils, and hydrologic characteristics. Site observations are described in the sections below. The wetland boundaries were flagged in the field with alphanumerically labeled pink pin flags and/or pink flagging tape. Flagging was located using a GPS unit capable of sub-meter accuracy.

## 1.3 Results

This site includes palustrine emergent (PEM) wetland habitats. Figure 4 depicts the GPS survey of the wetland areas encountered on site. The attached USACE wetland data forms provide additional wetland detail.





**Figure 4. Wetland Boundary and Flag Locations**

## **Vegetation, Soil, and Hydrology**

### **Wetland A**

Wetland A is an emergent wetland located centrally on the site, bounded by flags A1 – A13. Vegetation observed in this wetland included reed canary grass (*Phalaris arundinacea*), purple loosestrife (*Lythrum salicaria*), marsh primrose (*Ludwigia palustris*), and duckweed (*Lemna minor*). This wetland had soil saturation and a high-water table indicators of wetland hydrology, along with indicators of a hydric soil.

### **Wetland B**

Wetland B is an emergent wetland depression located in the southwestern portion of the site, bounded by flags B1 – B20. Vegetation observed in this wetland included calico aster (*Symphyotrichum lateriflorum*), reed canary grass, fowl-manna grass (*Glyceria striata*) and purple loosestrife. Hydric soil indicators were observed.

### **Adjacent Uplands**

The adjacent upland area on site is primarily sloping ground with planted conifers, predominantly Scotch pine (*Pinus sylvestris*) and white spruce (*Picea glauca*), but white pine (*Pinus strobus*) and red pine (*Pinus resinosa*) are also present. The remaining upland onsite is vegetated with species such as crab apple (*Malus spp.*), autumn olive (*Elaeagnus umbellata*), rambler rose (*Rosa multiflora*), smooth brome

grass (*Bromus inermis*), whiplash dewberry (*Rubus flagellaris*), and tall goldenrod (*Solidago altissima*). These upland areas showed no indicators of wetland hydrology or hydric soil.

## 1.4. Conclusions

Based on observations of topography, vegetation, soil, and indicators of hydrology, Barr has determined that wetland habitat is present within the AOI. According to Part 303, Wetlands Protection, of the Michigan Natural Resources and Environmental Protection Act, 1994 PA 451, as amended), wetlands regulated by the State of Michigan include wetlands that are:

1. Located within 500 feet of, or having a direct surface water connection to, an inland lake, pond, river, or stream; or
2. Greater than 5 acres in size; or
3. Located within 1,000 feet of, or having a direct surface water connection to, the Great Lakes or Lake St. Clair; or
4. A water of the United States as that term is used in section 502(7) of the Federal Water Pollution Control Act, 33 USC 1362; or
5. Known to have a documented presence of an endangered or threatened species under Part 365 of State of Michigan 1994 PA 451, as amended or the Federal Endangered Species Act of 1973, Public Law 93-205; or
6. Rare or imperiled.

It is our opinion that the two wetlands identified on site (A and B) would not be regulated by the State of Michigan under Part 303 as they do not appear to meet any of the above criteria. Therefore, if the onsite wetlands are not regulated by Part 303, a permit would not be required from EGLE to place fill or structures, excavate soil, drain surface water, or make use of these wetlands.

Please be advised that EGLE, and in some coastal cases the USACE, have regulatory authority regarding the wetland boundary location(s) and jurisdictional status of wetlands in the State of Michigan. Barr's wetland determination was performed in general accordance with accepted procedures for conducting wetland determinations. Barr provides no warranty, guarantee, or other agreement in respect to the period of time for which this wetland determination will remain valid. Barr's conclusions reflect our professional opinion based on the site conditions within the AOI observed during the site visits. Discrepancies may arise between current and future wetland determinations and delineations due to changes in vegetation and/or hydrology as the result of land use practices or other environmental factors, whether on-site or on adjacent or nearby properties. In addition, wetland delineations performed outside the growing season, typically from late-October until late-April, may differ from those performed at the same site during the growing season due to the presence of snow cover or frozen ground conditions. We recommend our wetland boundary determination and jurisdictional opinion be reviewed by EGLE prior to undertaking any earthmoving activity on the site.

Thank you for the opportunity to provide this wetland delineation. If you have any questions, please contact me at your convenience at 810-247-1229 or fthompson@barr.com.

Sincerely,

BARR ENGINEERING CO

A handwritten signature in black ink, appearing to read 'Fran Thompson', written in a cursive style.

Fran Thompson  
Ecologist

**Attachments:**

Figure 1 – Wetland Delineation  
USACE Wetland Determination Data Forms

**References:**

U.S. Army Corps of Engineers (USACE). 1987. *Corps of Engineers Wetlands Delineation Manual*. Washington, DC.

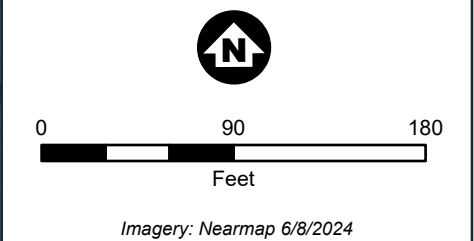
USACE. 2012. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)*. Washington, DC.



Barr Footer ArcGISPro 3.3.1, 2024-09-24 09:11 File: I:\Projects\22471\042\Map\Report\Wetland Delineation NE Parcel.aprx Layout: Fig01 Wetland Delineation User: ERW3



- Area of Investigation
- Apx. Parcel Boundary
- Delineated Wetland
- Wetland Flag Location



**Wetland Delineation**  
**Northeast Parcel**  
Versa FTAG Site  
Livingston County, Michigan

FIGURE 1



**OMB Control #: 0710-0024, Exp: 11/30/2024**  
**Requirement Control Symbol EXEMPT:**  
**(Authority: AR 335-15, paragraph 5-2a)**

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)

Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_

Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

Hydrophytic Vegetation Present?	Yes <u>  X  </u>	No <u>      </u>	<b>Is the Sampled Area within a Wetland?</b>
Hydric Soil Present?	Yes <u>  X  </u>	No <u>      </u>	
Wetland Hydrology Present?	Yes <u>  X  </u>	No <u>      </u>	
Remarks: (Explain alternative procedures here or in a separate report.)			If yes, optional Wetland Site ID: <u>                                </u>

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)				<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)	
<b>Field Observations:</b> Surface Water Present?    Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <input type="text"/> Water Table Present?    Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): <input type="text" value="11"/> Saturation Present?    Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): <input type="text" value="5"/> (includes capillary fringe)				<b>Wetland Hydrology Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:					
Remarks:					

**VEGETATION** – Use scientific names of plants.

Sampling Point:           A1          

Tree Stratum (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. _____	_____	_____	_____	<b>Dominance Test worksheet:</b>  Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)  Total Number of Dominant Species Across All Strata: <u>1</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)																
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
=Total Cover				<b>Prevalence Index worksheet:</b>  <table style="width: 100%;"> <tr> <th style="width: 50%;">Total % Cover of:</th> <th style="width: 50%;">Multiply by:</th> </tr> <tr> <td>OBL species <u>6</u></td> <td>x 1 = <u>6</u></td> </tr> <tr> <td>FACW species <u>94</u></td> <td>x 2 = <u>188</u></td> </tr> <tr> <td>FAC species <u>0</u></td> <td>x 3 = <u>0</u></td> </tr> <tr> <td>FACU species <u>0</u></td> <td>x 4 = <u>0</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>100</u> (A)</td> <td><u>194</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = <u>1.94</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>6</u>	x 1 = <u>6</u>	FACW species <u>94</u>	x 2 = <u>188</u>	FAC species <u>0</u>	x 3 = <u>0</u>	FACU species <u>0</u>	x 4 = <u>0</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>100</u> (A)	<u>194</u> (B)	Prevalence Index = B/A = <u>1.94</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>6</u>	x 1 = <u>6</u>																			
FACW species <u>94</u>	x 2 = <u>188</u>																			
FAC species <u>0</u>	x 3 = <u>0</u>																			
FACU species <u>0</u>	x 4 = <u>0</u>																			
UPL species <u>0</u>	x 5 = <u>0</u>																			
Column Totals: <u>100</u> (A)	<u>194</u> (B)																			
Prevalence Index = B/A = <u>1.94</u>																				
=Total Cover																				
<b>Sapling/Shrub Stratum (Plot size: <u>15'</u>)</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
=Total Cover																				
<b>Herb Stratum (Plot size: <u>5'</u>)</b>																				
1. <u>Phalaris arundinacea</u>	<u>94</u>	<u>Yes</u>	<u>FACW</u>	<b>Hydrophytic Vegetation Indicators:</b> <u>1</u> - Rapid Test for Hydrophytic Vegetation <u>X</u> <u>2</u> - Dominance Test is >50% <u>X</u> <u>3</u> - Prevalence Index is ≤3.0 <sup>1</sup> <u>4</u> - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <u>        </u> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. <u>Lythrum salicaria</u>	<u>2</u>	<u>No</u>	<u>OBL</u>																	
3. <u>Ludwigia palustris</u>	<u>2</u>	<u>No</u>	<u>OBL</u>																	
4. <u>Lemna turionifera</u>	<u>2</u>	<u>No</u>	<u>OBL</u>																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
100 =Total Cover																				
<b>Woody Vine Stratum (Plot size: <u>15</u>)</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
=Total Cover																				

Remarks: (Include photo numbers here or on a separate sheet.)

## SOIL

Sampling Point: A1

[illegible]

<b>U.S. Army Corps of Engineers</b> <b>WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region</b> See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R	<b>OMB Control #: 0710-0024, Exp: 11/30/2024</b> <b>Requirement Control Symbol EXEMPT:</b> <b>(Authority: AR 335-15, paragraph 5-2a)</b>
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Project/Site: SE Corner Latson and Beck Roads City/County: Genoa Twp/Livingston Co Sampling Date: 9-23-2024  
Applicant/Owner: Todd Wyett; VERSA Development State: MI Sampling Point: B10  
Investigator(s): Bill Brodovich and Christian Tibaudo Section, Township, Range: T02N, R05E, Sec 09  
Landform (hillside, terrace, etc.): depression Local relief (concave, convex, none): concave Slope %: 1  
Subregion (LRR or MLRA): LRR L Lat: 42 34' 27" N Long: 83 52' 21" W Datum: NAD 83  
Soil Map Unit Name: Wawasee (90%) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No      (If no, explain in Remarks.)  
Are Vegetation     , Soil     , or Hydrology      significantly disturbed? Are "Normal Circumstances" present? Yes X No       
Are Vegetation     , Soil     , or Hydrology      naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <u>X</u> No <u>    </u>	<b>Is the Sampled Area within a Wetland?</b> Yes <u>X</u> No <u>    </u> If yes, optional Wetland Site ID: <u>                    </u>
Hydric Soil Present? Yes <u>X</u> No <u>    </u>	
Wetland Hydrology Present? Yes <u>X</u> No <u>    </u>	
Remarks: (Explain alternative procedures here or in a separate report.)	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <u>    </u> Surface Water (A1) <u>    </u> Water-Stained Leaves (B9) <u>    </u> High Water Table (A2) <u>    </u> Aquatic Fauna (B13) <u>    </u> Saturation (A3) <u>    </u> Marl Deposits (B15) <u>    </u> Water Marks (B1) <u>    </u> Hydrogen Sulfide Odor (C1) <u>    </u> Sediment Deposits (B2) <u>    </u> Oxidized Rhizospheres on Living Roots (C3) <u>    </u> Drift Deposits (B3) <u>    </u> Presence of Reduced Iron (C4) <u>    </u> Algal Mat or Crust (B4) <u>    </u> Recent Iron Reduction in Tilled Soils (C6) <u>    </u> Iron Deposits (B5) <u>    </u> Thin Muck Surface (C7) <u>    </u> Inundation Visible on Aerial Imagery (B7) <u>    </u> Other (Explain in Remarks) <u>    </u> Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> <u>    </u> Surface Soil Cracks (B6) <u>    </u> Drainage Patterns (B10) <u>    </u> Moss Trim Lines (B16) <u>    </u> Dry-Season Water Table (C2) <u>    </u> Crayfish Burrows (C8) <u>    </u> Saturation Visible on Aerial Imagery (C9) <u>    </u> Stunted or Stressed Plants (D1) <u>    </u> <u>X</u> Geomorphic Position (D2) <u>    </u> Shallow Aquitard (D3) <u>    </u> Microtopographic Relief (D4) <u>    </u> <u>X</u> FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> Water Table Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> Saturation Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> (includes capillary fringe)	<b>Wetland Hydrology Present?</b> Yes <u>X</u> No <u>    </u>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	



**VEGETATION** – Use scientific names of plants.

Sampling Point: B10

Tree Stratum (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. _____	_____	_____	_____	<b>Dominance Test worksheet:</b>  Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)  Total Number of Dominant Species Across All Strata: <u>2</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)																
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
=Total Cover				<b>Prevalence Index worksheet:</b>  <table style="width: 100%;"> <tr> <th style="text-align: left;">Total % Cover of:</th> <th style="text-align: left;">Multiply by:</th> </tr> <tr> <td>OBL species <u>10</u></td> <td>x 1 = <u>10</u></td> </tr> <tr> <td>FACW species <u>20</u></td> <td>x 2 = <u>40</u></td> </tr> <tr> <td>FAC species <u>70</u></td> <td>x 3 = <u>210</u></td> </tr> <tr> <td>FACU species <u>0</u></td> <td>x 4 = <u>0</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>100</u> (A)</td> <td><u>260</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = <u>2.60</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>10</u>	x 1 = <u>10</u>	FACW species <u>20</u>	x 2 = <u>40</u>	FAC species <u>70</u>	x 3 = <u>210</u>	FACU species <u>0</u>	x 4 = <u>0</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>100</u> (A)	<u>260</u> (B)	Prevalence Index = B/A = <u>2.60</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>10</u>	x 1 = <u>10</u>																			
FACW species <u>20</u>	x 2 = <u>40</u>																			
FAC species <u>70</u>	x 3 = <u>210</u>																			
FACU species <u>0</u>	x 4 = <u>0</u>																			
UPL species <u>0</u>	x 5 = <u>0</u>																			
Column Totals: <u>100</u> (A)	<u>260</u> (B)																			
Prevalence Index = B/A = <u>2.60</u>																				
=Total Cover																				
<b>Sapling/Shrub Stratum (Plot size: <u>15'</u>)</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
=Total Cover				<b>Hydrophytic Vegetation Indicators:</b>  <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
=Total Cover																				
<b>Herb Stratum (Plot size: <u>5'</u>)</b>																				
1. <u>Symphyotrichum lateriflorum</u>	<u>70</u>	<u>Yes</u>	<u>FAC</u>																	
2. <u>Phalaris arundinacea</u>	<u>20</u>	<u>Yes</u>	<u>FACW</u>																	
3. <u>Glyceria striata</u>	<u>5</u>	<u>No</u>	<u>OBL</u>																	
4. <u>Lythrum salicaria</u>	<u>5</u>	<u>No</u>	<u>OBL</u>																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
12. _____	_____	_____	_____																	
100 =Total Cover				<b>Definitions of Vegetation Strata:</b>  <b>Tree</b> – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/shrub</b> – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vines</b> – All woody vines greater than 3.28 ft in height.																
=Total Cover																				
<b>Woody Vine Stratum (Plot size: <u>15</u>)</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
=Total Cover																				

Remarks: (Include photo numbers here or on a separate sheet.)

## SOIL

Sampling Point: B10

[illegible]

<b>U.S. Army Corps of Engineers</b> <b>WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region</b> See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R	<b>OMB Control #: 0710-0024, Exp: 11/30/2024</b> <b>Requirement Control Symbol EXEMPT:</b> <b>(Authority: AR 335-15, paragraph 5-2a)</b>
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Project/Site: NE parcel of Latson Road and Beck Road; VERSA FTAG City/County: Genoa Twp/Livingston Co Sampling Date: 9-23-2024  
Applicant/Owner: Todd Wyett; VERSA Development State: MI Sampling Point: A1 UPL  
Investigator(s): Bill Brodovich and Christian Tibaudo Section, Township, Range: T02N, R05E, Sec 09  
Landform (hillside, terrace, etc.): hillside Local relief (concave, convex, none): convex Slope %: 1  
Subregion (LRR or MLRA): LRR L Lat: 42 34' 30" N Long: 83 52' 20" W Datum: NAD 83  
Soil Map Unit Name: Miami loam, 12 to 18 percent slopes NWI classification: none  
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No      (If no, explain in Remarks.)  
Are Vegetation     , Soil     , or Hydrology      significantly disturbed? Are "Normal Circumstances" present? Yes X No       
Are Vegetation     , Soil     , or Hydrology      naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <u>    </u> No <u>X</u>	<b>Is the Sampled Area within a Wetland?</b> Yes <u>X</u> No <u>    </u> If yes, optional Wetland Site ID: <u>                    </u>
Hydric Soil Present? Yes <u>    </u> No <u>X</u>	
Wetland Hydrology Present? Yes <u>    </u> No <u>X</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <u>    </u> Surface Water (A1) <u>    </u> Water-Stained Leaves (B9) <u>    </u> High Water Table (A2) <u>    </u> Aquatic Fauna (B13) <u>    </u> Saturation (A3) <u>    </u> Marl Deposits (B15) <u>    </u> Water Marks (B1) <u>    </u> Hydrogen Sulfide Odor (C1) <u>    </u> Sediment Deposits (B2) <u>    </u> Oxidized Rhizospheres on Living Roots (C3) <u>    </u> Drift Deposits (B3) <u>    </u> Presence of Reduced Iron (C4) <u>    </u> Algal Mat or Crust (B4) <u>    </u> Recent Iron Reduction in Tilled Soils (C6) <u>    </u> Iron Deposits (B5) <u>    </u> Thin Muck Surface (C7) <u>    </u> Inundation Visible on Aerial Imagery (B7) <u>    </u> Other (Explain in Remarks) <u>    </u> Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> <u>    </u> Surface Soil Cracks (B6) <u>    </u> Drainage Patterns (B10) <u>    </u> Moss Trim Lines (B16) <u>    </u> Dry-Season Water Table (C2) <u>    </u> Crayfish Burrows (C8) <u>    </u> Saturation Visible on Aerial Imagery (C9) <u>    </u> Stunted or Stressed Plants (D1) <u>    </u> Geomorphic Position (D2) <u>    </u> Shallow Aquitard (D3) <u>    </u> Microtopographic Relief (D4) <u>    </u> FAC-Neutral Test (D5)
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<b>Field Observations:</b> Surface Water Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> Water Table Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> Saturation Present? Yes <u>    </u> No <u>X</u> Depth (inches): <u>    </u> (includes capillary fringe)	<b>Wetland Hydrology Present?</b> Yes <u>    </u> No <u>X</u>
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**VEGETATION** – Use scientific names of plants.

Sampling Point: A1 UPL

Tree Stratum (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <u>Prunus serotina</u>	<u>5</u>	<u>Yes</u>	<u>FACU</u>	<b>Dominance Test worksheet:</b>  Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0.0%</u> (A/B)																
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
<u>5</u> =Total Cover				<b>Prevalence Index worksheet:</b>  <table style="width: 100%;"> <tr> <th style="text-align: left;">Total % Cover of:</th> <th style="text-align: left;">Multiply by:</th> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>0</u></td> <td>x 2 = <u>0</u></td> </tr> <tr> <td>FAC species <u>5</u></td> <td>x 3 = <u>15</u></td> </tr> <tr> <td>FACU species <u>45</u></td> <td>x 4 = <u>180</u></td> </tr> <tr> <td>UPL species <u>75</u></td> <td>x 5 = <u>375</u></td> </tr> <tr> <td>Column Totals: <u>125</u> (A)</td> <td><u>570</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = <u>4.56</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>0</u>	x 2 = <u>0</u>	FAC species <u>5</u>	x 3 = <u>15</u>	FACU species <u>45</u>	x 4 = <u>180</u>	UPL species <u>75</u>	x 5 = <u>375</u>	Column Totals: <u>125</u> (A)	<u>570</u> (B)	Prevalence Index = B/A = <u>4.56</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>0</u>	x 1 = <u>0</u>																			
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FAC species <u>5</u>	x 3 = <u>15</u>																			
FACU species <u>45</u>	x 4 = <u>180</u>																			
UPL species <u>75</u>	x 5 = <u>375</u>																			
Column Totals: <u>125</u> (A)	<u>570</u> (B)																			
Prevalence Index = B/A = <u>4.56</u>																				
<u>20</u> =Total Cover																				
<b>Sapling/Shrub Stratum (Plot size: <u>15'</u>)</b>																				
1. <u>Elaeagnus umbellata</u>	<u>15</u>	<u>Yes</u>	<u>UPL</u>	<b>Hydrophytic Vegetation Indicators:</b>  <u>1</u> - Rapid Test for Hydrophytic Vegetation <u>2</u> - Dominance Test is >50% <u>3</u> - Prevalence Index is ≤3.0 <sup>1</sup> <u>4</u> - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  <u>      </u> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. <u>Rosa multiflora</u>	<u>5</u>	<u>Yes</u>	<u>FACU</u>																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
<u>20</u> =Total Cover																				
<b>Herb Stratum (Plot size: <u>5'</u>)</b>																				
1. <u>Bromus inermis</u>	<u>60</u>	<u>Yes</u>	<u>UPL</u>	<b>Definitions of Vegetation Strata:</b>  <b>Tree</b> – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/shrub</b> – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vines</b> – All woody vines greater than 3.28 ft in height.  <b>Hydrophytic Vegetation Present?</b> Yes <u>      </u> No <u>  X  </u>																
2. <u>Rubus flagellaris</u>	<u>20</u>	<u>Yes</u>	<u>FACU</u>																	
3. <u>Solidago altissima</u>	<u>10</u>	<u>No</u>	<u>FACU</u>																	
4. <u>Euthamia graminifolia</u>	<u>5</u>	<u>No</u>	<u>FAC</u>																	
5. <u>Symphyotrichum pilosum</u>	<u>3</u>	<u>No</u>	<u>FACU</u>																	
6. <u>Dactylis glomerata</u>	<u>2</u>	<u>No</u>	<u>FACU</u>																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
12. _____	_____	_____	_____																	
<u>100</u> =Total Cover																				
<b>Woody Vine Stratum (Plot size: <u>15</u>)</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
<u>      </u> =Total Cover																				

Remarks: (Include photo numbers here or on a separate sheet.)

## SOIL

Sampling Point: A1 UPL

[illegible]

August 23, 2024

VIA EMAIL: [todd@versacos.com](mailto:todd@versacos.com)

Mr. Todd Wyett  
Latson Farm, LLC  
25900 West 11 Mile Rd, Suite 250  
Southfield, MI 48034

**RE: Response to Comments – Latson Road Interchange Commercial PUD TIS**

Fleis & VandenBrink (F&V) staff has completed this letter in response to comments provided by the Genoa Township Traffic Engineering Consultant (Tetra Tech) in their letter dated August 13, 2024, regarding their review of the F&V Traffic Impact Study (TIS) Report dated July 26, 2024. The comments related to the traffic study provided by Tetra Tech and the corresponding F&V responses are summarized herein.

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**Tetra Tech Comment #1:** *Analysis should state done via methodologies in the 7<sup>th</sup> Edition of the Highway Capacity Manual, not 6<sup>th</sup>. This should not cause any changes in the operational results, but analysis should be performed in accordance with the latest version as noted in our previous review.*

**F&V Response:** The study and analysis was updated using Synchro Version 12 and the Highway Capacity Manual, 7<sup>th</sup> Edition.

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**Tetra Tech Comment #2:** *While we take no exceptions to the background growth rate used in the report, no supporting information from SEMCOG was included in the report.*

**F&V Response:** The growth rate calculations were determined based upon the SEMCOG Travel Demand Forecast Model (2020-2045) traffic volume forecasts. The corresponding growth rate calculations are included in the revised TIS appendices for reference.

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**Tetra Tech Comment #3:** *A trip distribution figure for the background Latson Road PUD development was not provided – only a summary of the trip generation forecast for the site. The application of the Latson Road PUD forecast trips to the study intersections could not be verified, resulting in us being unable to verify both the Background and Future volume figures, as well as the operational analyses completed for these scenarios.*

**F&V Response:** The revised TIS includes a Figure in the appendices with the trip generation / distribution at the study intersections from the Latson Road PUD.

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**Tetra Tech Comment #4:** *HCM operational reports were not provided for the Background with Improvements scenario, so the results provided in the report could not be verified.*

**F&V Response:** The revised TIS includes the updated HCM reports. Additionally, the electronic Synchro file has been provided to Township as part of the revised TIS submittal.

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**Tetra Tech Comment #5:** *Warrant 3: Peak Hour warrant should not be used for the signal warrant evaluation of the Latson Road and Beck Road intersection, since "This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large number of vehicles over a short time." as per Section 4C.04 of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).*

**F&V Response:** Noted. Warrant 3: Peak Hour will not be considered in this evaluation.

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**Tetra Tech Comment #6:** *A full traffic impact study report, performed in accordance with accepted practice, with supporting appendix materials should be provided for future review.*

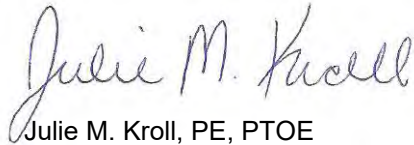
**F&V Response:** The TIS report has been updated accordingly and has been provided as part of the application.

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Please let me know if there are any further questions or comments related to the letter.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Traffic Engineering, Group Manager



# MEMO

VIA EMAIL [todd@versacos.com](mailto:todd@versacos.com)

**To:** Latson South, LLC

**From:** Julie M. Kroll, PE, PTOE  
Salman Ahmad  
Fleis & VandenBrink

**Date:** July 26, 2024  
Revised August 23, 2024

**Re:** Latson Road Interchange Commercial PUD  
Genoa Township, Michigan  
Traffic Impact Study

## 1 INTRODUCTION

This memorandum presents the revised results of the Traffic Impact Study (TIS), previously submitted on July 26, 2024, for the proposed Latson Road Commercial Planned Unit Development (PUD) in Genoa Township, Michigan. The project site is located on undeveloped property, generally in the southeast quadrant of the Latson Road & Beck Road intersection, as shown on the attached **Figure 1**. The proposed development includes the construction of approximately 15-Acres of property for a commercial PUD project. The project site consists of two (2) adjacent parcels; an approximately 9-acre parcel (designated as Tax ID No. 11-09-300-46) and an approximately 6-acre parcel (designated as Tax ID No. 11-09-300-001). Site access for the property is provided via Beck Road, no access to Latson Road is proposed with this development plan.

The proposed project includes rezoning the 9-acre parcel to Interchange Commercial PUD (ICPUD), the 6-acre parcel is currently zoned ICPUD. The proposed ICPUD zoning would permit the development of a variety of land uses on the property. For purposes of this evaluation, a convenience store with fueling stations and a retail commercial shopping plaza were assumed to represent a conservative evaluation of the potential traffic impacts of the site associated with the proposed ICPUD zoning.

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). The study analyses were completed using Synchro/SimTraffic (Version 12). Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), Livingston County Road Commission (LCRC), ITE, the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG), and information provided by the developer.

## 2 BACKGROUND

### 2.1 EXISTING ROAD NETWORK

Vehicle transportation for the proposed development is provided via Latson Road; with regional transportation being provided via I-96, located just north of the project site. The lane use and traffic control at the study intersections are shown on the attached **Figure 2** and the study roadways are further described below. For the purposes of this study, all minor streets, freeway ramps, and driveways are assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

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**Latson Road** runs in the north / south directions, adjacent to the west side of the project site. The study section of Latson Road has a prima facie speed limit of 55-mph and is under the jurisdiction of LCRC. Latson Road is classified as a *Minor Arterial* and has an AADT volume of approximately 9,400 vpd (SEMCOG 2018), south of I-96. The study section of roadway north of Cloverbend Road, provides a typical five-lane cross-section, with two (2) lanes of travel in each direction and a center TWLTL. South of Cloverbend Road, Latson Road narrows to provide a typical two-lane cross-section, with one (1) lane of travel in each direction, widening at the Crooked Lake Road intersection to provide exclusive left-turn lanes in both directions.

**I-96** runs in the east / west directions, north of the project site. I-96 has an Average Annual Daily Traffic (AADT) volume of approximately 56,000 (SEMCOG 2018) vehicles per day (vpd), is classified as an *Interstate*, and is under the jurisdiction of MDOT. The study section of roadway has a posted speed limit of 70-mph and provides a six-lane, median divided cross-section, with three (3) lanes of travel in each direction. At the intersection of Latson Road & EB I-96 Exit-Ramp, the eastbound approach provides dual (2) left-turn lanes and an exclusive right-turn lane. At the intersection of Latson Road & WB I-96 exit-ramp, the westbound approach provides an exclusive left-turn lane and dual (2) right-turn lanes.

**Beck Road** runs in the east / west directions, adjacent to the north side of the project site. Beck Road is under the jurisdiction of LCRC and has prima facie speed limit of 55-mph. Beck Road is classified as a *Local Road* and provides a typical two-lane cross-section, with one (1) lane of travel in each direction; exclusive left-turn lanes are provided on both approaches to Latson Road. Beck Road is paved for approximately 500-ft east and west of Latson Road; however, beyond the paved section, Beck Road is a gravel roadway.

## 2.2 EXISTING TRAFFIC VOLUMES

F&V subconsultant QC collected Turning Movement Count (TMC) data on Tuesday May 2, 2023<sup>1</sup>, during the AM (7:00 AM-9:00 AM) and PM (3:00 PM-6:00 PM) peak periods at the following study intersections:

- Latson Road & Beck Road
- Latson Road & WB I-96 Ramps
- Latson Road & EB I-96 Ramps

During collection of the turning movement counts, Peak Hour Factors (PHFs), pedestrian and bike volumes, and commercial truck percentages were recorded and used in the traffic analysis. Through volumes were carried through the study roadway network and balanced at the proposed site driveway locations. Therefore, the traffic volumes used in the analysis and shown on the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

The weekday AM and PM peak hours for the adjacent roadway network were observed to generally occur between 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM, respectively. F&V collected an inventory of existing lane use and traffic controls, as shown on the attached **Figure 2**. Additionally, F&V obtained the current traffic signal timing information from MDOT and LCRC.

The existing 2024 peak hour traffic volumes used in the analysis are shown on the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

## 3 EXISTING CONDITIONS (2024)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersection using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the existing lane use and traffic control shown on the attached **Figure 2**, the existing peak hour traffic volumes shown on the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual*, 7<sup>th</sup> Edition (HCM7).

Descriptions of LOS "A" through "F", as defined in the HCM7, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in **Table 1**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during both the AM and PM peak hours.

<sup>1</sup> An annual growth rate of 0.72% was applied to the 2023 traffic volumes, in order to forecast the existing 2024 traffic volumes used in the study.

Review of the SimTraffic network simulations at all of the remaining study intersections indicates acceptable traffic operations throughout the study roadway network during both the AM and PM peak hours.

**Table 1: Existing Intersection Operations**

Intersection	Control	Approach	Existing Conditions			
			AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & WB I-96 Ramps	Signalized	WBL	33.0	C	26.8	C
		WBR	38.1	D	33.8	C
		NBL	1.1	A	5.2	A
		NBT	0.3	A	0.4	A
		SBT	7.2	A	17.2	B
		SBR	8.0	A	20.1	C
		Overall	7.6	A	15.3	B
Latson Road & EB I-96 Ramps	Signalized	EBL	33.8	C	33.5	C
		EBR	29.4	C	30.3	C
		NBT	5.1	A	5.4	A
		NBR	4.8	A	4.7	A
		SBL	2.2	A	2.4	A
		SBT	0.1	A	0.2	A
		Overall	13.7	B	11.8	B
Latson Road & Beck Road	Stop (Minor)	EBL	12.5	B	17.1	C
		EBTR	0.0*	A	8.9	A
		WBL	0.0*	A	0.0*	A
		WBTR	9.4	A	9.8	A
		NBL	0.0*	A	0.0*	A
		SBL	8.3	A	8.3	A

\* Indicates no vehicle volume present.

#### 4 BACKGROUND GROWTH

The Southeast Michigan Council of Governments (SEMCOG), the multi-jurisdictional agency responsible for the transportation planning in Southeast Michigan, maintains the regional transportation planning models and provides information regarding projected growth rates along roadways throughout their jurisdiction. The SEMCOG traffic volume forecast models were utilized to calculate background growth rates on the adjacent study sections of Latson Road for use in this analysis; indicating the following growth rates, compounded annually, from 2020 to 2050. This information was used to determine the applicable growth rate to project the existing 2024 traffic volumes to the build-out year of 2029. The growth rates for the study corridors determined by the SEMCOG forecast models are attached and summarized in **Table 2**.

**Table 2: SEMCOG Growth Rates**

Road	Limits	Growth Rate
Latson Road	Chilson Road to Crooked Lake Road	0.72%
Latson Road	Crooked Lake Road to I-96	0.68%

In addition to background growth, the following future developments were also considered in the background conditions analysis. The following developments were identified by the Township to account for traffic that will be generated by approved developments within the vicinity of the study area.

- St. Joseph Mercy Health Center Expansion
- Latson Road PUD

Therefore, a conservative annual growth rate of **0.72%** per year was utilized for the study roadway network. It is anticipated that a percentage of the expected growth along Latson Road will be generated by the proposed development and the background developments. However, in order to provide a more conservative evaluation, the full growth rate was applied to the study intersections.

The site-generated trips were obtained for the background development from the Traffic Impact Study (TIS) completed; the TIS excerpts are attached for reference. The background development trips were added to the existing traffic volumes, after applying the background growth rate, in order to forecast the background 2029 peak hour traffic volumes **without the proposed development**, as shown on the attached **Figure 4**.

## 5 BACKGROUND CONDITIONS (2029)

### 5.1 INTERSECTION ANALYSIS

Background peak hour vehicle delays and LOS **without the proposed development** were calculated at the study intersections based on the existing lane use and traffic control shown on the attached **Figure 2**, the background peak hour traffic volumes shown on the attached **Figure 4**, and the methodologies presented in the HCM7. The results of the background conditions analysis are attached and summarized in **Table 3**.

**Table 3: Background Intersection Operations**

Intersection	Control	Approach	Existing Conditions (2024)				Background Conditions (2029)				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & WB I-96 Ramps	Signal	WBL	33.0	C	26.8	C	37.9	D	27.0	C	4.9	C→D	0.2	-
		WBR	38.1	D	33.8	C	34.9	C	33.8	C	-3.2	D→C	0.0	-
		NBL	1.1	A	5.2	A	5.8	A	54.5	D	4.7	-	49.3	A→D
		NBT	0.3	A	0.4	A	0.4	A	0.6	A	0.1	-	0.2	-
		SBT	7.2	A	17.2	B	14.6	B	18.1	B	7.4	A→B	0.9	-
		SBR	8.0	A	20.1	C	15.1	B	21.4	C	7.1	A→B	1.3	-
		Overall	7.6	A	15.3	B	12.1	B	19.0	B	4.5	A→B	3.7	-
Latson Road & EB I-96 Ramps	Signal	EBL	33.8	C	33.5	C	29.3	C	32.9	C	-4.5	-	-0.6	-
		EBR	29.4	C	30.3	C	36.4	D	31.2	C	7.0	C→D	0.9	-
		NBT	5.1	A	5.4	A	7.5	A	6.6	A	2.4	-	1.2	-
		NBR	4.8	A	4.7	A	7.0	A	5.7	A	2.2	-	1.0	-
		SBL	2.2	A	2.4	A	7.0	A	11.6	B	4.8	-	9.2	A→B
		SBT	0.1	A	0.2	A	0.3	A	0.3	A	0.2	-	0.1	-
		Overall	13.7	B	11.8	B	14.5	B	12.1	B	0.8	-	0.3	-
Latson Road & Beck Road	Stop (Minor)	EBL	12.5	B	17.1	C	23.8	C	30.1	D	11.3	B→C	13.0	C→D
		EBTR	0.0*	A	8.9	A	0.0*	A	9.0	A	0.0*	-	0.1	-
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		WBTR	9.4	A	9.8	A	10.0	B	11.8	B	0.6	A→B	2.0	A→B
		NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		SBL	8.3	A	8.3	A	8.8	A	10.0	B	0.5	-	1.7	A→B

\* Indicates no vehicle volume present *Note: Decreased delays are the result of improved progression and/or HCM weighting methodologies.*

The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating acceptably, at LOS D or better during both peak periods, in a manner similar to the existing conditions analysis, with some minor increases in delays.

Review of SimTraffic microsimulations indicates generally acceptable operations, throughout the study roadway network during the AM peak hour; however, during the PM peak hour, long vehicle queues are present for the left-turn movements at both of the I-96 Freeway Ramps along Latson Road.

The delays and queueing along Latson Road at the I-96 Freeway Ramps are the result of the background developments and expected growth throughout the study area; these vehicle queues were not observed to dissipate and were typically present throughout the peak hour.

## 5.2 BACKGROUND IMPROVEMENTS

In order to improve the projected background vehicle queue lengths at the study intersections, mitigation measures were investigated, including: geometric improvements and traffic control modifications. The results of the evaluation indicates that the following mitigation measures may be necessary to accommodate the background growth rate and future developments; these should be evaluated as part of the site plan approval and permitting process.

### Latson Road & WB I-96 Ramps

- Provide permissive/protected northbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

### Latson Road & EB I-96 Ramps

- Provide permissive/protected southbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

The results of the background conditions with improvement analysis are attached and summarized in **Table 4**. Results of the background improvements analysis, with the implementation of the recommended mitigation measures, indicates that all approaches and movements are expected to continue operating acceptably, at LOS D or better, during both peak periods.

Review of SimTraffic network simulations, also indicate acceptable operations during both peak periods. Occasional periods of vehicle queues were observed at the signalized study intersections; however, these queues were observed to be serviced within each cycle length, leaving no residual vehicle queueing.

**Table 4: Background Intersection Operations with Improvements**

Intersection	Control	Approach	Background Conditions				Background w/ IMP				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & WB I-96 Ramps	Signal	WBL	37.9	D	27.0	C	43.5	D	31.7	C	5.6	-	4.7	-
		WBR	34.9	C	33.8	C	39.9	D	49.4	D	5.0	C→D	15.6	C→D
		NBL	5.8	A	54.5	D	4.9	A	10.0	A	-0.9	-	-44.5	D→A
		NBT	0.4	A	0.6	A	0.3	A	0.5	A	-0.1	-	-0.1	-
		SBT	14.6	B	18.1	B	0.4	A	10.8	B	-14.2	B→A	-7.3	-
		SBR	15.1	B	21.4	C	0.9	A	13.9	B	-14.2	B→A	-7.5	C→B
		Overall	12.1	B	19.0	B	6.8	A	14.7	B	-5.3	B→A	-4.3	-
Latson Road & EB I-96 Ramps	Signal	EBL	29.3	C	32.9	C	34.2	C	40.1	D	4.9	-	7.2	C→D
		EBR	36.4	D	31.2	C	44.7	D	36.0	D	8.3	-	4.8	C→D
		NBT	7.5	A	6.6	A	18.2	B	14.9	B	10.7	A→B	8.3	A→B
		NBR	7.0	A	5.7	A	16.9	B	12.8	B	9.9	A→B	7.1	A→B
		SBL	7.0	A	11.6	B	9.9	A	9.5	A	2.9	-	-2.1	B→A
		SBT	0.3	A	0.3	A	0.3	A	0.2	A	0.0	-	-0.1	-
		Overall	14.5	B	12.1	B	19.9	B	16.6	B	5.4	-	4.5	-



Intersection	Control	Approach	Background Conditions				Background w/ IMP				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & Beck Road	Stop (Minor)	EBL	23.8	C	30.1	D	23.7	C	29.8	D	-0.1	-	-0.3	-
		EBTR	0.0*	A	9.0	A	0.0*	A	9.0	A	0.0*	-	0.0	-
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		WBTR	10.0	B	11.8	B	10.0	B	11.8	B	0.0	-	0.0	-
		NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		SBL	8.8	A	10.0	B	8.8	A	10.0	B	0.0	-	0.0	-

\* Indicates no vehicle volume present

## 6 SITE TRIP GENERATION

The number weekday peak hour (AM and PM) and daily vehicle trips that would be generated by the proposed development was forecast based on data published by ITE in the *Trip Generation Manual, 11<sup>th</sup> Edition* and the *ITE Trip Generation Handbook, 3<sup>rd</sup> Edition*. The end user(s) for the proposed ICPUD have not been identified at this time and may include a variety of potential developments that are approved as part of the ICPUD zoning. For purposes of this evaluation, a convenience store with fueling station and a retail commercial shopping plaza were assumed to represent a conservative evaluation of the potential traffic impacts of the site associated with the proposed ICPUD zoning. The site trip generation forecast utilized for this TIS is summarized in **Table 5**.

**Table 5: Site Trip Generation Summary**

Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Shopping Plaza (40-150k SF)	821	53,000	SF	3,579	57	35	92	135	140	275
<i>Pass-By</i>		40% PM		716	0	0	0	55	55	110
		New Trips		2,863	57	35	92	80	85	165
Gas Station with Convenience Market	945	10	VFP	3,458	158	158	316	135	134	269
<i>Pass-By</i>		76% AM, 75% PM		2,611	120	120	240	101	101	202
		New Trips		847	38	38	76	34	33	67
		Total Trips		7,037	215	193	408	270	274	544
		Total Pass-By		3,327	120	120	240	156	156	312
		Total New Trips		3,710	95	73	168	114	118	232

As is typical of commercial developments, a portion of the trips generated are from vehicles that are already on the adjacent roadways and will pass the site on the way from an origin to their ultimate destination. Therefore, not all traffic at the site driveways is necessarily new traffic added to the street system. This percentage of the trips generated by the development are considered “pass-by” trips, which are already present within the adjacent street system. These trips are therefore reduced from the total external trips generated by a study site. The pass-by trips for this site were applied to Latson Road and were considered as either pass-by or diverted link, depending on the proposed site access location. The percentage of pass-by trips used in this analysis was determined based on the rates published by ITE in the *Trip Generation Manual, 11<sup>th</sup> Edition*.

## 7 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan and driveway configurations, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The ITE trip distribution methodology assumes that new trips will access the development, then return to their direction of origin, whereas pass-by trips will enter and exit the development, then continue in their original direction of travel. The site trip distributions utilized in this analysis are summarized in **Table 6**.

**Table 6: Site Trip Distribution**

To/From	Via	Commercial		Commercial Pass-By	
		AM	PM	AM	PM
North	Latson Road	12%	7%	59% (NB)	45% (NB)
South	Latson Road	4%	4%	41% (SB)	55% (SB)
East	Grand River Avenue	8%	17%		
	I-96	26%	33%		
	Crooked Lake Road	1%	2%		
West	Grand River Avenue	8%	10%		
	I-96	41%	27%		
Total		100%	100%	100%	100%

The vehicular traffic volumes shown in **Table 5** were distributed to the study network according to the distribution shown in **Table 6**. The site-generated trips shown on the attached **Figure 5** were added to the background peak hour traffic volumes shown on the attached **Figure 4**, in order to calculate the future peak hour traffic volumes with the addition of the proposed development, as shown on the attached **Figure 6**.

## 8 FUTURE CONDITIONS (2029)

### 8.1 INTERSECTION ANALYSIS

Future peak hour vehicle delays and LOS *with the proposed development* were calculated based on the proposed lane use and traffic control shown on the attached **Figure 2**, the proposed site access plan, the future peak hour traffic volumes shown on the attached **Figure 6**, and the methodologies presented in the HCM7. The results of the future conditions analysis are attached and summarized in **Table 7**.

The results of the future conditions analysis indicates that all study intersection approaches and movements will continue to operate acceptably, at LOS D or better during both peak periods, in a manner similar to the background conditions analysis, with increases in delays and the following additional impacts to LOS:

#### Latson Road & WB I-96 Ramps

- During the PM peak hour: The northbound left-turn movement is expected to operate at LOS F. Review of SimTraffic network simulations indicates that long vehicle queues were observed for the northbound left-turn movement, similar to those observations made during the background conditions analysis.

#### Latson Road & EB I-96 Ramps

- The Synchro intersection LOS analysis indicates acceptable operations during both peak periods. However, review of SimTraffic network simulations indicates that long vehicle queues were observed for the southbound left-turn movement, similar to those observations made during the background conditions analysis.

#### Latson Road & Beck Road

- During the AM and PM peak hours: The eastbound and westbound left-turn movements are expected to operate at LOS F.

Review of SimTraffic network simulations indicates generally acceptable operations throughout the study roadway network, during the AM peak hour; however, long vehicle queues were observed during the PM peak hour, which were present throughout the entire peak period.



**Table 7: Future Intersection Operations**

Intersection	Control	Approach	Background Conditions				Future Conditions				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & WB I-96 Ramps	Signal	WBL	37.9	D	27.0	C	37.4	D	27.9	C	-0.5	-	0.9	-
		WBR	34.9	C	33.8	C	33.1	C	33.6	C	-1.8	-	-0.2	-
		NBL	5.8	A	54.5	D	8.9	A	107.8	F	3.1	-	53.3	D→F
		NBT	0.4	A	0.6	A	0.4	A	0.7	A	0.0	-	0.1	-
		SBT	14.6	B	18.1	B	15.6	B	18.5	B	1.0	-	0.4	-
		SBR	15.1	B	21.4	C	15.8	B	21.4	C	0.7	-	0.0	-
		Overall	12.1	B	19.0	B	12.6	B	24.4	C	0.5	-	5.4	B→C
Latson Road & EB I-96 Ramps	Signal	EBL	29.3	C	32.9	C	27.1	C	32.8	C	-2.2	-	-0.1	-
		EBR	36.4	D	31.2	C	39.2	D	32.9	C	2.8	-	1.7	-
		NBT	7.5	A	6.6	A	8.6	A	6.9	A	1.1	-	0.3	-
		NBR	7.0	A	5.7	A	8.0	A	6.1	A	1.0	-	0.4	-
		SBL	7.0	A	11.6	B	11.3	B	19.1	B	4.3	A→B	7.5	-
		SBT	0.3	A	0.3	A	0.4	A	0.3	A	0.1	-	0.0	-
		Overall	14.5	B	12.1	B	15.1	B	12.7	B	0.6	-	0.6	-
Latson Road & Beck Road	Stop (Minor)	EBL	23.8	C	30.1	D	76.2	F	242.5	F	52.4	C→F	212.4	D→F
		EBTR	0.0*	A	9.0	A	0.0*	A	8.8	A	0.0*	-	-0.2	-
		WBL	0.0*	A	0.0*	A	60.8	F	715.3	F	60.8	A→F	715.3	A→F
		WBTR	10.0	B	11.8	B	12.5	B	17.7	C	2.5	-	5.9	B→C
		NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		SBL	8.8	A	10.0	B	9.6	A	12.0	B	0.8	-	2.0	-

\* Indicates no vehicle volume present Note: Decreased delays are the result of improved progression and/or HCM weighting methodologies.

## 8.2 FUTURE IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements under future conditions, mitigation measures were investigated. These mitigation measures included signal timing adjustments, geometric improvements, and traffic control modifications. The proposed improvements and their impact to intersection operations are summarized below.

The mitigation measures that were identified for the **Background (No Build) conditions** was evaluated with the projected future traffic volumes. The future intersection operations with the improvements identified under the background conditions analysis were determined to operate well, and no further mitigation measures are recommended at the Latson Road & I-96 EB/WB Ramps intersections.

### Latson Road & Beck Road

A signal warrant analysis was performed at the study intersections of Latson Road & Beck Road. The *Michigan Manual on Uniform Traffic Control Devices (MMUTCD)* documents eight warrants by which traffic signal control may or should be considered. Warrant 2 (4-Hour Vehicular Volume) was evaluated for the study intersection, based on the future traffic volumes. The results of the signal warrant analyses are discussed below and summarized in **Table 8**; the signal warrant charts are attached for reference.

The results of the signal warrant analysis indicates that the study intersection of Latson Road & Beck Road is expected to meet the Warrant 2 (Four-Hour).

**Table 8: Signal Warrant Analysis Summary**

Intersection	Signal Warrants		Future Conditions
Latson Road & Beck Road	Warrant 2: Four-Hour	Hours Met	4
		Warrant Met	YES

### 8.3 SUMMARY

The following potential mitigations were evaluated with the addition of the ICPUD. These were identified based upon the projected background and the potential land uses evaluated. Further evaluation should be performed when known end users are proposed, in order to determine if/when these mitigations should be implemented.

#### Latson Road & Beck Road

- Intersection signalization

*No geometric improvements are necessary along Beck Road, as the existing approaches currently provide adequate paved left-turn lane storage, in order to accommodate the anticipated traffic volumes. The traffic signal should be designed to accommodate future pedestrian connectivity on Latson Road.*

#### Latson Road & WB I-96 Ramps

- Provide permissive/protected northbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

#### Latson Road & EB I-96 Ramps

- Provide permissive/protected southbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

The results of the future conditions with improvements analysis are attached and summarized in **Table 9**.

**Table 9: Future Intersection Operations with Improvements**

Intersection	Control	Approach	Future Conditions				Future w/ IMP				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & WB I-96 Ramps	Signal	WBL	37.4	D	27.9	C	43.1	D	32.9	C	5.7	-	5.0	-
		WBR	33.1	C	33.6	C	37.8	D	49.2	D	4.7	C→D	15.6	C→D
		NBL	8.9	A	107.8	F	5.5	A	8.7	A	-3.4	-	-99.1	F→A
		NBT	0.4	A	0.7	A	0.4	A	0.5	A	0.0	-	-0.2	-
		SBT	15.6	B	18.5	B	0.5	A	2.4	A	-15.1	B→A	-16.1	B→A
		SBR	15.8	B	21.4	C	1.0	A	4.5	A	-14.8	B→A	-16.9	C→A
		Overall	12.6	B	24.4	C	6.9	A	11.2	B	-5.7	B→A	-13.2	C→B
Latson Road & EB I-96 Ramps	Signal	EBL	27.1	C	32.8	C	31.6	C	39.9	D	4.5	-	7.1	C→D
		EBR	39.2	D	32.9	C	49.1	D	38.9	D	9.9	-	6.0	C→D
		NBT	8.6	A	6.9	A	7.3	A	0.8	A	-1.3	-	-6.1	-
		NBR	8.0	A	6.1	A	7.0	A	0.7	A	-1.0	-	-5.4	-
		SBL	11.3	B	19.1	B	10.3	B	7.2	A	-1.0	-	-11.9	B→A
		SBT	0.4	A	0.3	A	0.3	A	0.3	A	-0.1	-	0.0	-
		Overall	15.1	B	12.7	B	17.0	B	10.8	B	1.9	-	-1.9	-

Intersection	Control	Approach	Future Conditions				Future w/ IMP				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Latson Road & Beck Road	Stop (Minor) Signal [IMP]	EBL	76.2	F	242.5	F	42.7	D	42.6	D	-33.5	E→D	-199.9	F→D
		EBTR	0.0*	A	8.8	A	0.0*	A	28.7	C	0.0*	-	19.9	A→C
		WBL	60.8	F	715.3	F	32.0	C	32.0	C	-28.8	F→C	-683.3	F→C
		WBTR	12.5	B	17.7	C	40.7	D	41.9	D	28.2	B→D	24.1	C→D
		NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		[NBTR]	Free				0.5	A	2.0	A	N/A			
		SBL	9.6	A	12.0	B	1.0	A	8.1	A	-8.6	-	-3.9	B→A
		[SBTR]	Free				0.8	A	2.7	A	N/A			
		[Overall]	N/A				7.9	A	9.5	A	N/A			

\* Indicates no vehicle volume present

The results indicates that all approaches and movements at the study intersection are expected to operate at LOS D or better during both the AM and PM peak hours. Review of SimTraffic network simulations indicates acceptable operations during both peak periods, with improved delays and significantly reduced vehicle queues throughout the study roadway network.

#### 8.4 POTENTIAL RAILROAD CONFLICT EVALUATION (BECK ROAD)

The existing Beck Road intersection is located approximately 340-feet north of the railroad tracks, with an effective northbound queue length of 240-feet. The identified mitigation measures included the recommendation to install a fully actuated and coordinated traffic signal at the study intersection of Latson Road & Beck Road; therefore, the intersection was further evaluated, in order to ensure that the future intersection operations, with the implementation of the recommended improvements, will not impact the railroad tracks. The results of the analysis are summarized below in **Table 10**.

**Table 10: Queue Length Summary (Future IMP)**

Intersection	Approach	AM Peak Hour		PM Peak Hour		Available Queue Length (ft)	Exceeds Queue Length
		Average Queue (ft)	95% Queue (ft)	Average Queue (ft)	95% Queue (ft)		
Latson Road & Beck Road	NBL	0	0	0	0	240	No
	NBT	9	30	98	186	240	No
	NBTR	24	64	121	206	240	No

Key findings from this evaluation:

- The existing Beck Road location has adequate distance from the influence area of the railroad tracks to accommodate the projected northbound queue lengths along Latson Road.
- The recommended improvements include signalization. This signal should include communication and pre-emption with the railroad crossing operations.

## 9 CONCLUSIONS

*The conclusions of this TIS are as follows:*

### 9.1 EXISTING CONDITIONS (2024)

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersections currently operate acceptably, at LOS D or better during both the AM and PM peak hours.
- Review of the SimTraffic network simulations indicates acceptable traffic operations throughout the study roadway network during both peak periods.

### 9.2 BACKGROUND GROWTH

- An annual background growth rate of **0.72%** per year was utilized to project the collected 2023 traffic volumes to the existing year of 2024 and the buildout year of 2029.
- In addition to background traffic growth, the following background developments were identified and were included within the background traffic volumes:
  - St. Joseph Mercy Health Center Expansion
  - Latson Road PUD

### 9.3 BACKGROUND CONDITIONS (2029)

- The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating acceptably, at LOS D or better during both peak periods, in a manner similar to the existing conditions analysis, with some minor increases in delays.
- Review of SimTraffic microsimulations indicates generally acceptable operations, throughout the study roadway network during the AM peak hour; however, during the PM peak hour, long vehicle queues are present for the left-turn movements along Latson Road at both of the I-96 Freeway Ramps.
  - The delays and queueing along Latson Road at the I-96 Freeway Ramps are the result of the background developments and expected growth throughout the study area; these vehicle queues were not observed to dissipate and were typically present throughout the peak hour.

### 9.4 BACKGROUND IMPROVEMENTS

- Mitigation measures were identified and were determined to adequately mitigate the projected background vehicle queue lengths at the study intersection. As developments progress throughout the area, the following mitigation measures were identified and may be necessary to accommodate the background growth and future development plans; these should be evaluated as part of the site plan approval and permitting process.

#### **Latson Road & WB I-96 Ramps**

- Provide permissive/protected northbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

#### **Latson Road & EB I-96 Ramps**

- Provide permissive/protected southbound left-turn phasing with vehicle detection.
- Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor.

## 9.5 FUTURE CONDITIONS (2029)

- The results of the future conditions analysis indicates that all study intersection approaches and movements will continue to operate acceptably, at LOS D or better during both peak periods, in a manner similar to the background conditions analysis, with increases in delays and the following additional impacts to LOS:

### Latson Road & WB I-96 Ramps

- During the PM peak hour: The northbound left-turn movement is expected to operate at LOS F. Review of SimTraffic network simulations indicates that long vehicle queues were observed for the northbound left-turn movement, similar to the background conditions analysis observations.

### Latson Road & EB I-96 Ramps

- The Synchro intersection LOS analysis indicates acceptable operations during both peak periods. However, review of SimTraffic network simulations indicates that long vehicle queues were observed for the southbound left-turn movement, similar to background conditions.

### Latson Road & Beck Road

- During the AM and PM peak hours: The eastbound and westbound left-turn movements are expected to operate at LOS F.

Review of SimTraffic network simulations indicates generally acceptable operations during the AM peak hour; however, long vehicle queues were observed during the PM peak hour and were present throughout the entire peak period.

## 9.6 FUTURE IMPROVEMENTS

- The mitigation measures identified for the Background (No Build) conditions were evaluated with the projected future traffic volumes. The future intersection operations with the improvements identified under the background conditions analysis were determined to operate well, and no further mitigation measures are recommended at the Latson Road & I-96 EB/WB Ramps intersections.

### Latson Road & Beck Road

- Provide intersection signalization. No geometry improvements are necessary along Beck Road, as the existing approaches currently provide adequate paved left-turn lane storage, in order to accommodate the anticipated traffic volumes. The traffic signal should be designed to accommodate future pedestrian connectivity on Latson Road.

**10 RECOMMENDATIONS**

The following potential mitigations were evaluated with the addition of the ICPUD. These were identified based upon the projected background conditions and the potential land uses evaluated in this study. Further evaluation should be performed when known end users are proposed, in order to determine if/when these mitigation measures should be implemented.

Recommended Mitigation Measures	Existing 2024	Background 2029	Future 2029
<b>Latson Road &amp; WB I-96 Ramps</b>			
• Provide permissive/protected northbound left-turn phasing with vehicle detection		✓	
• Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor		✓	
<b>Latson Road &amp; EB I-96 Ramps</b>			
• Provide permissive/protected southbound left-turn phasing with vehicle detection		✓	
• Increase the network-wide cycle length to 90-seconds for all signals along the Latson Road corridor		✓	
<b>Latson Road &amp; Beck Road</b>			
• Install a fully actuated and coordinated traffic signal with permissive/protected southbound left-turn phasing			✓

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

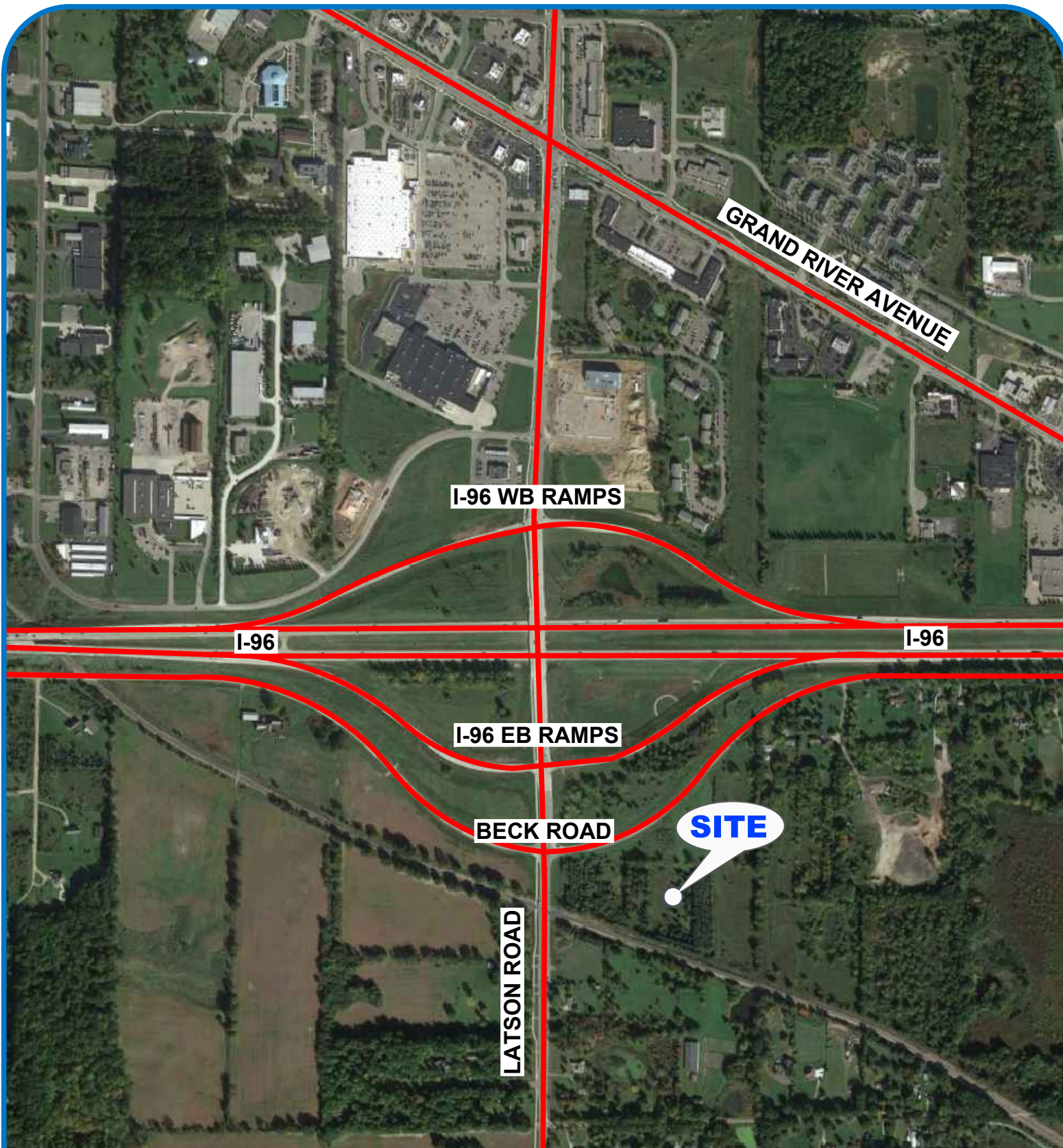


I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

**Julie M. Kroll**  
2024.08.23 16:42:53  
-04'00'

**Attachments:** Figures 1 – 6  
Traffic Volume Data  
SEMOG Data  
Signal Timing Permit  
Background Growth & Background Development Data  
Synchro / SimTraffic Results  
Signal Warrants





# FIGURE 1

## SITE LOCATION MAP

LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI

### LEGEND

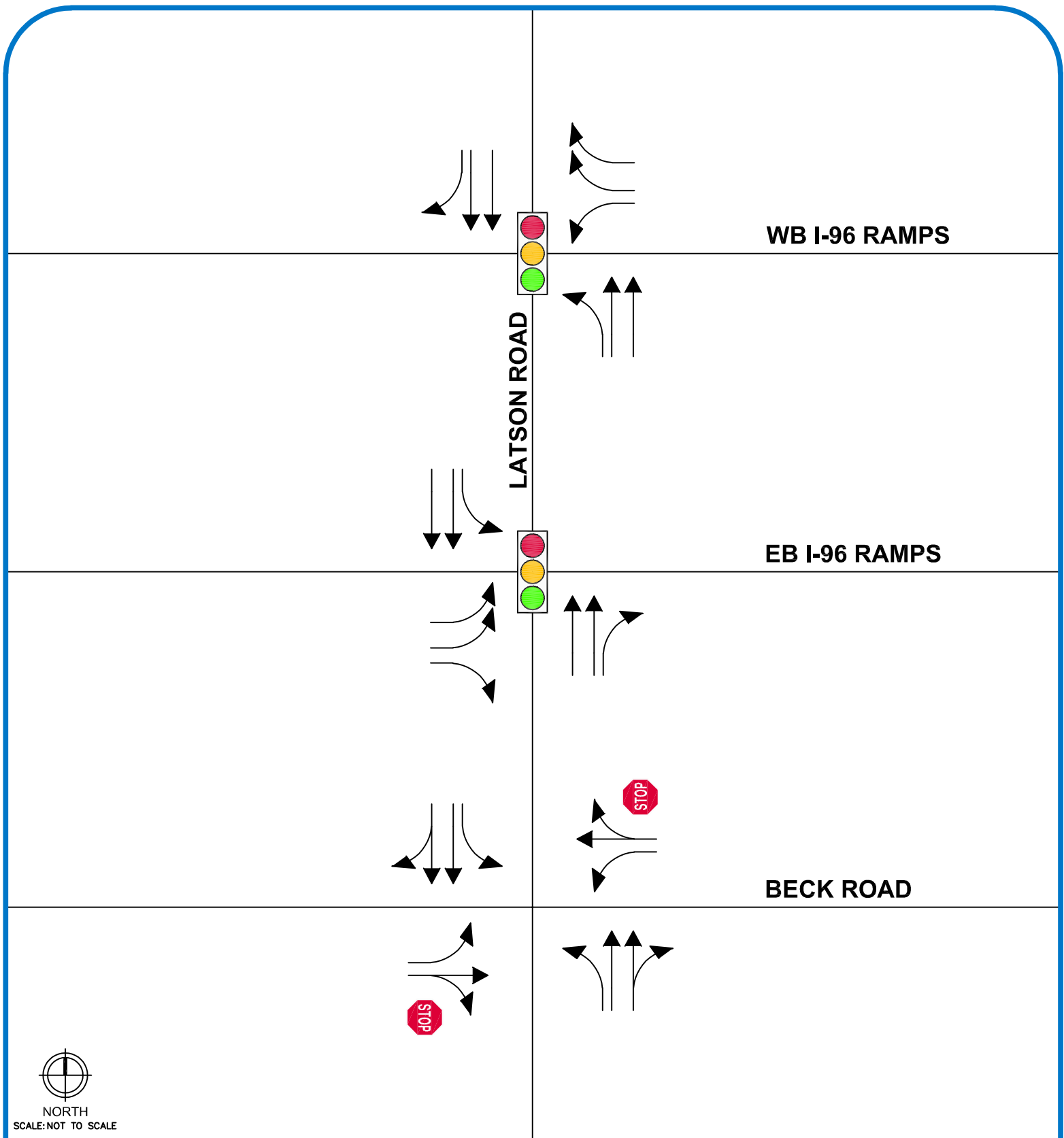


SITE LOCATION



NORTH  
SCALE: NOT TO SCALE



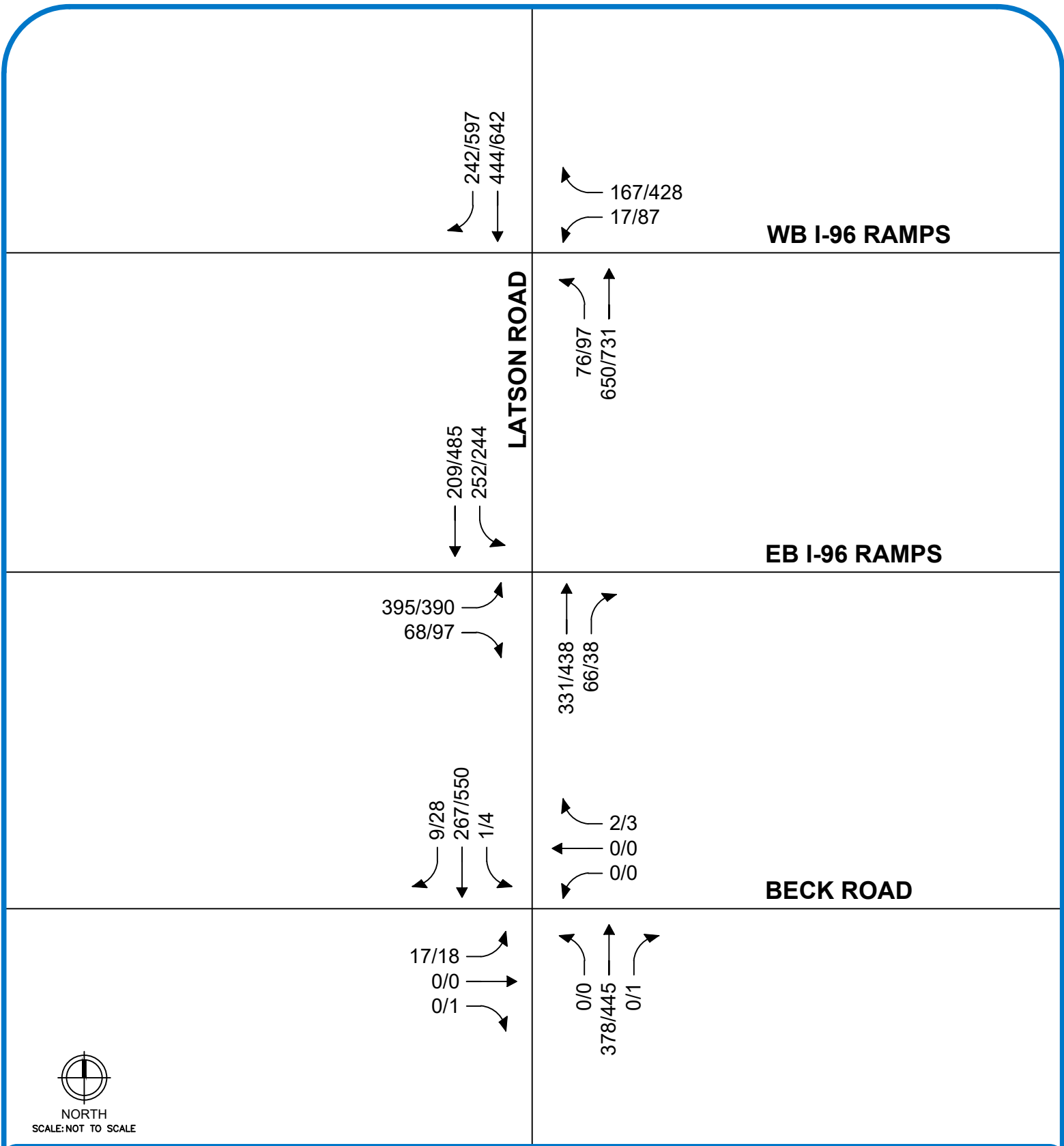


**FIGURE 2**  
**LANE USE AND TRAFFIC**  
**CONTROL**

LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI

**LEGEND**

ROADS	PROPOSED ROADS
LANE USE	PROPOSED LANE USE
SIGNALIZED INTERSECTION	
UNSIGNALIZED INTERSECTION	

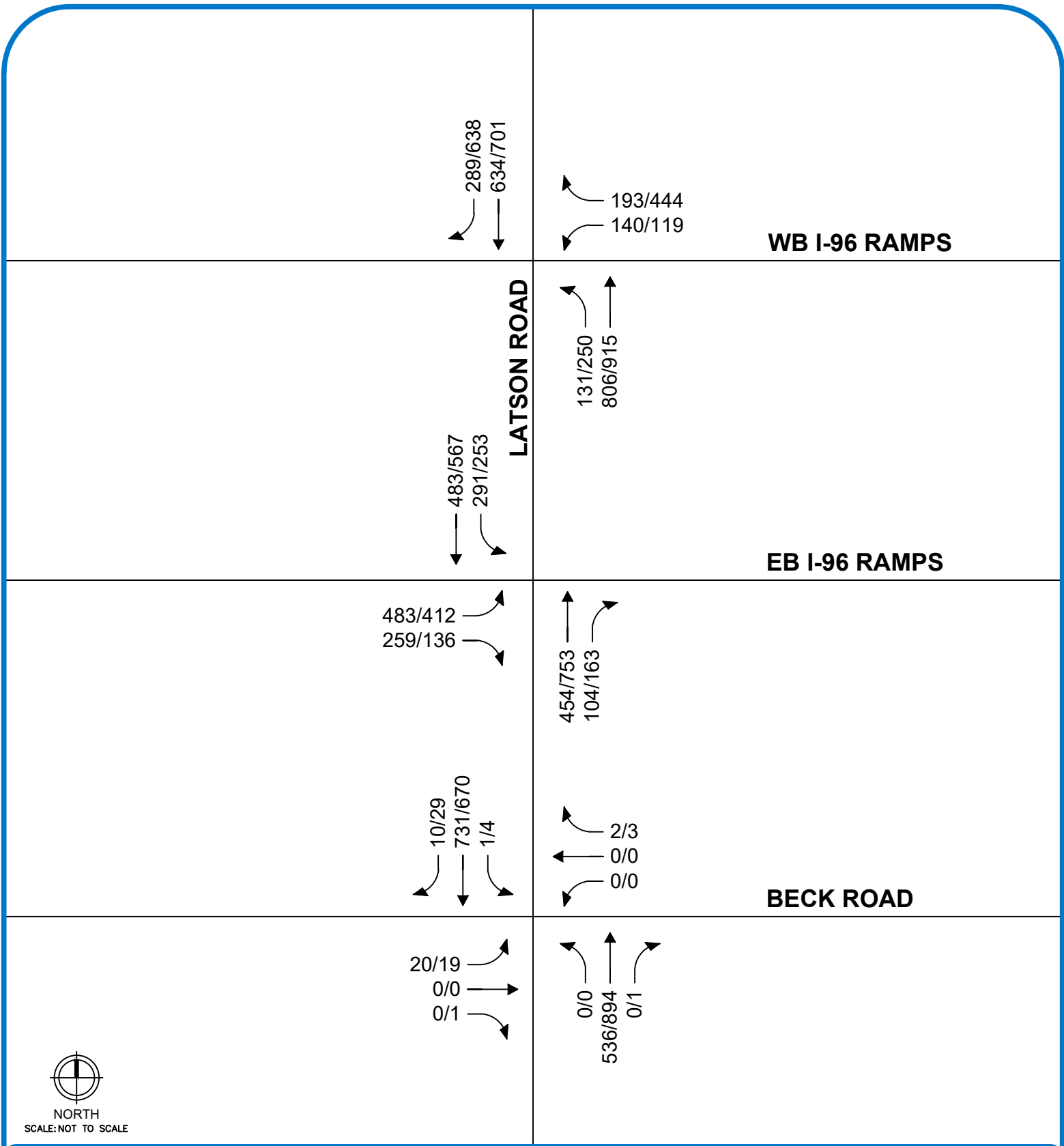


**FIGURE 3**  
**EXISTING (2024)**  
**TRAFFIC VOLUMES**

LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI

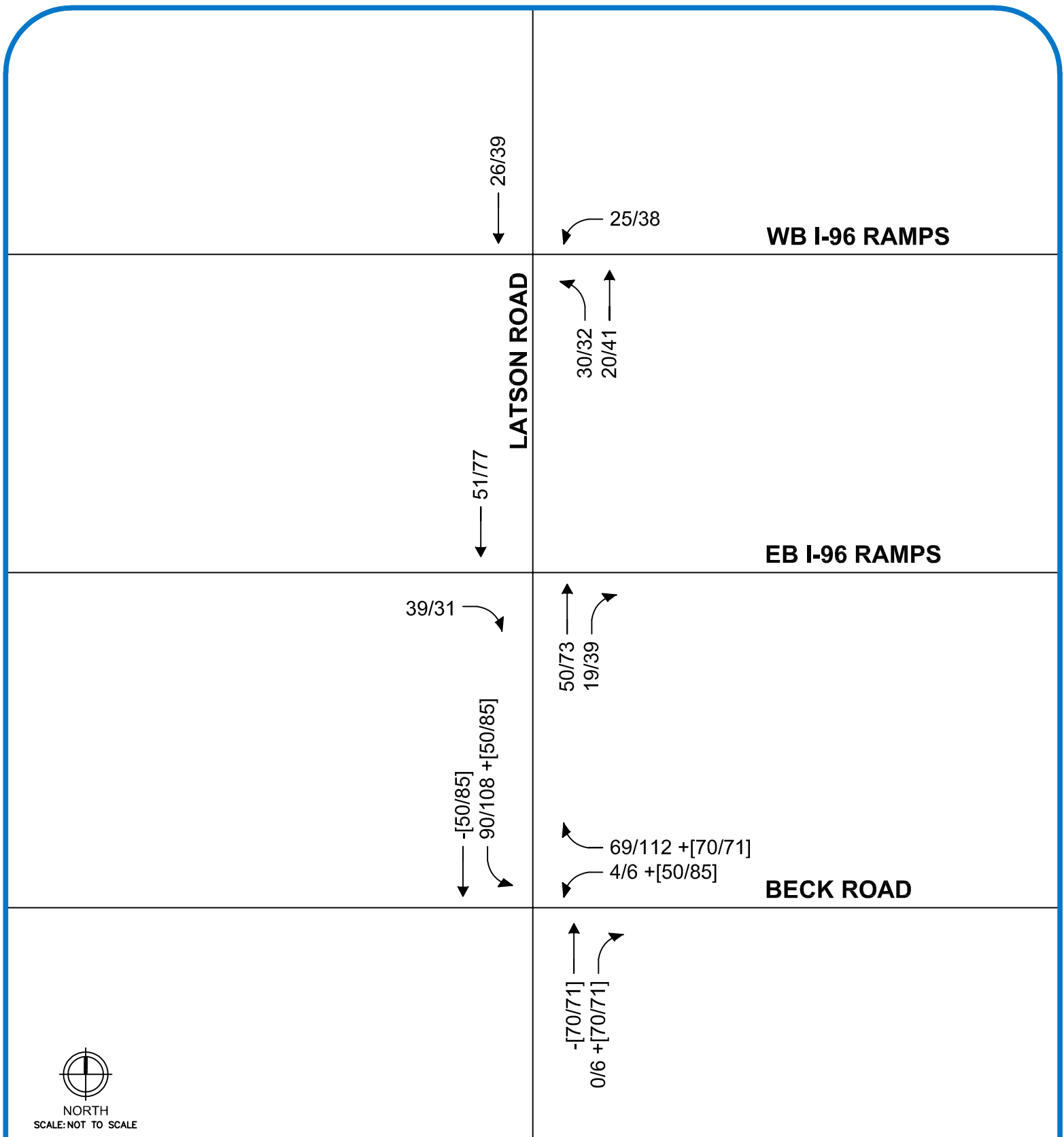
**LEGEND**

- ROADS
- - - PROPOSED ROADS
- TRAFFIC VOLUMES
- +/-[000/000] PASS-BY



**FIGURE 4**  
**BACKGROUND (2029)**  
**TRAFFIC VOLUMES**





## FIGURE 5

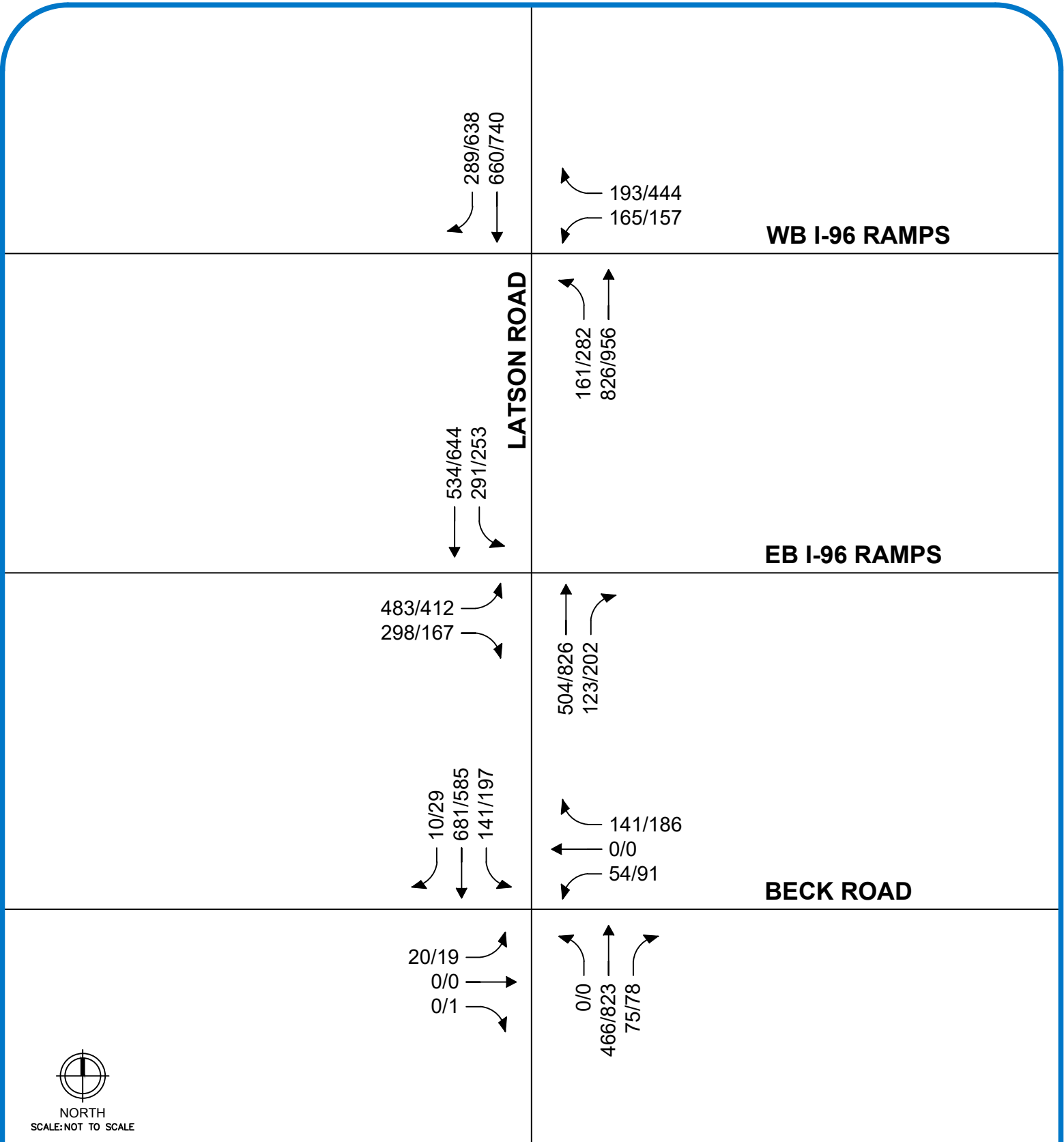
### SITE-GENERATED TRAFFIC VOLUMES

LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI

#### LEGEND

- ROADS
- - - PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

+/-[000/000]  
PASS-BY

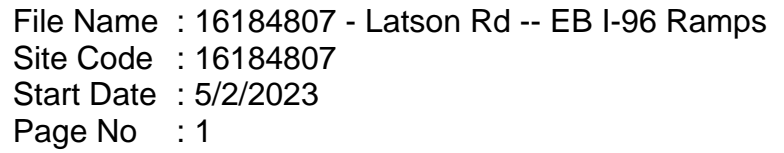


**FIGURE 6**  
**FUTURE (2029)**  
**TRAFFIC VOLUMES**

**LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI**

**LEGEND**

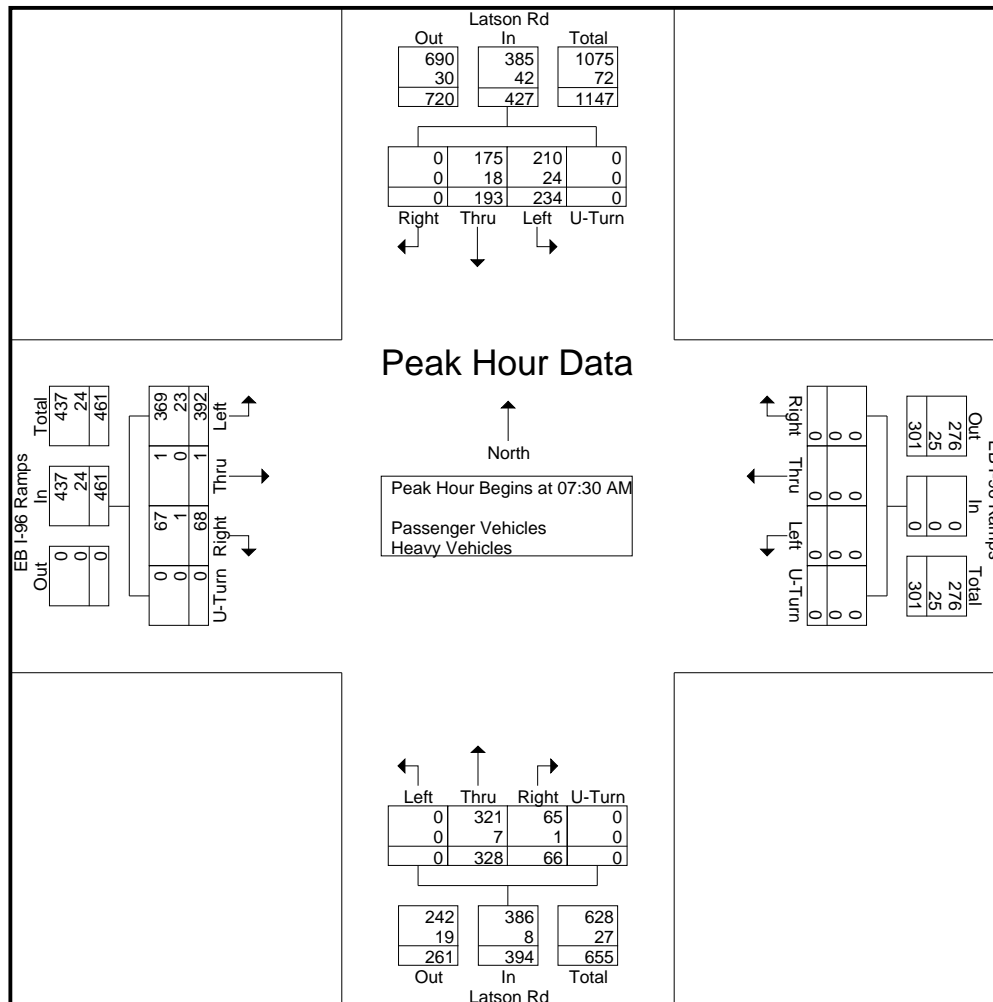
- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)



	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	67	0	19	0	86	0	0	0	0	0	0	59	26	0	85	73	25	0	0	98	269
07:15 AM	76	1	25	0	102	0	0	0	0	0	0	73	22	0	95	57	31	0	0	88	285
07:30 AM	93	0	24	0	117	0	0	0	0	0	0	71	22	0	93	53	42	0	0	95	305
07:45 AM	122	0	9	0	131	0	0	0	0	0	0	93	7	0	100	51	54	0	0	105	336
Total	358	1	77	0	436	0	0	0	0	0	0	296	77	0	373	234	152	0	0	386	1195
08:00 AM	100	1	13	0	114	0	0	0	0	0	0	78	17	0	95	63	42	0	0	105	314
08:15 AM	77	0	22	0	99	0	0	0	0	0	0	86	20	0	106	67	55	0	0	122	327
08:30 AM	73	0	14	0	87	0	0	0	0	0	0	80	15	0	95	63	51	0	0	114	296
08:45 AM	105	0	19	0	124	0	0	0	0	0	0	85	14	0	99	67	49	0	0	116	339
Total	355	1	68	0	424	0	0	0	0	0	0	329	66	0	395	260	197	0	0	457	1276
Grand Total	713	2	145	0	860	0	0	0	0	0	0	625	143	0	768	494	349	0	0	843	2471
Apprch %	82.9	0.2	16.9	0		0	0	0	0		0	81.4	18.6	0		58.6	41.4	0	0		
Total %	28.9	0.1	5.9	0	34.8	0	0	0	0	0	0	25.3	5.8	0	31.1	20	14.1	0	0	34.1	
Passenger Vehicles	668	2	136	0	806	0	0	0	0	0	0	609	141	0	750	442	306	0	0	748	2304
% Passenger Vehicles	93.7	100	93.8	0	93.7	0	0	0	0	0	0	97.4	98.6	0	97.7	89.5	87.7	0	0	88.7	93.2
Heavy Vehicles	45	0	9	0	54	0	0	0	0	0	0	16	2	0	18	52	43	0	0	95	167
% Heavy Vehicles	6.3	0	6.2	0	6.3	0	0	0	0	0	0	2.6	1.4	0	2.3	10.5	12.3	0	0	11.3	6.8



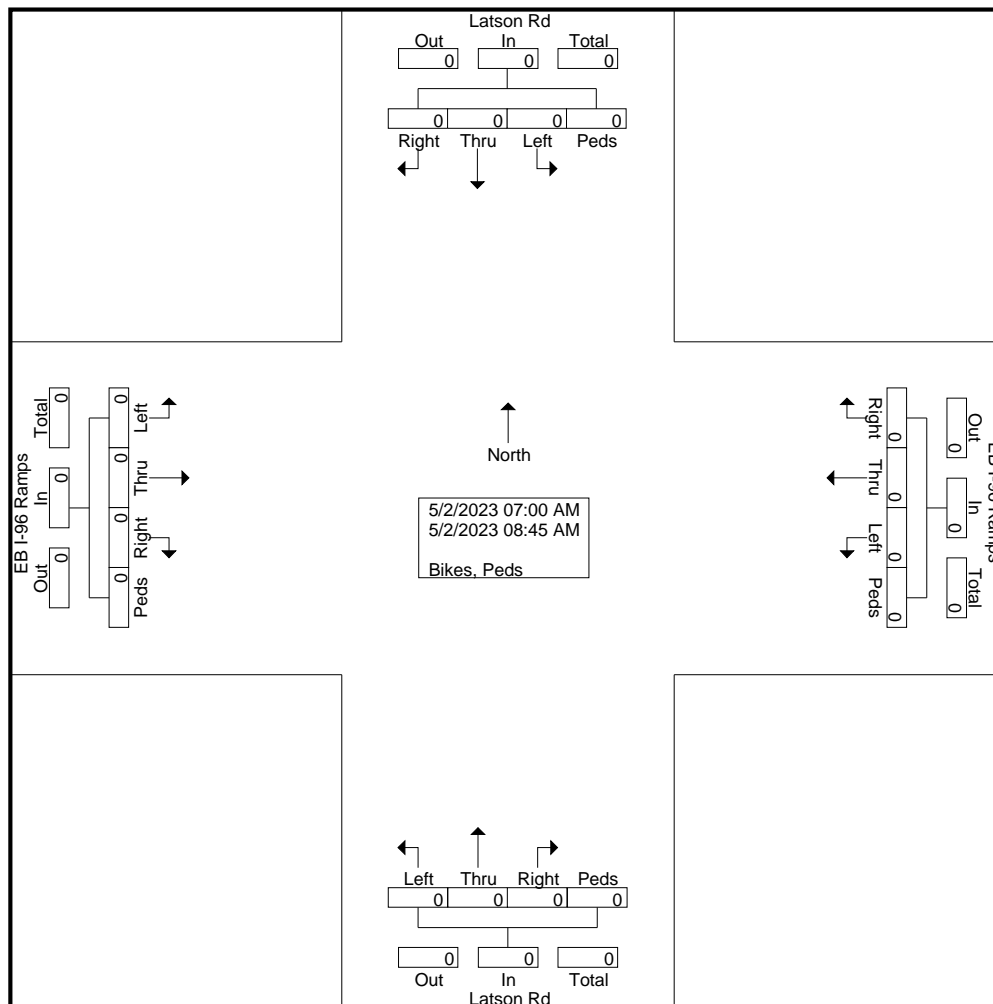
	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	93	0	24	0	117	0	0	0	0	0	0	71	22	0	93	53	42	0	0	95	305
07:45 AM	122	0	9	0	131	0	0	0	0	0	0	93	7	0	100	51	54	0	0	105	336
08:00 AM	100	1	13	0	114	0	0	0	0	0	0	78	17	0	95	63	42	0	0	105	314
08:15 AM	77	0	22	0	99	0	0	0	0	0	0	86	20	0	106	67	55	0	0	122	327
Total Volume	392	1	68	0	461	0	0	0	0	0	0	328	66	0	394	234	193	0	0	427	1282
% App. Total	85	0.2	14.8	0		0	0	0	0		0	83.2	16.8	0		54.8	45.2	0	0		
PHF	.803	.250	.708	.000	.880	.000	.000	.000	.000	.000	.000	.882	.750	.000	.929	.873	.877	.000	.000	.875	.954
Passenger Vehicles	369	1	67	0	437	0	0	0	0	0	0	321	65	0	386	210	175	0	0	385	1208
% Passenger Vehicles	94.1	100	98.5	0	94.8	0	0	0	0	0	0	97.9	98.5	0	98.0	89.7	90.7	0	0	90.2	94.2
Heavy Vehicles	23	0	1	0	24	0	0	0	0	0	0	7	1	0	8	24	18	0	0	42	74
% Heavy Vehicles	5.9	0	1.5	0	5.2	0	0	0	0	0	0	2.1	1.5	0	2.0	10.3	9.3	0	0	9.8	5.8



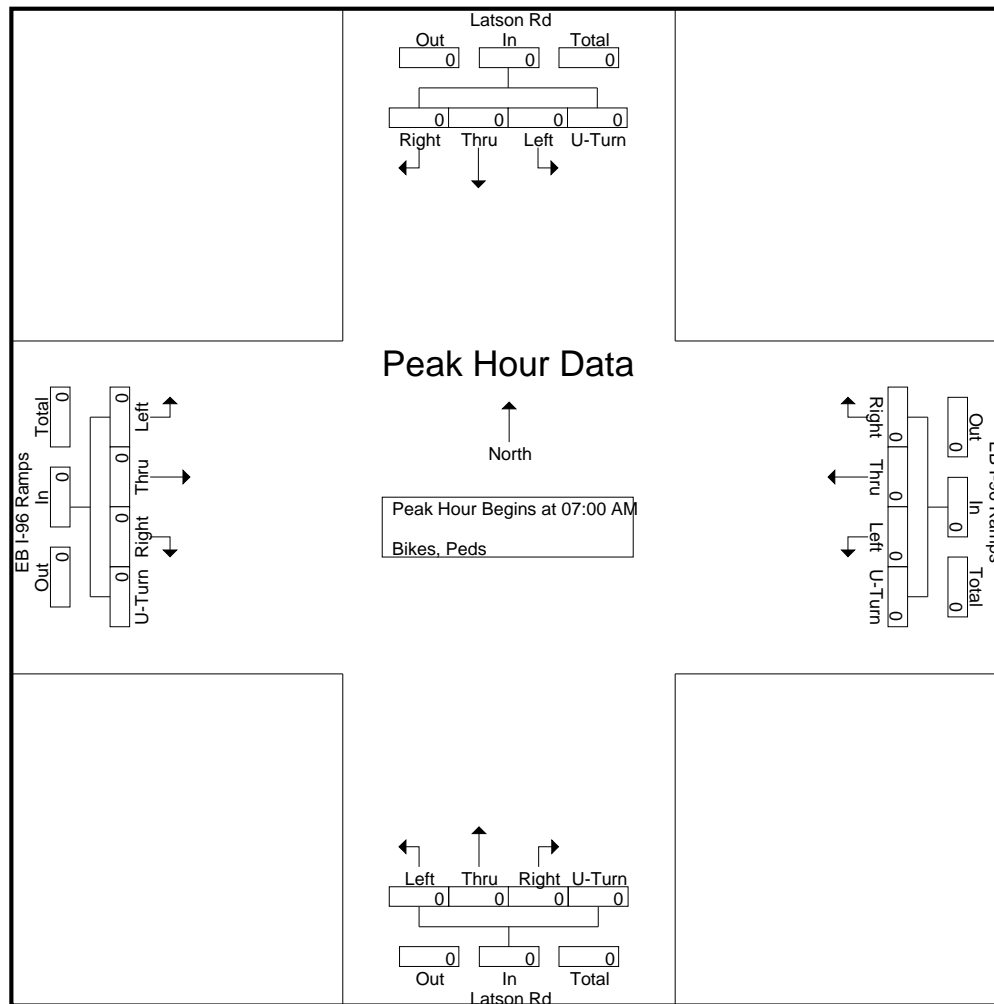


Groups Printed- Bikes, Peds

Start Time	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

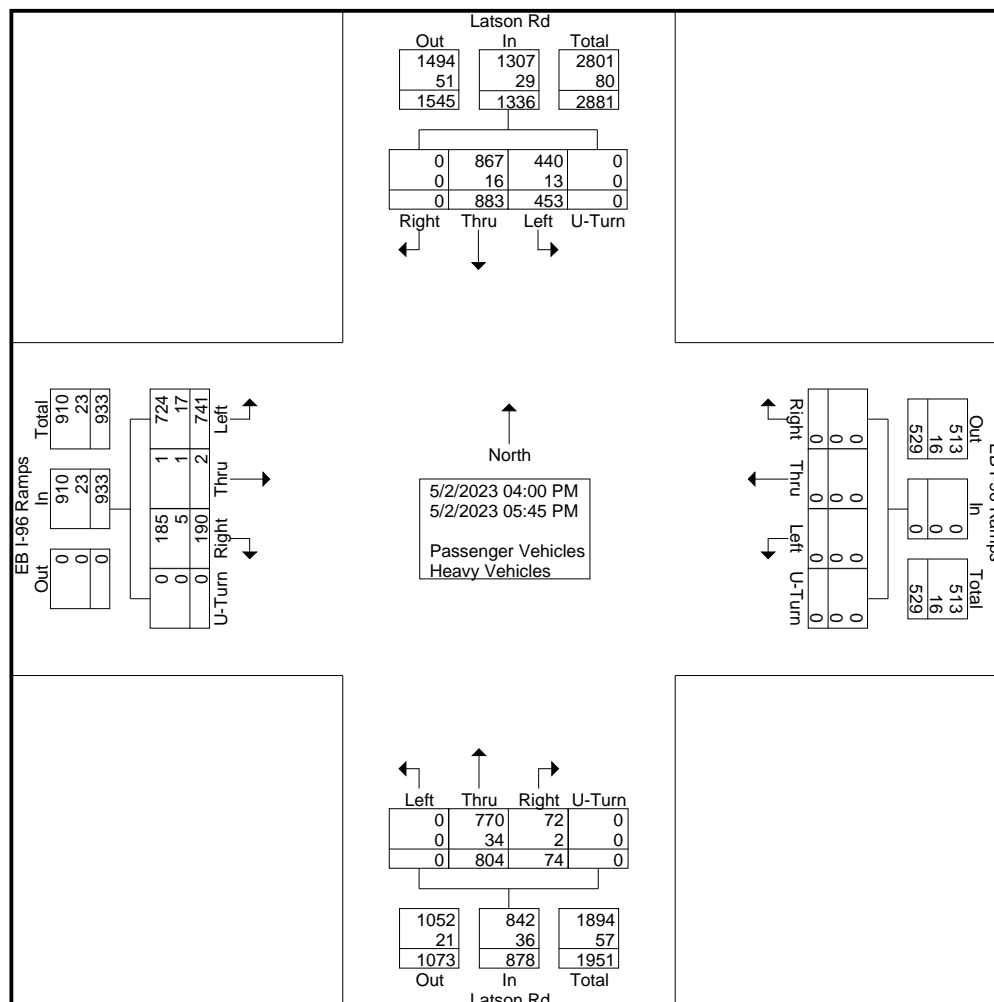


	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

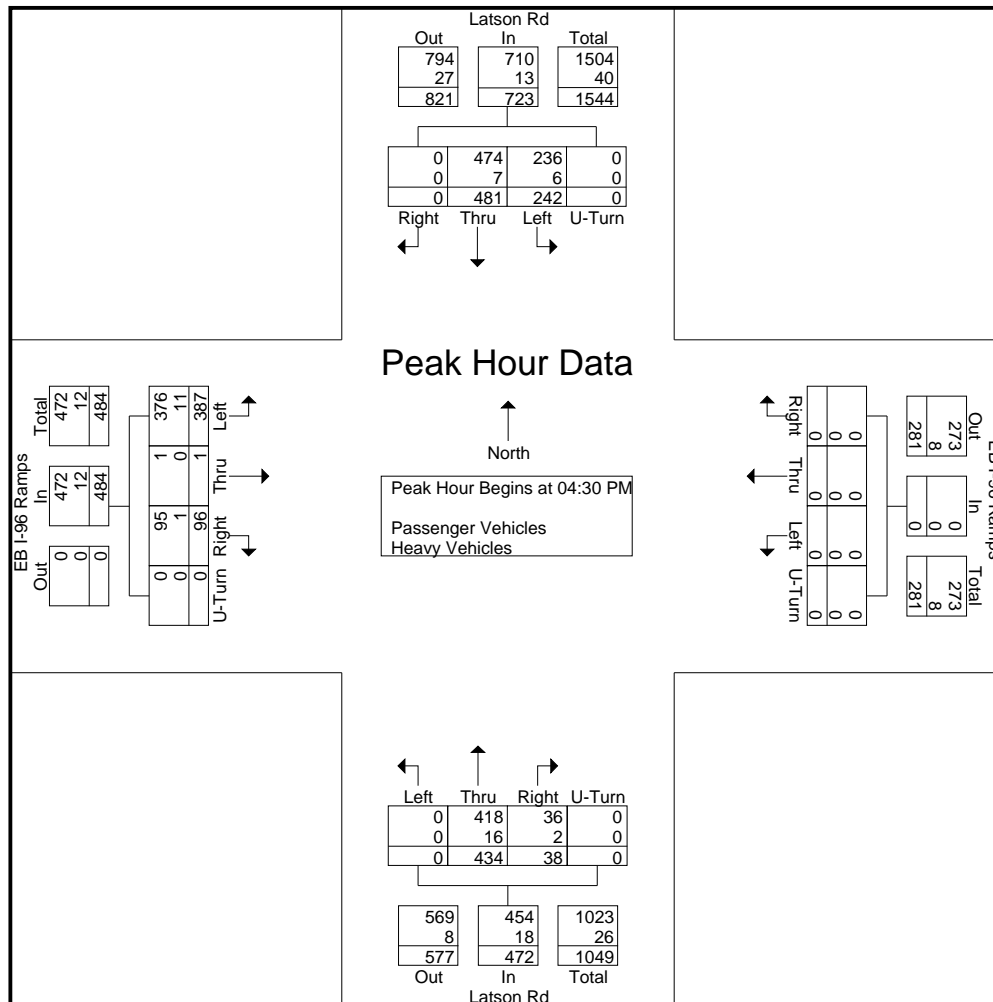


Groups Printed- Passenger Vehicles - Heavy Vehicles

	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	82	1	19	0	102	0	0	0	0	0	0	102	11	0	113	65	94	0	0	159	374
04:15 PM	89	0	20	0	109	0	0	0	0	0	0	105	9	0	114	55	103	0	0	158	381
04:30 PM	114	0	29	0	143	0	0	0	0	0	0	111	15	0	126	64	115	0	0	179	448
04:45 PM	97	0	16	0	113	0	0	0	0	0	0	111	7	0	118	81	122	0	0	203	434
Total	382	1	84	0	467	0	0	0	0	0	0	429	42	0	471	265	434	0	0	699	1637
05:00 PM	78	0	30	0	108	0	0	0	0	0	0	103	9	0	112	54	120	0	0	174	394
05:15 PM	98	1	21	0	120	0	0	0	0	0	0	109	7	0	116	43	124	0	0	167	403
05:30 PM	99	0	28	0	127	0	0	0	0	0	0	94	13	0	107	49	96	0	0	145	379
05:45 PM	84	0	27	0	111	0	0	0	0	0	0	69	3	0	72	42	109	0	0	151	334
Total	359	1	106	0	466	0	0	0	0	0	0	375	32	0	407	188	449	0	0	637	1510
Grand Total	741	2	190	0	933	0	0	0	0	0	0	804	74	0	878	453	883	0	0	1336	3147
Apprch %	79.4	0.2	20.4	0		0	0	0	0	0	0	91.6	8.4	0		33.9	66.1	0	0		
Total %	23.5	0.1	6	0	29.6	0	0	0	0	0	0	25.5	2.4	0	27.9	14.4	28.1	0	0	42.5	
Passenger Vehicles	724	1	185	0	910	0	0	0	0	0	0	770	72	0	842	440	867	0	0	1307	3059
% Passenger Vehicles	97.7	50	97.4	0	97.5	0	0	0	0	0	0	95.8	97.3	0	95.9	97.1	98.2	0	0	97.8	97.2
Heavy Vehicles	17	1	5	0	23	0	0	0	0	0	0	34	2	0	36	13	16	0	0	29	88
% Heavy Vehicles	2.3	50	2.6	0	2.5	0	0	0	0	0	0	4.2	2.7	0	4.1	2.9	1.8	0	0	2.2	2.8

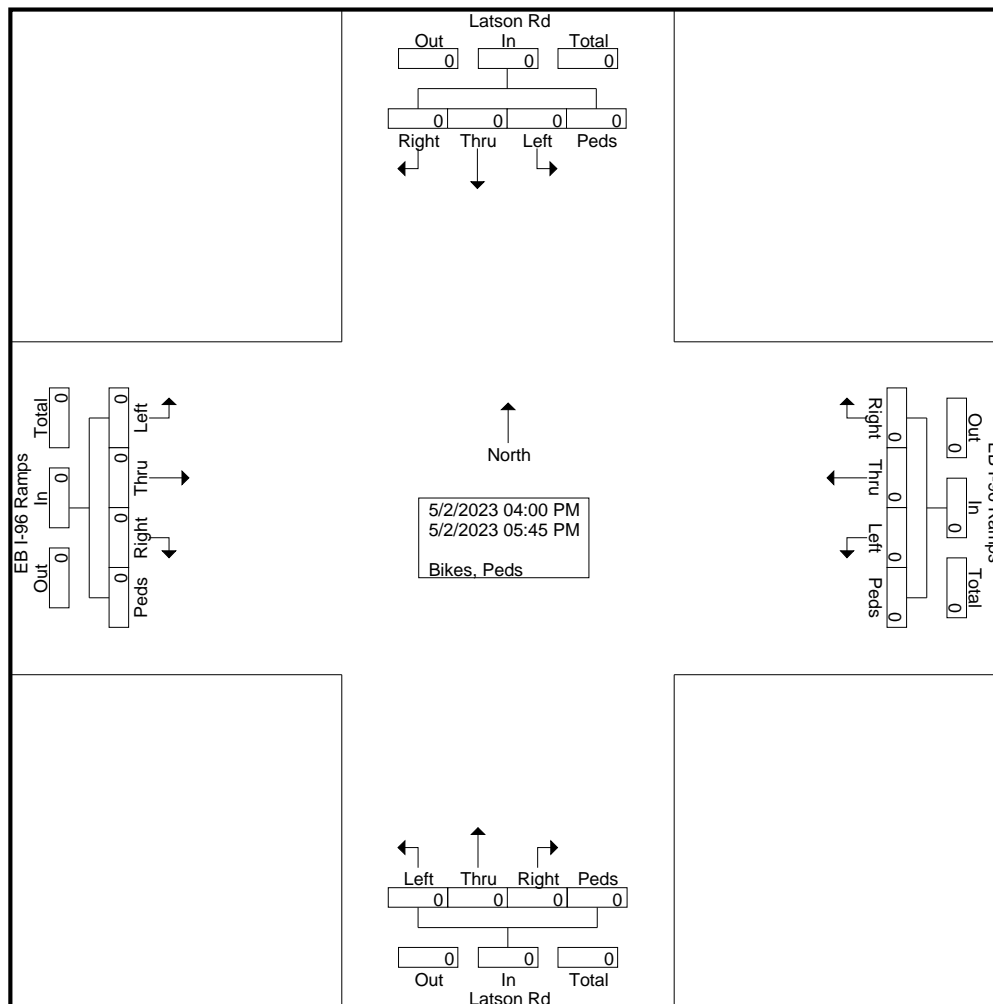


	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	114	0	29	0	143	0	0	0	0	0	0	111	15	0	126	64	115	0	0	179	448
04:45 PM	97	0	16	0	113	0	0	0	0	0	0	111	7	0	118	81	122	0	0	203	434
05:00 PM	78	0	30	0	108	0	0	0	0	0	0	103	9	0	112	54	120	0	0	174	394
05:15 PM	98	1	21	0	120	0	0	0	0	0	0	109	7	0	116	43	124	0	0	167	403
Total Volume	387	1	96	0	484	0	0	0	0	0	0	434	38	0	472	242	481	0	0	723	1679
% App. Total	80	0.2	19.8	0		0	0	0	0		0	91.9	8.1	0		33.5	66.5	0	0		
PHF	.849	.250	.800	.000	.846	.000	.000	.000	.000	.000	.000	.977	.633	.000	.937	.747	.970	.000	.000	.890	.937
Passenger Vehicles	376	1	95	0	472	0	0	0	0	0	0	418	36	0	454	236	474	0	0	710	1636
% Passenger Vehicles	97.2	100	99.0	0	97.5	0	0	0	0	0	0	96.3	94.7	0	96.2	97.5	98.5	0	0	98.2	97.4
Heavy Vehicles	11	0	1	0	12	0	0	0	0	0	0	16	2	0	18	6	7	0	0	13	43
% Heavy Vehicles	2.8	0	1.0	0	2.5	0	0	0	0	0	0	3.7	5.3	0	3.8	2.5	1.5	0	0	1.8	2.6

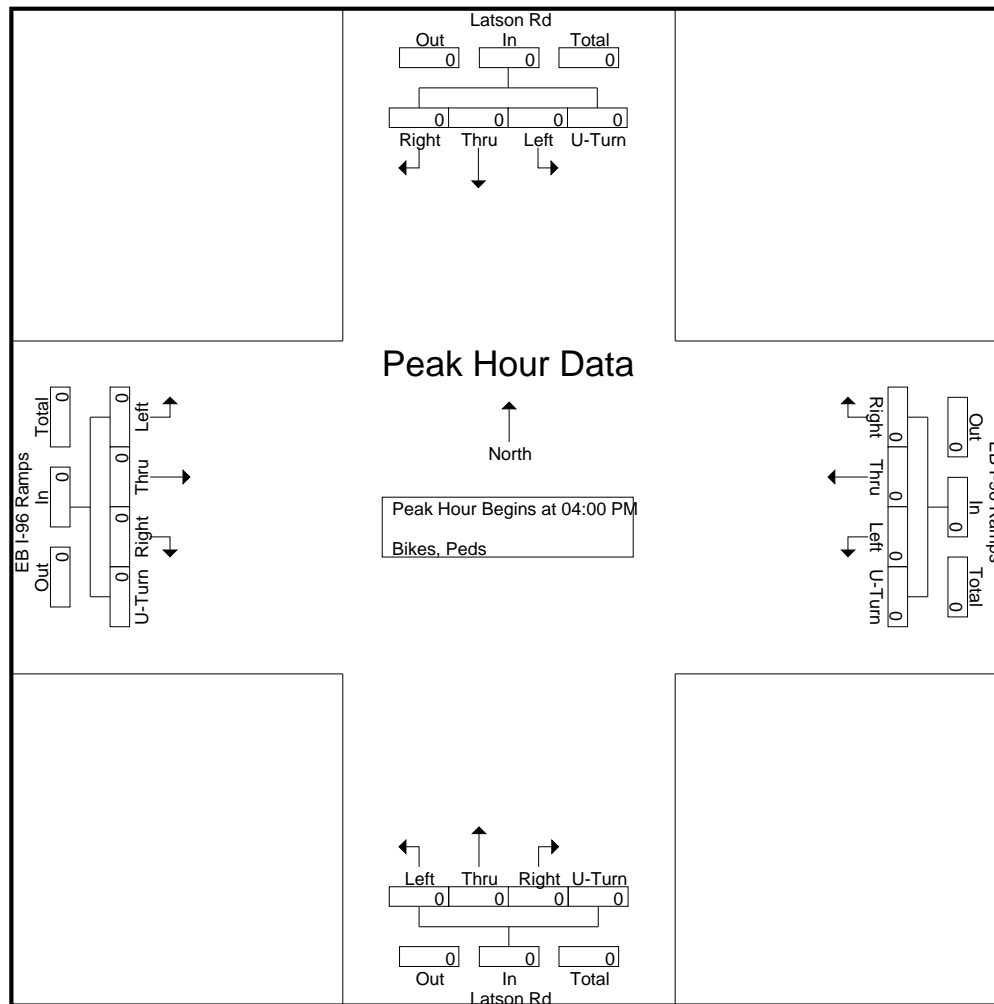


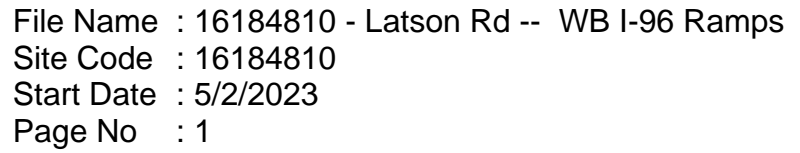
Groups Printed- Bikes, Peds

Start Time	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

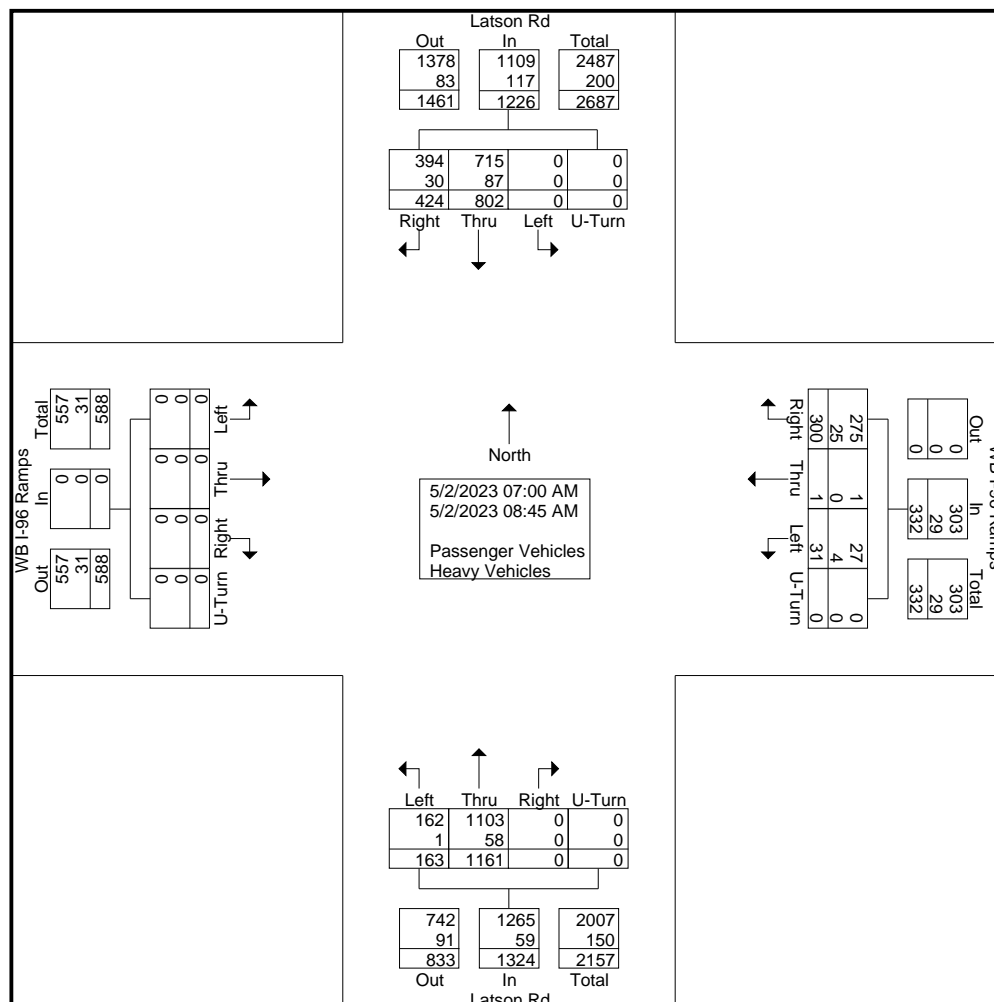


	EB I-96 Ramps Eastbound					EB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



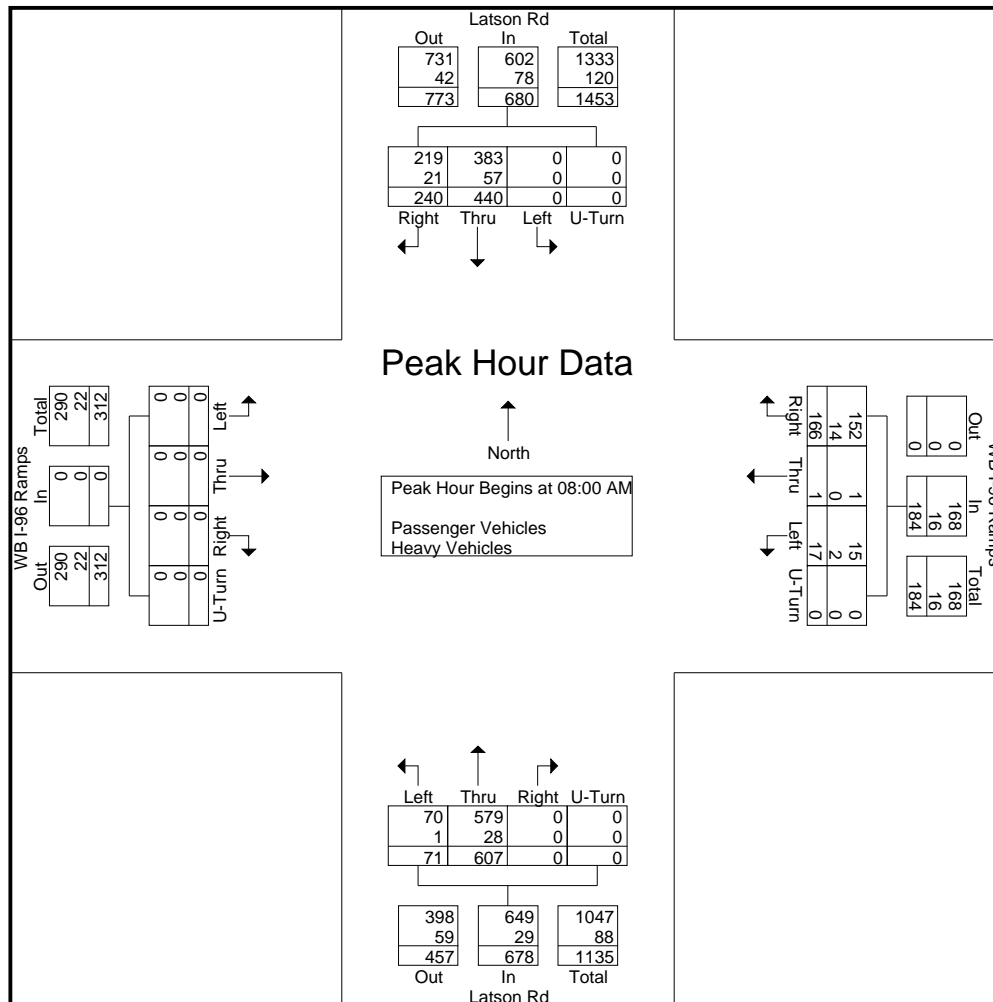


	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	13	0	16	21	104	0	0	125	0	87	52	0	139	280
07:15 AM	0	0	0	0	0	2	0	31	0	33	22	124	0	0	146	0	90	45	0	135	314
07:30 AM	0	0	0	0	0	4	0	44	0	48	28	122	0	0	150	0	88	42	0	130	328
07:45 AM	0	0	0	0	0	5	0	46	0	51	21	204	0	0	225	0	97	45	0	142	418
Total	0	0	0	0	0	14	0	134	0	148	92	554	0	0	646	0	362	184	0	546	1340
08:00 AM	0	0	0	0	0	2	0	38	0	40	14	160	0	0	174	0	107	44	0	151	365
08:15 AM	0	0	0	0	0	9	1	38	0	48	17	148	0	0	165	0	108	44	0	152	365
08:30 AM	0	0	0	0	0	3	0	42	0	45	20	127	0	0	147	0	115	77	0	192	384
08:45 AM	0	0	0	0	0	3	0	48	0	51	20	172	0	0	192	0	110	75	0	185	428
Total	0	0	0	0	0	17	1	166	0	184	71	607	0	0	678	0	440	240	0	680	1542
Grand Total	0	0	0	0	0	31	1	300	0	332	163	1161	0	0	1324	0	802	424	0	1226	2882
Apprch %	0	0	0	0		9.3	0.3	90.4	0		12.3	87.7	0	0		0	65.4	34.6	0		
Total %	0	0	0	0	0	1.1	0	10.4	0	11.5	5.7	40.3	0	0	45.9	0	27.8	14.7	0	42.5	
Passenger Vehicles	0	0	0	0	0	27	1	275	0	303	162	1103	0	0	1265	0	715	394	0	1109	2677
% Passenger Vehicles	0	0	0	0	0	87.1	100	91.7	0	91.3	99.4	95	0	0	95.5	0	89.2	92.9	0	90.5	92.9
Heavy Vehicles	0	0	0	0	0	4	0	25	0	29	1	58	0	0	59	0	87	30	0	117	205
% Heavy Vehicles	0	0	0	0	0	12.9	0	8.3	0	8.7	0.6	5	0	0	4.5	0	10.8	7.1	0	9.5	7.1



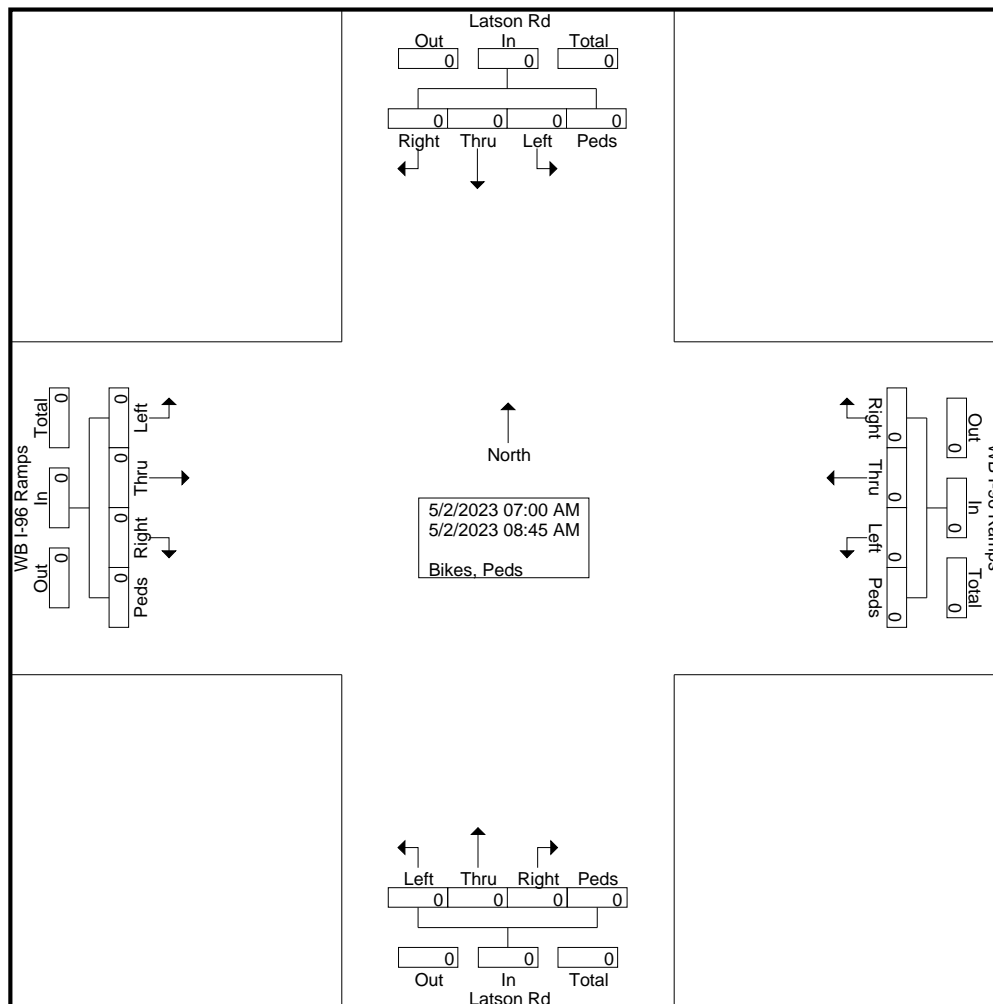


	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	2	0	38	0	40	14	160	0	0	174	0	107	44	0	151	365
08:15 AM	0	0	0	0	0	9	1	38	0	48	17	148	0	0	165	0	108	44	0	152	365
08:30 AM	0	0	0	0	0	3	0	42	0	45	20	127	0	0	147	0	115	77	0	192	384
08:45 AM	0	0	0	0	0	3	0	48	0	51	20	172	0	0	192	0	110	75	0	185	428
Total Volume	0	0	0	0	0	17	1	166	0	184	71	607	0	0	678	0	440	240	0	680	1542
% App. Total	0	0	0	0		9.2	0.5	90.2	0		10.5	89.5	0	0		0	64.7	35.3	0		
PHF	.000	.000	.000	.000	.000	.472	.250	.865	.000	.902	.888	.882	.000	.000	.883	.000	.957	.779	.000	.885	.901
Passenger Vehicles	0	0	0	0	0	15	1	152	0	168	70	579	0	0	649	0	383	219	0	602	1419
% Passenger Vehicles	0	0	0	0	0	88.2	100	91.6	0	91.3	98.6	95.4	0	0	95.7	0	87.0	91.3	0	88.5	92.0
Heavy Vehicles	0	0	0	0	0	2	0	14	0	16	1	28	0	0	29	0	57	21	0	78	123
% Heavy Vehicles	0	0	0	0	0	11.8	0	8.4	0	8.7	1.4	4.6	0	0	4.3	0	13.0	8.8	0	11.5	8.0

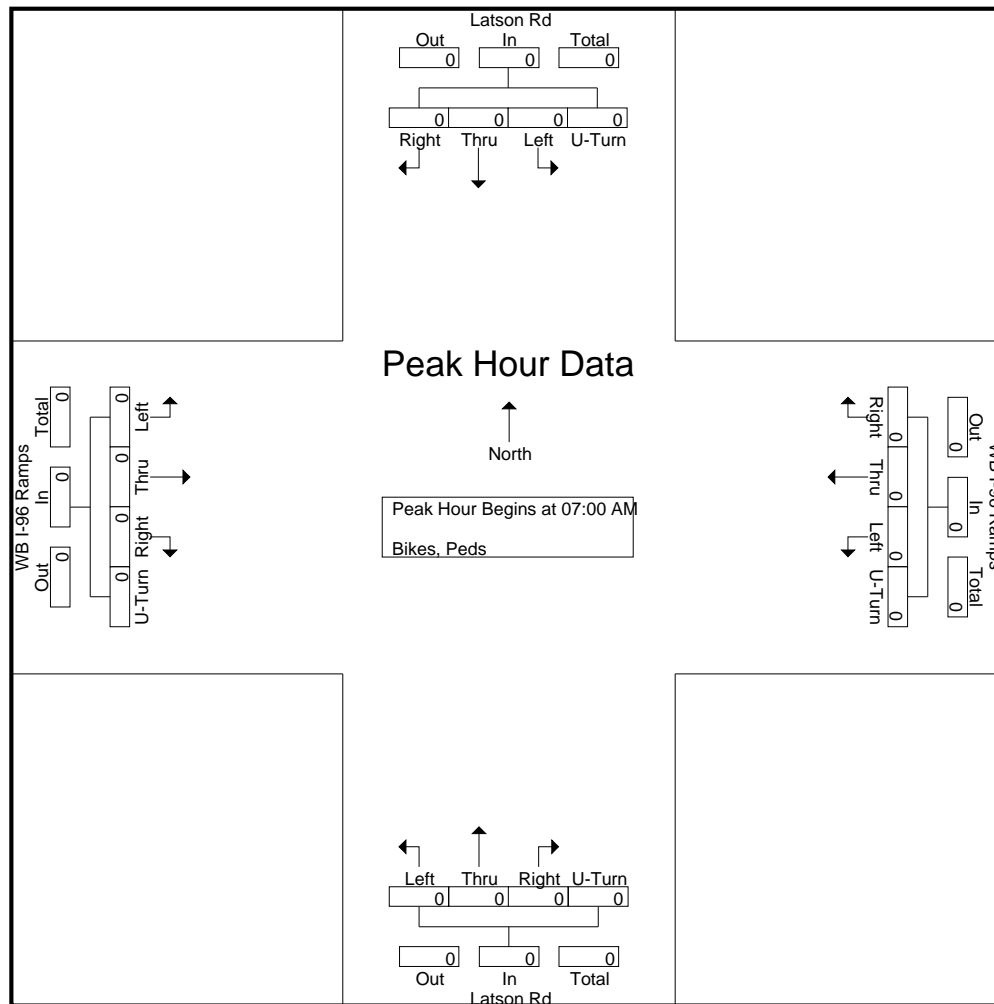


Groups Printed- Bikes, Peds

	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

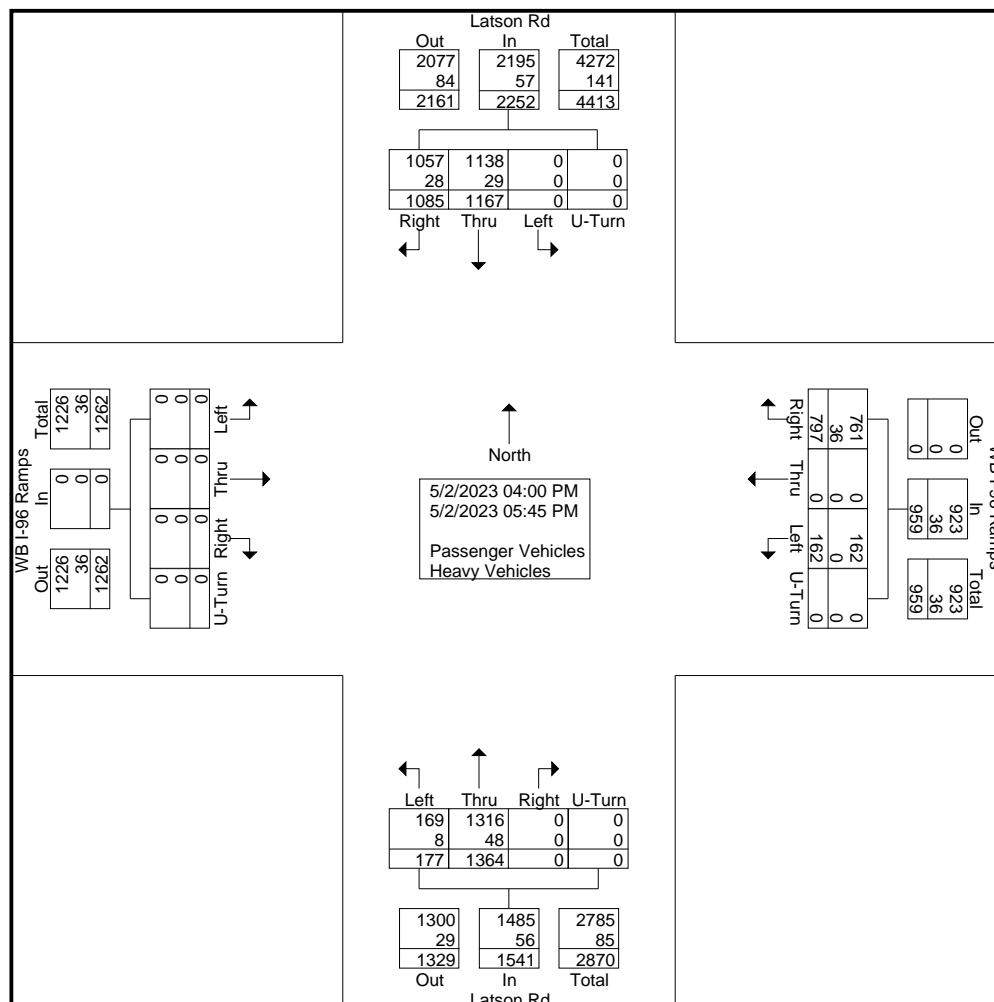


	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

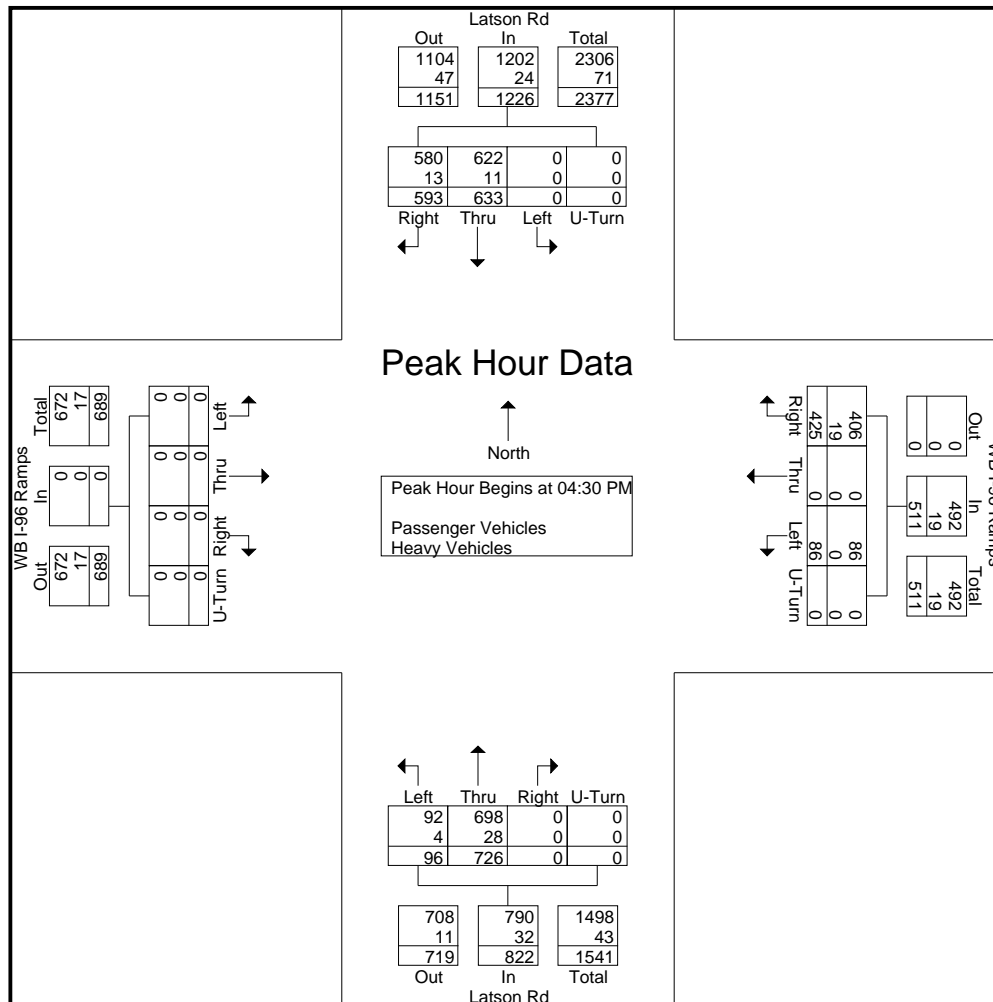


Groups Printed- Passenger Vehicles - Heavy Vehicles

	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	14	0	85	0	99	23	148	0	0	171	0	148	141	0	289	559
04:15 PM	0	0	0	0	0	17	0	99	0	116	32	166	0	0	198	0	138	136	0	274	588
04:30 PM	0	0	0	0	0	17	0	102	0	119	20	186	0	0	206	0	168	144	0	312	637
04:45 PM	0	0	0	0	0	25	0	116	0	141	33	195	0	0	228	0	176	138	0	314	683
Total	0	0	0	0	0	73	0	402	0	475	108	695	0	0	803	0	630	559	0	1189	2467
05:00 PM	0	0	0	0	0	17	0	105	0	122	18	157	0	0	175	0	150	181	0	331	628
05:15 PM	0	0	0	0	0	27	0	102	0	129	25	188	0	0	213	0	139	130	0	269	611
05:30 PM	0	0	0	0	0	24	0	102	0	126	17	174	0	0	191	0	126	125	0	251	568
05:45 PM	0	0	0	0	0	21	0	86	0	107	9	150	0	0	159	0	122	90	0	212	478
Total	0	0	0	0	0	89	0	395	0	484	69	669	0	0	738	0	537	526	0	1063	2285
Grand Total	0	0	0	0	0	162	0	797	0	959	177	1364	0	0	1541	0	1167	1085	0	2252	4752
Apprch %	0	0	0	0		16.9	0	83.1	0		11.5	88.5	0	0		0	51.8	48.2	0		
Total %	0	0	0	0	0	3.4	0	16.8	0	20.2	3.7	28.7	0	0	32.4	0	24.6	22.8	0	47.4	
Passenger Vehicles	0	0	0	0	0	162	0	761	0	923	169	1316	0	0	1485	0	1138	1057	0	2195	4603
% Passenger Vehicles	0	0	0	0	0	100	0	95.5	0	96.2	95.5	96.5	0	0	96.4	0	97.5	97.4	0	97.5	96.9
Heavy Vehicles	0	0	0	0	0	0	0	36	0	36	8	48	0	0	56	0	29	28	0	57	149
% Heavy Vehicles	0	0	0	0	0	0	0	4.5	0	3.8	4.5	3.5	0	0	3.6	0	2.5	2.6	0	2.5	3.1

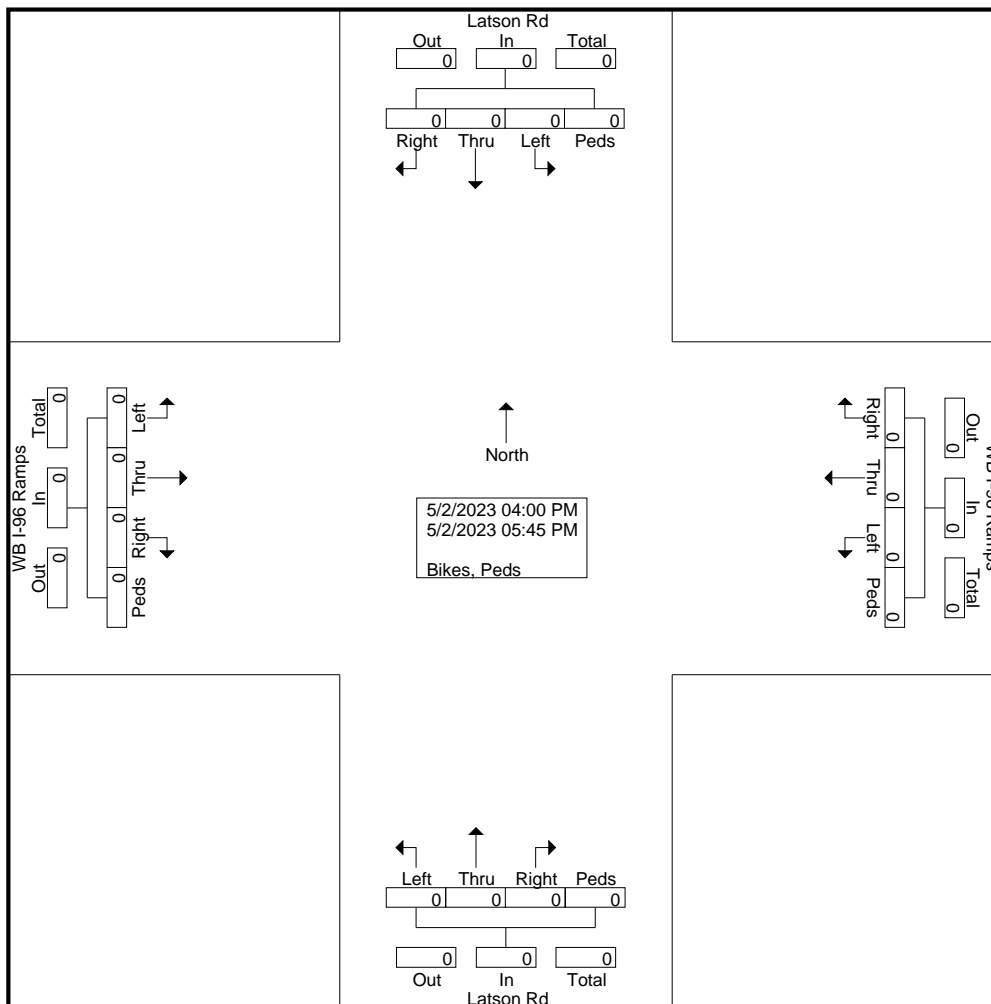


	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	17	0	102	0	119	20	186	0	0	206	0	168	144	0	312	637
04:45 PM	0	0	0	0	0	25	0	<b>116</b>	0	<b>141</b>	<b>33</b>	<b>195</b>	0	0	<b>228</b>	0	<b>176</b>	138	0	314	<b>683</b>
05:00 PM	0	0	0	0	0	17	0	105	0	122	18	157	0	0	175	0	150	<b>181</b>	0	<b>331</b>	628
05:15 PM	0	0	0	0	0	<b>27</b>	0	102	0	129	25	188	0	0	213	0	139	130	0	269	611
Total Volume	0	0	0	0	0	86	0	425	0	511	96	726	0	0	822	0	633	593	0	1226	2559
% App. Total	0	0	0	0		16.8	0	83.2	0		11.7	88.3	0	0		0	51.6	48.4	0		
PHF	.000	.000	.000	.000	.000	.796	.000	.916	.000	.906	.727	.931	.000	.000	.901	.000	.899	.819	.000	.926	.937
Passenger Vehicles	0	0	0	0	0	86	0	406	0	492	92	698	0	0	790	0	622	580	0	1202	2484
% Passenger Vehicles	0	0	0	0	0	100	0	95.5	0	96.3	95.8	96.1	0	0	96.1	0	98.3	97.8	0	98.0	97.1
Heavy Vehicles	0	0	0	0	0	0	0	19	0	19	4	28	0	0	32	0	11	13	0	24	75
% Heavy Vehicles	0	0	0	0	0	0	0	4.5	0	3.7	4.2	3.9	0	0	3.9	0	1.7	2.2	0	2.0	2.9

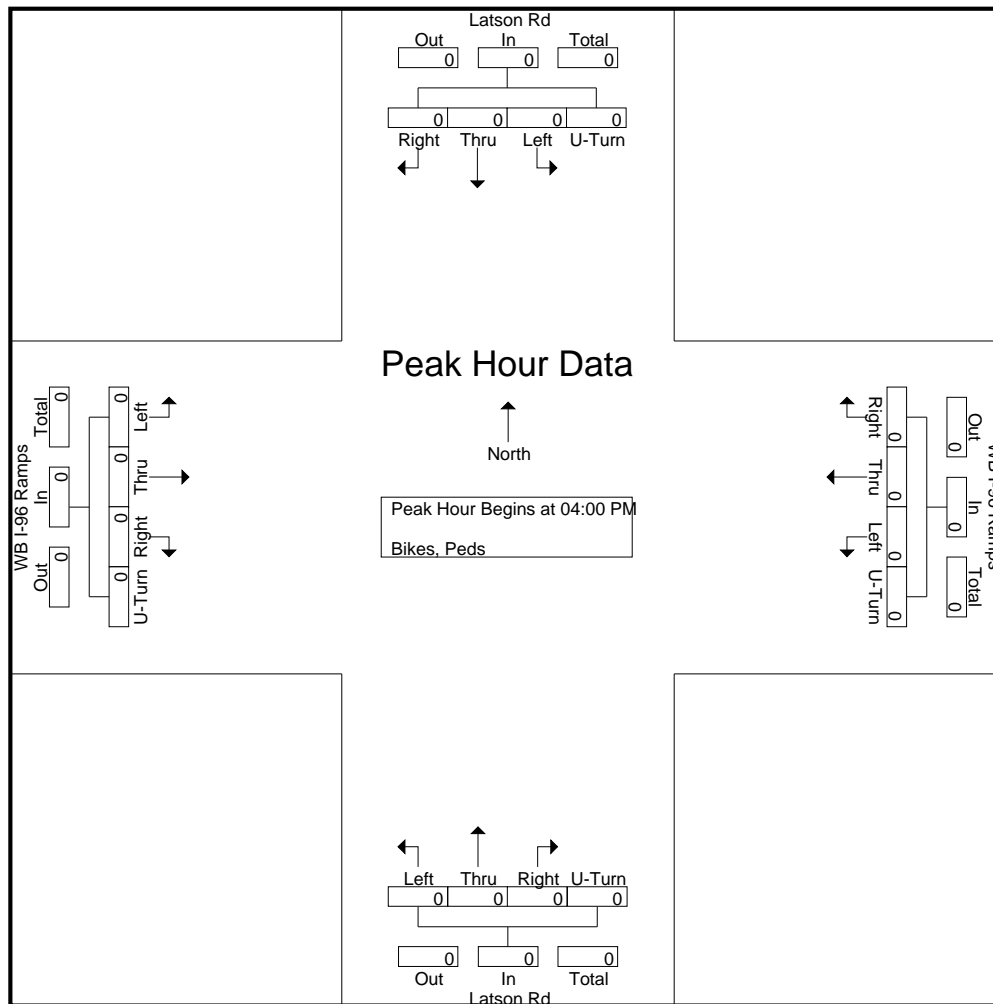


Groups Printed- Bikes, Peds

	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



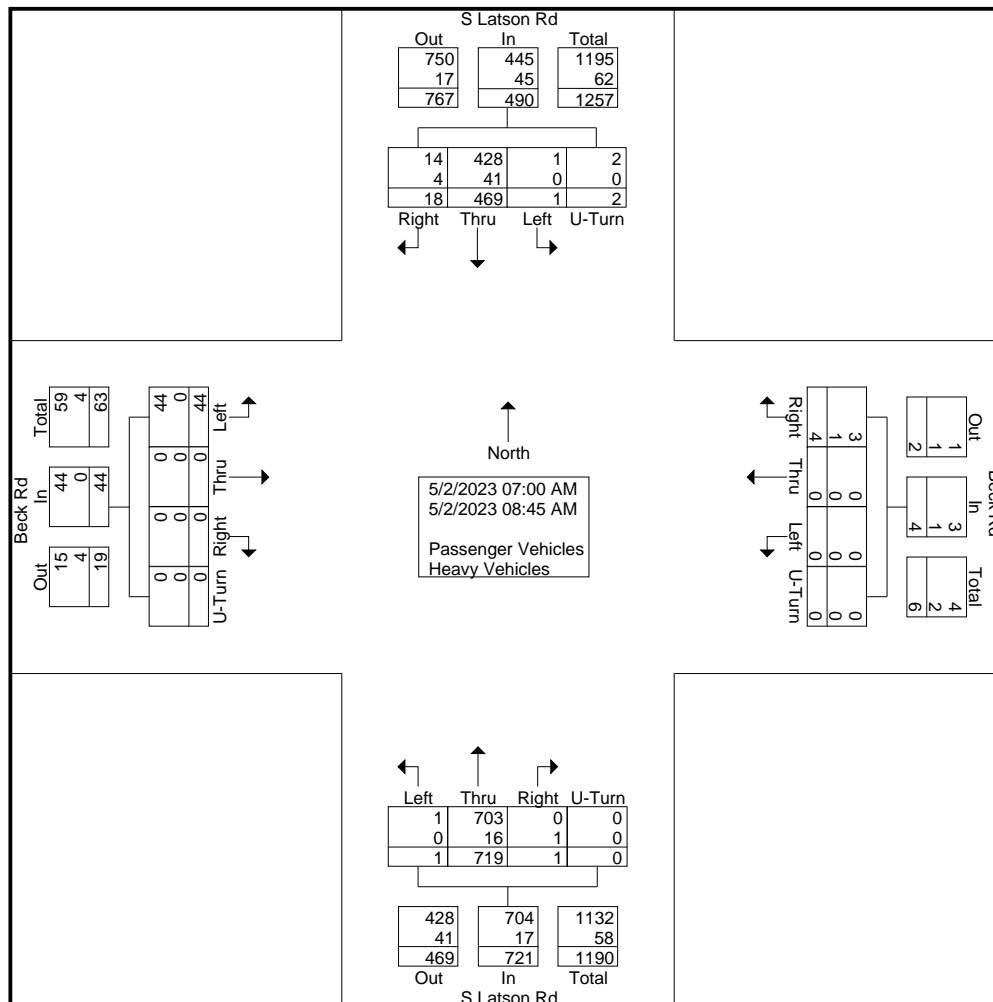
	WB I-96 Ramps Eastbound					WB I-96 Ramps Westbound					Latson Rd Northbound					Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



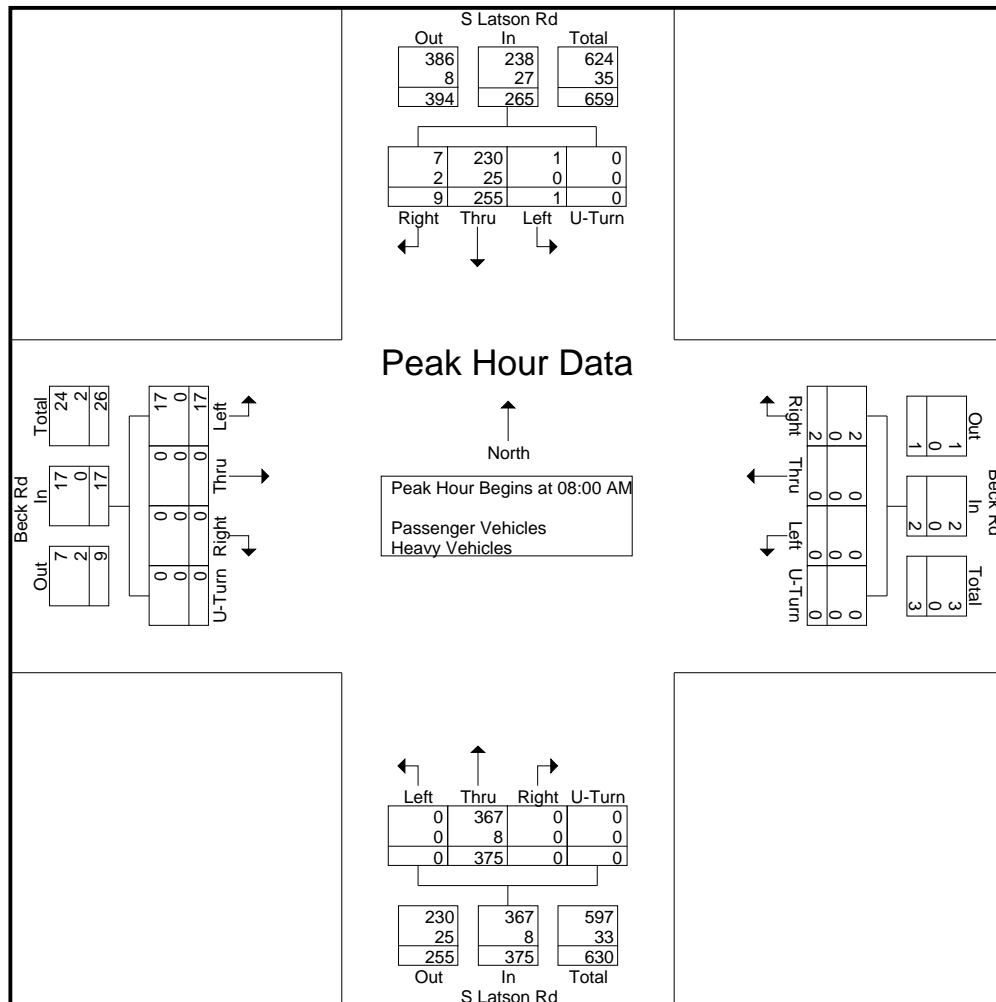


Groups Printed- Passenger Vehicles - Heavy Vehicles

	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	4	0	0	0	4	0	0	1	0	1	0	86	0	0	86	0	37	3	1	41	132
07:15 AM	6	0	0	0	6	0	0	0	0	0	1	85	0	0	86	0	53	3	0	56	148
07:30 AM	10	0	0	0	10	0	0	0	0	0	0	85	0	0	85	0	65	3	1	69	164
07:45 AM	7	0	0	0	7	0	0	1	0	1	0	88	1	0	89	0	59	0	0	59	156
Total	27	0	0	0	27	0	0	2	0	2	1	344	1	0	346	0	214	9	2	225	600
08:00 AM	4	0	0	0	4	0	0	0	0	0	0	85	0	0	85	0	55	2	0	57	146
08:15 AM	3	0	0	0	3	0	0	1	0	1	0	100	0	0	100	0	75	0	0	75	179
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	99	0	0	99	1	64	4	0	69	171
08:45 AM	7	0	0	0	7	0	0	1	0	1	0	91	0	0	91	0	61	3	0	64	163
Total	17	0	0	0	17	0	0	2	0	2	0	375	0	0	375	1	255	9	0	265	659
Grand Total	44	0	0	0	44	0	0	4	0	4	1	719	1	0	721	1	469	18	2	490	1259
Apprch %	100	0	0	0		0	0	100	0		0.1	99.7	0.1	0		0.2	95.7	3.7	0.4		
Total %	3.5	0	0	0	3.5	0	0	0.3	0	0.3	0.1	57.1	0.1	0	57.3	0.1	37.3	1.4	0.2	38.9	
Passenger Vehicles	44	0	0	0	44	0	0	3	0	3	1	703	0	0	704	1	428	14	2	445	1196
% Passenger Vehicles	100	0	0	0	100	0	0	75	0	75	100	97.8	0	0	97.6	100	91.3	77.8	100	90.8	95
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	16	1	0	17	0	41	4	0	45	63
% Heavy Vehicles	0	0	0	0	0	0	0	25	0	25	0	2.2	100	0	2.4	0	8.7	22.2	0	9.2	5

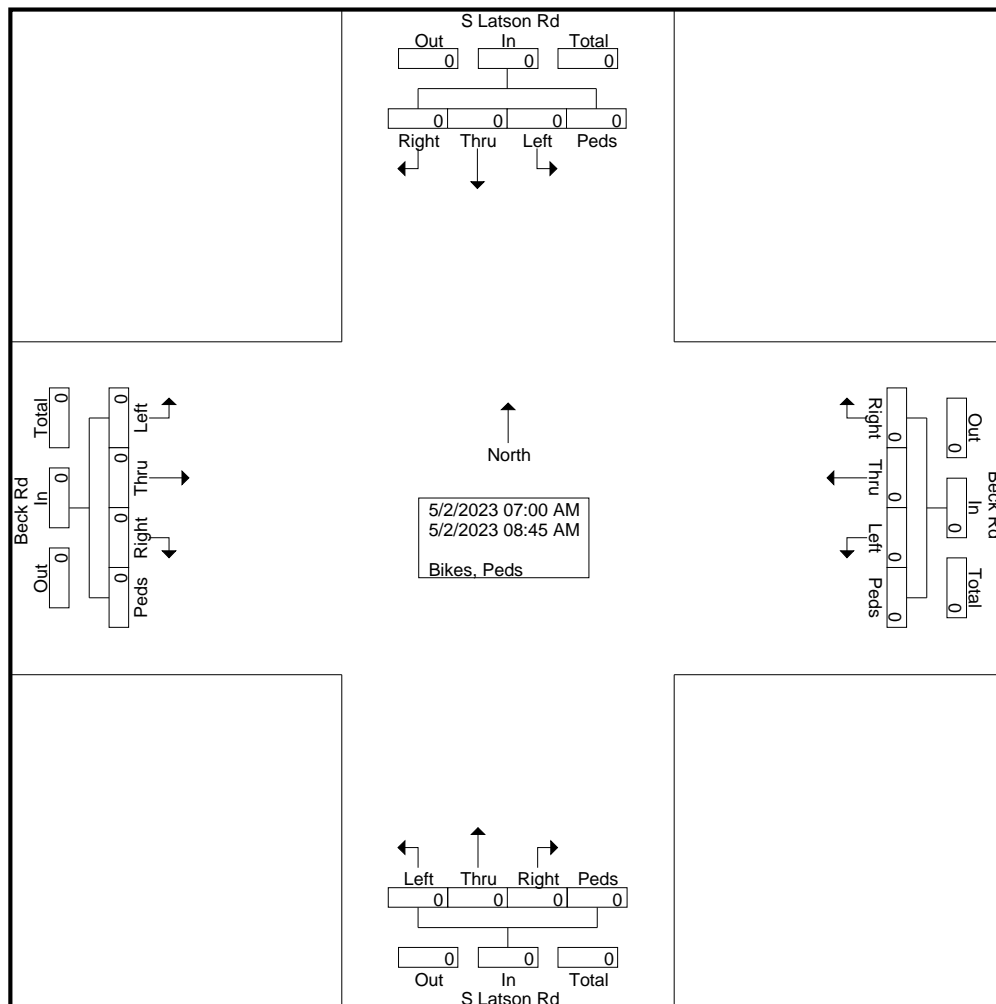


	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	0	0	0	4	0	0	0	0	0	0	85	0	0	85	0	55	2	0	57	146
08:15 AM	3	0	0	0	3	0	0	1	0	1	0	100	0	0	100	0	75	0	0	75	179
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	99	0	0	99	1	64	4	0	69	171
08:45 AM	7	0	0	0	7	0	0	1	0	1	0	91	0	0	91	0	61	3	0	64	163
Total Volume	17	0	0	0	17	0	0	2	0	2	0	375	0	0	375	1	255	9	0	265	659
% App. Total	100	0	0	0		0	0	100	0		0	100	0	0		0.4	96.2	3.4	0		
PHF	.607	.000	.000	.000	.607	.000	.000	.500	.000	.500	.000	.938	.000	.000	.938	.250	.850	.563	.000	.883	.920
Passenger Vehicles	17	0	0	0	17	0	0	2	0	2	0	367	0	0	367	1	230	7	0	238	624
% Passenger Vehicles	100	0	0	0	100	0	0	100	0	100	0	97.9	0	0	97.9	100	90.2	77.8	0	89.8	94.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	25	2	0	27	35
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.1	0	0	2.1	0	9.8	22.2	0	10.2	5.3

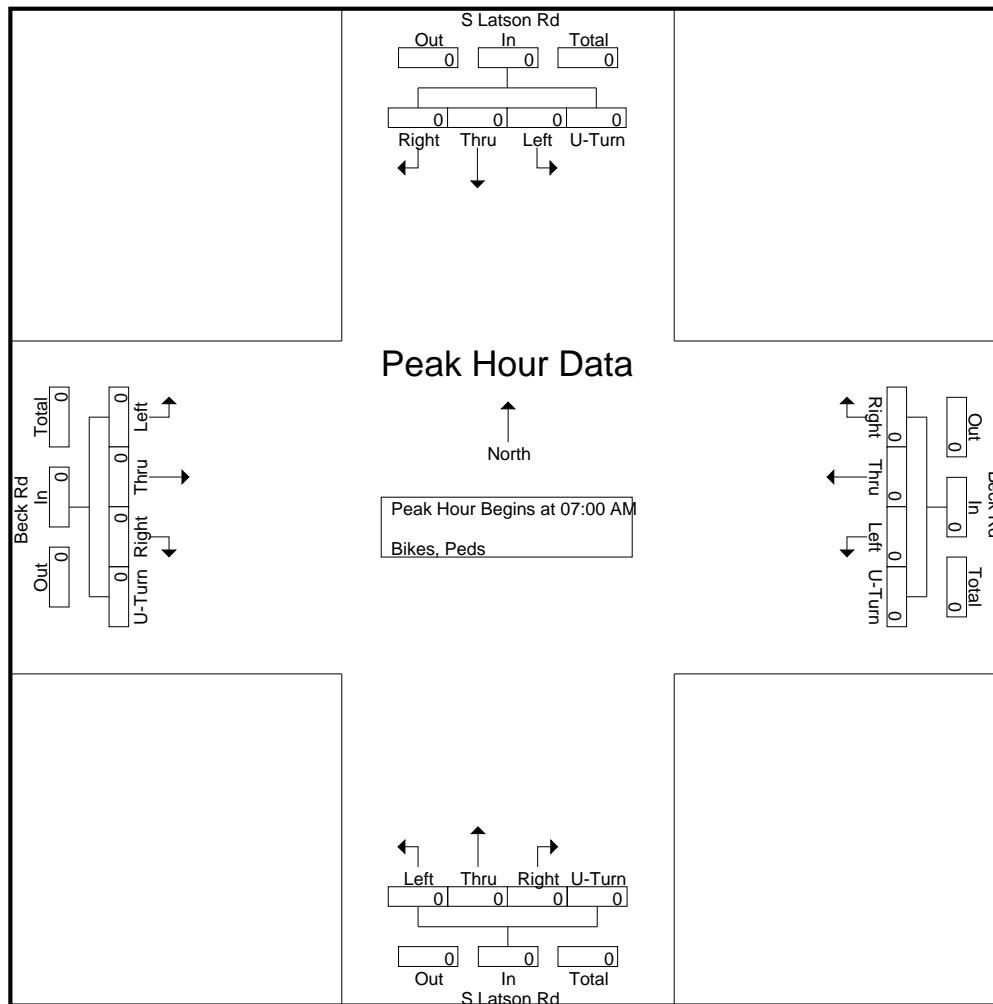


Groups Printed- Bikes, Peds

	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

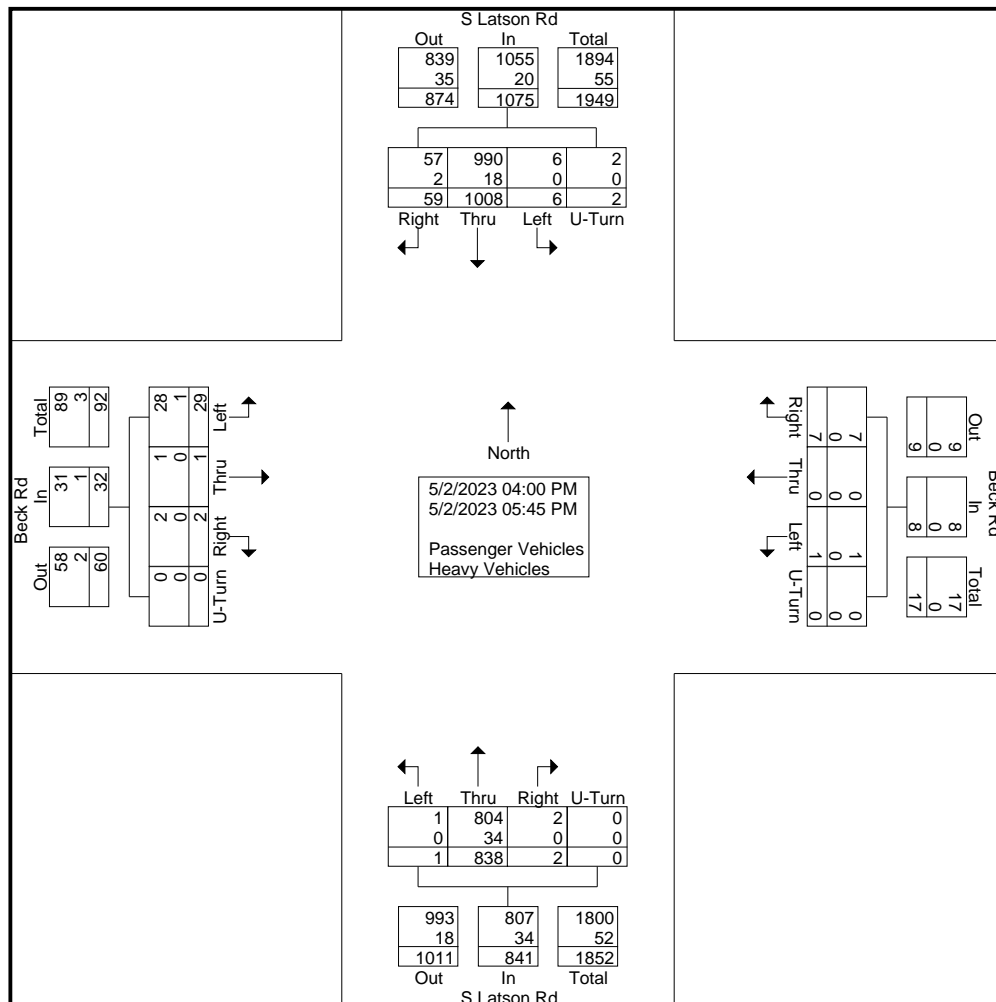


	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

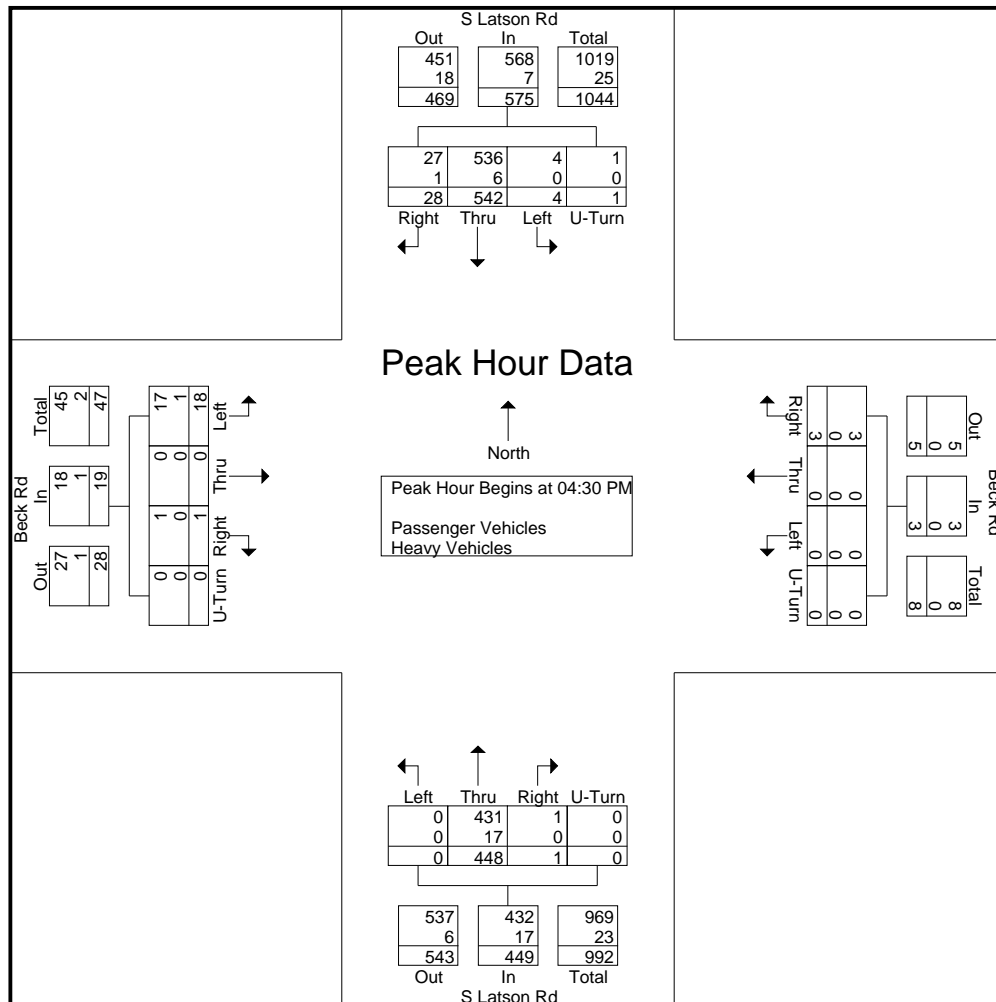


Groups Printed- Passenger Vehicles - Heavy Vehicles

	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	1	1	0	0	2	1	0	1	0	2	0	100	0	0	100	0	117	6	1	124	228
04:15 PM	5	0	0	0	5	0	0	1	0	1	0	116	0	0	116	1	117	6	0	124	246
04:30 PM	5	0	0	0	5	0	0	1	0	1	0	113	0	0	113	1	135	9	0	145	264
04:45 PM	3	0	0	0	3	0	0	1	0	1	0	120	0	0	120	1	133	4	1	139	263
Total	14	1	0	0	15	1	0	4	0	5	0	449	0	0	449	3	502	25	2	532	1001
05:00 PM	8	0	0	0	8	0	0	1	0	1	0	97	0	0	97	2	133	8	0	143	249
05:15 PM	2	0	1	0	3	0	0	0	0	0	0	118	1	0	119	0	141	7	0	148	270
05:30 PM	2	0	0	0	2	0	0	2	0	2	1	102	0	0	103	1	113	13	0	127	234
05:45 PM	3	0	1	0	4	0	0	0	0	0	0	72	1	0	73	0	119	6	0	125	202
Total	15	0	2	0	17	0	0	3	0	3	1	389	2	0	392	3	506	34	0	543	955
Grand Total	29	1	2	0	32	1	0	7	0	8	1	838	2	0	841	6	1008	59	2	1075	1956
Apprch %	90.6	3.1	6.2	0		12.5	0	87.5	0		0.1	99.6	0.2	0		0.6	93.8	5.5	0.2		
Total %	1.5	0.1	0.1	0	1.6	0.1	0	0.4	0	0.4	0.1	42.8	0.1	0	43	0.3	51.5	3	0.1	55	
Passenger Vehicles	28	1	2	0	31	1	0	7	0	8	1	804	2	0	807	6	990	57	2	1055	1901
% Passenger Vehicles	96.6	100	100	0	96.9	100	0	100	0	100	100	95.9	100	0	96	100	98.2	96.6	100	98.1	97.2
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	34	0	0	34	0	18	2	0	20	55
% Heavy Vehicles	3.4	0	0	0	3.1	0	0	0	0	0	0	4.1	0	0	4	0	1.8	3.4	0	1.9	2.8

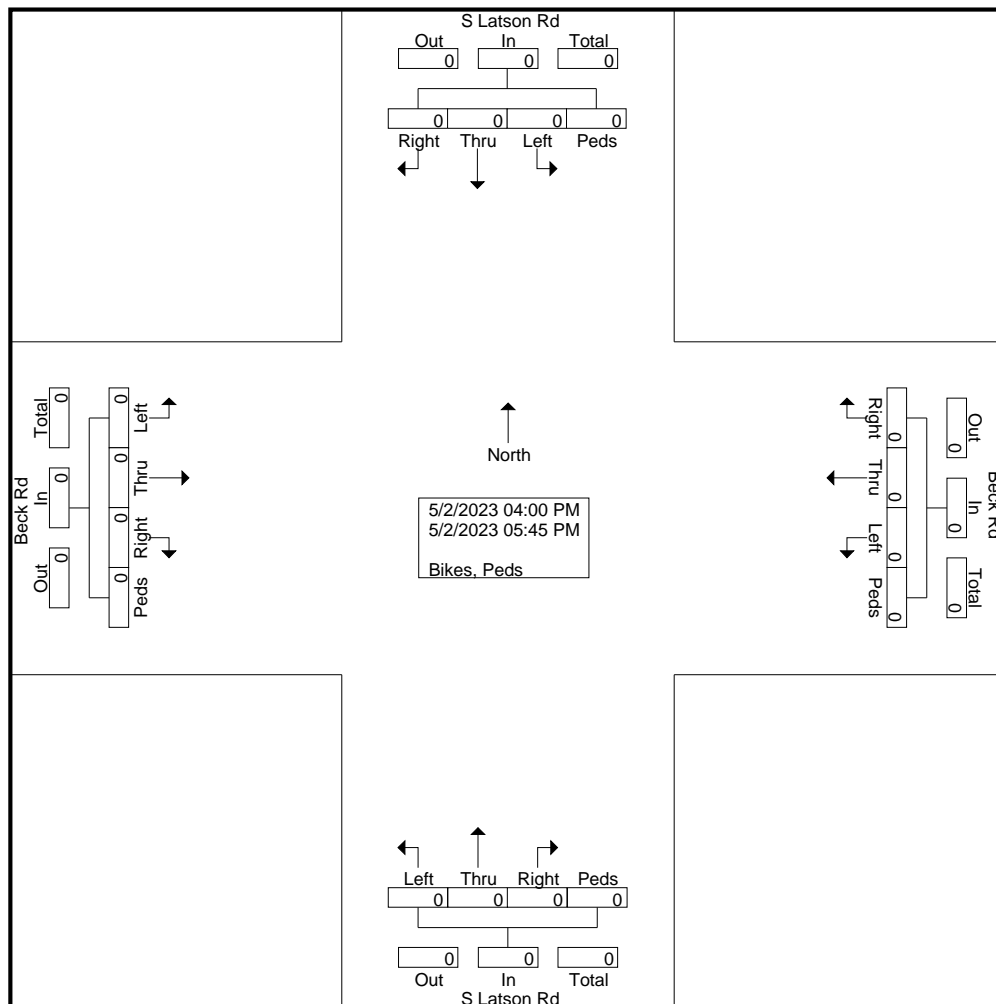


	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	5	0	0	0	5	0	0	1	0	1	0	113	0	0	113	1	135	9	0	145	264
04:45 PM	3	0	0	0	3	0	0	1	0	1	0	120	0	0	120	1	133	4	1	139	263
05:00 PM	8	0	0	0	8	0	0	1	0	1	0	97	0	0	97	2	133	8	0	143	249
05:15 PM	2	0	1	0	3	0	0	0	0	0	0	118	1	0	119	0	141	7	0	148	270
Total Volume	18	0	1	0	19	0	0	3	0	3	0	448	1	0	449	4	542	28	1	575	1046
% App. Total	94.7	0	5.3	0		0	0	100	0		0	99.8	0.2	0		0.7	94.3	4.9	0.2		
PHF	.563	.000	.250	.000	.594	.000	.000	.750	.000	.750	.000	.933	.250	.000	.935	.500	.961	.778	.250	.971	.969
Passenger Vehicles	17	0	1	0	18	0	0	3	0	3	0	431	1	0	432	4	536	27	1	568	1021
% Passenger Vehicles	94.4	0	100	0	94.7	0	0	100	0	100	0	96.2	100	0	96.2	100	98.9	96.4	100	98.8	97.6
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	17	0	0	17	0	6	1	0	7	25
% Heavy Vehicles	5.6	0	0	0	5.3	0	0	0	0	0	0	3.8	0	0	3.8	0	1.1	3.6	0	1.2	2.4



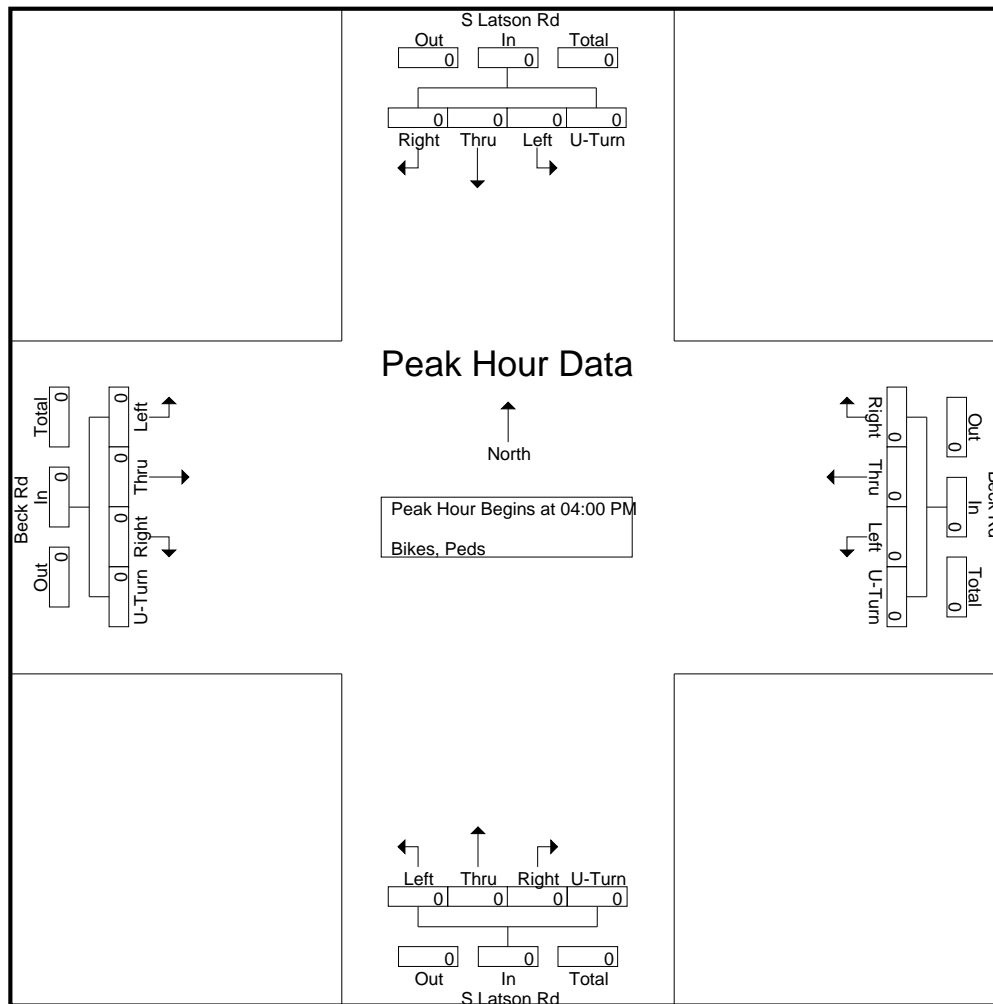
Groups Printed- Bikes, Peds

	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					





	Beck Rd Eastbound					Beck Rd Westbound					S Latson Rd Northbound					S Latson Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000





Transportation Data Management  
System

## Volume Count Report

LOCATION INFO	
Location ID	47-8219_EB
Type	SPOT
Funct'l Class	1
Located On	I-96
Direction	EB
County	Livingston
Community	Genoa Twp - Livingston
MPO ID	36594
HPMS ID	1_1_93_041
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 5/2/2023
End Date	Wed 5/3/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	EB
Notes	
Station	HPR#4919 EE27836
Study	
Speed Limit	
Description	
Sensor Type	ATR Class
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	186
1:00-2:00	152
2:00-3:00	167
3:00-4:00	299
4:00-5:00	820
5:00-6:00	1,898
6:00-7:00	3,278
7:00-8:00	3,330
8:00-9:00	3,029
9:00-10:00	2,384
10:00-11:00	2,269
11:00-12:00	2,097
12:00-13:00	2,258
13:00-14:00	2,168
14:00-15:00	2,483
15:00-16:00	2,651
16:00-17:00	2,817
17:00-18:00	2,732
18:00-19:00	1,930
19:00-20:00	1,381
20:00-21:00	1,089
21:00-22:00	879
22:00-23:00	583
23:00-24:00	416
Total	41,296
AM Peak	07:00-08:00 3,330
PM Peak	16:00-17:00 2,817



Transportation Data Management  
System

## Volume Count Report

LOCATION INFO	
Location ID	47-8219_WB
Type	SPOT
Funct'l Class	1
Located On	I-96
Direction	WB
County	Livingston
Community	Genoa Twp - Livingston
MPO ID	36595
HPMS ID	1_1_93_041
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 5/2/2023
End Date	Wed 5/3/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	WB
Notes	
Station	HPR#4919 EE27836
Study	
Speed Limit	
Description	
Sensor Type	ATR Class
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	288
1:00-2:00	200
2:00-3:00	182
3:00-4:00	235
4:00-5:00	309
5:00-6:00	564
6:00-7:00	1,241
7:00-8:00	2,074
8:00-9:00	2,110
9:00-10:00	1,818
10:00-11:00	1,832
11:00-12:00	1,958
12:00-13:00	2,096
13:00-14:00	2,127
14:00-15:00	2,614
15:00-16:00	3,128
16:00-17:00	3,476
17:00-18:00	3,381
18:00-19:00	2,539
19:00-20:00	1,615
20:00-21:00	1,311
21:00-22:00	962
22:00-23:00	697
23:00-24:00	488
<b>Total</b>	<b>37,245</b>
<b>AM Peak</b>	08:00-09:00 2,110
<b>PM Peak</b>	16:00-17:00 3,476



# Crash and Road Data

## Road Segment Report

### E I 96, (PR Number 935105)

<b>From:</b>	Latson Rd S 15.532 BMP
<b>To:</b>	Nixon/E I 96 Ramp 15.985 EMP
<b>Jurisdiction:</b>	State
<b>FALINK ID:</b>	5409
<b>Community:</b>	Genoa Township
<b>County:</b>	Livingston
<b>Functional Class:</b>	1 - Interstate Freeway
<b>Direction:</b>	1 Way
<b>Length:</b>	0.453 miles
<b>Number of Lanes:</b>	2
<b>Posted Speed:</b>	70 (source: TCO)
<b>Route Classification:</b>	Not a route
<b>Annual Crash Average 2017-2021:</b>	<u>5</u>
<b>Traffic Volume (2016)*:</b>	26,000 (Observed AADT)
<b>Pavement Type (2021):</b>	Concrete
<b>Pavement Rating (2021):</b>	Fair
<b>Short Range (TIP) Projects:</b>	No TIP projects for this segment.
<b>Long Range (RTP) Projects:</b>	No long-range projects for this segment.

\* AADT values are derived from **Traffic Counts**

Street View





# Crash and Road Data

## Road Segment Report

### W I 96, (PR Number 935207)

<b>From:</b>	Latson/W I 96 Ramp 15.213 BMP
<b>To:</b>	Latson Rd S 15.544 EMP
<b>Jurisdiction:</b>	State
<b>FALINK ID:</b>	5457
<b>Community:</b>	Genoa Township
<b>County:</b>	Livingston
<b>Functional Class:</b>	1 - Interstate Freeway
<b>Direction:</b>	1 Way
<b>Length:</b>	0.331 miles
<b>Number of Lanes:</b>	3
<b>Posted Speed:</b>	70 (source: COG)
<b>Route Classification:</b>	Not a route
<b>Annual Crash Average 2017-2021:</b>	<u>4</u>
<b>Traffic Volume (2018)*:</b>	30,000 (Interpolated AADT)
<b>Pavement Type (2021):</b>	Concrete
<b>Pavement Rating (2021):</b>	Fair
<b>Short Range (TIP) Projects:</b>	No TIP projects for this segment.
<b>Long Range (RTP) Projects:</b>	No long-range projects for this segment.

\* AADT values are derived from **Traffic Counts**

Street View





# Crash and Road Data

## Road Segment Report

### Latson Rd S, (PR Number 940302)

**From:** Crooked Lake Rd 1.041 BMP

**To:** Latson Rd S 2.356 EMP

**Jurisdiction:** County

**FALINK ID:** 5582

**Community:** Genoa Township

**County:** Livingston

**Functional Class:** 4 - Minor Arterial

**Direction:** 1 Way

**Length:** 1.315 miles

**Number of Lanes:** 2

**Posted Speed:** 0 (source: )

**Route Classification:** Not a route

**Annual Crash Average 2017-2021:** 8

**Traffic Volume (2021)\*:** 9,400 (Observed AADT)

**Pavement Type (2021):** Asphalt

**Pavement Rating (2021):** Fair

**Short Range (TIP) Projects:** No TIP projects for this segment.

**Long Range (RTP) Projects:** No long-range projects for this segment.

\* AADT values are derived from **Traffic Counts**

Street View



# TRAFFIC SIGNAL TIMING PERMIT

	PHASE	1	2	3	4	5	6	7	8		TIMING INSTALLED																																																	
APPROACH											REMARKS																																																	
MINIMUM GREEN																																																												
PASSAGE																																																												
MAXIMUM NO. 1																																																												
MAXIMUM NO. 2																																																												
YELLOW CHANGE																																																												
RED CLEARANCE																																																												
WALK																																																												
PEDESTRIAN CLEARANCE																																																												
EXTENDED PED. CLEARANCE																																																												
REST IN WALK																																																												
INITIALIZATION																																																												
NON-ACT RESPONSE																																																												
VEHICLE RECALL																																																												
PEDESTRIAN RECALL																																																												
NON-LOCK MEMORY																																																												
DUAL ENTRY																																																												
	CYCLE									O1	O2	O3	PREPARED BY: _____ DATE: _____																																															
DIAL	SPLIT												FLASH HOURS: <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> <div style="margin: 0 5px;">to</div> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> <div style="margin: 0 5px;">DAILY</div> <div style="margin: 0 5px;"><input type="checkbox"/></div> <div style="margin: 0 5px;">NONE</div> <div style="margin: 0 5px;"><input type="checkbox"/></div> </div> <div style="display: flex; align-items: center; margin-top: 5px;"> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> </div>																																															
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DIAL	SPLIT																																																											
	MODE												NIGHT FLASH: FY = _____ FR = _____  CONFLICT FLASH: FY = _____ FR = _____																																															
<div style="display: flex;"> <div style="width: 20%;">           PHASE  1  2  3  4  5  6  7  8         </div> <div style="width: 80%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="8">OVERLAPS</th> </tr> <tr> <th>Overlap Phase</th> <th>Load Bays</th> <th>Phases Overlapped</th> <th>T.G. (s)</th> <th>Y (s)</th> <th>R (s)</th> <th>-G/Y</th> <th>+GRN</th> </tr> </thead> <tbody> <tr><td>=</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>=</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>=</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>=</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table> </div> </div>											OVERLAPS								Overlap Phase	Load Bays	Phases Overlapped	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN	=								=								=								=								CONTROLLER TYPE: <input type="checkbox"/> EPAC <input type="checkbox"/> Other: _____	PRE-EMPT <input type="checkbox"/> COUNTDOWN PEDS <input type="checkbox"/>
OVERLAPS																																																												
Overlap Phase	Load Bays	Phases Overlapped	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN																																																					
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											LOCATION: _____																																																	
											CITY/TWP: _____																																																	
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											<div style="display: flex; border-bottom: 1px solid black;"> <div style="width: 40%; border-right: 1px solid black; padding-right: 5px;">MILE POINT</div> <div style="padding-left: 5px;">CONTROL SECTION-SPOT #</div> </div>																																																	
											Job # (If Applicable): _____																																																	



## ADVANCED TIMING PARAMETERS FORM

SYSTEM INFORMATION	LEFT-TURN PHASING										RING AND BARRIER STRUCTURE																																																																																																																																																																																					
	Phase # / Description		Permissive-Protected		Protected-Only						B1			B2			B3			B4																																																																																																																																																																												
			Lead	Lag	Split	Lead	Lag				R1																																																																																																																																																																																					
Controller Type:			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																																																																																																																																																																									
<input type="checkbox"/> EPAC			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																																																																																																																																																																									
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# PREEMPTION INFORMATION FORM

Preemption Description:																				Preempt System Data									
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			Ring	1	2	3	4				
SEL Ped Cl		Vehicle	Track																	<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	MIN GRN/WLK (s)								
SEL Yellow	Dwell																												
SEL Red Cl			Cycle																										
TRACK Green		Ped	Exit																	Delay (s) Extend (s) Duration (s)	Priority	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6		
TRACK Ped Cl	Track																												
TRACK Yellow			Dwell																										
TRACK Red CL		Overlap Vehicle	Cycle																	Max Call (s) Lockout (s) Link PE #	Status								
DWELL Green	Overlap		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P											
RET Ped Cl			Track																										
RET Yellow			Dwell																										
RET Red Cl			Cycle																										
Preemption Description:																													
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	MIN GRN/WLK (s)							
SEL Ped Cl		Vehicle	Track																	Delay (s) Extend (s) Duration (s)			Priority	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell																										
SEL Red Cl			Cycle																										
TRACK Green		Ped	Exit																	Max Call (s) Lockout (s) Link PE #	Status								
TRACK Ped Cl			Track																										
TRACK Yellow			Dwell																										
TRACK Red CL		Overlap Vehicle	Cycle																	Max Call (s) Lockout (s) Link PE #	Status								
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P										
RET Ped Cl			Track																										
RET Yellow			Dwell																										
RET Red Cl			Cycle																										
Preemption Description:																													
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	MIN GRN/WLK (s)							
SEL Ped Cl		Vehicle	Track																	Delay (s) Extend (s) Duration (s)			Priority	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell																										
SEL Red Cl			Cycle																										
TRACK Green		Ped	Exit																	Max Call (s) Lockout (s) Link PE #	Status								
TRACK Ped Cl			Track																										
TRACK Yellow			Dwell																										
TRACK Red CL		Overlap Vehicle	Cycle																	Max Call (s) Lockout (s) Link PE #	Status								
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P										
RET Ped Cl			Track																										
RET Yellow			Dwell																										
RET Red Cl			Cycle																										
Preemption Description:																													
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	MIN GRN/WLK (s)	PREPARED BY:		DATE:				
SEL Ped Cl		Vehicle	Track																	Delay (s) Extend (s) Duration (s)			LOCATION:						
SEL Yellow			Dwell																										
SEL Red Cl			Cycle																										
TRACK Green		Ped	Exit																	Max Call (s) Lockout (s) Link PE #	CONTROL SECTION-SPOT #								
TRACK Ped Cl			Track																										
TRACK Yellow			Dwell																										
TRACK Red CL		Overlap Vehicle	Cycle																	Max Call (s) Lockout (s) Link PE #	CONTROL SECTION-SPOT #								
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P										
RET Ped Cl			Track																										
RET Yellow			Dwell																										
RET Red Cl			Cycle																										

# TRAFFIC SIGNAL TIMING PERMIT

APPROACH	PHASE	1	2	3	4	5	6	7	8		TIMING INSTALLED 01/29/14	
			NB & SB		EB						<b>REMARKS</b> 16-Load-Switch, Mod 50, Base-Mounted, Epac Type Controller.  Semi-Actuated Operation with WIRELESS loops in the I-96 EASTBOUND EXIT RAMP approach lanes.  Equipped with a Global Positioning System (GPS) Clock and Countdown Pedestrian indications.  Runs Free (Maximum # 1 Times) 23:00 - 05:00 Monday - Sunday.	
MINIMUM GREEN			10		7							
PASSAGE			0.0		3.0							
MAXIMUM NO. 1			50		40							
MAXIMUM NO. 2			0		0							
YELLOW CHANGE			4.7		3.5							
RED CLEARANCE			1.5		3.2							
WALK			7		0							
PEDESTRIAN CLEARANCE			23		0							
EXTENDED PED. CLEARANCE			0		0							
REST IN WALK			0		0							
INITIALIZATION			4		1							
NON-ACT RESPONSE			0		0							
VEHICLE RECALL			3		0							
PEDESTRIAN RECALL			2		0							
NON-LOCK MEMORY			0		0							
DUAL ENTRY			0		0							
	CYCLE									O1 O2 O3	PREPARED BY: HHH DATE: 01/27/14	
DIAL 1 SPLIT 1	80		48		32					8	<b>FLASH HOURS:</b> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> <div style="margin: 0 5px;">to</div> <div style="border: 1px solid black; width: 60px; height: 20px; margin-right: 5px;"></div> <div style="margin: 0 5px;">DAILY</div> <div style="margin: 0 5px;"><input type="checkbox"/> NONE</div> <div style="margin: 0 5px;"><input checked="" type="checkbox"/></div> </div> <div style="margin-top: 5px;"> <div style="border: 1px solid black; width: 60px; height: 20px; display: inline-block;"></div> </div>	
DIAL 2 SPLIT 1												
DIAL 3 SPLIT 1												
DIAL SPLIT												
DIAL SPLIT												
DIAL SPLIT												
	MODE		1		0						<b>NIGHT FLASH:</b> FY = FR =	
<b>PHASE</b>	D1/S1/O1: Normal Maximum # 1 Times: 23:00 - 05:00 Monday - Sunday The Pedestrian Clearance Time is based on a walking speed of 3.5 feet per second.										<b>CONFLICT FLASH:</b> FY = LATSON ROAD FR = I-96 EB EXIT RAMP	
1											<b>CONTROLLER TYPE:</b> <input checked="" type="checkbox"/> EPAC <input type="checkbox"/> Other:	
2 LATSON ROAD												PRE-EMPT <input type="checkbox"/> COUNTDOWN PEDS <input checked="" type="checkbox"/>
3												
4 I-96 EASTBOUND EXIT RAMP												
5											<b>LOCATION:</b> I-96 EB EXIT RAMP AT LATSON ROAD	
6											CITY/TWP: GENOA TOWNSHIP	
7											COUNTY : LIVINGSTON	
8											MILE POINT <div style="border: 1px solid black; padding: 2px; display: inline-block;">6.81</div>	
											CONTROL SECTION-SPOT # <div style="border: 1px solid black; padding: 2px; display: inline-block;">47065-01-107</div>	
											Job # (If Applicable):	

OVERLAPS							
Overlap Phase	Load Bays	Phases Overlapped	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN
=							
=							
=							
=							

# ADVANCED TIMING PARAMETERS FORM

SYSTEM INFORMATION	LEFT-TURN PHASING										RING AND BARRIER STRUCTURE															
Phase # / Description	Permissive-Protected		Protected-Only			B1			B2			B3			B4											
	Lead	Lag	Split	Lead	Lag	R1	2		4																	
Controller Type:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R1																				
<input checked="" type="checkbox"/> EPAC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R2																				
<input type="checkbox"/> Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R3																				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R4																				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																					
VEHICULAR AND PEDESTRIAN DETECTION										DISAPPEARING LEGEND CASE SIGNS																
Approach	Vehicular Detection				Pedestrian Detection			Push-Button Crossing Locations																		
	Movements and Call Delay (s)				Type																					
	Left	Thru	Right		Loop	Video	Other																			
I-96 EB EXIT RAMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																			
ADDITIONAL DIAL SPLIT DATA																	COORDINATION DATA									
PHASE			1	2	3	4	5	6	7	8	O1	O2	O3	Operation Mode		1										
DIAL	SPLIT	CYCLE												Coordination Mode		0										
DIAL	SPLIT	CYCLE												Maximum Mode		0										
DIAL	SPLIT	CYCLE												Correction Mode		3										
DIAL	SPLIT	CYCLE												Offset Mode		0										
DIAL	SPLIT	CYCLE												Force Mode		0										
DIAL	SPLIT	CYCLE												Max Dwell		0										
DIAL	SPLIT	CYCLE												Yield Period		0										
REMARKS:										ADDITIONAL OVERLAP DATA																
										Overlap Phase		Load Bays	Phases Overlapped	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN								
										=																
										=																
										=																
										=																
										PREPARED BY: HHH      DATE: 01/27/14 <input checked="" type="checkbox"/> MDOT <input type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Consultant																
										LOCATION: I-96 EB EXIT RAMP AT LATSON ROAD CONTROL SECTION-SPOT # 47065-01-107																

CLEAR PAGE 2



# PREEMPTION INFORMATION FORM

Preemption Description:																	Preempt System Data																
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			Ring	1	2	3	4								
SEL Ped CI		Vehicle	Track																<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #	MIN					Priority Status	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell															GRN/WLK (s)															
SEL Red CI			Cycle																														
TRACK Green		Ped	Exit																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #	REMARKS :												
TRACK Ped CI			Track																														
TRACK Yellow			Dwell																														
TRACK Red CL		Overlap Vehicle	Cycle																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O				P											
RET Ped CI			Track																														
RET Yellow		Overlap Vehicle	Dwell																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
RET Red CI			Cycle																														
Preemption Description:																																	
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			Ring	1	2	3	4								
SEL Ped CI		Vehicle	Track																<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #						Priority Status	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell																			GRN/WLK (s)											
SEL Red CI			Cycle																														
TRACK Green		Ped	Exit																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
TRACK Ped CI			Track																														
TRACK Yellow			Dwell																														
TRACK Red CL		Overlap Vehicle	Cycle																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O				P											
RET Ped CI			Track																														
RET Yellow		Overlap Vehicle	Dwell																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
RET Red CI			Cycle																														
Preemption Description:																																	
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			Ring	1	2	3	4								
SEL Ped CI		Vehicle	Track																<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #						Priority Status	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell																			GRN/WLK (s)											
SEL Red CI			Cycle																														
TRACK Green		Ped	Exit																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
TRACK Ped CI			Track																														
TRACK Yellow			Dwell																														
TRACK Red CL		Overlap Vehicle	Cycle																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O				P											
RET Ped CI			Track																														
RET Yellow		Overlap Vehicle	Dwell																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
RET Red CI			Cycle																														
Preemption Description:																																	
Preempt # =	Time (s)	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			Ring	1	2	3	4								
SEL Ped CI		Vehicle	Track																<input type="checkbox"/> Locking  <input type="checkbox"/> Non-Locking	Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #						Priority Status	PE/FL	PE1/2	PE2/3	PE3/4	PE4/5	PE5/6
SEL Yellow			Dwell																			GRN/WLK (s)											
SEL Red CI			Cycle																														
TRACK Green		Ped	Exit																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
TRACK Ped CI			Track																														
TRACK Yellow			Dwell																														
TRACK Red CL		Overlap Vehicle	Cycle																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
DWELL Green			Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O				P											
RET Ped CI			Track																														
RET Yellow		Overlap Vehicle	Dwell																Delay (s) Extend (s) Duration (s) Max Call (s)	Lockout (s) Link PE #													
RET Red CI			Cycle																														

PREPARED BY: HHH DATE: 01/27/14

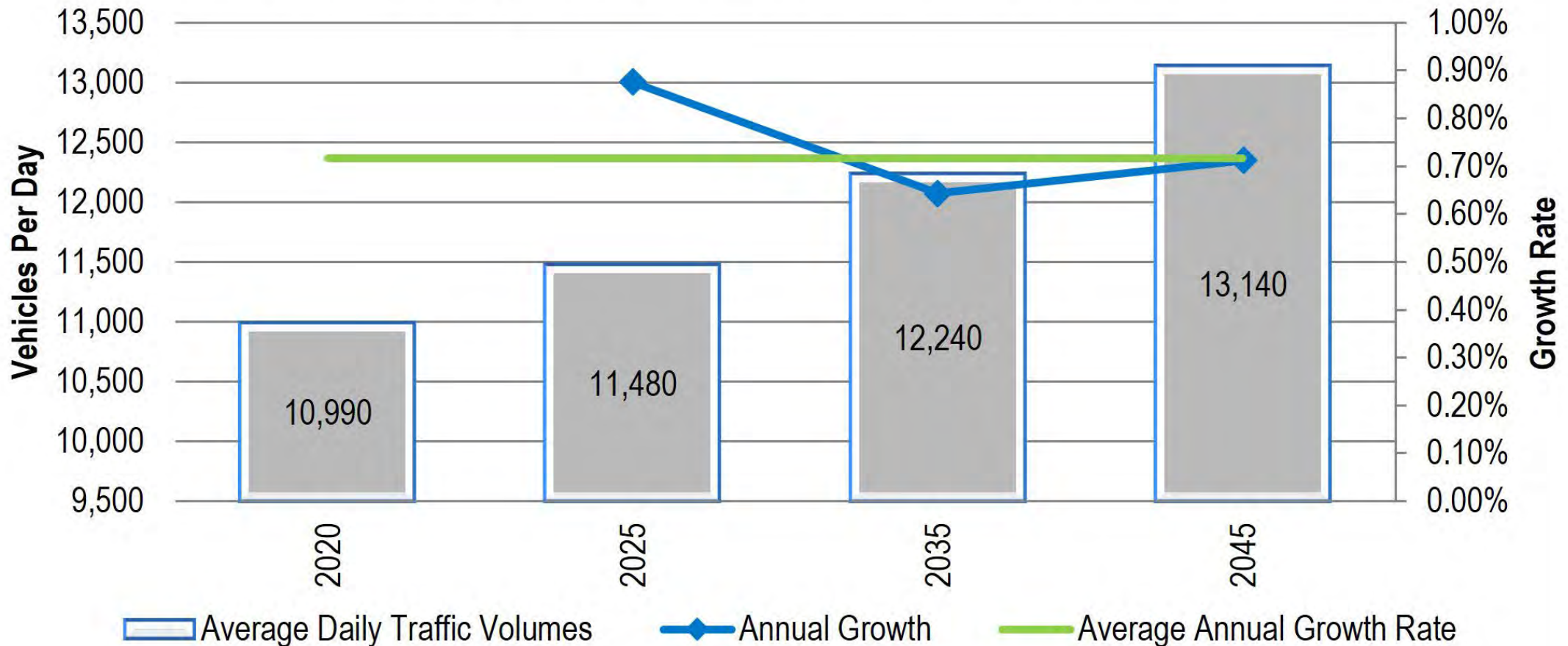
LOCATION:  
I-96 EB EXIT RAMP AT LATSON ROAD

CONTROL SECTION-SPOT #  
47065-01-107

CLEAR PAGE 3

Page 3 of 3

# Latson Road (Chilson Road to Crooked Lake Road)

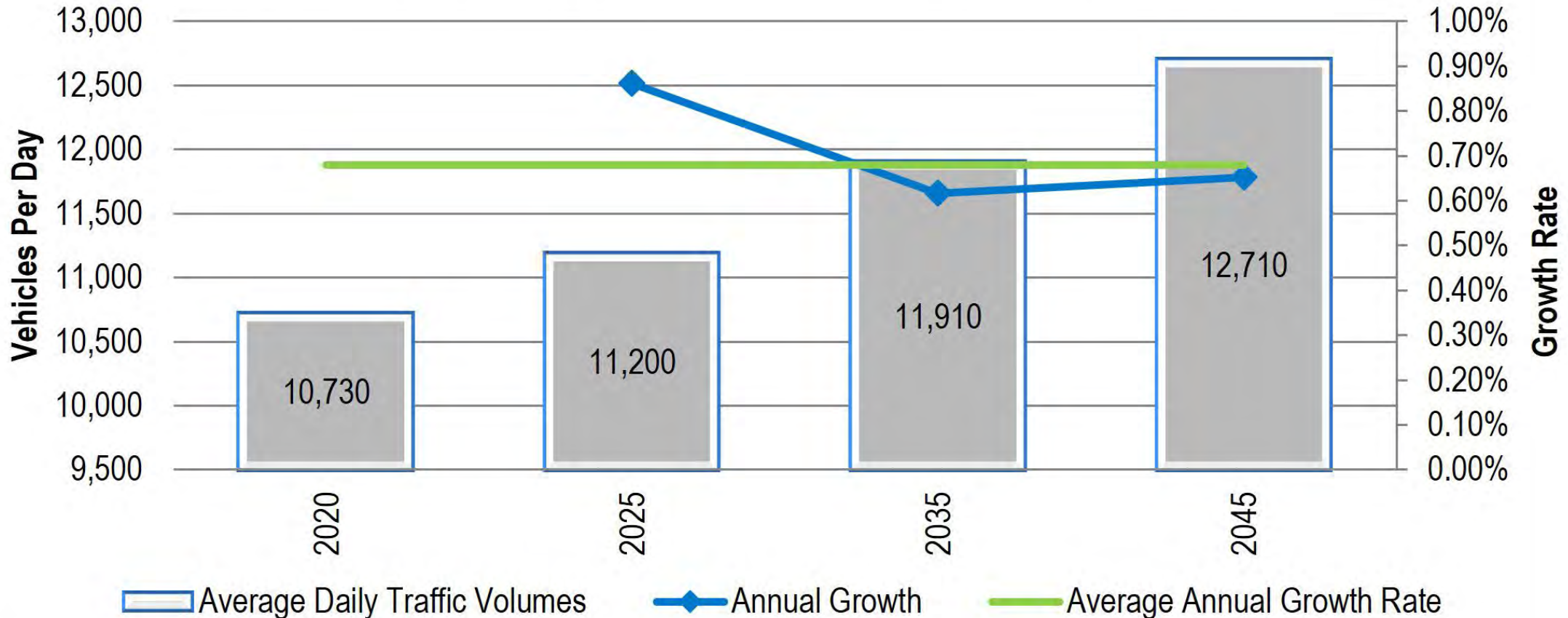


179

Source: SEMCOG Travel Demand Forecast Model(2020-2045)

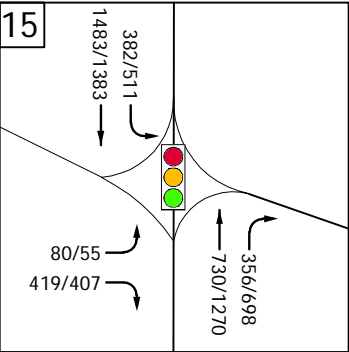
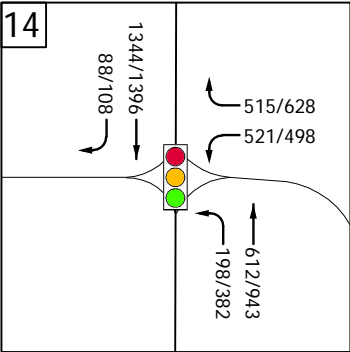
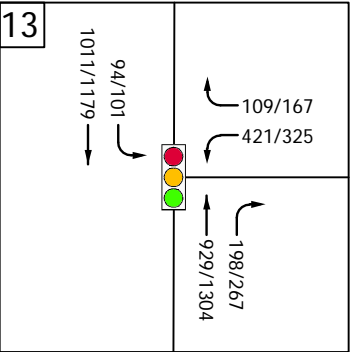
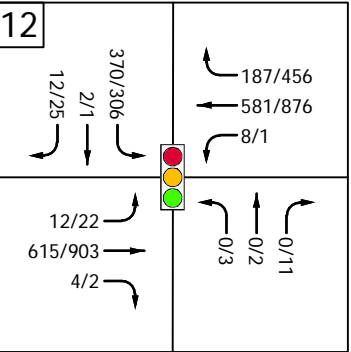
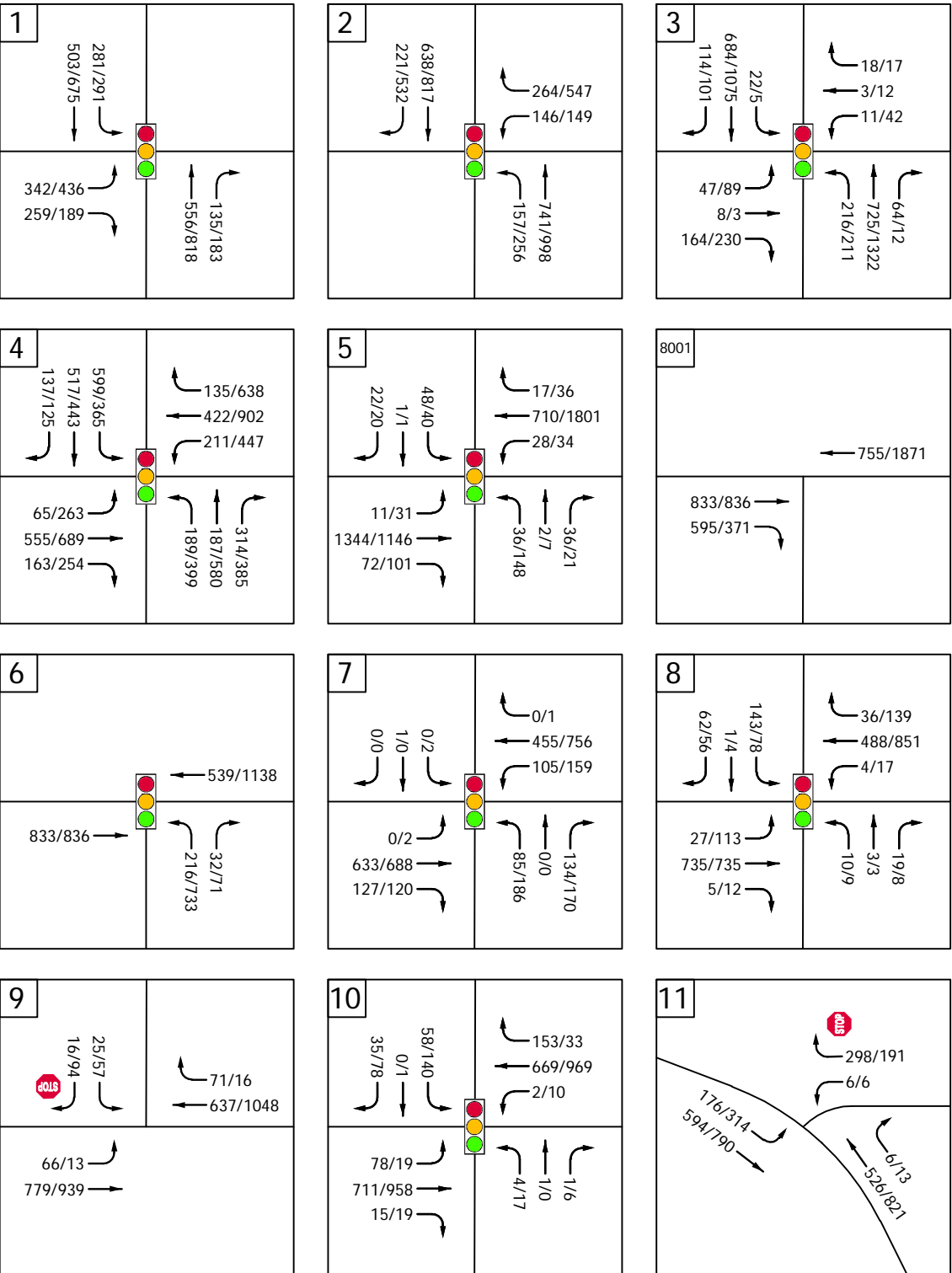
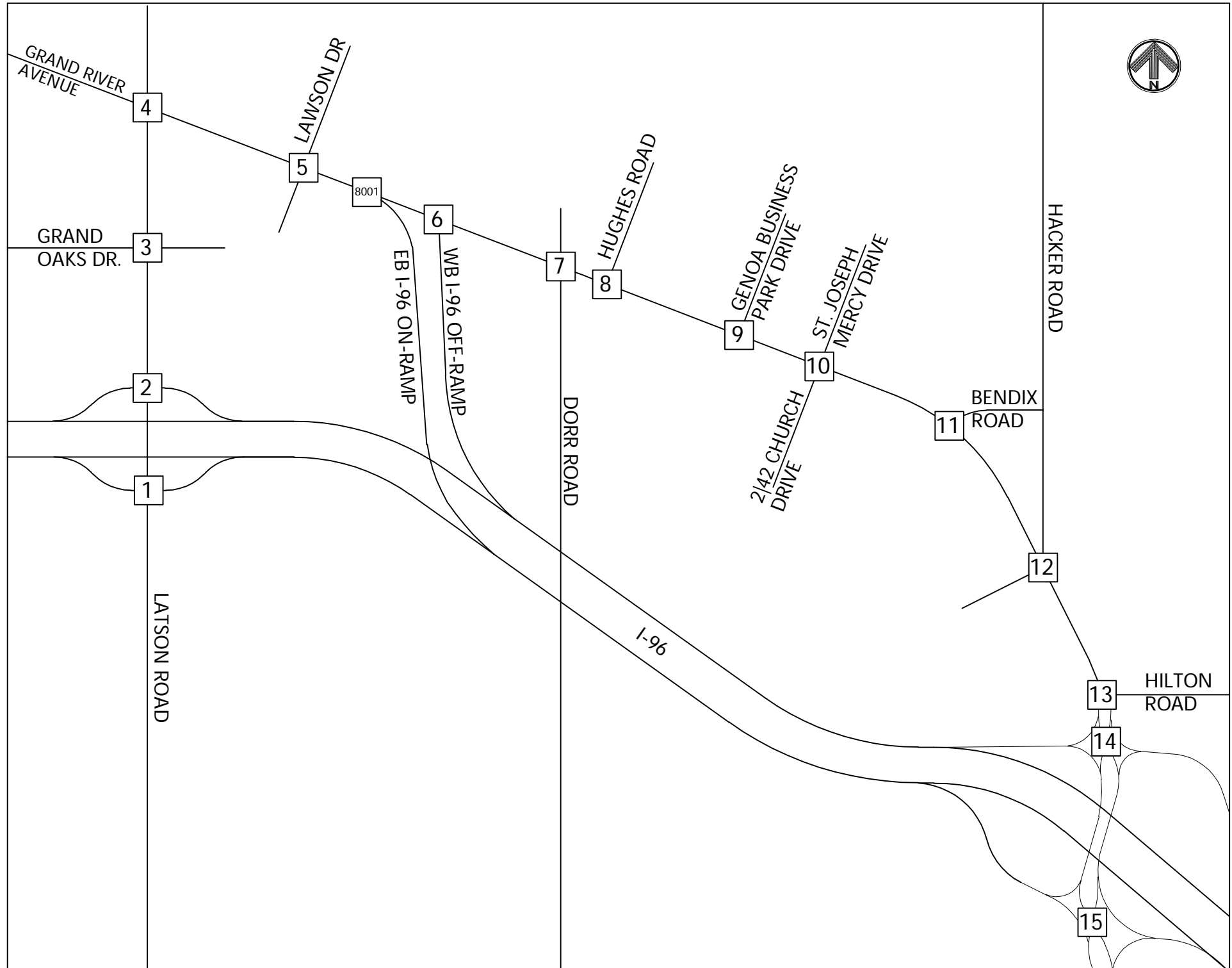


# Latson Road (Crooked Lake Road to I-96)



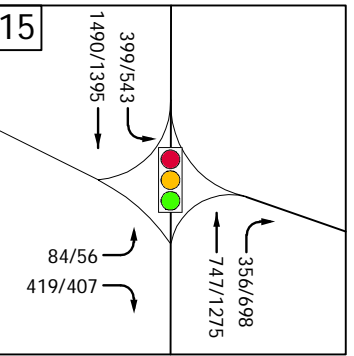
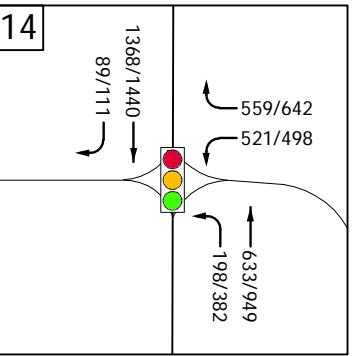
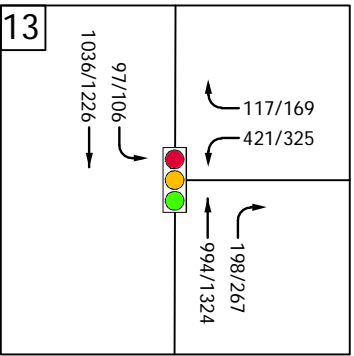
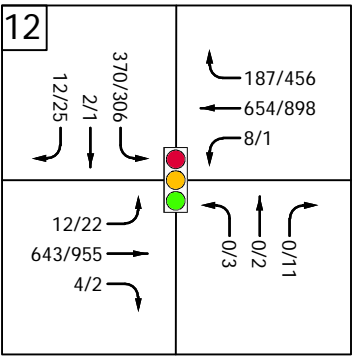
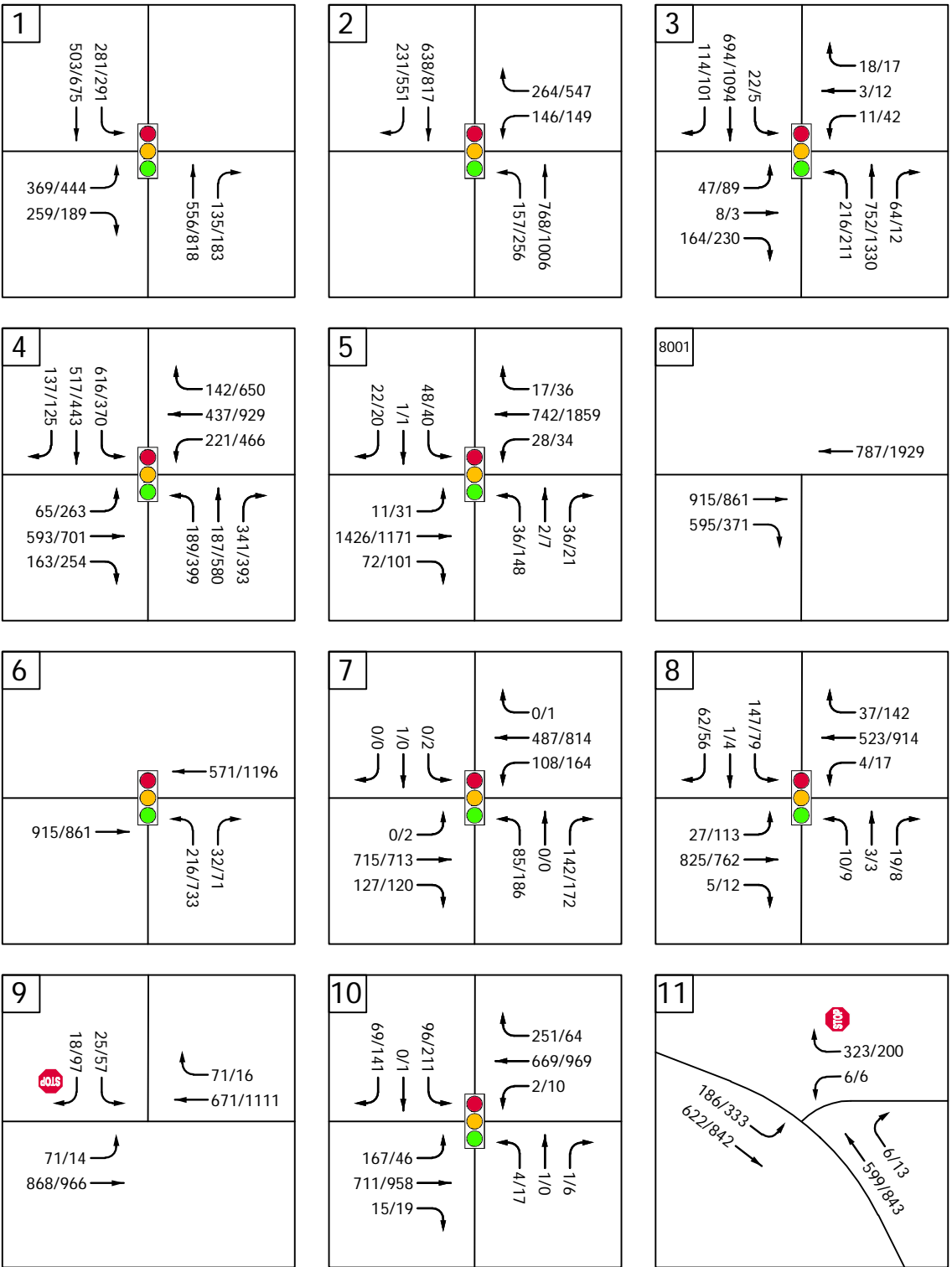
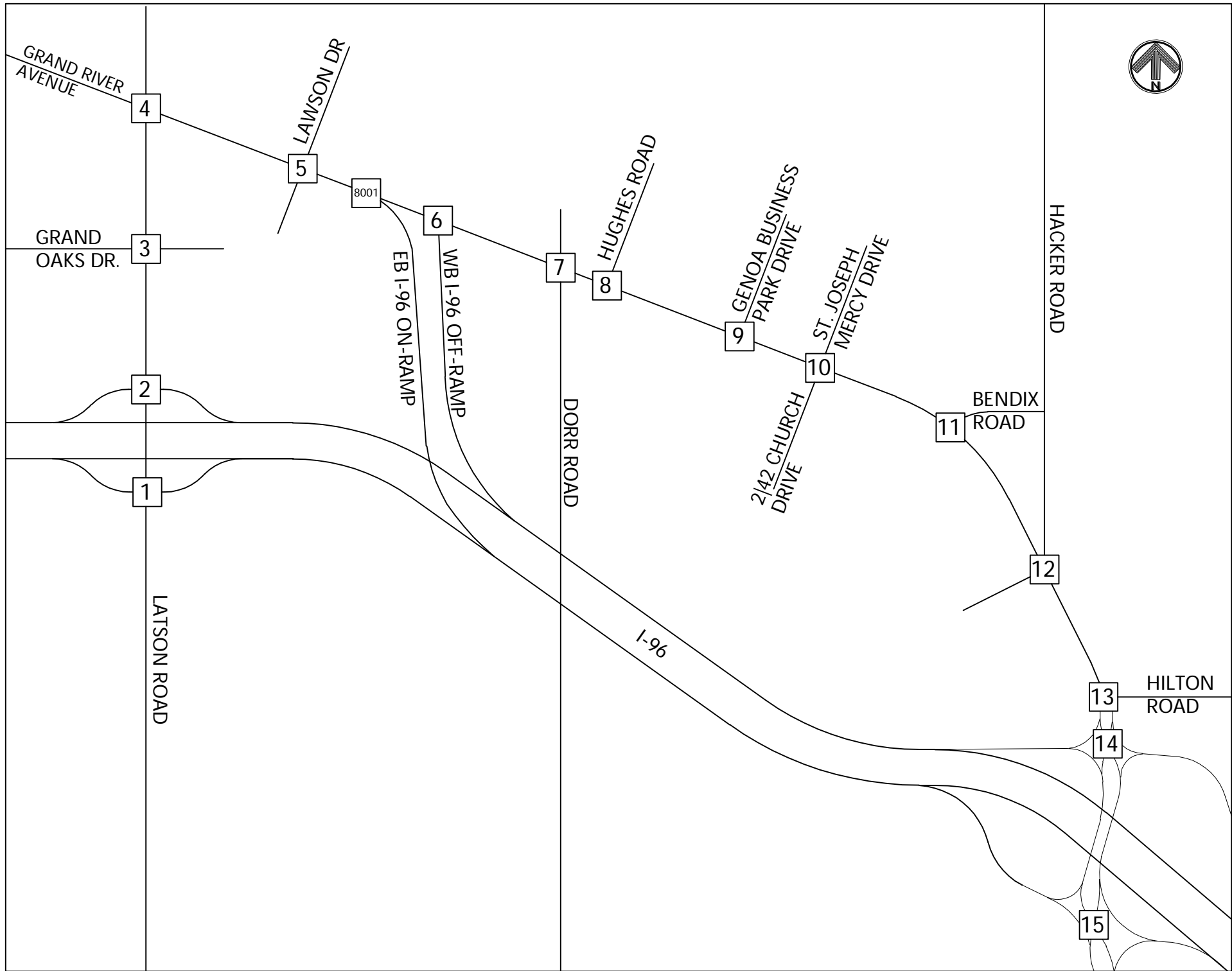
Source: SEMCOG Travel Demand Forecast Model (2020-2045)





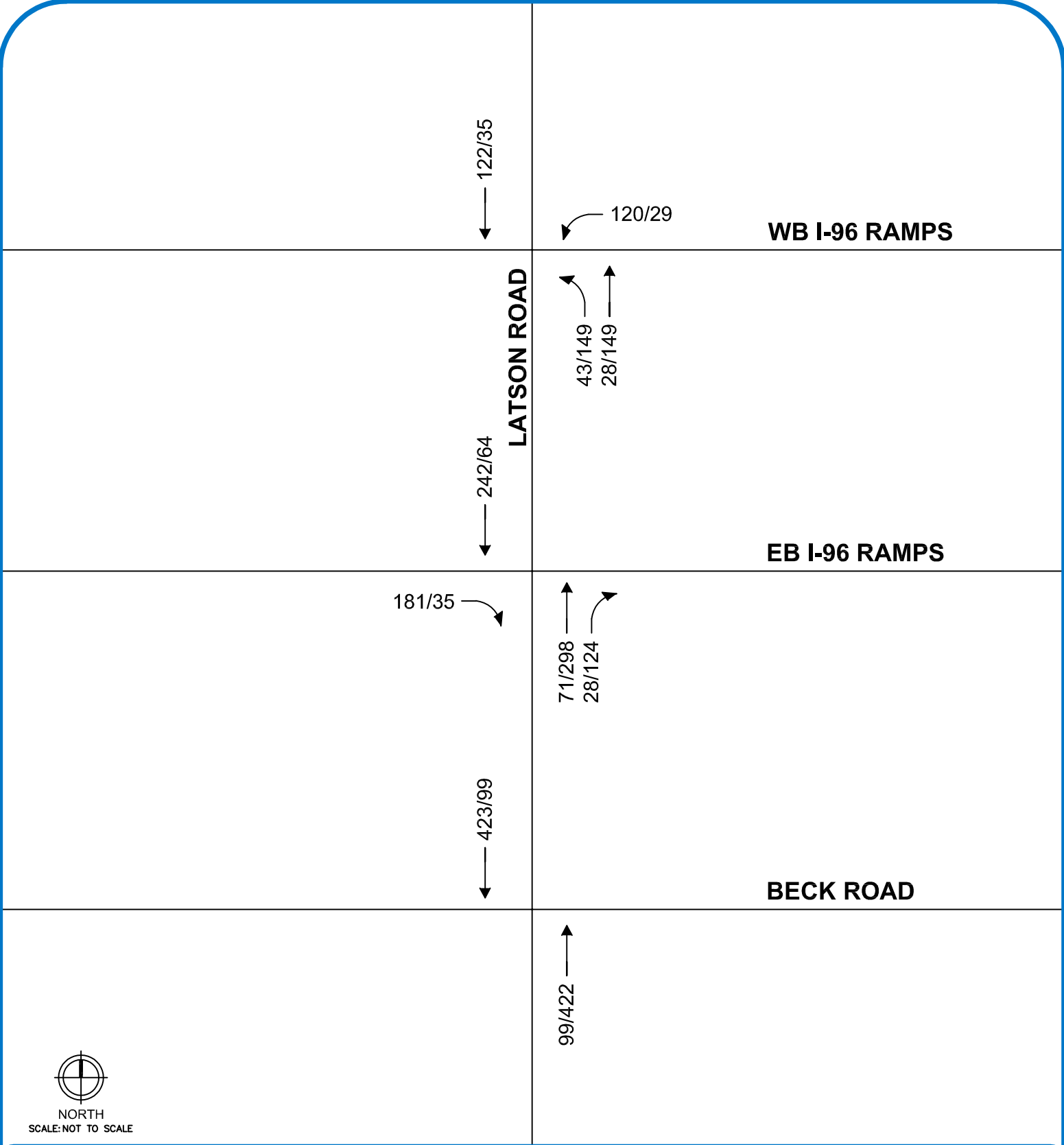
St. Joseph Mercy Brighton Health  
Center Expansion TIS  
Genoa Township, MI

Figure 1  
No-Build Traffic Volumes



St. Joseph Mercy Brighton Health  
Center Expansion TIS  
Genoa Township, MI

Figure 2  
Future 2024 Traffic Volumes



# BACKGROUND DEVELOPMENT (LATSON ROAD PUD)

LATSON ROAD COMMERCIAL TIS - GENOA TWP, MI

## LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

The level of service criteria are given in Exhibit 20-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

If signals are present on the major street, upstream of the subject intersection, flows may not be random but will likely have some platoon structure. Although the procedures in this chapter provide a method for approximating the operations of a TWSC intersection with an upstream signal, the operations of such an intersection is arguably best handled by including it in a complete simulation

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	$\leq 10$
B	$> 10$ and $\leq 15$
C	$> 15$ and $\leq 25$
D	$> 25$ and $\leq 35$
E	$> 35$ and $\leq 50$
F	$> 50$

V@ŠUÙ&ä'äÄ'ÁY ÛÖ&ç'í•&q} •šä-!Á [{ ^, @Ä[{ Ä@&ä'äÄ'•â&Ä ÖÇ ç'ÄJÄ'Ä  
•ä} ää'â&ç ç'í•&q} •Ü|ä ää'Ä&æ•^Ä'•Ä'|Ä'|&' q} •šä-!Ä [ ] \*Äæ } [ |cæ] ÄæäÄ Ä'•^ÄV@Ä  
Äç'|&qæq} /Ä Ä@ÄÄÄä} ää'â&ç ç'í•&q} /Ä šä-!ä} ^âÄ'Äç'^Ä@ @ÄÄä-äÄ'| { ^•Ää äÄ Ä'|Ä'•^) Ä  
\*|^æ'|Ä'|æ|Äç Äç Ä'Ä' •ä} ää'â&ç ç'í•&q} Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection.

Source: Highway Capacity Manual, 6th Edition. Transportation Research Board, National Research Council

## Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle. The criteria are given in Exhibit 19-8. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

**LOS A** describes operations with a control delay of 10 s/veh or less. This level is typically assigned when the volume-to-capacity ratio is low and either progression is extremely favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during a green indication and travel through the intersection without stopping.

**LOS B** describes operations with control delay between 10 and 20 s/veh. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Exhibit 19.8. Level-of-Service Criteria for Signalized Intersections (Motorized Vehicles)

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 20.0$
C	$> 20.0$ and $\leq 35.0$
D	$> 35.0$ and $\leq 55.0$
E	$> 55.0$ and $\leq 80.0$
F	$> 80.0$

1. If the v/c ratio for a lane group exceeds 1.0, a LOS F is assigned to the individual lane group. LOS for approach-based and intersection-wide assessments are determined solely by the control delay.

**LOS C** describes operations with control delay between 20 and 35 s/veh. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicle stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.





















**LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. This level is typically assigned when the volume-to-capacity ratio is high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, 6th Edition. Transportation Research Board, National Research Council

## HCM 7th Signalized Intersection Summary

### 2: Latson Road & WB I-96 Ramps




















Existing Conditions  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	17	0	167	76	650	0	0	444	242
Future Volume (veh/h)	0	0	0	17	0	167	76	650	0	0	444	242
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1841	1841	0	0	1722	1722
Adj Flow Rate, veh/h				19	0	186	86	739	0	0	499	272
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	4	4	0	0	12	12
Cap, veh/h				170	0	266	538	2581	0	0	2414	1077
Arrive On Green				0.10	0.00	0.10	1.00	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1682	0	2635	687	3589	0	0	3358	1459
Grp Volume(v), veh/h				19	0	186	86	739	0	0	499	272
Grp Sat Flow(s),veh/h/ln				1682	0	1317	687	1749	0	0	1636	1459
Q Serve(g_s), s				0.8	0.0	5.5	1.4	0.0	0.0	0.0	6.9	8.6
Cycle Q Clear(g_c), s				0.8	0.0	5.5	8.3	0.0	0.0	0.0	6.9	8.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				170	0	266	538	2581	0	0	2414	1077
V/C Ratio(X)				0.11	0.00	0.70	0.16	0.29	0.00	0.00	0.21	0.25
Avail Cap(c_a), veh/h				532	0	833	538	2581	0	0	2414	1077
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				32.7	0.0	34.8	0.5	0.0	0.0	0.0	7.0	7.5
Incr Delay (d2), s/veh				0.3	0.0	3.3	0.6	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	1.9	0.1	0.1	0.0	0.0	1.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				33.0	0.0	38.1	1.1	0.3	0.0	0.0	7.2	8.0
LnGrp LOS				C		D	A	A			A	A
Approach Vol, veh/h					205			825			771	
Approach Delay, s/veh					37.7			0.3			7.5	
Approach LOS					D			A			A	
Timer - Assigned Phs	2					6		8				
Phs Duration (G+Y+Rc), s	65.2					65.2		14.8				
Change Period (Y+Rc), s	6.2					6.2		6.7				
Max Green Setting (Gmax), s	41.8					41.8		25.3				
Max Q Clear Time (g_c+I1), s	10.3					10.6		7.5				
Green Ext Time (p_c), s	0.8					0.4		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	7.6											
HCM 7th LOS	A											

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps









Existing Conditions  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	0	68	0	0	0	0	331	66	252	209	0
Future Volume (veh/h)	395	0	68	0	0	0	0	331	66	252	209	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1826	0	1826				0	1870	1870	1752	1752	0
Adj Flow Rate, veh/h	449	0	77				0	356	71	286	238	0
Peak Hour Factor	0.88	0.88	0.88				0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	5	0	5				0	2	2	10	10	0
Cap, veh/h	583	0	267				0	2366	1055	656	2216	0
Arrive On Green	0.17	0.00	0.17				0.00	0.67	0.67	1.00	1.00	0.00
Sat Flow, veh/h	3374	0	1547				0	3647	1585	900	3416	0
Grp Volume(v), veh/h	449	0	77				0	356	71	286	238	0
Grp Sat Flow(s),veh/h/ln	1687	0	1547				0	1777	1585	900	1664	0
Q Serve(g_s), s	10.2	0.0	3.5				0.0	3.0	1.3	2.7	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	3.5				0.0	3.0	1.3	5.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	583	0	267				0	2366	1055	656	2216	0
V/C Ratio(X)	0.77	0.00	0.29				0.00	0.15	0.07	0.44	0.11	0.00
Avail Cap(c_a), veh/h	1067	0	489				0	2366	1055	656	2216	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	31.6	0.0	28.8				0.0	5.0	4.7	0.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.6				0.0	0.1	0.1	2.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.3				0.0	0.7	0.3	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	0.0	29.4				0.0	5.1	4.8	2.2	0.1	0.0
LnGrp LOS	C		C					A	A	A	A	
Approach Vol, veh/h	526						427			524		
Approach Delay, s/veh	33.1						5.0			1.3		
Approach LOS	C						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	59.5			20.5			59.5					
Change Period (Y+Rc), s	6.2			6.7			6.2					
Max Green Setting (Gmax), s	41.8			25.3			41.8					
Max Q Clear Time (g_c+l1), s	5.0			12.2			7.7					
Green Ext Time (p_c), s	0.3			1.7			0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	13.7											
HCM 7th LOS	B											



HCM 7th TWSC  
4: Latson Road & Beck Rd.

Existing Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	0	0	0	2	0	378	0	1	267	9
Future Vol, veh/h	17	0	0	0	0	2	0	378	0	1	267	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	60	60	60	94	94	94	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	10	10	10
Mvmt Flow	28	0	0	0	0	3	0	402	0	1	303	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	512	713	157	556	718	201	314	0	0	402	0	0
Stage 1	311	311	-	402	402	-	-	-	-	-	-	-
Stage 2	201	402	-	154	316	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.3	-	-
Pot Cap-1 Maneuver	510	391	988	473	388	813	1312	-	-	1098	-	-
Stage 1	757	710	-	601	604	-	-	-	-	-	-	-
Stage 2	788	604	-	941	706	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	507	391	988	473	388	813	1312	-	-	1098	-	-
Mov Cap-2 Maneuver	507	391	-	473	388	-	-	-	-	-	-	-
Stage 1	756	709	-	601	604	-	-	-	-	-	-	-
Stage 2	784	604	-	940	705	-	-	-	-	-	-	-





















Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.51		9.45	0	0.03
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	507	-	-	813	1098	-	-
HCM Lane V/C Ratio	-	-	-	0.055	-	-	0.004	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	12.5	0	0	9.4	8.3	-	-
HCM Lane LOS	A	-	-	B	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	-	0	0	-	-

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps






















Existing Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	87	0	428	97	731	0	0	642	597
Future Volume (veh/h)	0	0	0	87	0	428	97	731	0	0	642	597
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	0	1841	1841	1841	0	0	1870	1870
Adj Flow Rate, veh/h				96	0	470	108	812	0	0	690	427
Peak Hour Factor				0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %				4	0	4	4	4	0	0	2	2
Cap, veh/h				368	0	576	321	2199	0	0	2234	997
Arrive On Green				0.21	0.00	0.21	1.00	1.00	0.00	0.00	0.21	0.21
Sat Flow, veh/h				1753	0	2745	496	3589	0	0	3647	1585
Grp Volume(v), veh/h				96	0	470	108	812	0	0	690	427
Grp Sat Flow(s),veh/h/ln				1753	0	1373	496	1749	0	0	1777	1585
Q Serve(g_s), s				3.7	0.0	13.1	7.0	0.0	0.0	0.0	13.2	18.7
Cycle Q Clear(g_c), s				3.7	0.0	13.1	20.1	0.0	0.0	0.0	13.2	18.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				368	0	576	321	2199	0	0	2234	997
V/C Ratio(X)				0.26	0.00	0.82	0.34	0.37	0.00	0.00	0.31	0.43
Avail Cap(c_a), veh/h				554	0	868	321	2199	0	0	2234	997
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.68	0.68
Uniform Delay (d), s/veh				26.4	0.0	30.1	2.6	0.0	0.0	0.0	17.0	19.2
Incr Delay (d2), s/veh				0.4	0.0	3.7	2.5	0.4	0.0	0.0	0.2	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	4.5	0.2	0.1	0.0	0.0	5.4	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				26.8	0.0	33.8	5.2	0.4	0.0	0.0	17.2	20.1
LnGrp LOS				C		C	A	A			B	C
Approach Vol, veh/h					566			920			1117	
Approach Delay, s/veh					32.6			1.0			18.3	
Approach LOS					C			A			B	
Timer - Assigned Phs	2			6			8					
Phs Duration (G+Y+Rc), s	56.5			56.5			23.5					
Change Period (Y+Rc), s	6.2			6.2			6.7					
Max Green Setting (Gmax), s	41.8			41.8			25.3					
Max Q Clear Time (g_c+I1), s	22.1			20.7			15.1					
Green Ext Time (p_c), s	1.2			0.5			1.7					
Intersection Summary												
HCM 7th Control Delay, s/veh				15.3								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary









## 3: Latson Road & EB I-96 Ramps

Existing Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	390	0	97	0	0	0	0	438	38	244	485	0
Future Volume (veh/h)	390	0	97	0	0	0	0	438	38	244	485	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	459	0	114				0	466	40	274	545	0
Peak Hour Factor	0.85	0.85	0.85				0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	3				0	4	4	2	2	0
Cap, veh/h	601	0	276				0	2321	1035	636	2358	0
Arrive On Green	0.18	0.00	0.18				0.00	0.66	0.66	1.00	1.00	0.00
Sat Flow, veh/h	3428	0	1572				0	3589	1560	893	3647	0
Grp Volume(v), veh/h	459	0	114				0	466	40	274	545	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1749	1560	893	1777	0
Q Serve(g_s), s	10.2	0.0	5.2				0.0	4.1	0.7	3.6	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	5.2				0.0	4.1	0.7	7.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	601	0	276				0	2321	1035	636	2358	0
V/C Ratio(X)	0.76	0.00	0.41				0.00	0.20	0.04	0.43	0.23	0.00
Avail Cap(c_a), veh/h	1084	0	497				0	2321	1035	636	2358	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	31.4	0.0	29.3				0.0	5.2	4.6	0.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.0				0.0	0.2	0.1	2.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	2.0				0.0	1.0	0.2	0.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	0.0	30.3				0.0	5.4	4.7	2.4	0.2	0.0
LnGrp LOS	C		C					A	A	A	A	
Approach Vol, veh/h	573						506			819		
Approach Delay, s/veh	32.8						5.4			0.9		
Approach LOS	C						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	59.3			20.7			59.3					
Change Period (Y+Rc), s	6.2			6.7			6.2					
Max Green Setting (Gmax), s	41.8			25.3			41.8					
Max Q Clear Time (g_c+l1), s	6.1			12.2			9.7					
Green Ext Time (p_c), s	0.4			1.8			0.7					
Intersection Summary												
HCM 7th Control Delay, s/veh	11.8											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Existing Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	1	0	0	3	0	455	1	4	550	28
Future Vol, veh/h	18	0	1	0	0	3	0	455	1	4	550	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	94	94	94	95	95	95
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	1	1	1
Mvmt Flow	30	0	2	0	0	4	0	484	1	4	579	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	844	1087	304	782	1101	243	608	0	0	485	0	0
Stage 1	602	602	-	485	485	-	-	-	-	-	-	-
Stage 2	242	485	-	298	617	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.58	6.58	6.98	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.54	4.04	3.34	2.24	-	-	2.21	-	-
Pot Cap-1 Maneuver	330	249	934	371	245	752	1068	-	-	1081	-	-
Stage 1	567	562	-	527	545	-	-	-	-	-	-	-
Stage 2	731	542	-	896	555	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	327	248	934	369	244	752	1068	-	-	1081	-	-
Mov Cap-2 Maneuver	327	248	-	369	244	-	-	-	-	-	-	-
Stage 1	565	560	-	527	545	-	-	-	-	-	-	-
Stage 2	728	542	-	891	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.69		9.81	0	0.06
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	327	934	-	752	1081	-	-
HCM Lane V/C Ratio	-	-	-	0.092	0.002	-	0.005	0.004	-	-
HCM Control Delay (s/veh)	0	-	-	17.1	8.9	0	9.8	8.3	-	-
HCM Lane LOS	A	-	-	C	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	-	0	0	-	-

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	66	102	80	48	35	42	52	30	31
Average Queue (ft)	28	64	47	23	17	12	21	13	12
95th Queue (ft)	73	111	94	50	44	44	56	38	37
Link Distance (ft)	1526			1335			1335	377	377
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500	350		1000			250		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	133	126	80	64	55	19	123	31	35
Average Queue (ft)	98	89	48	33	29	7	85	8	12
95th Queue (ft)	161	149	97	74	64	22	139	31	38
Link Distance (ft)	1378			394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB
Directions Served	L	TR
Maximum Queue (ft)	24	9
Average Queue (ft)	8	2
95th Queue (ft)	27	12
Link Distance (ft)	733	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 2: Latson Road & WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	128	174	143	92	78	50	72	58	61
Average Queue (ft)	77	128	88	60	37	30	29	31	34
95th Queue (ft)	148	189	158	128	87	62	81	71	69
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Latson Road & EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	142	157	98	66	67	20	125	39	30
Average Queue (ft)	97	120	63	38	31	7	71	19	11
95th Queue (ft)	152	170	114	78	76	25	135	45	37
Link Distance (ft)		1378		394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: Latson Road & Beck Rd.

Movement	EB	WB	SB
Directions Served	L	TR	L
Maximum Queue (ft)	33	4	6
Average Queue (ft)	13	1	1
95th Queue (ft)	38	8	11
Link Distance (ft)		733	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary





















Zone wide Queuing Penalty: 0

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps

### Background Conditions

AM Peak Hour




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	140	0	193	131	806	0	0	634	289
Future Volume (veh/h)	0	0	0	140	0	193	131	806	0	0	634	289
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1841	1841	0	0	1722	1722
Adj Flow Rate, veh/h				156	0	214	149	916	0	0	712	325
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	4	4	0	0	12	12
Cap, veh/h				217	0	340	374	2482	0	0	2322	1036
Arrive On Green				0.13	0.00	0.13	1.00	1.00	0.00	0.00	0.23	0.23
Sat Flow, veh/h				1682	0	2635	535	3589	0	0	3358	1459
Grp Volume(v), veh/h				156	0	214	149	916	0	0	712	325
Grp Sat Flow(s),veh/h/ln				1682	0	1317	535	1749	0	0	1636	1459
Q Serve(g_s), s				7.1	0.0	6.2	9.3	0.0	0.0	0.0	14.4	14.7
Cycle Q Clear(g_c), s				7.1	0.0	6.2	23.6	0.0	0.0	0.0	14.4	14.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				217	0	340	374	2482	0	0	2322	1036
V/C Ratio(X)				0.72	0.00	0.63	0.40	0.37	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h				532	0	833	374	2482	0	0	2322	1036
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.88	0.88	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				33.4	0.0	33.0	3.0	0.0	0.0	0.0	14.4	14.5
Incr Delay (d2), s/veh				4.4	0.0	1.9	2.8	0.4	0.0	0.0	0.3	0.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	2.0	0.3	0.1	0.0	0.0	5.5	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.9	0.0	34.9	5.8	0.4	0.0	0.0	14.6	15.1
LnGrp LOS				D		C	A	A			B	B
Approach Vol, veh/h					370			1065			1037	
Approach Delay, s/veh					36.2			1.1			14.8	
Approach LOS					D			A			B	
Timer - Assigned Phs	2			6			8					
Phs Duration (G+Y+Rc), s	63.0			63.0			17.0					
Change Period (Y+Rc), s	6.2			6.2			6.7					
Max Green Setting (Gmax), s	41.8			41.8			25.3					
Max Q Clear Time (g_c+I1), s	25.6			16.7			9.1					
Green Ext Time (p_c), s	1.4			0.6			1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	12.1											
HCM 7th LOS	B											



# HCM 7th Signalized Intersection Summary









## 3: Latson Road & EB I-96 Ramps

Background Conditions  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	0	259	0	0	0	0	454	104	291	483	0
Future Volume (veh/h)	483	0	259	0	0	0	0	454	104	291	483	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1826	0	1826				0	1870	1870	1752	1752	0
Adj Flow Rate, veh/h	549	0	294				0	488	112	331	549	0
Peak Hour Factor	0.88	0.88	0.88				0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	5	0	5				0	2	2	10	10	0
Cap, veh/h	789	0	362				0	2149	959	506	2013	0
Arrive On Green	0.23	0.00	0.23				0.00	0.60	0.60	1.00	1.00	0.00
Sat Flow, veh/h	3374	0	1547				0	3647	1585	767	3416	0
Grp Volume(v), veh/h	549	0	294				0	488	112	331	549	0
Grp Sat Flow(s),veh/h/ln	1687	0	1547				0	1777	1585	767	1664	0
Q Serve(g_s), s	11.9	0.0	14.4				0.0	5.0	2.4	12.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	14.4				0.0	5.0	2.4	17.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	789	0	362				0	2149	959	506	2013	0
V/C Ratio(X)	0.70	0.00	0.81				0.00	0.23	0.12	0.65	0.27	0.00
Avail Cap(c_a), veh/h	1067	0	489				0	2149	959	506	2013	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	28.0	0.0	29.0				0.0	7.2	6.7	0.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	7.4				0.0	0.2	0.2	6.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	6.0				0.0	1.4	0.6	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	0.0	36.4				0.0	7.5	7.0	7.0	0.3	0.0
LnGrp LOS	C		D					A	A	A	A	
Approach Vol, veh/h	843						600			880		
Approach Delay, s/veh	31.7						7.4			2.8		
Approach LOS	C						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	54.6			25.4			54.6					
Change Period (Y+Rc), s	6.2			6.7			6.2					
Max Green Setting (Gmax), s	41.8			25.3			41.8					
Max Q Clear Time (g_c+l1), s	7.0			16.4			19.6					
Green Ext Time (p_c), s	0.4			2.3			1.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	14.5											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Background Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	0	0	0	2	0	536	0	1	731	10
Future Vol, veh/h	20	0	0	0	0	2	0	536	0	1	731	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	60	60	60	94	94	94	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	10	10	10
Mvmt Flow	33	0	0	0	0	3	0	570	0	1	831	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1124	1409	421	988	1415	285	842	0	0	570	0	0
Stage 1	839	839	-	570	570	-	-	-	-	-	-	-
Stage 2	285	570	-	418	844	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.3	-	-
Pot Cap-1 Maneuver	225	168	894	291	167	718	905	-	-	945	-	-
Stage 1	446	466	-	479	508	-	-	-	-	-	-	-
Stage 2	704	508	-	853	463	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	224	168	894	291	167	718	905	-	-	945	-	-
Mov Cap-2 Maneuver	224	168	-	291	167	-	-	-	-	-	-	-
Stage 1	446	466	-	479	508	-	-	-	-	-	-	-
Stage 2	701	508	-	852	463	-	-	-	-	-	-	-





















Approach	EB	WB	NB	SB
HCM Control Delay, s/v23.84		10.04	0	0.01
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	224	-	-	718	945	-	-
HCM Lane V/C Ratio	-	-	-	0.147	-	-	0.005	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	23.8	0	0	10	8.8	-	-
HCM Lane LOS	A	-	-	C	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	-	-	0	0	-	-

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps

Background Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	119	0	444	250	915	0	0	701	638
Future Volume (veh/h)	0	0	0	119	0	444	250	915	0	0	701	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	0	1841	1841	1841	0	0	1870	1870
Adj Flow Rate, veh/h				131	0	488	278	1017	0	0	754	471
Peak Hour Factor				0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %				4	0	4	4	4	0	0	2	2
Cap, veh/h				381	0	597	287	2173	0	0	2208	985
Arrive On Green				0.22	0.00	0.22	1.00	1.00	0.00	0.00	0.21	0.21
Sat Flow, veh/h				1753	0	2745	448	3589	0	0	3647	1585
Grp Volume(v), veh/h				131	0	488	278	1017	0	0	754	471
Grp Sat Flow(s),veh/h/ln				1753	0	1373	448	1749	0	0	1777	1585
Q Serve(g_s), s				5.1	0.0	13.5	35.2	0.0	0.0	0.0	14.5	21.0
Cycle Q Clear(g_c), s				5.1	0.0	13.5	49.7	0.0	0.0	0.0	14.5	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				381	0	597	287	2173	0	0	2208	985
V/C Ratio(X)				0.34	0.00	0.82	0.97	0.47	0.00	0.00	0.34	0.48
Avail Cap(c_a), veh/h				554	0	868	287	2173	0	0	2208	985
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.87	0.87	0.00	0.00	0.59	0.59
Uniform Delay (d), s/veh				26.5	0.0	29.8	12.4	0.0	0.0	0.0	17.8	20.4
Incr Delay (d2), s/veh				0.5	0.0	4.0	42.1	0.6	0.0	0.0	0.2	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	4.7	7.7	0.2	0.0	0.0	6.4	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.0	0.0	33.8	54.5	0.6	0.0	0.0	18.1	21.4
LnGrp LOS				C		C	D	A			B	C
Approach Vol, veh/h					619			1295			1225	
Approach Delay, s/veh					32.4			12.2			19.3	
Approach LOS					C			B			B	
Timer - Assigned Phs	2			6			8					
Phs Duration (G+Y+Rc), s	55.9			55.9			24.1					
Change Period (Y+Rc), s	6.2			6.2			6.7					
Max Green Setting (Gmax), s	41.8			41.8			25.3					
Max Q Clear Time (g_c+I1), s	51.7			23.0			15.5					
Green Ext Time (p_c), s	0.0			0.5			1.9					
Intersection Summary												
HCM 7th Control Delay, s/veh				19.0								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps









Background Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔↔		↔					↕↕		↕			
Traffic Volume (veh/h)	412	0	136	0	0	0	0	753	163	253	567	0	
Future Volume (veh/h)	412	0	136	0	0	0	0	753	163	253	567	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00	1.00					1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No					No			No				
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1841	1841	1870	1870	0	
Adj Flow Rate, veh/h	485	0	160				0	801	173	284	637	0	
Peak Hour Factor	0.85	0.85	0.85				0.94	0.94	0.94	0.89	0.89	0.89	
Percent Heavy Veh, %	3	0	3				0	4	4	2	2	0	
Cap, veh/h	634	0	291				0	2287	1020	408	2324	0	
Arrive On Green	0.18	0.00	0.18				0.00	0.65	0.65	1.00	1.00	0.00	
Sat Flow, veh/h	3428	0	1572				0	3589	1560	577	3647	0	
Grp Volume(v), veh/h	485	0	160				0	801	173	284	637	0	
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1749	1560	577	1777	0	
Q Serve(g_s), s	10.7	0.0	7.4				0.0	8.2	3.5	25.0	0.0	0.0	
Cycle Q Clear(g_c), s	10.7	0.0	7.4				0.0	8.2	3.5	33.2	0.0	0.0	
Prop In Lane	1.00	1.00					0.00	1.00		1.00	0.00		
Lane Grp Cap(c), veh/h	634	0	291				0	2287	1020	408	2324	0	
V/C Ratio(X)	0.77	0.00	0.55				0.00	0.35	0.17	0.70	0.27	0.00	
Avail Cap(c_a), veh/h	1084	0	497				0	2287	1020	408	2324	0	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.95	0.95	0.00	
Uniform Delay (d), s/veh	31.0	0.0	29.6				0.0	6.2	5.4	2.6	0.0	0.0	
Incr Delay (d2), s/veh	2.0	0.0	1.6				0.0	0.4	0.4	9.0	0.3	0.0	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.5	0.0	2.9				0.0	2.0	0.8	1.0	0.1	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	32.9	0.0	31.2				0.0	6.6	5.7	11.6	0.3	0.0	
LnGrp LOS	C		C					A	A	B	A		
Approach Vol, veh/h	645							974		921			
Approach Delay, s/veh	32.5							6.5		3.8			
Approach LOS	C							A		A			
Timer - Assigned Phs	2		4		6								
Phs Duration (G+Y+Rc), s	58.5		21.5		58.5								
Change Period (Y+Rc), s	6.2		6.7		6.2								
Max Green Setting (Gmax), s	41.8		25.3		41.8								
Max Q Clear Time (g_c+l1), s	10.2		12.7		35.2								
Green Ext Time (p_c), s	0.7		2.0		1.2								
Intersection Summary													
HCM 7th Control Delay, s/veh	12.1												
HCM 7th LOS	B												

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Background Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	1	0	0	3	0	894	1	4	670	29
Future Vol, veh/h	19	0	1	0	0	3	0	894	1	4	670	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	94	94	94	95	95	95
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	1	1	1
Mvmt Flow	32	0	2	0	0	4	0	951	1	4	705	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1204	1681	368	1313	1696	476	736	0	0	952	0	0
Stage 1	729	729	-	952	952	-	-	-	-	-	-	-
Stage 2	476	952	-	361	744	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.58	6.58	6.98	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.54	4.04	3.34	2.24	-	-	2.21	-	-
Pot Cap-1 Maneuver	177	102	899	145	101	530	968	-	-	723	-	-
Stage 1	491	502	-	275	332	-	-	-	-	-	-	-
Stage 2	531	329	-	865	495	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	175	102	899	144	100	530	968	-	-	723	-	-
Mov Cap-2 Maneuver	175	102	-	144	100	-	-	-	-	-	-	-
Stage 1	489	499	-	275	332	-	-	-	-	-	-	-
Stage 2	527	329	-	858	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v29.03		11.85	0	0.06
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	968	-	-	175	899	-	530	723	-	-
HCM Lane V/C Ratio	-	-	-	0.181	0.002	-	0.008	0.006	-	-
HCM Control Delay (s/veh)	0	-	-	30.1	9	0	11.8	10	-	-
HCM Lane LOS	A	-	-	D	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	-	0	0	-	-

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	151	117	104	119	48	51	74	69	36
Average Queue (ft)	88	74	61	65	27	29	41	27	13
95th Queue (ft)	160	128	122	125	62	61	86	71	44
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	169	177	170	75	67	32	276	40	75
Average Queue (ft)	126	122	119	52	39	15	174	19	40
95th Queue (ft)	181	188	189	88	78	37	361	47	89
Link Distance (ft)		1378		394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB
Directions Served	L
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	39
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Zone Summary

Zone wide Queuing Penalty: 0

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	150	178	146	332	191	93	83	73	82
Average Queue (ft)	90	129	101	203	86	67	50	43	49
95th Queue (ft)	168	198	160	455	250	110	108	93	93
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	162	165	111	129	109	32	242	35	55
Average Queue (ft)	114	102	70	78	60	18	158	16	25
95th Queue (ft)	185	170	127	135	123	38	320	43	64
Link Distance (ft)		1378		394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	EB	WB	SB
Directions Served	L	TR	TR	L
Maximum Queue (ft)	36	10	4	15
Average Queue (ft)	15	2	3	5
95th Queue (ft)	40	13	14	20
Link Distance (ft)		1023	733	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250		400	
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Zone Summary

Zone wide Queuing Penalty: 0





















# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps

Background Conditions w/ IMP


AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	140	0	193	131	806	0	0	634	289
Future Volume (veh/h)	0	0	0	140	0	193	131	806	0	0	634	289
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1841	1841	0	0	1722	1722
Adj Flow Rate, veh/h				156	0	214	149	916	0	0	712	325
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	4	4	0	0	12	12
Cap, veh/h				208	0	325	502	2565	0	0	1997	891
Arrive On Green				0.12	0.00	0.12	0.11	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				1682	0	2635	1753	3589	0	0	3358	1459
Grp Volume(v), veh/h				156	0	214	149	916	0	0	712	325
Grp Sat Flow(s),veh/h/ln				1682	0	1317	1753	1749	0	0	1636	1459
Q Serve(g_s), s				8.1	0.0	7.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				8.1	0.0	7.0	2.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				208	0	325	502	2565	0	0	1997	891
V/C Ratio(X)				0.75	0.00	0.66	0.30	0.36	0.00	0.00	0.36	0.36
Avail Cap(c_a), veh/h				398	0	624	714	2565	0	0	1997	891
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh				38.1	0.0	37.6	4.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.4	0.0	2.3	0.3	0.3	0.0	0.0	0.4	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	2.3	0.6	0.1	0.0	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.5	0.0	39.9	4.9	0.3	0.0	0.0	0.4	0.9
LnGrp LOS				D		D	A	A			A	A
Approach Vol, veh/h					370			1065			1037	
Approach Delay, s/veh					41.4			1.0			0.6	
Approach LOS					D			A			A	
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	72.2			11.1			61.1			17.8		
Change Period (Y+Rc), s	6.2			6.2			6.2			6.7		
Max Green Setting (Gmax), s	55.8			15.8			33.8			21.3		
Max Q Clear Time (g_c+I1), s	2.0			4.7			2.0			10.1		
Green Ext Time (p_c), s	0.8			0.2			0.6			1.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	6.8											
HCM 7th LOS	A											

# HCM 7th Signalized Intersection Summary









## 3: Latson Road & EB I-96 Ramps

Background Conditions w/ IMP  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	RT		RT					RT	RT	RT	RT	
Traffic Volume (veh/h)	483	0	259	0	0	0	0	454	104	291	483	0
Future Volume (veh/h)	483	0	259	0	0	0	0	454	104	291	483	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1826	0	1826				0	1870	1870	1752	1752	0
Adj Flow Rate, veh/h	549	0	294				0	488	112	331	549	0
Peak Hour Factor	0.88	0.88	0.88				0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	5	0	5				0	2	2	10	10	0
Cap, veh/h	763	0	350				0	1488	664	568	2098	0
Arrive On Green	0.23	0.00	0.23				0.00	0.42	0.42	0.29	1.00	0.00
Sat Flow, veh/h	3374	0	1547				0	3647	1585	1668	3416	0
Grp Volume(v), veh/h	549	0	294				0	488	112	331	549	0
Grp Sat Flow(s), veh/h/ln	1687	0	1547				0	1777	1585	1668	1664	0
Q Serve(g_s), s	13.5	0.0	16.3				0.0	8.3	4.0	10.3	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	16.3				0.0	8.3	4.0	10.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	763	0	350				0	1488	664	568	2098	0
V/C Ratio(X)	0.72	0.00	0.84				0.00	0.33	0.17	0.58	0.26	0.00
Avail Cap(c_a), veh/h	948	0	435				0	1488	664	697	2098	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	32.2	0.0	33.3				0.0	17.6	16.4	9.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	11.4				0.0	0.6	0.5	0.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	7.2				0.0	3.1	1.4	2.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	0.0	44.7				0.0	18.2	16.9	9.9	0.3	0.0
LnGrp LOS	C		D					B	B	A	A	
Approach Vol, veh/h	843						600			880		
Approach Delay, s/veh	37.9						18.0			3.9		
Approach LOS	D						B			A		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	19.1	43.9		27.1			62.9					
Change Period (Y+Rc), s	6.2	6.2		6.7			6.2					
Max Green Setting (Gmax), s	19.8	25.8		25.3			51.8					
Max Q Clear Time (g_c+1/2), s	11.3	10.3		18.3			2.0					
Green Ext Time (p_c), s	0.6	0.4		2.0			0.5					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	19.9											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Background Conditions w/ IMP  
AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	0	0	0	2	0	536	0	1	731	10
Future Vol, veh/h	20	0	0	0	0	2	0	536	0	1	731	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	150	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	60	60	60	94	94	94	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	10	10	10
Mvmt Flow	33	0	0	0	0	3	0	570	0	1	831	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1124	1409	421	988	1415	285	842	0	0	570	0	0
Stage 1	839	839	-	570	570	-	-	-	-	-	-	-
Stage 2	285	570	-	418	844	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.3	-	-
Pot Cap-1 Maneuver	226	169	900	293	167	718	907	-	-	945	-	-
Stage 1	448	468	-	479	508	-	-	-	-	-	-	-
Stage 2	704	508	-	857	464	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	225	169	900	292	167	718	907	-	-	945	-	-
Mov Cap-2 Maneuver	225	169	-	292	167	-	-	-	-	-	-	-
Stage 1	447	467	-	479	508	-	-	-	-	-	-	-
Stage 2	701	508	-	856	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v23.74		10.04	0	0.01
HCM LOS	C	B		






















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	907	-	-	225	-	-	718	945	-	-
HCM Lane V/C Ratio	-	-	-	0.146	-	-	0.005	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	23.7	0	0	10	8.8	-	-
HCM Lane LOS	A	-	-	C	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	-	-	0	0	-	-

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps

Background Conditions w/ IMP





















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	119	0	444	250	915	0	0	701	638
Future Volume (veh/h)	0	0	0	119	0	444	250	915	0	0	701	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	0	1841	1841	1841	0	0	1870	1870
Adj Flow Rate, veh/h				131	0	488	278	1017	0	0	754	471
Peak Hour Factor				0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %				4	0	4	4	4	0	0	2	2
Cap, veh/h				352	0	551	436	2294	0	0	1703	760
Arrive On Green				0.20	0.00	0.20	0.22	1.00	0.00	0.00	0.64	0.64
Sat Flow, veh/h				1753	0	2745	1753	3589	0	0	3647	1585
Grp Volume(v), veh/h				131	0	488	278	1017	0	0	754	471
Grp Sat Flow(s), veh/h/ln				1753	0	1373	1753	1749	0	0	1777	1585
Q Serve(g_s), s				5.8	0.0	15.5	7.2	0.0	0.0	0.0	9.6	16.0
Cycle Q Clear(g_c), s				5.8	0.0	15.5	7.2	0.0	0.0	0.0	9.6	16.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				352	0	551	436	2294	0	0	1703	760
V/C Ratio(X)				0.37	0.00	0.89	0.64	0.44	0.00	0.00	0.44	0.62
Avail Cap(c_a), veh/h				376	0	589	613	2294	0	0	1703	760
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.78	0.78	0.00	0.00	0.65	0.65
Uniform Delay (d), s/veh				31.1	0.0	35.0	8.7	0.0	0.0	0.0	10.2	11.4
Incr Delay (d2), s/veh				0.7	0.0	14.4	1.2	0.5	0.0	0.0	0.5	2.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	6.2	1.8	0.2	0.0	0.0	2.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				31.7	0.0	49.4	10.0	0.5	0.0	0.0	10.8	13.9
LnGrp LOS				C		D	A	A			B	B
Approach Vol, veh/h					619			1295			1225	
Approach Delay, s/veh					45.6			2.5			12.0	
Approach LOS					D			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.2			15.9	49.3		24.8				
Change Period (Y+Rc), s		6.2			6.2	6.2		6.7				
Max Green Setting (Gmax), s		57.8			18.8	32.8		19.3				
Max Q Clear Time (g_c+I1), s		2.0			9.2	18.0		17.5				
Green Ext Time (p_c), s		0.9			0.5	0.5		0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				14.7								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps

Background Conditions w/ IMP  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	412	0	136	0	0	0	0	753	163	253	567	0
Future Volume (veh/h)	412	0	136	0	0	0	0	753	163	253	567	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	485	0	160				0	801	173	284	637	0
Peak Hour Factor	0.85	0.85	0.85				0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	3				0	4	4	2	2	0
Cap, veh/h	600	0	275				0	1782	795	474	2422	0
Arrive On Green	0.18	0.00	0.18				0.00	0.51	0.51	0.21	1.00	0.00
Sat Flow, veh/h	3428	0	1572				0	3589	1560	1781	3647	0
Grp Volume(v), veh/h	485	0	160				0	801	173	284	637	0
Grp Sat Flow(s), veh/h/ln	1714	0	1572				0	1749	1560	1781	1777	0
Q Serve(g_s), s	12.2	0.0	8.4				0.0	13.1	5.5	6.8	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	8.4				0.0	13.1	5.5	6.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	600	0	275				0	1782	795	474	2422	0
V/C Ratio(X)	0.81	0.00	0.58				0.00	0.45	0.22	0.60	0.26	0.00
Avail Cap(c_a), veh/h	811	0	372				0	1782	795	623	2422	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	35.7	0.0	34.1				0.0	14.0	12.2	8.4	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	1.9				0.0	0.8	0.6	1.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	3.3				0.0	4.5	1.7	1.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	0.0	36.0				0.0	14.9	12.8	9.5	0.2	0.0
LnGrp LOS	D		D					B	B	A	A	
Approach Vol, veh/h	645						974			921		
Approach Delay, s/veh	39.1						14.5			3.1		
Approach LOS	D						B			A		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	55.5	52.1		22.5			67.5					
Change Period (Y+Rc), s	6.2	6.2		6.7			6.2					
Max Green Setting (Gmax), s	16.8	32.8		21.3			55.8					
Max Q Clear Time (g_c+I), s	13.8	15.1		14.2			2.0					
Green Ext Time (p_c), s	0.5	0.7		1.5			0.5					
Intersection Summary												
HCM 7th Control Delay, s/veh	16.6											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Background Conditions w/ IMP  
PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	19	0	1	0	0	3	0	894	1	4	670	29
Future Vol, veh/h	19	0	1	0	0	3	0	894	1	4	670	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	150	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	94	94	94	95	95	95
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	1	1	1
Mvmt Flow	32	0	2	0	0	4	0	951	1	4	705	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1204	1681	368	1313	1696	476	736	0	0	952	0	0
Stage 1	729	729	-	952	952	-	-	-	-	-	-	-
Stage 2	476	952	-	361	744	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.58	6.58	6.98	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.54	4.04	3.34	2.24	-	-	2.21	-	-
Pot Cap-1 Maneuver	179	103	911	147	101	530	973	-	-	723	-	-
Stage 1	496	505	-	275	332	-	-	-	-	-	-	-
Stage 2	531	329	-	875	498	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	177	102	911	145	101	530	973	-	-	723	-	-
Mov Cap-2 Maneuver	177	102	-	145	101	-	-	-	-	-	-	-
Stage 1	493	502	-	275	332	-	-	-	-	-	-	-
Stage 2	527	329	-	868	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v28.75		11.85	0	0.06
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	973	-	-	177	911	-	530	723	-	-
HCM Lane V/C Ratio	-	-	-	0.179	0.002	-	0.008	0.006	-	-
HCM Control Delay (s/veh)	0	-	-	29.8	9	0	11.8	10	-	-
HCM Lane LOS	A	-	-	D	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	-	0	0	-	-

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	147	101	110	73	61	66	159	140	95
Average Queue (ft)	95	72	73	42	23	22	93	69	50
95th Queue (ft)	167	118	122	88	68	72	190	155	102
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	166	160	219	119	90	40	180	109	110
Average Queue (ft)	134	120	150	81	59	22	98	67	70
95th Queue (ft)	197	186	234	139	101	45	189	120	127
Link Distance (ft)		1378		371	371	371		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB
Directions Served	L	TR
Maximum Queue (ft)	25	4
Average Queue (ft)	8	2
95th Queue (ft)	27	12
Link Distance (ft)		729
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Zone Summary

Zone wide Queuing Penalty: 0



## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	185	217	176	147	141	149	162	148	199
Average Queue (ft)	107	151	116	105	87	84	98	92	136
95th Queue (ft)	209	240	185	164	159	156	206	181	223
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									0
Queuing Penalty (veh)									0

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	169	164	128	164	134	52	155	58	73
Average Queue (ft)	120	113	86	119	90	26	109	42	50
95th Queue (ft)	187	181	138	180	157	60	203	72	81
Link Distance (ft)		1378		371	371	371		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB	SB
Directions Served	L	TR	L
Maximum Queue (ft)	62	8	6
Average Queue (ft)	28	2	1
95th Queue (ft)	80	11	11
Link Distance (ft)		729	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		350
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Zone Summary



















Zone wide Queuing Penalty: 0

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps






















# Future Conditions

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	165	0	193	161	826	0	0	660	289
Future Volume (veh/h)	0	0	0	165	0	193	161	826	0	0	660	289
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1841	1841	0	0	1722	1722
Adj Flow Rate, veh/h				183	0	214	183	939	0	0	742	325
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	4	4	0	0	12	12
Cap, veh/h				244	0	382	353	2426	0	0	2270	1012
Arrive On Green				0.15	0.00	0.15	1.00	1.00	0.00	0.00	0.23	0.23
Sat Flow, veh/h				1682	0	2635	520	3589	0	0	3358	1459
Grp Volume(v), veh/h				183	0	214	183	939	0	0	742	325
Grp Sat Flow(s),veh/h/ln				1682	0	1317	520	1749	0	0	1636	1459
Q Serve(g_s), s				8.3	0.0	6.0	15.5	0.0	0.0	0.0	15.1	14.8
Cycle Q Clear(g_c), s				8.3	0.0	6.0	30.7	0.0	0.0	0.0	15.1	14.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				244	0	382	353	2426	0	0	2270	1012
V/C Ratio(X)				0.75	0.00	0.56	0.52	0.39	0.00	0.00	0.33	0.32
Avail Cap(c_a), veh/h				532	0	833	353	2426	0	0	2270	1012
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.88	0.88	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				32.8	0.0	31.8	4.2	0.0	0.0	0.0	15.3	15.2
Incr Delay (d2), s/veh				4.6	0.0	1.3	4.7	0.4	0.0	0.0	0.3	0.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.7	0.0	2.0	0.6	0.1	0.0	0.0	6.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.4	0.0	33.1	8.9	0.4	0.0	0.0	15.6	15.8
LnGrp LOS				D		C	A	A			B	B
Approach Vol, veh/h					397			1122			1067	
Approach Delay, s/veh					35.1			1.8			15.6	
Approach LOS					D			A			B	
Timer - Assigned Phs	2			6			8					
Phs Duration (G+Y+Rc), s	61.7			61.7			18.3					
Change Period (Y+Rc), s	6.2			6.2			6.7					
Max Green Setting (Gmax), s	41.8			41.8			25.3					
Max Q Clear Time (g_c+I1), s	32.7			17.1			10.3					
Green Ext Time (p_c), s	1.4			0.6			1.3					
Intersection Summary												
HCM 7th Control Delay, s/veh				12.6								
HCM 7th LOS				B								









# HCM 7th Signalized Intersection Summary 3: Latson Road & EB I-96 Ramps

Future Conditions  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	483	0	298	0	0	0	0	504	123	291	534	0
Future Volume (veh/h)	483	0	298	0	0	0	0	504	123	291	534	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1826	0	1826				0	1870	1870	1752	1752	0
Adj Flow Rate, veh/h	549	0	339				0	542	132	331	607	0
Peak Hour Factor	0.88	0.88	0.88				0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	5	0	5				0	2	2	10	10	0
Cap, veh/h	874	0	401				0	2060	919	451	1930	0
Arrive On Green	0.26	0.00	0.26				0.00	0.58	0.58	1.00	1.00	0.00
Sat Flow, veh/h	3374	0	1547				0	3647	1585	716	3416	0
Grp Volume(v), veh/h	549	0	339				0	542	132	331	607	0
Grp Sat Flow(s),veh/h/ln	1687	0	1547				0	1777	1585	716	1664	0
Q Serve(g_s), s	11.5	0.0	16.6				0.0	6.1	3.1	23.8	0.0	0.0
Cycle Q Clear(g_c), s	11.5	0.0	16.6				0.0	6.1	3.1	29.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	874	0	401				0	2060	919	451	1930	0
V/C Ratio(X)	0.63	0.00	0.85				0.00	0.26	0.14	0.73	0.31	0.00
Avail Cap(c_a), veh/h	1067	0	489				0	2060	919	451	1930	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	26.2	0.0	28.1				0.0	8.3	7.7	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	11.0				0.0	0.3	0.3	9.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	7.2				0.0	1.8	0.9	1.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	0.0	39.2				0.0	8.6	8.0	11.3	0.4	0.0
LnGrp LOS	C		D					A	A	B	A	
Approach Vol, veh/h	888						674			938		
Approach Delay, s/veh	31.7						8.5			4.3		
Approach LOS	C						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	52.6			27.4			52.6					
Change Period (Y+Rc), s	6.2			6.7			6.2					
Max Green Setting (Gmax), s	41.8			25.3			41.8					
Max Q Clear Time (g_c+l1), s	8.1			18.6			31.9					
Green Ext Time (p_c), s	0.4			2.1			1.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	15.1											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Future Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	0	54	0	141	0	466	75	141	681	10
Future Vol, veh/h	20	0	0	54	0	141	0	466	75	141	681	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	60	60	60	94	94	94	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	10	10	10
Mvmt Flow	33	0	0	90	0	235	0	496	80	160	774	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1348	1676	393	1243	1641	288	785	0	0	576	0	0
Stage 1	1100	1100	-	536	536	-	-	-	-	-	-	-
Stage 2	248	576	-	707	1106	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.3	-	-
Pot Cap-1 Maneuver	146	110	938	179	117	715	957	-	-	941	-	-
Stage 1	296	341	-	502	527	-	-	-	-	-	-	-
Stage 2	740	506	-	547	339	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	82	92	938	149	97	715	957	-	-	941	-	-
Mov Cap-2 Maneuver	82	92	-	149	97	-	-	-	-	-	-	-
Stage 1	245	283	-	502	527	-	-	-	-	-	-	-
Stage 2	497	506	-	454	281	-	-	-	-	-	-	-





















Approach	EB	WB	NB	SB
HCM Control Delay, s/v76.18		25.87	0	1.63
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	957	-	-	82	-	149	715	941	-	-
HCM Lane V/C Ratio	-	-	-	0.402	-	0.606	0.329	0.17	-	-
HCM Control Delay (s/veh)	0	-	-	76.2	0	60.8	12.5	9.6	-	-
HCM Lane LOS	A	-	-	F	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	-	3.2	1.4	0.6	-	-

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps






















Future Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	157	0	444	282	956	0	0	740	638
Future Volume (veh/h)	0	0	0	157	0	444	282	956	0	0	740	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1841	0	1841	1841	1841	0	0	1870	1870
Adj Flow Rate, veh/h				173	0	488	313	1062	0	0	796	471
Peak Hour Factor				0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %				4	0	4	4	4	0	0	2	2
Cap, veh/h				383	0	600	274	2169	0	0	2204	983
Arrive On Green				0.22	0.00	0.22	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1753	0	2745	430	3589	0	0	3647	1585
Grp Volume(v), veh/h				173	0	488	313	1062	0	0	796	471
Grp Sat Flow(s),veh/h/ln				1753	0	1373	430	1749	0	0	1777	1585
Q Serve(g_s), s				6.8	0.0	13.5	34.2	0.0	0.0	0.0	15.4	21.0
Cycle Q Clear(g_c), s				6.8	0.0	13.5	49.6	0.0	0.0	0.0	15.4	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				383	0	600	274	2169	0	0	2204	983
V/C Ratio(X)				0.45	0.00	0.81	1.14	0.49	0.00	0.00	0.36	0.48
Avail Cap(c_a), veh/h				554	0	868	274	2169	0	0	2204	983
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.86	0.86	0.00	0.00	0.56	0.56
Uniform Delay (d), s/veh				27.1	0.0	29.7	13.3	0.0	0.0	0.0	18.2	20.4
Incr Delay (d2), s/veh				0.8	0.0	3.9	94.5	0.7	0.0	0.0	0.3	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.7	11.5	0.2	0.0	0.0	7.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.9	0.0	33.6	107.8	0.7	0.0	0.0	18.5	21.4
LnGrp LOS				C		C	F	A			B	C
Approach Vol, veh/h					661			1375			1267	
Approach Delay, s/veh					32.1			25.1			19.5	
Approach LOS					C			C			B	
Timer - Assigned Phs	2			6			8					
Phs Duration (G+Y+Rc), s	55.8			55.8			24.2					
Change Period (Y+Rc), s	6.2			6.2			6.7					
Max Green Setting (Gmax), s	41.8			41.8			25.3					
Max Q Clear Time (g_c+I1), s	51.6			23.0			15.5					
Green Ext Time (p_c), s	0.0			0.6			2.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	24.4											
HCM 7th LOS	C											

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps

Future Conditions  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	412	0	167	0	0	0	0	826	202	253	644	0
Future Volume (veh/h)	412	0	167	0	0	0	0	826	202	253	644	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	485	0	196				0	879	215	284	724	0
Peak Hour Factor	0.85	0.85	0.85				0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	3				0	4	4	2	2	0
Cap, veh/h	638	0	293				0	2282	1018	366	2319	0
Arrive On Green	0.19	0.00	0.19				0.00	0.65	0.65	1.00	1.00	0.00
Sat Flow, veh/h	3428	0	1572				0	3589	1560	515	3647	0
Grp Volume(v), veh/h	485	0	196				0	879	215	284	724	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1749	1560	515	1777	0
Q Serve(g_s), s	10.7	0.0	9.3				0.0	9.3	4.4	42.9	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	9.3				0.0	9.3	4.4	52.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	638	0	293				0	2282	1018	366	2319	0
V/C Ratio(X)	0.76	0.00	0.67				0.00	0.39	0.21	0.78	0.31	0.00
Avail Cap(c_a), veh/h	1084	0	497				0	2282	1018	366	2319	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	30.9	0.0	30.3				0.0	6.4	5.6	5.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	2.6				0.0	0.5	0.5	13.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	3.7				0.0	2.3	1.1	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	0.0	32.9				0.0	6.9	6.1	19.1	0.3	0.0
LnGrp LOS	C		C					A	A	B	A	
Approach Vol, veh/h	681						1094			1008		
Approach Delay, s/veh	32.8						6.8			5.6		
Approach LOS	C						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	58.4			21.6			58.4					
Change Period (Y+Rc), s	6.2			6.7			6.2					
Max Green Setting (Gmax), s	41.8			25.3			41.8					
Max Q Clear Time (g_c+l1), s	11.3			12.7			54.2					
Green Ext Time (p_c), s	0.7			2.2			0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	12.7											
HCM 7th LOS	B											

HCM 7th TWSC  
4: Latson Road & Beck Rd.

Future Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	45.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	19	0	1	91	0	186	0	823	78	197	585	29
Future Vol, veh/h	19	0	1	91	0	186	0	823	78	197	585	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	175	-	-	200	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	94	94	94	95	95	95
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	1	1	1
Mvmt Flow	32	0	2	121	0	248	0	876	83	207	616	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1484	2004	323	1640	1978	479	646	0	0	959	0	0
Stage 1	1046	1046	-	917	917	-	-	-	-	-	-	-
Stage 2	438	959	-	723	1061	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.58	6.58	6.98	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.58	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.54	4.04	3.34	2.24	-	-	2.21	-	-
Pot Cap-1 Maneuver	104	61	*956	~ 77	64	527	1056	-	-	720	-	-
Stage 1	299	344	-	289	344	-	-	-	-	-	-	-
Stage 2	560	327	-	499	340	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	39	43	*956	~ 55	45	527	1056	-	-	720	-	-
Mov Cap-2 Maneuver	39	43	-	~ 55	45	-	-	-	-	-	-	-
Stage 1	213	245	-	289	344	-	-	-	-	-	-	-
Stage 2	296	327	-	354	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/230.79		246.9	0	2.92
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1056	-	-	39	956	55	527	720	-	-
HCM Lane V/C Ratio	-	-	-	0.81	0.002	2.208	0.47	0.288	-	-
HCM Control Delay (s/veh)	0	-	-	242.5	8.8	715.3	17.7	12	-	-
HCM Lane LOS	A	-	-	F	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	3	0	12.1	2.5	1.2	-	-

Notes												
~: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon			



## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	167	117	66	136	71	74	99	80	47
Average Queue (ft)	111	81	48	92	36	40	48	27	24
95th Queue (ft)	207	134	83	163	83	80	106	82	54
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	156	156	263	85	76	32	332	203	142
Average Queue (ft)	115	109	171	57	47	17	221	76	57
95th Queue (ft)	167	178	282	95	84	40	522	354	183
Link Distance (ft)		1378		394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	TR	L
Maximum Queue (ft)	37	57	40	4	57
Average Queue (ft)	17	33	29	1	36
95th Queue (ft)	42	72	41	8	66
Link Distance (ft)			733	631	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	175		400	
Storage Blk Time (%)					
Queuing Penalty (veh)					

## Zone Summary

Zone wide Queuing Penalty: 0

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	159	169	149	453	260	242	97	72	96
Average Queue (ft)	94	120	99	290	123	109	52	39	50
95th Queue (ft)	167	181	165	569	439	363	109	84	101
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	166	155	138	134	114	36	303	53	41
Average Queue (ft)	117	105	90	84	69	24	182	27	25
95th Queue (ft)	184	173	148	147	125	44	383	65	54
Link Distance (ft)		1378		394	394	394		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	TR	L	T
Maximum Queue (ft)	52	5	142	173	4	94	33
Average Queue (ft)	28	1	97	89	1	61	8
95th Queue (ft)	72	9	165	194	8	106	41
Link Distance (ft)		1023		733	631		394
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250		175			400	
Storage Blk Time (%)			0	5			
Queuing Penalty (veh)			1	5			






















## Zone Summary

Zone wide Queuing Penalty: 5

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps



















Future Conditions w/ IMP  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	165	0	193	161	826	0	0	660	289
Future Volume (veh/h)	0	0	0	165	0	193	161	826	0	0	660	289
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1841	1841	0	0	1722	1722
Adj Flow Rate, veh/h				183	0	214	183	939	0	0	742	325
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	4	4	0	0	12	12
Cap, veh/h				234	0	366	498	2510	0	0	1909	851
Arrive On Green				0.14	0.00	0.14	0.13	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				1682	0	2635	1753	3589	0	0	3358	1459
Grp Volume(v), veh/h				183	0	214	183	939	0	0	742	325
Grp Sat Flow(s),veh/h/ln				1682	0	1317	1753	1749	0	0	1636	1459
Q Serve(g_s), s				9.5	0.0	6.9	3.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				9.5	0.0	6.9	3.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				234	0	366	498	2510	0	0	1909	851
V/C Ratio(X)				0.78	0.00	0.58	0.37	0.37	0.00	0.00	0.39	0.38
Avail Cap(c_a), veh/h				398	0	624	691	2510	0	0	1909	851
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.76	0.76
Uniform Delay (d), s/veh				37.4	0.0	36.3	5.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.7	0.0	1.5	0.4	0.4	0.0	0.0	0.5	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	0.0	2.3	0.8	0.1	0.0	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.1	0.0	37.8	5.5	0.4	0.0	0.0	0.5	1.0
LnGrp LOS				D		D	A	A			A	A
Approach Vol, veh/h					397			1122			1067	
Approach Delay, s/veh					40.2			1.2			0.6	
Approach LOS					D			A			A	
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	70.8			12.1			58.7			19.2		
Change Period (Y+Rc), s	6.2			6.2			6.2			6.7		
Max Green Setting (Gmax), s	55.8			15.8			33.8			21.3		
Max Q Clear Time (g_c+I1), s	2.0			5.6			2.0			11.5		
Green Ext Time (p_c), s	0.9			0.3			0.6			1.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	6.9											
HCM 7th LOS	A											

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps

Future Conditions w/ IMP  
AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	0	298	0	0	0	0	504	123	291	534	0
Future Volume (veh/h)	483	0	298	0	0	0	0	504	123	291	534	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1826	0	1826				0	1870	1870	1752	1752	0
Adj Flow Rate, veh/h	549	0	339				0	542	132	331	607	0
Peak Hour Factor	0.88	0.88	0.88				0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	5	0	5				0	2	2	10	10	0
Cap, veh/h	843	0	387				0	1386	618	571	2020	0
Arrive On Green	0.25	0.00	0.25				0.00	0.78	0.78	0.30	1.00	0.00
Sat Flow, veh/h	3374	0	1547				0	3647	1585	1668	3416	0
Grp Volume(v), veh/h	549	0	339				0	542	132	331	607	0
Grp Sat Flow(s), veh/h/ln	1687	0	1547				0	1777	1585	1668	1664	0
Q Serve(g_s), s	13.1	0.0	18.9				0.0	4.3	2.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	18.9				0.0	4.3	2.0	10.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	843	0	387				0	1386	618	571	2020	0
V/C Ratio(X)	0.65	0.00	0.88				0.00	0.39	0.21	0.58	0.30	0.00
Avail Cap(c_a), veh/h	948	0	435				0	1386	618	692	2020	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.98	0.98	0.87	0.87	0.00
Uniform Delay (d), s/veh	30.2	0.0	32.4				0.0	6.5	6.3	9.5	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	16.6				0.0	0.8	0.8	0.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	8.8				0.0	1.3	0.7	2.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	0.0	49.1				0.0	7.3	7.0	10.3	0.3	0.0
LnGrp LOS	C		D					A	A	B	A	
Approach Vol, veh/h	888						674			938		
Approach Delay, s/veh	38.3						7.3			3.8		
Approach LOS	D						A			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.5	41.3		29.2		60.8						
Change Period (Y+Rc), s	6.2	6.2		6.7		6.2						
Max Green Setting (Gmax), s	19.8	25.8		25.3		51.8						
Max Q Clear Time (g_c+I1), s	12.8	6.3		20.9		2.0						
Green Ext Time (p_c), s	0.6	0.4		1.6		0.5						
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	17.0											
HCM 7th LOS	B											

# HCM 7th Signalized Intersection Summary

Future Conditions w/ IMP

## 4: Latson Road & Beck Rd.





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	0	0	54	0	141	0	466	75	141	681	10
Future Volume (veh/h)	20	0	0	54	0	141	0	466	75	141	681	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1752	1752	1752
Adj Flow Rate, veh/h	33	0	0	90	0	235	0	496	80	160	774	11
Peak Hour Factor	0.61	0.61	0.61	0.60	0.60	0.60	0.94	0.94	0.94	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	10	10	10
Cap, veh/h	138	359	0	352	0	304	80	2055	330	605	2251	32
Arrive On Green	0.19	0.00	0.00	0.19	0.00	0.19	0.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1163	1900	0	1440	0	1610	689	3066	492	784	3360	48
Grp Volume(v), veh/h	33	0	0	90	0	235	0	286	290	160	383	402
Grp Sat Flow(s),veh/h/ln	1163	1900	0	1440	0	1610	689	1777	1782	784	1664	1743
Q Serve(g_s), s	2.5	0.0	0.0	4.9	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	4.9	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.28	1.00		0.03
Lane Grp Cap(c), veh/h	138	359	0	352	0	304	80	1191	1194	605	1115	1168
V/C Ratio(X)	0.24	0.00	0.00	0.26	0.00	0.77	0.00	0.24	0.24	0.26	0.34	0.34
Avail Cap(c_a), veh/h	220	492	0	453	0	417	80	1191	1194	605	1115	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.8	0.0	0.0	31.6	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.4	0.0	6.0	0.0	0.5	0.5	1.0	0.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.6	0.0	5.0	0.0	0.2	0.2	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	0.0	0.0	32.0	0.0	40.7	0.0	0.5	0.5	1.0	0.8	0.7
LnGrp LOS	D			C		D		A	A	A	A	A
Approach Vol, veh/h	33			325			576			945		
Approach Delay, s/veh	42.7			38.3			0.5			0.8		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	66.3			23.7			66.3			23.7		
Change Period (Y+Rc), s	6.0			6.7			6.0			6.7		
Max Green Setting (Gmax), s	54.0			23.3			54.0			23.3		
Max Q Clear Time (g_c+I1), s	2.0			17.0			2.0			14.5		
Green Ext Time (p_c), s	3.2			0.0			6.1			1.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	7.9											
HCM 7th LOS	A											

# HCM 7th Signalized Intersection Summary

## 2: Latson Road & WB I-96 Ramps






















Future Conditions w/ IMP  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 		 			 	
Traffic Volume (veh/h)	0	0	0	157	0	444	282	956	0	0	740	638
Future Volume (veh/h)	0	0	0	157	0	444	282	956	0	0	740	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	0	1841	1841	1841	0	0	1870	1870
Adj Flow Rate, veh/h				173	0	488	313	1062	0	0	796	471
Peak Hour Factor				0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %				4	0	4	4	4	0	0	2	2
Cap, veh/h				352	0	552	482	2293	0	0	1651	737
Arrive On Green				0.20	0.00	0.20	0.24	1.00	0.00	0.00	0.93	0.93
Sat Flow, veh/h				1753	0	2745	1753	3589	0	0	3647	1585
Grp Volume(v), veh/h				173	0	488	313	1062	0	0	796	471
Grp Sat Flow(s),veh/h/ln				1753	0	1373	1753	1749	0	0	1777	1585
Q Serve(g_s), s				7.9	0.0	15.5	8.4	0.0	0.0	0.0	2.6	4.7
Cycle Q Clear(g_c), s				7.9	0.0	15.5	8.4	0.0	0.0	0.0	2.6	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				352	0	552	482	2293	0	0	1651	737
V/C Ratio(X)				0.49	0.00	0.88	0.65	0.46	0.00	0.00	0.48	0.64
Avail Cap(c_a), veh/h				376	0	589	634	2293	0	0	1651	737
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	0.62	0.62
Uniform Delay (d), s/veh				31.9	0.0	34.9	7.6	0.0	0.0	0.0	1.8	1.9
Incr Delay (d2), s/veh				1.1	0.0	14.3	1.1	0.5	0.0	0.0	0.6	2.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	6.2	2.0	0.2	0.0	0.0	0.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				32.9	0.0	49.2	8.7	0.5	0.0	0.0	2.4	4.5
LnGrp LOS				C		D	A	A			A	A
Approach Vol, veh/h					661			1375			1267	
Approach Delay, s/veh					44.9			2.4			3.2	
Approach LOS					D			A			A	
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	65.2			17.2			48.0			24.8		
Change Period (Y+Rc), s	6.2			6.2			6.2			6.7		
Max Green Setting (Gmax), s	57.8			18.8			32.8			19.3		
Max Q Clear Time (g_c+I1), s	2.0			10.4			6.7			17.5		
Green Ext Time (p_c), s	1.0			0.6			0.6			0.6		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.2											
HCM 7th LOS	B											

# HCM 7th Signalized Intersection Summary

## 3: Latson Road & EB I-96 Ramps

Future Conditions w/ IMP  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	412	0	167	0	0	0	0	826	202	253	644	0
Future Volume (veh/h)	412	0	167	0	0	0	0	826	202	253	644	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	485	0	196				0	879	215	284	724	0
Peak Hour Factor	0.85	0.85	0.85				0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	3				0	4	4	2	2	0
Cap, veh/h	603	0	277				0	1778	793	526	2419	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.21	1.00	0.00
Sat Flow, veh/h	3428	0	1572				0	3589	1560	1781	3647	0
Grp Volume(v), veh/h	485	0	196				0	879	215	284	724	0
Grp Sat Flow(s), veh/h/ln	1714	0	1572				0	1749	1560	1781	1777	0
Q Serve(g_s), s	12.2	0.0	10.6				0.0	0.0	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	10.6				0.0	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	603	0	277				0	1778	793	526	2419	0
V/C Ratio(X)	0.80	0.00	0.71				0.00	0.49	0.27	0.54	0.30	0.00
Avail Cap(c_a), veh/h	811	0	372				0	1778	793	675	2419	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	0.87	0.87	0.00
Uniform Delay (d), s/veh	35.6	0.0	34.9				0.0	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	4.0				0.0	0.8	0.7	0.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	4.3				0.0	0.2	0.2	1.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.9	0.0	38.9				0.0	0.8	0.7	7.2	0.3	0.0
LnGrp LOS	D		D					A	A	A	A	
Approach Vol, veh/h	681						1094			1008		
Approach Delay, s/veh	39.6						0.8			2.2		
Approach LOS	D						A			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.5	52.0		22.5		67.5						
Change Period (Y+Rc), s	6.2	6.2		6.7		6.2						
Max Green Setting (Gmax), s	16.8	32.8		21.3		55.8						
Max Q Clear Time (g_c+l1), s	8.8	2.0		14.2		2.0						
Green Ext Time (p_c), s	0.5	0.7		1.6		0.6						
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	10.8											
HCM 7th LOS	B											
























# HCM 7th Signalized Intersection Summary

## 4: Latson Road & Beck Rd.

Future Conditions w/ IMP

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	1	91	0	186	0	823	78	197	585	29
Future Volume (veh/h)	19	0	1	91	0	186	0	823	78	197	585	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1841	1841	1841	1885	1885	1885
Adj Flow Rate, veh/h	32	0	2	121	0	248	0	876	83	207	616	31
Peak Hour Factor	0.60	0.60	0.60	0.75	0.75	0.75	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	1	1	1
Cap, veh/h	136	0	312	359	0	315	80	1643	156	519	2273	114
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.00	1.00	1.00	0.10	0.87	0.87
Sat Flow, veh/h	1105	0	1547	1393	0	1560	771	3228	306	1795	3470	174
Grp Volume(v), veh/h	32	0	2	121	0	248	0	474	485	207	318	329
Grp Sat Flow(s),veh/h/ln	1105	0	1547	1393	0	1560	771	1749	1786	1795	1791	1854
Q Serve(g_s), s	2.5	0.0	0.1	6.8	0.0	13.6	0.0	0.0	0.0	4.7	2.7	2.7
Cycle Q Clear(g_c), s	16.1	0.0	0.1	6.9	0.0	13.6	0.0	0.0	0.0	4.7	2.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.09
Lane Grp Cap(c), veh/h	136	0	312	359	0	315	80	890	909	519	1173	1214
V/C Ratio(X)	0.24	0.00	0.01	0.34	0.00	0.79	0.00	0.53	0.53	0.40	0.27	0.27
Avail Cap(c_a), veh/h	199	0	401	439	0	404	80	890	909	676	1173	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.87	0.87	0.95	0.95	0.95
Uniform Delay (d), s/veh	41.8	0.0	28.7	31.5	0.0	34.1	0.0	0.0	0.0	7.6	2.2	2.2
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.5	0.0	7.8	0.0	2.0	2.0	0.5	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.2	0.0	5.4	0.0	0.5	0.5	1.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.6	0.0	28.7	32.0	0.0	41.9	0.0	2.0	2.0	8.1	2.7	2.7
LnGrp LOS	D		C	C		D		A	A	A	A	A
Approach Vol, veh/h	34			369			959			854		
Approach Delay, s/veh	41.8			38.7			2.0			4.0		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.1	52.0		24.8		65.2		24.8				
Change Period (Y+Rc), s	6.2	6.2		6.7		6.2		6.7				
Max Green Setting (Gmax), s	14.8	32.8		23.3		53.8		23.3				
Max Q Clear Time (g_c+I1), s	6.7	2.0		18.1		4.7		15.6				
Green Ext Time (p_c), s	0.3	5.8		0.0		3.6		1.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				9.5								
HCM 7th LOS				A								

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	157	113	96	81	77	94	252	161	88
Average Queue (ft)	110	74	53	51	45	41	136	84	54
95th Queue (ft)	176	129	100	90	99	100	265	178	99
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	168	159	245	133	100	58	196	119	115
Average Queue (ft)	135	126	185	92	68	28	144	70	66
95th Queue (ft)	186	175	282	152	110	58	239	142	131
Link Distance (ft)		1378		371	371	371		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	T	TR	L	T	TR
Maximum Queue (ft)	44	74	60	17	56	101	76	95
Average Queue (ft)	19	45	41	9	24	68	33	57
95th Queue (ft)	48	82	65	30	64	115	93	106
Link Distance (ft)			729	576	576		371	371
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250	175				350		
Storage Blk Time (%)								
Queuing Penalty (veh)								

## Zone Summary

Zone wide Queuing Penalty: 0

## Intersection: 2: Latson Road &amp; WB I-96 Ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	L	T	T	T	T	R
Maximum Queue (ft)	176	195	169	162	188	196	194	169	217
Average Queue (ft)	117	151	109	110	87	97	124	96	147
95th Queue (ft)	195	212	183	189	196	211	227	189	251
Link Distance (ft)		1526			1335	1335	377	377	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		350	1000					250
Storage Blk Time (%)									1
Queuing Penalty (veh)									3

## Intersection: 3: Latson Road &amp; EB I-96 Ramps

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	167	151	149	285	281	104	127	94	85
Average Queue (ft)	125	107	104	200	179	59	88	60	52
95th Queue (ft)	189	173	167	311	306	113	141	102	103
Link Distance (ft)		1378		371	371	371		1335	1335
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	500		500				1000		
Storage Blk Time (%)									
Queuing Penalty (veh)									

## Intersection: 4: Latson Road &amp; Beck Rd.

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	T	TR	L	T	TR
Maximum Queue (ft)	33	110	100	179	181	132	88	101
Average Queue (ft)	13	66	53	98	121	77	49	65
95th Queue (ft)	39	120	103	186	206	144	99	114
Link Distance (ft)			729	576	576		371	371
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250	175				350		
Storage Blk Time (%)				2				
Queuing Penalty (veh)				0				

## Zone Summary

Zone wide Queuing Penalty: 3

Summary of Warrants			
Spot Number:	Future Conditions		
Major Street:	Latson Road	Minor Street:	Beck Road
Intersection:	Latson Road at Beck Road		
City/Twp:	Genoa Township		
Date Performed:	7/17/2024	Performed By:	F&V
Date Volumes Collected:	5/2/2023		
Warrant	Condition	Is Warrant Met	
Data Validation Error		NO	
WARRANT 1: Eight-Hour Vehicular Volume		NO	
	Condition A	NO	
	Condition B	NO	
	Condition A&B	N/A	
WARRANT 2: Four-Hour Vehicular Volume	(70%)	YES	
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	YES	
	Condition A	N/A	
	Condition B	YES	
WARRANT 4: Pedestrian Volume	(70%)	NO	
	Four Hour	N/A	
	Peak Hour	N/A	
	(Threshold)	HAWK	
	(Threshold)	RRFB	
WARRANT 5: School Crossing		NO	
WARRANT 6: Coordinated Signal System		NO	
WARRANT 7: Crash Experience		NO	
	Condition A	NO	
	Condition B	NO	
WARRANT 8: Roadway Network		NO	
WARRANT 9: Intersection Near a Grade Crossing		#N/A	
Issue to Be Addressed by Signalization:			
0			

**Michigan Manual of Uniform Traffic Control Devices**  
**Worksheet for Signal Warrants (Section 4C)**  
**WARRANT 1: Eight-Hour Vehicular Volume**

Intersection:	Latson Road @ Beck Road		
Date	7/17/2024	by	F&V

3	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
55	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: if answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

**USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B**

Time	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
00:01 - 01:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	1210	117	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	1284	117	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	1657	176	420	140	YES	630	70	YES	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	1610	175	420	140	YES	630	70	YES	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A = **2**

Number of Hours that met the warrant 1B = **4**

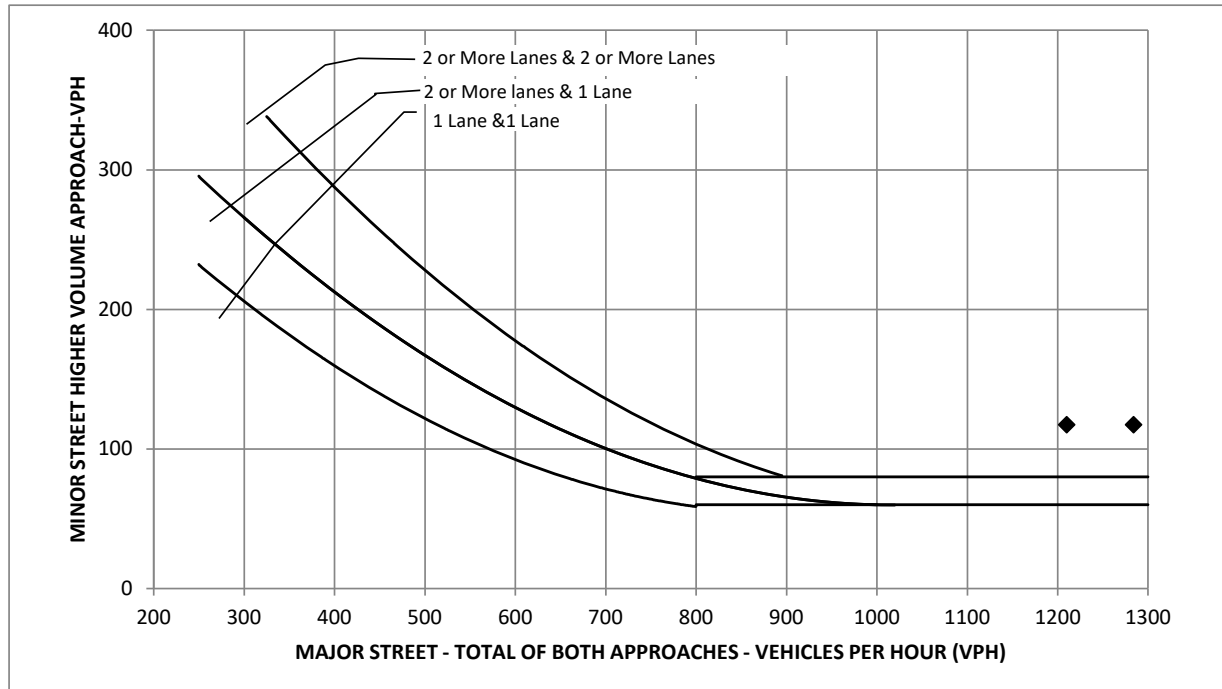
Number of Hours that met the warrant 1 A & B = **0**

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	NO
B. Is the Interruption of Continuous Traffic Met? (Condition B)	NO
C. Combination of Warrants A and B Criteria Met?	N/A

**Michigan Manual of Uniform Traffic Control Devices  
Worksheet for Signal Warrants (Section 4C)  
WARRANT 2: Four-Hour Vehicular Volume**

Spot Number:	Future Conditions
Intersection:	Latson Road @ Beck Road
Date	7/17/2024 by F&V

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
55	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



**How Many Hours Are Met**

**4**

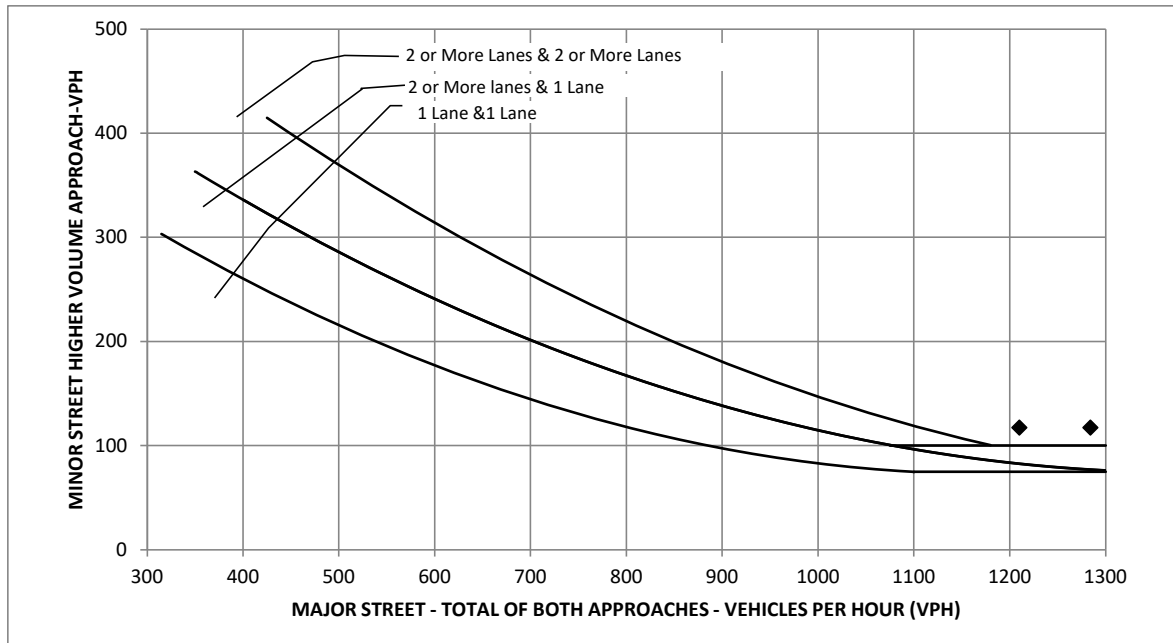
**Is Warrant (70%) Met?**

**YES**

**Michigan Manual of Uniform Traffic Control Devices**  
**Worksheet for Signal Warrants (Section 4C)**  
**WARRANT 3 B(70%): Peak-Hour Vehicular Volume**

Spot Number:	Future Conditions		
Intersection:	Latson Road @ Beck Road		
Date	7/17/2024	by	F&V

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
55	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met	4
Is Warrant (70%) Met?	YES



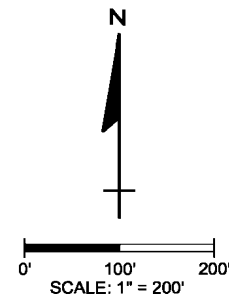
# CERTIFICATE OF SURVEY

THIS SURVEY WAS PERFORMED FOR A PROPERTY TRANSFER FOR M.D.O.T.  
R.O.W. ACQUISITION. NO DIVISIONS OR SUBDIVISIONS WERE MADE, AND THE  
RESULTING M.D.O.T. PARCEL SHALL NOT BE CONSIDERED A BUILDING SITE  
AS DEFINED BY PUBLIC ACT 288 OF 1967, AS AMENDED.

E4, W 1/4 CORNER  
SECTION 9, T2N-R5E,  
LIVINGSTON COUNTY, MI  
POC PROPOSED SALE PARCEL,  
POB RETENTION PARCEL

F4, INTERIOR CORNER  
SECTION 9, T2N-R5E  
LIVINGSTON COUNTY, MI

**2023S-0043**  
**RECORDED ON**  
**05/26/2023 08:34:25 AM**  
**BRANDON DENBY**  
**REGISTER OF DEEDS**  
**LIVINGSTON COUNTY, MI 48843**  
**RECORDING: 26.00**  
**REMON: 4.00**  
**PAGES: 2**



## LEGEND:

- SET 1/2" IRON WITH CAP #51473
- FOUND CAPPED IRON #46686
- ⊙ FOUND 1/2" HEX IRON PIN
- ⊙ FOUND PLSS CORNER
- R. RECORD
- M. MEASURED
- C. CALCULATED
- POC POINT OF COMMENCING
- POB POINT OF BEGINNING
- GRD. GRID
- GND. GROUND

REVISED 03/08/2022



I, Tricia A. Muxlow, being a Surveyor Licensed in the State of Michigan, hereby certify that I have surveyed and mapped the above parcel of land, and that I have complied with the regulations of P.A. 132 of 1970 as amended.

TRICIA A. MUXLOW, P.S.  
LICENSED PROFESSIONAL SURVEYOR  
MICHIGAN LICENSE NO. 51473

11.02.2021

FOR: **MDOT**  
Michigan Department of Transportation

<b>CS: 47065</b>	<b>JN: 213871ROW</b>
<b>ROUTE: I-96</b>	<b>DATE: 11.02.2021</b>
<b>DRAWN BY: TY</b>	<b>SHEET 1 OF 2</b>
<b>CHECKED BY: TM</b>	

**PREPARED BY:** **MUXLOW SURVEYING**  
3503 VANDYKE  
MARLETTE, MI 48453  
810.348.2200  
MUXLOWSURVEYING.COM

# CERTIFICATE OF SURVEY

THIS SURVEY WAS PERFORMED FOR A PROPERTY TRANSFER FOR M.D.O.T.  
R.O.W. ACQUISITION. NO DIVISIONS OR SUBDIVISIONS WERE MADE, AND THE  
RESULTING M.D.O.T. PARCEL SHALL NOT BE CONSIDERED A BUILDING SITE  
AS DEFINED BY PUBLIC ACT 288 OF 1967, AS AMENDED.

LEGAL DESCRIPTION OF RETENTION PARCEL: PART OF THE SOUTHWEST QUARTER OF SECTION 9, TOWN 2 NORTH, RANGE 5 EAST, GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN; DESCRIBED AS BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION BEING AN IRON CAPPED 47055 IN A MONUMENT BOX; THENCE N86°30'07"E 768.80 FEET ALONG THE EAST WEST QUARTER LINE TO A SET IRON CAPPED 51473; THENCE THROUGH A FOUND IRON CAPPED 46686 S01°44'33"E 844.42 FEET PARALLEL TO THE WEST SECTION LINE TO THE SOUTH FREE ACCESS RIGHT OF WAY OF BECK ROAD; THENCE ALONG SAID SOUTH FREE ACCESS RIGHT OF WAY OF BECK ROAD AND ALONG A CURVE TO THE RIGHT WITH A LENGTH OF 590.46 FEET, A RADIUS OF 1060.00 FEET, A DELTA OF 31°54'58" AND A CHORD BEARING AND DISTANCE OF S63°11'07"W 582.86 FEET; THENCE S79°08'36"W 104.25 FEET ALONG SAID SOUTH FREE ACCESS RIGHT OF WAY OF BECK ROAD TO THE EAST LIMITED ACCESS RIGHT OF WAY OF NIXON ROAD; THENCE S38°42'06"W 57.77 FEET ALONG SAID EAST LIMITED ACCESS RIGHT OF WAY OF NIXON ROAD; THENCE S01°44'25"E 238.54 FEET ALONG SAID EAST LIMITED ACCESS RIGHT OF WAY OF NIXON ROAD TO THE NORTH LINE OF THE RAILROAD; THENCE N73°06'38"W 105.50 FEET ALONG SAID NORTH LINE OF THE RAILROAD; THENCE N01°44'33"W 1333.00 FEET ALONG THE WEST SECTION LINE TO THE POINT OF BEGINNING. CONTAINING 18.61 ACRES. SUBJECT TO BECK ROAD PUBLIC RIGHT OF WAY.  
DATUM: STATE PLANE COORDINATES, MICHIGAN SOUTH ZONE (2113), NAD83, INTERNATIONAL FEET. POINT OF COMMENCEMENT: N 393244.3011, E 13256061.4225 (WEST 1/4 CORNER SECTION 9). AVERAGE COMBINED SCALE FACTOR: 0.9999081731522043 (GROUND TO GRID).

LEGAL DESCRIPTION OF PROPOSED SALES PARCEL: PART OF THE SOUTHWEST QUARTER OF SECTION 9, TOWN 2 NORTH, RANGE 5 EAST, GENOA TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN; DESCRIBED AS COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION BEING AN IRON CAPPED 47055 IN A MONUMENT BOX; THENCE S01°44'33"E 1333.00 FEET ALONG THE WEST SECTION LINE TO THE NORTH LINE OF THE RAILROAD; THENCE S73°06'38"E 105.50 FEET ALONG SAID NORTH LINE OF THE RAILROAD TO THE EAST NIXON ROAD LIMITED ACCESS RIGHT OF WAY AND TO THE POINT OF BEGINNING; THENCE N01°44'25"W 238.54 FEET ALONG SAID LIMITED ACCESS RIGHT OF WAY LINE; THENCE N38°42'06"E 57.77 FEET ALONG SAID LIMITED ACCESS RIGHT OF WAY LINE TO THE SOUTH FREE ACCESS RIGHT OF WAY LINE OF BECK ROAD; THENCE N79°08'36"E 104.25 FEET ALONG SAID BECK ROAD RIGHT OF WAY; THENCE ALONG A CURVE TO THE LEFT WITH A LENGTH OF 590.46 FEET, A RADIUS OF 1060.00 FEET, A DELTA OF 31°54'58" AND A CHORD BEARING AND DISTANCE OF N63°11'07"E 582.86 FEET ALONG SAID BECK ROAD RIGHT OF WAY; THENCE THROUGH A FOUND IRON CAPPED 46686 S01°44'33"E 771.21 FEET PARALLEL TO SAID WEST SECTION LINE AND TO A FOUND 1/2" HEX IRON PIN AND TO SAID NORTH LINE OF THE RAILROAD; THENCE THROUGH A FOUND IRON CAPPED 46686 N73°06'38"W 705.43 FEET ALONG SAID NORTH LINE OF A RAILROAD TO THE POINT OF BEGINNING. CONTAINING 7.39 ACRES (322126 SQUARE FEET).  
DATUM: STATE PLANE COORDINATES, MICHIGAN SOUTH ZONE (2113), NAD83, INTERNATIONAL FEET. POINT OF COMMENCEMENT: N 393244.3011, E 13256061.4225 (WEST 1/4 CORNER SECTION 9). AVERAGE COMBINED SCALE FACTOR: 0.9999081731522043 (GROUND TO GRID).

## NOTES:

1. THIS SURVEY IS BASED UPON A WARRANTY DEED TO MDOT RECORDED IN 2011R-013466.
2. FEE SIMPLE INTEREST LIES IN MDOT AT THE TIME OF THIS SURVEY.
3. CURRENT PARCEL TAX IDENTIFICATION NUMBER: 4711-09-300-008
4. PROPERTY ADDRESS: 1641 NIXON
5. LOCATION AND CONFIGURATION OF ROAD ALIGNMENTS AND RIGHTS OF WAY WERE ACCEPTED FROM MDOT FILE 101619\_ALIGN\_06-29-2012.DGN AND 101619\_CONST\_06-29-2012.DGN. ALL ALIGNMENTS ARE LEGAL ALIGNMENTS.
6. PARENT PARCEL LEGAL DESCRIPTION IS AS RECORDED IN 2011R-013466.
7. THE OBJECTIVE OF THIS SURVEY IS TO ACCURATELY DEFINE LAND INTENDED FOR EXCESS SALE. IT DOES NOT GUARANTEE THAT THE REMAINING LAND IS FREE FROM ENCROACHMENTS, TITLE CONFLICTS OR ENCUMBRANCES.
8. METES AND BOUNDS COURSES WERE CALCULATED BASED UPON AVAILABLE SECTION CORNER EVIDENCE AND THE RECORDED DEED DESCRIPTION. FOUND IRONS GENERALLY MATCH THE CALCULATED DESCRIPTION, BUT ARE NOT CALLED OUT IN THE RECORDED DESCRIPTIONS.
9. BEARINGS ARE BASED ON GRID NORTH FOR STATE PLANE COORDINATES, MICHIGAN SOUTH ZONE (2113).
10. COORDINATE SYSTEM IS STATE PLANE COORDINATES, MICHIGAN SOUTH ZONE (2113). ALL DISTANCES SHOWN ON THIS SURVEY ARE GRID.
11. AVERAGE COMBINED SCALE FACTOR FOR THE PROJECT IS 0.9999081731522043.
12. GROUND DISTANCE = GRID DISTANCE / AVERAGE COMBINED SCALE FACTOR.
13. COORDINATE SYSTEM WAS ESTABLISHED BY RTK GNSS AND IS REFERENCED TO THE BRIGHTON MDOT CORS TOWER.
14. PARCELS ARE SUBJECT TO RIGHTS OF WAY, EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.
15. STATION/OFFSETS ARE FROM ALIGNMENT FILE 101619\_ALIGN\_06-29-2012.DGN AND 101619\_CONST\_06-29-2012.DGN.
16. NO GAPS OR GORES WERE DISCOVERED.
17. STATIONS OF MONUMENTS RELATE TO BECK ROAD LEGAL ALIGNMENT.
18. CLOSURE OF BOTH PARCELS: 0.00000

## COORDINATES (MCS83)

PT NO	NORTHING	STD. DEV. N.	EASTING	STD. DEV. E.
100	392186.95557	0.0141	13256198.21437	0.0118
101	390565.76117	0.0162	13256142.90682	0.0136
102	393244.30111	0.0162	13256061.42254	0.0135
103	393404.57560	0.0260	13258683.28841	0.0264
105	392164.59582	0.0172	13256231.18744	0.0151
107	392119.70778	0.0176	13256195.27421	0.0169
109	392316.91304	0.0179	13256189.62768	0.0156
111	392286.16099	0.0175	13256227.98935	0.0148
113	392184.04777	0.0184	13256334.21114	0.0153
114	392302.00997	0.0178	13256311.38801	0.0146
115	392614.88007	0.0179	13256849.33981	0.0144
116	392447.38647	0.0179	13256854.37429	0.0142
117	393291.22149	0.0182	13256828.81929	0.0137
118	391881.16324	0.0197	13256202.67190	0.0144
120	391675.98487	0.0262	13256878.09999	0.0153

## GOVERNMENT CORNER WITNESSES:

W 1/4 COR SEC 9, T2N-R5E  
FOUND CAPPED IRON 47055 IN MON BOX  
N30°E 32.71' SE CORNER BRIDGE ABUTMENT  
S30°E 49.07' FOUND IRON 47055  
EAST 11.05' BACK OF CURB  
NORTH 21.41' SOUTH EDGE BRIDGE DECK

CENTER SEC 9, T2N-R5E  
FOUND 3/4" IRON BAR  
S45°W 20.09' FOUND SPIKE/TAG IN 18" CHERRY  
S70°E 46.60' FOUND SPIKE/TAG IN TWIN 16" OAK  
N10°E 27.43' FOUND SPIKE/TAG IN 36" OAK  
N80°W 67.85' FOUND SPIKE/TAG IN TWIN 24" OAK

SW COR SEC 9, T2N-R5E  
FOUND IRON IN MON BOX WITH DESTROYED CAP  
S45°E 80.22' SPIKE IN 10" ELM  
S85°W 57.22' FOUND PK/TAG IN GUY POLE  
N45°E 48.88' WEST CORNER CATCH BASIN  
S85°E 104.04' SPIKE IN 16" ASH

REVISED 03/08/2022



I, Tricia A. Muxlow, being a Surveyor Licensed in the State of Michigan, hereby certify that I have surveyed and mapped the above parcel of land, and that I have complied with the regulations of P.A. 132 of 1970 as amended.

TRICIA A. MUXLOW, P.S.  
LICENSED PROFESSIONAL SURVEYOR  
MICHIGAN LICENSE NO. 51473

11.02.2021

<b>FOR:</b> Michigan Department of Transportation	
<b>CS:</b> 47065	<b>JN:</b> 213871ROW
<b>ROUTE:</b> I-96	<b>DATE:</b> 11.02.2021
<b>DRAWN BY:</b> TY	<b>SHEET</b>
<b>CHECKED BY:</b> TM	<b>2 OF 2</b>
<b>PREPARED BY:</b> MUXLOW SURVEYING	
3503 VANDYKE MARLETTE, MI 48453 810.346.2200 MUXLOWSURVEYING.COM	

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## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Note - the average budget impact on wages and salaries is an increase of under 2.7%. Individual employee wage increases/decreases are determined by the administrative committee. Wage/salary budget amounts in this budget have improved accuracy compared to last FY which is why some show a reduction.					
Fund 101 - GENERAL FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
101-000-402-001	CURRENT REAL PROP TAX	758,866	1,220,000	1,312,000	
101-000-411-001	DELINQ TAX - PERSONAL & REAL	0	1,000	1,000	
101-000-434-002	TRAILER FEES	3,091	3,600	3,600	
101-000-448-001	COLLECT FEES/EXCESS OF ROLL	389,339	430,000	451,000	
101-000-448-002	COLLECTION FEE - SCHOOLS	24,498	25,000	25,000	
101-000-451-024	ADMIN FEE/UTILITY-OPERATING	44,520	59,359	61,171	
101-000-452-001	INTEREST-SPECIAL ASSESSMENTS	0	15,494	31,647	Addition of special assessment districts
101-000-476-001	CABLE FRANCHISE	328,721	390,000	320,000	Reduced - PEG Fee moved to new line item
101-000-476-002	LICENSE & PERMITS	19,347	20,000	20,000	
101-000-476-004	CABLE FRANCHISE PEG FUND	8,830	0	11,600	New Line Item
101-000-567-001	CEMETERY REVENUE	0	400	400	
101-000-572-001	METRO ACT REVENUE	17,488	21,700	21,700	
101-000-573-001	LCSA-PPT REIMBURSEMENT	17,839	20,200	20,400	
101-000-574-002	STATE SHARED REVENUE	1,905,310	2,346,759	2,328,836	Changed per 1-10-25 info from State
101-000-608-000	CHARGES FOR SERV-APPL FEES	70,278	60,000	70,000	Increase due to busy Planning Commission workload
101-000-609-000	CHARGES FOR SERVICES- FOIA/PRINTING	752	500	1,000	Increased due FOIA request trends
101-000-626-032	ADM FEE LIQUOR LAW	2,705	3,790	3,790	
101-000-631-000	REFUSE COLLECTION FEES	44,934	1,348,457	1,370,660	Per parcel cost increased \$1.25/month
101-000-657-001	ORDINANCE FINES	0	1,500	1,000	
101-000-665-001	INTEREST	44,387	65,000	70,000	
101-000-671-000	OTHER REVENUE	(738)	1,000	1,000	Pine Creek Ridge Legal Reimbursement-one time transfer 24/25.
101-000-672-000	TAXES ON LAND TRANSFER	149,905	145,000	148,000	
101-000-682-000	ELECTION REIMBURSEMENTS	132,881	0	0	
101-000-698-202	TRANSFER IN - SAD RESIDUAL BALANCE	0	500	0	
101-000-699-249	MMRMA REIMBURSEMENT	10,186	10,000	11,000	
101-000-699-464	TRANSFER IN FROM ARPA FUND #464	259,854	266,683	0	
Totals for dept 000 - REVENUE		4,232,993	6,455,942	6,284,804	
TOTAL ESTIMATED REVENUES		4,232,993	6,455,942	6,284,804	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

		2024-25	2024-25	2025-26	
		ACTIVITY	AMENDED	RECOMMENDED	
GL NUMBER	DESCRIPTION	THRU 02/18/25	BUDGET	BUDGET	MORTENSEN COLUMN NOTES
APPROPRIATIONS					
Dept 101 - TOWNSHIP BOARD					
101-101-702-014	TRUSTEES/SECRETARY WAGES & SALARIES	31,697	40,000	40,000	
101-101-861-000	TRUSTEES MILEAGE & TRAVEL EXPENSE	1,735	3,000	3,000	
101-101-910-000	TRUSTEES PRO DEV/CONFERENCE/DUES	12,858	15,000	20,000	Increase for new official training
101-101-955-000	TRUSTEES MISCELLANEOUS	46	100	500	
Totals for dept 101 - TOWNSHIP BOARD		46,336	58,100	63,500	
Dept 171 - TOWNSHIP SUPERVISOR					
101-171-702-014	TWP SUPERVISOR SALARY	60,596	70,000	68,600	Prior year was budgeted high.
101-171-861-000	SUPERVISOR MILEAGE & TRAVEL EXPENSE	62	500	500	
101-171-910-000	SUPERVISOR PRO DEV/CONFERENCE/DUES	894	500	2,000	New Supervisor, additional training
101-171-955-000	SUPERVISOR MISCELLANEOUS	11	500	500	
Totals for dept 171 - TOWNSHIP SUPERVISOR		61,563	71,500	71,600	
Dept 172 - TOWNSHIP MANAGER					
101-172-702-014	TWP MANAGER SALARY	141,242	160,000	160,000	
101-172-703-000	MANAGER DEPT WAGES & SALARIES	43,138	48,500	50,900	
101-172-861-000	MANAGER DEPT MILEAGE & TRAVEL EXPENSE	0	1,000	1,000	
101-172-910-000	MANAGER DEPT PRO DEV/CONFERENCE/DUES	2,284	4,000	4,000	
101-172-955-000	MANAGER DEPT MISCELLANEOUS	0	1,000	1,000	
Totals for dept 172 - TOWNSHIP MANAGER		186,664	214,500	216,900	
Dept 191 - ACCOUNTING & FINANCE					
101-191-703-000	ACCT DEPT WAGES & SALARIES	72,984	91,000	90,700	Prior year was budgeted high.
101-191-801-000	ACCOUNTING CONSULTANT (PHP)	10,720	30,000	30,000	
101-191-801-001	FINANCIAL CONSULTING (PFM)	1,200	1,200	1,200	
101-191-861-000	ACCT DEPT MILEAGE & TRAVEL EXPENSE	0	100	100	
101-191-910-000	ACCT DEPT PRO DEV/CONFERENCE/DUES	0	100	100	
101-191-955-000	ACCT DEPT MISCELLANEOUS	0	500	500	
Totals for dept 191 - ACCOUNTING & FINANCE		84,904	122,900	122,600	
Dept 215 - TOWNSHIP CLERK					
101-215-702-014	TWP CLERK SALARY	54,276	58,755	70,479	Reflects 12/2/24 adjustment.
101-215-703-000	CLERKS DEPT WAGES & SALARIES	41,081	65,000	34,800	Reduced due to non-election year
101-215-861-000	CLERKS DEPT MILEAGE & TRAVEL EXPENSE	0	0	500	
101-215-910-000	CLERKS DEPT PRO DEV/CONFERENCE/DUES	455	700	700	
101-215-955-000	CLERKS DEPT MISCELLANEOUS	0	100	100	
Totals for dept 215 - TOWNSHIP CLERK		95,812	124,555	106,579	
Dept 223 - AUDIT					
101-223-801-000	AUDIT SERVICES (MANER COSTERISAN)	29,900	34,000	34,900	
Totals for dept 223 - AUDIT		29,900	34,000	34,900	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Dept 228 - INFORMATION TECHNOLOGY					
101-228-703-000	IT DEPT WAGES & SALARIES	69,317	81,000	79,000	Prior year was budgeted high.
101-228-861-000	IT DEPT MILEAGE & TRAVEL EXPENSE	0	500	500	
101-228-910-000	IT DEPT PRO DEV/CONFERENCE/DUES	0	200	200	
101-228-955-000	IT DEPT MISCELLANEOUS	0	500	500	
Totals for dept 228 - INFORMATION TECHNOLOGY		69,317	82,200	80,200	
Dept 247 - BOARD OF REVIEW					
101-247-702-014	BOARD OF REVIEW SALARIES	537	4,000	4,000	
101-247-791-000	BD OF REV PUBLICATIONS	623	1,100	1,500	
101-247-861-000	BD OF REV MILEAGE & TRAVEL EXPENSE	0	100	100	
101-247-910-000	BD OF REV PRO DEV/CONFERENCE/DUES	0	540	540	
101-247-955-000	BD OF REV MISCELLANEOUS	0	500	500	
101-247-964-000	REFUNDS & CHARGEBACKS	3,886	5,000	8,000	
Totals for dept 247 - BOARD OF REVIEW		5,046	11,240	14,640	
Dept 253 - TOWNSHIP TREASURER					
101-253-702-014	TREASURER SALARY	60,694	69,000	69,000	
101-253-703-000	TREASURERS DEPT WAGES & SALARIES	96,873	110,000	113,600	
101-253-861-000	TREASURERS DEPT MILEAGE & TRAVEL EXPENSE	557	750	500	
101-253-910-000	TREASURERS DEPT PRO DEV/CONFERENCE/DUES	10	500	500	
101-253-955-000	TREASURERS DEPT MISCELLANEOUS	108	500	250	
Totals for dept 253 - TOWNSHIP TREASURER		158,242	180,750	183,850	
Dept 257 - ASSESSING DEPARTMENT					
101-257-702-014	ASSESSING SALARIES	227,734	266,000	270,900	
101-257-703-000	ASSESSING WAGES & SALARIES INTERN	2,280	10,000	10,000	
101-257-803-000	ASSESSING LEGAL	14,863	15,000	20,000	
101-257-861-000	ASSESSING MILEAGE & TRAVEL EXPENSE	0	500	500	
101-257-910-000	ASSESSING PRO DEV/CONFER/DUES/SUB	2,334	5,000	5,000	
101-257-955-000	ASSESSING MISCELLANEOUS	273	500	500	
Totals for dept 257 - ASSESSING DEPARTMENT		247,484	297,000	306,900	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Dept 261 - GENERAL GOVERNMENT					
101-261-703-000	UNALLOCATED WAGES & SALARIES	0	2,000	2,000	
101-261-709-000	EMPLOYER'S SHARE SS & MEDICARE	81,383	110,000	100,000	
101-261-709-001	CELLPHONE REIMBURSEMENT	4,345	5,800	10,620	We had several cell phones being paid under the Verizon Invoice. We reallocated all cell phone expenses under one line item. Item 101-265-850-000 was reduced.
101-261-709-002	WORKERS COMP	11,054	11,000	15,000	
101-261-718-001	RETIREMENT	92,076	155,000	160,000	Assume 3 percent increase
101-261-718-002	HEALTH/LIFE INSURANCE	325,753	320,000	380,000	FY does not align with benefit year. 7% increase for 2025 benefit year. Assume 8% increase for Dec 1-March 31, 2026.
101-261-718-003	WELLNESS	2,796	8,000	8,000	
101-261-718-004	EHIM RESERVE	0	50,000	50,000	
101-261-750-000	SUPPLIES	19,518	25,000	25,000	
101-261-750-001	POSTAGE	14,733	30,000	28,000	
101-261-751-000	EQUIP / SOFTWARE / SOFTWARE MAINTENANCE	75,649	125,000	120,000	Moving BSA online to end of FY 26. Likely partial costs in FY 27. Adding office 365 subscription.
101-261-752-000	WEBSITE MAINTENANCE/UPGRADES	1,750	20,000	20,000	
101-261-791-000	SUBScriPTIONS/PUBLICATIONS/MEMBERS	8,020	6,000	8,000	Increase is due to inclusion of publication costs for Board meeting minutes.
101-261-802-000	CONTRACTUAL SERVICES / CONSULTING	814	10,000	8,000	Reduction moved to new community engagement line item.
101-261-802-001	TWP VEHICLE EXPENSES	207	2,000	2,000	
101-261-861-000	UNALLOCATED MILEAGE & TRAVEL EXPENSE	0	100	100	
101-261-941-000	CONTINGENCY	9,325	30,000	25,000	Combined 101-261-941-000 and 101-261-955-000 and reduced.
101-261-955-000	UNALLOCATED MISCELLANEOUS	3,178	3,000	0	Combined with 101-261-941-000
Totals for dept 261 - GENERAL GOVERNMENT		650,601	912,900	961,720	
Dept 262 - ELECTIONS					
101-262-703-001	WAGES- PART TIME OFFICE WORKERS	66,674	60,000	7,500	
101-262-703-002	SCANNERS, CHAIRPERSON & POLL WORKERS	59,700	55,000	0	
101-262-703-004	TRAINING: \$45<4 HRS - \$90>4 HRS	3,690	3,195	0	
101-262-703-005	WAGES - RECEIVING BOARD- \$200 PER DIEM	1,200	1,600	0	
101-262-751-001	ELECTION OFFICE SUPPLIES/EQUIPMENT	20,259	20,000	3,000	
101-262-791-000	ELECTION PUBLICATIONS	288	1,500	0	
101-262-802-001	ELECTION MEETING FEES	750	1,200	0	
101-262-802-002	BALLOT TESTING	11,723	10,000	2,000	
101-262-802-003	LIVINGSTON COUNTY CLERK	17,899	9,000	2,000	
101-262-802-004	CHURCH / SCHOOL CLEANUP/SETUP/ TAKE D	5,100	4,500	2,500	
101-262-802-005	ELECTION BREAKFAST / DINNER	2,240	1,800	0	
101-262-861-001	ELECTION MILEAGE & TRAVEL	876	650	0	
101-262-901-001	POSTAGE FOR APPLICATIONS	0	0	500	
101-262-901-002	POSTAGE FOR MAILING BALLOTS	6,172	5,820	500	
101-262-901-003	POSTAGE FOR MAILING NEW I.D. CARDS	0	100	0	
101-262-955-000	ELECTION MISCELLANEOUS	3,366	3,332	0	
Totals for dept 262 - ELECTIONS		199,937	177,697	18,000	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 265 - BUILDING & GROUNDS					
101-265-740-000	INSURANCE - PROP LIAB/VEHICLE	52,614	53,000	55,000	
101-265-802-000	BUILDING & GROUNDS CONTRACTUAL SERVI	0	1,000	1,000	
101-265-850-000	PHONE/INTERNT/CABLE/ALARM	25,017	30,000	27,500	Decreased as all cell phone expenses under cell phone reimbursement
101-265-851-001	HERBST HOME UTILITIES	0	0	10,000	Expenses for Herbst Property Utilities - Comcast \$212 , DTE \$180, Gas \$102, Mowing (\$280)
101-265-920-001	UTIL:ELECTRICITY & NAT.GAS	22,434	23,000	25,000	
101-265-934-060	REPAIRS & MAINTENANCE	70,055	130,000	130,000	
101-265-955-000	BUILDING & GROUNDS MISCELLANEOUS	1,389	5,000	5,000	
Totals for dept 265 - BUILDING & GROUNDS		171,509	242,000	253,500	
Dept 266 - LEGAL SERVICES					
101-266-803-000	GENERAL TOWNSHIP LEGAL FEES	46,680	50,000	50,000	
101-266-803-001	LITIGATION LEGAL FEES	(25,082)	100,000	150,000	Increased due to potential new litigation. 24/25 includes reimbursement from 23/24 legal expenses for Pine Creek
Totals for dept 266 - LEGAL SERVICES		21,598	150,000	200,000	
Dept 270 - HUMAN RESOURCES					
101-270-703-000	HR WAGES & SALARIES	18,086	20,500	20,900	
101-270-802-000	HR CONTRACTUAL SERVICES	0	1,500	1,500	
101-270-861-000	HR MILEAGE & TRAVEL EXPENSE	0	100	100	
101-270-910-000	HR PRO DEV/CONFERENCE/DUES	0	500	100	
101-270-955-000	HR MISCELLANEOUS	0	500	100	
Totals for dept 270 - HUMAN RESOURCES		18,086	23,100	22,700	
Dept 445 - DRAINS AT LARGE					
101-445-802-000	CONTRACTUAL SERVICES - LIVINGSTON COUN	0	25,000	34,500	Large drain project with the county
Totals for dept 445 - DRAINS AT LARGE		0	25,000	34,500	
Dept 521 - REFUSE COLLECTION					
101-521-802-000	REFUSE CONTRACTUAL SERVICES	1,299,240	1,557,576	1,635,000	goes up to \$18.90 per unit
Totals for dept 521 - REFUSE COLLECTION		1,299,240	1,557,576	1,635,000	
Dept 567 - CEMETERY					
101-567-703-002	CEMETERY MAINTENANCE	8,094	8,000	10,000	increase to take better care of the cemetery
Totals for dept 567 - CEMETERY		8,094	8,000	10,000	



## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Dept 701 - PLANNING & ZONING					
101-701-702-014	PLANNING COMMISSION SALARIES	17,350	27,563	27,563	
101-701-702-015	ZONING BOARD WAGES	11,699	16,538	16,538	
101-701-703-000	PLANNING & ZONING WAGES & SALARIES	166,966	254,100	220,100	Prior year budgeted high for zoning official new hire.
101-701-791-000	PLANNING & ZONING PUBLICATIONS	6,453	3,000	10,000	Zoning Ordinance & Master Plan Update
101-701-802-000	PLANNING & ZONING CONTRACTUAL SERVIC	17,357	30,000	75,000	Zoning Ordinance & Master Plan Update
101-701-861-000	PLANNING & ZONING MILEAGE & TRAVEL EX	0	2,500	2,000	
101-701-910-000	PLANNING & ZONING PRO DEV/CONFERENCE	2,010	10,000	8,000	
101-701-946-001	REVIEW SERVICES - PLANNING	38,784	45,000	40,000	
101-701-946-002	REVIEW SERVICES - ENGINEERING	37,826	40,000	40,000	
101-701-946-003	REVIEW SERVICES - PUBLICATIONS/POSTAGE	1,494	3,000	3,000	
101-701-946-004	REVIEW SERVICES - ROUTING	730	2,000	2,000	
101-701-946-005	REVIEW SERVICES - LEGAL/RECORDING FEES	13,621	10,000	12,000	
101-701-955-000	PLANNING & ZONING MISCELLANEOUS	20	1,000	1,000	
Totals for dept 701 - PLANNING & ZONING		314,310	444,701	457,201	
Dept 728 - ECONOMIC DEVELOPMENT					
101-728-880-000	COMMUNITY PROMOTION - CONTRIBUTION	23,283	24,000	24,000	
101-728-880-001	COMMUNITY OUTREACH	0	0	30,000	New line item. 101-261-802-000 reduced by \$12,000 and added \$10,000 to Community outreach
Totals for dept 728 - ECONOMIC DEVELOPMENT		23,283	24,000	54,000	
Dept 900 - CAPITAL OUTLAY FUNCTION					
101-900-970-000	CAPITAL OUTLAY > \$5,000	14,300	50,000	30,000	
101-900-975-000	CAPITAL OUTLAY < \$5,000	7,590	10,000	10,000	
Totals for dept 900 - CAPITAL OUTLAY FUNCTION		21,890	60,000	40,000	
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES					
101-965-995-208	TRANSFER OUT- FUND #208 - PARKS & REC	0	850,000	250,000	
101-965-995-249	TRANSFER OUT- FUND #249 - BLDG RESERVE	0	550,000	200,000	
101-965-995-401	TRANSFER OUT- FUND #401 - ROAD IMPROVI	1,000,000	1,000,000	850,000	
Totals for dept 965 - TRANSFERS OUT & OTHER FINANCING USES		1,000,000	2,400,000	1,300,000	
TOTAL APPROPRIATIONS		4,713,816	7,221,719	6,188,290	
NET OF REVENUES/APPROPRIATIONS - FUND 101		(480,823)	(765,777)	96,514	
BEGINNING FUND BALANCE		3,715,692	3,715,692	2,949,915	
ENDING FUND BALANCE		3,234,869	2,949,915	3,046,429	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

		2024-25	2024-25	2025-26	
		ACTIVITY	AMENDED	RECOMMENDED	
GL NUMBER	DESCRIPTION	THRU 02/18/25	BUDGET	BUDGET	MORTENSEN COLUMN NOTES
Fund 202 - SAD ROADS AND LAKES					

## ESTIMATED REVENUES

## Dept 000 - REVENUE

202-000-452-001	INTEREST	58,035	45,000	25,000	
202-000-699-000	TRANSFER IN - FUND # 101	0	0	200,000	
Totals for dept 000 - REVENUE		58,035	45,000	225,000	

## Dept 448 - STREETLIGHTS

202-448-628-005	WHITE PINES LIGHTING -SAD PRINCIPAL	39	795	995	
Totals for dept 448 - STREETLIGHTS		39	795	995	

## Dept 478

202-478-628-005	HOMESTEAD (\$22-31) -SAD PRINCIPAL	0	13,986	13,986	
202-478-665-001	HOMESTEAD (\$22-31) -INTEREST	290	2,238	1,958	
Totals for dept 478 -		290	16,224	15,944	

## Dept 484

202-484-628-005	EARL LAKE (W18-25) -SAD PRINCIPAL	710	18,803	18,803	
Totals for dept 484 -		710	18,803	18,803	

## Dept 485

202-485-628-005	NOVEL ESTATES (W18-25) -SAD PRINCIPAL	0	10,964	10,964	
Totals for dept 485 -		0	10,964	10,964	

## Dept 489

202-489-628-005	BLACK OAKS (W21-30) -SAD PRINCIPAL	0	922	922	
202-489-665-001	BLACK OAKS (W21-30) -INTEREST	0	129	111	
Totals for dept 489 -		0	1,051	1,033	

## Dept 490

202-490-628-005	DARLENE DR (W21-30) -SAD PRINCIPAL	0	2,867	2,867	
202-490-665-001	DARLENE DR (W21-30) -INTEREST	370	402	344	
Totals for dept 490 -		370	3,269	3,211	

## Dept 491

202-491-628-005	ELMHURST (\$20-26) -SAD PRINCIPAL	0	7,612	7,612	
202-491-665-001	ELMHURST (\$20-26) -INTEREST	514	457	304	
Totals for dept 491 -		514	8,069	7,916	

## Dept 492

202-492-628-005	MCNAMARA (\$23-32) -SAD PRINCIPAL	2,307	13,947	14,132	
202-492-665-001	MCNAMARA (\$23-32) -INTEREST	19	2,546	2,261	
Totals for dept 492 -		2,326	16,493	16,393	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 494					
202-494-628-005	STILLRIVER (S23-32) -SAD PRINCIPAL	0	9,220	9,220	
202-494-665-001	STILLRIVER (S23-32) -INTEREST	0	1,659	1,475	
Totals for dept 494 -		0	10,879	10,695	
Dept 495					
202-495-628-005	TIMBERVIEW PRIV (W23-32)-SAD PRINCIPLE	0	3,795	3,795	
202-495-665-001	TIMBERVIEW PRIV (W23-32)-INTEREST	0	683	607	
Totals for dept 495 -		0	4,478	4,402	
Dept 496					
202-496-628-005	CRYSTAL VALLEY (S24-33) - SAD PRINCIPLE	15,284	36,900	33,948	
202-496-665-001	CRYSTAL VALLEY (S24-33) - INTEREST	0	7,380	6,111	
Totals for dept 496 -		15,284	44,280	40,059	
Dept 497					
202-497-628-005	GRAND RAVINE (W24-38) -SAD PRINCIPLE	6,610	12,276	11,804	
202-497-665-001	GRAND RAVINE (W24-38) -INTEREST	44	1,535	3,305	
Totals for dept 497 -		6,654	13,811	15,109	
Dept 498					
202-498-628-005	LAKEWOOD KNOLL (W24-38) -SAD PRINCIPLE	57,222	57,900	54,183	
202-498-665-001	LAKEWOOD KNOLL (W24-38) -INTEREST	104	5,790	15,171	
Totals for dept 498 -		57,326	63,690	69,354	
Dept 499					
202-499-628-005	MILROY MYSTIC LK (W24-34) - SAD PRINC	11,914	55,600	65,608	
202-499-665-001	MILROY MYSTIC LK (W24-34) - INTEREST	79	2,780	10,008	
Totals for dept 499 -		11,993	58,380	75,616	
Dept 570 - LAKE IMPROVEMENTS					
202-570-628-005	LK CHEMUNG (W23-27) -SAD PRINCIPAL	4,659	48,222	45,034	
Totals for dept 570 - LAKE IMPROVEMENTS		4,659	48,222	45,034	
Dept 571					
202-571-628-005	PARDEE LK (W21-25) -SAD PRINCIPAL	2,083	22,396	22,396	
Totals for dept 571 -		2,083	22,396	22,396	
Dept 572					
202-572-628-005	GRAND BEACH (W21-25) -SAD PRINCIPAL	457	14,125	14,105	
Totals for dept 572 -		457	14,125	14,105	
Dept 573					
202-573-628-005	E/W CROOKED LK (S23-27) -SAD PRINCIPAL	416	18,414	17,888	
Totals for dept 573 -		416	18,414	17,888	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 575					
202-575-628-005	BAETCKE LK (S23-27) -SAD PRINCIPAL	0	7,600	7,600	
Totals for dept 575 -		0	7,600	7,600	
Dept 576					
202-576-628-005	EARL LAKE (W24-29) - SAD PRINCIPLE	0	2,789	2,789	
Totals for dept 576 -		0	2,789	2,789	
TOTAL ESTIMATED REVENUES		161,156	429,732	625,306	
APPROPRIATIONS					
Dept 223 - AUDIT					
202-223-801-000	AUDIT	2,500	5,000	5,000	
Totals for dept 223 - AUDIT		2,500	5,000	5,000	
Dept 448 - STREETLIGHTS					
202-448-801-075	WHITE PINES LIGHTING -PROJECT EXPENSE	726	895	915	
Totals for dept 448 - STREETLIGHTS		726	895	915	
Dept 478					
202-478-802-000	HOMESTEAD (S22-31) -ANNUAL MAINT. EXP	2,900	3,100	3,200	
Totals for dept 478 -		2,900	3,100	3,200	
Dept 487					
202-487-801-075	EDWIN DR (S19-23) -PROJECT EXPENSE	2,245	3,800	2,081	
Totals for dept 487 -		2,245	3,800	2,081	
Dept 496					
202-496-801-075	CRYSTAL VALLEY (S24-33) - PROJECT EXP	132,920	134,920	0	
Totals for dept 496 -		132,920	134,920	0	
Dept 497					
202-497-801-075	GRAND RAVINE (W24-38) -PROJECT EXP	223,004	223,136	0	
Totals for dept 497 -		223,004	223,136	0	
Dept 498					
202-498-801-075	LAKEWOOD KNOLL (S24-38) -PROJECT EXP	4,355	1,014,000	0	
Totals for dept 498 -		4,355	1,014,000	0	
Dept 499					
202-499-801-075	MILROY MYSTIC LK (W24-34) - PROJECT EXP	615,970	619,000	0	
Totals for dept 499 -		615,970	619,000	0	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 570 - LAKE IMPROVEMENTS					
202-570-801-075	LK CHEMUNG (W23-27) -PROJECT EXPENSE	42,057	55,000	55,000	
Totals for dept 570 - LAKE IMPROVEMENTS		42,057	55,000	55,000	
Dept 571					
202-571-801-075	PARDEE LK (W21-25) -PROJECT EXPENSE	17,466	22,700	24,000	
Totals for dept 571 -		17,466	22,700	24,000	
Dept 572					
202-572-801-075	GRAND BEACH (W21-25) -PROJECT EXPENSE	15,643	13,508	14,800	
Totals for dept 572 -		15,643	13,508	14,800	
Dept 573					
202-573-801-075	E/W CROOKED LK (S23-27) -PROJECT EXPENSE	17,018	15,000	15,500	
Totals for dept 573 -		17,018	15,000	15,500	
Dept 575					
202-575-801-075	BAETCKE LK (S23-27) -PROJECT EXPENSE	7,000	7,000	7,250	
Totals for dept 575 -		7,000	7,000	7,250	
Dept 576					
202-576-801-075	EARL LAKE (W24-29) - PROJECT EXPENSE	1,366	2,264	2,265	
Totals for dept 576 -		1,366	2,264	2,265	
Dept 852 - TRANSFER TO OTHER FUNDS					
202-852-995-101	SAD INTEREST TRANSFER OUT TO 101	0	8,000	0	
202-852-999-402	TRANSFER OUT TO PINE CREEK RD IMPROVEM	413,550	413,550	0	
Totals for dept 852 - TRANSFER TO OTHER FUNDS		413,550	421,550	0	
Dept 906					
202-906-956-000	MISC EXPENSE	560	600	1,000	
Totals for dept 906 -		560	600	1,000	
TOTAL APPROPRIATIONS		1,499,280	2,541,473	131,011	
NET OF REVENUES/APPROPRIATIONS - FUND 202		(1,338,124)	(2,111,741)	494,295	
BEGINNING FUND BALANCE		2,446,247	2,446,247	334,506	
ENDING FUND BALANCE		1,108,123	334,506	828,801	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
<b>Fund 208 - PARK/RECREATION FUND</b>					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
208-000-434-001	FARM LEASE REVENUE	2,778	2,800	2,800	
208-000-665-001	INTEREST	16,903	6,000	12,000	
208-000-699-101	TRANSFER IN FROM GF #101 OPERATING	0	850,000	250,000	
	Totals for dept 000 - REVENUE	19,681	858,800	264,800	
TOTAL ESTIMATED REVENUES		19,681	858,800	264,800	
APPROPRIATIONS					
Dept 223 - AUDIT					
208-223-801-000	AUDIT	200	500	500	
	Totals for dept 223 - AUDIT	200	500	500	
Dept 536					
208-536-972-100	LAND FOR RECREATION	354,425	355,000	0	
	Totals for dept 536 -	354,425	355,000	0	
Dept 751 - PARKS & RECREATION					
208-751-934-006	PARK PLANNING/ENGINEERING	0	100,000	20,000	reduced scope due to lower Survivor Park impacts
208-751-934-007	HAPRA	93,375	124,500	0	eliminated due to millage
208-751-934-010	B-BALL BENCHES PICNIC TABLE CHARGERS	0	0	0	
208-751-934-011	BOARDWALK/RAILING IMPROVEMENTS	15,731	30,000	0	completed
208-751-934-013	SECURITY UPGRADES	12,302	50,000	25,000	budget for as needed improvements
208-751-934-015	REPAIR/REPLACE RUBBER- POUR IN PLACE	0	13,200	13,200	holdover retainage for quality control
208-751-934-017	NORTH SOCCER FIELD DRAINAGE REPAIR	0	60,000	60,000	Moving budget from 24/25 to 25/26. Work to be completed in April 25.
208-751-934-019	WAYFINDING SIGNAGE	0	0	2,000	budget for park signage as needed
208-751-934-020	BRIGHTON ROAD CLEANUP	0	0	50,000	New Item-Clean up former MDNR Property
208-751-934-060	PATH / PARK MAINTENANCE	98,341	175,000	150,000	
208-751-934-061	EQUIPMENT REPLACEMENT	3,020	5,000	5,000	
	Totals for dept 751 - PARKS & RECREATION	222,769	557,700	325,200	
Dept 906					
208-906-956-000	MISC EXPENSE	1,090	1,000	2,000	Bank Fees & Pet Waste Bags
	Totals for dept 906 -	1,090	1,000	2,000	
TOTAL APPROPRIATIONS		578,484	914,200	327,700	
NET OF REVENUES/APPROPRIATIONS - FUND 208		(558,803)	(55,400)	(62,900)	
BEGINNING FUND BALANCE		813,904	813,904	758,504	
ENDING FUND BALANCE		255,101	758,504	695,604	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 212 - LIQUOR LAW ENFORCEMENT					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
212-000-574-001	STATE SHARED REV LIQUOR LAW	17,923	16,700	16,700	
212-000-665-001	INTEREST	76	20	20	
Totals for dept 000 - REVENUE		17,999	16,720	16,720	
TOTAL ESTIMATED REVENUES		17,999	16,720	16,720	
APPROPRIATIONS					
Dept 330 - LIQUOR LAW ENFORCEMENT					
212-330-702-013	LIQUOR LAW ENF WAGES	7,002	9,336	9,336	
212-330-709-009	EMPLOYER'S SHARE FICA	543	724	724	
212-330-715-002	RETIREMENT	701	933	933	
212-330-801-070	AUDITING EXPENSE	200	500	500	
212-330-803-070	LIQUOR LAW ADM FEE/GENOA TWP.	2,705	3,605	3,605	
212-330-860-070	VEHICLE EXPENSE	0	1,545	1,545	
Totals for dept 330 - LIQUOR LAW ENFORCEMENT		11,151	16,643	16,643	
TOTAL APPROPRIATIONS		11,151	16,643	16,643	
NET OF REVENUES/APPROPRIATIONS - FUND 212		6,848	77	77	
BEGINNING FUND BALANCE		5,064	5,064	5,141	
ENDING FUND BALANCE		11,912	5,141	5,218	



Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Fund 249 - BUILDING AND GROUNDS FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
249-000-665-001	INTEREST	10,283	1,440	2,000	
249-000-699-000	OPERATING TRANSFER IN #101	0	550,000	200,000	
Totals for dept 000 - REVENUE		10,283	551,440	202,000	
TOTAL ESTIMATED REVENUES		10,283	551,440	202,000	
APPROPRIATIONS					
Dept 265 - BUILDING & GROUNDS					
249-265-801-000	AUDIT	0	250	250	
249-265-955-000	MISCELLANEOUS EXP	849	1,500	1,000	
249-265-981-007	ASPHALT REPLACE, REPAIRS & RESEALING	0	50,000	50,000	Replace Soccer lot
249-265-981-008	SECURITY UPGRADES	3,158	100,000	20,000	No major security project planned
249-265-981-012	TWP BOARD ROOM UPGRADES	5,580	50,000	20,000	Video upgrades - new chairs
249-265-981-013	TWP HALL CUBICLE/CARPET DESIGN	0	10,000	10,000	
249-265-981-014	HERBST HOME OFFICE RENOVATION	156,724	400,000	30,000	Reduced to focus on feasiblity and design options
249-265-981-015	WAYFINDING SIGNS	0	3,000	3,000	
249-265-981-016	SERVER UPGRADES	0	0	200,000	New Line Item
Totals for dept 265 - BUILDING & GROUNDS		166,311	614,750	334,250	
TOTAL APPROPRIATIONS		166,311	614,750	334,250	
NET OF REVENUES/APPROPRIATIONS - FUND 249		(156,028)	(63,310)	(132,250)	
BEGINNING FUND BALANCE		480,571	480,571	417,261	
ENDING FUND BALANCE		324,543	417,261	285,011	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
<b>Fund 401 - ROAD IMPROVEMENT FUND</b>					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
401-000-665-001	INTEREST	26,420	22,800	10,000	
401-000-699-000	OPERATING TRANSFER IN	1,000,000	1,000,000	850,000	
Totals for dept 000 - REVENUE		1,026,420	1,022,800	860,000	
TOTAL ESTIMATED REVENUES		1,026,420	1,022,800	860,000	
APPROPRIATIONS					
Dept 223 - AUDIT					
401-223-801-000	AUDIT	200	500	500	
Totals for dept 223 - AUDIT		200	500	500	
Dept 446 - ROAD PROJECTS					
401-446-804-000	DUST CONTROL/CHLORIDE	80,034	95,000	95,000	Contractor is holding pricing.
401-446-812-002	KELLOGG - LIMESTONE G.C. TO MCCLEMENS	125,000	125,000	0	
401-446-812-003	KELLOGG - GRAVEL G.R. TO MCCLEMENS	105,000	105,000	0	
401-446-812-004	EULER GRAVEL	90,000	90,000	0	
401-446-812-005	MCCLEMENS LIMESTONE	127,000	127,000	0	
401-446-812-006	CHALLIS/BAUER ROUNDABOUT	500,000	500,000	0	
401-446-812-007	CHILSON ROAD-BECK TO GRAND RIVER	310,885	600,000	0	
401-446-812-008	EULER ROAD - REPAVE	0	0	125,000	Project cost is \$250,000. Cost is split with the LCRC in PPP
401-446-812-009	BRIGHTON RD WEST OF CHILSON-REPAVE	0	0	0	Moved project to 2026/27
401-446-812-010	BECK RD WEST OF CHILSON-GRAVEL	0	0	147,000	
401-446-812-011	CROOKED LAKE RD W OF CHILSON-GRAVEL	0	0	181,000	
401-446-812-013	HERBST RD-REPAVE	0	0	147,500	Project cost is \$295,000. Cost is split with the LCRC in PPP
Totals for dept 446 - ROAD PROJECTS		1,337,919	1,642,000	695,500	
Dept 906					
401-906-956-000	MISC EXPENSE	550	600	780	
Totals for dept 906 -		550	600	780	
TOTAL APPROPRIATIONS		1,338,669	1,643,100	696,780	
NET OF REVENUES/APPROPRIATIONS - FUND 401		(312,249)	(620,300)	163,220	
BEGINNING FUND BALANCE		996,973	996,973	376,673	
ENDING FUND BALANCE		684,724	376,673	539,893	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
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## Fund 402 - PINE CREEK CONSTRUCTION FUND

## ESTIMATED REVENUES

## Dept 000 - REVENUE

402-000-665-001	INTEREST	82,902	0	25,000	
402-000-671-000	PREPAID ASSESSMENTS	1,088,138	0	0	
402-000-671-001	LAKE VILLAS/TWP CONTRIBUTION	457,198	0	0	
402-000-699-202	TRANSFER OUT SAD ROAD & LAKES	2,861,704	0	0	
Totals for dept 000 - REVENUE		4,489,942	0	25,000	

## TOTAL ESTIMATED REVENUES

4,489,942      0      25,000

## APPROPRIATIONS

## Dept 266 - LEGAL SERVICES

402-266-803-000	SAD LEGAL FEES	70,862	0	21,016	From Estimate of Cost
Totals for dept 266 - LEGAL SERVICES		70,862	0	21,016	

## Dept 441 - PUBLIC WORKS

402-441-801-076	BONDING EXPENSE	88,093	0	30,891	Remaining amount from Estimate of Cost
Totals for dept 441 - PUBLIC WORKS		88,093	0	30,891	

## Dept 906

402-906-956-000	MISC EXPENSE	781	0	2,000	
402-906-991-001	PRINCIPAL ON LONG TERM DEBT	0	0	75,000	
402-906-992-001	INTERST ON LONG TERM DEBT	0	0	158,750	
Totals for dept 906 -		781	0	235,750	

## TOTAL APPROPRIATIONS

159,736      0      287,657

## NET OF REVENUES/APPROPRIATIONS - FUND 402

4,330,206      0      (262,657)

## BEGINNING FUND BALANCE

45,551      45,551      45,551

## ENDING FUND BALANCE

4,375,757      45,551      (217,106)

## Fund 532 - GENOA OP-GO CONVERSION DEBT

## ESTIMATED REVENUES

## Dept 000 - REVENUE

532-000-665-001	INTEREST	13,941	15,000	8,000	
532-000-699-592	TRANSFER IN OP OPER # 592	270,177	358,000	358,000	
Totals for dept 000 - REVENUE		284,118	373,000	366,000	

## TOTAL ESTIMATED REVENUES

284,118      373,000      366,000

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
APPROPRIATIONS					
Dept 223 - AUDIT					
532-223-801-000	AUDIT	0	1,000	1,000	
Totals for dept 223 - AUDIT		0	1,000	1,000	
Dept 906					
532-906-956-000	AGENT FEES	500	550	550	
532-906-956-001	MISC EXPENSE	550	450	600	
532-906-991-001	PRINCIPAL ON LONG TERM DEBT	330,000	330,000	340,000	
532-906-992-001	INTEREST ON LONG TERM DEBT	38,994	79,987	71,388	
Totals for dept 906 -		370,044	410,987	412,538	
TOTAL APPROPRIATIONS		370,044	411,987	413,538	
NET OF REVENUES/APPROPRIATIONS - FUND 532		(85,926)	(38,987)	(47,538)	
BEGINNING FUND BALANCE		(4,035,095)	(4,035,095)	(4,074,082)	
ENDING FUND BALANCE		(4,121,021)	(4,074,082)	(4,121,620)	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
<b>Fund 464 - GENOA TOWNSHIP ARPA</b>					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
464-000-665-001	INTEREST	11,554	12,869	0	
Totals for dept 000 - REVENUE		11,554	12,869	0	
TOTAL ESTIMATED REVENUES		11,554	12,869	0	
APPROPRIATIONS					
Dept 261 - GENERAL GOVERNMENT					
464-261-803-001	LAKE EDGEWOOD CONSOLIDATION	0	0	0	
Totals for dept 261 - GENERAL GOVERNMENT		0	0	0	
Dept 262 - ELECTIONS					
464-262-803-000	ELECTION MACHINE	0	0	0	
Totals for dept 262 - ELECTIONS		0	0	0	
Dept 521 - REFUSE COLLECTION					
464-521-802-000	ADDITIONAL RECYCLING EXPENSES	259,854	259,854	0	
Totals for dept 521 - REFUSE COLLECTION		259,854	259,854	0	
Dept 900 - CAPITAL OUTLAY FUNCTION					
464-900-977-001	BROADBAND	0	112,500	0	
Totals for dept 900 - CAPITAL OUTLAY FUNCTION		0	112,500	0	
Dept 906					
464-906-956-000	MISC EXPENSE	550	650	0	
Totals for dept 906 -		550	650	0	

## Public Hearing Draft Budget for March 3, 2025 Board Meeting

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
-----					
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES					
464-965-995-101	TRANSFER OUT - FUND #101 - GENERAL FUND	0	31,082	0	
Totals for dept 965 - TRANSFERS OUT & OTHER FINANCING USES		0	31,082	0	
-----					
TOTAL APPROPRIATIONS		260,404	404,086	0	
-----					
NET OF REVENUES/APPROPRIATIONS - FUND 464		(235,981)	12,869	0	
BEGINNING FUND BALANCE		391,217	391,217	0	
ENDING FUND BALANCE		155,236	0	0	
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## Public Hearing Draft Budget for March 3, 2025 Board Meeting

2/27/2025

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
<b>Fund 532 - GENOA OP-GO CONVERSION DEBT</b>					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
532-000-665-001	INTEREST	13,941	15,541	15,000	
532-000-699-592	TRANSFER IN OP OPER # 592	270,177	359,802	375,000	
Totals for dept 000 - REVENUE		284,118	375,343	390,000	
TOTAL ESTIMATED REVENUES		284,118	375,343	390,000	
APPROPRIATIONS					
Dept 223 - AUDIT					
532-223-801-000	AUDIT	0	500	500	
Totals for dept 223 - AUDIT		0	500	500	
Dept 906					
532-906-956-000	AGENT FEES	500	500	500	
532-906-956-001	MISC EXPENSE	550	550	550	
532-906-991-001	PRINCIPAL ON LONG TERM DEBT	330,000	330,000	340,000	
532-906-992-001	INTEREST ON LONG TERM DEBT	38,994	38,994	71,388	
Totals for dept 906 -		370,044	370,044	412,438	
TOTAL APPROPRIATIONS		370,044	370,544	412,938	
NET OF REVENUES/APPROPRIATIONS - FUND 532		(85,926)	4,799	(22,938)	
BEGINNING FUND BALANCE		360,951	450,576	450,576	
ENDING FUND BALANCE		275,025	455,375	427,638	



## Public Hearing Draft Budget for March 3, 2025 Board Meeting

2/27/25

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
<b>Fund 853 - PINE CREEK DEBT SERVICE FUND</b>					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
853-000-665-001	INTEREST	13,941	13,991	15,000	
853-000-451.001	SPECIAL ASSESSMENT PAYOFFS	100,029	100,029	0	
853-000452.001	SPECIAL ASSESSMENTS TAX COLLECTIONS	245,836	245,836	309,957	
Totals for dept 000 - REVENUE		359,806	359,856	324,957	
TOTAL ESTIMATED REVENUES		359,806	359,856	324,957	
APPROPRIATIONS					
Dept 223 - AUDIT					
853-223-801-000	AUDIT	0	500	500	
Totals for dept 223 - AUDIT		0	500	500	
Dept 906					
853-906-956-000	AGENT FEES	0	0	500	
853-906-956-001	MISC EXPENSE	0	0	550	
853-906-991-001	PRINCIPAL ON LONG TERM DEBT	0	0	75,000	
853-906-992-001	INTEREST ON LONG TERM DEBT	0	0	158,747	
Totals for dept 906 -		0	0	234,797	
TOTAL APPROPRIATIONS		0	500	235,297	
NET OF REVENUES/APPROPRIATIONS - FUND 853		359,806	359,356	89,660	
BEGINNING FUND BALANCE		0	0	359,356	
ENDING FUND BALANCE		359,806	359,356	449,016	

**GENOA CHARTER TOWNSHIP  
BOARD OF TRUSTEES  
BUDGET PUBLIC HEARING  
MARCH 3, 2025  
6:30 P.M.**

The Genoa Charter Township Board of Trustees will hold a public hearing on the proposed township budget for fiscal year 4/1/2025-3/31/2026 at Genoa Charter Township Hall, 2911 Dorr Road, Brighton, MI 48116 on Monday, March 3, 2025 at 6:30 p.m. **The property tax millage rate proposed to be levied to support the proposed budget will be subject of the hearing.** The budget can be viewed online at [www.genoa.org](http://www.genoa.org) or a hard copy is available for public inspection for review at the Genoa Charter Township Hall.

Please address any written comments to the Genoa Charter Township Board of Trustees at 2911 Dorr Road, Brighton, MI 48116 or via email to Township Supervisor, Kevin Spicher at [supervisor@genoa.org](mailto:supervisor@genoa.org).

Genoa Charter Township will provide necessary reasonable auxiliary aides and services to individuals with disabilities who are planning to attend. Please contact the Genoa Township Hall at (810) 227-5225 at least seven (7) days in advance of the meeting if you need assistance.

Published Livingston Daily: 2/19/2025

LV-41244764

**GENOA CHARTER TOWNSHIP  
LIVINGSTON COUNTY, MICHIGAN**

**RESOLUTION 250303A**

**2025-2026 GENERAL APPROPRIATIONS ACT  
BUDGET RESOLUTION  
FISCAL YEAR: APRIL 1, 2025 THROUGH MARCH 31, 2026**

At a regular meeting of the Board of Trustees of Genoa Charter Township, Livingston County, Michigan, (the “Township”) held at 6:30pm at the Township Hall on Monday, March 3, 2025 there were:

PRESENT:

ABSENT:

The following preamble and resolution were offered by \_\_\_\_\_ and seconded by \_\_\_\_\_.

**2025-2026 GENERAL APPROPRIATIONS ACT  
BUDGET RESOLUTION  
FISCAL YEAR: APRIL 1, 2025 THROUGH MARCH 31, 2026**

WHEREAS, the Charter Township Act, MCL 42.1 et. seq, as amended, requires the Township to prepare a detailed budget for the upcoming fiscal year; and

WHEREAS, the Uniform Budgeting and Accounting Act, MCL 141.421 et seq, as amended, which is applicable to the Township, requires that the Township pass a general appropriation act setting forth certain information for the upcoming fiscal year; and

WHEREAS, the Township Board of Genoa Charter Township (“the Board”) seeks to adopt a resolution, which shall be known as the “2025-2026 General Appropriations Act”, which authorizes the Township to levy and collect taxes and authorize the spending of the money collected in the manner set forth below and in the approved budget document for the Fiscal Year beginning April 1, 2025 and ending March 31, 2026;

NOW THEREFORE BE IT RESOLVED by the Board of Trustees of Genoa Charter Township the following:

**Section 1: Title**

This resolution shall be known as the 2025-2026 Genoa Charter Township General Appropriations Act.

**Section 2: Chief Administrative Officer**

The Supervisor, pursuant to state law, shall be the Chief Administrative Officer and shall perform the duties of the Chief Administrative Officer enumerated in this resolution.

**Section 3: Public Hearings on the Budget**

Pursuant to MCL 42.26, 141.412 and 141.413 notice of a public hearing on the proposed budget was published in the Livingston Daily, a newspaper of general circulation on February 19, 2025, and a public hearing on the proposed budget was held on March 3, 2025.

**Section 4: Millage Levy**

The Genoa Charter Township Board shall cause to be levied and collected the general property tax on all real and personal property within the township upon the current tax roll an amount equal to 0.7773 mills as authorized under state law.

**Section 5: Estimated Revenues and Expenditures**

The estimated total revenues and expenditures for the various funds, wages and or salaries is presented in Exhibit A.

**Section 6: Adoption of Budget by Reference**

The 2025-2026 fiscal year budget for the various funds by Department is hereby adopted by reference, with revenues and activity expenditures as indicated in Section 6 and Exhibit A of this resolution.

**Section 7: Appropriation not a Mandate to Spend**

Appropriations will be deemed maximum authorizations to incur expenditures. The Township officials responsible for the expenditures authorized in the budget may expend township funds up to, but not exceed, the total appropriation for each Department.

**Section 8: Payment of Bills**

Pursuant to MCL 41.75, as amended, all claims (bills) against the Township shall be approved by the Board prior to being paid. Certain bills may be paid prior to approval by the Township Board to avoid late penalties, service charges and interest, and payroll in accordance with the approved salaries and wages adopted in this appropriations act. The Board shall receive a list of claims (bills) paid prior to approval so that they may be approved at the next Board Meeting.

**Section 9: Budget Monitoring**

Whenever it appears to the Chief Administrative Officer or the Township Board that the actual and probable revenues in any fund will be less than the estimated revenues upon which appropriations from such fund were based, and when it appears that expenditures shall exceed an appropriation, the Chief Administrative Officer shall present to the township board recommendations to prevent expenditures from exceeding available revenues or appropriations for the current fiscal year. Such recommendations shall include proposals for reducing appropriations, increasing revenues, or both.

**Section 10: Board Adoption**

A roll call vote on the foregoing resolution was taken and was as follows:

AYES:

NAYS:

ABSENT:

The resolution was declared \_\_\_\_\_.

### **CERTIFICATION OF CLERK**

The undersigned, being the duly elected Clerk of the Township, hereby certifies that (1) the foregoing is a true and complete copy of a resolution duly adopted by the Township Board at a meeting of the Township Board, at which meeting a quorum was present and remained throughout; (2) the original thereof is on file in the records of my office; (3) the meeting was conducted, and public notice thereof was given, pursuant to and in full compliance with the Open Meetings Act (Act No. 267, Public Acts of Michigan, 1976, as amended); and (4) minutes of such meeting were kept and will be or have been made available as required thereby.

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Janene Deaton, Genoa Charter Township Clerk

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Date

# EXHIBIT A

## Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
					Note - the average budget impact on wages and salaries is an increase of under 2.7%. Individual employee wage increases/decreases are determined by the administrative committee. Wage/salary budget amounts in this budget have improved accuracy compared to last FY which is why some show a reduction.
Fund 101 - GENERAL FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
101-000-402-001	CURRENT REAL PROP TAX	758,866	1,220,000	1,312,000	
101-000-411-001	DELINQ TAX - PERSONAL & REAL	0	1,000	1,000	
101-000-434-002	TRAILER FEES	3,091	3,600	3,600	
101-000-448-001	COLLECT FEES/EXCESS OF ROLL	389,339	430,000	451,000	
101-000-448-002	COLLECTION FEE - SCHOOLS	24,498	25,000	25,000	
101-000-451-024	ADMIN FEE/UTILITY-OPERATING	44,520	59,359	61,171	
101-000-452-001	INTEREST-SPECIAL ASSESSMENTS	0	15,494	31,647	Addition of special assessment districts
101-000-476-001	CABLE FRANCHISE	328,721	390,000	320,000	Reduced - PEG Fee moved to new line item
101-000-476-002	LICENSE & PERMITS	19,347	20,000	20,000	
101-000-476-004	CABLE FRANCHISE PEG FUND	8,830	0	11,600	New Line Item
101-000-567-001	CEMETERY REVENUE	0	400	400	
101-000-572-001	METRO ACT REVENUE	17,488	21,700	21,700	
101-000-573-001	LCSA-PPT REIMBURSEMENT	17,839	20,200	20,400	
101-000-574-002	STATE SHARED REVENUE	1,905,310	2,346,759	2,328,836	Changed per 1-10-25 info from State
101-000-608-000	CHARGES FOR SERV-APPL FEES	70,278	60,000	70,000	Increase due to busy Planning Commission workload
101-000-609-000	CHARGES FOR SERVICES- FOIA/PRINTING	752	500	1,000	Increased due FOIA request trends
101-000-626-032	ADM FEE LIQUOR LAW	2,705	3,790	3,790	
101-000-631-000	REFUSE COLLECTION FEES	44,934	1,348,457	1,370,660	Per parcel cost increased \$1.25/month
101-000-657-001	ORDINANCE FINES	0	1,500	1,000	
101-000-665-001	INTEREST	44,387	65,000	70,000	
101-000-671-000	OTHER REVENUE	(738)	1,000	1,000	Pine Creek Ridge Legal Reimbursement-one time transfer 24/25.
101-000-672-000	TAXES ON LAND TRANSFER	149,905	145,000	148,000	
101-000-682-000	ELECTION REIMBURSEMENTS	132,881	0	0	
101-000-698-202	TRANSFER IN - SAD RESIDUAL BALANCE	0	500	0	
101-000-699-249	MMRMA REIMBURSEMENT	10,186	10,000	11,000	
101-000-699-464	TRANSFER IN FROM ARPA FUND #464	259,854	266,683	0	
Totals for dept 000 - REVENUE		4,232,993	6,455,942	6,284,804	
TOTAL ESTIMATED REVENUES		4,232,993	6,455,942	6,284,804	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
APPROPRIATIONS					
Dept 101 - TOWNSHIP BOARD					
101-101-702-014	TRUSTEES/SECRETARY WAGES & SALARIES	31,697	40,000	40,000	
101-101-861-000	TRUSTEES MILEAGE & TRAVEL EXPENSE	1,735	3,000	3,000	
101-101-910-000	TRUSTEES PRO DEV/CONFERENCE/DUES	12,858	15,000	20,000	Increase for new official training
101-101-955-000	TRUSTEES MISCELLANEOUS	46	100	500	
Totals for dept 101 - TOWNSHIP BOARD		46,336	58,100	63,500	
Dept 171 - TOWNSHIP SUPERVISOR					
101-171-702-014	TWP SUPERVISOR SALARY	60,596	70,000	68,600	Prior year was budgeted high.
101-171-861-000	SUPERVISOR MILEAGE & TRAVEL EXPENSE	62	500	500	
101-171-910-000	SUPERVISOR PRO DEV/CONFERENCE/DUES	894	500	2,000	New Supervisor, additional training
101-171-955-000	SUPERVISOR MISCELLANEOUS	11	500	500	
Totals for dept 171 - TOWNSHIP SUPERVISOR		61,563	71,500	71,600	
Dept 172 - TOWNSHIP MANAGER					
101-172-702-014	TWP MANAGER SALARY	141,242	160,000	160,000	
101-172-703-000	MANAGER DEPT WAGES & SALARIES	43,138	48,500	50,900	
101-172-861-000	MANAGER DEPT MILEAGE & TRAVEL EXPENSE	0	1,000	1,000	
101-172-910-000	MANAGER DEPT PRO DEV/CONFERENCE/DUES	2,284	4,000	4,000	
101-172-955-000	MANAGER DEPT MISCELLANEOUS	0	1,000	1,000	
Totals for dept 172 - TOWNSHIP MANAGER		186,664	214,500	216,900	
Dept 191 - ACCOUNTING & FINANCE					
101-191-703-000	ACCT DEPT WAGES & SALARIES	72,984	91,000	90,700	Prior year was budgeted high.
101-191-801-000	ACCOUNTING CONSULTANT (PHP)	10,720	30,000	30,000	
101-191-801-001	FINANCIAL CONSULTING (PFM)	1,200	1,200	1,200	
101-191-861-000	ACCT DEPT MILEAGE & TRAVEL EXPENSE	0	100	100	
101-191-910-000	ACCT DEPT PRO DEV/CONFERENCE/DUES	0	100	100	
101-191-955-000	ACCT DEPT MISCELLANEOUS	0	500	500	
Totals for dept 191 - ACCOUNTING & FINANCE		84,904	122,900	122,600	
Dept 215 - TOWNSHIP CLERK					
101-215-702-014	TWP CLERK SALARY	54,276	58,755	70,479	Reflects 12/2/24 adjustment.
101-215-703-000	CLERKS DEPT WAGES & SALARIES	41,081	65,000	34,800	Reduced due to non-election year
101-215-861-000	CLERKS DEPT MILEAGE & TRAVEL EXPENSE	0	0	500	
101-215-910-000	CLERKS DEPT PRO DEV/CONFERENCE/DUES	455	700	700	
101-215-955-000	CLERKS DEPT MISCELLANEOUS	0	100	100	
Totals for dept 215 - TOWNSHIP CLERK		95,812	124,555	106,579	
Dept 223 - AUDIT					
101-223-801-000	AUDIT SERVICES (MANER COSTERISAN)	29,900	34,000	34,900	
Totals for dept 223 - AUDIT		29,900	34,000	34,900	



# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	

## Dept 228 - INFORMATION TECHNOLOGY

101-228-703-000	IT DEPT WAGES & SALARIES	69,317	81,000	79,000	Prior year was budgeted high.
101-228-861-000	IT DEPT MILEAGE & TRAVEL EXPENSE	0	500	500	
101-228-910-000	IT DEPT PRO DEV/CONFERENCE/DUES	0	200	200	
101-228-955-000	IT DEPT MISCELLANEOUS	0	500	500	
Totals for dept 228 - INFORMATION TECHNOLOGY		69,317	82,200	80,200	

## Dept 247 - BOARD OF REVIEW

101-247-702-014	BOARD OF REVIEW SALARIES	537	4,000	4,000	
101-247-791-000	BD OF REV PUBLICATIONS	623	1,100	1,500	
101-247-861-000	BD OF REV MILEAGE & TRAVEL EXPENSE	0	100	100	
101-247-910-000	BD OF REV PRO DEV/CONFERENCE/DUES	0	540	540	
101-247-955-000	BD OF REV MISCELLANEOUS	0	500	500	
101-247-964-000	REFUNDS & CHARGEBACKS	3,886	5,000	8,000	
Totals for dept 247 - BOARD OF REVIEW		5,046	11,240	14,640	

## Dept 253 - TOWNSHIP TREASURER

101-253-702-014	TREASURER SALARY	60,694	69,000	69,000	
101-253-703-000	TREASURERS DEPT WAGES & SALARIES	96,873	110,000	113,600	
101-253-861-000	TREASURERS DEPT MILEAGE & TRAVEL EXPENSE	557	750	500	
101-253-910-000	TREASURERS DEPT PRO DEV/CONFERENCE/D	10	500	500	
101-253-955-000	TREASURERS DEPT MISCELLANEOUS	108	500	250	
Totals for dept 253 - TOWNSHIP TREASURER		158,242	180,750	183,850	

## Dept 257 - ASSESSING DEPARTMENT

101-257-702-014	ASSESSING SALARIES	227,734	266,000	270,900	
101-257-703-000	ASSESSING WAGES & SALARIES INTERN	2,280	10,000	10,000	
101-257-803-000	ASSESSING LEGAL	14,863	15,000	20,000	
101-257-861-000	ASSESSING MILEAGE & TRAVEL EXPENSE	0	500	500	
101-257-910-000	ASSESSING PRO DEV/CONFER/DUES/SUB	2,334	5,000	5,000	
101-257-955-000	ASSESSING MISCELLANEOUS	273	500	500	
Totals for dept 257 - ASSESSING DEPARTMENT		247,484	297,000	306,900	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Dept 261 - GENERAL GOVERNMENT					
101-261-703-000	UNALLOCATED WAGES & SALARIES	0	2,000	2,000	
101-261-709-000	EMPLOYER'S SHARE SS & MEDICARE	81,383	110,000	100,000	
101-261-709-001	CELLPHONE REIMBURSEMENT	4,345	5,800	10,620	We had several cell phones being paid under the Verizon Invoice. We reallocated all cell phone expenses under one line item. Item 101-265-850-000 was reduced.
101-261-709-002	WORKERS COMP	11,054	11,000	15,000	
101-261-718-001	RETIREMENT	92,076	155,000	160,000	Assume 3 percent increase
101-261-718-002	HEALTH/LIFE INSURANCE	325,753	320,000	380,000	FY does not align with benefit year. 7% increase for 2025 benefit year. Assume 8% increase for Dec 1-March 31, 2026.
101-261-718-003	WELLNESS	2,796	8,000	8,000	
101-261-718-004	EHIM RESERVE	0	50,000	50,000	
101-261-750-000	SUPPLIES	19,518	25,000	25,000	
101-261-750-001	POSTAGE	14,733	30,000	28,000	
101-261-751-000	EQUIP / SOFTWARE / SOFTWARE MAINTENANCE	75,649	125,000	120,000	Moving BSA online to end of FY 26. Likely partial costs in FY 27. Adding office 365 subscription.
101-261-752-000	WEBSITE MAINTENANCE/UPGRADES	1,750	20,000	20,000	
101-261-791-000	SUBSCRIPTIONS/PUBLICATIONS/MEMBERS	8,020	6,000	8,000	Increase is due to inclusion of publication costs for Board meeting minutes.
101-261-802-000	CONTRACTUAL SERVICES / CONSULTING	814	10,000	8,000	Reduction moved to new community engagement line item.
101-261-802-001	TWP VEHICLE EXPENSES	207	2,000	2,000	
101-261-861-000	UNALLOCATED MILEAGE & TRAVEL EXPENSE	0	100	100	
101-261-941-000	CONTINGENCY	9,325	30,000	25,000	Combined 101-261-941-000 and 101-261-955-000 and reduced.
101-261-955-000	UNALLOCATED MISCELLANEOUS	3,178	3,000	0	Combined with 101-261-941-000
Totals for dept 261 - GENERAL GOVERNMENT		650,601	912,900	961,720	
Dept 262 - ELECTIONS					
101-262-703-001	WAGES- PART TIME OFFICE WORKERS	66,674	60,000	7,500	
101-262-703-002	SCANNERS, CHAIRPERSON & POLL WORKERS	59,700	55,000	0	
101-262-703-004	TRAINING: \$45<4 HRS - \$90>4 HRS	3,690	3,195	0	
101-262-703-005	WAGES - RECEIVING BOARD- \$200 PER DIEM	1,200	1,600	0	
101-262-751-001	ELECTION OFFICE SUPPLIES/EQUIPMENT	20,259	20,000	3,000	
101-262-791-000	ELECTION PUBLICATIONS	288	1,500	0	
101-262-802-001	ELECTION MEETING FEES	750	1,200	0	
101-262-802-002	BALLOT TESTING	11,723	10,000	2,000	
101-262-802-003	LIVINGSTON COUNTY CLERK	17,899	9,000	2,000	
101-262-802-004	CHURCH / SCHOOL CLEANUP/SETUP/ TAKE D	5,100	4,500	2,500	
101-262-802-005	ELECTION BREAKFAST / DINNER	2,240	1,800	0	
101-262-861-001	ELECTION MILEAGE & TRAVEL	876	650	0	
101-262-901-001	POSTAGE FOR APPLICATIONS	0	0	500	
101-262-901-002	POSTAGE FOR MAILING BALLOTS	6,172	5,820	500	
101-262-901-003	POSTAGE FOR MAILING NEW I.D. CARDS	0	100	0	
101-262-955-000	ELECTION MISCELLANEOUS	3,366	3,332	0	
Totals for dept 262 - ELECTIONS		199,937	177,697	18,000	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
		ACTIVITY	AMENDED	RECOMMENDED	
GL NUMBER	DESCRIPTION	THRU 02/18/25	BUDGET	BUDGET	MORTENSEN COLUMN NOTES
Dept 265 - BUILDING & GROUNDS					
101-265-740-000	INSURANCE - PROP LIAB/VEHICLE	52,614	53,000	55,000	
101-265-802-000	BUILDING & GROUNDS CONTRACTUAL SERVI	0	1,000	1,000	
101-265-850-000	PHONE/INTERNT/CABLE/ALARM	25,017	30,000	27,500	Decreased as all cell phone expenses under cell phone reimbursement Expenses for Herbst Property Utilities - Comcast \$212 , DTE \$180, Gas \$102, Mowing \$280)
101-265-851-001	HERBST HOME UTILITIES	0	0	10,000	
101-265-920-001	UTIL:ELECTRICITY & NAT.GAS	22,434	23,000	25,000	
101-265-934-060	REPAIRS & MAINTENANCE	70,055	130,000	130,000	
101-265-955-000	BUILDING & GROUNDS MISCELLANEOUS	1,389	5,000	5,000	
Totals for dept 265 - BUILDING & GROUNDS		171,509	242,000	253,500	
Dept 266 - LEGAL SERVICES					
101-266-803-000	GENERAL TOWNSHIP LEGAL FEES	46,680	50,000	50,000	
101-266-803-001	LITIGATION LEGAL FEES	(25,082)	100,000	150,000	Increased due to potential new litigation. 24/25 includes reimbursement from 23/24 legal expenses for Pine Creek
Totals for dept 266 - LEGAL SERVICES		21,598	150,000	200,000	
Dept 270 - HUMAN RESOURCES					
101-270-703-000	HR WAGES & SALARIES	18,086	20,500	20,900	
101-270-802-000	HR CONTRACTUAL SERVICES	0	1,500	1,500	
101-270-861-000	HR MILEAGE & TRAVEL EXPENSE	0	100	100	
101-270-910-000	HR PRO DEV/CONFERENCE/DUES	0	500	100	
101-270-955-000	HR MISCELLANEOUS	0	500	100	
Totals for dept 270 - HUMAN RESOURCES		18,086	23,100	22,700	
Dept 445 - DRAINS AT LARGE					
101-445-802-000	CONTRACTUAL SERVICES - LIVINGSTON COUP	0	25,000	34,500	Large drain project with the county
Totals for dept 445 - DRAINS AT LARGE		0	25,000	34,500	
Dept 521 - REFUSE COLLECTION					
101-521-802-000	REFUSE CONTRACTUAL SERVICES	1,299,240	1,557,576	1,635,000	goes up to \$18.90 per unit
Totals for dept 521 - REFUSE COLLECTION		1,299,240	1,557,576	1,635,000	
Dept 567 - CEMETERY					
101-567-703-002	CEMETERY MAINTENANCE	8,094	8,000	10,000	increase to take better care of the cemetery
Totals for dept 567 - CEMETERY		8,094	8,000	10,000	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
		ACTIVITY	AMENDED	RECOMMENDED	
GL NUMBER	DESCRIPTION	THRU 02/18/25	BUDGET	BUDGET	MORTENSEN COLUMN NOTES
Dept 701 - PLANNING & ZONING					
101-701-702-014	PLANNING COMMISSION SALARIES	17,350	27,563	27,563	
101-701-702-015	ZONING BOARD WAGES	11,699	16,538	16,538	
101-701-703-000	PLANNING & ZONING WAGES & SALARIES	166,966	254,100	220,100	Prior year budgeted high for zoning official new hire.
101-701-791-000	PLANNING & ZONING PUBLICATIONS	6,453	3,000	10,000	Zoning Ordinance & Master Plan Update
101-701-802-000	PLANNING & ZONING CONTRACTUAL SERVIC	17,357	30,000	75,000	Zoning Ordinance & Master Plan Update
101-701-861-000	PLANNING & ZONING MILEAGE & TRAVEL EX	0	2,500	2,000	
101-701-910-000	PLANNING & ZONING PRO DEV/CONFERENCE	2,010	10,000	8,000	
101-701-946-001	REVIEW SERVICES - PLANNING	38,784	45,000	40,000	
101-701-946-002	REVIEW SERVICES - ENGINEERING	37,826	40,000	40,000	
101-701-946-003	REVIEW SERVICES - PUBLICATIONS/POSTAGE	1,494	3,000	3,000	
101-701-946-004	REVIEW SERVICES - ROUTING	730	2,000	2,000	
101-701-946-005	REVIEW SERVICES - LEGAL/RECORDING FEES	13,621	10,000	12,000	
101-701-955-000	PLANNING & ZONING MISCELLANEOUS	20	1,000	1,000	
Totals for dept 701 - PLANNING & ZONING		314,310	444,701	457,201	
Dept 728 - ECONOMIC DEVELOPMENT					
101-728-880-000	COMMUNITY PROMOTION - CONTRIBUTION	23,283	24,000	24,000	
101-728-880-001	COMMUNITY OUTREACH	0	0	30,000	New line item. 101-261-802-000 reduced by \$12,000 and added \$10,000 to Community outreach
Totals for dept 728 - ECONOMIC DEVELOPMENT		23,283	24,000	54,000	
Dept 900 - CAPITAL OUTLAY FUNCTION					
101-900-970-000	CAPITAL OUTLAY > \$5,000	14,300	50,000	30,000	
101-900-975-000	CAPITAL OUTLAY < \$5,000	7,590	10,000	10,000	
Totals for dept 900 - CAPITAL OUTLAY FUNCTION		21,890	60,000	40,000	
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES					
101-965-995-208	TRANSFER OUT- FUND #208 - PARKS & REC	0	850,000	250,000	
101-965-995-249	TRANSFER OUT- FUND #249 - BLDG RESERVE	0	550,000	200,000	
101-965-995-401	TRANSFER OUT- FUND #401 - ROAD IMPROVI	1,000,000	1,000,000	850,000	
Totals for dept 965 - TRANSFERS OUT & OTHER FINANCING USES		1,000,000	2,400,000	1,300,000	
TOTAL APPROPRIATIONS		4,713,816	7,221,719	6,188,290	
NET OF REVENUES/APPROPRIATIONS - FUND 101		(480,823)	(765,777)	96,514	
BEGINNING FUND BALANCE		3,715,692	3,715,692	2,949,915	
ENDING FUND BALANCE		3,234,869	2,949,915	3,046,429	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Fund 202 - SAD ROADS AND LAKES					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
202-000-452-001	INTEREST	58,035	45,000	25,000	
202-000-699-000	TRANSFER IN - FUND # 101	0	0	200,000	
Totals for dept 000 - REVENUE		58,035	45,000	225,000	
Dept 448 - STREETLIGHTS					
202-448-628-005	WHITE PINES LIGHTING -SAD PRINCIPAL	39	795	995	
Totals for dept 448 - STREETLIGHTS		39	795	995	
Dept 478					
202-478-628-005	HOMESTEAD (\$22-31) -SAD PRINCIPAL	0	13,986	13,986	
202-478-665-001	HOMESTEAD (\$22-31) -INTEREST	290	2,238	1,958	
Totals for dept 478 -		290	16,224	15,944	
Dept 484					
202-484-628-005	EARL LAKE (W18-25) -SAD PRINCIPAL	710	18,803	18,803	
Totals for dept 484 -		710	18,803	18,803	
Dept 485					
202-485-628-005	NOVEL ESTATES (W18-25) -SAD PRINCIPAL	0	10,964	10,964	
Totals for dept 485 -		0	10,964	10,964	
Dept 489					
202-489-628-005	BLACK OAKS (W21-30) -SAD PRINCIPAL	0	922	922	
202-489-665-001	BLACK OAKS (W21-30) -INTEREST	0	129	111	
Totals for dept 489 -		0	1,051	1,033	
Dept 490					
202-490-628-005	DARLENE DR (W21-30) -SAD PRINCIPAL	0	2,867	2,867	
202-490-665-001	DARLENE DR (W21-30) -INTEREST	370	402	344	
Totals for dept 490 -		370	3,269	3,211	
Dept 491					
202-491-628-005	ELMHURST (\$20-26) -SAD PRINCIPAL	0	7,612	7,612	
202-491-665-001	ELMHURST (\$20-26) -INTEREST	514	457	304	
Totals for dept 491 -		514	8,069	7,916	
Dept 492					
202-492-628-005	MCNAMARA (\$23-32) -SAD PRINCIPAL	2,307	13,947	14,132	
202-492-665-001	MCNAMARA (\$23-32) -INTEREST	19	2,546	2,261	
Totals for dept 492 -		2,326	16,493	16,393	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 494					
202-494-628-005	STILLRIVER (S23-32) -SAD PRINCIPAL	0	9,220	9,220	
202-494-665-001	STILLRIVER (S23-32) -INTEREST	0	1,659	1,475	
Totals for dept 494 -		0	10,879	10,695	
Dept 495					
202-495-628-005	TIMBERVIEW PRIV (W23-32)-SAD PRINCIPLE	0	3,795	3,795	
202-495-665-001	TIMBERVIEW PRIV (W23-32)-INTEREST	0	683	607	
Totals for dept 495 -		0	4,478	4,402	
Dept 496					
202-496-628-005	CRYSTAL VALLEY (S24-33) - SAD PRINCIPLE	15,284	36,900	33,948	
202-496-665-001	CRYSTAL VALLEY (S24-33) - INTEREST	0	7,380	6,111	
Totals for dept 496 -		15,284	44,280	40,059	
Dept 497					
202-497-628-005	GRAND RAVINE (W24-38) -SAD PRINCIPLE	6,610	12,276	11,804	
202-497-665-001	GRAND RAVINE (W24-38) -INTEREST	44	1,535	3,305	
Totals for dept 497 -		6,654	13,811	15,109	
Dept 498					
202-498-628-005	LAKEWOOD KNOLL (W24-38) -SAD PRINCIPLE	57,222	57,900	54,183	
202-498-665-001	LAKEWOOD KNOLL (W24-38) -INTEREST	104	5,790	15,171	
Totals for dept 498 -		57,326	63,690	69,354	
Dept 499					
202-499-628-005	MILROY MYSTIC LK (W24-34) - SAD PRINC	11,914	55,600	65,608	
202-499-665-001	MILROY MYSTIC LK (W24-34) - INTEREST	79	2,780	10,008	
Totals for dept 499 -		11,993	58,380	75,616	
Dept 570 - LAKE IMPROVEMENTS					
202-570-628-005	LK CHEMUNG (W23-27) -SAD PRINCIPAL	4,659	48,222	45,034	
Totals for dept 570 - LAKE IMPROVEMENTS		4,659	48,222	45,034	
Dept 571					
202-571-628-005	PARDEE LK (W21-25) -SAD PRINCIPAL	2,083	22,396	22,396	
Totals for dept 571 -		2,083	22,396	22,396	
Dept 572					
202-572-628-005	GRAND BEACH (W21-25) -SAD PRINCIPAL	457	14,125	14,105	
Totals for dept 572 -		457	14,125	14,105	
Dept 573					
202-573-628-005	E/W CROOKED LK (S23-27) -SAD PRINCIPAL	416	18,414	17,888	
Totals for dept 573 -		416	18,414	17,888	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
GL NUMBER	DESCRIPTION	ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 575					
202-575-628-005	BAETCKE LK (S23-27) -SAD PRINCIPAL	0	7,600	7,600	
Totals for dept 575 -		0	7,600	7,600	
Dept 576					
202-576-628-005	EARL LAKE (W24-29) - SAD PRINCIPLE	0	2,789	2,789	
Totals for dept 576 -		0	2,789	2,789	
TOTAL ESTIMATED REVENUES		161,156	429,732	625,306	
APPROPRIATIONS					
Dept 223 - AUDIT					
202-223-801-000	AUDIT	2,500	5,000	5,000	
Totals for dept 223 - AUDIT		2,500	5,000	5,000	
Dept 448 - STREETLIGHTS					
202-448-801-075	WHITE PINES LIGHTING -PROJECT EXPENSE	726	895	915	
Totals for dept 448 - STREETLIGHTS		726	895	915	
Dept 478					
202-478-802-000	HOMESTEAD (S22-31) -ANNUAL MAINT. EXP	2,900	3,100	3,200	
Totals for dept 478 -		2,900	3,100	3,200	
Dept 487					
202-487-801-075	EDWIN DR (S19-23) -PROJECT EXPENSE	2,245	3,800	2,081	
Totals for dept 487 -		2,245	3,800	2,081	
Dept 496					
202-496-801-075	CRYSTAL VALLEY (S24-33) - PROJECT EXP	132,920	134,920	0	
Totals for dept 496 -		132,920	134,920	0	
Dept 497					
202-497-801-075	GRAND RAVINE (W24-38) -PROJECT EXP	223,004	223,136	0	
Totals for dept 497 -		223,004	223,136	0	
Dept 498					
202-498-801-075	LAKEWOOD KNOLL (S24-38) -PROJECT EXP	4,355	1,014,000	0	
Totals for dept 498 -		4,355	1,014,000	0	
Dept 499					
202-499-801-075	MILROY MYSTIC LK (W24-34) - PROJECT EXP	615,970	619,000	0	
Totals for dept 499 -		615,970	619,000	0	



# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Dept 570 - LAKE IMPROVEMENTS					
202-570-801-075	LK CHEMUNG (W23-27) -PROJECT EXPENSE	42,057	55,000	55,000	
	Totals for dept 570 - LAKE IMPROVEMENTS	42,057	55,000	55,000	
Dept 571					
202-571-801-075	PARDEE LK (W21-25) -PROJECT EXPENSE	17,466	22,700	24,000	
	Totals for dept 571 -	17,466	22,700	24,000	
Dept 572					
202-572-801-075	GRAND BEACH (W21-25) -PROJECT EXPENSE	15,643	13,508	14,800	
	Totals for dept 572 -	15,643	13,508	14,800	
Dept 573					
202-573-801-075	E/W CROOKED LK (S23-27) -PROJECT EXPENSE	17,018	15,000	15,500	
	Totals for dept 573 -	17,018	15,000	15,500	
Dept 575					
202-575-801-075	BAETCKE LK (S23-27) -PROJECT EXPENSE	7,000	7,000	7,250	
	Totals for dept 575 -	7,000	7,000	7,250	
Dept 576					
202-576-801-075	EARL LAKE (W24-29) - PROJECT EXPENSE	1,366	2,264	2,265	
	Totals for dept 576 -	1,366	2,264	2,265	
Dept 852 - TRANSFER TO OTHER FUNDS					
202-852-995-101	SAD INTEREST TRANSFER OUT TO 101	0	8,000	0	
202-852-999-402	TRANSFER OUT TO PINE CREEK RD IMPROVEM	413,550	413,550	0	
	Totals for dept 852 - TRANSFER TO OTHER FUNDS	413,550	421,550	0	
Dept 906					
202-906-956-000	MISC EXPENSE	560	600	1,000	
	Totals for dept 906 -	560	600	1,000	
TOTAL APPROPRIATIONS		1,499,280	2,541,473	131,011	
NET OF REVENUES/APPROPRIATIONS - FUND 202		(1,338,124)	(2,111,741)	494,295	
BEGINNING FUND BALANCE		2,446,247	2,446,247	334,506	
ENDING FUND BALANCE		1,108,123	334,506	828,801	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 208 - PARK/RECREATION FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
208-000-434-001	FARM LEASE REVENUE	2,778	2,800	2,800	
208-000-665-001	INTEREST	16,903	6,000	12,000	
208-000-699-101	TRANSFER IN FROM GF #101 OPERATING	0	850,000	250,000	
Totals for dept 000 - REVENUE		19,681	858,800	264,800	
TOTAL ESTIMATED REVENUES		19,681	858,800	264,800	
APPROPRIATIONS					
Dept 223 - AUDIT					
208-223-801-000	AUDIT	200	500	500	
Totals for dept 223 - AUDIT		200	500	500	
Dept 536					
208-536-972-100	LAND FOR RECREATION	354,425	355,000	0	
Totals for dept 536 -		354,425	355,000	0	
Dept 751 - PARKS & RECREATION					
208-751-934-006	PARK PLANNING/ENGINEERING	0	100,000	20,000	reduced scope due to lower Survivor Park impacts
208-751-934-007	HAPRA	93,375	124,500	0	eliminated due to millage
208-751-934-010	B-BALL BENCHES PICNIC TABLE CHARGERS	0	0	0	
208-751-934-011	BOARDWALK/RAILING IMPROVEMENTS	15,731	30,000	0	completed
208-751-934-013	SECURITY UPGRADES	12,302	50,000	25,000	budget for as needed improvements
208-751-934-015	REPAIR/REPLACE RUBBER- POUR IN PLACE	0	13,200	13,200	holdover retainage for quality control
208-751-934-017	NORTH SOCCER FIELD DRAINAGE REPAIR	0	60,000	60,000	Moving budget from 24/25 to 25/26. Work to be completed in April 25.
208-751-934-019	WAYFINDING SIGNAGE	0	0	2,000	budget for park signage as needed
208-751-934-020	BRIGHTON ROAD CLEANUP	0	0	50,000	New Item-Clean up former MDNR Property
208-751-934-060	PATH / PARK MAINTENANCE	98,341	175,000	150,000	
208-751-934-061	EQUIPMENT REPLACEMENT	3,020	5,000	5,000	
Totals for dept 751 - PARKS & RECREATION		222,769	557,700	325,200	
Dept 906					
208-906-956-000	MISC EXPENSE	1,090	1,000	2,000	Bank Fees & Pet Waste Bags
Totals for dept 906 -		1,090	1,000	2,000	
TOTAL APPROPRIATIONS		578,484	914,200	327,700	
NET OF REVENUES/APPROPRIATIONS - FUND 208		(558,803)	(55,400)	(62,900)	
BEGINNING FUND BALANCE		813,904	813,904	758,504	
ENDING FUND BALANCE		255,101	758,504	695,604	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
		ACTIVITY	AMENDED	RECOMMENDED	
GL NUMBER	DESCRIPTION	THRU 02/18/25	BUDGET	BUDGET	MORTENSEN COLUMN NOTES
Fund 212 - LIQUOR LAW ENFORCEMENT					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
212-000-574-001	STATE SHARED REV LIQUOR LAW	17,923	16,700	16,700	
212-000-665-001	INTEREST	76	20	20	
Totals for dept 000 - REVENUE		17,999	16,720	16,720	
TOTAL ESTIMATED REVENUES		17,999	16,720	16,720	
APPROPRIATIONS					
Dept 330 - LIQUOR LAW ENFORCEMENT					
212-330-702-013	LIQUOR LAW ENF WAGES	7,002	9,336	9,336	
212-330-709-009	EMPLOYER'S SHARE FICA	543	724	724	
212-330-715-002	RETIREMENT	701	933	933	
212-330-801-070	AUDITING EXPENSE	200	500	500	
212-330-803-070	LIQUOR LAW ADM FEE/GENOA TWP.	2,705	3,605	3,605	
212-330-860-070	VEHICLE EXPENSE	0	1,545	1,545	
Totals for dept 330 - LIQUOR LAW ENFORCEMENT		11,151	16,643	16,643	
TOTAL APPROPRIATIONS		11,151	16,643	16,643	
NET OF REVENUES/APPROPRIATIONS - FUND 212		6,848	77	77	
BEGINNING FUND BALANCE		5,064	5,064	5,141	
ENDING FUND BALANCE		11,912	5,141	5,218	

Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
GL NUMBER	DESCRIPTION	ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 249 - BUILDING AND GROUNDS FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
249-000-665-001	INTEREST	10,283	1,440	2,000	
249-000-699-000	OPERATING TRANSFER IN #101	0	550,000	200,000	
Totals for dept 000 - REVENUE		10,283	551,440	202,000	
TOTAL ESTIMATED REVENUES		10,283	551,440	202,000	
APPROPRIATIONS					
Dept 265 - BUILDING & GROUNDS					
249-265-801-000	AUDIT	0	250	250	
249-265-955-000	MISCELLANEOUS EXP	849	1,500	1,000	
249-265-981-007	ASPHALT REPLACE, REPAIRS & RESEALING	0	50,000	50,000	Replace Soccer lot
249-265-981-008	SECURITY UPGRADES	3,158	100,000	20,000	No major security project planned
249-265-981-012	TWP BOARD ROOM UPGRADES	5,580	50,000	20,000	Video upgrades - new chairs
249-265-981-013	TWP HALL CUBICLE/CARPET DESIGN	0	10,000	10,000	
249-265-981-014	HERBST HOME OFFICE RENOVATION	156,724	400,000	30,000	Reduced to focus on feasiblity and design options
249-265-981-015	WAYFINDING SIGNS	0	3,000	3,000	
249-265-981-016	SERVER UPGRADES	0	0	200,000	New Line Item
Totals for dept 265 - BUILDING & GROUNDS		166,311	614,750	334,250	
TOTAL APPROPRIATIONS		166,311	614,750	334,250	
NET OF REVENUES/APPROPRIATIONS - FUND 249		(156,028)	(63,310)	(132,250)	
BEGINNING FUND BALANCE		480,571	480,571	417,261	
ENDING FUND BALANCE		324,543	417,261	285,011	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25	2024-25	2025-26	MORTENSEN COLUMN NOTES
		ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	
Fund 401 - ROAD IMPROVEMENT FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
401-000-665-001	INTEREST	26,420	22,800	10,000	
401-000-699-000	OPERATING TRANSFER IN	1,000,000	1,000,000	850,000	
Totals for dept 000 - REVENUE		1,026,420	1,022,800	860,000	
TOTAL ESTIMATED REVENUES		1,026,420	1,022,800	860,000	
APPROPRIATIONS					
Dept 223 - AUDIT					
401-223-801-000	AUDIT	200	500	500	
Totals for dept 223 - AUDIT		200	500	500	
Dept 446 - ROAD PROJECTS					
401-446-804-000	DUST CONTROL/CHLORIDE	80,034	95,000	95,000	Contractor is holding pricing.
401-446-812-002	KELLOGG - LIMESTONE G.C. TO MCCLEMENS	125,000	125,000	0	
401-446-812-003	KELLOGG - GRAVEL G.R. TO MCCLEMENS	105,000	105,000	0	
401-446-812-004	EULER GRAVEL	90,000	90,000	0	
401-446-812-005	MCCLEMENS LIMESTONE	127,000	127,000	0	
401-446-812-006	CHALLIS/BAUER ROUNDABOUT	500,000	500,000	0	
401-446-812-007	CHILSON ROAD-BECK TO GRAND RIVER	310,885	600,000	0	
401-446-812-008	EULER ROAD - REPAVE	0	0	125,000	Project cost is \$250,000. Cost is split with the LCRC in PPP
401-446-812-009	BRIGHTON RD WEST OF CHILSON-REPAVE	0	0	0	Moved project to 2026/27
401-446-812-010	BECK RD WEST OF CHILSON-GRAVEL	0	0	147,000	
401-446-812-011	CROOKED LAKE RD W OF CHILSON-GRAVEL	0	0	181,000	
401-446-812-013	HERBST RD-REPAVE	0	0	147,500	Project cost is \$295,000. Cost is split with the LCRC in PPP
Totals for dept 446 - ROAD PROJECTS		1,337,919	1,642,000	695,500	
Dept 906					
401-906-956-000	MISC EXPENSE	550	600	780	
Totals for dept 906 -		550	600	780	
TOTAL APPROPRIATIONS		1,338,669	1,643,100	696,780	
NET OF REVENUES/APPROPRIATIONS - FUND 401		(312,249)	(620,300)	163,220	
BEGINNING FUND BALANCE		996,973	996,973	376,673	
ENDING FUND BALANCE		684,724	376,673	539,893	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 02/18/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 402 - PINE CREEK CONSTRUCTION FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
402-000-665-001	INTEREST	82,902	0	25,000	
402-000-671-000	PREPAID ASSESSMENTS	1,088,138	0	0	
402-000-671-001	LAKE VILLAS/TWP CONTRIBUTION	457,198	0	0	
402-000-699-202	TRANSFER OUT SAD ROAD & LAKES	2,861,704	0	0	
Totals for dept 000 - REVENUE		4,489,942	0	25,000	
TOTAL ESTIMATED REVENUES		4,489,942	0	25,000	
APPROPRIATIONS					
Dept 266 - LEGAL SERVICES					
402-266-803-000	SAD LEGAL FEES	70,862	0	21,016	From Estimate of Cost
Totals for dept 266 - LEGAL SERVICES		70,862	0	21,016	
Dept 441 - PUBLIC WORKS					
402-441-801-076	BONDING EXPENSE	88,093	0	30,891	Remaining amount from Estimate of Cost
Totals for dept 441 - PUBLIC WORKS		88,093	0	30,891	
Dept 906					
402-906-956-000	MISC EXPENSE	781	0	2,000	
402-906-991-001	PRINCIPAL ON LONG TERM DEBT	0	0	75,000	
402-906-992-001	INTERST ON LONG TERM DEBT	0	0	158,750	
Totals for dept 906 -		781	0	235,750	
TOTAL APPROPRIATIONS		159,736	0	287,657	
NET OF REVENUES/APPROPRIATIONS - FUND 402		4,330,206	0	(262,657)	
BEGINNING FUND BALANCE		45,551	45,551	45,551	
ENDING FUND BALANCE		4,375,757	45,551	(217,106)	
Fund 532 - GENOA OP-GO CONVERSION DEBT					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
532-000-665-001	INTEREST	13,941	15,000	8,000	
532-000-699-592	TRANSFER IN OP OPER # 592	270,177	358,000	358,000	
Totals for dept 000 - REVENUE		284,118	373,000	366,000	
TOTAL ESTIMATED REVENUES		284,118	373,000	366,000	

Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26	
GL NUMBER	DESCRIPTION	ACTIVITY THRU 02/18/25	AMENDED BUDGET	RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
APPROPRIATIONS					
Dept 223 - AUDIT					
532-223-801-000	AUDIT	0	1,000	1,000	
Totals for dept 223 - AUDIT		0	1,000	1,000	
Dept 906					
532-906-956-000	AGENT FEES	500	550	550	
532-906-956-001	MISC EXPENSE	550	450	600	
532-906-991-001	PRINCIPAL ON LONG TERM DEBT	330,000	330,000	340,000	
532-906-992-001	INTEREST ON LONG TERM DEBT	38,994	79,987	71,388	
Totals for dept 906 -		370,044	410,987	412,538	
TOTAL APPROPRIATIONS		370,044	411,987	413,538	
NET OF REVENUES/APPROPRIATIONS - FUND 532		(85,926)	(38,987)	(47,538)	
BEGINNING FUND BALANCE		(4,035,095)	(4,035,095)	(4,074,082)	
ENDING FUND BALANCE		(4,121,021)	(4,074,082)	(4,121,620)	

## Genoa Charter Township Fiscal Year 2025-2026 Budget

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 464 - GENOA TOWNSHIP ARPA					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
464-000-665-001	INTEREST	11,554	12,869	0	
Totals for dept 000 - REVENUE		11,554	12,869	0	
TOTAL ESTIMATED REVENUES		11,554	12,869	0	
APPROPRIATIONS					
Dept 261 - GENERAL GOVERNMENT					
464-261-803-001	LAKE EDGEWOOD CONSOLIDATION	0	0	0	
Totals for dept 261 - GENERAL GOVERNMENT		0	0	0	
Dept 262 - ELECTIONS					
464-262-803-000	ELECTION MACHINE	0	0	0	
Totals for dept 262 - ELECTIONS		0	0	0	
Dept 521 - REFUSE COLLECTION					
464-521-802-000	ADDITIONAL RECYCLING EXPENSES	259,854	259,854	0	
Totals for dept 521 - REFUSE COLLECTION		259,854	259,854	0	
Dept 900 - CAPITAL OUTLAY FUNCTION					
464-900-977-001	BROADBAND	0	112,500	0	
Totals for dept 900 - CAPITAL OUTLAY FUNCTION		0	112,500	0	
Dept 906					
464-906-956-000	MISC EXPENSE	550	650	0	
Totals for dept 906 -		550	650	0	



## Genoa Charter Township Fiscal Year 2025-2026 Budget

		2024-25	2024-25	2025-26
		ACTIVITY	AMENDED	RECOMMENDED
GL NUMBER	DESCRIPTION	THRU 01/31/25	BUDGET	BUDGET MORTENSEN COLUMN NOTES
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES				
464-965-995-101	TRANSFER OUT - FUND #101 - GENERAL FUND	0	31,082	0
Totals for dept 965 - TRANSFERS OUT & OTHER FINANCING USES		0	31,082	0
TOTAL APPROPRIATIONS		260,404	404,086	0
NET OF REVENUES/APPROPRIATIONS - FUND 464		(235,981)	12,869	0
BEGINNING FUND BALANCE		391,217	391,217	0
ENDING FUND BALANCE		155,236	0	0

## Genoa Charter Township Fiscal Year 2025-2026 Budget

2/27/2025

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 532 - GENOA OP-GO CONVERSION DEBT					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
532-000-665-001	INTEREST	13,941	15,541	15,000	
532-000-699-592	TRANSFER IN OP OPER # 592	270,177	359,802	375,000	
Totals for dept 000 - REVENUE		284,118	375,343	390,000	
TOTAL ESTIMATED REVENUES		284,118	375,343	390,000	
APPROPRIATIONS					
Dept 223 - AUDIT					
532-223-801-000	AUDIT	0	500	500	
Totals for dept 223 - AUDIT		0	500	500	
Dept 906					
532-906-956-000	AGENT FEES	500	500	500	
532-906-956-001	MISC EXPENSE	550	550	550	
532-906-991-001	PRINCIPAL ON LONG TERM DEBT	330,000	330,000	340,000	
532-906-992-001	INTEREST ON LONG TERM DEBT	38,994	38,994	71,388	
Totals for dept 906 -		370,044	370,044	412,438	
TOTAL APPROPRIATIONS		370,044	370,544	412,938	
NET OF REVENUES/APPROPRIATIONS - FUND 532		(85,926)	4,799	(22,938)	
BEGINNING FUND BALANCE		360,951	450,576	450,576	
ENDING FUND BALANCE		275,025	455,375	427,638	

# Genoa Charter Township Fiscal Year 2025-2026 Budget

2/27/25

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY THRU 01/31/25	2024-25 AMENDED BUDGET	2025-26 RECOMMENDED BUDGET	MORTENSEN COLUMN NOTES
Fund 853 - PINE CREEK DEBT SERVICE FUND					
ESTIMATED REVENUES					
Dept 000 - REVENUE					
853-000-665-001	INTEREST	13,941	13,991	15,000	
853-000-451.001	SPECIAL ASSESSMENT PAYOFFS	100,029	100,029	0	
853-000452.001	SPECIAL ASSESSMENTS TAX COLLECTIONS	245,836	245,836	309,957	
Totals for dept 000 - REVENUE		359,806	359,856	324,957	
TOTAL ESTIMATED REVENUES		359,806	359,856	324,957	
APPROPRIATIONS					
Dept 223 - AUDIT					
853-223-801-000	AUDIT	0	500	500	
Totals for dept 223 - AUDIT		0	500	500	
Dept 906					
853-906-956-000	AGENT FEES	0	0	500	
853-906-956-001	MISC EXPENSE	0	0	550	
853-906-991-001	PRINCIPAL ON LONG TERM DEBT	0	0	75,000	
853-906-992-001	INTEREST ON LONG TERM DEBT	0	0	158,747	
Totals for dept 906 -		0	0	234,797	
TOTAL APPROPRIATIONS		0	500	235,297	
NET OF REVENUES/APPROPRIATIONS - FUND 853		359,806	359,356	89,660	
BEGINNING FUND BALANCE		0	0	359,356	
ENDING FUND BALANCE		359,806	359,356	449,016	

**GENOA CHARTER TOWNSHIP  
LIVINGSTON COUNTY, MICHIGAN**

**RESOLUTION 250303B**

At a regular meeting of the Board of Trustees of Genoa Charter Township, Livingston County, Michigan, (the "Township") held at 6:30pm at the Township Hall on Monday, March 3, 2025 there were:

PRESENT:

ABSENT:

The following preamble and resolution were offered by \_\_\_\_\_ and seconded by \_\_\_\_\_.

**RESOLUTION TO ESTABLISH THE WAGES AND SALARIES FOR APPOINTED OFFICIALS**

NOW THEREFORE, BE IT RESOLVED that for the fiscal year beginning on April 1, 2025, the base wage for the appointed officials on the Planning Commission, Zoning Board of Appeals, and Board of Review shall be as stated below. The chairperson for the Planning Commission and Zoning Board of Appeals shall get the per diem plus an additional ten dollars (\$10.00). The hereby established base salaries shall therefore be adopted as follows:

Planning Commission and Zoning Board of Appeals (Per Diem) - \$ 211.58 (Chairperson - \$221.58)

Board of Review (Hourly) - \$29.81 hourly

Recording Secretary (Per Diem) - \$188.91 plus \$25 per ½ hour after 9:30pm

A roll call vote on the foregoing resolution was taken and was as follows:

AYES:

NAYS:

ABSENT:

The resolution was declared \_\_\_\_\_.

**CERTIFICATION OF CLERK**

The undersigned, being the duly elected Clerk of the Township, hereby certifies that (1) the foregoing is a true and complete copy of a resolution duly adopted by the Township Board at a meeting of the Township Board, at which meeting a quorum was present and remained throughout; (2) the original thereof is on file in the records of my office; (3) the meeting was conducted, and public notice thereof was given, pursuant to and in full compliance with the Open Meetings Act (Act No. 267, Public Acts of Michigan, 1976, as amended); and (4) minutes of such meeting were kept and will be or have been made available as required thereby.

\_\_\_\_\_  
Janene Deaton, Genoa Charter Township Clerk

\_\_\_\_\_  
Date

**GENOA CHARTER TOWNSHIP  
LIVINGSTON COUNTY, MICHIGAN**

**RESOLUTION 250303C**

At a regular meeting of the Board of Trustees of Genoa Charter Township, Livingston County, Michigan, (the “Township”) held at 6:30pm at the Township Hall on Monday, March 3, 2025 there were:

PRESENT:

ABSENT:

The following preamble and resolution were offered by \_\_\_\_\_ and seconded by \_\_\_\_\_.

**RESOLUTION TO ESTABLISH THE WAGES AND SALARIES FOR ELECTED OFFICIALS**

NOW THEREFORE, BE IT RESOLVED that for the fiscal year beginning on April 1, 2025, the base wage salaries\* for the elected officials shall remain unchanged and be adopted as follows:

Supervisor	\$ 68,512
Treasurer	\$ 67,254
Clerk	\$ 67,254
Trustees	\$ 246.64 Per-Diem

\*(base wage salaries do not include pay for longevity, cell phone reimbursement or medical opt out)

A roll call vote on the foregoing resolution was taken and was as follows:

AYES:

NAYS:

ABSENT:

The resolution was declared \_\_\_\_\_.

**CERTIFICATION OF CLERK**

The undersigned, being the duly elected Clerk of the Township, hereby certifies that (1) the foregoing is a true and complete copy of a resolution duly adopted by the Township Board at a meeting of the Township Board, at which meeting a quorum was present and remained throughout; (2) the original thereof is on file in the records of my office; (3) the meeting was conducted, and public notice thereof was given, pursuant to and in full compliance with the Open Meetings Act (Act No. 267, Public Acts of Michigan, 1976, as amended); and (4) minutes of such meeting were kept and will be or have been made available as required thereby.

\_\_\_\_\_  
Janene Deaton, Genoa Charter Township Clerk

\_\_\_\_\_  
Date



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

## MEMORANDUM

**TO:** Honorable Board of Trustees

**FROM:** Amy Ruthig, Planning Director

**DATE:** February 25, 2025

**RE:** Ordinance no. Z-25-04  
Parcel #: 4711-23-400-007, 4711-23-400-008, 4711-23-400-001, & 4711-23-300-003  
4 Vacant Parcels, Challis Road

In consideration of the approval recommendations by the Township Planning Commission on December 4<sup>th</sup>, 2024 and the Livingston County Planning Commission on February 19<sup>th</sup>, 2025, please find attached a proposed rezoning ordinance for your review. The proposed rezoning is for the following vacant parcel #s: 4711-23-400-007, 4711-23-400-008, 4711-23-400-001 and 4711-23-300-003 a vacant parcel. The parcels are located on the northwest corner of Challis and Bauer Roads. The rezoning consists of approximately 127.57 acres.

The proposed rezoning request is from Agriculture (AG) to Low Density Residential (LDR) with a Residential Planned Unit Development (RPUD) overlay. The proposal is for a 55-unit site condominium development.



As required pursuant to the Charter Township Act (Act 359 of 1947) the Board is being asked to introduce and conduct the first reading on the proposed rezoning ordinance. Staff is requesting the second reading and consideration for adoption be set for the Monday, March 17, 2025 regularly scheduled meeting. A draft publication as required by law is also attached. As such please consider the following action:

### SUPERVISOR

Kevin Spicher

### CLERK

Janene Deaton

### TREASURER

Robin L. Hunt

### TRUSTEES

Rick Soucy

Bill Reiber

Candie Hovarter

Todd Walker

### MANAGER

Kelly VanMarter

***Please note the ordinance requires adoption by a majority of the membership on roll call vote.***

Moved by \_\_\_\_\_, supported by \_\_\_\_\_ to introduce proposed Ordinance Number Z-25-04 and to set the meeting date to consider adoption before the Township Board on Monday March 17, 2025 for the purpose of considering the proposed Zoning Map Amendment.

If you should have any questions, please feel free to contact me.

Best Regards,



Amy Ruthig  
Planning Director

**ORDINANCE NO. Z-25-04**

**AN ORDINANCE TO AMEND THE ZONING MAP OF THE CHARTER TOWNSHIP OF GENOA BY  
REZONING PARCELS 4711- 23-400-007, 4711-23-400-008, 4711-23-400-001, and 4711-23-300-003  
FROM AGRICULTURE (AG) TO LOW DENSITY RESIDENTIAL (LDR) WITH A RESIDENTIAL  
PLANNED UNIT DEVELOPMENT (RPUD) OVERLAY**

---

**THE CHARTER TOWNSHIP OF GENOA HEREBY ORDAINS** that the Zoning Map, as incorporated by reference in the Charter Township of Genoa's Zoning Ordinance, is hereby amended as follows:

Real property consisting of four vacant parcels with a combined total of approximately 127.57 acres with parcel ID numbers 4711-23-400-007, 4711-23-400-008, 4711-23-400-001 and 4711-23-300-003 located at the northwest corner of Challis Road and Bauer Road more particularly described as follows:

4711-23-400-007: SEC 23 T2N R5E PART OF THE SE 1/4 OF SEC 23, BEG AT A POINT ON THE C.L. OF CHALLIS RD, N 89°01'54"E 1235.95 FT FROM THE S 1/4 COR OF SAID SEC, TH N 89°01'54"E 309.65 FT, TH N 0°15'11"E 1414.45 FT TO THE SLY ROW OF C & O RR, TH NWLY ALONG THE ARC OF A CURVE, LONG CHORD WHICH BEARS, N 53°22'38"W 392.46 FT, TH S 0°01'47"W 1653.80 FT TO THE S SEC LINE & POB, 11.0AC

4711-23-400-008: SEC 23 T2N R5E PART OF THE SE 1/4 OF SEC 23 BEG AT A POINT ON THE C.L. OF CHALLIS RD & SEC LINE N 89°01'54"E 1545.60 FT FROM THE S 1/4 COR TH N 89°01'54" E 1110.30 FT TH N 00°04'33" W 630.24 FT TH N 58°58'30" W 412.63 FT TH N 56°47'27" W 881.08 FT TH N 89°01'15" E 84.65 FT TH N 54°39'00" W 118.83 FT TH S 0°15'11" W 1414.45 FT TO POB CONT 25.12 AC M/L CORR LEGAL 3/2022

4711-23-400-001: SEC 23 T2N R5E ALL THAT PART OF THE SE 1/4 LYING SLY OF C & O RR ROW EXC BEG AT S 1/4 COR OF SEC TH N 89°01'54" E 781 FT, TH N 0°58'05" W 918.05 FT, TH N 52°50'20" W 815 FT TH S 67°59'40" W 126.44 FT, TH S 0°03'25" E 1376.04 FT TO BEG 76.604AC M/L, EXC 36AC E OF A LINE N 89°01'54"E 1235.95 FT FROM THE S 1/4 COR & N 0°01'47"E 1653.80 FT TO SLY ROW LINE OF C. & O. RR, 40.604AC M/L

4711-23-300-003: SEC 23 T2N R5E COMM ON THE N & S 1/4 LINE THE N 00°03'25" W 1376.04 TO POB TH S 67°59'40" W 351.56 FT TH S 29°59'40" W 312 FT TH N 88°15'38" W 118.40 FT TH S 43°22'25" W 158 FT TH N 46°37'35" W 150 FT TH S 68°32'25" W 555 FT TH N 00°02'25" E 1933.58 FT TH S 89°37'35" E 1331.64 FT TH S 00°03'25" E 1311.69 FT TO POB CORR LEGAL 3/2022 CONT 51.16 AC M/L

shall be rezoned from the Agriculture (AG) to Low Density Residential (LDR) with a Residential Planned Unit Development (RPUD) overlay to allow for a 55-units single-family site condominium development. The Township Planning Commission and Township Board, in strict compliance with the Township Zoning Ordinance and with Act 110 of the Public Acts of 2006, as amended, reclassified the Property as Residential Planned Unit Development (RPUD) upon finding that such classification properly achieved the purposes of Section 10.02 and 22.04 of the Township's Zoning Ordinance (as amended).

**Repealor:** All ordinances or parts of Ordinances in conflict herewith are repealed.

**Severability** Should any section, subsection, paragraph, sentence, clause, or word of this Ordinance be held invalid for any reason, such decisions shall not affect the validity of the remaining portions of the Ordinance.

**Savings:** This amendatory ordinance shall not affect violations of the Zoning Ordinance or any other ordinance existing prior to the effective date of this Ordinance and such violation shall be governed and shall continue to be separate punishable to the full extent of the law under the provisions of such ordinance at the time the violation was committed.

**Effective Date:** This map amendment was adopted by the Genoa Charter Township Board of Trustees at the regular meeting held \_\_\_\_\_, 2025 and ordered to be given publication in the manner required by law. This ordinance shall be effective seven days after publication.



On the motion to adopt the Ordinance the following vote was recorded:

**Yeas:**

**Nays:**

**Absent:**

I hereby approve the adoption of the foregoing Ordinance this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Janene Deaton  
Township Clerk

\_\_\_\_\_  
Kevin Spicher  
Township Supervisor

Township Board First Reading:	March 3, 2025
Date of Publication of Ordinance:	Proposed March 9, 2025
Township Board Second Reading and Adoption:	Proposed March 17, 2025
Date of Publication of Ordinance Adoption:	Proposed March 23, 2025
Effective Date:	Proposed April 1, 2025

**BOARD OF TRUSTEES  
GENOA CHARTER TOWNSHIP, LIVINGSTON COUNTY, MICHIGAN  
NOTICE OF PROPOSED ZONING MAP AMENDMENT  
MARCH 17, 2025**

Pursuant to Michigan Public Act 359 of 1947, (the Charter Township Act), notice is hereby given that the Genoa Charter Township Board will be considering an ordinance to amend the zoning map of the Charter Township of Genoa at 6:30 p.m. on **MONDAY MARCH 17, 2025**. The parcels proposed for rezoning consists of approximately 125.57 acres of vacant land located on the northwest corner of Challis Road and Bauer Road. The rezoning is for the following parcels#: 4711-23-400-008, 4711-23-400-007, 4711-23-400-001 and 4711-23-300-003. The proposed rezoning is from Agriculture (AG) to Low Density Residential (LDR) with a Residential Planned Unit Development (RPUD) overlay to allow for a 55-unit single-family site condominium development.

The complete text of the proposed zoning map amendment is available for public inspection at the Township Hall located at 2911 Dorr Road, Brighton, Michigan 48116, Monday through Friday from 9:00a.m. to 5:00p.m.

Genoa Charter Township will provide necessary reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon seven (7) days' notice to the Township. Individuals with disabilities requiring auxiliary aids or services should contact the Township in writing or by calling at (810) 227-5225.

Amy Ruthig, Planning Director  
(Press/Argus 3/9/25)



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

## MEMORANDUM

**TO:** Honorable Board of Trustees  
**FROM:** Kelly VanMarter, Township Manager  
**DATE:** February 26, 2025  
**RE:** Q3 Budget to Actual Reports

---

Attached please find the third quarter budget to actual reports prepared by Denise Schniers, Township Bookkeeping Specialist. The third quarter report represents the first 9 months of the fiscal year from April 1<sup>st</sup> through December 31<sup>s</sup>, 2025. If you have questions prior to Monday night's meeting please let me know.

Sincerely,



Kelly VanMarter

### **SUPERVISOR**

Kevin Spicher

### **CLERK**

Janene Deaton

### **TREASURER**

Robin L. Hunt

### **TRUSTEES**

Rick Soucy  
Bill Reiber  
Candie Hovarter  
Todd Walker

### **MANAGER**

Kelly VanMarter

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 101 - GENERAL FUND						
Revenues						
Dept 000 - REVENUE						
101-000-402-001	CURRENT REAL PROP TAX	1,220,000.00	1,220,000.00	84,494.71	1,135,505.29	6.93
101-000-411-001	DELINQ TAX - PERSONAL & REAL	1,000.00	1,000.00	0.00	1,000.00	0.00
101-000-434-002	TRAILER FEES	3,600.00	3,600.00	2,782.50	817.50	77.29
101-000-448-001	COLLECT FEES/EXCESS OF ROLL	430,000.00	430,000.00	308,604.75	121,395.25	71.77
101-000-448-002	COLLECTION FEE - SCHOOLS	25,000.00	25,000.00	24,498.00	502.00	97.99
101-000-451-024	ADMIN FEE/UTILITY-OPERATING	59,359.00	59,359.00	44,520.00	14,839.00	75.00
101-000-452-001	INTEREST-SPECIAL ASSESSMENTS	15,494.00	15,494.00	0.00	15,494.00	0.00
101-000-476-001	CABLE FRANCHISE	390,000.00	390,000.00	248,914.70	141,085.30	63.82
101-000-476-002	LICENSE & PERMITS	20,000.00	20,000.00	14,883.50	5,116.50	74.42
101-000-476-004	CABLE FRANCHISE PEG FUND	0.00	0.00	5,897.59	(5,897.59)	100.00
101-000-567-001	CEMETERY REVENUE	400.00	400.00	0.00	400.00	0.00
101-000-572-001	METRO ACT REVENUE	21,700.00	21,700.00	17,487.67	4,212.33	80.59
101-000-573-001	LCSA-PPT REIMBURSEMENT	20,200.00	20,200.00	17,838.69	2,361.31	88.31
101-000-574-002	STATE SHARED REVENUE	2,346,759.00	2,346,759.00	1,905,310.00	441,449.00	81.19
101-000-608-000	CHARGES FOR SERV-APPL FEES	60,000.00	60,000.00	69,147.69	(9,147.69)	115.25
101-000-609-000	CHARGES FOR SERVICES- FOIA/PRINTING	500.00	500.00	731.90	(231.90)	146.38
101-000-626-032	ADM FEE LIQUOR LAW	3,790.00	3,790.00	2,705.00	1,085.00	71.37
101-000-631-000	REFUSE COLLECTION FEES	1,348,457.00	1,348,457.00	44,411.24	1,304,045.76	3.29
101-000-657-001	ORDINANCE FINES	1,500.00	1,500.00	0.00	1,500.00	0.00
101-000-665-001	INTEREST	65,000.00	65,000.00	40,817.79	24,182.21	62.80
101-000-671-000	OTHER REVENUE	1,000.00	1,000.00	63,449.68	(62,449.68)	6,344.97
101-000-672-000	TAXES ON LAND TRANSFER	145,000.00	145,000.00	149,904.92	(4,904.92)	103.38
101-000-682-000	ELECTION REIMBURSEMENTS	0.00	122,861.00	127,061.00	(4,200.00)	103.42
101-000-698-202	TRANSFER IN - SAD RESIDUAL BALANCE	500.00	500.00	0.00	500.00	0.00
101-000-699-249	MMRMA REIMBURSEMENT	10,000.00	10,000.00	10,186.08	(186.08)	101.86
101-000-699-464	TRANSFER IN FROM ARPA FUND #464	266,683.00	266,683.00	0.00	266,683.00	0.00
Total Dept 000 - REVENUE		6,455,942.00	6,578,803.00	3,183,647.41	3,395,155.59	48.39
TOTAL REVENUES		6,455,942.00	6,578,803.00	3,183,647.41	3,395,155.59	48.39
Expenditures						
Dept 101 - TOWNSHIP BOARD						
101-101-702-014	TRUSTEES/SECRETARY WAGES & SALARIES	40,000.00	40,000.00	25,761.69	14,238.31	64.40
101-101-861-000	TRUSTEES MILEAGE & TRAVEL EXPENSE	3,000.00	3,000.00	1,472.21	1,527.79	49.07
101-101-910-000	TRUSTEES PRO DEV/CONFERENCE/DUES	15,000.00	15,000.00	11,807.92	3,192.08	78.72
101-101-955-000	TRUSTEES MISCELLANEOUS	100.00	100.00	45.59	54.41	45.59
Total Dept 101 - TOWNSHIP BOARD		58,100.00	58,100.00	39,087.41	19,012.59	67.28
Dept 171 - TOWNSHIP SUPERVISOR						
101-171-702-014	TWP SUPERVISOR SALARY	70,000.00	70,000.00	50,055.23	19,944.77	71.51
101-171-861-000	SUPERVISOR MILEAGE & TRAVEL EXPENSE	500.00	500.00	44.22	455.78	8.84
101-171-910-000	SUPERVISOR PRO DEV/CONFERENCE/DUES	500.00	500.00	369.00	131.00	73.80
101-171-955-000	SUPERVISOR MISCELLANEOUS	500.00	500.00	11.39	488.61	2.28
Total Dept 171 - TOWNSHIP SUPERVISOR		71,500.00	71,500.00	50,479.84	21,020.16	70.60
Dept 172 - TOWNSHIP MANAGER						
101-172-702-014	TWP MANAGER SALARY	160,000.00	160,000.00	115,480.74	44,519.26	72.18
101-172-703-000	MANAGER DEPT WAGES & SALARIES	48,500.00	48,500.00	35,714.00	12,786.00	73.64

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25	2024-25	YTD BALANCE	AVAILABLE	% BDGT
		ORIGINAL BUDGET	AMENDED BUDGET			
				12/31/2024	BALANCE	USED
Fund 101 - GENERAL FUND						
Expenditures						
101-172-861-000	MANAGER DEPT MILEAGE & TRAVEL EXPENSE	1,000.00	1,000.00	0.00	1,000.00	0.00
101-172-910-000	MANAGER DEPT PRO DEV/CONFERENCE/DUES	4,000.00	4,000.00	2,223.75	1,776.25	55.59
101-172-955-000	MANAGER DEPT MISCELLANEOUS	1,000.00	1,000.00	0.00	1,000.00	0.00
Total Dept 172 - TOWNSHIP MANAGER		214,500.00	214,500.00	153,418.49	61,081.51	71.52
Dept 191 - ACCOUNTING & FINANCE						
101-191-703-000	ACCT DEPT WAGES & SALARIES	91,000.00	91,000.00	59,628.35	31,371.65	65.53
101-191-801-000	ACCOUNTING CONSULTANT (PHP)	30,000.00	30,000.00	10,720.00	19,280.00	35.73
101-191-801-001	FINANCIAL CONSULTING (PFM)	1,200.00	1,200.00	0.00	1,200.00	0.00
101-191-861-000	ACCT DEPT MILEAGE & TRAVEL EXPENSE	100.00	100.00	0.00	100.00	0.00
101-191-910-000	ACCT DEPT PRO DEV/CONFERENCE/DUES	100.00	100.00	0.00	100.00	0.00
101-191-955-000	ACCT DEPT MISCELLANEOUS	500.00	500.00	1,200.00	(700.00)	240.00
Total Dept 191 - ACCOUNTING & FINANCE		122,900.00	122,900.00	71,548.35	51,351.65	58.22
Dept 215 - TOWNSHIP CLERK						
101-215-702-014	TWP CLERK SALARY	58,755.00	58,755.00	43,929.05	14,825.95	74.77
101-215-703-000	CLERKS DEPT WAGES & SALARIES	65,000.00	65,000.00	41,081.33	23,918.67	63.20
101-215-910-000	CLERKS DEPT PRO DEV/CONFERENCE/DUES	700.00	700.00	305.00	395.00	43.57
101-215-955-000	CLERKS DEPT MISCELLANEOUS	100.00	100.00	0.00	100.00	0.00
Total Dept 215 - TOWNSHIP CLERK		124,555.00	124,555.00	85,315.38	39,239.62	68.50
Dept 223 - AUDIT						
101-223-801-000	AUDIT SERVICES (MANER COSTERISAN)	34,000.00	34,000.00	29,900.00	4,100.00	87.94
Total Dept 223 - AUDIT		34,000.00	34,000.00	29,900.00	4,100.00	87.94
Dept 228 - INFORMATION TECHNOLOGY						
101-228-703-000	IT DEPT WAGES & SALARIES	81,000.00	81,000.00	57,471.18	23,528.82	70.95
101-228-861-000	IT DEPT MILEAGE & TRAVEL EXPENSE	500.00	500.00	0.00	500.00	0.00
101-228-910-000	IT DEPT PRO DEV/CONFERENCE/DUES	200.00	200.00	0.00	200.00	0.00
101-228-955-000	IT DEPT MISCELLANEOUS	500.00	500.00	0.00	500.00	0.00
Total Dept 228 - INFORMATION TECHNOLOGY		82,200.00	82,200.00	57,471.18	24,728.82	69.92
Dept 247 - BOARD OF REVIEW						
101-247-702-014	BOARD OF REVIEW SALARIES	4,000.00	4,000.00	536.58	3,463.42	13.41
101-247-791-000	BD OF REV PUBLICATIONS	1,100.00	1,100.00	539.10	560.90	49.01
101-247-861-000	BD OF REV MILEAGE & TRAVEL EXPENSE	100.00	100.00	0.00	100.00	0.00
101-247-910-000	BD OF REV PRO DEV/CONFERENCE/DUES	540.00	540.00	0.00	540.00	0.00
101-247-955-000	BD OF REV MISCELLANEOUS	500.00	500.00	0.00	500.00	0.00
101-247-964-000	REFUNDS & CHARGEBACKS	5,000.00	5,000.00	3,624.64	1,375.36	72.49
Total Dept 247 - BOARD OF REVIEW		11,240.00	11,240.00	4,700.32	6,539.68	41.82
Dept 253 - TOWNSHIP TREASURER						
101-253-702-014	TREASURER SALARY	69,000.00	69,000.00	50,347.37	18,652.63	72.97
101-253-703-000	TREASURERS DEPT WAGES & SALARIES	110,000.00	110,000.00	80,409.23	29,590.77	73.10

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 101 - GENERAL FUND						
Expenditures						
101-253-861-000	TREASURERS DEPT MILEAGE & TRAVEL EXPENSE	750.00	750.00	259.29	490.71	34.57
101-253-910-000	TREASURERS DEPT PRO DEV/CONFERENCE/DUES	500.00	500.00	10.00	490.00	2.00
101-253-955-000	TREASURERS DEPT MISCELLANEOUS	500.00	500.00	97.78	402.22	19.56
Total Dept 253 - TOWNSHIP TREASURER		180,750.00	180,750.00	131,123.67	49,626.33	72.54
Dept 257 - ASSESSING DEPARTMENT						
101-257-702-014	ASSESSING SALARIES	266,000.00	266,000.00	188,484.02	77,515.98	70.86
101-257-703-000	ASSESSING WAGES & SALARIES INTERN	10,000.00	10,000.00	2,280.00	7,720.00	22.80
101-257-803-000	ASSESSING LEGAL	15,000.00	15,000.00	13,986.50	1,013.50	93.24
101-257-861-000	ASSESSING MILEAGE & TRAVEL EXPENSE	500.00	500.00	0.00	500.00	0.00
101-257-910-000	ASSESSING PRO DEV/CONFER/DUES/SUB	5,000.00	5,000.00	2,304.00	2,696.00	46.08
101-257-955-000	ASSESSING MISCELLANEOUS	500.00	500.00	273.17	226.83	54.63
Total Dept 257 - ASSESSING DEPARTMENT		297,000.00	297,000.00	207,327.69	89,672.31	69.81
Dept 261 - GENERAL GOVERNMENT						
101-261-703-000	UNALLOCATED WAGES & SALARIES	2,000.00	2,000.00	0.00	2,000.00	0.00
101-261-709-000	EMPLOYER'S SHARE SS & MEDICARE	110,000.00	110,000.00	68,295.46	41,704.54	62.09
101-261-709-001	CELLPHONE REIMBURSEMENT	5,800.00	5,800.00	2,942.28	2,857.72	50.73
101-261-709-002	WORKERS COMP	11,000.00	11,000.00	11,054.01	(54.01)	100.49
101-261-718-001	RETIREMENT	155,000.00	155,000.00	91,533.04	63,466.96	59.05
101-261-718-002	HEALTH/LIFE INSURANCE	320,000.00	320,000.00	284,390.87	35,609.13	88.87
101-261-718-003	WELLNESS	8,000.00	8,000.00	1,293.69	6,706.31	16.17
101-261-718-004	EHIM RESERVE	50,000.00	50,000.00	0.00	50,000.00	0.00
101-261-750-000	SUPPLIES	25,000.00	25,000.00	17,030.77	7,969.23	68.12
101-261-750-001	POSTAGE	30,000.00	30,000.00	14,732.67	15,267.33	49.11
101-261-751-000	EQUIP / SOFTWARE / SOFTWARE MAINTENANCE	125,000.00	125,000.00	70,479.69	54,520.31	56.38
101-261-752-000	WEBSITE MAINTENANCE/UPGRADES	20,000.00	20,000.00	1,750.00	18,250.00	8.75
101-261-791-000	SUBSCRI/PUBLICATIONS/MEMBERS	6,000.00	6,000.00	6,622.79	(622.79)	110.38
101-261-802-000	CONTRACTUAL SERVICES / CONSULTING	10,000.00	10,000.00	814.32	9,185.68	8.14
101-261-802-001	TWP VEHICLE EXPENSES	2,000.00	2,000.00	206.60	1,793.40	10.33
101-261-861-000	UNALLOCATED MILEAGE & TRAVEL EXPENSE	100.00	100.00	0.00	100.00	0.00
101-261-941-000	CONTINGENCY	30,000.00	30,000.00	9,325.09	20,674.91	31.08
101-261-955-000	UNALLOCATED MISCELLANEOUS	3,000.00	3,000.00	3,089.95	(89.95)	103.00
Total Dept 261 - GENERAL GOVERNMENT		912,900.00	912,900.00	583,561.23	329,338.77	63.92
Dept 262 - ELECTIONS						
101-262-703-001	WAGES- PART TIME OFFICE WORKERS	40,000.00	60,000.00	62,265.35	(2,265.35)	103.78
101-262-703-002	SCANNERS, CHAIRPERSON & POLL WORKERS	40,000.00	55,000.00	59,700.00	(4,700.00)	108.55
101-262-703-004	TRAINING: \$45<4 HRS - \$90>4 HRS	5,000.00	3,195.00	3,690.00	(495.00)	115.49
101-262-703-005	WAGES - RECEIVING BOARD- \$200 PER DIEM	1,600.00	1,600.00	1,200.00	400.00	75.00
101-262-751-001	ELECTION OFFICE SUPPLIES/EQUIPMENT	17,000.00	20,000.00	20,222.71	(222.71)	101.11
101-262-791-000	ELECTION PUBLICATIONS	1,500.00	1,500.00	287.52	1,212.48	19.17
101-262-802-001	ELECTION MEETING FEES	1,200.00	1,200.00	750.00	450.00	62.50
101-262-802-002	BALLOT TESTING	10,000.00	10,000.00	11,723.34	(1,723.34)	117.23
101-262-802-003	LIVINGSTON COUNTY CLERK	9,000.00	9,000.00	17,899.17	(8,899.17)	198.88
101-262-802-004	CHURCH / SCHOOL CLEANUP/SETUP/ TAKE DOWN	5,500.00	4,500.00	5,100.00	(600.00)	113.33
101-262-802-005	ELECTION BREAKFAST / DINNER	1,800.00	1,800.00	2,239.76	(439.76)	124.43
101-262-861-001	ELECTION MILEAGE & TRAVEL	500.00	650.00	875.62	(225.62)	134.71
101-262-901-002	POSTAGE FOR MAILING BALLOTS	8,000.00	5,820.00	6,171.65	(351.65)	106.04
101-262-901-003	POSTAGE FOR MAILING NEW I.D. CARDS	300.00	100.00	0.00	100.00	0.00

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25	2024-25	YTD BALANCE	AVAILABLE	% BDGT
		ORIGINAL BUDGET	AMENDED BUDGET			
				12/31/2024	BALANCE	USED
Fund 101 - GENERAL FUND						
Expenditures						
101-262-955-000	ELECTION MISCELLANEOUS	1,500.00	3,332.00	3,365.91	(33.91)	101.02
Total Dept 262 - ELECTIONS		142,900.00	177,697.00	195,491.03	(17,794.03)	110.01
Dept 265 - BUILDING & GROUNDS						
101-265-740-000	INSURANCE - PROP LIAB/VEHICLE	53,000.00	53,000.00	52,613.63	386.37	99.27
101-265-802-000	BUILDING & GROUNDS CONTRACTUAL SERVICES	1,000.00	1,000.00	0.00	1,000.00	0.00
101-265-850-000	PHONE/INTERNT/CABLE/ALARM	30,000.00	30,000.00	21,171.59	8,828.41	70.57
101-265-920-001	UTIL:ELECTRICITY & NAT.GAS	23,000.00	23,000.00	18,442.40	4,557.60	80.18
101-265-934-060	REPAIRS & MAINTENANCE	130,000.00	130,000.00	50,237.90	79,762.10	38.64
101-265-955-000	BUILDING & GROUNDS MISCELLANEOUS	5,000.00	5,000.00	33.81	4,966.19	0.68
Total Dept 265 - BUILDING & GROUNDS		242,000.00	242,000.00	142,499.33	99,500.67	58.88
Dept 266 - LEGAL SERVICES						
101-266-803-000	GENERAL TOWNSHIP LEGAL FEES	50,000.00	50,000.00	41,994.00	8,006.00	83.99
101-266-803-001	LITIGATION LEGAL FEES	100,000.00	100,000.00	35,218.60	64,781.40	35.22
Total Dept 266 - LEGAL SERVICES		150,000.00	150,000.00	77,212.60	72,787.40	51.48
Dept 270 - HUMAN RESOURCES						
101-270-703-000	HR WAGES & SALARIES	20,500.00	20,500.00	14,915.48	5,584.52	72.76
101-270-802-000	HR CONTRACTUAL SERVICES	1,500.00	1,500.00	0.00	1,500.00	0.00
101-270-861-000	HR MILEAGE & TRAVEL EXPENSE	100.00	100.00	0.00	100.00	0.00
101-270-910-000	HR PRO DEV/CONFERENCE/DUES	500.00	500.00	0.00	500.00	0.00
101-270-955-000	HR MISCELLANEOUS	500.00	500.00	0.00	500.00	0.00
Total Dept 270 - HUMAN RESOURCES		23,100.00	23,100.00	14,915.48	8,184.52	64.57
Dept 445 - DRAINS AT LARGE						
101-445-802-000	CONTRACTUAL SERVICES - LIVINGSTON COUNTY	25,000.00	25,000.00	0.00	25,000.00	0.00
Total Dept 445 - DRAINS AT LARGE		25,000.00	25,000.00	0.00	25,000.00	0.00
Dept 521 - REFUSE COLLECTION						
101-521-802-000	REFUSE CONTRACTUAL SERVICES	1,557,576.00	1,557,576.00	1,169,262.00	388,314.00	75.07
Total Dept 521 - REFUSE COLLECTION		1,557,576.00	1,557,576.00	1,169,262.00	388,314.00	75.07
Dept 567 - CEMETERY						
101-567-703-002	CEMETERY MAINTENANCE	8,000.00	8,000.00	7,473.50	526.50	93.42
Total Dept 567 - CEMETERY		8,000.00	8,000.00	7,473.50	526.50	93.42
Dept 701 - PLANNING & ZONING						
101-701-702-014	PLANNING COMMISSION SALARIES	27,563.00	27,563.00	15,458.64	12,104.36	56.08
101-701-702-015	ZONING BOARD WAGES	16,538.00	16,538.00	9,397.07	7,140.93	56.82
101-701-703-000	PLANNING & ZONING WAGES & SALARIES	254,100.00	254,100.00	135,267.08	118,832.92	53.23
101-701-791-000	PLANNING & ZONING PUBLICATIONS	3,000.00	3,000.00	4,207.06	(1,207.06)	140.24

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 101 - GENERAL FUND						
Expenditures						
101-701-802-000	PLANNING & ZONING CONTRACTUAL SERVICES	30,000.00	30,000.00	16,118.38	13,881.62	53.73
101-701-861-000	PLANNING & ZONING MILEAGE & TRAVEL EXP	2,500.00	2,500.00	0.00	2,500.00	0.00
101-701-910-000	PLANNING & ZONING PRO DEV/CONFERENCE/DUE	10,000.00	10,000.00	2,010.00	7,990.00	20.10
101-701-946-001	REVIEW SERVICES - PLANNING	45,000.00	45,000.00	31,349.06	13,650.94	69.66
101-701-946-002	REVIEW SERVICES - ENGINEERING	40,000.00	40,000.00	31,571.00	8,429.00	78.93
101-701-946-003	REVIEW SERVICES - PUBLICATIONS/POSTAGE	3,000.00	3,000.00	1,342.80	1,657.20	44.76
101-701-946-004	REVIEW SERVICES - ROUTING	2,000.00	2,000.00	640.01	1,359.99	32.00
101-701-946-005	REVIEW SERVICES - LEGAL/RECORDING FEES	10,000.00	10,000.00	13,357.00	(3,357.00)	133.57
101-701-955-000	PLANNING & ZONING MISCELLANEOUS	1,000.00	1,000.00	20.00	980.00	2.00
Total Dept 701 - PLANNING & ZONING		444,701.00	444,701.00	260,738.10	183,962.90	58.63
Dept 728 - ECONOMIC DEVELOPMENT						
101-728-880-000	COMMUNITY PROMOTION - CONTRIBUTION	24,000.00	24,000.00	23,283.09	716.91	97.01
Total Dept 728 - ECONOMIC DEVELOPMENT		24,000.00	24,000.00	23,283.09	716.91	97.01
Dept 900 - CAPITAL OUTLAY FUNCTION						
101-900-970-000	CAPITAL OUTLAY > \$5,000	50,000.00	50,000.00	14,300.00	35,700.00	28.60
101-900-975-000	CAPITAL OUTLAY < \$5,000	10,000.00	10,000.00	7,589.60	2,410.40	75.90
Total Dept 900 - CAPITAL OUTLAY FUNCTION		60,000.00	60,000.00	21,889.60	38,110.40	36.48
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES						
101-965-995-208	TRANSFER OUT- FUND #208 - PARKS & REC	850,000.00	850,000.00	0.00	850,000.00	0.00
101-965-995-249	TRANSFER OUT- FUND #249 - BLDG RESERVE	550,000.00	550,000.00	0.00	550,000.00	0.00
101-965-995-401	TRANSFER OUT- FUND #401 - ROAD IMPROVE	1,000,000.00	1,000,000.00	1,000,000.00	0.00	100.00
Total Dept 965 - TRANSFERS OUT & OTHER FINANCING USES		2,400,000.00	2,400,000.00	1,000,000.00	1,400,000.00	41.67
TOTAL EXPENDITURES		7,186,922.00	7,221,719.00	4,326,698.29	2,895,020.71	59.91
Fund 101 - GENERAL FUND:						
TOTAL REVENUES		6,455,942.00	6,578,803.00	3,183,647.41	3,395,155.59	48.39
TOTAL EXPENDITURES		7,186,922.00	7,221,719.00	4,326,698.29	2,895,020.71	59.91
NET OF REVENUES & EXPENDITURES		(730,980.00)	(642,916.00)	(1,143,050.88)	500,134.88	177.79



REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 202 - SAD ROADS AND LAKES						
Revenues						
Dept 000 - REVENUE						
202-000-452-001	INTEREST	45,000.00	45,000.00	55,403.27	(10,403.27)	123.12
Total Dept 000 - REVENUE		45,000.00	45,000.00	55,403.27	(10,403.27)	123.12
Dept 448 - STREETLIGHTS						
202-448-628-005	WHITE PINES LIGHTING -SAD PRINCIPAL	795.00	795.00	38.80	756.20	4.88
Total Dept 448 - STREETLIGHTS		795.00	795.00	38.80	756.20	4.88
Dept 478						
202-478-628-005	HOMESTEAD (S22-31) -SAD PRINCIPAL	13,986.00	13,986.00	0.00	13,986.00	0.00
202-478-665-001	HOMESTEAD (S22-31) -INTEREST	2,238.00	2,238.00	289.54	1,948.46	12.94
Total Dept 478		16,224.00	16,224.00	289.54	15,934.46	1.78
Dept 484						
202-484-628-005	EARL LAKE (W18-25) -SAD PRINCIPAL	18,803.00	18,803.00	709.56	18,093.44	3.77
Total Dept 484		18,803.00	18,803.00	709.56	18,093.44	3.77
Dept 485						
202-485-628-005	NOVEL ESTATES (W18-25) -SAD PRINCIPAL	10,964.00	10,964.00	0.00	10,964.00	0.00
Total Dept 485		10,964.00	10,964.00	0.00	10,964.00	0.00
Dept 489						
202-489-628-005	BLACK OAKS (W21-30) -SAD PRINCIPAL	922.00	922.00	0.00	922.00	0.00
202-489-665-001	BLACK OAKS (W21-30) -INTEREST	129.00	129.00	0.00	129.00	0.00
Total Dept 489		1,051.00	1,051.00	0.00	1,051.00	0.00
Dept 490						
202-490-628-005	DARLENE DR (W21-30) -SAD PRINCIPAL	2,867.00	2,867.00	0.00	2,867.00	0.00
202-490-665-001	DARLENE DR (W21-30) -INTEREST	402.00	402.00	369.59	32.41	91.94
Total Dept 490		3,269.00	3,269.00	369.59	2,899.41	11.31
Dept 491						
202-491-628-005	ELMHURST (S20-26) -SAD PRINCIPAL	7,612.00	7,612.00	0.00	7,612.00	0.00
202-491-665-001	ELMHURST (S20-26) -INTEREST	457.00	457.00	513.86	(56.86)	112.44
Total Dept 491		8,069.00	8,069.00	513.86	7,555.14	6.37
Dept 492						
202-492-628-005	MCNAMARA (S23-32) -SAD PRINCIPAL	13,947.00	13,947.00	2,307.17	11,639.83	16.54
202-492-665-001	MCNAMARA (S23-32) -INTEREST	2,546.00	2,546.00	19.23	2,526.77	0.76

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 202 - SAD ROADS AND LAKES						
Revenues						
Total Dept 492		16,493.00	16,493.00	2,326.40	14,166.60	14.11
Dept 494						
202-494-628-005	STILLRIVER (S23-32) -SAD PRINCIPAL	9,220.00	9,220.00	0.00	9,220.00	0.00
202-494-665-001	STILLRIVER (S23-32) -INTEREST	1,659.00	1,659.00	0.00	1,659.00	0.00
Total Dept 494		10,879.00	10,879.00	0.00	10,879.00	0.00
Dept 495						
202-495-628-005	TIMBERVIEW PRIV (W23-32)-SAD PRINCIPLE	3,795.00	3,795.00	0.00	3,795.00	0.00
202-495-665-001	TIMBERVIEW PRIV (W23-32)-INTEREST	683.00	683.00	0.00	683.00	0.00
Total Dept 495		4,478.00	4,478.00	0.00	4,478.00	0.00
Dept 496						
202-496-628-005	CRYSTAL VALLEY (S24-33) - SAD PRINCIPLE	36,900.00	36,900.00	15,283.99	21,616.01	41.42
202-496-665-001	CRYSTAL VALLEY (S24-33) - INTEREST	7,380.00	7,380.00	0.00	7,380.00	0.00
Total Dept 496		44,280.00	44,280.00	15,283.99	28,996.01	34.52
Dept 497						
202-497-628-005	GRAND RAVINE (W24-38) -SAD PRINCIPLE	0.00	12,276.00	6,609.99	5,666.01	53.84
202-497-665-001	GRAND RAVINE (W24-38) -INTEREST	0.00	1,535.00	44.07	1,490.93	2.87
Total Dept 497		0.00	13,811.00	6,654.06	7,156.94	48.18
Dept 498						
202-498-628-005	LAKEWOOD KNOLL (W24-38) -SAD PRINCIPLE	0.00	57,900.00	56,721.60	1,178.40	97.96
202-498-665-001	LAKEWOOD KNOLL (W24-38) -INTEREST	0.00	5,790.00	104.45	5,685.55	1.80
Total Dept 498		0.00	63,690.00	56,826.05	6,863.95	89.22
Dept 499						
202-499-628-005	MILROY MYSTIC LK (W24-34) - SAD PRINC	0.00	55,600.00	11,914.29	43,685.71	21.43
202-499-665-001	MILROY MYSTIC LK (W24-34) - INTEREST	0.00	2,780.00	79.43	2,700.57	2.86
Total Dept 499		0.00	58,380.00	11,993.72	46,386.28	20.54
Dept 570 - LAKE IMPROVEMENTS						
202-570-628-005	LK CHEMUNG (W23-27) -SAD PRINCIPAL	48,222.00	48,222.00	4,425.91	43,796.09	9.18
Total Dept 570 - LAKE IMPROVEMENTS		48,222.00	48,222.00	4,425.91	43,796.09	9.18
Dept 571						
202-571-628-005	PARDEE LK (W21-25) -SAD PRINCIPAL	22,396.00	22,396.00	2,083.36	20,312.64	9.30
Total Dept 571		22,396.00	22,396.00	2,083.36	20,312.64	9.30

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 202 - SAD ROADS AND LAKES						
Revenues						
Dept 572						
202-572-628-005	GRAND BEACH (W21-25) -SAD PRINCIPAL	14,125.00	14,125.00	457.00	13,668.00	3.24
Total Dept 572		14,125.00	14,125.00	457.00	13,668.00	3.24
Dept 573						
202-573-628-005	E/W CROOKED LK (S23-27) -SAD PRINCIPAL	18,414.00	18,414.00	416.14	17,997.86	2.26
Total Dept 573		18,414.00	18,414.00	416.14	17,997.86	2.26
Dept 575						
202-575-628-005	BAETCKE LK (S23-27) -SAD PRINCIPAL	7,600.00	7,600.00	0.00	7,600.00	0.00
Total Dept 575		7,600.00	7,600.00	0.00	7,600.00	0.00
Dept 576						
202-576-628-005	EARL LAKE (W24-29) - SAD PRINCIPLE	0.00	2,789.00	0.00	2,789.00	0.00
Total Dept 576		0.00	2,789.00	0.00	2,789.00	0.00
TOTAL REVENUES		291,062.00	429,732.00	157,791.25	271,940.75	36.72
Expenditures						
Dept 223 - AUDIT						
202-223-801-000	AUDIT	5,000.00	5,000.00	2,500.00	2,500.00	50.00
Total Dept 223 - AUDIT		5,000.00	5,000.00	2,500.00	2,500.00	50.00
Dept 448 - STREETLIGHTS						
202-448-801-075	WHITE PINES LIGHTING -PROJECT EXPENSE	895.00	895.00	578.71	316.29	64.66
Total Dept 448 - STREETLIGHTS		895.00	895.00	578.71	316.29	64.66
Dept 478						
202-478-802-000	HOMESTEAD (S22-31) -ANNUAL MAINT. EXP	3,100.00	3,100.00	2,900.00	200.00	93.55
Total Dept 478		3,100.00	3,100.00	2,900.00	200.00	93.55
Dept 487						
202-487-801-075	EDWIN DR (S19-23) -PROJECT EXPENSE	3,800.00	3,800.00	2,245.00	1,555.00	59.08
Total Dept 487		3,800.00	3,800.00	2,245.00	1,555.00	59.08
Dept 496						
202-496-801-075	CRYSTAL VALLEY (S24-33) - PROJECT EXP	134,920.00	134,920.00	132,920.00	2,000.00	98.52

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 202 - SAD ROADS AND LAKES						
Expenditures						
Total Dept 496		134,920.00	134,920.00	132,920.00	2,000.00	98.52
Dept 497						
202-497-801-075	GRAND RAVINE (W24-38) -PROJECT EXP	0.00	223,136.00	223,004.24	131.76	99.94
Total Dept 497		0.00	223,136.00	223,004.24	131.76	99.94
Dept 498						
202-498-801-075	LAKEWOOD KNOLL (S24-38) -PROJECT EXP	0.00	1,014,000.00	4,355.46	1,009,644.54	0.43
Total Dept 498		0.00	1,014,000.00	4,355.46	1,009,644.54	0.43
Dept 499						
202-499-801-075	MILROY MYSTIC LK (W24-34) - PROJECT EXP	0.00	619,000.00	615,970.38	3,029.62	99.51
Total Dept 499		0.00	619,000.00	615,970.38	3,029.62	99.51
Dept 570 - LAKE IMPROVEMENTS						
202-570-801-075	LK CHEMUNG (W23-27) -PROJECT EXPENSE	55,000.00	55,000.00	42,057.12	12,942.88	76.47
Total Dept 570 - LAKE IMPROVEMENTS		55,000.00	55,000.00	42,057.12	12,942.88	76.47
Dept 571						
202-571-801-075	PARDEE LK (W21-25) -PROJECT EXPENSE	22,700.00	22,700.00	16,573.75	6,126.25	73.01
Total Dept 571		22,700.00	22,700.00	16,573.75	6,126.25	73.01
Dept 572						
202-572-801-075	GRAND BEACH (W21-25) -PROJECT EXPENSE	13,508.00	13,508.00	11,100.85	2,407.15	82.18
Total Dept 572		13,508.00	13,508.00	11,100.85	2,407.15	82.18
Dept 573						
202-573-801-075	E/W CROOKED LK (S23-27) -PROJECT EXPENSE	15,000.00	15,000.00	17,017.59	(2,017.59)	113.45
Total Dept 573		15,000.00	15,000.00	17,017.59	(2,017.59)	113.45
Dept 575						
202-575-801-075	BAETCKE LK (S23-27) -PROJECT EXPENSE	7,000.00	7,000.00	7,000.00	0.00	100.00
Total Dept 575		7,000.00	7,000.00	7,000.00	0.00	100.00
Dept 576						
202-576-801-075	EARL LAKE (W24-29) - PROJECT EXPENSE	0.00	2,264.00	1,365.72	898.28	60.32
Total Dept 576		0.00	2,264.00	1,365.72	898.28	60.32

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP  
PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25	2024-25	YTD BALANCE	AVAILABLE	% BDGT
		ORIGINAL BUDGET	AMENDED BUDGET			
				12/31/2024	BALANCE	USED
Fund 202 - SAD ROADS AND LAKES						
Expenditures						
Dept 852 - TRANSFER TO OTHER FUNDS						
202-852-995-101	SAD INTEREST TRANSFER OUT TO 101	8,000.00	8,000.00	0.00	8,000.00	0.00
202-852-999-402	TRANFER OUT TO PINE CREEK RD IMPROVEMENT	0.00	413,550.00	413,549.52	0.48	100.00
Total Dept 852 - TRANSFER TO OTHER FUNDS		8,000.00	421,550.00	413,549.52	8,000.48	98.10
Dept 906						
202-906-956-000	MISC EXPENSE	600.00	600.00	510.00	90.00	85.00
Total Dept 906		600.00	600.00	510.00	90.00	85.00
TOTAL EXPENDITURES		269,523.00	2,541,473.00	1,493,648.34	1,047,824.66	58.77
Fund 202 - SAD ROADS AND LAKES:						
TOTAL REVENUES		291,062.00	429,732.00	157,791.25	271,940.75	36.72
TOTAL EXPENDITURES		269,523.00	2,541,473.00	1,493,648.34	1,047,824.66	58.77
NET OF REVENUES & EXPENDITURES		21,539.00	(2,111,741.00)	(1,335,857.09)	(775,883.91)	63.26

## PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 208 - PARK/RECREATION FUND						
Revenues						
Dept 000 - REVENUE						
208-000-434-001	FARM LEASE REVENUE	2,800.00	2,800.00	0.00	2,800.00	0.00
208-000-665-001	INTEREST	6,000.00	6,000.00	16,253.14	(10,253.14)	270.89
208-000-699-101	TRANSFER IN FROM GF #101 OPERATING	850,000.00	850,000.00	0.00	850,000.00	0.00
Total Dept 000 - REVENUE		858,800.00	858,800.00	16,253.14	842,546.86	1.89
TOTAL REVENUES		858,800.00	858,800.00	16,253.14	842,546.86	1.89
Expenditures						
Dept 223 - AUDIT						
208-223-801-000	AUDIT	500.00	500.00	200.00	300.00	40.00
Total Dept 223 - AUDIT		500.00	500.00	200.00	300.00	40.00
Dept 536						
208-536-972-100	LAND FOR RECREATION	0.00	355,000.00	354,425.00	575.00	99.84
Total Dept 536		0.00	355,000.00	354,425.00	575.00	99.84
Dept 751 - PARKS & RECREATION						
208-751-934-006	PARK PLANNING/ENGINEERING	30,000.00	100,000.00	0.00	100,000.00	0.00
208-751-934-007	HAPRA	124,500.00	124,500.00	93,375.00	31,125.00	75.00
208-751-934-011	BOARDWALK/RAILING IMPROVEMENTS	30,000.00	30,000.00	15,418.00	14,582.00	51.39
208-751-934-013	SECURITY UPGRADES	50,000.00	50,000.00	12,302.13	37,697.87	24.60
208-751-934-015	REPAIR/REPLACE RUBBER- POUR IN PLACE	13,200.00	13,200.00	0.00	13,200.00	0.00
208-751-934-016	TWP PAVILION RESTROOM EXPANSION/ADDITION	200,000.00	0.00	0.00	0.00	0.00
208-751-934-017	NORTH SOCCER FIELD DRAINAGE REPAIR	60,000.00	60,000.00	0.00	60,000.00	0.00
208-751-934-018	PARKING EXPANSION/PICKLEBALL	500,000.00	0.00	0.00	0.00	0.00
208-751-934-019	WAYFINDING SIGNAGE	2,000.00	2,000.00	0.00	2,000.00	0.00
208-751-934-060	PATH / PARK MAINTENANCE	175,000.00	175,000.00	78,064.20	96,935.80	44.61
208-751-934-061	EQUIPMENT REPLACEMENT	5,000.00	5,000.00	3,020.00	1,980.00	60.40
Total Dept 751 - PARKS & RECREATION		1,189,700.00	559,700.00	202,179.33	357,520.67	36.12
Dept 906						
208-906-956-000	MISC EXPENSE	1,000.00	1,000.00	812.85	187.15	81.29
Total Dept 906		1,000.00	1,000.00	812.85	187.15	81.29
TOTAL EXPENDITURES		1,191,200.00	916,200.00	557,617.18	358,582.82	60.86
Fund 208 - PARK/RECREATION FUND:						
TOTAL REVENUES		858,800.00	858,800.00	16,253.14	842,546.86	1.89
TOTAL EXPENDITURES		1,191,200.00	916,200.00	557,617.18	358,582.82	60.86
NET OF REVENUES & EXPENDITURES		(332,400.00)	(57,400.00)	(541,364.04)	483,964.04	943.14

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REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

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PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25	2024-25	YTD BALANCE	AVAILABLE	% BDGT
		ORIGINAL BUDGET	AMENDED BUDGET	12/31/2024	BALANCE	USED
Fund 212 - LIQUOR LAW ENFORCEMENT						
Revenues						
Dept 000 - REVENUE						
212-000-574-001	STATE SHARED REV LIQUOR LAW	16,700.00	16,700.00	17,909.10	(1,209.10)	107.24
212-000-665-001	INTEREST	20.00	20.00	65.92	(45.92)	329.60
Total Dept 000 - REVENUE		16,720.00	16,720.00	17,975.02	(1,255.02)	107.51
TOTAL REVENUES		16,720.00	16,720.00	17,975.02	(1,255.02)	107.51
Expenditures						
Dept 330 - LIQUOR LAW ENFORCEMENT						
212-330-702-013	LIQUOR LAW ENF WAGES	9,336.00	9,336.00	7,002.00	2,334.00	75.00
212-330-709-009	EMPLOYER'S SHARE FICA	724.00	724.00	543.00	181.00	75.00
212-330-715-002	RETIREMENT	933.00	933.00	701.00	232.00	75.13
212-330-801-070	AUDITING EXPENSE	500.00	500.00	200.00	300.00	40.00
212-330-803-070	LIQUOR LAW ADM FEE/GENOA TWP.	3,605.00	3,605.00	2,705.00	900.00	75.03
212-330-860-070	VEHICLE EXPENSE	1,545.00	1,545.00	0.00	1,545.00	0.00
Total Dept 330 - LIQUOR LAW ENFORCEMENT		16,643.00	16,643.00	11,151.00	5,492.00	67.00
TOTAL EXPENDITURES		16,643.00	16,643.00	11,151.00	5,492.00	67.00
Fund 212 - LIQUOR LAW ENFORCEMENT:						
TOTAL REVENUES		16,720.00	16,720.00	17,975.02	(1,255.02)	107.51
TOTAL EXPENDITURES		16,643.00	16,643.00	11,151.00	5,492.00	67.00
NET OF REVENUES & EXPENDITURES		77.00	77.00	6,824.02	(6,747.02)	8,862.36

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REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

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PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25	2024-25	YTD BALANCE	AVAILABLE	% BDGT
		ORIGINAL BUDGET	AMENDED BUDGET	12/31/2024	BALANCE	USED
Fund 249 - BUILDING AND GROUNDS FUND						
Revenues						
Dept 000 - REVENUE						
249-000-665-001	INTEREST	1,440.00	1,440.00	9,567.95	(8,127.95)	664.44
249-000-699-000	OPERATING TRANSFER IN #101	550,000.00	550,000.00	0.00	550,000.00	0.00
Total Dept 000 - REVENUE		551,440.00	551,440.00	9,567.95	541,872.05	1.74
TOTAL REVENUES		551,440.00	551,440.00	9,567.95	541,872.05	1.74
Expenditures						
Dept 265 - BUILDING & GROUNDS						
249-265-801-000	AUDIT	250.00	250.00	0.00	250.00	0.00
249-265-955-000	MISCELLANEOUS EXP	0.00	1,500.00	798.81	701.19	53.25
249-265-981-007	ASPHALT REPLACE, REPAIRS & RESEALING	50,000.00	50,000.00	0.00	50,000.00	0.00
249-265-981-008	SECURITY UPGRADES	100,000.00	100,000.00	3,157.50	96,842.50	3.16
249-265-981-012	TWP BOARD ROOM UPGRADES	50,000.00	50,000.00	5,580.00	44,420.00	11.16
249-265-981-013	TWP HALL CUBICLE/CARPET DESIGN	10,000.00	10,000.00	0.00	10,000.00	0.00
249-265-981-014	HERBST HOME OFFICE RENOVATION	400,000.00	400,000.00	147,045.24	252,954.76	36.76
249-265-981-015	WAYFINDING SIGNS	3,000.00	3,000.00	0.00	3,000.00	0.00
Total Dept 265 - BUILDING & GROUNDS		613,250.00	614,750.00	156,581.55	458,168.45	25.47
TOTAL EXPENDITURES		613,250.00	614,750.00	156,581.55	458,168.45	25.47
Fund 249 - BUILDING AND GROUNDS FUND:						
TOTAL REVENUES		551,440.00	551,440.00	9,567.95	541,872.05	1.74
TOTAL EXPENDITURES		613,250.00	614,750.00	156,581.55	458,168.45	25.47
NET OF REVENUES & EXPENDITURES		(61,810.00)	(63,310.00)	(147,013.60)	83,703.60	232.21



REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 401 - ROAD IMPROVEMENT FUND						
Revenues						
Dept 000 - REVENUE						
401-000-665-001	INTEREST	22,800.00	22,800.00	24,793.26	(1,993.26)	108.74
401-000-699-000	OPERATING TRANSFER IN	1,000,000.00	1,000,000.00	1,000,000.00	0.00	100.00
Total Dept 000 - REVENUE		1,022,800.00	1,022,800.00	1,024,793.26	(1,993.26)	100.19
TOTAL REVENUES		1,022,800.00	1,022,800.00	1,024,793.26	(1,993.26)	100.19
Expenditures						
Dept 223 - AUDIT						
401-223-801-000	AUDIT	500.00	500.00	200.00	300.00	40.00
Total Dept 223 - AUDIT		500.00	500.00	200.00	300.00	40.00
Dept 446 - ROAD PROJECTS						
401-446-804-000	DUST CONTROL/CHLORIDE	95,000.00	95,000.00	80,034.12	14,965.88	84.25
401-446-812-002	KELLOGG - LIMESTONE G.C. TO MCCLEMENS	125,000.00	125,000.00	125,000.00	0.00	100.00
401-446-812-003	KELLOGG - GRAVEL G.R. TO MCCLEMENS	105,000.00	105,000.00	105,000.00	0.00	100.00
401-446-812-004	EULER GRAVEL	90,000.00	90,000.00	90,000.00	0.00	100.00
401-446-812-005	MCCLEMENS LIMESTONE	127,000.00	127,000.00	127,000.00	0.00	100.00
401-446-812-006	CHALLIS/BAUER ROUNDABOUT	500,000.00	500,000.00	500,000.00	0.00	100.00
401-446-812-007	CHILSON ROAD-BECK TO GRAND RIVER	600,000.00	600,000.00	310,884.72	289,115.28	51.81
Total Dept 446 - ROAD PROJECTS		1,642,000.00	1,642,000.00	1,337,918.84	304,081.16	81.48
Dept 906						
401-906-956-000	MISC EXPENSE	600.00	600.00	500.00	100.00	83.33
Total Dept 906		600.00	600.00	500.00	100.00	83.33
TOTAL EXPENDITURES		1,643,100.00	1,643,100.00	1,338,618.84	304,481.16	81.47
Fund 401 - ROAD IMPROVEMENT FUND:						
TOTAL REVENUES		1,022,800.00	1,022,800.00	1,024,793.26	(1,993.26)	100.19
TOTAL EXPENDITURES		1,643,100.00	1,643,100.00	1,338,618.84	304,481.16	81.47
NET OF REVENUES & EXPENDITURES		(620,300.00)	(620,300.00)	(313,825.58)	(306,474.42)	50.59

REVENUE AND EXPENDITURE REPORT FOR GENOA TOWNSHIP

PERIOD ENDING 12/31/2024

GL NUMBER	DESCRIPTION	2024-25 ORIGINAL BUDGET	2024-25 AMENDED BUDGET	YTD BALANCE 12/31/2024	AVAILABLE BALANCE	% BDGT USED
Fund 464 - GENOA TOWNSHIP ARPA						
Revenues						
Dept 000 - REVENUE						
464-000-665-001	INTEREST	1,000.00	1,000.00	10,638.21	(9,638.21)	1,063.82
Total Dept 000 - REVENUE		1,000.00	1,000.00	10,638.21	(9,638.21)	1,063.82
TOTAL REVENUES		1,000.00	1,000.00	10,638.21	(9,638.21)	1,063.82
Expenditures						
Dept 521 - REFUSE COLLECTION						
464-521-802-000	ADDITIONAL RECYCLING EXPENSES	224,000.00	224,000.00	0.00	224,000.00	0.00
Total Dept 521 - REFUSE COLLECTION		224,000.00	224,000.00	0.00	224,000.00	0.00
Dept 900 - CAPITAL OUTLAY FUNCTION						
464-900-977-001	BROADBAND	112,500.00	112,500.00	0.00	112,500.00	0.00
Total Dept 900 - CAPITAL OUTLAY FUNCTION		112,500.00	112,500.00	0.00	112,500.00	0.00
Dept 906						
464-906-956-000	MISC EXPENSE	600.00	600.00	500.00	100.00	83.33
Total Dept 906		600.00	600.00	500.00	100.00	83.33
Dept 965 - TRANSFERS OUT & OTHER FINANCING USES						
464-965-995-101	TRANSFER OUT - FUND #101 - GENERAL FUND	34,631.00	34,631.00	0.00	34,631.00	0.00
Total Dept 965 - TRANSFERS OUT & OTHER FINANCING USES		34,631.00	34,631.00	0.00	34,631.00	0.00
TOTAL EXPENDITURES		371,731.00	371,731.00	500.00	371,231.00	0.13
Fund 464 - GENOA TOWNSHIP ARPA:						
TOTAL REVENUES		1,000.00	1,000.00	10,638.21	(9,638.21)	1,063.82
TOTAL EXPENDITURES		371,731.00	371,731.00	500.00	371,231.00	0.13
NET OF REVENUES & EXPENDITURES		(370,731.00)	(370,731.00)	10,138.21	(380,869.21)	2.73
TOTAL REVENUES - ALL FUNDS		9,197,764.00	9,459,295.00	4,420,666.24	5,038,628.76	46.73
TOTAL EXPENDITURES - ALL FUNDS		11,292,369.00	13,325,616.00	7,884,815.20	5,440,800.80	59.17
NET OF REVENUES & EXPENDITURES		(2,094,605.00)	(3,866,321.00)	(3,464,148.96)	(402,172.04)	89.60



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

**TO: Honorable Board of Trustees**

**FROM: Adam VanTassell**

**DATE: March 3, 2025**

**RE: Proposed Township Hall phone system replacement**

---

The Township phone contract with Comcast began in 2019 for \$957.83 per month. The contract expired in 2024 and Comcast initially allowed the Township to continue under the old contract but is now asking for a new contract.

The Township solicited bids from Comcast as well as other local and regional providers. The bid from Comcast would lower the monthly cost to \$788.90 and keep the existing equipment in place. However, Township employees have had increasing difficulties with the Comcast phone system, moreso after recent updates changed how the phone system works.

The bid from Telnet Worldwide has the cheapest monthly cost at \$479.90. However, there is no installation included with this package and the Township phones will be down an unknown amount of time as staff installs and provisions an unfamiliar phone system.

Staff is therefore recommending the third proposal from Evolving Technologies and GoToConnect at the monthly rate of \$517.37 as it uses similar equipment to what staff has now and is a system already in place at the MHOG water plant so Staff will be more familiar with the operation of this phone system.

**Moved by \_\_\_\_\_, Supported by \_\_\_\_\_ to approve the proposal from Evolving Technologies/GoToConnect for the purchase and installation of a new phone system for the Township Hall with an initial outlay not to exceed \$2,200.00 and a monthly rate not to exceed \$517.37.**

**SUPERVISOR**

Kevin Spicher

**CLERK**

Janene Deaton

**TREASURER**

Robin L. Hunt

**TRUSTEES**

Rick Soucy

Bill Reiber

Candie Hovarter

Todd Walker

**MANAGER**

Kelly VanMarter

**Evolving Technologies Inc**  
 800 West Grand River  
 Suite 722  
 Phone # 8105343000  
 Fax # 810-225-7976

## Estimate

Date	Estimate #
2/25/2025	2542

Name / Address
Genoa Township Adam V VanTassell 2911 Dorr Road Brighton, MI 48116

			Project
Description	Qty	Rate	Total
Scope of work: Onsite GoToConnect Onboarding. Vernon & Trish to assist Adam with GoToConnect VOIP On Boarding, Project Management, device deployment, Admin & User Training			
Estimated Support Hours @ Township Hall GoToConnect Phone System Setup: Number Porting & Routing, Company Schedule, Dial Plan, System Features, efax, Conference Bridge. Phone Placement , User & Administrator Training & followup Training	8	95.00	760.00
Estimated Support Hours @ MHOG User & Administrator Training & followup Training	2	95.00	190.00
This estimate is valid for 60 days		<b>Subtotal</b>	
		<b>Sales Tax (0.0%)</b>	
		<b>Total</b>	

**Evolving Technologies Inc**  
 800 West Grand River  
 Suite 722  
 Phone # 810-534-3000  
 Fax # 810-225-7976

## Estimate

Date	Estimate #
2/25/2025	2542

Name / Address
Genoa Township Adam V VanTassell 2911 Dorr Road Brighton, MI 48116

			Project
Description	Qty	Rate	Total
Will advise & assist with Comcast BVE contract cancellation & Phone return at UPS Store.			
This estimate is valid for 60 days		<b>Subtotal</b>	\$950.00
		<b>Sales Tax (0.0%)</b>	\$0.00
		<b>Total</b>	<b>\$950.00</b>

## PROPOSAL DETAILS

Quote #: Q-951771

Contract Term: 36

## Prepared for:

mhog - genoa township  
Adam VanTassell  
adam@genoa.org  
+18102275225  
Contract Term: 36

## Billing Address:

2911 Dorr Rd  
Brighton, 48116-9436

## Prepared by:

Evolving Technologies, Inc.  
Vernon Boyajian  
18105343000  
eti@gtsdirect.com

If you need assistance with this quote or any product offerings, please contact your Partner, or the Partner Success Team at 888.990.4262.

MONTHLY CHARGES	QTY	MSRP	DISCOUNT	QUOTED PRICE	SUB TOTAL
GoToConnect Standard	31	\$26.00	\$404.55	\$12.95	\$401.45
Interconnected VoIP, Low Usage - Monthly Charge	5	\$12.95	\$15.00	\$9.95	\$49.75
Voice - Standard DID - Monthly Charge	36	\$5.00	\$171.00	\$0.25	\$9.00

*\* Taxes are estimated based on the zip code provided and are subject to Local, State, and Federal laws.*

Savings	Sub Total
\$590.55	\$460.20
Estimated Taxes*	\$57.17
Monthly Total	\$517.37

TODAY'S TOTAL	QTY	MSRP	DISCOUNT	QUOTED PRICE	SUB TOTAL
Account Activation	1	\$125.00	\$75.00	\$50.00	\$50.00
Partner Onboarding	36	\$0.00	\$0.00	\$0.00	\$0.00
Poly Edge E EM	1	\$272.95	\$122.16	\$150.79	\$150.79
Poly Edge E300 IP Phone w/Power Supply	35	\$244.95	\$7,787.50	\$22.45	\$785.75
Poly Edge E450 IP Phone w/Power Supply	1	\$376.95	\$148.94	\$228.01	\$228.01
Voice Number DID Port - Configuration Fee	36	\$5.00	\$180.00	\$0.00	\$0.00




*\* Taxes are estimated based on the zip code provided and are subject to Local, State, and Federal laws.*

<b>Savings</b>	<b>Sub Total</b>
\$8,313.60	\$1,214.55
<b>Estimated Taxes*</b>	\$69.87
<b>Today's Total</b>	<b>\$1,284.42</b>

Today's Total  
**\$1,284.42**

Monthly Total  
**\$517.37**

## Hardware Specs

PRODUCT NAME	IMAGE	DESCRIPTION
Poly Edge E EM		Poly Edge E EM expansion module for Edge E400/E500 series phones.
Poly Edge E300 IP Phone w/ Power Supply		Poly Edge 300 8 Line phone (32 paginated) comes with a 3.5" LCD, USB Type C port, Surround lighting status indicator, Poly NoiseBlock AI, acoustic Fence Technology and a North American Power Supply Unit.
Poly Edge E450 IP Phone w/ Power Supply		Poly Edge 450 IP Phone 8 lines primary 3.5" display and 6 additional lines on a secondary 2.4" built in display (32 +12 Paginated). Comes with Bluetooth 5.0, Integrated Wi-Fi, surround lighting status indicator, Poly NoiseBlock AI, Acoustic Fence Technology, and a North American Power Supply Unit.

## Adam VanTassell

---

**From:** Jim Towle <Jim.Towle@goto.com>  
**Sent:** Thursday, February 27, 2025 9:26 AM  
**To:** Adam VanTassell; Vernon Boyajian  
**Subject:** Re: Genoa Township - GoTo Proposal

Good morning Adam,

Thank you for reaching out. The GoTo process for Tax Exemption is completed after your account has been created. I have attached the link for future reference on how to submit the proper information and documentation in the Admin Billing portal once you become a GoTo client ([Click here for exemption process](#)). Unfortunately, we are unable to remove the taxes from the initial proposal. If you have any questions, please just let me know, and I will be happy to assist.

Thank you again!  
Jim

---

**From:** Adam VanTassell <Adam@genoa.org>  
**Sent:** Thursday, February 27, 2025 7:54 AM  
**To:** Vernon Boyajian <vernon@eti.support>; Jim Towle <Jim.Towle@goto.com>  
**Subject:** RE: Genoa Township - GoTo Proposal

Thank you Jim and Vernon for the information, I very much appreciate it.

Jim, one thing I missed when reviewing the proposal was the addition of sales tax. As we are a government entity, we are not supposed to pay taxes. I can get the relevant paperwork if you need. Please provide an updated proposal when you have time, thanks.

**From:** Vernon Boyajian <vernon@eti.support>  
**Sent:** Wednesday, February 26, 2025 3:36 PM  
**To:** Jim Towle <Jim.Towle@goto.com>  
**Cc:** Adam VanTassell <Adam@genoa.org>  
**Subject:** Re: Genoa Township - GoTo Proposal

Jim,

Thanks for your detailed response. Genoa Township meets Monday evening.

Vernon Boyajian

Evolving Technologies, Inc.  
722 West Grand River Ave.  
Brighton, MI 48116

O 810-534-3000 810-534-3000 X106  
M 810-853-9970



On Wed, Feb 26, 2025 at 3:31 PM Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)> wrote:

Hi Vernon,

There aren't any built-in mandatory annual increases, but there may be a time that a modest increase will be needed to keep up with the increasing costs. With that being said, you will be notified prior to any renewal of any increase in pricing and will be able to discuss the pricing at that time. With the TIPS program, it is definitely a Top priority of GoTo, to avoid any increases across the board.

Thanks again!  
Jim

---

**From:** Vernon Boyajian <[vernon@eti.support](mailto:vernon@eti.support)>  
**Sent:** Wednesday, February 26, 2025 1:31 PM  
**To:** Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)>  
**Cc:** Adam VanTassell <[Adam@genoa.org](mailto:Adam@genoa.org)>  
**Subject:** Re: Genoa Township - GoTo Proposal

Jim,

Will there likely be a modest inflationary increase at each 12-month interval?

Vernon Boyajian

Evolving Technologies, Inc.  
722 West Grand River Ave.  
Brighton, MI 48116

O 810-534-3000 **810-534-3000** X106  
M 810-853-9970

On Wed, Feb 26, 2025 at 2:27 PM Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)> wrote:

Hi Vernon,

Great questions. After the initial 3-year term, the contract will be auto renewed for an additional 12-month term. It will subsequently auto renew for 12 months at the end of each 12-month renewal period.

You should not have to initiate a renewal request for TIPS program accounts. They should happen automatically.

Hope this helps and let me know if you need anything!  
Jim

---

**From:** Vernon Boyajian <[vernon@eti.support](mailto:vernon@eti.support)>  
**Sent:** Wednesday, February 26, 2025 1:17 PM

**To:** Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)>; Adam VanTassell <[Adam@genoa.org](mailto:Adam@genoa.org)>

**Subject:** Fwd: Genoa Township - GoTo Proposal

Hi Jim,

Adam had a few product & use questions that I answered for him.

What I was not certain about was what happens when a 3-year TIPs contract expires with GoTo?

Does it auto renew for the same term?

Does the GoTo Channel Partner need to initiate a new contract?

Thank you

Vernon Boyajian

Evolving Technologies, Inc.  
722 West Grand River Ave.  
Brighton, MI 48116

O 810-534-3000 X106

M 810-853-9970

----- Forwarded message -----

From: **Vernon Boyajian** <[vernon@eti.support](mailto:vernon@eti.support)>

Date: Tue, Feb 25, 2025 at 5:56 PM

Subject: Re: Genoa Township - GoTo Proposal

To: Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)>

Cc: [Adam@genoa.org](mailto:Adam@genoa.org) <[Adam@genoa.org](mailto:Adam@genoa.org)>

Jim,

Thanks for the prompt turn around with the Proposal.

Adam,

There are some modest costs with these particular "upscale" Poly Phone Models quoted. You own them at the end of (3) year contract.

Please note: The Poly Edge E100 IP Phone is available for free with a (3) year contract. It has 2 "Hard Line Buttons" & scrolls (4) times for (8) programmable buttons.

What I quoted is the more functional Poly Edge E300 IP Phone for the purchase cost of \$22.45 each. It has 8 "Hard Line Buttons" & scrolls (4) times for (32) programmable buttons (Mapping of other extensions on the system, park buttons or speed dials.) Way more functionable vs. the E100.

I'll send you a separate onsite setup, documentation & training estimate.

Jim or I are happy to answer any further questions.

Vernon Boyajian

Evolving Technologies, Inc.  
722 West Grand River Ave.  
Brighton, MI 48116

O 810-534-3000 X106  
M 810-853-9970

On Tue, Feb 25, 2025 at 5:12 PM Jim Towle <[Jim.Towle@goto.com](mailto:Jim.Towle@goto.com)> wrote:

Good afternoon Vernon,

I have attached a copy of the proposal we discussed for Genoa Township. If you have any questions, or need to make any adjustments, please just let me know. Once the client is ready to move forward, please click on the "Let's Do This" button in proposal, and it will direct them to the signup completion process.

[Click here for Proposal - Genoa Township](#)

Thanks again!  
Jim

**Jim Towle**  
Badger Fan | Sneakerhead | Hiker | SMB Account Executive  
GoTo Madison, WI  
Phone: (781) 850-1434  
Current go-to: Camping



Learn more at [GoTo.com](https://www.goto.com)

## Cloud PBX

# Catch the Cloud

## Your Next-Gen Voice Solution

Our Cloud PBX solution offers the advanced voice service you need in today's digital world. Take the expense and frustration out of equipment maintenance, upgrades and service changes and get the efficiency, flexibility and value your business deserves. Replace your legacy phone system with Cloud PBX.



## Yealink T54W

Desk Phones



### Classic Features

A comprehensive list of classic telephony features including extension dialing, caller ID, conferencing, voicemail and much more.



### Advanced Features

Multicast paging, phone status (BLF), easy transfer, company directory, call history and more.



### Wireless Connectivity

Includes built-in Wi-Fi and Bluetooth for advanced wireless connectivity.

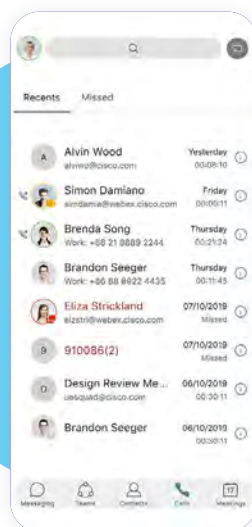


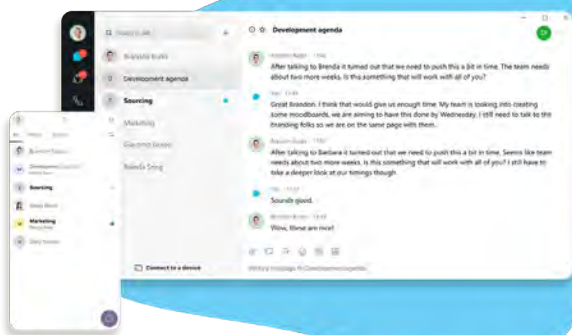
### Pair Cordless Handset

Pair cordless handset via USB DECT dongle for added mobility.

## Work From Anywhere

With a Cloud PBX solution, you can mix and match desk phones and softphones. Your number syncs to the Webex application, so that whether you're working in the office, from home or on-the-go, you'll never miss a call. Communicate from anywhere on your preferred device.





# Simplify Everything

Stop jumping back and forth from one application to another. With Webex, you can chat with coworkers, host virtual meetings, make calls, share documents and collaborate on projects — all within a single platform. Consider it your digital workspace where everything gets done.

## Cloud PBX Packages

### Office

- ✓ **Unlimited** Calling within the US
- ✓ HD Voice
- ✓ 50+ Classic & Next Gen Telephony Features
- ✓ Phone Number
- ✓ Auto Attendant
- ✓ Enhanced Huntgroup
- ✓ Meet-Me Conference Bridge
- ✓ Sys Admin Portal
- ✓ Digital Fax
- ✓ 24/7 US-Based Support

### Mobile

- ✓ **Unlimited** Calling within the US
- ✓ HD Voice
- ✓ 50+ Classic & Next Gen Telephony Features
- ✓ Phone Number
- ✓ Auto Attendant
- ✓ Enhanced Huntgroup
- ✓ Meet-Me Conference Bridge
- ✓ Sys Admin Portal
- ✓ Digital Fax
- ✓ 24/7 US-Based Support

- ✓ Desktop App
- ✓ Mobile App
- ✓ Visual Voicemail
- ✓ HD Video

### Meetings

- ✓ **Unlimited** Calling within the US
- ✓ HD Voice
- ✓ 50+ Classic & Next Gen Telephony Features
- ✓ Phone Number
- ✓ Auto Attendant
- ✓ Enhanced Huntgroup
- ✓ Meet-Me Conference Bridge
- ✓ Sys Admin Portal
- ✓ Digital Fax
- ✓ 24/7 US-Based Support

- ✓ Desktop App
- ✓ Mobile App
- ✓ Visual Voicemail
- ✓ HD Video

- ✓ Chat & Presence
- ✓ File Sharing
- ✓ Team Collaboration
- ✓ External Collaboration with any Webex User Worldwide
- ✓ Industry-Leading Security
- ✓ Video Meetings
- ✓ Screen Sharing
- ✓ Noise Cancellation
- ✓ Lock Meeting
- ✓ Calendar Integration (Google & Microsoft)

 **100**  
Meeting Participants  
(Personal Meeting Room)

### Premium

- ✓ **Unlimited** Calling within the US
- ✓ HD Voice
- ✓ 50+ Classic & Next Gen Telephony Features
- ✓ Phone Number
- ✓ Auto Attendant
- ✓ Enhanced Huntgroup
- ✓ Meet-Me Conference Bridge
- ✓ Sys Admin Portal
- ✓ Digital Fax
- ✓ 24/7 US-Based Support

- ✓ Desktop App
- ✓ Mobile App
- ✓ Visual Voicemail
- ✓ HD Video

- ✓ Chat & Presence
- ✓ File Sharing
- ✓ Team Collaboration
- ✓ External Collaboration with any Webex User Worldwide
- ✓ Industry-Leading Security
- ✓ Video Meetings
- ✓ Screen Sharing
- ✓ Noise Cancellation
- ✓ Lock Meeting
- ✓ Calendar Integration (Google & Microsoft)

 **1000**  
Meeting Participants  
(Personal Meeting Room)

- ✓ Meeting Recording (10GB Cloud & Local)
- ✓ Meeting Transcription
- ✓ Unlimited Meeting Duration
- ✓ Presenter Controls
- ✓ Delegate Meetings
- ✓ Remote Desktop Control (Internal)

Switch to Cloud PBX



(800) 974-4800



telnetww.com/cloud-pbx

## TelNet Service Agreement

**TelNet Worldwide Quote Prepared for Geona Township**

**Term: 36 Months**

Prepared on: February 26, 2025

Expires on: May 27, 2025  
Payment terms: Net 20

**Quote Prepared for:**

Adam Vantassell  
Primary Contact  
2911 Dorr Road  
Brighton, MI  
48116

adam@genoa.org

**Quote Prepared by:**

Arielle Files

TelNet Worldwide

P: (248) 485-7086  
afiles@telnetww.com

### Cloud PBX Bundle

PRODUCT	UNIT PRICE	QTY	Monthly Total	Non Recurring Total
<b>Unlimited Nationwide Calling-PBX</b>	\$0.00	1	\$0.00	\$0.00
<b>Enhanced Huntgroup</b>	\$0.00	1	\$0.00	\$0.00
<b>Auto Attendant</b>	\$0.00	1	\$0.00	\$0.00
<b>Meet-Me Conference Bridge</b>	\$0.00	1	\$0.00	\$0.00
<b>Voice Portal</b>	\$0.00	1	\$0.00	\$0.00
<b>HD Voice</b>	\$0.00	1	\$0.00	\$0.00
<b>24/7 US Support</b>	\$0.00	1	\$0.00	\$0.00
<b>Office</b>	\$11.99	30	\$359.70	\$0.00
<b>Yealink T54W Desk Phone (Subscription)</b>	\$3.00	30	\$90.00	\$0.00
<b>Self-paced training via online video</b>	\$0.00	1	\$0.00	\$0.00
<b>Customer Self Installation - Phone Setup &amp; Placement</b>	\$0.00	1	\$0.00	\$0.00
<b>Subtotal:</b>		<b>69</b>	<b>\$449.70</b>	<b>\$0.00</b>

### TelNet Insight Bundle

PRODUCT	UNIT PRICE	QTY	Monthly Total	Non Recurring Total
<b>TelNet Insight Sidekick</b>	\$30.00	1	\$30.00	\$0.00

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<b>Subtotal:</b>	<b>1</b>	<b>\$30.00</b>	<b>\$0.00</b>
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<b>MONTHLY TOTAL:</b>	<b>NON RECURRING TOTAL:</b>
<b>\$479.70</b>	<b>\$0.00</b>

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Rates will only apply to the services that have been purchased

<b>Cloud PBX Call Plan</b>	<b>Local</b>	<b>Intralata</b>	<b>Interstate</b>	<b>Intrastate</b>	<b>Toll Free</b>	<b>Intl</b>
Unlimited Nationwide Calling	0.00	0.00	0.00	0.00	0.022	Market Rate
International Calling	0.00	0.00	0.00	0.00	0.00	Market Rate
Meet-Me Conferencing (per call, per leg)	0.039	0.039	0.039	0.039	N/A	N/A



Unless specified, prices do not include shipping charges, regulatory fees, applicable taxes, administrative/service fees, professional services, or other time and material charges. For additional terms and conditions go to [www.telnetww.com](http://www.telnetww.com).

Business POTS (Plain Old Telephone Service) is a no-term, month to month service; rates subject to change with prior notification. High volume broadcast faxing is prohibited on the Digital Fax service offering, if excessive use is detected, TelNet reserves the right, at its sole discretion, to change or modify the pricing structure. A \$1 E911 Enabled Fee may be charged per Telephone Number provisioned with E911 services.

With Mobile Client, features vary by device, settings and quality of signal. When Wi-Fi is not available or cellular usage is selected, phone plan roaming, data and voice usage charges apply. Mobile client calls may drop or lose quality when Wi-Fi or cellular signals are lost or weak. Firewall settings may also impact use. TelNet Worldwide ("TelNet") is not responsible for loss of call quality and/or dropped calls with Mobile Client or any provided wireless or Wi-Fi service.

TelNet Worldwide ("TelNet") will work with the vendor/customer to assist with the proper installation of their equipment by collecting and analyzing traces and log files for proper interoperability. In addition, test calls will be performed to ensure call routing is working properly. However, this support will not include device management, configuration changes, firmware upgrades, factory reset, and or replacement parts to any customer-owned device.

Please note: International calling service is available only when authorized by completing the TelNet International Calling Authorization Form.

Customer Initial \_\_\_\_\_

When the term "this Agreement" is used, the term refers to this TelNet Service Agreement and, as found on [www.telnetww.com](http://www.telnetww.com), TelNet's Terms and Conditions ("T&Cs") and all items incorporated in the T&Cs, including those in tariffs, rate guides, TelNet's Acceptable Use Policy, and TelNet's E911 Disclosure Notice and Acknowledgement ("911 Acknowledgement") as applicable. The term "this Agreement" also includes, any attachments, exhibits or appendices to this TelNet Service Agreement, and, if applicable, any Purchase Order Terms and Conditions; Equipment Rental Terms & Conditions and any attachments, exhibits or appendices to these documents. By executing this Agreement, the "Customer" (defined as the party signing below and made a party to this TelNet Service Agreement) is ordering the services set forth in this Agreement. Customer agrees to pay for all services ordered or otherwise used including: taxes, surcharges and fees charged by TelNet, including, but not limited to, applicable federal, state, local use, excise, sales, or privilege taxes, duties or similar liabilities, as further set forth in this Agreement.

Customer authorizes TelNet to obtain any credit information and/or any customer proprietary network information necessary to provision services and to establish Customer's account, and hereby authorizes the release of such information by any and all third parties to TelNet. Customer understands that number assignments are not guaranteed and cannot be relied on before service is activated. Customer has provided TelNet with a valid Letter of Agency for all applicable services ordered. Customer is responsible for the identification and payment of any termination fees to any third party that may apply when switching to TelNet services.

Customer has provided TelNet with a valid Letter of Agency for all applicable services ordered. Customer is responsible for the identification and payment of any termination fees to any third party that may apply when switching to TelNet services.

### Term of Agreement

The effective date of this Agreement is the date signed by the last Party to sign this TelNet Service Agreement. However, the date of installation of all services shall determine the end date of the Initial Term of the Agreement. By way of example, if the obligations under this Agreement becomes effective on January 1, and installation is completed February 1, the Initial Term of a one year agreement, would end on January 31 of the following year.

After the expiration of the Initial Term, this Agreement shall automatically renew for successive one-year Renewal Terms, unless a written Notice of Termination is received by the other party at least 30 days prior to the expiration of the Initial Term or a Renewal Term. Auto renewal terms do not apply to locations that have special access, coax, T1-based services or third-party fiber connectivity arrangements.

### Firm Order Confirmation

A Firm Order Confirmation time-frame varies with each service. Requests other than standard intervals may be subject to an expedite fee. Please be advised that the installation of Fiber typically takes sixty (60) to one hundred twenty (120) days or longer.



### Order Cancellation

Cancellation by the Customer after the signature date and before the service available date will result in an Order Cancellation Fee to be paid by the Customer as described in applicable TelNet T&Cs which can be found at [www.telnetww.com](http://www.telnetww.com).

TelNet pricing under this Agreement may be budgetary and is subject to change. In those cases, and at TelNet or our access partners request, a site survey may be performed to verify rates and availability of service after an Order is submitted to our service partners. If TelNet determines that the rates must be adjusted due to additional requirements or expenses, including build-out costs, or that a service is not available, Customer will have the option to accept the adjusted rate or cancel the service without incurring an early termination penalty. If Customer fails to notify TelNet within 14 days of its request to cancel the service, TelNet shall proceed with the adjusted rate and Customer shall be liable for payment under the adjusted rate. In the case of cancellation, Customer will also be liable for any one-time fees assessed by our access partners if the cancellation request is received by TelNet after 30 calendar days of order submission.

### Termination

TelNet may terminate this Agreement and the services for Customer's non-payment in accordance with TelNet's general T&Cs, tariffs and rate guides. Upon termination of this Agreement by TelNet for non-payment the customer shall be liable for the payment of all services provided through the date of termination, plus any applicable Termination Fees. TelNet may terminate this Agreement without liability if TelNet determines that it is no longer able to offer a product or service, or the product or service is no longer offered, or in a TelNet tariff or rate guide, in which case the customer will not be liable for any Termination Fees. If Customer terminates this Agreement prior to the expiration of its initial term or renewal term, or if TelNet terminates this Agreement due to non-payment, Customer will owe TelNet the following Termination Fees per applicable service: the monthly recurring charge (MRC) times the remaining number of months of the contract period for the contracted services.

### General Provisions

This Agreement supersedes any previous Agreements for the same services between TelNet and Customer. Except as otherwise provided herein, any changes to this agreement must be agreed to in writing by the parties. Any changes to this Agreement by Customer without said written approval are null and void at TelNet's discretion. If the Customer wishes to assign this Agreement to a third party, it must first receive TelNet's written consent.

Customer Initial \_\_\_\_\_

### Federal Tax ID:

Tax Exempt Status (Select all that apply):

None	Exempt Form Signed Date:
Federal Excise	Exempt Form Signed Date:
Federal FUSF	Exempt Form Signed Date:
State	Exempt Form Signed Date:
County	Exempt Form Signed Date:
Local	Exempt Form Signed Date:

(Exemption forms must be provided if you are tax exempt)

By placing Customer's signature in the space provided, Customer agrees to the terms of this Agreement. If ordering Voice over IP ("VoIP") services, Customer furthermore acknowledges that Customer has received and understands the E911 Disclosure Notice and Acknowledgment.

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

Company: Geona Township



TelNet Worldwide  
21005 Lahser Road  
Southfield, MI 48033

\_\_\_\_\_  
Legal Company Name

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Address

**Headquarter/Parent Company Name (if different from above)**

\_\_\_\_\_  
Company Name

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Address

**Billing Contact**

\_\_\_\_\_  
Billing Contact Name (First and Last)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Email

\_\_\_\_\_  
Telephone

**Onsite Contact**

\_\_\_\_\_  
Onsite Contact Name (First and Last)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Email

\_\_\_\_\_  
Telephone

**Technical Contact (Data/voice vendor, if applicable)**

\_\_\_\_\_  
Technical Contact Name (First and Last)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Email

\_\_\_\_\_  
Telephone

**Please complete and return with your order, or fax to 248.485.1090.**

## TelNet E911 Disclosure Notice and Acknowledgment

This E911 Disclosure Notice and Acknowledgment ("E911 Acknowledgment") is agreed, acknowledged and accepted by TelNet Worldwide Inc. ("TelNet") and its end user customer ("Customer" or "you") in connection with Customer's purchase and use of TelNet Service. All TelNet Service is governed by the Terms and Conditions found at <https://www.telnetww.com/legal> ("Terms and Conditions"). Any capitalized terms not otherwise defined in this E911 Acknowledgment shall have the meanings ascribed to such terms in the Terms and Conditions. In the event of any conflict between this E911 Acknowledgment and the Terms and Conditions, this E911 Acknowledgment shall control.

### Section 1 - Emergency Services – VoIP 911 Calling: Comparison with Traditional Landline 911 Services

TelNet provides E911 Service as a component of TelNet's Voice over Internet Protocol ("VoIP") service ("Service"). TelNet's E911 Service enables Customers to communicate with emergency services by dialing 911. When Customer dials 911, the 911 call is routed from TelNet's network to the Public Safety Answering Point ("PSAP") or local emergency service personnel designated for the physical address Customer provided to TelNet at the time of activation of Service (as may be updated by Customer).

However, VoIP E911 Service is different in important ways from traditional landline E911. The Federal Communications Commission ("FCC") requires all VoIP service providers, such as TelNet, to inform their customers of these differences. It is important that you understand how these differences affect your ability to access E911 services. Please carefully read this Notice.

#### By signing this Notice, you are acknowledging that you understand the following differences associated with VoIP 911 Service:

- A. VoIP E911 service will not function during a power outage or disruption. If there is an interruption in your power or a power surge, when power is restored, your VoIP equipment may need to be reset to reinitiate your VoIP service, including your VoIP 911 and E911 services.
- B. VoIP E911 service will not function if your broadband connection is terminated, interrupted or degraded.
- C. If you disable or damage your VoIP device or equipment, VoIP E911 service calls may not complete.
- D. Unless correctly registered, if your phone number is a phone number typically associated with a geographic area different than the area in which you are using your VoIP device, your 911 call may be routed to an incorrect PSAP and emergency personnel may not be dispatched to the correct location.
- E. If your 911 call cannot be completed, is dropped or disconnected and/or if your VoIP E911 Service is not operational for any reason, and/or if the caller is unable to speak, the PSAP and emergency personnel may not be able to identify your phone number in order to call you back.
- F. If billing issues arise due to delinquent or unpaid invoices or other reasons that result in the suspension or termination of your TelNet VoIP services, the ability to make 911 calls will cease.
- G. Due to technical constraints, there is a greater possibility of network congestion and/or reduced speed in the routing of a 911 call made utilizing VoIP equipment as compared to traditional 911 dialing over traditional public switched telephone networks.
- H. VoIP E911 Service will not work if you move your VoIP device to a location outside the United States.
- I. If you move your VoIP device to a new location, as explained below, you must register your new location. However, please be advised that it may take a few days for the change in address to be processed. If you move your VoIP device before your new registered location can be processed, your 911 call may be routed to the incorrect local emergency service provider and emergency personnel being dispatched to the incorrect location. Please register your new location several days in advance of any move and include the date on which the move will occur.

## Section 2 - Registration of New Locations and other Customer Obligations

### A. Registered Location Required

All Customers are required to register the intended physical location(s) of each of their VoIP devices when placing a Sales Order with TelNet. If you move any registered VoIP device, you must immediately update the Registered Address with the new physical location of the device(s). Calling 911 from an improperly registered number may subject you to a \$100 per call pass-through fee from the 911 administrator.

### B. How to update Registered Location(s)

Please use the E911 tab on the TelNet Portal (<https://portal.telnetww.com>) to input the new location of each moved VoIP device. If you are unable to update your E911 location designations via the TelNet Portal, please Download the 911 Update form (<http://telnetww.com/infosource/911updateform.xls>), which is in Excel format and follow the directions on the form. You should only use the Excel 911 Update Form if you are unable to make the change via the TelNet Portal. If you are not able to update your registration by using either TelNet's Portal or the 911 Update Form, you may call 1-800-508-1254 and provide the update information.

### C. Importance of Updating Location of VoIP devices

If you do not update the Registered Address, any 911 calls made from the device may be sent to the wrong emergency response center and will not transmit your current location information to emergency responders, delaying emergency assistance to you. Customers are solely responsible for ensuring that an accurate and up-to-date Registered Address is maintained for each VoIP device.

Please note: It may take a few days for the address update to take effect.

### D. Customer's Obligation to Inform Users of Customer's VoIP devices

In addition, it is Customer's obligation to inform others at its premises who use Customer's VoIP service of the above VoIP 911 limitations. By signing this Notice, Customer acknowledges and agrees to perform this obligation.

### E. Placement of stickers on Customer's VoIP devices

TelNet will provide to Customer a set of stickers explaining when VoIP 911 Service may not be available. Customer hereby agrees to place the stickers on or near Customer's VoIP devices.

### F. Obligation to Make any Needed Equipment Changes

You are also responsible for any equipment changes required to ensure compliance. (Example: You may need to have your equipment vendor update your phone system's outpulsed phone numbers to ensure proper identification of 911 calls.)

## Section 3 - Limitation of Liability and Indemnification

Customer acknowledges and agrees that it is solely responsible for ensuring that an accurate and up-to-date registered address is maintained for each of customer's voip devices. Customer acknowledges that it understands that TelNet disclaims any and all liability for any service outage or inability to complete emergency 911 calls from any customer line or customer premises or to access emergency service personnel. Customer shall protect, defend, indemnify, and hold harmless TelNet, its officers, directors, employees, affiliates, contractors, and agents and any other service provider that furnishes services to customer in connection with the service, from any and all claims, lawsuits, losses, damages, liability, fines, penalties, costs, and expenses including, without limitation, attorney's fees and costs, arising from, or related to, any absence, failure, or outage of the service, including, without limitation, emergency 911 calling and/or inability of customer or any customer employee, third person or party, or user of TelNet's service to be able to call 911 or to access emergency service personnel. In no event shall TelNet be liable to customer or any third party for incidental, indirect, consequential, exemplary, punitive, or special damages related to customer's (or any customer employee, agent, or contractor, or third person or third party or user of TelNet's service) use of or inability to use e911 services.

## Section 4 - Acknowledgment of Understanding of Contents of this Notice

The FCC's rules require us to keep a record on file showing that you have received and understood this 911 and E911 Notice. By signing, you certify that you have received and understood this 911 and E911 Notice.

**Geona Township**

\_\_\_\_\_  
Customer Signature

\_\_\_\_\_  
Account

## Letter of Agency

This Letter of Agency (LOA) is to authorize TelNet Worldwide, Inc. ("TelNet") to act as the below customer's ("the undersigned") authorized representative for managing and making changes to their telecommunication (voice") services.

<b>Company Name:</b>	<b>Geona Township</b>
<b>Authorized Contact Name:</b>	
<b>Company Address:</b>	
<b>City, State, Zip Code:</b>	
<b>Authorized Contact Phone Number:</b>	
<b>Authorized Contact Email:</b>	

By signing this LOA, the undersigned grants TelNet the authority to perform the following actions on their behalf:

Service Provider Change: TelNet is authorized to facilitate the transfer of the undersigned's voice services from a current provider to TelNet. This includes initiating the necessary processes and procedure to complete the transfer.

Number Porting: TelNet is authorized to initiate the process of porting the undersigned's existing phone numbers into TelNet's Service. This allows TelNet to assume management of phone numbers associated with their voice services.

The undersigned acknowledges that TelNet will act as their authorized representative for the purposes outlined above and understands that TelNet will undertake these actions in accordance with applicable laws, regulations, and industry standards.

---

Authorized Signature

---

Print Name

---

Date



## SERVICE ORDER AGREEMENT – BUSINESS VOICEEDGE SERVICES

### CUSTOMER INFORMATION

Account Name: <u>GENOA TOWNSHIP</u>	Email: <u>ADAM@GENOA.ORG</u>
Primary Contact: <u>KELLY VANMARTER</u>	Address1: <u>2911 DORR RD</u>
Title: <u>MANAGER</u>	Address2: _____
Phone: <u>8102275225</u>	City: <u>BRIGHTON</u>
Cell: _____	State: <u>MI</u>
Fax: _____	Zip Code: <u>48116</u>

### SUMMARY OF CHARGES

Service Term( Months): 24

Site Name	Monthly Recurring Charges	Standard Installation Charges	One-time Charges
TOWNSHIP HALL	\$788.90	\$0.00	\$0.00
<b>SUMMARY OF TOTAL CHARGES*</b>	<b>\$788.90</b>	<b>\$0.00</b>	<b>\$0.00</b>

\* Applicable federal, state and local taxes and fees may apply; usage fees not included. For Specific information, see service location detail pages, attached hereto and incorporated here in reference. Additional orders (adding or deleting seats) may change the "per seat" pricing.

### GENERAL COMMENTS

#### AGREEMENT privacy-statement (or any successor URL), both of which Comcast may update from time to

1. This Comcast Business Service Order Agreement sets forth the terms and conditions under which Comcast Cable Communications Management, LLC and its operating affiliates ("Comcast") will provide the Business VoiceEdge™ Services ("Services") to Customer. This Comcast Business Class Service Order Agreement consists of this document ("SOA"), the standard Comcast Business Customer Terms and Conditions ("Terms and Conditions") located at <http://business.comcast.com/terms-conditions-smb> (or any successor URL), and any other Service Order entered under this SOA, collectively referred to as the "Agreement". In the event of inconsistency among these documents, precedence will be as follows: (1) Terms and Conditions, (2) this SOA, and (3) any other Service Orders entered under this SOA. The Agreement shall terminate as set forth in the Terms and Conditions. All capitalized terms not defined in this SOA shall reflect the definitions given to them in the Terms and conditions. Use of the Services is also subject to the Business Acceptable Use Policy located at <http://business.comcast.com/customer-notifications/acceptable-use-policy> (or any successor URL), and the Business Privacy Policy located at <http://business.comcast.com/customer-notifications/customer-privacy-statement> (or any successor URL), both of which Comcast may update from time to time and become effective upon posting.
2. The Service carries a 60 day money back guarantee. If within the first (60) sixty days following Business VoiceEdge Service activation Customer is not completely satisfied, Customer may cancel such service and Comcast will issue a refund for service charges actually paid by Customer, custom installation, usage charges, and optional service fees and taxes excluded. In order to be eligible for the refund, Customer must cancel Business VoiceEdge Service within sixty days of activation and return any Comcast-provided equipment in good working order. In no event shall the refund exceed \$500.00.
3. By purchasing Comcast voice services, you are giving Comcast Business permission to request a copy of the Customer Service Record(s) from your existing carrier(s). Customer Service Records include the telephone numbers listed on the account(s) and may also include information related to services provided by such carrier(s).
4. Customer must execute a Comcast Letter or Authorization ("LOA") and submit it to Comcast, or Comcast's third party order entry integrator, as directed by Comcast.
5. New telephone numbers are subject to change prior to the install. Customers should not print their new number on stationery or cards until after the installation is complete.
6. Notwithstanding the notice provision in the Business Services Customer Terms and Conditions, all legal notices will be sent to the Primary Contact listed above and/or to the Primary Contact identified on the SOA for each Service location as applicable.
7. Modifications: All modifications to the Agreement, if any, must be captured in a written Amendment, executed by an authorized Comcast Senior Vice President and the Customer. All other attempts to modify the Agreement shall be void and non-binding on Comcast. Customer by signing below, agrees and accepts the terms and conditions of this Agreement.
8. IF CUSTOMER IS SUBSCRIBING TO COMCAST'S BUSINESS DIGITAL VOICE SERVICE, CUSTOMER ACKNOWLEDGES RECEIPT AND UNDERSTANDING OF THE FOLLOWING 911 NOTICE:

#### E911 ACKNOWLEDGEMENT

Your Comcast Business Voice Services set forth in this Service Order (the "Voice Services") have the following 911 limitations:

- In order for 911 calls to be properly directed to emergency services using the Voice Services, Customer must provide and maintain the correct service address information ("Registered Service Location") for each telephone number and extension used by Customer. The Registered Service Location should also include information such as floor and office number as appropriate.





SERVICE ORDER AGREEMENT – BUSINESS VOICEEDGE SERVICES

- If the Voice Services are moved to, or used in, a different location without Customer providing an updated Registered Service Location, 911 calls may be directed to the wrong emergency authority, may transmit the wrong address, and/or the Voice Services (including 911) may fail altogether. Customer's use of a telephone number not associated with its geographic location, or a failure to allot sufficient time for a Registered Service Location change to be processed, may increase these risks.
- Customer is solely responsible for programming its telephone system to map each telephone number and extension to the correct location, and for updating the telephone system as necessary to reflect moves or additions of stations.
- Customer 911 calls may be sent to an emergency call center where an agent will ask for the caller's name, telephone number, and location, and then will contact the local emergency authority.
- The Voice Services use electrical power in the Customer's premises. If there is an electrical power outage, 911 calling may be interrupted if back-up power is not installed, fails, or is exhausted. Voice Services that rely on a broadband connection may also be interrupted if the broadband service fails.
- Calls using the Voice Services, including calls to 911, may not be completed if there is a problem with network facilities, including network congestion, network equipment and/or power failure, a broadband connection failure, or another technical problem.
- Failure by Customer to make updates to the Registered Service Location, including updates to restore service address to the original Registered Service Location, or failure to allot sufficient time for the Service Location update provisioning to complete may result in emergency services being dispatched to the incorrect Service Location.
- Customers should call Comcast at 1-800-391-3000 if they have any questions or need to update the Registered Service Location in the E911 system.

BY SIGNING BELOW, CUSTOMER ACKNOWLEDGES THAT IT HAS READ AND UNDERSTANDS THE FOREGOING 911 NOTICE AND THE 911 LIMITATIONS OF THE VOICE SERVICES.

CUSTOMER USE ONLY		COMCAST USE ONLY (by Authorized representative)	
Signature:		Signature:	Sales Rep: Stephen Siebott
Name: KELLY VANMARTER		Sales Rep	<a href="mailto:stephen_siebott@cable.comcast.com">stephen_siebott@cable.c</a>
Title: IT Director		Email:	<a href="http://omcast.com">omcast.com</a>
Date:		Region:	Heartland Region
		Division:	Central Division





# SERVICE ORDER AGREEMENT – BUSINESS VOICEEDGE SERVICES

SERVICE LOCATION DETAIL					
Customer Information					
Location Name:	TOWNSHIP HALL	Business Phone:	8102275225		
Company Name:	GENOA TOWNSHIP	Cell Phone:			
Contact Name:	KELLY VANMARTER	Fax Number:			
Address1:	2911 DORR RD	Email:	ADAM@GENOA.ORG		
Address2:		Site Type:	Dedicated		
City:	BRIGHTON	Emergency 911 Information:	2911 DORR RD		
State:	MI		BRIGHTON, MI 48116		
Zip:	48116				
Billing Information					
Date Of Quote:	2/27/2025	Service Term:	24		
The terms set forth in this agreement are valid for 30 days from Date of Quote					
Billing Contact	KELLY VANMARTER	Zip:	48116		
Address1:	2911 DORR RD	Phone:	8102275225		
Address2:		Fax:			
City:	BRIGHTON	Email:	ADAM@GENOA.ORG		
State:	MI				
Voice Selection					
Voice Selections	Quantity	Unit Price(MRC)	Unit Price(NRC)	Total MRC	Total NRC
Unified Communication Seats	38	\$19.95	\$0.00	\$758.10	\$0.00
Inventoried TNs	19	\$0.00	\$0.00	\$0.00	\$0.00
Equipment Selection					
Equipment Selections	Quantity	Unit Price(MRC)	Unit Price(NRC)	Total MRC	Total NRC
Voice Gateway	1	\$14.95	\$0.00	\$14.95	\$0.00
Polycom VVX 311 HD	36	\$0.00	\$0.00	\$0.00	\$0.00
Polycom VVX 411 HD	1	\$5.95	\$0.00	\$5.95	\$0.00
Polycom Soundstation 5000	1	\$4.95	\$0.00	\$4.95	\$0.00
Polycom VVX Color Expansion Module	1	\$4.95	\$0.00	\$4.95	\$0.00
Summary Of Charges					
Aggregate Monthly Recurring Charges					
Monthly Recurring Charges:				\$788.90	
Promotional Discount:					
Promotion Option:				CEN_\$19.95BVE20+Seats_\$0Phone	
Promotion Description:					
Unified Communication Seats provided for discounted rate of \$19.95 each, increasing to then regular rate at end of original term. Entry Level Polycom Phone MRC waived for length of original contract term, increasing to then regular rate at end of term. Minimum Business Internet Performance or Ethernet required. OTT sites are eligible if main site meets minimum Business Internet Performance/Ethernet requirement. Minimum 20 seats required. Minimum 2 year term required with Business Internet. 3 or 5 year term required with Ethernet. Equipment, installation, taxes and fees, including Broadcast TV Fee, Regional Sports Fee, regulatory recovery fee and other applicable charges extra and subject					
Total Business VoiceEdge Monthly Recurring Charge*:				\$788.90	
*Applicable federal, state and local taxes & fees may apply; usage fee not included. Additional orders (adding or deleting seats) may change the "per seat" pricing					
Business VoiceEdge Standard Installation Charges					
Customer Training:	Online			No Charge	
Total One-time Charges:				\$0.00	
Site Installation Charges:				\$0.00	



**SERVICE ORDER AGREEMENT – BUSINESS VOICEEDGE SERVICES**

Total Business VoiceEdge Standard Installation Charges:	\$0.00
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In Process



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

## MEMORANDUM

**TO:** Honorable Board of Trustees  
**FROM:** Kelly VanMarter, Township Manager  
**DATE:** February 26, 2025  
**RE:** Closed Session Minutes

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In accordance with the Agenda Management and Minutes Policy, sealed envelopes containing individual copies of the draft closed session minutes will be available for each member of the Board for your review and approval at Monday's meeting.

Please let me know if you have any questions or comments.

Sincerely,

Township Manager

### **SUPERVISOR**

Kevin Spicher

### **CLERK**

Janene Deaton

### **TREASURER**

Robin L. Hunt

### **TRUSTEES**

Rick Soucy

Bill Reiber

Candie Hovarter

Todd Walker

### **MANAGER**

Kelly VanMarter



2911 Dorr Road  
Brighton, MI 48116  
810.227.5225  
810.227.3420 fax  
genoa.org

## MEMORANDUM

**TO:** Board of Trustees  
**FROM:** Bill Reiber, Trustee  
**DATE:** February 27, 2025  
**RE:** Resident Enrichment Opportunities

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Board Members,

The Township Hall main meeting room belongs to the tax payers of Genoa Charter Township, MI (the Township) and it is used for conducting the formal governing business of the township only several hours per week.

I request that the Board consider granting the use of this same room for additional, regular, organized public meetings conducted for the purpose of enriching and educating the residents of the Township on a variety of topics and skills.

Examples may be First Aid, CPR, AED device operation, NARCON administration, Fire Safety, Home Defense and Security, Emergency Response, Extreme Weather preparation and other such beneficial life skills that enhance the overall safety and well-being of our community.

In addition to potentially saving their own lives and of those of family members and neighbors, the benefit of having a more informed and trained citizenry able to respond to a variety of emergencies would improve our resiliency and bestow a sense of confidence in our own abilities to be more self-reliant and capable of handling unexpected life-threatening situations.

Instructors of such courses shall be competent and certified trainers that would be compensated by the Township for their service, time and materials. There

### **SUPERVISOR**

Kevin Spicher

### **CLERK**

Janene Deaton

### **TREASURER**

Robin L. Hunt

### **TRUSTEES**

Rick Soucy

Bill Reiber

Candie Hovarter

Todd Walker

### **MANAGER**

Kelly VanMarter

would be no costs to residents of the Township – a budget item will be created and approved by the Board to fund these events.

Group size will be limited and attendance will be based on first-come, first served basis with priority given to residents. Non-residents of the Township may attend these events only if there are available 'slots' and would be responsible for the normal costs to receive such training.

If the service provider has supplemental supplies available for sale to the public and the sale of such materials is lawful on the premises, attendees may purchase those supplies from the service provider directly.

I propose one training event be scheduled per month on the last Monday or Tuesday evening of the month.

Thank you,

*Bill Reiber* – Trustee, Genoa Charter Township