**CHARTER TOWNSHIP OF SUPERIOR**
**REGULAR BOARD MEETING**
**3040 N. PROSPECT ROAD, SUPERIOR TOWNSHIP, MI 48198**
**MAY 18, 2026**
**7:00 P.M.**
**AGENDA**

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. APPROVAL OF AGENDA
5. CITIZEN PARTICIPATION
6. SUPERVISOR COMMENTS
7. PRESENTATIONS AND PUBLIC HEARINGS [TAB 1]
   A. Meals on Wheels Ypsilanti – Barbara Niess-May
8. CONSENT AGENDA
   A. APPROVAL OF MINUTES [TAB 2]
      1. March 16, 2026, Regular Meeting (approve with edits)
      2. April 20, 2026, Regular Meeting
   B. REPORTS [TAB 3]
      1. Departmental Reports: Building, Fire, Parks & Recreation Commission Minutes, Planning and Zoning, Utilities
      2. Beautification Committee
      3. Treasurer's Reconciliation - March 2026
      4. Treasurer's Investment Preliminary Report – Period Ending March 31, 2026
      5. Monthly Financial Reports - March 2026
   C. COMMUNICATIONS [TAB 4]
      1. Treasurer's Office – "Save the Date" Notice for Superior Day 2026 (June 13, 2026)
      2. Resident Correspondence – Equity and Responsible Governance
      3. Resident Correspondence – Who is the Township Protecting?
      4. Committee to Promote Superior Township (C2PST) - May 2026
9. ITEMS REMOVED FROM THE CONSENT AGENDA
10. UNFINISHED BUSINESS [TAB 5]
    A. Resolution 2026-19, Resolution Approving the Township's Washtenaw County Road Commission 2026 Superior Township Road Improvement Agreement – Oakbrook and Washington Square Street Sweeping
11. NEW BUSINESS [TAB 6]
    A. Resolution 2026-22, Resolution to Approve Contract with Garrett Landscape Group for Fire Station 1 Landscaping
    B. Resolution 2026-23, Resolution to Approve the Lease-to-Purchase a New Fire Truck to Replace Engine 11-2 for the Charter Township of Superior Fire Department
    C. Resolution 2026-24, Resolution to Approve an Amendment to the 2012 Washtenaw County Police Services Contract

D. Resolution 2026-25, Resolution to Approve Entering into a Participation Agreement with the City of Ann Arbor for Birdsong Nature Preserve Funding
E. Ordinance No. 199 – An Ordinance to Amend the Zoning Map of Charter Township of Superior and to Approve the Area Plan Amendment for STPC 25-09, Clay Hill Farm and Market, First Reading
F. Ordinance No. 200 – An Ordinance to Amend the Zoning Map of Charter Township of Superior and to Approve the Area Plan for STPC 25-05, Prospect Pointe South, First Reading
G. Ordinance No. 201 – An Ordinance to Amend the Zoning Map of Charter Township of Superior and to Approve the Area Plan for STPC 26-01, Timber Creek Flats, First Reading
H. Ordinance No. 202 – Burning Ordinance, Repealing and Replacing Ordinance No. 185, First Reading
I. Ordinance No. 203 – Consumers Energy Company Gas Franchise Ordinance, Repealing and Replacing Ordinance No. 136, First Reading

12. DISCUSSION
13. BILLS FOR PAYMENT AND RECORD OF DISBURSEMENTS [TAB 7]
    A. BS&A Software Invoice
14. PLEAS AND PETITIONS
15. ADJOURNMENT

Angela Robinson, Clerk,
Charter Township of Superior, 3040 N. Prospect, Superior Township, MI 48198
Telephone: 734-482-6099; Email: arobinson@superior-twp.org

YPSILANTI Meals on Wheels

# May 2026
# Superior Township

# Our Mission in Superior Township

*Ypsilanti Meals on Wheels exists to ensure older adults and homebound neighbors live with dignity, nourishment, and safety in their own homes.*



**5**

**Years of Partnership with Superior Township**

**$10,000**

**Invested Annually Since 2022**

**#1**

**Fastest-Growing Service Area**

*Superior Township's investment reaches neighbors who would otherwise go without.*

# About Ypsilanti Meals on Wheels

*A trusted, fiscally responsible community organization — rooted in Washtenaw County for decades.*

### Serving Washtenaw County
YMOW delivers meals and wellness checks five days a week across our service area — including Superior Township, which has become our fastest-growing community.

### Fiscally Responsible
Administrative costs are low. Every dollar goes toward meals, drivers, and the neighbors we serve. We are committed to maximizing the value of every investment entrusted to us.

### A $2.5 Million Annual Operation
Only 35% of our budget comes from federal and county sources. The remaining 65% is fundraised through grants, individual donors, and local partners — making local investment essential.

**65%**
**Fundraised — not government dollars**

**$22**
**Cost per client per day**

**100%**
**Local impact — local neighbors**

*Superior Township's investment is not a line item — it is a lifeline.*

# Why Superior Township Needs This Service

## An Aging and Growing Population

More than 20% of township residents are age 60 or older — a share rising every year. Superior Township is one of the fastest-growing parts of YMOW's service area.

## A Geography With Limited Options

The township's rural and semi-rural layout makes congregate meal sites inaccessible for those who can't drive. YMOW brings care directly to the doorstep.

## Vulnerable Households Living Alone

About three-quarters of YMOW's clients here live alone — a YMOW driver may be the only person they see all day. Median monthly income among those we serve is below the federal poverty level.

# Who We Serve in Superior Township

*55 neighbors. Real people. Overlapping challenges.*

| | |
|---|---|
| **75%** | Live alone — a YMOW driver may be their only visitor each day |
| **Below FPL** | Median monthly income among those we serve at or below the federal poverty level |
| **50%+** | Are people of color, reflecting the township's diverse community |
| **10%** | Are age 80 or older — the population most at risk of isolation and falls |
| **50%+** | Are women, often widowed or separated from family support |
| **100%** | Choose to age in place — in their homes, in their community. Many often have no other choice. |

***"Behind every meal is a wellness check. Behind every grab bar is a fall prevented. Behind every number is a neighbor."***

# Safe at Home: Beyond the Meal

*A hot meal cannot help if the path to the door isn't safe.*

## What Safe at Home Provides

- Small home repairs (porch repair, grab bar installation)
- Durable medical equipment — toilet risers, tub transfer benches
- Hygiene supports — bidets for daily independence
- Assessment and referral for larger safety concerns

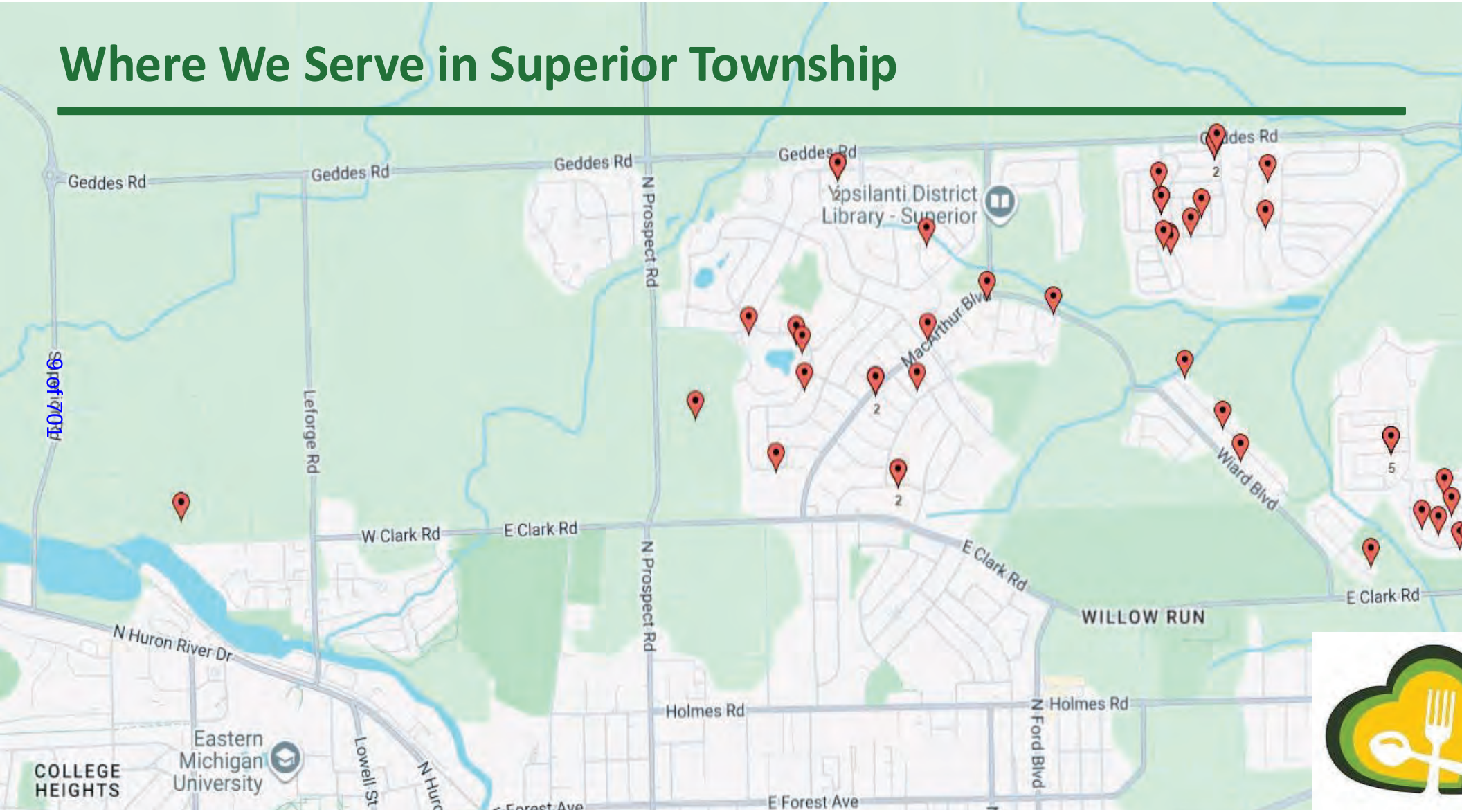
**5** Safe at Home projects completed in Superior Township in 2026

**$200 grab bar**

**can prevent a $40,000 hospitalization**

*Safe at Home is prevention you can see.*

# Where We Serve in Superior Township



# More Than a Meal: A Neighbor's Story

*A dishwasher, a couch, and a hot meal are things she wasn't sure she would ever have again.*

— YMOW Meal Services Coordinator, on a long-time Superior Township client

# A Smart, Local Investment

**$22**

per day
per client

- ✓ Two nutritious meals
- ✓ Wellness check and friendly visit
- ✓ Case management and safety-net supports

## How Far Township Dollars Go

Only 35% of YMOW's $2.5M annual budget comes from federal and county sources. The remaining 65% is fundraised through grants, individual donors, and local partners like Superior Township. The service we provide has a value exceeding economic impact exceeds $350,000 per year.

## Local Dollars Stay Local

Direct township investment differs from competitive public grants — which are often narrow, inflexible, and awarded across larger regions. Township support directly and exclusively serves township residents.

# Supporting Families, Strengthening Communities

*When YMOW cares for a parent, the whole family breathes easier.*

## The ALICE Caregiver

*Asset Limited · Income Constrained · Employed*

Working full-time. Raising younger children. Caring for an aging parent — and doing it all without a safety net.
YMOW is the caregiving partner they didn't know they could have.

## How YMOW Supports the Whole Family

- ✓ Older homebound family members are cared for while loved ones are at school or work
- ✓ Family and friend caregivers avoid reducing hours or leaving jobs
- ✓ Families stay connected without being overwhelmed
- ✓ Emergency leaves and crises are less frequent
- ✓ Local employers keep skilled, focused workers

**Every YMOW visit gives a working family peace of mind — and the strength to keep going.**

# More Than a Meal: What Every Visit Delivers

## Nutrition

Two meals per day — a hot lunch and a cold bag meal — designed to meet one-third of daily nutritional needs. Reduces malnutrition and supports medication adherence.

## Wellness Check

Every driver is trained to observe and report. Changes in condition, missed medications, safety hazards — all flagged early before they become emergencies.

## Connection

For 75% of our clients who live alone, the YMOW driver may be their only human contact all day. This visit reduces isolation — a documented health risk.

## Case Management

YMOW staff connect clients to additional resources — benefits enrollment, home safety programs, personal care items, and emergency support.



*A YMOW delivery is a daily lifeline*
*keeping people home, healthy, and connected.*

# Three Returns on the Township's Investment

*Every dollar invested in YMOW returns measurable value to the township.*

| | |
|---|---|
| **Health** | Daily meals reduce malnutrition, support medication adherence, and are proven to shorten hospital stays. Early detection through wellness checks prevents costly emergency interventions. |
| **Safety** | Home modifications and daily check-ins prevent falls — the leading cause of injury-related death for adults over 65. Isolation, which increases fall and mortality risk, is reduced. |
| **Independence** | YMOW supports the option to age in community, whether it is their choice or their only choice. |

*Fewer 911 calls. Fewer hospitalizations. Fewer premature placements in long-term care.*

# The Cost of NOT Investing

*Prevention is dramatically less expensive than the alternative.*

| | | |
|---|---|---|
| **One year of YMOW service (5 days/week, 52 weeks)** | **~$5,720** | *260 days × $22/day* |
| One month in a nursing facility | **$12,000+** | *Michigan average* |
| One fall-related hospitalization | **$30,000+** | *Average cost of hip fracture* |
| One Safe at Home grab bar | **$200** | *vs. $40,000 hospitalization prevented* |

**The township's $10,000–$15,000 investment prevents costs otherwise falling on residents, families, and the healthcare system.**

# Not Optional. Not Duplicative. A Primary Safety Net.

*For many Superior Township residents, YMOW is not one option among many. It is the only option.*

### No Alternatives Exist for Many Residents

The township's rural and semi-rural geography puts congregate meal programs and senior centers out of reach for residents who cannot drive or lack reliable transportation. YMOW comes to them.

### Home-Delivered Meals Cannot Be Replicated by Other Programs

Federal nutrition programs serve broader regions with rigid eligibility rules. YMOW's local model ensures neighbors in Superior Township are served directly, consistently, and with personal care.

### A Daily Presence No Other Service Provides

No other program in the township offers a daily, trusted face at the door — five days a week, every week — and no other service or benefit program comes close.

# Looking Ahead: Our Request

*With Superior Township as our fastest-growing service area, continued investment matters more than ever.*

**1**

### Sustain the $10,000 Annual Investment

Maintain the partnership Superior Township has generously sustained since 2022 — the foundation everything else rests on.

**2**

### Consider an Increase to $15,000

Proportional to the 49% growth in residents served and the new Safe at Home footprint. We'd welcome an open conversation.

**3**

### Refer Residents to Safe at Home

YMOW takes referrals from 12 community partner agencies for the program. Any township resident over 55 may be eligible.

**4**

### Ride Along on a Delivery

Any Trustee who wishes is invited to join a delivery route and meet our neighbors firsthand — an experience hard to forget.

# Questions and Discussion

*On behalf of the 55 Superior Township residents we served this year — and the neighbors yet to come, we thank you!*

**Barbara Niess-May, MPA, MSW | President & CEO, Ypsilanti Meals on Wheels**

barbara@ymow.org | (734) 217-4453 | www.ymow.org

## 1. CALL TO ORDER

The regular meeting of the Charter Township of Superior Board of Trustees was called to order by Supervisor Dabish Yahkind at 7:00 p.m. on March 16, 2026, at the Charter Township of Superior Hall, 3040 N. Prospect Road, Superior Township, Michigan 48198.

## 2. PLEDGE OF ALLEGIANCE

Supervisor Dabish Yahkind led the assembly in the Pledge of Allegiance.

## 3. ROLL CALL

The members present were Supervisor Dabish Yahkind, Clerk Robinson, Treasurer Lewis, Trustee Devereaux, Trustee Greene, Trustee McKinney, and Trustee Schwartz.

Absent: None.

## 4. ADOPTION OF AGENDA

It was moved by Trustee McKinney and supported by Trustee Greene to adopt the agenda as presented.

**The motion carried unanimously.**

*Documents submitted at the table will appear at the end of these minutes.*

## 5. CITIZEN PARTICIPATION

- **Mrs. Mohammed** provided comments regarding Resolution 2026-05 amendment of the SAFER Grant and requested clarification on its impact on the Township's fire fund deficit. She also commented on efforts to secure outside funding.

- **Brenda Baker** provided comments regarding corrections to agenda communication items, including clarification of the subject matter of her correspondence and questions related to communications content. She also expressed concerns regarding insufficient opportunities for public input on the Zoning Ordinance Rewrite.

- **Laurette Walsh** provided comments expressing appreciation for the Board's work and shared information regarding volunteer efforts related to the Beautification Committee, including planned efforts to identify and document the location, type, and severity of blight throughout the Township.

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## 6. SUPERVISOR COMMENTS

Supervisor Dabish Yahkind provided updates regarding efforts to secure external funding for Township projects, including legislative support for fire department funding and infrastructure improvements. Additional updates included coordination with the Washtenaw County Road Commission regarding road and ADA improvements, progress on the Dixboro Schoolhouse renovations, the upcoming Beautification Day on April 18, 2026, and potential reforestation opportunities through the U.S. Fish and Wildlife Service.

## 7. PRESENTATIONS AND PUBLIC HEARINGS

It was moved by Trustee McKinney and supported by Treasurer Lewis to proceed with the presentation regarding the proposed Zoning Ordinance Rewrite.

**The motion carried unanimously.**

### A. ZONING ORDINANCE REWRITE PRESENTATION – CARLISLE WORTMAN ASSOCIATES

Representatives from Carlisle Wortman Associates provided a presentation regarding the proposed Township Zoning Ordinance Rewrite. The presentation was provided for informational purposes only. Board members asked questions regarding the presentation, including questions related to commercial zoning districts, planned communities, data centers, and workable alternative energy regulations. The presentation included discussion of outreach efforts, updates to commercial zoning districts, and removal of obsolete zoning provisions. The Supervisor indicated that she would work with Township planners and the Board to schedule a work session, a public hearing, and additional opportunities for public interaction to obtain further community input. The Supervisor stated that these efforts were intended to occur prior to the April Board meeting.

No formal action was taken.

## 8. CONSENT AGENDA

It was moved by Trustee Schwartz and supported by Trustee Devereaux to approve the Consent Agenda, as amended to remove items C1 and C3 from the communications, and to receive and file the remaining items.

### A. APPROVAL OF MINUTES

#### 1. FEBRUARY 17, 2026 REGULAR MEETING

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**B. REPORTS**

1. **BUILDING DEPARTMENT**
2. **FIRE DEPARTMENT**
3. **PARKS & RECREATION COMMISSION MINUTES**
4. **PLANNING AND ZONING DEPARTMENT**
5. **UTILITY DEPARTMENT**
6. **TREASURER'S RECONCILIATION - JANUARY 2026**
7. **MONTHLY FINANCIAL REPORTS - JANUARY 2026**

**C. COMMUNICATIONS**

1. **TREASURER'S OFFICE – "SAVE THE DATE" NOTICE FOR SUPERIOR DAY 2026 (JUNE 13, 2026)**
2. **PARKS & RECREATION DEPARTMENT – 2026 SPECIAL EVENTS SCHEDULE**
3. **COMMUNITY CORRESPONDENCE – LETTER OF APPRECIATION FROM SECOND BAPTIST CHURCH**
4. **RESIDENT CORRESPONDENCE – CONCERNS REGARDING PROPOSED VILLAGE COMMERCIAL ZONING (PEGGY MCFARLANE HAINES, ET AL.)**
5. **RESIDENT CORRESPONDENCE – CONCERNS REGARDING CITIZEN INPUT OPPORTUNITIES (BRENDA J. BAKER)**
6. **COMMITTEE TO PROMOTE SUPERIOR TOWNSHIP (C2PST) - MARCH 2026**

**The motion carried unanimously.**

## 9. ITEMS REMOVED FROM THE CONSENT AGENDA

The following items were removed from the Consent Agenda for discussion:

C. COMMUNICATIONS
1. Treasurer's Office – "Save the Date" Notice for Superior Day 2026 (June 13, 2026)
3. Community Correspondence – Letter of Appreciation from Second Baptist Church

Discussion occurred regarding the "Save the Date" notice for Superior Day on Saturday, June 13, 2026, and the Letter of Appreciation from Second Baptist Church regarding the blanket donation. Trustee Greene commended Treasurer Lewis and the efforts of Second Baptist Church for their community impact, including providing meals to residents.

## 10. UNFINISHED BUSINESS

None.

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## 11. NEW BUSINESS

### A. RESOLUTION TO APPROVE UPGRADE FOR RADIOS

The following resolution was moved by Trustee Schwartz and supported by Treasurer Lewis.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE UPGRADE FOR RADIOS**

**RESOLUTION NUMBER: 2026-06**

**DATE: MARCH 16, 2026**

**WHEREAS,** the current analog radio systems at Charter Township of Superior lift stations are more than 10 years old and the technology is obsolete and no longer supported.

**WHEREAS**, the radio systems need an upgrade for monitoring to be reliable and accurate for all lift stations and pump houses in Superior which include Hyundai Tech/Research Center and Southpoint School.

**WHEREAS**, it is recommended that Charter Township of Superior Board of Trustees approve the upgrade of the analog radio system with a new digital system in the amount of $30,925.00 by UIS Scada of Dexter, Michigan.

**WHEREAS**, Hyundai America Technical/Research Center will reimburse funds to Charter Township of Superior Utility Department for the costs of two (2) radios in the amount of $6,185.00 and Southpoint Scholars for one (1) radio in the amount of $3092.50 totaling $9,277.50 towards the $30,925.00.

**NOW, THEREFORE, IT BE RESOLVED THAT** the Charter Township of Superior Board of Trustees hereby approves upgrades for the analog radio system in all lift stations and pump houses.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

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Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

**B. RESOLUTION TO APPROVE PURCHASE OF TWO HYDRANT FLUSHING VALVE EXERCISER POWER TOOLS**

The following resolution was moved by Trustee Schwartz and supported by Trustee McKinney.

It was moved by Trustee Schwartz and supported by Trustee McKinney to amend the resolution to reflect the purchase of two (2) hydrant flushing valve exerciser power tools.

**The motion carried unanimously.**

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE PURCHASE OF TWO HYDRANT FLUSHING VALVE EXERCISER POWER TOOLS**

**RESOLUTION NUMBER: 2026-07**

**DATE: MARCH 16, 2026**

**WHEREAS**, the Charter Township of Superior Utility Department uses manual tools for maintenance of its water infrastructure system including exercising water main valves and flushing fire hydrants throughout the township.

**WHEREAS**, when fusing occurs, the valves and hydrants can be difficult to turn with insufficient manual tools.

**WHEREAS,** it is recommended that Charter Township of Superior Board of Trustees approve the purchase of two of the Milwaukee Hydrant Buddy fire hydrant flusher and valve exercising power tools in the amount of $5,545.00 each from Core and Main of Canton, Michigan.

**NOW, THEREFORE, IT BE RESOLVED THAT** the Charter Township of Superior Board of Trustees hereby approves the purchase of two of the Milwaukee Hydrant Buddy fire hydrant flusher and valve exercising power tools.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

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## C. RESOLUTION FOR APPROVAL TO RENEW A CONTRACTUAL AGREEMENT WITH MITEC SOLUTIONS FOR SCANNING PRICES AND DOCUMENT SHIPMENTS FOR ARCHIVAL DIGITIZATION

The following resolution was moved by Trustee Greene and supported by Clerk Robinson.

Discussion included a question from Trustee Devereaux regarding whether handwritten blight records could be incorporated into the digitization process.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION FOR APPROVAL TO RENEW A CONTRACTUAL AGREEMENT WITH MITEC SOLUTIONS FOR SCANNING PRICES AND DOCUMENT SHIPMENTS FOR ARCHIVAL DIGITIZATION**

**RESOLUTION NUMBER: 2026-08**

**DATE: MARCH 16, 2026**

**WHEREAS**, the Charter Township of Superior is required to retain certain records and documents in accordance with the State of Michigan record retention schedules, and

**WHEREAS**, digital document retention assists staff in locating files faster, reduces storage space costs and improves information security, and

**WHEREAS**, Freedom of Information Act requests are time-sensitive and converting the remainder of the Building Department archives to digital will significantly reduce the time spent locating documents, and

**WHEREAS**, the use of services from MITEC Solutions was utilized beginning in January 2021 to scan and digitize archived township records, and were continued until December 2022, and

**WHEREAS**, the archived files completed were less than 25% of the total volume of files present, and

**WHEREAS**, the Township acknowledges the efficiency and integrity of digital archives, and supports the re-initiation of the scanning project to be undertaken by Allison Oleynik of the Building Department, and

**WHEREAS**, MITEC Solutions has updated the service pricing, requires a new agreement for said pricing, and the Building Department acknowledges that the yearly shipment cost will be approximately $5,000-$6,500 to be taken from the Building Department Funds.

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**NOW, THEREFORE BE IT RESOLVED**: that the Charter Township of Superior Board approves the Agreement for 2026 for MITEC Solutions for digital archiving services in an amount not to exceed $6,500.00 per shipment and authorizes the Township Supervisor to sign the Agreement, and that the cost of this agreement is to be taken from the Building Department Fund.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

DRAFT

## D. RESOLUTION TO REAPPOINT MEMBERS TO THE CHARTER TOWNSHIP OF SUPERIOR PLANNING COMMISSION

The following resolution was moved by Trustee Schwartz and supported by Treasurer Lewis.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO REAPPOINT MEMBERS TO THE CHARTER TOWNSHIP OF SUPERIOR PLANNING COMMISSION**

**RESOLUTION NUMBER: 2026-09**

**DATE: MARCH 16, 2026**

**WHEREAS**, Pursuant to the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended, and the Superior Charter Township Planning Commission Ordinance, the Township Board of Trustees is authorized to appoint members to the Planning Commission; and

**WHEREAS**, the terms of certain Planning Commission members have expired; and

**WHEREAS**, the Township Board of Trustees desires to ensure the continued orderly functioning of the Planning Commission; and

**WHEREAS**, the individuals listed below have indicated their willingness to continue serving and are eligible for reappointment.

**NOW, THEREFORE, BE IT RESOLVED THAT:** The Superior Charter Township Board of Trustees hereby reappoints the following individuals to the Superior Charter Township Planning Commission for the terms indicated:

- Jay Gardner, term to expire February 28, 2029
- Nahid Sanii-Yahyai, term to expire February 28, 2029

Each appointed member shall serve for the term stated above, or until a successor is appointed and qualified, in accordance with Township ordinance and state law.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

DRAFT

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

**E. RESOLUTION FOR APPROVAL OF PROPOSAL FROM OHM ADVISORS FOR DTE GRENADA SUBSTATION ELECTROMAGNETIC FREQUENCY (EMF) AND NOISE STUDY REVIEWS**

The following resolution was moved by Trustee Greene and supported by Clerk Robinson.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION FOR APPROVAL OF PROPOSAL FROM OHM ADVISORS FOR DTE GRENADA SUBSTATION EMF AND NOISE STUDY REVIEWS**

**RESOLUTION NUMBER: 2026-10**
**DATE: MARCH 16, 2026**

**WHEREAS**, Charter Township of Superior is a Michigan municipal corporation that provides public services to residents of Charter Township of Superior, and

**WHEREAS**, as part of the preliminary site plan review stage of the Grenada Substation upgrades, the Township desires to have the electromagnetic field (EMF) and noise study reports provided by DTE Energy peer-reviewed, and

**WHEREAS**, OHM Advisors has prepared a proposal to perform reviews of the EMF and noise study reports, and

**WHEREAS**, OHM Advisors has proposed to provide these services for a total Not-to-Exceed Fee of $4,500, which will be billed to the Township and paid by DTE through the escrow account established for the site plan review.

**NOW, THEREFORE BE IT RESOLVED**: that the Charter Township of Superior Board approves the proposal submitted by OHM Advisors for professional services in an amount not to exceed $4,500, and authorizes the Township Supervisor to sign the Agreement on behalf of the Township, and that the cost of this agreement is to be taken from the escrow account for the DTE Grenada Substation site plan review.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

DRAFT

**F. RESOLUTION FOR APPROVAL OF PROPOSAL FROM OHM ADVISORS FOR DRINKING WATER SYSTEM AMERICA'S WATER INFRASTRUCTURE ACT (AWIA) PLAN UPDATE**

The following resolution was moved by Trustee Schwartz and supported by Treasurer Lewis.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION FOR APPROVAL OF PROPOSAL FROM OHM ADVISORS FOR DRINKING WATER SYSTEM AWIA PLAN UPDATE**

**RESOLUTION NUMBER: 2026-11**

**DATE: MARCH 16, 2026**

**WHEREAS**, Charter Township of Superior is a Michigan municipal corporation that provides public services to residents of Superior Charter Township, and

**WHEREAS**, the Township is required by America's Water Infrastructure Act (AWIA) to update their Risk and Resilience Assessment (RRA) and Emergency Response Plan (ERP) every five years; and

**WHEREAS**, the Township previously developed and certified their plan to the EPA in June 2021 and December 2021, respectively, thus these documents are nearing their time for renewal; and

**WHEREAS**, The Township's updated RRA must be certified to the EPA by June 30, 2026, and the updated ERP must be certified by December 30, 2026, or within six months following certification of the RRA, whichever is first; and

**WHEREAS**, OHM Advisors has prepared a proposal to prepare the documents needed to update the RRA and ERP in accordance with AWIA by the specified deadlines; and

**WHEREAS**, OHM Advisors has proposed to provide these services on a time and materials basis for a not-to-exceed fee of $12,000 for the Risk and Resilience Assessment and $10,500 for the Emergency Response Plan, for a total of $22,500.

**NOW, THEREFORE BE IT RESOLVED**: that the Charter Township of Superior Board approves the proposal submitted by OHM Advisors for professional services for updating the Township's Risk and Resilience Assessment and Emergency Response Plan for $22,500, and authorizes the Township Supervisor to execute the agreement on behalf of the Township.

DRAFT

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on March 16, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 3/17/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

## 12. DISCUSSION

### A. CLAY HILL FARM SOIL TESTING — DISCUSSION AND POSSIBLE ACTION TO AUTHORIZE SUPERVISOR TO OBTAIN QUOTES

It was moved by Trustee Greene and supported by Trustee McKinney to authorize the Supervisor to obtain quotes for additional soil testing at Clay Hill Farm.

Discussion occurred regarding the adequacy of prior soil testing, potential environmental concerns based on prior uses of the site, and whether stricter residential standards would be more appropriate for evaluating the property.

The Supervisor indicated that quotes for additional testing would be obtained and presented at the April meeting. Trustee Devereaux indicated that she would collect questions from Board members related to Clay Hill for further review at the April meeting. The Supervisor also indicated that she would follow up regarding reports associated with organizational operating funds allocated through ARPA.

DRAFT

B. **BEAUTIFICATION COMMITTEE FOLLOW-UP**

It was moved by Trustee Greene and supported by Clerk Robinson to proceed with the discussion.

**The motion carried unanimously.**

Discussion occurred regarding the proposed application and selection process for the Beautification Committee. Trustee Devereaux outlined a structure that would include an open application process for committee membership, consideration of specific skills for certain roles, and broader volunteer opportunities for residents wishing to assist with beautification efforts, with Trustee Greene serving on the selection committee. Discussion also included the goal of recruiting approximately 150 volunteers to assist with beautification efforts.

## 13. BILLS FOR PAYMENT AND RECORD OF DISBURSEMENTS

It was moved by Trustee Schwartz and supported by Treasurer Lewis to approve the bills for payment and the record of disbursements.

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Treasurer Lewis
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: None

**The motion carried unanimously.**

## 14. PLEAS AND PETITIONS

- **Martha Bopri Kern** provided comments regarding the March 28, 2026 Easter Egg Hunt at Fireman's Park and suggested an open forum format, in addition to public hearings, for the Zoning Ordinance Review.

- **David Phillips** provided comments regarding an incorrect W-2 issued for Parks Commission compensation and requested that corrective action be taken so affected individuals could file their taxes.

DRAFT

- **Mrs. Mohammed** provided comments stating that her earlier question regarding the fire fund deficit had not been answered, requested that acronyms used by the Board be spelled out in the minutes, and commented on the tone of the Clay Hill soil testing discussion.

- **Irma Golden** provided comments regarding blight concerns in the Township, identified several locations she believed demonstrated blight or property neglect, and also raised a safety concern regarding a dead tree along MacArthur Boulevard near Clark Road.

- **Jan Wiseman** provided comments regarding blight concerns along Geddes Road and MacArthur Boulevard and stated that such conditions should be addressed.

## 15. ADJOURNMENT

It was moved by Treasurer Lewis and supported by Trustee Devereaux to adjourn the meeting. The motion carried unanimously and the meeting adjourned at 9:31 p.m.

Respectfully submitted,

_____ _____

Angela Robinson, Clerk Date

DRAFT

## 1. CALL TO ORDER

The regular meeting of the Charter Township of Superior Board of Trustees was called to order by Supervisor Dabish Yahkind at 7:00 p.m. on April 20, 2026, at the Charter Township of Superior Hall, 3040 N. Prospect Road, Superior Township, Michigan 48198.

## 2. PLEDGE OF ALLEGIANCE

Supervisor Dabish Yahkind led the assembly in the Pledge of Allegiance.

## 3. ROLL CALL

The members present were Supervisor Dabish Yahkind, Clerk Robinson, Trustee Devereaux, Trustee Greene, Trustee McKinney, and Trustee Schwartz.

Absent: Treasurer Lewis

## 4. ADOPTION OF AGENDA

It was moved by Trustee Devereaux and supported by Trustee Schwartz to adopt the agenda as amended. The amendment included replacement submissions for Items I and J to correct the titles.

**The motion carried unanimously.**

*Documents submitted at the table will appear at the end of these minutes.*

## 5. CITIZEN PARTICIPATION

- **TC Collins** provided comments regarding the Clay Hill site, including ongoing educational efforts related to gardening, food production, and community engagement. Mr. Collins addressed concerns regarding soil conditions and requested continued support for the project, emphasizing its value for food access, education, and community benefit.

- **Juan Bradford** provided comments regarding upcoming Parks and Recreation events, including Kite Day at Fireman's Park on April 25, 2026, and a Birdwatching event at Cherry Hill Nature Preserve on May 9, 2026.

- **Mrs. Mohammed** provided comments requesting clarification on prior statements regarding the Clay Hill property, including supporting data and Township responsibilities. She also reminded board members to use microphones for clarity.

- **Brenda Baker** provided comments regarding the meeting room clock and suggested operational improvements. Ms. Baker also provided updates from the Committee to Promote Superior Township.

- **Jan Wiseman** provided comments regarding corrections to prior meeting minutes and landscaping service proposals, including trash collection responsibilities.

- **Tom Freeman** provided comments expressing appreciation to the Board for support of the Dixboro Farmers' Market and shared plans for the upcoming season.

- **Jan Ulrich** provided comments expressing concerns regarding the Prospect Pointe South development proposal and requested that the Board carefully consider community input.

## 6. SUPERVISOR COMMENTS

Supervisor Dabish Yahkind provided updates on ongoing Township initiatives, including efforts to secure federal funding for the Geddes Road Pathway Extension and the Bromley Park Bridge Project. She noted that renovations at the Dixboro School House are nearing completion and highlighted the launch of the "Superior Spot" campaign. She reported ongoing collaboration with the Washtenaw County Sheriff's Office and community partners, including care sessions at the Danbury and Sycamore complexes, and announced an upcoming open house for the Zoning Ordinance Rewrite. Additional updates included coordination with Priority Waste, blight enforcement efforts, and recent storm response, with affected residents connected to support services.

## 7. PRESENTATIONS AND PUBLIC HEARINGS

None.

## 8. CONSENT AGENDA

It was moved by Trustee Greene and supported by Trustee McKinney to approve the Consent Agenda, as amended to remove items B5 and B7 from the reports, and to receive and file the remaining items.

### A. APPROVAL OF MINUTES

1. **MARCH 16, 2026 REGULAR MEETING**

### B. REPORTS

1. **ASSESSING DEPARTMENT**
2. **BUILDING DEPARTMENT**
3. **FIRE DEPARTMENT**
4. **PARKS & RECREATION COMMISSION MINUTES**
5. **PLANNING AND ZONING DEPARTMENT**
6. **SHERIFF'S DEPARTMENT**
7. **BEAUTIFICATION COMMITTEE**
8. **MONTHLY FINANCIAL REPORTS - JANUARY 2026**
9. **TREASURER'S RECONCILIATION - FEBRUARY 2026**

DRAFT

**10. FINANCIAL CONSULTANT, PLANTE MORAN - QUARTERLY FINANCIAL REPORT (Q4 2025)**

**C. COMMUNICATIONS**

1. **PARKS & RECREATION DEPARTMENT – 2026 SPECIAL EVENTS SCHEDULE**
2. **RESIDENT CORRESPONDENCE – BOARD MEETING FOLLOW-UP**
3. **COMMITTEE TO PROMOTE SUPERIOR TOWNSHIP (C2PST) - APRIL 2026**

**The motion carried unanimously.**

## 9. ITEMS REMOVED FROM THE CONSENT AGENDA

The following items were removed from the Consent Agenda for discussion:

B. REPORTS
5. Planning and Zoning Department
7. Beautification Committee

Discussion included questions regarding the Prospect Pointe South development and Clay Hill Farm plan requirements and compliance, as well as Beautification Committee updates, including blight enforcement, roadside cleanup rescheduling, and trash accumulation along MacArthur Blvd.

Trustee Devereaux requested an update on Garrett's Space.

## 10. UNFINISHED BUSINESS

None.

## 11. NEW BUSINESS

### A. RESOLUTION OF APPRECIATION AND RECOGNITION HONORING VICTOR "VIC" CHEVRETTE FOR HIS SERVICE AS FIRE CHIEF AND HIS LEGACY OF LEADERSHIP IN THE CHARTER TOWNSHIP OF SUPERIOR FIRE DEPARTMENT

The following resolution was moved by Trustee Schwartz and supported by Trustee McKinney.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION OF APPRECIATION AND RECOGNITION HONORING VICTOR "VIC" CHEVRETTE FOR HIS SERVICE AS FIRE CHIEF AND HIS LEGACY OF LEADERSHIP IN THE CHARTER TOWNSHIP OF SUPERIOR FIRE DEPARTMENT**

**RESOLUTION NUMBER: 2026-12**

**DATE: APRIL 20, 2026**

**WHEREAS,** Victor "Vic" Chevrette has served the Charter Township of Superior with dedication and distinction through his leadership in the Superior Township Fire Department; and

**WHEREAS**, the office of Fire Chief carries with it significant responsibility, including the protection of life and property, the stewardship of public trust, and the leadership of those called to serve in moments of emergency and uncertainty; and

**WHEREAS**, during his tenure, Chief Chevrette contributed to the strength, professionalism, and continuity of the Superior Township Fire Department, and worked in service to the residents of the Charter Township of Superior with commitment and resolve; and

**WHEREAS**, his years of service reflect the values of public safety service, including courage, discipline, professionalism, and devotion to community; and

**WHEREAS**, Chief Chevrette's legacy is reflected not only in the years he served, but in the example he set, the Department he helped lead, and the community he helped protect; and

**WHEREAS**, the Township Board desires to formally recognize and express its appreciation for Chief Chevrette's service, leadership, and lasting contributions to the Charter Township of Superior.

**NOW, THEREFORE, BE IT RESOLVED**, that the Township Board of the Charter Township of Superior hereby honors and recognizes Victor "Vic" Chevrette for his dedicated service as Fire Chief and for his lasting legacy of leadership in the Superior Township Fire Department; and

**BE IT FURTHER RESOLVED**, that the Township Board expresses its sincere gratitude and appreciation for Chief Chevrette's years of public service to the Township and its residents; and

**BE IT FURTHER RESOLVED**, that this resolution be entered into the official records of the Charter Township of Superior and that a copy be presented to Victor "Vic" Chevrette as a testimonial of the Township's respect and appreciation.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

DRAFT

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

**B. RESOLUTION TO APPOINT DAN KIMBALL AS FIRE CHIEF AND TO CONTINUE HIS ASSIGNMENT AS FIRE MARSHAL**

The following resolution was moved by Trustee Schwartz and supported by Trustee McKinney.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPOINT DAN KIMBALL AS FIRE CHIEF AND TO CONTINUE HIS ASSIGNMENT AS FIRE MARSHAL**

**RESOLUTION NUMBER: 2026-13**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Township Board recognizes the importance of stable, experienced, and effective leadership within the Superior Township Fire Department; and

**WHEREAS**, Dan Kimball has been serving as Assistant Chief for Superior Township and, in that role, has helped lead the Department during an important period of growth and transition; and

**WHEREAS**, through his service as Assistant Chief and across his admirable career in Washtenaw County, Dan Kimball has developed substantial familiarity with the Department's personnel, operations, facilities, equipment, administrative functions, and service demands; and

**WHEREAS**, Dan Kimball brings decades of fire experience served with integrity, including service as a firefighter, Fire Marshal, Assistant Chief, and fire service leader, with experience in fire suppression, emergency medical services, fire prevention, inspections, plan review, and fire investigation; and

**WHEREAS**, Dan Kimball previously served in the Charter Township of Ypsilanti Fire Department as Fire Marshal from 2017 through 2021 and as a firefighter from 1991 through 2016, and also served with Augusta Township Fire Department from 1986 through 1995; and

**WHEREAS**, Dan Kimball's professional training includes Staff and Command, Fire Officer I and II, Certified Fire Inspector I and II, fire investigation training, executive leadership training, EMT licensure, and related education supporting fire service leadership, prevention, and investigative responsibilities; and

**WHEREAS**, Dan Kimball also has an educational background in accounting and business from Eastern Michigan University, which further supports the administrative, operational, and fiscal responsibilities of department leadership; and

**WHEREAS**, Dan Kimball's background in fire prevention and code compliance includes conducting inspections, reviewing plans, supporting code compliance efforts, and carrying out fire investigations; and

**WHEREAS**, the Township Board finds that Dan Kimball's experience, qualifications, and service to Superior Township make him qualified to serve as Fire Chief; and

**WHEREAS**, the Township Board further finds that continuing Dan Kimball's assignment as Fire Marshal will support continuity and coordination in inspections, prevention work, investigations, code-related responsibilities, and related public safety functions; and

**WHEREAS**, the Township Board desires to appoint Dan Kimball as Fire Chief and continue his assignment as Fire Marshal in order to promote continuity, accountability, and effective delivery of fire protection and related public safety services to the residents of Superior Township;

**NOW, THEREFORE, BE IT RESOLVED** that the Township Board of the Charter Township of Superior hereby appoints Dan Kimball as Fire Chief, effective April 20, 2026.

**BE IT FURTHER RESOLVED** that Dan Kimball shall continue in his assignment as Fire Marshal, subject to Township policies, operational needs, and applicable law.

**BE IT FURTHER RESOLVED** that the annual salary for the position of Fire Chief shall be maintained as established in the FY 2026 budget, with compensation and benefits to be administered in the ordinary course consistent with Township policy and applicable law.

**BE IT FURTHER RESOLVED** that the Township Supervisor, Clerk, Treasurer, and all other appropriate Township officials are authorized to take all actions necessary to implement this Resolution.

DRAFT

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

## C. RESOLUTION TO HIRE A BILLING SPECIALIST/RESIDENTIAL LIAISON

The following resolution was moved by Trustee Greene and supported by Trustee Devereaux.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO HIRE A BILLING SPECIALIST/RESIDENTIAL LIAISON**

**RESOLUTION NUMBER: 2026-14**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Superior Township Utility Department (STUD) has a vacancy for Billing Specialist/Residential Liaison; and,

**WHEREAS**, Emond Heard was selected to fulfill the Billing Specialist/Residential Liaison duties as set forth by the Utility Director.

DRAFT

**NOW, THEREFORE, BE IT RESOLVED**, that the Township Board hereby approves hiring Emond Heard as Billing Specialist/Residential Liaison at a wage of $31.00 per hour.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

## D. RESOLUTION TO HIRE A FIELD SERVICE TECHNICIAN II

The following resolution was moved by Trustee Schwartz and supported by Clerk Robinson.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO HIRE A FIELD SERVICE TECHNICIAN II**

**RESOLUTION NUMBER: 2026-15**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Superior Township Utility Department (STUD) has a Field Service Tech II vacancy; and,

**WHEREAS**, Richard Hughes was selected to fulfill the Field Service Tech II duties as set forth by the Utility Director.

**NOW, THEREFORE, BE IT RESOLVED**, that the Township Board hereby approves hiring Richard Hughes as Field Service Tech II at a wage of $38.94 per hour.

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

**E. RESOLUTION TO ACCEPT THE LAWN CARE PROPOSAL FROM CONKLIN LANDSCAPING, INC. FOR MAINTENANCE SERVICES AT MUNICIPAL PROPERTIES – PROJECT SET ONE**

The following resolution was moved by Trustee McKinney and supported by Trustee Schwartz.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO ACCEPT THE LAWN CARE PROPOSAL FROM CONKLIN LANDSCAPING, INC. FOR MAINTENANCE SERVICES AT MUNICIPAL PROPERTIES – PROJECT SET ONE**

**RESOLUTION NUMBER: 2026-16**

**DATE: APRIL 20, 2026**

DRAFT

**WHEREAS,** the Charter Township of Superior is committed to the maintenance and beautification of its public spaces, ensuring they are welcoming and well-kept for residents and visitors alike; and,

**WHEREAS**, the following municipal properties, hereby referred to as Project Set One, are essential components of the community's infrastructure, requiring regular lawn care and maintenance to preserve their appearance and functionality:

1. Geddes & Ridge Roundabout – 0.87 acres (Serviced Bi-Weekly)
2. Geddes & Superior Roundabout – 1.83 acres (Serviced Bi-Weekly)
3. Prospect Road Bridge Pathway – 2.14 acres (Serviced Bi-Weekly)
4. Township Building Area – 7.59 acres (Mowed Weekly; Edged Bi-Weekly)
5. NW & NE Corners of Prospect/Geddes – 0.25 acres (Serviced Bi-Weekly)
6. Harris Non-Motorized Path – 1.37 acres (Serviced Bi-Weekly)
7. Geddes Non-Motorized Path – 9.77 acres (Serviced Bi-Weekly)
8. MacArthur Non-Motorized Path – 2.64 acres (Serviced Weekly)
9. Fire Station #2 – 0.84 acres (Serviced Weekly)
10. N. Prospect NE Triangle – 0.22 acres (Serviced Bi-Weekly)

**WHEREAS**, Conklin Landscaping, Inc., with 26 years of dependable service experience, has submitted a lawn care proposal for the period of April 21, 2026, through November 21, 2026, to provide such services at the above specified locations; and,

**WHEREAS**, the Township recognizes the need for regular lawn maintenance services for these properties and deems the proposal submitted by Conklin Landscaping, Inc. to be in the best interest of the Township, both in terms of service quality and cost efficiency;

**NOW, THEREFORE, BE IT RESOLVED** that the Charter Township of Superior Board of Trustees hereby accepts the lawn care service proposal from Conklin Landscaping, Inc. for the specified maintenance of the Project Set One municipal properties listed above, in accordance with the terms and rates outlined in the proposal received, for an approximate expected total of $33,344.00.

**CERTIFICATION STATEMENT**

I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

DRAFT

Roll Call

Ayes: Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz

Nays: Clerk Robinson

Abstained: Supervisor Dabish Yahkind

Absent: Treasurer Lewis

**The motion carried (4-1).**

**F. RESOLUTION TO ACCEPT THE STREET-SIDE MAINTENANCE AGREEMENT WITH MR. ROBERT LEE BUTLER FOR MUNICIPAL PROPERTIES – PROJECT SET TWO**

It was noted that the agenda incorrectly listed Resolution 2026-17 as a Streetside Maintenance Agreement with Conlin Landscaping; however, the resolution included in the meeting packet reflected an agreement with Mr. Robert Lee Butler. The resolution presented in the meeting packet reflected the correct agreement, and the correction is reflected in these minutes.

It was noted during discussion that Mr. Butler provides services beyond the scope of the submitted proposal, including such tasks as trash removal, and was described as going "above and beyond" customary services, which were cited in part as justification for the cost difference; however, members requested that any additional services be clearly documented in future proposals for transparency.

The following resolution was moved by Trustee Greene and supported by Trustee Devereaux.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO ACCEPT THE STREET-SIDE MAINTENANCE AGREEMENT WITH MR. ROBERT LEE BUTLER FOR MUNICIPAL PROPERTIES – PROJECT SET TWO**

**RESOLUTION NUMBER: 2026-17**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Charter Township of Superior is a Michigan municipal corporation that provides public services to residents of the Township; and,

**WHEREAS**, a Special Assessment District was created to provide funding for street-side maintenance in the Oakbrook and Washington Square subdivision located in the Township, which includes cutting the grass and other maintenance of the common areas; and,

**WHEREAS**, the Township Board has the responsibility to approve, execute, and administer agreements to provide for such street-side maintenance; and,

**WHEREAS**, the following municipal properties, hereby referred to as Project Set Two, are essential components of the community's infrastructure, requiring regular lawn care and maintenance to preserve their appearance and functionality, with all areas to be serviced on a weekly basis; and,

**WHEREAS**, Project Set Two consists of the following properties:

1. South Side of Berkshire (Prospect to Lakeview) – 0.76 acres
2. MacArthur Blvd (North Side, Fireman's Park to Stamford) – 0.87 acres
3. MacArthur Blvd (Stamford to Clark, Entire Right-of-Way) – 5.92 acres
4. MacArthur Court – 0.69 acres
5. Heather Island – 0.11 acres
6. Nottingham Island – 0.09 acres
7. Clark Drive Island – 0.04 acres
8. Clark Road (MacArthur Drive to Clark Drive) – 0.65 acres
9. Clark Road (MacArthur Blvd to Church) – 2.00 acres
10. South Side of Stamford Road (Dawn to Township Property) – 1.00 acres

**WHEREAS**, Mr. Robert Lee Butler has worked as an independent contractor for the Township for many years; and,

**WHEREAS**, the Township has been extremely satisfied with the performance of Mr. Butler;

**NOW, THEREFORE, BE IT RESOLVED** that the Charter Township of Superior Board of Trustees hereby accepts the agreement for 2026 with Mr. Robert Lee Butler for street-side maintenance of the Project Set Two properties listed above, for the period of April 21, 2026, through November 21, 2026, in the amount of $27,295.00, which is 3% more than 2025. The Board of Trustees authorizes the Township Supervisor to sign the Agreement, and that the cost of this agreement is to be taken from the Side Street Maintenance Fund, G.L. Account No. 203.

**CERTIFICATION STATEMENT**

I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

DRAFT

Roll Call

Ayes: Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Abstained: Supervisor Dabish Yahkind

Absent: Treasurer Lewis

**The motion carried unanimously.**

**G. RESOLUTION TO ACCEPT THE STREET-SIDE MAINTENANCE AGREEMENT WITH CONKLIN LANDSCAPING, INC. FOR MUNICIPAL PROPERTIES – PROJECT SET TWO**

It was noted that Resolution 2026-18 corresponded to the Conklin Landscaping agreement, which had been incorrectly listed under Resolution 2026-17 on the agenda. The following resolution was moved by Trustee Greene and supported by Trustee McKinney.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO ACCEPT THE STREET-SIDE MAINTENANCE AGREEMENT WITH CONKLIN LANDSCAPING, INC. FOR MUNICIPAL PROPERTIES – PROJECT SET TWO**

**RESOLUTION NUMBER: 2026-18**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Charter Township of Superior is committed to the maintenance and beautification of its public spaces, ensuring they are welcoming and well-kept for residents and visitors alike; and,

**WHEREAS,** a Special Assessment District was created to provide funding for street-side maintenance in the Oakbrook and Washington Square subdivision located in the Township, which includes cutting the grass and other maintenance of the common areas; and,

**WHEREAS,** the Township Board has the responsibility to approve, execute, and administer agreements to provide for such street-side maintenance; and,

**WHEREAS,** the following municipal properties, hereby referred to as Project Set Two, are essential components of the community's infrastructure, requiring regular lawn care and maintenance to preserve their appearance and functionality, with all areas to be serviced on a weekly basis; and,

**WHEREAS**, Project Set Two consists of the following properties:

1. South Side of Berkshire (Prospect to Lakeview) – 0.76 acres
2. MacArthur Blvd (North Side, Fireman's Park to Stamford) – 0.87 acres
3. MacArthur Blvd (Stamford to Clark, Entire Right-of-Way) – 5.92 acres
4. MacArthur Court – 0.69 acres
5. Heather Island – 0.11 acres
6. Nottingham Island – 0.09 acres
7. Clark Drive Island – 0.04 acres
8. Clark Road (MacArthur Drive to Clark Drive) – 0.65 acres
9. Clark Road (MacArthur Blvd to Church) – 2.00 acres
10. South Side of Stamford Road (Dawn to Township Property) – 1.00 acres

**WHEREAS,** Conklin Landscaping, Inc., with 25 years of dependable service experience, has submitted a lawn care proposal for the period of April 21, 2026, through November 21, 2026, to provide such services at the specified locations; and,

**WHEREAS,** the Township recognizes the need for regular lawn maintenance services for these properties and deems the proposal submitted by Conklin Landscaping, Inc. to be in the best interest of the Township, both in terms of service quality and cost efficiency;

**NOW, THEREFORE, BE IT RESOLVED** that the Charter Township of Superior Board of Trustees hereby accepts the lawn care service proposal from Conklin Landscaping, Inc. for the specified maintenance of the Project Set Two municipal properties listed above, in accordance with the terms and rates outlined in the proposal received, for an approximate expected total of $17,422.00.

Roll Call

Ayes: Trustee McKinney
Trustee Schwartz

Nays: Trustee Devereaux
Trustee Greene
Clerk Robinson

Abstained: Supervisor Dabish Yahkind

Absent: Treasurer Lewis

**The motion was failed (3-2).**

**H. RESOLUTION APPROVING THE TOWNSHIP'S WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – OAKBROOK AND WASHINGTON SQUARE STREET SWEEPING**

It was moved by Trustee Greene and supported by Trustee Devereaux to postpone Resolution 2026-19 until additional quotes are received.

**The motion to postpone carried unanimously.**

**I. RESOLUTION APPROVING THE TOWNSHIP'S 2026 WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – GEDDES RIDGE AND PANAMA**

The following resolution was moved by Trustee McKinney and supported by Trustee Schwartz.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION APPROVING THE TOWNSHIP'S 2026 WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – GEDDES RIDGE AND PANAMA**

**RESOLUTION NUMBER: 2026-20**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Charter Township of Superior continues to prioritize the repair, improvement, and long-term maintenance of local roads and related infrastructure throughout the Township; and

**WHEREAS**, the Washtenaw County Road Commission has presented the Township with a proposed 2026 road improvement agreement identified as the 2026 Superior Township Agreement – Option 1; and

**WHEREAS**, the Township Board has reviewed the proposed street improvement project(s) presented by the Washtenaw County Road Commission and has considered the scope of work, the required Township financial participation, and the anticipated benefit to Township residents; and

DRAFT

**WHEREAS**, the Township Board determines that the proposed road improvement project(s) consisting of improvements on the following areas:

- Geddes Ridge Subdivision - Phase 1 2026 Work to include forestry, cold milling the existing pavement surface, replacement of deteriorated concrete curb and gutter, ADA sidewalk ramp upgrades if needed, construction of a 2" hot mix asphalt wearing surface, and associated project restoration. Roads to include: Andover Drive, Geddes Rd to Ashley Dr Ashley Drive, Andover Dr to Abbey Ln Abbey Lane, Arlington Dr, south to end of road
  - Estimated project cost: $ 222,904

- Panama Avenue and Panama Court Work to include forestry, cold milling the existing pavement surface, replacement of deteriorated concrete curb and gutter, ADA sidewalk ramp upgrades if needed, construction of a 2" hot mix asphalt wearing surface, and associated project restoration. Roads to include: Panama Avenue, Dawn St to Stamford Rd Panama Court, Panama Ave to end of road
  - Estimated project cost: $ 139,521

**WHEREAS**, these areas represent a prudent use of available 2026 road improvement funds based on current roadway conditions, project readiness, and available Township resources; and

**WHEREAS**, the estimated total project cost is $362,425, with WCRC contributing $181,213 in matching funds; and

**WHEREAS**, the Township share for this agreement shall be $181,213; and

**WHEREAS**, the Township Board desires to formally approve this road improvement agreement and authorize Township officials to take all actions necessary to implement the same.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Superior Township Board hereby approves the Township's participation in the 2026 Washtenaw County Road Commission 2026 Superior Township Agreement – Option 1 for road improvements on the streets identified above.
2. The Township Board hereby authorizes the expenditure of Township funds in an amount not to exceed $181,213 for the Township's share of the 2026 Superior Township Agreement – Option 1, subject to budget availability and final confirmation of project costs.
3. The Township Supervisor, Clerk, and all other appropriate Township officials are hereby authorized and directed to execute any documents and take any actions necessary to effectuate the Township's participation in the selected 2026 Washtenaw County Road Commission Road Improvement Agreement.
4. This Resolution shall take effect immediately upon adoption.

DRAFT

**CERTIFICATION STATEMENT**
I, Angela Robinson, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Charter Township of Superior Board held on April 20, 2026, and that public notices of said meeting were given pursuant to Act No. 267, Public Acts of Michigan, 1976, as amended.

Angela Robinson, Township Clerk — 4/21/2026 Date Certified

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

**J. RESOLUTION APPROVING THE TOWNSHIP'S WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – WASHINGTON SQUARE SUBDIVISION**

The following resolution was moved by Trustee Devereaux and supported by Trustee Greene.

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION APPROVING THE TOWNSHIP'S WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – WASHINGTON SQUARE SUBDIVISION**

**RESOLUTION NUMBER: 2026-21**

**DATE: APRIL 20, 2026**

**WHEREAS,** the Charter Township of Superior continues to prioritize the repair, improvement, and long-term maintenance of local roads and related infrastructure throughout the Township; and

**WHEREAS**, the Washtenaw County Road Commission has presented the Township with a proposed 2026 road improvement agreement identified as the 2026 Superior Township Agreement – Option 2; and

**WHEREAS**, the Township Board has reviewed the proposed street improvement project(s) presented by the Washtenaw County Road Commission and has considered the scope of work, the required Township financial participation, and the anticipated benefit to Township residents; and

**WHEREAS**, the Township Board determines that the proposed road improvement project(s) consisting of improvements on the following areas:

- Washington Square Subdivision – Phase 1:
- Stephens Drive, Stamford Rd to Nottingham Dr
- Kingston Court, Stephens Dr to cul-de-sac
- Hemlock Court, Stephens Dr to cul-de-sac
- Pine Court, Stephens Dr to cul-de-sac
- Cedar Court, Stephens Dr to cul-de-sac

**WHEREAS**, these areas represent a prudent use of available 2026 road improvement funds based on current roadway conditions, project readiness, and available Township resources; and

**WHEREAS**, the estimated total project cost is $697,490, with WCRC contributing $252,539 in matching funds; and

**WHEREAS**, the Township share for this agreement shall be $444,951; and

**WHEREAS**, the Township Board desires to formally approve this road improvement agreement and authorize Township officials to take all actions necessary to implement the same.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Superior Township Board hereby approves the Township's participation in the 2026 Washtenaw County Road Commission 2026 Superior Township Agreement – Option 2 for road improvements on the streets identified above.
2. The Township Board hereby authorizes the expenditure of Township funds in an amount not to exceed $444,951 for the Township's share of the 2026 Superior Township Agreement – Option 2, subject to budget availability and final confirmation of project costs.
3. The Township Supervisor, Clerk, and all other appropriate Township officials are hereby authorized and directed to execute any documents and take any actions necessary to effectuate the Township's participation in the selected 2026 Washtenaw County Road Commission Road Improvement Agreement.
4. This Resolution shall take effect immediately upon adoption.

DRAFT

Roll Call

Ayes: None

Nays: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Absent: Treasurer Lewis

**The motion was failed unanimously.**

**K. <u>MOTION TO APPROVE TRANSIENT AND AMUSEMENT ENTERPRISES ACTIVITY PERMIT APPLICATION – DIXBORO VILLAGE GREEN, INC. (D/B/A DIXBORO FARMERS' MARKET), FOR THE DIXBORO ARTISAN MARKET AND CARS ON THE GREEN</u>**

The motion was made by Trustee McKinney and supported by Clerk Robinson to approve the permit for the Dixboro Artisan Market and Cars on the Green.

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Trustee Greene
Treasurer Lewis

**The motion carried unanimously.**

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**L. MOTION TO APPROVE TRANSIENT AND AMUSEMENT ENTERPRISES ACTIVITY PERMIT APPLICATION – WILLOW RUN ACRES**

The motion was made by Clerk Robinson and supported by Trustee Devereaux to approve the permit for Willow Run Acres. The motion was approved with an amendment to prohibit the sale of produce grown on-site until the results of soil testing are received.

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

## 12. DISCUSSION

### A. DISCUSSION REGARDING CLAY HILL FARM SOIL TESTING

Supervisor Dabish Yahkind introduced discussion regarding soil testing at the Clay Hill Farm site, including a document submitted at the table from Michigan State University (MSU) outlining potential collaboration for comprehensive analysis and project management. Estimated costs through MSU were approximately $5,000, compared to private vendor estimates ranging from $25,000 to $50,000.

Discussion included the scope of testing, including potential contaminants and parcels to be included, with general support for a more comprehensive analysis. Board members expressed consideration of both cost efficiency and the need for thorough testing, including potential implications if contaminants are identified.

The Supervisor requested authorization to proceed in a timely manner.

### B. AUTHORIZATION TO PROCEED WITH CLAY HILL FARM SOIL TESTING THROUGH MICHIGAN STATE UNIVERSITY

It was moved by Supervisor Dabish Yahkind and supported by Clerk Robinson to authorize the Township to work with Michigan State University on review and testing of the sites associated with Clay Hill Farm, in an amount not to exceed $7,500.

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: Trustee McKinney

Absent: Treasurer Lewis

**The motion carried (5-1).**

## 13. BILLS FOR PAYMENT AND RECORD OF DISBURSEMENTS

It was moved by Trustee Devereaux and supported by Trustee Greene to approve the bills for payment and the record of disbursements.

Roll Call

Ayes: Supervisor Dabish Yahkind
Trustee Devereaux
Trustee McKinney
Trustee Greene
Trustee Schwartz
Clerk Robinson

Nays: None

Absent: Treasurer Lewis

**The motion carried unanimously.**

## 14. PLEAS AND PETITIONS

- **Martha Kern Boprie,** Park Commissioner, provided comments regarding upcoming Parks and Recreation programming, including Kite and Rocket Day at Fireman's Park. She also referenced a previously submitted memorandum regarding funding for the Birdsong Nature Preserve acquisition, noting the item was not included on the agenda, and inquired about the anticipated timeline for Board consideration.

- **Irma Golden** provided comments expressing appreciation for recent Township actions, including tree removal and the creation of a utilities and maintenance position. She also raised concerns regarding lawn maintenance scope, the absence of an ordinance enforcement officer, abandoned vehicles, and requested consideration of a road advisory committee and expanded street sweeping efforts across additional neighborhoods.

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- **TC Collins** provided comments regarding his acceptance to provide gardening and farming education programming within Ypsilanti Community Schools and shared additional information related to community gardening and environmental awareness.

- **Jan Wiseman** provided comments requesting updates on ADA sidewalk improvements and expressed support for expanded street sweeping services across Township neighborhoods.

- **Mrs. Mohammed** expressed concerns regarding the handling of public comment.

## 15. ADJOURNMENT

It was moved by Trustee Schwartz and supported by Trustee Devereaux to adjourn the meeting. The motion carried unanimously and the meeting adjourned at 10:01 p.m.

Respectfully submitted,

_____ _____

Angela Robinson, Clerk Date

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# Building Department Report

5-08-2026

1) New home construction continues at Prospect Pointe West. Phase 3 is near completion, Roads and infrastructure are in place for phase 4.

2) For the Kinsley subdivision, there are 8 finished and occupied homes. There are 4 under construction, and 4 in review at this time.

3) We currently have 10 separate custom homes being built in the Township.

4) There is a new Cranbrook Homes development off Curtis Rd. north of Warren. This is a 17-parcel property with lot size minimums of 5 acres. 1 homes is finished and occupied, 3 are under construction.

5) Woodside Village, south of Geddes off Ridge Rd., is nearing completion. There are 7 under construction, with 5 more to go.
6) As for Blight cases:
   The property at 9400 Geddes is in contempt of court and a Warrant has been issued for the owner.
   The property at 3398 Dixboro has been to court. There has been a consent order filled and they have until June 1, 2026 to abate the property.

# SUPERIOR TOWNSHIP BUILDING DEPARTMENT
## MONTH-END REPORT
## April 2026

| Category | Estimated Cost | Permit Fee | Number of Permits |
|---|---|---|---|
| **Com/Multi-Family Renovations** | *$9,912,556.00* | *$64,431.00* | *2* |
| **Electrical** | *$0.00* | *$9,780.00* | *34* |
| **Mechanical** | *$0.00* | *$6,150.00* | *39* |
| **Plumbing** | *$0.00* | *$2,955.00* | *20* |
| **Res-Additions (Inc. Garages)** | *$50,000.00* | *$328.00* | *2* |
| **Res-Manufactured/Modular** | *$50,000.00* | *$150.00* | *1* |
| **Res-New Building** | *$4,223,551.00* | *$27,453.00* | *6* |
| **Res-Other Building** | *$199,675.00* | *$1,614.00* | *14* |
| **Res-Renovations** | *$137,883.00* | *$983.00* | *4* |
| Totals | ***$14,573,665.00*** | ***$113,844.00*** | ***122*** |

# Building

| Permit # | Contractor | Job Address | Fee Total | Const. Value |
|---|---|---|---|---|
| PB26-0071 | PATTERSON JAQUAN | 1585 STRATFORD CT | $100.00 | $14,365 |
| **Work Description:** | Tear off and re-roof house and detached shed | | | |
| PB26-0072 | ALVA KRISTIN & JOSE JR. | 1896 MAGGIE LN | $140.00 | $21,500 |
| **Work Description:** | Construct new 23'x20' freestanding composite deck | | | |
| PB26-0073 | SHIPPELL BRIAN O & DEBRA L | 1814 KNOLLWOOD BND | $150.00 | $50,000 |
| **Work Description:** | Install new 24" piers for a new manufactured home.<br>Installation of a new manufactured home.<br>Make: Clayton<br>Model: Clayton<br>Year: 2024 | | | |
| PB26-0074 | CP LAND HOLDINGS LLC | 3736 KINSLEY BLVD | $2,844.00 | $437,514 |
| **Work Description:** | Construct new 2 story SFD on unfinished basement. 3 car front entry garage and 152 SF nook addition.<br>"Berkeley" Model | | | |
| PB26-0075 | VANDENBELT MARK W | 8484 BERKSHIRE DR | $108.00 | $16,629 |
| **Work Description:** | Install 5.33kW roof-mounted PV system including complete Electrical service upgrade | | | |
| PB26-0076 | CP LAND HOLDINGS LLC | 3714 KINSLEY BLVD | $4,232.00 | $651,009 |
| **Work Description:** | Construct new 2 story SFD on unfinished basement garden view basement with 2' front and side extension, 4' side garage extension and optional rear lanai.<br>"Traditions Series" - 'Huntington Prairie' Elevation | | | |
| PB26-0077 | GOEBEL CLEMENT JAMES III & | 6530 PLYMOUTH-ANN ARBOR RD | $233.00 | $35,883 |
| **Work Description:** | Replace window with new header. Replace damaged framing. Provide blocks for grab rails. Install new shower in current location. | | | |
| PB26-0078 | HURON ARBOR/MAIN HOSP/A | 5301 MCAULEY DR | $57,297.00 | $8,815,000 |
| **Work Description:** | THAA Hospital Emergency Department Addition & Renovation consists of constructing a 12,760 SF addition along with renovations to the existing Emergency Department (36,200) along with the required site and utility infrastructure upgrades to support the project. | | | |
| PB26-0079 | TAULBEE ROBERT M & LYNSEY | 9777 WARREN RD | $107.00 | $16,410 |
| **Work Description:** | Install 132' of interior drain. New sump basin. Discharge to rear of property. | | | |
| PB26-0080 | THE ZHANG TRUST | 3380 DIXBORO RD | $100.00 | $6,840 |
| **Work Description:** | Install 54' of interior drain. Replace sump pump in existing pit and existing discharge. | | | |
| PB26-0081 | SALINAS JENNY & BORRERO JC | 2972 GALE RD | $325.00 | $50,000 |
| **Work Description:** | Finishing basement. 2 bedrooms. No structural changes. | | | |
| PB26-0082 | RAY LEONORA M | 8260 S WARWICK CT | $100.00 | $8,000 |
| **Work Description:** | Install new 30' long W4x13 steel "I" beam supported by 6 jack posts at 60" max spacing to correct sagging floor. | | | |

| | | | | |
|---|---|---|---|---|
| PB26-0083 | SMITH RACHEL & SHAWN | 8633 CEDAR CT | $100.00 | $2,000 |

**Work Description:** Partial finished basement - open framing ONLY at this time

| | | | | |
|---|---|---|---|---|
| PB26-0084 | SINGER BENJAMIN H & KANAI | 7956 HALLIE CT | $151.00 | $23,299 |

**Work Description:** Tear off and re-roof house and attached garage

| | | | | |
|---|---|---|---|---|
| PB26-0085 | CALUPINA PATRICIO & SARA | 10201 E AVONDALE CIR | $100.00 | $11,200 |

**Work Description:** Tear off and re-roof house and attached garage

| | | | | |
|---|---|---|---|---|
| PB26-0086 | RANDOLPH VICTOR & BRENDA | 1776 SAVANNAH LN | $100.00 | $14,975 |

**Work Description:** Tear off and re-roof house and attached garage

| | | | | |
|---|---|---|---|---|
| PB26-0087 | S E MICHIGAN LAND HOLDIN( | 7444 ABIGAIL DR | $2,122.00 | $326,435 |

**Work Description:** Construct new 2 story SFD on unfinished "garden view" basement with 10'x16' kitchen nook extension and 2 car attached garage with 120 SF expansion.
"The Bloomington" model

| | | | | |
|---|---|---|---|---|
| PB26-0088 | S E MICHIGAN LAND HOLDIN( | 1945 ELIZABETH LN | $2,598.00 | $399,752 |

**Work Description:** Construct new 2 story SFD on unfinished basement, 2 car attached garage with 4' side extension and 10'x16' kitchen nook.
"The Austin" model

| | | | | |
|---|---|---|---|---|
| PB26-0089 | LUDEMA KAREN | 3397 BEAUMONT AVE | $100.00 | $15,000 |

**Work Description:** Construct 6'x30' covered porch

| | | | | |
|---|---|---|---|---|
| PB26-0090 | GALLICK-MITCHELL REBECCA | 6319 WARREN CT | $228.00 | $35,000 |

**Work Description:** Construct 18'x45' pole barn. Post holes to be 42" deep or to undisturbed soil.

| | | | | |
|---|---|---|---|---|
| PB26-0091 | BUSELMEIER KIMBERLY & ANI | 4775 CURTIS RD | $8,650.00 | $1,330,841 |

**Work Description:** Construct new 2 story SFD on unfinished "Daylight" basement. 2' side extension on house and 6' side extension on 4 car side entry garage.
"Traditions Series" Model - 'Charleston European' elevation

| | | | | |
|---|---|---|---|---|
| PB26-0093 | BROWN MARK J | 9100 PANAMA AVE | $100.00 | $11,000 |

**Work Description:** Tear off and re-roof house only
Provide baffles in attic

| | | | | |
|---|---|---|---|---|
| PB26-0094 | HURON ARBOR/MAIN HOSP/A | 5301 MCAULEY DR | $7,134.00 | $1,097,556 |

**Work Description:** Interior alteration of the existing Oncology Department Infusion area. Create more infusion bays for increased patient load; provide modernized finishes and amenities; upgrade the mechanical, electrical, and plumbing systems. Scope of demolition and new work both include HVAC, plumbing, and electrical trades.

| | | | | |
|---|---|---|---|---|
| PB26-0095 | CIESLIK THOMAS & HEIDI | 4950 SADDLERIDGE TRL | $7,007.00 | $1,078,000 |

**Work Description:** Construct new 2 story SFD on unfinished basement with 4 car, side entry attached garage.
"The Seneca - Custom Plan"

| | | | | |
|---|---|---|---|---|
| PB26-0096 | SMITH CHRISTOPHER & MEGA | 3318 WOODHILL CIR | $325.00 | $50,000 |

**Work Description:** Finish basement, adding one 1/2 bath, no bedrooms

| | | | | |
|---|---|---|---|---|
| PB26-0098 | MATHISON ROBERT A II & TER | 1913 CARLISLE CT | $117.00 | $18,058 |

**Work Description:** Tear off and re-roof house and attached garage

| | | | | |
|---|---|---|---|---|
| PB26-0099 | LANKTON ROBERT & AMY | 2015 PADDOCK WAY | $100.00 | $5,000 |

**Work Description:** Remove existing door and 2 windows to install new doorwall. Relocate electrical outlet. Provide adequate header. Open wall rough framing inspection required.

| | | | | |
|---|---|---|---|---|
| PB26-0100 | DAHABRA RENTALS LLC | 1580 WIARD BLVD | $100.00 | $3,000 |

**Work Description:** Tear off and re-roof garage

| | | | | |
|---|---|---|---|---|
| PB26-0101 | YANG JUHCHIN & CHANG HSII | 5313 BETHENY CIR | $191.00 | $29,399 |

**Work Description:** Tear off and re-roof house and attached garage

| | |
|---|---|
| **Total Permits For Type:** | **29** |
| **Total Fees For Type:** | **$94,959.00** |
| **Total Const. Value For Type:** | **$14,573,665** |

# Report Summary

Population: All Records

Permit.PermitType = Building
AND
Permit.DateIssued in <Previous month> [04/01/26 - 04/30/26]

| | |
|---|---|
| **Grand Total Fees:** | **$94,959.00** |
| **Grand Total Permits:** | **29** |
| **Grand Total Const. Value:** | **$14,573,665** |

**SUPERIOR TOWNSHIP BUILDING DEPARTMENT**
**YEAR-TO-DATE REPORT**

**January 2026 To Date**

| Category | Estimated Cost | Permit Fee | Number of Permits |
|---|---|---|---|
| **Com/Multi-Family Other Building** | *$76,610.00* | *$498.00* | *1* |
| **Com/Multi-Family Renovations** | *$11,708,726.00* | *$75,716.00* | *7* |
| **Com-Other Non-Building** | *$5,000.00* | *$150.00* | *1* |
| **Electrical** | *$0.00* | *$26,265.00* | *93* |
| **Mechanical** | *$0.00* | *$25,476.00* | *162* |
| **Plumbing** | *$0.00* | *$17,215.00* | *84* |
| **Res-Additions (Inc. Garages)** | *$303,100.00* | *$1,989.00* | *5* |
| **Res-Manufactured/Modular** | *$145,000.00* | *$750.00* | *5* |
| **Res-New Building** | *$13,532,084.00* | *$87,956.00* | *25* |
| **Res-Other Building** | *$836,037.00* | *$6,045.00* | *40* |
| **Res-Other Non-Building** | *$40,605.00* | *$266.00* | *2* |
| **Res-Renovations** | *$1,376,430.00* | *$9,146.00* | *17* |
| Totals | ***$28,023,592.00*** | ***$251,472.00*** | ***442*** |

# SUPERIOR TOWNSHIP FIRE DEPARTMENT

## MEMO

**To:** Emily Dabish-Yahkind, Angela Robinson, Lisa Lewis

**CC:** Kristina Rankin

**From:** Dan Kimball, Fire Chief

**Date:** 5/14/2026

**Re:** Fire Chief/Fire Marshal Activity Report April 2026

---

The following is the April 2026 activity report for the Fire Chief and Fire Marshal.

FOIA Request: 1

CMS Reporting: 1

Meetings Attended: Department Head meetings. Washtenaw Area Mutual Aid monthly meeting. Township Baord Meeting, HVA/Dispatch meeting, HUVCO meeting, Officers Meeting.

Training: Arson Investigation, Extracation

Fire Prevention/Education: None

Food truck Inspections: 7

Investigations: 3

Fire Inspections: 5

Fire Service Casualty: None

Other: Report to FEMA SAFER grant

Total calls for service: April 2026: 155

Total calls for service for the year 2026: 532

Property Loss by Fire: $375,000

Mutual Aid Given: 16

Mutual Aid Received: 31

Burn permits issued: 7

Code Review: 15

Emergency Generator @ Trinity Health Test: 2

Knox Box Inspection: 1

Respectfully Submitted,

Dan Kimball, Fire Chief

Filter statement

Filters **Incident onset** 4/1/26 to 4/30/26 | **Incident status** Locked

# Incident Types (NERIS)



| Count of Incidents | Count of Medical Incidents... | Count of Fire Incidents (Pri... | Count of Other Incidents (... | Mutual Aid Given or Receiv... |
|---|---|---|---|---|
| Count of Incidents | Count of EMS Calls | Count of Fire Calls | Count of Other Calls | Aid Given |
| 155 | 83 | 7 | 65 | 16 |
| Count of Exposures **0** | Percent of EMS Calls **53.55%** | Percent of Fire Calls **4.52%** | Percent of Other Calls **41.94%** | Aid Received **31** |

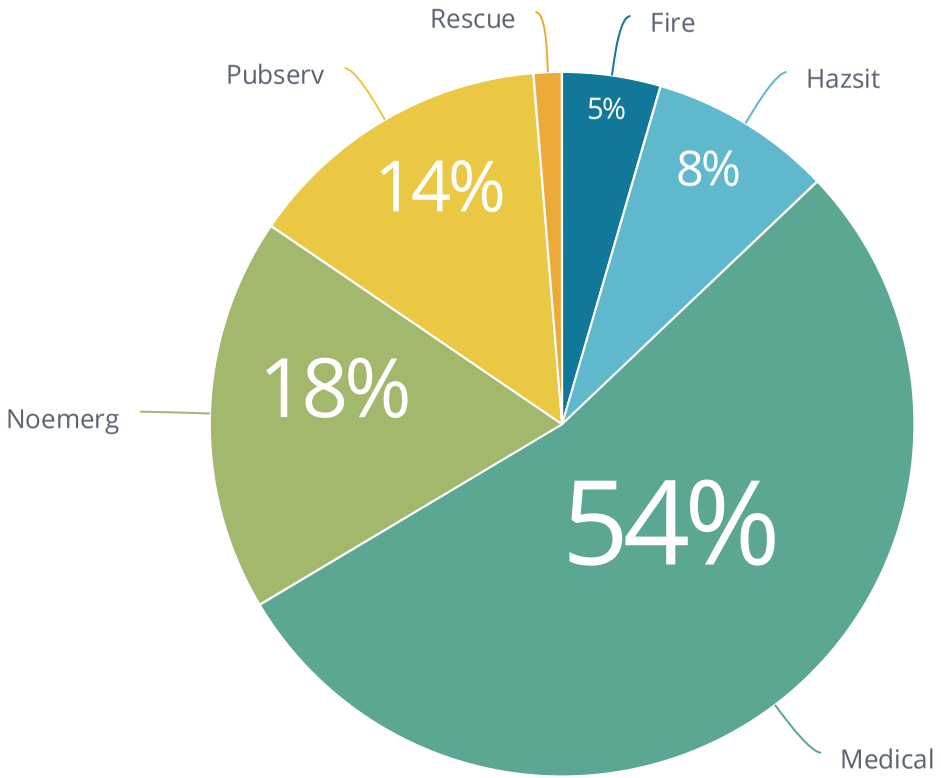
# Incident Types (NERIS)

May 6, 2026 2:11:06 PM Fire Incidents (NERIS)

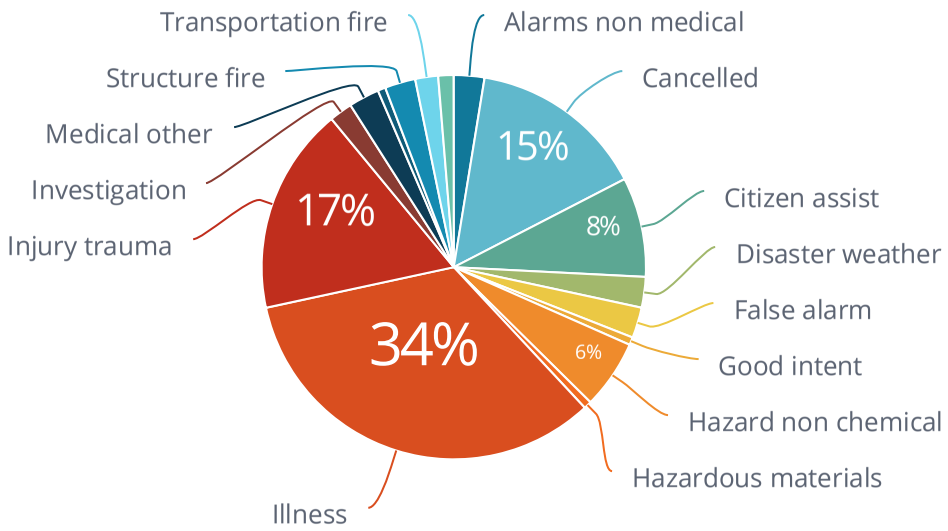
Filter statement

Filters **Incident onset** 4/1/26 to 4/30/26 | **Incident status** Locked

## Primary Incident Type by Category




## Primary Incident Types by Subcategory



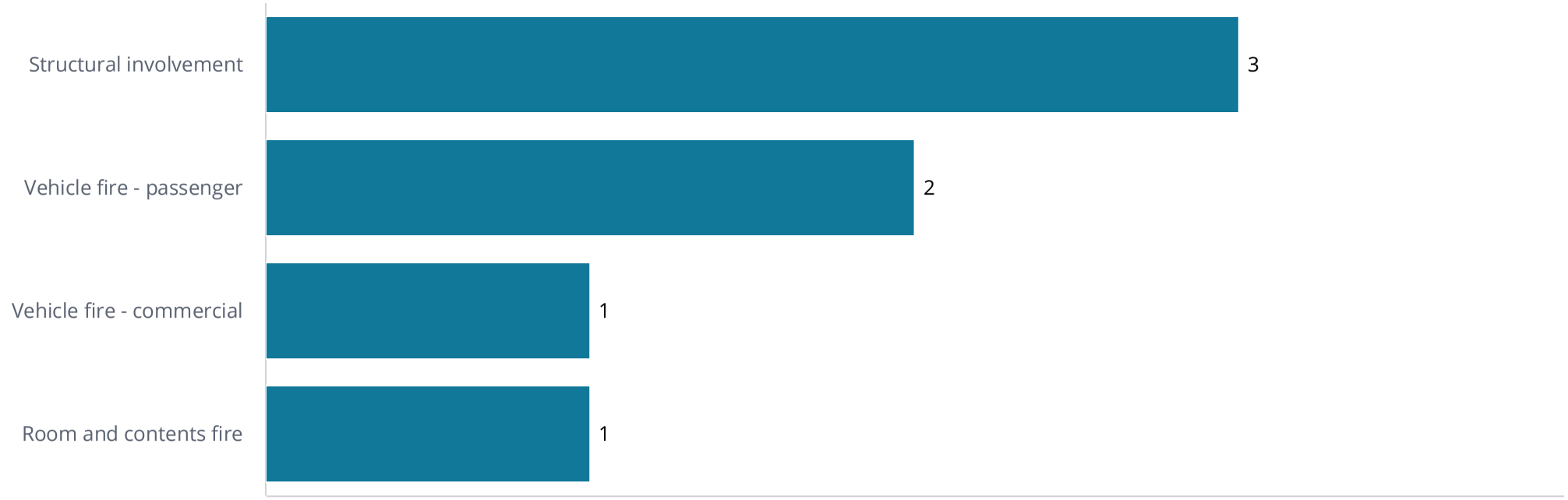
# Incident Types (NERIS)

May 6, 2026 2:11:06 PM Fire Incidents (NERIS)

Filter statement

Filters **Incident onset** 4/1/26 to 4/30/26 | **Incident status** Locked

Count of Fire Incidents



# Incident Types (NERIS) May 6, 2026 2:11:06 PM Fire Incidents (NERIS)

Filter statement

Filters **Incident onset** 4/1/26 to 4/30/26 | **Incident status** Locked

Primary Incident Types (by month)

| Primary Incident Type | Incidents | |
|---|---|---|
| | 04/2026 | Grand Tota |
| Abdominal pain / problems | 3 | |
| Allergic reaction / stings | 1 | |
| Altered mental status | 2 | |
| Assault | 1 | |
| Breathing problems | 10 | |
| Burns / explosion | 1 | |
| Cancelled | 23 | |
| Cardiac arrest | 1 | |
| Chest pain (non-trauma) | 10 | |
| Citizen assist / service call | 9 | |
| Convulsions / seizures | 2 | |
| Damage assessment | 4 | |
| Diabetic problems | 1 | |
| Electrical hazard / short circuit | 1 | |
| Electrical power line down / arching / malfunction | 5 | |
| Fall | 18 | |
| Fire / smoke alarm | 4 | |
| Gas leak / gas odor | 1 | |

Additional Incident Types (by month)

# Incident Types (NERIS)

May 6, 2026 2:11:06 PM Fire Incidents (NERIS)

Filter statement

Filters **Incident onset** 4/1/26 to 4/30/26 | **Incident status** Locked

Incident Details

| Incident Number | Onset Date | Onset Time | Street Address | Incident Type | Additional Incident Type(s) |
|---|---|---|---|---|---|
| 4271686 | 4/1/26 | 01:51 | 407 Emmet Street | Structural involvement | N\A |
| 4271819 | 4/1/26 | 11:49 | 3235 Cherry Hill Road | Citizen assist / service call | N\A |
| 4272086 | 4/2/26 | 07:39 | 5301 McAuley Drive | Cancelled | N\A |
| 4272076 | 4/2/26 | 06:53 | 2825 Bynan Drive | Cancelled | N\A |
| 4272185 | 4/2/26 | 13:16 | 3467 Frains Lake Road | Sick case | N\A |
| 4272347 | 4/2/26 | 20:13 | White Oak Lane | Motor vehicle collision | N\A |
| 4272418 | 4/3/26 | 00:24 | 1648 Greenway Drive | Heart problems | N\A |
| 4272565 | 4/3/26 | 11:24 | 1722 Hamlet Drive | Lift assist | N\A |
| 4272718 | 4/3/26 | 17:18 | 1515 Ridge Road | Cancelled | N\A |
| 4272622 | 4/3/26 | 13:44 | 1977 White Oak Lane | Fall | N\A |
| 4272686 | 4/3/26 | 16:16 | 8679 Kingston Court | Fall | N\A |
| 4272785 | 4/3/26 | 20:38 | 8696 Hemlock Court | Breathing problems | N\A |
| 4273094 | 4/4/26 | 17:08 | Ford Road | Motor vehicle collision | N\A |
| 4273077 | 4/4/26 | 15:55 | 1736 Cardiff Row | Lift assist | N\A |
| 4273138 | 4/4/26 | 18:50 | 8750 Macarthur Boulevard | Unconscious victim | N\A |
| 4273159 | 4/4/26 | 19:28 | 8750 Macarthur Boulevard | Unconscious victim | N\A |
| 4273201 | 4/4/26 | 21:15 | Plymouth Road | Other false call | N\A |
| 4273308 | 4/5/26 | 07:21 | 9036 Macarthur Boulevard | Psychological / behavior issues | N\A |
| 4272860 | 4/4/26 | 01:25 | 8870 Macarthur Boulevard | Citizen assist / service call | N\A |

Approved by the Superior Charter Township Park Commission on April 27, 2026.

Superior Charter Township Parks & Recreation Commission
Regular Meeting
March 23, 2026

Approved Minutes

1. Call to Order
   The meeting was called to order by Chair Nahid Sanii-Yahyai at 6:30 pm.

2. Roll Call
   Park Commissioners present: Nahid Sanii-Yahyai, Greg Vessels, Martha Kern-Boprie, Jack Smiley, Sharon Bryant-Phillips, Matthew Yahyai, Curtis Freeman

   Park Commissioners absent: none

   Others present: Trustee Sarah Devereaux; Juan Bradford, Parks & Recreation Director, Brenda Baker, Willy Secrest, Colleen Gleason

3. Flag Salute
   Chair Nahid Sanii-Yahyai led those assembled in the Pledge of Allegiance to the Flag.

4. Agenda Approval
   It was moved by Matthew Yahyai and supported by Curtis Freeman to approve the agenda with the addition of the following items:
   Communications D. Dixboro Village Green 2026 Event Schedule
   New Business C. Recommendation for Park Fund Balance allocation for BirdSong closing cost
   The motion carried.

5. Prior Meeting Minutes Approval
   A. February 23, 2026
      It was moved by Matthew Yahyai and supported by Greg Vessels to approve the minutes of 2/23/26 as drafted. The motion carried.

6. Citizen Participation
   Willy Secrest asked the Park Commission to place a memorial plaque or sign in Schroeter Park to recognize the many contributions Ellen Kurath made to Superior Township and its natural spaces during the 61 years she lived here. Park Commissioners thanked Willy, and Juan Bradford noted that a plaque will be placed on a park bench in Schroeter Park, in memory of Ellen.

7. Reports
   A. Chairperson
      Chair Nahid Sanii-Yahyai reported she attended the Township Board meeting on 3/23/26. She asked Juan Bradford for an update on hats for park commissioners. Juan brought the hats to the meeting.

   B. Director
      Juan Bradford submitted a written report. He updated this report with news that drone photography of Superior Community Farm (part of the BirdSong preserve) has been completed. Four days of tennis instruction will be provided at Community Park to children for two hours per day on the following dates:

      | | |
      |---|---|
      | April 19, 2026 | May 3, 2026 |
      | April 26, 2026 | May 10, 2026 |

      An anonymous donor is funding the $1,500.00 cost of this instruction.

Oakbrook Neighborhood Sports program will resume in Oakbrook park, led by a different volunteer. This program will operate on one or two evenings per week for six weeks, at no cost to the township. Discussion took place on whether park reservation fees should be waived. It was moved by Martha Kern-Boprie and supported by Curtis Freeman to waive park use fees for the Oakbrook Neighborhood Sports program during 2026. The motion carried. Sharon Bryant-Phillips suggested asking for donations from families participating in the sports program. Some park commissioners objected, as this could discourage some families from participating, the program is the type the township should provide if it had the funding, and any donations received would be insignificant to the Park Fund's financial position.

C. Board Liaison
Trustee Sarah Devereaux submitted a written report on the March 16, 2026, township board meeting.

D. Board Meeting Attendee
Martha Kern-Boprie attended the March 16, 2026, township board meeting, and submitted a written report on this meeting.

E. Park Steward
No report, as Ellen Kurath died in February. A new park steward has yet to be recruited.

F. Safety
No accidents or injuries in the past month.

8. Communications
   A. April Full Moon Forrest Immersion
   B. C2PST March Infographic
   C. Superior Spot Kickoff
   D. Dixboro Village Green 2026 Event Schedule

   It was moved by Martha Kern-Boprie and supported by Matthew Yahyai to receive the Communications. The motion carried.

9. Old Business
   A. Birdsong Nature Preserve Update
      Presentation by Colleen Gleason of Ducks Unlimited
      Colleen Gleason of Ducks Unlimited (DU) gave a presentation on plans for Wetland and Grassland Restoration in Birdsong Nature Preserve, to be funded by a grant from DU. She informed the park commission that the work had to be completed by September 30, 2026, to use the grant funds. Colleen provided a map that detailed three fields to be planted with native grasses and wildflowers; and of wetlands that may need some earth sculpting.
      Field #1 covers 9 acres and is currently densely vegetated with non-native plants, which will require removal to achieve successful planting of native grasses and wildflowers.
      Field #2 covers 9.6 acres and Field #3 covers 14 acres; both fields are presently open land that is ready for planting.
      Wetland #1 covers 1.8 acres and is recommended for a 0.3 acre pushout. A pushout involves pushing earth aside to make a modest berm of approximately 18 inches to help retain water in the wetland.
      Wetland #2 covers 8.2 acres and is recommended for 3 pushouts of 0.3 acres each.
      Wetland #3 covers 3.5 acres and is recommended for a low-level berm.

      Trustee Sarah Devereaux asked how the vegetation would be removed in Field #1. Colleen responded that application of herbicide is planned. Sarah responded, objecting to the application of herbicides. Colleen explained that the herbicide application would be carefully planned to avoid dispersion by wind. Sarah responded that she is not only concerned about dispersion during the application process, but the presence of herbicide in the soil that will remain for years. Sarah noted that the

herbicide planned is either banned or restricted in most of western Europe. These countries successfully perform agricultural activities without use of this herbicide. Commissioner Sharon Bryant-Phillips suggested the use of tarps to kill the present vegetation. Sarah said that can work, and another option is to mow down the area, then plant a "smother" crop. In a few years, the field will be ready for planting.
Park Commissioner Jack Smiley objected to disturbing the wetlands with earth moving. He stated there are presently hundreds of waterfowl found in these wetlands, and questioned the advisability of changing the wetlands.

Colleen commented that she will review these comments and suggestions with her supervisor. She also stated the grant will only fund expenses through September of this year. If Field #1 is cleared via other methods that will require more time, grant funds will not cover the seeds. She also confirmed the grant cannot be used on properties outside of Birdsong Preserve.

B. Roadside Cleanup
The Roadside Cleanup Day is scheduled on April 18 from 9:00 am to 1:00 pm. At this point 40 volunteers have signed up to help. Posters about the cleanup contain a QR code or contact Steve Kraft via email at steve.kraft@superior-twp.org to volunteer.
Volunteers should bring: gloves, sturdy closed-toe shoes, re-usable water bottle, safety or sunglasses, sunscreen, bug repellant.
Township will provide: safety vests, trash bags, trash grabbers, snacks, and lunch at Old Town Hall.

10. New Business
A. Easter Egg Hunt Volunteers
The Easter Egg Hunt will take place on Saturday, March 28 at 11:00 am at Fireman's Park. The following park commissioners volunteered to help with this event:

| | |
|---|---|
| Nahid Sanii-Yahyai | Matthew Yahyai |
| Martha Kern-Boprie | Sharon Bryant-Phillips |
| Curtis Freeman | Greg Vessels |

Volunteers should arrive at Fireman's Park by 10:00 am.

B. 2026 Budget Reduction Options
Juan Bradford reviewed with park commissioners that the adopted 2026 budget contained:

| | |
|---|---|
| Revenue | $359,647.00 |
| Expense | $432,698.00 |
| Net deficit | ($ 73,051.00) to come from the Park Fund Balance |

Juan suggested some budget cuts that would decrease the net deficit. Those cuts included:

| Action | Savings |
|---|---|
| Discontinue mowing non-park township properties | $15,178.00 |
| Eliminate staff education & training in 2026 | $ 3,000.00 |
| Reduce Recreation Signage | $ 1,500.00 |
| Reduce food service at Kite & Rocket Day event | $ 500.00 |
| Combine Christmas Tree Lighting event with Dixboro Village Christmas event in Dixboro | $ 3,380.00 |
| Total budget expense decreases | $23,558.00 |

Discussion took place on these suggestions. Martha Kern-Boprie supported all except the food decrease to the Kite & Rocket Day event. She said the food was important to the community served and not enough savings to be significant. Sharon Bryant-Phillips objected to combining the Christmas Tree Lighting event with the Dixboro Village Christmas event, as she liked having both events, and the event at township hall brought positive attention to the township. Jack Smiley commented that the Dixboro location was better for this event. Nahid Sanii-Yahyai noted the township board will have to

pay someone, possibly an external vendor, to mow township properties, if the park staff do not perform this mowing. Nahid asked Trustee Devereaux to ask the township board to consider increasing the Park Fund budget by the amount they would pay someone else to perform the mowing.

It was moved by Martha Kern-Boprie and supported by Matthew Yahyai to recommend the following budgeted expense decreases to the 2026 Park Fund budget:

| | | |
|---|---|---|
| Dis-continue mowing non-park properties | ($13,178.00) | Staff |
| | ($ 2,000.00) | Supplies |
| Eliminate Staff Education & Training | ($ 3,000.00) | |
| Decrease Recreation Signage | ($ 1,500.00) | |
| Combine Christmas Tree Lighting event with Dixboro Village Christmas event | ($ 3,380.00) | |
| Total | ($23,058.00) | |

Vote on the motion:
Yes 6
No 1 Sharon Bryant-Phillips
The motion carried.

C. Recommendation for Park Fund Balance allocation to Birdsong Nature Preserve closing cost.
Commissioner Jack Smiley informed the commission that the Michigan Department of Natural Resources (MDNR) awarded a Trust Fund grant to Superior Township in the amount of $1,020,000.00 toward the cost of acquiring 162 acres from the Michigan Land Conservancy. As part of the Trust Fund agreement, Superior Township is required to place 10% ($102,000.00) of the grant total into an escrow account with the title company for the closing. After the closing is complete and all grant conditions are met, the MDNR will release the $102,000.00 back to Superior Township.

Commissioner Smiley suggested that the Park Fund provide the $102,000.00 out of its Fund Balance to fund the 10% escrow deposit requirement, to allow the closing to take place. Commissioner Smiley estimated the turnaround time between the Park Fund paying $102,000.00 to complete the closing and receipt of $102,000.00 from the MDNR to be two to three months.

The following motion was made and voted on at the March 23, 2026, Park Commission meeting:
It was moved by Martha Kern-Boprie and supported by Nahid Sanii-Yahyai to recommend allowing utilization of $102,000.00 of the Park Fund Balance to allow closing of the purchase of the 162 acre property from the Michigan Land Conservancy, which will be reimbursed by the Michigan Department of Natural Resources, after closing.
A roll call vote was taken.

| | |
|---|---|
| Nahid Sanii-Yahyai | Yes |
| Greg Vessels | Yes |
| Martha Kern-Boprie | Yes |
| Jack Smiley | Abstain |
| Sharon Bryant-Phillips | Yes |
| Matthew Yahyai | Yes |
| Curtis Freeman | Yes |

The motion carried.

11. Bills for Payment
It was moved by Greg Vessels and supported by Sharon Bryant-Phillips to approve payment of the bills totaling $23,646.01 at 3/23/26. During discussion on the motion, Jack Smiley asked what the expense of $3,060.00 to Margolis Nurseries for Tree Planting was for. Juan Bradford explained it was an invoice for

tree planting completed in 2025, and that the township would move it into 2025 business during the audit. The motion carried.

12. Financial Statements
    A. February 2026 Revenue & Expenditure Report – PRE-AUDIT
    B. February 2026 Balance Sheet – PRE-AUDIT
    It was moved by Martha Kern-Boprie and supported by Greg Vessels to receive the February 2026 financial reports. The motion carried.

13. Pleas and Petitions
    Greg Vessels commented that he is concerned that corrected 2025 W-2 forms have not been issued yet, and it is less than a month until tax returns are due. Juan Bradford noted that while he is not a tax accountant, the error concerned the 11/20/2025 payroll, and there were no park commissioner stipends paid on that payroll. It is each park commissioner's decision, but it may be safe to file income tax returns with the data on the W-2 form released in January.

    Juan Bradford noted he had a flyer about a presentation that will take place 3/27/26 at the Washtenaw County Resource Center about Data Centers and zoning issues about them.

    Brenda Baker spoke in opposition to seeking donations from people participating in Oakbrook Neighborhood Sports. She is pleased that Superior Township parks and recreation events are available to everyone for free.

14. Adjournment
    It was moved by Curtis Freeman and supported by Matthew Yahyai to adjourn the meeting at 8:48 pm.

    Submitted by,
    Martha Kern-Boprie
    Park Commissioner and Secretary

# MEMO

TO: Superior Charter Township Board of Trustees

FROM: Michelle Marin, Planning & Zoning Administrator

RE: Planning & Zoning Department Report

DATE: May 6, 2026

Below is a summary of the planning and zoning activities for the month of April 2026.

**PROSPECT POINTE SOUTH**

Update: The Area Plan / Rezoning Petition for Prospect Pointe South by M/I Homes will appear on the May Board of Trustees meeting. At the March 25, 2026, meeting, the Planning Commission adopted a resolution recommending approval of the area plan/rezoning petition for the Prospect Pointe South project, based on the revised area plan that was submitted on January 29th. The Planning Commission recommended approval with conditions, including that the Board of Trustees review the public input that was offered at the Planning Commission meetings.

Background: In July 2025, M/I Homes submitted a rezoning and area plan application for a three-phase single-family residential development project, on two adjacent parcels with a total area of ~48 acres. One parcel is zoned R-4 and one parcel is zoned PC – Planned Community. The development (STPC #25-05) is located on the east side of North Prospect Road, between Berkshire Drive, Sheffield Drive, and the Autumn Woods condos. The applicant is proposing to develop Prospect Pointe South as a 119- unit single family residential development. The existing site is vacant and heavily wooded on roughly ¾ of the property. A public hearing was held at the August 27th Planning Commission meeting, at which time the Commission postponed action on the area plan application and directed the applicant to address the following items:

a. Traffic study, including coordination with the Washtenaw County Road Commission
b. Road connections, including private roads
c. Stormwater management
d. Landscape buffer
e. Power grid capacity
f. Density concerns

The applicant submitted revised plans, following a meeting with the development review team. Carlisle Wortman provided a review of the revised plans, and many of the suggested site layout changes were not taken into consideration by the applicant. The applicant appeared again on the December 17th Planning Commission meeting. Following a lengthy discussion, the Planning Commission postponed action and directed the application to address the following items:

1. Provide increased landscaping buffer along Lakeview Estates and between Park Lane.
2. Consider alternative site layouts including access and reconfiguration of houses fronting on Berkshire.
3. Consider alternative housing products such as duplexes or townhomes.

4. Address stormwater management concerns.

**CLAY HILL COMMUNITY FARM AND GARDEN**

Update: A public hearing for the area plan amendment was held at the April 22nd Planning Commission meeting. Following the Planning Commission recommendation, the area plan amendment will advance to the Board of Trustees for final approval at the May Board of Trustees meeting. The site plan is not expected to be ready for Planning Commission review until the May meeting at the earliest.

Background: The Board of Trustees issued a 1-year extension of the special district area plan approval for the Clay Hill community farm and garden at request of the applicant. The applicant indicated progress as well as the need to extend the approval to update wetland mapping and finalize permits with the County Road, Water, and Drain Commissions. The applicant submitted a site plan application that substantially deviated from the approved area plan. As such, the applicant is applying for an area plan amendment as well as site plan approval.

**DTE GRENADA SUBSTATION**

Update: The preliminary site plan and conditional use application is expected to reappear on the May Planning Commission meeting agenda. OHM reviewed the environmental reports and subconsultants reviewed the noise and EMF studies provided by DTE. The applicant submitted revised plans on April 6, 2026.

Background: Conditional Use Permit/Preliminary Site Plan - DTE Grenada Substation Expansion (STPC #25-02). The applicant submitted a revised application, including a revised site plan, noise study, EMF study, environmental impact statement, and site renderings. in November. The project appeared on the December 17, 2025, Planning Commission agenda. Following a lengthy discussion of the changes, the Planning Commission postponed action and directed the applicant to address the following items:

1. Township to independently review the following:
    i. Environmental Impact Study
    ii. Electromagnetic Field Study
    iii. Noise Study
2. Provide graphics to confirm if the combination of a berm and landscaping is sufficient to screen all site operations from all property lines.
    i. If deficient, increase berm and landscaping.
3. Confirm ability to obtain 12-foot-tall evergreens.
4. Clarify tree replacement shortfall (97 required vs. 63 proposed) and how remaining replacement obligations will be satisfied (additional on-site trees, off-site planting, or other Township-acceptable mitigation).
5. Provide more detailed tree preservation analysis to confirm viability of “to remain” trees whose critical root zones may be disturbed.
6. Provide formal landscape maintenance plan (practices, products, schedule, and replacement of dead/diseased plant material).
7. Confirm whether site lighting will be used only for emergencies and maintenance normal condition: lights off) and ensure any operating schedule is clearly documented.
8. Confirm feasibility of brick wall around facility.

**TIMBER CREEK AREA PLAN**

Update: Afte a public hearing and lengthy discussion at the regular April meeting, the Planning Commission held a special meeting at the applicant's request on May 6, 2026 to adopt a resolution recommending approval to the Township Board of the proposed area plan for the Timber Creek Flats.

Background: The Planning Commission discussed a concept plan for a mixed density housing development located on MacArthur Blvd at parcel ID #J -10-35-300-003 at the December 17, 2025, meeting. The applicant has not formally submitted an area plan application, but provided a concept plan that was reviewed by Ben Carlisle for the housing project, aimed to be completed by the end of 2028. The developer, Elmington Capital, develops, owns, and operates income-restricted housing units financed through tax credits. For the proposed Timber Creek project, 20 acres of the site will be developed by Elmington, and the remainder of the site will be developed as a single-family housing community by another TBD developer. 80% of the units will be 60% AMI, which is $70,000-$90,000 annual household income. 10% of units will be at 70% AMI, which is up to $102,000 annual income, and 10% will be at 40% AMI. The applicant indicated that there will be no housing vouchers tied to the project.

The area plan application was fully submitted on February 27th and distributed to the plan reviewers. Following staff review of the application, a public hearing has been scheduled for the April 22nd Planning Commission meeting to consider the area plan petition.

**ZONING ORDINANCE REWRITE**

At the February 25th regular meeting, the Planning Commission passed a resolution to recommend to the Township Board approval of the rewritten zoning ordinance and zoning map. The recommendation came after the public hearing and the culmination of a nearly 2-year review process. For over 1 year, the Planning Commission reviewed the draft ordinance article at a time, with several articles being discussed at multiple Planning Commission meetings. A public open house to educate folks on the zoning ordinance occurred on April 23rd 6:30 – 8pm at the Library. A Board of Trustees work session to discuss the zoning ordinance update is scheduled for May 18th at 5:30pm.

**TRINITY HEALTH – ER ADDITION/RENOVATION**

Update: Construction began in April 2026.

Background: On October 29th, the Planning Commission approved a site plan (STPC #25-07) for a renovation/addition project to the Trinity Health Emergency Department. The site plan includes alterations to the parking and drop off area as well as a building addition to allow additional ER rooms. The approval was conditioned upon the applicant addressing minor outstanding planning and engineering items. The conditions of approval were satisfied in December 2025.

**PROSPECT POINTE WEST**

Update: Construction on Phase 3 is ongoing.

Background: Prospect Pointe West is a four-phase single-family residential development project, on a ~67-acre parcel of land zoned R-4, an Urban Residential District. The development is located on the southwest corner of Geddes Road and Prospect Road, west of Hunters Creek Drive in the northeast quarter of Section 33. The applicant is proposing to develop Prospect Pointe West as a 157-unit site condominium.

The four (4) phases consist of the following number of units:

- Phase 1 – 39 units
- Phase 2 – 45 units
- Phase 3 – 26 units
- Phase 4 – 47 units

The proposed lot dimensions are 66' x 130' with a minimum lot size of 8,580 sf. The homes will range in size from 2,000 to 3,200 sf with sales prices starting in the $400,000s. The development has private roads with sidewalks on both sides and will be serviced by public sanitary sewer which will be designed as an extension of the existing Prospect Pointe development. Public water will also be extended from the existing subdivision. Each phase of the development is required to go through the Final Site Plan process.

The Final Site Plan for Prospect Pointe West Phase 1 (STPC #22-03) was approved by action of the Superior Township Planning Commission on April 26, 2023, and includes 39 single family lots. Building permits for individual homes are being issued and construction has commenced.

The Final Site Plan for Prospect Pointe West Phase 2 (STPC #24-01) was approved by action of the Superior Township Planning Commission on May 22, 2024, and includes 45 single family lots. The Development Agreement for Phase 2 has been recorded and a preconstruction meeting was held on September 10, 2024.

The Final Site Plan for Prospect Pointe West Phase 3 (STPC #25-01) was approved by the Planning Commission at the May 28, 2025, meeting. This phase includes 25 single family lots. The development agreement was approved by the Township Board of Trustees at the September 15th meeting.

The applicant submitted a final site plan application for Prospect Pointe West Phase 4 (STPC #25-08) in September. The final site plan was approved, without conditions, at the December 17, 2025, Planning Commission meeting.

**MEADOWS 2 AT HAWTHORNE MILL AREA PLAN**

Update: Construction has not yet begun.

Background: Lombardo and Atwell have submitted an application for an area plan for 12 single family detached homes at 7330 Geddes Road, directly adjacent to the Meadows at Hawthorne Mill development. The Meadows 2 (STPC #25-10) includes interior connections to the original Meadows at Hawthorne Mill and proposes no new entrances from Geddes Road. The planning review of the proposed area plan questions how the 12 homes will be connected to the original Meadows at Hawthorne Mill homes, particularly with respect to a single HOA. The public hearing for the proposed area plan occurred at the November 19th Planning Commission meeting, where the Planning Commission had a lengthy discussion regarding the ways in which the proposed project is supported by some of the Master Plan goals but conflicts with others. Ultimately, the Planning Commission determined that the area plan was warranted and approved a resolution recommending approval to the Township Board of the proposed area plan and rezoning. The Township Board approved the Area Plan at their December 15, 2025, meeting.

**HYUNDAI FUEL LOADING SYSTEM**

Update: Construction began on the project in September 2025.

Background: On August 27th, the Planning Commission approved a combined preliminary and final site plan for a fueling facility at the Hyundai America Technical Center in the PM Planned Manufacturing District. The project (STPC #25-06) includes the construction of a two-pump accessory fueling facility and underground storage tanks. The facility is intended for vehicles being used on site and does not include a retail sales component. The planning and engineering reviews have been completed, with several outstanding items identified in both reviews.

**GARRETT'S SPACE**

Update: Building permits have been submitted and a preconstruction meeting was held on March 18, 2025. Preliminary site work has commenced. The approved Development Agreement requires the conservation area protection to be recorded prior to Certificate of Occupancy (CO) for the main residential structure to be newly constructed (Phase 2). A temporary C of O was issued for the Phase 1 portion of the project on December 19, 2025.

Background: Garrett's Space is proposed to be a residential center where young adults suffering from depression and anxiety are treated. The facility will include both in-patient and daily services, with a non-medical and non-institutional focus. Garrett's Space is proposed on seven (7) parcels that will be combined into one lot totaling approximately 76.0 acres. The property has historically been used as a single-family residence with an address of 3900 Dixboro Road and is in Section 7 of the Township. The site includes significant natural resources including woodlands, steep slopes, a creek, floodplain, and wetlands.

The applicant proposes the following improvements:

1) Convert the existing home on the site to administrative offices
2) Construct a 10,100 square foot building to house 15 to 20 residents

3) Construct a 2,100 square foot building for recreational and therapy activities
4) Construction of a parking lot
5) Landscaping improvements
6) Create walking paths and lookouts through the site's natural features.
7) Expanding the sites well and sceptic system
8) Construct two (2) stormwater detention ponds

The applicant proposes a phased development:

- Phase 1: Use of the existing house for administrative offices and day programming. This phase does not include any overnight guests.
- Phase 2: Construction of the residential structure and creativity studio with parking areas, and utility and landscaping improvements. This phase includes expanded day programming and overnight residents.
- Phase 3: Additional ancillary elements, including the barn for gardening and therapeutic animals, and outdoor recreation and gathering spaces, will be constructed as funding allows.

Previous Township approvals are as follows:

- Property was rezoned from A-2 to Planned Community (PC) Special District via an Area Plan petition approved by the Township Board on July 17, 2023.

- The applicant recorded a Zoning and Land Use Agreement dated October 16, 2023, that limits uses, the number of residents and the number of employees.

- A Preliminary Site Plan (STPC 23-03) was approved by the Planning Commission with conditions on January 24, 2024.

- A Final Site Plan (STPC 23-03) was approved by the Planning Commission on September 25, 2024, with the following conditions:
  1) Obtain all outside agency approvals permits outlined in Township Engineer's memo dated 9/19/24.
  2) Combine existing seven (7) parcels into one parcel prior to receiving certificate of occupancy.
  3) Record conservation protection prior to certificate of occupancy.

- A Development Agreement was approved by the Township Board on October 21, 2024.

To date, the applicant has completed Final Site Plan conditions #1, #2, and #3:

1) OHM reviewed the Engineering Plans submittal (dated 12/20/24) and had no exceptions to the proposed development moving forward as shown on the plans as submitted.

2) The seven (7) parcels have been combined into one and a new parcel assigned (J -10-07-200-021). Furthermore, the Township Assessor has changed the zoning of this new parcel to PC.

3) Resolution No. 2025-13 to approve Garrett's Space Conservation Deed Restriction Agreement between Garrett's Space and the Township was approved by the Board of Trustees on March 17, 2025.

**BROOKWOOD**

Brookwood is a Master Planned Community on an ~84 acre parcel of land zoned Planned Community (PC) a Special District. The development is located on the east side of Leforge Road approximately 700 feet north of Clark Road in the southwest corner of Section 33. The applicant is proposing to develop Brookwood with 318 dwelling units divided into three (3) residential dwelling product types (i.e., stacked flats, duplex units, four-plex units, and attached townhomes).

The development is designed for renters and owners plus a section dedicated for people over 55 years of age. Stacked flats and duplexes are anticipated to rent from $1.50 - $2.50 per square foot. The townhomes will be for sale and priced per unit according to the market. The development will also include a clubhouse, amenity areas, paved parking areas, landscape improvement, and a continuous sidewalk network along private drives throughout the development and walking paths that connect amenities with various areas of the development. Existing public water and sanitary sewer mains will be extended to serve the development.

The Final Site Plan for Brookwood Estates (STPC #23-05) was approved by the Planning Commission at the May 2025 meeting. The engineering plans have been reviewed by OHM.

**THE MEADOWS AT HAWTHORNE MILLS**

Update: Construction commenced in April 2026.

Background: The Meadows at Hawthorne Mills is a 215 unit single-family residential site condominium located on 71 acres of land located south of Geddes Road and east of Leforge Rd. The site includes private roads that provide two (2) access points to Geddes Road and has two (2) connection points with the adjacent Prospect Pointe West Development. In addition, there is a road stub for future development to the south. The proposed development will be served with public utilities. A sewer will connect from Leforge Road, and the Prospect Pointe Development and water will be looped throughout the development from Geddes Road. Stormwater management will be handled with four (4) proposed detention ponds located throughout the development.
The entire development received preliminary site plan approval on October 28, 2020. There are five (5) phases of development, and each phase required final site plan approval. The final site plan for Phase 1 was approved by the Planning Commission with conditions on November 15, 2023. Phase 1 includes a total of 40 lots/units as well as construction of the roads and infrastructure items to directly serve those units, extension of a sanitary sewer from LeForge Road across the neighboring property to the west needed to service Phase 1, and mass grading of the entire site.

The Development Agreement was approved by the Board of Trustees at the August 2025 meeting, conditioned upon finalizing the Right-of-Way Dedication which was finalized in early 2026.

**ZONING BOARD OF APPEALS**

Per bylaws, the ZBA consists of seven (7) regular and two (2) alternates members appointed by the Township Board. One (1) of the members must be a member of the Township Planning Commission and one member may be a member of the Township Board. The remaining members must reside in the unincorporated areas of the Township and represent the population distribution and various interests present. Current ZBA members include:

- Thomas Brennan, (Chair & PC Member)
- Rachel Smith
- Dana Greene (BOT)
- Tanya Markos-Vanno
- Meghan Winslow
- Jack Gilbreath
- William Schoefield
- Austin Anderson (alternate)

The Township has regularly scheduled ZBA meetings on the 2nd Wednesday of the month; if there are no agenda items, the meeting is cancelled. The April 2026 meeting was canceled due to a lack of agenda items. The May meeting has similarly been canceled.

**PLANNING COMMISSION**

Per bylaws, the Planning Commission shall consist of seven (7) members serving three (3) year terms with eligibility for re-appointment. One member of the Township Board shall be appointed to the Planning Commission as an ex officio member and Township Board Representative, with full voting rights. The current Planning Commission is comprised of the following members:

- Jay Gardner, Chair (Term expires 2/28/2029)
- Robert Steele, Vice Chair (Term expires 2/28/2028)
- Thomas Brennan, Secretary (Term expires 2/28/2027)
- Patrick McGill (Term expires 2/28/2027)
- Brenda McKinney– Board Rep. (Term expires 11/7/2028)
- Nahid Sanii-Yahyai (Term expires 2/28/2029)
- Curt Wolf (Term expires 1/01/2028)

**OTHER BUSINESS/NEWS**

1) Michelle Marin of Carlisle Wortman Associates (CWA) reviewed and approved 24 Certificates of Zoning Compliance and Burn Permits in April.

   Michelle responded to many general phone and email inquiries from the public both during and outside of office hours and met in person with numerous folks at the Township Hall during office hours. She prepared the packet for the April Planning Commission meeting. Michelle works with Accounts Payable to ensure all escrow accounts are balanced at the end of each month. Michelle also began using the PZE module on BS&A to track all development projects and zoning permits.

2) Carlisle Wortman Associates staff also serve in the role as the Township Planner and review and manage projects that are paid from escrows including applicant inquiries and project coordination.

*Utility Department Memorandum*

To: Superior Township Board of Trustees
From: Mary Burton, Utility Director
Date Mary18, 2026
Re: Utility Department Report

- **Inspection of Backflow Devices:**
  Utility maintenance crews will be out this Spring and Summer season conducting inspections on backflow prevention devices for sprinkler systems in residential areas and neighborhoods. Residents with damaged or broken backflow devices will receive letters informing them of the steps to have repairs completed.

- **Annual Lead & Copper Sampling:**
  The annual lead and copper sampling program will be completed in June for both distribution systems 1 & 2. A total of 25 households will participate in the State mandated sampling pool this year.

- **Ongoing Preventative Maintenance:**
  Our crew continues to complete maintenance for
  - sewer checks
  - valve exercising
  - booster station checks
  - lift station checks
  - hydrants

# Beautification Committee BoT Update

*May 2026 | Prepared by: Trustee Sarah Devereaux*

## Committee Membership

- Two applications were received during the initial application window (closed April 30, 2026). Interviews have been conducted, and **the applications and recommendations for acceptance will be brought to the Board in June** for formal approval.
- A new application cycle is now open. **Six seats remain** to be filled. The current cycle closes **June 30, 2026**. Applications are accepted on a rolling basis thereafter until all seats are filled.

## Documentation & Tracking

- The Township's 5 open blight cases remain active. Ongoing work continues across all case statuses (in progress, monitoring, and escalated).
- Trustee McKinney and Ms. Walsh have launched **blight assessments in the field** beginning in May. The goal for May and June is to survey the entire township, building a comprehensive and accurate inventory of blighted properties for action by the committee and the Building Department.
- Township volunteer **car magnets** have been purchased and distributed to field volunteers, identifying them as Charter Township of Superior Beautification Committee volunteers. This helps residents recognize volunteers who may be stopping in their neighborhoods during assessment drives.

## Township Website

- A dedicated Beautification Committee section — including the Resident Concern Form and Volunteer Signup Form — is expected to be live on the Superior Township website by **July 2026**, in collaboration with the Clerk's office.

## Annual Roadside Cleanup Event

- Due to inclement weather, the April 18 cleanup was rescheduled. Three formats were offered: an **official cleanup on May 9** (with Parks & Rec support, free lunch, and music); an **unofficial cleanup on May 16** (self-guided, supplies available at Township Hall); and **individual flexible cleanups** on any day by appointment.
- As of the writing of this report, three groups completed individual cleanups, collecting **25 bags** of trash — approximately **900 pounds** by conservative estimate. Final totals from all events: **[PLACEHOLDER — bags and pounds]**.
- **MacArthur Stretch (Harris to Wiard):** The Township-led cleanup of this heavily blighted corridor is scheduled and expected to be completed prior to this board meeting.

## GENERAL BANK - MARCH 2026 RECONCILIATION

| Fund Account | Description | Beginning Balance 03/01/2026 | Total Debits | Total Credits | Ending Balance 03/31/2026 |
|---|---|---|---|---|---|
| Fund 101 GENERAL 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 948,843.66 | $ 133,972.60 | $ 603,412.09 | $ 479,404.17 |
| Fund 203 SIDE STREET MAINTENANCE 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 361.03 | $ 3.06 | $ 2.35 | $ 361.74 |
| Fund 211 LEGAL DEFENSE FUND 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 25,736.71 | $ 51.24 | $ 0.43 | $ 25,787.52 |
| Fund 219 STREET LIGHT FUND 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 17,043.10 | $ 48.81 | $ 8,314.75 | $ 8,777.16 |
| Fund 249 BUILDING 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 44,258.70 | $ 65,287.29 | $ 24,367.42 | $ 85,178.57 |
| Fund 266 LAW ENFORCEMENT FUND 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 1,243,781.68 | $ 322,553.96 | $ 1,349,271.31 | $ 217,064.33 |
| Fund 508 PARKS & RECREATION 001.001 | CHASE 5503 - DAILY OPERATING CHECKING | $ 63,404.11 | $ 29,586.01 | $ 25,715.00 | $ 67,275.12 |
| | TOTAL - ALL FUNDS | $ 2,343,428.99 | $ 551,502.97 | $ 2,011,083.35 | $ 883,848.61 |

| | |
|---|---|
| Bank Balance per statement | $881,955.53 |
| Outstanding Checks | -$1,610.92 |
| Deposits/CC in Transit | $3,050.00 |
| Misc Items | $454.00 |
| Total | **$883,848.61** |

# Treasurer's Investment Preliminary Report
# Period Ending
# March 31, 2026



## Superior Township Treasurer
## Lisa A. Lewis

Board of Trustees Meeting
May 18, 2026

# Superior Township
## Cash and Investment Summary
## 3/31/2026

| Fund # | Fund Description | Daily Operating Cash | | Other | | T-Bills | T-Bill Inter./Divi. 1/26 - 3/26 | J-Funds | J-Fund Interest 1/26 - 3/26 | Michigan Class | Michigan Class Interest 1/26-3/26 | Total Cash & Investments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | General Fund | $ 479,404.17 | | $ 47,662.52 | * | | | $ 27,590.24 | $ 241.90 | $ 556,428.54 | $ 2,807.88 | 1,114,135.25 |
| 203 | Side Street Maintenance | 361.74 | | | | | | | | | | 361.74 |
| 211 | Legal Defense | 25,787.52 | | | | | | | | 152,965.41 | 1,436.44 | 180,189.37 |
| 219 | Street Light Fund | 8,777.16 | | | | | | | | 7,630.11 | 210.21 | 16,617.48 |
| 249 | Building Fund | 85,178.57 | | 100.00 | @ | | | | | 1,023,295.79 | 9,609.34 | 1,118,183.70 |
| 266 | Law Fund | 217,064.33 | | | | | | | | 6,696,194.02 | 52,449.62 | 6,965,707.97 |
| 464 | ARPA | 36,855.20 | | | | | | | | 714,327.49 | 6,707.86 | 757,890.55 |
| 508 | Parks Fund | 67,275.12 | | | | | | | | 459,798.47 | 4,429.42 | 531,503.01 |
| | Subtotals | $ 920,703.81 | √√ | $ 47,762.52 | | $ - | $ - | $ 27,590.24 | $ 241.90 | $ 9,610,639.83 | $ 77,650.77 | $ 10,684,589.07 |
| 206 | Fire Fund | 214,281.62 | | | | 2,696.58 | 23.99 | 1,188,005.20 | 10,414.99 | 2,561,480.35 | 13,909.33 | 3,990,812.06 |
| 592 | Utility Department | 518,969.38 | | $ 80,154.87 | # | 511,054.36 | 4,533.77 | | | 2,120,897.11 | 20,686.34 | 3,256,295.83 |
| 701 | Trust and Agency Fund | 109,747.39 | | | | | | | | 738,496.94 | 7,265.22 | 855,509.55 |
| 751 | Payroll Fund | 233,660.94 | | | | | | | | | | 233,660.94 |
| | Subtotals | $ 1,076,659.33 | | $ 80,154.87 | | $ 513,750.94 | $ 4,557.76 | $ 1,188,005.20 | $ 10,414.99 | 5,420,874.40 | 41,860.89 | $ 8,336,278.38 |
| | Subtotals | 1,997,363.14 | | 127,917.39 | | 513,750.94 | 4,557.76 | 1,215,595.44 | 10,656.89 | 15,031,514 | 119,511.66 | 19,020,867.45 |
| No fund | Tax Checking + | 31,342.17 | | | | | | | | 129,000.00 | 18,042.84 | 178,385.01 |
| | **Total Cash & Investments** | **$ 2,028,705.31** | | **$ 127,917.39** | | **$ 513,750.94** | **$ 4,557.76** | **$ 1,215,595.44** | **$ 10,656.89** | **$ 15,160,514.23** | **$ 137,554.50** | **$ 19,199,252.46** |

| | | | | | |
|---|---|---|---|---|---|
| Petty Cash | $ 100.00 | √ | | | |
| Register/Drawer Cash | 500.00 | √ | $ 513,750.94 | 4,557.76 | |
| Geddes Road | 12,656.12 | √ | 4,557.76 | 10,656.89 | |
| Fire Withholding Insurance | 9,642.32 | √ | 1,215,595.44 | 137,554.50 | |
| Credit Card | 5,336.75 | √ | 10,656.89 | 152,769.15 | Interest Earned YTD |
| Accrued Absences | 19,427.33 | √ | 15,298,068.73 | | |
| ARPA | | | | | |
| | $ 47,662.52 | * | $ 17,042,629.76 | Current Funds Invested | |
| Petty Cash | $ 100.00 | @ | | | |
| Capital Reserves | $ 80,154.87 | # | | | |

## Custom Account Statement Michigan CLASS

| Entity Name | Investor ID | Report Period | Start Date | End Date | Average Yield for the Period |
|---|---|---|---|---|---|
| Superior Charter Township | MI-01-0220 | | 1/1/2026 | 3/31/2026 | 3.7910% |

| Account Number | Account Name | Beginning Balance | Contributions | Withdrawals | Ending Balance | Income Earned for Period |
|---|---|---|---|---|---|---|
| MI-01-0220-0001 | LAW FUND | 4,746,194.03 | 1,950,000.00 | 0.00 | 6,748,643.64 | 52,449.61 |
| MI-01-0220-0002 | GENERAL FUND | 256,428.54 | 300,000.00 | 0.00 | 559,236.42 | 2,807.88 |
| MI-01-0220-0003 | FIRE FUND | 711,480.35 | 1,850,000.00 | 0.00 | 2,575,389.68 | 13,909.33 |
| MI-01-0220-0006 | ARPA | 714,327.49 | 0.00 | 0.00 | 721,035.35 | 6,707.86 |
| MI-01-0220-0007 | Building | 1,023,295.79 | 0.00 | 0.00 | 1,032,905.03 | 9,609.24 |
| MI-01-0220-0008 | Parks | 509,798.47 | 0.00 | 50,000.00 | 464,227.89 | 4,429.42 |
| MI-01-0220-0009 | Utilities-5529 | 18,706.88 | 400,000.00 | 200,000.00 | 220,334.77 | 1,627.89 |
| MI-01-0220-0010 | Utilities Reserves-8234 | 209,577.30 | 85,000.00 | 172,000.00 | 124,924.34 | 2,347.04 |
| MI-01-0220-0011 | Legal Defense Fund | 152,965.41 | 0.00 | 0.00 | 154,401.85 | 1,436.44 |
| MI-01-0220-0012 | Superior Charter Township Utilities-5151 | 1,779,612.93 | 0.00 | 0.00 | 1,796,324.34 | 16,711.41 |
| MI-01-0220-0013 | Street Light Fund | 31,130.11 | 0.00 | 23,500.00 | 7,840.32 | 210.21 |
| MI-01-0220-0014 | Trust and Agency | 763,496.94 | 50,000.00 | 75,000.00 | 745,762.16 | 7,265.22 |
| MI-01-0220-0015 | Tax Account | 997,722.21 | 7,715,000.00 | 8,583,722.21 | 147,042.84 | 18,042.84 |
| | **Total** | 11,914,736.45 | 12,350,000.00 | 9,104,222.21 | 15,298,068.63 | 137,554.39 |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***General Fund #101***

| | ***Financial Institutions*** | ***Type of Account*** | ***Interest Rate*** | | | ***Maturity Date*** | ***Comments*** |
|---|---|---|---|---|---|---|---|
| | ***JP Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank Acct Gen Fund | Comm Checking | | $ | 883,848.61 | | Liquid |
| **0002** | **Michigan Class Sweep Account** | | | | 256,428.54 | | Investment |
| | Contributions | | | | 300,000.00 | | |
| | Interest Earned | | 3.7910% | | 2,807.88 | | |
| | | | | $ | 559,236.42 | | |
| | ***Comerica Bank*** | | | | | | |
| **5286** | Reserve Accrued Absences | Comm Checking | | | 19,427.33 | | Liquid |
| **9108** | Credit Card Account | Comm Checking | | | 5,336.75 | | Liquid |
| **6074** | Geddes Road Fund | J-Fund | | | 27,832.14 | | Investment |
| | ***Huntington*** | | | | | | |
| **768** | Geddes Road Fund | Business | | | 12,656.12 | | Liquid |
| **6873** | Fire Insurance Withholding | Public Funds | | | 9,642.32 | | Liquid |
| **4758** | ARPA - Operating Checking | Checking | 1.004% | $ | 36,855.20 | | Liquid |
| 0006 | **ARPA - Michigan Class Sweep Account** | | | | 714,327.49 | | Investment |
| | Interest Earned | | 3.7910% | | 6,707.86 | | |
| | | | | | 721,035.35 | | |
| | Petty Cash | | | | 100.00 | | Liquid |
| | Register Drawer Cash | | | | 500.00 | | Liquid |
| | **Balance @ 3/31/2026** | | | $ | 2,276,470.24 | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Side Street Maintenance #203***

| | ***Financial Institution*** | ***Type of Account*** | ***Interest Rate*** | | | ***Maturity Date*** | ***Comments*** |
|---|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank Account<br>Side Street Maintenance<br>Oakbrook & Washington Square | Comm Checking | | $ | 361.74 | | Liquid |
| | **Balance @ 3/31/2026** | | | **$** | **361.74** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## *Legal Defense Fund #211*

| | *Financial Institution* | *Type of Account* | *Interest Rate* | | *Maturity Date* | *Comments* |
|---|---|---|---|---|---|---|
| | ***JP Morgan Chase Bank*** | | | | | |
| **5503** | General Bank Account | Comm Checking | | $ 25,787.52 | | Liquid |
| **0011** | **Michigan Class Sweep Account** | | | 152,965.41 | | Investment |
| | Interest Earned | | 3.7910% | 1,436.44 | | |
| | | | | 154,401.85 | | |
| | **Balance @ 3/31/2026** | | | **$ 180,189.37** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Street Light Fund #219***

| | ***Financial Institution*** | ***Type of Account*** | ***Interest Rate*** | | | ***Dates*** | ***Comments*** |
|---|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank Account | Comm Checking | | $ | 8,777.16 | | Liquid |
| **0013** | **Michigan Class Sweep Account** | | | | 31,130.11 | | Investment |
| | Interest Earned | | 3.7910% | | 210.21 | | |
| | Windrawals | | | | (23,500.00) | | |
| | | | | | 7,840.32 | | |
| | | | | **$** | **16,617.48** | | |
| | **Balance @ 3/31/2026** | | | | | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Building Fund #249***

| | ***Financial Institution*** | ***Type of Account*** | ***Interest Rate*** | | ***Dates*** | ***Comments*** |
|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | |
| **5503** | General Bank - Daily Operating | Comm Checking | | 85,178.57 | | Liquid |
| **0007** | **Michigan Class Sweep Account** | | | 1,023,295.79 | | Investment |
| | Interest Earned | | 3.7910% | 9,609.34 | | |
| | | | | 1,032,905.13 | | |
| | Petty Cash | | | 100.00 | | |
| | **Balance @ 3/31/2026** | | | $ 1,118,183.70 | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Law Fund #266***

| | ***Financial Institutions*** | ***Type of Account*** | ***Interest Rate*** | | | ***Maturity Date*** | ***Comments*** |
|---|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank Account | Comm Checking | | $ | 217,064.33 | | Liquid |
| | Law Fund | | | | | | |
| | **Michigan Class Sweep Account** | | | | 4,746,194.02 | | Investment |
| | Contributions | | | | 1,950,000.00 | | |
| | Interest Earned | | 3.7910% | | 52,449.62 | | |
| | | | | | 6,748,643.64 | | |
| | **Balance @ 3/31/2026** | | | **$** | **6,965,707.97** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Parks Fund #508***

| | *Financial Institutions* | *Type of Account* | *Interest Rate* | | | *Maturity Date* | *Comments* |
|---|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank - Daily Operating | Comm Checking | | $ | 67,275.12 | | Liquid |
| **0008** | **Michigan Class Sweep Account** | | | | 509,798.47 | 4/30/2025 | |
| | Interest Earned | | 3.7910% | | 4,429.42 | | |
| | Withdrawals | | | | (50,000.00) | | |
| | | | | | 464,227.89 | | |
| | **Balance @ 3/31/2026** | | | **$** | **531,503.01** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## *Fire Fund #206*

| | *Financial Institutions* | *Type of Account* | *Interest Rate* | | *Dates* | *Comments* |
|---|---|---|---|---|---|---|
| | ***Huntington*** | | | | | |
| **6014** | Daily Operating | Hybrid Checking | | $ 214,281.62 | | Liquid |
| **4740** | Government T-Bills | T-Bill | | 2,720.57 | | Liquid |
| | ***Comerica Bank*** | | | | | |
| **5588** | Fire Fund Daily Operating | * J-Fund | | 698,265.36 | | Liquid |
| **5587** | Fire Accrued Absences (RES) | * J-Fund | | 500,154.83 | | Liquid |
| **0003** | **Michigan Class Sweep Account** | | | 711,480.35 | | Investment |
| | **Contributions** | | | 1,850,000.00 | | |
| | Interest Earned | | 3.7910% | 13,909.33 | | |
| | | | | 2,575,389.68 | | |
| | **Balance @ 3/31/2026** | | | **$ 3,990,812.06** | | |

*Treasurer's Investment Report*
*Superior Township Treasurer, Lisa A. Lewis*

**March 31, 2026**

*First - Safety*
*Second - Liquidity*
*Third - Yield*

## *Utility Department #592*

| | *Financial Institutions* | *Type of Account* | *Interest Rate* | | *Dates* | *Comments* |
|---|---|---|---|---|---|---|
| | **Huntington Bank** | | | | | |
| **5151** | Government T-Bills | T-Bill | | 515,588.13 | | Liquid |
| **0012** | **Michigan Class Sweep Account - 5151** | | | 1,779,612.93 | | Investment |
| | Interest Earned | | 3.7910% | 16,711.41 | | |
| | | | | 1,796,324.34 | | |
| | ***JP Morgan Chase Bank*** | | | | | |
| **8234** | Capital Reserve | Comm Checking | | 80,154.87 | | Liquid |
| **0010** | **Michigan Class Sweep Account - 8234** | | | 209,577.30 | | Investment |
| | Contributions | | | 85,000.00 | | |
| | Interest Earned | | 3.7910% | 2,347.04 | | |
| | Withdrawals | | | (172,000.00) | | |
| | | | | 124,924.34 | | |
| **5529** | Operating & Maintenance | Comm Checking | | 518,869.38 | | Liquid |
| **0009** | **Michigan Class Sweep Account - 5529** | | | 18,706.88 | | Investment |
| | Contributions | | | 400,000.00 | | |
| | Interest Earned | | 3.7910% | 1,627.89 | | |
| | **Withdrawals** | | | (200,000.00) | | |
| | | | | 220,334.77 | | |
| | Petty Cash | | | 100.00 | | |
| | **Balance @ 3/31/2026** | | | $ 3,256,295.83 | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## *Trust and Agency Escrow Fund #701*

| | *Financial Institution* | *Type of Account* | | | | *Dates* | *Comment* |
|---|---|---|---|---|---|---|---|
| | ***J P Morgan Chase Bank*** | | | | | | |
| **5503** | General Bank Account | Comm Checking | | $ | 109,747.39 | | Liquid |
| **0014** | **Michigan Class Sweep Account** | | | | 763,496.94 | | Investment |
| | Contributions | | | | 50,000.00 | | |
| | Interest Earned | | 3.7910% | | 7,265.22 | | |
| | Withdrawals | | | | (75,000.00) | | |
| | | | | | 745,762.16 | | |
| | **Balance @ 3/31/2026** | | | **$** | **855,509.55** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

***Payroll Account #704***

| *Financial Institution* | *Type of Account* | | *Dates* | *Comments* |
|---|---|---|---|---|
| ***Huntington*** | | | | |
| Payroll | Comm Checking | $ 233,660.94 | | Liquid |
| **Balance @ 3/31/2026** | | **$ 233,660.94** | | |

***Treasurer's Investment Report*** **March 31, 2026**
***Superior Township Treasurer, Lisa A. Lewis***

***First - Safety***
***Second - Liquidity***
***Third - Yield***

## ***Tax Checking***

| | ***Financial Institution*** | ***Type of Account*** | ***Interest Rate*** | | | ***Dates*** | ***Comments*** |
|---|---|---|---|---|---|---|---|
| | **JPMorgan Chase Bank** | | | | | | |
| **5560** | Tax Collection Fund | Comm Checking | | $ | 31,342.17 | | Liquid |
| **0015** | **Michigan Class Sweep Account - 5529** | | | | 129,000.00 | | |
| | Interest Earned | | 3.7910% | | 18,042.84 | | |
| | Interest transferred to General Fund | | | | | | |
| | | | | | 147,042.84 | | |
| | **Balance @ 3/31/2026** | | | | **$ 178,385.01** | | |

Fund 101 GENERAL

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 101-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 714,173.32 | 479,404.17 |
| 101-000-001.002 | HUNT 0768 CHK - DIXBORO SCHOOL HOUSE | 12,520.41 | 12,656.12 |
| 101-000-001.003 | HUNT 6873 HYB - FIRE INSURANCE WITHHOLD | 9,657.32 | 9,642.32 |
| 101-000-001.004 | COMERICA 9108 CHKG - CREDIT CARDS | 6,107.56 | 5,336.75 |
| 101-000-001.005 | COMERICA 5286 CHKG - ACCRUED ABSENCES | 19,427.33 | 19,427.33 |
| 101-000-001.009 | HUNT 4758 CHK - ARPA | 0.00 | 36,855.20 |
| 101-000-002.002 | COMERICA 6074 JFUND DIXBORO SCHOOL HOUSE | 26,766.18 | 27,832.14 |
| 101-000-004.001 | PETTY CASH | 100.00 | 100.00 |
| 101-000-004.002 | REGISTER DRAWER CASH | 300.00 | 500.00 |
| 101-000-009.000 | MICHIGAN CLASS -0002 | 0.00 | 559,236.42 |
| 101-000-009.001 | MICHIGAN CLASS -0006 ARPA | 0.00 | 721,035.35 |
| Cash | | 789,052.12 | 1,872,025.80 |
| Accounts Receivable | | | |
| 101-000-020.001 | A/R - TAXROLL REVENUE | 28,186.43 | 13,984.31 |
| 101-000-040.001 | A/R - CABLE FEES AT&T AND COMCAST | 180,000.00 | 0.00 |
| 101-000-040.002 | A/R - OTHER | 228,487.14 | 140,050.16 |
| 101-000-078.001 | A/R - STATE OF MICHIGAN | 30,000.00 | 0.00 |
| 101-000-078.003 | A/R - STATE OF MICHIGAN EVIP | 54,515.00 | 0.00 |
| 101-000-089.001 | A/R - HCSP FORFEITURE RECEIVABLE | 41,553.00 | 9,004.50 |
| Accounts Receivable | | 562,741.57 | 163,038.97 |
| Fixed Assets | | | |
| 101-000-188.000 | LEASE RECEIVABLE - LONG TERM | 366,724.00 | 0.00 |
| Fixed Assets | | 366,724.00 | 0.00 |
| Other Assets | | | |
| 101-000-056.000 | A/R - ACCRUED INCOME | 93.65 | 82.04 |
| 101-000-062.000 | LEASE RECEIVABLE - CURRENT | 13,837.00 | 0.00 |
| 101-000-123.000 | PRE-PAID EXPENSES MISC. | 352.62 | 728.68 |
| 101-000-123.050 | PREPAID INSURANCE | 29,854.96 | 55,723.63 |
| Other Assets | | 44,138.23 | 56,534.35 |
| Due From Other Funds | | | |
| 101-000-084.203 | DUE FROM SIDE STREET MAINTENANCE | 0.00 | 14,000.00 |
| 101-000-084.206 | DUE FROM FIRE FUND | 12,350.00 | 222,535.99 |
| 101-000-084.249 | DUE FROM BUILDING FUND | 1,210.07 | 82,346.34 |
| 101-000-084.266 | DUE FROM LAW FUND | 0.00 | 213,428.00 |
| 101-000-084.508 | DUE FROM PARK FUND | 19.30 | 59.84 |
| 101-000-084.592 | DUE FROM UTIL | 1,278.40 | 106,778.20 |
| 101-000-084.701 | DUE FROM TRUST & AGENCY | 3,312.00 | 0.00 |
| 101-000-084.704 | DUE FROM PAYROLL FUND | 4,937.79 | 203,923.14 |
| Due From Other Funds | | 23,107.56 | 843,071.51 |
| **Total Assets** | | **1,785,763.48** | **2,934,670.63** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 101-000-202.000 | A/P - VENDORS | 78,871.88 | 260,090.94 |
| 101-000-202.200 | A/P - CREDIT CARD ACCOUNT | 5,025.86 | 557.89 |
| Accounts Payable | | 83,897.74 | 260,648.83 |
| Liabilities-ST | | | |
| 101-000-237.000 | DUE TO OTHERS | 11,189.28 | 0.00 |
| 101-000-237.001 | FIRE INSURANCE WITHHOLD PROGRAM | 9,500.00 | 9,500.00 |
| 101-000-257.000 | ACCURED WAGES PAYABLE | 40,157.00 | 13,595.41 |
| 101-000-258.001 | ACCRUED TAXES PAYABLE | 0.00 | 2,184.68 |
| 101-000-260.000 | ACCRUED PTO | 3,333.00 | 0.00 |

Fund 101 GENERAL

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Liabilities *** | | | |
| Liabilities-ST | | 64,179.28 | 25,280.09 |
| Liabilities-LT (under 1 year) | | | |
| 101-000-360.000 | DEFERRED REVENUE | 0.00 | 763,005.95 |
| Liabilities-LT (under 1 year) | | 0.00 | 763,005.95 |
| Liabilities-LT (over 1 year) | | | |
| 101-000-361.000 | DEFERRED INFLOW - LEASES | 363,316.00 | 0.00 |
| 101-000-362.000 | DEFERRED INFLOW - UNAVAILABLE REVENUE | 0.00 | 6,050.16 |
| Liabilities-LT (over 1 year) | | 363,316.00 | 6,050.16 |
| Due To Other Funds | | | |
| 101-000-214.206 | DUE TO FIRE FUND | 0.00 | 1,086.75 |
| 101-000-214.592 | DUE TO UTILITY FUND | 0.00 | 409.69 |
| 101-000-214.701 | DUE TO TRUST AND AGENCY | 79.86 | (1,062.00) |
| 101-000-214.704 | DUE TO PAYROLL FUND | 10,794.18 | (17.00) |
| Due To Other Funds | | 10,874.04 | 417.44 |
| **Total Liabilities** | | **522,267.06** | **1,055,402.47** |
| *** Fund Balance *** | | | |
| Unassigned | | | |
| 101-000-380.000 | FUND BALANCE - COMMITTED FOR ARPA PROJ | 0.00 | 683,836.32 |
| 101-000-390.000 | FUND BALANCE - UNDESIGNATED | 524,172.41 | (80,538.67) |
| Unassigned | | 524,172.41 | 603,297.65 |
| Assigned | | | |
| 101-000-385.001 | FUND BALANCE - DIXBORO SCHOOL HOUSE | 38,966.28 | 40,220.21 |
| 101-000-385.002 | FUND BALANCE - NM TRAILS MAINT. | 30,193.74 | 9,891.80 |
| 101-000-385.003 | FUND BALANCE - RIGHT OF WAY | 26,915.76 | 38,571.64 |
| 101-000-385.004 | FUND BALANCE - ACCRUED ABSENCES | 71,733.11 | 0.00 |
| 101-000-385.005 | FUND BALANCE - TREE PRESERVATION FUND | 241,425.00 | 241,425.00 |
| Assigned | | 409,233.89 | 330,108.65 |
| Committed | | | |
| Committed | | 0.00 | 0.00 |
| **Total Fund Balance** | | **933,406.30** | **933,406.30** |
| **Beginning Fund Balance** | | **933,406.30** | **933,406.30** |
| **Net of Revenues VS Expenditures - 2025** | | | **1,136,505.62** |
| ***2025 End FB/2026 Beg FB** | | **2,069,911.92** | |
| **Net of Revenues VS Expenditures - Current Year** | | **330,090.12** | **(190,643.76)** |
| **Ending Fund Balance** | | **1,263,496.42** | **1,879,268.16** |
| **Total Liabilities And Fund Balance** | | **1,785,763.48** | **2,934,670.63** |

* Year Not Closed

Fund 203 SIDE STREET MAINTENANCE

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | *** Assets *** | | |
| | Cash | | |
| 203-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 12,822.50 | 361.74 |
| | Cash | 12,822.50 | 361.74 |
| | Accounts Receivable | | |
| 203-000-020.000 | A/R - TAXROLL REVENUE | 25,436.00 | 51,937.73 |
| | Accounts Receivable | 25,436.00 | 51,937.73 |
| | **Total Assets** | **38,258.50** | **52,299.47** |
| | *** Liabilities *** | | |
| | Accounts Payable | | |
| | Accounts Payable | 0.00 | 0.00 |
| | Liabilities-LT (under 1 year) | | |
| 203-000-360.000 | DEFERRED REVENUE | 0.00 | 26,501.73 |
| | Liabilities-LT (under 1 year) | 0.00 | 26,501.73 |
| | Due To Other Funds | | |
| 203-000-214.101 | DUE TO GENERAL FUND | 0.00 | 14,000.00 |
| | Due To Other Funds | 0.00 | 14,000.00 |
| | **Total Liabilities** | **0.00** | **40,501.73** |
| | *** Fund Balance *** | | |
| | Unassigned | | |
| 203-000-390.000 | FUND BALANCE - UNDESIGNATED | 12,822.50 | 12,822.50 |
| | Unassigned | 12,822.50 | 12,822.50 |
| | **Total Fund Balance** | **12,822.50** | **12,822.50** |
| | **Beginning Fund Balance** | **12,822.50** | **12,822.50** |
| | **Net of Revenues VS Expenditures - 2025** | | **(1,028.02)** |
| | ***2025 End FB/2026 Beg FB** | **11,794.48** | |
| | **Net of Revenues VS Expenditures - Current Year** | **25,436.00** | **3.26** |
| | **Ending Fund Balance** | **38,258.50** | **11,797.74** |
| | **Total Liabilities And Fund Balance** | **38,258.50** | **52,299.47** |

* Year Not Closed

Fund 206 FIRE OPERATING FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 206-000-001.001 | HUNT 6014 - DAILY OPERATING CHECKING | 2,494,040.43 | 214,281.62 |
| 206-000-002.001 | COMERICA 5587 J-FUND - ACCRUED ABSENCES | 481,001.88 | 500,154.83 |
| 206-000-002.002 | COMERICA 5588 J-FUND - DAILY OPERATING | 671,525.77 | 698,265.36 |
| 206-000-009.000 | MICHIGAN CLASS - 0003 | 225,027.14 | 2,575,389.68 |
| 206-000-017.001 | HUNT 4740 - GOVERNMENT T-BILLS | 2,615.44 | 2,720.57 |
| 206-000-017.002 | COMERICA - GOVERNMENT T-BILLS | 305,298.25 | 0.00 |
| Cash | | 4,179,508.91 | 3,990,812.06 |
| Accounts Receivable | | | |
| 206-000-020.000 | A/R - TAXROLL REVENUE | 123,492.38 | 224,628.49 |
| 206-000-089.001 | A/R - HCSP FORFEITURE RECEIVABLE | 2,119.00 | 0.00 |
| Accounts Receivable | | 125,611.38 | 224,628.49 |
| Other Assets | | | |
| 206-000-056.000 | A/R - ACCRUED INCOME | 4,033.97 | 3,532.82 |
| 206-000-123.000 | PRE-PAID EXPENSES MISC. | 385.20 | 7,683.81 |
| 206-000-123.050 | PREPAID INSURANCE | 66,970.61 | 113,970.51 |
| 206-000-126.000 | UNREALIZED GAINS/LOSSES | 43,833.48 | 0.00 |
| Other Assets | | 115,223.26 | 125,187.14 |
| Due From Other Funds | | | |
| Due From Other Funds | | 0.00 | 0.00 |
| **Total Assets** | | **4,420,343.55** | **4,340,627.69** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 206-000-202.000 | A/P - VENDORS | 21,460.86 | 54,153.80 |
| Accounts Payable | | 21,460.86 | 54,153.80 |
| Liabilities-ST | | | |
| 206-000-257.000 | ACCURED WAGES PAYABLE | 74,747.00 | 22,931.88 |
| 206-000-258.001 | ACCRUED TAXES PAYABLE | 0.00 | 5,402.16 |
| 206-000-260.000 | ACCRUED PTO | 28,503.00 | 0.00 |
| Liabilities-ST | | 103,250.00 | 28,334.04 |
| Liabilities-LT (under 1 year) | | | |
| Liabilities-LT (under 1 year) | | 0.00 | 0.00 |
| Liabilities-LT (over 1 year) | | | |
| 206-000-339.000 | DEFERRED REVENUE | 0.00 | 3,342,723.45 |
| Liabilities-LT (over 1 year) | | 0.00 | 3,342,723.45 |
| Due To Other Funds | | | |
| 206-000-214.101 | DUE TO GENERAL FUND | 12,350.00 | 222,005.33 |
| 206-000-214.704 | DUE TO PAYROLL FUND | 29,459.65 | (59.50) |
| Due To Other Funds | | 41,809.65 | 221,945.83 |
| **Total Liabilities** | | **166,520.51** | **3,647,157.12** |
| *** Fund Balance *** | | | |
| Unassigned | | | |

Fund 206 FIRE OPERATING FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Fund Balance *** | | | |
| 206-000-390.000 | FUND BALANCE - UNDESIGNATED | 839,835.49 | 1,381,300.03 |
| Unassigned | | 839,835.49 | 1,381,300.03 |
| Assigned | | | |
| 206-000-385.000 | FUND BALANCE - BUILDING RESERVE | 471,875.84 | 471,875.84 |
| 206-000-385.001 | FUND BALANCE - TRUCK RESERVE | 12,084.19 | 12,084.19 |
| 206-000-385.002 | FUND BALANCE - ACCRUED ABSENCES | 541,464.54 | 0.00 |
| 206-000-385.003 | FUND BALANCE - BOND PAYMENT RESERVE | 123,160.30 | 123,160.30 |
| Assigned | | 1,148,584.87 | 607,120.33 |
| **Total Fund Balance** | | **1,988,420.36** | **1,988,420.36** |
| **Beginning Fund Balance** | | **1,988,420.36** | **1,988,420.36** |
| **Net of Revenues VS Expenditures - 2025** | | | **(164,301.13)** |
| ***2025 End FB/2026 Beg FB** | | **1,824,119.23** | |
| **Net of Revenues VS Expenditures - Current Year** | | **2,265,402.68** | **(1,130,648.66)** |
| **Ending Fund Balance** | | **4,253,823.04** | **693,470.57** |
| **Total Liabilities And Fund Balance** | | **4,420,343.55** | **4,340,627.69** |

* Year Not Closed

Fund 211 LEGAL DEFENSE FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 211-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 176,288.98 | 25,787.52 |
| 211-000-009.000 | MICHIGAN CLASS - 0011 | 0.00 | 154,401.85 |
| Cash | | 176,288.98 | 180,189.37 |
| Other Assets | | | |
| Other Assets | | 0.00 | 0.00 |
| **Total Assets** | | **176,288.98** | **180,189.37** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| Accounts Payable | | 0.00 | 0.00 |
| Other Liabilities | | | |
| Other Liabilities | | 0.00 | 0.00 |
| Due To Other Funds | | | |
| Due To Other Funds | | 0.00 | 0.00 |
| **Total Liabilities** | | **0.00** | **0.00** |
| *** Fund Balance *** | | | |
| Unassigned | | | |
| 211-000-390.000 | FUND BALANCE - UNDESIGNATED | 177,538.98 | 177,538.98 |
| Unassigned | | 177,538.98 | 177,538.98 |
| **Total Fund Balance** | | **177,538.98** | **177,538.98** |
| **Beginning Fund Balance** | | **177,538.98** | **177,538.98** |
| **Net of Revenues VS Expenditures - 2025** | | | **1,573.24** |
| ***2025 End FB/2026 Beg FB** | | **179,112.22** | |
| **Net of Revenues VS Expenditures - Current Year** | | **(1,250.00)** | **1,077.15** |
| **Ending Fund Balance** | | **176,288.98** | **180,189.37** |
| **Total Liabilities And Fund Balance** | | **176,288.98** | **180,189.37** |

* Year Not Closed

Fund 219 STREET LIGHT FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | *** Assets *** | | |
| | Cash | | |
| 219-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 9,876.00 | 8,777.16 |
| 219-000-009.000 | MICHIGAN CLASS -0013 | 0.00 | 7,840.32 |
| | Cash | 9,876.00 | 16,617.48 |
| | Accounts Receivable | | |
| 219-000-020.000 | A/R - TAXROLL REVENUE | 94,150.63 | 89,743.01 |
| | Accounts Receivable | 94,150.63 | 89,743.01 |
| | Other Assets | | |
| | Other Assets | 0.00 | 0.00 |
| | Due From Other Funds | | |
| | Due From Other Funds | 0.00 | 0.00 |
| | **Total Assets** | **104,026.63** | **106,360.49** |
| | *** Liabilities *** | | |
| | Accounts Payable | | |
| 219-000-202.000 | A/P - VENDORS | 8,277.41 | 8,734.70 |
| | Accounts Payable | 8,277.41 | 8,734.70 |
| | Liabilities-LT (under 1 year) | | |
| | Liabilities-LT (under 1 year) | 0.00 | 0.00 |
| | Due To Other Funds | | |
| | Due To Other Funds | 0.00 | 0.00 |
| | **Total Liabilities** | **8,277.41** | **8,734.70** |
| | *** Fund Balance *** | | |
| | Unassigned | | |
| 219-000-390.000 | FUND BALANCE - UNDESIGNATED | 120,812.99 | 120,812.99 |
| | Unassigned | 120,812.99 | 120,812.99 |
| | **Total Fund Balance** | **120,812.99** | **120,812.99** |
| | **Beginning Fund Balance** | **120,812.99** | **120,812.99** |
| | **Net of Revenues VS Expenditures - 2025** | | **2,010.90** |
| | ***2025 End FB/2026 Beg FB** | **122,823.89** | |
| | **Net of Revenues VS Expenditures - Current Year** | **(25,063.77)** | **(25,198.10)** |
| | **Ending Fund Balance** | **95,749.22** | **97,625.79** |
| | **Total Liabilities And Fund Balance** | **104,026.63** | **106,360.49** |

* Year Not Closed

Fund 249 BUILDING

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 249-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 539,309.43 | 85,178.57 |
| 249-000-004.001 | PETTY CASH | 100.00 | 100.00 |
| 249-000-009.000 | MICHIGAN CLASS - 0007 | 0.00 | 1,032,905.13 |
| 249-000-017.001 | CHASE 5503 - GOVERNMENT T-BILLS | 232,858.82 | 0.00 |
| 249-000-017.002 | COMERICA - GOVERNMENT T-BILLS | 131,876.11 | 0.00 |
| Cash | | 904,144.36 | 1,118,183.70 |
| Accounts Receivable | | | |
| Accounts Receivable | | 0.00 | 0.00 |
| Other Assets | | | |
| 249-000-123.050 | PREPAID INSURANCE | 797.59 | 2,223.06 |
| 249-000-126.000 | UNREALIZED GAINS/LOSSES | 49,910.44 | 0.00 |
| Other Assets | | 50,708.03 | 2,223.06 |
| Due From Other Funds | | | |
| 249-000-084.701 | DUE FROM TRUST & AGENCY | 400.00 | 0.00 |
| Due From Other Funds | | 400.00 | 0.00 |
| **Total Assets** | | **955,252.39** | **1,120,406.76** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 249-000-202.000 | A/P - VENDORS | 1,348.62 | 2,304.53 |
| Accounts Payable | | 1,348.62 | 2,304.53 |
| Liabilities-ST | | | |
| 249-000-257.000 | ACCURED WAGES PAYABLE | 8,228.00 | 2,159.10 |
| 249-000-258.001 | ACCRUED TAXES PAYABLE | 0.00 | 420.30 |
| 249-000-260.000 | ACCRUED PTO | 301.00 | 0.00 |
| Liabilities-ST | | 8,529.00 | 2,579.40 |
| Due To Other Funds | | | |
| 249-000-214.101 | DUE TO GENERAL FUND | 1,210.07 | 82,346.34 |
| 249-000-214.704 | DUE TO PAYROLL FUND | 2,517.23 | (4.25) |
| Due To Other Funds | | 3,727.30 | 82,342.09 |
| **Total Liabilities** | | **13,604.92** | **87,226.02** |
| *** Fund Balance *** | | | |
| Unassigned | | | |
| 249-000-390.000 | FUND BALANCE - UNDESIGNATED | 915,527.56 | 924,243.58 |
| Unassigned | | 915,527.56 | 924,243.58 |
| Assigned | | | |
| 249-000-385.000 | FUND BALANCE - ACCRUED ABSENCES | 8,716.02 | 0.00 |
| Assigned | | 8,716.02 | 0.00 |
| **Total Fund Balance** | | **924,243.58** | **924,243.58** |
| **Beginning Fund Balance** | | **924,243.58** | **924,243.58** |

Fund 249 BUILDING

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | **Net of Revenues VS Expenditures - 2025** | | **110,426.09** |
| | ***2025 End FB/2026 Beg FB** | **1,034,669.67** | |
| | **Net of Revenues VS Expenditures - Current Year** | **17,403.89** | **(1,488.93)** |
| | **Ending Fund Balance** | **941,647.47** | **1,033,180.74** |
| | **Total Liabilities And Fund Balance** | **955,252.39** | **1,120,406.76** |

* Year Not Closed

Fund 266 LAW ENFORCEMENT FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 266-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 2,008,883.72 | 217,064.33 |
| 266-000-009.000 | MICHIGAN CLASS - 0001 | 0.00 | 6,748,643.64 |
| 266-000-017.001 | CHASE 5503 - GOVERNMENT T-BILLS | 3,096,232.22 | 0.00 |
| 266-000-017.002 | COMERICA - GOVERNMENT T-BILLS | 174,196.07 | 0.00 |
| | Cash | 5,279,312.01 | 6,965,707.97 |
| Accounts Receivable | | | |
| 266-000-020.000 | A/R - TAXROLL REVENUE | 103,722.26 | 175,869.93 |
| 266-000-040.000 | ACCOUNTS RECEIVABLE | 0.00 | 72,386.60 |
| 266-000-040.002 | A/R - SYCAMORE REG PATROLS | 120,023.96 | 197,696.48 |
| 266-000-040.003 | A/R - DANBURY REG PATROLS | 0.00 | 54,088.23 |
| | Accounts Receivable | 223,746.22 | 500,041.24 |
| Other Assets | | | |
| 266-000-123.050 | PREPAID INSURANCE | 2,700.00 | 2,700.00 |
| 266-000-126.000 | UNREALIZED GAINS/LOSSES | 268,183.34 | 0.00 |
| | Other Assets | 270,883.34 | 2,700.00 |
| Due From Other Funds | | | |
| | Due From Other Funds | 0.00 | 0.00 |
| | **Total Assets** | **5,773,941.57** | **7,468,449.21** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 266-000-202.000 | A/P - VENDORS | 3,064.55 | 152,692.88 |
| | Accounts Payable | 3,064.55 | 152,692.88 |
| Liabilities-ST | | | |
| | Liabilities-ST | 0.00 | 0.00 |
| Liabilities-LT (over 1 year) | | | |
| 266-000-339.000 | DEFERRED REVENUE | 0.00 | 2,626,372.52 |
| 266-000-362.000 | DEFERRED INFLOW - UNAVAILABLE REVENUE | 0.00 | 228,604.04 |
| | Liabilities-LT (over 1 year) | 0.00 | 2,854,976.56 |
| Due To Other Funds | | | |
| 266-000-214.101 | DUE TO GENERAL FUND | 0.00 | 211,673.00 |
| 266-000-283.000 | DUE TO BUILDING FUND | 0.00 | 65.00 |
| | Due To Other Funds | 0.00 | 211,738.00 |
| | **Total Liabilities** | **3,064.55** | **3,219,407.44** |
| *** Fund Balance *** | | | |
| Unassigned | | | |
| 266-000-390.000 | FUND BALANCE - UNDESIGNATED | 3,666,109.30 | 3,666,109.30 |
| | Unassigned | 3,666,109.30 | 3,666,109.30 |
| | **Total Fund Balance** | **3,666,109.30** | **3,666,109.30** |
| | **Beginning Fund Balance** | **3,666,109.30** | **3,666,109.30** |

Fund 266 LAW ENFORCEMENT FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | **Net of Revenues VS Expenditures - 2025** | | **937,963.63** |
| | ***2025 End FB/2026 Beg FB** | **4,604,072.93** | |
| | **Net of Revenues VS Expenditures - Current Year** | **2,104,767.72** | **(355,031.16)** |
| | **Ending Fund Balance** | **5,770,877.02** | **4,249,041.77** |
| | **Total Liabilities And Fund Balance** | **5,773,941.57** | **7,468,449.21** |

* Year Not Closed

Fund 464 AMERICAN RESCUE PLAN ACT (ARPA)

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | *** Assets *** | | |
| | Cash | | |
| 464-000-001.001 | HUNT 4758 CHK - OPERATING | 221,953.79 | 0.00 |
| 464-000-003.002 | HUNTINGTON 9243- CD | 601,295.48 | 0.00 |
| | Cash | 823,249.27 | 0.00 |
| | Accounts Receivable | | |
| | Accounts Receivable | 0.00 | 0.00 |
| | Due From Other Funds | | |
| | Due From Other Funds | 0.00 | 0.00 |
| | **Total Assets** | **823,249.27** | **0.00** |
| | *** Liabilities *** | | |
| | Accounts Payable | | |
| | Accounts Payable | 0.00 | 0.00 |
| | Liabilities-LT (over 1 year) | | |
| 464-000-339.000 | DEFERRED REVENUE | 781,449.66 | 0.00 |
| | Liabilities-LT (over 1 year) | 781,449.66 | 0.00 |
| | Due To Other Funds | | |
| | Due To Other Funds | 0.00 | 0.00 |
| | **Total Liabilities** | **781,449.66** | **0.00** |
| | *** Fund Balance *** | | |
| | Unassigned | | |
| 464-000-390.000 | FUND BALANCE - UNDESIGNATED | 63,344.42 | 63,344.42 |
| | Unassigned | 63,344.42 | 63,344.42 |
| | Assigned | | |
| | Assigned | 0.00 | 0.00 |
| | **Total Fund Balance** | **63,344.42** | **63,344.42** |
| | **Beginning Fund Balance** | **63,344.42** | **63,344.42** |
| | **Net of Revenues VS Expenditures - 2025** | | **(63,344.42)** |
| | ***2025 End FB/2026 Beg FB** | **0.00** | |
| | **Net of Revenues VS Expenditures - Current Year** | **(21,544.81)** | **0.00** |
| | **Ending Fund Balance** | **41,799.61** | **0.00** |
| | **Total Liabilities And Fund Balance** | **823,249.27** | **0.00** |

* Year Not Closed

Fund 508 PARKS & RECREATION

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | *** Assets *** | | |
| | Cash | | |
| 508-000-001.001 | CHASE 5503 - DAILY OPERATING CHECKING | 326,245.22 | 67,275.12 |
| 508-000-009.000 | MICHIGAN CLASS - 0010 | 0.00 | 464,227.89 |
| 508-000-017.001 | CHASE 5503 - GOVERNMENT T-BILLS | 66,830.75 | 0.00 |
| 508-000-017.002 | COMERICA - GOVERNMENT T-BILLS | 172,486.90 | 0.00 |
| | Cash | 565,562.87 | 531,503.01 |
| | Accounts Receivable | | |
| | Accounts Receivable | 0.00 | 0.00 |
| | Other Assets | | |
| 508-000-123.000 | PRE-PAID EXPENSES MISC. | 0.00 | 540.00 |
| 508-000-123.050 | PREPAID INSURANCE | 7,554.10 | 9,770.31 |
| 508-000-126.000 | UNREALIZED GAINS/LOSSES | 33,677.15 | 0.00 |
| | Other Assets | 41,231.25 | 10,310.31 |
| | Due From Other Funds | | |
| | Due From Other Funds | 0.00 | 0.00 |
| | **Total Assets** | **606,794.12** | **541,813.32** |
| | *** Liabilities *** | | |
| | Accounts Payable | | |
| 508-000-202.000 | A/P - VENDORS | 5,583.37 | 6,409.97 |
| | Accounts Payable | 5,583.37 | 6,409.97 |
| | Liabilities-ST | | |
| 508-000-257.000 | ACCURED WAGES PAYABLE | 9,908.00 | 2,427.48 |
| 508-000-258.001 | ACCRUED TAXES PAYABLE | 0.00 | 358.93 |
| 508-000-260.000 | ACCRUED PTO | 2,354.00 | 0.00 |
| | Liabilities-ST | 12,262.00 | 2,786.41 |
| | Liabilities-LT (under 1 year) | | |
| | Liabilities-LT (under 1 year) | 0.00 | 0.00 |
| | Other Liabilities | | |
| | Other Liabilities | 0.00 | 0.00 |
| | Due To Other Funds | | |
| 508-000-214.101 | DUE TO GENERAL FUND | 19.30 | 0.00 |
| 508-000-214.704 | DUE TO PAYROLL FUND | 2,044.52 | 0.00 |
| | Due To Other Funds | 2,063.82 | 0.00 |
| | **Total Liabilities** | **19,909.19** | **9,196.38** |
| | *** Fund Balance *** | | |
| | Unassigned | | |
| 508-000-390.000 | FUND BALANCE - UNDESIGNATED | 21,667.34 | 104,978.37 |
| | Unassigned | 21,667.34 | 104,978.37 |
| | Assigned | | |
| 508-000-385.000 | FUND BALANCE - BUILDING RESERVE | 355,730.53 | 355,730.53 |

COMPARATIVE BALANCE SHEET FOR SUPERIOR TOWNSHIP
PRE-AUDIT



Fund 508 PARKS & RECREATION

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Fund Balance *** | | | |
| 508-000-385.001 | FUND BALANCE - ACCRUED ABSENCES | 23,261.03 | 0.00 |
| 508-000-385.002 | FUND BALANCE - SCHROETER | 50.00 | 0.00 |
| 508-000-385.003 | PARKS & PRESERVES IMPROVEMENT FUND | 80,000.00 | 80,000.00 |
| 508-000-385.006 | VEHICLE & LARGE EQUIPMENT REPLACEMENT | 60,000.00 | 0.00 |
| 508-000-385.007 | PROGRAM DEVELOPMENT FUND | 20,000.00 | 20,000.00 |
| 508-000-385.008 | EMERGENCY REPAIRS | 16,196.16 | 16,196.16 |
| Assigned | | 555,237.72 | 471,926.69 |
| Restricted | | | |
| Restricted | | 0.00 | 0.00 |
| **Total Fund Balance** | | **576,905.06** | **576,905.06** |
| **Beginning Fund Balance** | | **576,905.06** | **576,905.06** |
| **Net of Revenues VS Expenditures - 2025** | | | **(52,677.42)** |
| ***2025 End FB/2026 Beg FB** | | **524,227.64** | |
| **Net of Revenues VS Expenditures - Current Year** | | **9,979.87** | **8,389.30** |
| **Ending Fund Balance** | | **586,884.93** | **532,616.94** |
| **Total Liabilities And Fund Balance** | | **606,794.12** | **541,813.32** |

* Year Not Closed

Fund 592 WATER AND SEWER FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 592-000-001.006 | CHECKING - CHASE 5529 | 0.00 | 518,869.38 |
| 592-000-001.007 | CHECKING - CHASE 8234 | 0.00 | 80,154.87 |
| 592-000-002.003 | SAVINGS - HUNTINGTON 5151 | 0.00 | 515,588.13 |
| 592-000-009.100 | MICHIGAN CLASS - O&M | 0.00 | 220,334.77 |
| 592-000-009.200 | MICHIGAN CLASS - CAP RESERVE | 0.00 | 124,924.34 |
| 592-000-009.300 | MICHIGAN CLASS - A/C | 0.00 | 1,796,324.34 |
| 592-000-012.000 | PETTY CASH | 0.00 | 100.00 |
| Cash | | 0.00 | 3,256,295.83 |
| Accounts Receivable | | | |
| 592-000-033.000 | UTILITY BILLS RECEIVABLE | 0.00 | 978,885.21 |
| 592-000-035.000 | UNBILLED UTILITIES | 0.00 | 111,499.21 |
| 592-000-040.000 | ACCOUNTS RECEIVABLE | 0.00 | 217,664.35 |
| Accounts Receivable | | 0.00 | 1,308,048.77 |
| Fixed Assets | | | |
| 592-000-130.000 | LAND | 0.00 | 210,462.50 |
| 592-000-132.000 | LAND IMPROVEMENTS | 0.00 | 31,400.00 |
| 592-000-136.000 | BUILDINGS & IMPROVEMENTS | 0.00 | 3,332,204.74 |
| 592-000-137.000 | ACCUM. DEPR.- BUILDING & IMPR | 0.00 | (1,992,429.52) |
| 592-000-146.000 | OFFICE EQUIPMENT AND FURNITURE | 0.00 | 76,578.51 |
| 592-000-147.000 | ACCUM. DEPR. - OFFICE EQUIP & FURNTIURE | 0.00 | (74,105.74) |
| 592-000-148.000 | VEHICLES | 0.00 | 901,424.44 |
| 592-000-149.000 | ACCUM. DEPR. - VEHICLES | 0.00 | (580,556.12) |
| 592-000-156.000 | WATER & SEWER SYSTEM | 0.00 | 30,771,408.85 |
| 592-000-158.000 | CONSTRUCTION IN PROGRESS | 0.00 | 43,715.28 |
| 592-000-163.000 | ACCUM. DEPR. - METERS | 0.00 | (457.75) |
| 592-000-164.000 | EQUIPMENT & IMPROVEMENTS | 0.00 | 74,083.76 |
| 592-000-165.000 | ACCUM. DEPR. - EQUIPMENT & IMPROVEMENTS | 0.00 | (14,235.19) |
| 592-000-166.000 | ACCUM. DEPR. - WATER & SEWER SYSTEM | 0.00 | (11,518,630.38) |
| 592-000-168.000 | OFFICE IMPROVEMENTS | 0.00 | 136,360.16 |
| 592-000-169.000 | ACCUM. DEPR - OFFICE IMPROVEMENTS | 0.00 | (66,668.00) |
| Fixed Assets | | 0.00 | 21,330,555.54 |
| Other Assets | | | |
| 592-000-008.000 | UNDEPOSITED FUNDS | 0.00 | (10,888.04) |
| 592-000-101.000 | INVENTORY | 0.00 | 33,521.53 |
| 592-000-123.000 | PRE-PAID EXPENSES MISC. | 0.00 | 112,821.62 |
| Other Assets | | 0.00 | 135,455.11 |
| Due From Other Funds | | | |
| 592-000-084.508 | DUE FROM PARK FUND | 0.00 | 7,000.00 |
| Due From Other Funds | | 0.00 | 7,000.00 |
| Deferred Outflows | | | |
| 592-000-195.000 | DEFERRED OUTFLOWS - PENSION | 0.00 | 57,891.00 |
| Deferred Outflows | | 0.00 | 57,891.00 |
| **Total Assets** | | **0.00** | **26,095,246.25** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 592-000-202.000 | A/P - VENDORS | 0.00 | 23,759.12 |
| Accounts Payable | | 0.00 | 23,759.12 |
| Liabilities-ST | | | |
| 592-000-251.000 | ACCRUED INTEREST PAYABLE | 0.00 | 13,161.77 |
| 592-000-257.000 | ACCURED WAGES PAYABLE | 0.00 | 9,336.53 |

Fund 592 WATER AND SEWER FUND

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| | *** Liabilities *** | | |
| 592-000-258.001 | ACCRUED TAXES PAYABLE | 0.00 | 2,052.54 |
| 592-000-260.000 | ACCRUED PTO | 0.00 | 156,359.37 |
| | Liabilities-ST | 0.00 | 180,910.21 |
| | Liabilities-LT (over 1 year) | | |
| 592-000-300.000 | BONDS PAYABLE | 0.00 | 2,487,353.00 |
| 592-000-334.000 | NET PENSION LIABILITY | 0.00 | 486,722.00 |
| 592-000-364.000 | DEFERRED INFLOWS - PENSION | 0.00 | 54,190.00 |
| | Liabilities-LT (over 1 year) | 0.00 | 3,028,265.00 |
| | Due To Other Funds | | |
| 592-000-214.101 | DUE TO GENERAL FUND | 0.00 | 105,445.98 |
| 592-000-214.704 | DUE TO PAYROLL FUND | 0.00 | 25.50 |
| | Due To Other Funds | 0.00 | 105,471.48 |
| | **Total Liabilities** | **0.00** | **3,338,405.81** |
| | *** Fund Balance *** | | |
| | Unassigned | | |
| 592-000-399.000 | NET POSITION - UNRESTRICTED | 0.00 | 23,802,936.00 |
| | Unassigned | 0.00 | 23,802,936.00 |
| | **Total Fund Balance** | **0.00** | **23,802,936.00** |
| | **Beginning Fund Balance** | **0.00** | **23,802,936.00** |
| | **Net of Revenues VS Expenditures - 2025** | | **(1,293,185.83)** |
| | ***2025 End FB/2026 Beg FB** | **22,509,750.17** | |
| | **Net of Revenues VS Expenditures - Current Year** | **0.00** | **247,090.27** |
| | **Ending Fund Balance** | **0.00** | **22,756,840.44** |
| | **Total Liabilities And Fund Balance** | **0.00** | **26,095,246.25** |

* Year Not Closed

Fund 701 TRUST AND AGENCY

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Assets *** | | | |
| Cash | | | |
| 701-000-001.002 | DAILY CHECKING - CHASE | 793,803.60 | 109,747.39 |
| 701-000-009.000 | MICHIGAN CLASS - 0014 | 0.00 | 745,762.16 |
| Cash | | 793,803.60 | 855,509.55 |
| Accounts Receivable | | | |
| Accounts Receivable | | 0.00 | 0.00 |
| Other Assets | | | |
| Other Assets | | 0.00 | 0.00 |
| Due From Other Funds | | | |
| 701-000-084.101 | DUE FROM GENERAL FUND | 79.86 | 0.00 |
| Due From Other Funds | | 79.86 | 0.00 |
| **Total Assets** | | **793,883.46** | **855,509.55** |
| *** Liabilities *** | | | |
| Accounts Payable | | | |
| 701-000-202.000 | A/P - VENDORS | 25,611.25 | 2,835.00 |
| Accounts Payable | | 25,611.25 | 2,835.00 |
| Liabilities-ST | | | |
| 701-000-283.035 | DELINQUENT PERSONAL/MANUF PROP TAX | 45,056.75 | 59,319.27 |
| Liabilities-ST | | 45,056.75 | 59,319.27 |
| Other Liabilities | | | |
| 701-000-283.001 | 9220 FORD ROAD WETLAND ESCROW | 675.00 | 675.00 |
| 701-000-283.002 | CONSTRUCTION BONDS | 8,000.00 | 8,000.00 |
| 701-000-283.003 | DG RES.-WOODSIDE VILLAGE SURETY BOND | 40,000.00 | 0.00 |
| 701-000-283.004 | WOODSIDE VILLAGE | (465.00) | 1,138.25 |
| 701-000-283.007 | TEMPORARY OCCUPANCY | 13,160.00 | 13,160.00 |
| 701-000-283.008 | HYUNDAI SITE EXPANSION | 19,611.75 | 18,857.75 |
| 701-000-283.010 | SELECTIVE GROUP 2003 UNCLAIMED BOND | 42,000.00 | 42,000.00 |
| 701-000-283.013 | ARBOR HILLS ANIMAL CLINIC CUP | 3,209.50 | 3,209.50 |
| 701-000-283.014 | YPSI DISTRICT LIBRARY SUPERIOR BRANCH | 1,619.00 | 1,619.00 |
| 701-000-283.015 | PROSPECT PT WEST SITE PLAN PH1 | (11,919.00) | 0.00 |
| 701-000-283.018 | HSHV SHED ADDITION | 1,363.75 | 1,363.75 |
| 701-000-283.019 | KINSLEY DEVELOPMENT | 36,130.27 | 35,114.27 |
| 701-000-283.020 | DIXBORO HOUSE RESTAURANT | 1,578.00 | 1,578.00 |
| 701-000-283.021 | CR DEVCO - PROSPECT & BERKSHIRE | 7.50 | 7.50 |
| 701-000-283.022 | HYUNDAI PARKING LOT 2021 | 7,605.00 | 7,605.00 |
| 701-000-283.023 | BROMLEY PARK CONDOS | 1,122.50 | 1,122.50 |
| 701-000-283.024 | THE MEADOWS | 14,052.25 | 2,350.25 |
| 701-000-283.025 | AUTUMN WOODS ESCROW | 1,788.92 | 1,788.92 |
| 701-000-283.026 | HUMANE SOCIETY PARKING LOT | 3,919.00 | 3,919.00 |
| 701-000-283.027 | DG RES.(MCTAVISH) BROOKSIDE 3 TREE BOND | 10,000.00 | 6,570.00 |
| 701-000-283.028 | DG RES.(MCTAVISH) BROOKSIDE 3 UTIL. BOND | 34,630.00 | 34,630.00 |
| 701-000-283.030 | JACK SMILY WETLAND MITIGATION 2016 | 0.00 | 5.00 |
| 701-000-283.031 | TAX COLLECTION 2020 | 2,020.72 | 2,020.72 |
| 701-000-283.032 | CLOVER GROUP | 80.00 | 80.00 |
| 701-000-283.036 | GARRETT'S SPACE | 30,750.75 | 16,023.00 |
| 701-000-283.038 | ARBOR HILLS PERFORMANCE BOND | 15,000.00 | 15,000.00 |
| 701-000-283.039 | 5288 GEDDES RD WATER MAIN | (1,204.75) | 0.00 |
| 701-000-283.041 | BROOKWOOD | 44,506.25 | 1,960.00 |
| 701-000-283.044 | HURON DENTAL | 21,287.50 | 17,097.75 |
| 701-000-283.045 | PLYMOUTH & NAPIER REZONING | 440.00 | 440.00 |
| 701-000-283.046 | PPW PH 1 UTILITY REPAIR BOND | 341,715.00 | 341,715.00 |
| 701-000-283.047 | PROSPECT PTE WEST PH 2 | 5,615.50 | 1,162.25 |
| 701-000-283.048 | DTE SUBSTATION | 243.75 | 1,416.00 |

Fund 701 TRUST AND AGENCY

| GL Number | Description | PERIOD ENDED 03/31/2025 | PERIOD ENDED 03/31/2026 |
|---|---|---|---|
| *** Liabilities *** | | | |
| 701-000-283.049 | PPW PH 2 UTILITY REPAIR BOND | 23,600.00 | 23,600.00 |
| 701-000-283.050 | TIMBER CREEK | (140.00) | 460.00 |
| 701-000-283.052 | 9101 CHERRY HILL LOT SPLIT | 1,480.00 | 1,480.00 |
| 701-000-283.053 | PROSPECT POINTE WEST PHASE 3 | 3,620.00 | 1,935.50 |
| 701-000-283.055 | PULTE - THE MEADOWS | 2,600.00 | 0.00 |
| 701-000-283.056 | PROSPECT PT SOUTH - M/I HOMES | 0.00 | 3,360.00 |
| 701-000-283.057 | HYUNDAI FUEL FARM | 0.00 | (103.50) |
| 701-000-283.058 | TRINITY HEALTH EMERGENCY FAMILY SHELTER | 0.00 | 2,667.50 |
| 701-000-283.059 | TRINITY HEALTH ER ADDITION | 0.00 | (483.25) |
| 701-000-283.060 | THE MEADOWS 2 AT HAWTHORNE MILL | 0.00 | 2,995.75 |
| 701-000-283.061 | PROSPECT PT WEST PHASE 4 | 0.00 | 566.25 |
| 701-000-283.062 | PROSPECT PT WEST PHASE 3 CONSTRUCTION | 0.00 | 3,280.25 |
| 701-000-283.063 | PPT WEST 3 - PUBLIC UTILITY REPAIR BOND | 0.00 | 3,665.00 |
| 701-000-283.064 | PROSPECT PT WEST PH 2 DEVELOPMENT BOND | 0.00 | 92,500.00 |
| 701-000-283.065 | WILLOW RUN ACRES | 0.00 | 9,730.00 |
| 701-000-283.066 | TIMBERCREEK | 0.00 | 9,460.00 |
| 701-000-283.067 | TRINITY EMERGENCY DEPT CONSTRUCTION | 0.00 | 34,025.00 |
| Other Liabilities | | 719,703.16 | 770,766.91 |
| Due To Other Funds | | | |
| 701-000-214.101 | DUE TO GENERAL FUND | 3,112.00 | 15,120.63 |
| 701-000-214.249 | DUE TO BUILDING | 400.00 | 0.00 |
| Due To Other Funds | | 3,512.00 | 15,120.63 |
| **Total Liabilities** | | **793,883.16** | **848,041.81** |
| *** Fund Balance *** | | | |
| Unassigned | | | |
| 701-000-390.000 | FUND BALANCE - UNDESIGNATED | 0.30 | 0.00 |
| Unassigned | | 0.30 | 0.00 |
| **Total Fund Balance** | | **0.30** | **0.00** |
| **Beginning Fund Balance** | | **0.30** | **0.00** |
| **Net of Revenues VS Expenditures - 2025** | | | **0.00** |
| ***2025 End FB/2026 Beg FB** | | **0.00** | |
| **Net of Revenues VS Expenditures - Current Year** | | **0.00** | **7,467.74** |
| **Ending Fund Balance** | | **0.30** | **7,467.74** |
| **Total Liabilities And Fund Balance** | | **793,883.46** | **855,509.55** |

* Year Not Closed

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# Save the Date



The Treasurers Office along with the Parks & Recreation Department are excited to host Superior Day 2026 😊 !

The event is scheduled for **Saturday, June 13, 2026**, should it rain, it will be held on Sunday June 14, 2026. **Location**: Superior Township Oakbrook Park (8460 Berkshire Dr between Stamford Rd and Sheffield) from 11:00 am-2:00 pm.

If you are not familiar with this event, it provides an opportunity for residents to get information from Superior Township departments including tax payments, Parks & Recreation events, Utilities & Water billing, Ypsi District Library, Superior Township Fire Department, Washtenaw County Sheriff Office, as well as Washtenaw County Health Department, Leslie Science Center, and other organizations and local agencies. In addition to valuable information and resources, the event will feature fun activities such as pony rides, a petting zoo, face painting, and a free lunch with grilled hot dogs, fruit, chips, snacks, and drinks.



Be sure to save the date and look for additional information coming soon!

Should you have any questions, please contact Lisa Lewis, Superior Township Treasurer, at: llewis@superior-twp.org or Parks & Recreation Director, Juan Bradford at: jbradford@superior-twp.org.

SUPERIOR TOWNSHIP
Chartered in 1976

Outlook

**Fw: Advocating for Equity and Responsible Governance in Our Township**

**From:** Irma Golden <igolden51@hotmail.com>
**Sent:** Monday, April 20, 2026 9:29 AM
**To:** Emily Dabish Yahkind <edy@superior-twp.org>; Angela Robinson <arobinson@superior-twp.org>; Lisa Lewis <llewis@superior-twp.org>; Dana Greene <dgreene@superior-twp.org>; Sarah Devereaux <sdevereaux@superior-twp.org>; Brenda McKinney <brendamckinney@superior-twp.org>; Ken Schwartz <kenschwartz@superior-twp.org>
**Subject:** Advocating for Equity and Responsible Governance in Our Township

Good day Board of Trustees:

My name is Irma Golden, a 30-year resident, former employee, and someone who regularly attends board meetings to advocate for equity, fairness, and the equal provision of services for all residents—**regardless of where they live, their income, their background, and the color of their skin.**

I am deeply concerned about the Board's pattern of relying on unverified information and recommendations from the Office of the Supervisor. This is a systemic, not individualized. The lack of independent oversight, combined with unpreparedness at meetings and a tendency to "go along to get along," allows misinformation to influence decisions that directly impact residents, employees, and township resources.

I respectfully ask the Board to address the following concerns:

**Sidewalk Ordinance 150 exists to protect public health and safety** and should be enforced accordingly. Why was the **sidewalk repair program abandoned without explanation**, and why has there been no communication, accountability, or investigation despite whistleblower concerns and repeated resident inquiries?

Further, why are residents' concerns frequently dismissed or left uninvestigated? In February, I requested the supervisor meet with Delores Argo, a Black resident who came to the office during the Supervisor absence regarding damage caused by the certified sidewalk contractor. During the meeting, the matter was deferred back to the former Supervisor, whose account was accepted without independent review. The former Supervisor told the board she simply "didn't like the way Darryl Morris talked to her." This is problematic because it is untrue, Mrs. Argo deserves a return call especially since she also attended the forum held for Geddes Ridge residents and waited over a year. **As a former employee who met with residents, received their calls and emails, I and other residents have brought this to the board's attention, and the board has refused to act.**

In 2022, the township received a grant to install more than **60 ADA-compliant sidewalk ramps** in older neighborhoods, including Geddes Ridge, Oakbrook, Washington Square, Harvest Lane, and Wiard. After multiple delays, shifting timelines, and additional funds allocated to the township engineering firm, there are still no clear updates. Why did these critical safety improvements stall, (an agenda item December 2025) while resources appear to be redirected toward planning a multi-million-dollar recreational walking path elsewhere?

Following the tragic death of Shelley Mason, a Black mother of five struck by a vehicle in January 2024 along N. Prospect Road near Oakbrook, what actions have been taken to **prioritize pedestrian safety** in that area? Additionally, I was driving on MacArthur Blvd recently and witnessed a mother and children dangerously walking to the library.

Why are ongoing concerns about blight dismissed, despite visible evidence? While the establishment of a Beautification Committee is appreciated, its role, authority, and accountability must be clearly defined and communicated.

Why has the township continued to operate without an independent **Human Resources function**, particularly when the former Office of the Supervisor the subject of complaints? The Supervisor office serves as the de facto Human Resource Manager, correct? Lack of consideration raises serious concerns about fairness, accountability, retaliation, compliance with employment laws and the culture within township leadership. I have also witnessed concerning and disparate treatment of Black employees and unfortunately even Board members in public settings, while others appear to receive more favorable treatment.

As a former 15-year Training Specialist (UAW-Chrysler National Training Center) in Respectful Workplace, Diversity Awareness, and Sexual Harassment Prevention, I understand the serious impact that unequal treatment, bias, and unchecked behavior can have on employees, leadership credibility, and public trust.

Why has the **Ordinance Officer** position remained vacant for over a year? I can step on my front porch and view a car parked off Sheffield Drive not working, no current plates and has been hit several times from the neighbor across the street backing out of his driveway. Beyond that is a view of mechanic business operating and caron a lift, in the driveway of a resident. This would have been tagged a long time ago.

Do any **Board members have conflicts of interest or business relationships in the areas they serve**? If so, how are these conflicts disclosed, reviewed, and prevented from influencing township decisions? A resident inquired about parking off Plymouth Road, and he was told a local business pays a fee to the cemetery board. What does the ordinance permit?

What actions are being taken to address ongoing issues with Priority Waste trucks leaking hydraulic fluid throughout residential neighborhoods? I addressed this issue last year and fresh stains continue.

Finally, the township requested a speed study for Church Street. Will similar studies be conducted in other neighborhoods facing comparable concerns? If so, can residents be updated?

Each Board member has taken an oath of office to act in the best interest of all residents.  I am a resident. That responsibility includes asking questions, demanding transparency, and ensuring that decisions are made fairly, lawfully, and equitably.

I urge the **Board or the Supervisor office to provide clear, transparent responses to these concerns during the Supervisor Report** and to take meaningful action to restore trust, accountability, and equitable service delivery across the township.

Sincerely,

Irma Golden, 30-year resident

Clerk Robinson, please include my email in the next month's Board of Trustee meeting.

Outlook

**Fw: Who is the Township Protecting?**

**From** Angela Robinson <arobinson@superior-twp.org>
**Date** Mon 5/4/2026 10:40 AM
**To** Sarah Izzo <sizzo@superior-twp.org>; Kristina Rankin <krankin@superior-twp.org>

**From:** Irma Golden <igolden51@hotmail.com>
**Sent:** Thursday, April 30, 2026 10:28 AM
**To:** Emily Dabish Yahkind <edy@superior-twp.org>; Lisa Lewis <llewis@superior-twp.org>; Angela Robinson <arobinson@superior-twp.org>; Dana Greene <dgreene@superior-twp.org>; Sarah Devereaux <sdevereaux@superior-twp.org>; Brenda McKinney <brendamckinney@superior-twp.org>; Ken Schwartz <kenschwartz@superior-twp.org>; Bill Balmes <bbalmes@superior-twp.org>
**Subject:** Who is the Township Protecting?

Good Day Mr. Balmes:

Clerk, please include the complete email messages in the next board packet.

After your conversation this morning, it appears you may have authorized Daryl Morris, owner of Morris Concrete Solutions LLC, to PROCEED WITHOUT receiving a copy of his license (Builder or Maintenance and Alteration) and proof of liability insurance before work begins. As noted below, a brief verification by you would confirm whether he currently holds the following required credentials:

- Builder or Maintenance and Alteration License
- Workers' Compensation Insurance
- Liability Insurance
- Permit from the Washtenaw County Road Commission

Accela Citizen Access

Washtenaw County Road Commission Permits Department to verify permit application: (734)761-1500 or (734)327 6645

After several years of attempting to secure a fair and appropriate resolution for residents adversely affected by the Township's failure to properly vet Morris Concrete Solutions LLC and Precision Concrete LLC, it is concerning that the Township appears to be responding slowly in addressing the same contractor issues.

Additionally, the former Supervisor consistently defended, dismissed, or failed to adequately investigate the majority of complaints—particularly those raised by women and African American residents. As former Deputy Supervisor, I have firsthand knowledge of these matters and experienced threats, harassment, and retaliation for addressing whistleblower concerns.

At some point, the Township must take necessary steps to protect its residents, as well as its own integrity, from further harm and reputational damage.

I urge immediate review and appropriate action.

Irma Golden

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You also receive the following message from another resident this morning:

***Are we really going to do this again? RE: Morris Concrete, Bill?***

*Seriously?*

*YOU are supposed to have Morris Concrete's license on file annually in order for his company to be doing ANY residential work within the township. And you're supposed to verify his license and insurance any time a permit is issued. This is to protect residents before the work even begins.*

*And claiming he does not need a permit for flatwork is misleading at best. He is clearly going to be altering a driveway approach as part of a driveway widening - that requires a ROW permit with the WCRC - again, requested BEFORE work begins.*

*I find it very hard to believe you do not know this, as the township's Chief Building Official. And as the township's Chief Building Official, you are bound by a Building Officials and Inspectors Registration Act, and your failure to enforce licensing laws can be reported as official misconduct.*

---

**From:** Irma Golden <igolden51@hotmail.com>
**Sent:** Thursday, April 30, 2026 8:34 AM
**To:** Bill Balmes <bbalmes@superior-twp.org>
**Subject:** Re: Does Township Prohibit

Good morning Bill:

A quick check with LARA - Residential Builders will provide the information you are seeking. His LLC has also been suspended:

Accela Citizen Access

Irma Golden

---

**From:** Bill Balmes <bbalmes@superior-twp.org>
**Sent:** Thursday, April 30, 2026 8:11 AM
**To:** Irma Golden <igolden51@hotmail.com>
**Subject:** RE: Does Township Prohibit

Good morning Irma,

I spoke with Mr. Morris. He is bringing in copies of his license and insurance later today. As for permits, no permit is required for what is referred to as "Flat Work" (driveways, sidewalks and patio's, ect..) Thank you for continuing to watch out for our residents.

Regards

*Bill Balmes*

*Chief Building Official*

*Building Inspector*

*Electrical Inspector*

*Superior Township*

734-896-3531

**From:** Irma Golden <igolden51@hotmail.com>
**Sent:** Wednesday, April 29, 2026 6:55 PM
**To:** Emily Dabish Yahkind <edy@superior-twp.org>
**Cc:** Bill Balmes <bbalmes@superior-twp.org>
**Subject:** Re: Does Township Prohibit

Stakes are in the ground to widen the driveway, Bill. I assume now you must verify if he ordered a permit from the township.

Irma Golden

Sent from Samsung Galaxy smartphone.
Get Outlook for Android

---

**From:** Irma Golden <igolden51@hotmail.com>
**Sent:** Wednesday, April 29, 2026 3:27:56 PM
**To:** Emily Dabish Yahkind <edy@superior-twp.org>
**Cc:** bbalmes@superior-twp.org <bbalmes@superior-twp.org>
**Subject:** Does Township Prohibit

Good Day:

Morris Concrete LLC is preparing to replace a driveway at 8551 Ashton Court Superior Township.

A check will determine the company or owner personally likely doeshave the following:

Required Washtenaw County Road Commission permit.

State of Michigan Builder or Maintenance & Alteration license

Workers Compensation Insurance

Liability Insurance

The township has ignored residents' complaints as well as my whistle blower concerns choosing to rely on the former Supervisor response without investigation or questions.

Nevertheless, I hope you will verify the required licenses and permits and protect the residents of Superior Township.

Regards,

Irma Golden, Resident

# Committee to Promote Superior Township

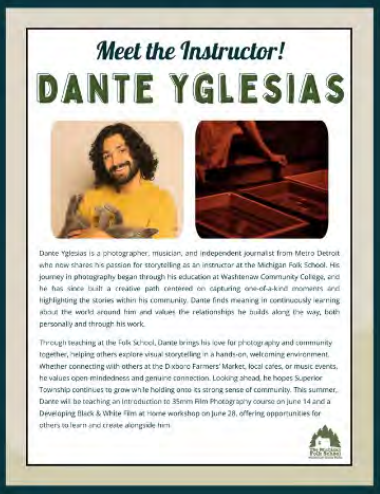
A Volunteer Committee

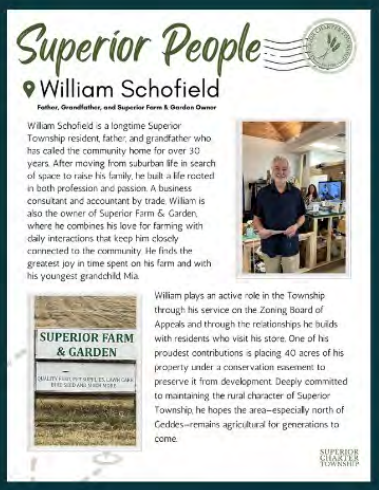
Fostering pride, unity and a sense of place among Superior Township residents

Est. 2008

## C2PST May Highlights

- **Michigan Folk School Instructor Spotlight:** Dante Yglesias was featured as part of the Michigan Folk School Instructor Spotlight series. This is a new initiative to highlight the talented educators behind the Michigan Folk School.
- **Superior People:** William Schofield was featured last month as part of the Superior People initiative. William is a longtime Superior Township resident and owner of Superior Farm & Garden.
- **Library Display:** A new display is now up at the Township Library, featuring upcoming Parks & Rec events and highlighting Superior Day on June 13.
- **C2PST at the Dixboro Farmers' Market:** The Dixboro Farmers' Market returns on May 22, and C2PST will once again be part of the season with both returning favorites and new community offerings.
- **Superior Scenes Newsletter:** C2PST is contributing an article for the upcoming Superior Scenes newsletter focused on the committee's mission, purpose, and ongoing role within the community.







### Special Thank you to our Working Committee

Brenda Baker, Margery Dosey,
Carole Hann, Nancy Caviston, Haneen Alaouie

Join our committee – just email us!

C2PST@superior-twp.org



### Connect with us

Instagram

@superiorchartertownship

Facebook

@SuperiorCharterMI

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**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION APPROVING THE TOWNSHIP'S WASHTENAW COUNTY ROAD COMMISSION 2026 SUPERIOR TOWNSHIP ROAD IMPROVEMENT AGREEMENT – OAKBROOK AND WASHINGTON SQUARE STREET SWEEPING**

**RESOLUTION NUMBER: 2026-19**

**DATE: MAY 18, 2026**

**WHEREAS**, the Charter Township of Superior continues to prioritize the repair, improvement, and long-term maintenance of local roads and related infrastructure throughout the Township; and

**WHEREAS**, the Washtenaw County Road Commission has presented the Township with a proposed 2026 road improvement agreement identified as the 2026 Superior Township Second Agreement; and

**WHEREAS**, the Township Board has reviewed the proposed street improvement project(s) presented by the Washtenaw County Road Commission and has considered the scope of work, the required Township financial participation, and the anticipated benefit to Township residents; and

**WHEREAS**, the Township Board determines that the proposed road improvement project(s) consisting of improvements on the following areas:

- Oakbrook Subdivision
- Washington Square Subdivision
- One additional street sweeping service in each subdivision

**WHEREAS**, these areas represent a prudent use of available 2026 road improvement funds based on current roadway conditions, project readiness, and available Township resources; and

**WHEREAS**, the estimated total project cost is $20,300, with WCRC contributing $10,150 in matching funds; and

**WHEREAS**, the Township Board desires to formally approve this road improvement agreement and authorize Township officials to take all actions necessary to implement the same.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Superior Township Board hereby approves the Township's participation in the 2026 Washtenaw County Road Commission 2026 Superior Township Second Agreement for road improvements on the streets identified above.
2. The Township Board hereby authorizes the expenditure of Township funds in an amount not to exceed $10,150 for the Township's share of the 2026 Superior Township Second Agreement, subject to budget availability and final confirmation of project costs.

3. The Township Supervisor, Clerk, and all other appropriate Township officials are hereby authorized and directed to execute any documents and take any actions necessary to effectuate the Township's participation in the selected 2026 Washtenaw County Road Commission road improvement agreement.
4. This Resolution shall take effect immediately upon adoption.

## 2026 SUPERIOR TOWNSHIP SECOND AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____, 2026, by and between the Township Board of Superior Township ("Superior Township"), Washtenaw County, and the Board of Washtenaw County Road Commissioners ("WCRC").

WHEREAS, Superior Township desires that certain improvements be made upon the local roads in the Township of Superior, and

WHEREAS, proper authority is provided to the parties of the agreement under the provisions in Act 51 of Public Acts of 1951 as amended,

IT IS NOW THEREFORE AGREED, the WCRC will accomplish the improvements as specified herein, all in accordance with the standards of the Board of Washtenaw County Road Commissioners,

IT IS FURTHER AGREED, Superior Township shall pay WCRC for the actual project costs incurred for the project; and

IT IS FURTHER AGREED, the WCRC will submit an invoice to the Township on July 1, 2026, for 50% of the estimated project costs. Following project completion and final accounting of the project costs, WCRC will submit the final invoice for the actual remaining unpaid costs. The final invoice shall provide supporting detail and information, which reasonably identifies the actual project costs incurred by WCRC. The Township agrees to remit payment within 30 days from receipt of WCRC invoices.

**Additional Street Sweeping Services**
Work to include one (1) additional street sweeping in Oakbrook and Washington Square Subdivisions.

| | | |
|---|---|---|
| Estimated total project cost: | $ | 20,300.00 |

**AGREEMENT SUMMARY**

| | | |
|---|---|---|
| 2026 LOCAL ROAD PROGRAM | | |
| Additional Street Sweeping Services | $ | 20,300.00 |
| Subtotal | $ | 20,300.00 |
| Less WCRC 2026 Local Matching Funds | $ | 10,150.00 |
| ESTIMATED AMOUNT TO BE PAID BY SUPERIOR TOWNSHIP UNDER THIS AGREEMENT DURING 2026: | $ | 10,150.00 |

SUPERIOR TOWNSHIP:

| | |
|---|---|
| Emily Yahkind, Supervisor | Angela Robinson, Clerk |

WASHTENAW COUNTY ROAD COMMISSION:

| | |
|---|---|
| Barbara Ryan Fuller, Chair | Matthew MacDonell, Managing Director |

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Dan Kimball; Fire Chief

**DATE SUBMITTED:** 4/30/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Landscape Fire Station 1

**TYPE OF AGENDA ITEM** (SELECT ONE):
☑ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☐ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

Resolution for landscaping at Fire Station 1.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

Adoption of landscaping contract.

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

Currently budgeted for activity in FY26. Quotes taken for work in 25.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

$11,371.25

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

Fire Department

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

Request for timely action

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

Resolution; Proposed contract; Quotes

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Dan Kimball

**Title:** Fire Chief

**Phone:**

**Email:**

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE CONTRACT WITH GARRETT LANDSCAPE GROUP FOR FIRE STATION 1 LANDSCAPING**

**RESOLUTION NUMBER: 2026-22**

**DATE: MAY 18, 2026**

**WHEREAS**, the Superior Township Board is authorized under the laws of the State of Michigan, including the Charter Township Act, to enter into contracts for services necessary for Township operations; and

**WHEREAS**, Superior Township has identified the need for landscaping improvements at Fire Station 1, located at 7999 Ford Road, Ypsilanti, Michigan; and

**WHEREAS**, Garrett Landscape Group, located at 950 North River Street, Ypsilanti, Michigan 48198, submitted a bid proposal to perform said landscaping services; and

**WHEREAS**, the Superior Township Fire Department has included and appropriated funds in the amount of $12,000.00 within the 2026 Township budget for this project; and

**WHEREAS**, the Township Board has reviewed the submitted bid in the amount of $11,371.25, which is within the approved budget allocation, and finds the proposal to be reasonable and in the best interest of the Township.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Superior Township Board hereby approves the contract with Garrett Landscape Group for landscaping improvements at Fire Station 1, in the amount of $11,371.25, consistent with the submitted bid.

# Terms of Invoicing and Payment

## Billing

All invoices are emailed to the client's email on file with their account. Hard copies of invoices are only mailed out upon request or once the invoice has reach overdue status. To verify, update, or add an email on file please contact our office (734) 480-4111.

- **Monthly Maintenance Clients**
  For clients who have signed maintenance contract with Garrett Landscape Group your invoice will be sent out on the first of the month for services performed from the previous month. Monthly maintenance invoices are due 30 days from the 1st.

- **Landscape Project Clients**
  For projects under $3,000.00, your invoice will be sent out once the project is completed. Payment is due upon receipt with a 7-day grace period to make payment.

  For projects $3,000.00 and over we will collect a 50% deposit before the start of the project and collect the remaining balance upon completion of the project once final walk through and or final invoice is sent out.

**Overdue Fee**
We apply a late fee of $25.00 to all invoices after 7 days of being overdue and an additional $25.00 for every 30 days overdue.

## Payment Methods

**Monthly Maintenance Clients & Landscape Projects under $3,000.00**
We accept the following payment methods:

- All Major Credit Card – Paid electronically through the invoice sent to the client.
- Automatic Credit Card Payment – Clients can leave a credit card on file and sign up for automatic payments. Clients will need to fill out and submit a credit card authorization form. The credit card on file will be charged on the invoices due date.
- Bank Transfer* - Paid electronically through the invoice sent to the client or through client's personal bank account.
- Check* – Made payable to Garrett Landscape Group LLC and mailed to our office.
- Cash – Delivered to our office. We do not recommend mailing cash, as we will not be held liable for any lost payments.

**Landscape Projects $3,000.00 and Over**
We accept the following payment methods:

- Bank Transfer* - Paid electronically through the invoice sent to the client or through client's personal bank account.
- Check* – Made payable to Garrett Landscape Group LLC and mailed to our office.
- Cash – Delivered to our office. We do not recommending mailing cash, as we will not be held liable for any lost payments.
- Credit Cards – Will be accepted with a 3.5% service charge applied.

*Clients mailing in checks please send payment well in advance (7 to 10 business days) of the due date to be sure funds are delivered on time and no late charges are incurred. We charge a $25.00 service fee for any bounced or returned checks.

**Garrett Landscape Group**
950 North River Street
Ypsilanti, MI 48198
+17344804111
www.garrettlandscape.com

# Estimate

**ADDRESS**
Jeff Kujawa
Superior Twp Fire Dept St1
7999 Ford Rd
Ann Arbor, MI 48105

| ESTIMATE # | DATE | EXPIRATION DATE |
|---|---|---|
| 11214 | 08/14/2025 | 09/04/2025 |

**TERMS**
50% - 50% Upon completion

**SALES REP**
Jason Reoch

| DESCRIPTION | QTY | RATE | AMOUNT |
|---|---|---|---|
| LANDSCAPE BED AND ARBORVITAE INSTALLATION - | | | |
| Grade and prep area for new landscape bed around gas and garbage wall @ (65.00 per man hour) | 7 | 65.00 | 455.00 |
| Bed Edging - Edge around new landscape beds in preparation for mulch installation. | 1 | 100.00 | 100.00 |
| Topsoil for grading area and to amend new plantings @ (65.00 per cubic yard) | 3 | 65.00 | 195.00 |
| Thuja Occidentalis, Emerald Green @ (6' height) | 15 | 388.50 | 5,827.50 |
| 6' Hardwood tree stakes and strapping @ (8.50 per stake and strapping) | 18 | 8.50 | 153.00 |
| Red Enviro Mulch installed throughout new bed@ (85.00 per yard) | 4 | 85.00 | 340.00 |
| | | Subtotal: | 7,070.50 |
| LANDSCAPE RENOVATION AT FRONT ENTRANCE - | | | |
| Remove dying or dead shrubs, (4) Juniper, (2) yews, and (1) Burning Bush in preparation for new planting bed @ (65.00 per man hour) | 1 | 65.00 | 65.00 |
| Bed Edging - Edge around existing landscape beds in preparation for mulch installation. | 1 | 50.00 | 50.00 |
| Hauling and disposal of removed materials @ (55.00 per yard) | 2 | 55.00 | 110.00 |
| Syringa Meyeri, Dwarf Korean Lilac @ (5 gallon size) | 1 | 114.75 | 114.75 |
| Thuja Occidentalis, Fire Cheif (3-4') @ (5 gallon size) | 1 | 123.00 | 123.00 |
| Hydrangea Macrophylla, Twist n Shout @ (5 gallon size) | 2 | 123.00 | 246.00 |
| Rosa Drift Series, White @ (3 gallon size) | 3 | 84.75 | 254.25 |
| Topsoil installed to grade bed and amend plantings @ (65.00 per cubic yard) | 1 | 65.00 | 65.00 |
| Red Enviro Mulch installed throughout landscape bed @ (85.00 per yard) | 1 | 85.00 | 85.00 |
| | | Subtotal: | 1,113.00 |
| LANDSCAPE RENOVATIONS AROUND FLAGPOLE - | | | |

| DESCRIPTION | QTY | RATE | AMOUNT |
|---|---|---|---|
| Planting Bed Clean Up - Remove applicable debris and any built-up mulched areas as needed in preparation for new mulch @ (65.00 per man hour) | 3 | 65.00 | 195.00 |
| Bed Edging - Edge around existing landscape beds in preparation for mulch installation. | 1 | 50.00 | 50.00 |
| Hauling and disposal of removed materials @ (55.00 per yard) | 0.50 | 55.00 | 27.50 |
| Nepeta, Cat's Pajama Catmint @ (1 gallon size) Draught-tolerant | 4 | 28.25 | 113.00 |
| Dianthus, Fire Witch Magenta @ (1 gallon size) | 4 | 31.50 | 126.00 |
| Topsoil installed to amend plantings @ (65.00 per cubic yard) | 0.50 | 65.00 | 32.50 |
| Red Enviro Mulch installed throughout landscape bed @ (85.00 per yard) | 2 | 85.00 | 170.00 |
| | | Subtotal: | 714.00 |
| MULCH AND PLANT INSTALLATION TO EASTSIDE LANDSCAPE BED - | | | |
| Planting Bed Clean Up - Remove applicable debris and any built-up mulched areas as needed in preparation for new mulch @ (65.00 per man hour) | 6 | 65.00 | 390.00 |
| Bed Edging - Edge around existing landscape beds in preparation for mulch installation. | 1 | 100.00 | 100.00 |
| Hauling and disposal of removed materials @ (55.00 per yard) | 0.50 | 55.00 | 27.50 |
| Rosa Drift Series, Red @ (3 gallon size) | 4 | 84.75 | 339.00 |
| Dianthus, Fire Witch Magenta @ (1 gallon size) | 4 | 31.50 | 126.00 |
| Topsoil installed to amend plantings @ (65.00 per cubic yard) | 0.25 | 65.00 | 16.25 |
| Red Enviro Mulch installed throughout landscape bed @ (85.00 per yard) | 6 | 85.00 | 510.00 |
| | | Subtotal: | 1,508.75 |
| MULCH INSTALLATION TO REMAINING LANDSCAPE BEDS - | | | |
| Planting Bed Clean Up - Remove applicable debris and any built-up mulched areas as needed in preparation for new mulch @ (65.00 per man hour) | 8 | 65.00 | 520.00 |
| Bed Edging - Edge around existing landscape beds in preparation for mulch installation. | 1 | 50.00 | 50.00 |
| Hauling and disposal of removed materials @ (55.00 per yard) | 1 | 55.00 | 55.00 |
| Red Enviro Mulch installed throughout landscape bed @ (85.00 per yard) | 4 | 85.00 | 340.00 |
| | | Subtotal: | 965.00 |
| LANDSCAPE MAINTENANCE - | | | |
| Pruning Maintenance - Prune shrubbery throughout the property. Prune all shrubbery to industry standards for pruning unless a specified technique is requested. Note: Will include service with approval of the project | 8 | 0.00 | 0.00 |

1. See attached specification sheet if applicable for detail of services and/or products.
2. See attached Terms of Invoicing and Payments for billing and late fee details.
3. Total cost listed is the estimated value of completed services and/or projects. Actual budget varies based on occurrences of services, changes to scope of work, subcontract pricing, major economic inflation on product pricing.
4. Maintenance proposals/contracts are eligible for termination with a 30 day notice. Any services provided before cancellation will be billed in accordance with the company's terms of billing.

TOTAL **$11,371.25**

# Watering New Plant Installations

Watering your new landscape plantings is the most important thing you will do to help them become established in your new landscape. There is no hard and fast rule of when to water and how much to water, but the general rule of thumb - 1 inch of water per week - is fairly accurate. Many variables will affect how much water you add to your landscape to supplement what Mother Nature offers with rainfall.

## General Watering Tips

**Soil moisture** - Determine the amount of soil moisture by sampling the soil with a narrow trowel or soil probe at a depth of 6 to 8 inches. Squeeze the soil. If it holds together and is not sticky, soil moisture is adequate. If the soil does not stick together and crumbles, it is too dry and water is necessary. At each watering, wet the soil thoroughly to the base of the root system.

**Mulch** - Mulch not only looks good and helps keep weeds down, it also keeps soil moisture and temperature more evenly regulated. Mulched planting beds will reduce the amount of water required to keep plants healthy. Mulching works well on hardy plants. The more tender the plant (e.g. annuals, perennials) the more care must be taken to ensure plants are not smothered. Just because the mulch looks dry doesn't mean the soil underneath it is dry. Pull back the mulch and determine soil moisture as indicated above.

**Seasonal Adjustments** - Cool spring weather requires different watering routines than hot, dry weather. Watering recommendations in this pamphlet assume moderate, warm weather. Rainfall and cool weather may change the suggested watering timeframe of twice per week to once per week, while dry, hot weather may require three or more waterings per week.

**Installation Timeframe** - Spring installations require more diligence during the first summer of the planting because the root establishment period for the plants might only be a few weeks. A fall planting will likely require less water, generally due to increased rainfall and cooler temperatures. The first summer for fall-installed plants may not require the same frequency of watering because root development will be more extensive.

Any new(er) planting is susceptible to drying out during the winter. Fall-planted stock does demand extra attention. Plants may not have enough time to establish a good root system before winter. Cold winter winds and sunshine cause plants to lose water from their branches or remaining leaves, and the roots must be able to replenish that water if plants are to survive the winter. Evergreens, particularly broad-leafed evergreens, are more susceptible to winter desiccation because their leaves have more surface from which to lose water than narrow-leafed evergreens and bare trees and shrubs.

**Timing** - Watering in the morning is preferred to watering during the day or night. Daytime watering is less effective due to evaporation. Excess moisture that is not absorbed into the soil during the morning watering will evaporate, keeping plants from being too wet during the day or into the night. Overhead irrigation, which wets the leaves and the entire plant, should have time during the day to evaporate so that leaves do not stay wet throughout the nighttime hours.

**One Inch Is All It Takes** - One inch of water per week is the rule of thumb. Using a rain gauge to determine the output of your sprinkler will allow you to know if you've put down the right amount of water.

Set up several rain gauges in your lawn or bed areas to be watered. Measure the amount of water your overhead sprinkler emits and determine how much time will be required to reach 1 inch of water. If there is no rainfall, you will need to apply at least 1 inch of water per week to your landscape. It may be best to apply the water in two or three applications as opposed to all at once. If there is rainfall, monitor the soil moisture and add as needed. Individual plants that are under larger tree canopies or in microclimates may need additional watering even if it rains.

**Drooping Leaves** - Generally a drooping leaf will mean that a plant needs water. However, plants will also droop their leaves if they are starved for oxygen, which may be the case if they have been over watered and the soil is saturated. If you see leaves drooping check the soil to see if it is truly dry. Sometimes small shrubs will become over watered near annual beds that are irrigated by overhead sprinklers. Never assume the plant needs water just because it's losing leaves and drooping.

**Puddling** - Puddling occurs when the soil has become saturated and cannot absorb water at the rate at which it is being applied. If using a watering wand, water from plant to plant, allowing it to soak in and then return to each plant multiple times to apply enough water. Using an overhead oscillating sprinkler will apply an even amount of water, but if left on for too long may cause puddling.

**Over Watering** - Too much water has the potential to cause multiple problems in the landscape, such as root rot and foliar diseases. Over watering may also reduce the amount of oxygen in the soil, which will damage plants. Make certain the timing patterns of lawn irrigation systems are not overlapping into plant beds when watering the lawn or flower beds. Evidence of too much water includes drooping leaves or puddling as described above, as well as squishy soil. Check the soil moisture to determine if the soil requires watering.

**Plants in Pots** - All types of plants may be installed in a container of some sort. Soil tends to dry out in containers more readily. Therefore, depending in part on the size of the container and the number and type of plants in the container, more regular watering may be necessary compared to plants in the ground.

**Hot Hoses** - Hoses left out in the sun, and in particular left on pavement, will hold hot water. Be careful not to water delicate plants with the hot water left in the hose, as it will burn plants and cause damage. Before watering delicate plants run the water until it becomes cool.

**Irrigation System** - In-ground irrigation systems can provide a false sense of security when watering. Although they are helpful because they reduce labor and provide more regular watering, be leery of depending on the irrigation system to do all the work for you.

## Annual Flowers

**Newly Planted (less than three weeks in the ground)** - Water every one to two days in the absence of rain, letting the soil dry between watering. Water so that the top one to two inches of soil are moist. Annual beds are porous and will absorb water quickly. Over watering will compact the soil and/or cause soil to run off from the bed.

A second watering may be needed each day for certain types of plants or if they are newly planted in hot weather. If the plant leaves begin to droop, they are much too dry and damage is being done to the plant.

It is beneficial to fertilize your annual planting in the first two weeks by spraying the flowers with Miracle Grow plant food. Applying a granular product through the hose every two to three weeks of the growing season will lead to rapid growth and continued flowering.

**Established (three weeks and beyond)** - Water as weather conditions dictate, allowing the soil to slightly dry between waterings.

## Ground Cover and Vines

**Newly Planted (less than six weeks in the ground)** - Water every two to three days with an oscillating sprinkler or hose wand to moisten the top one to two inches of soil. Ground cover is planted similarly to annual flowers and establishment is similar. Allow the soil to slightly dry between waterings.

**Established (six weeks and beyond)** - Water once every week or more if soil conditions require. If the plants have been mulched, they may require less water and might go two weeks or more without watering. Flowering vines may need more frequent watering to maintain vigor while flowering.

## Perennials

**Newly planted (less than eight weeks in the ground)** - Water every three to four days with an oscillating sprinkler or hose wand to moisten the top 2 to 4 inches of soil. After perennials have been in the ground longer, begin to reduce frequency of watering and increase how deeply you water to encourage deeper roots. By eight weeks watering may only be required once a week or less. Let the soil dry on the surface before the next watering.

**Established (eight weeks and beyond)** - Spring planted perennials will be well established by mid to late summer and will require less frequent watering. Once perennials have been in the ground over a winter, they have become well established. Established perennials may be able to go three or four weeks without watering or rainfall. Some perennials will withstand drier conditions better than others.

Monitor moisture levels for the first year more carefully to ensure plants are not over or under watered. After perennials have been in the ground one to two years you can stretch out the watering intervals to the point when the plants are just beginning to stress. Allowing the plants to stress for too long may reduce overall plant vigor and health.

## Shrubs and Woody Ornamentals

**Newly Planted (less than eight weeks in the ground)** - Water once or twice a week either by overhead sprinkler or by hand with a hose wand. Shrubs will need one to two gallons of water per watering at the base of the plant, under the drip line of the shrub. Soak the soil under the whole plant, not just at the trunk of the shrub.

**Established (eight weeks and beyond)** - Continue to monitor for moisture regularly and in times of drought stress. Water as needed in drier, hotter weather, perhaps once a week. Once plants are established and in the ground for more than one year you may not need to water them unless it is extremely dry and/or hot. Available rainfall should be sufficient for most shrubs once they have been in the ground for more than one year. Some plants, like the hydrangea, are good indicators of soil moisture as they will often show leaf droop before other plants show signs of drought stress.

## Trees and Large Shrubs

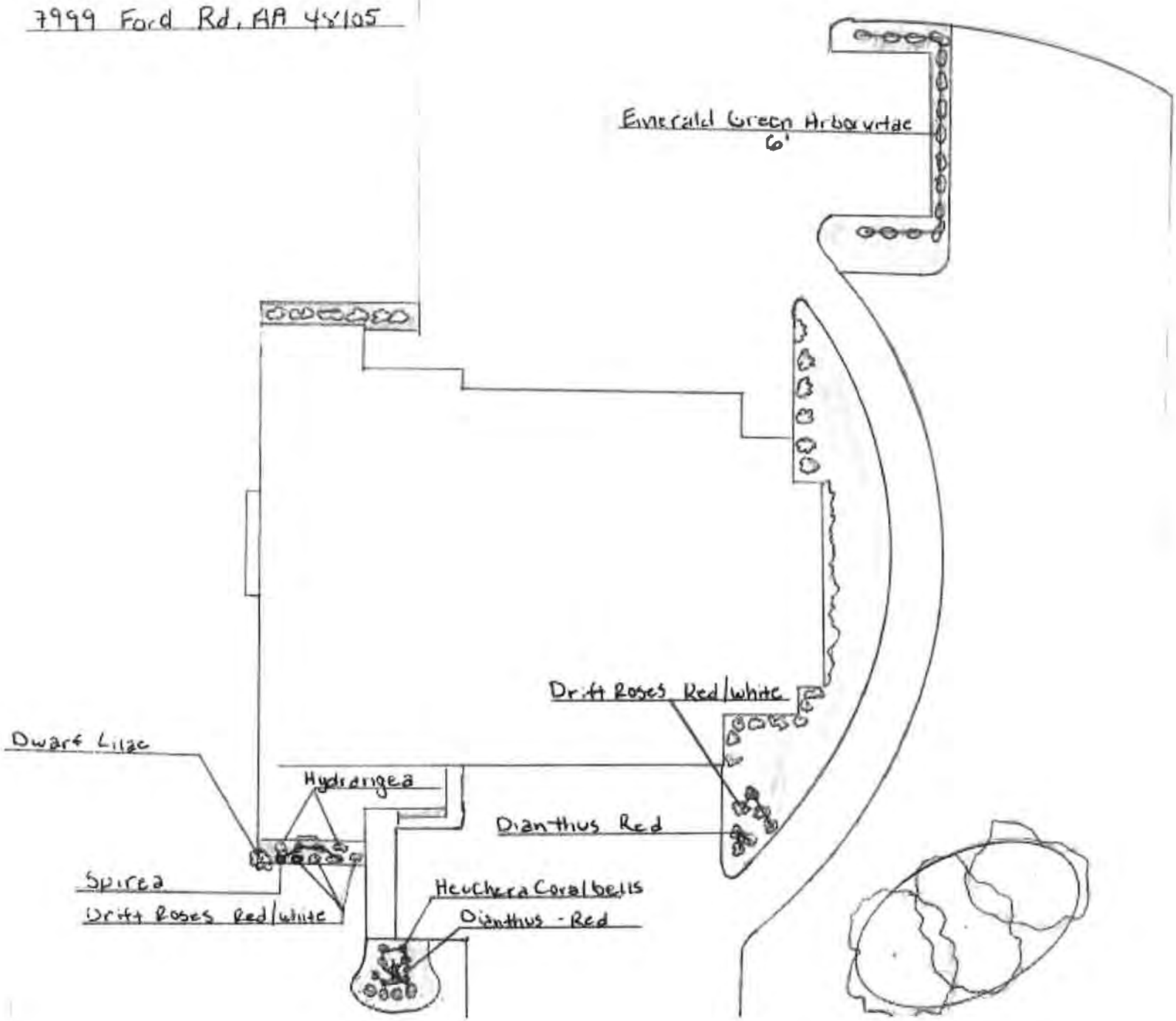
**Newly Planted (less than twelve weeks in the ground)** - Water once a week for the first eight to twelve weeks (if sufficient rain is not present) with a second watering during hot, dry summer months if necessary.

The larger the tree or shrub that is planted, the more water it will require to soak into the root ball and surrounding soil. Use the following guideline: One gallon of water for the plant and one additional gallon of water for each caliper inch of the tree. A 3-inch caliper tree will need four gallons
of water with each watering while a 1-inch caliper tree would need only two gallons of water.

The use of a Tree Gator or a five-gallon bucket with small weep holes drilled in the bottom will ensure greater accuracy when watering and ensure a slower, deeper application of water with minimal evaporation.

**Established (twelve weeks and beyond)** - Continue to monitor for moisture during the first year. During times of drought or extreme heat, water according the guidelines above. Deep, slow watering is best.

Superior Twp Fire St #1
7999 Ford Rd, AA 48105



**Jeff Kujawa**

**From:** Mary Berry's Gardening <quickbooks@notification.intuit.com>
**Sent:** Wednesday, August 20, 2025 12:38 PM
**To:** Superior Fire; Jeff Kujawa
**Cc:** info@maryberrysgardening.com
**Subject:** Estimate 12469 from Mary Berry's Evergreen Gardening
**Attachments:** Fire Department_Planting multi estimate.jpg; Estimate_12469 _from_Mary_Berrys_Gardening.pdf; Fire Department.jpg

ESTIMATE-GARDEN SERVICE 12469 DETAILS

Mary Berry's gardening

Mary Berry's Gardening

**$17,138.88**

**Review and approve**

Powered by QuickBooks

Dear Superior Township Fire Department,

Attached is your estimate for Gardening Services for 2025. We look forward to working with you. Please review the following requirements to move forward with your gardening work.

Please review your estimate and send in a signed copy.

Please review our deposit requirements below:
- Regular Ongoing Maintenance Contracts: No deposit required
- Clean ups, Mulch, Garden Installations and other one time projects: 50% deposit
- Porch Pot Installations and Pottery purchases: Paid in full

- Design Consultation Fees: Paid in full

Work is billed after the service is complete.

A convenience fee of 4.5% will be applied when using credit/debit cards for payment.

Late payments will be subject to a 1.5% interest charge.

Let us know if you would like any other products or services for your gardens. Please check out our website, maryberrysgardening.com.

To learn more about best gardening practices and our offerings sign up for our Newsletter maryberrysgardening.com/subscribe.

We look forward to working with you.
Mary Berry's Gardening

| | |
|---|---|
| **Address** | Superior Township Fire Department<br>Jeff Kujawa<br>7999 Ford Rd<br>Ypsilanti, MI 48198 |
| **Salesperson** | Courtney Berry-Santoro |

**Special requests** $0.00

GB 5: East Facing Foundation

Remove all existing juniper and viburnum on East facing foundation garden

Leave only Amelanchier and Yew hedge on South corner of building.

1 X $0.00

**Landscape design** $300.00

*A copy of the landscape design and estimate may be obtained after the design fee is paid in full.

*The work will be put in for scheduling once we receive a 50% deposit of the full quote.

*Prices on the estimate are subject to change.

*Customer changes may not be made after the signed estimate and deposit are made.

1 X $300.00

**Tree and Shrub Removal** $2,354.00

*Customer may need to have any leftover stumps ground by a tree company.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal.

*Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service.

*In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone.

*We recommend the application of organic fertilizer, compost, and 2 inches of mulch each spring. Please contact us to schedule these additional services.

*We recommend the regular application of natural animal repellents. Please contact us to schedule our natural animal-repellent services.

*Physical edges like black diamond and metal edging can deteriorate over time. We recommend removing these when damaged and creating a natural edge. Please contact us to schedule edging removal services.

*The customer may not add any additional projects not listed on this estimate. Please contact us to schedule any additional services.

*Additional charges for materials may apply.

*Low voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work.

1 X $2,354.00

**Garden Waste** $525.00

Garden waste removal is $75 per yard.

Additional hauling will be needed, the hauling amount will be calculated on the day of service and the amount adjusted.

7 X $75.00

**Soil:Compost** $307.96T

Per Yard

4 X $76.99

**Soil Installation** $520.00

per yard

4 X $130.00

**Soil Delivery** $100.00

1 X $100.00

**New Installation** $6,278.00

*The customer may not make changes to this estimate after the signed estimate and deposit have been turned in.

*Plant purchases are non-refundable. Due to plant availability, varieties, prices, and sizes are subject to change.

***The plant warranty only includes the plant cost. It does not include labor, delivery, or other materials. Initial:_____.

*The customer is responsible for protecting their landscape from animal and winter damage. Please contact us to schedule our natural animal repellent services and winter protection.

*During the new installation existing plantings will be removed according to the landscape plan. If you would like to save and/or move your plantings this must be coordinated with the designer. Additional charges will apply.

*Your installation may require more labor hours if there are unexpected conditions such as excessive weed growth, excessive poison ivy, unyielding clay, and/or thick tree roots. If soil amendments need to be made, an additional estimate will need to be quoted.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

*The customer is responsible for the proper care and watering of new plantings. Please review our recommended care instructions at: https://maryberrysgardening.com/garden-care. Failure to provide proper care and watering for new plantings will VOID the plant warranty. We recommend customers work with an irrigation company to ensure proper watering. Plantings will not be guaranteed without a working irrigation system in place.

Please leave a hose out for our crew for their use at the time of installation.

*Annuals and potted plants are not included in the warranty. Please see the warranty and watering information on our website maryberrysgardening.com. ***This warranty does not include labor or delivery for replacements.

*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal.

*Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service.

*In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone.

*Additional charges for materials may apply.

*Miss Dig will be notified of our installation location. If there utilities in the area we are working the landscape design may have to be adjusted to workaround the underground items. If there are obstructions such as, but not limited to Irrigation lines or outdoor lighting wires, the homeowner will be contacted. If items need to be moved, this will be at the homeowners expense. The new installation may have to be rescheduled.

*The customer will contract their lighting and irrigation company to make necessary changes for the new landscape installation. Low-voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work.

Sign to acknowledge you have read and understood these terms.

Signature_____ Date_____

1 X $6,278.00

**Animal Repellent Granular #25** $85.50T

25 lb. Animal repellent prevents grazing, nibbling, chewing, gnawing and browsing damage to plants and property. Environmentally safe and biodegradable. Won't harm plants or animals

Animal repellent is a deterrent and does not guarantee that animals will not damage plants in the future. Animal repellent needs to be re-applied on a regular basis. Mary Berry's Gardening is not liable for animal damage.

0.50 X $170.99

**Animal Repellent Liquid 32oz** $43.98T

32oz bottle. Amount of product will be calculated on the day of service.

2 X $21.99

**Shrubs:Juniperus x pfitzeriana 'Gold Coast' #5** $380.97T

1c

3 X $126.99

**Grasses:Calamagrostis 'Karl Foerster' #2** $604.89T

2c

11 X $54.99

**Shrubs:Juniperus scopulorum 'Blue Arrow' G5 BB** $2,205.00T

3c

5 X $441.00

**Shrubs:Forsythia 'Gold Tide' #3** $1,835.82T

4c

18 X $101.99

**Pennisetum 'Hameln' #1** $431.88T

5c

12 X $35.99

**Perennials:Rudbeckia fulgida sullivanti 'Goldsturm' #1** $329.90T

6c

10 X $32.99

**Perennials:Spigelia marilandica 'Little Redhead"** $341.91T

7c

9 X $37.99

**Plant delivery** $100.00

1 X $100.00

Mulch on separate estimate

| | |
|---|---|
| Subtotal | $16,744.81 |
| Tax (6%) | $394.07 |
| Total | $17,138.88 |

We look forward to working with you.
Mary Berry's Gardening

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

**Review and approve**

Mary Berry's Gardening

8400 Ford Road Ypsilanti, MI 48198 USA

(734) 544-1969

info@maryberrysgardening.com

www.maryberrysgardening.com

If you receive an email that seems fraudulent, please check with the business owner before paying.




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Privacy | Security | Terms of Service

**Mary Berry's Gardening**
8400 Ford Road
Ypsilanti, MI 48198 USA
7345441969
info@maryberrysgardening.com
www.maryberrysgardening.com

# Estimate-Garden service

**ADDRESS**
Superior Township Fire Department
Jeff Kujawa
7999 Ford Rd
Ypsilanti, MI 48198

**ESTIMATE-GARDEN** 12472
**SERVICE #**
**DATE** 10/15/2024

**SALESPERSON**
Courtney Berry-Santoro

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Special requests**<br>GB 1: South facing foundation | 1 | 0.00 | 0.00 |
| **Landscape design**<br>This estimate is for Garden Area #1.<br><br>*A copy of the landscape design and estimate may be obtained after the design fee is paid in full.<br><br>*The work will be put in for scheduling once we receive a 50% deposit of the full quote.<br><br>*Prices on the estimate are subject to change.<br><br>*Customer changes may not be made after the signed estimate and deposit are made. | 1 | 100.00 | 100.00 |
| **Tree and Shrub Removal**<br>*Customer may need to have any leftover stumps ground by a tree company. | 1 | 975.00 | 975.00 |
| **Garden Waste**<br>Garden waste removal is $75 per yard.<br><br>Additional hauling will be needed, the hauling amount will be calculated on the day of service and the amount adjusted. | 2 | 75.00 | 150.00 |
| **Soil:Compost**<br>Per Yard | 2 | 76.99 | 153.98T |
| **Soil Installation**<br>per yard | 2 | 130.00 | 260.00 |

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Soil Delivery** | 1 | 100.00 | 100.00 |
| **New Installation** | 1 | 1,437.00 | 1,437.00 |

*The customer may not make changes to this estimate after the signed estimate and deposit have been turned in.

*Plant purchases are non-refundable. Due to plant availability, varieties, prices, and sizes are subject to change.

***The plant warranty only includes the plant cost. It does not include labor, delivery, or other materials. Initial:_____.

*The customer is responsible for protecting their landscape from animal and winter damage. Please contact us to schedule our natural animal repellent services and winter protection.

*During the new installation existing plantings will be removed according to the landscape plan. If you would like to save and/or move your plantings this must be coordinated with the designer. Additional charges will apply.

*Your installation may require more labor hours if there are unexpected conditions such as excessive weed growth, excessive poison ivy, unyielding clay, and/or thick tree roots. If soil amendments need to be made, an additional estimate will need to be quoted.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

*The customer is responsible for the proper care and watering of new plantings. Please review our recommended care instructions at: https://maryberrysgardening.com/garden-care. Failure to provide proper care and watering for new plantings will VOID the plant warranty. We recommend customers work with an irrigation company to ensure proper watering. Plantings will not be guaranteed without a working irrigation system in place.

Please leave a hose out for our crew for their use at the time of installation.

*Annuals and potted plants are not included in the warranty. Please see the warranty and watering information on our website maryberrysgardening.com.
***This warranty does not include labor or delivery for replacements.

*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal.

*Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service.

*In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone.

*Additional charges for materials may apply.

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
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You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| *Miss Dig will be notified of our installation location. If there utilities in the area we are working the landscape design may have to be adjusted to workaround the underground items. If there are obstructions such as, but not limited to Irrigation lines or outdoor lighting wires, the homeowner will be contacted. If items need to be moved, this will be at the homeowners expense. The new installation may have to be rescheduled. | | | |
| *The customer will contract their lighting and irrigation company to make necessary changes for the new landscape installation. Low-voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work. | | | |
| Sign to acknowledge you have read and understood these terms. | | | |
| Signature_____ Date_____ | | | |
| **Animal Repellent Granular #25**<br>25 lb. Animal repellent prevents grazing, nibbling, chewing, gnawing and browsing damage to plants and property. Environmentally safe and biodegradable. Won't harm plants or animals | 0.25 | 170.99 | 42.75T |
| Animal repellent is a deterrent and does not guarantee that animals will not damage plants in the future. Animal repellent needs to be re-applied on a regular basis. Mary Berry's Gardening is not liable for animal damage. | | | |
| **Animal Repellent Liquid 32oz**<br>32oz bottle. Amount of product will be calculated on the day of service. | 1 | 21.99 | 21.99T |
| **Trees:Cornus kousa 'Little Poncho' 24" BB**<br>1a | 1 | 734.99 | 734.99T |
| **Shrubs:Buxus 'Green Mountain' 24" BB/Pot**<br>2a | 3 | 263.99 | 791.97T |
| **Perennials:Alchemilla mollis #1**<br>3a | 5 | 24.99 | 124.95T |
| **Perennials:Spigelia marilandica 'Little Redhead"**<br>4a | 5 | 35.99 | 179.95T |
| **Plant delivery**<br>Mulch on a separate estimate | 1 | 100.00 | 100.00 |
| **Shrubs:Buxus 'Green Mountain' 24"**<br>CPC Hybrid Boxwood Pyramid | 1 | 247.99 | 247.99T |

We look forward to working with you.
Mary Berry's Gardening

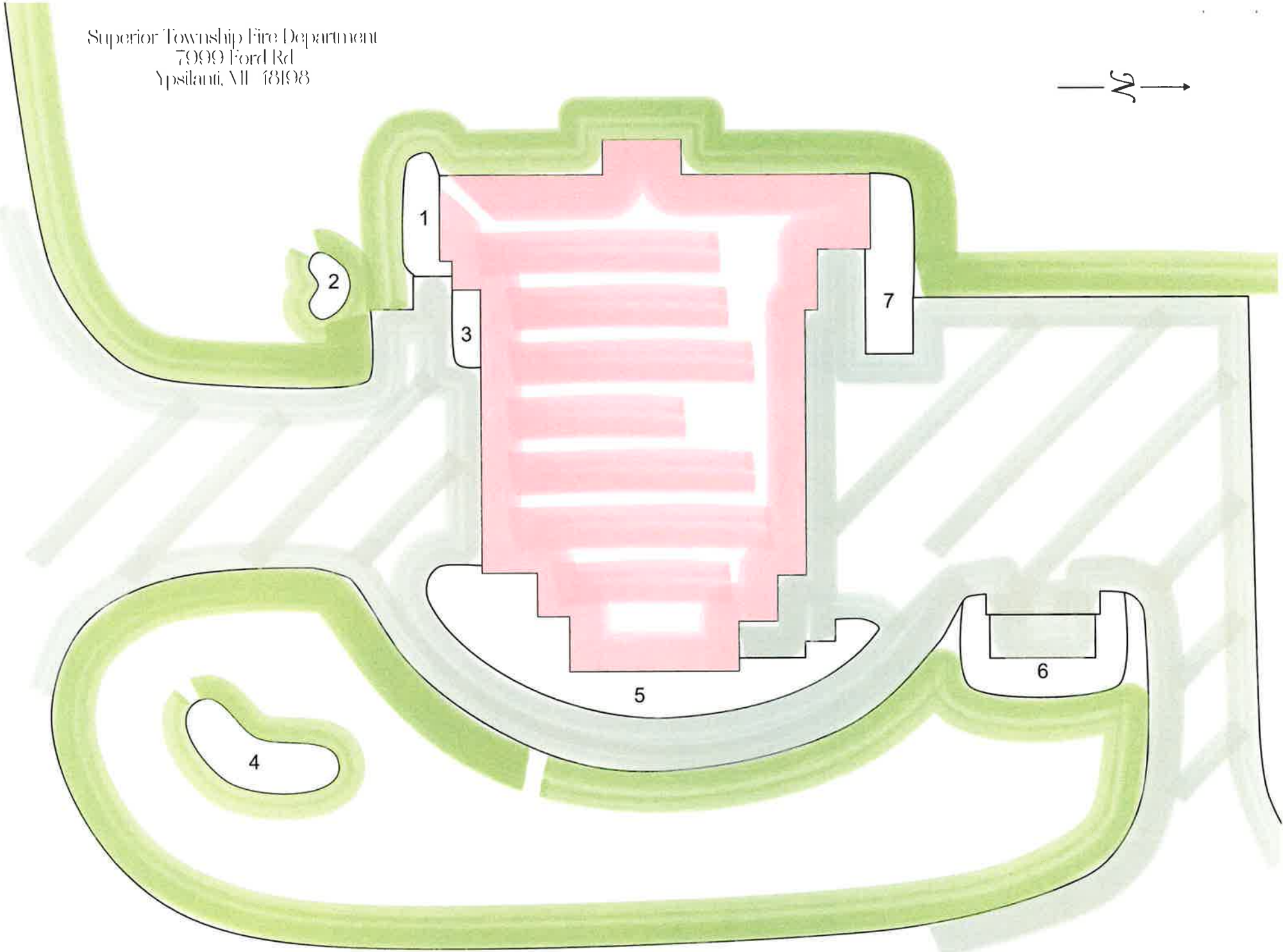
| | |
|---|---|
| SUBTOTAL | 5,420.57 |
| TAX (6%) | 137.91 |
| TOTAL | **$5,558.48** |

Accepted By

Accepted Date

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

Superior Township Fire Department
7999 Ford Rd
Ypsilanti, MI 48198




MARY BERRY'S GARDENING 10 2021

**Mary Berry's Gardening**
8400 Ford Road
Ypsilanti, MI 48198 USA
7345441969
info@maryberrysgardening.com
www.maryberrysgardening.com

# Estimate-Garden service

**ADDRESS**
Superior Township Fire Department
Jeff Kujawa
7999 Ford Rd
Ypsilanti, MI 48198

**ESTIMATE-GARDEN** 12471
**SERVICE #**
**DATE** 10/15/2024

**SALESPERSON**
Courtney Berry-Santoro

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Special requests**<br>GB 6: Garden around dumpster | 1 | 0.00 | 0.00 |
| **Sod Removal**<br>Your project may require more labor hours if there are unexpected conditions such as unyielding clay, and/or thick tree roots.<br><br>*Your project may require additional equipment. If this is needed, we will contact you to adjust your estimate.<br><br>*Difficult hardscapes, steep slopes, and difficult terrain may result in additional labor charges. | 1 | 600.00 | 600.00 |
| **Garden Waste**<br>Garden waste removal is $75 per yard.<br><br>Additional hauling will be needed, the hauling amount will be calculated on the day of service and the amount adjusted. | 1 | 75.00 | 75.00 |
| **Soil:Compost**<br>Per Yard | 2 | 76.99 | 153.98T |
| **Soil Installation**<br>per yard | 2 | 130.00 | 260.00 |
| **Soil Delivery** | 1 | 100.00 | 100.00 |
| **New Installation**<br>*The customer may not make changes to this estimate after the signed estimate and deposit have been turned in.<br><br>*Plant purchases are non-refundable. Due to plant availability, varieties, prices, | 1 | 2,595.00 | 2,595.00 |

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|

and sizes are subject to change.

***The plant warranty only includes the plant cost. It does not include labor, delivery, or other materials. Initial:_____.

*The customer is responsible for protecting their landscape from animal and winter damage. Please contact us to schedule our natural animal repellent services and winter protection.

*During the new installation existing plantings will be removed according to the landscape plan. If you would like to save and/or move your plantings this must be coordinated with the designer. Additional charges will apply.

*Your installation may require more labor hours if there are unexpected conditions such as excessive weed growth, excessive poison ivy, unyielding clay, and/or thick tree roots. If soil amendments need to be made, an additional estimate will need to be quoted.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

*The customer is responsible for the proper care and watering of new plantings. Please review our recommended care instructions at: https://maryberrysgardening.com/garden-care. Failure to provide proper care and watering for new plantings will VOID the plant warranty. We recommend customers work with an irrigation company to ensure proper watering. Plantings will not be guaranteed without a working irrigation system in place.

Please leave a hose out for our crew for their use at the time of installation.

*Annuals and potted plants are not included in the warranty. Please see the warranty and watering information on our website maryberrysgardening.com.
***This warranty does not include labor or delivery for replacements.

*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal.

*Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service.

*In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone.

*Additional charges for materials may apply.

*Miss Dig will be notified of our installation location. If there utilities in the area we are working the landscape design may have to be adjusted to workaround the underground items. If there are obstructions such as, but not limited to Irrigation lines or outdoor lighting wires, the homeowner will be contacted. If items need to be moved, this will be at the homeowners expense. The new

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| installation may have to be rescheduled.<br><br>*The customer will contract their lighting and irrigation company to make necessary changes for the new landscape installation. Low-voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work.<br><br>Sign to acknowledge you have read and understood these terms.<br><br>Signature_____ Date_____ | | | |
| **Animal Repellent Granular #25**<br>25 lb. Animal repellent prevents grazing, nibbling, chewing, gnawing and browsing damage to plants and property. Environmentally safe and biodegradable. Won't harm plants or animals<br><br>Animal repellent is a deterrent and does not guarantee that animals will not damage plants in the future. Animal repellent needs to be re-applied on a regular basis. Mary Berry's Gardening is not liable for animal damage. | 0.25 | 170.99 | 42.75T |
| **Animal Repellent Liquid 32oz**<br>32oz bottle. Amount of product will be calculated on the day of service. | 2 | 21.99 | 43.98T |
| **Trees:Thuja plicata 'Green Giant' G4**<br>CPC Giant Western Arborvitae | 8 | 300.99 | 2,407.92T |
| **Plant delivery** | 1 | 100.00 | 100.00 |

We look forward to working with you.
Mary Berry's Gardening

| | |
|---|---|
| SUBTOTAL | 6,378.63 |
| TAX (6%) | 158.92 |
| TOTAL | **$6,537.55** |

Accepted By

Accepted Date

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

**Mary Berry's Gardening**
8400 Ford Road
Ypsilanti, MI 48198 USA
7345441969
info@maryberrysgardening.com
www.maryberrysgardening.com

# Estimate-Garden service

**ADDRESS**
Superior Township Fire Department
Jeff Kujawa
7999 Ford Rd
Ypsilanti, MI 48198

**ESTIMATE-GARDEN** 12473
**SERVICE #**
**DATE** 10/15/2024

**SALESPERSON**
Courtney Berry-Santoro

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Special requests**<br>GB 2: Flag Pole | 1 | 0.00 | 0.00 |
| **Landscape design**<br>This estimate is for Garden Area #2.<br><br>*A copy of the landscape design and estimate may be obtained after the design fee is paid in full.<br><br>*The work will be put in for scheduling once we receive a 50% deposit of the full quote.<br><br>*Prices on the estimate are subject to change.<br><br>*Customer changes may not be made after the signed estimate and deposit are made. | 1 | 100.00 | 100.00 |
| **Sod Removal**<br>Your project may require more labor hours if there are unexpected conditions such as unyielding clay, and/or thick tree roots.<br><br>*Your project may require additional equipment. If this is needed, we will contact you to adjust your estimate. | 1 | 195.00 | 195.00 |
| **Garden Waste**<br>Garden waste removal is $75 per yard.<br><br>Additional hauling will be needed, the hauling amount will be calculated on the day of service and the amount adjusted. | 1 | 75.00 | 75.00 |

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Soil:Compost**<br>Per Yard | 1 | 76.99 | 76.99T |
| **Soil Installation**<br>per yard | 1 | 130.00 | 130.00 |
| **Soil Delivery** | 1 | 100.00 | 100.00 |
| **New Installation** | 1 | 671.00 | 671.00 |

*The customer may not make changes to this estimate after the signed estimate and deposit have been turned in.

*Plant purchases are non-refundable. Due to plant availability, varieties, prices, and sizes are subject to change.

***The plant warranty only includes the plant cost. It does not include labor, delivery, or other materials. Initial:_____.

*The customer is responsible for protecting their landscape from animal and winter damage. Please contact us to schedule our natural animal repellent services and winter protection.

*During the new installation existing plantings will be removed according to the landscape plan. If you would like to save and/or move your plantings this must be coordinated with the designer. Additional charges will apply.

*Your installation may require more labor hours if there are unexpected conditions such as excessive weed growth, excessive poison ivy, unyielding clay, and/or thick tree roots. If soil amendments need to be made, an additional estimate will need to be quoted.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

*The customer is responsible for the proper care and watering of new plantings. Please review our recommended care instructions at: https://maryberrysgardening.com/garden-care. Failure to provide proper care and watering for new plantings will VOID the plant warranty. We recommend customers work with an irrigation company to ensure proper watering. Plantings will not be guaranteed without a working irrigation system in place.

Please leave a hose out for our crew for their use at the time of installation.

*Annuals and potted plants are not included in the warranty. Please see the warranty and watering information on our website maryberrysgardening.com.
***This warranty does not include labor or delivery for replacements.

*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal.

*Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service.

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|

*In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone.

*Additional charges for materials may apply.

*Miss Dig will be notified of our installation location. If there utilities in the area we are working the landscape design may have to be adjusted to workaround the underground items. If there are obstructions such as, but not limited to Irrigation lines or outdoor lighting wires, the homeowner will be contacted. If items need to be moved, this will be at the homeowners expense. The new installation may have to be rescheduled.

*The customer will contract their lighting and irrigation company to make necessary changes for the new landscape installation. Low-voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work.

Sign to acknowledge you have read and understood these terms.

Signature_____ Date_____

| | | | |
|---|---|---|---|
| **Animal Repellent Granular #25**<br>25 lb. Animal repellent prevents grazing, nibbling, chewing, gnawing and browsing damage to plants and property. Environmentally safe and biodegradable. Won't harm plants or animals<br><br>Animal repellent is a deterrent and does not guarantee that animals will not damage plants in the future. Animal repellent needs to be re-applied on a regular basis. Mary Berry's Gardening is not liable for animal damage. | 0.25 | 170.99 | 42.75T |
| **Animal Repellent Liquid 32oz**<br>32oz bottle. Amount of product will be calculated on the day of service. | 1 | 21.99 | 21.99T |
| **Grasses:Calamagrostis 'Karl Foerster' #2**<br>1b | 4 | 54.99 | 219.96T |
| **Perennials:Allium 'Millenium' #1**<br>2b | 5 | 34.99 | 174.95T |
| **Perennials:Rudbeckia fulgida sullivanti 'Little Goldstar' #1**<br>3b | 5 | 35.99 | 179.95T |
| **Plant delivery** | 1 | 100.00 | 100.00 |

We look forward to working with you.
Mary Berry's Gardening

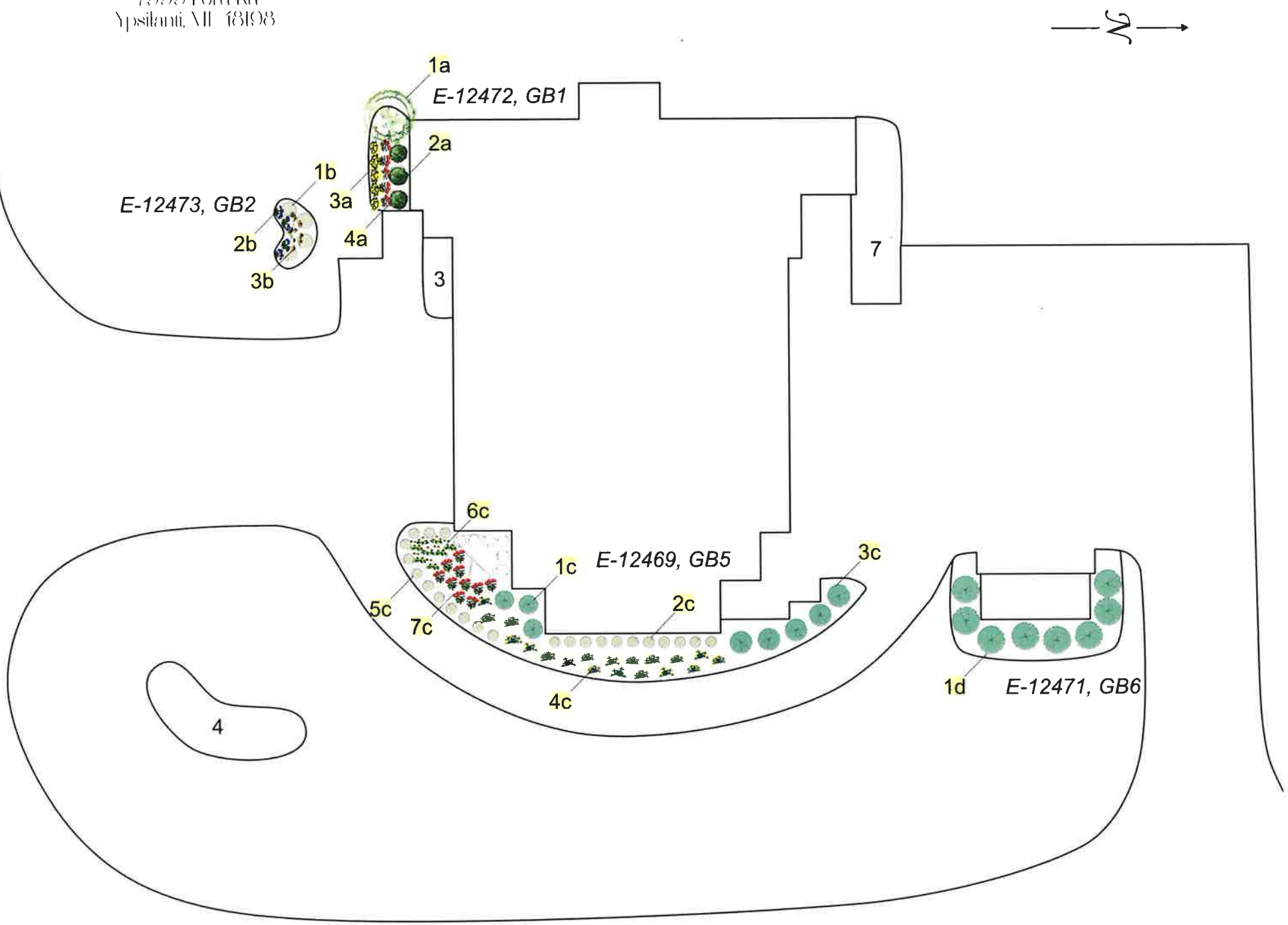
| | |
|---|---|
| SUBTOTAL | 2,087.59 |
| TAX (6%) | 43.00 |
| TOTAL | **$2,130.59** |

Accepted By

Accepted Date

All estimates must be signed to schedule work.
We request 50% deposit on all estimates except maintenance contracts and design consultation fees.
A convenience fee of 4.5% will be applied when using credit/debit cards for payment.
Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

Superior Township Fire Department
7999 Ford Rd
Ypsilanti, MI 48198




MARY BERRY'S GARDENING IO 2021

50ft

**Mary Berry's Gardening**
8400 Ford Road
Ypsilanti, MI 48198 USA
7345441969
info@maryberrysgardening.com
www.maryberrysgardening.com

# Estimate-Garden service

**ADDRESS**
Superior Township Fire Department
Jeff Kujawa
7999 Ford Rd
Ypsilanti, MI 48198

**ESTIMATE-GARDEN** 12469
**SERVICE #**
**DATE** 10/11/2024

**SALESPERSON**
Courtney Berry-Santoro

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Special requests**<br>GB 5: East Facing Foundation<br><br>Remove all existing juniper and viburnum on East facing foundation garden<br><br>Leave only Amelanchier and Yew hedge on South corner of building. | 1 | 0.00 | 0.00 |
| **Landscape design**<br>*A copy of the landscape design and estimate may be obtained after the design fee is paid in full.<br><br>*The work will be put in for scheduling once we receive a 50% deposit of the full quote.<br><br>*Prices on the estimate are subject to change.<br><br>*Customer changes may not be made after the signed estimate and deposit are made. | 1 | 300.00 | 300.00 |
| **Tree and Shrub Removal**<br>*Customer may need to have any leftover stumps ground by a tree company.<br><br>*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.<br><br>*Small amounts of poison ivy will be removed at our discretion. We charge an extra fee for poison ivy gear used. The customer will be responsible for large amounts of poison ivy removal. | 1 | 2,354.00 | 2,354.00 |

All estimates must be signed to schedule work.
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Please call the office to make a payment.
You can avoid fees by mailing a check!
A 1.5% interest charge per month on late invoices.

| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| *Our schedule fluctuates and we are sometimes unable to notify customers before our crew's arrival. Please request if you need to be notified prior to service. | | | |
| *In the event a client needs to cancel an appointment, 48-hour notice to Mary Berry's Gardening is required. Notice may be given by email or phone. | | | |
| *We recommend the application of organic fertilizer, compost, and 2 inches of mulch each spring. Please contact us to schedule these additional services. | | | |
| *We recommend the regular application of natural animal repellents. Please contact us to schedule our natural animal-repellent services. | | | |
| *Physical edges like black diamond and metal edging can deteriorate over time. We recommend removing these when damaged and creating a natural edge. Please contact us to schedule edging removal services. | | | |
| *The customer may not add any additional projects not listed on this estimate. Please contact us to schedule any additional services. | | | |
| *Additional charges for materials may apply. | | | |
| *Low voltage wires such as dog fences, lighting, and underground irrigation lines may be disturbed during gardening work. Mary Berry's Gardening will not be responsible for the cost of these lines during this work. | | | |
| **Garden Waste**<br>Garden waste removal is $75 per yard. | 7 | 75.00 | 525.00 |
| Additional hauling will be needed, the hauling amount will be calculated on the day of service and the amount adjusted. | | | |
| **Soil:Compost**<br>Per Yard | 4 | 76.99 | 307.96T |
| **Soil Installation**<br>per yard | 4 | 130.00 | 520.00 |
| **Soil Delivery** | 1 | 100.00 | 100.00 |
| **New Installation**<br>*The customer may not make changes to this estimate after the signed estimate and deposit have been turned in. | 1 | 6,278.00 | 6,278.00 |
| *Plant purchases are non-refundable. Due to plant availability, varieties, prices, and sizes are subject to change. | | | |
| ***The plant warranty only includes the plant cost. It does not include labor, delivery, or other materials. Initial:_____. | | | |
| *The customer is responsible for protecting their landscape from animal and winter damage. Please contact us to schedule our natural animal repellent services and winter protection. | | | |
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| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|

be coordinated with the designer. Additional charges will apply.

*Your installation may require more labor hours if there are unexpected conditions such as excessive weed growth, excessive poison ivy, unyielding clay, and/or thick tree roots. If soil amendments need to be made, an additional estimate will need to be quoted.

*Please note, invasive plants and weeds such as Prehistoric pine weed, Bishop's weed, Morning glory vine, Northern thistle, and others will need continued removal.

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Sign to acknowledge you have read and understood these terms.

Signature_____ Date_____

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| ACTIVITY | QTY | RATE | AMOUNT |
|---|---|---|---|
| **Animal Repellent Granular #25**<br>25 lb. Animal repellent prevents grazing, nibbling, chewing, gnawing and browsing damage to plants and property. Environmentally safe and biodegradable. Won't harm plants or animals<br><br>Animal repellent is a deterrent and does not guarantee that animals will not damage plants in the future. Animal repellent needs to be re-applied on a regular basis. Mary Berry's Gardening is not liable for animal damage. | 0.50 | 170.99 | 85.50T |
| **Animal Repellent Liquid 32oz**<br>32oz bottle. Amount of product will be calculated on the day of service. | 2 | 21.99 | 43.98T |
| **Shrubs:Juniperus x pfitzeriana 'Gold Coast' #5**<br>1c | 3 | 126.99 | 380.97T |
| **Grasses:Calamagrostis 'Karl Foerster' #2**<br>2c | 11 | 54.99 | 604.89T |
| **Shrubs:Juniperus scopulorum 'Blue Arrow' G5 BB**<br>3c | 5 | 441.00 | 2,205.00T |
| **Shrubs:Forsythia 'Gold Tide' #3**<br>4c | 18 | 101.99 | 1,835.82T |
| **Pennisetum 'Hameln' #1**<br>5c | 12 | 35.99 | 431.88T |
| **Perennials:Rudbeckia fulgida sullivanti 'Goldsturm' #1**<br>6c | 10 | 32.99 | 329.90T |
| **Perennials:Spigelia marilandica 'Little Redhead"**<br>7c | 9 | 37.99 | 341.91T |
| **Plant delivery**<br>Mulch on separate estimate | 1 | 100.00 | 100.00 |

We look forward to working with you.
Mary Berry's Gardening

| | |
|---|---|
| SUBTOTAL | 16,744.81 |
| TAX (6%) | 394.07 |
| TOTAL | **$17,138.88** |

Accepted By

Accepted Date

All estimates must be signed to schedule work.
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# *MARGOLIS COMPANIES*

*9600 Cherry Hill Rd., Ypsilanti, MI 48198*
*Phone (734) 482 0771* *Fax (734) 482 3870*


September 24, 2024

Superior Township Fire Department
799 Ford Rd.
Ypsilanti, Mi. 48198
(734) 484-1996
jkujawa@superior-twp.org

Attn: Jeffrey Kujawa

Project: Arborvitae planting, mulch

Provide labor and material to complete the following items of work Per our on-site meeting.

**Plant around Dumpster:**

| | | |
|---|---|---|
| 9 | Emerald Green Arborvitae | 6' |

Price $ 2,160.00

**Plants by front door and around create bed at Flag Pole:**

| | | |
|---|---|---|
| 1 | Emerald Green Arborvitae | 6' |
| 2 | Burning Bush | B&B |
| 6 | Broadmoor Juniper | 3 gal |

Price $ 4,090.00

**Mulch:**

15yd Red Mulch

Price $ 1,500.00

Total $ 7,750.00

**Note!**

Prevailing Wages not included
Irrigation Not Included
Exclusions:
No bonds, permits or benefit charges included. All engineering, testing, layout and staking by others.
No barricades, signage, or traffic control included. No prevailing wages included. No mowing, post fertilization, watering, weeding, and/or maintenance included.

If you have any questions regarding this bid/estimate please feel free to contact Jared Perkins at (737) 482-0771

Regards,

*Jared Perkins*
Project Manager/Estimator
**Margolis** Companies, Inc.
9600 Cherry Hill Rd., Ypsilanti, Michigan 48198
P. (734) 482-0771 F. (734) 482-3870
jperkins@margoliscompanies.com

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Dan Kimball; Fire Chief

**DATE SUBMITTED:** 5/5/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Resolution to approve the lease-to-purchase of a new fire truck to replace Engine 11-2 for the Charter Township of Superior Fire Department

**TYPE OF AGENDA ITEM** (SELECT ONE):

☑ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☐ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*
Resolution would approve the purchase of a new fire engine to replace the currently owned fire enginge 11-2.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*
Adoption of Resolution for approval of Fire Truck Purchase.

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*
Engine 11-2 High maintenance cost and constantly broke down.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

Amount Financed: $984,428
10 year repayment interest rate: 4.92%
Annual 10 year repayment amount option: $126,982.57
Total Amount After Interest: $1,269,825.70

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**

*List any departments or external entities responsible for or impacted by this item.*

Fire Department

**DEADLINES OR URGENCY (if applicable):**

*Include any timelines, deadlines or reasons for urgency.*

Truck is currently on hold for the Township and if TWP misses this purchase option, the price for a different truck could increase by $100,000

**SUPPORTING DOCUMENTS ATTACHED:**

*Include number of attachments and a brief title of each file.*

1. Resolution; (2) Fire Chief Letter, (3) Spartan Lease Superior Twp, MI - 4.10.26 Lease quote; (4) Superior S180 Proposal_2-17-26, (5) Fire Capital Millage Forecast (6) Sup TWP 20 Year Plan, (7)Plant Moran budget information, (8) Current Maintenance Costs Supporting Doc. (9) Email from State Budget Rep.

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Dan Kimball

**Title:** Fire Chief

**Phone:**

**Email:**

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE THE LEASE-TO-PURCHASE A NEW FIRE TRUCK TO REPLACE ENGINE 11-2 FOR THE CHARTER TOWNSHIP OF SUPERIOR FIRE DEPARTMENT**

**RESOLUTION NUMBER: 2026-23**

**DATE: MAY 18, 2026**

**WHEREAS**, the Superior Township Board is authorized under the laws of the State of Michigan, including the Charter Township Act, to take actions necessary to protect the public health, safety, and welfare of its residents; and

**WHEREAS**, the Superior Township Fire Department responds to approximately 1,835 emergency calls annually across a 36-square-mile service area, requiring reliable and operational apparatus at all times; and

**WHEREAS**, the Superior Township Fire Department has adopted a long-range Apparatus Replacement Plan (2026–2046), which recommends that engines and tankers serve 15 years in frontline service, followed by up to 5 years in reserve status; and

**WHEREAS**, Engine 11-2, a 2015 KME pumper currently operating with 94,650 miles, has experienced significant and ongoing maintenance issues since its acquisition, resulting in increased repair costs, excessive downtime, and reduced reliability compared to other apparatus in the fleet; and

**WHEREAS**, the Department's fire apparatus mechanic has confirmed that Engine 11-2 presents the highest maintenance burden in the current fleet and recommends prioritizing its replacement over other apparatus that have reached standard end-of-life thresholds; and

**WHEREAS**, the continued operation of Engine 11-2 poses risks including increased maintenance costs and downtime, reduced reliability during emergency response, and greater potential for out-of-service incidents that could impact public safety coverage; and

**WHEREAS**, the estimated cost to replace Engine 11-2 with a standard 1,500 GPM pumper is $984,428, which is consistent with current market pricing for apparatus of this specification; and

**WHEREAS**, replacing Engine 11-2 will also support operational consistency across the fleet, improve training efficiency, and reduce maintenance complexity for Department personnel; and

**WHEREAS**, this replacement request is aligned with the Township's broader capital improvement strategy, including the establishment of a dedicated apparatus replacement fund and the pursuit of applicable grant opportunities; and

**WHEREAS**, the Township has identified a financing plan for the replacement of Engine 11-2 with a total financed amount of $984,428, to be repaid over a 10-year term at an interest rate of 4.92%, resulting in annual payments of $126,982.57 and a total repayment amount of $1,269,825.70; and

**WHEREAS**, Board approval at this stage will authorize the Department to commence planning, specification development, vendor solicitation, and financing arrangements necessary to ensure a timely and cost-effective procurement process;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Superior Township Board hereby approves the replacement of Engine 11-2 and authorizes the Superior Township Fire Department to proceed with the procurement of a replacement 1,500 GPM pumper, to be financed in the amount of $984,428 over a 10-year term at an interest rate of 4.92%, with annual payments of $126,982.57 and a total repayment amount of $1,269,825.70, consistent with the Department's long-range Apparatus Replacement Plan.

May 18, 2026

Dear Members of the Superior Township Board,

I am writing to formally request the Board's approval to proceed with the replacement of Engine 11-2, a 2015 KME pumper currently assigned to frontline service with the Superior Township Fire Department.

The Department's long-range Apparatus Replacement Plan (2026–2046) establishes a standard service life of 15 years for frontline engines and tankers. While Engine 11-2 is approximately 10 years old and has not yet reached that threshold, the unit has required disproportionately high maintenance expenditures since its acquisition and has become the least reliable apparatus in the Department's fleet. Following a thorough review, the Department's fire apparatus mechanic has concurred that Engine 11-2 should be prioritized for replacement ahead of older units that continue to perform reliably within expected parameters.

The ongoing maintenance demands of Engine 11-2 present a meaningful operational risk. From January 2020 through March 2026, the unit has accumulated $97,442.89 in repair costs — a figure that reflects both the frequency and severity of its mechanical failures.

The Superior Township Fire Department responds to approximately 1,835 calls annually across a 36-square-mile service area, and any period of unplanned downtime directly reduces the Department's available response capacity. The specific concerns associated with continued operation of Engine 11-2 include:

- Maintenance costs and downtime that are disproportionate relative to other fleet apparatus
- Reduced reliability during emergency response operations
- An elevated risk of unplanned out-of-service periods that could impact coverage across the service area

The replacement unit is a standard 1,500 GPM pumper at a cost of $984,428. The Township has identified a 10-year financing structure to fund this acquisition, as follows:

- Amount Financed: $984,428
- Interest Rate: 4.92%
- Annual Payment: $126,982.57
- Total Repayment Amount: $1,269,825.70

This financing approach is consistent with the Township's broader capital improvement strategy, which includes the establishment of a dedicated apparatus replacement fund and the pursuit of grant opportunities where applicable. The replacement of Engine 11-2 will also support operational

consistency across the fleet, reduce overall maintenance complexity, and improve training standardization for Department personnel.

Board approval at this stage will authorize the Department to proceed with specification development, vendor solicitation, and the necessary financing arrangements to ensure a timely and cost-effective procurement process.

Thank you for your continued support of the Superior Township Fire Department and your commitment to maintaining a safe and effective emergency response capability for our community. I welcome the opportunity to provide additional information or to present this request in further detail at an upcoming Board meeting.

Respectfully,

Dan Kimball
Fire Chief
Superior Township Fire Department

# Superior Township Fire Department

# Apparatus Replacement Plan (2026–2046)

---

**Department Profile**

- **Coverage Area:** 36 square miles
- **Annual Call Volume:** 1,835 runs/year
- **Staffing:** 15 Full-Time Personnel
- **Fleet Composition:**
    - **Tanker 11-1:** 2007 American LaFrance (53,956 miles)
    - **Engine 11-1:** 2011 KME (122,259 miles)
    - **Engine 11-2:** 2015 KME (94,650 miles)
    - **Ladder 11-1:** 2017 KME (19,066 miles)

---

**Industry Replacement Benchmarks**

**Engines and Tankers**

- Frontline Service Life: 15 years
- Reserve Service Life: +5 years (20-year total lifecycle)

**Aerial Apparatus**

- Frontline Service Life: 20 years
- Reserve Service Life: +5 years (25-year lifecycle)

**Key Considerations**

- Maintenance costs increase significantly after 10 years
- Reliability declines after 15 years
- Compliance with evolving NFPA standards
- Parts availability challenges (notably American LaFrance – no longer in business)

---

**Current Fleet Assessment (2026)**

**Tanker 11-1 (2007 American LaFrance)**

- **Age:** 19 years
- **Status:** Beyond frontline service life
- **Risk Factors:**
    - Manufacturer out of business → limited parts availability
    - Increased likelihood of mechanical failure
- **Recommendation: Immediate replacement (Years 1–2)**

---

**Engine 11-1 (2011 KME)**

- **Age:** 15 years
- **Mileage:** Very high (122,259 miles)
- **Status:** End of frontline service life
- **Risk Factors:**
    - Elevated maintenance costs
    - Reduced reliability under high call volume
- **Recommendation: Replace within 2–4 years**

---

**Engine 11-2 (2015 KME)**

- **Age:** 11 years
- **Mileage:** High (94,650 miles)
- **Status:** Mid-life but heavily utilized
- **Risk Factors:**
    - Accelerated wear due to call volume
    - Goes on the most runs
    - The most Out of service of our fleet and has the most costly repairs.

- **Recommendation: Replace within 5–7 years (accelerated schedule)**

---

**Ladder 11-1 (2017 KME)**

- **Age:** 9 years
- **Mileage:** Low (19,066 miles)
- **Status:** Good condition
- **Recommendation: Long-term replacement (12–15 years)**

---

**20-Year Replacement Schedule**

**Phase 1: Immediate Needs (2026–2028)**

**1. Engine 11-2 Replacement**

- **Timeline:** 2026–2027
- **Estimated Cost:** $450,000–$650,000
- **Recommendations:**
    - 3,000–3,500 gallon capacity
    - Evaluate nurse tanker vs. shuttle-based operations

---

**2. Engine 11-2 Replacement**

- **Timeline:** 2027–2029
- **Estimated Cost:** $750,000–$950,000
- **Specifications:**
    - 1,500 GPM pumper
    - Maintain operational consistency across fleet

---

**Phase 2: Mid-Term Needs (2030–2035)**

**3. Tanker 11-1 Replacement**

- **Timeline:** 2031–2033
- **Estimated Cost:** $800,000–$1,000,000
- **Justification:**
    - High mileage and operational demand
    - Critical frontline reliability

---

**Phase 3: Long-Term Needs (2036–2042)**

**4. Ladder 11-1 Replacement**

- **Timeline:** 2037–2040
- **Estimated Cost:** $1.5M–$2.0M
- **Planning Considerations:**
    - 18–36 month build time
    - Evaluate quint vs. traditional aerial based on staffing

---

**Phase 4: Lifecycle Continuation (2040–2046)**

| Apparatus | Replacement Window |
|---|---|
| Tanker (new) | 2042–2045 |
| Engine (new 11-1) | 2044–2046 |

---

**Funding Strategy**

**Primary Funding Approach**

**1. Millage / Capital Improvement**

- Establish dedicated apparatus replacement fund
- Annual allocation: **$250,000–$400,000**

**2. Public Act 33**

- Utilize for capital apparatus purchases

**3. Grants**

- FEMA AFG (limited probability but viable)
- State infrastructure funding opportunities

**4. Lease-Purchase Agreements**

- Recommended for high-cost apparatus (ladder truck)
- Provides budget stability

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**Operational Considerations**

**Reserve Apparatus Strategy**

- Retain replaced engines as reserve units when feasible
- Tanker 11-1 **not recommended for reserve** due to age and parts issues

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**Fleet Standardization**

- Maintain consistency in:
    - Pump controls
    - Hose configurations
    - Equipment layout
- Benefits:
    - Reduced training time
    - Improved operational efficiency
    - Simplified maintenance

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**Call Volume Impact**

At **1,835 runs annually**, the department experiences:

- Moderate-to-high apparatus utilization
- Accelerated wear compared to lower-volume departments
- Increased importance of fleet reliability

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**Risk Analysis**

**High Risk (Immediate)**

- **Engine 11-2 failure** → age and high mileage
- **Tanker failure** → age , compromised water supply in non-hydranted areas

**Moderate Risk**

- **Engine 11-1 reliability decline**

**Lower Risk (Current)**

- Ladder 11-1

**Summary Timeline**

| Year | Action |
|---|---|
| 2026–2027 | Replace Engine 11-2 |
| 2027–2029 | Replace Tanker 11-2 |
| 2031–2033 | Replace Engine 11-1 |
| 2037–2040 | Replace Ladder 11-1 |
| 2042+ | Begin next replacement cycle |

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**Key Recommendations**

- **Engine 11-2 replacement immediately** due to its age and high mileage
- **Prioritize tanker replacement immediately** due to critical risk
- **Begin funding allocation now** for engine replacement
- **Establish a dedicated apparatus replacement fund**
- **Initiate ladder truck planning by 2035** to account for long lead times

## Engine #2 repairs - REVISED

**FIREWRENCH**

| Date | Invoice # | Description | Total |
|---|---|---|---|
| 03/06/2020 | 285 | BRAKES - ENGINE 2 | $1,514.88 |
| 06/08/2020 | 340 | REPAIRS TO ENGINE #2 | $2,782.40 |
| 11/01/2020 | 426 | REPAIR TO ENGINE 2 | $1,060.36 |
| 11/01/2020 | 413 | REPAIR TO ENGINE 2 | $175.97 |
| 11/22/2020 | 442 | ANNUAL PM SERVICE - ENGINE #2 | $1,181.49 |
| 05/03/2021 | 504 | ENGINE 2 REPAIR | $703.79 |
| 05/03/2021 | 534 | ENGINE 2 REPAIR | $1,666.12 |
| 06/04/2021 | 586 | ENGINE 2 REPAIR | $1,388.10 |
| 09/01/2021 | 601 | TRUCK REPAIR ENGINE #2 | $589.46 |
| 11/22/2021 | 630 | REPAIR OF ENGINE #2 | $428.25 |
| 02/11/2022 | 738 | REPAIR - ENGINE #2 | $847.65 |
| 02/21/2022 | 717 | REPAIR TO ENGINE #2 | $1,741.84 |
| 07/01/2022 | 815 | REPAIR - ENGINE 1 | $1,752.34 |
| 07/01/2022 | 817 | REPAIR - ENGINE 2 | $2,252.10 |
| 07/06/2022 | 818 | REPAIR TO ENGINE #2 | $830.30 |
| 11/01/2022 | 880 | REPAIRS - ENGINE 2 | $1,211.89 |
| 11/01/2022 | 873 | REPAIRS - ENGINE 2 | $1,112.50 |
| 11/01/2022 | 879 | REPAIRS - ENGINE 2 | $2,267.62 |
| 11/03/2022 | 881 | REPAIRS - ENGINE 2 | $412.50 |
| 01/30/2023 | 904 | REPAIR OF ENGINE #2 | $1,623.94 |
| 07/01/2023 | 981 | ENGINE 11-2 REPAIR | $1,341.34 |
| 10/29/2023 | 1018 | ENGINE #2 REPAIR | $597.19 |
| 11/12/2023 | 1030 | ENGINE 2 REPAIR | $1,216.49 |
| 11/24/2023 | 1031 | REPAIR ENGINE 2 | $948.84 |
| 01/02/2024 | 1059 | ENGINE 2 REPAIR | $681.60 |
| 03/14/2024 | 1084 | REPAIRS TO ENGINE #2 | $1,227.00 |
| 03/23/2024 | 1097 | REPAIRS - ENGINE #2 | $484.95 |
| 03/23/2024 | 1096 | REPAIRS - ENGINE #2 | $2,405.70 |
| 08/22/2024 | 1174 | ENGINE #2 REPAIR | $358.50 |
| 09/04/2024 | 1175 | ENGINE #2 REPAIR | $1,279.50 |
| 01/08/2025 | 1254 | REPAIR OF ENGINE#2 | $335.70 |
| 02/02/2025 | 1246 | REPAIR OF ENGINE #2 | $773.19 |
| 02/02/2025 | 1242 | REPAIR OF ENGINE#2 | $3,669.05 |
| 02/02/2025 | 1241 | REPAIR OF ENGINE#2 | $375.00 |
| 02/06/2025 | 1275 | ENGINE #2 REPAIR | $1,637.22 |
| 02/11/2025 | 1276 | ENGINE #2 REPAIR | $694.10 |
| 02/19/2025 | 1277 | ENGINE #2 REPAIR | $2,348.26 |
| 03/06/2025 | 1278 | ENGINE #2 REPAIR | $1,323.36 |
| 05/05/2025 | 1311 | ENGINE #2 REPAIR | $3,644.87 |
| 05/07/2025 | 1312 | ENGINE #2 REPAIR | $3,452.90 |
| 06/05/2025 | 1304 | ENGINE #2 REPAIR | $686.75 |
| 06/05/2025 | 1306 | ENGINE #2 REPAIR | $904.85 |
| 07/31/2025 | 1351 | ENGINE 2 REPAIR WORK | $350.00 |

## Engine #2 repairs - REVISED

**FIREWRENCH - CONTINUED**

| Date | Invoice # | Description | Total |
|---|---|---|---|
| 07/31/2025 | 1349 | ENGINE 2 REPAIR WORK | $834.29 |
| 09/24/2025 | 1389 | REPAIR OF ENGINE 2 | $617.90 |
| 09/30/2025 | 1393 | REPAIR OF ENGINE 2 | $1,077.13 |
| 12/17/2025 | 1409 | REPAIR - ENGINE #2 | $810.90 |
| 02/11/2026 | 1444 | REPAIR - ENGINE #2 | $2,416.44 |
| | | | $62,036.52 |

**TOLEDO-THE W.W. WILLIAMS CO LLC**

| Date | Invoice # | Description | Total |
|---|---|---|---|
| 10/10/2023 | 053W16106 | DOT INSPECTION E11-2 | $625.00 |
| 12/22/2025 | 053W21467 | ENGINE #2 REPAIR | $10,715.33 |
| 01/29/2026 | 053W21825 | ENGINE #2 REPAIR | $1,081.25 |
| 02/03/2026 | 053W21935 | EMERGENCY REPAIR - ENGINE 2 | $1,947.25 |
| 03/19/2026 | 053W21624 | REPAIR OF ENGINE #2 | $9,004.52 |
| 01/29/2026 | 053W21825 | ENGINE #2 REPAIR | $1,081.25 |
| 02/03/2026 | 053W21935 | EMERGENCY REPAIR - ENGINE 2 | $1,947.25 |
| 03/19/2026 | 053W21624 | REPAIR OF ENGINE #2 | $9,004.52 |
| | | | $35,406.37 |

**CUMMINS**

| Date | Invoice # | Description | Total |
|---|---|---|---|
| 06/30/2022 | S2-66166 | REPAIRS TO ENGINE 11-2 | $7,802.74 |
| 11/08/2021 | S2-65373 | REPLACE MOTOR - E11-2 | $44,541.14 |
| | | | **$52,343.88** |

| | | |
|---|---|---|
| | **Grand total - Jan 2020 - March 2026** | **$149,786.77** |

| | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 | Ten Year Total |
| 2 | | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | |
| 3 | | | | | | | | | | | | |
| 4 | Taxable value | $ 1,021,382,181.82 | $1,052,023,647 | $1,083,584,357 | $1,116,091,887 | $1,149,574,644 | $1,184,061,883 | $1,219,583,740 | $1,256,171,252 | $1,293,856,390 | $1,332,672,081 | |
| 5 | | | | | | | | | | | | |
| 6 | mills | Estimated Revenue | | | | | | | | | | |
| 7 | 0.5 | $ 510,691 | $ 526,012 | $ 541,792 | $ 558,046 | $ 574,787 | $ 592,031 | $ 609,792 | $ 628,086 | $ 646,928 | $ 666,336 | $ 5,854,502 |
| 8 | 1 | $ 1,021,382 | $ 1,052,024 | $ 1,083,584 | $ 1,116,092 | $ 1,149,575 | $ 1,184,062 | $ 1,219,584 | $ 1,256,171 | $ 1,293,856 | $ 1,332,672 | $ 11,709,003 |
| 9 | 1.5 | $ 1,532,073 | $ 1,578,035 | $ 1,625,377 | $ 1,674,138 | $ 1,724,362 | $ 1,776,093 | $ 1,829,376 | $ 1,884,257 | $ 1,940,785 | $ 1,999,008 | $ 17,563,505 |
| 10 | 2 | $ 2,042,764 | $ 2,104,047 | $ 2,167,169 | $ 2,232,184 | $ 2,299,149 | $ 2,368,124 | $ 2,439,167 | $ 2,512,343 | $ 2,587,713 | $ 2,665,344 | $ 23,418,006 |
| 11 | 2.5 | $ 2,553,455 | $ 2,630,059 | $ 2,708,961 | $ 2,790,230 | $ 2,873,937 | $ 2,960,155 | $ 3,048,959 | $ 3,140,428 | $ 3,234,641 | $ 3,331,680 | $ 29,272,508 |
| 12 | 2.75 | $ 2,808,801 | $ 2,893,065 | $ 2,979,857 | $ 3,069,253 | $ 3,161,330 | $ 3,256,170 | $ 3,353,855 | $ 3,454,471 | $ 3,558,105 | $ 3,664,848 | $ 32,199,758 |
| 13 | 3 | $ 3,064,147 | $ 3,156,071 | $ 3,250,753 | $ 3,348,276 | $ 3,448,724 | $ 3,552,186 | $ 3,658,751 | $ 3,768,514 | $ 3,881,569 | $ 3,998,016 | $ 35,127,009 |
| 14 | | | | | | | | | | | | |
| 15 | TV Growth | 0.03 | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | |
| 19 | Scenario #1 - 2 new fire trucks every 10 years; $5M renovation to existing fire station. | | | | | | | | | | | |
| 20 | | | | | | | | | | | | |
| 21 | Fire Truck #1 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 1,161,230 |
| 22 | Fire Truck #2 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 1,161,230 |
| 23 | $5M Renovation DS | $ 505,327 | $ 376,813 | $ 394,094 | $ 385,781 | $ 377,469 | $ 393,563 | $ 384,063 | $ 398,969 | $ 388,281 | $ 377,594 | $ 3,981,954 |
| 24 | | $ 737,573 | $ 609,059 | $ 626,340 | $ 618,027 | $ 609,715 | $ 625,809 | $ 616,309 | $ 631,215 | $ 620,527 | $ 609,840 | $ 6,304,414 |
| 25 | | | | | | | | | | | | |
| 26 | Scenario #2 - Same 2 new fire trucks every 10 years plus build a new fire station | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |
| 28 | Fire Truck #1 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 1,161,230 |
| 29 | Fire Truck #2 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 116,123 | $ 1,161,230 |
| 30 | New station - $14.2M | $ 1,104,050 | $ 1,102,675 | $ 1,100,350 | $ 1,097,075 | $ 1,102,613 | $ 1,096,963 | $ 1,100,125 | $ 1,101,863 | $ 1,102,175 | $ 1,101,063 | $ 11,008,950 |
| 31 | | $ 1,336,296 | $ 1,334,921 | $ 1,332,596 | $ 1,329,321 | $ 1,334,859 | $ 1,329,209 | $ 1,332,371 | $ 1,334,109 | $ 1,334,421 | $ 1,333,309 | $ 13,331,410 |
| 32 | | | | | | | | | | | | |

| | M | N | O | P | Q | R | S | T | U | V | W |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Year 11 | Year 12 | Year 13 | Year 14 | Year 15 | Year 16 | Year 17 | Year 18 | Year 19 | Year 20 | Twenty Year |
| 2 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | Total |
| 3 | | | | | | | | | | | |
| 4 | $1,372,652,244 | $1,413,831,811 | $1,456,246,765 | $1,499,934,168 | $1,544,932,193 | $1,591,280,159 | $1,639,018,564 | $1,688,189,121 | $1,738,834,794 | $1,790,999,838 | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | $ 686,326 | $ 706,916 | $ 728,123 | $ 749,967 | $ 772,466 | $ 795,640 | $ 819,509 | $ 844,095 | $ 869,417 | $ 895,500 | $ 13,722,461 |
| 8 | $ 1,372,652 | $ 1,413,832 | $ 1,456,247 | $ 1,499,934 | $ 1,544,932 | $ 1,591,280 | $ 1,639,019 | $ 1,688,189 | $ 1,738,835 | $ 1,791,000 | $ 27,444,923 |
| 9 | $ 2,058,978 | $ 2,120,748 | $ 2,184,370 | $ 2,249,901 | $ 2,317,398 | $ 2,386,920 | $ 2,458,528 | $ 2,532,284 | $ 2,608,252 | $ 2,686,500 | $ 41,167,384 |
| 10 | $ 2,745,304 | $ 2,827,664 | $ 2,912,494 | $ 2,999,868 | $ 3,089,864 | $ 3,182,560 | $ 3,278,037 | $ 3,376,378 | $ 3,477,670 | $ 3,582,000 | $ 54,889,845 |
| 11 | $ 3,431,631 | $ 3,534,580 | $ 3,640,617 | $ 3,749,835 | $ 3,862,330 | $ 3,978,200 | $ 4,097,546 | $ 4,220,473 | $ 4,347,087 | $ 4,477,500 | $ 68,612,307 |
| 12 | $ 3,774,794 | $ 3,888,037 | $ 4,004,679 | $ 4,124,819 | $ 4,248,564 | $ 4,376,020 | $ 4,507,301 | $ 4,642,520 | $ 4,781,796 | $ 4,925,250 | $ 75,473,537 |
| 13 | $ 4,117,957 | $ 4,241,495 | $ 4,368,740 | $ 4,499,803 | $ 4,634,797 | $ 4,773,840 | $ 4,917,056 | $ 5,064,567 | $ 5,216,504 | $ 5,373,000 | $ 82,334,768 |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |
| 16 | | | | | | | | | | | |
| 17 | | | | | | | | | | | |
| 18 | | | | | | | | | | | |
| 19 | | | | | | | | | | | |
| 20 | | | | | | | | | | | |
| 21 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 2,761,230 |
| 22 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 2,761,230 |
| 23 | $ 391,313 | $ 379,438 | $ 391,969 | $ 378,906 | $ 390,250 | $ 376,000 | $ 386,156 | $ 395,125 | $ 378,500 | $ 435,094 | $ 7,884,705 |
| 24 | $ 711,313 | $ 699,438 | $ 711,969 | $ 698,906 | $ 710,250 | $ 696,000 | $ 706,156 | $ 715,125 | $ 698,500 | $ 755,094 | $ 13,407,165 |
| 25 | | | | | | | | | | | |
| 26 | | | | | | | | | | | |
| 27 | | | | | | | | | | | |
| 28 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 2,761,230 |
| 29 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 160,000 | $ 2,761,230 |
| 30 | $ 1,098,525 | $ 1,104,325 | $ 1,098,463 | $ 1,100,938 | $ 1,101,513 | $ 1,100,188 | $ 1,096,963 | $ 1,101,600 | $ 1,103,863 | $ 1,064,700 | $ 21,980,025 |
| 31 | $ 1,418,525 | $ 1,424,325 | $ 1,418,463 | $ 1,420,938 | $ 1,421,513 | $ 1,420,188 | $ 1,416,963 | $ 1,421,600 | $ 1,423,863 | $ 1,384,700 | $ 27,502,485 |
| 32 | | | | | | | | | | | $ (57,562.28) |

**Debt Service Schedule (Payments Shown Separately)**
**Coupon: 4.75% | Term: 10 years | Starts: 04/01/2028**
**Target Total P+I: $6,000,000 | Actual Total P+I: $6,001,462**
**Par (computed): $4,776,891 | Principal rounding: $5,000**

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 04/01/2028 | $380,000.00 | $113,451.15 | $493,451.15 | $4,396,890.53 | 4.75% |
| 10/01/2028 | $0.00 | $104,426.15 | $104,426.15 | $4,396,890.53 | 4.75% |
| 04/01/2029 | $400,000.00 | $104,426.15 | $504,426.15 | $3,996,890.53 | 4.75% |
| 10/01/2029 | $0.00 | $94,926.15 | $94,926.15 | $3,996,890.53 | 4.75% |
| 04/01/2030 | $420,000.00 | $94,926.15 | $514,926.15 | $3,576,890.53 | 4.75% |
| 10/01/2030 | $0.00 | $84,951.15 | $84,951.15 | $3,576,890.53 | 4.75% |
| 04/01/2031 | $440,000.00 | $84,951.15 | $524,951.15 | $3,136,890.53 | 4.75% |
| 10/01/2031 | $0.00 | $74,501.15 | $74,501.15 | $3,136,890.53 | 4.75% |
| 04/01/2032 | $460,000.00 | $74,501.15 | $534,501.15 | $2,676,890.53 | 4.75% |
| 10/01/2032 | $0.00 | $63,576.15 | $63,576.15 | $2,676,890.53 | 4.75% |
| 04/01/2033 | $485,000.00 | $63,576.15 | $548,576.15 | $2,191,890.53 | 4.75% |
| 10/01/2033 | $0.00 | $52,057.40 | $52,057.40 | $2,191,890.53 | 4.75% |
| 04/01/2034 | $510,000.00 | $52,057.40 | $562,057.40 | $1,681,890.53 | 4.75% |
| 10/01/2034 | $0.00 | $39,944.90 | $39,944.90 | $1,681,890.53 | 4.75% |
| 04/01/2035 | $535,000.00 | $39,944.90 | $574,944.90 | $1,146,890.53 | 4.75% |
| 10/01/2035 | $0.00 | $27,238.65 | $27,238.65 | $1,146,890.53 | 4.75% |
| 04/01/2036 | $560,000.00 | $27,238.65 | $587,238.65 | $586,890.53 | 4.75% |
| 10/01/2036 | $0.00 | $13,938.65 | $13,938.65 | $586,890.53 | 4.75% |
| 04/01/2037 | $586,890.53 | $13,938.65 | $600,829.18 | $0.00 | 4.75% |
| 10/01/2037 | $0.00 | $0.00 | $0.00 | $0.00 | 4.75% |
| **TOTAL** | **$4,776,890.53** | **$1,224,571.85** | **$6,001,462.38** | | |

**Debt Service Schedule (Payments Shown Separately)**
**Coupon: 4.75% | Term: 10 years | Starts: 04/01/2028**
**Target Total P+I: $11,800,000 | Actual Total P+I: $11,797,968**
**Par (computed): $9,394,551 | Principal rounding: $10,000**

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 04/01/2028 | $750,000.00 | $223,120.60 | $973,120.60 | $8,644,551.38 | 4.75% |
| 10/01/2028 | $0.00 | $205,308.10 | $205,308.10 | $8,644,551.38 | 4.75% |
| 04/01/2029 | $790,000.00 | $205,308.10 | $995,308.10 | $7,854,551.38 | 4.75% |
| 10/01/2029 | $0.00 | $186,545.60 | $186,545.60 | $7,854,551.38 | 4.75% |
| 04/01/2030 | $830,000.00 | $186,545.60 | $1,016,545.60 | $7,024,551.38 | 4.75% |
| 10/01/2030 | $0.00 | $166,833.10 | $166,833.10 | $7,024,551.38 | 4.75% |
| 04/01/2031 | $870,000.00 | $166,833.10 | $1,036,833.10 | $6,154,551.38 | 4.75% |
| 10/01/2031 | $0.00 | $146,170.60 | $146,170.60 | $6,154,551.38 | 4.75% |
| 04/01/2032 | $910,000.00 | $146,170.60 | $1,056,170.60 | $5,244,551.38 | 4.75% |
| 10/01/2032 | $0.00 | $124,558.10 | $124,558.10 | $5,244,551.38 | 4.75% |
| 04/01/2033 | $950,000.00 | $124,558.10 | $1,074,558.10 | $4,294,551.38 | 4.75% |
| 10/01/2033 | $0.00 | $101,995.60 | $101,995.60 | $4,294,551.38 | 4.75% |
| 04/01/2034 | $1,000,000.00 | $101,995.60 | $1,101,995.60 | $3,294,551.38 | 4.75% |
| 10/01/2034 | $0.00 | $78,245.60 | $78,245.60 | $3,294,551.38 | 4.75% |
| 04/01/2035 | $1,050,000.00 | $78,245.60 | $1,128,245.60 | $2,244,551.38 | 4.75% |
| 10/01/2035 | $0.00 | $53,308.10 | $53,308.10 | $2,244,551.38 | 4.75% |
| 04/01/2036 | $1,100,000.00 | $53,308.10 | $1,153,308.10 | $1,144,551.38 | 4.75% |
| 10/01/2036 | $0.00 | $27,183.10 | $27,183.10 | $1,144,551.38 | 4.75% |
| 04/01/2037 | $1,144,551.38 | $27,183.10 | $1,171,734.47 | $0.00 | 4.75% |
| 10/01/2037 | $0.00 | $0.00 | $0.00 | $0.00 | 4.75% |
| **TOTAL** | **$9,394,551.38** | **$2,403,416.31** | **$11,797,967.69** | | |

**Debt Service Schedule (Payments Shown Separately)**
**Coupon: 4.75% | Term: 20 years | Starts: 04/01/2028**
**Target Total P+I: $13,700,000 | Actual Total P+I: $13,694,791**
**Par (computed): $8,844,836 | Principal rounding: $5,000**

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 04/01/2028 | $270,000.00 | $210,064.87 | $480,064.87 | $8,574,836.43 | 4.75% |
| 10/01/2028 | $0.00 | $203,652.37 | $203,652.37 | $8,574,836.43 | 4.75% |
| 04/01/2029 | $285,000.00 | $203,652.37 | $488,652.37 | $8,289,836.43 | 4.75% |
| 10/01/2029 | $0.00 | $196,883.62 | $196,883.62 | $8,289,836.43 | 4.75% |
| 04/01/2030 | $300,000.00 | $196,883.62 | $496,883.62 | $7,989,836.43 | 4.75% |
| 10/01/2030 | $0.00 | $189,758.62 | $189,758.62 | $7,989,836.43 | 4.75% |
| 04/01/2031 | $315,000.00 | $189,758.62 | $504,758.62 | $7,674,836.43 | 4.75% |
| 10/01/2031 | $0.00 | $182,277.37 | $182,277.37 | $7,674,836.43 | 4.75% |
| 04/01/2032 | $330,000.00 | $182,277.37 | $512,277.37 | $7,344,836.43 | 4.75% |
| 10/01/2032 | $0.00 | $174,439.87 | $174,439.87 | $7,344,836.43 | 4.75% |
| 04/01/2033 | $345,000.00 | $174,439.87 | $519,439.87 | $6,999,836.43 | 4.75% |
| 10/01/2033 | $0.00 | $166,246.12 | $166,246.12 | $6,999,836.43 | 4.75% |
| 04/01/2034 | $360,000.00 | $166,246.12 | $526,246.12 | $6,639,836.43 | 4.75% |
| 10/01/2034 | $0.00 | $157,696.12 | $157,696.12 | $6,639,836.43 | 4.75% |
| 04/01/2035 | $380,000.00 | $157,696.12 | $537,696.12 | $6,259,836.43 | 4.75% |
| 10/01/2035 | $0.00 | $148,671.12 | $148,671.12 | $6,259,836.43 | 4.75% |
| 04/01/2036 | $395,000.00 | $148,671.12 | $543,671.12 | $5,864,836.43 | 4.75% |
| 10/01/2036 | $0.00 | $139,289.87 | $139,289.87 | $5,864,836.43 | 4.75% |
| 04/01/2037 | $415,000.00 | $139,289.87 | $554,289.87 | $5,449,836.43 | 4.75% |
| 10/01/2037 | $0.00 | $129,433.62 | $129,433.62 | $5,449,836.43 | 4.75% |
| 04/01/2038 | $435,000.00 | $129,433.62 | $564,433.62 | $5,014,836.43 | 4.75% |
| 10/01/2038 | $0.00 | $119,102.37 | $119,102.37 | $5,014,836.43 | 4.75% |
| 04/01/2039 | $460,000.00 | $119,102.37 | $579,102.37 | $4,554,836.43 | 4.75% |
| 10/01/2039 | $0.00 | $108,177.37 | $108,177.37 | $4,554,836.43 | 4.75% |
| 04/01/2040 | $480,000.00 | $108,177.37 | $588,177.37 | $4,074,836.43 | 4.75% |
| 10/01/2040 | $0.00 | $96,777.37 | $96,777.37 | $4,074,836.43 | 4.75% |
| 04/01/2041 | $505,000.00 | $96,777.37 | $601,777.37 | $3,569,836.43 | 4.75% |
| 10/01/2041 | $0.00 | $84,783.62 | $84,783.62 | $3,569,836.43 | 4.75% |
| 04/01/2042 | $530,000.00 | $84,783.62 | $614,783.62 | $3,039,836.43 | 4.75% |
| 10/01/2042 | $0.00 | $72,196.12 | $72,196.12 | $3,039,836.43 | 4.75% |
| 04/01/2043 | $555,000.00 | $72,196.12 | $627,196.12 | $2,484,836.43 | 4.75% |
| 10/01/2043 | $0.00 | $59,014.87 | $59,014.87 | $2,484,836.43 | 4.75% |
| 04/01/2044 | $580,000.00 | $59,014.87 | $639,014.87 | $1,904,836.43 | 4.75% |
| 10/01/2044 | $0.00 | $45,239.87 | $45,239.87 | $1,904,836.43 | 4.75% |
| 04/01/2045 | $610,000.00 | $45,239.87 | $655,239.87 | $1,294,836.43 | 4.75% |

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 10/01/2045 | $0.00 | $30,752.37 | $30,752.37 | $1,294,836.43 | 4.75% |
| 04/01/2046 | $640,000.00 | $30,752.37 | $670,752.37 | $654,836.43 | 4.75% |
| 10/01/2046 | $0.00 | $15,552.37 | $15,552.37 | $654,836.43 | 4.75% |
| 04/01/2047 | $654,836.43 | $15,552.37 | $670,388.79 | $0.00 | 4.75% |
| 10/01/2047 | $0.00 | $0.00 | $0.00 | $0.00 | 4.75% |
| **TOTAL** | **$8,844,836.43** | **$4,849,954.74** | **$13,694,791.17** | | |

**Debt Service Schedule (Payments Shown Separately)**
**Coupon: 4.75% | Term: 20 years | Starts: 04/01/2028**
**Target Total P+I: $27,400,000 | Actual Total P+I: $27,389,582**
**Par (computed): $17,689,673 | Principal rounding: $10,000**

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 04/01/2028 | $540,000.00 | $420,129.73 | $960,129.73 | $17,149,672.85 | 4.75% |
| 10/01/2028 | $0.00 | $407,304.73 | $407,304.73 | $17,149,672.85 | 4.75% |
| 04/01/2029 | $570,000.00 | $407,304.73 | $977,304.73 | $16,579,672.85 | 4.75% |
| 10/01/2029 | $0.00 | $393,767.23 | $393,767.23 | $16,579,672.85 | 4.75% |
| 04/01/2030 | $600,000.00 | $393,767.23 | $993,767.23 | $15,979,672.85 | 4.75% |
| 10/01/2030 | $0.00 | $379,517.23 | $379,517.23 | $15,979,672.85 | 4.75% |
| 04/01/2031 | $630,000.00 | $379,517.23 | $1,009,517.23 | $15,349,672.85 | 4.75% |
| 10/01/2031 | $0.00 | $364,554.73 | $364,554.73 | $15,349,672.85 | 4.75% |
| 04/01/2032 | $660,000.00 | $364,554.73 | $1,024,554.73 | $14,689,672.85 | 4.75% |
| 10/01/2032 | $0.00 | $348,879.73 | $348,879.73 | $14,689,672.85 | 4.75% |
| 04/01/2033 | $690,000.00 | $348,879.73 | $1,038,879.73 | $13,999,672.85 | 4.75% |
| 10/01/2033 | $0.00 | $332,492.23 | $332,492.23 | $13,999,672.85 | 4.75% |
| 04/01/2034 | $720,000.00 | $332,492.23 | $1,052,492.23 | $13,279,672.85 | 4.75% |
| 10/01/2034 | $0.00 | $315,392.23 | $315,392.23 | $13,279,672.85 | 4.75% |
| 04/01/2035 | $760,000.00 | $315,392.23 | $1,075,392.23 | $12,519,672.85 | 4.75% |
| 10/01/2035 | $0.00 | $297,342.23 | $297,342.23 | $12,519,672.85 | 4.75% |
| 04/01/2036 | $790,000.00 | $297,342.23 | $1,087,342.23 | $11,729,672.85 | 4.75% |
| 10/01/2036 | $0.00 | $278,579.73 | $278,579.73 | $11,729,672.85 | 4.75% |
| 04/01/2037 | $830,000.00 | $278,579.73 | $1,108,579.73 | $10,899,672.85 | 4.75% |
| 10/01/2037 | $0.00 | $258,867.23 | $258,867.23 | $10,899,672.85 | 4.75% |
| 04/01/2038 | $870,000.00 | $258,867.23 | $1,128,867.23 | $10,029,672.85 | 4.75% |
| 10/01/2038 | $0.00 | $238,204.73 | $238,204.73 | $10,029,672.85 | 4.75% |
| 04/01/2039 | $920,000.00 | $238,204.73 | $1,158,204.73 | $9,109,672.85 | 4.75% |
| 10/01/2039 | $0.00 | $216,354.73 | $216,354.73 | $9,109,672.85 | 4.75% |
| 04/01/2040 | $960,000.00 | $216,354.73 | $1,176,354.73 | $8,149,672.85 | 4.75% |
| 10/01/2040 | $0.00 | $193,554.73 | $193,554.73 | $8,149,672.85 | 4.75% |
| 04/01/2041 | $1,010,000.00 | $193,554.73 | $1,203,554.73 | $7,139,672.85 | 4.75% |
| 10/01/2041 | $0.00 | $169,567.23 | $169,567.23 | $7,139,672.85 | 4.75% |
| 04/01/2042 | $1,060,000.00 | $169,567.23 | $1,229,567.23 | $6,079,672.85 | 4.75% |
| 10/01/2042 | $0.00 | $144,392.23 | $144,392.23 | $6,079,672.85 | 4.75% |
| 04/01/2043 | $1,110,000.00 | $144,392.23 | $1,254,392.23 | $4,969,672.85 | 4.75% |
| 10/01/2043 | $0.00 | $118,029.73 | $118,029.73 | $4,969,672.85 | 4.75% |
| 04/01/2044 | $1,160,000.00 | $118,029.73 | $1,278,029.73 | $3,809,672.85 | 4.75% |
| 10/01/2044 | $0.00 | $90,479.73 | $90,479.73 | $3,809,672.85 | 4.75% |
| 04/01/2045 | $1,220,000.00 | $90,479.73 | $1,310,479.73 | $2,589,672.85 | 4.75% |

| Payment Date | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|
| 10/01/2045 | $0.00 | $61,504.73 | $61,504.73 | $2,589,672.85 | 4.75% |
| 04/01/2046 | $1,280,000.00 | $61,504.73 | $1,341,504.73 | $1,309,672.85 | 4.75% |
| 10/01/2046 | $0.00 | $31,104.73 | $31,104.73 | $1,309,672.85 | 4.75% |
| 04/01/2047 | $1,309,672.85 | $31,104.73 | $1,340,777.58 | $0.00 | 4.75% |
| 10/01/2047 | $0.00 | $0.00 | $0.00 | $0.00 | 4.75% |
| **TOTAL** | **$17,689,672.85** | **$9,699,909.48** | **$27,389,582.33** | | |

Debt Service Schedule (Payments Shown Separately)
Borrowed (Par): $14,200,000 | Coupon: 4.75% | Term: 20 years
Payment pattern: Apr 1 = Principal + Interest; Oct 1 = Interest only (calendar-year basis)
Principal rounding: $10,000 (non-decreasing); Starts: 2028
Totals (Annual Totals): Principal $14,200,000 | Interest $7,780,025 | Total P+I $21,980,025

| alendar Ye | Payment Date | Row Type | Principal | Interest | Total Payment | Outstanding Principal After Payment | Coupon |
|---|---|---|---|---|---|---|---|
| 2028 | | Annual Total | $440,000.00 | $664,050.00 | $1,104,050.00 | $13,760,000.00 | 4.75% |
| 2029 | | Annual Total | $460,000.00 | $642,675.00 | $1,102,675.00 | $13,300,000.00 | 4.75% |
| 2030 | | Annual Total | $480,000.00 | $620,350.00 | $1,100,350.00 | $12,820,000.00 | 4.75% |
| 2031 | | Annual Total | $500,000.00 | $597,075.00 | $1,097,075.00 | $12,320,000.00 | 4.75% |
| 2032 | | Annual Total | $530,000.00 | $572,612.50 | $1,102,612.50 | $11,790,000.00 | 4.75% |
| 2033 | | Annual Total | $550,000.00 | $546,962.50 | $1,096,962.50 | $11,240,000.00 | 4.75% |
| 2034 | | Annual Total | $580,000.00 | $520,125.00 | $1,100,125.00 | $10,660,000.00 | 4.75% |
| 2035 | | Annual Total | $610,000.00 | $491,862.50 | $1,101,862.50 | $10,050,000.00 | 4.75% |
| 2036 | | Annual Total | $640,000.00 | $462,175.00 | $1,102,175.00 | $9,410,000.00 | 4.75% |
| 2037 | | Annual Total | $670,000.00 | $431,062.50 | $1,101,062.50 | $8,740,000.00 | 4.75% |
| 2038 | | Annual Total | $700,000.00 | $398,525.00 | $1,098,525.00 | $8,040,000.00 | 4.75% |
| 2039 | | Annual Total | $740,000.00 | $364,325.00 | $1,104,325.00 | $7,300,000.00 | 4.75% |
| 2040 | | Annual Total | $770,000.00 | $328,462.50 | $1,098,462.50 | $6,530,000.00 | 4.75% |
| 2041 | | Annual Total | $810,000.00 | $290,937.50 | $1,100,937.50 | $5,720,000.00 | 4.75% |
| 2042 | | Annual Total | $850,000.00 | $251,512.50 | $1,101,512.50 | $4,870,000.00 | 4.75% |
| 2043 | | Annual Total | $890,000.00 | $210,187.50 | $1,100,187.50 | $3,980,000.00 | 4.75% |
| 2044 | | Annual Total | $930,000.00 | $166,962.50 | $1,096,962.50 | $3,050,000.00 | 4.75% |
| 2045 | | Annual Total | $980,000.00 | $121,600.00 | $1,101,600.00 | $2,070,000.00 | 4.75% |
| 2046 | | Annual Total | $1,030,000.00 | $73,862.50 | $1,103,862.50 | $1,040,000.00 | 4.75% |
| 2047 | | Annual Total | $1,040,000.00 | $24,700.00 | $1,064,700.00 | $0.00 | 4.75% |
| GRAND TOTAL (Annual Totals only) | | | $14,200,000.00 | $7,780,025.00 | $21,980,025.00 | | |

Kent forwarded me your email. I reached out to SBO to get some clarification and their response is that a grant can be used to reimbursed for expenses incurred, but those expenses must occur in the same fiscal year as the grant is awarded in. Basically if the cost is incurred prior to October 1 of this year the grant would have to be a FY 26 grant, and if those expenses are incurred October 1 or later it would have to be FY 27 grant.

April 10, 2026

Vendor Contract #082025-REVG-4

Charter Township of Superior
Member ID #204114
7999 Ford Blvd.
Ypsilanti, MI 48198

We are pleased to offer you a Spartan Emergency Response Engine S-180 Model 3106, Job # 525081, on a Metro Star Chassis through the Sourcewell® Contract, based on the provided specifications and drawings.

| | |
|---|---|
| MSRP | $960,501.00 |
| Sourcewell Discount | $(77,507) |
| Discount Percentage | 8.07% |
| | |
| Spartan/Sourcewell Price | $882,994.00 |
| Dealer Equipment/Upfit | $101,434.00 |
| | |
| **Total Contract Price** | **$984,428.00** |

*Prices above do not include any Federal, State or local taxes.*

We look forward to providing your agency with an industry leading apparatus. Our legacy of expertise means we build your apparatus from the ground up on a foundation ready to handle your specific response equipment and route needs. We strategically configure your apparatus design to represent the best possible mix of safety, speed, agility, ergonomics, and serviceability.

Please note: All stock units are available to our dealer network on a first-come basis (contract signing)

Contract price valid until May 22, 2026 Extensions may be granted if available

Sincerely,

Matthew Holzhei
General Manager, CSI Emergency Apparatus

Initials
MRH

# LEASE FINANCING PROPOSAL

**Requested by**

## CSI Emergency Apparatus, LLC

**Representing**

SPARTAN REV GROUP EMERGENCY RESPONSE

**Presented To (As Lessee)**

## Superior Township, MI

| | | | |
|---|---|---|---|
| **Proposal Date:** | April 10, 2026 | | |
| **Equipment Description:** | (1) Spartan Custom Pumper | | |
| **Commencement Date:** | May 25, 2026 | | |
| | **Option 1** | **Option 2** | **Option 3** |
| **Equipment Cost:** | $984,428 | $984,428 | $984,428 |
| **Lessee Down Payment:** | | | |
| **Amount Financed:** | $984,428 | $984,428 | $984,428 |
| **Lease Term:** | 5 Years | 7 Years | 10 Years |
| **First Payment Date:** | 5/25/2027 | 5/25/2027 | 5/25/2027 |
| **Payment Frequency:** | Annual | Annual | Annual |
| **Interest Rate:** | 4.86% | 4.89% | 4.92% |
| **Payment Amount:** | $226,504.84 | $169,457.89 | $126,982.57 |

***There is no additional charge or penalty for early payoffs***

**Qualifications:**

1. **Pricing:** This is a lease proposal for the payment stream(s) indicated above. If any of the information identified above are not correct, please advise us so that we can determine if a new proposal is required. Other important elements of this proposal are:

a) **Rate Expiration**: Signing this proposal does not in itself lock in your rate. This lease must be credit approved, contracts properly signed, and the lease funded by Leasing 2 within thirty days from the date of this proposal to protect the rates quoted.

b) **Closing Costs:** There will be no up-front costs of any kind charged by Lessor including closing costs, points, administrative costs, etc. Your attorney may charge you to review the lease documents and complete the opinion letter required with our lease documentation.

c) **Fixed Rates**: Rates are fixed for the entire term.

2. **Type of Lease:** This is a lease-purchase type of financing. After all the lease payments are made, Lessee will own the equipment without further cost.

3. **Financial Reporting**: All city, county and tax districts (including fire districts) will be expected to provide GAAP audited financial reports. All non-for profit corporations (vfd's) will be expected to provide IRS 990 federal tax returns. If you do not maintain these types of financial reports, please contact us to discuss.

4. **Vendor Payable / Escrow Account (where applicable):** In the event that the truck(s) and/or equipment are not ready to be delivered, proceeds of this lease will be held in a vendor payable account until delivery/acceptance. This is a non-interest bearing account to Lessee.

5. **Credit Approval and Documentation:** This is a proposal only, and does not represent a commitment to lease. This financing is subject to credit review and approval and execution of mutually acceptable documentation, including the opinion of lessee's counsel opining that the agreement is legal, valid and binding, obligation of Lessee.


**Financing by:** Leasing 2, Inc.
**Contact:** Carter Meyers
**Phone:** 813-258-9888 x15
**Email:** cmeyers@leasing2.com
**Web:** www.leasing2.com


LEASING 2

**REQUEST TO PROCEED:**

**When you are ready to proceed with Leasing 2 towards finalizing this lease financing arrangement, please indicate so by signing below and completing the requested information. We will immediately email you our application. Thank you for your confidence and consideration.**

**Proposal date:** April 10, 2026 **Option Chosen:** _____ (where applicable)

**Upcoming Governing Body meeting date for lease approval:** _____

Superior Township, MI
Name of Lessee

| | | |
|---|---|---|
| **Authorized Signature** | **Date** | **Title** |
| **Printed Name Of Authorized Signature** | **Last month of your budget year?** | |
| **Contact Name** *(If Different ThanAuthorized Signature)* | **Contact Phone** | **Contact Email** |
| **Financial Contact Name** *(Can be Treasurer or Clerk)* | **Contact Phone** | **Contact Email** |

*Please complete the above information and* ***fax or email*** *all pages of the proposal to*
***813-258-9333 / info@leasing2.com***

25 IN BUSINESS OVER 25 YEARS LEASING 2

ASSOCIATION FOR GOVERNMENTAL LEASING & FINANCE

**** Important: A Resolution will be required with the lease contract ****
**In the event that you require board action to sign this proposal, please call us so that we may forward the preferred form for the meeting.**

## Are you ready to move forward with Leasing 2?

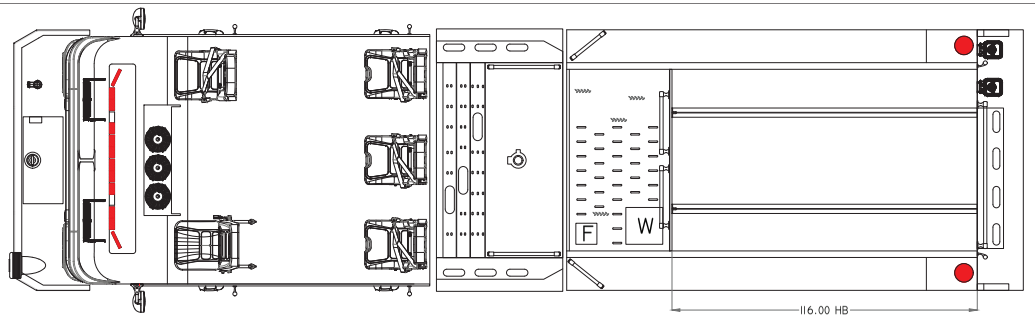
***Here is a quick overview of our process***

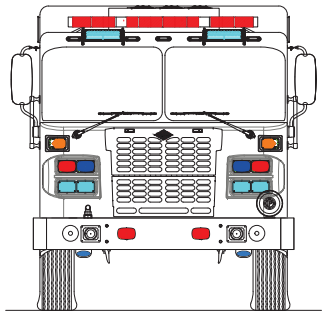
**1. Signed Proposal** - *When you are ready to move forward with Leasing 2, email a scan of the completed and signed proposal back to Leasing 2.*

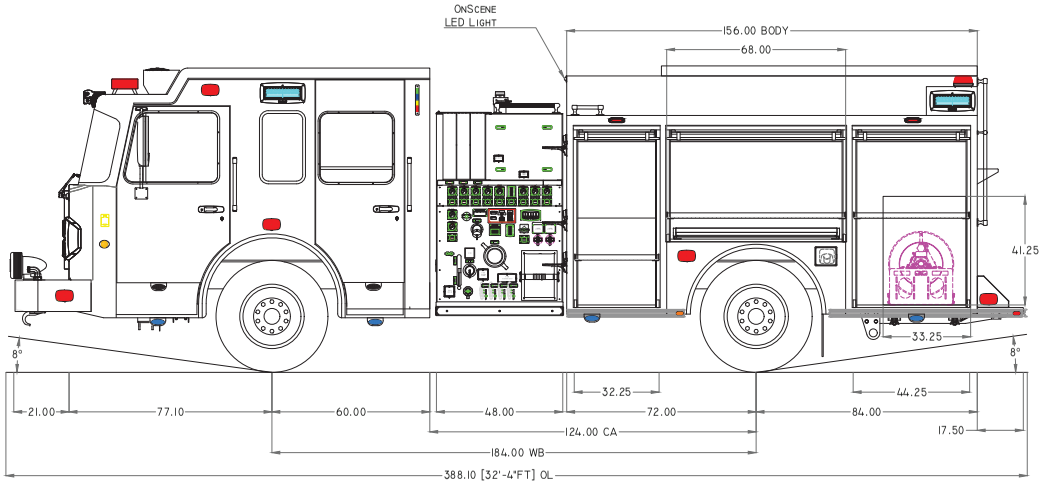
**2. Credit Application** - *A credit application and request for current financial reports will be emailed to the designated contacts upon receipt of the signed proposal. The credit application should be completed and returned promptly to protect your quoted interest rates. Credit approval usually comes within a few days receipt of the completed credit application.*

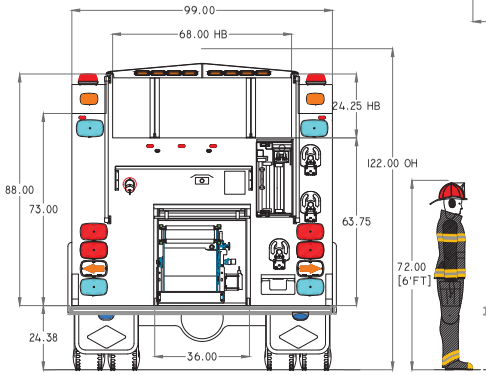
**3. Financing Agreement** - *Once credit approval is accomplished, the financing agreement will be emailed for review and signature. Once the contracts are signed and returned, we are ready for closing.*

| Compartment | Volume (Cubic Feet) |
|---|---|
| L1 | 29.4 |
| L2 | 27.3 |
| L3 | 36.5 |
| R1 | 29.4 |
| R2 | 27.3 |
| R3 | 36.5 |
| B1 | 32.0 |
| Hose Bed Area | 110.7 |



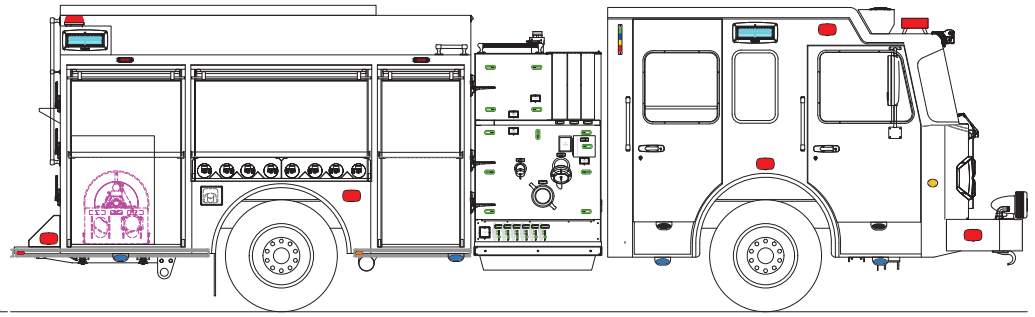











SPARTAN

| | |
|---|---|
| Chassis: | Spartan Metro Star EMFD 10" RR |
| Engine: | Cummins X12 500 HP |
| Transmission: | Allison 4000 EVS |
| Axles: | F 21,500 LB / R 26,000 LB |
| Model: | 3106 |
| Water/Foam: | 1000 Gallons / 20 Gallons |
| Pump: | Waterous CSU 1500 GPM |
| Foam System: | FoamPro 1600 |
| Generator: | N/A |

Door Framed Openings

| Compartment | Door Framed Opening |
|---|---|
| L1 | 32.25-W x 68.0-H |
| L2 | 68.0-W x 43.0-H |
| L3 | 44.25-W x 68.0-H |
| R1 | 32.25-W x 68.0-H |
| R2 | 68.0-W x 43.0-H |
| R3 | 44.25-W x 68.0-H |
| B1 | 36.0-W x 36.875-H |

Special Notes:

Ladder Package

(1) Duo-Safety 24 ft.-2 sec., 900A
(1) Duo-Safety 14 ft. Roof, 775A
(1) Duo-Safety 10 ft. Attic, 585A

Storage For

(1) 18" x 72" Ferno Backboard
(2) Pike Poles with Standard Hook
(1) Arson Trash Hook, up to 12Ft Long

CUSTOMER

THIS DRAWING IS A CLOSE APPROXIMATION OF YOUR FIRE APPARATUS. IN ALL CASES WHERE THE DRAWING AND THE WRITTEN SPECIFICATION DIFFER, THE SPECIFICATION SHALL PREVAIL. PLEASE WORK WITH YOUR DEALER TO ASSURE THAT THE WRITTEN SPECIFICATION REPRESENTS WHAT YOU WANT IN YOUR FINISHED PRODUCT. SPARTAN EMERGENCY RESPONSE BUILDS TO THE WRITTEN SPECIFICATION, NOT THE DRAWING TO ASSURE THAT YOUR NEEDS ARE MET.

PROPRIETARY AND CONFIDENTIAL

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SPARTAN EMERGENCY RESPONSE. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SPARTAN EMERGENCY RESPONSE IS PROHIBITED. SPARTAN MOTORS USA, INC. D/B/A SPARTAN EMERGENCY RESPONSE.

| Rev | Date | Description | Name |
|---|---|---|---|
| 1 | 05/12/23 | Removed Class A Label | NS |
| 0 | 08/29/22 | Engineering Complete | JM/NS |

Scale: NOT TO SCALE

Customer:

Truck Number: Model 3106-10

Dealer:

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Supervisor's Office

**DATE SUBMITTED:** 5/6/20

**BOARD MEETING DATE:** 5/18/20

**ITEM TITLE**: Amendment to Extend Washtenaw County Police Services Contract

**TYPE OF AGENDA ITEM** (SELECT ONE):

☑ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☐ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*
This amendment would extend the service contract between the Charter Township of Superior and the Washtenaw County Sheriffs Department through 2027.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*
Resolution approval and adoption of amendement.

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*
Extension of on-going contract with WCSO.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

Compensation agreement:
2026: $192,680.00 per PSU
2027: $200,869 per PSU Increase of $8,189.00

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**

*List any departments or external entities responsible for or impacted by this item.*

Township and WCSO

**DEADLINES OR URGENCY (if applicable):**

*Include any timelines, deadlines or reasons for urgency.*

**SUPPORTING DOCUMENTS ATTACHED:**

*Include number of attachments and a brief title of each file.*

1. Superior_TWP_Resolution_PSC_Amendment
2. Amendment to Washtenaw County Police Services Contract_May 2026

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Emily Dabish Yahkind

**Title:** Supervisor

**Phone:** (734) 482 6099

**Email:** edy@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE AN AMENDMENT TO THE 2012 WASHTENAW COUNTY POLICE SERVICES CONTRACT**

**RESOLUTION NUMBER: 2026-24**

**DATE: MAY 18, 2026**

**WHEREAS**, the Charter Township of Superior entered into a Police Services Contract with the County of Washtenaw and the Washtenaw County Sheriff on January 1, 2012 (the "2012 PSC") for the provision of contractual police services to the Township; and

**WHEREAS**, it is in the best interest of the Township and its residents to continue receiving police services from the Washtenaw County Sheriff's Department beyond the current term of the 2012 PSC; and

**WHEREAS**, the parties desire to extend the term of the 2012 PSC through December 31, 2027, and to update the PSU compensation rates for the years 2016 through 2027; and

**WHEREAS**, the Amendment replaces Article II of the 2012 PSC in its entirety to set forth updated PSU compensation rates, to preserve the Township's obligation to pay overtime costs incurred by contracted PSUs on Township-related matters, and to retain the County's right to adjust prices upon six (6) months' written notice of significant unforeseen cost increases in Direct Cost categories; and

**WHEREAS**, the Amendment replaces Article V of the 2012 PSC in its entirety to extend the term of the contract through December 31, 2027.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Superior Township Board hereby approves the Amendment to the 2012 Washtenaw County Police Services Contract and authorizes the Township Supervisor to execute the Amendment on behalf of the Charter Township of Superior.

# Amendment to Washtenaw County Police Services Contract

## Recitals

On January 1, 2012, the COUNTY OF WASHTENAW, a municipal corporation, with offices located in the County Administration Building, 220 North Main Street, Ann Arbor, Michigan, 48107("County"), the WASHTENAW COUNTY SHERIFF, a Michigan Constitutional Officer ("Sheriff') and SUPERIOR CHARTER TOWNSHIP, a Michigan municipal corporation located at 3040 N. Prospect Road, Ypsilanti, Michigan 48198 ("Township") entered into a Police Services Contract (hereafter referred to as the “2012 PSC”)

The parties now desire to amend that contract to extend the term of the contract

## Agreement

**It is agreed as follows:**

1. Article II of the 2012 PSC is amended in its entirety to provide as follows:

### ARTICLE II - COMPENSATION AND OVERTIME

The price for a PSU is fixed as follows: (1) $150,594.00 per PSU for 2012; (2) $152,100.00 per PSU for 2013; (3) $153,621.00 per PSU for 2014; (4) $155,157.00 per PSU for 2015; (5) $156,709.00 per PSU for 2016; (6) $158,276.00 per PSU for 2017, (7) $160,650.00 per PSU for 2018 (8) $160,650.00 per PSU for 2019, (9) $160,650.00 per PSU for 2020; (10) $163,060.00 per PSU for 2021; (11) $165,506.00 per PSU for 2022; (12) $170,471.00 per PSU for 2023; (13) $177,290 per PSU for 2024; (14) $184,825 per PSU for 2025; (15) $192,680.00 per PSU for 2026; (16) $200,869 per PSU for 2027.

In addition to the compensation stated above, the Township shall also be responsible to pay for all overtime incurred by its contracted PSU's while working on Township related matters, including, but not limited to, testifying on court cases involving Township cases.

The County reserves the right to adjust these prices as a result of significant unforeseen cost increases in line items containing the Direct Cost categories (Salary, Fringe, Uniform Allowance, Gun Allowance and Fleet). The county and Sheriff shall give each Contracting Partner six (6) months written notice of any such increase.

2. Article V of the 2012 PSC is amended in its entirety to provide as follows:

**ARTICLE V – TERM**

The contract shall expire on December 31, 2027.

3. All other terms and conditions of the 2012 PSC remain unchanged.

**WASHTENAW COUNTY**

By: Lawrence Kestenbaum
Its: County Clerk/Register

Date: _____

**WASHTENAW COUNTY**

By: Gregory Dill
Its: County Administrator

Date: _____

**WASHTENAW COUNTY SHERIFF**

By: Alysia M. Dyer
Its: Sheriff

D Date: _____

**CHARTER TOWNSHIP OF SUPERIOR**

By: Emily Dabish-Yahkind
Its: Supervisor

Date: _____

**Approved as to form:**

By: Michelle K. Billard
Its: Washtenaw County Counsel

Date: _____

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Juan Bradford

**DATE SUBMITTED:** 5/12/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Resolution to Approve Entering into a Participation Agreement with the City of Ann Arbor for Birdsong Nature Preserve Funding

**TYPE OF AGENDA ITEM** (SELECT ONE):

☑ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☐ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

Consideration of a Participation Agreement with the City of Ann Arbor regarding their contribution towards the acquisition of approximately 162 acres from the Michigan Land Conservancy for the BirdSong Nature Preserve project.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

Approve the Participation Agreement and adopt the accompanying resolution.

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

The City of Ann Arbor approved contributing $193,000.00 toward the acquisition. Township approval of the Participation Agreement is requested to proceed toward closing.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

The City of Ann Arbor will contribute $193,000.00 toward the acquisition.

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

Parks & Recreation Department
City of Ann Arbor
Michigan Land Conservancy

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

Board action is requested at the May 18, 2026 meeting to proceed toward closing.

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

Participation Agreement
Resolution

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Juan Bradford

**Title:** Parks & Recreation Director

**Phone:** (734) 480-5502

**Email:** jbradford@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**RESOLUTION TO APPROVE ENTERING INTO A PARTICIPATION AGREEMENT WITH THE CITY OF ANN ARBOR FOR BIRDSONG NATURE PRESERVE FUNDING**

**RESOLUTION NUMBER: 2026-25**

**DATE: MAY 18, 2026**

**WHEREAS**, the Charter Township of Superior is acquiring approximately 161.84 acres from the Michigan Land Conservancy for the BirdSong Nature Preserve project; and

**WHEREAS**, the City of Ann Arbor approved contributing $193,000.00 toward the acquisition of the property pursuant to a Participation Agreement with the Charter Township of Superior; and

**WHEREAS**, the Township Board finds it to be in the best interest of the Township to enter into the Participation Agreement with the City of Ann Arbor to facilitate completion of the acquisition.

**NOW, THEREFORE, BE IT RESOLVED**, that the Township Board of the Charter Township of Superior hereby approves entering into a Participation Agreement with the City of Ann Arbor for the BirdSong Nature Preserve funding in the amount of $193,000.00.

**BE IT FURTHER RESOLVED**, that the Township Supervisor and Township Clerk are hereby authorized to execute the Participation Agreement and any related closing documents on behalf of the Charter Township of Superior, subject to Township Attorney review and approval.

# Legislation Details (With Text)

| | | | | | |
|---|---|---|---|---|---|
| **File #:** | 26-0595 | **Version:** | 1 | **Name:** | 5/4/26 - Resolution for Participation in Acquisition of MLC Cherry Hill Property |
| **Type:** | Resolution | | | **Status:** | Passed |
| **File created:** | 5/4/2026 | | | **In control:** | City Council |
| **On agenda:** | 5/4/2026 | | | **Final action:** | 5/4/2026 |
| **Enactment date:** | 5/4/2026 | | | **Enactment #:** | R-26-153 |

**Title:** Resolution to Approve a Participation Agreement with Superior Township and Appropriate $198,000.00 for Purchase of Fee Title to the MLC Cherry Hill Property (8 Votes Required)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. MLCPropertyMap.pdf, 2. MLC Cherry Hill Protected Map.pdf

| Date | Ver. | Action By | Action | Result |
|---|---|---|---|---|
| 5/4/2026 | 1 | City Council | | |

Resolution to Approve a Participation Agreement with Superior Township and Appropriate $198,000.00 for Purchase of Fee Title to the MLC Cherry Hill Property (**8 Votes Required**)
This resolution approves a participation agreement Superior Township for the purchase of fee title to approximately 161.84 acres of land owned by the Michigan Land Conservancy, located in Scio Township. The resolution also appropriates $193,000.00 from the Open Space and Parkland Preservation Millage proceeds for the purchase.

Michigan Land Conservancy (MLC) is a nonprofit that only acts as a temporary holder of conservation land; land owned by MLC should not be considered permanently protected. MLC's function is to quickly purchase threatened, important conservation land from private ownership, and hold onto it in its undeveloped state while a permanent conservation organization or government assembles the funds to acquire it. Superior Township will become the fee title holder of the property, opening it as a preserve/park named BirdSong.

MLC Cherry Hill Property, Superior Township

The property is approximately 161.84 acres with direct road access from Cherry Hill Road. Immediately across the road is Cherry Hill Nature Preserve, and adjacent to the south is a large complex of Township-owned land intended for park and preserve use. This acquisition, along with the adjoining described land, would create an uninterrupted 623.5 acres of publicly accessible protected land in the area.

The property is locally known for its birds. There has been a bald eagle nest on site in recent years. Collectively with its adjacent protected land, over 160 bird species have been sited, including migratory and near-threatened species. The property scored the highest of all of open space applications received by the Greenbelt Program in the scoring system developed and approved by the Greenbelt Advisory Commission, rating highly in nearly every category.

Superior Township applied for and was awarded several grants to cover the purchase price of this property: the Michigan Department of Natural Resources (DNR) Michigan Natural Resources Trust Fund (MNRTF) Grant; Ducks Unlimited (DU) Wetland Conservation Program (WCP) grant, a pass-through of American Rescue Plan Act (ARPA) funding; and funding from the National Fish and Wildlife Foundation (NFWF). Additional grant funding was awarded for restoration of some of the agricultural fields to prairie and wetlands.

Under the requirements of MNRTF, Superior Township commissioned two appraisals, the lower of which, dated March 24, 2025, was accepted by the DNR as the fair market value. The fair market value was determined by that appraisal to be $1,618,000.00 for the fee title to the property. The tables below detail the financial contributions from partners. The resolution approves an appropriation of funds for 11.93% of the fair market value, not to exceed $193,000.00, from Open Space and Parkland Preservation Millage proceeds. The City would also cover survey and environmental site assessment costs for this project due to Township limitations, estimated at $5,000.00. Superior Township will own the property and cover all other costs.

Proposed Project Budget:

| | | |
|---|---|---|
| City of Ann Arbor | $193,000.00 | 11.93% |
| MI DNR MNRTF | $1,000,000.00 | 61.80% |
| DU WCP | $300,000.00 | 18.54% |
| NFWF | $125,000.00 | 7.73% |
| Fair Market Value | $1,618,000.00 | |

Estimated Survey and Phase I Environmental Site Assessment: $5,000.00

Total City Funds Appropriation: $198,000.00

Approval of the participation agreement and appropriation of funds for the purchase of fee title and contribution toward due diligence was recommended by the Greenbelt Advisory Commission at their May 1, 2025 meeting. Staff recommends approval.

Prepared by: Rosie Pahl Donaldson, Land Acquisition Supervisor

Reviewed by: Derek Delacourt, Community Services Area Administrator

Approved by: Milton Dohoney Jr., City Administrator

Whereas, The City wishes to contribute to the purchase of the property depicted on the attached map, tax parcel J -10-20-100-002 (“MLC Cherry Hill Property”);

Whereas, Superior Township has offered to hold title to the property;

Whereas, Chapter 42 of Ann Arbor City Code establishes the Greenbelt District and authorizes the City to purchase land and conservation easements on property within the district with Open Space and Parkland Preservation Millage proceeds;

Whereas, Chapter 42 of Ann Arbor City Code authorizes City Council to enter into agreements for joint acquisition of land and easements in the Greenbelt District with other government agencies; and

Whereas, The fair market value of the property was determined by an appraisal as required by

Section 1:321 of Ann Arbor City Code;

RESOLVED, That the Mayor and City Clerk are authorized and directed to execute a participation agreement with Superior Township for purchase of the MLC Cherry Hill Property, after approval by the City Attorney and City Administrator;

RESOLVED, That $198,000.00 is appropriated for this purchase from the Open Space and Parkland Preservation Acquisition Millage Fund fund balance to the FY26 Parks and Recreation Open Space and Park Acquisition Millage Fund;

RESOLVED, That all amounts appropriated herein are without regard to fiscal year;

RESOLVED, That the City's contribution is contingent upon the approval by the City of the purchase documents and appropriate due diligence, including review of title work, an environmental assessment, and survey, as appropriate; and

RESOLVED, That the City Administrator is authorized to take all appropriate actions to implement this resolution, including the determination of satisfactory due diligence, exercise of all determinations and authority delegated to the City under any agreement, and the execution and management of ancillary documents, instruments, and agreements after approval by the City Attorney.

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Michelle Marin, CWA

**DATE SUBMITTED:** 5/6/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Clay Hill Farm and Market Area Plan Amendment

**TYPE OF AGENDA ITEM** (SELECT ONE):

☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☑ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

The applicant submitted a site plan for consideration that included a substantially reduced scope than what was approved in the 2023 Area Plan. As such, an amendment to the Area Plan is required prior to the approval of the site plan.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

Discussion and first reading, as appropriate

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

Following an April 22, 2026 public hearing, Planning Commission recommended approval of the area plan amendment with the following conditions:
1. Pending comprehensive soil testing by duly qualified professionals
2. Pending a due care plan or any remediation necessary by duly qualified professionals.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

ARPA and USDA funds are time sensitive

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

4: Planning Commission resolution; Planners' review; Engineers' review; Area Plan amendment submittal

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Michelle Marin

**Title:** Planning and Zoning Administrator

**Phone:** 909-762-6736

**Email:** planning@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NUMBER 199**

**AN ORDINANCE TO AMEND THE ZONING MAP OF CHARTER TOWNSHIP OF SUPERIOR AND TO APPROVE THE AREA PLAN AMENDMENT FOR STPC 25-09, CLAY HILL FARM AND MARKET**

**FIRST READING: MAY 18, 2026**

**SUPERIOR CHARTER TOWNSHIP, WASHTENAW COUNTY, MICHIGAN, HEREBY ORDAINS:**

## SECTION 1. PURPOSE AND INTENT

The purpose of this Ordinance is to approve the Area Plan Amendment for STPC 25-09, Clay Hill Farm and Market, in accordance with the Superior Charter Township Zoning Ordinance and the Michigan Zoning Enabling Act, Public Act 110 of 2006, as amended.

## SECTION 2. FINDINGS

The Township Board hereby finds and determines the following:

A. On August 21, 2023, Willow Run Acres received approval from Superior Charter Township for the Clay Hill Community Farm & Garden project through the Special District Area Plan process (STPC 23-04), resulting in the rezoning of three parcels.

B. Since the original approval, significant progress has been made in developing the site.

C. On June 16, 2025, Willow Run Acres received approval from Superior Charter Township for a 365-day extension of the approved Area Plan.

D. The applicant submitted a request for an Area Plan Amendment for the Clay Hill Farm and Market project.

E. The Superior Township Planning Commission reviewed the proposed Area Plan Amendment in accordance with the Michigan Zoning Enabling Act and the Superior Township Zoning Ordinance.

F. A public hearing was duly noticed and held on April 22, 2026, at which interested persons were provided an opportunity to comment on the proposed amendment.

G. On April 22, 2026, the Planning Commission adopted a resolution recommending approval of the Area Plan Amendment for STPC 25-09, Clay Hill Farm and Market, subject to conditions.

H. The Township Board finds that the proposed Area Plan Amendment is generally consistent with the goals and objectives of the Superior Township Master Plan, compatible with surrounding land uses, and will not adversely impact public health, safety, and welfare.

I. The Township Board further finds that the proposed amendment represents a reasonable and appropriate modification to the previously approved plan.

**SECTION 3. AREA PLAN AMENDMENT APPROVAL**

The Township Board hereby approves the Area Plan Amendment for STPC 25-09, Clay Hill Farm and Market, as requested by Willow Run Acres and in accordance with Section 7.107D of the Superior Township Zoning Ordinance, subject to the following conditions:

1. Completion of comprehensive soil testing by duly qualified professionals.
2. Submission and implementation of a due care plan and/or completion of any remediation determined necessary by duly qualified professionals.
3. Compliance with all applicable Township ordinances, regulations, and requirements.
4. Compliance with all applicable county, state, and federal agency requirements and permits.
5. Any additional conditions determined necessary by the Township Board during the development review process.

**SECTION 4. SEVERABILITY**

Should any section, clause, or provision of this Ordinance be declared invalid or unconstitutional by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

**SECTION 5. REPEAL**

All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

**SECTION 6. EFFECTIVE DATE**

This Ordinance shall become effective immediately following adoption, as provided by law.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: April 7, 2026

# Area Plan Amendment Review
# For
# Superior Township, Michigan

**Applicant:** Willow Run Acres

**Project Name:** Clay Hill Farm Market

**Location:** 1850 Harris Road and 9051 Macarthur Blvd (J-10-35-200-003, 004 and 009)

**Plan Date:** March 11, 2026

**Current Zoning:** PC, Planned Community

**Action Requested:** Amendment to Area Plan Petition Approval

## PROJECT DESCRIPTION

An application has been submitted by Willow Run Acres for an amendment to the approved Area Plan in the PC, Planned Community District. The applicant provided a full site plan for use as the area plan, which illustrates the proposed layout of a community garden and educational center, including composting and vermiculture sheds, hoop house, multi-purpose building, sheds, detention basin, parking area, and gardens throughout. The property is owned by the Township and Willow Run Acres was issued a 15 year lease.

The applicant previously received area plan approval from the Board of Trustees on October 16, 2023, which was extended on June 16, 2025. Following this extension, the applicant submitted a site plan for consideration by the Planning Commission. The site plan substantially deviated from the approved area plan. As such, an area plan amendment is required.

Willow Run Acres has conducted work on the property that was previously approved under "Phase 1" of the area plan, as indicated on the following page.

Benjamin R. Carlisle, *President* John L. Enos, *Vice President*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* Douglas J. Lewan, *Principal*
Richard K. Carlisle, *Past President/Senior Principal* R. Donald Wortman, *Past Principal*

Phase 1:

- J-10-35-200-009 (Harris Road)
  - Remove vegetation and plant crops, orchard, vineyard
  - Install a fence
  - Add a 12' x 12' shed (dirt floor)
  - Water spigot from well
  - Store a food cart on wheels
- J-10-35-200-003 (MacArthur Blvd West Parcel)
  - Install a well, which will include a pipeline to the Harris Road property
  - Pump House
- J-10-35-200-004 (MacArthur Blvd East Parcel)
  - Remove vegetation at eastern most border and plant a u-pick garden

Following site plan submittal for the Phase 2 structures and uses, it was determined that the project scope has decreased substantially from the structures and uses indicated in the Area Plan resolution of approval. The amended area plan petition includes the following structures and uses in Phase 2:

Phase 2:

- J-10-35-200-003 (MacArthur Blvd West Parcel)
  - Raised beds for community garden
- J-10-35-200-009 (Harris Road)
  - Hoop House
  - Three composting sheds, one with solar array
  - Picnic tables with solar panels
  - Fencing, gardens, and gravel footpaths throughout project area
  - Farm bot

- J-10-35-200-004 (MacArthur Blvd East Parcel)
  - Multi-purpose building, including bathroom and kitchenette
  - 2 Sheds
  - Hoophouse
  - Hydroponic farm
  - Cider press
  - Beehive station
  - Driveway off of MacArthur Blvd, with gated parking area
  - Fencing, gardens, and gravel footpaths throughout project area
  - Detention basin

Features that were included in the original Area Plan approval which do not appear in the amended Area Plan application are listed below.

- Observational Tower
- Alpaca and fainting goat for children's entertainment and education
- Changes to the site layout

**SUPERIOR CHARTER TOWNSHIP**
**WASHTENAW COUNTY, MICHIGAN**

**A PLANNING COMMISSION RESOLUTION TO RECOMMEND APPROVAL TO THE TOWNSHIP BOARD OF THE AREA PLAN AMENDMENT FOR STPC #25-09, CLAY HILL FARM AND MARKET**

**RESOLUTION NUMBER: 2026-__**

**DATE: April 22, 2026**

**WHEREAS**, on August 21, 2023, Willow Run Acres received approval from Superior Charter Township for the Clay Hill Community Farm & Garden project through the Special District Area Plan (STPC 23-04), resulting in the rezoning of three (3) parcels; and

**WHEREAS**, since the approval, significant progress has been made in developing the site; and

**WHEREAS**, on June 16, 2025, Willow Run Acres received approval from Superior Charter Township for a 365-day extension of the Area Plan; and

**WHEREAS**, the Planning Commission has reviewed the Area Plan Amendment in accordance with the applicable provisions of the Michigan Zoning Enabling Act (Public Act 110 of 2006, as amended) and the Superior Township Zoning Ordinance; and

**WHEREAS,** a public hearing was duly noticed and held on April 22, 2026, at which time interested persons were given the opportunity to comment on the proposed amendment; and

**WHEREAS,** the Planning Commission has considered the standards of review, the Township Master Plan, and the impacts of the proposed amendment on surrounding properties and the community as a whole; and

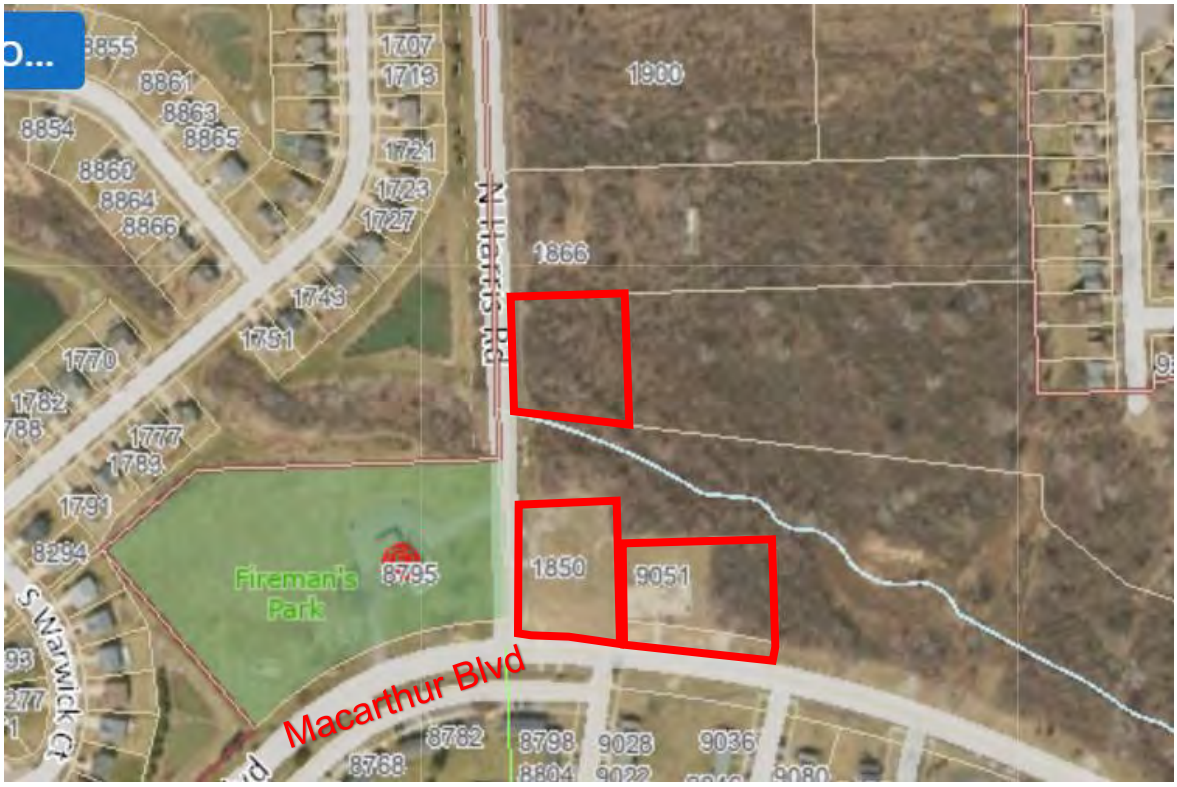
**WHERAS,** The Planning Commission finds that the proposed Area Plan Amendment:

1. Is generally consistent with the goals and objectives of the Superior Township Master Plan;
2. Will not adversely impact public health, safety, and welfare;
3. Represents a reasonable and appropriate modification to the previously approved plan;
4. Is compatible with surrounding land uses, subject to any conditions noted herein.

**NOW, THEREFORE, BE IT RESOLVED** that the Superior Charter Township Planning Commission recommends that the Superior Township Board approve the proposed Area Plan Amendment for the Clay Hill Farm and Market project, as requested by Willow Run Acres, in alignment with Section 7.107D of the Zoning Ordinance with the following conditions:

1. Pending comprehensive soil testing by duly qualified professionals
2. Pending a due care plan or any remediation necessary by duly qualified professionals.

**Aerial Photograph**

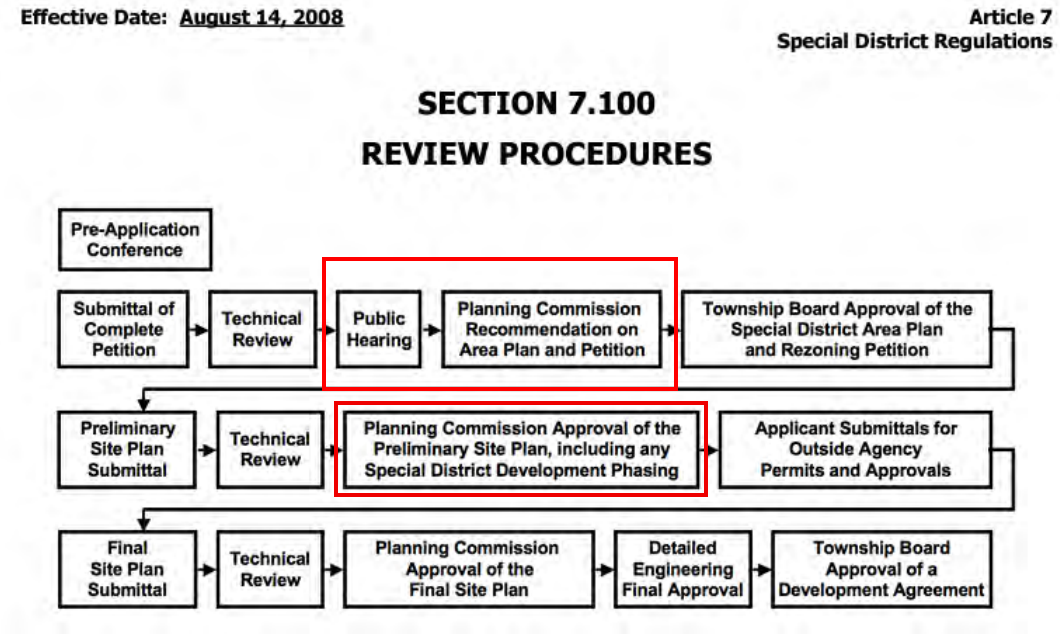



The Zoning and existing land uses for the subject site and surrounding parcels are identified in the following table:

| Direction | Zoning | Existing Use |
|---|---|---|
| **North** | A2 – Agriculture District | Vacant |
| **South** | R7 | Multiple Family Residential |
| **East** | RC, and PD | Vacant |
| **West** | PSP and R4 | Park, Stormwater, Single Family Residential |

## PROCESS

The Area Plan amendment procedure reflects the general Area Plan procedure outlined in 7.100. At this point in the process, the applicant is seeking approval of the Area Plan which area already zoned PC, Planned Community. The Planning Commission holds the public hearing and is the recommending body on the Area Plan. The Township Board has ultimate authority or approval or denial upon the Area Plan. Per our recommendation, the applicant will concurrently be seeking site plan approval to meet time constraints to receive project funding. Any site plan approval must be conditioned upon the Township Board of Trustees issuing approval of the Area Plan amendment.




## MASTER PLAN

The site is located in the Geddes Road Urban Sub-area of the Township Growth Management Plan. As described in the Plan (Page 6-9 through 6-10):

> *This area of about one mile by four and one-half miles contains about 65% of the Township population in a mix of single-family, multi-family, and manufactured housing. There is also a small commercial area along the southern border of Superior Township, adjacent to the northern edge of the City of Ypsilanti and Ypsilanti Township, and another small commercial area across from the Township Fire Hall on Harris near MacArthur. This sub-area also includes the majority of land designated as the Urban Service Area of the Township (see Map 6-3).*
>
> *Existing dwelling unit densities in some locations within the designated Urban Service Area range up to eight dwelling units per acre. Most of the undeveloped land is planned at a maximum density of approximately four dwelling units per acre to stay within available utility capacity, based on:*
>
> 1) *the amount of developable land in the Urban Service Area; and*
> 2) *the size and capacity of utility infrastructure and the main sewer interceptor pipe;*
> 3) *anticipated flow rates and infiltration of groundwater into the system.*
>
> *Housing ranges in age from many decades old to new construction and also varies in size from small apartment units to large homes. This subarea is very important to the Township as it provides a variety of housing types in a range of densities with public*

*sewer and water service. This option is not available elsewhere in the Township. The Township will continue to focus on improvements in this area. Among the most immediate of these improvements will be stabilizing and strengthening existing residential neighborhoods. This will be accomplished through:*

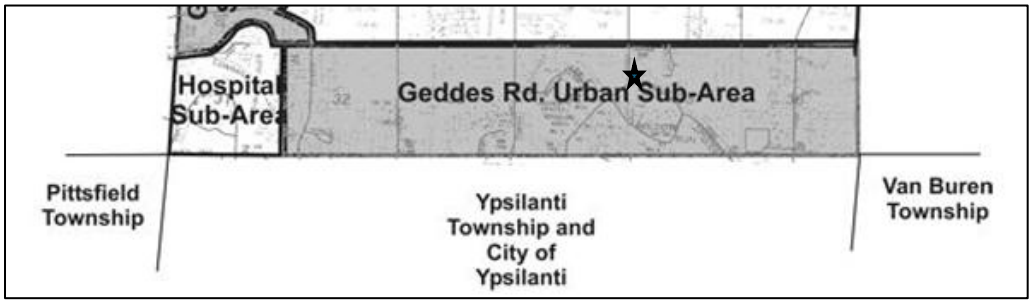
- *enforcement of property maintenance and building codes;*
- *support for resident-led initiatives to form or reactivate neighborhood groups or homeowners associations; and*
- *encouragement of public and private sector projects to remove blighted structures, rehabilitate older dwellings, and construct new infill dwellings on vacant lots.*

*In addition, the Township expects that stalled or partially completed housing developments in this sub-area, which have already received preliminary or final approval from the Township, will be completed before development of additional urban residential lots may be approved.*

*The Township will also focus on further installation of sidewalks and paved bicycle/pedestrian pathways in those developed parts of the subarea that do not have them, and requiring all new development in the sub-area to put in sidewalks or an acceptable pedestrian/bike trail system.*

The Future Land Use Plan (page 6-20) identifies this area as a Mixture of Urban Residential Development. The principal purpose of the Mixture of Urban Residential Development is to promote new residential development is expected at a density of four dwelling units per acre and is likely to occur via the Planned Community zoning classification (a form of planned unit development) where there are sensitive natural features, and via traditional subdivision or site condominium development designs in other areas.

The corresponding Zoning Plan (page 7-3) designates the area as Urban Residential Development.




The principal purpose of the Urban Residential District designation is to provide for a range of residential dwelling types at urban densities within individual zones tailored for that specific use. Densities range from two (2) to eight (8) dwelling units per acre. The bulk of land zoned into one of these districts is located in the designated Urban Service Area south of Geddes Road.

The Township's Master Plan is a comprehensive document that includes many other elements that should be considered these include community character/quality of life,

impact/preservation of natural features, growth management, and housing and neighborhood design. These other elements should be considered by the Planning Commission.

## PREVIOUS PLANNING COMMISSION REVIEW

The Planning Commission previously recommended approval of the Clay Hill Farm Area Plan and Rezoning on June 28, 2023. The proposed Area Plan amendment includes a reduction in the project scope in Phase 2. The scope of work in Phase 2 requires site plan review and approval by the Planning Commission. As part of the review of the Area Plan, the Planning Commission may recommend any conditions they deem necessary to meet the required standards of the PC, Planned Community district.

## DISTRICT INTENT

Special Districts

As set forth in Section 7.001, the Authority to Establish Special Districts as defined in Article 2.0 (Zoning Districts), is established in accordance with Section 503 of the Michigan Zoning Enabling Act. These Special Districts are designed to accomplish the objectives of this Ordinance through a development review process intended to achieve integration of the proposed development project with the characteristics of the project area. These Special Districts are intended to permit flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the development and use of land, natural resources, energy, and the provision of public services and facilities; encourage useful open space; and provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the Township. The intent of these special districts is to:

- Provide for increased flexibility and encourage innovation in design and layout of land development, subject to proper administrative standards and procedures.
- Lessen the burden of traffic on streets and highways, and provide for an integrated system of sidewalks, pedestrian pathways, and other non-transportation facilities.
- Provide for a compatible mix of land uses in each Special District.
- Establish planning, review, and approval procedures that properly relate the type, design, and layout of development to the site and surrounding area.
- Encourage innovation in residential and nonresidential development so that greater opportunities for better housing, recreation, and shops conveniently located to each other may extend to all citizens and residents of Superior Township; and so that the growing demands of the Township's population may be met by a greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to these buildings.

**Planned Community District**
The Township Zoning Ordinance has multiple "special districts", one of which is the PC, Planned Community District. The intent of the PC, Planned Community District is as follows:

*The Planned Community (PC) Special District option encourages greater collaboration between the developer and the Township in the development process, and allows additional freedom for the developer to take an even more creative approach to land use and development than otherwise permitted under this Ordinance. The PC Special District option offers greater flexibility in the design of land development, maximizing the developer's ability to take advantage of natural topography, vegetation, watercourses, and other site features in designing the development.*

## STANDARDS

As set forth in Section 7.102.C, when reviewing an Area Plan amendment petition, the Planning Commission shall determine and provide evidence in its report to the Township Board that the petition meets the following standards:

1. **Growth Management Plan policies.** The proposed development shall conform to the adopted Growth Management Plan.

2. **Ordinance standards.** The proposed development shall conform to the intent, regulations, and standards of the proposed Special District and this Ordinance.

3. **Public facilities.** The proposed development shall be adequately served by public facilities and services, such as highways, streets, police and fire protection, drainage courses, water and sanitary sewer facilities, and refuse disposal, or that the persons or agencies responsible for the proposed development shall be able to provide, in a manner acceptable to the Township Board, such facilities and services.

4. **Open space and recreation areas.** The common open space, any other common properties, individual properties, and all other elements of a Special District are so planned that they will achieve a unified open space and recreation area system, with open space and all other elements in appropriate locations, suitably related to each other, the site, and the surrounding land.

5. **Common areas and improvements.** The petitioner shall have made satisfactory provision to ensure that those areas shown on the plan for use by the public or by occupants of the development will be or have been irrevocably committed for that purpose. Provisions shall have been made to provide for the financing and maintenance of improvements shown on the plan for open space areas, and common use areas which are to be included within the development.

6. **Location and layout.** The location of the proposed uses, layout of the site, and its relation to streets giving access to it, shall be such that traffic to, from, and within the site, and assembly of persons in connection therewith, will not be hazardous or inconvenient to the project or the neighborhood. In applying this standard, the Planning Commission shall consider, among other things, convenient routes for pedestrian traffic, particularly of children, relationship of the proposed project to main thoroughfares and street intersections, and the general character and intensity of the existing and potential development of the neighborhood.

7. **Compatibility of land uses.** The proposed use(s), mix of housing unit types and densities, or mix of residential and non-residential uses shall satisfy the intent of the proposed Special District, conform to applicable use standards and limitations, and be acceptable in terms of convenience, privacy, compatibility, and similar standards.

8. **Minimize adverse impacts.** That noise, odor, light, or other external effects from any source whatsoever, which is connected with the proposed use, will not adversely affect adjacent and neighboring lands and uses.

9. **Preservation of natural features.** The proposed development shall create a minimum disturbance to natural features and landforms.

10. **Streets.** Streets shall follow topography, be properly spaced, and be located and aligned in accordance with the intended function of each street. The property shall have adequate access to public streets. The plans shall provide for logical extensions of public streets and shall provide suitable street connections to adjacent parcels, where applicable.

11. **Pedestrian facilities.** Major pedestrian circulation shall be provided for within the site and shall interconnect all use areas, where applicable. The pedestrian system shall provide for logical extensions of pedestrian ways outside the site, and pedestrian connections to the site boundaries, where applicable.

## SUMMARY

We recommend that the Planning Commission consider the area plan amendment and have drafted a Resolution of Approval.

CARLISLE/WORTMAN ASSOC.,INC
Benjamin R. Carlisle, AICP, LEED AP
President

**CARLISLE/WORTMAN ASSOC., INC.**
**Michelle Marin, AICP**
**Associate Planner**

cc: Emily Dabish Yahkind, Township Supervisor
Angela Robinson, Township Clerk
Dan Kimball, Fire Marshall
George Tsakof, Township Engineer
Mariah Cummings, Township Engineer

April 2, 2026

**CHARTER TOWNSHIP OF SUPERIOR**
3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Emily Dabish Yahkind, Township Supervisor**

Regarding: **Clay Hill Farm Market**
**Combined Amended Area Plan and Preliminary Site Plan Review**
**OHM Job No. 0140-23-1050**

Dear Dabish Yahkind,

On behalf of the Township, we have reviewed the Amended Area Plan and Preliminary Site Plan submittal for the above referenced project, dated March 11, 2026. We understand that the application will be considered by the Planning Commission at their regular meeting on April 22nd regarding Amended Area Plan and Preliminary Site Plan approval. Therefore, we offer the following comments to the Planning Commission related to the site/civil engineering aspects of the area plan/site plan for their consideration during the decision process.

**General**

1. We note that the plan set does not include any information regarding proposed work on the northern Harris Road parcel (ID J-10-35-200-009), and therefore we are unable to review proposed improvements on that parcel for compliance with Township standards.

2. We note that proposed improvements such as beehives and farm crops are shown outside the property boundaries on the north and east sides of the parcel. Please state the intention of the proposed work located outside the property boundaries.

3. The Township Zoning Ordinance requires the gross and net land area to be listed on the plans.

4. Delineation of required setback areas and transition strips required by the Township Zoning Ordinance should be shown on the plans.

5. It is noted on the topographic survey sheets that easements of record will not be shown on the plans "until an updated title policy has been furnished to the surveyor by the owner." Future plan submittals should show all existing easements on the subject parcels.

6. The plans should include information regarding the removal, alteration, or preservation of existing features on the subject parcels. It appears that some callout notes regarding removals are included on the plans but are either incomplete or incorrect:

    a. The callout note for existing gravel driveway removal off Harris Road is pointing to existing asphalt drive approaches. Additionally, the adjacent gravel circle driveway appears to partially remain on the site plan. The callout note and plans should be updated to accurately reflect the pavement and gravel removals.

b. It is unclear if the existing culverts under the drive approaches off Harris Road are being replaced. Removal without replacement would likely inhibit drainage in the existing ditch line.

c. It appears that the existing asphalt parking lot will remain in place and a portion will be removed and replaced to install a proposed catch basin. The limits of pavement replacement should be shown on the plans, and a typical cross section detail should be included.

d. The plans should also indicate removal, alteration, or preservation of existing features on the site such as basketball pole foundations, light pole base/foundations, electric meter boxes, signs, trees/woods, etc. This is typically shown on a separate demolition plan sheet.

7. The plans should include information regarding general areas of intended filling or cutting of grades.

8. The plans should include the location of any proposed outdoor waste receptacle enclosures.

9. The dimensions, materials, and typical vertical sections of the proposed retaining wall should be included in the plans.

10. The typical cross section, materials, and height of proposed gates and fences should be included in the plans. It also appears that a gate is proposed at the parking lot entrance but is not labeled.

11. The limits of existing wetlands should be shown on the plans. Any proposed work located within a regulated wetland would require a permit from the Michigan Department of Environment, Great Lakes, and Energy (EGLE). We recommend that an environmental consultant assess wetland impact further for the applicant.

12. It is noted on Sheet C6 Grading & SESC Plan that an area of contaminated soil will be removed. A Due Care Plan for managing contaminated soils may be required by EGLE for this site and should be included at the final site plan submittal stage. We recommend that the applicant engage the services of an environmental engineer to assist with oversight of handling and disposal of contaminated soil and navigating EGLE requirements in this regard.

13. The grading plan will be reviewed in detail at the Final Site Plan stage.

**Pavement / Parking Areas**

14. Parking calculations should be included in the plan submission to verify minimum required parking is provided.

15. The Township Zoning Ordinance requires parking spaces in the proposed layout to be a minimum of 9 feet wide, 20 feet long, and have a 20-foot-wide maneuvering aisle. The plan does not appear to meet the required parking space length.

**Utilities**

16. On Sheet C3 Utility Plan, please adjust the overlapping callout notes at the farm market & educational center regarding proposed utilities.

17. Existing sanitary manholes, water valves & wells, and fire hydrants should be shown on the utility plan sheet.

18. The slope of proposed storm sewers listed in callout notes on Sheet C3 Utility Plan should match those shown in the storm sewer profiles.

**Outside Agency Approvals**

19. The stormwater management design will need to meet Washtenaw County Water Resources Commissioner (WCWRC) Standards. We understand that the plans have been submitted to WCWRC for review and approval, and a drain use application has been submitted for the proposed stormwater discharge to the Geddes Ridge Sub drain. The approval of the stormwater management design needs to be reasonably assured from the WCWRC prior to the Final Site Plan being presented to the Planning Commission.

20. The soil erosion and sedimentation control (SESC) measures on the site plan would need to meet the requirements of WCWRC and would require future review and approval from WCWRC. A copy of their approval letter will be required or must be reasonably assured prior to Final Site Plan approval.

21. Any work proposed in the Harris Road and/or Macarthur Blvd. Right-of-way (ROW) would need to meet the requirements of the Washtenaw County Road Commission (WCRC). A copy of their approval letter will be required or must be reasonably assured prior to Final Site Plan approval.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4439.

Sincerely,
**OHM Advisors**

_____
George Tsakoff, PE
Principal

cc: Angela Robinson, Township Clerk (via e-mail)
Bill Balmes, Building Department (via e-mail)
Ben Carlisle, CWA, Township Planner (via email)
Michelle Marin, CWA, Township Planner
Mariah Cummings, OHM Advisors
file

P:\0126_0165\SITE_SuperiorTwp\2023\0140231050_Clay Hill Farm Market_1051 Combined Area Plan-PSP\Reviews\2026.03.30_Clay Hill Farm Market_Area Plan for Rezoning Review.docx

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

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## CONTACT INFORMATION:


**OWNER**

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SUPERIOR TOWNSHIP, MI 48198

**DEVELOPER**

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YPSILANTI, MI 48197

**ENGINEER**

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oconnora153@gmail.com

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NATALIE CELMO, P.E.
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natalie.celmo@ewb-usa.org
1031 33RD ST.
DENVER, CO 80205

**ARCHITECT**

STEVEN EGGLESTON
(970) 846-2147
solstudio@earthlink.net
24723 LEHIGH ST.
DEARBORN HEIGHTS, MI 48128


# SITE PLAN
# CLAY HILL COMMUNITY FARM & GARDEN

NORTHWEST 1/4 OF SECTION 35, TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR CHARTER TOWNSHIP, WASHTENAW COUNTY

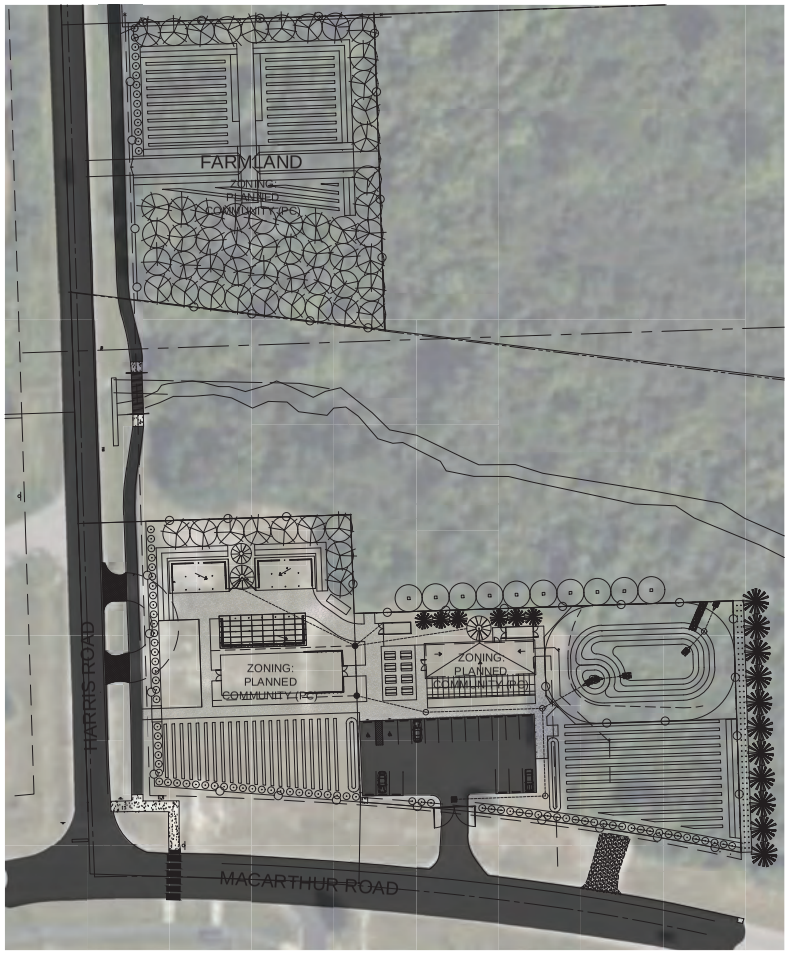
**SHEET INDEX:**


C1 COVER
C2 SITE PLAN
C3 UTILITY PLAN
C4 DRAINAGE PLAN
C5 STORM PROFILES
C6 GRADING & SESC PLAN
C7 DETENTION BASIN & STORM DETAILS
C8 DETENTION BASIN CALCULATIONS
C9 LANDSCAPING PLAN


**REFERENCES:**

TOPOGRAPHIC SURVEY

CHARTER TOWNSHIP OF SUPERIOR STANDARD STORM SEWER DETAILS






LOCATION MAP
NOT TO SCALE

**PUBLIC UTILITIES CONTACT**

The existing utilities listed below and shown on these plans represent the best information available as obtained from surveys. This information does not relieve the contractor of the responsibility to be satisfied as to its accuracy and the location of existing utilities.

| NAME OF OWNER | TYPE OF UTILITY |
|---|---|
| SUPERIOR TOWNSHIP (UTILITIES) | Municipal |
| SUPERIOR TOWNSHIP (WASHTENAW) POTABLE WATER Phone: 7344805500 | Municipal |
| SUPERIOR TOWNSHIP (WASHTENAW) SANITARY SEWER Phone: 7344805500 | Municipal |
| COMCAST CABLE TV Phone: 8559628525 Email: | Telecom |
| DTE Energy/ Electric 101 S Washington Square, Lansing, MI 48933 Phone: 800-477-4747 www.dteenergy.com | Electric |
| CONSUMERS ENERGY GAS 530 W Willow St, Lansing, MI 48906 Phone: 800-477-5050 www.consumersenergy.com | Gas |
| Great Lakes GPR (Private Locator) 1230 N Maple Rd, Ann Arbor, MI 48103 Phone: (734)474-4591 Phone: (734)780-6949 Ann Arbor, MI (248)734-3879 www.greatlakesgpr.com | Utilities |

**PROPERTY (LEGAL) DESCRIPTION**

OWNER NAME (ASSESSOR): SUPERIOR CHARTER TOWNSHIP

1834 HARRIS RD:
OLD SID - J 10-035-099-05 SU 35-5A-7C COM AT NW CORNER SEC 5; TH E 1-47-15 E 2167 FT TO POB; TH S 87-59-32 E 186.7 FT; TH N 4-40 E 69 FT; TH N 1-47-15 W 210.57 FT; TH S 89-12-45 W 230.3 FT; TH S0-0-0 TO POB PART OF NW 1/4 SEC 35 T2S R7E 1.0 AC

OWNER NAME: (SEDGE) RDC DUI DRAINAGE DIST. % WASH COUNTY DRAIN COMM
HARRIS RD:
TRF 07/22/99 W.O. 1.3205 PROP FROM 60000000007 07/22/99 SU 34-5A-1A-1A
COM AT NW COR SEC 35; TH E 01-47-15 E 1320.09 FT ALNG CL HARRIS RD TO POB; TH N 88-27-45 E 233.69 FT; TH S 01-47-15 E 236.11 FT; TH N 82-44-26 W 235.65 FT; TH N 01-47-15 W 330.50 FT TO POB PT OF NW 1/4 SEC 35, T2S-R7E; 1.17 AC.

1845 MACARTHUR BLVD # 060107:
TRF 07/31/98 OLD SID - J 10-035-099 VF SU 35-5A-2 COM AT NW COR OF SEC; TH S 1D 0 47' 15" E 2151.7 FT; TH S 87 DEG 59' 30" E 186.7 FT; TH N 4 DEG 40' E 69 FT TO POB; TH S 1 DEG 47' 15" W 2140 FT; TH S 89 DEG 12' 45" E 280 FT; TH S 1 DEG 47' 15" E 199.83 FT; TH N89 D 39M 41 FT ON ARC OF CURV-RADIUS @ 60 FT CHORD N 51 DEG 40' 39" N 194.42 FT TO POB PART NW 1/4 SEC 35 T2S R7E 1.05 AC.

MACARTHUR BLVD:
OLD SID - J 10-035-099-03 SU 35-5A-1B COM AT NW CORNER SEC 35; TH S 01-47-15 E 1732.08 FT TO POB; TH S 82-44-26 E 685.29 FT; TH S 01-47-15 E 73.0 FT; TH S 82-29-45 E 192.75 FT; TH S 71-18-58 E 395.65 FT; TH N 82-44-02 E 250.9 FT; TH N 87-44-52 E 278.9 FT; TH S 82 16 50 E 566.16 FT; TH S 35-48-15 W 249.56 FT TO C/L MACARTHUR BLVD; TH 185.64FT ALONG ARC OF CURVE, RAD. 940.0 FT, CHORD N 89-47-45 W 185.11 FT; TH S 0-48-45 W 11 FT; TH 465.32 FT ALONG ARC OF CURVE, RAD. 2170.0 FT, CHORD N71-52-40 W 464.44 FT; TH N 11-58-53 E 69.0 FT TO N LINE OF MACARTHUR BLVD; TH N 01-47-15 W 189.93 FT; TH S 88-12-45 W 230.3 FT; TH N 01-47-15 W 73.69FT; TH S 88-12-45 W 230.3 FT TH N 01-47-15 W 171.62 FT TO POB. PART NW 1/4 SEC 35 T2S R7E 19.69 AC

STATE OF MICHIGAN — MICHELLE J. THOMPSON — License No. 6201310001 — PROFESSIONAL ENGINEER

| DATE | REVISION |
|---|---|
| 12/19/2025 | |
| 3/11/2026 | |
| | |
| | |
| | |

Community Engineering Corps

ENGINEERS WITHOUT BORDERS USA DETROIT

CHAPTER NAME: EWB USA DETROIT
LOCATION: DETROIT, MI
CONTACT: CHAPTER@EWB-DETROIT.ORG

| ROLE | | CHECK DONE |
|---|---|---|
| REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | |
| PROJECT LEAD: ANDREW O'CONNOR | | |
| PROJECT LEAD: | | |
| DRAWN BY: ANDREW O'CONNOR | | |

| | |
|---|---|
| SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| TOWN 2 SOUTH, RANGE 7 EAST | WILLOW RUN ACRES<br>111 SOUTH WALLACE BOULEVARD<br>YPSILANTI, MI 48197 |
| SUPERIOR CHARTER TOWNSHIP | COVER |
| WASHTENAW COUNTY, MICHIGAN | |

SCALE
0 20 40
1" = 40 FEET

SHEET NO.: C1

SHEET 1 OF 9

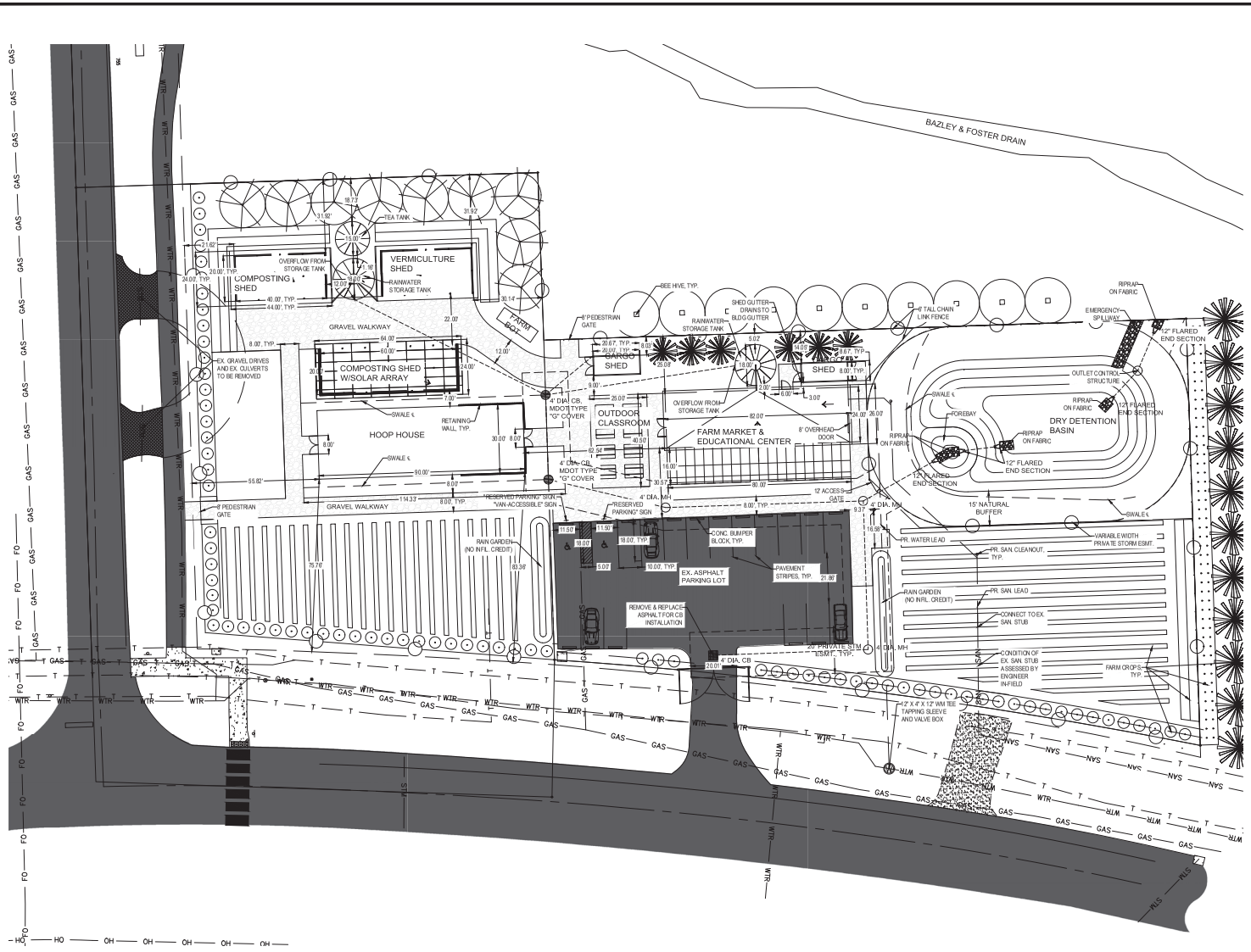
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**LEGEND**

- PROPERTY LINE
- PROPOSED GRAVEL
- PROPOSED STORM STRUCTURES
- PROPOSED STORM SEWER
- PROPOSED HYDRANT
- PROPOSED WATER VALVE
- PROPOSED WATER LEAD
- PROPOSED SANITARY CLEANOUT
- PROPOSED SANITARY LEAD
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING WATER MAIN
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- EXISTING OVERHEAD ELECTRIC
- EXISTING ASPHALT
- PROPOSED CONTOURS
- EXISTING CONTOURS




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12/19/2025 | | Community Engineering Corps | ENGINEERS WITHOUT BORDERS USA DETROIT | CHAPTER NAME: EWB USA DETROIT | REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| 3/11/2026 | | | | LOCATION: DETROIT, MI | PROJECT LEAD: ANDREW O'CONNOR | | TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN 1850 NORTH HARRIS ROAD SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| | | | | CONTACT: CHAPTER@EWB-DETROIT.ORG | PROJECT LEAD: | | SUPERIOR CHARTER TOWNSHIP | SCALE 0 10 20 1" = 20 FEET |
| | | | | | DRAWN BY: ANDREW O'CONNOR | | WASHTENAW COUNTY, MICHIGAN | SHEET NO.: C2 |
| DATE | REVISION | | | | ROLE | CHECK DONE | | SHEET 2 OF 9 |

SITE PLAN

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## DRAINAGE NARRATIVE:

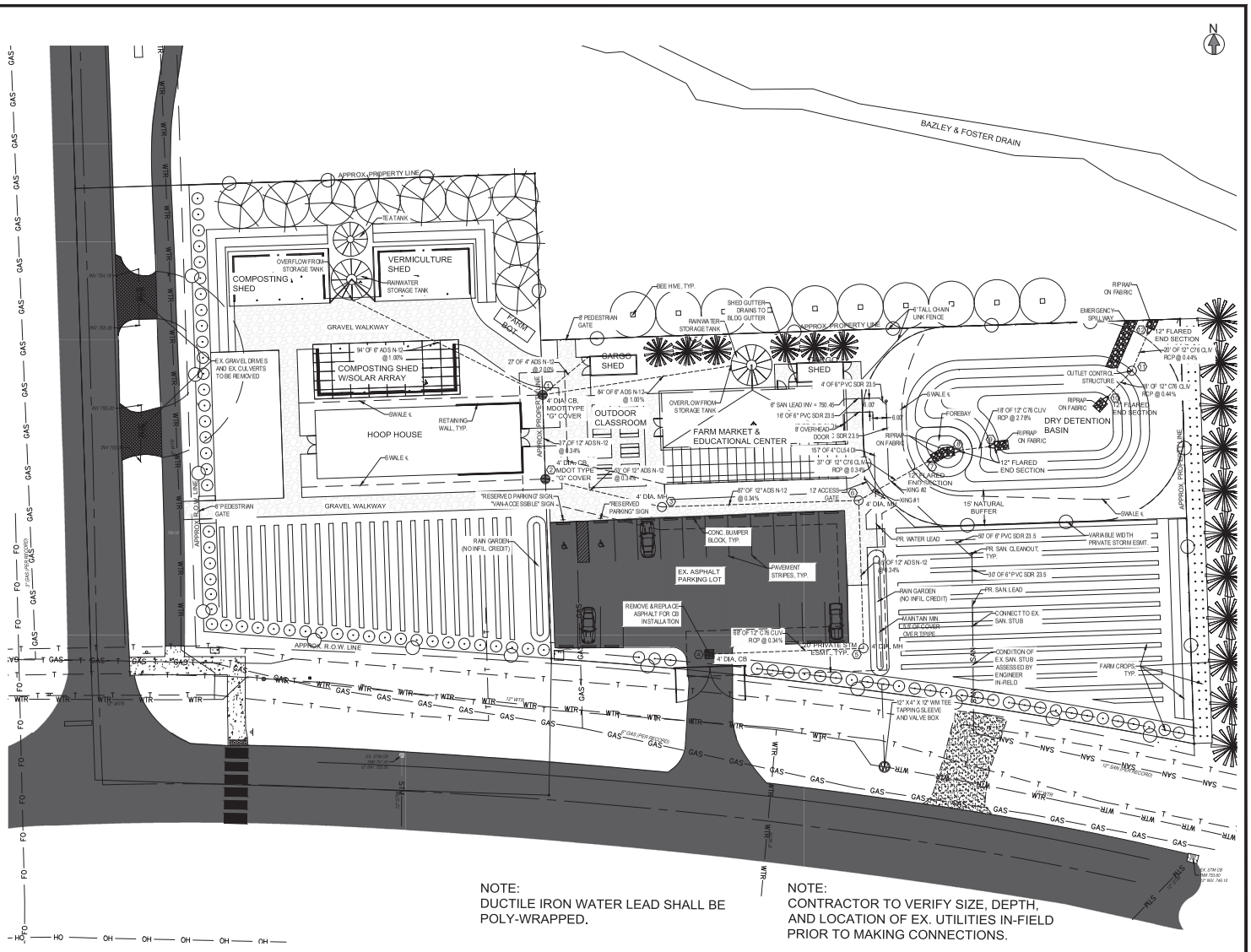
CONTRIBUTING AREA TO DETENTION BASIN = 0.63 ACRES

THE ON-SITE STORMWATER CONSISTS OF FOUR DRAINAGE AREAS. THESE AREAS ARE PROPOSED TO BE COLLECTED IN AN UNDERGROUND STORM SEWER COLLECTION SYSTEM WHICH OUTLETS INTO A DETENTION BASIN. THE ULTIMATE OUTLET OF THE STORM SEWER COLLECTION SYSTEM AND THE DETENTION BASIN IS THE BAZLEY AND FOSTER COUNTY DRAIN.

THE CALCULATIONS FOR THE DETENTION REQUIREMENTS WERE COMPLETED IN ACCORDANCE WITH THE WASHTENAW COUNTY WATER RESOURCES COMMISSION PROCEDURES AND DESIGN STANDARDS FOR STORMWATER MANAGEMENT.

NOTE:
ALL STORM CATCH BASINS AND MANHOLES ARE LOW-HEAD STRUCTURES.

LEGEND
- PROPERTY LINE
- PROPOSED GRAVEL
- PROPOSED STORM STRUCTURES
- PROPOSED STORM SEWER
- PROPOSED HYDRANT
- PROPOSED WATER VALVE
- PROPOSED WATER LEAD
- PROPOSED SANITARY CLEANOUT
- PROPOSED SANITARY LEAD
- EXISTING STORM SEWER
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING WATER MAIN
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- EXISTING OVERHEAD ELECTRIC
- EXISTING ASPHALT
- PROPOSED CONTOURS
- EXISTING CONTOURS




NOTE:
DUCTILE IRON WATER LEAD SHALL BE POLY-WRAPPED.

NOTE:
CONTRACTOR TO VERIFY SIZE, DEPTH, AND LOCATION OF EX. UTILITIES IN-FIELD PRIOR TO MAKING CONNECTIONS.

STATE OF MICHIGAN — MICHELLE THOMPSON — License No. 6201310001 — PROFESSIONAL ENGINEER

| DATE | REVISION |
|---|---|
| 12/19/2025 | |
| 3/11/2026 | |
| | |
| | |
| | |

Community Engineering Corps

ENGINEERS WITHOUT BORDERS USA DETROIT

CHAPTER NAME: EWB USA DETROIT
LOCATION: DETROIT, MI
CONTACT: CHAPTER@EWB-DETROIT.ORG

| ROLE | CHECK DONE |
|---|---|
| REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 |
| PROJECT LEAD: ANDREW O'CONNOR | |
| PROJECT LEAD: | |
| DRAWN BY: ANDREW O'CONNOR | |

| | |
|---|---|
| SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN<br>1850 NORTH HARRIS ROAD<br>SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| SUPERIOR CHARTER TOWNSHIP | UTILITY PLAN |
| WASHTENAW COUNTY, MICHIGAN | |

SCALE
0 10 20
1" = 20 FEET

SHEET NO.: C3

SHEET 3 OF 9

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

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## DRAINAGE NARRATIVE:

CONTRIBUTING AREA TO DETENTION BASIN = 0.83 ACRES

THE ON-SITE STORMWATER CONSISTS OF FOUR DRAINAGE AREAS. THESE AREAS ARE PROPOSED TO BE COLLECTED IN AN UNDERGROUND STORM SEWER COLLECTION SYSTEM WHICH OUTLETS INTO A DETENTION BASIN. THE ULTIMATE OUTLET OF THE STORM SEWER COLLECTION SYSTEM AND THE DETENTION BASIN IS THE BAZLEY AND FOSTER COUNTY DRAIN.

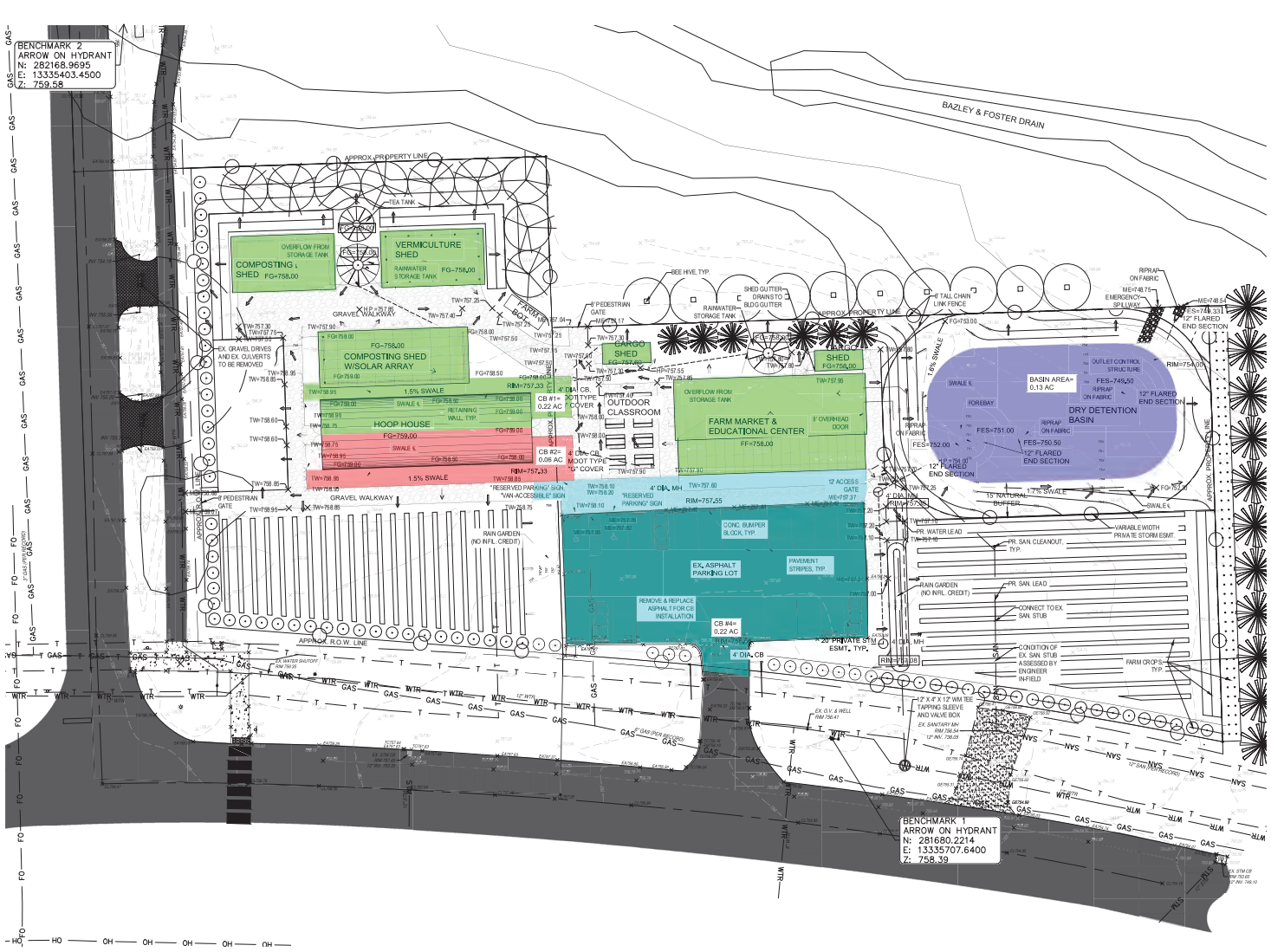
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### LABEL LEGEND

| | |
|---|---|
| TC | TOP OF CURB |
| GU | GUTTER |
| TP | TOP OF PAVEMENT |
| FG | FINISHED GRADE |
| FF | FINISHED FLOOR |
| FES | FLARED END SECTION |
| ME | MATCH EXISTING |
| PR | PROPOSED |
| H.P. | HIGH POINT |

### LEGEND

- PROPERTY LINE
- PROPOSED GRAVEL
- PROPOSED STORM STRUCTURES
- PROPOSED STORM SEWER
- PROPOSED HYDRANT
- PROPOSED WATER VALVE
- PROPOSED WATER LEAD
- PROPOSED SANITARY CLEANOUT
- PROPOSED SANITARY LEAD
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER
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- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- EXISTING OVERHEAD ELECTRIC
- EXISTING ASPHALT
- PROPOSED CONTOURS
- EXISTING CONTOURS




**BENCHMARKS:**
(NAVD88 DATUM)

BENCHMARK 1
ARROW ON EX. WATER HYDRANT
ELEV. = 758.39

BENCHMARK 2
ARROW ON EX. WATER HYDRANT
ELEV.= 759.58

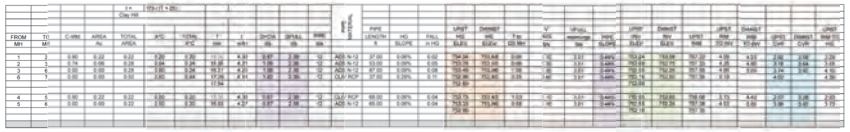
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12/19/2025 | | Community Engineering Corps | | CHAPTER NAME: EWB USA DETROIT | REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| 3/11/2026 | | | | LOCATION: DETROIT, MI | PROJECT LEAD: ANDREW O'CONNOR | | TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN 1850 NORTH HARRIS ROAD SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| | | | | CONTACT: CHAPTER@EWB-DETROIT.ORG | PROJECT LEAD: | | SUPERIOR CHARTER TOWNSHIP | SCALE 0 10 20 1" = 20 FEET |
| | | | | | DRAWN BY: ANDREW O'CONNOR | | WASHTENAW COUNTY, MICHIGAN | DRAINAGE PLAN |
| DATE | REVISION | | | | ROLE | CHECK DONE | | SHEET NO.: C4 |
| | | | | | | | | SHEET 4 OF 9 |

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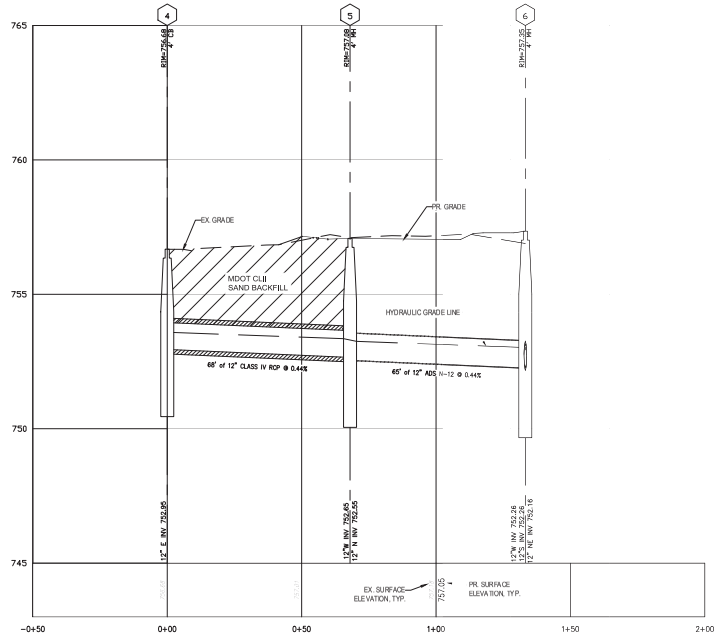
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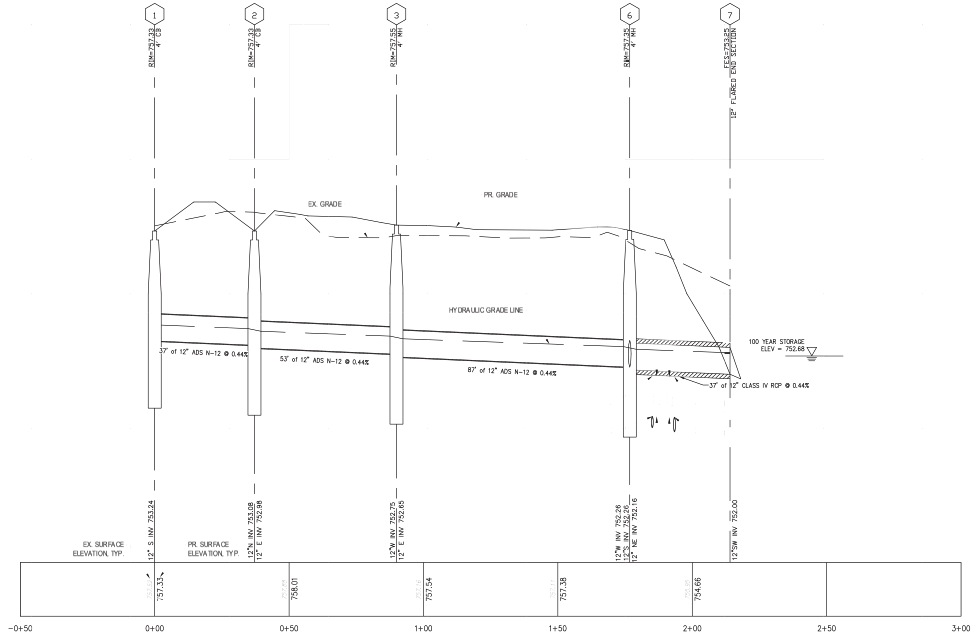
NOTE:
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## STM STR 4 TO STM STR 6




SCALE:
1" = 20' HORIZ.
1" = 2' VERT.

## STM STR 1 TO STM STR 6




SCALE:
1" = 20' HORIZ.
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**BENCHMARKS:**
(NAVD88 DATUM)

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| 12/19/2025 | | Community Engineering Corps | ENGINEERS WITHOUT BORDERS USA DETROIT | CHAPTER NAME: EWB USA DETROIT<br>LOCATION: DETROIT, MI<br>CONTACT: CHAPTER@EWB-DETROIT.ORG | REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
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| | | | | | PROJECT LEAD: | | SUPERIOR CHARTER TOWNSHIP | STORM PROFILES |
| | | | | | DRAWN BY: ANDREW O'CONNOR | | WASHTENAW COUNTY, MICHIGAN | SHEET NO.: C5 |
| DATE | REVISION | | | | ROLE | CHECK DONE | | SHEET 5 OF 9 |

SCALE
0 - -
AS NOTED

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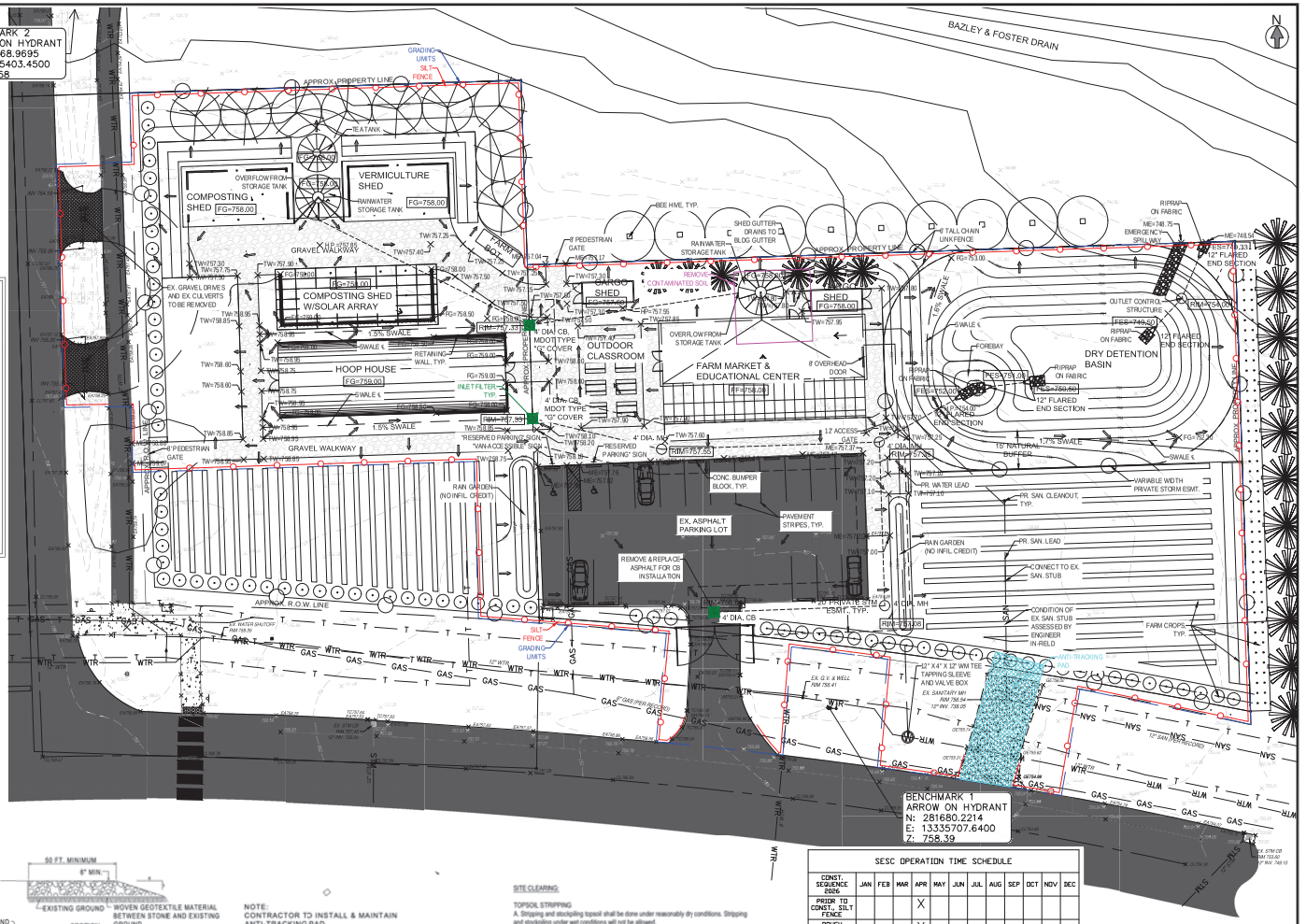
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## SEQUENCE OF CONSTRUCTION FOR SOIL EROSION CONTROL:

1. INSTALL SILT FENCE, INLET FILTERS, AND ANTI-TRACKING PAD AS SHOWN ON THE SOIL EROSION CONTROL PLAN.
2. STRIP AND STOCKPILE TOPSOIL.
3. CONSTRUCT DETENTION BASIN AND INSTALL STORM SEWER PIPE, STRUCTURES, AND SOIL STABILIZATION WITHIN SEDIMENT BASIN.
4. MASS GRADING OF ENTIRE SITE TO BE COMPLETED.
5. INSTALL SANITARY LEAD AND WATER LEAD.
6. COMPLETE STORM SEWER INSTALLATION; IMMEDIATELY INSTALL GEOTEXTILE FILTERS ON ALL CATCH BASINS AND INLETS. (TEMPORARY)
7. COMPLETE INSTALLATION OF PUBLIC UTILITIES (ELECTRIC, ETC.).
8. REPAIR AND/OR REPLACE ALL LOW POINT CATCH BASIN FILTERS AS NEEDED. (TEMPORARY)
9. FINISH GRADE, REDISTRIBUTE TOPSOIL, AND ESTABLISH VEGETATION ON ALL DISTURBED GROUND AREAS. COMPLETE LANDSCAPING. ALL AREAS BETWEEN SIDEWALKS AND ROADS NEED TO BE PERMANENTLY STABILIZED.
10. CLEAN PAVEMENT AND STORM SEWERS OF ALL SEDIMENT.
11. REMOVE TEMPORARY SOIL EROSION CONTROL MEASURES AFTER PERMANENT VEGETATION HAS BEEN ESTABLISHED.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL SOIL EROSION CONTROL MEASURES ARE INSTALLED AND MAINTAINED.
13. WASHTENAW COUNTY OR ITS AGENT SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES. UPON THEIR DIRECTION, ADDITIONAL MEASURES SHALL BE CONSTRUCTED OR MAINTENANCE WORK SHALL BE PERFORMED TO ASSURE PROPER SOIL EROSION AND SEDIMENTATION CONTROL REMOVAL OF CONTROL MEASURES MAY ONLY TAKE PLACE ONCE ENTIRE SITE IS FULLY STABILIZED.
14. DUST MUST BE CONTROLLED AT ALL TIMES.
15. ALL MUD TRACKED ON PUBLIC ROADS AND INTERIOR ROADS SHALL BE REMOVED DAILY.

BENCHMARK 2
ARROW ON HYDRANT
N: 282168.9695
E: 13335403.4500
Z: 759.58

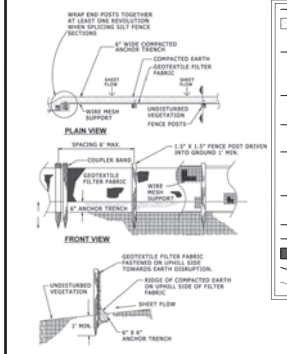



## LEGEND

- PROPERTY LINE
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## LABEL LEGEND

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| TC | TOP OF CURB |
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| FF | FINISHED FLOOR |
| FES | FLARED END SECTION |
| ME | MATCH EXISTING |
| PR | PROPOSED |
| H.P. | HIGH POINT |




### MATERIAL REQUIREMENTS

| WOVEN GEOTEXTILE FABRIC WIDTH (IN.) | MIN. HARDWOOD POST LENGTH (IN.) | MIN. GRAB TENSILE STRENGTH (ASTM D 4632) | MIN. TRANSVERSAL FLOW RATE/WIDTH (GPM/FT) (ASTM D 4533) | MIN. PERMITTIVITY (SEC-1) (ASTM D 4491) | MAX. APPARENT OPENING SIZE (MM) (ASTM D 4751) |
|---|---|---|---|---|---|
| 24 | 36 | 100 | 45 | 0.1 | 0.6 |

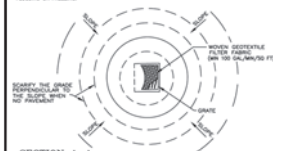
### SILT FENCE

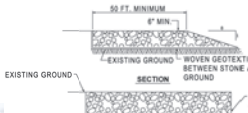
NO SCALE

NOTE: EROSION EELS ARE AN ACCEPTABLE ALTERNATIVE.

### LOW POINT INLET FILTER (SI-2)

ALTERNATIVE INLET FILTER MUST BE USED IN AREAS THAT MAY BECOME A SAFETY HAZARD DUE TO FLOODING OR FREEZING




ANTI-TRACKING PAD

NO SCALE

NOTE:
CONTRACTOR TO INSTALL & MAINTAIN ANTI-TRACKING PAD.

WHEN AGGREGATE BECOMES SATURATED WITH FINES, CONTRACTOR TO SCARIFY AND RELAY AGGREGATE.

ANTI-TRACKING PAD DOES NOT RELIEVE CONTRACTOR FROM SWEEPING AND CLEANING ADJACENT WALKS AND ROADS.

CRUSHED/BROKEN CONCRETE IS TO BE REMOVED AND LEGALLY DISPOSED OF OFF U-M PROPERTY UPON PROJECT COMPLETION.

SITE CLEARING:

TOPSOIL STRIPPING

A. Stripping and stockpiling topsoil shall be done under reasonably dry conditions. Stripping and stockpiling under wet conditions will not be allowed.

B. Contractor shall strip available topsoil to its full depth from within the Contract limits, excluding areas in close proximity to trees designated to remain, unless otherwise specified or directed by the Project Representative.

C. Contractor shall stockpile topsoil in a storage pile in an area shown on the Drawings or as directed by the Project Representative. Storage pile shall be shaped to freely drain surface water during and after stockpiling operations. Excess topsoil shall be hauled by the Contractor and stockpiled on the Owner's property as directed by the Project Representative. The stockpile shall be protected from soil and sediment erosion as required elsewhere in these Specifications.

### SESC OPERATION TIME SCHEDULE

| CONST. SEQUENCE 2026 | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRIOR TO CONST., SILT FENCE | | | | X | | | | | | | | |
| ROUGH GRADE | | | | X | | | | | | | | |
| STORM FACILITIES | | | | X | | | | | | | | |
| FOUNDATION/ BLDG. CONST. | | | | | X | X | X | | | | | |
| SITE CONST. | | | | | X | X | X | | | | | |
| PERM. CONTROL MEASURES | | | | | | | | | X | | | |
| FINISH GRADING | | | | | | | | | X | | | |
| LANDSCAPING | | | | | | | | | | X | | |

**BENCHMARKS:**
(NAVD88 DATUM)

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Community Engineering Corps

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| DRAWN BY: ANDREW O'CONNOR | |

SECTION 35
TOWN 2 SOUTH, RANGE 7 EAST
SUPERIOR CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLAY HILL COMMUNITY FARM & GARDEN
CLIENT: CLAY HILL COMMUNITY FARM & GARDEN
1850 NORTH HARRIS ROAD
SUPERIOR CHARTER TOWNSHIP, MI 48198

# GRADING & SESC PLAN

SCALE
0 10 20
1" = 20 FEET

SHEET NO.: C6

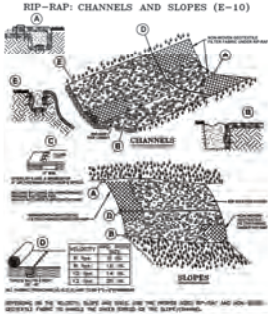
SHEET 6 OF 9

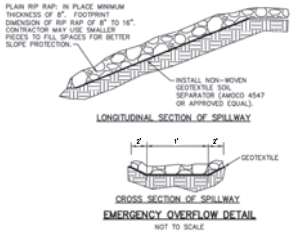
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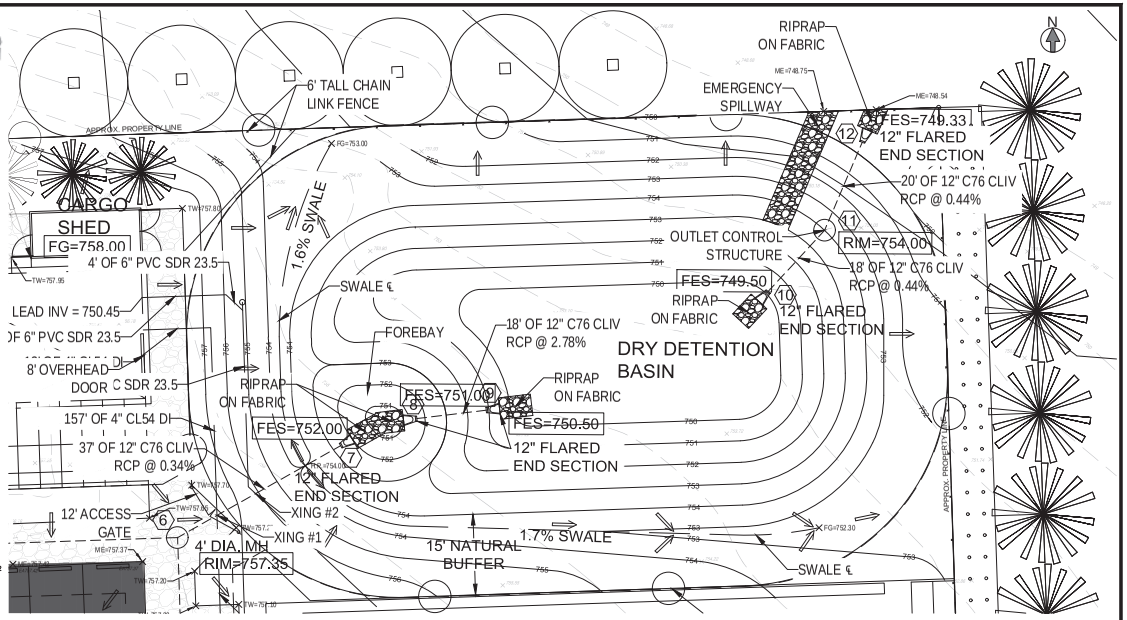
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## RIP-RAP: CHANNELS AND SLOPES (E-10)

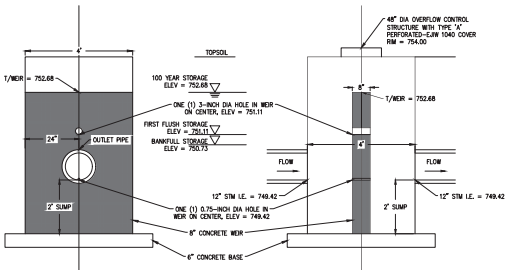



LEGEND

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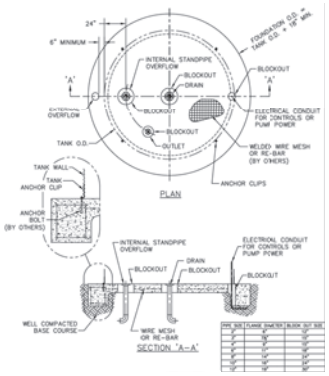

**DETENTION BASIN OUTLET CONTROL STRUCTURE**
SCALE: 1" = 2'

NOTE:
A 2' CLAY LINER WILL BE INSTALLED UNDER THE FOREBAY AND DETENTION BASIN STARTING AT ELEVATION 753.

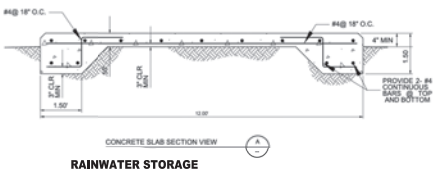
NOTE:
NO CHEMICALS ARE ALLOWED IN STORMWATER FEATURES OR BUFFER ZONES WITH THE FOLLOWING EXCEPTION: INVASIVE SPECIES MAY BE TREATED WITH CHEMICALS BY A CERTIFIED APPLICATOR.

**LABEL LEGEND**

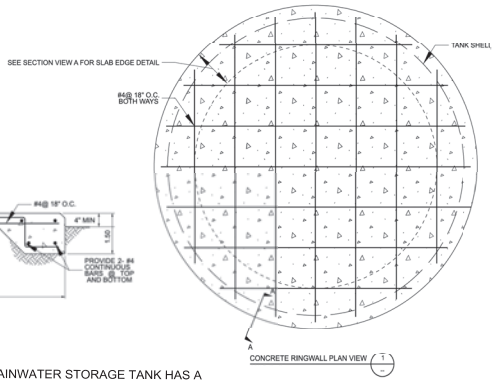
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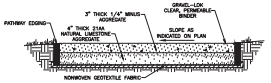


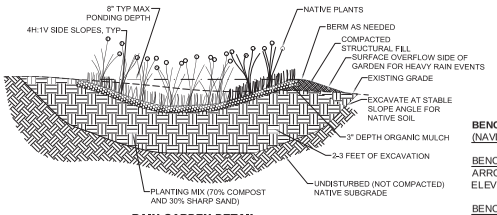

**RAINWATER STORAGE TANK DETAILS**
NO SCALE




NOTE:
EACH RAINWATER STORAGE TANK HAS A DIAMETER OF 18', A STORAGE HEIGHT OF 10', AND A STORAGE CAPACITY OF 19,035 GALLONS.




GRAVEL WALKWAY DETAIL
NO SCALE




**RAIN GARDEN DETAIL**
NO SCALE

## DRAINAGE NARRATIVE:

CONTRIBUTING AREA TO DETENTION BASIN = 0.63 ACRES

THE ON-SITE STORMWATER CONSISTS OF FOUR DRAINAGE AREAS. THESE AREAS ARE PROPOSED TO BE COLLECTED IN AN UNDERGROUND STORM SEWER COLLECTION SYSTEM WHICH OUTLETS INTO A DETENTION BASIN. THE ULTIMATE OUTLET OF THE STORM SEWER COLLECTION SYSTEM AND THE DETENTION BASIN IS THE WAZLEY AND FOSTER COUNTY DRAIN.

THE CALCULATIONS FOR THE DETENTION REQUIREMENTS WERE COMPLETED IN ACCORDANCE WITH THE WASHTENAW COUNTY WATER RESOURCES COMMISSION PROCEDURES AND DESIGN STANDARDS FOR STORMWATER MANAGEMENT.

STATE OF MICHIGAN MICHELLE A. THOMPSON License No. 6201310001 PROFESSIONAL ENGINEER

**BENCHMARKS:**
(NAVD88 DATUM)

BENCHMARK 1
ARROW ON EX. WATER HYDRANT
ELEV. = 758.39

BENCHMARK 2
ARROW ON EX. WATER HYDRANT
ELEV.= 759.58

| DATE | REVISION |
|---|---|
| 12/19/2025 | |
| 3/11/2026 | |
| | |
| | |
| | |

Community Engineering Corps

ENGINEERS WITHOUT BORDERS USA DETROIT

CHAPTER NAME: EWB USA DETROIT
LOCATION: DETROIT, MI
CONTACT: CHAPTER@EWB-DETROIT.ORG

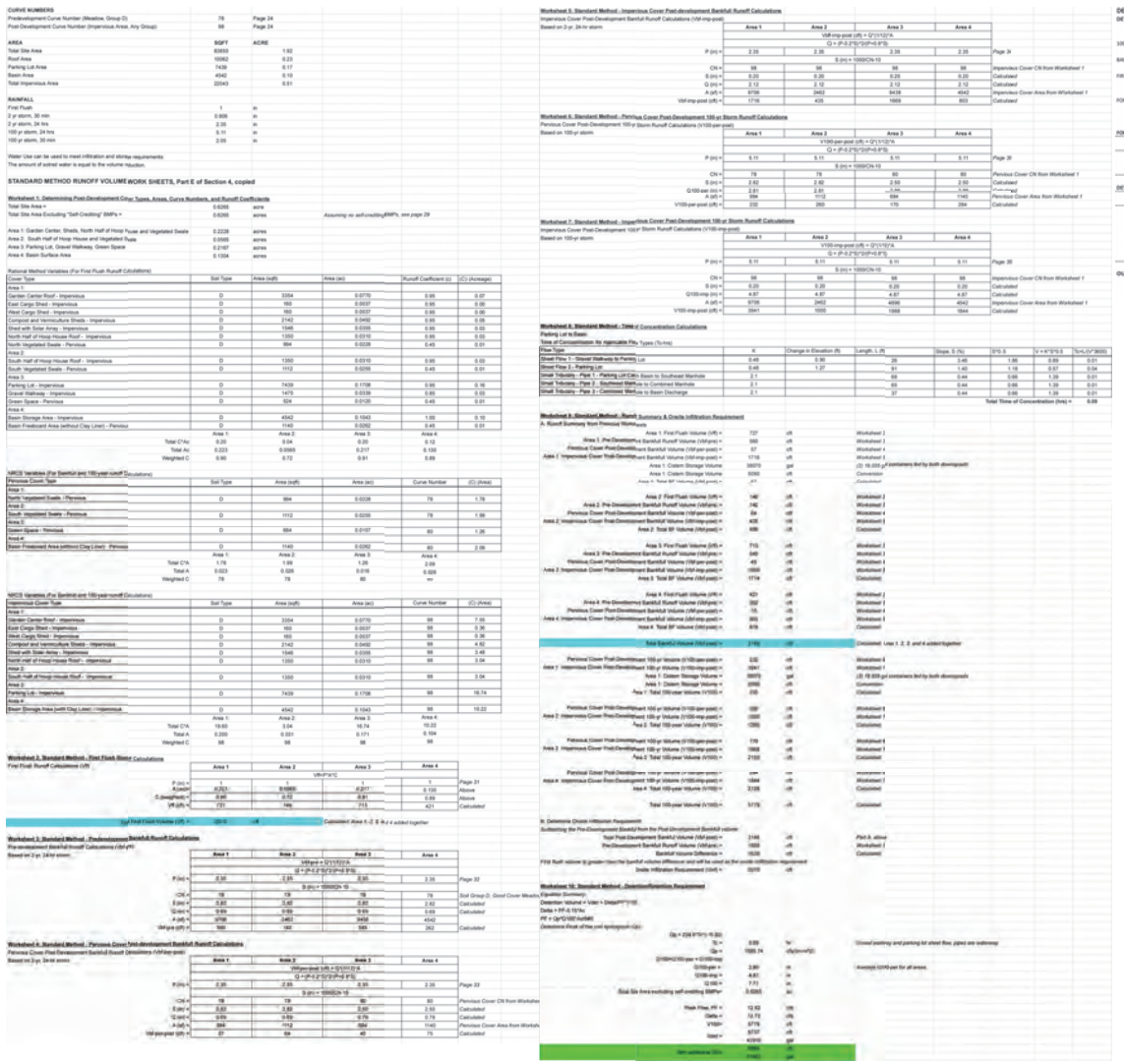
| ROLE | | |
|---|---|---|
| REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | |
| PROJECT LEAD: ANDREW O'CONNOR | | |
| PROJECT LEAD: | | |
| DRAWN BY: ANDREW O'CONNOR | | |

| | |
|---|---|
| SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN<br>1850 NORTH HARRIS ROAD<br>SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| SUPERIOR CHARTER TOWNSHIP | DETENTION BASIN & STORM DETAILS |
| WASHTENAW COUNTY, MICHIGAN | |

SCALE
0 5 10
1" = 10 FEET

SHEET NO.: C7

SHEET 7 OF 9



THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

811 Know what's below. Call before you dig.

CONSTRUCTION SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

**BENCHMARKS:**
(NAVD88 DATUM)

BENCHMARK 1
ARROW ON EX. WATER HYDRANT
ELEV. = 758.39

BENCHMARK 2
ARROW ON EX. WATER HYDRANT
ELEV.= 759.58

| DATE | REVISION |
|---|---|
| 12/19/2025 | |
| 3/11/2026 | |
| | |
| | |
| | |

Community Engineering Corps

ENGINEERS WITHOUT BORDERS USA DETROIT

CHAPTER NAME: EWB USA DETROIT
LOCATION: DETROIT, MI
CONTACT: CHAPTER@EWB-DETROIT.ORG

| | | | |
|---|---|---|---|
| REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| PROJECT LEAD: ANDREW O'CONNOR | | TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN<br>1850 NORTH HARRIS ROAD<br>SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| PROJECT LEAD: | | SUPERIOR CHARTER TOWNSHIP | |
| DRAWN BY: ANDREW O'CONNOR | | WASHTENAW COUNTY, MICHIGAN | DETENTION BASIN CALCULATIONS |
| ROLE | CHECK DONE | | |

SCALE
0 - -
NO SCALE

SHEET NO.:
C8

SHEET 8 OF 9

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

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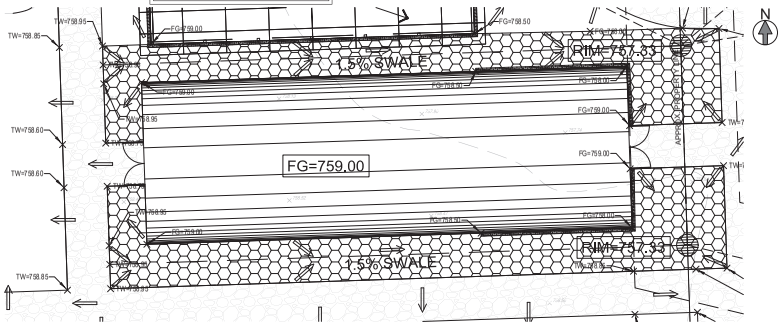
**LEGEND**

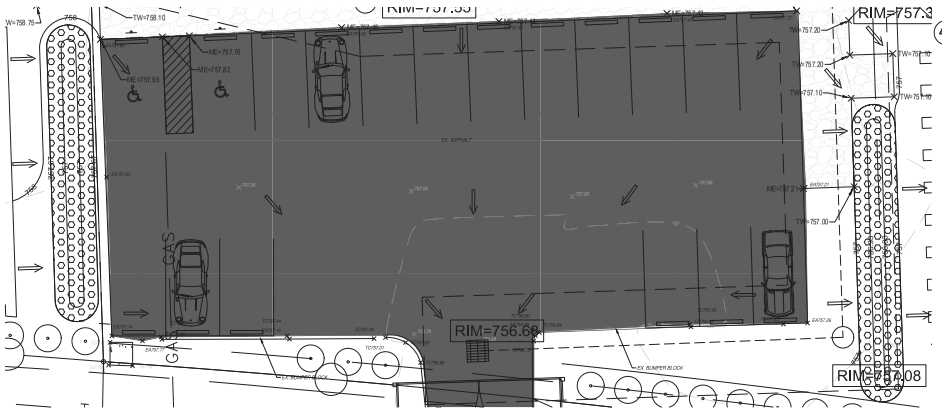
- PROPERTY LINE
- PROPOSED GRAVEL
- PROPOSED STORM STRUCTURES
- PROPOSED STORM SEWER
- PROPOSED HYDRANT
- PROPOSED WATER VALVE
- PROPOSED WATER LEAD
- PROPOSED SANITARY CLEANOUT
- PROPOSED SANITARY LEAD
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING WATER MAIN
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- EXISTING OVERHEAD ELECTRIC
- EXISTING ASPHALT
- PROPOSED CONTOURS
- EXISTING CONTOURS

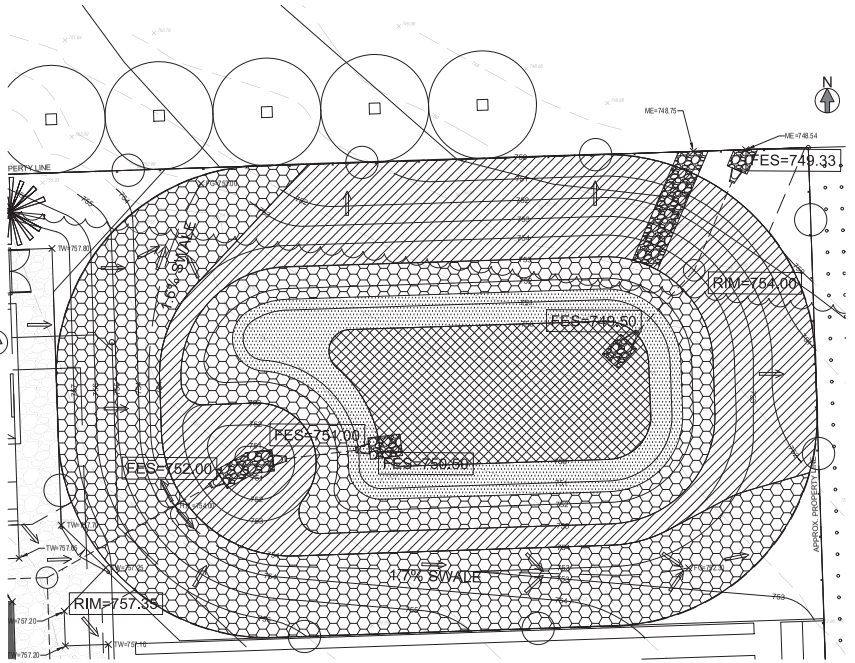
RAIN GARDEN SEED MIX

| QUA. | BOTANICAL NAME | COMMON NAME | SIZE | SPACING |
|---|---|---|---|---|
| | Aquilgea canadensis | COLUMBINE | 2"x6" LIVE PLUG | 18" O.C. |
| | Carex stipata | COMMON FOX SEDGE | 2"x6" LIVE PLUG | 18" O.C. |
| | Rudbeckia hirta | BLACK EYED SUSAN | 2"x6" LIVE PLUG | 18" O.C. |
| | Asclepias incarnata | SWAMP MILKWEED | 2"x6" LIVE PLUG | 24" O.C. |

VEGETATED SWALES, DETENTION POND UPPER FREEBOARD AREA AND BORDER PLANTINGS




NOTE:
A 2' CLAY LINER WILL BE INSTALLED UNDER THE FOREBAY AND DETENTION BASIN STARTING AT ELEVATION 753.

NOTE:
NO CHEMICALS ARE ALLOWED IN STORMWATER FEATURES OR BUFFER ZONES WITH THE FOLLOWING EXCEPTION: INVASIVE SPECIES MAY BE TREATED WITH CHEMICALS BY A CERTIFIED APPLICATOR.

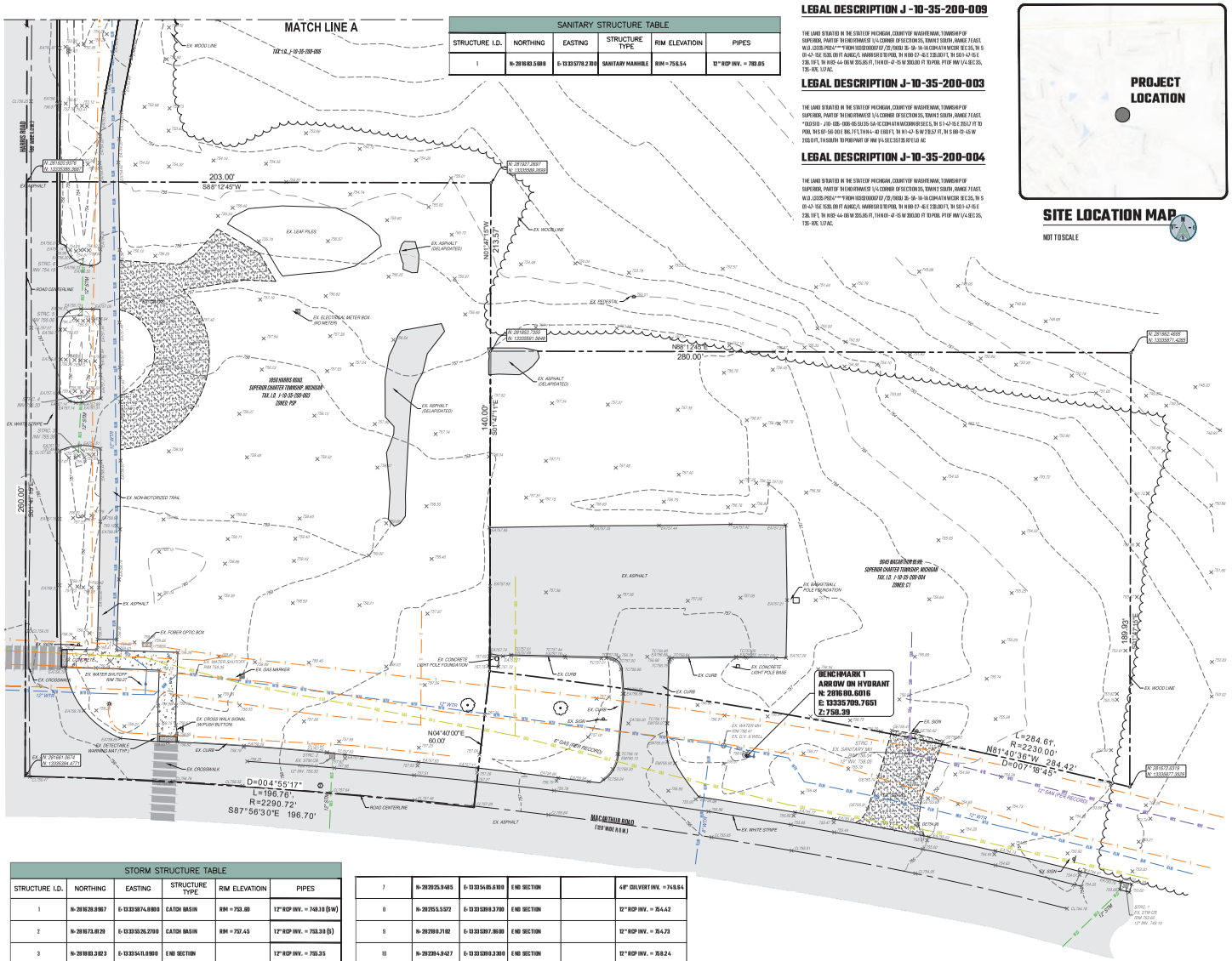
| DATE | REVISION |
|---|---|
| 12/19/2025 | |
| 3/11/2026 | |

Community Engineering Corps

ENGINEERS WITHOUT BORDERS USA DETROIT

CHAPTER NAME: EWB USA DETROIT
LOCATION: DETROIT, MI
CONTACT: CHAPTER@EWB-DETROIT.ORG

| | | | |
|---|---|---|---|
| REIC: MICHELLE THOMPSON, P.E. | 12/14/2025 | SECTION 35 | CLAY HILL COMMUNITY FARM & GARDEN |
| PROJECT LEAD: ANDREW O'CONNOR | | TOWN 2 SOUTH, RANGE 7 EAST | CLIENT: CLAY HILL COMMUNITY FARM & GARDEN<br>1850 NORTH HARRIS ROAD<br>SUPERIOR CHARTER TOWNSHIP, MI 48198 |
| PROJECT LEAD: | | SUPERIOR CHARTER TOWNSHIP | LANDSCAPING PLAN |
| DRAWN BY: ANDREW O'CONNOR | | WASHTENAW COUNTY, MICHIGAN | SCALE: 0 5 10, 1" = 10 FEET |
| ROLE | CHECK DONE | | SHEET NO.: C9 |
| | | | SHEET 9 OF 9 |




| SANITARY STRUCTURE TABLE | | | | | |
|---|---|---|---|---|---|
| STRUCTURE I.D. | NORTHING | EASTING | STRUCTURE TYPE | RIM ELEVATION | PIPES |
| 1 | N: 2916169.5889 | E: 13335779.2300 | SANITARY MANHOLE | RIM = 756.54 | 12" RCP INV. = 743.05 |

## LEGAL DESCRIPTION J -10-35-200-009

THE LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF WASHTENAW, TOWNSHIP OF SUPERIOR, PART OF THE NORTHWEST 1/4 CORNER OF SECTION 35, TOWN 3 SOUTH, RANGE 7 EAST, W.D. 1335 PG 1 ** FROM 10031000001 07 /29/1931 35- 5A-1A-1A COM AT NW COR SEC 35, TH S 01-47-15E 1530.09 FT ALNG C/L MARSHALL RD POB, TH N 88-12-45E 238.00 FT, TH S01-47-15 E 213.35 FT, TH N 88-12-45 W 238.00 FT, TH N 01-47-15 W 300.00 FT TO POB. PT OF INV 1/4 SEC 35, T3S- R7E, 1.17 AC.

## LEGAL DESCRIPTION J-10-35-200-003

THE LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF WASHTENAW, TOWNSHIP OF SUPERIOR, PART OF THE NORTHWEST 1/4 CORNER OF SECTION 35, TOWN 3 SOUTH, RANGE 7 EAST. *OLD SID - J10-035-1006-05 SU 35-5A-1E COM AT NW CORNER SEC 35, TH S 01-47-15 E 2153.7 FT TO POB, TH S 01-58-00 E 186.77 FT, TH N 43-03 E 171.71 FT, TH N 1-47-15 W 213.37 FT, TH S 88-12-45 W 150.0 FT, TH S01DEG 11'59"W PART OF INV 1/4 SEC 35 T3S R7E 0.7 AC

## LEGAL DESCRIPTION J-10-35-200-004

THE LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF WASHTENAW, TOWNSHIP OF SUPERIOR, PART OF THE NORTHWEST 1/4 CORNER OF SECTION 35, TOWN 3 SOUTH, RANGE 7 EAST. W.D. 1335 PG 1 ** FROM 10031000001 07 /29/1931 35- 5A-1A-1A COM AT NW COR SEC 35, TH S 01-47-15E 1530.09 FT ALNG C/L MARSHALL RD POB, TH N 88-12-45E 238.00 FT, TH S01-47-15 E 213.35 FT, TH N 01-47-15 W 300.00 FT TO POB. PT OF INV 1/4 SEC 35, T3S- R7E, 1.17 AC.




## SITE LOCATION MAP

NOT TO SCALE

## EXISTING UTILITY LEGEND

- EXISTING OVERHEAD UTILITY
- EXISTING UNDERGROUND UTILITY
- EXISTING GAS MAIN
- EXISTING CONDENSATION LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING TELEPHONE LINE
- EXISTING FIBER OPTIC LINE
- EXISTING CABLE TELEVISION
- FUEL LINE
- EXISTING IRRIGATION LINE
- EXISTING STORM SEWER
- EXISTING WATER MAIN, AS NOTED
- EXISTING SANITARY SEWER
- CONTOUR
- INDEX CONTOUR
- CHAIN LINK FENCE
- IRON FENCE
- WOOD FENCE
- HYDRANT
- GATE VALVE
- POST INDICATOR VALVE (PIV)
- WATER MAIN MANHOLE
- SQUARE CATCH BASIN
- ROUND CATCH BASIN
- BEEHIVE CATCH BASIN
- SANITARY MANHOLE
- END SECTION
- CULVERT
- STORM MANHOLE
- CLEAN OUT
- SIGN
- UTILITY POLE
- RISER
- LIGHT POLE
- LANDSCAPE LIGHT
- SPRINKLER
- ELECTRICAL BOX/TRANSFORMER
- ELECTRICAL MANHOLE
- FLAG POLE
- MAILBOX
- TOP OF CURB
- GUTTER
- EX. GRADE
- EDGE OF ASPHALT
- TOP OF WALL
- BOTTOM OF WALL
- TREE
- CONCRETE
- ASPH ALT PAVEMENT
- GRAVEL
- RIP- RAP

## NOTES

- DRAWING BASED ON NAD83 MICHIGAN STATE PLANE COORDINATES SYSTEM, SOUTH ZONE, INTERNATIONAL FEET.
- THIS SURVEY WILL NOT SHOW ALL EASEMENTS OF RECORD UNTIL AN UPDATED TITLE POLICY HAS BEEN FURNISHED TO THE SURVEYOR BY THE OWNER.
- ALL ELEVATIONS ARE RECORD/EXISTING ELEVATIONS
- THE LOCATION OF THE EXISTING UTILITIES AS SHOWN WERE OBTAINED FROM CLIENT PROVIDED DOCUMENTS, MUNICIPAL AND UTILITY COMPANIES RECORDS. NO GUARANTEE CAN BE MADE REGARDING THE COMPLETENESS OR EXACTNESS OF THE UTILITIES LOCATION. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY IN THE FIELD THE LOCATION OF ALL UTILITIES.

## BENCHMARK DATA:

**BENCHMARK 1**
**ARROW ON HYDRANT**
**ELEV = 759.39**

**BENCHMARK 2**
**ARROW ON HYDRANT**
**ELEV = 759.58**

## FLOODPLAIN NOTE:

THE SUBJECT PROPERTY LIES IN FLOOD ZONE "X", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 26163C0315E FOR WASHTENAW COUNTY, MICHIGAN, DATED APRIL 20, 2011 AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN HAVE BEEN DIGITALLY TRANSLATED FROM DTHOM DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER HTTPS://MSC.FEMA.GOV/). MAP NOT PRINTED

## SOILS DATA

Kdl - Kapppanee silty clay loam, 2 to 6 percent slopes

Pwm spA - Pewamo clay loam, dense substratum, 0 to 1 percent slopes

SOIL INFORMATION TAKEN FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE SOIL SURVEY SITE.

| STORM STRUCTURE TABLE | | | | | |
|---|---|---|---|---|---|
| STRUCTURE I.D. | NORTHING | EASTING | STRUCTURE TYPE | RIM ELEVATION | PIPES |
| 1 | N: 2916219.9967 | E: 13335874.8900 | CATCH BASIN | RIM = 753.80 | 12" RCP INV. = 749.19 (SW) |
| 2 | N: 2916173.8129 | E: 13335826.2700 | CATCH BASIN | RIM = 757.45 | 12" RCP INV. = 753.30 (S) |
| 3 | N: 2916100.3182 | E: 13335411.0900 | END SECTION | | 12" RCP INV. = 755.35 |
| 4 | N: 2916128.1.472 | E: 13335411.4300 | END SECTION | | 12" RCP INV. = 755.20 |
| 5 | N: 2916163.3248 | E: 13335410.5200 | END SECTION | | 12" RCP INV. = 755.06 |
| 6 | N: 2916180.1175 | E: 13335410.2000 | END SECTION | | 12" RCP INV. = 754.19 |
| 7 | N: 2916225.9485 | E: 13335405.6190 | END SECTION | | 48" CULVERT INV. = 749.84 |
| 8 | N: 2916255.5572 | E: 13335398.3700 | END SECTION | | 12" RCP INV. = 754.42 |
| 9 | N: 2916280.7182 | E: 13335397.9600 | END SECTION | | 12" RCP INV. = 754.73 |
| 10 | N: 2916294.8427 | E: 13335399.3300 | END SECTION | | 12" RCP INV. = 750.24 |
| 11 | N: 2916423.1958 | E: 13335389.4400 | END SECTION | | 12" RCP INV. = 750.11 |
| 12 | N: 2916436.8099 | E: 13335389.4400 | END SECTION | | 12" RCP INV. = 750.61 |
| 13 | N: 2916219.9967 | E: 13335874.8900 | CATCH BASIN | RIM = 761.43 | 12" RCP INV. = 751.43 (S) |

PRIORITY ENGINEERING, LLC

Engineer's Seal

STATE OF MICHIGAN — Thomas M. Smith — License No. 4001031608 — LICENSED PROFESSIONAL SURVEYOR

Certification

North

SCALE

GRAPHIC SCALE: 1" = 20'

Project
**CLAY HILL FARM MARKET**

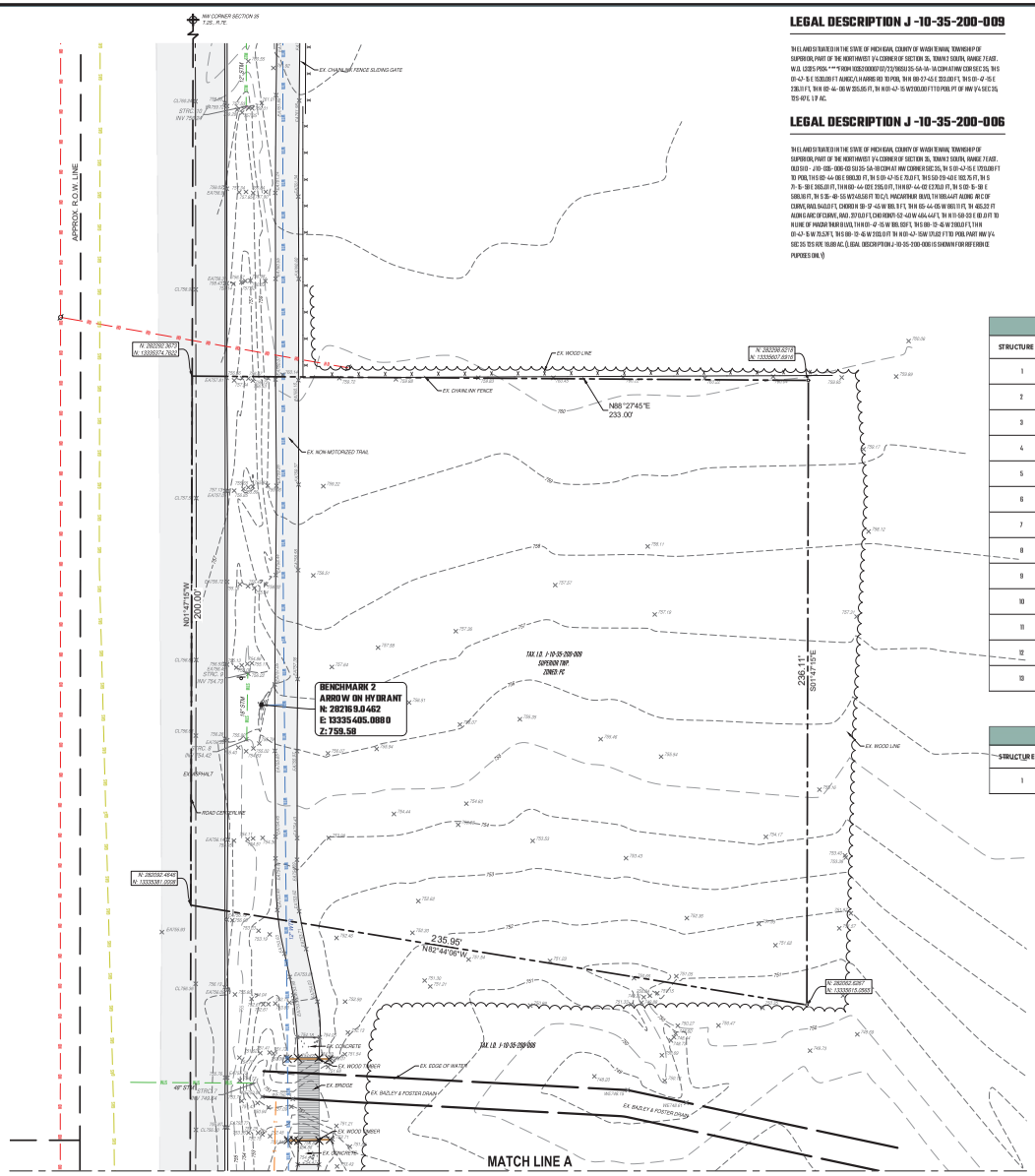
Project Location
**9045 MACARTHUR BLVD, SUPERIOR CHARTER TOWNSHIP, MICHIGAN**

Sheet Name
**TOPOGRAPHIC SURVEY**

Revisions

| REV. | ISSUE/DESCRIPTION | ISSUE DATE | BY |
|---|---|---|---|

| | |
|---|---|
| Date: | 04/15/2024 |
| Reviewed By: | BF |
| ENG/CADD: | BH |
| Checked By: | KMA |
| PE Project No. | 24-0008 |
| Sheet No. | 1 |




## LEGAL DESCRIPTION J -10-35-200-009

TH LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF WASHTENAW, TOWNSHIP OF SUPERIOR, PART OF THE NORTHWEST 1/4 CORNER OF SECTION 35, TOWN 3 SOUTH, RANGE 7 EAST. W.O. 1335 PROL *** FROM 1835300000 10/23/1900 35-5A-9A - 1A CORNATWW COR SEC 35, TH S 01-43-15 E 1830.88 FT ALONG C/L HARRIS RD TO POB, TH N 88-27-45 E 330.00 FT, TH S 01-47-15 E 236.11 FT, TH N 82-44-08 W 355.95 FT, TH N 01-43-15 W 200.00 FT TO POB, PT OF NW 1/4 SEC 35, 125.47 E, 1.9 AC.

## LEGAL DESCRIPTION J -10-35-200-006

TH LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF WASHTENAW, TOWNSHIP OF SUPERIOR, PART OF THE NORTHWEST 1/4 CORNER OF SECTION 35, TOWN 3 SOUTH, RANGE 7 EAST. OLD SID - J10-035-200-001 SID 35-5A-18 COM AT NW CORNER SEC 35, TH S 01-47-15 E 1,700.00 FT TO POB, TH S 85-44-08 E 800.00 FT, TH S 01-47-15 E 75.00 FT, TH S 50-39-45 E 592.35 FT, TH S 71-15-38 E 365.01 FT, TH N 61-44-08 E 395.00 FT, TH N 01-47-15 W 1,370.00 FT, TH S 88-15-38 E 680.16 FT, TH S 36-48-55 W 1,456.61 FT TO C/L MACARTHUR BLVD, TH ALONG SAID RY OF CURVE, RAD. 5,629.71, CHORD N 18-12-45 W 185.11 FT, TH N 19-44-05 W 861.11 FT, TH 465.23 FT ALONG ARC OF CURVE, RAD. 317.00 FT, CHORD N01-52-40 W 484.44 FT, TH N 11-58-03 E 80.01 FT TO N LINE OF MACARTHUR BLVD, TH N 01-47-15 W 185.69 FT, TH S 89-13-45 W 318.60 FT, TH N 01-43-15 W 72.26 FT, TH S 89-13-45 W 330.01 FT TH N 01-43-15W 1562.17 FT TO POB, PART NW 1/4 SEC 35 T3 S R7E 19.88 AC. (( LEGAL DESCRIPTION J -10-35-200-006 IS SHOWN FOR REFERENCE PURPOSES ONLY ))




## SITE LOCATION MAP

NOT TO SCALE

### STORM STRUCTURE TABLE

| STRUCTURE I.D. | NORTHING | EASTING | STRUCTURE TYPE | RIM ELEVATION | PIPES |
|---|---|---|---|---|---|
| 1 | N: 281629.8987 | E: 1333387.4.8888 | CATCH BASIN | RIM = 753.88 | 12" RCP INV. = 749.38 (SW) |
| 2 | N: 281673.8129 | E: 1333535.26.2700 | CATCH BASIN | RIM = 757.45 | 12" RCP INV. = 753.38 (S) |
| 3 | N: 281883.3823 | E: 1333541.0.8888 | END SECTION | | 12" RCP INV. = 755.35 |
| 4 | N: 281829.1.472 | E: 1333541.4.3818 | END SECTION | | 12" RCP INV. = 755.28 |
| 5 | N: 281883.3248 | E: 1333541.0.5218 | END SECTION | | 12" RCP INV. = 755.86 |
| 6 | N: 281888.1175 | E: 1333541.0.2888 | END SECTION | | 12" RCP INV. = 754.18 |
| 7 | N: 282025.9.485 | E: 1333540.5.8188 | END SECTION | | 48" CULVERT INV. = 749.84 |
| 8 | N: 282155.5.572 | E: 1333539.98.3788 | END SECTION | | 12" RCP INV. = 754.42 |
| 9 | N: 282189.7.182 | E: 1333539.7.8888 | END SECTION | | 12" RCP INV. = 754.73 |
| 10 | N: 282394.8.427 | E: 1333539.98.3388 | END SECTION | | 12" RCP INV. = 758.34 |
| 11 | N: 282423.1958 | E: 1333539.88.4888 | END SECTION | | 12" RCP INV. = 758.11 |
| 12 | N: 282436.8.8188 | E: 1333539.88.4488 | END SECTION | | 12" RCP INV. = 759.61 |
| 13 | N: 281629.8987 | E: 1333387.4.8888 | CATCH BASIN | RIM = 781.43 | 12" RCP INV. = 781.43 (S) |

### SANITARY STRUCTURE TABLE

| STRUCTURE I.D. | NORTHING | EASTING | STRUCTURE TYPE | RIM ELEVATION | PIPES |
|---|---|---|---|---|---|
| 1 | N: 281883.5888 | E: 1333578.2788 | SANITARY MANHOLE | RIM = 758.54 | 12" RCP INV. = 783.05 |

## EXISTING UTILITY LEGEND

- EXISTING OVERHEAD UTILITY
- EXISTING OVERHEAD/UNDERGROUND TELEPHONE LINE
- EXISTING GAS MAIN
- EXISTING CONDENSATION LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING TELEPHONE LINE
- EXISTING FIBER OPTIC LINE
- EXISTING CABLE TELEVISION
- FUEL LINE
- EXISTING IRRIGATION LINE
- EXISTING STORM SEWER
- EXISTING WATER MAIN, AS NOTED
- EXISTING SANITARY SEWER
- CONTOUR
- INDEX CONTOUR
- CHAIN LINK FENCE
- IRON FENCE
- WOOD FENCE
- HYDRANT
- GATE VALVE
- POST INDICATOR VALVE (PIV)
- WATER MAIN MANHOLE
- SQUARE CATCH BASIN
- ROUND CATCH BASIN
- BEEHIVE CATCH BASIN
- SANITARY MANHOLE
- END SECTION
- CULVERT
- STORM MANHOLE
- CLEAN OUT
- SIGN
- UTILITY POLE
- RISER
- LIGHT POLE
- LANDSCAPE LIGHT
- SPRINKLER
- ELECTRICAL BOX/TRANSFORMER
- ELECTRICAL MANHOLE
- FLAG POLE
- MAILBOX
- TOP OF CURB
- GUTTER
- EX. GRADE
- EDGE OF ASPHALT
- TOP OF WALL
- BOTTOM OF WALL
- TREE
- CONCRETE
- ASPH ALT PAVEMENT
- GRAVEL
- RIP-RAP

## NOTES

- DRAWING BASED ON NAD83 MICHIGAN STATE PLANE COORDINATES SYSTEM, SOUTH ZONE, INTERNATIONAL FEET.
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## BENCHMARK DATA:

**BENCHMARK 1**
**ARROW ON HYDRANT**
**ELEV = 759.39**

**BENCHMARK 2**
**ARROW ON HYDRANT**
**ELEV = 759.58**

## FLOODPLAIN NOTE:

THE SUBJECT PROPERTY LIES IN FLOOD ZONE "X", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 26161C0261E FOR WASHTENAW COUNTY, MICHIGAN, DATED APRIL 20, 2010 AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN HAVE BEEN DIGITALLY TRANSLATED FROM OTHER DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER (1-(877)-(-)-(MAP-FEMA)(627)), MAY NOT PRINTED

## SOILS DATA

Kalt - Nappanee silty clay loam, 2 to 6 percent slopes

Pwm and - Pewamo clay loam, dense substratum, 0 to 1 percent slopes

SOIL INFORMATION TAKEN FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE SOIL SURVEY SITE.

PRIORITY ENGINEERING, LLC

Engineer's Seal

STATE OF MICHIGAN — Thomas M. Smith — License No. 4001081804 — LICENSED PROFESSIONAL ENGINEER

Certification

North

SCALE

GRAPHIC SCALE - 1" = 20'

Project
**CLAY HILL FARM MARKET**

Project Location
**9045 MACARTHUR BLVD, SUPERIOR CHARTER TOWNSHIP, MICHIGAN**

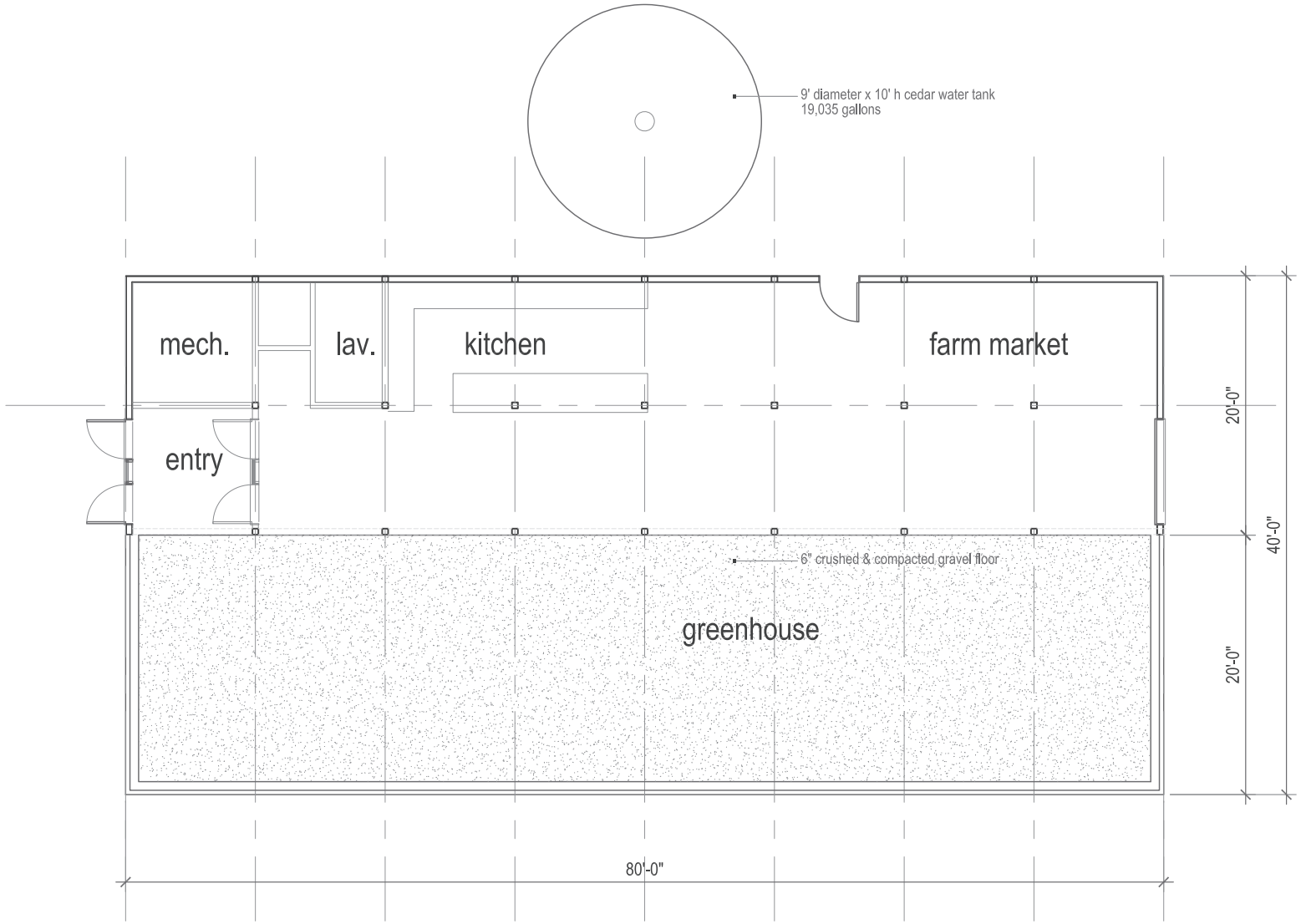
Sheet Name
**TOPOGRAPHIC SURVEY**

Revisions

| REV. | ISSUED FOR | ISSUE DATE | BY |
|---|---|---|---|
| | | | |

| | |
|---|---|
| Date: | 04/15/2024 |
| Reviewed By: | BF |
| ENG/CADD: | BH |
| Checked By: | KMA |
| PE Project No. | 24-0008 |
| Sheet No. | 2 |

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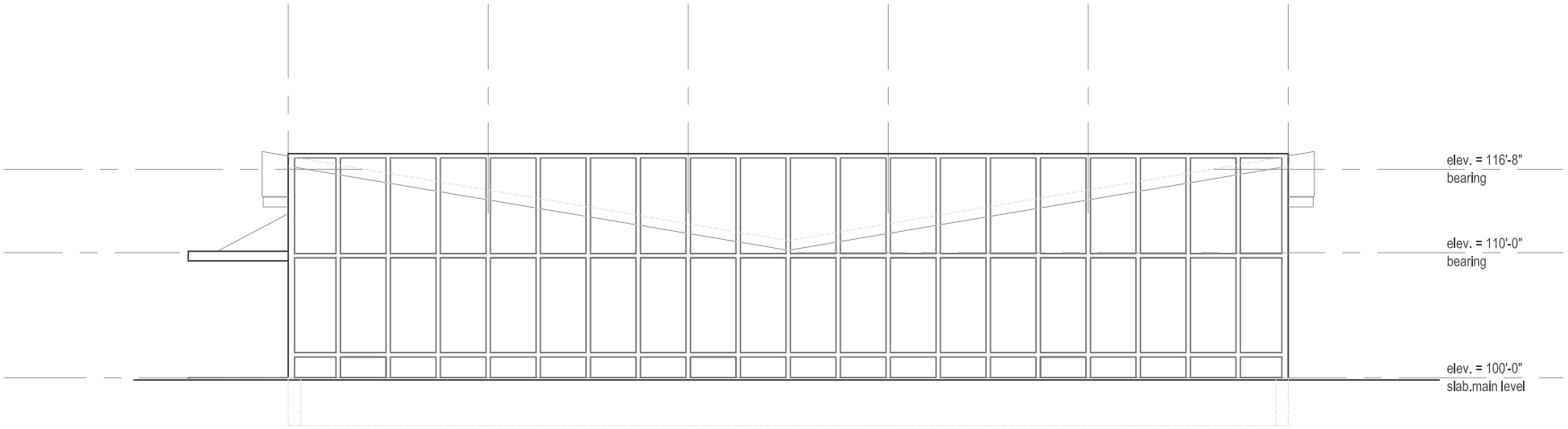

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970.846.2147
solstudio@earthlink.net

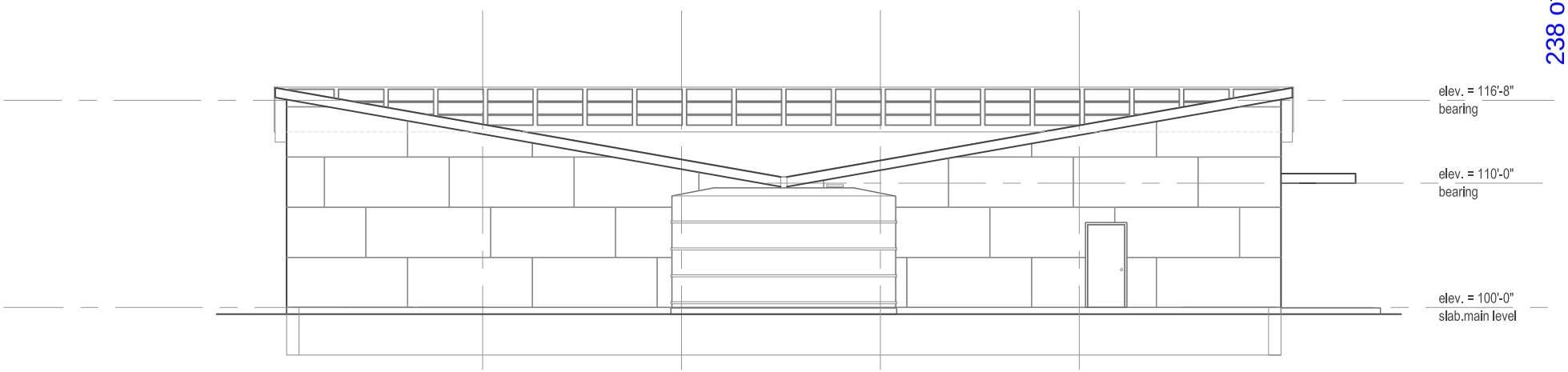
The Clayhill Farm
ypsilante. michigan

farm market/ greenhouse plan

3,200 sq. ft.
scale 1/8" = 1'- 0"

december.12.2024 d1
#2404






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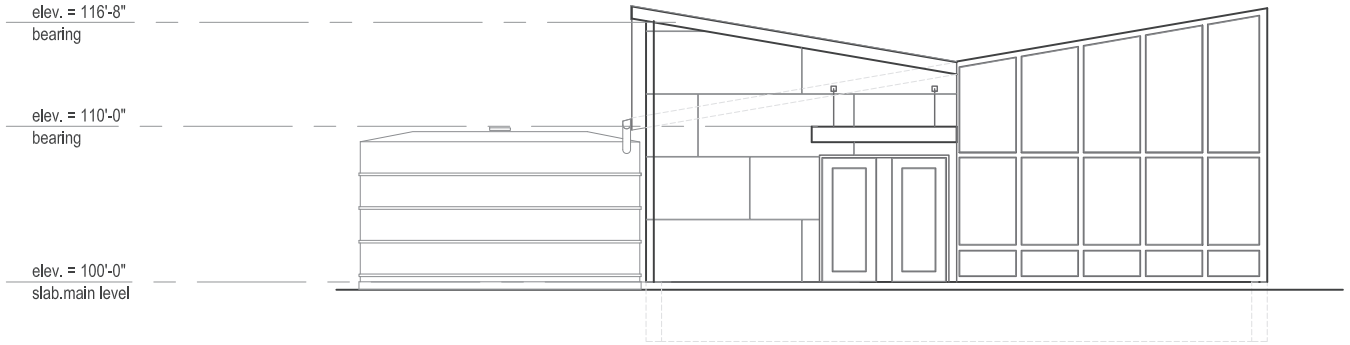
The Clayhill Farm
ypsilante. michigan

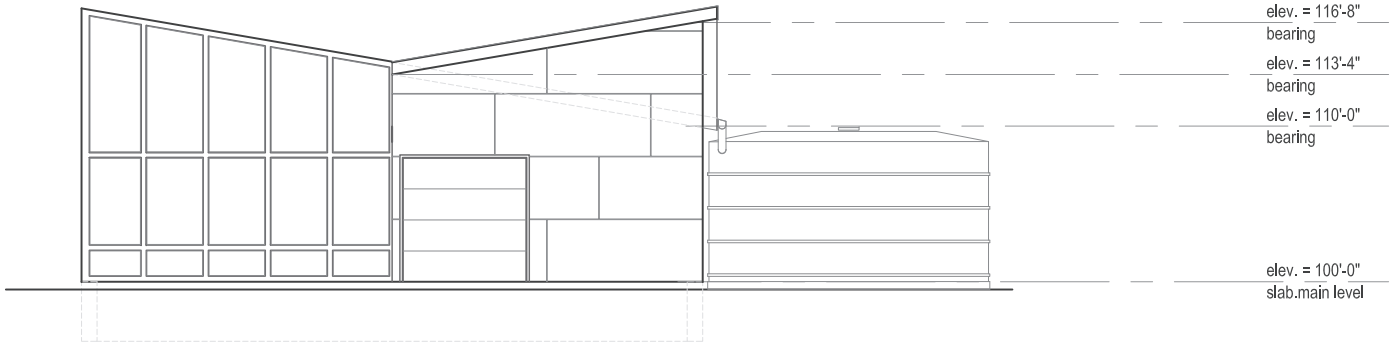
farm market/ greenhouse south & north elevation

scale 1/8" = 1'- 0"

december.12.2024
#2404

d2





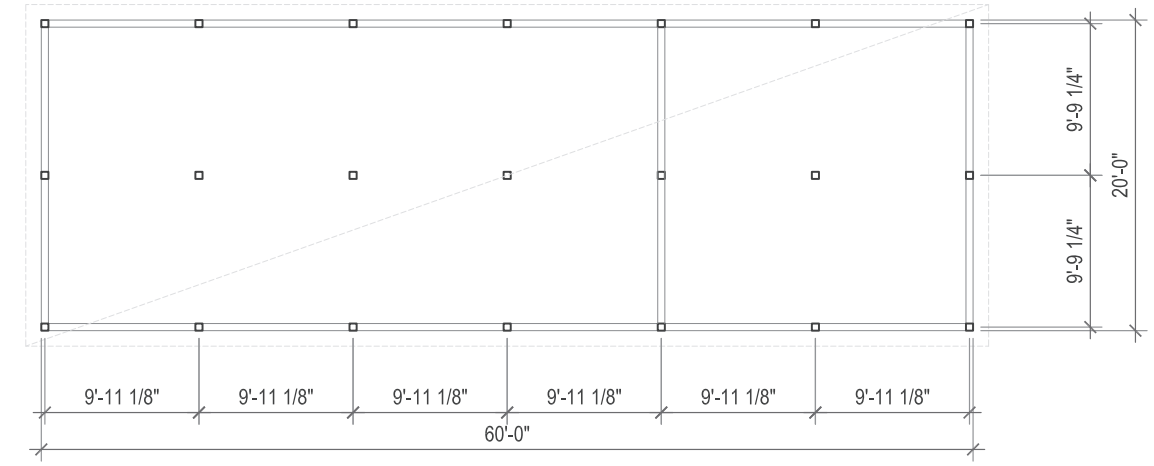

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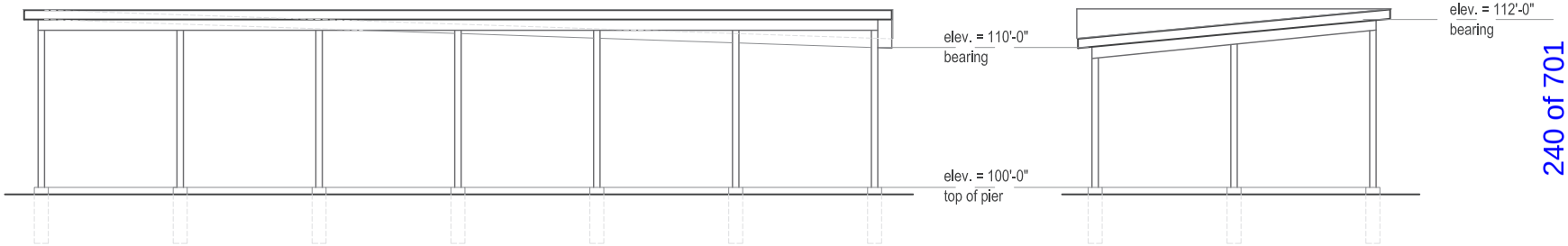
The Clayhill Farm
ypsilante. michigan

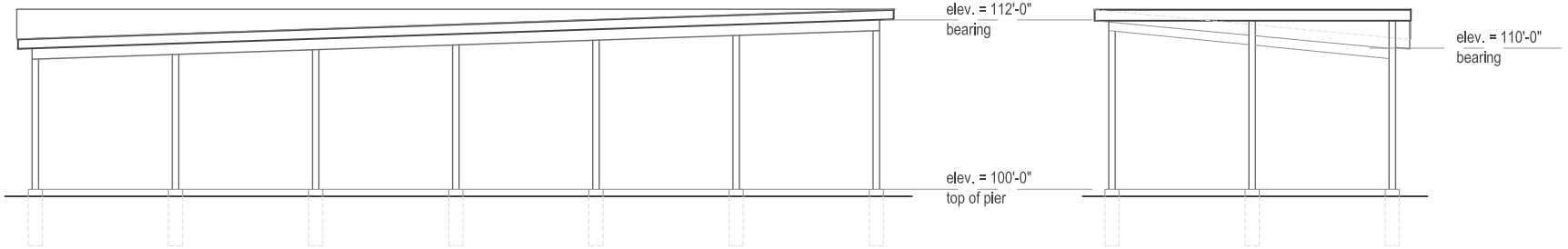
farm market/ greenhouse east & west elevation

scale 1/8" = 1'- 0"

december.12.2024 d3
#2404





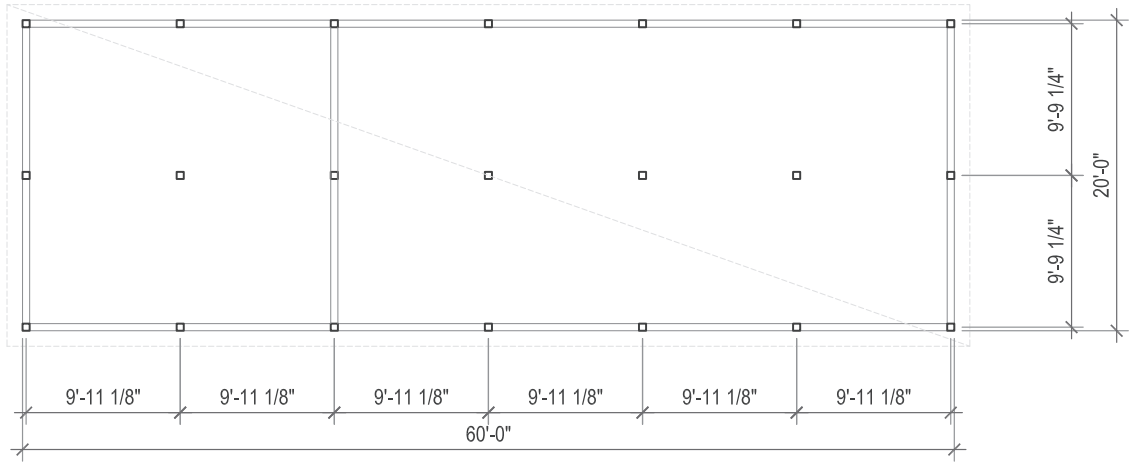

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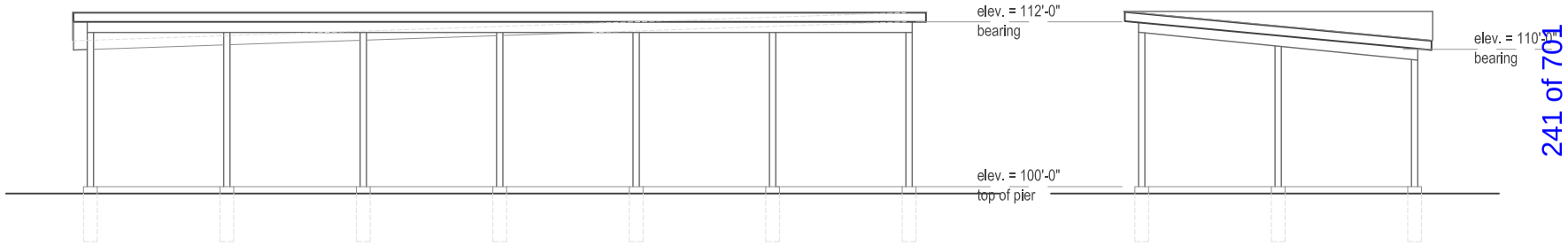
The Clayhill Farm
ypsilante. michigan

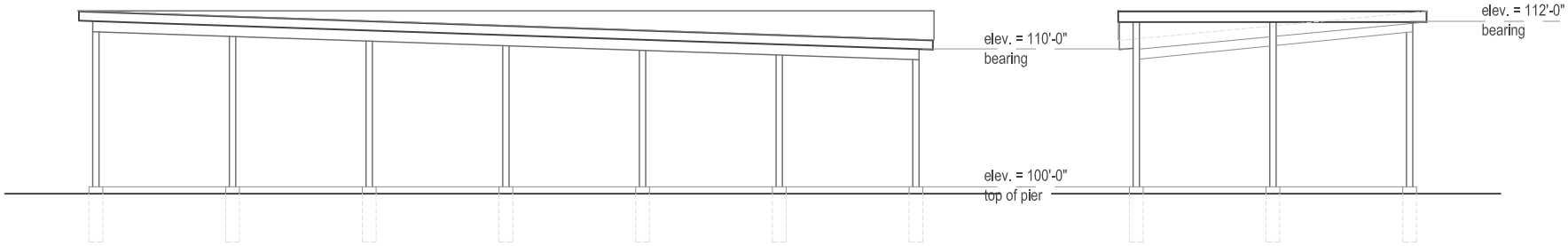
compost shed - south

1,200 sq.ft.
scale 1/8" = 1'- 0"

december.12.2024 d4
#2404





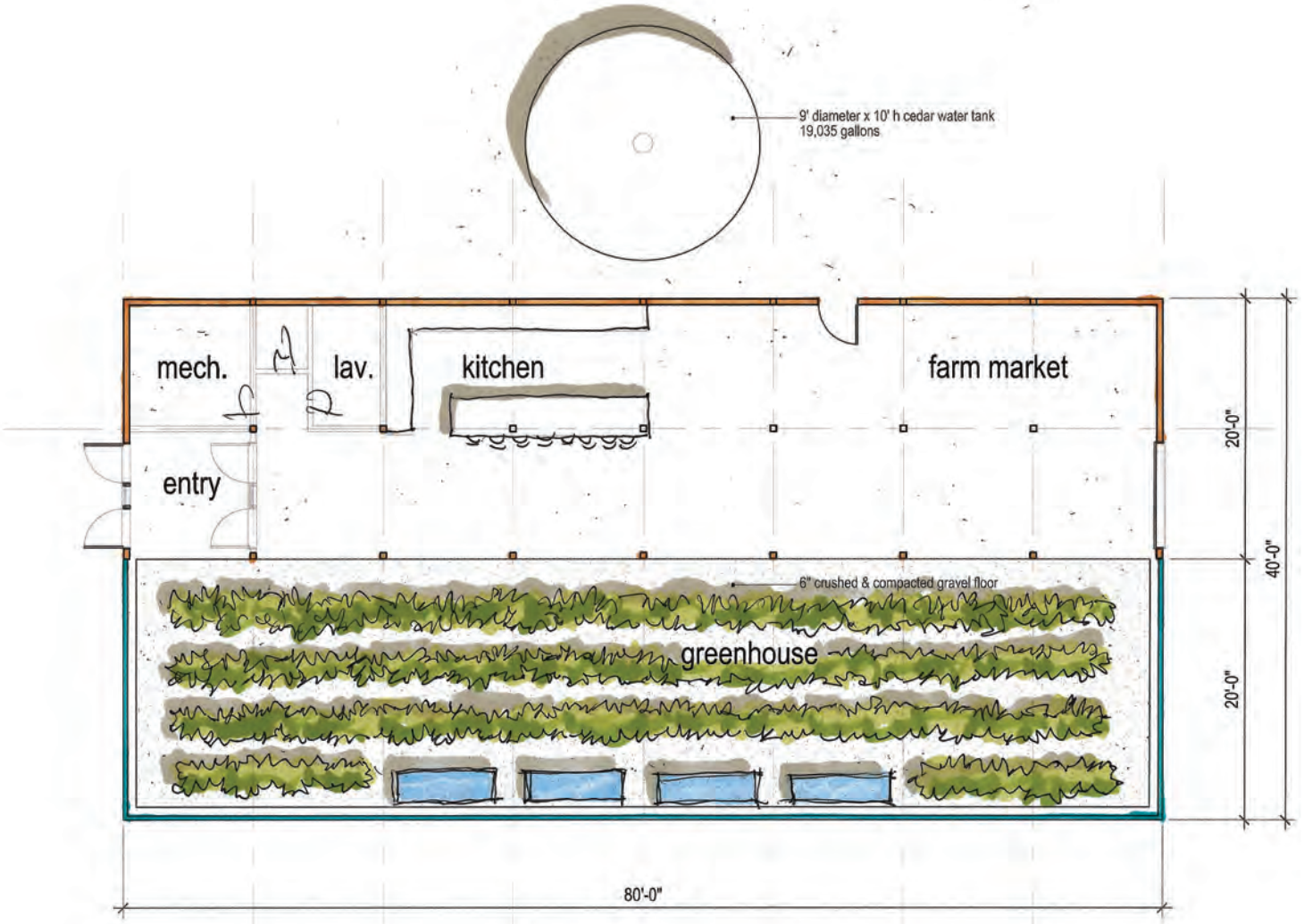

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solstudio@earthlink.net

The Clayhill Farm
ypsilante. michigan

compost shed - north

1,200 sq.ft.
scale 1/8" = 1'- 0"

december.12.2024 d5
#2404



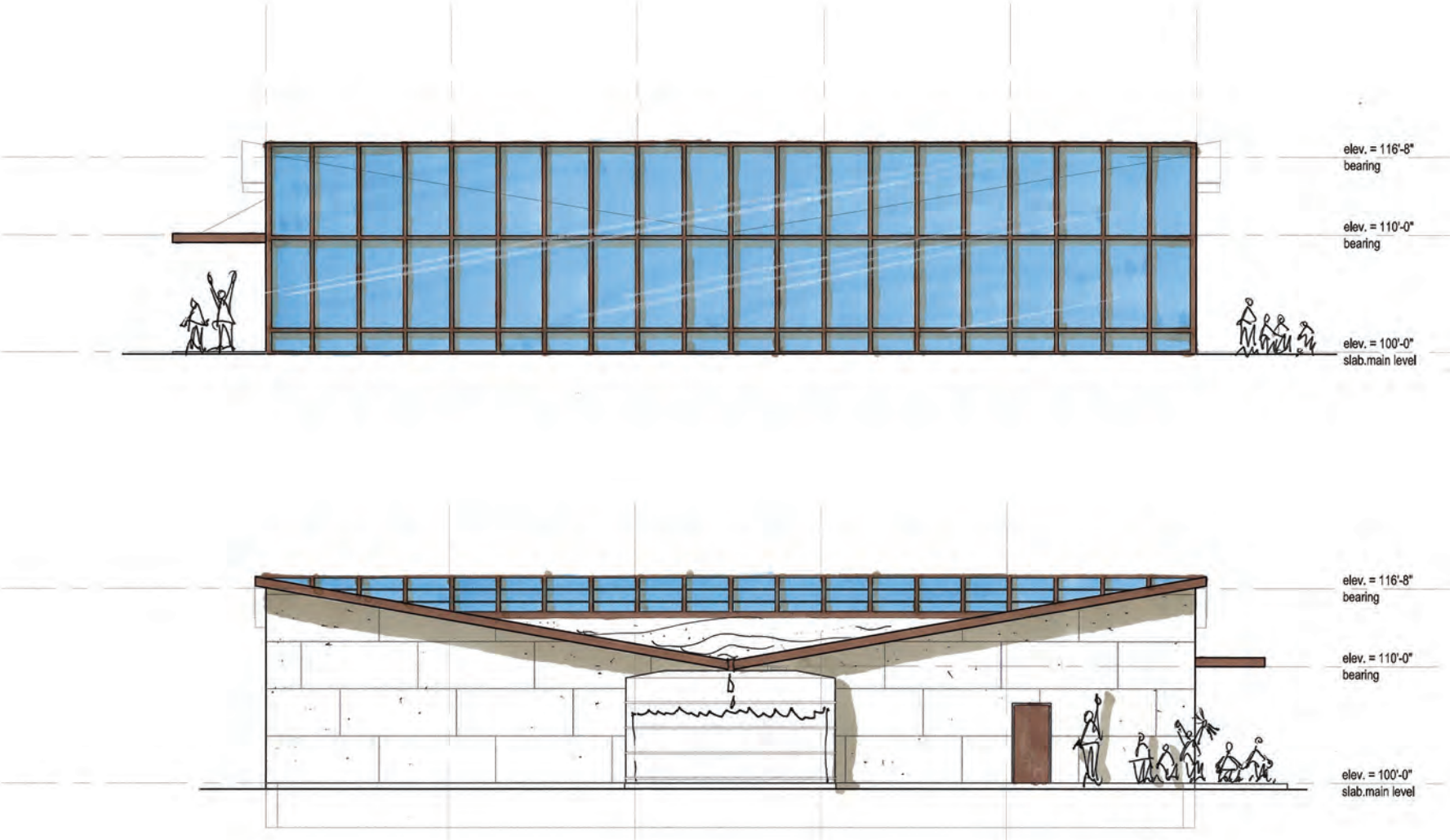

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The Clayhill Farm
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farm market/ greenhouse plan

3,200 sq. ft.
scale 1/8" = 1'- 0"

december.12.2024 d1
#2404






Sōl studio
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The Clayhill Farm
ypsilante. michigan

farm market/ greenhouse south & north elevation

scale 1/8" = 1'- 0"

december.12.2024 d2
#2404









Sōl studio
970.846.2147
solstudio@earthlink.net

The Clayhill Farm
ypsilante. michigan

farm market/ greenhouse east & west elevation

scale 1/8" = 1'- 0"

december.12.2024 d3
#2404

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Michelle Marin, CWA

**DATE SUBMITTED:** 5/6/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Prospect Pointe South Area Plan Petition

**TYPE OF AGENDA ITEM** (SELECT ONE):

☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☑ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

Area Plan petition for Prospect Pointe South, a project to construct 107 detached single-family homes on two adjacent, vacant parcels in Section 34. The property is situated on the east side of North Prospect Road, south of the Prospect Pointe East subdivision.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

Discussion and first reading, as appropriate

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

Planning Commission held public hearing on August 27, 2025. After subsequent meetings in December and March, the Planning Commission approved a resolution recommending adoption.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

N/A

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

N/A

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

6: Introduction memo; Planning Commission resolution recommending adoption; Planners' review; Engineers' review; Fire Marshal Review; Area Plan application including area plan and supporting documents

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Michelle Marin

**Title:** Planning & Zoning Administrator

**Phone:** 909-762-6736

**Email:** planning@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NUMBER 200**

# AN ORDINANCE TO AMEND THE ZONING MAP OF CHARTER TOWNSHIP OF SUPERIOR AND TO APPROVE THE AREA PLAN FOR STPC 25-05, PROSPECT POINTE SOUTH

**FIRST READING: MAY 18, 2026**

**SUPERIOR CHARTER TOWNSHIP, WASHTENAW COUNTY, MICHIGAN, HEREBY ORDAINS:**

## SECTION 1. PURPOSE AND INTENT

The purpose of this Ordinance is to amend the Superior Charter Township Zoning Map and approve the associated area plan for STPC 25-05, Prospect Pointe South, in accordance with the Superior Charter Township Zoning Ordinance and the Michigan Zoning Enabling Act, Public Act 110 of 2006, as amended.

## SECTION 2. FINDINGS

The Township Board hereby finds and determines the following:

A. The applicant submitted a petition for rezoning and area plan approval for STPC 25-05, Prospect Pointe South.

B. The Superior Township Planning Commission held a public hearing on August 27, 2025, following notice provided in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 et seq.

C. The Planning Commission reviewed the application materials, including concept plans, supporting documentation, and public comment.

D. The Planning Commission considered the standards of the Superior Township Zoning Ordinance and the Township Master Plan.

E. On March 25, 2026, the Planning Commission adopted a resolution recommending approval of the rezoning and area plan petition for STPC 25-05, Prospect Pointe South, subject to conditions.

F. The Township Board finds that the proposed rezoning and area plan are consistent with the intent of the Township Master Plan, compatible with surrounding land uses, and consistent with the public health, safety, and welfare.

G. The Township Board further finds that adequate public infrastructure, utilities, drainage, and access can be provided to serve the proposed development.

**SECTION 3. REZONING APPROVAL**

The Official Zoning Map of Superior Charter Township is hereby amended to rezone the subject property associated with STPC 25-05, Prospect Pointe South, located on parcels with ID numbers J -10-34-300-001 and J -10-34-300-019, located on the east side of North Prospect Road, south of Geddes Rd, north of West Clark Rd.

The Township Clerk is hereby directed to amend the Official Zoning Map to reflect the rezoning approved herein.

**SECTION 4. AREA PLAN APPROVAL**

The Township Board hereby approves the area plan for STPC 25-05, Prospect Pointe South, subject to the following conditions:

1. Compliance with all applicable Township ordinances, regulations, and requirements.
2. Submission and approval of final site, engineering, grading, stormwater, utility, and construction plans.
3. Provision of adequate utilities, drainage, access, and other public improvements as required by Township standards.
4. Compliance with all applicable county, state, and federal agency requirements and permits.
5. Review and consideration by the Township Board of all public input received regarding the application prior to final action.
6. Any additional conditions determined necessary by the Township Board during the development review process.

**SECTION 5. SEVERABILITY**

Should any section, clause, or provision of this Ordinance be declared invalid or unconstitutional by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

**SECTION 6. REPEAL**

All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

**SECTION 7. EFFECTIVE DATE**

This Ordinance shall become effective immediately following adoption, as provided by law.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

**TO:** Superior Township Board of Trustees

**FROM:** Benjamin Carlisle and Michelle Marin, Planning Consultants

**DATE:** May 1, 2026

**RE:** Prospect Pointe South – M/I Homes Area Plan / Rezoning Petition

---

**Background:**

An application has been submitted for a rezoning and area plan approval to construct a single-family residential development on approximately 49.68-acres of land on two adjacent parcels. The property is situated on the east side of North Prospect Road, south of the Prospect Pointe East subdivision, in the southwest corner of Section 34. The northern subject parcel is zoned PC, Planned Community, and the southern subject parcel is zoned R4, single family residential. The property is vacant. Roughly 1/3 of the subject property has historically been used for farmland, while the remainder is wooded.

The proposed plan includes 107 single-family detached homes, a retention basin on the east side, and a conservation easement area on 16.64 acres of the southern subject parcel. The project is proposed in three (3) phases.

**Planning Commission Action:**

This proposal was reviewed by the Planning Commission over the course of three regular meetings, including those held in August, December, and March. Throughout these discussions, the Commission evaluated the petitioner's materials, site design, and consistency with the Township's planning objectives. The review process included consideration of land use compatibility, infrastructure implications, and overall alignment with the Township's Master Plan.

At each of the three Planning Commission meetings, numerous public comments were provided, as reflected in the meeting minutes. In addition, a group of nearby residents submitted a written compilation of comments that were read into the record and are included herein.

Following these discussions and deliberations, the following motion was made:

Benjamin R. Carlisle, *President* John L. Enos, *Vice President*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* Douglas J. Lewan, *Principal*
Richard K. Carlisle, *Past President/Senior Principal* R. Donald Wortman, *Past Principal*

*Motion by Commissioner Wolf, supported by Commissioner McGill to adopt a resolution recommending approval to the Township Board of the rezoning and area plan petition for STPC 25-05, Prospect Pointe South.*

*Brennan: no*
*McGill: yes*
*Sanii-Yahyai: yes*
*Steele: yes*
*Wolf: yes*
*Gardner: absent*
*McKinney: absent*

*The motion carried.*

The Resolution recommending approval included the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
3. Provision of adequate utilities, drainage, and access as required by Township standards.
4. Any additional conditions deemed necessary by the Township Board.
5. That the Township Board reviews the public input prior to making a decision.

Prior to taking action, the Planning Commission emphasized that the neighbors expressed valid concerns, particularly with respect to traffic safety on Lakeview Drive, as it is unlit, has no sidewalks, and a sharp curve.

The item is now before the Board of Trustees for consideration. Staff and the petitioner will be present to provide an overview of the proposal and respond to any questions you may have.

Please feel free to reach out in advance of the meeting if you would like any additional information.

Sincerely,

**CARLISLE/WORTMAN ASSOC., INC.**
**Benjamin R. Carlisle, AICP, LEED AP**

**CARLISLE/WORTMAN ASSOC., INC.**
**Michelle Marin, AICP**

**Attachments:**
1. Planning Commission Resolution
2. Area plan/rezoning reviews from planners, engineers, and fire dept.
3. Proposed area plan
4. Public comments provided at March Planning Commission meeting

**SUPERIOR CHARTER TOWNSHIP**
**WASHTENAW COUNTY, MICHIGAN**

**A PLANNING COMMISSION RESOLUTION TO RECOMMEND APPROVAL TO THE TOWNSHIP BOARD OF THE AREA PLAN AND REZONING PETITION FOR STPC #25-05, PROSPECT POINTE SOUTH**

**RESOLUTION NUMBER: 2026-__**

**DATE: MARCH 25, 2026**

**WHEREAS**, the applicant has submitted a petition for rezoning and area plan approval for STPC 25-05, Prospect Pointe South; and

**WHEREAS,** a public hearing was held on August 27, 2025, which was noticed in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 *et seq*; and

**WHEREAS**, the Planning Commission has reviewed the application materials, including concept plans, supporting documentation, and public input; and

**WHEREAS**, the Planning Commission has considered the standards of the Superior Township Zoning Ordinance and Master Plan; and

**WHEREAS**, the proposed rezoning and area plan are found to be consistent with the intent of the Master Plan and compatible with surrounding land uses; and

**WHEREAS**, the Planning Commission finds that the proposed development will not adversely impact public health, safety, and welfare, and that adequate infrastructure and services can be provided;

**NOW, THEREFORE, BE IT RESOLVED t**hat the Superior Township Planning Commission hereby recommends APPROVAL to the Township Board of the rezoning and area plan petition for STPC 25-05, Prospect Pointe South, subject to the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
3. Provision of adequate utilities, drainage, and access as required by Township standards.
4. Any additional conditions deemed necessary by the Township Board.
5. That the Township Board reviews the public input prior to making a decision.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: March 9, 2026

# Rezoning and Area Plan Review
# For
# Superior Township, Michigan

| | |
|---|---|
| **Applicant:** | Brad Botham, M/I Homes |
| **Project Name:** | Prospect Pointe South |
| **Location:** | East side of North Prospect Road, south of Geddes Rd, north of W. Clark Rd (PIN: J -10-34-300-001 and J -10-34-300-019) |
| **Initial Plan Date:** | June 26, 2025 |
| **Revised:** | October 29, 2025 |
| **Revised:** | January 28, 2026 |
| **Current Zoning:** | PC, Planned Community District and R4 Single Family Res |
| **Action Requested:** | Rezoning and Area Plan Approval |

## PROJECT DESCRIPTION

An application has been submitted for a rezoning and area plan approval to construct a single-family residential development on approximately 49.68-acres of land on two adjacent parcels. The property is situated on the east side of North Prospect Road, south of the Prospect Pointe East subdivision, in the southwest corner of Section 34. The northern subject parcel is zoned PC, Planned Community, and the southern subject parcel is zoned R4, single family residential. The property is vacant. Roughly 1/3 of the subject property has historically been used for farmland, while the remainder is wooded.

The proposed plan includes 107 single-family detached homes, a retention basin on the east side, and a conservation easement area on 16.64 acres of the southern subject parcel. The project is proposed in three (3) phases.

Benjamin R. Carlisle, *President* John L. Enos, *Vice President*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* Douglas J. Lewan, *Principal*
Richard K. Carlisle, *Past President/Senior Principal* R. Donald Wortman, *Past Principal*

**Figure 1. Aerial view of subject site and vicinity**




Source: Nearmap.com

The Zoning and existing land uses for the subject site and surrounding parcels are identified in the following table:

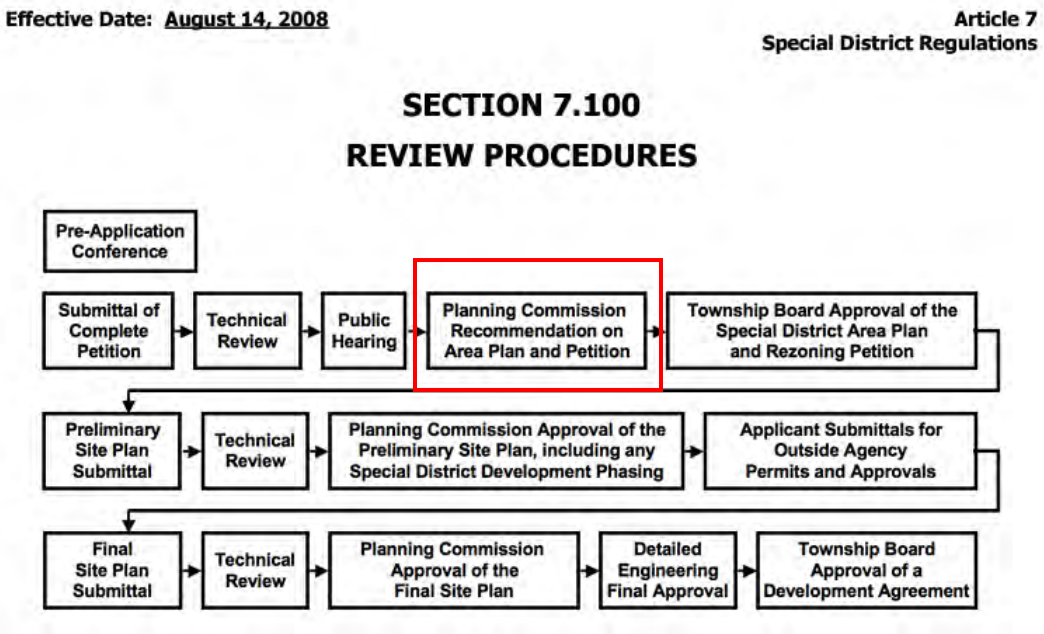
| Direction | Zoning | Existing Use |
|---|---|---|
| **North** | R4 | Single Family Residential |
| **South** | PC | Vacant, Single Family Residential, Multiple Family Residential |
| **East** | PC and R4 | Single Family Residential, Multiple Family Residential |
| **West** | PC, R3, A2 | Rural Residential and Single Family Residential |

## PROCESS

The process to rezone a property to a PC, Planned Community District is outlined in Section 7.100. At this point in the process, the applicant is seeking approval of the Area Plan, which

would rezone the southern parcel from R4 to PC, Planned Community District and approve the area plan for both parcels.

The Planning Commission holds the public hearing, which occurred on August 27, 2025, and is the recommending body on the Area Plan. The Township Board has ultimate authority or approval or denial upon the Area Plan.




At the December 17, 2025, meeting, the Planning Commission postponed action on the proposed site plan and directed the application to address the following items:

a. Consider alternative site layouts including access and reconfiguration of houses fronting on Berkshire.

**CWA Response**: The applicant has adjusted the layout such that no lots front Berkshire Drive. Instead, all 107 lots are accessed from the new segment of the private Lakeview Drive, as shown in the following "Area Plan" section of this report. The adjusted site layout reduces the conservation easement area by 0.56-acres in order to create greater buffers between the subject site and both the southwestern most Lakeview Estates properties and the homes on the east end of Park Lane.

b. Provide increased landscaping buffer along Lakeview Estates and between Park Lane.

**CWA Response**: The revised landscape plan along Lakeview Drive includes four (4) additional tree plantings and more shrub plantings. The site layout has also been altered to

remove the two (2) lots on the southwest corner of Berkshire Drive and Lakeview Drive and instead include a larger retention basin with additional plantings.

c. Consider alternative housing products such as duplexes or townhomes.

**CWA Response**: The home product remains the same as the previous site plan submittal. All home styles are two-story single-family homes. Several of the individual lot sizes have been reduced.

d. Address stormwater management concerns.

**CWA Response**: The retention basin has been redesigned to increase the capacity from 660,316 cubic feet to 668,935 cubic feet of stormwater retention. To accommodate this retention basin redesign, the 17.942 square foot open space area on the west side of the retention basin has been removed, and the pathway now runs directly alongside the proposed eastern side lot line of lot 62.

## AREA PLAN

The Area Plan includes 107 single family residential units on lots that range from 6,000 square feet to 9,935 square feet. The revised area plan indicates that all homes will be accessed from the extension of Lakeview Drive. The applicant has removed the proposed breakaway gate between the existing Lakeview Drive and the new road extension, and the new segment is indicated as “private”.

The area plan includes the following areas in addition to the homes:

- 16.64-acre conservation easement area across the majority of the southern parcel, which is currently wooded.
- 38,539 square foot open space area with playscape, an increase from the previous submission (32,381 sq ft). Additionally, the 17.942 square foot open space area that was located to the southwest of the retention basin on the previous area plan submission has been removed to accommodate the adjusted site layout.
- Sidewalks throughout the development and along North Prospect Road.
- Retention basin on east side of northern parcel.

Please note that most of the southern portion of the site, currently zoned R-4, Single Family residential, has previously been used as an illegal dumping area and is proposed to be maintained in perpetuity as a conservation easement.




## PREVIOUS APPROVAL

The northern parcel is zoned PC. The southern subject parcel is zoned R4, and rezoning to PC is required for the entire site, since the parcels are planned to be used as one development. An area plan was previously approved by the Planning Commission for the northern parcel in 2004 to allow for 77 single family homes on lots ranging from 6,820 square feet to 16,672 square feet. The approved area plan was comparable to the impact and layout of the northern portion of the subject property, with access similarly proposed along Berkshire and Lakeview Drives, but with an additional access entry along Berkshire Drive.

The approved area plan did not include the southern parcel and so omitted the conservation easement area that is included in the current proposal.

## CURRENT ZONING

The subject property is currently surrounded by residentially used and zoned parcels on all sides, including small lot single family, larger lot single family, and attached condo units.

## DENSITY / LOT SIZE and HOUSE SIZE

The subject property is currently surrounded by residentially used and zoned parcels on all sides, including small lot single family, larger lot single family, and attached condo units.

As set forth in Article 7: Density Regulations.

*Density shall be regulated as follows: 1. Maximum net residential density. The maximum permitted net residential density for a PC Special District shall not exceed the planned residential density for the area included in the PC Special District, as shown on the Township's adopted Growth Management Plan. If the Growth Management Plan does not show a residential density for land included in a PC rezoning petition, the maximum net residential density permitted in the standard zoning district most nearly reflecting the policies in the Growth Management Plan that apply to the area in question shall be used as the density limit, and the residential density and character of the surrounding area.*

The maximum permitted density was not included in the Master Plan; however, the most applicable districts based on Master Plan is R-4, Single Family Residential District, and R-7, Multiple-Family Residential District. R-4 permits a density of 4.0 units per acre, and R-7 permits a density of 8.0 units per acre. The proposed net density of 2.4 units per acre is well under what is permitted in the PC District and envisioned in the Master Plan.

With regards to individual lot size, the applicant is proposing a number of 6,000 square-foot, 50-foot-wide lots with 30% maximum lot coverage. While this lot configuration is not specifically addressed in the zoning ordinance, the PC district allows such flexibility. Many prospective buyers—including those seeking to downsize—find smaller lots appealing.

However, a recurring concern with reduced lot sizes is that the corresponding homes are not proportionately small. Developers often propose houses in the 3,000–4,000 square-foot range that maximize allowable building area and height and only provide 5-foot side yard setback. This approach can create issues of scale, compatibility with surrounding development, and overall building massing.

We recommend that the applicant confirm the anticipated house sizes and building heights for the 6,000 square-foot lots. The Planning Commission may wish to consider establishing limits on house size or height for these lots to ensure compatibility and preserve

neighborhood character. Additionally, the provided elevations continue to show side facades with vinyl siding and few or no windows.

## MASTER PLAN

The Master Plan has designated this area as the Geddes Road Urban Sub-Area, described on pages 51-55 of the Growth Management and Future Land Use section of the Comprehensive Master Plan:

> *"This is the most densely and intensely developed area within the Township, containing about 65% of the Township population. The development and land use patterns in this area is reflected by the fact that this area is served with public utilities. The established public utility boundary south of Geddes Road is long standing policy and planned to continue into the future.*
>
> *This area also has the beginning of a planned employment center with the development of the Hyundai-Kia America Technical Center at the southwest corner of Geddes and LeForge Roads. Scattered throughout this area there are also several community/institutional uses including churches, parks, the library, and municipal facilities. This sub area currently contains a range of zoning designations including several that are unique to this area: Planned Manufactured, Neighborhood Commercial, and Multi-Family Residential.*
>
> *This sub-area provides a wide range of housing types and affordability. There is a mix of well-established and new single-family neighborhoods, multi-family developments, and manufactured neighborhoods. Existing housing ranges in age from many decades old to new construction and varies in size from small apartment units to large homes. This sub-area includes designated affordable, assisted living, and co-op housing all of which help to support the community's more vulnerable residents.*
>
> *In recent years, stalled or partially completed housing developments in this sub-area, which had previously received preliminary or final approval from the Township, have received updated approvals and construction has once again begun. Additionally, undeveloped land in this sub-area has received interest in new residential development. This sub-area is very important to the Township as it provides a variety of housing types at densities that would not be possible without the availability of a municipal sewer and water system."*

### Planned Uses

As stated on Page 53:

> *"East of Prospect Road and south of Geddes Road, the undeveloped land could be used for multiple-family residential developments. Some approved residential*

> *projects have multi-year buildout plans. The diverse population in this area will benefit from diverse housing options. This is the most developed area within the Township, but there are still wooded lots, wetlands, and other natural resources which warrant protection. A special effort will be made to ensure preservation of open space and significant natural features in this area as it is developed."*

The Master Plan establishes the specific goal of siting denser housing types, including multiple-family housing, on this subject property. The zoning ordinance is currently undergoing a rewrite to reflect the 2024 Master Plan goals, which would likely result in a rezoning from the undeveloped parcels in the Geddes Road Urban Sub-Area from R4 to R7. We find that this site is an opportunity, particularly along Prospect, to include lower density attached single family residential (townhomes) or lower density multiple family housing.

Page 54 includes a list of uses within the Geddes Road Urban Sub-Area, including "*Attached residential and multiple-family residential along neighborhood edges and adjacent to arterial corridors.*"

**Design Characteristics**

The Master Plan also includes a list of planned "Design Characteristics" for the Geddes Road Urban Sub-Area, including the following relating to new housing:

- *New development shall be reviewed on a case-by-case basis to respect the existing scale and character of the surrounding area.*
- *Each individual neighborhood has a unique character that must be respected and preserved.*
- *Walkability and non-motorized connections are essential to maintain neighborhood character and access to daily needs and services.*
- *Ensure appropriate transition of intensity of uses and scale to adjacent single-family neighborhoods.*
- *Peripheral attached residential and multiple-family residential along neighborhood edges and arterial corridors should be at a scale and density consistent with the surrounding area.*
- *Ensure appropriate transition of intensity of uses and scale to adjacent single-family neighborhoods.*
- *Varied mix of uses is encouraged.*
- *Single and lower multi-story structures oriented toward the street.*

**Growth Management**

The Master Plan includes 10 growth management policies that encourage land uses that are best suited to the existing conditions and development plan for different portions of the Township, including the following relevant policies:

> **Policy 2:** The type and density of new development should remain consistent with existing types and densities of nearby land uses.
>
> **Policy 6:** Superior Charter Township supports diverse land uses that provide residents convenient access to housing, goods, and services.
>
> **Policy 7:** Superior Charter Township believes that any new development (Residential/Commercial/Industrial) should be focused within designated and planned areas.
>
> **Policy 8:** Superior Charter Township believes that any new development (Residential/Commercial/Industrial) should be done in a sustainable manner.
>
> **Policy 10:** Superior Charter Township's land use goals support regional land use goals.

The vast majority of the existing housing stock in the Geddes Road Urban Sub-Area are detached single family homes on smaller lots, reflective of the proposed Area Plan for the subject property. The Master Plan for this area establishes the goal to site higher-density housing on the subject parcel, particularly given the low availability of undeveloped parcels in the Geddes Road Urban Sub-Area and high demand and need for more attainable housing options.

**Housing**

Page 39 of the Master Plan includes housing policies, many of which intersect with the growth management goals. All of the housing policies are relevant to this Area Plan, as the development of this project will impact the total housing stock – both existing and future.

> **Policy 1:** Superior Charter Township recognizes that the existing neighborhoods and the existing housing stock are an essential part of the community's character.
>
> **Policy 2:** Superior Charter Township recognizes the need for a diversity in housing stock to support the housing needs of all its residents, including young people, families, and seniors aging in place.
>
> **Policy 3:** Superior Charter Township supports the development of senior housing options.

**Policy 4**: Superior Charter Township supports housing densities where additional population will not overburden the existing or planned infrastructure.

**Policy 5:** Superior Charter Township promotes residential development in a manner which will create, preserve, and enhance a quality living environment for existing and future Township residents and workers.

**Policy 6:** Superior Charter Township recognizes that the voices of all existing and even potential future residents are not always at the table and extra effort may be needed to consider all housing needs, not just existing property owners.

**Policy 7:** Superior Charter Township supports increased housing density in planned areas, where feasible, to promote maximum retention of open space and natural features in other portions of the Township and region.

**Policy 8:** Superior Charter Township supports neighborhood commercial development that provides higher density residential neighborhoods with convenient access to day-to-day businesses and employment.

**Open Space and Land Preservation**

The Master Plan further includes the following relevant policies related to Open Space and Land Preservation, detailed on page 38 of the Master Plan:

**Policy 1:** Natural features, land preservation, and open space are key components of Superior Charter Township's community character and quality of life.

**Policy 2:** Superior Charter Township actively strives to protect, preserve, and acquire additional open space and natural features.

Most of this site is currently woodland, but with no preservation protection. The Area Plan establishes a conservation easement on roughly one-third of the site.

## Master Plan Summary Findings

We find that the proposed Area Plan petition to rezone the property from R4 and PC to PC, Planned Community for single family residential development is partially compatible with many of the elements of the Master Plan for the following reasons:

1. The Master Plan envisions that the dense portion of development in the Township should occur in the Geddes Road Urban Sub-Area, in part to protect the rural nature of the Township as well as to concentrate development in areas where municipal sewer and water is accessible.

2. Providing additional housing units adjacent to areas containing housing is a Master Plan policy goal.
3. The proposed Area Plan includes conservation of the woodlands on the southern portion of the subject property, reflecting the open space and land preservation policies in the Township, particularly when located in proximity to many residents.

However, the proposed Area Plan petition appears to be incompatible with other elements of the Master Plan for the following reasons.

1. New housing development should be consistent with the type and density of nearby uses. The subject property is surrounded by attached housing units to the south and east and detached single family units to the north and west.
2. Master Plan goals and policies aim to provide a diversity of housing styles, and the majority of existing and planning-approved housing units in the Township are detached single family homes, comparable in density and lot size to the proposed development.
3. The Geddes Road Urban Sub Area future land use policies create the goal for this specific property to include multiple-family residences. We find that this site is an opportunity, particularly along Prospect, to include lower density attached single family residential (townhomes) or lower density multiple family housing that provide varied housing options that are not currently provided, or planned for, in Superior Township.

## DISTRICT INTENT

Special Districts

As set forth in Section 7.001, the Authority to Establish Special Districts as defined in Article 2.0 (Zoning Districts), is established in accordance with Section 503 of the Michigan Zoning Enabling Act. These Special Districts are designed to accomplish the objectives of this Ordinance through a development review process intended to achieve integration of the proposed development project with the characteristics of the project area. These Special Districts are intended to permit flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the development and use of land, natural resources, energy, and the provision of public services and facilities; encourage useful open space; and provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the Township. The intent of these special districts is to:

- Provide for increased flexibility and encourage innovation in design and layout of land development, subject to proper administrative standards and procedures.
- Lessen the burden of traffic on streets and highways, and provide for an integrated system of sidewalks, pedestrian pathways, and other non-transportation facilities.

- Provide for a compatible mix of land uses in each Special District.
- Establish planning, review, and approval procedures that properly relate the type, design, and layout of development to the site and surrounding area.
- Encourage innovation in residential and nonresidential development so that greater opportunities for better housing, recreation, and shops conveniently located to each other may extend to all citizens and residents of Superior Township; and so that the growing demands of the Township's population may be met by a greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to these buildings.

**Planned Community District**

The Township Zoning Ordinance has multiple "special districts", one of which is the PC, Planned Community District. The intent of the PC, Planned Community District is as follows:

*The Planned Community (PC) Special District option encourages greater collaboration between the developer and the Township in the development process, and allows additional freedom for the developer to take an even more creative approach to land use and development than otherwise permitted under this Ordinance. The PC Special District option offers greater flexibility in the design of land development, maximizing the developer's ability to take advantage of natural topography, vegetation, watercourses, and other site features in designing the development.*

## PLANNED COMMUNITY DISTRICT REQUIREMENTS

As set forth in Section 7.301. A, to be eligible for approval as a Planned Community (PC) Special District, the petitioner shall demonstrate, to the Township Board's satisfaction after recommendation from the Planning Commission, that the petition and Area Plan are compatible with the following:

1. **Compatibility with the Special District intent.** The proposed development shall be consistent with the intent and scope of this Article and the intent and purposes of the specific Special District.

   *CWA Finding: The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District, the township and the applicant are able to collaborate to better protect the site's natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development.*

2. **Compatibility with the Growth Management Plan.** The proposed development shall be compatible with the adopted Growth Management Plan.

   *CWA Finding: We find that the proposed Area Plan petition to rezone the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan. However, we note that the master plan establishes a goal of more dense housing development in this area. Attached single family, reflective of the surrounding parcels to the south and east, or multiple-family housing is more aligned with the Master Plan goals for this particular area. The conservation easement offered by this Area Plan is supportive of Master Plan growth management goals.*

3. **Availability and capacity of public services.** The proposed type and intensity of use shall not exceed the existing or planned capacity of existing public services and facilities, including police and fire protection, traffic capacity of the Township's public roads, drainage and stormwater management facilities, availability of water, and suitability for septic or capacity of existing or planned utility facilities.

   *CWA Finding: Capacity availability unknown at this time, particularly with regards to utilities; however, this property is within the Urban Services Area with utility access available.*

4. **Sufficient land area for proposed uses.** The proposed Planned Community (PC) site shall include sufficient contiguous land area to comply with all applicable regulations of this Ordinance, to adequately serve the needs of all permitted uses in the PC project, and to ensure compatibility between uses and the surrounding area. Additional non-contiguous land areas within the Township may be included as part of the proposed open space dedications for a PC project.

   *CWA Finding: The site area is 48.31 net acres, and the applicant has agreed to preserve 16.64 wooded acres as a conservation easement. The planned density is 2.21 acres/lot with minimum lot sizes of 6,000 square feet. The minimum lot size in the R4 zoning district is 7,200 square feet. The lot size, however, varies considerably.*

5. **Additional eligibility criteria.** The petition and Area Plan shall be compatible with one (1) or more of the following additional criteria:
   a. Conservation of open space. Long-term conservation of open space, agricultural lands, or lands with significant natural features in the Township will be achieved in accordance with the adopted Growth Management Plan.
   b. Preservation of natural resources. Long-term conservation of natural resources will be achieved, where such resources of the Township would

otherwise be destroyed or degraded by development as permitted by the underlying zoning district(s).

c. Public benefit. A recognizable and material benefit will be realized by both the future users of the development and the Township as a whole, where such benefit would otherwise be unachievable under the provisions of this Ordinance.
d. Economic impact. The proposed development shall not impede the continued use or development of surrounding properties for uses that are permitted in the Zoning Ordinance or planned in the adopted Growth Management Plan.

*CWA Finding: The proposed Area Plan both conserves open space and preserves natural resources. Because the applicant is proposing an Area Plan, these areas are able to be conserved and protected in perpetuity, which may not be accomplished through a conventional subdivision development or as shown on the approved Area Plan for the northern subject parcel. However, again we note that based on the growth management and housing policies of the Master Plan, the detached single family style is less dense than the housing stock envisioned in the Master Plan for this area.*

## STANDARDS

As set forth in Section 7.102.C, when reviewing an Area Plan petition, the Planning Commission shall determine and provide evidence in its report to the Township Board that the petition meets the following standards:

1. **Growth Management Plan policies.** The proposed development shall conform to the adopted Growth Management Plan.

   *CWA Finding: The proposed Area Plan is partially incompatible with the adopted Growth Management Plan and other provisions of the Township Master Plan. See Master Plan Findings for more details.*

2. **Ordinance standards.** The proposed development shall conform to the intent, regulations, and standards of the proposed Special District and this Ordinance.

   *CWA Finding: The proposed Area Plan is compatible with the ordinance standards. The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the site's natural features and reduce impact upon adjacent properties than*

*could be accomplished through a by-right site plan or through a conventional subdivision development or as shown on the approved Area Plan for the site.*

3. **Public facilities.** The proposed development shall be adequately served by public facilities and services, such as highways, streets, police and fire protection, drainage courses, water and sanitary sewer facilities, and refuse disposal, or that the persons or agencies responsible for the proposed development shall be able to provide, in a manner acceptable to the Township Board, such facilities and services.

   *CWA Finding: Capacity availability unknown at this time, particularly with regards to utilities; however, this property is within the Urban Services Area with utility access available.*

4. **Open space and recreation areas.** The common open space, any other common properties, individual properties, and all other elements of a Special District are so planned that they will achieve a unified open space and recreation area system, with open space and all other elements in appropriate locations, suitably related to each other, the site, and the surrounding land.

   *CWA Finding: The site includes one open space area including a playscape. There are also nonmotorized pathways around the property and along North Prospect Road. The Planning Commission can discuss which features within the open space areas are necessary to ensure an adequate recreation area system, such as ADA compliant playground features or inclusive design. In the revised area plan submission, the reduction of the conservation easement area along with the reduction from two to one open space areas does limit the open space and recreation areas compared with previous submittals. A simple trail through the conservation easement or other passive recreation amenity might enhance the benefit of the project with respect to open space and recreation areas.*

5. **Common areas and improvements.** The petitioner shall have made satisfactory provision to ensure that those areas shown on the plan for use by the public or by occupants of the development will be or have been irrevocably committed for that purpose. Provisions shall have been made to provide for the financing and maintenance of improvements shown on the plan for open space areas, and common use areas which are to be included within the development.

   *CWA Finding: The site is controlled by one entity. If approved, the proposed Area Plan will dictate the development of the site.*

6. **Location and layout.** The location of the proposed uses, layout of the site, and its relation to streets giving access to it, shall be such that traffic to, from, and within the site, and assembly of persons in connection therewith, will not be hazardous or inconvenient to the project or the neighborhood. In applying this standard, the Planning Commission shall consider, among other things, convenient routes for pedestrian traffic, particularly of children, relationship of the proposed project to main thoroughfares and street intersections, and the general character and intensity of the existing and potential development of the neighborhood.

   *CWA Finding: The proposed Area Plan shows one points of access to the site: an extension of the private "Lakeview Drive" to North Prospect Road. Onsite circulation appears sufficient for vehicular traffic, but traffic impacts will be reviewed by the Washtenaw County Road Commission. Sidewalks are proposed along all street frontages, including North Prospect Road, and additional pathways are shown through the open space area and to connect Birchway Lane to Lakeview Drive along the west side of the retention basin.*

7. **Compatibility of land uses.** The proposed use(s), mix of housing unit types and densities, or mix of residential and non-residential uses shall satisfy the intent of the proposed Special District, conform to applicable use standards and limitations, and be acceptable in terms of convenience, privacy, compatibility, and similar standards.

   *CWA Finding: As part of the deliberation, the Planning Commission should discuss if the proposed housing style is reflective of the intent of the Master Plan and Planned Community.*

8. **Minimize adverse impacts.** That noise, odor, light, or other external effects from any source whatsoever, which is connected with the proposed use, will not adversely affect adjacent and neighboring lands and uses.

   *CWA Finding: Through the Area Plan and site plan review, the Township can review and place reasonable conditions upon the application to minimize adverse impacts.*

9. **Preservation of natural features.** The proposed development shall create a minimum disturbance to natural features and landforms.

   *CWA Finding: The site area is 48.31 net acres, and the applicant has agreed to preserve 16.64 wooded acres as a conservation easement. The planned density is*

*2.21 acres/lot with minimum lot sizes of 6,000 square feet. The minimum lot size in the R4 zoning district is 7,200 square feet. The lot size, however, varies considerably.*

10. **Streets.** Streets shall follow topography, be properly spaced, and be located and aligned in accordance with the intended function of each street. The property shall have adequate access to public streets. The plans shall provide for logical extensions of public streets and shall provide suitable street connections to adjacent parcels, where applicable.

    *CWA Finding: Access to the the development is proposed from one private road entrance from North Prospect Road. One private access road serving 107 units may create a choke point. In our meeting with the applicant after the September Planning Commission meeting, we had suggested that the applicant consider reconfigure the site layout and flip the proposed homes along Berkshire Drive such that the rear yards face Berkshire Drive. To accommodate this change, we recommended, in our previous report, providing another access drive within the development, south of lots 1 through 21. The revised area plan does reconfigure the plan such that no lots front Berkshire, but no additional access point has been provided. Traffic impacts will be reviewed by the Washtenaw County Road Commission.*

11. **Pedestrian facilities.** Major pedestrian circulation shall be provided for within the site and shall interconnect all use areas, where applicable. The pedestrian system shall provide for logical extensions of pedestrian ways outside the site, and pedestrian connections to the site boundaries, where applicable.

    *CWA Finding: The Area Plan proposes sidewalks along all street frontages, including North Prospect Road, and additional pathways are shown through the open space area and the western edge of the retention basin. A sidewalk along the existing portion of Lakeview Drive could provide a scenic pathway along the planned retention basin. As previously mentioned, a trail through the conservation easement could be a simple way to enhance the pedestrian facilities of the property while enhancing the open space and recreation benefits of the project.*

## SUMMARY OF ALL FINDINGS

In the latest area plan submission, the applicant has made substantial attempts to address many of the concerns previously raised by the Planning Commission, as discussed throughout this report. Our review finds that while certain elements of the proposed Area Plan are consistent with the Township's Master Plan and Growth Management Strategy, other aspects are not. The applicant proposes a development that includes housing and

conserves natural features; however, the Area Plan does not incorporate a mix of housing densities or provide higher-density housing options as envisioned in the Master Plan.

The intent of the PC, Planned Community district is to permit flexibility in land development regulations, encourage innovation in land use, and promote variety in design, layout, and building types. In contrast, the proposed layout appears relatively conventional and lacks the creativity and diversity anticipated under the PC district.

Outstanding Questions for Planning Commission Deliberation

1. Does the Planning Commission support the proposed housing product type and density? What additional housing styles or alternative uses could be incorporated to better meet Master Plan objectives?
2. Does the proposed site layout offer strong road connections that support the Master Plan objectives?
3. Can the community benefit of the proposed conservation easement and open space areas be enhanced in some way, such as with additional pathways?
4. Has the applicant completed a utility capacity assessment?
5. Is the one vehicle access point sufficient for the proposed development?

## RECOMMENDATION

We recommend that the Planning Commission discuss the noted questions in our report with the applicant, consider public testimony, and either:

A. Postpone action to allow the applicant to provide additional information; or
B. Direct staff to draft a resolution based on the discussion.

Sincerely,

**CARLISLE/WORTMAN ASSOC., INC.**
**Benjamin R. Carlisle, AICP, LEED AP**

**CARLISLE/WORTMAN ASSOC., INC.**
**Michelle Marin, AICP**

cc: Emily Dabish Yahkind, Township Supervisor
Angela Robinson, Township Clerk
Dan Kimball, Fire Marshall
Bill Balmes, Building Official
George Tsakof, Township Engineer
Mariah Cummings, Township Engineer

February 23, 2026

**CHARTER TOWNSHIP OF SUPERIOR**
3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Emily Dabish Yahkind, Township Supervisor**

Regarding: **Prospect Pointe South**
**Area Plan for PC Rezoning – Review No. 3**
**OHM Job No. 0140-25-1030**

Dear Ms. Dabish Yahkind,

On behalf of the Township, we have reviewed the revised Area Plan submittal for the above referenced project, as provided to the Township by the Applicant on January 30, 2026. We understand that the application will be considered by the Planning Commission at their regular meeting on March 25th regarding Area Plan and PC District rezoning. Therefore, we offer the following comments to the Planning Commission related to the site/civil engineering aspects of the area plan for their consideration during the decision process.

1. The site will be serviced by connecting to the existing Superior Township public sanitary sewers in the North Prospect Road right-of-way (ROW), the Berkshire Drive ROW and an existing Superior Township public cross lot sanitary sewer main on the adjacent Lake View Estates Condominium site. The proposed sanitary layout and connections to the Superior Township system appear to be viable at the conceptual level, however a more detailed technical review of the facilities will take place during potential future site plan stages. A basis-of-design, along with future review and approval by the Ypsilanti Community Utilities Authority (YCUA) and permit by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) under Part 41 will be required for sanitary main construction.

2. The site will be serviced by connecting to the existing Superior Township public water mains in the North Prospect Road Right-of-way (ROW), Lakeview Drive and Park Lane in the Prospect Woods Condominiums. The proposed water main layout and connections to the Superior Township water system appear to be viable at the conceptual level, however a more detailed technical review of the facilities will take place during potential future site plan stages. A basis-of-design, along with future review and approval by YCUA and permitting by EGLE under PA 399 will be required for water main construction.

3. The OHM Transportation Group previously reviewed the plan and the Prospect Pointe South Traffic Impact Study (TIS) prepared by Fishbeck dated November 20, 2025. As there was no revised TIS included with this submission, our review comments remain and are provided again in the attached memo. In addition to these comments regarding the TIS itself, it is noted that improvements are being recommended which would be coordinated through the Washtenaw County Road Commission (WCRC).

4. Future, later stage plan submittals should include the size of the existing water main and sanitary sewers adjacent to the site and being utilized for connections to the Superior Township utility system.

5. Please note that a more detailed technical review of the site engineering will take place during a potential future preliminary/final site plan stage. Grading details would be reviewed at future stages of the project if a site plan were to move forward.

6. The stormwater management design on the site plan will be required to meet Washtenaw County Water Resources Commissioner (WCWRC) Standards. It is noted that a Retention Basin is indicated on this Area Plan which has specific requirements by the WCWRC and may require approval of the Washtenaw County Road Commission (WCRC) as the basin's emergency overflow may impact Lakeview Drive which is a WCRC road.

   The WCWRC reviewed plans dated November 20, 2025, and provided a review letter dated December 10, 2025. Their review letter contained several comments, most of which are items that would need to be addressed prior to future stages of the project if a site plan were to move forward. But two comments deal with the viability of the proposed Retention Basin:

   - The engineer's certificate of outlet, accompanied by corresponding calculations and documentation, should be submitted to our office for review. Repeat Comment.
     - Plan approval at all levels of WCWRC review require a certificate of outlet.
     - The retention basin overflow receiving channel appears to be a structure within Lakeview Drive. It is unclear where the stormwater pipe network goes from that structure along Lakeview Court. The certificate of outlet must include detailed route and course information along with pipe capacity information for this receiving channel.
   - The response to comments 4 and 10 in our previous review letter indicated that the sediment forebays would be eliminated and replaced with mechanical pre-treatment devices. This is not acceptable for the proposed development.

   The revised plans dated January 28, 2026, do not appear to address these two comments.

7. Soil erosion and sedimentation control (SESC) measures shall be included on the site plan and need to meet the requirements of WCWRC. Review and approval will be required from WCWRC in the future prior to a final site plan approval.

8. Work proposed in the North Prospect Road, Berkshire Drive and Lakeview Drive ROWs should meet the requirements of the WCRC. Future review and approval from WCRC will be required during the site plan stage as they have jurisdiction over these public ROWs.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4439.

Sincerely,
**OHM Advisors**

_____
George Tsakoff, PE
Principal

cc: Angela Robinson, Township Clerk
Bill Balmes, Building Department
Ben Carlisle, CWA, Township Planner
Michelle Marin, CWA, Township Planner
Mariah Cummings, OHM Advisors
Gary Streight, WCRC
Brad Botham, M/I Homes
Jason Rickard, SKE Group

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# memorandum

**Date:** December 9, 2025

**To:** Cresson Slotten, PE

**From:** Stephan Maxe, PE, PTOE & Emma Ritchie

**Re:** Prospect Pointe South
Traffic Impact Study Review

We have reviewed the traffic impact study for the proposed Prospect Pointe South development in Superior Township, a residential neighborhood development consisting of 118 single-family detached dwelling units. The development is located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township. The traffic impact study was prepared by Fishbeck and is dated November 20th, 2025.

At this time, OHM does not object to the findings of the traffic impact study but would note a few minor items that are not likely to make a significant impact to the study's validity.

OHM's comments are as follows:

1. Traffic Impact Study:

    a. Include the mentioned WCRC scope of the TIS in the report appendix.

    b. The TIS indicates that there is an emergency access gate separating the newly constructed portion of Lakeview Drive from the existing Lakeview Drive to the east. This does not appear to be present in the latest version of the Site Plan dated 11-20-25. If the gate is not present there will be minor changes in the trip distribution as some traffic from the existing neighborhood may access Prospect Road to or from the new Lakeview Drive intersection.

    c. Table 4 shows the existing 2025 conditions, but these conditions are not acceptable with many LOS E and F at the Prospect Road and Geddes Road intersection. Please correct verbiage to indicate these unacceptable LOS.

    d. Section 2.3 indicates that data from January 1, 2022, to December 31, 2025, was utilized, but tables show that 2025 was not used. Please update accordingly.

    e. Please include which edition of the ITE Trip Generation Manual was utilized for background and future trip generations.

OHM Advisors
34000 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150
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OHM-Advisors.com

# CHARTER TOWNSHIP OF SUPERIOR FIRE DEPARTMENT

## BUREAU OF FIRE PREVENTION

7999 Ford Rd, Ypsilanti, MI 48198

March 2, 2026

Michelle Marin
Associate Planner, AICP
Carlisle/Wortman
Associates, INC.
117 N. 1st Street, Suite 70
Ann Arbor, MI 48104

RE: Site Plan

| | |
|---|---|
| Project Name: | Prospect Pointe South |
| Project Location: | |
| Plan Revision Date: | 1/28/2026 |
| Project Job Number: | 25-002 |
| Applicable Codes: | IFC 2024 |
| Consultant: | SKE engineering/Planning Land Development |
| Consultant Address: | 39205 Country Club Dr. STE C8 Farmington Hill, MI, 48331 |

### Status of Review

**Status of review:** Approved as Submitted

### Site Coverage - Access

**Comments:** Meets IFC 2024

IFC 503.4.1 2024

Has been met and the knock down traffic impediment will not be approved if installed.

Sincerely,

Dan Kimball, Fire Marshal
Charter Township of Superior Fire Department
CFPS, CFI II, CFPE

M/I HOMES
Welcome to Better

January 29, 2026

Ben Carlisle
Township Planner
117 North First Street, Suite 70
Ann Arbor, MI 48104

RE: Prospect Pointe South – Planned Community Area Plan Resubmittal

Good afternoon, Ben:

M/I Homes is pleased to present for review and commentary the 2nd set of revisions to the Prospect Pointe South Area Plan. The attached plan set is reflective of the following, taking into consideration feedback from the neighboring HOAs and members of the Planning Commission:

- Unit count has been reduced from 118 to 107 units.
- All units that previously had frontage on Berkshire Drive have been reconfigured such that no units front along Berkshire Drive.
- Grading limits along the southwestern, southeastern, and eastern property boundaries have been pulled towards the interior of the site to create significant natural buffers to the neighbors located in those areas.
- Based upon Washtenaw County Drain Commission standards, the stormwater management design in our previous plan required 658,884 cubic feet of stormwater retention and we had designed for 660,316 cubic feet of stormwater retention. Our revised plan requires 668,935 cubic feet of stormwater retention, and we've redesigned the basin to retain 724,963 cubic feet of stormwater retention, resulting in excess storage volume of 56,028 cubic feet.

As mentioned in our previous cover letter, 5 different floorplans, each with multiple façade choices, will be offered. Homes will be in the 1,950-2,600 sq. ft. range, and will allow prospective residents more attainably priced new homes with starting prices in the high $300,000s-low $400,000s, inclusive of brick masonry on at least 50% of the front and side elevations.

We look forward to presenting our project, and we respectfully request to be placed on the next available Township Planning Commission meeting agenda.

**Brad Botham**
M/I Homes of Michigan LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, MI 48304
P: (248) 990-6514
E: bbotham@mihomes.com

M/I HOMES
Welcome to Better

Detroit Division
40950 Woodward Ave., Suite 203
Bloomfield Hills, MI 48304
248.221.5000

# Transmittal

## Land Development

**To:** Superior Township
3040 North Prospect
Superior Township, MI 48198

**Attn:** Planning

**From:** Brandon Guest, Director of Entitlements
BG

**Date:** January 29, 2026

RECEIVED
JAN 29 2026
SUPERIOR BUILDING DEPARTMENT

**Project:** **Prospect Pointe South**

**RE:** Area Plan/ Site Plan Submittal **Project #:**

Sent Via: ☐ US Mail ☐ UPS Ground ☒ UPS Overnight ☐ Personal Delivery

Please find the following enclosed:

| Copies | Dated | Sht No. | Description |
|---|---|---|---|
| 3 | 01/28/2026 | 84 | Site Plan Plan set(s) – SKE Group; Project #25-002 |
| 3 | 01/29/2026 | 1 | Cover Letter to Ben Carlisle |
| 1 | ** | ** | USB Containing Plan Set |
| | | | |

These are transmitted as marked below:

☐ For your approval
☐ For your use
☐ For your review and comment
☐ Approved as noted
☐ Approved as submitted
☐ Returned w/ comments
☐ As requested
☐ Other:

Cc:

Ben Carlisle, AICP, LEED AP ~ Carlisle/ Wortman Assoc., electronically
Michelle Marin, AICP ~ Carlisle/ Wortman Assoc., electronically

M/I HOMES
Welcome to Better

RECEIVED
JAN 29 2026
SUPERIOR BUILDING
DEPARTMENT

January 29, 2026

Ben Carlisle
Township Planner
117 North First Street, Suite 70
Ann Arbor, MI 48104

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Bloomfield Hills, MI 48304
P: (248) 990-6514
E: bbotham@mihomes.com

# SITE PLAN FOR
# PROSPECT POINTE SOUTH

**PART OF WEST 1/2 OF SECTION 34, TOWN 2S, RANGE 7E,**
**SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MICHIGAN**
**PREPARED FOR**


MI HOMES
40950 WOODWARD AVE #200
BLOOMFIELD HILLS, MI 48304
248.836.4522


278 of 701

## ZONING MAP




## LEGAL DESCRIPTION

SCHEDULE A EXHIBIT "A" PROPERTY DESCRIPTION PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY ATA NATIONAL TITLE GROUP, LLC
FILE NUMBER: 81-24018507-SOM, COMMITMENT DATE: DECEMBER 10, 2024

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE TOWNSHIP OF SUPERIOR, COUNTY OF WASHTENAW, STATE OF MICHIGAN

PARCEL 1
PART OF THE WEST 1/2 OF SECTION 34, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE WEST 1/4 CORNER OF SAID SECTION 34; THENCE SOUTH 01 DEGREES 53 MINUTES 15 SECONDS EAST 809.66 FEET; THENCE NORTH 87 DEGREES 59 MINUTES 58 SECONDS EAST 945.00 FEET; THENCE NORTH 02 DEGREES WEST 90.00 FEET; THENCE NORTH 19 DEGREES 02 MINUTES 36 SECONDS EAST 169.25 FEET; THENCE SOUTH 71 DEGREES 38 MINUTES 25 SECONDS EAST 166.00 FEET; THENCE 40.21 FEET ON THE ARC OF CURVE HAVING A RADIUS OF 288.00 FEET AND A CHORD BEARING SOUTH 75 DEGREES 50 MINUTES 11 SECONDS EAST 40.18 FEET; THENCE NORTHERLY ON THE WEST LINE OF LAKEVIEW EAST DRIVE TO THE SOUTH LINE OF BERKSHIRE DRIVE; THENCE WESTERLY ON SAID SOUTH LINE TO THE WEST LINE OF SECTION 34; THENCE SOUTH 02 DEGREES 25 MINUTES 10 SECONDS EAST 183.31 FEET TO THE POINT OF BEGINNING

PARCEL 2
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 34, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN; THENCE NORTH 01 DEGREES 53 MINUTES 15 SECONDS WEST 993.00 FEET; THENCE NORTH 88 DEGREES 06 MINUTES 45 SECONDS EAST 291.00 FEET; THENCE SOUTH 60 DEGREES 28 MINUTES 46 SECONDS EAST 132.27 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 07 MINUTES 25 SECONDS WEST 68.97 FEET; THENCE NORTH 14 DEGREES 47 MINUTES 28 SECONDS WEST 244.57 FEET; THENCE NORTH 27 DEGREES 28 MINUTES 02 SECONDS EAST 174.16 FEET; THENCE NORTH 10 DEGREES 48 MINUTES 38 SECONDS EAST 158.68 FEET; THENCE NORTH 60 DEGREES 31 MINUTES 39 SECONDS EAST 118.27 FEET; THENCE NORTH 74 DEGREES 30 MINUTES 08 SECONDS EAST 40.00 FEET; THENCE NORTH 00 DEGREES 23 MINUTES 53 SECONDS WEST 83.71 FEET; THENCE NORTH 58 DEGREES 48 MINUTES 28 SECONDS WEST 50.00 FEET; THENCE NORTH 02 DEGREES 00 MINUTES 10 SECONDS WEST 123.28 FEET; THENCE NORTH 87 DEGREES 59 MINUTES 50 SECONDS EAST 704.00 FEET; THENCE SOUTH 01 DEGREES 53 MINUTES 15 SECONDS EAST 1110.84 FEET; THENCE SOUTH 88 DEGREES 05 MINUTES 58 SECONDS WEST 83.93 FEET; THENCE SOUTH 28 DEGREES 38 MINUTES 37 SECONDS WEST 222.79 FEET; THENCE SOUTH 84 DEGREES 07 MINUTES 55 SECONDS WEST 271.42 FEET; THENCE NORTH 44 DEGREES 57 MINUTES 41 SECONDS WEST 579.25 FEET TO THE POINT OF BEGINNING.

## BENCHMARKS

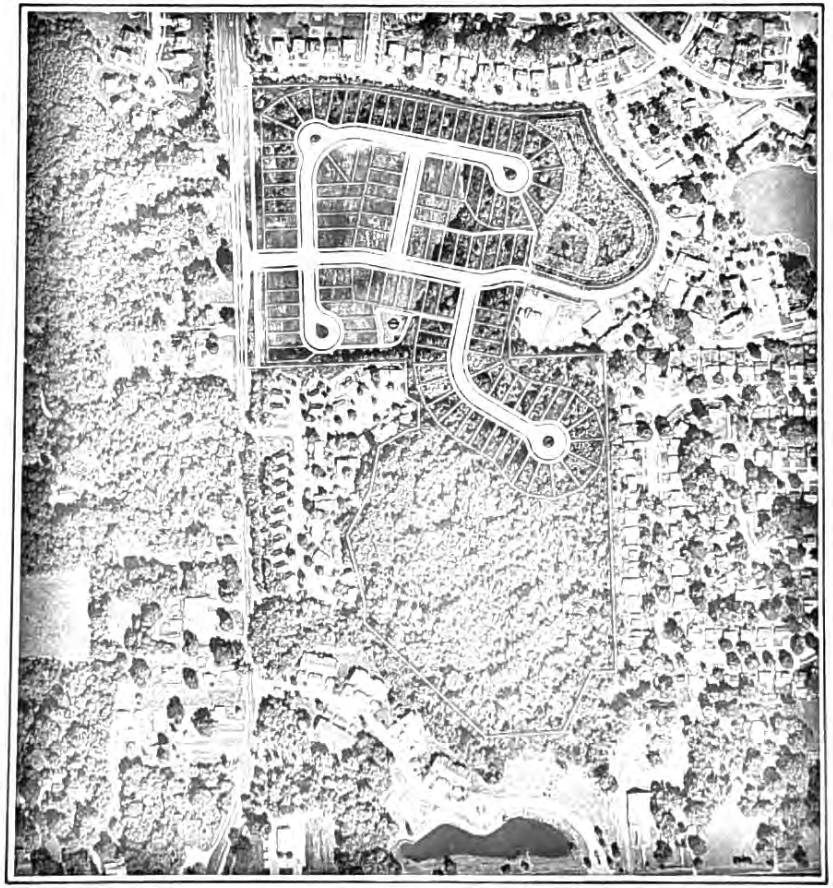
BM BENCHMARKS
BENCHMARK #1
RAILROAD SPIKE IN NORTH FACE OF GUY POLE ON SOUTH SIDE OF BERKSHIRE DRIVE ACROSS FROM HOUSE #8315.
ELEV.= 794.27 (NAVD88)

BENCHMARK #2
ARROW ON HYDRANT #73 SOUTH SIDE OF BERKSHIRE DRIVE AND 75' EAST OF PROSPECT ROAD.
ELEV.=800.97 (NAVD88)

BENCHMARK #3
RAILROAD SPIKE IN SOUTH FACE OF UTILITY POLE AT THE SOUTHEAST CORNER OF PROSPECT ROAD AND PARK LANE.
ELEV.= 794.11 (NAVD88)

BENCHMARK #4
ARROW ON HYDRANT #661 10'E EAST OF THE END OF PARK LANE.
ELEV.= 792.46 (NAVD88)

BENCHMARK #5
ARROW ON HYDRANT AT COMMUNITY CENTER N/POOL @8200 LAKEVIEW DRIVE.
ELEV.= 788.84 (NAVD88)



GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1" = 200'

## LOCATION MAP

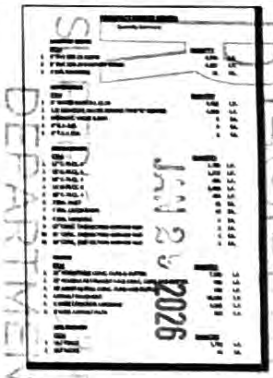



## SHEET INDEX


| | |
|---|---|
| C1 | COVER SHEET |
| C2-C7 | ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY |
| C8 | OVERALL SITE PLAN |
| C9 | SITE PLAN - NORTH |
| C10 | SITE PLAN - SOUTH |
| C11 | GRADING PLAN - NORTH |
| C12 | GRADING PLAN - SOUTH |
| C13 | STORM WATER MANAGEMENT PLAN |
| C13A | STORM WATER MANAGEMENT CALCS |
| C14 | EMERGENCY VEHICLE ROUTE |
| C15 | NOTES AND DETAILS |
| LANDSCAPE: | |
| L1-L3 | LANDSCAPE PLAN |
| L4 | GREENBELT PLAN |
| L5 | LANDSCAPE DETAILS |
| L6-L8 | WOODLAND PLAN |
| L9-L12 | TREE LIST |
| ARCHITECTURE: | |
| 1.0E-1 SH | AUBREY BRICK SERIES |
| 1.0E-1 SH | BROOKLYN SERIES |
| 1.0E-1 SH | JULIET BRICK SERIES |
| 1.0E-1 SH | PEYTON SERIES |
| 1.0E-1 SH | SAWYER SERIES |
| PHOTOMETRIC: | |
| 1 | PHOTOMETRIC PLANS |


## STANDARD NOTES

1. ALL CONSTRUCTION MUST CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS ADOPTED BY THE TOWNSHIP OF SUPERIOR.
2. CALL MISS DIG (800-482-7171) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
3. ALL SOIL EROSION AND SILTATION MUST BE CONTROLLED AND CONTAINED ON SITE.
4. ALL EXCAVATION UNDER OR WITHIN THE INFLUENCE OF ANY PAVEMENT, EXISTING OR PROPOSED, OR WHERE SAND BACKFILL IS CALLED FOR ON THE PLAN, SHALL BE BACK FILLED AND COMPACTED WITH GRANULAR MATERIAL (SAND) MEET CLASS II TO 95 PERCENT MAXIMUM UNIT DENSITY. MAXIMUM LIFT THICKNESS FOR GRANULAR FILL SHALL NOT BE IN EXCESS OF 12 INCHES.
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10. SURVEY MONUMENTS ARE TO BE PLACED AT ALL PROPOSED PROPERTY CORNERS AND RIGHT OF WAY CORNERS INCLUDING P.C.'S AND P.T.'S.



RECEIVED
JAN 22 2026
DEPARTMENT OF PLANNING



SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
3001 WASHTENAW AVE, SUITE 210
ANN ARBOR, MICHIGAN 48104
734.369.1000

| NO | DATE | REVISIONS |
|---|---|---|
| 1 | 10.15.25 | SUBMITTAL |
| 2 | 11.19.25 | SUBMITTAL |
| 3 | 12.19.25 | SUBMITTAL |

811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171

CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE
SUITE 200
BLOOMFIELD HILLS,
MI 48304

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF W 1/2 OF SECTION 34,
T2S, R7E, SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
COVER SHEET

PROJECT #: 25-0102

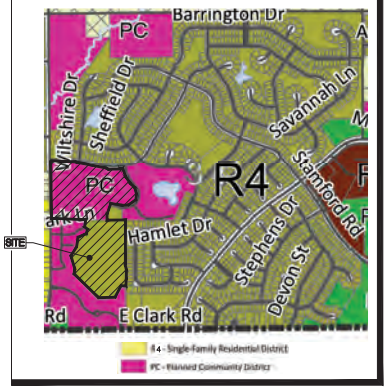
SHEET #: C1

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PREPARED FOR:


MI HOMES
40950 WOODWARD AVE #203
BLOOMFIELD HILLS, MI 48304
248.836.4522


## ZONING MAP




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FILE NUMBER 81-24938507-SCM, COMMITMENT DATE: DECEMBER 10, 2024:

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GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1" = 200'

## LOCATION MAP




LOCATION MAP
NOT TO SCALE

## SHEET INDEX


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| L9–L12 | TREE LIST |

ARCHITECTURE:

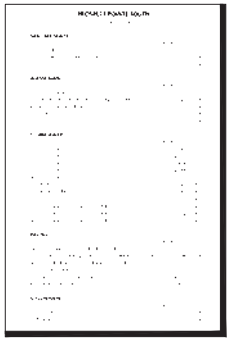
| | |
|---|---|
| 1.0E–1.1H | AUBREY BRICK SERIES |
| 1.0E–1.1H | BROOKLYN SERIES |
| 1.0E–1.1H | JULIET BRICK SERIES |
| 1.0E–1.1H | PEYTON SERIES |
| 1.0E–1.1H | SAWYER SERIES |

PHOTOMETRIC:

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ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
SKE GROUP
37635 COUNTRY CLUB DR. STE 1B
FARMINGTON HILLS, MI 48331
248.308.3331


SUBMITTAL DATE:

| NO. | REVISION | DATE |
|---|---|---|
| 1. | REV. PER TOWNSHIP REVIEW | 10-23-25 |
| 2. | REV. PER COUNTY REVIEW | 11-20-25 |
| 3. | REV. PER TOWNSHIP REVIEW | 01-26-26 |

811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

CLIENT:
MI HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

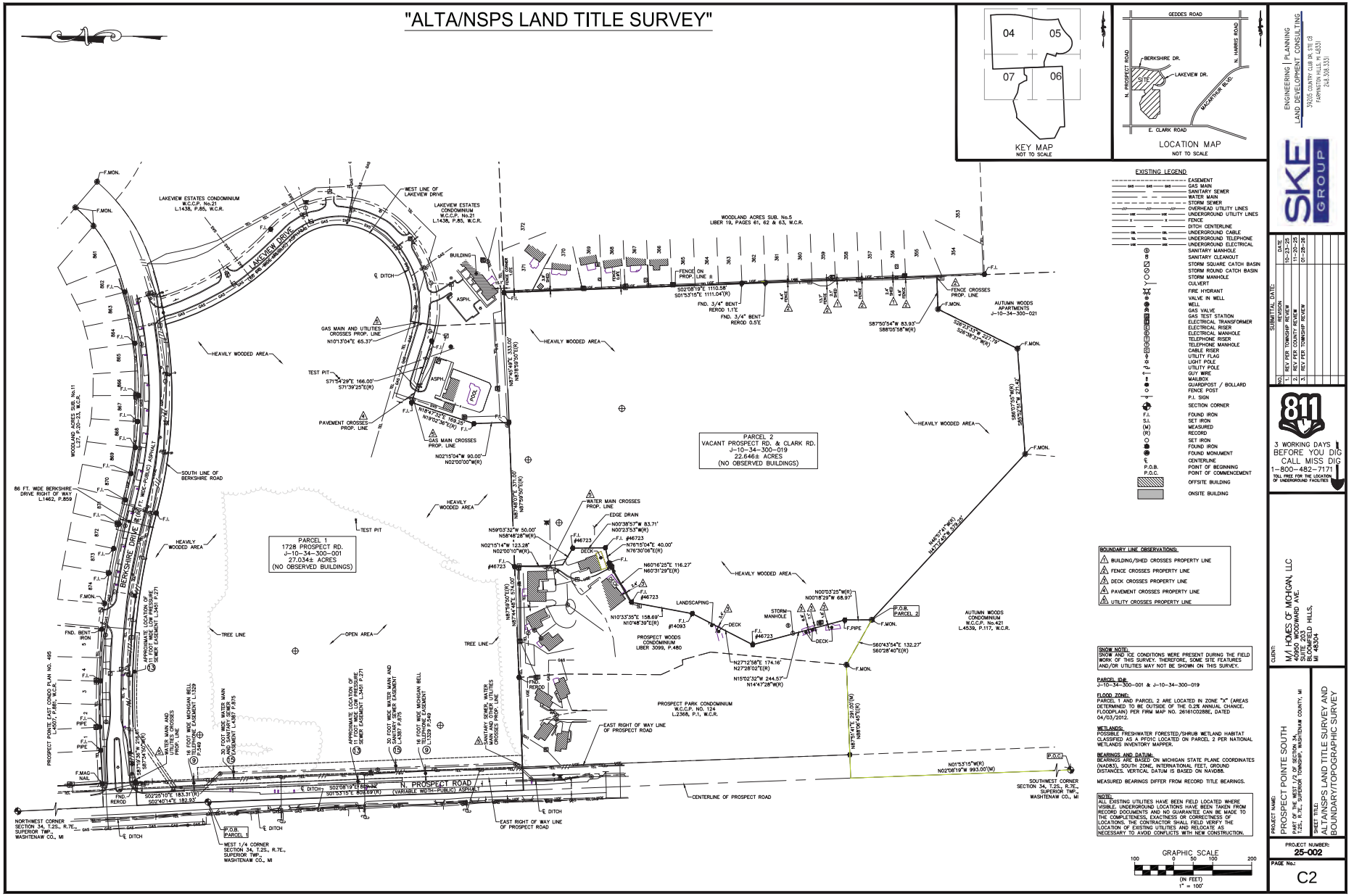
SHEET TITLE:
COVER SHEET

PROJECT NUMBER:
25-002

PAGE No.:
C1

279 of 701

# "ALTA/NSPS LAND TITLE SURVEY"


PARCEL 1
1728 PROSPECT RD.
J-10-34-300-001
27.034± ACRES
(NO OBSERVED BUILDINGS)
PARCEL 2
VACANT PROSPECT RD. & CLARK RD.
J-10-34-300-019
22.646± ACRES
(NO OBSERVED BUILDINGS)
N. PROSPECT ROAD
(VARIABLE WIDTH-PUBLIC) ASPHALT
BERKSHIRE DRIVE
(66 FT. WIDE-PUBLIC) ASPHALT
LAKEVIEW DRIVE
(66 FT. WIDE-PUBLIC) ASPHALT
SOUTH LINE OF BERKSHIRE ROAD
CENTERLINE OF PROSPECT ROAD
EAST RIGHT OF WAY LINE OF PROSPECT ROAD
WEST LINE OF LAKEVIEW DRIVE
HEAVILY WOODED AREA
OPEN AREA
TREE LINE
TEST PIT
BUILDING
ASPH.
DECK
LANDSCAPING
STORM MANIFOLD
F.MON.
F.I.
F.PIPE
FND. REROD
FND. BENT IRON
FENCE CROSSES PROP. LINE
GAS MAIN AND UTILITIES CROSSES PROP. LINE
PAVEMENT CROSSES PROP. LINE
GAS MAIN CROSSES PROP. LINE
WATER MAIN CROSSES PROP. LINE
EDGE DRAIN
P.O.B. PARCEL 1
P.O.B. PARCEL 2
P.O.C.
WEST 1/4 CORNER SECTION 34, T.2S., R.7E., SUPERIOR TWP., WASHTENAW CO., MI
NORTHWEST CORNER SECTION 34, T.2S., R.7E., SUPERIOR TWP., WASHTENAW CO., MI
SOUTHWEST CORNER SECTION 34, T.2S., R.7E., SUPERIOR TWP., WASHTENAW CO., MI
LAKEVIEW ESTATES CONDOMINIUM W.C.C.P. No.21 L.1438, P.85, W.C.R.
WOODLAND ACRES SUB. No.5 LIBER 19, PAGES 61, 62 & 63, W.C.R.
AUTUMN WOODS APARTMENTS J-10-34-300-021
AUTUMN WOODS CONDOMINIUM W.C.C.P. No.421 L.4539, P.117, W.C.R.
PROSPECT WOODS CONDOMINIUM LIBER 3099, P.480
PROSPECT PARK CONDOMINIUM W.C.C.P. NO. 124 L.2366, P.1, W.C.R.
PROSPECT POINTE EAST CONDO PLAN NO. 495 L.4507, P.881, W.C.R.
WOODLAND ACRES SUB. No.11 LIBER 27, P.20-23, W.C.R.
86 FT. WIDE BERKSHIRE DRIVE RIGHT OF WAY L.1462, P.859
APPROXIMATE LOCATION OF 30 FOOT WIDE SANITARY SEWER EASEMENT L.3451 P.271
30 FOOT WIDE WATER MAIN AND SANITARY SEWER EASEMENT L.4387 P.875
16 FOOT WIDE MICHIGAN BELL TELEPHONE EASEMENT L.1329 P.549
SANITARY SEWER, WATER MAIN AND OTHER UTILITIES OVER ENTIRE PROP. LINE
WATER MAIN AND UTILITIES CROSSES PROP. LINE
F.MAG. NAIL
S02°08'19"E 1110.58'
S01°53'15"E 1111.04'(R)
FND. 3/4" BENT REROD 1.1'E
FND. 3/4" BENT REROD 0.5'E
S87°50'54"W 83.93'
S88°05'58"W(R)
S02°08'38"E 207.79'
S02°08'38"E 207.79'(R)
S87°51'54"W 271.24'
S87°51'54"W 271.24'(R)
N87°45'04"W 574.00'
N87°44'48"E 574.00'(R)
N87°59'50"E 371.00'
N87°59'50"E(R)
N87°45'04"W 574.00'
N87°44'48"E 574.00'(R)
N87°45'04"W 574.00'
N87°44'48"E 574.00'(R)
N87°45'04"W 291.00'(M)
N87°04'43"E 291.00'(R)
N01°53'15"W(R)
N02°06'19"W 993.00'(M)
S02°25'10"E 183.31'(R)
S02°40'14"E 182.93'
S87°39'36"W 216.00'
S87°54'29"W 216.00'(R)
N02°15'04"W 123.28'
N02°00'10"W(R)
N59°03'32"W 50.00'
N58°48'28"W(R)
N00°38'57"W 83.71'
N00°23'53"W(R)
N76°15'04"E 40.00'
N76°30'06"E(R)
N60°16'25"E 116.27'
N60°31'29"E(R)
N10°33'35"E 158.69'
N10°48'39"E(R)
N00°03'25"W(R)
N00°18'29"W 68.97'
S60°43'54"E 132.27'
S60°28'40"E(R)
N27°12'58"E 174.16'
N27°28'02"E(R)
N15°02'32"W 244.57'
N14°47'28"W(R)
N19°02'36"E 169.25'
N19°02'36"E(R)
N02°15'04"W 80.00'
N02°00'00"W(R)
N87°59'50"E 371.00'
N87°45'04"W 574.00'
#46723
#4093
#1329
#549
#875
#4387
#4507
#3099
#480
#495
#2366
#124
#4539
#421
#1438
#1462
#859
#3451
#271
#1329
#549
#4387
#875
#4507
#881

**SCHEDULE A EXHIBIT "A" PROPERTY DESCRIPTION (PER ALTA COMMITMENT FOR TITLE INSURANCE, ISSUED BY ATA NATIONAL TITLE GROUP, LLC. FILE NUMBER 81-24938507-SCM, COMMITMENT DATE: DECEMBER 10, 2024)**
THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE TOWNSHIP OF SUPERIOR, COUNTY OF WASHTENAW, STATE OF MICHIGAN

PARCEL 1
PART OF THE WEST 1/2 OF SECTION 34, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE WEST 1/4 CORNER OF SAID SECTION 34; THENCE SOUTH 01 DEGREES 53 MINUTES 15 SECONDS EAST 809.69 FEET; THENCE NORTH 87 DEGREES 59 MINUTES 50 SECONDS EAST 945.00 FEET; THENCE NORTH 02 DEGREES WEST 90.00 FEET; THENCE NORTH 19 DEGREES 02 MINUTES 36 SECONDS EAST 169.25 FEET; THENCE SOUTH 71 DEGREES 39 MINUTES 25 SECONDS EAST 168.00 FEET; THENCE 40.21 FEET ON THE ARC OF CURVE HAVING A RADIUS OF 288.00 FEET AND A CHORD BEARING SOUTH 75 DEGREES 50 MINUTES 11 SECONDS EAST 40.18 FEET; THENCE NORTHERLY ON THE WEST LINE OF LAKEVIEW EAST DRIVE TO THE SOUTH LINE OF BERKSHIRE DRIVE; THENCE WESTERLY ON SAID SOUTH LINE TO THE WEST LINE OF SECTION 34; THENCE SOUTH 02 DEGREES 25 MINUTES 10 SECONDS EAST 183.31 FEET TO THE POINT OF BEGINNING.

PARCEL 2
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 34, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN; THENCE NORTH 01 DEGREES 53 MINUTES 15 SECONDS WEST 993.00 FEET; THENCE NORTH 88 DEGREES 06 MINUTES 45 SECONDS EAST 291.00 FEET; THENCE SOUTH 60 DEGREES 28 MINUTES 40 SECONDS EAST 132.27 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 03 MINUTES 25 SECONDS WEST 68.97 FEET; THENCE NORTH 14 DEGREES 47 MINUTES 28 SECONDS WEST 244.57 FEET; THENCE NORTH 27 DEGREES 28 MINUTES 02 SECONDS EAST 174.16 FEET; THENCE NORTH 10 DEGREES 48 MINUTES 39 SECONDS EAST 158.69 FEET; THENCE NORTH 60 DEGREES 31 MINUTES 29 SECONDS EAST 116.27 FEET; THENCE NORTH 76 DEGREES 30 MINUTES 08 SECONDS EAST 40.00 FEET; THENCE NORTH 00 DEGREES 23 MINUTES 53 SECONDS WEST 83.71 FEET; THENCE NORTH 56 DEGREES 48 MINUTES 28 SECONDS WEST 50.00 FEET; THENCE NORTH 02 DEGREES 00 MINUTES 10 SECONDS WEST 123.28 FEET; THENCE NORTH 87 DEGREES 59 MINUTES 50 SECONDS EAST 704.00 FEET; THENCE SOUTH 01 DEGREES 53 MINUTES 15 SECONDS EAST 1111.04 FEET; THENCE SOUTH 88 DEGREES 05 MINUTES 58 SECONDS WEST 83.93 FEET; THENCE SOUTH 26 DEGREES 38 MINUTES 37 SECONDS WEST 222.79 FEET; THENCE SOUTH 86 DEGREES 07 MINUTES 55 SECONDS WEST 271.42 FEET; THENCE NORTH 46 DEGREES 57 MINUTES 41 SECONDS WEST 579.25 FEET TO THE POINT OF BEGINNING.

**SCHEDULE B PART II EXCEPTIONS PER REFERENCED TITLE COMMITMENT FILE NUMBER 81-24938507-SCM:**

8. EASEMENT FOR OPERATION, REPAIR AND MAINTENANCE OF WATER AND SEWER MAINS RESERVED BY GRANTOR IN INSTRUMENT RECORDED IN LIBER 708, PAGE 117, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 1 AND ADDITIONAL LANDS)

(9) 9. RIGHT OF WAY GRANTED TO MICHIGAN BELL TELEPHONE COMPANY FOR CONSTRUCTION, OPERATION AND MAINTENANCE OF LINES OF COMMUNICATIONS FACILITIES RECORDED IN LIBER 1329, PAGE 549, AS AFFECTED AND/OR MODIFIED BY RELEASE OF EASEMENT RECORDED IN LIBER 4343, PAGE 374, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 1 AND ADDITIONAL LANDS, EASEMENT AS SHOWN)

10. RIGHT OF WAY GRANTED TO MICHIGAN BELL TELEPHONE COMPANY FOR CONSTRUCTION, OPERATION AND MAINTENANCE OF LINES OF COMMUNICATIONS FACILITIES RECORDED IN LIBER 1329, PAGE 567, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 2 AND ADDITIONAL LANDS, EASEMENT APPEARS TO BE LOCATED SOUTH OF PARCEL 2)

11. RIGHT OF WAY GRANTED TO MICHIGAN BELL TELEPHONE COMPANY FOR CONSTRUCTION, OPERATION AND MAINTENANCE OF LINES OF COMMUNICATIONS FACILITIES RECORDED IN LIBER 1329, PAGE 571, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 2 AND ADDITIONAL LANDS – EASEMENTS APPEAR TO BE LOCATED WEST AND SOUTH OF PARCEL 2)

12. TERMS, CONDITIONS AND PROVISIONS CONTAINED IN AGREEMENT REGARDING ESTABLISHMENT OF SUPERIOR PROSPECT DRAINAGE DISTRICT RECORDED IN LIBER 2872, PAGE 484, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 2 AND ADDITIONAL LANDS)

(13) 13. EASEMENT FOR LOW PRESSURE SEWER RECORDED IN LIBER 3451, PAGE 271, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 1 AND ADDITIONAL LANDS – EASEMENT APPROXIMATELY AS SHOWN)

14. PUBLIC UTILITIES EASEMENT GRANTED TO THE CHARTER TOWNSHIP OF SUPERIOR FOR INSTALLATION AND MAINTENANCE OF SANITARY SEWER RECORDED IN LIBER 3993, PAGE 206, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 2 AND ADDITIONAL LANDS – EASEMENT LOCATED SOUTH OF PARCEL 2)

(15) 15. PUBLIC UTILITIES EASEMENT GRANTED TO THE CHARTER TOWNSHIP OF SUPERIOR FOR INSTALLATION AND MAINTENANCE OF WATER MAIN AND SANITARY SEWER RECORDED IN LIBER 4387, PAGE 875, WASHTENAW COUNTY RECORDS.
(COVERS PARCEL 1 – EASEMENT AS SHOWN)

16. TERMS, CONDITIONS AND PROVISIONS CONTAINED IN ORDER OF ABANDONMENT AND VACATING A COUNTY DRAIN OR ANY PORTION THEREOF RECORDED IN LIBER 5108, PAGE 1, WASHTENAW COUNTY RECORDS.
(ABANDONMENT AND VACATING DRAINAGE DISTRICT AS RECORDED IN LIBER 2872, PAGE 484)

17. TERMS, CONDITIONS AND PROVISIONS CONTAINED IN FINAL ORDER OF DETERMINATION REGARDING IMPROVEMENTS TO BAILEY FOSTER DRAIN RECORDED IN LIBER 5148, PAGE 353, WASHTENAW COUNTY RECORDS.
(APPEARS TO COVER PARCEL 2, DRAIN LOCATED EAST OF SUBJECT PROPERTY)

**NOTES:**
–ALL EXISTING UTILITIES HAVE BEEN FIELD LOCATED WHERE VISIBLE UNDERGROUND LOCATIONS HAVE BEEN TAKEN FROM RECORD DOCUMENTS AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, EXACTNESS OR CORRECTNESS OF LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES AND RELOCATE AS NECESSARY TO AVOID CONFLICTS WITH NEW CONSTRUCTION.

**PARCEL ID#:**
J-10-34-300-001 & J-10-34-300-019

**FLOOD ZONE:**
PARCEL 1 AND PARCEL 2 ARE LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE. FLOODPLAIN) PER FIRM MAP NO. 26161C0288E, DATED 04/03/2012.

**WETLANDS:**
POSSIBLE FRESHWATER FORESTED/SHRUB WETLAND HABITAT CLASSIFIED AS A PFO1C LOCATED ON PARCEL 2 PER NATIONAL WETLANDS INVENTORY MAPPER.

**BEARINGS AND DATUM:**
BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83), SOUTH ZONE, INTERNATIONAL FEET, GROUND DISTANCES. VERTICAL DATUM IS BASED ON NAVD88.

MEASURED BEARINGS DIFFER FROM RECORD TITLE BEARINGS.

**CERTIFICATE:**
TO:
- M/I HOMES OF MICHIGAN, LLC, A DELAWARE LIMITED LIABILITY COMPANY
- ATA NATIONAL TITLE GROUP, LLC
- CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4 AND 8 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON APRIL 3, 2025.

DATE OF PLAT OR MAP: APRIL 7, 2025

MICHAEL D. EMBREE, P.S.
MKEE@SKE-ENG.COM
PROFESSIONAL LAND SURVEYOR
REGISTRATION/LICENSE NO. 4001056860

STATE OF MICHIGAN – MICHAEL D. EMBREE – License No. 4001056860 – PROFESSIONAL SURVEYOR

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
SKE GROUP
39205 COUNTRY CLUB DR. STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

| SUBMITTAL DATE: | | |
|---|---|---|
| NO. | REVISION | DATE |
| 1. | REV PER TOWNSHIP REVIEW | 10-23-25 |
| 2. | REV PER COUNTY REVIEW | 11-26-25 |
| 3. | REV PER TOWNSHIP REVIEW | 01-28-26 |

811 – 3 WORKING DAYS BEFORE YOU DIG CALL MISS DIG 1-800-482-7171 TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

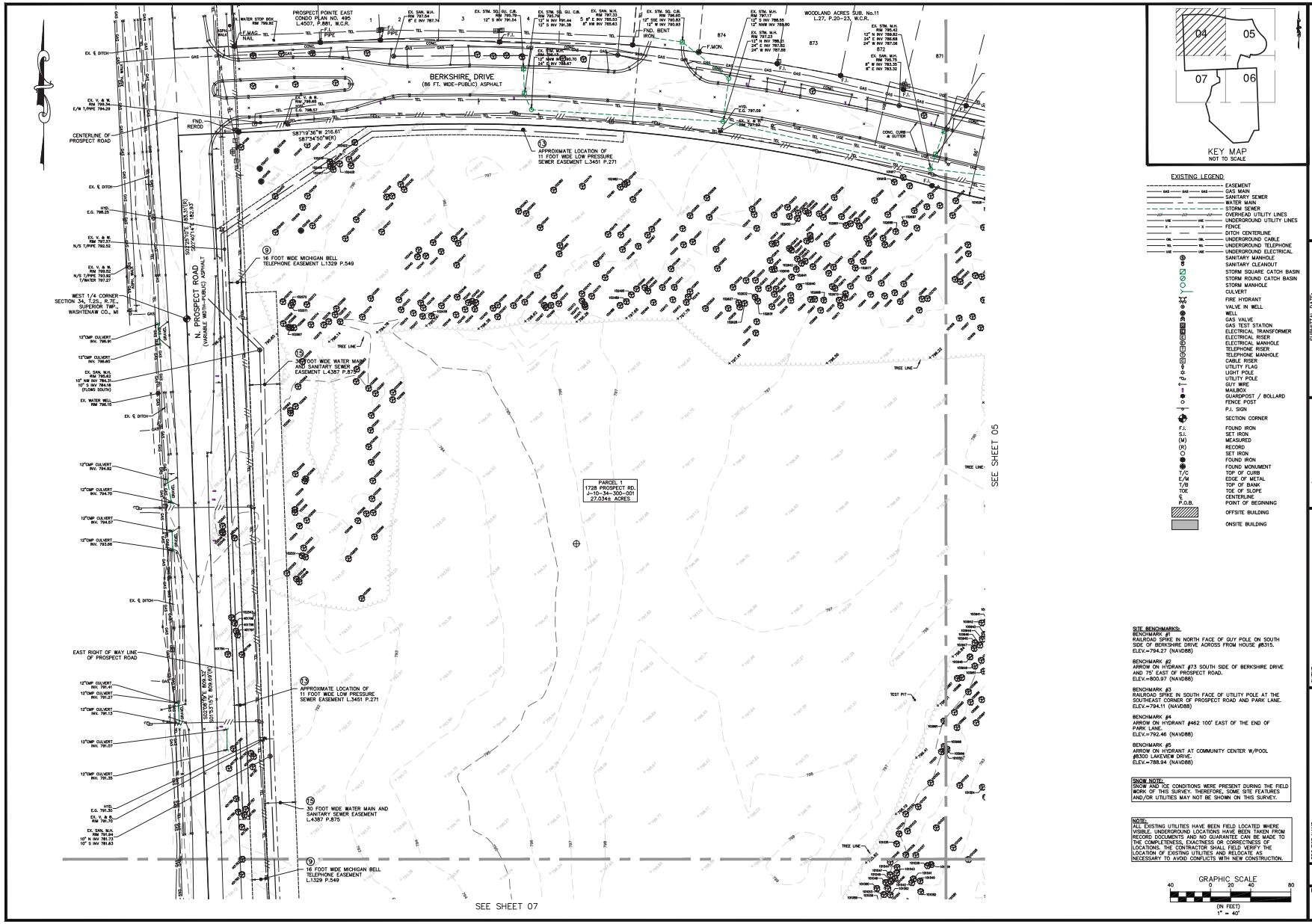
CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T2S, R7E, SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY

PROJECT NUMBER:
25-002

PAGE No.:
C3







EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- OVERHEAD UTILITY LINES
- UNDERGROUND UTILITY LINES
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- LIGHT POLE
- UTILITY POLE
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- GUARDPOST / BOLLARD
- FENCE POST
- P.I. SIGN
- SECTION CORNER
- F.I. FOUND IRON
- S.I. SET IRON
- (M) MEASURED
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- SET IRON
- FOUND IRON
- FOUND MONUMENT
- T/C TOP OF CURB
- E/M EDGE OF METAL
- T/B TOP OF BANK
- TOE TOE OF SLOPE
- ℄ CENTERLINE
- P.O.B. POINT OF BEGINNING
- OFFSITE BUILDING
- ONSITE BUILDING

SITE BENCHMARKS:

BENCHMARK #1
RAILROAD SPIKE IN NORTH FACE OF GUY POLE ON SOUTH SIDE OF BERKSHIRE DRIVE ACROSS FROM HOUSE #8315.
ELEV.=794.27 (NAVD88)

BENCHMARK #2
ARROW ON HYDRANT #73 SOUTH SIDE OF BERKSHIRE DRIVE AND 75' EAST OF PROSPECT ROAD.
ELEV.=800.97 (NAVD88)

BENCHMARK #3
RAILROAD SPIKE IN SOUTH FACE OF UTILITY POLE AT THE SOUTHEAST CORNER OF PROSPECT ROAD AND PARK LANE.
ELEV.=794.11 (NAVD88)

BENCHMARK #4
ARROW ON HYDRANT #462 100' EAST OF THE END OF PARK LANE.
ELEV.=792.46 (NAVD88)

BENCHMARK #5
ARROW ON HYDRANT AT COMMUNITY CENTER W/POOL #8300 LAKEVIEW DRIVE.
ELEV.=788.94 (NAVD88)

SNOW NOTE:
SNOW AND ICE CONDITIONS WERE PRESENT DURING THE FIELD WORK OF THIS SURVEY. THEREFORE, SOME SITE FEATURES AND/OR UTILITIES MAY NOT BE SHOWN ON THIS SURVEY.

NOTE:
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GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE 1B
FARMINGTON HILLS, MI 48331
248.308.3331
SKE GROUP

SUBMITTAL DATE:

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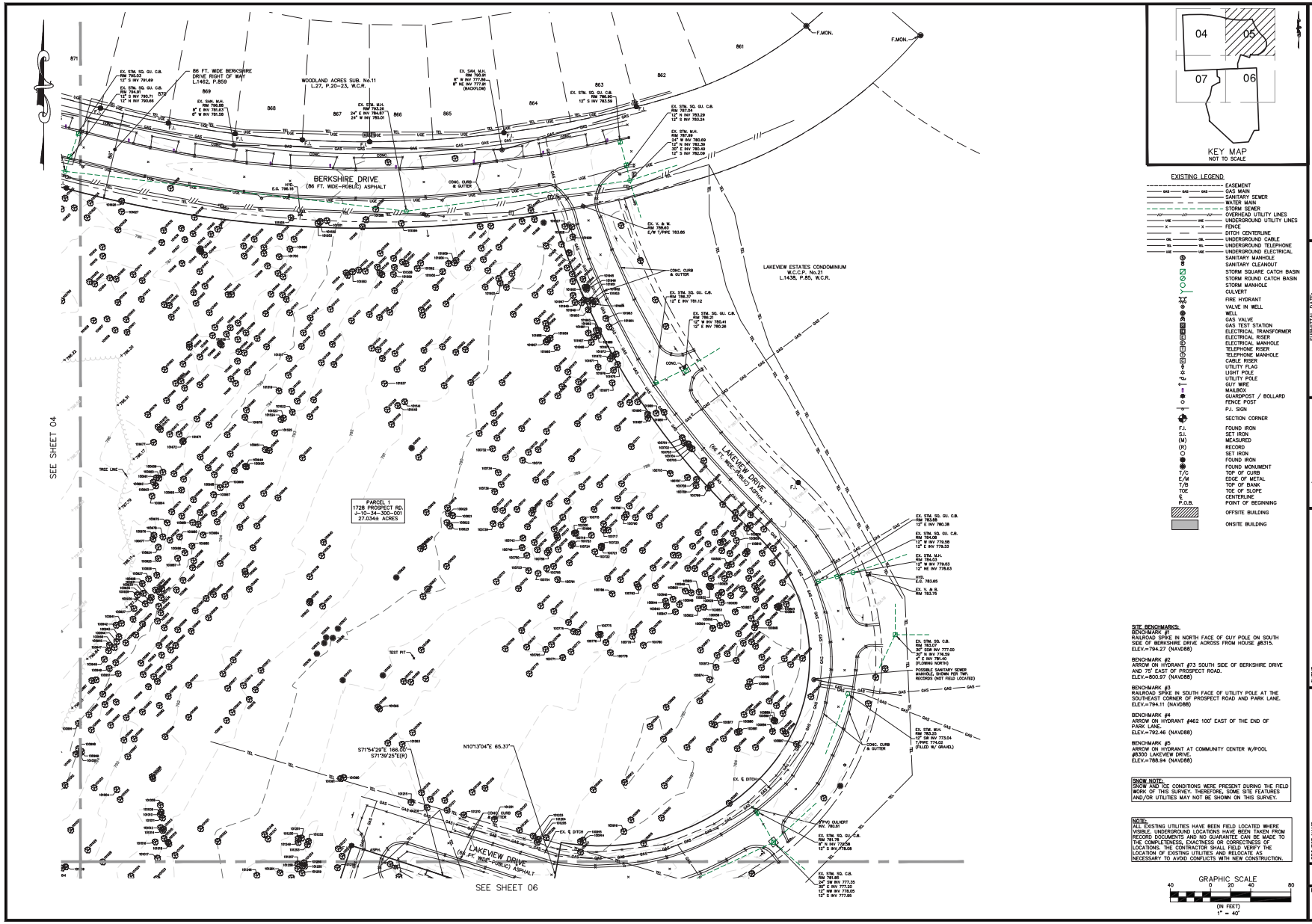
CLIENT:
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PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY

PROJECT NUMBER:
25-002

PAGE No.:
C4







KEY MAP
NOT TO SCALE

EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
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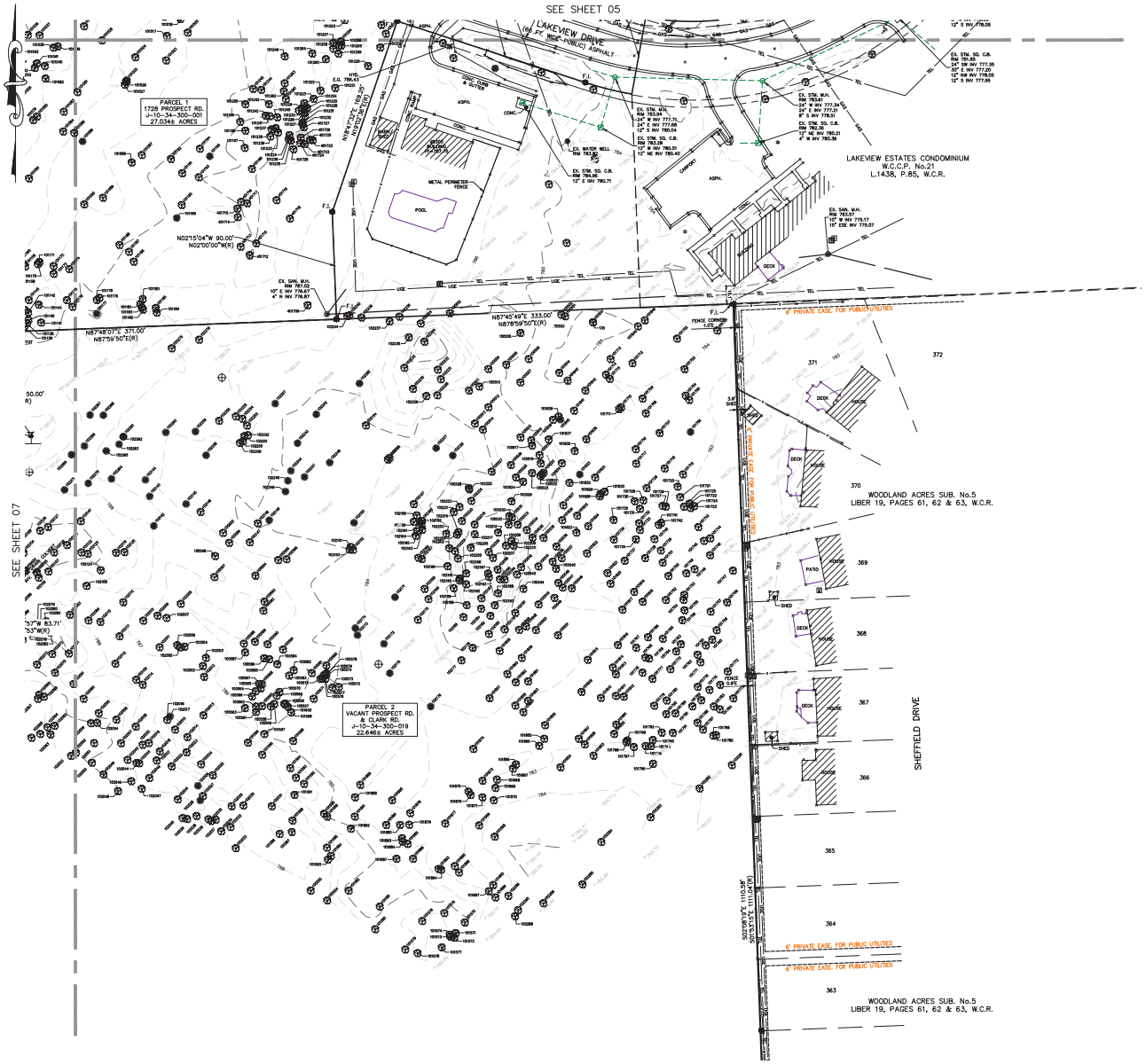
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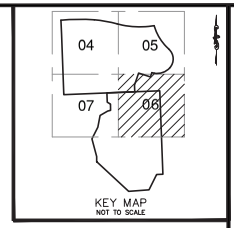
PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T2S, R10E, SOUTHFIELD TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
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PROJECT NUMBER:
25-002

PAGE No.:
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BENCHMARK #5
ARROW ON HYDRANT AT COMMUNITY CENTER W/POOL #8300 LAKEVIEW DRIVE.
ELEV.=788.94 (NAVD88)

SNOW NOTE:
SNOW AND ICE CONDITIONS WERE PRESENT DURING THE FIELD WORK OF THIS SURVEY. THEREFORE, SOME SITE FEATURES AND/OR UTILITIES MAY NOT BE SHOWN ON THIS SURVEY.

NOTE:
ALL EXISTING UTILITIES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UNDERGROUND LOCATIONS HAVE BEEN TAKEN FROM RECORD DOCUMENTS AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, EXACTNESS OR CORRECTNESS OF LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES AND RELOCATE AS NECESSARY TO AVOID CONFLICTS WITH NEW CONSTRUCTION.

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
SKE GROUP
39205 COUNTRY CLUB DR. STE 1B
FARMINGTON HILLS, MI 48331
248.308.3331

SUBMITTAL DATE:

| NO. | REVISION | DATE |
|---|---|---|
| 1. | REV PER TOWNSHIP REVIEW | 10-23-25 |
| 2. | REV PER COUNTY REVIEW | 11-20-25 |
| 3. | REV PER TOWNSHIP REVIEW | 01-28-26 |

811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

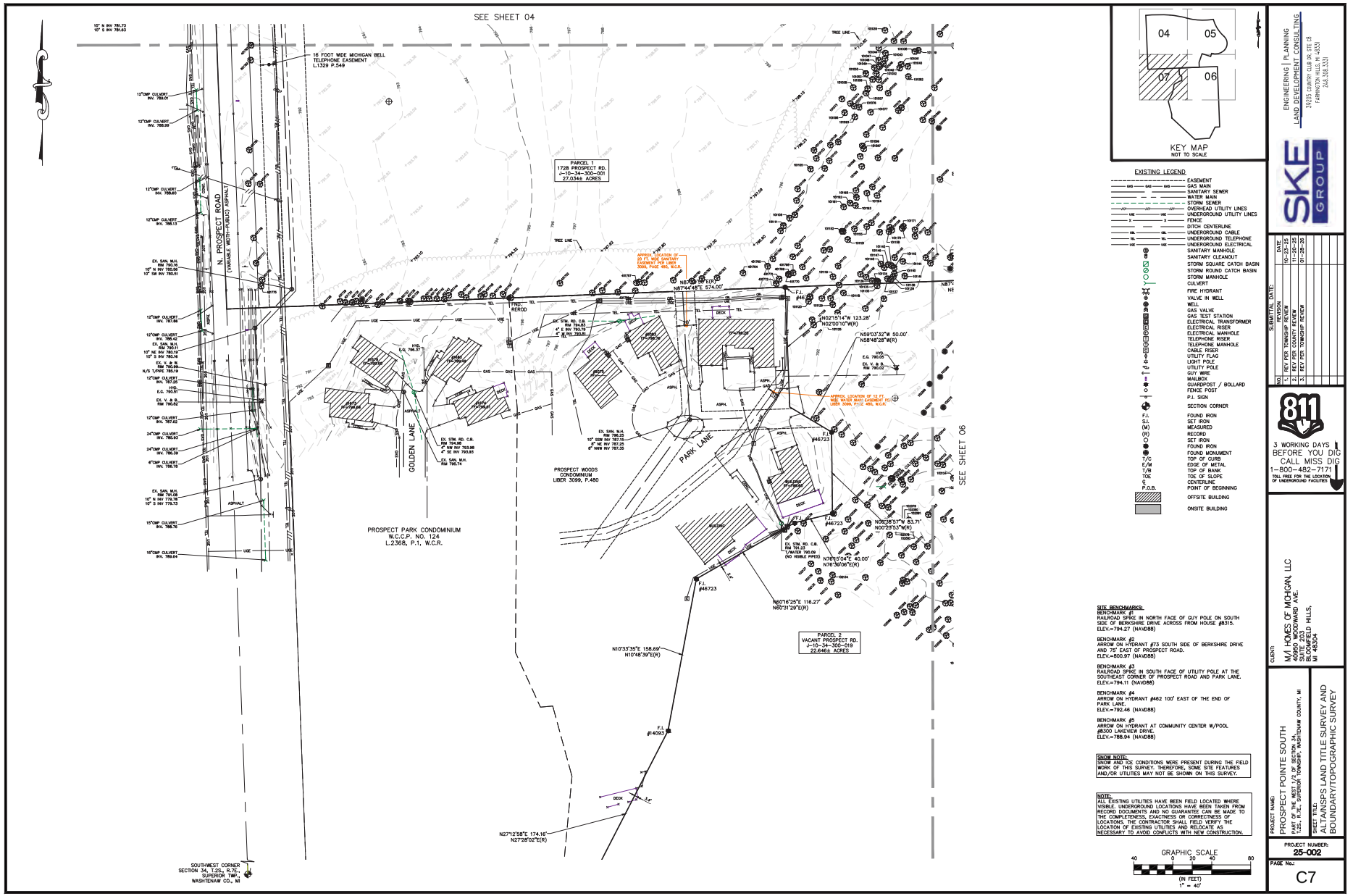
CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS, MI 48304

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T2S, R10E, SOUTHFIELD TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY

PROJECT NUMBER:
25-002

PAGE No.:
C6







KEY MAP
NOT TO SCALE

EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- OVERHEAD UTILITY LINES
- UNDERGROUND UTILITY LINES
- FENCE
- DITCH CENTERLINE
- UNDERGROUND CABLE
- UNDERGROUND TELEPHONE
- UNDERGROUND ELECTRICAL
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM SQUARE CATCH BASIN
- STORM ROUND CATCH BASIN
- STORM MANHOLE
- CULVERT
- FIRE HYDRANT
- VALVE IN WELL
- WELL
- GAS VALVE
- GAS TEST STATION
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- ELECTRICAL MANHOLE
- TELEPHONE RISER
- TELEPHONE MANHOLE
- CABLE RISER
- UTILITY FLAG
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- MAILBOX
- GUARDPOST / BOLLARD
- FENCE POST
- P.I. SIGN
- SECTION CORNER
- F.I. FOUND IRON
- S.I. SET IRON
- (M) MEASURED
- (R) RECORD
- SET IRON
- FOUND IRON
- FOUND MONUMENT
- T/C TOP OF CURB
- E/M EDGE OF METAL
- T/B TOP OF BANK
- TOE TOE OF SLOPE
- ℄ CENTERLINE
- P.O.B. POINT OF BEGINNING
- OFFSITE BUILDING
- ONSITE BUILDING

SITE BENCHMARKS:
BENCHMARK #1
RAILROAD SPIKE IN NORTH FACE OF GUY POLE ON SOUTH SIDE OF BERKSHIRE DRIVE ACROSS FROM HOUSE #8315.
ELEV.=794.27 (NAVD88)

BENCHMARK #2
ARROW ON HYDRANT #73 SOUTH SIDE OF BERKSHIRE DRIVE AND 75' EAST OF PROSPECT ROAD.
ELEV.=800.97 (NAVD88)

BENCHMARK #3
RAILROAD SPIKE IN SOUTH FACE OF UTILITY POLE AT THE SOUTHEAST CORNER OF PROSPECT ROAD AND PARK LANE.
ELEV.=794.11 (NAVD88)

BENCHMARK #4
ARROW ON HYDRANT #462 100' EAST OF THE END OF PARK LANE.
ELEV.=792.46 (NAVD88)

BENCHMARK #5
ARROW ON HYDRANT AT COMMUNITY CENTER W/POOL #8300 LAKEVIEW DRIVE.
ELEV.=788.04 (NAVD88)

SNOW NOTE:
SNOW AND ICE CONDITIONS WERE PRESENT DURING THE FIELD WORK OF THIS SURVEY. THEREFORE, SOME SITE FEATURES AND/OR UTILITIES MAY NOT BE SHOWN ON THIS SURVEY.

NOTE:
ALL EXISTING UTILITIES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UNDERGROUND LOCATIONS HAVE BEEN TAKEN FROM RECORD DOCUMENTS AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, EXACTNESS OR CORRECTNESS OF LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES AND RELOCATE AS NECESSARY TO AVOID CONFLICTS WITH NEW CONSTRUCTION.

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE 1B
FARMINGTON HILLS, MI 48331
248.308.3331
SKE GROUP

SUBMITTAL DATE:

| NO. | REVISIONS | DATE |
|---|---|---|
| 1. | REV. PER TOWNSHIP REVIEW | 10-23-25 |
| 2. | REV. PER COUNTY REVIEW | 11-20-25 |
| 3. | REV. PER TOWNSHIP REVIEW | 01-28-26 |

811
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CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS, MI 48304

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY

PROJECT NUMBER:
25-002

PAGE No.:
C7




**PHASING**

| | | |
|---|---|---|
| PHASE 1: 1–34 | = 34 LOTS | |
| PHASE 2: 35–79 | = 45 LOTS | |
| PHASE 3: 80–107 | = 28 LOTS | |
| | 107 LOTS TOTAL | |

NOTES:

NO CHEMICALS ARE ALLOWED IN STORMWATER FEATURES OR NATURAL BUFFER ZONES WITH THE FOLLOWING EXCEPTION: INVASIVE SPECIES MAY BE TREATED WITH CHEMICALS BY A CERTIFIED APPLICATOR.

PLANTING SOILS USED WITHIN THE STORMWATER FEATURES MUST BE AMENDED WITH A COMPOSTED ORGANIC MATERIAL. SOILS MUST BE FREE OF CONSTRUCTION DEBRIS AND SUBSOILS. SOIL BLEND MUST INCLUDE 20–30 PERCENT COMPOST.

AT THE TIME OF PLANT AND SEED DELIVERY, A WCWRC LANDSCAPE REVIEWER MUST BE PRESENT. THE QUANTITY AND SPECIES DELIVERED WILL BE REVIEWED ON SITE.

N

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1" = 80'

**LOT COVERAGE & F.A.R REQUIREMENT**

| | | |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 1 | 8,459 | 71.18' |
| 2 | 6,000 | 50.00' |
| 3 | 6,000 | 50.00' |
| 4 | 6,000 | 50.00' |
| 5 | 6,252 | 51.40' |
| 6 | 7,534 | 56.23' |
| 7 | 6,418 | 52.13' |
| 8 | 6,099 | 51.44' |
| 9 | 9,373 | 91.67' |
| 10 | 6,015 | 50.30' |
| 11 | 8,400 | 70.00' |
| 12 | 7,368 | 68.81' |
| 13 | 6,000 | 50.00' |
| 14 | 6,000 | 50.00' |
| 15 | 6,000 | 50.00' |
| 16 | 6,000 | 50.00' |
| 17 | 6,000 | 50.00' |
| 18 | 8,400 | 70.00' |
| 19 | 6,480 | 54.00' |
| 20 | 9,935 | 68.33' |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 21 | 6,008 | 50.32' |
| 22 | 6,254 | 52.95' |
| 23 | 6,663 | 53.64' |
| 24 | 6,343 | 50.02' |
| 25 | 6,000 | 50.00' |
| 26 | 6,000 | 50.00' |
| 27 | 6,000 | 50.00' |
| 28 | 8,400 | 70.00' |
| 29 | 8,520 | 70.00' |
| 30 | 6,561 | 57.03' |
| 31 | 8,022 | 54.00' |
| 32 | 9,370 | 70.00' |
| 33 | 8,459 | 71.18' |
| 34 | 6,480 | 54.00' |
| 35 | 6,480 | 54.00' |
| 36 | 6,000 | 50.00' |
| 37 | 6,072 | 50.19' |
| 38 | 6,543 | 50.47' |
| 39 | 6,158 | 51.99' |
| 40 | 8,630 | 50.00' |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 41 | 8,771 | 50.00' |
| 42 | 7,516 | 51.27' |
| 43 | 7,224 | 51.55' |
| 44 | 6,571 | 50.01' |
| 45 | 6,323 | 52.06' |
| 46 | 6,046 | 50.10' |
| 47 | 6,000 | 50.00' |
| 48 | 6,000 | 50.00' |
| 49 | 6,000 | 50.00' |
| 50 | 6,000 | 50.00' |
| 51 | 6,000 | 50.00' |
| 52 | 6,000 | 50.00' |
| 53 | 6,000 | 50.00' |
| 54 | 6,000 | 50.00' |
| 55 | 6,000 | 50.00' |
| 56 | 6,000 | 50.00' |
| 57 | 6,024 | 50.06' |
| 58 | 8,476 | 50.00' |
| 59 | 7,783 | 50.00' |
| 60 | 7,783 | 50.00' |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 61 | 7,783 | 50.00' |
| 62 | 7,783 | 50.00' |
| 63 | 6,486 | 50.00' |
| 64 | 7,679 | 69.16' |
| 65 | 7,930 | 57.28' |
| 66 | 6,635 | 50.00' |
| 67 | 6,635 | 50.00' |
| 68 | 9,289 | 70.00' |
| 69 | 6,000 | 50.00' |
| 70 | 6,000 | 50.00' |
| 71 | 6,965 | 55.68' |
| 72 | 6,000 | 50.00' |
| 73 | 6,000 | 50.00' |
| 74 | 9,882 | 82.35' |
| 75 | 7,173 | 50.00' |
| 76 | 9,775 | 104.20' |
| 77 | 7,688 | 95.22' |
| 78 | 8,683 | 50.00' |
| 79 | 8,712 | 54.00' |
| 80 | 6,480 | 54.00' |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 81 | 6,000 | 50.00' |
| 82 | 6,736 | 76.81' |
| 83 | 7,173 | 78.05' |
| 84 | 6,480 | 54.00' |
| 85 | 6,000 | 50.00' |
| 86 | 6,459 | 50.00' |
| 87 | 7,262 | 54.13' |
| 88 | 7,073 | 57.93' |
| 89 | 8,542 | 54.00' |
| 90 | 8,636 | 51.27' |
| 91 | 8,261 | 50.00' |
| 92 | 8,261 | 50.00' |
| 93 | 8,261 | 50.00' |
| 94 | 8,261 | 50.00' |
| 95 | 6,792 | 50.00' |
| 96 | 6,945 | 60.52' |
| 97 | 6,544 | 50.01' |
| 98 | 6,000 | 50.00' |
| 99 | 6,000 | 50.00' |
| 100 | 6,785 | 54.00' |

**UNIT AREA TABLE**

| UNIT # | AREA (SF) | LOT WIDTH |
|---|---|---|
| 101 | 7,389 | 54.00' |
| 102 | 6,826 | 50.00' |
| 103 | 7,491 | 55.00' |
| 104 | 7,491 | 55.00' |
| 105 | 6,832 | 50.00' |
| 106 | 6,137 | 50.00' |
| 107 | 6,000 | 50.00' |

**SIGN QUANTITIES**

| SYMBOL | DESCRIPTION | QUANTITY PANEL | QUANTITY POST |
|---|---|---|---|
| | R1–1 30"x30" "STOP" SIGN | 5 | 5 |
| | R1–2 30" "YIELD" SIGN | 1 | 1 |
| | 12" D3–1 STREET NAME ATOP SIGN | 6 | 0 |
| | R2–1(25) "25 MPH SPEED LIMIT" SIGN | 2 | 2 |

**SITE DATA**

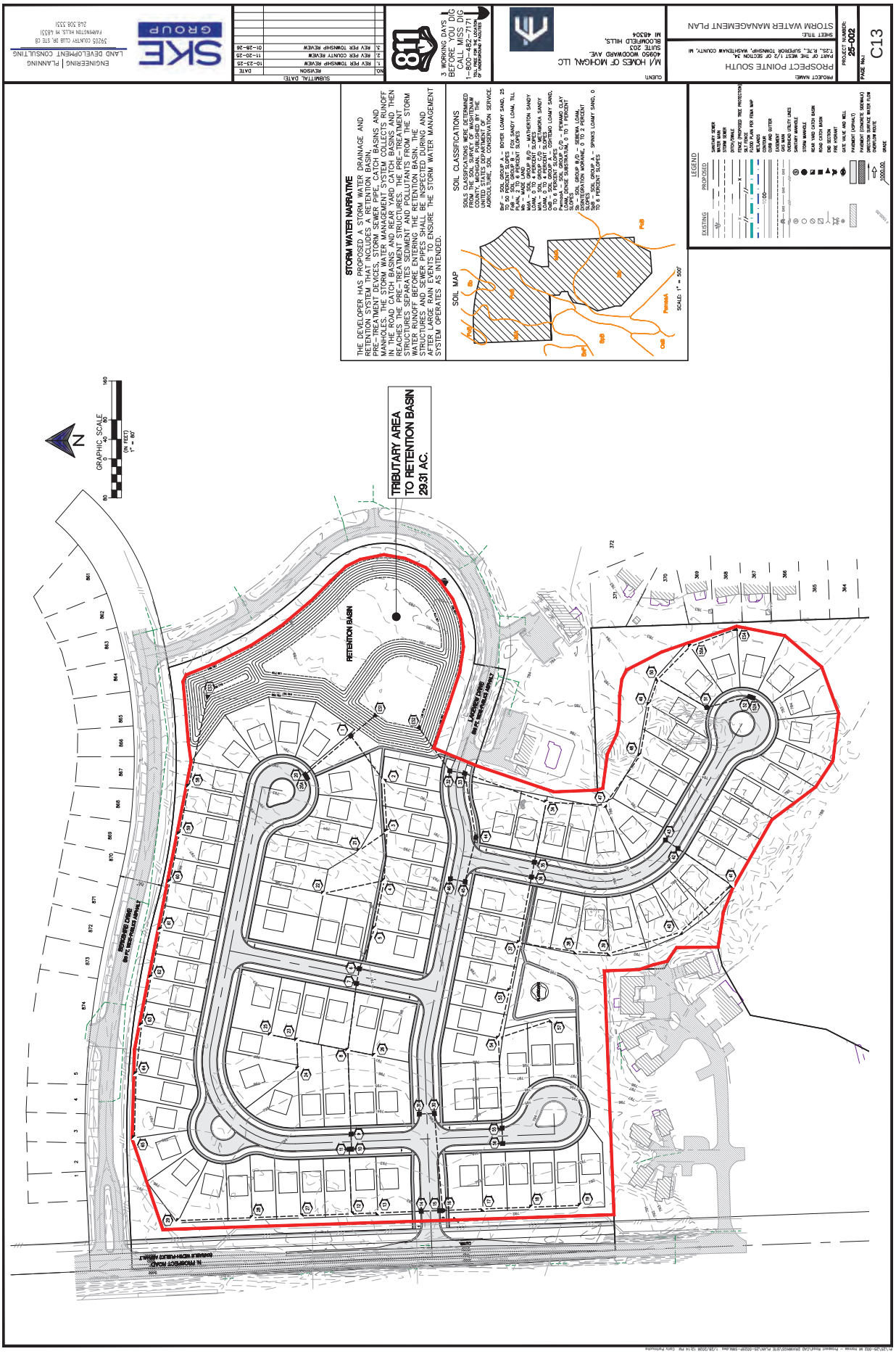
| | |
|---|---|
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| | |

PROJECT NAME:
PROSPECT POINTE SOUTH
SHEET TITLE:
SITE PLAN - NORTH
PROJECT NUMBER:
25-002
PAGE NO.:
C9
CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
OF UNDERGROUND FACILITIES
SUBMITTAL DATE:
NO. DATE REVISION
1. 10-23-25 REV PER TOWNSHIP REVIEW
2. 11-20-25 REV PER COUNTY REVIEW
3. 01-28-26 REV PER TOWNSHIP REVIEW
SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE C8
FARMINGTON HILLS, MI 48331
248.308.3331
LEGEND
PROPOSED
EXISTING
TYPICAL LOT DATA
NOTES:
THE MAXIMUM ENCROACHMENT FOR PORCHES OR DECKS IN THE SETBACK AS LISTED IS 10 FEET IN DEPTH AND 200 SQUARE FEET IN AREA.
GRAPHIC SCALE
(IN FEET)
1" = 50'
N
RETENTION BASIN
LAKEVIEW DRIVE (PRIVATE)
BERKSHIRE DRIVE
(66 FT. WIDE-PUBLIC) ASPHALT
BROADWAY LANE (PRIVATE)
MAPLEGROVE ROAD (PRIVATE)
OAKLYNN DRIVE (PRIVATE)
BIRCHWAY LANE (PRIVATE)
BIRCHWAY COURT (PRIVATE)
N. PROSPECT ROAD
(VARIABLE WIDTH-PUBLIC) ASPHALT
PROPOSED OPEN SPACE 36,570 S.F.
PROPOSED 5' CONC. WALK, TYP.
PROPOSED 30' STORM SEWER AND DRAINAGE EASEMENT
PROPOSED 10' PUBLIC UTILITY EASEMENT
PROPOSED 15' SANITARY SEWER EASEMENT, TYP.
PROPOSED ENTRANCE SIGN
SEE SHEET C9 FOR CONTINUATION

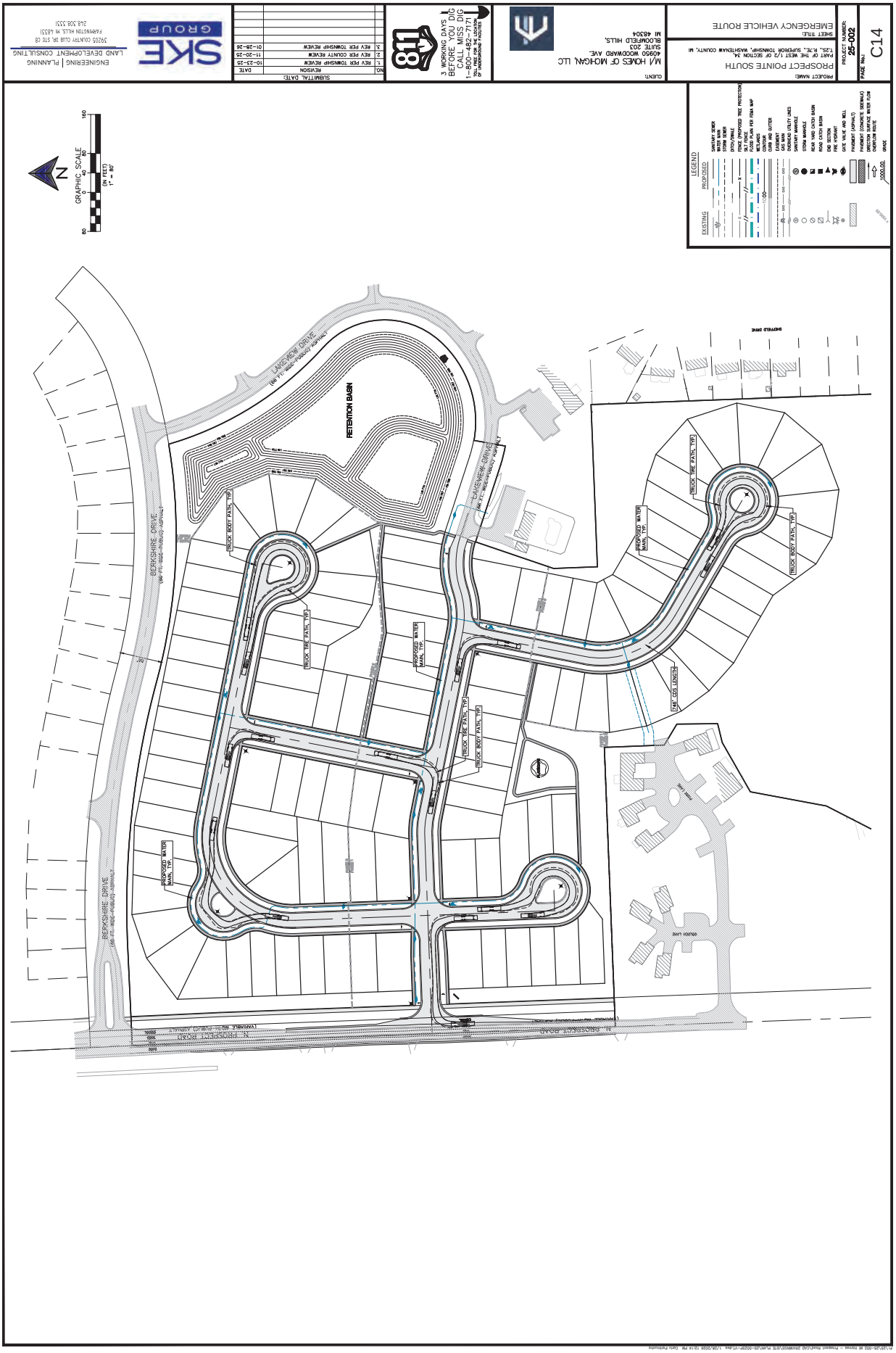
PROSPECT POINTE SOUTH
SITE PLAN - SOUTH
M/I HOMES OF MICHIGAN, LLC
C10
TYPICAL LOT DATA
LEGEND
GRAPHIC SCALE
OAKLAWN DRIVE (PRIVATE)
BIRCHWAY COURT (PRIVATE)
PROSPECT ROAD
GOLDEN LANE
PLAYSCAPE
PROPOSED STORM SEWER, TYP.
PROPOSED WATER MAIN, TYP.
PROPOSED 5' CONC. WALK, TYP.
PROPOSED 15' SANITARY SEWER EASEMENT, TYP.
PROPOSED 20' STORM SEWER AND DRAINAGE EASEMENT
PROPOSED 20' PUBLIC UTILITY EASEMENT, TYP.
SEE SHEET C9 FOR CONTINUATION

PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34,
T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI
SHEET TITLE:
GRADING PLAN - NORTH
PROJECT NUMBER:
25-002
PAGE NO.:
C11
CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
OR UNDERGROUND FACILITIES
SUBMITTAL DATES:
NO. REVISION DATE
1. REV PER TOWNSHIP REVIEW 10-23-25
2. REV PER COUNTY REVIEW 11-20-25
3. REV PER TOWNSHIP REVIEW 01-28-26
SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE 68
FARMINGTON HILLS, MI 48331
248.308.3331
LEGEND
PROPOSED
EXISTING
GRAPHIC SCALE
(IN FEET)
1" = 50'
LAKEVIEW DRIVE
(66 FT. WIDE-PAVED ASPHALT)
BERKSHIRE DRIVE
(66 FT. WIDE-PAVED ASPHALT)
N PROSPECT ROAD
(VARIABLE WIDTH-PAVED ASPHALT)
OAK ANN DRIVE
BIRCHWAY LANE
MAPLEGROVE ROAD
BIRCHWAY COURT
SEE SHEET C01 FOR CONTINUATION

GRADING PLAN - SOUTH
PROSPECT POINTE SOUTH
M/I HOMES OF MICHIGAN, LLC
SKE GROUP
LAND DEVELOPMENT CONSULTING
ENGINEERING | PLANNING
C12
PROJECT NUMBER: 25-002
SHEET TITLE:
CLIENT:
PROJECT NAME:
PAGE No.:
SUBMITTAL DATES:
REVISIONS
3. REV PER TOWNSHIP REVIEW 01-28-26
2. REV PER COUNTY REVIEW 11-20-25
1. REV PER TOWNSHIP REVIEW 10-23-25
ORIGINAL 10-03-25
3 WORKING DAYS BEFORE YOU DIG CALL MISS DIG 1-800-482-7171
GRAPHIC SCALE (IN FEET) 1" = 50'
LEGEND
PROPOSED
EXISTING
PROSPECT ROAD
CAMAS WAY DRIVE
BIRCHWAY COURT
GOLDEN LANE
SEE SHEET C15 FOR CONTINUATION


STORM WATER NARRATIVE
THE DEVELOPER HAS PROPOSED A STORM WATER DRAINAGE AND RETENTION SYSTEM THAT INCLUDES A RETENTION BASIN, PRE-TREATMENT DEVICES, STORM SEWER PIPE, CATCH BASINS AND MANHOLES. THE STORM WATER MANAGEMENT SYSTEM WILL COLLECT RUNOFF IN THE ROAD CATCH BASINS AND REAR YARD CATCH BASINS AND THEN REACHES THE PRE-TREATMENT STRUCTURES. THE PRE-TREATMENT STRUCTURES SEPARATES SEDIMENT AND POLLUTANTS FROM THE STORM WATER RUNOFF BEFORE ENTERING THE RETENTION BASIN. THE STORM WATER MANAGEMENT PIPES SHALL BE INSPECTED DURING AND AFTER LARGE RAIN EVENTS TO ENSURE THE STORM WATER MANAGEMENT SYSTEM OPERATES AS INTENDED.
SOIL CLASSIFICATIONS
SOIL MAP
SCALE: 1" = 300'
LEGEND
PROPOSED
EXISTING
TRIBUTARY AREA TO RETENTION BASIN 29.31 AC.
RETENTION BASIN
GRAPHIC SCALE
(IN FEET)
1" = 80'
N
SUBMITTAL DATES
NO.
DATE
REVISION
1.
01-28-26
REV PER TOWNSHP REVIEW
2.
11-20-25
REV PER COUNTY REVIEW
3.
10-23-25
REV PER TOWNSHP REVIEW
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331
SKE GROUP
CLIENT:
M/I HOMES OF MICHIGAN, LLC
41950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304
PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34,
T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI
SHEET TITLE:
STORM WATER MANAGEMENT PLAN
PROJECT NUMBER:
25-002
PAGE No.:
C13

RETENTION BASIN CALCS
SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE 68
FARMINGTON HILLS, MI 48331
248.308.3331
SUBMITTAL DATES
NO. REVISION DATE
1. REV PER COUNTY REVIEW 10-23-25
2. REV PER TOWNSHIP REVIEW 11-20-25
3. REV PER TOWNSHIP REVIEW 01-28-26
811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
(IT'S THE LAW)
OF UNDERGROUND FACILITIES
CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304
PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34,
T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI
SHEET TITLE:
STORM WATER MANAGEMENT CALCS
PROJECT NUMBER:
25-002
PAGE No.:
C13a


PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34,
T.2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI
SHEET TITLE:
EMERGENCY VEHICLE ROUTE
PROJECT NUMBER:
25-002
PAGE NO.:
C14
CLIENT:
M/I HOMES OF MICHIGAN, LLC
41950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS,
MI 48304
3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
(OR UNDERGROUND FACILITIES
OF MEMBERS REGISTERED
WITH MISS DIG SYSTEM)
SUBMITTAL DATES:
NO. REVISION DATE
1. REV PER TOWNSHP REVIEW 10-23-25
2. REV PER COUNTY REVIEW 11-20-25
3. REV PER TOWNSHP REVIEW 01-28-26
SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE C8
FARMINGTON HILLS, MI 48331
248.308.3331
LEGEND
PROPOSED
EXISTING
GRAPHIC SCALE
1" = 80'
N
RETENTION BASIN
LAKEVIEW DRIVE
BERKSHIRE DRIVE
N. PROSPECT ROAD
PROPOSED WATER MAIN, TYP.
BROOK BODY PATH, TYP.
BROOK TIME PATH, TYP.
PAVE. CDS LENGTH
REAR LANE
BROOK LANE

## INSPECTION & MAINTENANCE SCHEDULE FOR SOIL EROSION CONTROL

GRADE STABILIZATION STRUCTURES SUCH AS: DROP CONTROL STRUCTURES; SIDE DRAINS (ENCLOSED); DROP INLET SPILLWAYS; DROP PIPES; STRAIGHT PIPES; TOEWALLS; DROP BOXES; CHUTES OR FLUMES (SOD, ROCK CONCRETE); EARTH EMBANKMENT STRUCTURES; DOWNDRAINS; SPILLWAYS SHALL BE MAINTAINED AS FOLLOWS:

BECAUSE GRADE STABILIZATION STRUCTURES ARE SUBJECT TO HIGH FLOW CONDITIONS, PERIODIC INSPECTIONS SHOULD BE PERFORMED TO ENSURE THAT EROSION IN NOT OCCURRING, AND THAT VEGETATION IS ADEQUATELY ESTABLISHED. THESE STRUCTURES SHOULD ALSO BE INSPECTED AFTER STORM EVENTS WHICH EXCEED THE DESIGN STORM. THE DISCHARGE POINT SHOULD BE INVESTIGATED TO ENSURE THAT THE CONCENTRATED FLOWS ARE NOT CAUSING EROSION DOWNSTREAM. CHECK THE EMERGENCY BYPASS/ SPILLWAY FOR EROSION. CHECK THE STRUCTURES ITSELF FOR CRACKED CONCRETE, UNEVEN OR EXCESSIVE SETTLING, PIPING AND PROPER DRAIN FUNCTIONING. REPAIR OR REPLACE FAILING STRUCTURES IMMEDIATELY. ADDRESS VEGETATION AND EROSION PROBLEMS AS SOON AS WEATHER PERMITS. OPEN STRUCTURES SHOULD BE SIGNED OR MARKED TO ALERT PEOPLE IN THE VICINITY ABOUT POTENTIAL DANGERS.

## CATCH BASIN FILTERS

EFFECTIVE FILTERS WILL COLLECT SEDIMENT, PARTICULARLY WHEN THE SOIL IS SANDY. THESE FILTERS MUST BE CLEANED PERIODICALLY, SO THEY DON'T BECOME CLOGGED AND CAUSE FLOODING CONDITIONS, PIPING, OR OVERTOPPING OF THE CONTROL STRUCTURES. MAINTENANCE OF THESE ITEMS REQUIRES INSPECTION WEEKLY OR AFTER EACH RAIN EVENT. ALSO, THESE ITEM ARE REUSABLE IF MAINTAINED CORRECTLY. THEY CAN BE REMOVED, EMPTIED, CLEANED AND REPLACED WITHOUT PURCHASING NEW ONES.

## SOIL EROSION AND SEDIMENTATION CONTROL NOTES

1. THE PERMIT IS NOT FOR INDIVIDUAL BUILDING UNITS. IT IS REQUIRED THAT TEMPORARY STABILIZATION OF THE ENTIRE SITE BE COMPLETED AND APPROVAL FROM THE LIVINGSTON COUNTY DRAIN COMMISSIONER'S OFFICE MUST BE OBTAINED PRIOR TO THE ISSUANCE OF PERMITS FOR INDIVIDUAL BUILDING UNITS.
2. ANY DEWATERING REQUIRED SHALL HAVE A DEWATERING PLAN SUBMITTED PRIOR TO STARTING THE ACTIVITY AND MAY REQUIRE EGLE APPROVAL.
3. ONSITE DITCHES SHALL BE OF THE FLAT BOTTOM TYPE, MINIMUM WIDTH OF 2 FEET WITH A MINIMUM OF 3-FOOT HORIZONTAL TO 1-FOOT VERTICAL SIDE SLOPES (3:1).
4. SIDE SLOPES IN EXCESS OF 3-FOOT HORIZONTAL TO 1-FOOT VERTICAL SHALL NOT BE USED EXCEPT WITH A MECHANICAL DEVICE SUCH AS A RETAINING WALL OR TERRACING.
5. DITCHES / SWALES WITH GRADES 3% AND GREATER WILL NEED STONE FLOW CHECKS TO PREVENT SCOURING OF THE DITCH BOTTOMS. DEPENDING ON DRAINAGE AREA, SOIL TYPES, AND DITCH LENGTH, THEY MAY ALSO BE REQUIRED FOR DITCH SLOPES BETWEEN 1% AND 3%. THEY MAY BE USED AS A TEMPORARY MEASURE AND REMOVED ONCE SUFFICIENT STABILIZATION HAS BEEN ESTABLISHED. THESE SHALL BE DEPICTED ON PLANS BY THE ENGINEER, INCLUDING A CONSTRUCTION DETAIL.
6. PRIOR TO THE COMPLETION OF THE PROJECT THE STONE AROUND THE STANDPIPE STRUCTURE SHALL BE REFRESHED WITH CLEAN STONE.
7. DETENTION / RETENTION AND SEDIMENTATION BASINS SHALL BE EXCAVATED, TOP SOILED, SEEDED, MULCHED, TACKED AND RINGED WITH SILT FENCE PRIOR TO THE START OF MASSIVE EARTH DISRUPTION.
8. ALL STORM DRAINS 15 INCHES IN DIAMETER OR LARGER SHALL HAVE ANIMAL GUARDS INSTALLED TO PREVENT ENTRANCE TO THE SYSTEM.
9. ALL RIP-RAP MUST BE PLACED OVER KEYED IN GEO-FABRIC AND DETAILED AS SUCH ON THE PLANS.
10. SEEDING REQUIREMENTS.
    A. TOP-SOIL – 3 INCHES IN DEPTH.
    B. GRASS SEED – 210 LBS. PER ACRE.
    C. FERTILIZER – 150 LBS. PER ACRE.
    D. STRAW MULCH – 3" IN DEPTH, 1.5 TO 2 TONS PER ACRE (ALL MULCH MUST HAVE A TIE DOWN, SUCH AS TACKIFIER, NET BINDING, ETC.)
    E. HYDRO-SEEDING – HYDRO-SEEDING IS NOT ACCEPTABLE FOR SLOPES EXCEEDING 1% ON SLOPES OVER 1%, STABILIZATION SHALL BE DONE WITH SEED AND STRAW MULCH WITH A TACKIFIER, OR STRAW BLANKETS PEGGED IN PLACE.
11. ALL TOPSOIL OR SOIL STORAGE AREAS ARE REQUIRED TO BE TEMPORARILY STABILIZED AND SHALL BE SEEDED AND MULCHED, OR MATTED WITH STRAW, IMMEDIATELY AFTER THE STRIPPING PROCESS IS COMPLETED, TO PREVENT WIND AND WATER EROSION.

## CONSTRUCTION ACCESS ROAD

PROPER MAINTENANCE INCLUDE ADDING ADDITIONAL LAYERS OF STONE WHEN THE ORIGINAL STONE BECOMES COVERED WITH MUD. AFTER EACH STORM EVENT, INSPECT THE ROAD FOR EROSION AND MAKE ANY NECESSARY REPAIRS. IT IS ALSO IMPORTANT TO CHECK AND MAINTAIN ANY BMP'S WHICH ARE USED IN CONJUNCTION WITH THIS BMP, ESPECIALLY THOSE FOR DRAINAGE. ALL SEDIMENT DROPPED OR ERODED ONTO PUBLIC RIGHT-OF-WAY SHOULD BE REMOVED IMMEDIATELY BY SWEEPING.

## S.E.S.C. SEQUENCE OF CONSTRUCTION

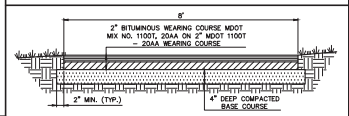
1. INSTALL ALL SOIL EROSION AND TREE PROTECTION FENCING AS PER APPROVED PLANS. CLEAR ONLY WHAT IS NECESSARY TO INSTALL FENCING. INSTALL TRACKING MAT.
2. STRIP AND STOCKPILE TOPSOIL IN A LOCATION APPROVED BY THE OWNER/ENGINEER. PLACEMENT OF ADDITIONAL CONTROL MEASURES MUST BE INSTALLED ON AND AROUND THE STOCKPILE.
3. INSTALL UTILITIES (WATER MAIN, STORM SEWER, SANITARY SEWER) COMPLETE.
4. INSTALL, AS PER APPROVED PLANS, THE CATCH BASIN INLET FILTERS. INSPECT AND MAINTAIN FILTERS AS DIRECTED TO PREVENT CLOGGING AND UNNECESSARY FLOODING.
5. GRADE ROADWAY LIMITS AND INSTALL PAVEMENT COMPLETE.
6. INSTALL ALL PUBLIC UTILITIES (GAS, ELECTRIC, TELEPHONE, CABLE) COMPLETE.
7. STABILIZE TEMPORARILY OR PERMANENTLY ALL DISTURBED AREAS WITHIN FIVE (5) DAYS OF FINAL GRADE.
10. INSPECT AND MAINTAIN ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES WEEKLY AND AFTER EVERY STORM EVENT THROUGHOUT THE CONSTRUCTION OF THE PROJECT. REMOVAL OF CONTROL MEASURES MAY ONLY TAKE PLACE ONCE THE ENTIRE SITE IS FULLY STABILIZED. UPON FULL STABILIZATION IS COMPLETE, REMOVE THE STAND PIPE AND GRAVEL FILTER. THE DEVELOPER IS RESPONSIBLE FOR ALL SOIL EROSION CONTROL MEASURES.

## SILT FENCE

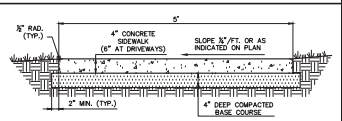
SILT FENCES SHOULD BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED RAINFALLS. IF THE FENCE IS SAGGING OR THE SOIL HAS REACHED ONE HALF THE HEIGHT OF THE FABRIC, THE SOIL BEHIND THE FABRIC MUST BE REMOVED AND DISPOSED OF IN A STABLE UPLAND SITE. THE SOIL CAN BE ADDED TO THE SPOIL PILE. IF THE FABRIC IS BEING UNDERCUT (i.e. IF THE WATER IS SEEPING UNDER THE FENCE), THE FENCE SHOULD BE REMOVED AND REINSTALLED FOLLOWING THE GIVEN PROCEDURES. FABRIC WHICH DECOMPOSES OR OTHERWISE BECOMES INEFFECTIVE SHOULD BE REMOVED AND REPLACED WITH NEW FILTER FABRIC IMMEDIATELY. FILTER FENCES SHOULD BE REMOVED ONCE VEGETATION IS WELL ESTABLISHED AND THE UP-SLOPE AREA IS FULLY STABILIZED OR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

## SEEDING, SODDING & MULCHING

SEEDED, SODDED OR MULCHED AREAS SHOULD BE CHECKED FOLLOWING EACH RAIN TO ENSURE THE MATERIAL IS STAYING IN PLACE. ADDITIONAL TACKING MATERIALS OR NETTING MAY BE NEEDED TO BE APPLIED TO HOLD THE AFOREMENTIONED MATERIALS IN PLACE. MAINTENANCE PROCEDURES SHOULD ALSO BE FOLLOWED FOR THE BMP'S WHICH WERE IMPLEMENTED TO KEEP ERODED SOIL OR CONCENTRATED RUNOFF AWAY FROM THESE TARGET AREAS.

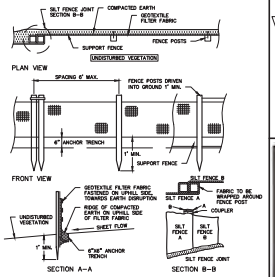



ASPHALT PATHWAY DETAIL

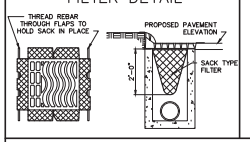



CONCRETE SIDEWALK DETAIL

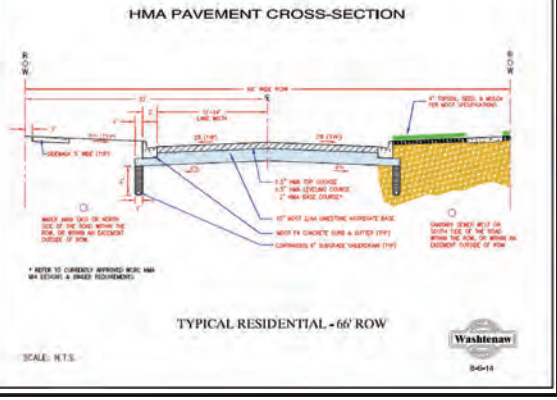
## FABRIC SILT FENCE




## SILT SACK INLET FILTER DETAIL




## HMA PAVEMENT CROSS-SECTION




TYPICAL RESIDENTIAL - 66' ROW

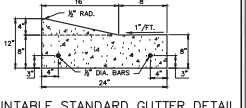
SCALE: N.T.S.

Washtenaw

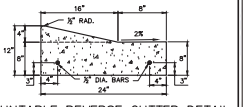
8-6-14

## SANITARY BASIS OF DESIGN

| | |
|---|---|
| NUMBER OF UNITS | |
| POPULATION | |
| AVERAGE FLOW | |
| PEAK FLOW | |
| [illegible] | |




MOUNTABLE STANDARD GUTTER DETAIL
CONCRETE CURB AND GUTTER




MOUNTABLE REVERSE GUTTER DETAIL
CONCRETE CURB AND GUTTER

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
SKE GROUP
37625 CONTRY CLUB DR. STE 120
FARMINGTON HILLS, MI 48331
248.308.3331

| SUBMITAL DATE: | | |
|---|---|---|
| NO. | REVISION | DATE |
| 1. | REV PER TOWNSHIP REVIEW | 10-23-25 |
| 2. | REV PER COUNTY REVIEW | 11-20-25 |
| 3. | REV PER TOWNSHIP REVIEW | 01-26-26 |

811
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CLIENT:
M/I HOMES OF MICHIGAN, LLC
40950 WOODWARD AVE.
SUITE 203
BLOOMFIELD HILLS, MI 48304

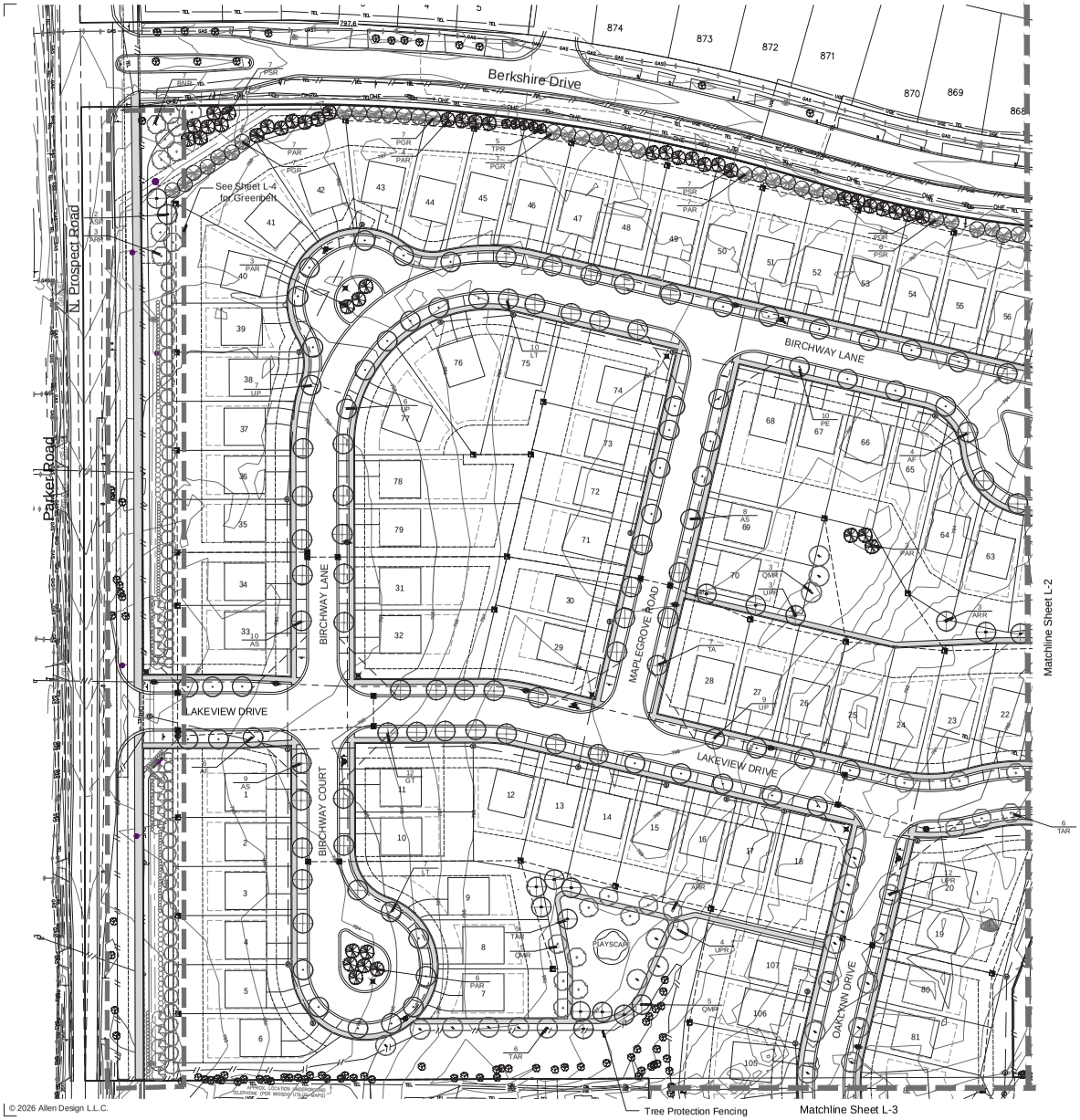
PROJECT NAME:
PROSPECT POINTE SOUTH
PART OF THE WEST 1/2 OF SECTION 34, T2S., R.7E., SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

SHEET TITLE:
NOTES AND DETAILS

PROJECT NUMBER:
25-002

PAGE No.:
C15

C:\SKE\25-002 M Homes - Prospect Pointe\Drawings\Site Plan\25-002P-SITE.dwg, 1/29/2026 3:13:16 PM, John Parkinson




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## Landscape Summary - This Sheet

| | |
|---|---|
| Street Trees | |
| Street Frontage Length | 6,244' |
| Trees Required | 104.1 Trees (6,244 / 60) |
| Trees Provided | 104 Trees |
| Woodland Replacement Required | 2,917 Trees |
| Woodland Replacement Provided | 257 Trees |
| Sheet L-1 | 152 Trees |
| Sheet L-2 | 102 Trees |
| Sheet L-3 | 3 Trees |
| Sheet L-4 | 0 Trees |

## Plant List - This Sheet

| sym | qty | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Woodland Replacement | | | | | | | |
| ARR | 11 | Acer rubrum 'Red Pointe' | Red Pointe Maple | 2.5" | as shown | B&B | |
| ASA | 2 | Acer saccharum 'Green Mountain' | Sugar Maple | 2.5" | as shown | B&B | |
| BNR | 7 | Betula nigra | Multi-Stem River Birch | | as shown | B&B | 10-12' |
| PAR | 30 | Picea abies | Norway Spruce | | as shown | B&B | 6'-7' |
| PGR | 28 | Picea glauca var. densata | Black Hills Spruce | | as shown | B&B | 6'-7' |
| PSR | 20 | Pinus strobus | White Pine | | as shown | B&B | 6'-7' |
| QMR | 13 | Quercus macrocarpa | Bur Oak | 2.5" | as shown | B&B | |
| TAR | 17 | Tilia americana 'Redmond' | Redmond Linden | 2.5" | as shown | B&B | |
| TPR | 5 | Thuja p. 'Green Giant' | Green Giant Arborvitae | | as shown | B&B | 6'-7' |
| UPR | 19 | Ulmus x hollandica 'Pioneer' | Pioneer Elm | 2.5" | as shown | B&B | |
| 152 | | Woodland Replacement Trees Provided | | | | | |
| sym | qty | botanical name | common name | caliper | spacing | root | height |
| Street Trees | | | | | | | |
| AF | 10 | Acer x. freemanii 'Autumn Blaze' | Autumn Blaze Maple | 2.5" | as shown | B&B | |
| AS | 26 | Acer saccharum 'Green Mountain' | Sugar Maple | 2.5" | as shown | B&B | |
| LT | 17 | Liriodendron tulipifera | Tulip Tree | 3.5" | as shown | B&B | |
| OT | 13 | Gleditsia triacanthos var. inermis | Honeylocust | 2.5" | as shown | B&B | |
| PE | 10 | Platanus x acerifolia 'Exclamation' | Exclamation London Planetree | 2.5" | as shown | B&B | |
| TA | 7 | Tilia americana 'Redmond' | Redmond Linden | 2.5" | as shown | B&B | |
| UP | 22 | Ulmus x hollandica 'Pioneer' | Pioneer Elm | 2.5" | as shown | B&B | |
| 104 | | Street Trees Provided | | | | | |

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557 Carpenter
Northville, Michigan 48167
e. jca@allendesignwest.com
t. 248.467.4668

Seal:

Title:
Landscape Plan

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

| Revision: | Issued: |
|---|---|
| Review | June 4, 2025 |
| Revised | June 20, 2025 |
| Revised | September 25, 2025 |
| Revised | January 29, 2026 |

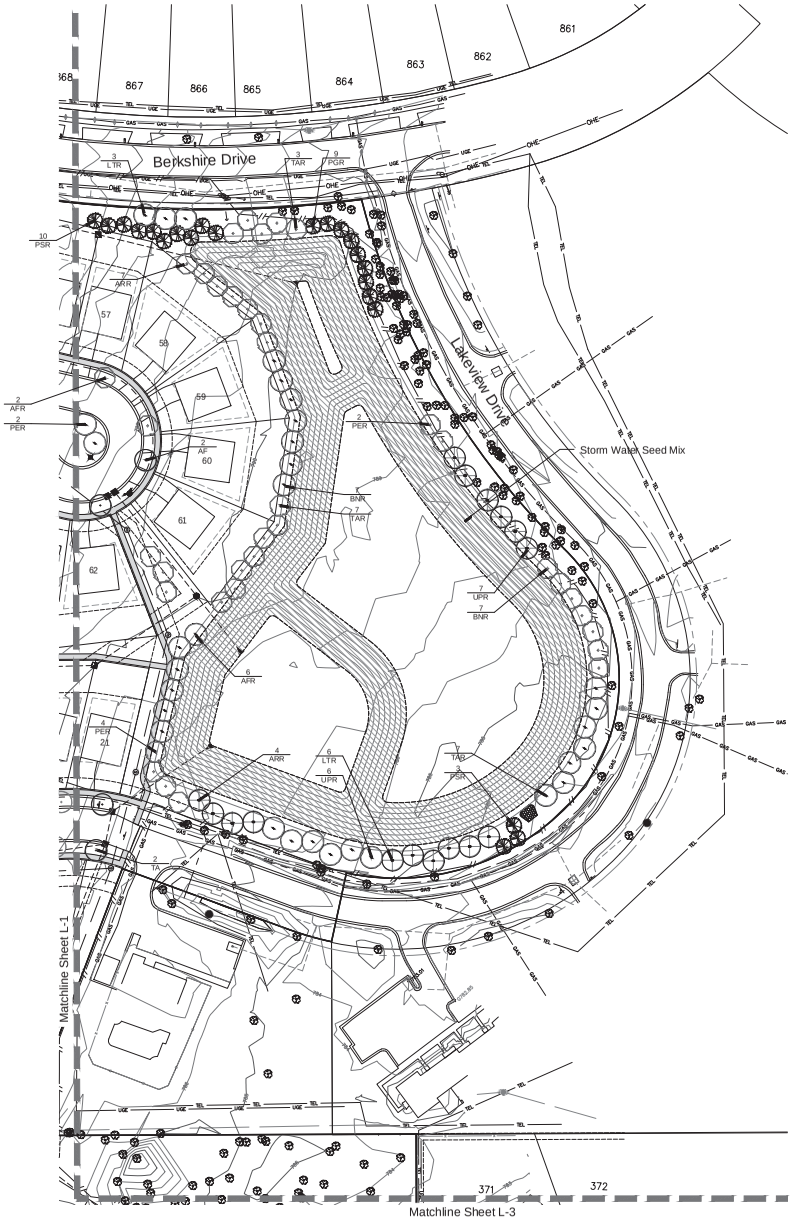
Job Number:
25-035

Drawn By: jca
Checked By: jca

0' 25' 50'
NORTH
1"=50'

811 Know what's below. Call before you dig

Sheet No.
L-1




## Landscape Summary - This Sheet

Street Trees

| | |
|---|---|
| Street Frontage Length | 243' |
| Trees Required | 4 Trees (243 / 60) |
| Trees Provided | 4 Trees |
| Woodland Replacement Provided | 102 Trees |

## Plant List - This Sheet

| sym | qty | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Woodland Replacement | | | | | | | |
| AFR | 8 | Acer x. freemanii 'Autumn Blaze' | Autumn Blaze Maple | 2.5" | as shown | B&B | |
| ARR | 11 | Acer rubrum 'October Glory' | Red Maple 'October Glory' | 2.5" | as shown | B&B | |
| BNR | 14 | Betula nigra | Multi-Stem River Birch | | as shown | B&B | 10-12' |
| LTR | 9 | Liriodendron tulipifera | Tulip Tree | 2.5" | as shown | B&B | |
| PER | 8 | Platanus x acerifolia 'Exclamation' | Exclamation London Planetree | 2.5" | as shown | B&B | |
| PGR | 9 | Picea glauca var. densata | Black Hills Spruce | | as shown | B&B | 6-7' |
| PSR | 12 | Pinus strobus | White Pine | | as shown | B&B | 6-7' |
| TAR | 17 | Tilia americana 'Redmond' | Redmond Linden | 2.5" | as shown | B&B | |
| UPR | 13 | Ulmus x hollandica 'Pioneer' | Pioneer Elm | 2.5" | as shown | B&B | |
| | 102 | Woodland Replacement Trees Provided | | | | | |

| sym | qty | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Street Trees | | | | | | | |
| AF | 3 | Acer x. freemanii 'Autumn Blaze' | Autumn Blaze Maple | 2.5" | as shown | B&B | |
| TA | 2 | Tilia americana 'Redmond' | Redmond Linden | 2.5" | as shown | B&B | |
| | 4 | Street Trees Provided | | | | | |

## Storm Water Seed Mix




Note to Contractor:
1. Annual Ryegrass and Seed Oats has been Reduced by 50% and is Reflected in Above Quantities.

68,821 s.f. Total Area

34.2 lbs. per Acre Application Rate

54.0 lbs. of Storm Water Seed Mix Required

## Notes

1. No Chemicals are Allowed in Stormwater Features or Buffer Zones with the Following Exception: Invasive Species may be Treated with Chemicals by a Certified Applicator. Mowing is Allowed Only Twice a Year.
2. Soils Must be Amended with a Composted Organic Material. Soils Must be Free of Construction Debris and Subsoils. Soils Must Contain 20%-30% Compost.
3. Infiltration Basin Soils must Contain 20%-30% Compost, 70%-80% Topsoil with a Maximum of 10% Clay.
4. At the time of plant and seed delivery, a WCWRC landscape reviewer must be present. The quantity and species delivered will be reviewed on site. Contact Catie Wytychak at wytychakc@ewashtenaw.org or (734) 222-6813 to coordinate.
5. All Seeded Areas to Receive Bio-degradable Seed Mats.
6. Prior to Spreading Planting Soil or Planting Seeds and/or Live Plugs, Infiltration Testing Must be Performed to Confirm that the Design for the Infiltration Rate has been Achieved.

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Seal:

Title:

# Landscape Plan

Project:

Prospect Point South
Superior Township, Michigan

Prepared for:

M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

| Revision: | Issued: |
|---|---|
| Review | June 4, 2025 |
| Revised | June 20, 2025 |
| Revised | September 25, 2025 |
| Revised | January 29, 2026 |

Job Number:
25-035

| Drawn By: | Checked By: |
|---|---|
| jca | jca |

0' 25' 50'

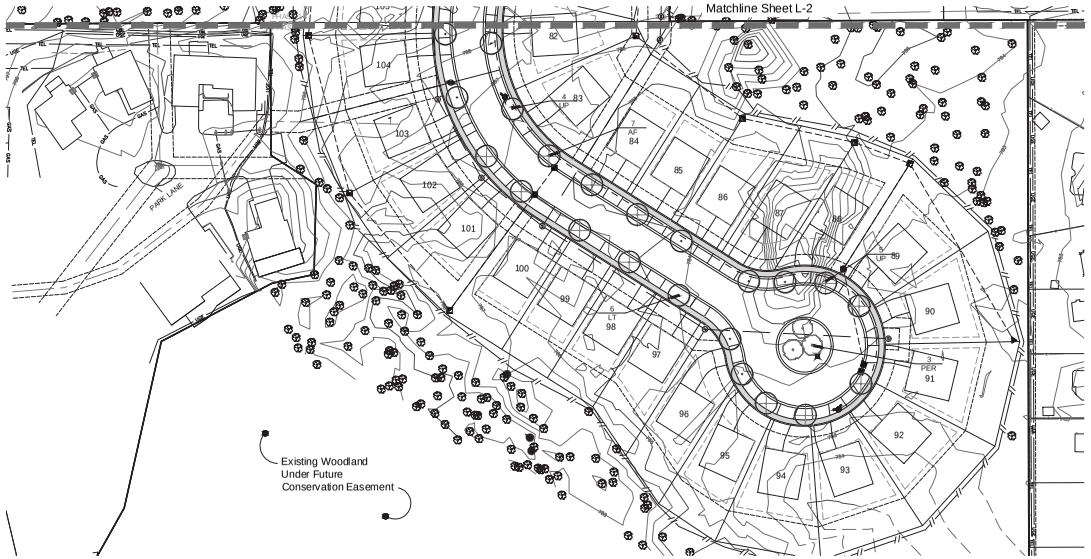
NORTH
1"=50'

Sheet No.

L-2

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## Landscape Summary - This Sheet

Street Trees

| | |
|---|---|
| Street Frontage Length | 1,308' |
| Trees Required | 21.8 Trees (1,308 / 60) |
| Trees Provided | 22 Trees |
| Woodland Replacement Provided | 22 Trees |

## Plant List - This Sheet

| sym. | qty. | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Woodland Replacement | | | | | | | |
| PER | 3 | Platanus x acerifolia 'Exclamation' | Exclamation London Planetree | 2.5" | as shown | B&B | |
| | 3 | Woodland Replacement Trees Provided | | | | | |

| sym. | qty. | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Street Trees | | | | | | | |
| AF | 7 | Acer x freemanii 'Autumn Blaze' | Autumn Blaze Maple | 2.5" | as shown | B&B | |
| LT | 6 | Liriodendron tulipifera | Tulip Tree | 2.5" | as shown | B&B | |
| UP | 9 | Ulmus x horatnica 'Pioneer' | Pioneer Elm | 2.5" | as shown | B&B | |
| | 22 | Street Trees Provided | | | | | |

Seal:

Title:

# Landscape Plan

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Prospect Point South
Superior Township, Michigan

Prepared for:

M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

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Drawn By: jca
Checked By: jca

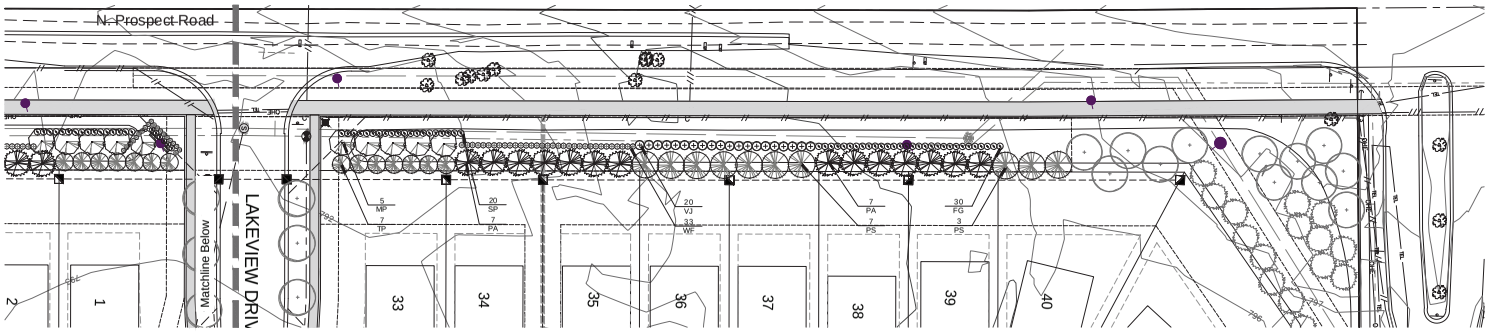
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1"=50'

Sheet No.
L-3

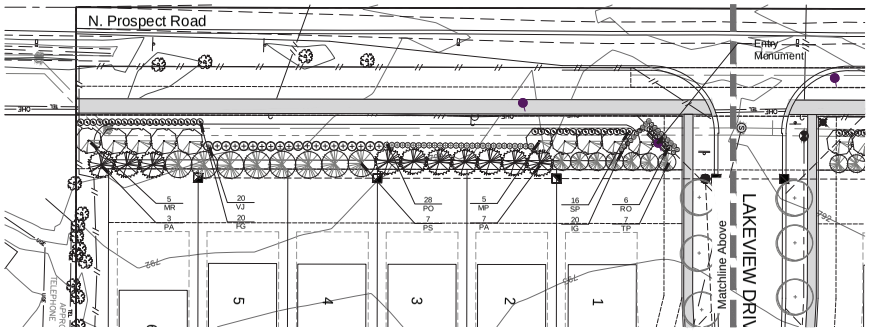
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## North Greenbelt




## South Greenbelt




## Landscape Summary - This Sheet

Greenbelt

| | |
|---|---|
| Total Street Frontage | 992' |
| Deciduous or Evergreens Required | 66.1 Trees (992' / 15') |
| Deciduous or Evergreens Provided | 70 Trees |
| Shrubs Required | 198.4 Shrubs (992' / 15') x 3 |
| Shrubs Provided | 213 Shrubs |

## Plant List - This Sheet

| sym | qty | botanical name | common name | caliper | spacing | root | height |
|---|---|---|---|---|---|---|---|
| Greenbelt Trees | | | | | | | |
| MP | 10 | Malus 'Protusion' | Protusion Crab Apple | 2.0" | as shown | B&B | |
| MR | 5 | Malus 'Royal Raindrops' | Royal Raindrops Crab Apple | 2.0" | as shown | B&B | |
| PA | 24 | Picea abies | Norway Spruce | | as shown | B&B | 8'-0" |
| PS | 17 | Pinus strobus | White Pine | | as shown | B&B | 8'-0" |
| TP | 14 | Thuja pl. 'Green Giant' | Green Giant Arborvitae | | as shown | B&B | 8'-0" |
| | 70 | Trees Provided | | | | | |
| Greenbelt Shrubs | | | | | | | |
| FG | 50 | Forsythia x 'Lynwood Gold' | Lynwood Gold Forsythia | | as shown | cont | 30" |
| IG | 20 | Ilex glabra 'Nordic' | Inkberry | | as shown | cont | 30" |
| PO | 28 | Physocarpus opulifolius 'Summer Wine' | Summer Wine Ninebark | | as shown | cont | 30" |
| RO | 6 | Rosa 'Oso Red' | Red Oso Rose | | as shown | cont | 30" |
| SP | 36 | Spiraea x. bumalda | Anthony Waterer Spirea | | as shown | cont | 30" |
| VJ | 40 | Viburnum x judii | Judii Viburnum | | as shown | cont | 30" |
| WF | 33 | Weigela f 'Spilled Wine' | Spilled Wine Weigela | | as shown | cont | 30" |
| | 213 | Shrubs Provided | | | | | |

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Seal:

Title:
Greenbelt Plan

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

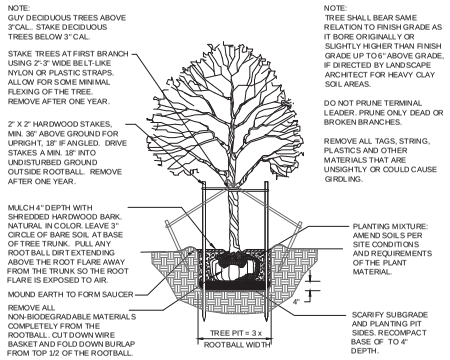
| Revision: | Issued: |
|---|---|
| Review | June 4, 2025 |
| Revised | June 20, 2025 |
| Revised | September 25, 2025 |
| Revised | January 29, 2026 |

Job Number:
25-035

Drawn By: jca
Checked By: jca

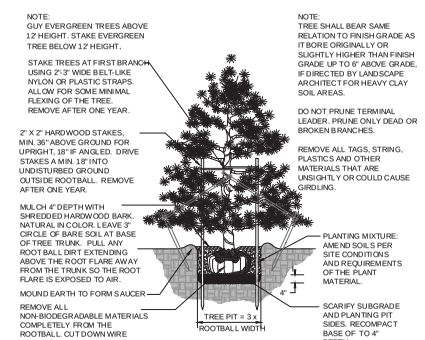
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NORTH
1"=30'

Sheet No.
L-4



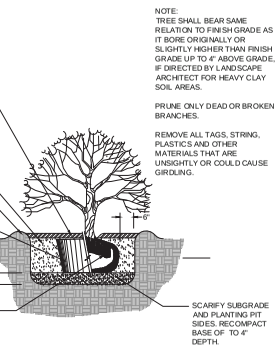

## DECIDUOUS TREE PLANTING DETAIL

Not to scale




## EVERGREEN TREE PLANTING DETAIL

Not to scale

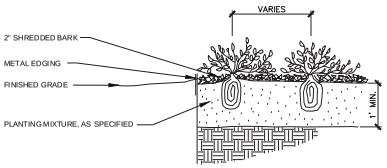



## SHRUB PLANTING DETAIL

NOT TO SCALE

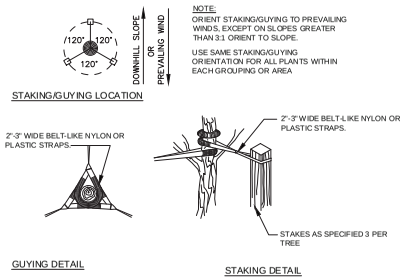
## LANDSCAPE NOTES

1. All plants shall be north Midwest American region grown, No. 1 grade plant materials, and shall be true to name, free from physical damage and wind burn.
2. Plants shall be full, well-branched, and in healthy vigorous growing condition.
3. Plants shall be watered before and after planting is complete.
4. All trees must be staked, fertilized and mulched and shall be guaranteed to exhibit a normal growth cycle for at least two (2) full years.
5. All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
6. Provide clean backfill soil, using material stockpiled on site. Soil shall be screened and free of any debris, foreign material, and stone.
7. "Agriform" tabs or similar slow-release fertilizer shall be added to the planting pits before being backfilled.
8. Amended planting mix shall consist of 1/3 screened topsoil, 1/3 sand and 1/3 peat, mixed well and spread to the depth as indicated in planting details.
9. All plantings shall be mulched per planting details located on this sheet.
10. The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
11. No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect.
12. The Landscape Architect shall be notified in writing of any discrepancies between the plans and field conditions prior to installation.
13. The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
14. The Landscape Architect shall have the right, at any stage of the installation, to reject any work or material that does not meet the requirements of the plans and specifications, if requested by owner.
15. Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
16. The Landscape Contractor shall seed and mulch or sod (as indicated on plans) all areas disturbed during construction, throughout the contract limits.
17. A pre-emergent weed control agent, "Preen" or equal, shall be applied uniformly on top of all mulching in all planting beds. See Stormwater Notes to the Left Regarding Chemical Applications within Stormwater Areas.
18. Sod shall be two year old "Baron/Cheriadelphi" Kentucky Blue Grass grown in a sod nursery on loam soil.
19. Deciduous Trees to be Provided Buck Guards.



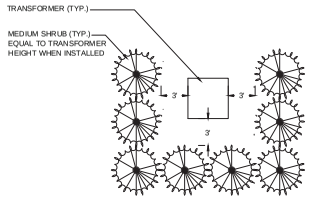

## PERENNIAL PLANTING DETAIL

Not to scale




## TREE STAKING DETAIL

Not to scale




## TRANSFORMER SCREENING DETAIL

Not to scale

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LAND PLANNING / LANDSCAPE ARCHITECTURE
557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668

Seal:

Title:

# Landscape Details

Project:

Prospect Point South
Superior Township, Michigan

Prepared for:

M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

| Revision: | Issued: |
|---|---|
| Review | June 4, 2025 |
| Revised | June 20, 2025 |
| Revised | September 25, 2025 |
| Revised | January 29, 2026 |

Job Number:

25-035

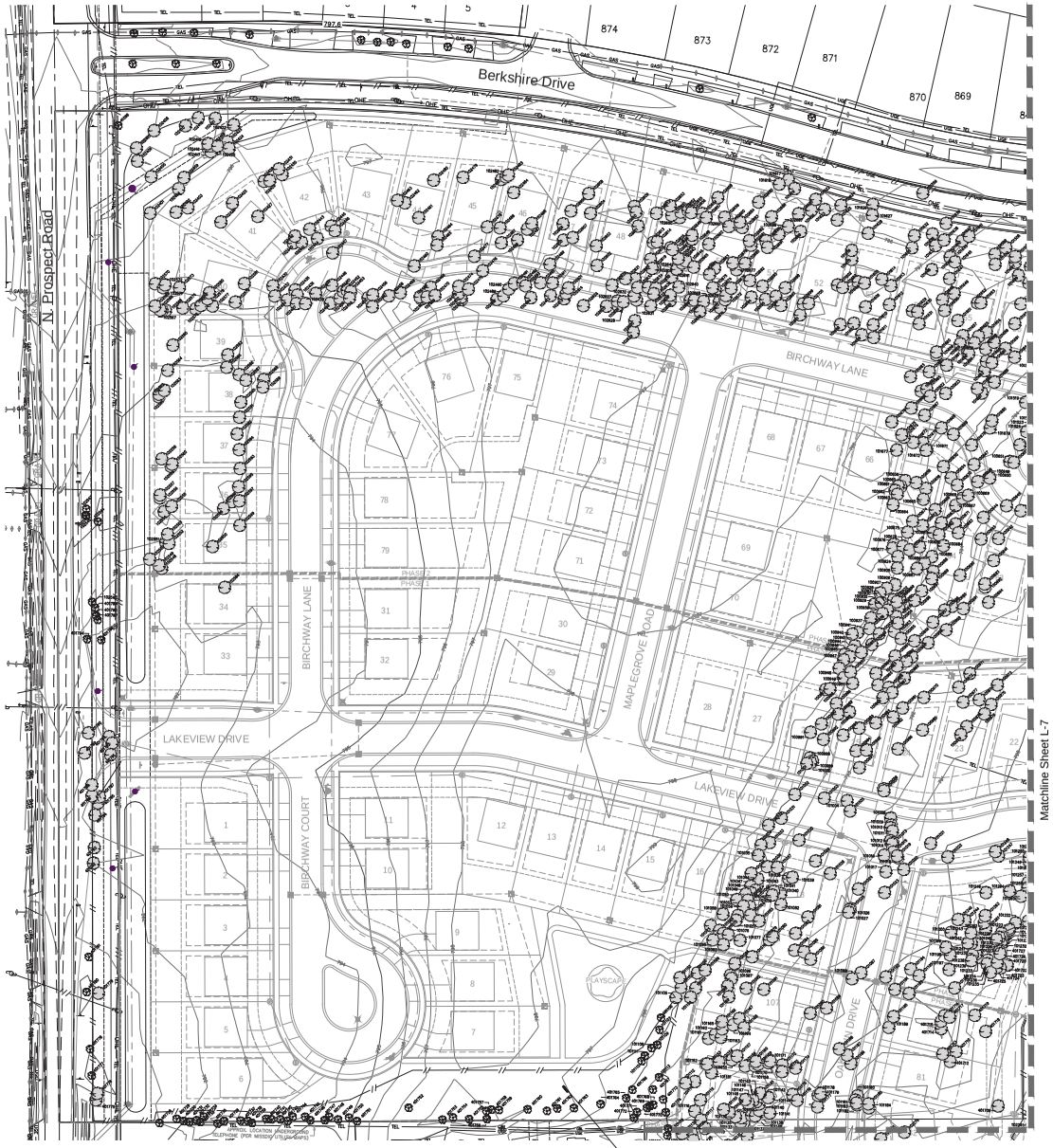
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|---|---|
| jca | jca |

Sheet No.

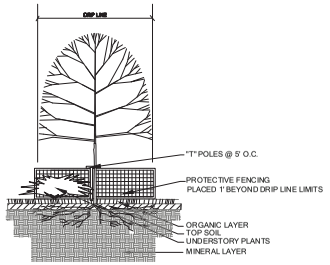
L-5

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Know what's below. Call before you dig.




## Tree Protection Detail




1. Either Plastic or Wood Orange Snow Fencing Shall be Installed at or Beyond the Dripline, Unless More Substantial Fencing is Required.
2. Posts Shall be Steel "T" Poles Spaced no Further than 5' on Center.
3. Fencing Shall be Installed Closer to the Tree than the Dripline of Those Trees to be Saved. Special Circumstances Shall be Reviewed by the City.
4. Fencing Shall be Erected Prior to Construction. The City Shall be Notified Once the Fencing is Installed for Inspection.
5. Under no Circumstances Shall the Protective Fencing be Removed Without Proper Approval from the City.
6. No Person Shall Conduct any Activity Within Areas Proposed to Remain. This Shall Include, but not Limited to:
   a. No Solvents or Chemicals Within Protected Areas.
   b. No Building Materials or Construction Equipment Within Protected Areas.
   c. No Grade Changes, Including Fill, Within Protected Areas.
   d. No Removal of Vegetation from the Ground Up Without Permission from the Proper Reviewing Authority.
   e. Any Required Swales Needs to be Directed Around the Protected Areas. Instances Where Swales are Approved Through a Protected Area, the Swales Need to be HAND DUG. Machinery of Any Kind is Prohibited.
7. Regulated Woodland or Regulated Trees Adjacent to the Property are Also Required to be Protected Whether or not they are Shown on the Plan.

Note:
Shaded Trees to be Removed

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LAND PLANNING / LANDSCAPE ARCHITECTURE
557 Carpenter
Northville, Michigan 48167
e. jca@allendesignenvest.com
t. 248.467.4668

Seal:

Title:
Woodland Plan

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

| Revision: | Issued: |
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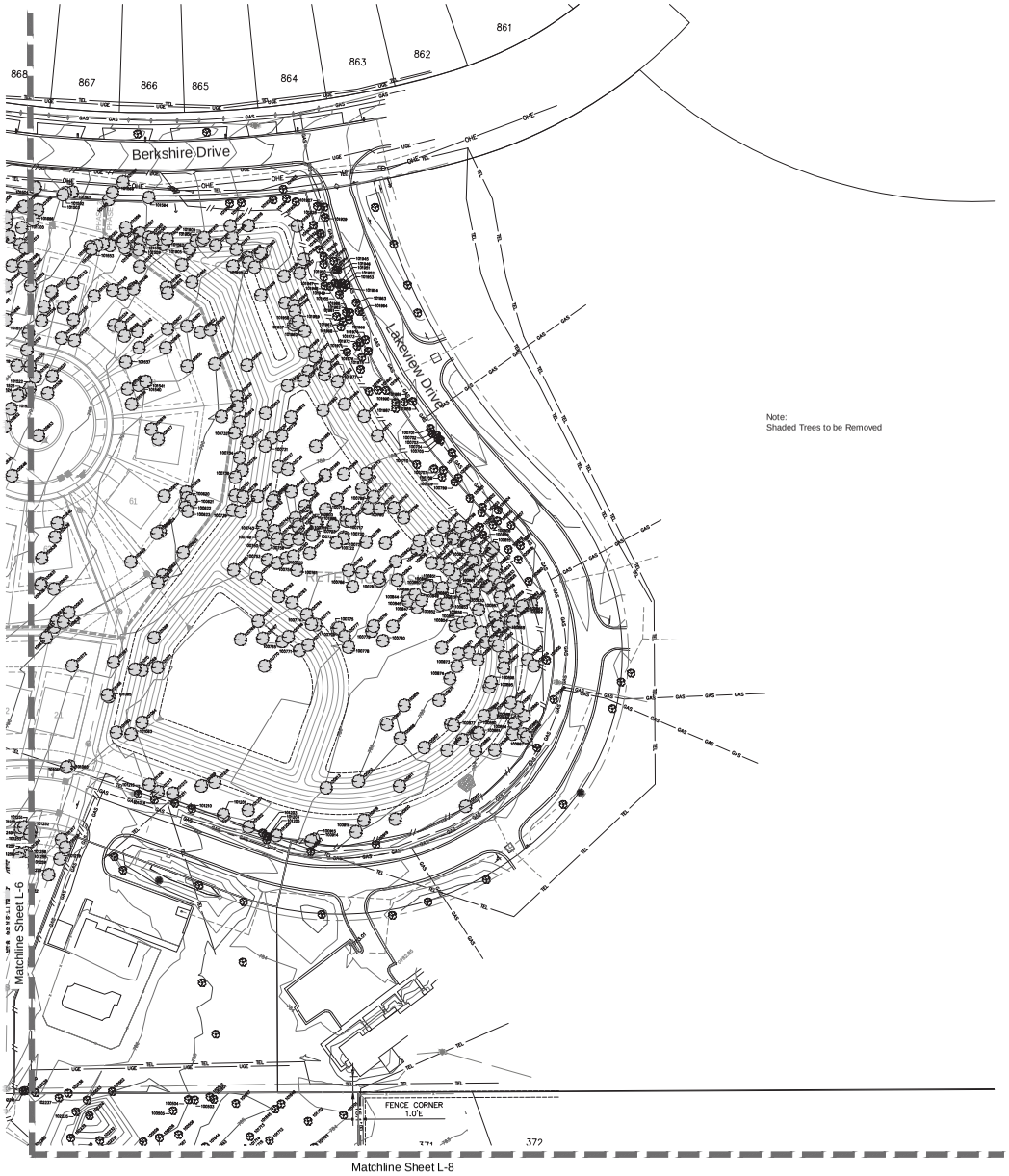
Job Number:
25-035

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|---|---|
| jca | jca |

0' 25' 50'
NORTH
1"=50'

Sheet No.
L-6

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Note:
Shaded Trees to be Removed

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Seal:

Title:
Woodland Plan

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

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Job Number:
25-035

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|---|---|
| jca | jca |

0' 25' 50'
NORTH
1"=50'

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Sheet No.
L-7

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t. 248.467.4668




Note:
Shaded Trees to be Removed

Seal:

Title:
Woodland Plan

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
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Drawn By: jca
Checked By: jca

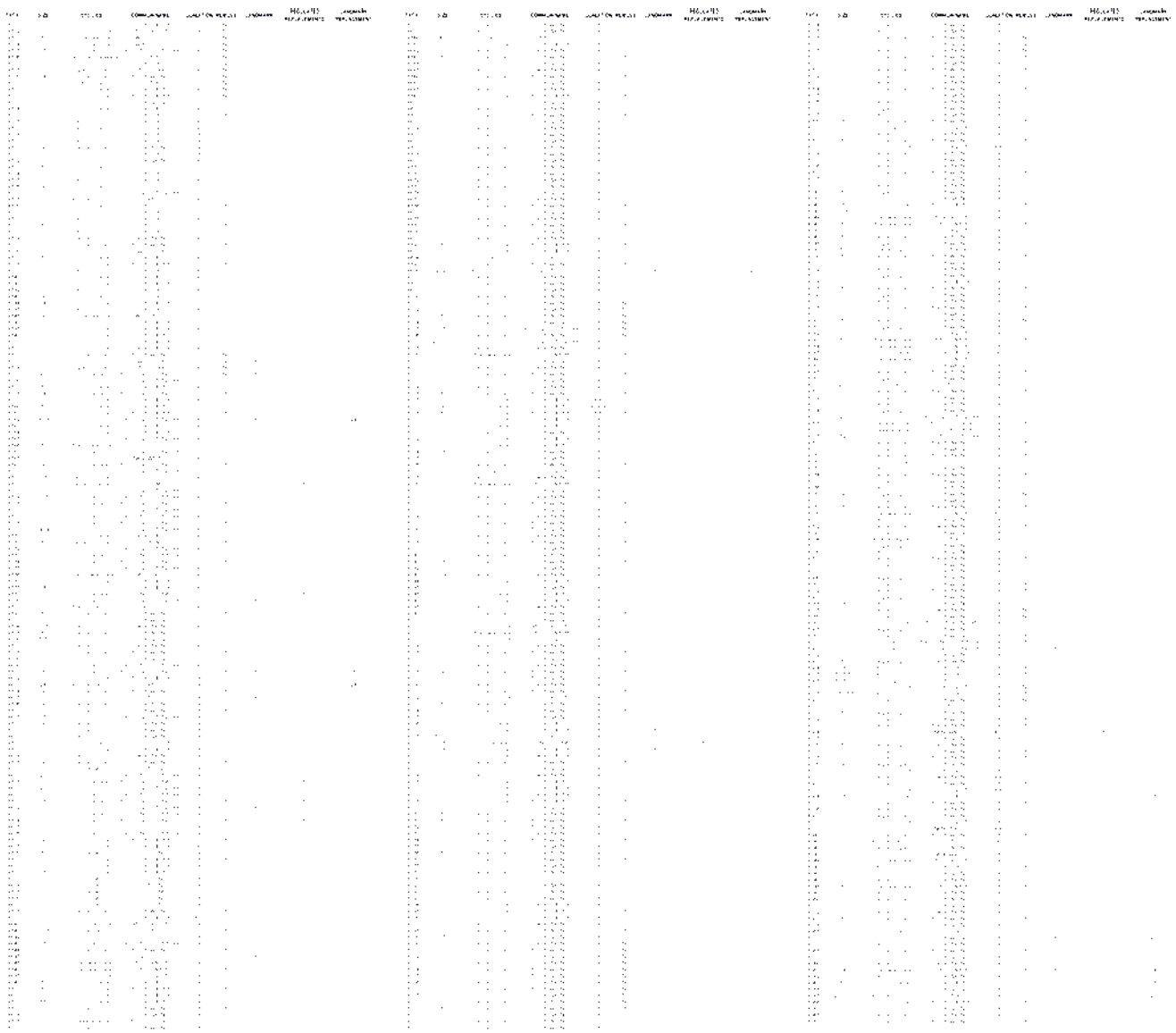
0' 25' 50'
NORTH
1"=50'

Sheet No.
L-8

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## Tree List



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557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668

Seal:

Title:
Tree List

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

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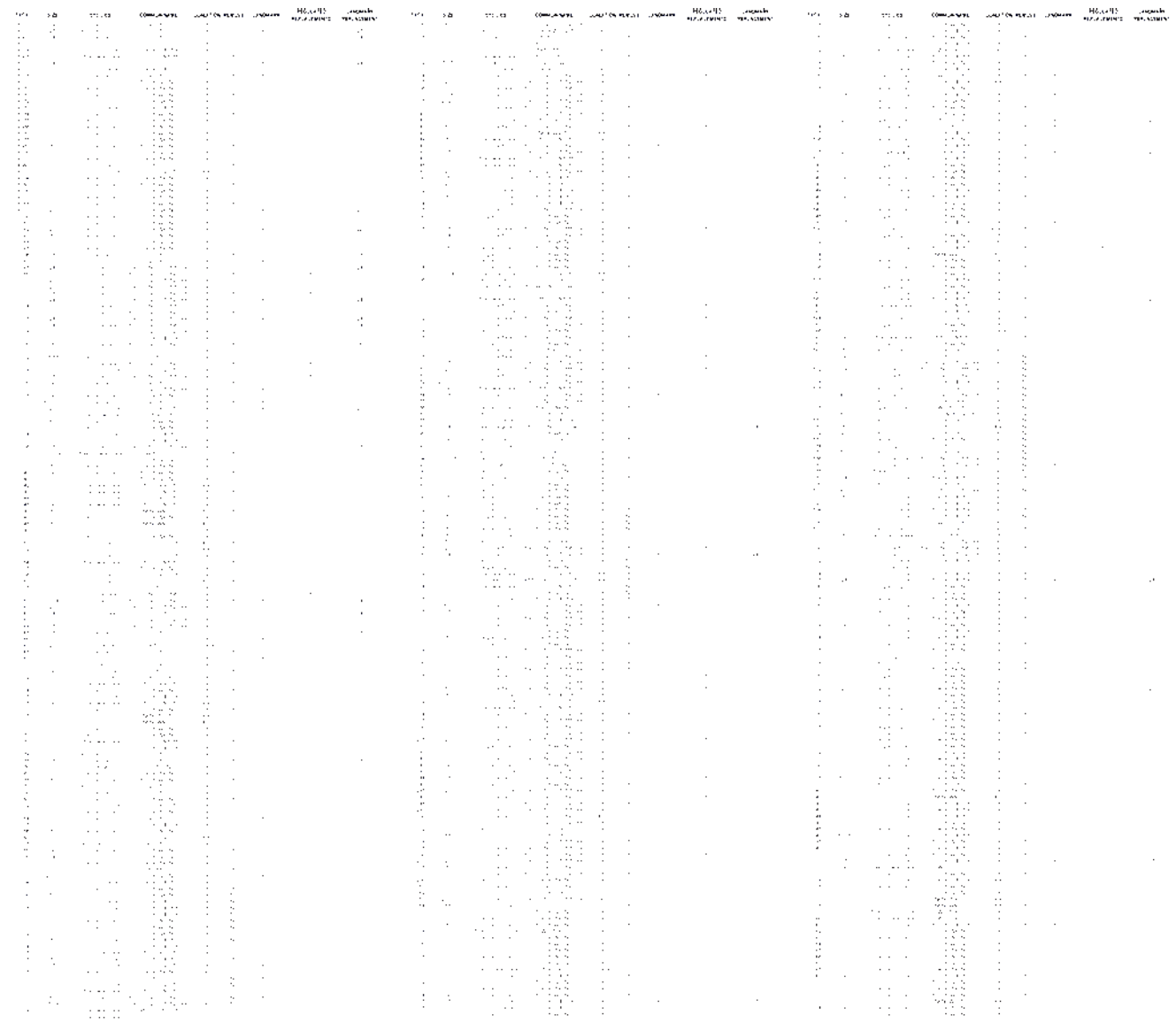
Job Number:
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|---|---|
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L-9

## Tree List



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t. 248.467.4668

Seal:

Title:
Tree List

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
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40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

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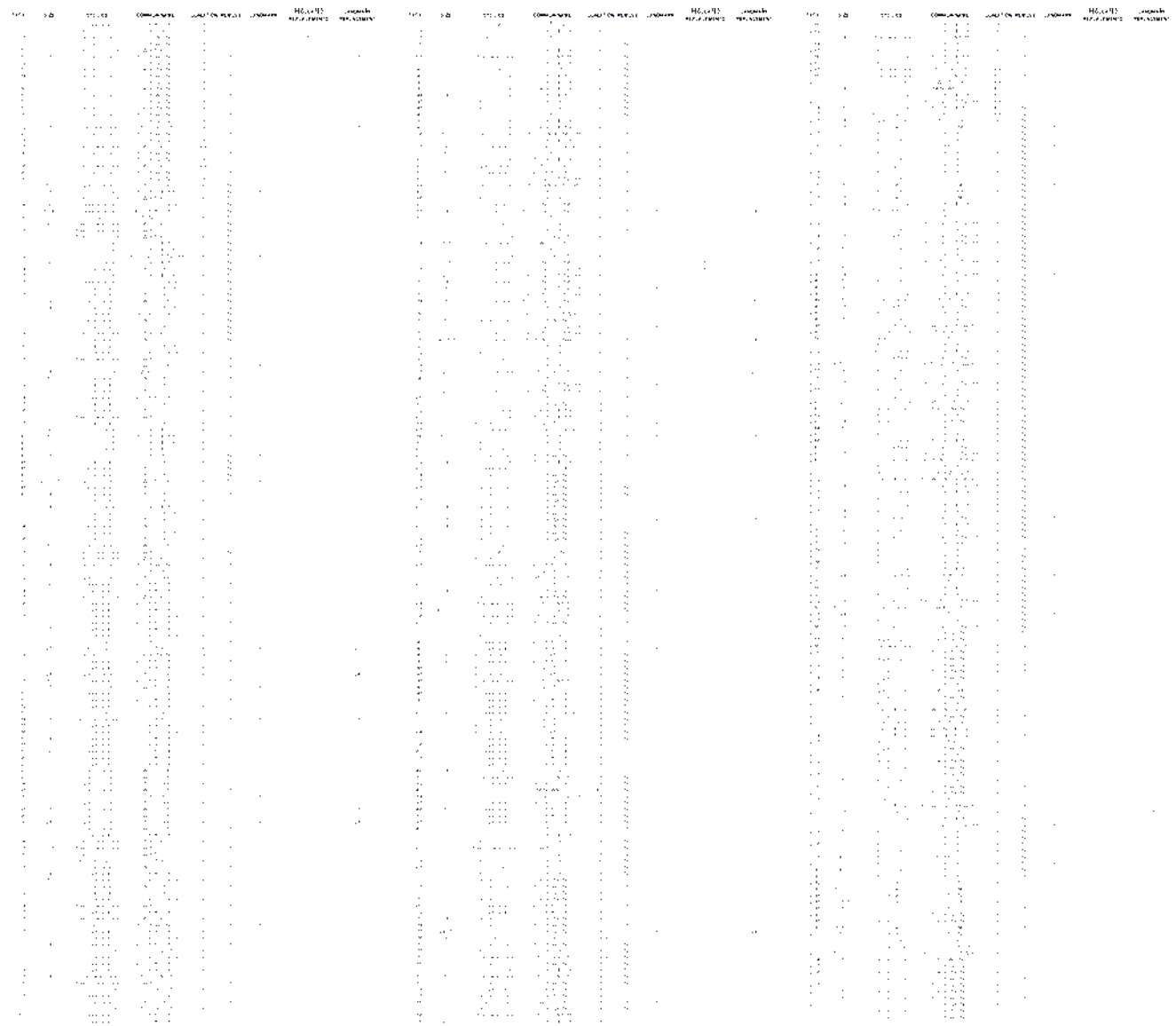
Job Number:
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L-10

## Tree List



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t. 248.467.4668

Seal:

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Tree List

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Superior Township, Michigan

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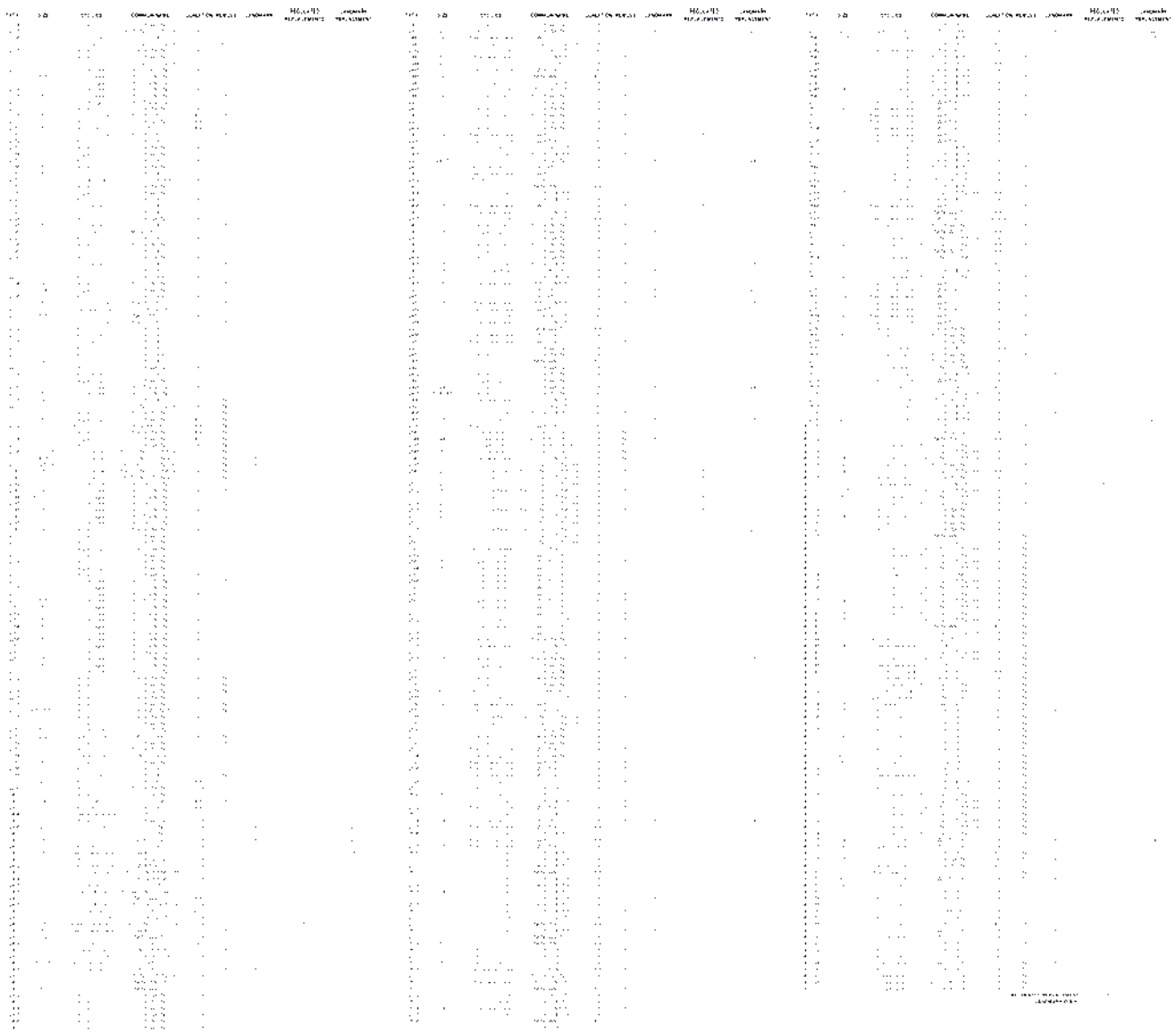
Job Number:
25-035

| Drawn By: | Checked By: |
|---|---|
| jca | jca |

Sheet No.
L-11

811 Know what's below. Call before you dig

## Tree List



### Woodland Summary

| | |
|---|---|
| Trees Surveyed | 1,866 Trees |
| Trees Removed | 1,521 Trees |
| Tree Replacement | |
| Regulated Tree Replacement | 1,805 Trees |
| Landmark Replacement | 1,112 Trees (2,781" / 2.5") |
| Total Replacement Required | 2,917 Trees |


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557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668


Seal:

Title:
Tree List

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
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Bloomfield Hills, Michigan 48304

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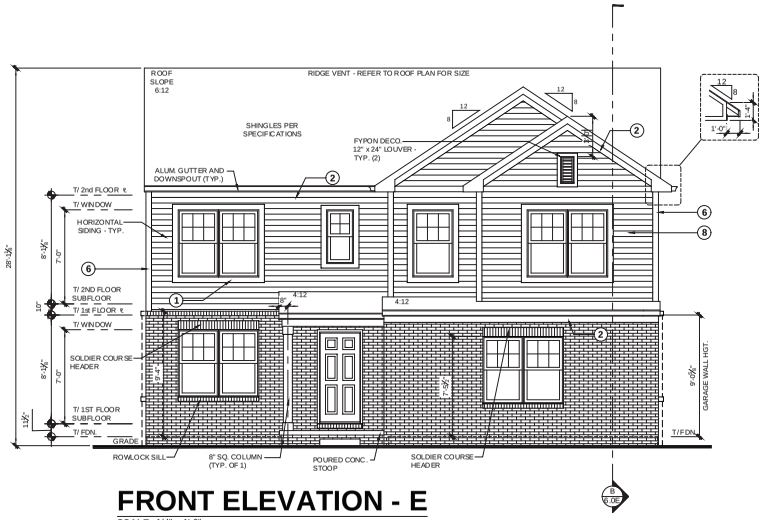
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| jca | jca |

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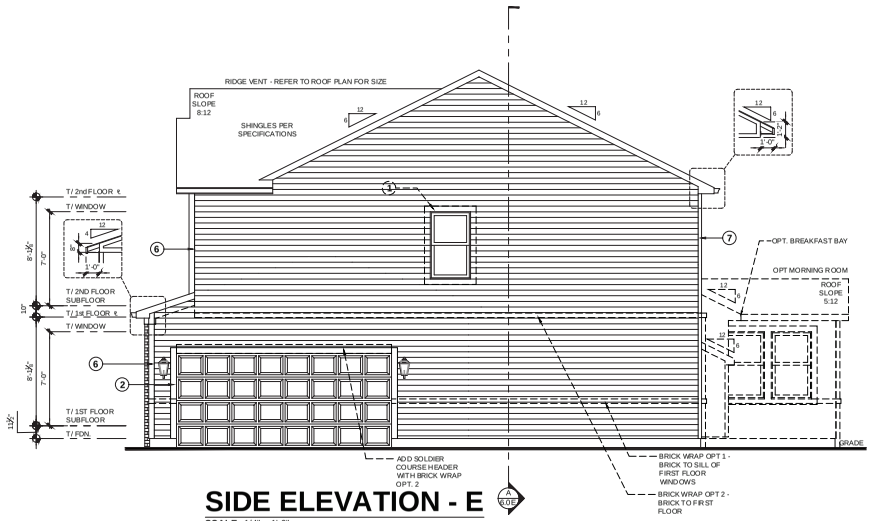
Sheet No.
L-12

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## FRONT ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL.

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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Plan Issued Date: 1-30-24

BASE PLAN REVISION:

1 ----
2 ----
3 ----
4 ----

MI Homes of Michigan, LLC
1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

M / I HOMES

ESSENTIAL BRICK SERIES

# Aubrey SL

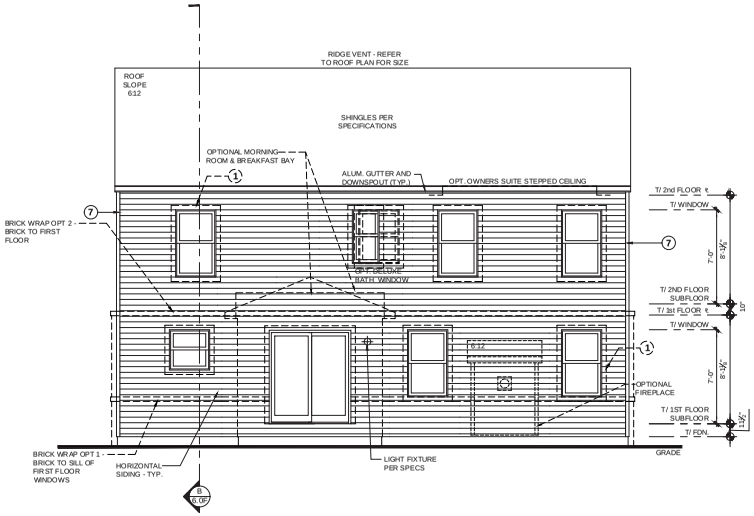
Lot # - Subdivision
Address, City, MI Zip Code

11x17 PRINTS ARE ½ SCALE

| | |
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| Job #: | XXX |
| LSP Date: | XX /XX /XX |
| LSP By: | XXX |
| LSP Rev: | |

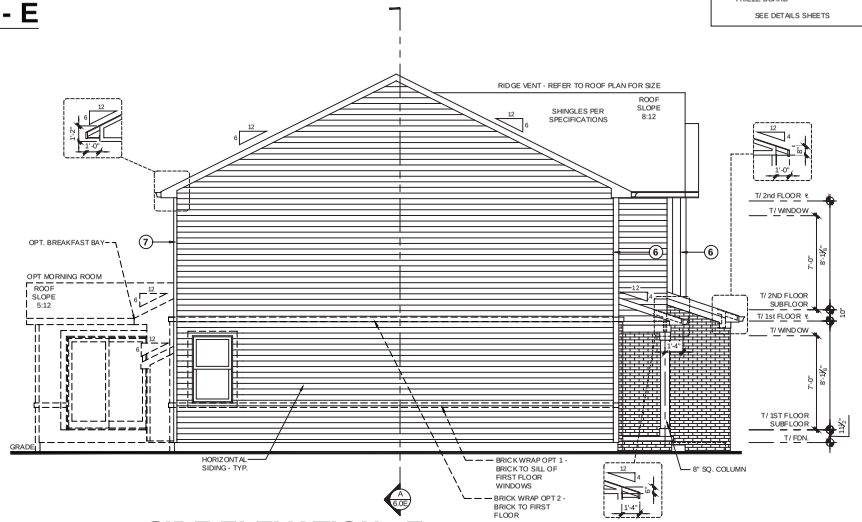
Sheet Title: Front & Garage Side Elevations

Sheet: 1.0E




## REAR ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

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### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

### Window Grid Note

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### Trim Schedule

| KEY # | DESCRIPTION |
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| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
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| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS, 1X_ OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

11x17 PRINTS ARE ½ SCALE

Plan Issued Date: 1-30-24

BASE PLAN REVISION:

1 ----
2 ----
3 ----
4 ----

MI Homes of Michigan, LLC
1668 S. Telegraph Road, Suite 200
Bloomfield Hills, MI 48302
Phone#: 248-221-5000

M / I HOMES

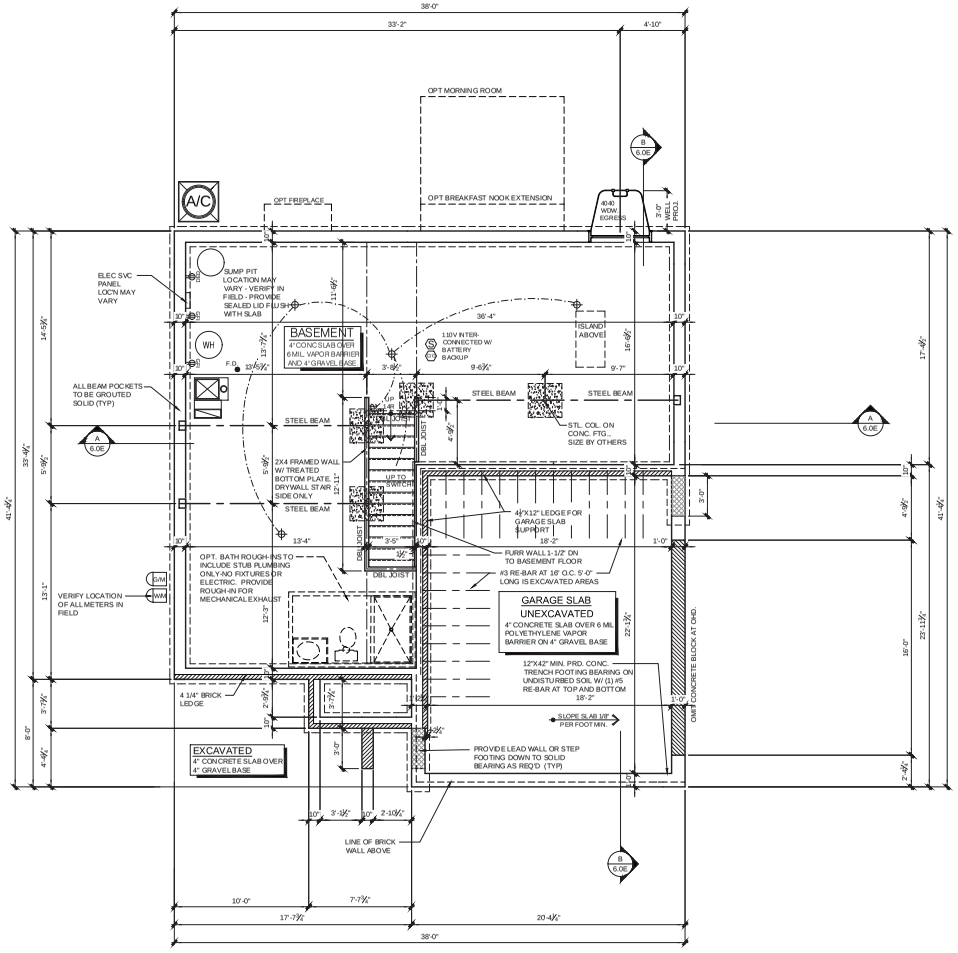
# Aubrey SL

Lot # - Subdivision
Address, City, MI Zip Code

Job #: XXX
LSP Date: XX/XX/XX
LSP By: XXX
LSP Rev:

Sheet Title: Rear & Side Elevations

Sheet: 1.1E




## ELEVATION E
# FOUNDATION PLAN
**SCALE:** 1/4" = 1'-0"

### OPTIONAL EXTRA

- [x] FULL BATH ROUGH-IN
- [ ] EXTERIOR DIRECT VENT FIREPLACE
- [ ] BREAKFAST NOOK EXTENSION
- [ ] MORNING ROOM
- [ ] 7'-10" BASEMENT
- [ ] 8'-0" BASEMENT
- [ ] 8'-6" BASEMENT
- [ ] GARDEN BASEMENT
- [ ] WALK-OUT BASEMENT
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3-CAR FRONT LOAD GARAGE
  - [ ] GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH. SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

### Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN.
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    FOOTINGS 3"
    SLAB ON GRADE CENTER OF SLAB
    WALLS EXPOSED TO EARTH 2"
    COLUMN TIES 1½"
17. COMPRESSION LAP SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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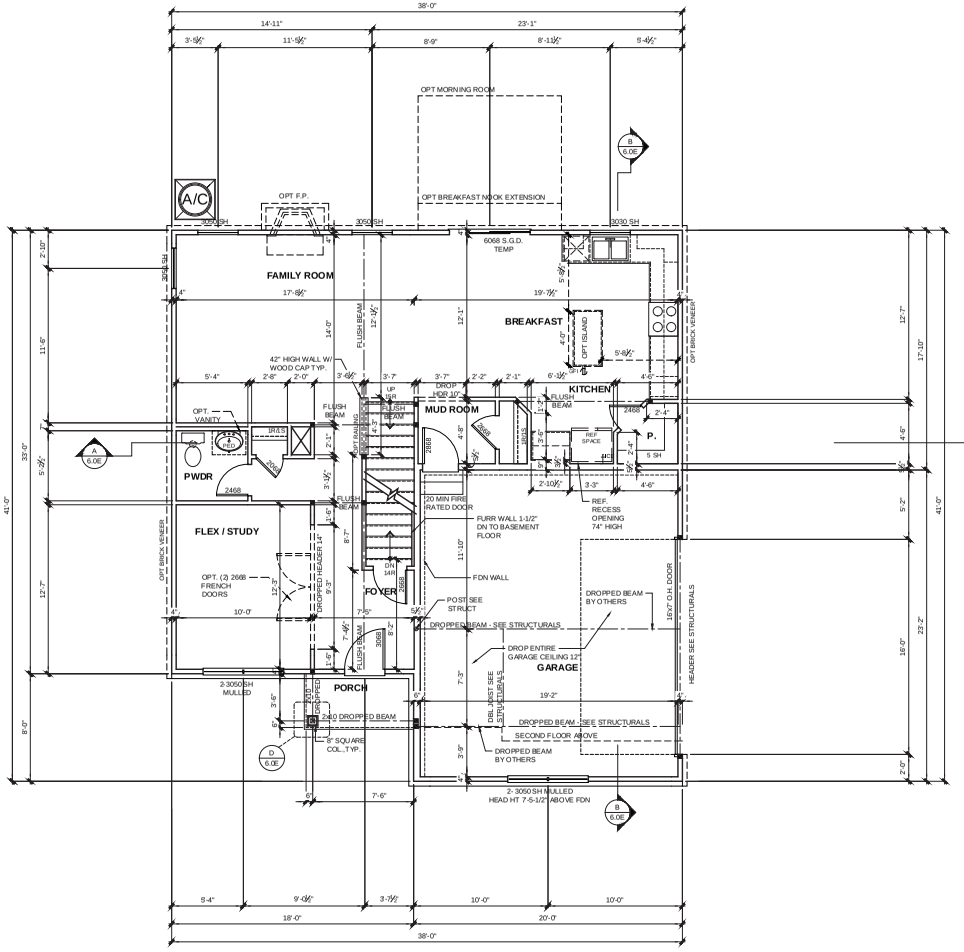
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11x17 PRINTS ARE ½ SCALE

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LSP Date: XX/XX/XX
LSP By: XXX
LSP Rev:

Sheet Title: Foundation Plan

Sheet: 2.0E




**FRAMING PLAN**

# FIRST FLOOR PLAN - E

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

## PLAN OPTIONS

- [ ] RAILING - FIRST FLOOR
- [ ] POWDER ROOM CABINET
- [ ] FRENCH DOORS - FLEX / STUDY
- [ ] MORNING ROOM
- [ ] KITCHEN ISLAND
- [ ] BREAKFAST NOOK EXTENSION
- [ ] EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3 CAR GARAGE
  - [ ] GARAGE SERVICE DOOR

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
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4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
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6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB.. CEILING TO BE ⅝" TYPE 'X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-0" SECOND FLOOR' 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE., ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F.
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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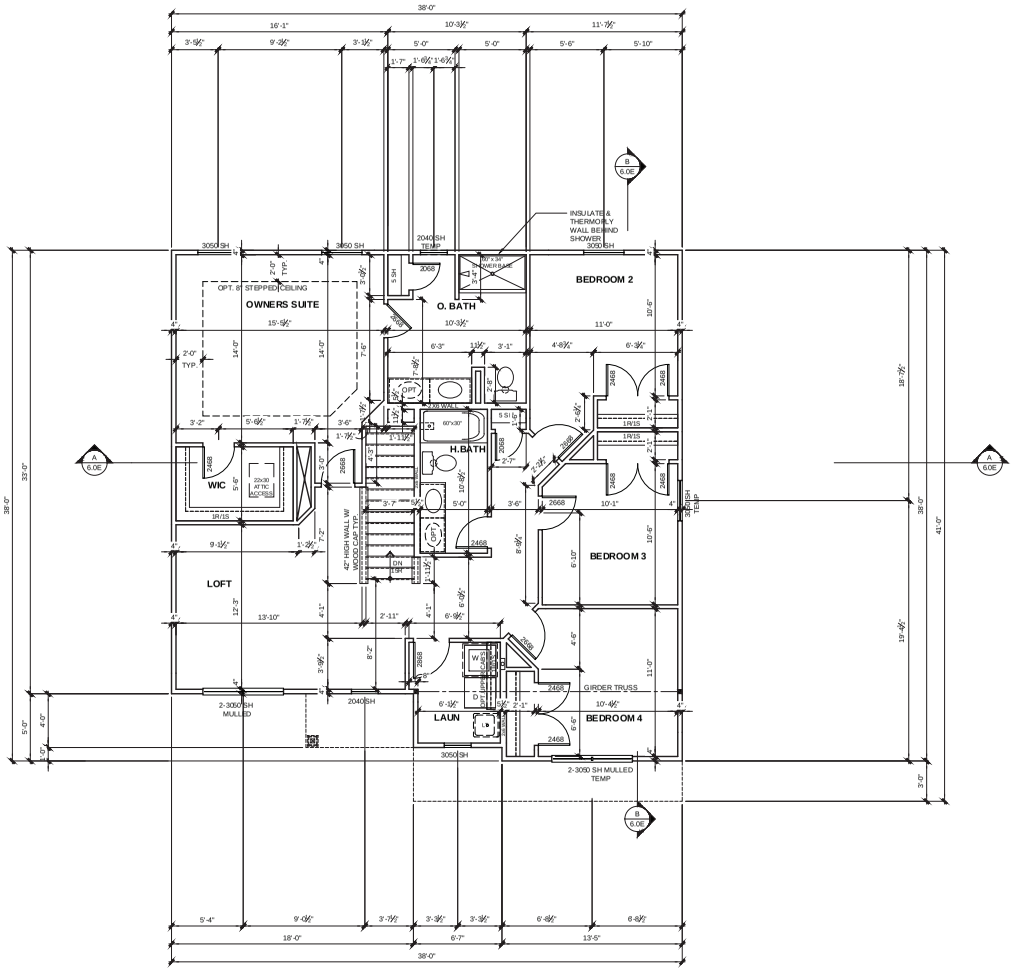
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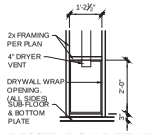
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## FRAMING PLAN
# SECOND FLOOR PLAN - E
**SCALE:** 1/4" = 1'-0"

## PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL




**DRYER BOX DETAIL**
SCALE: 1/2" = 1'-0"

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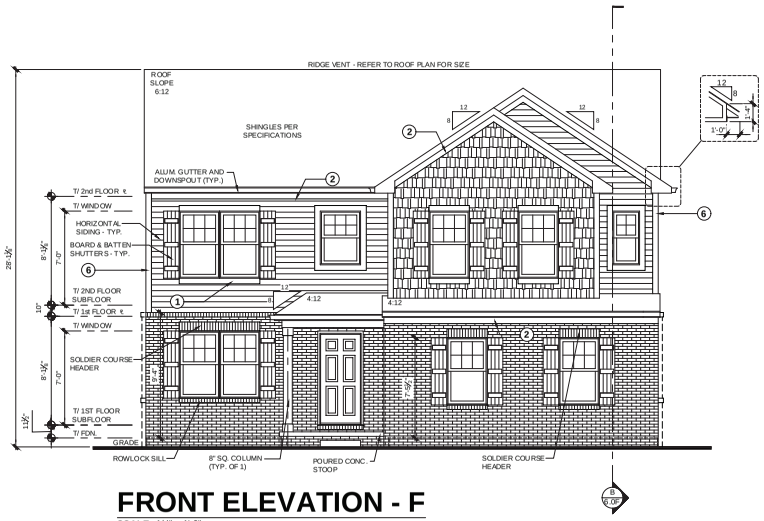
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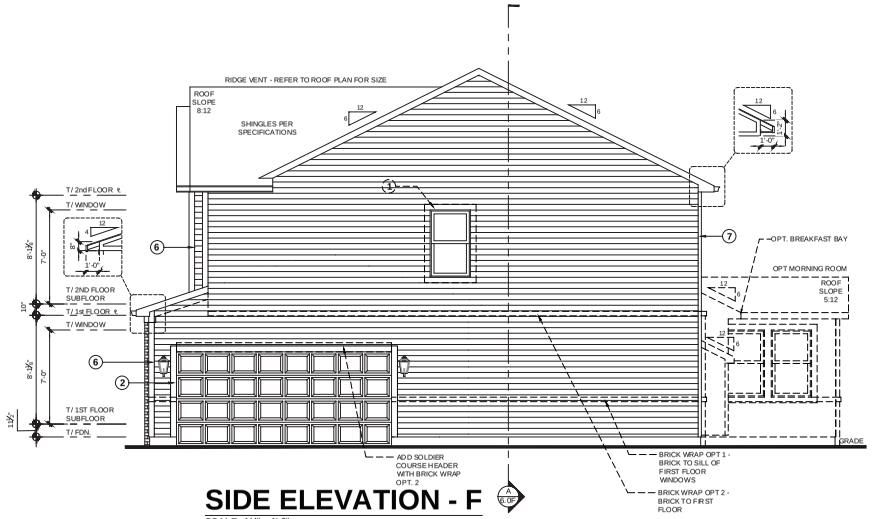
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| LSP By: | XXX |
| LSP Rev: | |
| Sheet Title: | Second Floor Plan |
| Sheet: | 3.1E |




## FRONT ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
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| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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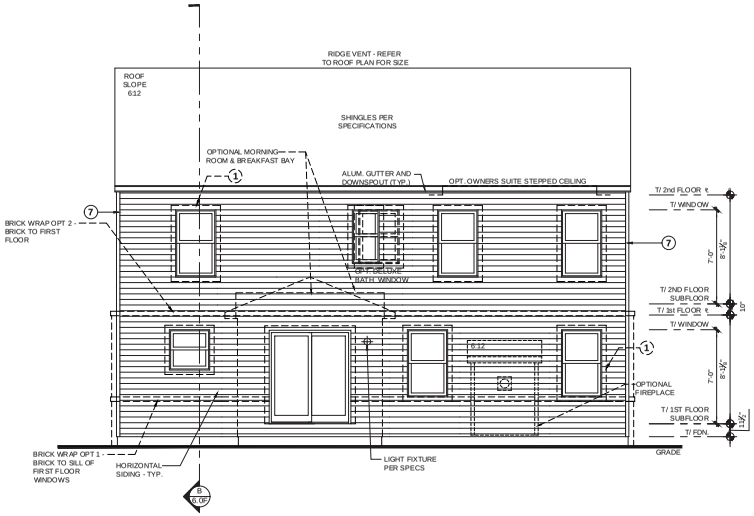
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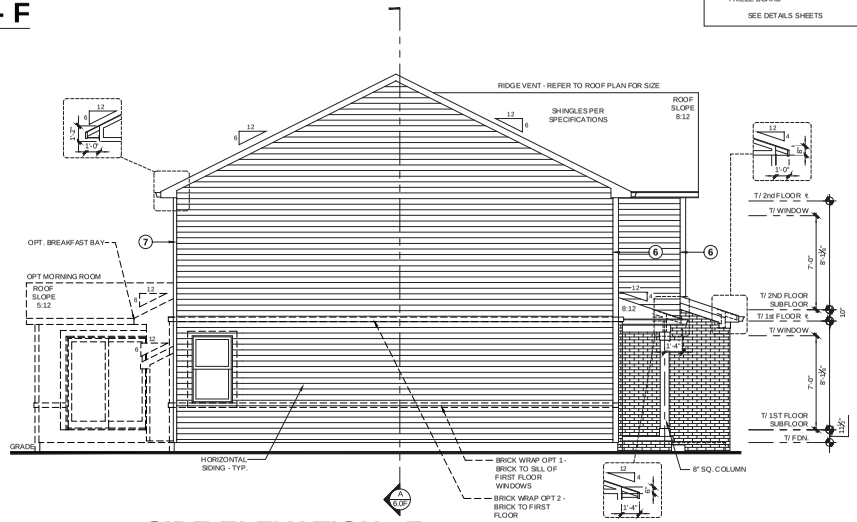
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## REAR ELEVATION - F

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




## SIDE ELEVATION - F

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

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### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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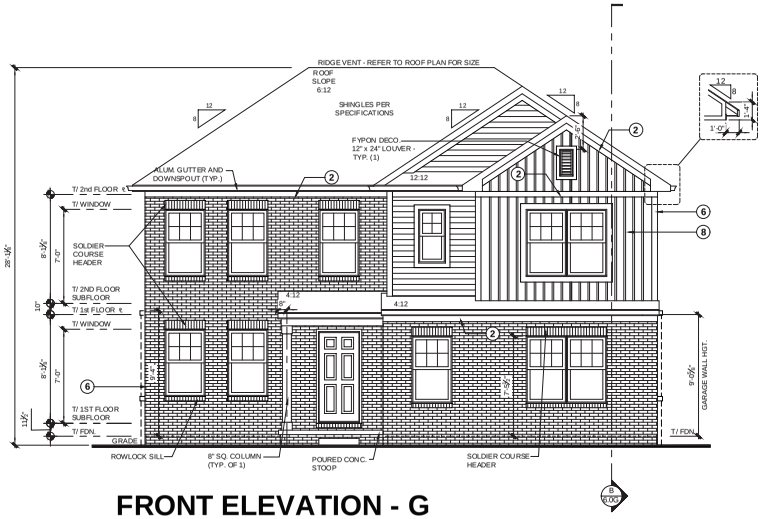
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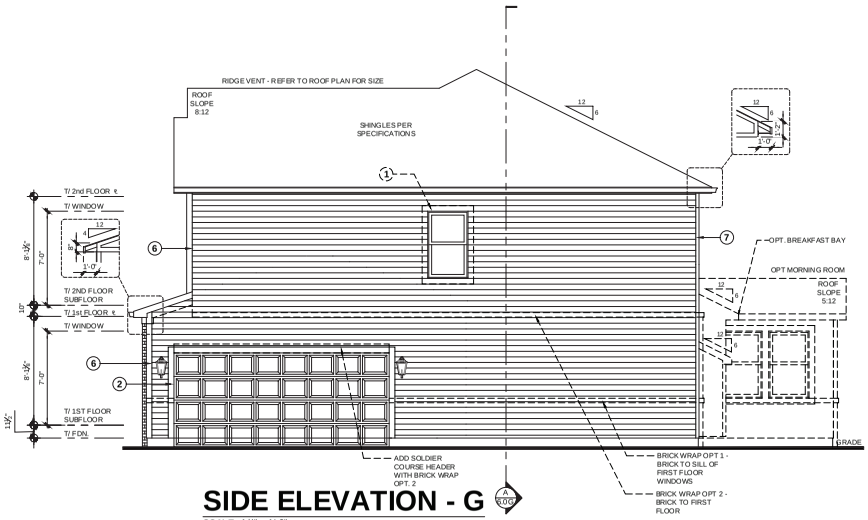
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Sheet: 1.1F




## FRONT ELEVATION - G

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




## SIDE ELEVATION - G

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

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### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/1X6 RAKE FRIEZE BOARD

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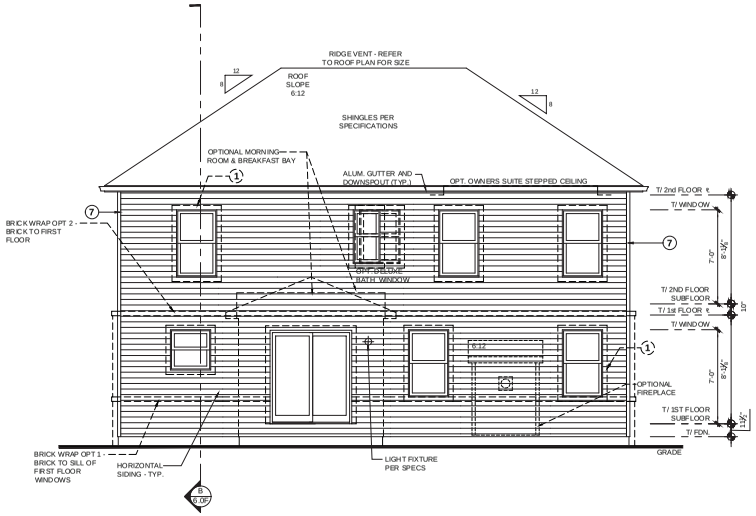
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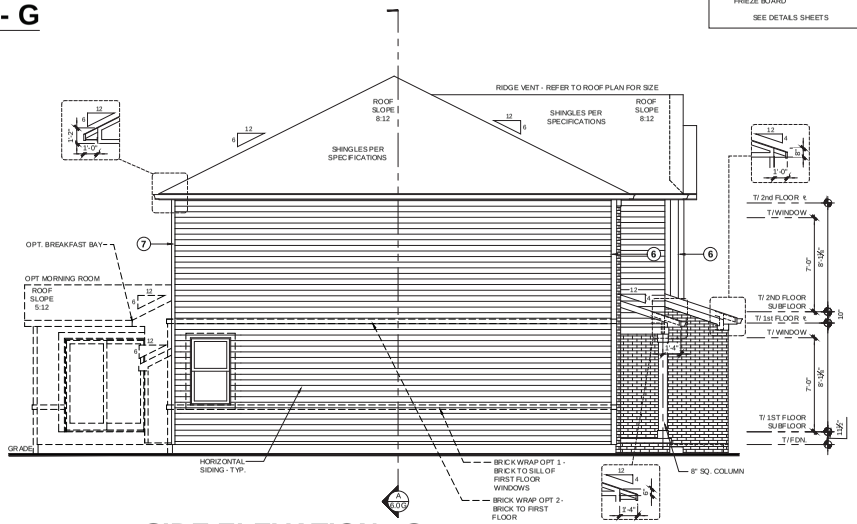
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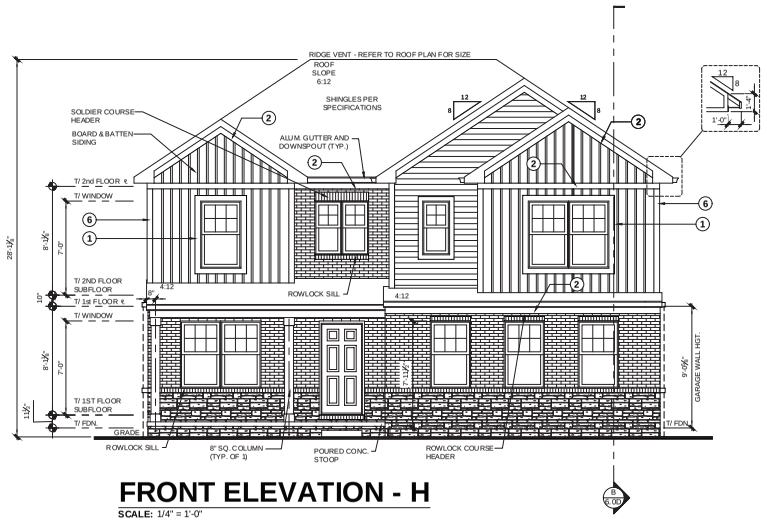
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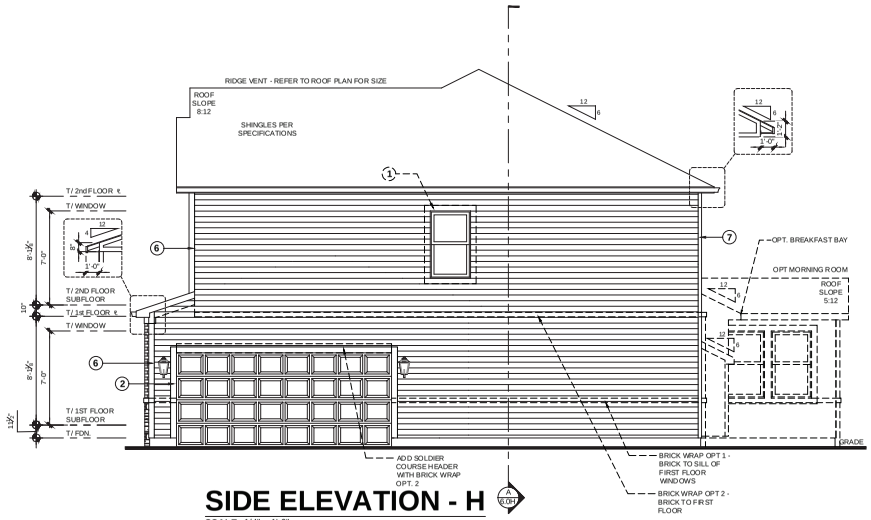
Sheet Title : Rear & Side Elevations

Sheet: 1.1G




## FRONT ELEVATION - H

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




## SIDE ELEVATION - H

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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11x17 PRINTS ARE ½ SCALE

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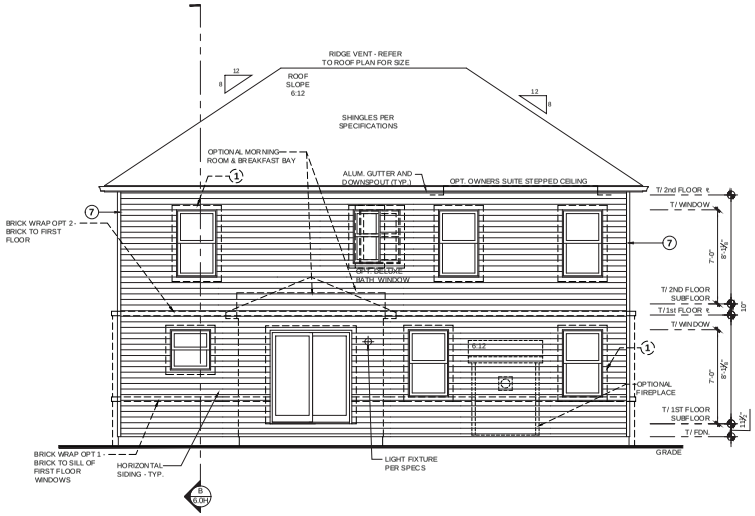
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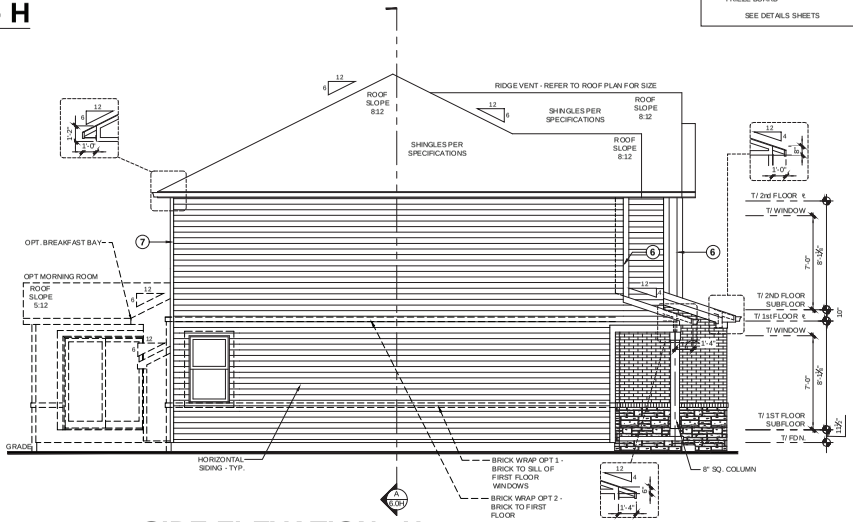
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Sheet: 1.0H




## REAR ELEVATION - H

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




## SIDE ELEVATION - H

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

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| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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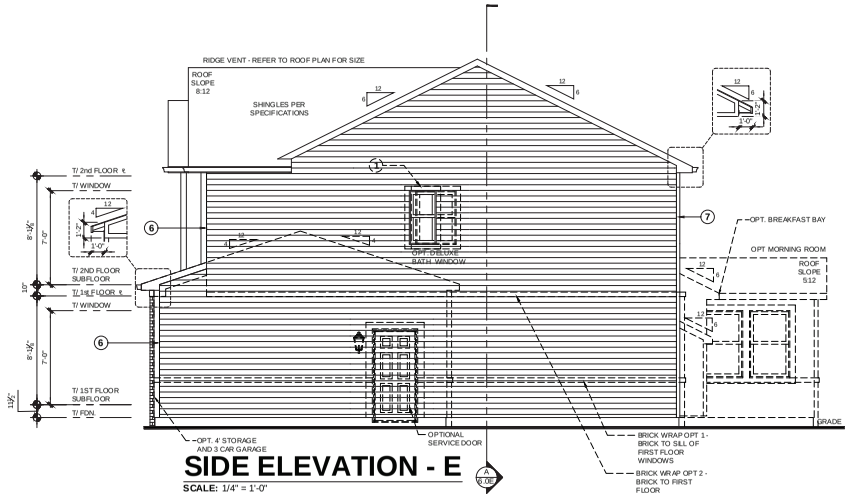
Sheet Title : Rear & Side Elevations

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## FRONT ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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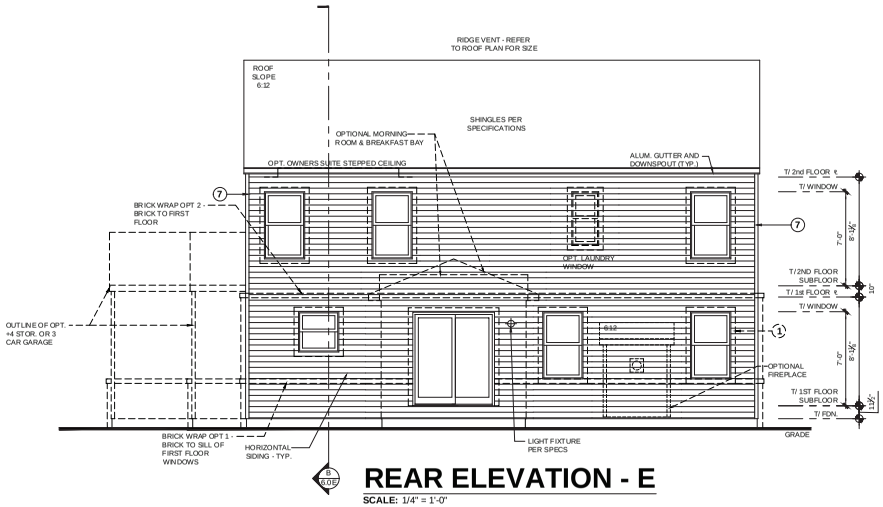
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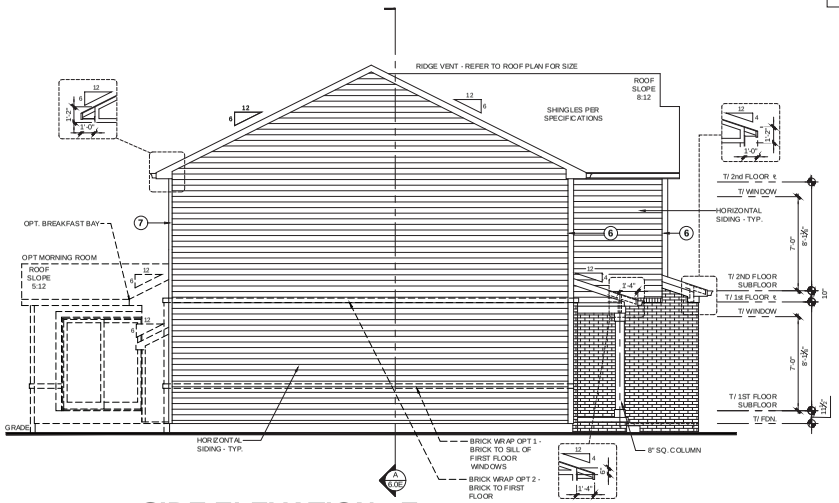
Sheet Title:
Front & Garage Side Elevations

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## REAR ELEVATION - E

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




## SIDE ELEVATION - E

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

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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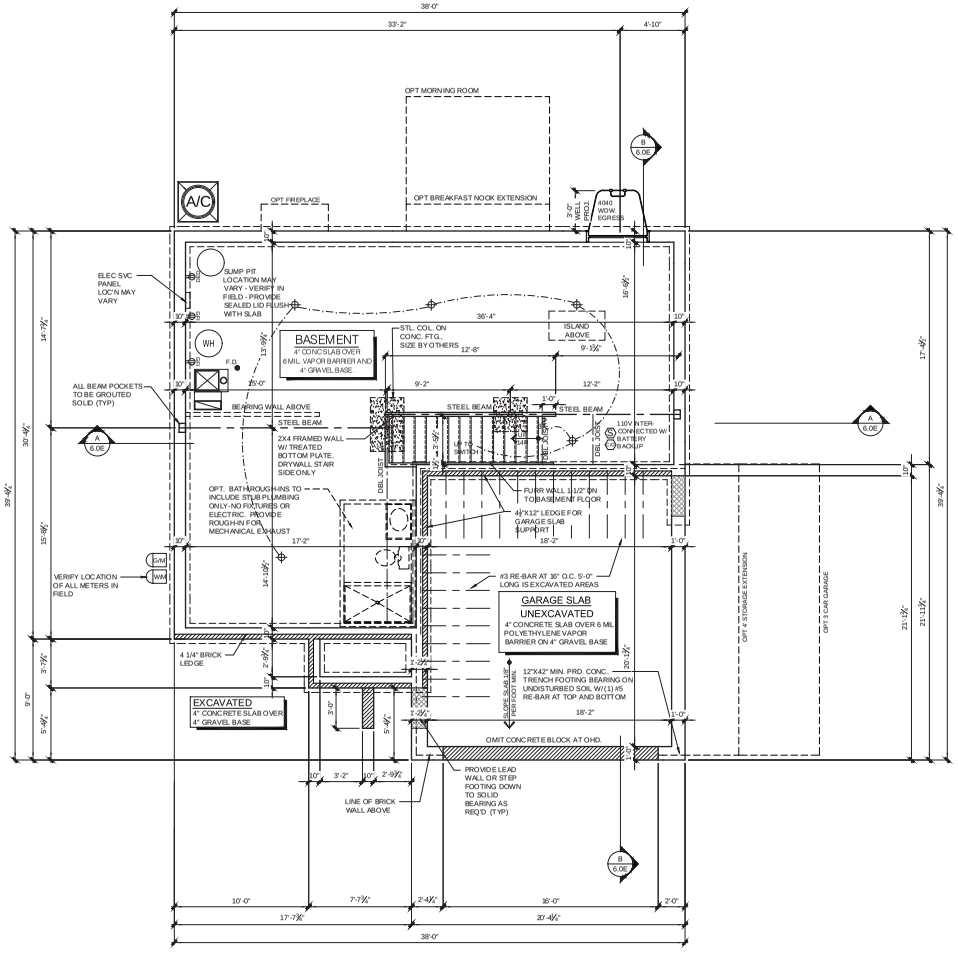
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Sheet Title: Rear & Side Elevations

Sheet: 1.1E




## ELEVATION E
# FOUNDATION PLAN
**SCALE:** 1/4" = 1'-0"

### OPTIONAL EXTRA

- BRICK WRAP
- FULL BATH ROUGH-IN
- EXTERIOR DIRECT VENT FIREPLACE
- BREAKFAST NOOK EXTENSION
- MORNING ROOM
- 7'-1.0" BASEMENT
- 8'-0" BASEMENT
- 8'-6" BASEMENT
- GARDEN BASEMENT
- WALK-OUT BASEMENT
- GARAGE SERVICE DOOR
- 4'-0" GARAGE STORAGE
  - GARAGE SERVICE DOOR
- 3-CAR FRONT LOAD GARAGE
  - GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH. . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

### Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN.
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    FOOTINGS 3"
    SLAB ON GRADE CENTER OF SLAB
    WALLS EXPOSED TO EARTH 2"
    COLUMN TIES 1½"
17. COMPRESSION LAP SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

### Structural Disclaimer

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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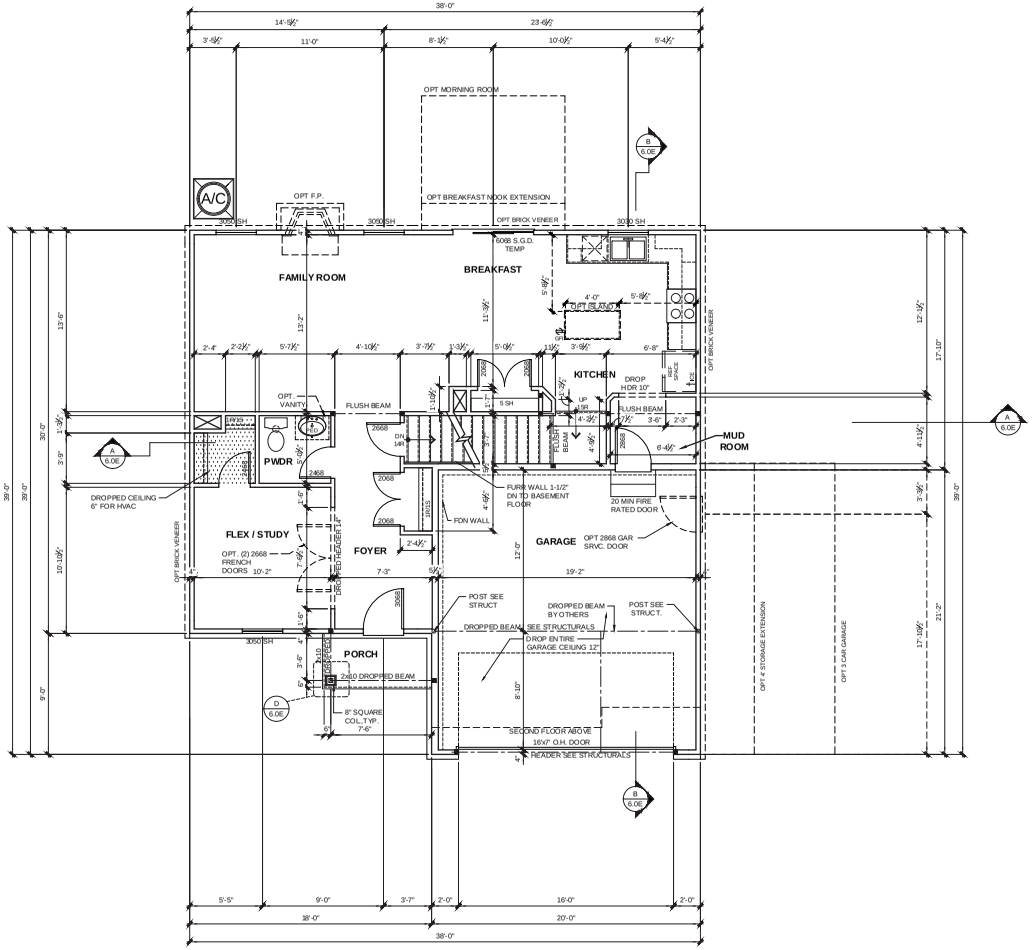
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| LSP Rev: | |

Sheet Title: Foundation Plan

Sheet: 2.0E

11x17 PRINTS ARE ½ SCALE




**FRAMING PLAN**

# FIRST FLOOR PLAN - E

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

## PLAN OPTIONS

- [x] RAILING - FIRST FLOOR
- [ ] POWDER ROOM CABINET
- [ ] FRENCH DOORS - FLEX / STUDY
- [ ] MORNING ROOM
- [ ] KITCHEN ISLAND
- [ ] BREAKFAST NOOK EXTENSION
- [ ] EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3 CAR GARAGE
  - [ ] GARAGE SERVICE DOOR

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE 'X' FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-0" SECOND FLOOR' 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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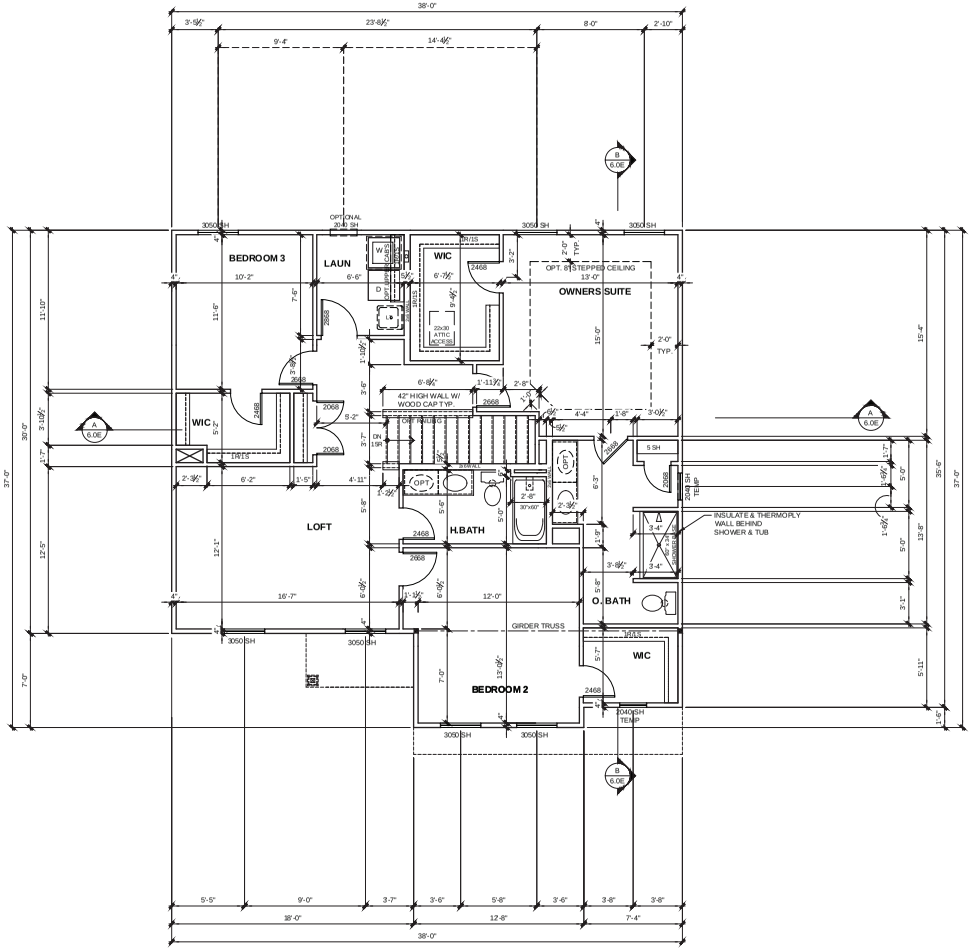
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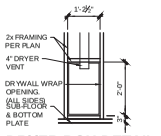
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| LSP By: | XXX |
| LSP Rev: | |
| Sheet Title: | First Floor Plan |
| Sheet: | 3.0E |




## FRAMING PLAN
# SECOND FLOOR PLAN - E
**SCALE:** 1/4" = 1'-0"

## PLAN OPTIONS

- ☐ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ WINDOW OPTIONS
  - ☐ 3040 LAUNDRY ROOM
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ BEDROOM #4 IN-LIEU OF LOFT
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL




**DRYER BOX DETAIL**
SCALE: 1" = 1'-0"

## Floor Plan Notes

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4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W ½" NOMINAL SHEATHING U.N.O. (4").
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB.. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-0" SECOND FLOOR: 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

## Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

ANY INFORMATION RELATIVE TO STRUCTURE WITHIN THESE DOCUMENTS IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.

REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

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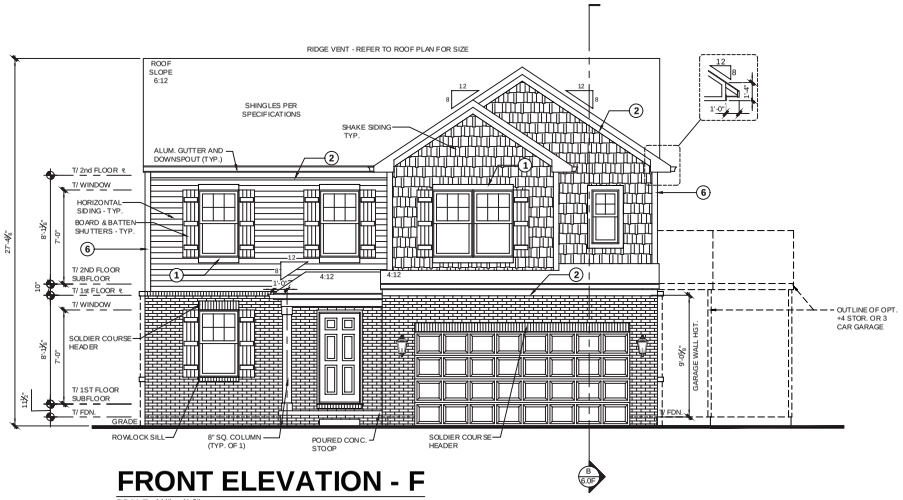
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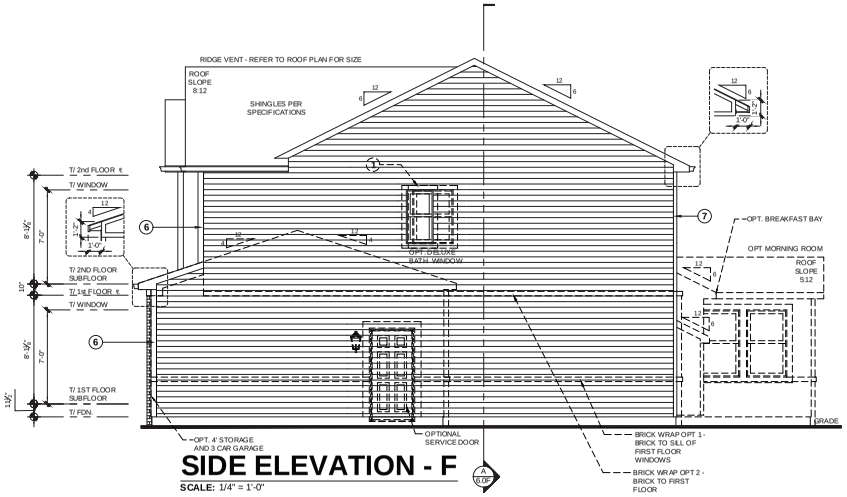
11x17 PRINTS ARE ½ SCALE

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| LSP By: | XXX |
| LSP Rev: | |
| Sheet Title: | Second Floor Plan |
| Sheet: | 3.1E |




## FRONT ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2X4) |
| 2 | 6" TRIM (2X6) |
| 3 | 8" TRIM (2X8) |
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| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS - 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS - 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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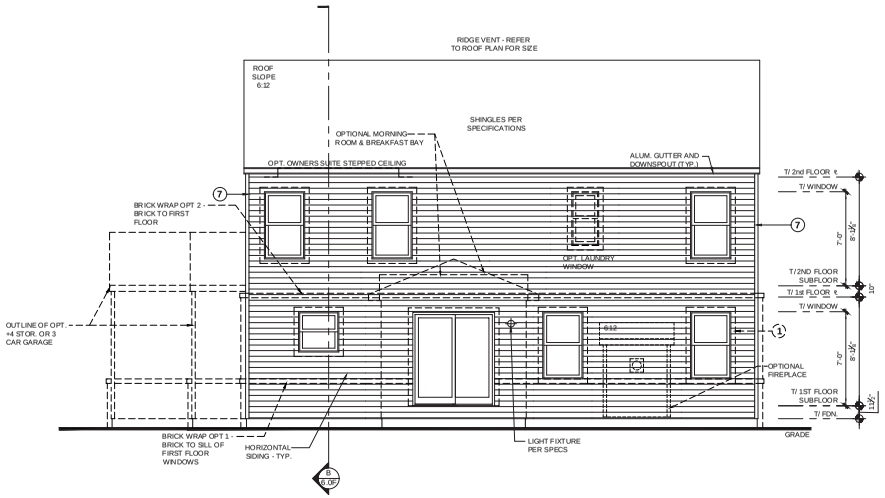
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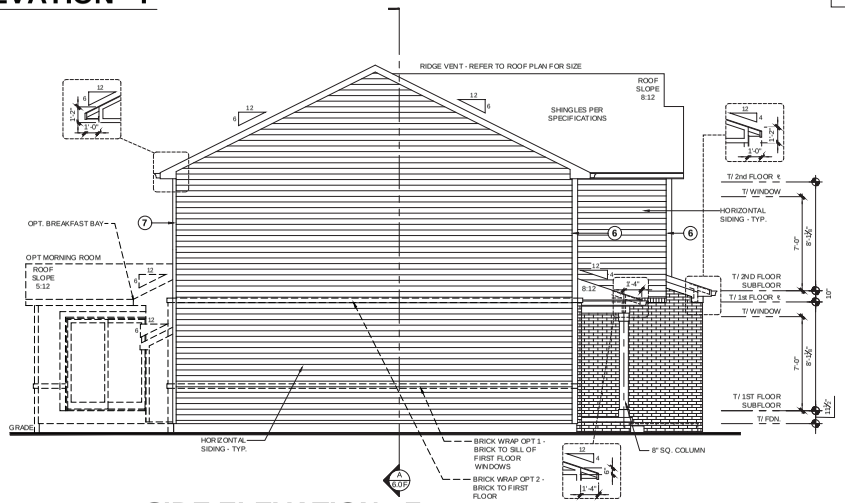
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Sheet: 1.0F




## REAR ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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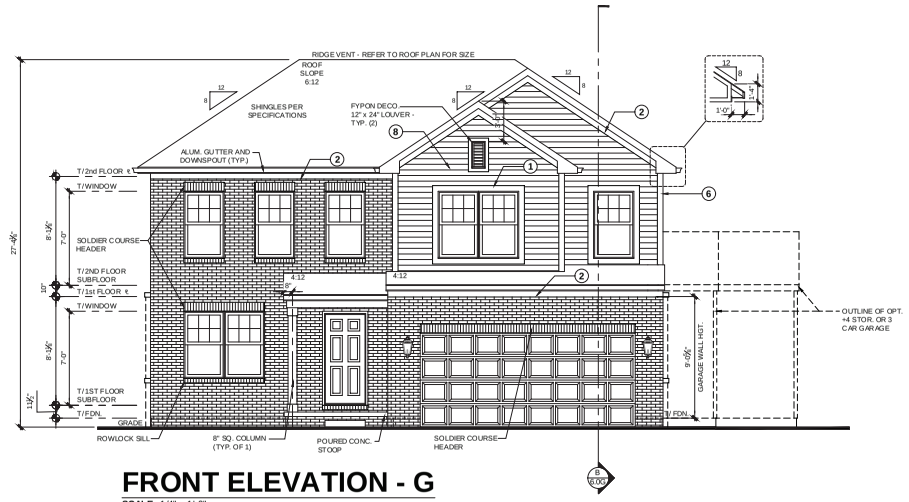
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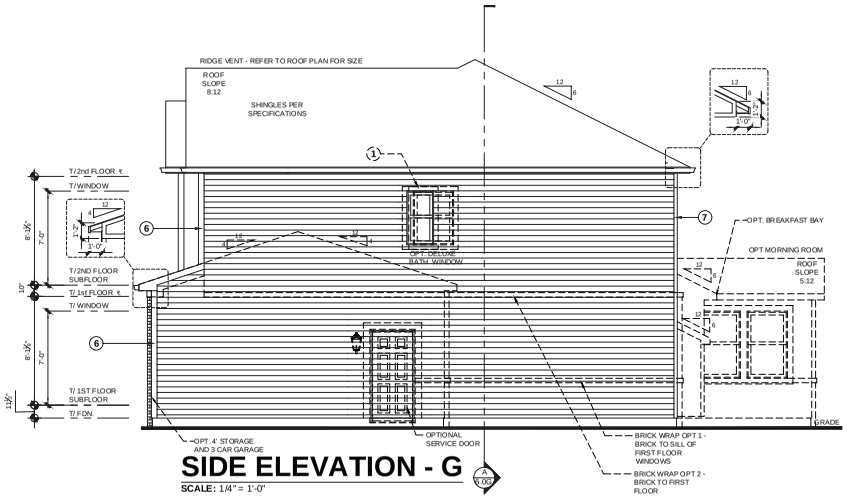
Sheet Title: Rear & Side Elevations

Sheet: 1.1F




## FRONT ELEVATION - G

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




## SIDE ELEVATION - G

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

### Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS. 1X_ OR ½" TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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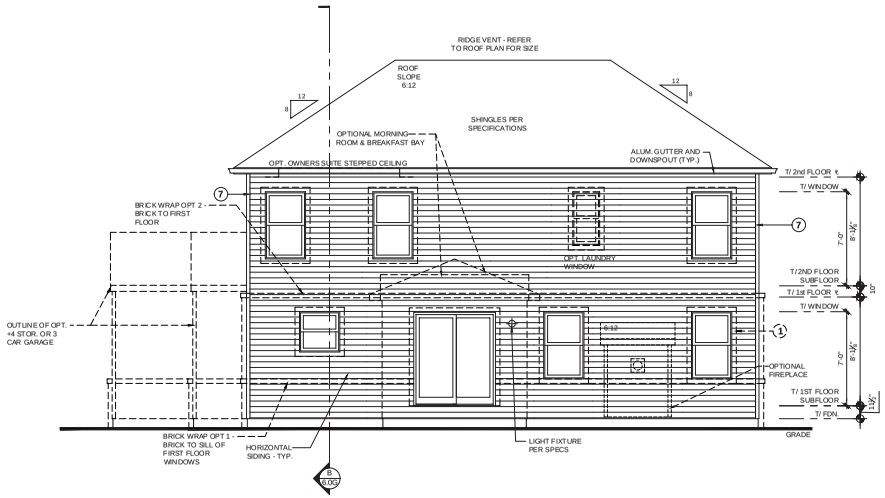
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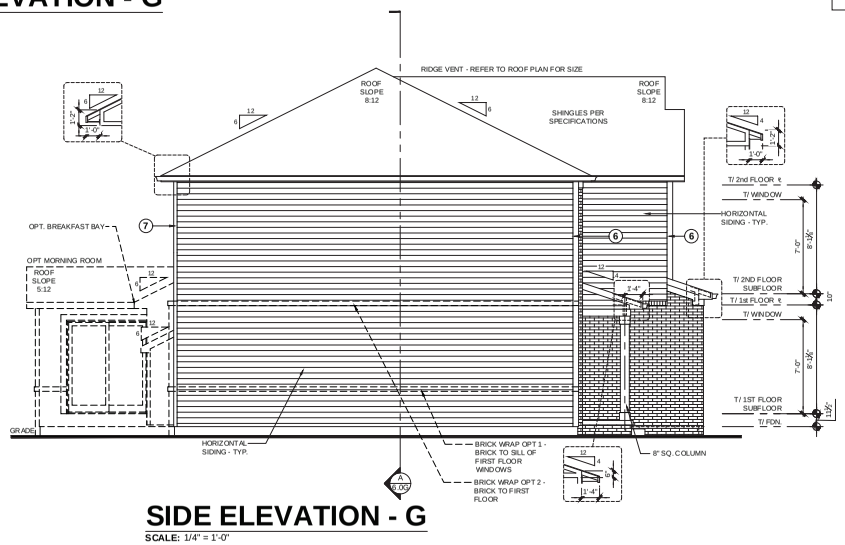
Sheet Title : Front & Garage Side Elevations

Sheet: 1.0G




## REAR ELEVATION - G

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




## SIDE ELEVATION - G

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

### Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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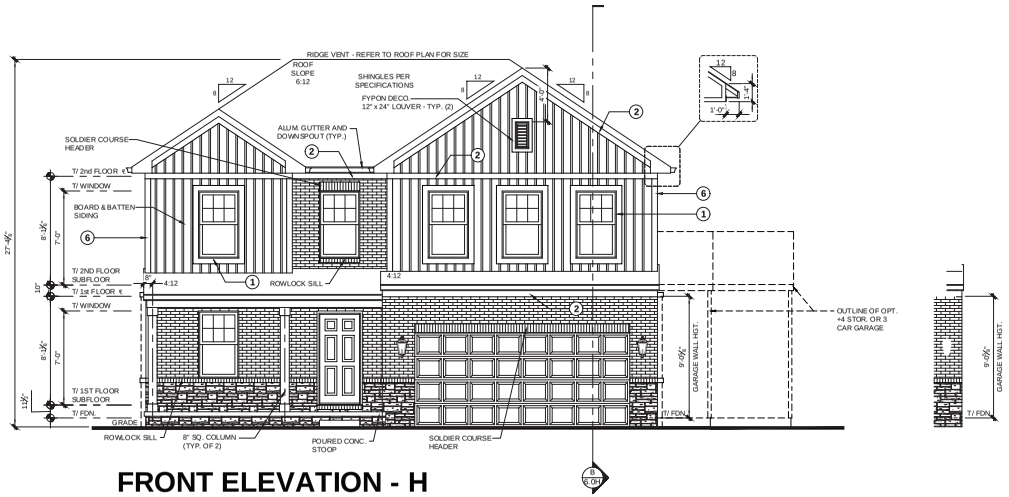
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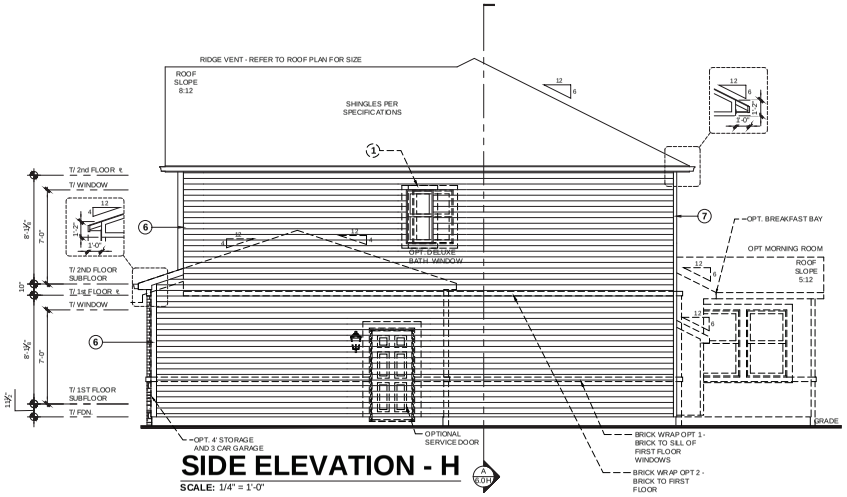
Sheet Title: Rear & Side Elevations

Sheet: 1.1G




## FRONT ELEVATION - H

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




## SIDE ELEVATION - H

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ½ TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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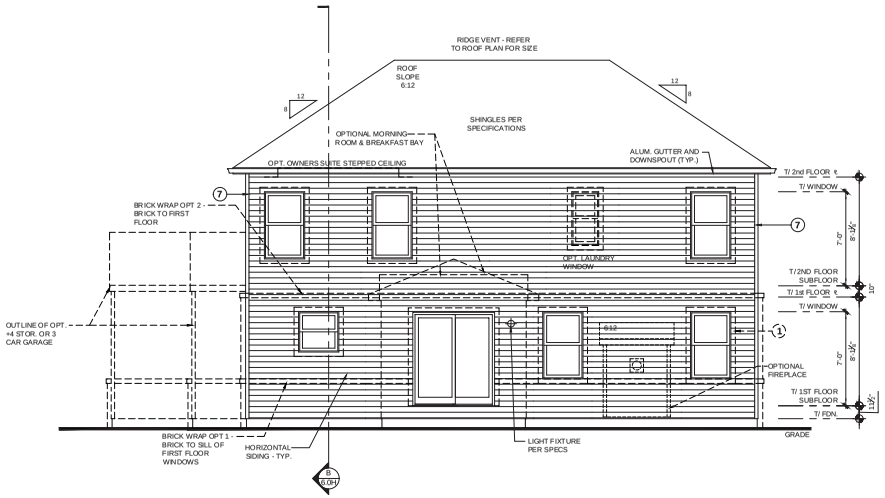
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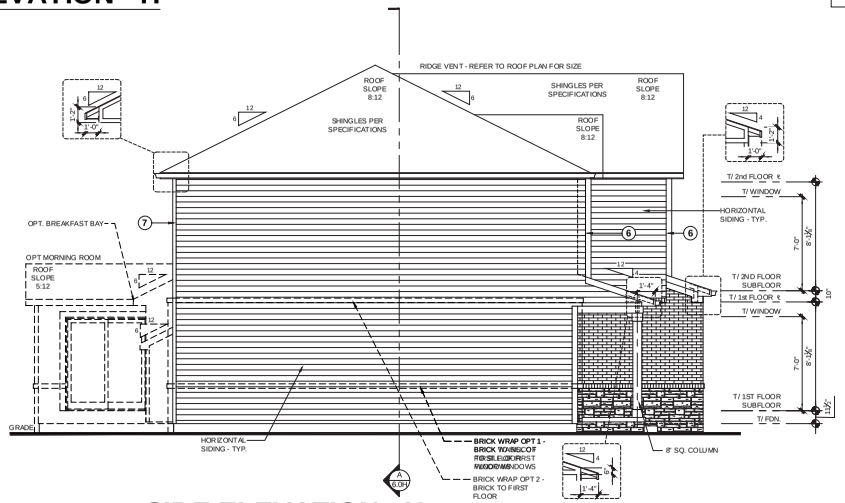
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Front & Garage Side Elevations

Sheet:
1.0H




## REAR ELEVATION - H

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




## SIDE ELEVATION - H

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

### Division Note

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### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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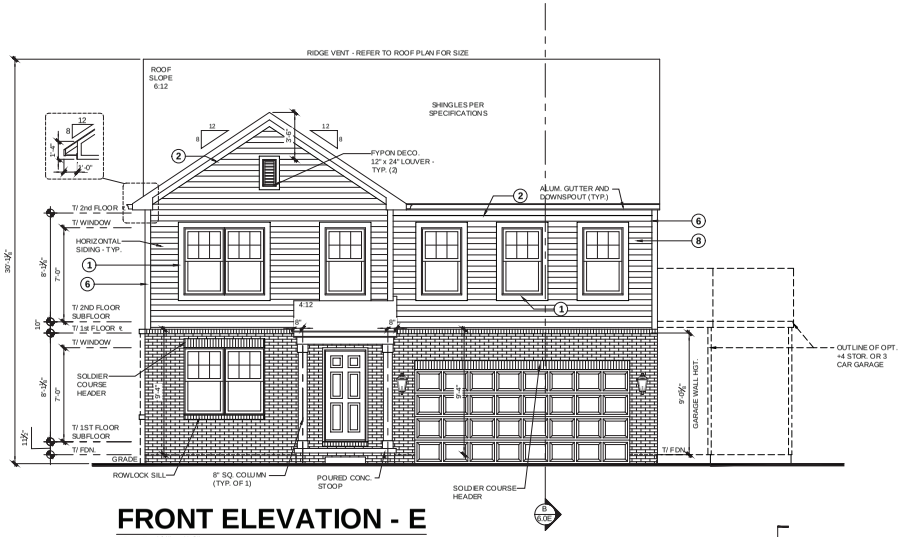
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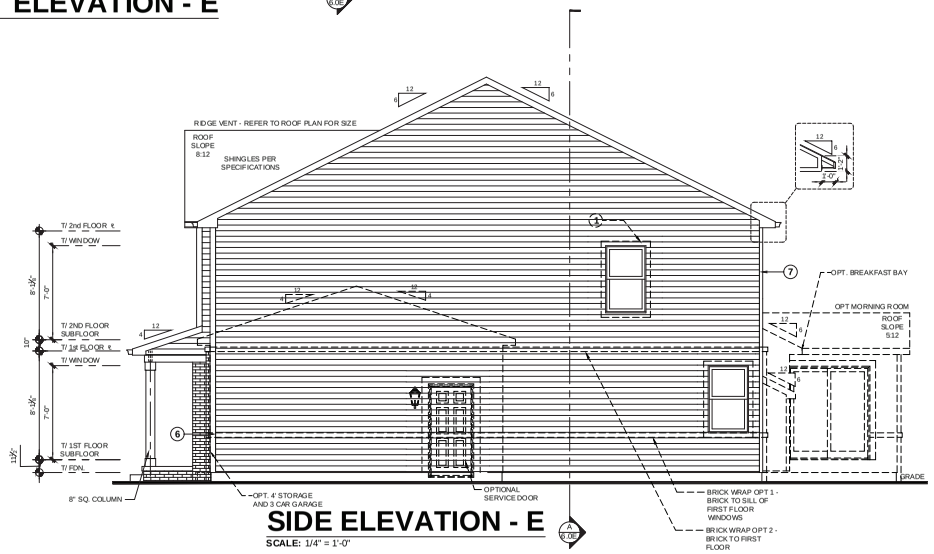
Sheet Title: Rear & Side Elevations

Sheet: 1.1H




## FRONT ELEVATION - E

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




## SIDE ELEVATION - E

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

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### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
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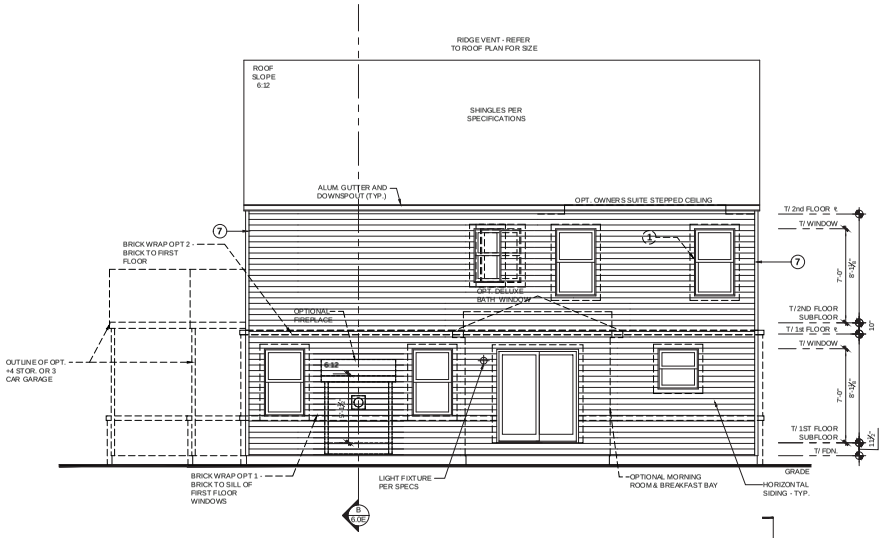
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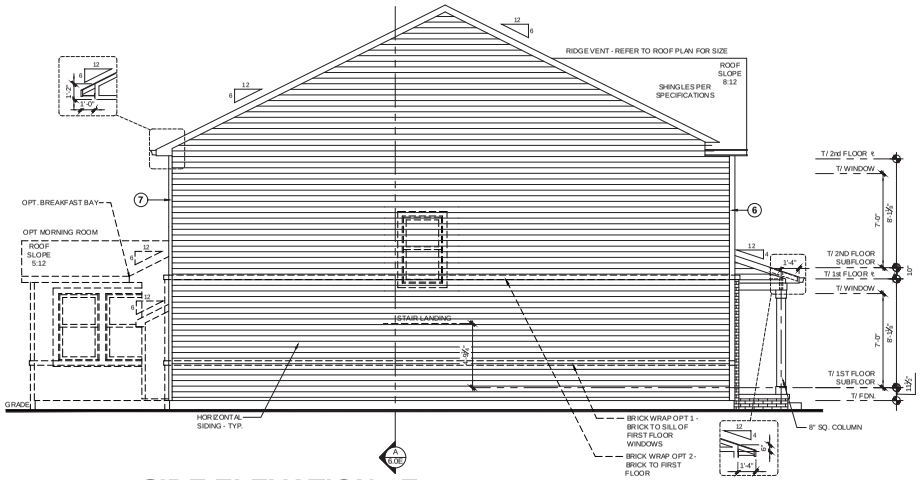
Sheet Title: Front & Garage Side Elevations

Sheet: 1.0E




## REAR ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVELS, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL.

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS +/-4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS +/-4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

11x17 PRINTS ARE ½ SCALE

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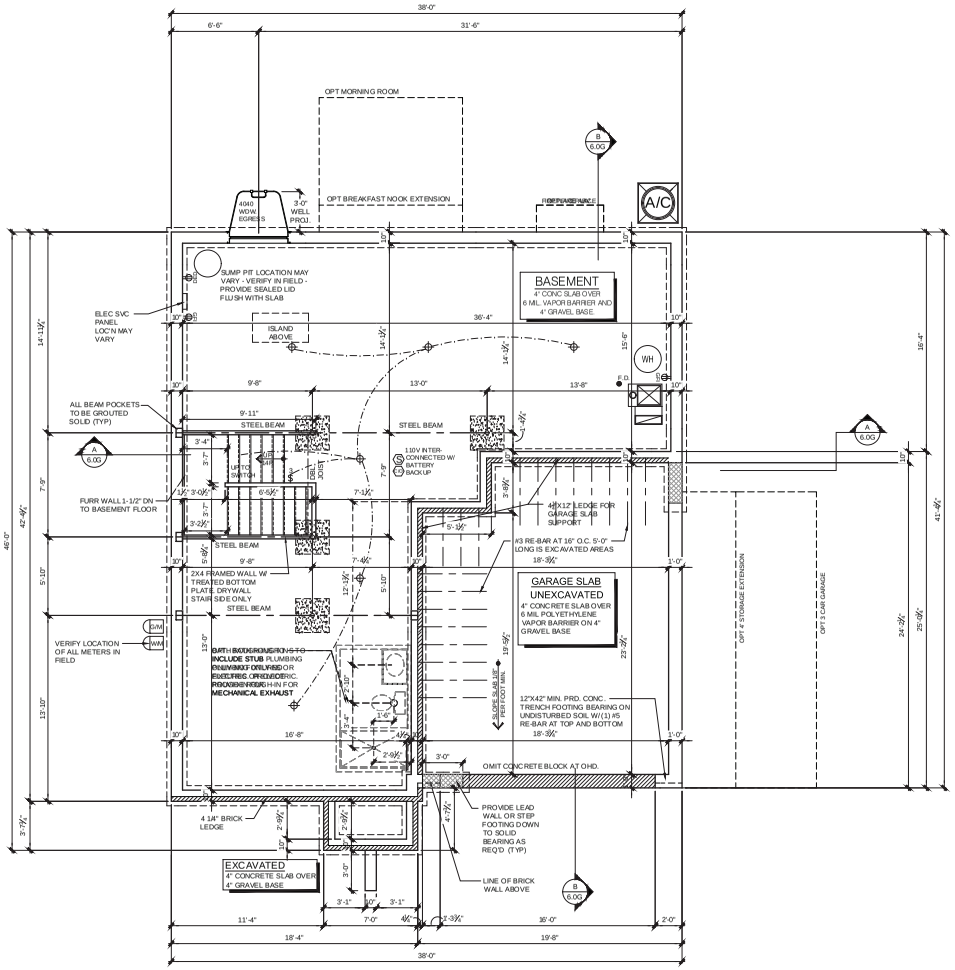
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| LSP By: | XXX |
| LSP Rev: | |

Sheet Title: Rear & Side Elevations

Sheet: 1.1E




## ELEVATION E
# FOUNDATION PLAN
**SCALE:** 1/4" = 1'-0"

**OPTIONAL EXTRA**

- [ ] FULL BATH ROUGH-IN
- [ ] EXTERIOR DIRECT VENT FIREPLACE
- [ ] BREAKFAST NOOK EXTENSION
- [ ] MORNING ROOM
- [ ] 7'-10" BASEMENT
- [ ] 8'-0" BASEMENT
- [ ] 8'-6" BASEMENT
- [ ] GARDEN BASEMENT
- [ ] WALK-OUT BASEMENT
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3-CAR FRONT LOAD GARAGE
  - [ ] GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH. . SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

## Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN.
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    FOOTINGS 3"
    SLAB ON GRADE CENTER OF SLAB
    WALLS EXPOSED TO EARTH 2"
    COLUMN TIES 1½"
17. COMPRESSION LAP SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

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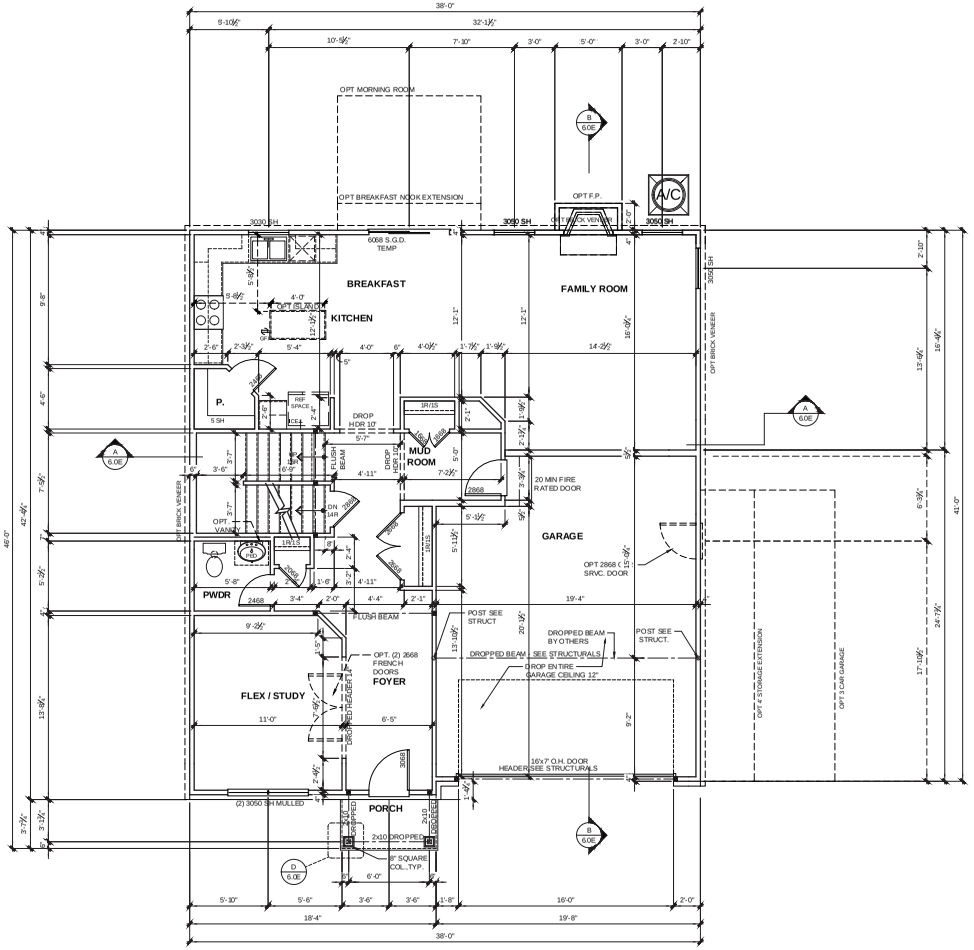
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LSP By: XXX
LSP Rev:
Sheet Title: Foundation Plan
Sheet: 2.0E




**FRAMING PLAN**

# FIRST FLOOR PLAN - E

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

## PLAN OPTIONS

- ☒ POWDER ROOM CABINET
- ☐ MORNING ROOM
- ☐ FRENCH DOORS - FLEX / STUDY
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (MAIN WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ½" TYPE 'X' FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" QUARTZ 36 BY 7/16" WATER RESISTANT SHEATHING WHICH IS HELD 42"x 38 1/4" ROOF PANELS FROM THE OUTSIDE OF THE FOUNDATION

DIRECT VENT GAS FIREPLACE

PROVIDE NON-COMBUSTIBLE HEARTH

HEARTH EXTENSION TO BE MIN. 20" TO FRONT AND 12" TO EACH SIDE OF THE FIREPLACE BOX.

FIREPLACE CHIMNEY TO BE FRAMED WITH 2X4 WALLS AT EXTERIOR WALLS, AND SHEATHED WITH 1/2" GYPSUM BOARD AT ALL INTERIOR SURFACES.

OPTIONAL STAIRWAY HANDRAIL

PAINTED OR STAINED HARDWOOD TREAD.

HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

### NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-0" SECOND FLOOR 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

### GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:

1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:

1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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REFER TO ENGINEERING SHEET FOR FRAMING AND HEADER SIZES

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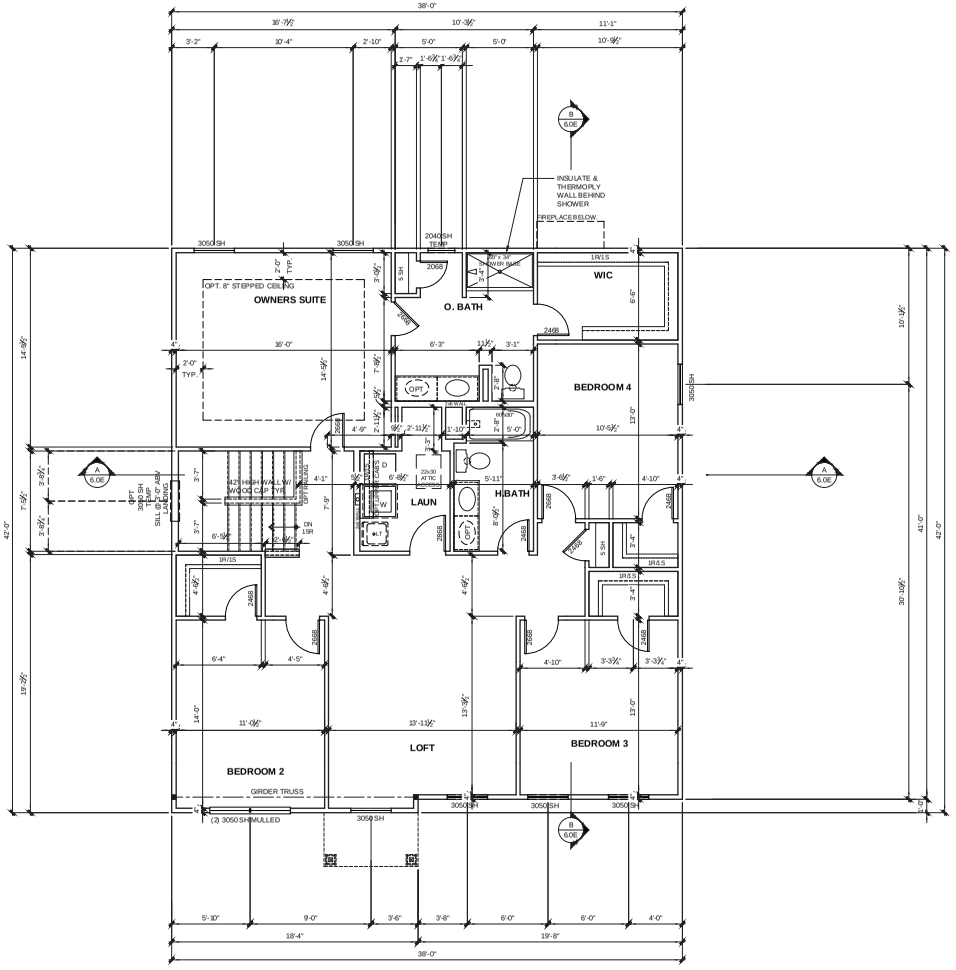
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11x17 PRINTS ARE ½ SCALE

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LSP By: XXX
LSP Rev:

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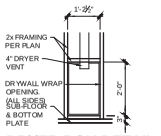
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## FRAMING PLAN
# SECOND FLOOR PLAN - E
**SCALE:** 1/4" = 1'-0"

## PLAN OPTIONS

- [ ] LAUNDRY SINK ONLY
- [ ] LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- [ ] WINDOW OPTIONS
  - [ ] 3050 STAIR WINDOW
- [ ] OWNERS SUITE STEPPED CEILING
- [ ] SECOND FLOOR RAILING
- [ ] BEDROOM #2 BATH
- [ ] BEDROOM #5 IN-LIEU OF LOFT
- [ ] OWNERS STD BATH UPGRADES
  - [ ] 2ND SINK BOWL
- [ ] OWNERS DELUXE BATH
- [ ] HALL BATH 2ND SINK BOWL




**DRYER BOX DETAIL**
SCALE: 1"=1'-0"

## Floor Plan Notes

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EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

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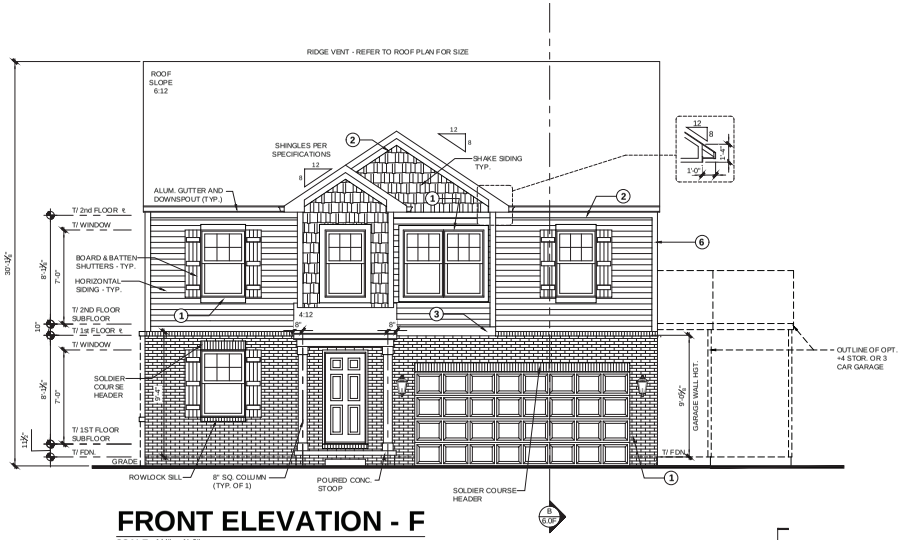
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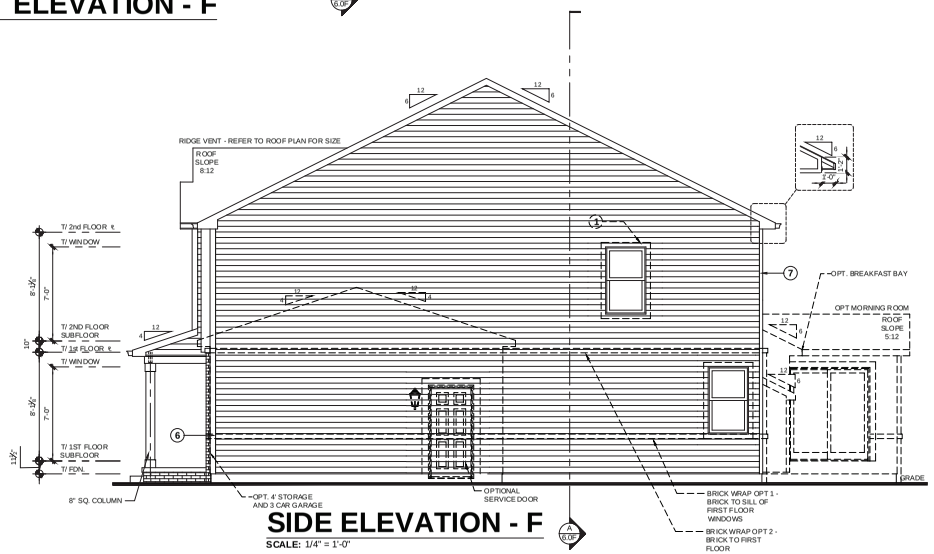
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LSP By: XXX
LSP Rev:
Sheet Title: Second Floor Plan
Sheet: 3.1E




## FRONT ELEVATION - F

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




## SIDE ELEVATION - F

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

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2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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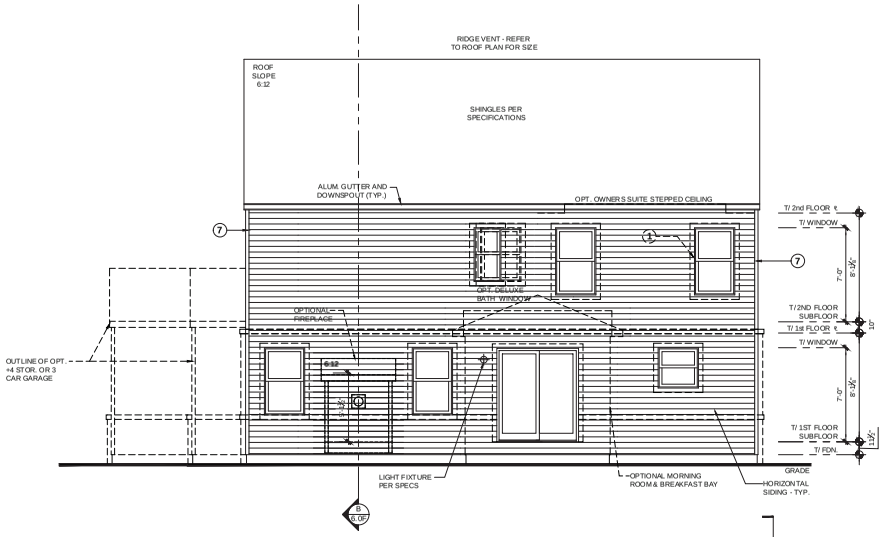
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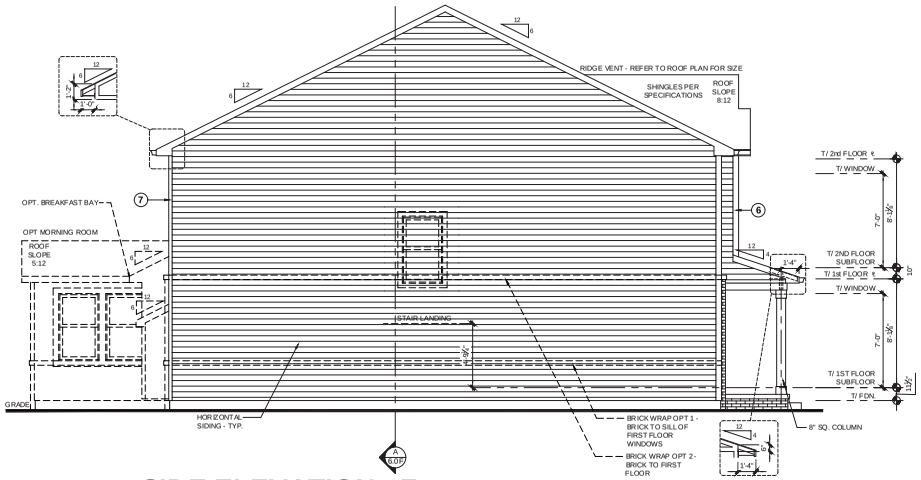
Sheet Title: Front & Garage Side Elevations

Sheet: 1.0F




## REAR ELEVATION - F

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




## SIDE ELEVATION - F

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

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2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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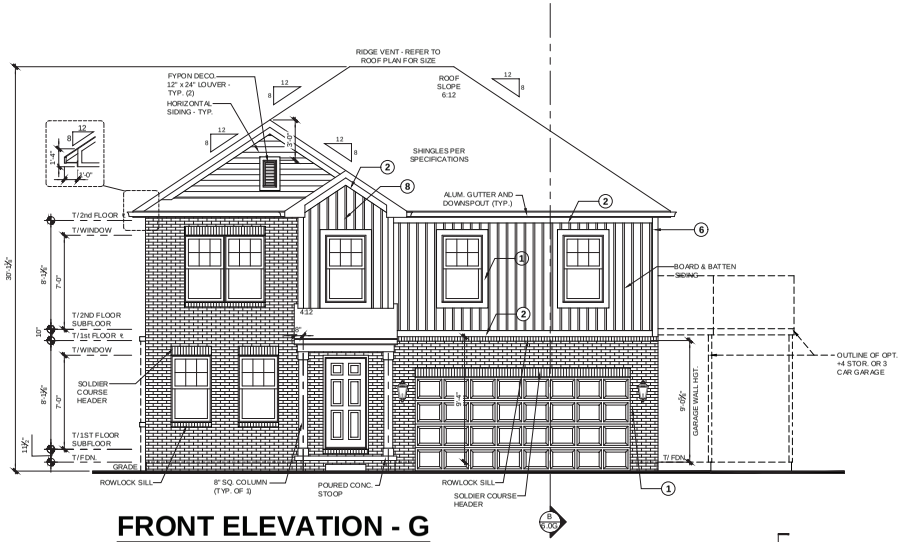
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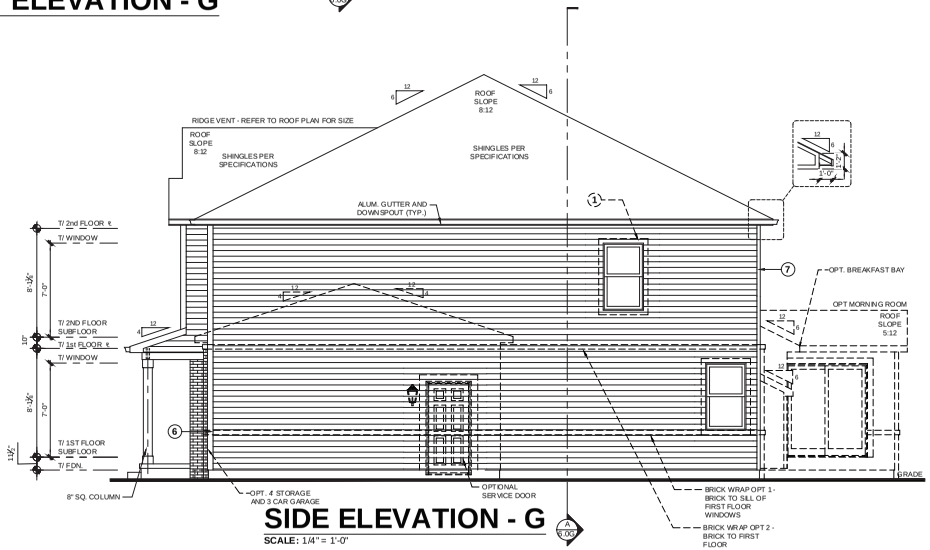
Sheet Title: Rear & Side Elevations

Sheet: 1.1F




## FRONT ELEVATION - G

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




## SIDE ELEVATION - G

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES, WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

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| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS. 1X_ OR ½ TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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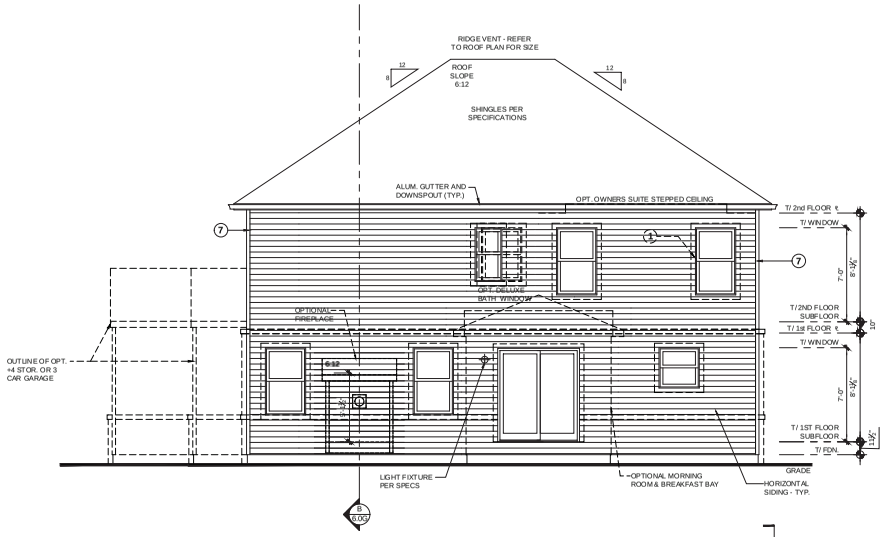
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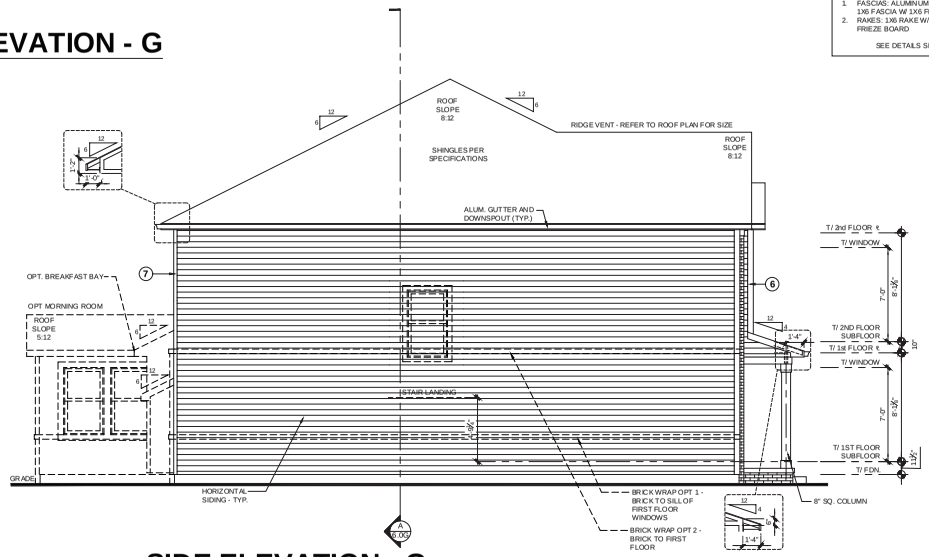
Sheet Title: Front & Garage Side Elevations

Sheet: 1.0G




## REAR ELEVATION - G

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




## SIDE ELEVATION - G

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

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ⅝ TRIM THICKNESS

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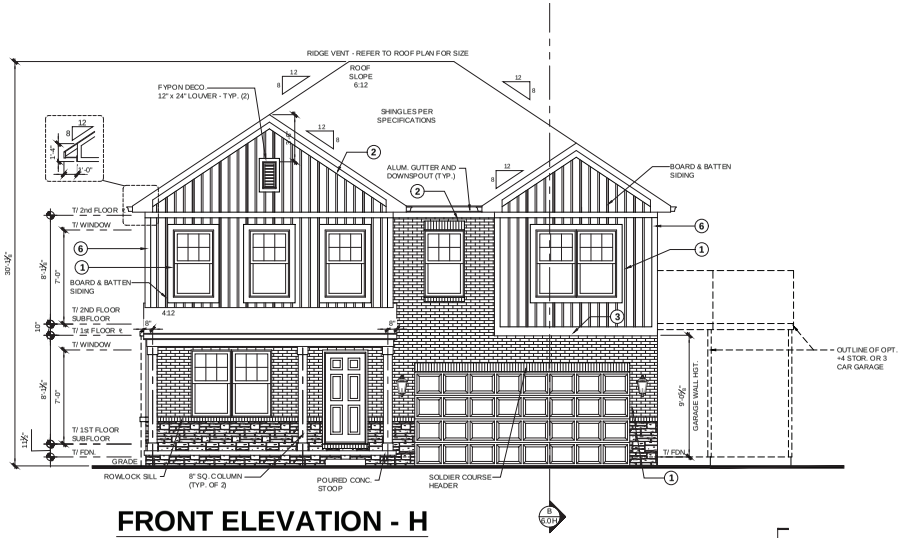
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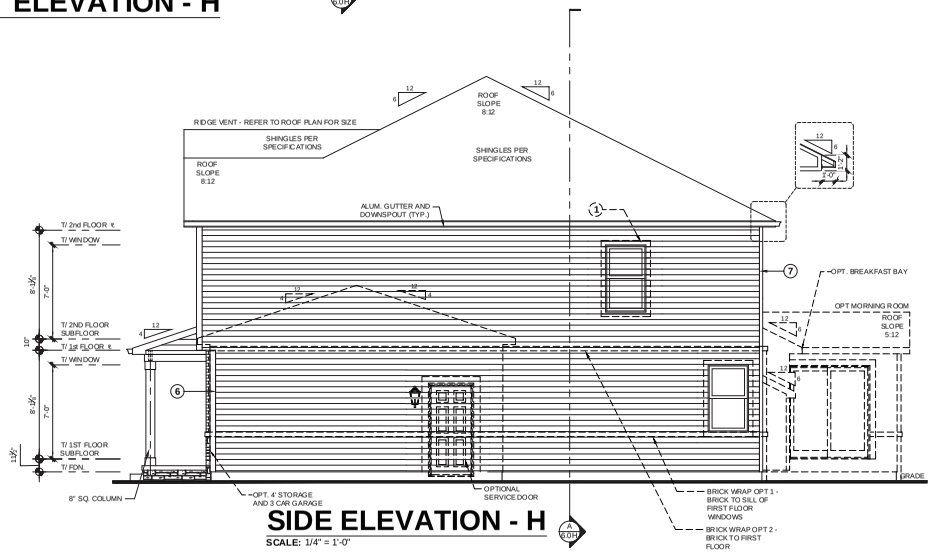
Sheet Title: Rear & Side Elevations

Sheet: 1.1G




## FRONT ELEVATION - H

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




## SIDE ELEVATION - H

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

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR 5/4 TRIM THICKNESS

### Fascia / Rakes

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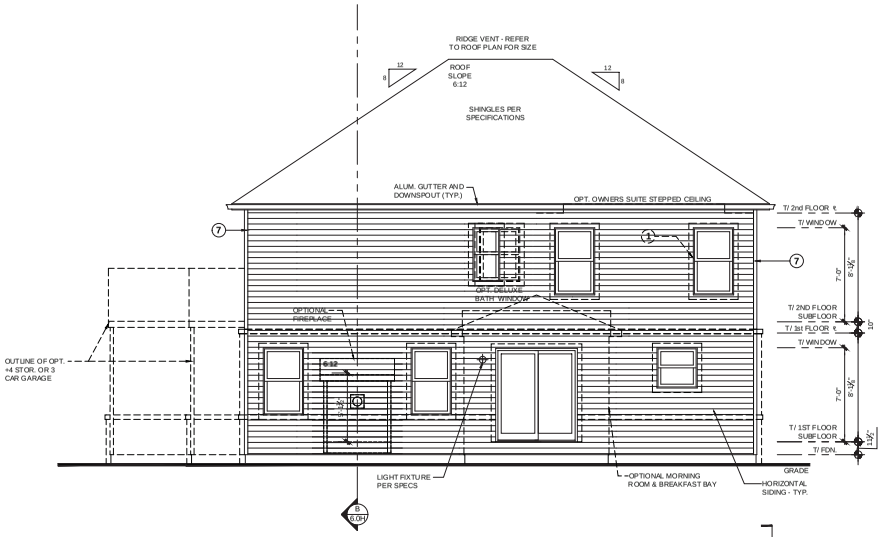
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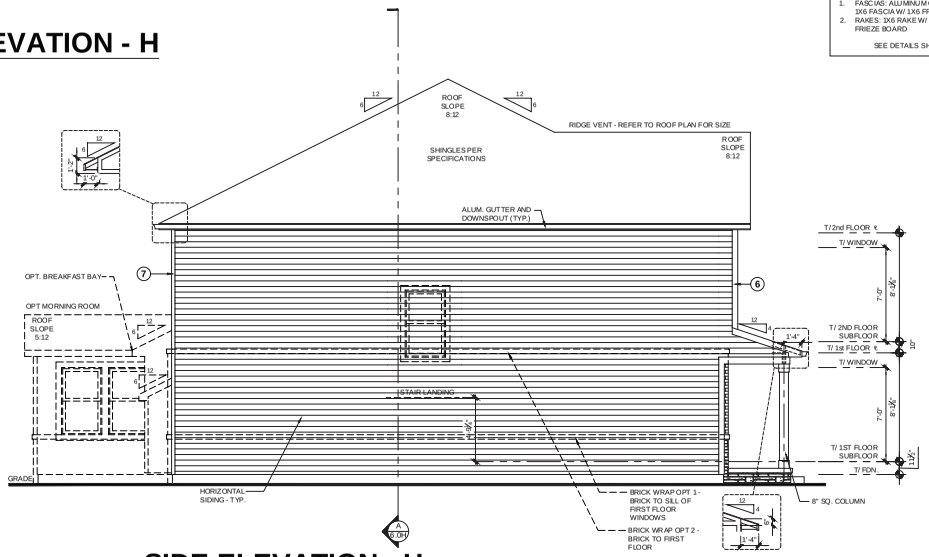
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Sheet: 1.0H




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




## SIDE ELEVATION - H

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

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SEE DETAILS SHEETS

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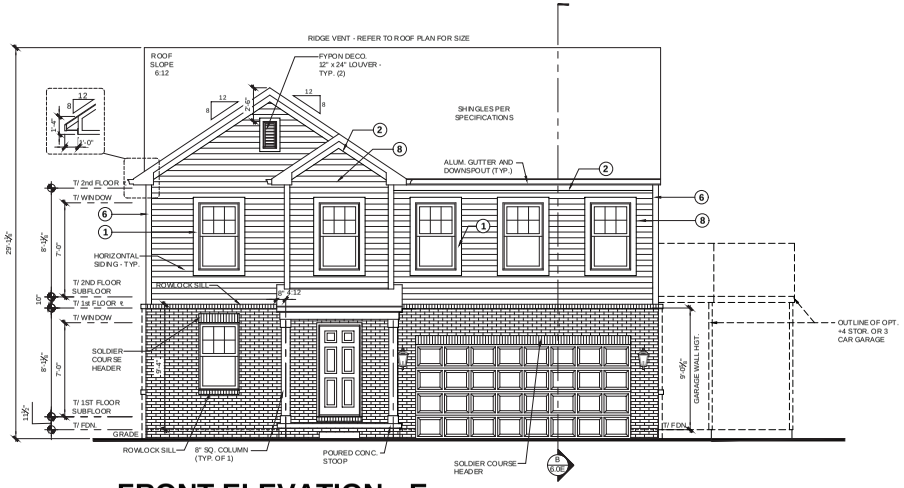
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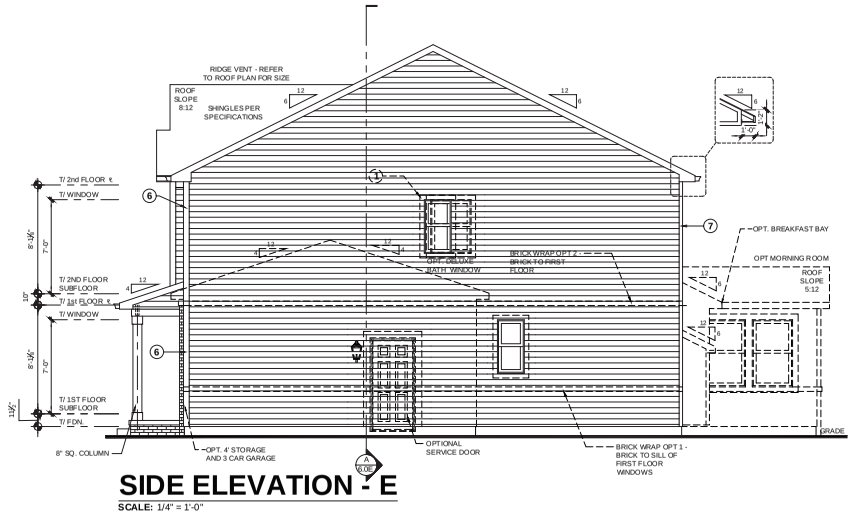
Sheet Title : Rear & Side Elevations

Sheet: 1.1H




## FRONT ELEVATION - E

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




## SIDE ELEVATION - E

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

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SEE DETAILS SHEETS

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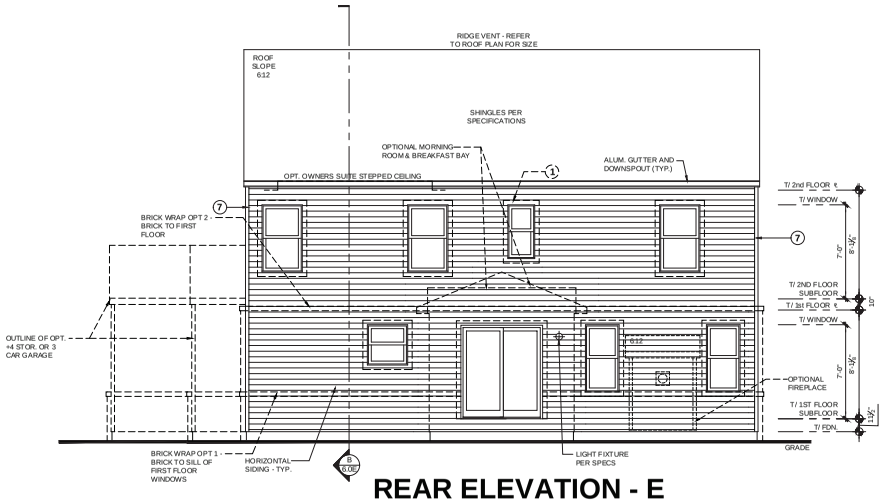
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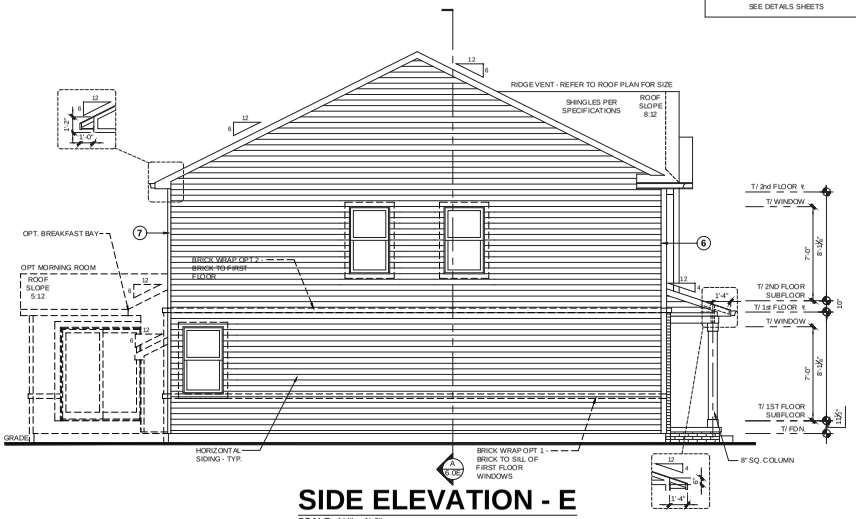
Sheet Title :
Front & Garage Side Elevations

Sheet:
1.0E




## REAR ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

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### Fascia / Rakes

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2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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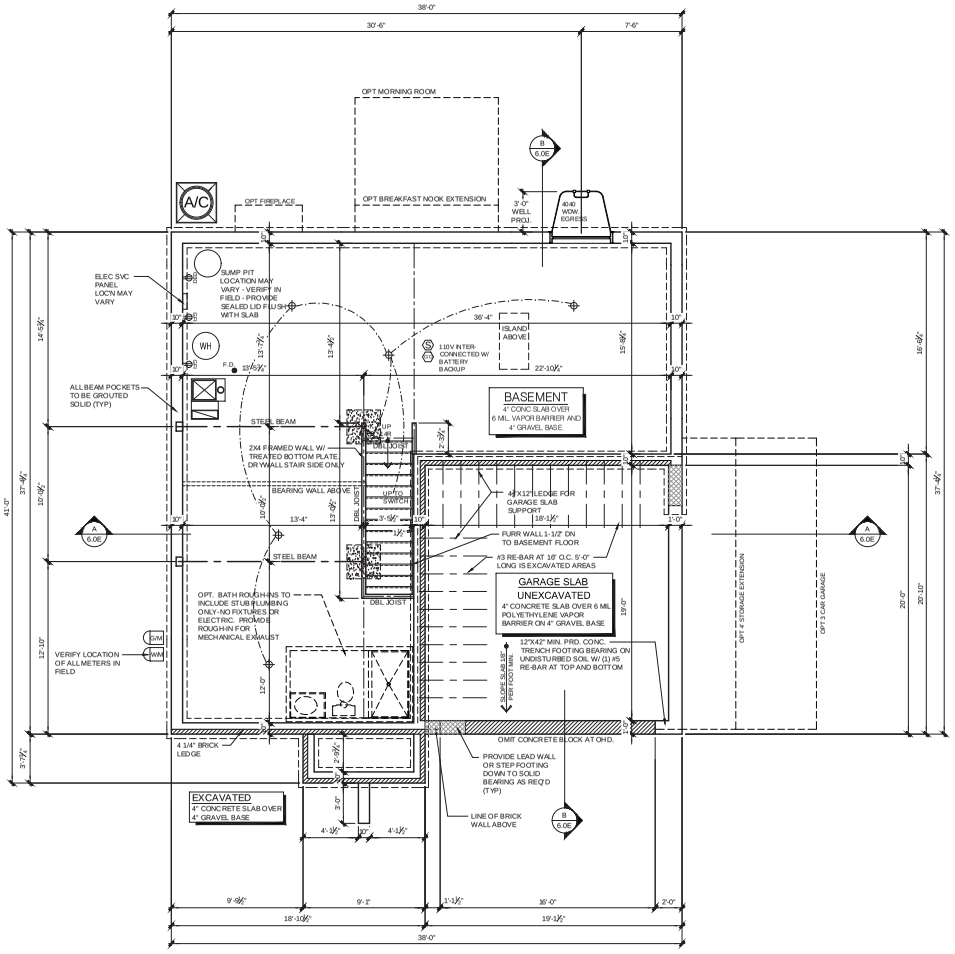
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| LSP Rev: | |

Sheet Title: Rear & Side Elevations

Sheet: 1.1E




## ELEVATION E
# FOUNDATION PLAN

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

| OPTIONAL EXTRA |
|---|
| ☒ FULL BATH ROUGH-IN |
| ☐ EXTERIOR DIRECT VENT FIREPLACE |
| ☐ BREAKFAST NOOK EXTENSION |
| ☐ MORNING ROOM |
| ☐ 7'-10" BASEMENT |
| ☐ 8'-0" BASEMENT |
| ☐ 8'-6" BASEMENT |
| ☐ GARDEN BASEMENT |
| ☐ WALK-OUT BASEMENT |
| ☐ GARAGE SERVICE DOOR |
| ☐ 4'-0" GARAGE STORAGE |
| ☐ GARAGE SERVICE DOOR |
| ☐ 3-CAR FRONT LOAD GARAGE |
| ☐ GARAGE SERVICE DOOR |

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH. SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

## Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN.
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    FOOTINGS 3"
    SLAB ON GRADE CENTER OF SLAB
    WALLS EXPOSED TO EARTH 2"
    COLUMN TIES 1½"
17. COMPRESSION LAP SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

## Structural Disclaimer

STRUCTURAL INFORMATION: HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

ANY INFORMATION RELATIVE TO STRUCTURE WITHIN THESE DOCUMENTS IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.

REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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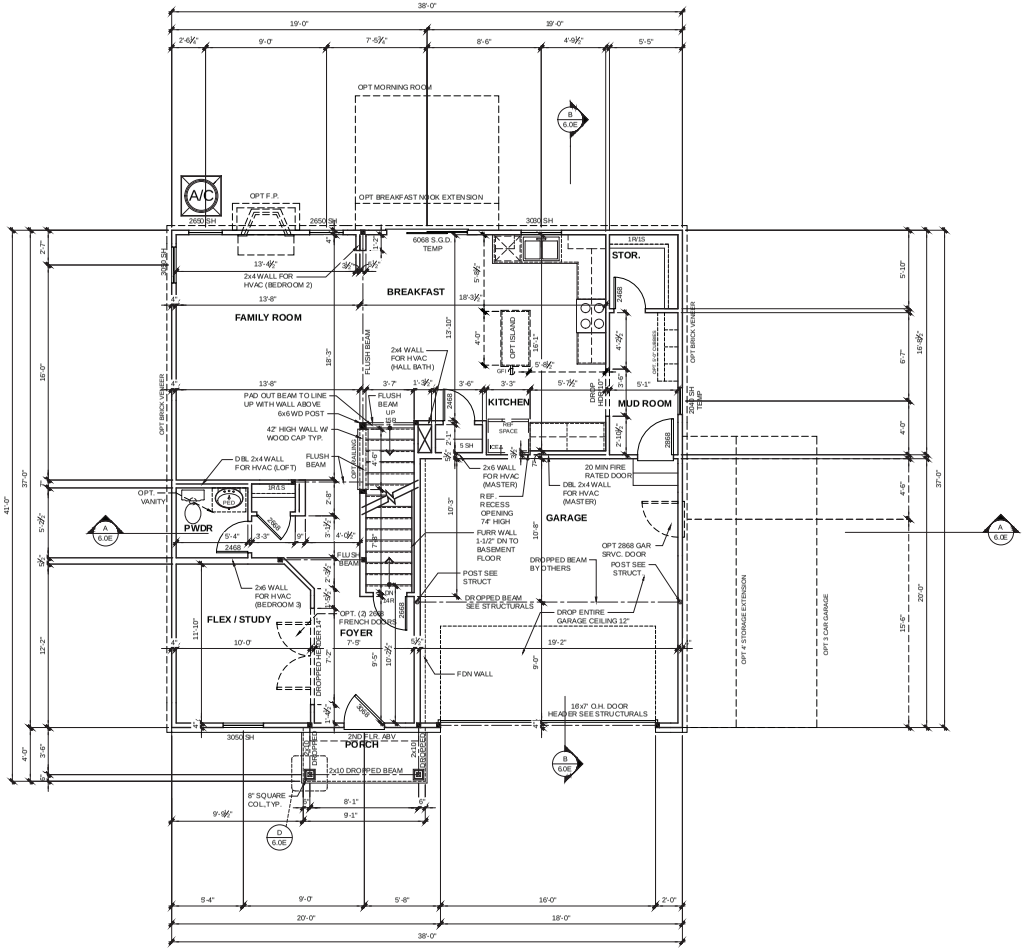
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| LSP Rev: | |

Sheet Title: Foundation Plan

Sheet: 2.0E




**FRAMING PLAN**

# FIRST FLOOR PLAN - E

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

## PLAN OPTIONS

- [ ] RAILING - FIRST FLOOR
- [ ] MUDROOM CUBBIES
- [ ] POWDER ROOM CABINET
- [ ] FRENCH DOORS - FLEX / STUDY
- [ ] MORNING ROOM
- [ ] KITCHEN ISLAND
- [ ] BREAKFAST NOOK EXTENSION
- [ ] EXTERIOR DIRECT VENT FIREPLACE (MAIN WALL)
- [ ] CORNER DIRECT VENT FIREPLACE (SIDE WALL)
- [ ] GARAGE SERVICE DOOR
- [ ] 4'-0" GARAGE STORAGE
  - [ ] GARAGE SERVICE DOOR
- [ ] 3 CAR GARAGE
  - [ ] GARAGE SERVICE DOOR

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE "X" FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE: 1ST FLOOR: 7'-0" SECOND FLOOR: 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLIABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

## Structural Disclaimer

STRUCTURAL INFORMATION; HEADER, BEAM, GIRDER SIZES, ETC. TO BE PROVIDED BY OTHERS, AND ARE NOT CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

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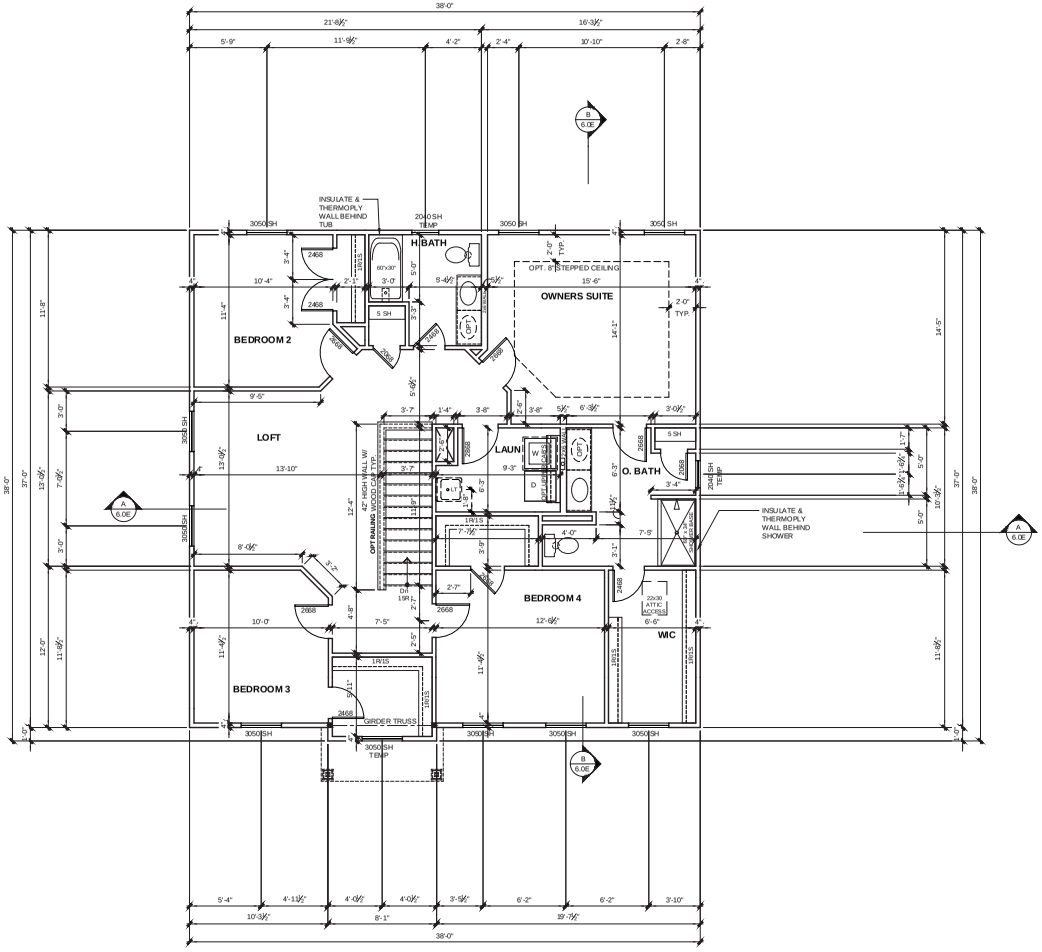
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11x17 PRINTS ARE ½ SCALE

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| LSP By: | XXX |
| LSP Rev: | |

Sheet Title :
First Floor Plan

Sheet:
3.0E



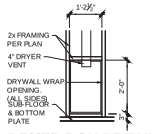

**FRAMING PLAN**

# SECOND FLOOR PLAN - E

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

## PLAN OPTIONS

- ☒ LAUNDRY SINK ONLY
- ☐ LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- ☐ OWNERS SUITE STEPPED CEILING
- ☐ SECOND FLOOR RAILING
- ☐ OWNERS STD BATH UPGRADES
  - ☐ 2ND SINK BOWL
- ☐ OWNERS DELUXE BATH
- ☐ HALL BATH 2ND SINK BOWL




**DRYER BOX DETAIL**

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

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
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NOTES

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   1ST FLOOR: 7'-6"
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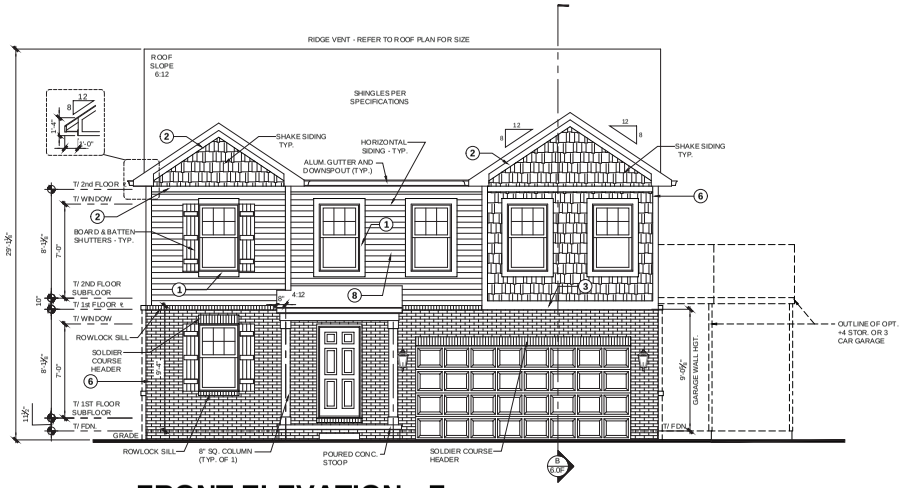
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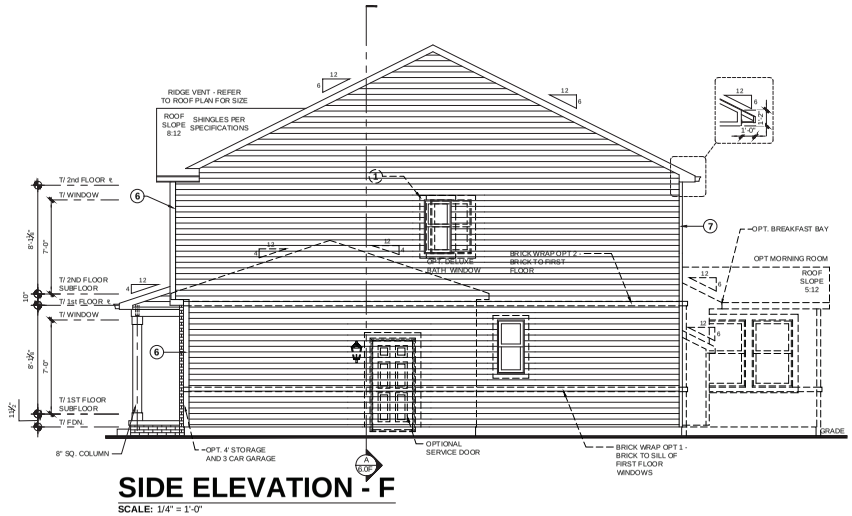
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Second Floor Plan

Sheet:
3.1E




## FRONT ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES; WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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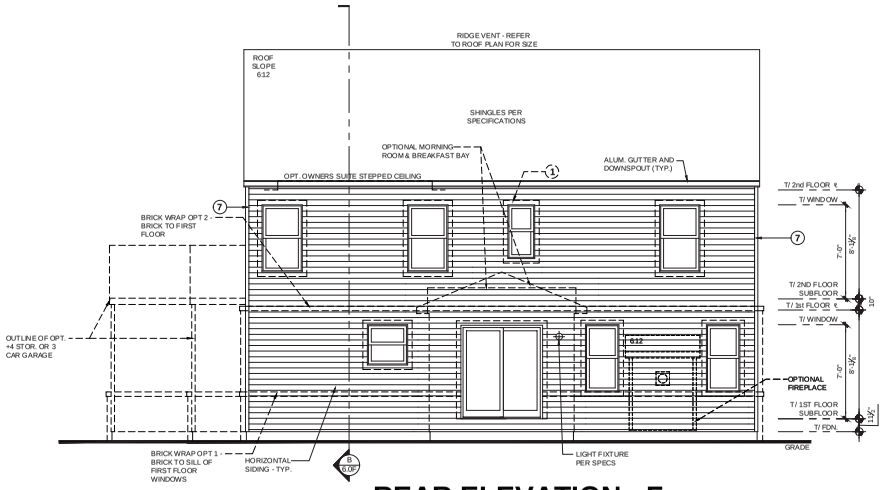
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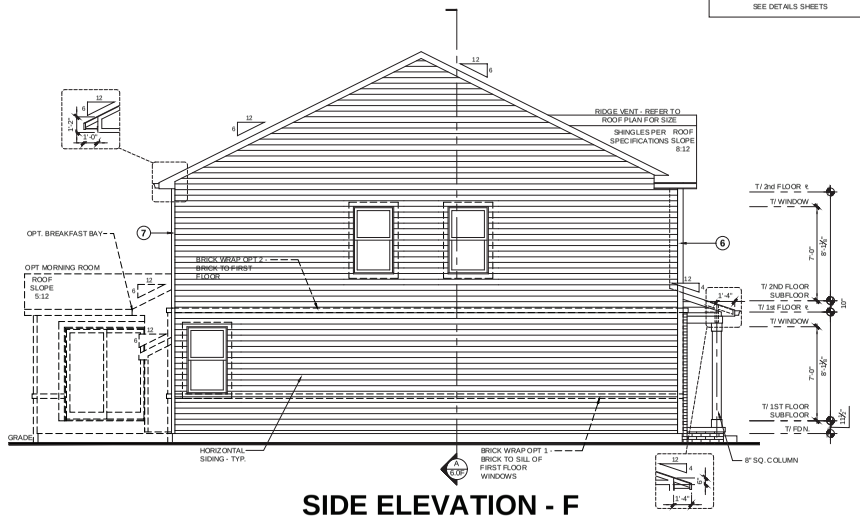
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Sheet: 1.0F




## REAR ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES, WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
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| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS, 1X_ OR ½" TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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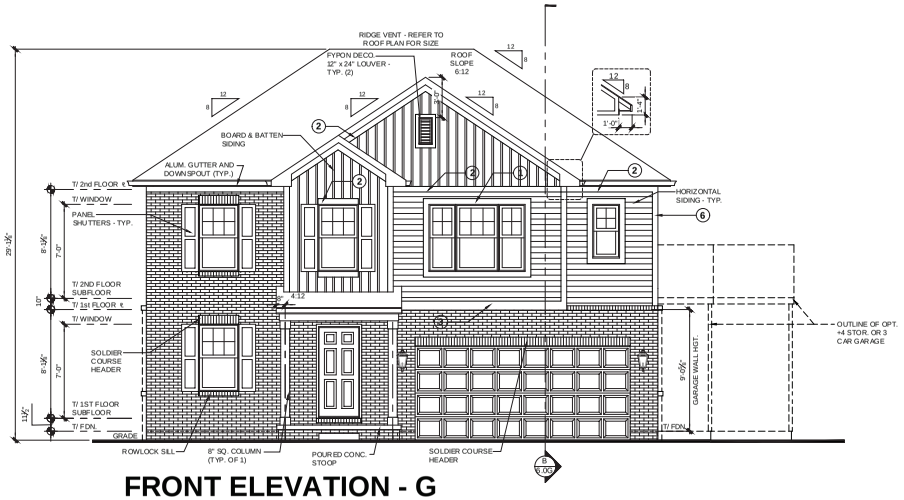
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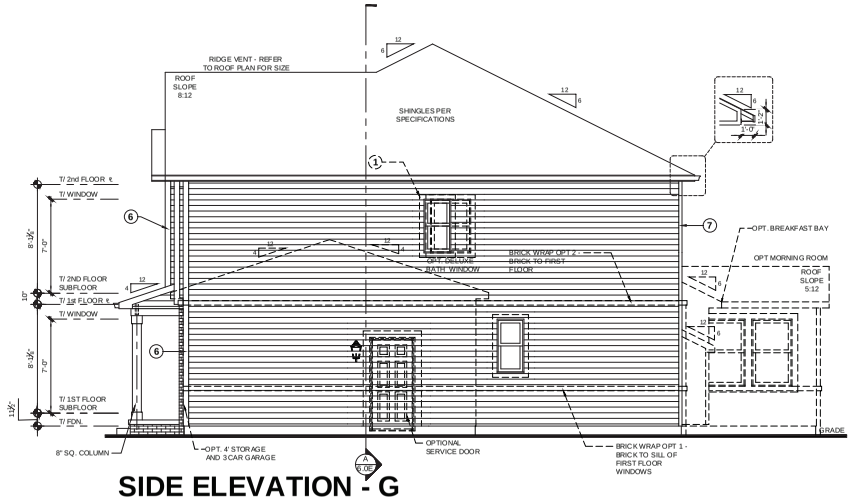
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Sheet: 1.1F




## FRONT ELEVATION - G

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




## SIDE ELEVATION - G

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

## Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES, WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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## Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

## Trim Schedule

| KEY # | DESCRIPTION |
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| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
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| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER ELEVATION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER ELEVATION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS. 1X_ OR ½ TRIM THICKNESS

## Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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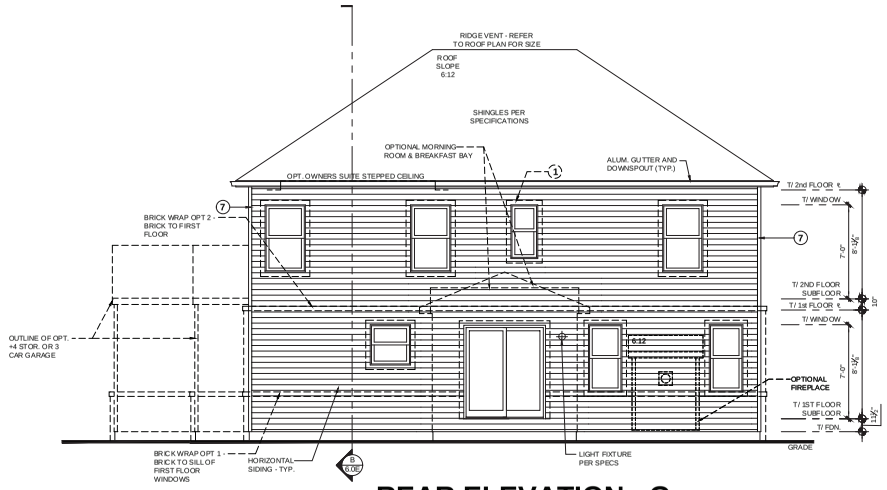
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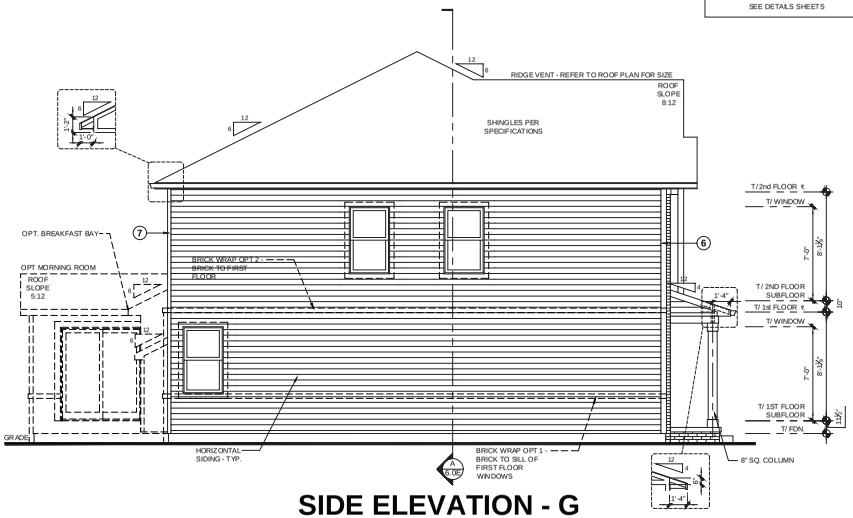
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Front & Garage Side Elevations

Sheet:
1.0G




## REAR ELEVATION - G

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




## SIDE ELEVATION - G

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

### Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES, WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

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| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS. 1X_ OR ⅝ TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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11x17 PRINTS ARE ½ SCALE

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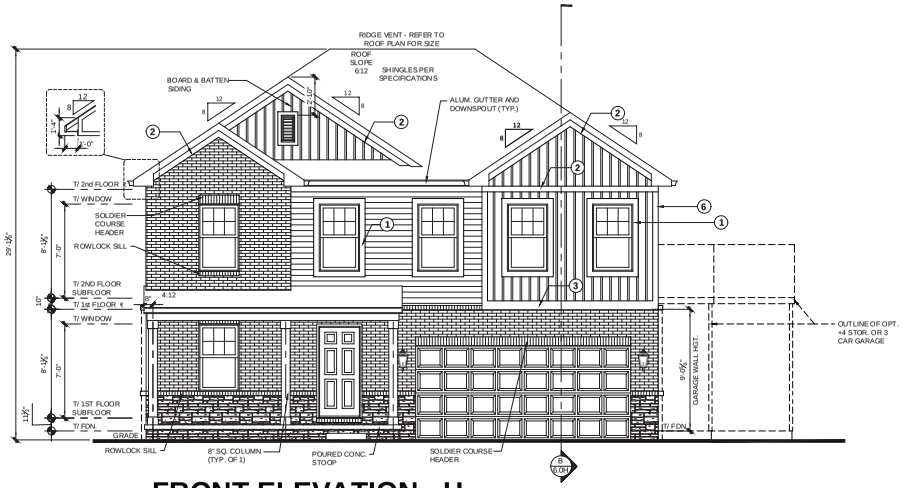
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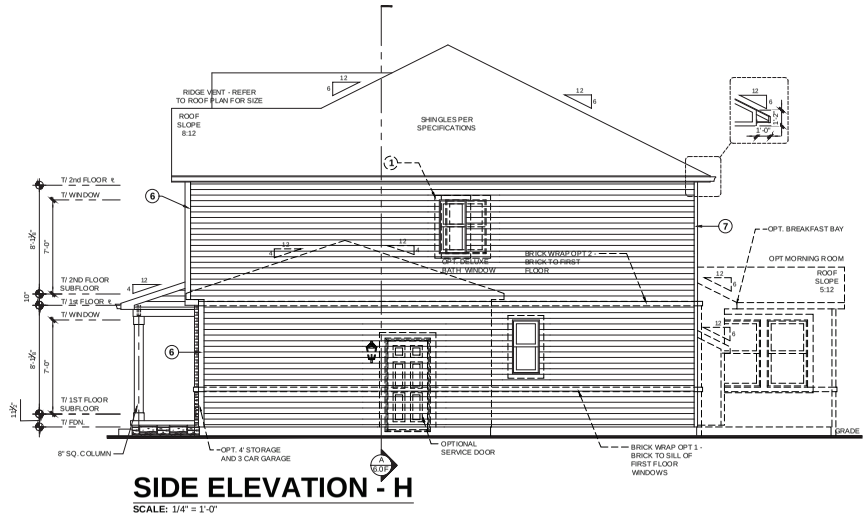
Sheet Title: Rear & Side Elevations

Sheet: 1.1G




## FRONT ELEVATION - H

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




## SIDE ELEVATION - H

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

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### Fascia / Rakes

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2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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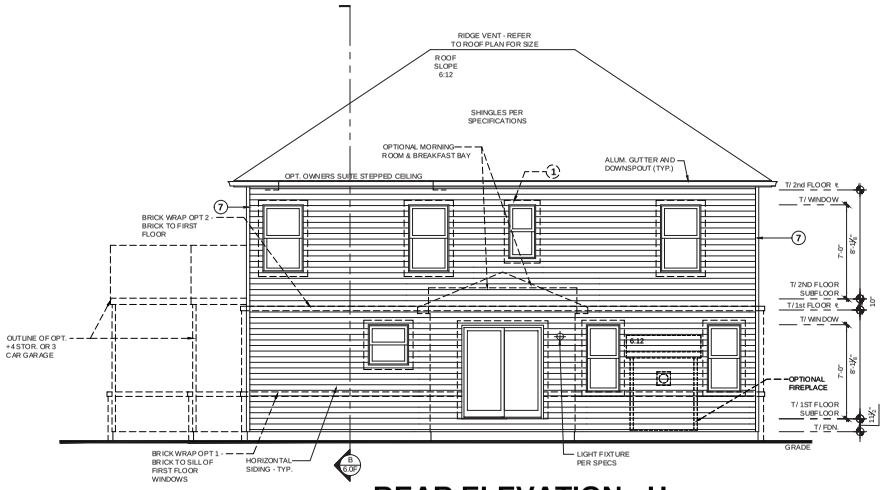
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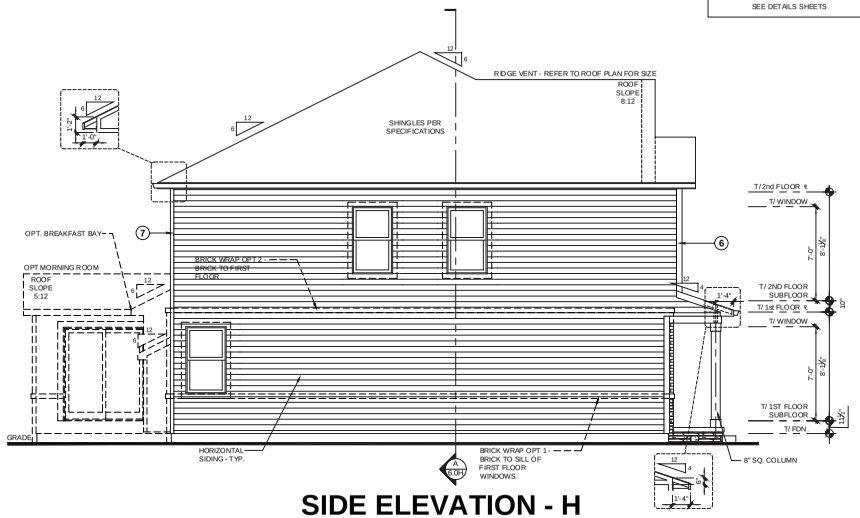
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Front & Garage Side Elevations

Sheet:
1.0H




## REAR ELEVATION - H

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




## SIDE ELEVATION - H

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

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IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE, AT A DIVISIONAL LEVEL AS WELL AS COMMUNITY SPECIFIC LEVEL, THE DESIRED FINISH REQUIREMENTS OF SPECIFIC TIME PIECES, WHETHER PAINTED, VINYL OR ALUMINUM WRAPPED.

### Typ Ext Trim Finish

THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SOLELY AS A GUIDE FOR TRIM SIZES. ALL TRIM NOTED ON THE ELEVATIONS IS NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL

### Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

### Trim Schedule

| KEY # | DESCRIPTION |
|---|---|
| 1 | 4" TRIM (2x4) |
| 2 | 6" TRIM (2x6) |
| 3 | 8" TRIM (2x8) |
| 4 | 10" TRIM (2X10) |
| 5 | 12" TRIM (2X12) |
| 6 | FRONT CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 7 | REAR CORNERS = 4" TRIM PER DIVISION - SEE SPECS |
| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 5/4 TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

11x17 PRINTS ARE ½ SCALE

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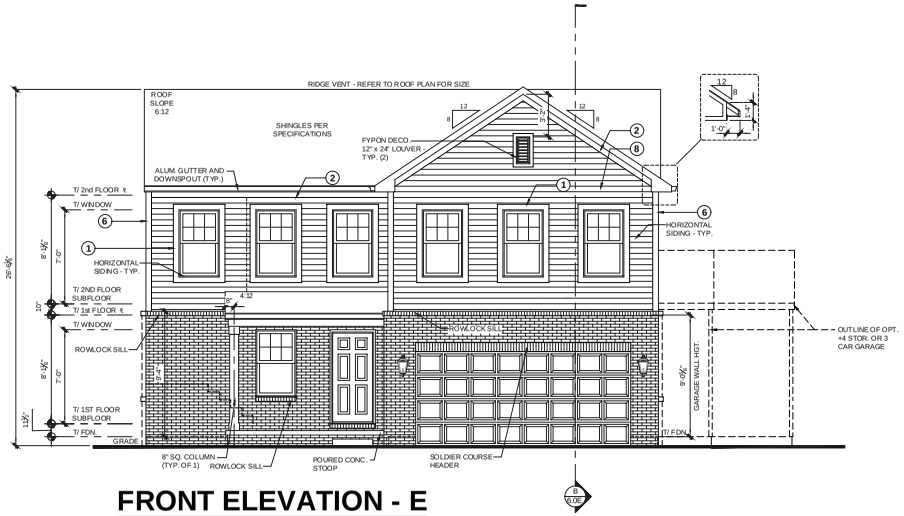
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LSP By: XXX
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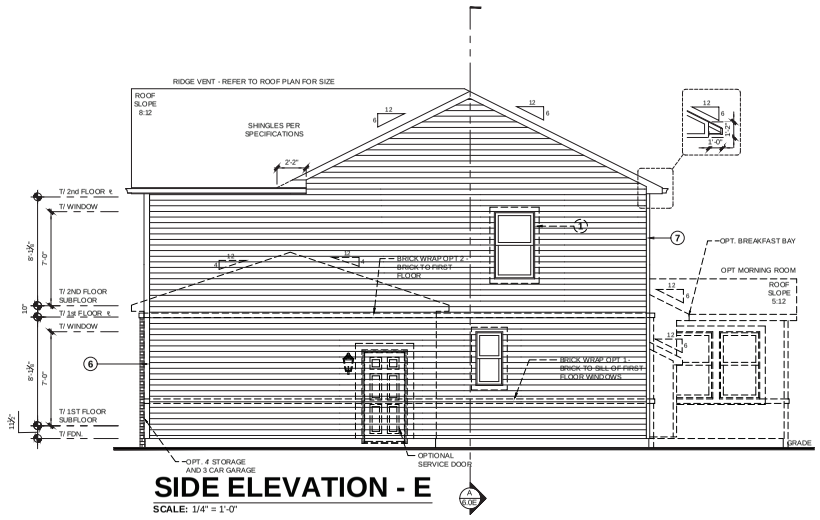
Sheet Title : Rear & Side Elevations

Sheet: 1.1H




## FRONT ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

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| 8 | VINYL ACCENT SIDING |

REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ¾ TRIM THICKNESS

### Fascia / Rakes

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2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

SEE DETAILS SHEETS

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ESSENTIAL BRICK SERIES

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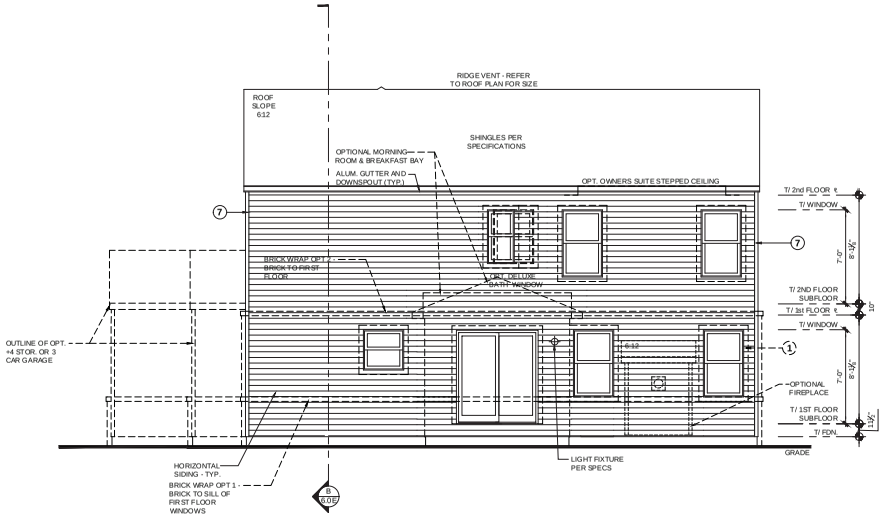
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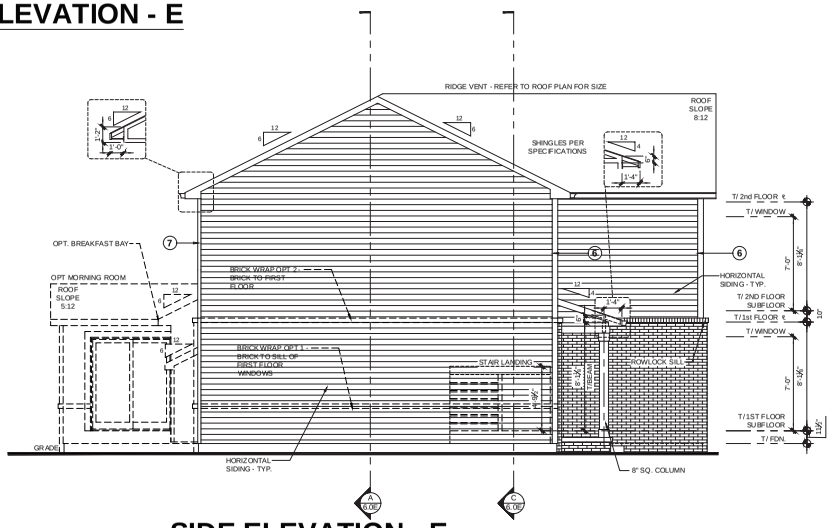
Sheet Title :
Front & Garage Side Elevations

Sheet:
1.0E




## REAR ELEVATION - E

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




## SIDE ELEVATION - E

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

### Division Note

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### Fascia / Rakes

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SEE DETAILS SHEETS

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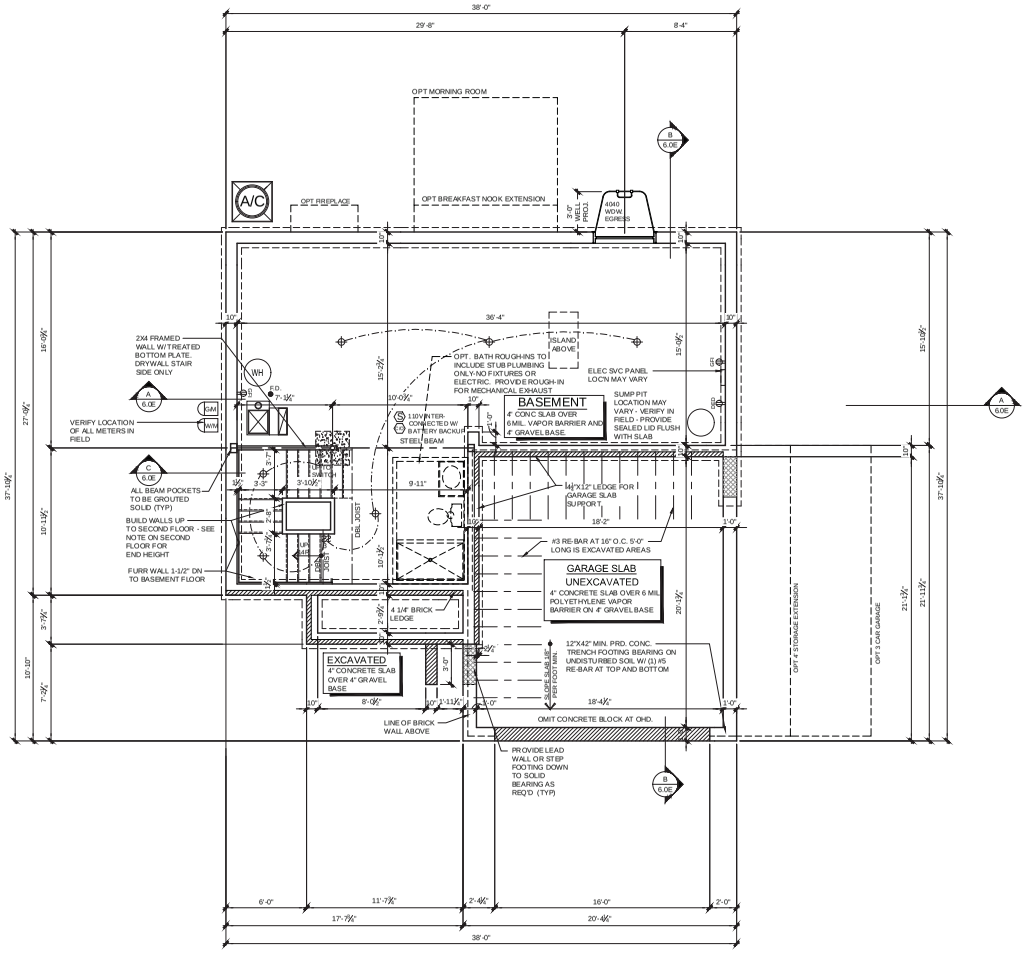
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LSP Rev:

Sheet Title: Rear & Side Elevations

Sheet: 1.1E




## ELEVATION E
# FOUNDATION PLAN
**SCALE:** 1/4" = 1'-0"

**OPTIONAL EXTRA**

- ☒ FULL BATH ROUGH-IN
- ☐ EXTERIOR DIRECT VENT FIREPLACE
- ☐ BREAKFAST NOOK EXTENSION
- ☐ MORNING ROOM
- ☐ 7'-10" BASEMENT
- ☐ 8'-0" BASEMENT
- ☐ 8'-6" BASEMENT
- ☐ GARDEN BASEMENT
- ☐ WALK-OUT BASEMENT
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3-CAR FRONT LOAD GARAGE
  - ☐ GARAGE SERVICE DOOR

ESCAPE WINDOW NOTES:

PROVIDE GALV. METAL AREAWELL W/ MIN. 36" PROJECTION.

AREAWELL TO BE A MINIMUM OF 9 S.F. DRAIN TO DRAIN TILE. SILL OF ESCAPE WINDOW AT 44" MAX. ABOVE FLOOR. PROVIDE LADDER AS REQUIRED.

MIN. 5.7 S.F. CLEAR OPENING, 24" MIN. CLEAR OPENING HEIGHT, 20" MIN. CLEAR OPENING WIDTH. SASH NOT INCLUDED IN S.F.

VERIFY LOCATION IN FIELD DO NOT LOCATE EGRESS WINDOWS BELOW ANY FIRST FLOOR CANTILEVERS ABOVE

## Foundation Notes

1. WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE FOOTING EXCAVATIONS
2. PROVIDE A MIN. OF 6" OF GRANULAR FILL BELOW ALL INTERIOR SLABS-ON-GRADE
3. PROVIDE GRANULAR BACKFILL FOR BASEMENT WALLS. ALL BACKFILL SHALL BE WELL DRAINED
4. THE FOUNDATION DESIGN IS BASED ON A SOIL BEARING PRESSURE OF 2500 PSF. OTHERS SHALL DETERMINE THE ACTUAL BEARING CAPACITY OF THE SOIL
5. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED PRIOR TO CONCRETE PLACEMENT
6. WHERE COMPACTION OF FILL IS SPECIFIED, COMPACTION OF FILL MATERIAL SHALL BE A MINIMUM 95% OF MAXIMUM DRY DENSITY
7. BOTTOM OF THE EXTERIOR BUILDING FOOTINGS ARE TO BE AT LEAST 42" BELOW FINISH GRADE REGARDLESS OF ELEVATIONS SHOWN ON PLAN.
8. ALL CONTINUOUS FOOTINGS SHALL BE CENTERED UNDER WALLS AND ALL PIERS AND SPREAD FOOTINGS SHALL BE CENTERED UNDER COLUMNS OR PIERS UNLESS NOTED OTHERWISE.
9. NO SLABS OR FOUNDATIONS SHALL BE PLACED INTO OR ADJACENT TO SUB-GRADE CONTAINING WATER, ICE, FROST, OR ORGANIC MATERIAL.
10. WHERE FOUNDATION WALLS ARE TO HAVE SOIL PLACED O BOT SIDES, PLACE SOIL SIMULTANEOUSLY SO AS TO MAINTAIN A COMMON ELEVATION ON EACH SIDE OF THE WALL.
11. BASEMENT WALLS ARE DESIGNED TO BE LATERALLY RESTRAINED BY THE CONCRETE FLOOR. PROVIDE TEMPORARY SUPPORT TO BASE OF THE BASEMENT WALL IF WALL IS BACKFILLED PRIOR TO THE PLACEMENT OF THE BASEMENT CONCRETE FLOOR. DO NOT BACKFILL MORE THAN 4'-0" FROM THE FOOTING PRIOR TO PLACING THE BASEMENT CONCRETE FLOOR.
12. THE REINFORCING STEEL CONTRACTOR SHALL FABRICATE ALL REINFORCEMENT AND FURNISH ALL ACCESSORIES, CHAIRS, SPACER BARS, AND SUPPORTS NECESSARY TO SECURE THE REINFORCEMENT UNLESS NOTED OTHERWISE.
13. REINFORCING STEEL SHALL BE ASTM A615 (GRADE 60)
14. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185
15. CONCRETE REINFORCEMENT SHALL BE PLACED ACCORDING TO CRSI RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS
16. CONCRETE COVERAGE FOR REINFORCING, U.N.O.
    - FOOTINGS 3"
    - SLAB ON GRADE CENTER OF SLAB
    - WALLS EXPOSED TO EARTH 2"
    - COLUMN TIES 1½"
17. COMPRESSION LAB SPLICED FOR GRADE 60 BARS SHALL BE 30 BAR DIAMETER MIN.
18. TENSION LAP SPLICES SHALL BE AS DETAILED. USE CLASS B SPLICES U.N.O.
19. ALL WELDED WIRE FABRIC LAPS SHALL BE 8" AT ENDS AND SIDES
20. BAR LENGTHS SHOWN DO NOT INCLUDE HOOKS AND BENDS
21. CONCRETE AT THE TIME OF PLACEMENT SHALL HAVE A SLUMP OF 4" +/- 1" UNLESS A SUPER-PLASTICIZING AGENT IS USED
22. ALL OPENINGS IN CONCRETE WALLS SHALL HAVE (2) #5 RE-BARS PLACED AROUND THE OPENING. EXTEND THE BARS 24" BEYOND EACH FACE OF OPENING. PLACE (2) #5 X 4'-0" LONG BARS DIAGONALLY AT EACH CORNER.

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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES

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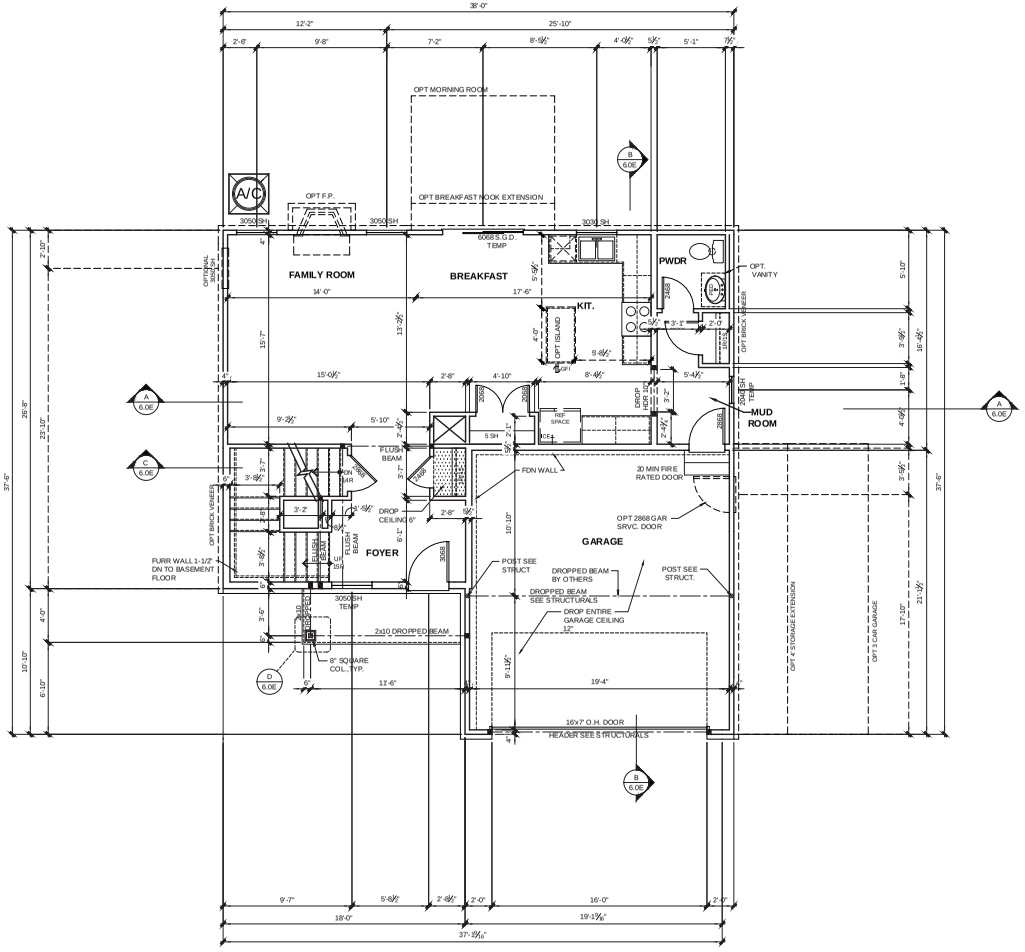
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11x17 PRINTS ARE ½ SCALE

Job #: XXX
LSP Date: XX/XX/XX
LSP By: XXX
LSP Rev:

Sheet Title: Foundation Plan

Sheet: 2.0E




**FRAMING PLAN**

# FIRST FLOOR PLAN - E

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

## PLAN OPTIONS

- ☒ RAILING - FIRST FLOOR
- ☐ POWDER ROOM CABINET
- ☐ MORNING ROOM
- ☐ KITCHEN ISLAND
- ☐ BREAKFAST NOOK EXTENSION
- ☐ EXTERIOR DIRECT VENT FIREPLACE (REAR WALL)
- ☐ WINDOW OPTIONS
  - ☐ 3050 FAMILY ROOM WINDOW (SIDE WALL)
- ☐ GARAGE SERVICE DOOR
- ☐ 4'-0" GARAGE STORAGE
  - ☐ GARAGE SERVICE DOOR
- ☐ 3 CAR GARAGE
  - ☐ GARAGE SERVICE DOOR

## Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4").
2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
3. GARAGE EXTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
4. WALLS ADJACENT TO ATTIC SPACES ARE 2X4 STUDS @ 16" O.C. W/ ½" NOMINAL SHEATHING U.N.O. (4")
5. INTERIOR WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
6. ALL GARAGE/HOUSE COMMON WALLS, CEILINGS, BEAMS, AND COLUMNS THAT SUPPORT FLOOR/CEILING ASSEMBLY ABOVE TO HAVE ½" GWB. CEILING TO BE ⅝" TYPE 'X' FIRECODE GYPSUM BOARD BELOW HABITABLE SPACES.

EXTERIOR WALLS ARE SHOWN WITH ½" NOMINAL SHEATHING WHICH IS HELD FLUSH WITH THE OUTSIDE OF THE FOUNDATION.

### TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL OPTIONAL

HANDRAIL @34"-38" ABOVE FINISHED TREAD. HANDRAIL MUST BE ANCHORED AT A WALL OR NEWEL POST. BALUSTERS TO BE SPACED SO A 4" SPHERE OR GREATER CANNOT PASS.

TREADS TO BE MIN. 10" NOSING TO NOSING. RISERS TO BE MAX. 7 3/4". NOSING TO BE 3/4" MIN. AND 1 1/4" MAX.

### NOTES

1. ALL FIRST FLOOR WALLS ARE 9'-1 1/8" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 8'-1 1/8" HIGH UNLESS NOTED OTHERWISE.
2. WINDOW HEAD HEIGHTS ARE AS FOLLOWS UNLESS NOTED OTHERWISE:
   1ST FLOOR: 7'-0"
   SECOND FLOOR 7'-0"
3. ALL POINT LOADS ARE TO BE BLOCKED SOLID TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
4. ALL LIVING SPACE FLOORS OVER GARAGE, IF APPLICABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH INTEGRAL VAPOR BARRIER. VAPOR BARRIER TO BE PLACED UP AT FLOOR SHEATHING.
5. VAPOR BARRIERS IN INSULATED COMMON WALLS ARE TO BE PLACED TO THE WARM SIDE OF THE WALL.
6. ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS; CONTRACTOR TO VERIFY.

### GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE EGRESS COMPLIANT WINDOWS THAT MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 44" A.F.F. MAX.
2. 5.7 S.F. CLEAR OPENING
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN WINDOWS IN UNDER THE FOLLOWING CONDITIONS IN ACCORDANCE WITH THE 2015 MICHIGAN RESIDENTIAL CODE:
1. OVER OR WITHIN 6'-0" TUBS & SHOWERS
2. WITHIN 24" OF DOORS
3. WITHIN 18" OF FIN. FLOOR & GREATER THAN 9 S.F.
4. WITHIN 60" OF A STAIRWAY LANDING
5. WITHIN 36" OF WALKWAYS

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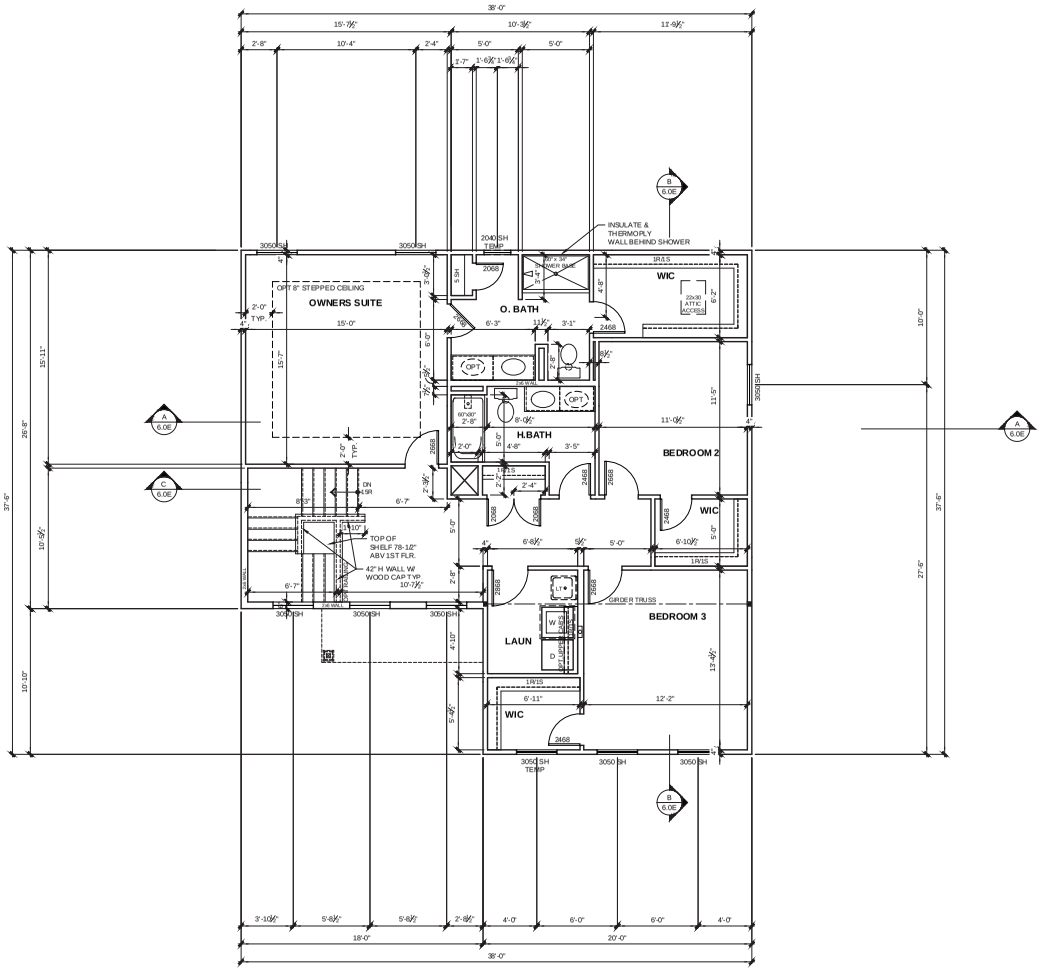
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| LSP By: | XXX |
| LSP Rev: | |

Sheet Title: First Floor Plan

Sheet: 3.0E




## FRAMING PLAN
# SECOND FLOOR PLAN - E

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

## PLAN OPTIONS

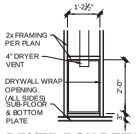
- [ ] LAUNDRY SINK ONLY
- [ ] LAUNDRY UPPER CABINETS (CABINETS ABOVE WASHER AND DRYER)
- [ ] OWNERS SUITE STEPPED CEILING
- [ ] SECOND FLOOR RAILING
- [ ] OWNERS STD BATH UPGRADES
  - [ ] 2ND SINK BOWL
- [ ] OWNERS DELUXE BATH
- [ ] HALL BATH 2ND SINK BOWL












**DRYER BOX DETAIL**
SCALE: 1/2" = 1'-0"

## Floor Plan Notes

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2. GARAGE/HOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. U.N.O. (3½").
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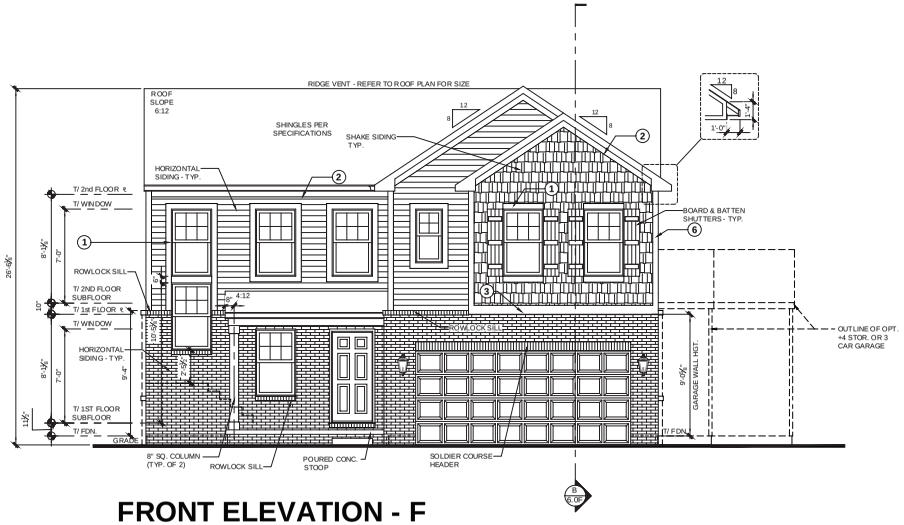
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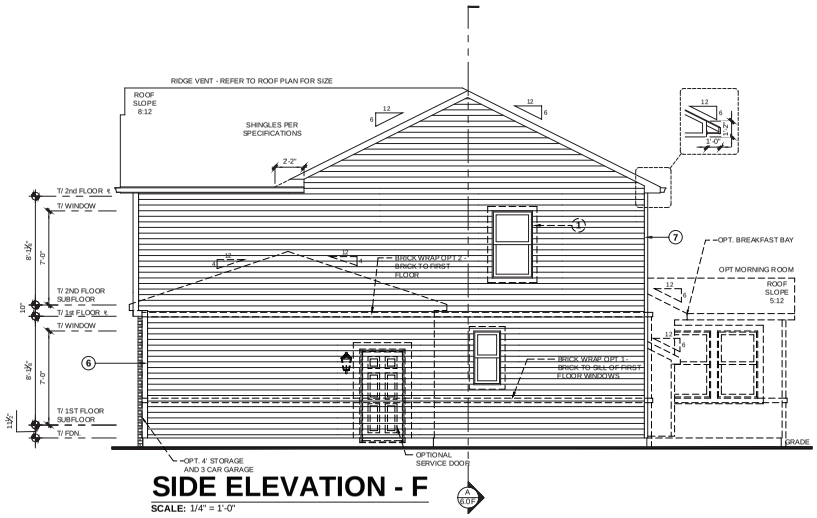
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| Sheet Title: | Second Floor Plan |
| Sheet: | 3.1E |

11x17 PRINTS ARE ½ SCALE




## FRONT ELEVATION - F

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




## SIDE ELEVATION - F

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

### Division Note

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REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X_ OR ½" TRIM THICKNESS

### Fascia / Rakes

1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FRIEZE BOARD
2. RAKES: 1X6 RAKE W/ 1X6 RAKE FRIEZE BOARD

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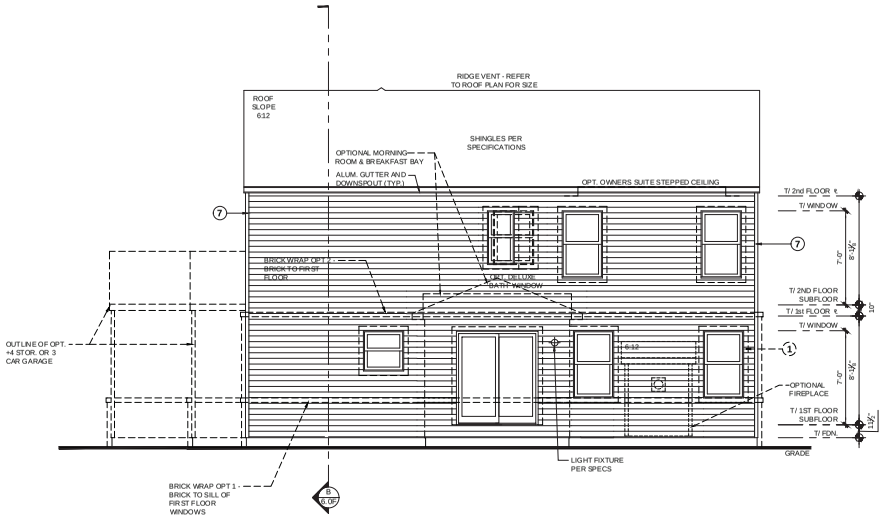
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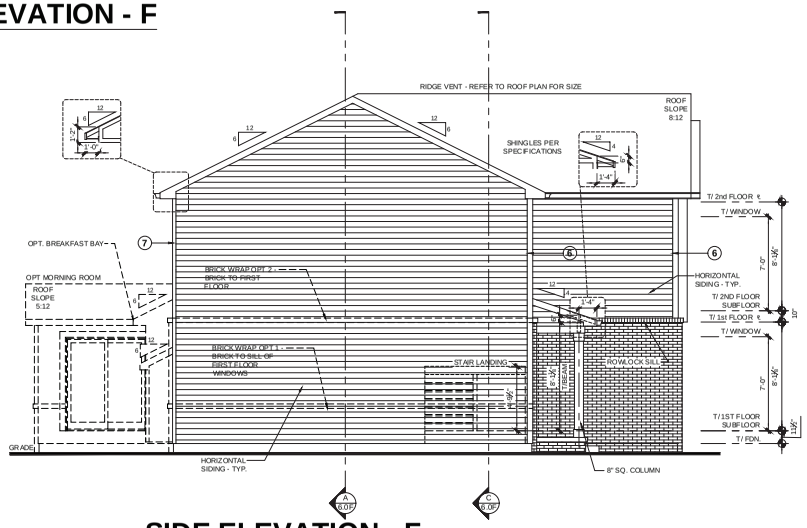
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Sheet: 1.0F




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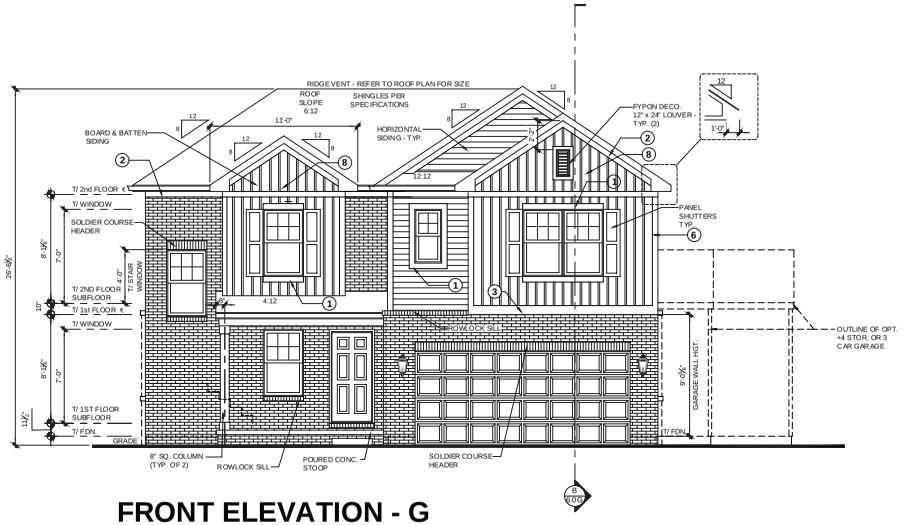
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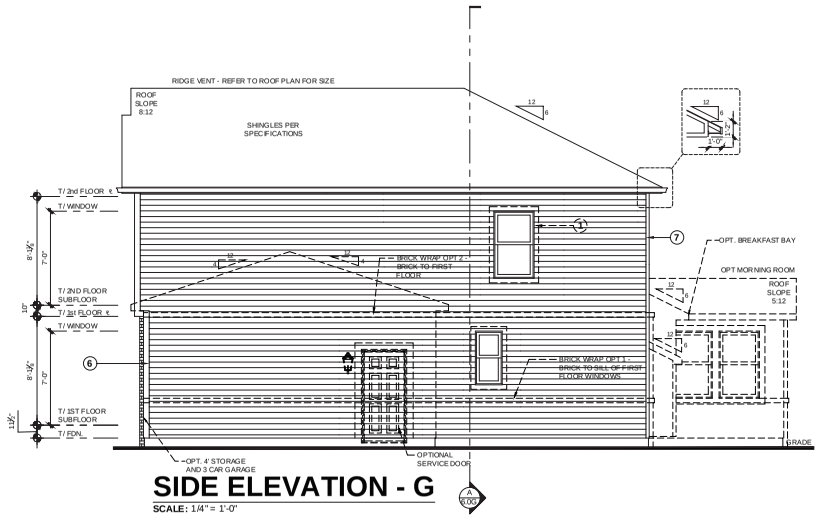
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Sheet: 1.1F




## FRONT ELEVATION - G

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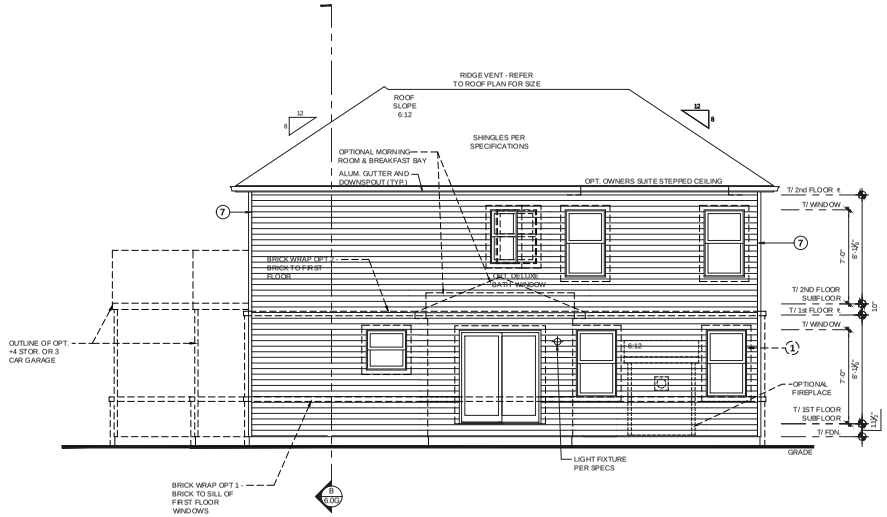
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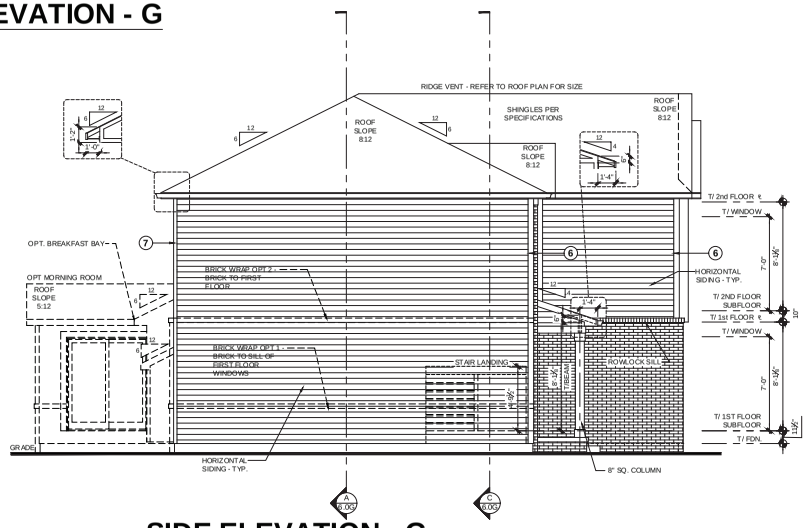
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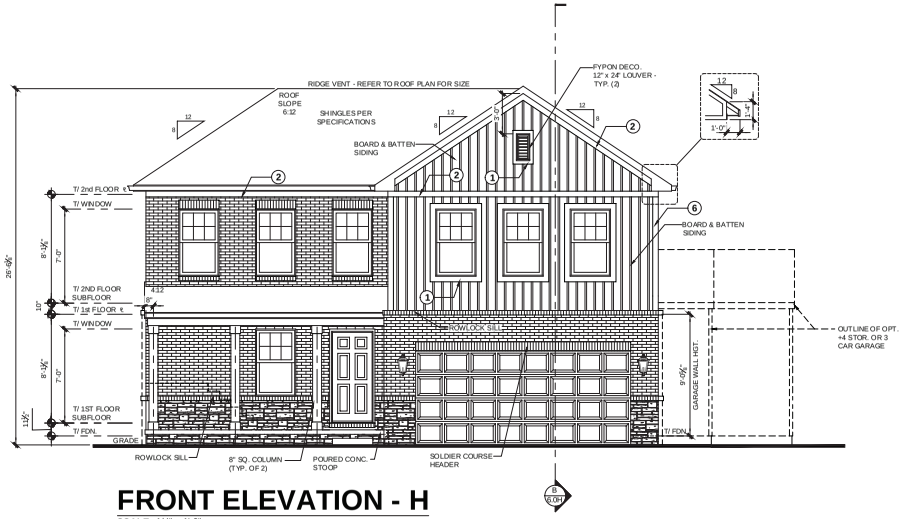
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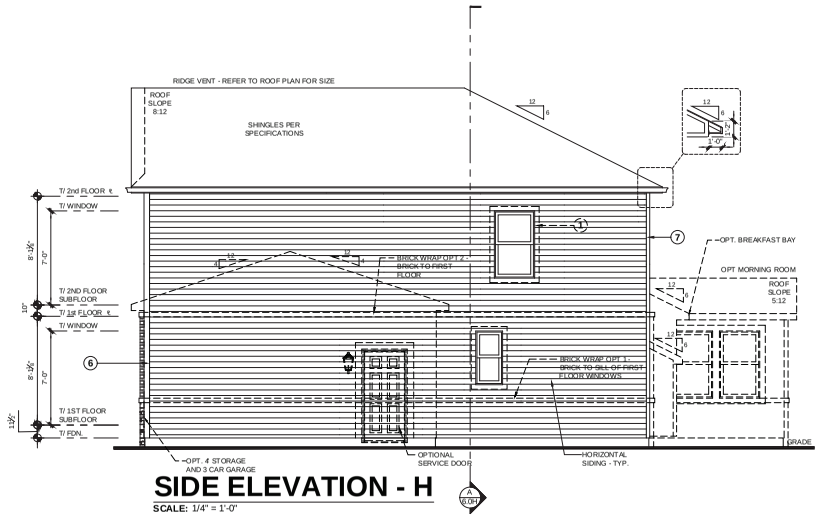
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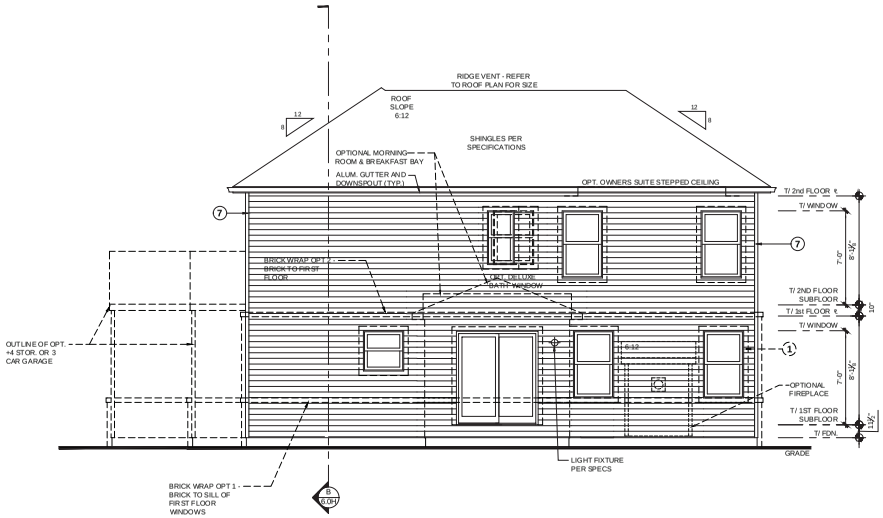
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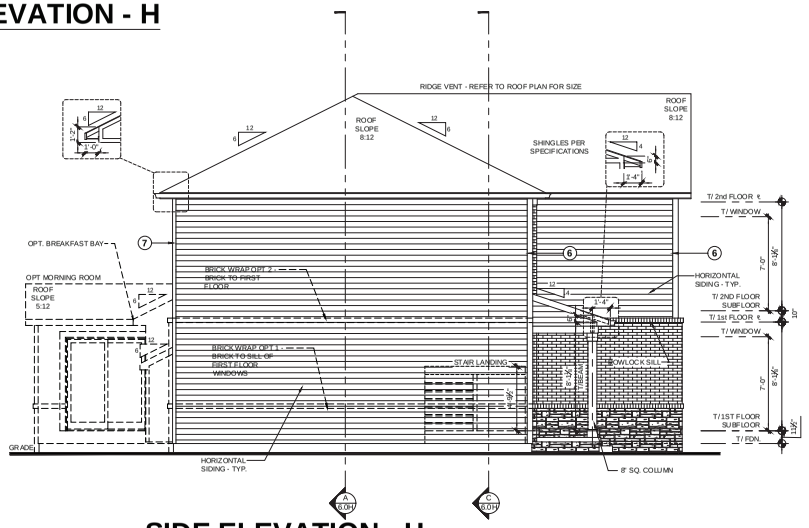
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Sheet Title: Rear & Side Elevations

Sheet: 1.1H

| Statistics | | | | | | | |
|---|---|---|---|---|---|---|---|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min | Avg/Max |
| OVERALL | + | 0.0 fc | 4.3 fc | 0.0 fc | N/A | N/A | 0.0:1 |

| Schedule | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Symbol | Label | QTY | Manufacturer | Catalog Number | Description | Lamp | Number Lamps | Lumens per Lamp | LLF | Wattage | Mounting Height |
| ○ | A | 9 | Lumenpulse | LUMA-I20-277-CSL-HL10-30K-CRI 80-SS | Lumenicon Medium | LED | 1 | 9318 | 0.9 | 92 | 19'0" |

**Dark Sky Note**
ALL FIXTURES INCLUDED ON THIS DESIGN ARE IN COMPLIANCE WITH INTERNATIONAL DARK SKY ASSOCIATION REGULATIONS FOR DARK SKY FRIENDLY FIXTURE(S).

**Alternates Note**
ALTERNATE LIGHTING FIXTURES WILL NOT MEET CITY ORDINANCE COMPLIANCE DUE TO THE PRECISE OPTICAL AND OUTPUT PERFORMANCE SELECTED FOR THESE FIXTURES. ALTERNATE LIGHTING PROPOSALS MUST BE RECALCULATED AND RESUBMITTED TO THE CITY FOR APPROVAL. CONTACT LAYOUTS@GASSERBUSH.COM FOR ASSISTANCE WITH ALTERNATE OPTIONS IF NEEDED.

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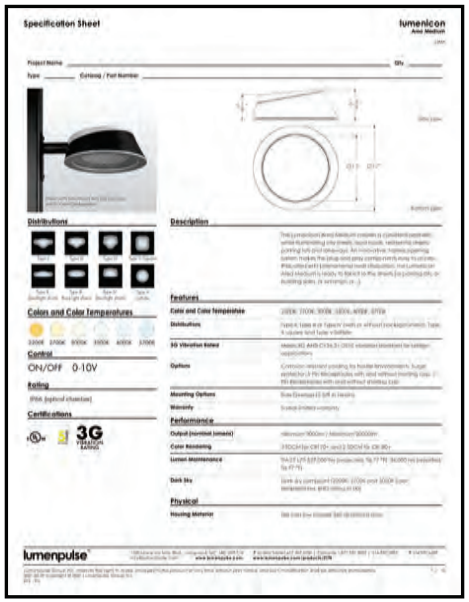
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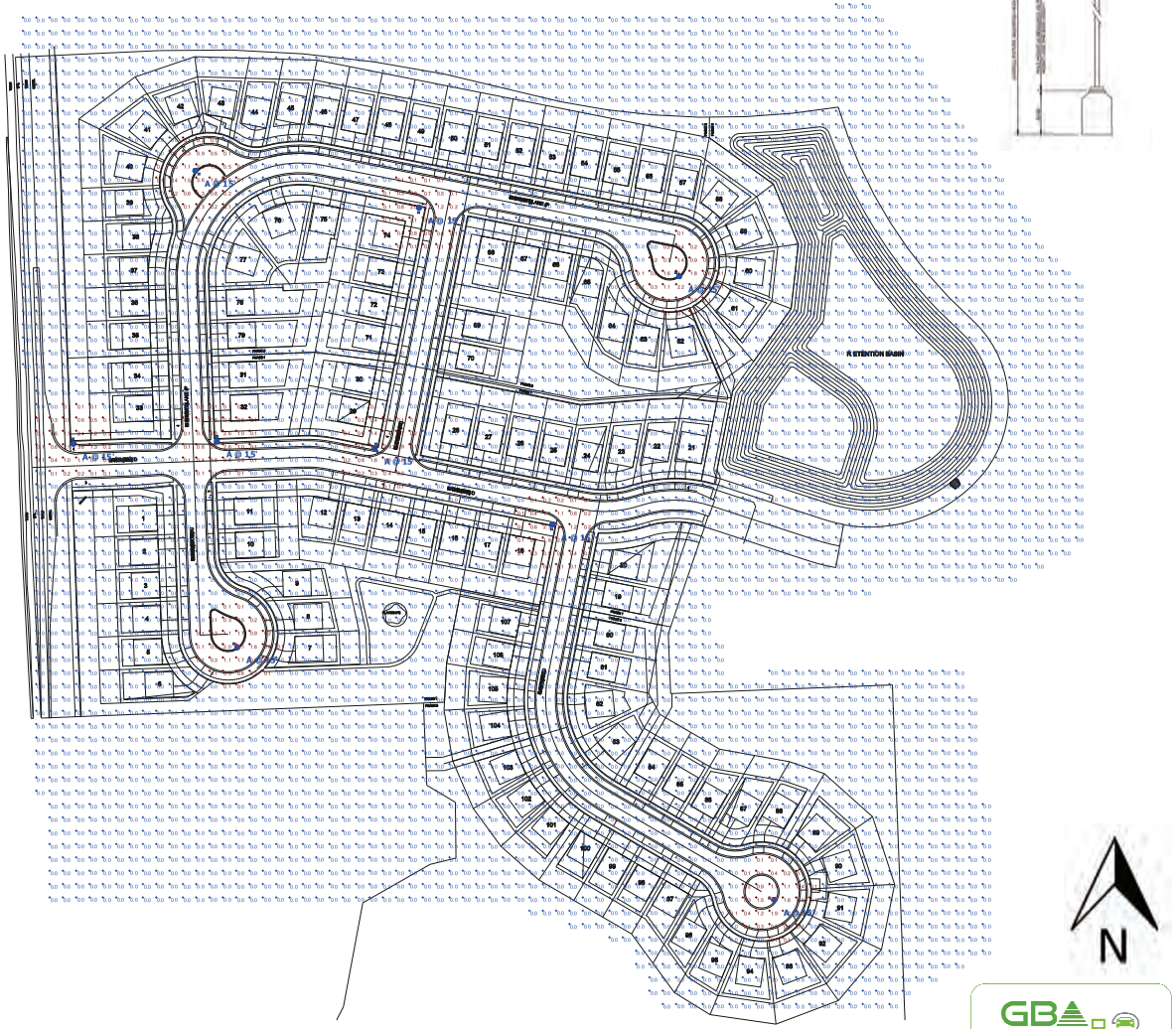
**General Note**
1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0"

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1 2013. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.


Specification Sheet
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Area Medium
Description
Features
Colors and Color Temperatures
Control
ON/OFF 0-10V
Fixing
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Performance
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# Prospect Pointe South Traffic Impact Study

Project No. 2501801
December 3, 2025

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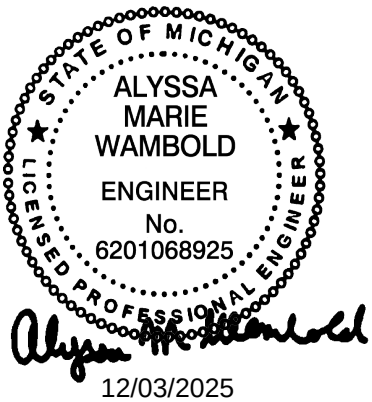
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Canton, Michigan 48187

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# Prospect Pointe South
# Traffic Impact Study

**Prepared For:**
**M/I Homes of Michigan, LLC**
**Bloomfield Hills, Michigan**

**December 3, 2025**
**Project No. 2501801**




12/03/2025

# Table of Contents



Executive Summary ..... E1

1.0 Introduction ..... 1
- 1.1 Project Overview ..... 1
- 1.2 Study Methodology ..... 2
- 1.3 Intersection Characteristics ..... 2
- 1.4 Roadway Characteristics ..... 2
- 1.5 Existing Traffic Volumes ..... 3

2.0 2025 Existing Conditions Analysis ..... 6
- 2.1 Traffic Operations Analysis Methodology ..... 6
- 2.2 2025 Existing Conditions Traffic Analysis ..... 6
- 2.3 Crash Analysis ..... 7

3.0 2029 Background Conditions Analysis ..... 8
- 3.1 2029 Background Conditions Traffic Analysis ..... 10

4.0 Site Traffic Characteristics ..... 11
- 4.1 Trip Generation ..... 12
- 4.2 Trip Distribution ..... 12

5.0 2029 Future Conditions Analysis ..... 15
- 5.1 Turn Lane Analysis ..... 15
- 5.2 2029 Future Conditions Traffic Analysis ..... 15
- 5.3 2029 Future Improvement Conditions Traffic Analysis ..... 17

6.0 Findings and Recommendations ..... 18

## List of Figures

Figure 1 – Project Location and Study Network ..... 1
Figure 2 – 2025 Existing Lane Configurations ..... 4
Figure 3 – 2025 Existing Traffic Volumes ..... 5
Figure 4 – 2029 Background Traffic Volumes ..... 9
Figure 5 – Conceptual Site Plan ..... 11
Figure 6 – New Trip Generation Volumes ..... 13
Figure 7 – 2029 Future Traffic Volumes ..... 14

## List of Tables

Table 1 – Recommended Improvements ..... E1
Table 2 – Roadway Characteristics ..... 2
Table 3 – LOS Criteria ..... 6
Table 4 – LOS Analysis for 2025 Existing Conditions ..... 6
Table 5 – Crash Summary by Location (January 1, 2022–December 31, 2024) ..... 8
Table 6 – Crash Summary by Type (January 1, 2022–December 31, 2024) ..... 8
Table 7 – Trip Generation for Background Developments ..... 8
Table 8 – LOS Analysis for 2029 Background Conditions ..... 10
Table 9 – Trip Generation for Proposed Development ..... 12
Table 10 – Trip Distribution for New Trips ..... 12

Table 11 – Turn Lane Evaluation .....15
Table 12 – LOS Analysis for 2029 Future Conditions .....15
Table 13 – LOS Analysis for 2029 Future Improvement Conditions .....17
Table 14 – Recommended Improvements .....19

## List of Appendices

Appendix 1 – Traffic Data
Appendix 2 – Existing LOS Output Reports
Appendix 3 – Crash Data
Appendix 4 – Background Development Trip Generation Calculations
Appendix 5 – Background LOS Output Reports
Appendix 6 – Trip Generation Calculations
Appendix 7 – Turn Lane Charts
Appendix 8 – Future LOS Output Reports
Appendix 9 – Future Improvement LOS Output Reports

## List of Abbreviations/Acronyms

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| DU | dwelling units |
| EB | eastbound |
| HCM | Highway Capacity Manual |
| ITE | Institute of Transportation Engineers |
| LOS | Level of Service |
| LUC | Land Use Code |
| MDOT | Michigan Department of Transportation |
| mph | miles per hour |
| NB | northbound |
| PDO | Property Damage Only |
| SB | southbound |
| SEMCOG | Southeast Michigan Council of Governments |
| s/veh | seconds per vehicle |
| TIS | traffic impact study |
| TMC | turning movement count |
| Township | Superior Township |
| v/c | volume to capacity ratio |
| vpd | vehicles per day |
| WCRC | Washtenaw County Road Commission |
| WB | westbound |

## References

Institute of Transportation Engineers, 2017, *Trip Generation Handbook*, 3rd Edition.
Institute of Transportation Engineers, 2025, *Trip Generation Manual*, 12th Edition.
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Michigan Department of Transportation, 2017, *Geometric Design Guidance*.
Transportation Research Board, 2022, *Highway Capacity Manual,* 7th Edition.

# Executive Summary

Fishbeck has conducted a traffic impact study (TIS) for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached dwelling units (DU) and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east.

This study was conducted according to the methodologies and guidance published by the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), Michigan Department of Transportation (MDOT), Washtenaw County Road Commission (WCRC), and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined.

Vehicular, pedestrian, and cyclist turning movement counts (TMCs) were collected at the study intersections on Tuesday, November 4, 2025, during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods for the roadway network. One background development (Prospect Pointe West) was identified and included in this study.

Site-generated traffic was forecast using the information and methodologies specified in the ITE *Trip Generation Manual*. Existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that would be generated by the proposed development.

Operational analyses were conducted for existing, background, and total future conditions based on the *Highway Capacity Manual* (HCM) 7th Edition methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 1 has the recommended future improvements to the study intersections to mitigate traffic operation impacts.

Table 1 – Recommended Improvements

| Intersection | Future |
|---|---|
| Prospect Road and Geddes Road | • Adjust maximum split timings in the a.m. and p.m. peak hours. |
| Prospect Road and Clark Road | • Adjust the maximum split timings in the a.m. peak hour. |
| Prospect Road and Lakeview Drive (Site Driveway) | • Construct a southbound (SB) left turn lane. |

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, MDOT, WCRC, or Superior Township.

Prepared By:

Alyssa Wambold, PE, PTOE – Fishbeck

Kyle Reidsma, PE, PTOE – Fishbeck

# 1.0 Introduction

## 1.1 Project Overview

On behalf of M/I Homes of Michigan, LLC, Fishbeck has conducted a TIS for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached DU and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east. For the purpose of this study, it was assumed no traffic from the proposed development would utilize the existing Lakeview Drive. The project location and study intersections are displayed in Figure 1.

Figure 1 – Project Location and Study Network




Maps Data: Google, ©2025 Airbus, Maxar Technologies

A. Prospect Road and Geddes Road
B. Prospect Road and Clark Road
C. Prospect Road and Berkshire Drive
D. Prospect Road and Lakeview Drive (Site Driveway)

## 1.2 Study Methodology

The objectives of this TIS were to determine what impacts the proposed project would have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak periods.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCRC, and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined. WCRC reviewed and provided input on the scope of the TIS via email on October 17, 2025.

## 1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

- Prospect Road and Geddes Road (signalized).
- Prospect Road and Clark Road (signalized).
- Prospect Road and Berkshire Drive (unsignalized).
- Prospect Road and Lakeview Drive (proposed unsignalized driveway).
    - Located approximately 650 feet south of Berkshire Drive.

The existing intersection lane configurations, traffic controls, and posted speed limits are displayed in Figure 2.

## 1.4 Roadway Characteristics

The characteristics of the study area roadways are described in Table 2. The data points referenced were from the MDOT Traffic Count Database System and the Southeast Michigan Council of Governments (SEMCOG) online maps.

Table 2 – Roadway Characteristics

| Roadway | Jurisdiction | Speed Limit (mph) | No. of Lanes | Roadway Classification | AADT | | |
|---|---|---|---|---|---|---|---|
| | | | | | Direction | Volume | Year |
| Prospect Road<br>North of Geddes Road | WCRC | 50 | 2-3 | Minor Arterial | NB | 5,136 | 2024 |
| | | | | | SB | 5,013 | 2024 |
| Prospect Road<br>Geddes Road to Clark Road | WCRC | 45 | 2-4 | Minor Arterial | NB | 4,725 | 2024 |
| | | | | | SB | 4,643 | 2024 |
| Prospect Road<br>South of Clark Road | WCRC | 35 | 2-3 | Minor Arterial | NB | 3,959 | 2024 |
| | | | | | SB | 3,971 | 2024 |
| Geddes Road | WCRC | 50 | 2-3 | Minor Arterial | EB | 6,943 | 2024 |
| | | | | | WB | 6,648 | 2024 |
| Clark Road | WCRC | 45 | 2-3 | Major Collector | EB | 3,742 | 2024 |
| | | | | | WB | 3,368 | 2024 |

| | | | |
|---|---|---|---|
| AADT | Average Annual Daily Traffic | NB | northbound |
| EB | eastbound | vpd | vehicles per day |
| mph | miles per hour | WB | westbound |

## 1.5 Existing Traffic Volumes

Vehicular, pedestrian, and cyclist TMCs were collected at the following study intersections during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods of the road network on Tuesday, November 4, 2025:

- Prospect Road and Geddes Road.
- Prospect Road and Clark Road.
- Prospect Road and Berkshire Drive.

Traffic volume information can be found in Appendix 1, which includes heavy vehicle and pedestrian crossing data. The existing traffic volumes used in this study are provided in Figure 3.

Figure 2 – 2025 Existing Lane Configurations

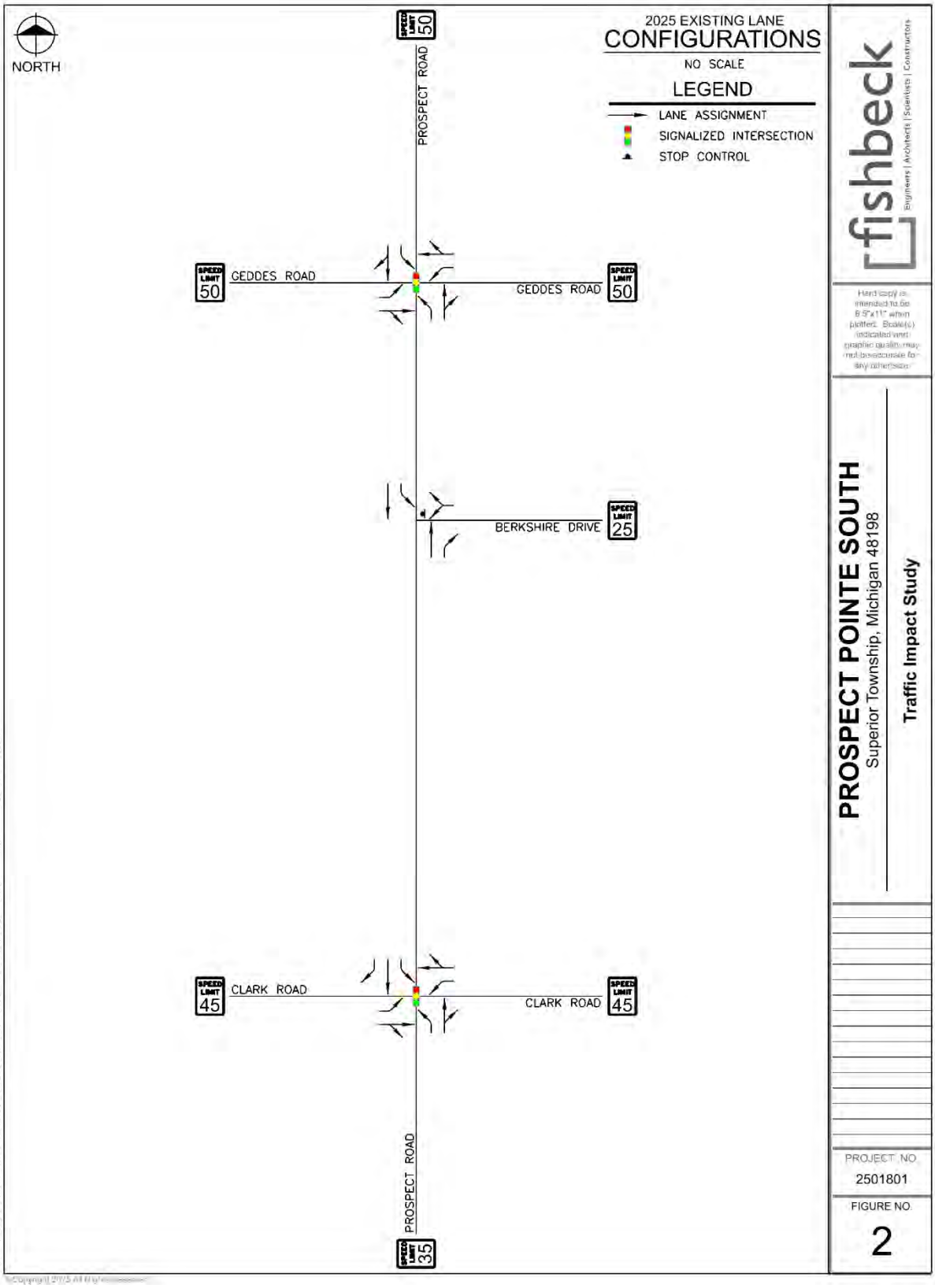
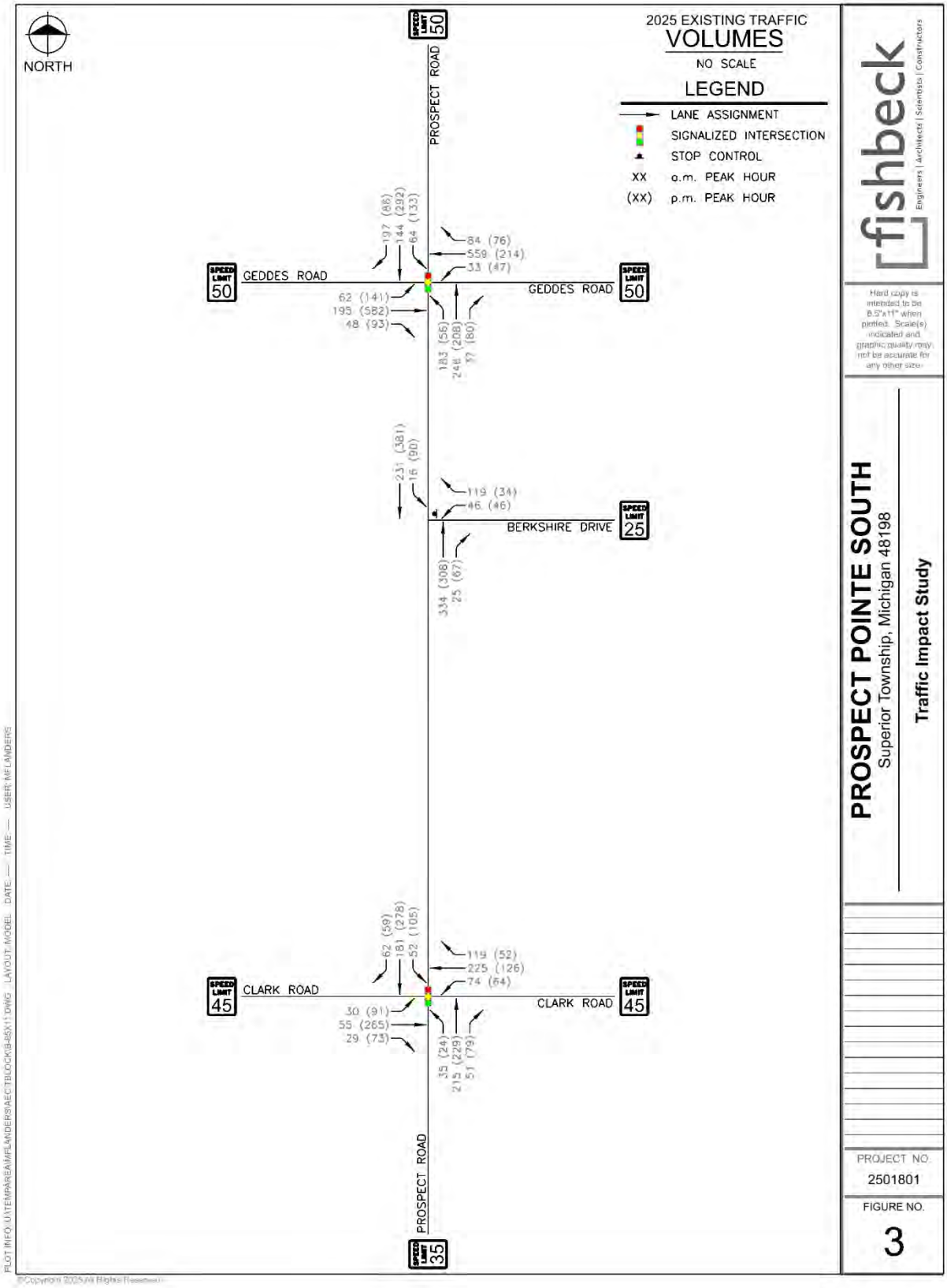


Figure 3 – 2025 Existing Traffic Volumes



# 2.0 2025 Existing Conditions Analysis

## 2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all intersections within this study. According to the HCM, Level of Service (LOS) is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 3 presents the HCM LOS criteria for unsignalized and signalized intersections. The color coding in the table is used in the operational analysis summary tables later in this report.

Table 3 – LOS Criteria

| LOS | Control Delay (s/veh) | |
|---|---|---|
| | Unsignalized | Signalized |
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 15 | > 10 and ≤ 20 |
| C | > 15 and ≤ 25 | > 20 and ≤ 35 |
| D | > 25 and ≤ 35 | > 35 and ≤ 55 |
| E | > 35 and ≤ 50 | > 55 and ≤ 80 |
| F | > 50 or v/c > 1.0 | > 80 or v/c > 1.0 |

s/veh seconds per vehicle
v/c volume to capacity ratio

## 2.2 2025 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls, as observed in the field and from available aerial and street level imagery. The existing traffic signal timing permits for the signalized intersections were provided by WCRC for use in the models.

The resulting LOS and delay for the existing conditions are provided in Table 4.

Table 4 – LOS Analysis for 2025 Existing Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | | | |
|---|---|---|---|---|---|
| | | a.m. Peak Hour | | p.m. Peak Hour | |
| Prospect Road and Geddes Road (Signalized) | | | | | |
| EB Geddes Road | Left | D | 50.5 | C | 28.4 |
| | Through/Right | D | 52.9 | D | 42.5 |
| | Overall | D | 52.4 | D | 40.0 |
| WB Geddes Road | Left | C | 27.7 | D | 46.2 |
| | Through/Right | D | 49.8 | D | 44.9 |
| | Overall | D | 48.8 | D | 45.1 |
| NB Prospect Road | Left | E | 73.2 | D | 46.1 |
| | Through/Right | E | 64.9 | E | 58.6 |
| | Overall | E | 68.2 | E | 56.6 |
| SB Prospect Road | Left | D | 40.7 | D | 43.9 |
| | Through/Right | F | 115.9 | E | 62.2 |
| | Overall | F | 104.0 | E | 57.5 |
| Overall | | E | 67.3 | D | 48.3 |

Table 4 – LOS Analysis for 2025 Existing Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | |
|---|---|---|---|
| | | a.m. Peak Hour | p.m. Peak Hour |
| Prospect Road and Clark Road (Signalized) | | | |
| EB Clark Road | Left | C 23.0 | C 25.8 |
| | Through/Right | C 24.8 | D 49.7 |
| | Overall | C 24.3 | D 44.7 |
| WB Clark Road | Left | C 24.2 | C 24.9 |
| | Through/Right | E 55.0 | C 29.4 |
| | Overall | D 49.6 | C 28.2 |
| NB Prospect Road | Left | C 29.1 | C 29.3 |
| | Through/Right | C 28.9 | C 27.3 |
| | Overall | C 28.9 | C 27.5 |
| SB Prospect Road | Left | D 35.4 | D 37.2 |
| | Through | C 24.6 | C 25.2 |
| | Right | C 21.6 | C 20.5 |
| | Overall | C 25.9 | C 27.4 |
| Overall | | C 34.5 | C 32.7 |
| Prospect Road and Berkshire Drive (WB Stop-Controlled) | | | |
| WB Berkshire Drive | Left/Right/Overall | C 15.4 | C 18.7 |
| NB Prospect Road | Through | Free | Free |
| | Right | Free | Free |
| | Overall | Free | Free |
| SB Prospect Road | Left | A 8.3 | A 8.5 |
| | Through | Free | Free |
| | Overall | A 0.5 | A 1.6 |
| Overall | | A 3.4 | A 2.5 |

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are generally acceptable. There is queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

## 2.3 Crash Analysis

In addition to operational analyses, historical crash data for the study area was reviewed. Crash data was obtained at all studied intersections and roadway segments fronting the development for the most recent three years (January 1, 2022–December 31, 2025) of available data on Michigan Traffic Crash Facts website, which references the Michigan State Police database. There was a total of 20 reported crashes at these locations. Of these crashes, there were no fatal or serious injury (A) crashes, two minor injury (B) crashes, two potential injury (C) crashes, and 16 property damage only (PDO) crashes. A breakdown of crashes by location and crash type is provided in Tables 5 and 6. All crashes occurred at the study area intersections and there were no crashes reported on the roadway segments between the intersections.

Table 5 – Crash Summary by Location (January 1, 2022–December 31, 2024)

| Intersection | Total Crashes | Fatal | A | B | C | PDO |
|---|---|---|---|---|---|---|
| Prospect Road and Geddes Road | 14 | - | - | 2 | 1 | 11 |
| Prospect Road and Clark Road | 5 | - | - | - | 1 | 4 |
| Prospect Road and Berkshire Drive | 1 | - | - | - | - | 1 |
| Total | 20 | - | - | 2 | 2 | 16 |

Table 6 – Crash Summary by Type (January 1, 2022–December 31, 2024)

| Crash Type | Total Crashes | Fatal | A | B | C | PDO |
|---|---|---|---|---|---|---|
| Angle | 4 | - | - | - | - | 4 |
| Head-On | 6 | - | - | 1 | 1 | 4 |
| Other | 2 | - | - | 1 | - | 1 |
| Rear-End | 4 | - | - | - | 1 | 3 |
| Single Motor Vehicle | 4 | - | - | - | - | 4 |
| Total | 20 | - | - | 2 | 2 | 16 |

UD-10 crash reports were reviewed. Based on this review and the existing conditions analysis, no crash patterns were identified, and no operational or safety improvements are recommended to mitigate any unacceptable traffic conditions absent of the proposed development. See Appendix 3 for a summary of the crash data.

# 3.0 2029 Background Conditions Analysis

Historical population data from the SEMCOG Community Profiles was referenced to determine the applicable growth rate for the existing traffic volumes to the full project build-out year in 2029. Based on this review, a background growth rate of 0.8% per year was utilized. In addition, one background development was identified for inclusion in the background traffic conditions. The Prospect Pointe West residential development is currently under construction, and is located on the south side of Geddes Road, west of Prospect Road. It is estimated there are approximately 102 DU proposed within this development that are not yet completed. Using the information and methodologies specified in the ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the background developments. The results of the trip generation forecasts for the background developments are provided in Table 7.

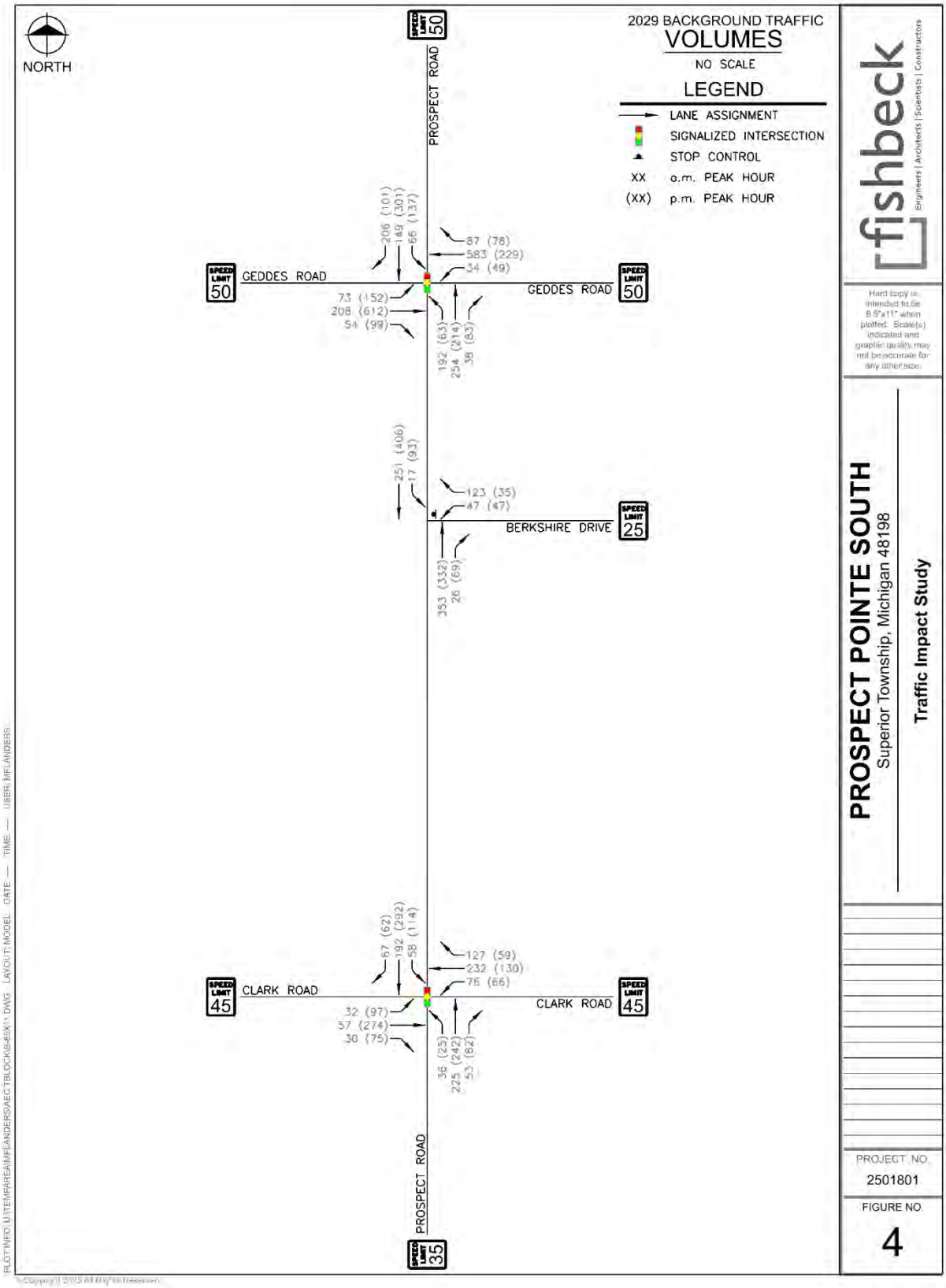
Table 7 – Trip Generation for Background Developments

| Development | ITE Land Use | LUC | Units | a.m. Peak Hour | | | p.m. Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total | |
| Prospect Pointe West | Single-Family Detached Housing | 210 | 102 DU | 20 | 54 | 74 | 61 | 37 | 98 | 1,089 |

LUC Land Use Code

Refer to Appendix 4 for additional details related to trip generation for the background development. These trips were distributed through the road network as described in Section 4.2. The total background traffic volumes are presented in Figure 4.

Figure 4 – 2029 Background Traffic Volumes



## 3.1 2029 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are provided in Table 8.

Table 8 – LOS Analysis for 2029 Background Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | | | |
|---|---|---|---|---|---|
| | | a.m. Peak Hour | | p.m. Peak Hour | |
| Prospect Road and Geddes Road (Signalized) | | | | | |
| EB Geddes Road | Left | D | 51.6 | C | 29.6 |
| | Through/Right | D | 52.8 | D | 49.1 |
| | Overall | D | 52.5 | D | 45.6 |
| WB Geddes Road | Left | C | 28.4 | D | 47.4 |
| | Through/Right | E | 55.4 | D | 45.3 |
| | Overall | D | 54.1 | D | 45.6 |
| NB Prospect Road | Left | F | 84.3 | D | 47.6 |
| | Through/Right | E | 67.3 | E | 61.8 |
| | Overall | E | 74.1 | E | 59.3 |
| SB Prospect Road | Left | D | 42.0 | D | 45.8 |
| | Through/Right | F | 138.1 | E | 78.4 |
| | Overall | F | 122.9 | E | 70.1 |
| | Overall | E | 74.9 | D | 54.2 |
| Prospect Road and Clark Road (Signalized) | | | | | |
| EB Clark Road | Left | C | 23.6 | C | 26.0 |
| | Through/Right | C | 25.5 | D | 53.3 |
| | Overall | C | 25.0 | D | 47.4 |
| WB Clark Road | Left | C | 24.9 | C | 24.9 |
| | Through/Right | E | 67.1 | C | 30.0 |
| | Overall | E | 59.8 | C | 28.7 |
| NB Prospect Road | Left | C | 29.3 | C | 30.0 |
| | Through/Right | C | 29.1 | C | 28.4 |
| | Overall | C | 29.1 | C | 28.5 |
| SB Prospect Road | Left | D | 36.3 | D | 41.4 |
| | Through | C | 24.5 | C | 25.8 |
| | Right | C | 21.4 | C | 20.6 |
| | Overall | C | 26.0 | C | 28.9 |
| | Overall | D | 37.9 | C | 34.2 |
| Prospect Road and Berkshire Drive (WB Stop-Controlled) | | | | | |
| WB Berkshire Drive | Left/Right/Overall | C | 16.4 | C | 20.3 |
| NB Prospect Road | Through | Free | | Free | |
| | Right | Free | | Free | |
| | Overall | Free | | Free | |
| SB Prospect Road | Left | A | 8.4 | A | 8.6 |
| | Through | Free | | Free | |
| | Overall | A | 0.5 | A | 1.6 |
| | Overall | A | 3.5 | A | 2.6 |

Further analysis of the LOS results for background conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to existing conditions, with the following exceptions:

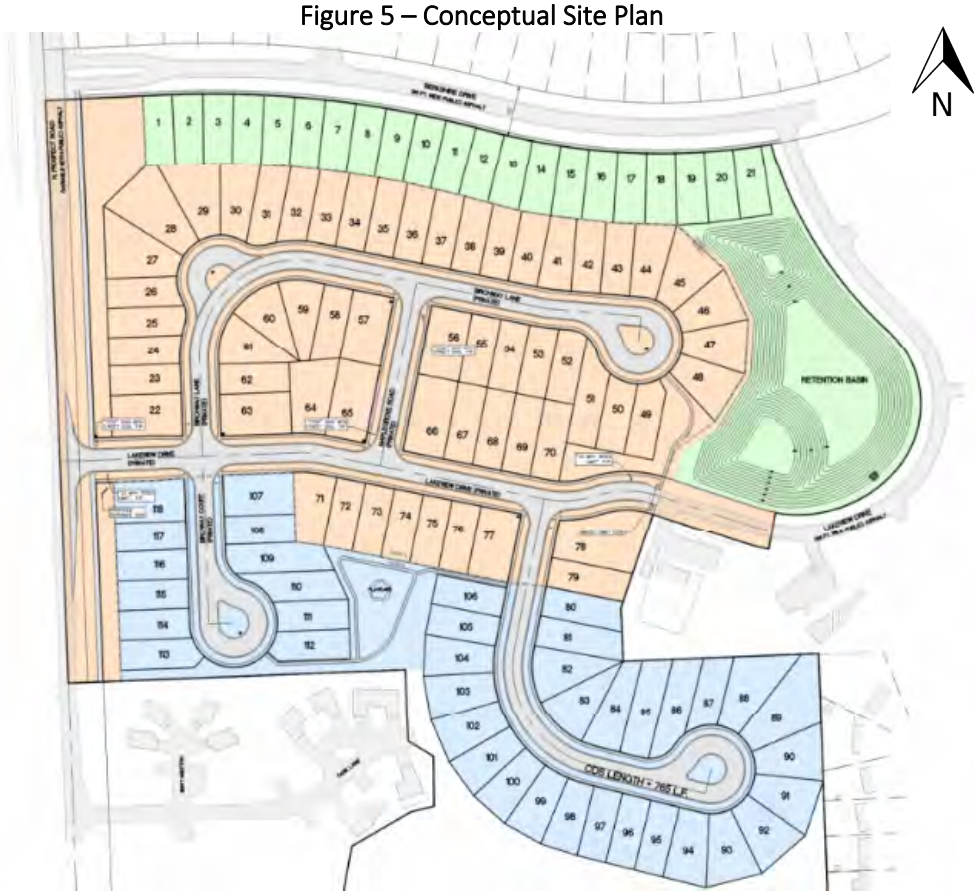
- Prospect Road and Geddes Road:
  - The WB through/right movement would degrade from LOS D to LOS E in the a.m. peak hour, with a 5.6 s/veh increase in delay.
  - The NB left movement would degrade from LOS E to LOS F in the a.m. peak hour, with an 11.1 s/veh increase in delay.
- Prospect Road and Clark Road:
  - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 10.2 s/veh increase in delay.
  - The overall intersection would degrade from LOS C to LOS D in the a.m. peak hour, with a 3.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to existing conditions. See Appendix 5 for the background conditions LOS reports and queueing analysis reports.

## 4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5.

Figure 5 – Conceptual Site Plan



## 4.1 Trip Generation

Using the information and methodologies specified in the ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development. Table 9 presents the resulting trip generation for the development. Refer to Appendix 6 for additional information.

Table 9 – Trip Generation for Proposed Development

| ITE Land Use | LUC | Units | a.m. Peak Hour | | | p.m. Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | |
| Single-Family Detached Housing | 210 | 118 DU | 23 | 62 | 85 | 69 | 43 | 112 | 1,218 |

## 4.2 Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Table 10 provides the probable distribution based on existing traffic patterns.

Table 10 – Trip Distribution for New Trips

| Direction | Via | a.m. Peak Hour | | p.m. Peak Hour | |
|---|---|---|---|---|---|
| | | To | From | To | From |
| North | Prospect Road | 16% | 18% | 16% | 19% |
| South | Prospect Road | 12% | 14% | 16% | 12% |
| East | Geddes Road | 12% | 30% | 30% | 13% |
| | Clark Road | 7% | 19% | 17% | 9% |
| West | Geddes Road | 39% | 14% | 13% | 31% |
| | Clark Road | 14% | 5% | 8% | 16% |

The trip distribution for the site is indicated in Figure 6. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 7.

Figure 6 – New Trip Generation Volumes

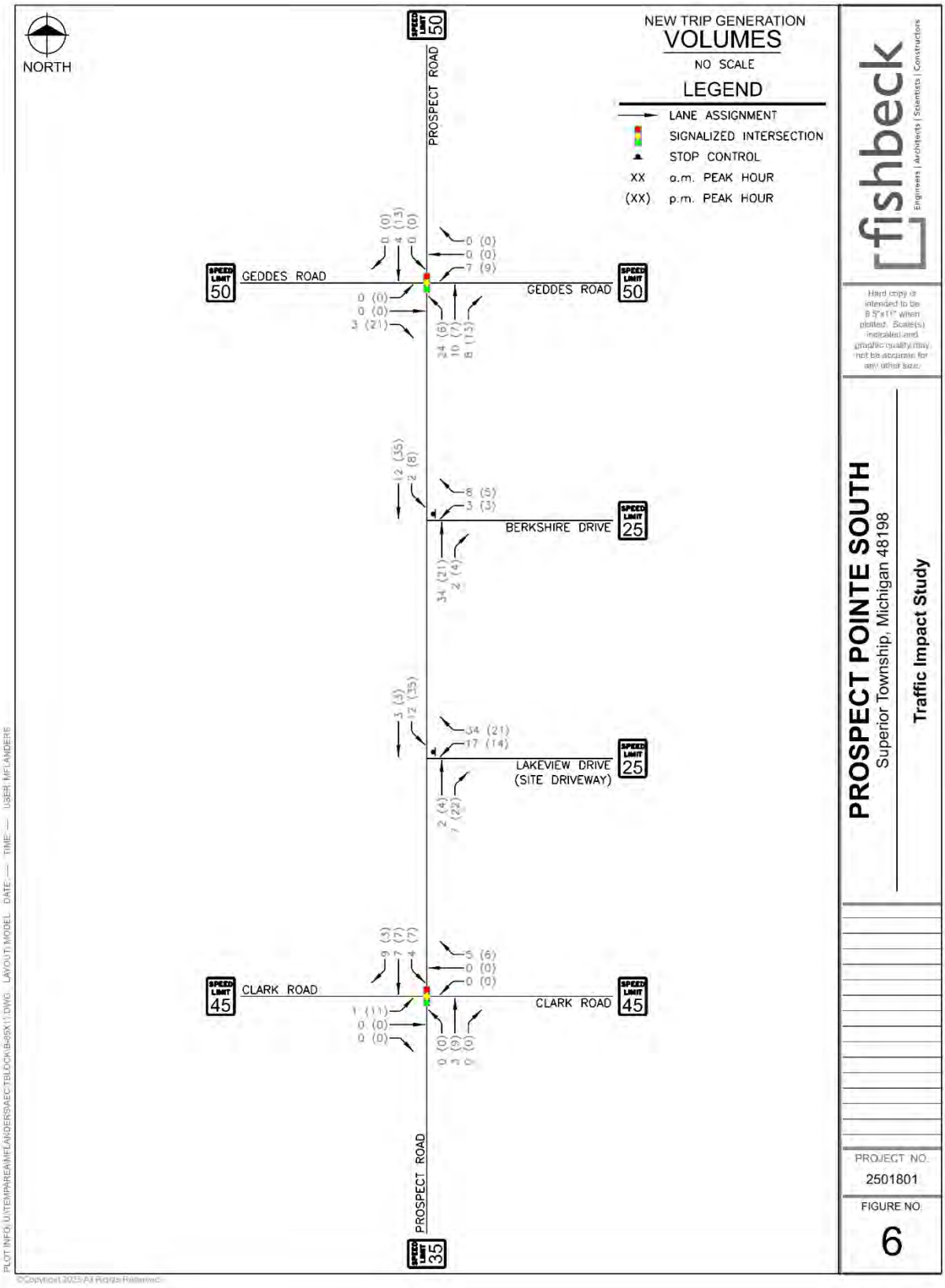
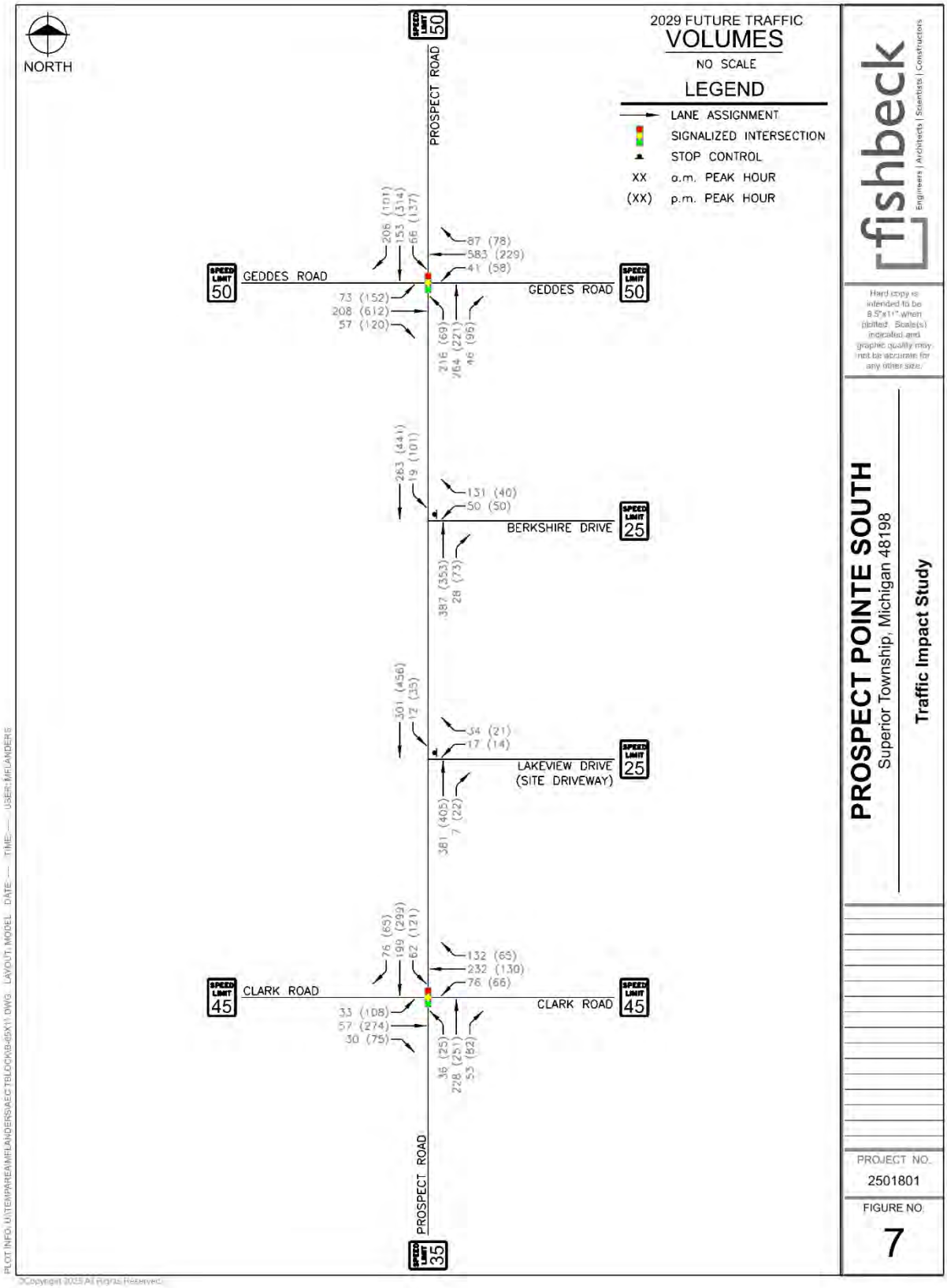


Figure 7 – 2029 Future Traffic Volumes



# 5.0 2029 Future Conditions Analysis

## 5.1 Turn Lane Analysis

An evaluation was performed in accordance with WCRC and MDOT guidance to determine if the projected traffic volumes met the criteria for consideration of left turn or right turn treatments at Lakeview Drive (Site Driveway). There is an existing NB right turn lane and SB left turn lane at the intersection of Prospect Road and Berkshire Drive; therefore, no turn lane analysis was completed at this intersection.

The results of the evaluation indicated that SB left turn treatment is recommended at Lakeview Drive (Site Driveway). No right turn treatment is recommended at Lakeview Drive (Site Driveway). All turn lane charts are provided in Appendix 7. The results of the evaluation are presented in Table 11.

Table 11 – Turn Lane Evaluation

| Intersection | Movement | Existing Treatment | Result |
|---|---|---|---|
| Prospect Road and Lakeview Drive (Site Driveway) | NB Right | N/A | No Treatment Recommended |
| | SB Left | N/A | Treatment Recommended |

## 5.2 2029 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are presented in Table 12.

Table 12 – LOS Analysis for 2029 Future Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | | | |
|---|---|---|---|---|---|
| | | a.m. Peak Hour | | p.m. Peak Hour | |
| Prospect Road and Geddes Road (Signalized) | | | | | |
| EB Geddes Road | Left | D | 51.6 | C | 29.5 |
| | Through/Right | D | 52.6 | E | 56.0 |
| | Overall | D | 52.4 | D | 51.4 |
| WB Geddes Road | Left | C | 28.8 | D | 48.0 |
| | Through/Right | E | 55.4 | D | 45.9 |
| | Overall | D | 53.9 | D | 46.2 |
| NB Prospect Road | Left | F | 115.4 | D | 48.4 |
| | Through/Right | E | 70.2 | E | 65.9 |
| | Overall | F | 88.7 | E | 62.8 |
| SB Prospect Road | Left | D | 43.0 | D | 49.2 |
| | Through/Right | F | 142.7 | F | 90.1 |
| | Overall | F | 127.1 | E | 80.0 |
| Overall | | E | 79.9 | E | 59.6 |
| Prospect Road and Clark Road (Signalized) | | | | | |
| EB Clark Road | Left | C | 23.9 | C | 26.4 |
| | Through/Right | C | 25.8 | D | 53.3 |
| | Overall | C | 25.3 | D | 47.0 |
| WB Clark Road | Left | C | 25.2 | C | 24.9 |
| | Through/Right | E | 72.0 | C | 30.4 |
| | Overall | E | 64.0 | C | 29.0 |
| NB Prospect Road | Left | C | 29.5 | C | 30.3 |
| | Through/Right | C | 29.0 | C | 29.0 |
| | Overall | C | 29.0 | C | 29.1 |

Table 12 – LOS Analysis for 2029 Future Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | |
|---|---|---|---|
| | | a.m. Peak Hour | p.m. Peak Hour |
| SB Prospect Road | Left | D 36.7 | D 45.2 |
| | Through | C 24.6 | C 26.1 |
| | Right | C 21.5 | C 20.7 |
| | Overall | C 26.2 | C 30.2 |
| | Overall | D 39.2 | C 34.6 |
| Prospect Road and Berkshire Drive (WB Stop-Controlled) | | | |
| WB Berkshire Drive | Left/Right/Overall | C 18.3 | C 23.1 |
| NB Prospect Road | Through | Free | Free |
| | Right | Free | Free |
| | Overall | Free | Free |
| SB Prospect Road | Left | A 8.5 | A 8.8 |
| | Through | Free | Free |
| | Overall | A 0.6 | A 1.6 |
| | Overall | A 3.9 | A 2.9 |
| Prospect Road and Lakeview Drive (Site Driveway) (WB Stop-Controlled) | | | |
| WB Lakeview Drive (Site Driveway) | Left/Right/Overall | B 13.9 | C 15.7 |
| NB Prospect Road | Through/Right/Overall | Free | Free |
| SB Prospect Road | Left | A 8.4 | A 8.5 |
| | Through | Free | Free |
| | Overall | A 0.3 | A 0.6 |
| | Overall | A 1.0 | A 0.9 |

Further analysis of the LOS results for future conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
  - The NB approach would degrade from LOS E to LOS F in the a.m. peak hour, with a 14.6 s/veh increase in delay.
  - The EB through/right movement would degrade from LOS D to LOS E in the p.m. peak hour, with a 6.9 s/veh increase in delay.
  - The SB through/right movement would degrade from LOS E to LOS F in the p.m. peak hour, with an 11.7 s/veh increase in delay.
  - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 5.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 49 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 82 feet (3 vehicles) in either peak hour.

See Appendix 8 for the future conditions LOS reports and queueing analysis reports.

## 5.3 2029 Future Improvement Conditions Traffic Analysis

Observations of future traffic conditions were made, and improvements are recommended, at the following intersections:

- Prospect Road and Geddes Road:
  - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. and p.m. peak hours, revealing the signal could operate similarly to background conditions with the addition of the site generated traffic.
  - There are existing movements at this intersection that are failing or close to failing under existing traffic volumes. The addition of dedicated right turn lanes on all of the approaches could be considered under existing traffic volumes to help improve operations of the intersection. No right turn treatment was included in the analysis within this study.
- Prospect Road and Clark Road:
  - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. peak hour, revealing all movements, approaches, and the overall intersection could operate at LOS D or better in both peak hours.

The resulting LOS and delay for the future improvement conditions are presented in Table 13.

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | | | |
|---|---|---|---|---|---|
| | | a.m. Peak Hour | | p.m. Peak Hour | |
| Prospect Road and Geddes Road (Signalized) | | | | | |
| EB Geddes Road | Left | D | 52.3 | C | 31.5 |
| | Through/Right | D | 53.3 | D | 53.9 |
| | Overall | D | 53.1 | D | 50.0 |
| WB Geddes Road | Left | C | 29.4 | D | 52.6 |
| | Through/Right | E | 57.5 | D | 49.8 |
| | Overall | E | 55.8 | D | 50.2 |
| NB Prospect Road | Left | F | 98.8 | D | 53.1 |
| | Through/Right | E | 58.8 | E | 59.6 |
| | Overall | E | 75.2 | E | 58.5 |
| SB Prospect Road | Left | D | 44.3 | D | 53.4 |
| | Through/Right | F | 148.5 | E | 72.9 |
| | Overall | F | 132.2 | E | 68.0 |
| Overall | | E | 78.0 | E | 56.0 |
| Prospect Road and Clark Road (Signalized) | | | | | |
| EB Clark Road | Left | C | 24.9 | No Proposed Improvements | |
| | Through/Right | C | 27.0 | | |
| | Overall | C | 26.4 | | |
| WB Clark Road | Left | C | 22.7 | | |
| | Through/Right | D | 45.2 | | |
| | Overall | D | 41.4 | | |

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

| Approach | Lane Group | LOS/Delay (s/veh) | | |
|---|---|---|---|---|
| | | a.m. Peak Hour | | p.m. Peak Hour |
| NB Prospect Road | Left | C | 31.7 | No Proposed Improvements |
| | Through/Right | C | 33.2 | |
| | Overall | C | 33.0 | |
| SB Prospect Road | Left | D | 40.5 | |
| | Through | C | 26.9 | |
| | Right | C | 23.1 | |
| | Overall | C | 28.6 | |
| Overall | | C | 33.7 | |

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
  - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 1.7 s/veh increase in delay.
  - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 1.8 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 53 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 84 feet (3 vehicles) in either peak hour. See Appendix 9 for the future improvement conditions LOS reports and queueing analysis reports.

# 6.0 Findings and Recommendations

The analyses conducted for this TIS indicate the proposed development will not result in any significant operational/safety impacts to the adjacent road network with the recommended improvements. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 14 includes the recommended future improvements to the study intersections to mitigate traffic impacts. Both signalized intersections have movements and approaches that are operating at capacity without the additional traffic for this development. The additional traffic generated from the development does increase delay at the intersections. While signal timing adjustments can be made in the future condition to achieve similar LOS/delay as the background conditions, the intersections could benefit from geometric improvements such as the addition of right turn lanes to improve capacity with or without the proposed development.

Table 14 – Recommended Improvements

| Intersection | Future |
|---|---|
| Prospect Road and Geddes Road | • Adjust maximum split timings in the a.m. and p.m. peak hours. |
| Prospect Road and Clark Road | • Adjust the maximum split timings in the a.m. peak hour. |
| Prospect Road and Lakeview Drive (Site Driveway) | • Construct a SB left turn lane. |

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# Appendix

Traffic Data

1

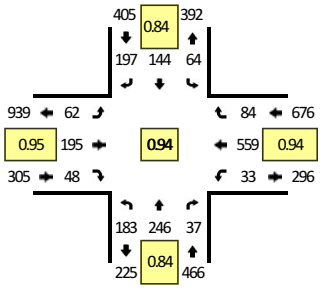
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

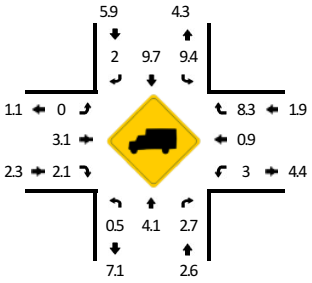
**LOCATION:** Prospect Rd -- Geddes Rd
**CITY/STATE:** Washtenaw, MI

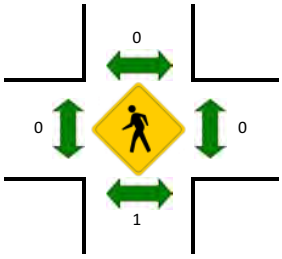
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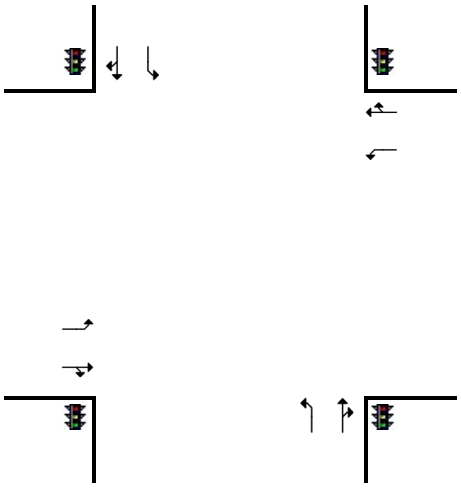
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**Peak 15-Min: 7:45 AM -- 8:00 AM**

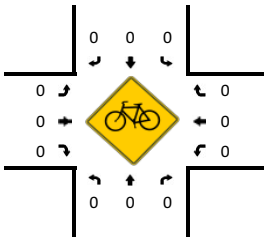


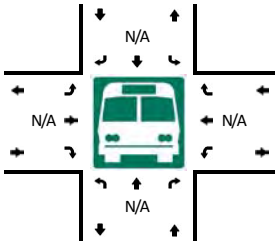

TRUE DATA TO IMPROVE MOBILITY



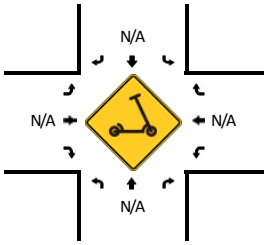








| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Geddes Rd (Eastbound) | | | | Geddes Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 38 | 49 | 8 | 0 | 11 | 19 | 17 | 0 | 13 | 20 | 2 | 0 | 7 | 116 | 29 | 0 | 329 | |
| 7:15 AM | 40 | 72 | 7 | 0 | 12 | 23 | 28 | 0 | 10 | 37 | 5 | 0 | 7 | 139 | 27 | 0 | 407 | |
| 7:30 AM | 48 | 70 | 7 | 0 | 14 | 26 | 51 | 0 | 17 | 51 | 8 | 0 | 9 | 128 | 27 | 0 | 456 | |
| 7:45 AM | 50 | 74 | 14 | 0 | 15 | 50 | 55 | 0 | 20 | 42 | 11 | 0 | 7 | 138 | 19 | 0 | 495 | 1687 |
| 8:00 AM | 41 | 57 | 9 | 0 | 20 | 31 | 43 | 0 | 13 | 50 | 13 | 0 | 6 | 140 | 23 | 0 | 446 | 1804 |
| 8:15 AM | 44 | 45 | 7 | 0 | 15 | 37 | 48 | 0 | 12 | 52 | 16 | 0 | 11 | 153 | 15 | 0 | 455 | 1852 |
| 8:30 AM | 58 | 50 | 10 | 0 | 14 | 34 | 62 | 0 | 12 | 36 | 6 | 0 | 10 | 131 | 17 | 0 | 440 | 1836 |
| 8:45 AM | 22 | 28 | 7 | 0 | 12 | 51 | 48 | 0 | 15 | 48 | 9 | 0 | 13 | 153 | 26 | 0 | 432 | 1773 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 200 | 296 | 56 | 0 | 60 | 200 | 220 | 0 | 80 | 168 | 44 | 0 | 28 | 552 | 76 | 0 | 1980 |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 28 | 4 | | 0 | 0 | 0 | | 0 | 4 | 4 | | 44 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

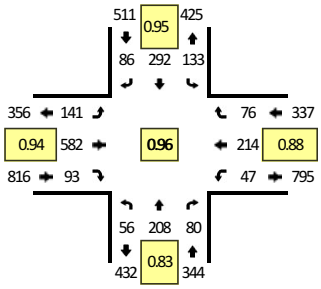
Method for determining peak hour: Total Entering Volume

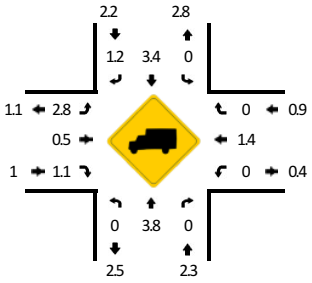
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**CITY/STATE:** Washtenaw, MI

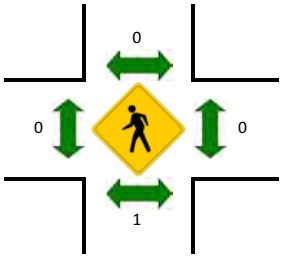
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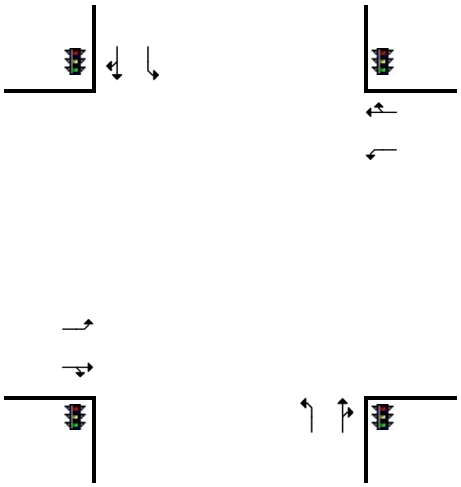
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**Peak 15-Min: 4:30 PM -- 4:45 PM**

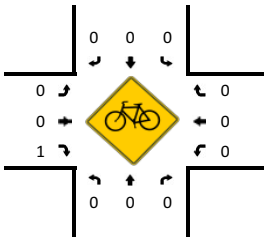
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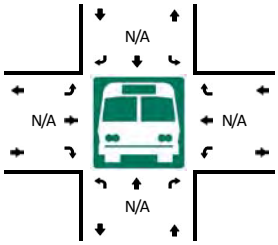


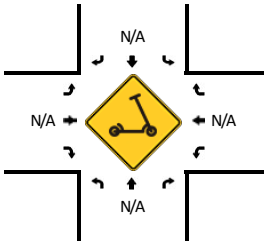








| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Geddes Rd (Eastbound) | | | | Geddes Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 28 | 50 | 14 | 0 | 22 | 59 | 22 | 0 | 28 | 151 | 18 | 1 | 9 | 52 | 20 | 0 | 474 | |
| 4:15 PM | 15 | 35 | 16 | 0 | 29 | 65 | 17 | 0 | 33 | 154 | 25 | 0 | 8 | 51 | 15 | 0 | 463 | |
| 4:30 PM | 22 | 53 | 19 | 0 | 25 | 70 | 20 | 0 | 37 | 150 | 31 | 0 | 11 | 65 | 20 | 0 | 523 | |
| 4:45 PM | 10 | 55 | 15 | 0 | 35 | 74 | 21 | 0 | 30 | 140 | 25 | 0 | 12 | 47 | 15 | 0 | 479 | 1939 |
| 5:00 PM | 19 | 67 | 18 | 0 | 31 | 75 | 25 | 0 | 42 | 135 | 22 | 0 | 10 | 48 | 14 | 0 | 506 | 1971 |
| 5:15 PM | 5 | 33 | 28 | 0 | 42 | 73 | 20 | 0 | 32 | 157 | 15 | 0 | 14 | 54 | 27 | 0 | 500 | 2008 |
| 5:30 PM | 17 | 53 | 8 | 0 | 41 | 91 | 24 | 0 | 19 | 129 | 25 | 0 | 10 | 61 | 25 | 0 | 503 | 1988 |
| 5:45 PM | 21 | 29 | 12 | 0 | 23 | 78 | 23 | 0 | 20 | 126 | 31 | 0 | 9 | 53 | 9 | 0 | 434 | 1943 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 88 | 212 | 76 | 0 | 100 | 280 | 80 | 0 | 148 | 600 | 124 | 0 | 44 | 260 | 80 | 0 | 2092 |
| Heavy Trucks | 0 | 8 | 0 | | 0 | 20 | 0 | | 0 | 4 | 0 | | 0 | 4 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

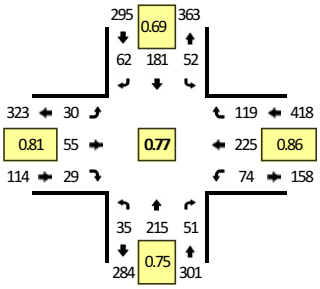
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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**CITY/STATE:** Washtenaw, MI

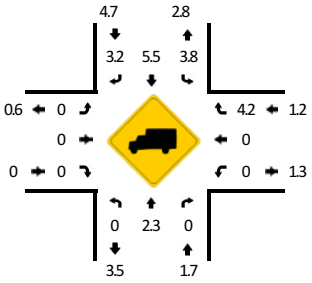
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**DATE:** Tue, Nov 4 2025

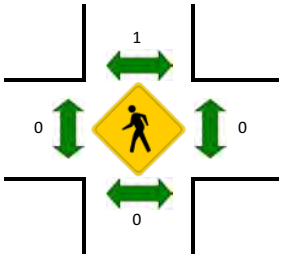
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**Peak 15-Min: 7:45 AM -- 8:00 AM**

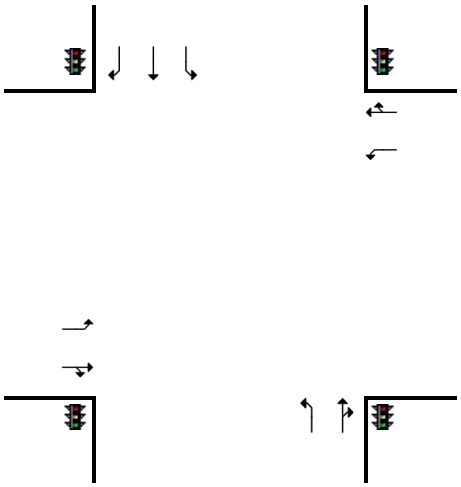


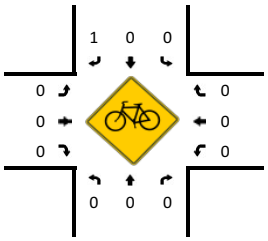


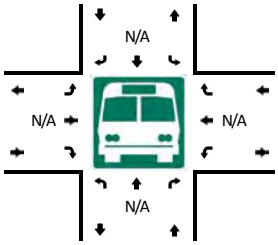




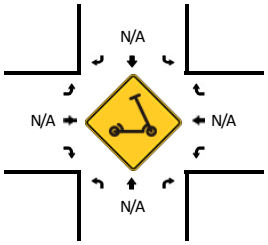








| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Clark Rd (Eastbound) | | | | Clark Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 6 | 29 | 5 | 0 | 12 | 21 | 9 | 0 | 2 | 11 | 3 | 0 | 13 | 31 | 33 | 0 | 175 | |
| 7:15 AM | 4 | 49 | 4 | 0 | 9 | 32 | 10 | 0 | 9 | 17 | 2 | 0 | 7 | 38 | 22 | 0 | 203 | |
| 7:30 AM | 4 | 48 | 8 | 0 | 14 | 23 | 12 | 0 | 8 | 22 | 4 | 0 | 19 | 56 | 24 | 0 | 242 | |
| 7:45 AM | 18 | 69 | 13 | 0 | 11 | 79 | 17 | 0 | 8 | 17 | 10 | 0 | 29 | 65 | 28 | 0 | 364 | 984 |
| 8:00 AM | 9 | 52 | 13 | 0 | 14 | 30 | 13 | 0 | 6 | 11 | 6 | 1 | 12 | 62 | 42 | 0 | 271 | 1080 |
| 8:15 AM | 3 | 43 | 10 | 0 | 14 | 50 | 11 | 0 | 7 | 7 | 7 | 0 | 11 | 46 | 16 | 0 | 225 | 1102 |
| 8:30 AM | 5 | 51 | 15 | 0 | 13 | 22 | 21 | 0 | 8 | 20 | 6 | 0 | 22 | 52 | 33 | 0 | 268 | 1128 |
| 8:45 AM | 5 | 34 | 6 | 0 | 10 | 46 | 19 | 0 | 5 | 28 | 3 | 0 | 14 | 46 | 16 | 0 | 232 | 996 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 72 | 276 | 52 | 0 | 44 | 316 | 68 | 0 | 32 | 68 | 40 | 0 | 116 | 260 | 112 | 0 | 1456 |
| Heavy Trucks | 0 | 0 | 0 | | 8 | 16 | 4 | | 0 | 0 | 0 | | 0 | 0 | 12 | | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

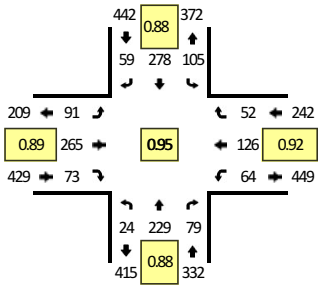
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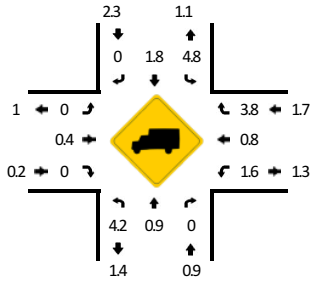
Method for determining peak hour: Total Entering Volume

**LOCATION:** Prospect Rd -- Clark Rd
**CITY/STATE:** Washtenaw, MI

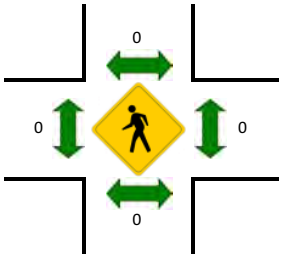
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**DATE:** Tue, Nov 4 2025

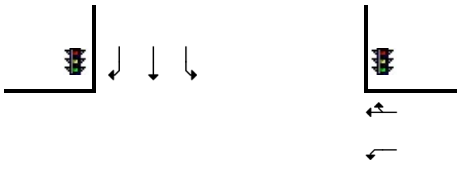
**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

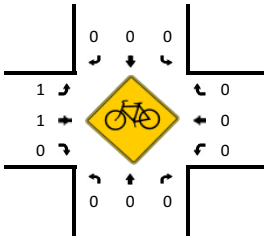


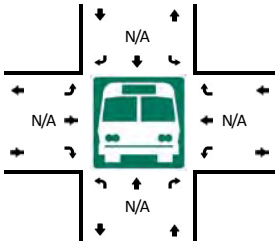




TRUE DATA TO IMPROVE MOBILITY

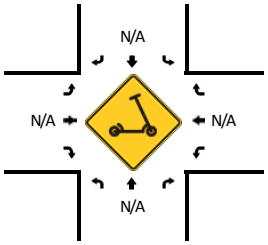







| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Clark Rd (Eastbound) | | | | Clark Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 6 | 59 | 24 | 0 | 15 | 59 | 7 | 0 | 18 | 42 | 19 | 0 | 11 | 32 | 19 | 0 | 311 | |
| 4:15 PM | 5 | 41 | 16 | 0 | 27 | 49 | 10 | 0 | 19 | 65 | 13 | 0 | 15 | 26 | 11 | 0 | 297 | |
| 4:30 PM | 8 | 61 | 13 | 0 | 31 | 78 | 16 | 0 | 18 | 52 | 19 | 0 | 20 | 29 | 17 | 0 | 362 | |
| 4:45 PM | 5 | 51 | 21 | 0 | 31 | 62 | 12 | 0 | 20 | 73 | 17 | 0 | 13 | 27 | 15 | 0 | 347 | 1317 |
| 5:00 PM | 5 | 72 | 17 | 0 | 19 | 71 | 13 | 0 | 31 | 71 | 19 | 0 | 16 | 41 | 7 | 0 | 382 | 1388 |
| 5:15 PM | 6 | 45 | 28 | 0 | 24 | 67 | 18 | 0 | 22 | 69 | 18 | 0 | 15 | 29 | 13 | 0 | 354 | 1445 |
| 5:30 PM | 4 | 44 | 27 | 0 | 21 | 60 | 16 | 0 | 18 | 75 | 16 | 0 | 14 | 27 | 18 | 0 | 340 | 1423 |
| 5:45 PM | 7 | 53 | 20 | 0 | 25 | 65 | 22 | 0 | 13 | 62 | 12 | 0 | 16 | 34 | 15 | 0 | 344 | 1420 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 20 | 288 | 68 | 0 | 76 | 284 | 52 | 0 | 124 | 284 | 76 | 0 | 64 | 164 | 28 | 0 | 1528 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 12 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | 4 | 0 | | 0 | 0 | 0 | | 8 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM

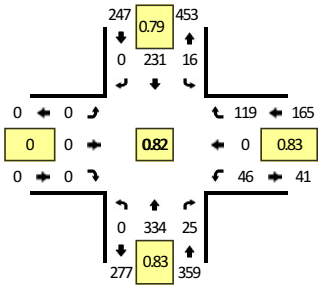
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

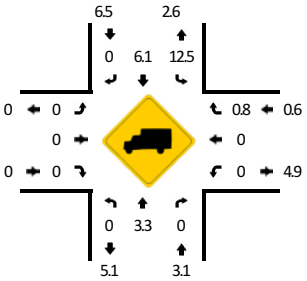
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

**LOCATION:** Prospect Rd -- Berkshire Dr
**CITY/STATE:** Washtenaw, MI

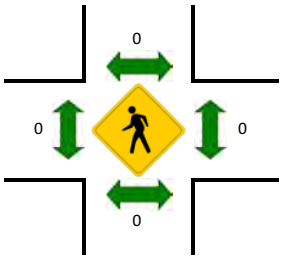
**QC JOB #:** 17305903
**DATE:** Tue, Nov 4 2025

**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 7:45 AM -- 8:00 AM**



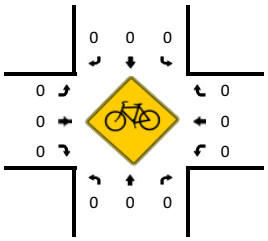



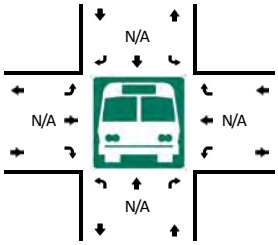

TRUE DATA TO IMPROVE MOBILITY





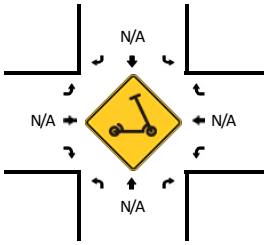











| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Berkshire Dr (Eastbound) | | | | Berkshire Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 68 | 0 | 0 | 2 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 30 | 0 | 140 | |
| 7:15 AM | 0 | 75 | 3 | 0 | 3 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 41 | 0 | 172 | |
| 7:30 AM | 0 | 84 | 3 | 0 | 2 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 39 | 0 | 186 | |
| 7:45 AM | 0 | 99 | 9 | 0 | 4 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 30 | 0 | 235 | 733 |
| 8:00 AM | 0 | 86 | 9 | 0 | 3 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 23 | 0 | 175 | 768 |
| 8:15 AM | 0 | 65 | 4 | 0 | 7 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 27 | 0 | 175 | 771 |
| 8:30 AM | 0 | 86 | 7 | 0 | 5 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 27 | 0 | 178 | 763 |
| 8:45 AM | 0 | 50 | 7 | 0 | 6 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 0 | 143 | 671 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 396 | 36 | 0 | 16 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 120 | 0 | 940 |
| Heavy Trucks | 0 | 8 | 0 | | 0 | 28 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

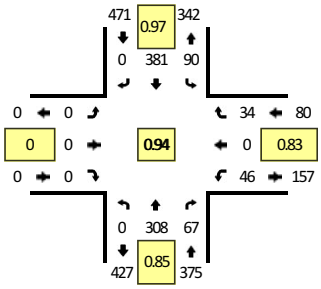
Type of peak hour being reported: Intersection Peak

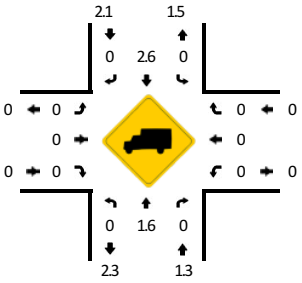
Method for determining peak hour: Total Entering Volume

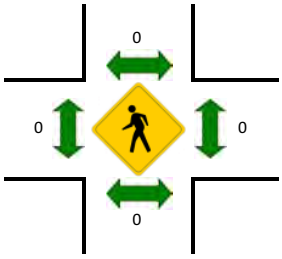
**LOCATION:** Prospect Rd -- Berkshire Dr
**CITY/STATE:** Washtenaw, MI

**QC JOB #:** 17305904
**DATE:** Tue, Nov 4 2025

**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

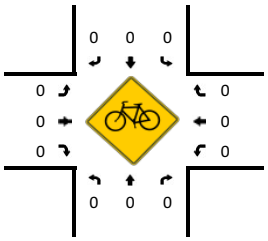


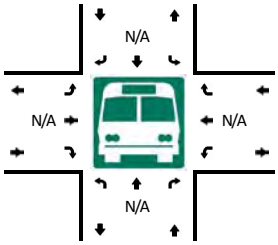





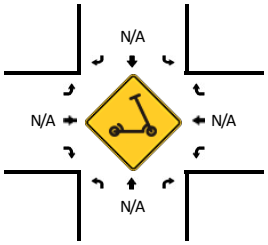











| 15-Min Count Period Beginning At | Prospect Rd (Northbound) | | | | Prospect Rd (Southbound) | | | | Berkshire Dr (Eastbound) | | | | Berkshire Dr (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 71 | 22 | 0 | 13 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 17 | 0 | 207 | |
| 4:15 PM | 0 | 64 | 9 | 0 | 24 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 0 | 211 | |
| 4:30 PM | 0 | 83 | 10 | 0 | 24 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 10 | 0 | 236 | |
| 4:45 PM | 0 | 67 | 15 | 0 | 23 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 216 | 870 |
| 5:00 PM | 0 | 93 | 17 | 0 | 21 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 0 | 247 | 910 |
| 5:15 PM | 0 | 65 | 25 | 0 | 22 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 227 | 926 |
| 5:30 PM | 0 | 58 | 17 | 0 | 28 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 219 | 909 |
| 5:45 PM | 0 | 48 | 22 | 0 | 25 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 14 | 0 | 220 | 913 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 372 | 68 | 0 | 84 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 36 | 0 | 988 |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 12 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1001 - Prospect Road and Geddes Road | a.m. Peak Hour | | PHF | | 0.95 | | | 0.94 | | | 0.84 | | | 0.84 | |
| | 11/04/25 | | % Heavy | | 2% | | | 2% | | | 3% | | | 6% | |
| | 7:30 - 8:30 a.m. | 2025 | Existing | 62 | 195 | 48 | 33 | 559 | 84 | 183 | 246 | 37 | 64 | 144 | 197 |
| | | 2025 | Existing Adj. | 62 | 195 | 48 | 33 | 559 | 84 | 183 | 246 | 37 | 64 | 144 | 197 |
| | | 2029 | Background | 64 | 201 | 50 | 34 | 577 | 87 | 189 | 254 | 38 | 66 | 149 | 203 |
| | | | Bckgrd. Dev. A | 9 | 7 | 4 | | 6 | | 3 | | | | | 3 |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | 73 | 208 | 54 | 34 | 583 | 87 | 192 | 254 | 38 | 66 | 149 | 206 |
| | | | Site Generated | | | 3 | 7 | | | 24 | 10 | 8 | | 4 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | 0 | 0 | 3 | 7 | 0 | 0 | 24 | 10 | 8 | 0 | 4 | 0 |
| | | | Total Future | 73 | 208 | 57 | 41 | 583 | 87 | 216 | 264 | 46 | 66 | 153 | 206 |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | 1 | | | | | |

Count Date: 11/4/2025
Count Year: 2025
Existing Adj. Year: 2025

Existing Adjustment Rate: 1.00
Growth Rate: 0.80%
Buildout Year: 2029
Scenario: a.m. Peak Hour

Bckgrd. Dev. A: Prospect Pointe West
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Volume Balancing:

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1002 - Prospect Road and Clark Road | a.m. Peak Hour | | PHF | | 0.81 | | | 0.86 | | | 0.75 | | | 0.69 | |
| | 11/04/25 | | % Heavy | | 0% | | | 1% | | | 2% | | | 5% | |
| | 7:45 - 8:45 a.m. | 2025 | Existing | 30 | 55 | 29 | 74 | 225 | 119 | 35 | 215 | 51 | 52 | 181 | 62 |
| | | 2025 | Existing Adj. | 30 | 55 | 29 | 74 | 225 | 119 | 35 | 215 | 51 | 52 | 181 | 62 |
| | | 2029 | Background | 31 | 57 | 30 | 76 | 232 | 123 | 36 | 222 | 53 | 54 | 186 | 64 |
| | | | Bckgrd. Dev. A | 1 | | | | | 4 | | 3 | | 4 | 6 | 3 |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | 32 | 57 | 30 | 76 | 232 | 127 | 36 | 225 | 53 | 58 | 192 | 67 |
| | | | Site Generated | 1 | | | | | 5 | | 3 | | 4 | 7 | 9 |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 4 | 7 | 9 |
| | | | Total Future | 33 | 57 | 30 | 76 | 232 | 132 | 36 | 228 | 53 | 62 | 199 | 76 |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | 1 | | | | 1 |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #9001 - Prospect Road and Berkshire Drive | a.m. Peak Hour | | PHF | | | | | 0.83 | | | 0.83 | | | 0.79 | |
| | 11/04/25 | | % Heavy | | | | | 1% | | | 3% | | | 7% | |
| | 7:30 - 8:30 a.m. | 2025 | Existing | | | | 46 | | 119 | | 334 | 25 | 16 | 231 | |
| | | 2025 | Existing Adj. | | | | 46 | | 119 | | 334 | 25 | 16 | 231 | |
| | | 2029 | Background | | | | 47 | | 123 | | 345 | 26 | 17 | 238 | |
| | | | Bckgrd. Dev. A | | | | | | | | 8 | | | 13 | |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | | | | 47 | | 123 | | 353 | 26 | 17 | 251 | |
| | | | Site Generated | | | | 3 | | 8 | | 34 | 2 | 2 | 12 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | | | | 3 | | 8 | | 34 | 2 | 2 | 12 | |
| | | | Total Future | | | | 50 | | 131 | | 387 | 28 | 19 | 263 | |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | | | | | |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #9002 - Prospect Road and Lakeview Drive (Site Driveway) | a.m. Peak Hour | | PHF | | | | | 0.92 | | | 0.83 | | | 0.79 | |
| | 11/04/25 | | % Heavy | | | | | 2% | | | 3% | | | 7% | |
| | 7:30 - 8:30 a.m. | 2025 | Existing | | | | | | | | 359 | | | 277 | |
| | | 2025 | Existing Adj. | | | | | | | | 359 | | | 277 | |
| | | 2029 | Background | | | | | | | | 371 | | | 285 | |
| | | | Bckgrd. Dev. A | | | | | | | | 8 | | | 13 | |
| | | | Bckgrd. Dev. B | | | | | | | | 0 | | | 0 | |
| | | | Bckgrd. Dev. C | | | | | | | | 0 | | | 0 | |
| | | | Total Background | | | | 0 | | 0 | | 379 | | | 298 | |
| | | | Site Generated | | | | 17 | | 34 | | 2 | 7 | 12 | 3 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | | | | 17 | | 34 | | 2 | 7 | 12 | 3 | |
| | | | Total Future | | | | 17 | | 34 | | 381 | 7 | 12 | 301 | |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | | | | | |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1001 - Prospect Road and Geddes Road | p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m. | | PHF | 0.94 | | | 0.88 | | | 0.83 | | | 0.95 | | |
| | | | % Heavy | 1% | | | 1% | | | 2% | | | 2% | | |
| | | 2025 | Existing | 141 | 582 | 93 | 47 | 214 | 76 | 56 | 208 | 80 | 133 | 292 | 86 |
| | | 2025 | Existing Adj. | 141 | 582 | 93 | 47 | 214 | 76 | 56 | 208 | 80 | 133 | 292 | 86 |
| | | 2029 | Background | 146 | 601 | 96 | 49 | 221 | 78 | 58 | 214 | 83 | 137 | 301 | 89 |
| | | | Bckgrd. Dev. A | 6 | 11 | 3 | | 8 | | 5 | | | | | 12 |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | 152 | 612 | 99 | 49 | 229 | 78 | 63 | 214 | 83 | 137 | 301 | 101 |
| | | | Site Generated | | | 21 | 9 | | | 6 | 7 | 13 | | 13 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | 0 | 0 | 21 | 9 | 0 | 0 | 6 | 7 | 13 | 0 | 13 | 0 |
| | | | Total Future | 152 | 612 | 120 | 58 | 229 | 78 | 69 | 221 | 96 | 137 | 314 | 101 |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | 1 | | 1 | | | |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1002 - Prospect Road and Clark Road | p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m. | | PHF | 0.89 | | | 0.92 | | | 0.88 | | | 0.88 | | |
| | | | % Heavy | 0% | | | 2% | | | 1% | | | 2% | | |
| | | 2025 | Existing | 91 | 265 | 73 | 64 | 126 | 52 | 24 | 229 | 79 | 105 | 278 | 59 |
| | | 2025 | Existing Adj. | 91 | 265 | 73 | 64 | 126 | 52 | 24 | 229 | 79 | 105 | 278 | 59 |
| | | 2029 | Background | 94 | 274 | 75 | 66 | 130 | 54 | 25 | 235 | 82 | 108 | 286 | 61 |
| | | | Bckgrd. Dev. A | 3 | | | | | 5 | | 7 | | 6 | 6 | 1 |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | 97 | 274 | 75 | 66 | 130 | 59 | 25 | 242 | 82 | 114 | 292 | 62 |
| | | | Site Generated | 11 | | | | | 6 | | 9 | | 7 | 7 | 3 |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 7 | 7 | 3 |
| | | | Total Future | 108 | 274 | 75 | 66 | 130 | 65 | 25 | 251 | 82 | 121 | 299 | 65 |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | | 2 | | | |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #9001 - Prospect Road and Berkshire Drive | p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m. | | PHF | | | | 0.83 | | | 0.85 | | | 0.95 | | |
| | | | % Heavy | | | | 0% | | | 1% | | | 2% | | |
| | | 2025 | Existing | | | | 46 | | 34 | | 308 | 67 | 90 | 381 | |
| | | 2025 | Existing Adj. | | | | 46 | | 34 | | 308 | 67 | 90 | 381 | |
| | | 2029 | Background | | | | 47 | | 35 | | 317 | 69 | 93 | 393 | |
| | | | Bckgrd. Dev. A | | | | | | | | 15 | | | 13 | |
| | | | Bckgrd. Dev. B | | | | | | | | | | | | |
| | | | Bckgrd. Dev. C | | | | | | | | | | | | |
| | | | Total Background | | | | 47 | | 35 | | 332 | 69 | 93 | 406 | |
| | | | Site Generated | | | | 3 | | 5 | | 21 | 4 | 8 | 35 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | | | | 3 | | 5 | | 21 | 4 | 8 | 35 | |
| | | | Total Future | | | | 50 | | 40 | | 353 | 73 | 101 | 441 | |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | | | | | |

| Intersection | Time period | Year | Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #9002 - Prospect Road and Lakeview Drive (Site Driveway) | p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m. | | PHF | | | | 0.92 | | | 0.85 | | | 0.95 | | |
| | | | % Heavy | | | | 2% | | | 1% | | | 2% | | |
| | | 2025 | Existing | | | | | | | | 375 | | | 427 | |
| | | 2025 | Existing Adj. | | | | | | | | 375 | | | 427 | |
| | | 2029 | Background | | | | | | | | 386 | | | 440 | |
| | | | Bckgrd. Dev. A | | | | | | | | 15 | | | 13 | |
| | | | Bckgrd. Dev. B | | | | | | | | 0 | | | 0 | |
| | | | Bckgrd. Dev. C | | | | | | | | 0 | | | 0 | |
| | | | Total Background | | | | 0 | | 0 | | 401 | | | 453 | |
| | | | Site Generated | | | | 14 | | 21 | | 4 | 22 | 35 | 3 | |
| | | | Pass By | | | | | | | | | | | | |
| | | | Total Site Gen | | | | 14 | | 21 | | 4 | 22 | 35 | 3 | |
| | | | Total Future | | | | 14 | | 21 | | 405 | 22 | 35 | 456 | |

| Peds | | | | Bike | | | |
|---|---|---|---|---|---|---|---|
| EB Leg | WB Leg | NB Leg | SB Leg | EB | WB | NB | SB |
| | | | | | | | |

| | |
|---|---|
| Count Date: | 11/4/2025 |
| Count Year: | 2025 |
| Existing Adj. Year: | 2025 |
| Existing Adjustment Rate: | 1.00 |
| Growth Rate: | 0.80% |
| Buildout Year: | 2029 |
| Scenario: | p.m. Peak Hour |
| Bckgrd. Dev. A: | Prospect Pointe West |
| Bckgrd. Dev. B: | |
| Bckgrd. Dev. C: | |
| Volume Balancing: | |

fishbeck

# Appendix

Existing LOS Output Reports

2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 195 | 48 | 33 | 559 | 84 | 183 | 246 | 37 | 64 | 144 | 197 |
| Future Volume (veh/h) | 62 | 195 | 48 | 33 | 559 | 84 | 183 | 246 | 37 | 64 | 144 | 197 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1811 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 65 | 205 | 51 | 35 | 595 | 89 | 218 | 293 | 44 | 76 | 171 | 235 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Cap, veh/h | 140 | 269 | 67 | 560 | 639 | 96 | 247 | 329 | 49 | 301 | 156 | 215 |
| Arrive On Green | 0.04 | 0.19 | 0.19 | 0.26 | 0.40 | 0.40 | 0.10 | 0.21 | 0.21 | 0.12 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1445 | 359 | 1781 | 1589 | 238 | 1767 | 1576 | 237 | 1725 | 691 | 949 |
| Grp Volume(v), veh/h | 65 | 0 | 256 | 35 | 0 | 684 | 218 | 0 | 337 | 76 | 0 | 406 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1805 | 1781 | 0 | 1827 | 1767 | 0 | 1813 | 1725 | 0 | 1640 |
| Q Serve(g_s), s | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 37.9 | 8.7 | 0.0 | 19.1 | 0.0 | 0.0 | 23.9 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 37.9 | 8.7 | 0.0 | 19.1 | 0.0 | 0.0 | 23.9 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.13 | 1.00 | | 0.13 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 140 | 0 | 336 | 560 | 0 | 734 | 247 | 0 | 378 | 301 | 0 | 371 |
| V/C Ratio(X) | 0.46 | 0.00 | 0.76 | 0.06 | 0.00 | 0.93 | 0.88 | 0.00 | 0.89 | 0.25 | 0.00 | 1.10 |
| Avail Cap(c_a), veh/h | 252 | 0 | 749 | 560 | 0 | 758 | 250 | 0 | 410 | 301 | 0 | 371 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 48.7 | 0.0 | 40.8 | 27.6 | 0.0 | 30.3 | 45.3 | 0.0 | 40.7 | 40.5 | 0.0 | 40.9 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 12.1 | 0.0 | 0.0 | 19.6 | 28.0 | 0.0 | 24.2 | 0.2 | 0.0 | 74.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 7.1 | 0.6 | 0.0 | 19.1 | 7.3 | 0.0 | 10.7 | 1.7 | 0.0 | 16.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 50.5 | 0.0 | 52.9 | 27.7 | 0.0 | 49.8 | 73.2 | 0.0 | 64.9 | 40.7 | 0.0 | 115.9 |
| LnGrp LOS | D | | D | C | | D | E | | E | D | | F |
| Approach Vol, veh/h | | 321 | | | 719 | | | 555 | | | 482 | |
| Approach Delay, s/veh | | 52.4 | | | 48.8 | | | 68.2 | | | 104.0 | |
| Approach LOS | | D | | | D | | | E | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.7 | 28.2 | 33.1 | 25.8 | 16.8 | 30.0 | 10.4 | 48.6 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 21.1 | 2.0 | 16.2 | 10.7 | 25.9 | 2.0 | 39.9 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 67.3 |
| HCM 7th LOS | E |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 55 | 29 | 74 | 225 | 119 | 35 | 215 | 51 | 52 | 181 | 62 |
| Future Volume (veh/h) | 30 | 55 | 29 | 74 | 225 | 119 | 35 | 215 | 51 | 52 | 181 | 62 |
| 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 | | 0.98 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 37 | 68 | 36 | 86 | 262 | 138 | 47 | 287 | 68 | 75 | 262 | 90 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 | 0.75 | 0.75 | 0.75 | 0.69 | 0.69 | 0.69 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 446 | 288 | 152 | 442 | 286 | 151 | 262 | 416 | 98 | 202 | 519 | 431 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1810 | 1169 | 619 | 1795 | 1162 | 612 | 1029 | 1462 | 346 | 1002 | 1826 | 1514 |
| Grp Volume(v), veh/h | 37 | 0 | 104 | 86 | 0 | 400 | 47 | 0 | 355 | 75 | 262 | 90 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1787 | 1795 | 0 | 1774 | 1029 | 0 | 1808 | 1002 | 1826 | 1514 |
| Q Serve(g_s), s | 1.2 | 0.0 | 3.6 | 3.0 | 0.0 | 17.1 | 3.1 | 0.0 | 13.6 | 5.6 | 9.3 | 3.5 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 3.6 | 3.0 | 0.0 | 17.1 | 12.5 | 0.0 | 13.6 | 19.3 | 9.3 | 3.5 |
| Prop In Lane | 1.00 | | 0.35 | 1.00 | | 0.34 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 446 | 0 | 440 | 442 | 0 | 437 | 262 | 0 | 514 | 202 | 519 | 431 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.24 | 0.19 | 0.00 | 0.92 | 0.18 | 0.00 | 0.69 | 0.37 | 0.50 | 0.21 |
| Avail Cap(c_a), veh/h | 446 | 0 | 440 | 442 | 0 | 437 | 288 | 0 | 561 | 228 | 567 | 470 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.6 | 0.0 | 23.5 | 23.3 | 0.0 | 28.6 | 28.5 | 0.0 | 24.8 | 33.4 | 23.3 | 21.2 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.3 | 1.0 | 0.0 | 26.4 | 0.6 | 0.0 | 4.1 | 1.9 | 1.3 | 0.4 |
| 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 | 0.5 | 0.0 | 1.6 | 1.3 | 0.0 | 9.8 | 0.8 | 0.0 | 6.1 | 1.4 | 4.0 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.0 | 0.0 | 24.8 | 24.2 | 0.0 | 55.0 | 29.1 | 0.0 | 28.9 | 35.4 | 24.6 | 21.6 |
| LnGrp LOS | C | | C | C | | E | C | | C | D | C | C |
| Approach Vol, veh/h | | 141 | | | 486 | | | 402 | | | 427 | |
| Approach Delay, s/veh | | 24.3 | | | 49.6 | | | 28.9 | | | 25.9 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 25.0 | 28.0 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 15.6 | 5.6 | 21.3 | 19.1 |
| Green Ext Time (p_c), s | 2.2 | 0.7 | 0.9 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 34.5 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 46 | 119 | 334 | 25 | 16 | 231 |
| Future Vol, veh/h | 46 | 119 | 334 | 25 | 16 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 79 | 79 |
| Heavy Vehicles, % | 1 | 1 | 3 | 3 | 7 | 7 |
| Mvmt Flow | 55 | 143 | 402 | 30 | 20 | 292 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 735 | 402 | 0 | 0 | 433 | 0 |
| Stage 1 | 402 | - | - | - | - | - |
| Stage 2 | 333 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 388 | 650 | - | - | 1101 | - |
| Stage 1 | 677 | - | - | - | - | - |
| Stage 2 | 728 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 381 | 650 | - | - | 1101 | - |
| Mov Cap-2 Maneuver | 381 | - | - | - | - | - |
| Stage 1 | 677 | - | - | - | - | - |
| Stage 2 | 715 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.41 | 0 | 0.54 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 543 | 1101 | - |
| HCM Lane V/C Ratio | - | - | 0.366 | 0.018 | - |
| HCM Ctrl Dly (s/v) | - | - | 15.4 | 8.3 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.7 | 0.1 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 108 | 216 | 349 | 765 | 348 | 389 | 290 | 679 |
| Average Queue (ft) | 47 | 87 | 88 | 475 | 180 | 162 | 68 | 286 |
| 95th Queue (ft) | 92 | 166 | 309 | 819 | 349 | 299 | 209 | 574 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | | |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | | 2 | | 49 | 1 | | | 32 |
| Queuing Penalty (veh) | | 1 | | 16 | 2 | | | 21 |

## Intersection: 1002: Prospect Road & Clark Road

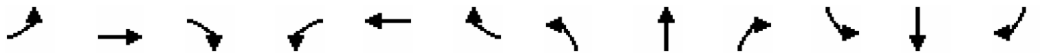
| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 57 | 91 | 199 | 355 | 92 | 258 | 125 | 219 | 124 |
| Average Queue (ft) | 17 | 36 | 47 | 152 | 24 | 107 | 34 | 80 | 24 |
| 95th Queue (ft) | 45 | 74 | 131 | 300 | 68 | 195 | 84 | 159 | 78 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 2 | 6 | 0 | 15 | 1 | 25 | | 18 | 0 |
| Queuing Penalty (veh) | 2 | 2 | 1 | 12 | 4 | 9 | | 22 | 1 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 113 | 31 |
| Average Queue (ft) | 40 | 6 |
| 95th Queue (ft) | 82 | 24 |
| Link Distance (ft) | 429 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 400 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 92



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 141 | 582 | 93 | 47 | 214 | 76 | 56 | 208 | 80 | 133 | 292 | 86 |
| Future Volume (veh/h) | 141 | 582 | 93 | 47 | 214 | 76 | 56 | 208 | 80 | 133 | 292 | 86 |
| 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 | | 0.98 | 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 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 150 | 619 | 99 | 53 | 243 | 86 | 67 | 251 | 96 | 140 | 307 | 91 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 536 | 677 | 108 | 144 | 315 | 112 | 155 | 285 | 109 | 217 | 332 | 98 |
| Arrive On Green | 0.23 | 0.43 | 0.43 | 0.04 | 0.24 | 0.24 | 0.04 | 0.22 | 0.22 | 0.06 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1795 | 1580 | 253 | 1795 | 1329 | 470 | 1781 | 1289 | 493 | 1781 | 1386 | 411 |
| Grp Volume(v), veh/h | 150 | 0 | 718 | 53 | 0 | 329 | 67 | 0 | 347 | 140 | 0 | 398 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 0 | 1833 | 1795 | 0 | 1799 | 1781 | 0 | 1782 | 1781 | 0 | 1796 |
| Q Serve(g_s), s | 0.0 | 0.0 | 35.9 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 18.4 | 1.4 | 0.0 | 21.1 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 35.9 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 18.4 | 1.4 | 0.0 | 21.1 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.26 | 1.00 | | 0.28 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 536 | 0 | 785 | 144 | 0 | 427 | 155 | 0 | 394 | 217 | 0 | 431 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.91 | 0.37 | 0.00 | 0.77 | 0.43 | 0.00 | 0.88 | 0.64 | 0.00 | 0.92 |
| Avail Cap(c_a), veh/h | 536 | 0 | 824 | 274 | 0 | 809 | 277 | 0 | 436 | 306 | 0 | 440 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.2 | 0.0 | 26.2 | 45.1 | 0.0 | 34.8 | 44.7 | 0.0 | 36.8 | 42.7 | 0.0 | 36.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 16.3 | 1.2 | 0.0 | 10.1 | 1.4 | 0.0 | 21.9 | 1.2 | 0.0 | 26.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 0.0 | 17.4 | 1.2 | 0.0 | 8.0 | 1.6 | 0.0 | 10.0 | 3.1 | 0.0 | 11.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 28.4 | 0.0 | 42.5 | 46.2 | 0.0 | 44.9 | 46.1 | 0.0 | 58.6 | 43.9 | 0.0 | 62.2 |
| LnGrp LOS | C | | D | D | | D | D | | E | D | | E |
| Approach Vol, veh/h | | 868 | | | 382 | | | 414 | | | 538 | |
| Approach Delay, s/veh | | 40.0 | | | 45.1 | | | 56.6 | | | 57.5 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.1 | 27.7 | 9.9 | 47.9 | 10.3 | 29.5 | 28.6 | 29.3 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 20.4 | 2.0 | 37.9 | 2.0 | 23.1 | 2.0 | 18.7 |
| Green Ext Time (p_c), s | 0.1 | 1.2 | 0.0 | 3.9 | 0.1 | 0.3 | 0.2 | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 48.3 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 265 | 73 | 64 | 126 | 52 | 24 | 229 | 79 | 105 | 278 | 59 |
| Future Volume (veh/h) | 91 | 265 | 73 | 64 | 126 | 52 | 24 | 229 | 79 | 105 | 278 | 59 |
| 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 | | 0.98 | 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 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 102 | 298 | 82 | 70 | 137 | 57 | 27 | 260 | 90 | 119 | 316 | 67 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2 |
| Cap, veh/h | 434 | 342 | 94 | 428 | 301 | 125 | 252 | 405 | 140 | 229 | 566 | 479 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1810 | 1426 | 392 | 1781 | 1254 | 522 | 1008 | 1338 | 463 | 1031 | 1870 | 1585 |
| Grp Volume(v), veh/h | 102 | 0 | 380 | 70 | 0 | 194 | 27 | 0 | 350 | 119 | 316 | 67 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1818 | 1781 | 0 | 1776 | 1008 | 0 | 1802 | 1031 | 1870 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.0 | 16.1 | 2.5 | 0.0 | 7.5 | 1.8 | 0.0 | 13.5 | 9.0 | 11.3 | 2.5 |
| Cycle Q Clear(g_c), s | 3.6 | 0.0 | 16.1 | 2.5 | 0.0 | 7.5 | 13.2 | 0.0 | 13.5 | 22.5 | 11.3 | 2.5 |
| Prop In Lane | 1.00 | | 0.22 | 1.00 | | 0.29 | 1.00 | | 0.26 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 434 | 0 | 436 | 428 | 0 | 426 | 252 | 0 | 545 | 229 | 566 | 479 |
| V/C Ratio(X) | 0.23 | 0.00 | 0.87 | 0.16 | 0.00 | 0.46 | 0.11 | 0.00 | 0.64 | 0.52 | 0.56 | 0.14 |
| Avail Cap(c_a), veh/h | 434 | 0 | 436 | 428 | 0 | 426 | 252 | 0 | 545 | 229 | 566 | 479 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.5 | 0.0 | 29.2 | 24.0 | 0.0 | 25.9 | 29.0 | 0.0 | 24.2 | 33.9 | 23.4 | 20.3 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 20.5 | 0.8 | 0.0 | 3.5 | 0.3 | 0.0 | 3.2 | 3.3 | 1.8 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 0.0 | 8.9 | 1.1 | 0.0 | 3.3 | 0.5 | 0.0 | 5.9 | 2.4 | 5.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 25.8 | 0.0 | 49.7 | 24.9 | 0.0 | 29.4 | 29.3 | 0.0 | 27.3 | 37.2 | 25.2 | 20.5 |
| LnGrp LOS | C | | D | C | | C | C | | C | D | C | C |
| Approach Vol, veh/h | | 482 | | | 264 | | | 377 | | | 502 | |
| Approach Delay, s/veh | | 44.7 | | | 28.2 | | | 27.5 | | | 27.4 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 30.0 | 25.0 | 30.0 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 15.5 | 18.1 | 24.5 | 9.5 |
| Green Ext Time (p_c), s | 2.2 | 0.4 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.7 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 46 | 34 | 308 | 67 | 90 | 381 |
| Future Vol, veh/h | 46 | 34 | 308 | 67 | 90 | 381 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 85 | 85 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 55 | 41 | 362 | 79 | 95 | 401 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 953 | 362 | 0 | 0 | 441 | 0 |
| Stage 1 | 362 | - | - | - | - | - |
| Stage 2 | 591 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 290 | 687 | - | - | 1119 | - |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 558 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 265 | 687 | - | - | 1119 | - |
| Mov Cap-2 Maneuver | 265 | - | - | - | - | - |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 510 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.67 | 0 | 1.63 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 359 | 1119 | - |
| HCM Lane V/C Ratio | - | - | 0.268 | 0.085 | - |
| HCM Ctrl Dly (s/v) | - | - | 18.7 | 8.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.1 | 0.3 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 395 | 776 | 95 | 314 | 126 | 394 | 304 | 427 |
| Average Queue (ft) | 138 | 413 | 38 | 129 | 45 | 177 | 101 | 227 |
| 95th Queue (ft) | 378 | 745 | 82 | 245 | 93 | 316 | 204 | 371 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 1 | 42 | 0 | 8 | | 0 | 0 | 20 |
| Queuing Penalty (veh) | 3 | 59 | 0 | 4 | | 0 | 1 | 27 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 151 | 367 | 81 | 147 | 75 | 209 | 236 | 229 | 125 |
| Average Queue (ft) | 63 | 162 | 29 | 73 | 18 | 118 | 83 | 106 | 27 |
| 95th Queue (ft) | 136 | 309 | 64 | 134 | 53 | 188 | 175 | 186 | 93 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 16 | 51 | 0 | 1 | 1 | 27 | 7 | 24 | 0 |
| Queuing Penalty (veh) | 54 | 47 | 0 | 1 | 3 | 7 | 25 | 39 | 1 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LR | R | L |
| Maximum Queue (ft) | 70 | 20 | 62 |
| Average Queue (ft) | 25 | 0 | 18 |
| 95th Queue (ft) | 51 | 6 | 47 |
| Link Distance (ft) | 429 | | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 100 | 400 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Zone Summary

Zone wide Queuing Penalty: 270

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# Appendix

Crash Data

3

Crash Data January 1, 2022 - December 31, 2024

| ID # | Date | Intersection | Crash Type | Road Conditions | Light | Injury | Alcohol or Drugs | Cause |
|---|---|---|---|---|---|---|---|---|
| 202224058 | 1/7/2022 | Prospect Road and Geddes Road | Head-On Left Turn | Dry | Daylight | B | No | WB vehicle attempted to turn left without assured clear distance. |
| 202235907 | 2/3/2022 | Prospect Road and Geddes Road | Head-On Left Turn | Snow | Daylight | O | No | EB vehicle attempted to turn left without assured clear distance. |
| 202269849 | 3/2/2022 | Prospect Road and Clark Road | Single Motor Vehicle | Wet | Dark Unlighted | O | No | Vehicle lost a wheel. |
| 2022178154 | 8/9/2022 | Prospect Road and Geddes Road | Rear-End | Dry | Daylight | C | No | Failed to stop for stopped traffic. |
| 2022190148 | 8/25/2022 | Prospect Road and Clark Road | Rear-End | Dry | Daylight | O | No | Failed to stop for stopped traffic. |
| 2022189362 | 8/26/2022 | Prospect Road and Geddes Road | Head-On | Dry | Dark Unlighted | O | No | SB vehicle attempted to turn left without assured clear distance. |
| 2022244958 | 10/27/2022 | Prospect Road and Geddes Road | Angle | Dry | Daylight | O | No | EB vehicle attempted to turn left without assured clear distance. |
| 202344241 | 2/18/2023 | Prospect Road and Clark Road | Head-On Left Turn | Dry | Daylight | C | No | SB vehicle attempted to turn left without assured clear distance. |
| 202390591 | 4/19/2023 | Prospect Road and Geddes Road | Rear-End | Dry | Daylight | O | No | Failed to stop for stopped traffic. |
| 2023122369 | 5/19/2023 | Prospect Road and Geddes Road | Other | Dry | Daylight | B | Yes | EB vehicle was traveling at high rate of speed, attempted to turn right, and struck a NB vehicle. Alcohol was involved. |
| 2023121033 | 5/25/2023 | Prospect Road and Clark Road | Angle | Dry | Daylight | O | No | NB vehicle disregarded red light. |
| 2023144876 | 6/26/2023 | Prospect Road and Geddes Road | Angle | Wet | Daylight | O | No | Signal was nonoperational due to power failure. SB vehicle failed to stop at intersection. |
| 2023214495 | 9/18/2023 | Prospect Road and Geddes Road | Head-On Left Turn | Dry | Daylight | O | No | WB vehicle attempted to turn left without assured clear distance. |
| 2023213884 | 9/27/2023 | Prospect Road and Geddes Road | Rear-End | Dry | Daylight | O | No | Failed to stop for stopped traffic. |
| 2023251725 | 10/16/2023 | Prospect Road and Geddes Road | Single Motor Vehicle | Dry | Daylight | O | No | SB vehicle attempted to turn right and lost control. |
| 202466864 | 3/22/2024 | Prospect Road and Geddes Road | Other | Ice | Daylight | O | No | SB right turn lost control and struck EB vehicle. |
| 202471000 | 3/29/2024 | Prospect Road and Clark Road | Head-On Left Turn | Dry | Dark Lighted | O | No | NB vehicle attempted to turn left without assured clear distance. |
| 2024180982 | 8/7/2024 | Prospect Road and Geddes Road | Single Motor Vehicle | Dry | Dark Lighted | O | No | Vehicle was fleeing police and struck a utility pole. |
| 2024192010 | 8/20/2024 | Prospect Road and Geddes Road | Angle | Dry | Daylight | O | No | WB vehicle disregarded red light. |
| 2024293087 | 12/17/2024 | Prospect Road and Berkshire Drive | Single Motor Vehicle | Snow | Daylight | O | No | NB vehicle attempted to turn right, lost control, and struck a sign. |

406 of 701

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# Appendix

Background Development Trip Generation Calculations

4

## Prospect Pointe West

FILTER BY TYPE

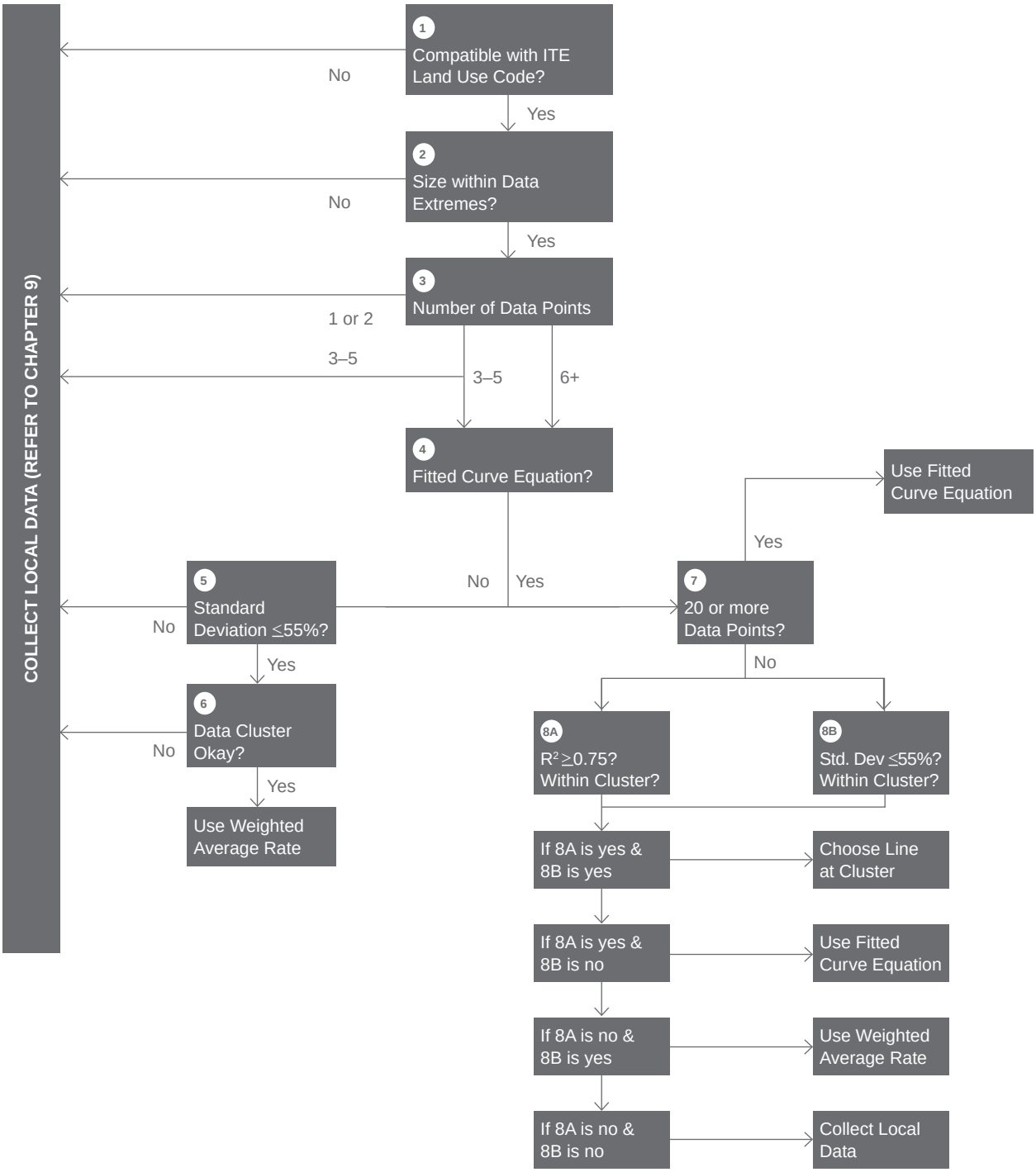
- AVAILABLE (18)
- INVENTORY-UNDER CONSTRUCTION (1)
- INVENTORY-COMPLETED (0)
- RESERVED (0)
- SOLD (55)
- MODEL (1)
- NOT RELEASED (11)



| Development | ITE Land Use | LUC | Units | a.m. Peak Hour | | | p.m. Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total | |
| Prospect Pointe West | Single-Family Detached Housing | 210 | 102 DU | 20 | 54 | 74 | 61 | 37 | 98 | 1089 |

| ITE Land Use | LUC | Units | Time Period | Equation | R2 | Rate | Studies | Notes |
|---|---|---|---|---|---|---|---|---|
| Single-Family Detached Housing | 210 | DU | a.m. | T=0.67(X)+5.59 | 0.89 | 0.70 | 153 | # Studies > 20, Use Fitted Curve. |
| | | | p.m. | Ln(T)=0.92Ln(X)+0.33 | 0.90 | 0.93 | 166 | # Studies > 20, Use Fitted Curve. |
| | | | Weekday | T=8.07(X)+265.45 | 0.94 | 9.09 | 155 | # Studies > 20, Use Fitted Curve. |

## Figure 4.2 Process for Selecting Average Rate or Equation in *Trip Generation Manual* Data



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# Appendix

Background LOS Output Reports

5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 73 | 208 | 54 | 34 | 583 | 87 | 192 | 254 | 38 | 66 | 149 | 206 |
| Future Volume (veh/h) | 73 | 208 | 54 | 34 | 583 | 87 | 192 | 254 | 38 | 66 | 149 | 206 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1811 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 77 | 219 | 57 | 36 | 620 | 93 | 229 | 302 | 45 | 79 | 177 | 245 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Cap, veh/h | 142 | 283 | 74 | 550 | 645 | 97 | 247 | 334 | 50 | 287 | 153 | 212 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.25 | 0.41 | 0.41 | 0.10 | 0.21 | 0.21 | 0.11 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1430 | 372 | 1781 | 1589 | 238 | 1767 | 1578 | 235 | 1725 | 688 | 952 |
| Grp Volume(v), veh/h | 77 | 0 | 276 | 36 | 0 | 713 | 229 | 0 | 347 | 79 | 0 | 422 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1802 | 1781 | 0 | 1827 | 1767 | 0 | 1813 | 1725 | 0 | 1640 |
| Q Serve(g_s), s | 0.4 | 0.0 | 15.6 | 0.0 | 0.0 | 40.8 | 9.7 | 0.0 | 20.0 | 0.0 | 0.0 | 23.9 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 15.6 | 0.0 | 0.0 | 40.8 | 9.7 | 0.0 | 20.0 | 0.0 | 0.0 | 23.9 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.13 | 1.00 | | 0.13 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 142 | 0 | 357 | 550 | 0 | 742 | 247 | 0 | 384 | 287 | 0 | 365 |
| V/C Ratio(X) | 0.54 | 0.00 | 0.77 | 0.07 | 0.00 | 0.96 | 0.93 | 0.00 | 0.90 | 0.28 | 0.00 | 1.16 |
| Avail Cap(c_a), veh/h | 248 | 0 | 738 | 550 | 0 | 748 | 247 | 0 | 404 | 287 | 0 | 365 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.3 | 0.0 | 40.7 | 28.4 | 0.0 | 31.0 | 46.2 | 0.0 | 41.2 | 41.8 | 0.0 | 41.7 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 12.0 | 0.0 | 0.0 | 24.4 | 38.1 | 0.0 | 26.1 | 0.2 | 0.0 | 96.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 0.0 | 7.7 | 0.7 | 0.0 | 21.3 | 8.4 | 0.0 | 11.3 | 1.8 | 0.0 | 18.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.6 | 0.0 | 52.8 | 28.4 | 0.0 | 55.4 | 84.3 | 0.0 | 67.3 | 42.0 | 0.0 | 138.1 |
| LnGrp LOS | D | | D | C | | E | F | | E | D | | F |
| Approach Vol, veh/h | | 353 | | | 749 | | | 576 | | | 501 | |
| Approach Delay, s/veh | | 52.5 | | | 54.1 | | | 74.1 | | | 122.9 | |
| Approach LOS | | D | | | D | | | E | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.2 | 28.8 | 32.9 | 27.4 | 17.0 | 30.0 | 10.6 | 49.7 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 22.0 | 2.0 | 17.6 | 11.7 | 25.9 | 2.4 | 42.8 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.1 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 74.9 |
| HCM 7th LOS | E |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 57 | 30 | 76 | 232 | 127 | 36 | 225 | 53 | 58 | 192 | 67 |
| Future Volume (veh/h) | 32 | 57 | 30 | 76 | 232 | 127 | 36 | 225 | 53 | 58 | 192 | 67 |
| 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 | | 0.98 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 40 | 70 | 37 | 88 | 270 | 148 | 48 | 300 | 71 | 84 | 278 | 97 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 | 0.75 | 0.75 | 0.75 | 0.69 | 0.69 | 0.69 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 439 | 283 | 150 | 435 | 277 | 152 | 261 | 432 | 102 | 203 | 539 | 447 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1810 | 1169 | 618 | 1795 | 1144 | 627 | 1008 | 1462 | 346 | 987 | 1826 | 1514 |
| Grp Volume(v), veh/h | 40 | 0 | 107 | 88 | 0 | 418 | 48 | 0 | 371 | 84 | 278 | 97 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1787 | 1795 | 0 | 1771 | 1008 | 0 | 1808 | 987 | 1826 | 1514 |
| Q Serve(g_s), s | 1.4 | 0.0 | 3.8 | 3.1 | 0.0 | 18.5 | 3.3 | 0.0 | 14.4 | 6.5 | 10.0 | 3.8 |
| Cycle Q Clear(g_c), s | 1.4 | 0.0 | 3.8 | 3.1 | 0.0 | 18.5 | 13.3 | 0.0 | 14.4 | 20.9 | 10.0 | 3.8 |
| Prop In Lane | 1.00 | | 0.35 | 1.00 | | 0.35 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 439 | 0 | 433 | 435 | 0 | 429 | 261 | 0 | 534 | 203 | 539 | 447 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.25 | 0.20 | 0.00 | 0.97 | 0.18 | 0.00 | 0.69 | 0.41 | 0.52 | 0.22 |
| Avail Cap(c_a), veh/h | 439 | 0 | 433 | 435 | 0 | 429 | 271 | 0 | 553 | 213 | 558 | 463 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.2 | 0.0 | 24.2 | 23.9 | 0.0 | 29.7 | 28.7 | 0.0 | 24.7 | 34.0 | 23.2 | 21.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.4 | 1.0 | 0.0 | 37.3 | 0.6 | 0.0 | 4.4 | 2.3 | 1.3 | 0.4 |
| 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 | 0.6 | 0.0 | 1.7 | 1.3 | 0.0 | 11.6 | 0.8 | 0.0 | 6.4 | 1.6 | 4.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.6 | 0.0 | 25.5 | 24.9 | 0.0 | 67.1 | 29.3 | 0.0 | 29.1 | 36.3 | 24.5 | 21.4 |
| LnGrp LOS | C | | C | C | | E | C | | C | D | C | C |
| Approach Vol, veh/h | | 147 | | | 506 | | | 419 | | | 459 | |
| Approach Delay, s/veh | | 25.0 | | | 59.8 | | | 29.1 | | | 26.0 | |
| Approach LOS | | C | | | E | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.2 | 25.0 | 29.2 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 16.4 | 5.8 | 22.9 | 20.5 |
| Green Ext Time (p_c), s | 2.2 | 0.8 | 0.5 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 37.9 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 123 | 353 | 26 | 17 | 251 |
| Future Vol, veh/h | 47 | 123 | 353 | 26 | 17 | 251 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 79 | 79 |
| Heavy Vehicles, % | 1 | 1 | 3 | 3 | 7 | 7 |
| Mvmt Flow | 57 | 148 | 425 | 31 | 22 | 318 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 786 | 425 | 0 | 0 | 457 | 0 |
| Stage 1 | 425 | - | - | - | - | - |
| Stage 2 | 361 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 362 | 631 | - | - | 1078 | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 355 | 631 | - | - | 1078 | - |
| Mov Cap-2 Maneuver | 355 | - | - | - | - | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.37 | 0 | 0.53 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 519 | 1078 | - |
| HCM Lane V/C Ratio | - | - | 0.394 | 0.02 | - |
| HCM Ctrl Dly (s/v) | - | - | 16.4 | 8.4 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.9 | 0.1 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 116 | 228 | 349 | 999 | 350 | 354 | 351 | 664 |
| Average Queue (ft) | 53 | 102 | 76 | 619 | 185 | 166 | 134 | 380 |
| 95th Queue (ft) | 102 | 194 | 278 | 1108 | 328 | 302 | 379 | 734 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 0 | 4 | | 54 | | | 0 | 45 |
| Queuing Penalty (veh) | 0 | 3 | | 18 | | | 0 | 30 |

## Intersection: 1002: Prospect Road & Clark Road

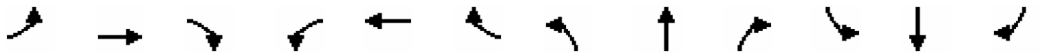
| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 64 | 112 | 199 | 421 | 124 | 249 | 154 | 230 | 125 |
| Average Queue (ft) | 20 | 40 | 57 | 184 | 31 | 113 | 43 | 81 | 27 |
| 95th Queue (ft) | 52 | 85 | 163 | 342 | 83 | 203 | 116 | 160 | 86 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 2 | 8 | 0 | 27 | 2 | 26 | 2 | 16 | 0 |
| Queuing Penalty (veh) | 2 | 3 | 0 | 21 | 5 | 10 | 7 | 21 | 1 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 115 | 32 |
| Average Queue (ft) | 39 | 5 |
| 95th Queue (ft) | 78 | 22 |
| Link Distance (ft) | 429 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 400 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 120



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 152 | 612 | 99 | 49 | 229 | 78 | 63 | 214 | 83 | 137 | 301 | 101 |
| Future Volume (veh/h) | 152 | 612 | 99 | 49 | 229 | 78 | 63 | 214 | 83 | 137 | 301 | 101 |
| 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 | | 0.98 | 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 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 651 | 105 | 56 | 260 | 89 | 76 | 258 | 100 | 144 | 317 | 106 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 525 | 684 | 110 | 143 | 333 | 114 | 150 | 287 | 111 | 207 | 321 | 107 |
| Arrive On Green | 0.23 | 0.43 | 0.43 | 0.04 | 0.25 | 0.25 | 0.04 | 0.22 | 0.22 | 0.06 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1795 | 1578 | 255 | 1795 | 1342 | 459 | 1781 | 1283 | 497 | 1781 | 1341 | 448 |
| Grp Volume(v), veh/h | 162 | 0 | 756 | 56 | 0 | 349 | 76 | 0 | 358 | 144 | 0 | 423 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 0 | 1833 | 1795 | 0 | 1801 | 1781 | 0 | 1781 | 1781 | 0 | 1790 |
| Q Serve(g_s), s | 0.3 | 0.0 | 39.8 | 0.0 | 0.0 | 18.1 | 0.0 | 0.0 | 19.5 | 2.1 | 0.0 | 23.5 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 39.8 | 0.0 | 0.0 | 18.1 | 0.0 | 0.0 | 19.5 | 2.1 | 0.0 | 23.5 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.26 | 1.00 | | 0.28 | 1.00 | | 0.25 |
| Lane Grp Cap(c), veh/h | 525 | 0 | 794 | 143 | 0 | 447 | 150 | 0 | 399 | 207 | 0 | 428 |
| V/C Ratio(X) | 0.31 | 0.00 | 0.95 | 0.39 | 0.00 | 0.78 | 0.51 | 0.00 | 0.90 | 0.70 | 0.00 | 0.99 |
| Avail Cap(c_a), veh/h | 525 | 0 | 805 | 268 | 0 | 791 | 266 | 0 | 426 | 296 | 0 | 428 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.3 | 0.0 | 27.3 | 46.1 | 0.0 | 35.1 | 45.7 | 0.0 | 37.7 | 44.2 | 0.0 | 37.9 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 21.8 | 1.3 | 0.0 | 10.3 | 1.9 | 0.0 | 24.2 | 1.6 | 0.0 | 40.5 |
| 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 | 2.9 | 0.0 | 20.2 | 1.3 | 0.0 | 8.7 | 1.8 | 0.0 | 10.7 | 3.3 | 0.0 | 14.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.6 | 0.0 | 49.1 | 47.4 | 0.0 | 45.3 | 47.6 | 0.0 | 61.8 | 45.8 | 0.0 | 78.4 |
| LnGrp LOS | C | | D | D | | D | D | | E | D | | E |
| Approach Vol, veh/h | | 918 | | | 405 | | | 434 | | | 567 | |
| Approach Delay, s/veh | | 45.6 | | | 45.6 | | | 59.3 | | | 70.1 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 28.5 | 10.0 | 49.4 | 10.5 | 30.0 | 28.6 | 30.9 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 21.5 | 2.0 | 41.8 | 2.0 | 25.5 | 2.3 | 20.1 |
| Green Ext Time (p_c), s | 0.1 | 0.9 | 0.0 | 1.6 | 0.1 | 0.0 | 0.2 | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 54.2 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 97 | 274 | 75 | 66 | 130 | 59 | 25 | 242 | 82 | 114 | 292 | 62 |
| Future Volume (veh/h) | 97 | 274 | 75 | 66 | 130 | 59 | 25 | 242 | 82 | 114 | 292 | 62 |
| 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 | | 0.98 | 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 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 109 | 308 | 84 | 72 | 141 | 64 | 28 | 275 | 93 | 130 | 332 | 70 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2 |
| Cap, veh/h | 434 | 343 | 94 | 428 | 292 | 133 | 241 | 408 | 138 | 215 | 566 | 479 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1810 | 1429 | 390 | 1781 | 1218 | 553 | 991 | 1347 | 456 | 1014 | 1870 | 1585 |
| Grp Volume(v), veh/h | 109 | 0 | 392 | 72 | 0 | 205 | 28 | 0 | 368 | 130 | 332 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1819 | 1781 | 0 | 1771 | 991 | 0 | 1803 | 1014 | 1870 | 1585 |
| Q Serve(g_s), s | 3.9 | 0.0 | 16.7 | 2.6 | 0.0 | 8.0 | 2.0 | 0.0 | 14.3 | 9.9 | 12.0 | 2.6 |
| Cycle Q Clear(g_c), s | 3.9 | 0.0 | 16.7 | 2.6 | 0.0 | 8.0 | 14.0 | 0.0 | 14.3 | 24.2 | 12.0 | 2.6 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.31 | 1.00 | | 0.25 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 434 | 0 | 437 | 428 | 0 | 425 | 241 | 0 | 545 | 215 | 566 | 479 |
| V/C Ratio(X) | 0.25 | 0.00 | 0.90 | 0.17 | 0.00 | 0.48 | 0.12 | 0.00 | 0.67 | 0.60 | 0.59 | 0.15 |
| Avail Cap(c_a), veh/h | 434 | 0 | 437 | 428 | 0 | 425 | 241 | 0 | 545 | 215 | 566 | 479 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.6 | 0.0 | 29.5 | 24.1 | 0.0 | 26.1 | 29.6 | 0.0 | 24.5 | 35.2 | 23.7 | 20.4 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 23.9 | 0.9 | 0.0 | 3.9 | 0.4 | 0.0 | 3.9 | 6.2 | 2.1 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 9.5 | 1.1 | 0.0 | 3.5 | 0.5 | 0.0 | 6.3 | 2.8 | 5.3 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.0 | 0.0 | 53.3 | 24.9 | 0.0 | 30.0 | 30.0 | 0.0 | 28.4 | 41.4 | 25.8 | 20.6 |
| LnGrp LOS | C | | D | C | | C | C | | C | D | C | C |
| Approach Vol, veh/h | | 501 | | | 277 | | | 396 | | | 532 | |
| Approach Delay, s/veh | | 47.4 | | | 28.7 | | | 28.5 | | | 28.9 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 30.0 | 25.0 | 30.0 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 16.3 | 18.7 | 26.2 | 10.0 |
| Green Ext Time (p_c), s | 2.1 | 0.2 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 34.2 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 35 | 332 | 69 | 93 | 406 |
| Future Vol, veh/h | 47 | 35 | 332 | 69 | 93 | 406 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 85 | 85 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 57 | 42 | 391 | 81 | 98 | 427 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1014 | 391 | 0 | 0 | 472 | 0 |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 267 | 662 | - | - | 1090 | - |
| Stage 1 | 688 | - | - | - | - | - |
| Stage 2 | 539 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 243 | 662 | - | - | 1090 | - |
| Mov Cap-2 Maneuver | 243 | - | - | - | - | - |
| Stage 1 | 688 | - | - | - | - | - |
| Stage 2 | 490 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.32 | 0 | 1.61 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 333 | 1090 | - |
| HCM Lane V/C Ratio | - | - | 0.297 | 0.09 | - |
| HCM Ctrl Dly (s/v) | - | - | 20.3 | 8.6 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.2 | 0.3 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 450 | 931 | 107 | 294 | 103 | 390 | 400 | 908 |
| Average Queue (ft) | 215 | 540 | 38 | 133 | 49 | 185 | 199 | 557 |
| 95th Queue (ft) | 515 | 1063 | 83 | 234 | 91 | 323 | 445 | 1213 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | 0 | | | | | | 8 |
| Queuing Penalty (veh) | | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 1 | 48 | | 7 | | | 1 | 52 |
| Queuing Penalty (veh) | 4 | 73 | | 4 | | | 2 | 71 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 165 | 379 | 70 | 167 | 119 | 283 | 200 | 244 | 125 |
| Average Queue (ft) | 73 | 187 | 27 | 83 | 22 | 133 | 93 | 116 | 29 |
| 95th Queue (ft) | 155 | 347 | 64 | 148 | 71 | 235 | 178 | 208 | 101 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 17 | 54 | | 2 | 1 | 31 | 9 | 27 | 0 |
| Queuing Penalty (veh) | 59 | 53 | | 2 | 2 | 8 | 31 | 47 | 0 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LR | R | L |
| Maximum Queue (ft) | 58 | 9 | 69 |
| Average Queue (ft) | 23 | 0 | 20 |
| 95th Queue (ft) | 47 | 6 | 49 |
| Link Distance (ft) | 429 | | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 100 | 400 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Zone Summary

Zone wide Queuing Penalty: 355

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# Appendix

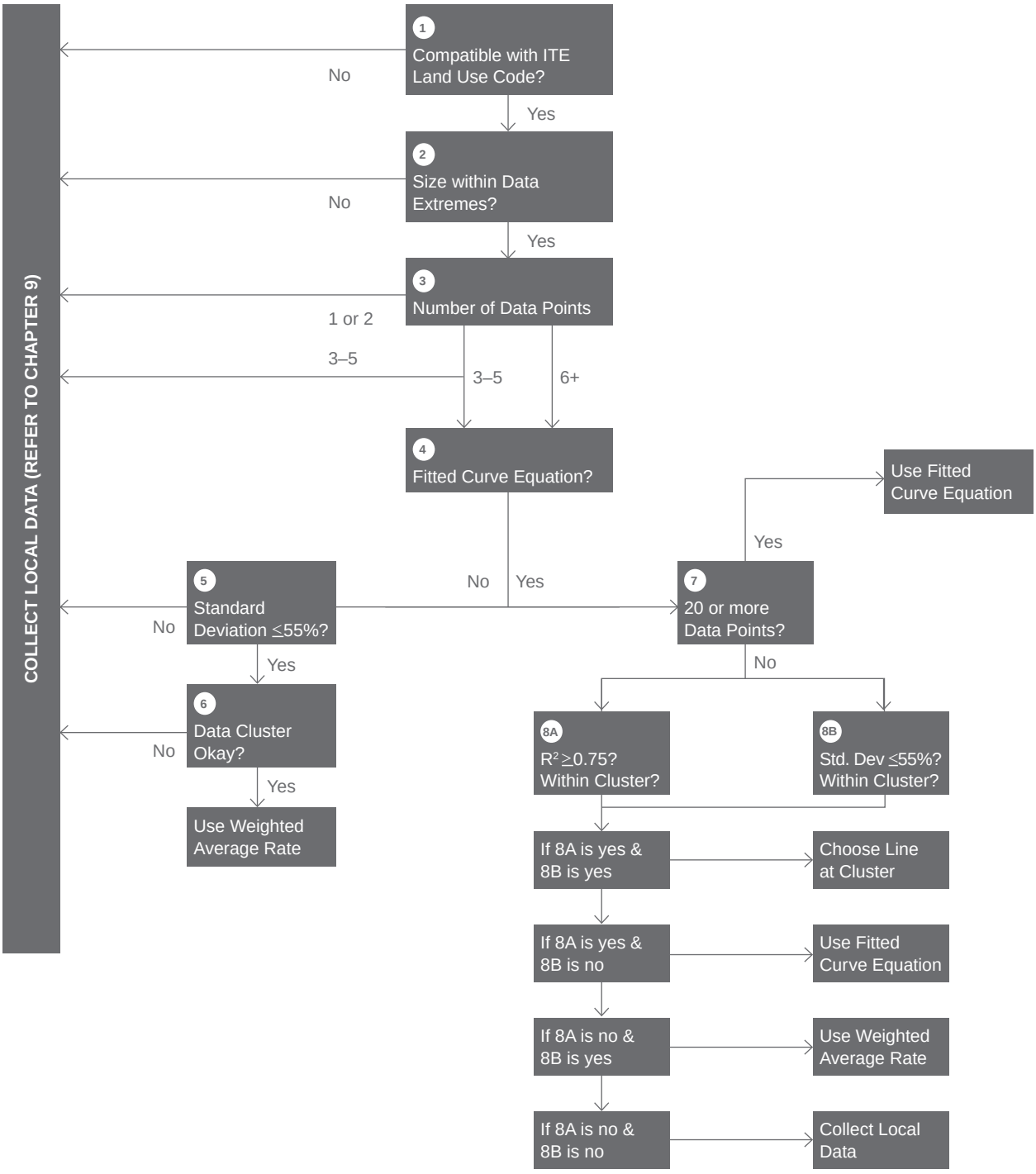
Trip Generation Calculations

6

| ITE Land Use | LUC | Units | a.m. Peak Hour | | | p.m. Peak Hour | | | Weekday |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | |
| Single-Family Detached Housing | 210 | 118 DU | 23 | 62 | 85 | 69 | 43 | 112 | 1218 |

| ITE Land Use | LUC | Units | Time Period | Equation | R2 | Rate | Studies | Notes |
|---|---|---|---|---|---|---|---|---|
| Single-Family Detached Housing | 210 | DU | a.m. | T=0.67(X)+5.59 | 0.89 | 0.70 | 153 | # Studies > 20, Use Fitted Curve. |
| | | | p.m. | Ln(T)=0.92Ln(X)+0.33 | 0.90 | 0.93 | 166 | # Studies > 20, Use Fitted Curve. |
| | | | Weekday | T=8.07(X)+265.45 | 0.94 | 9.09 | 155 | # Studies > 20, Use Fitted Curve. |

## Figure 4.2 Process for Selecting Average Rate or Equation in *Trip Generation Manual* Data

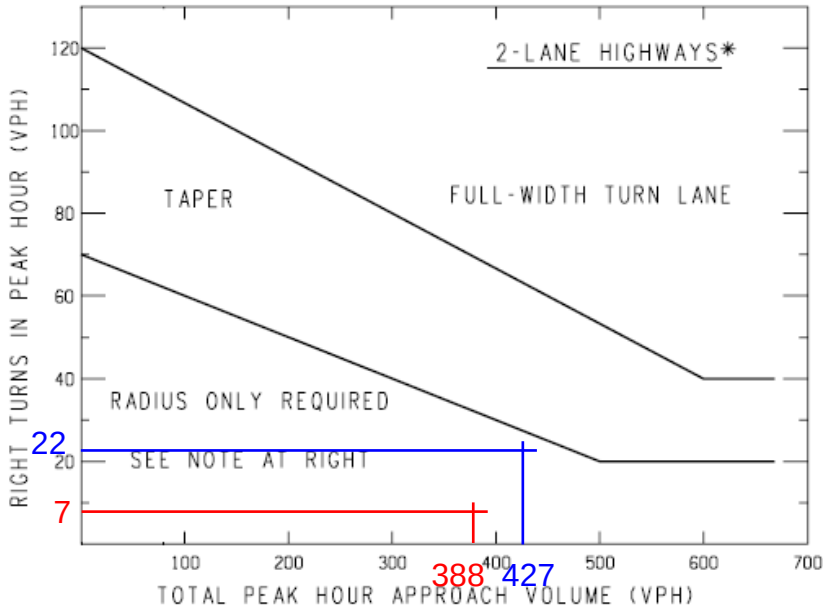


fishbeck

# Appendix

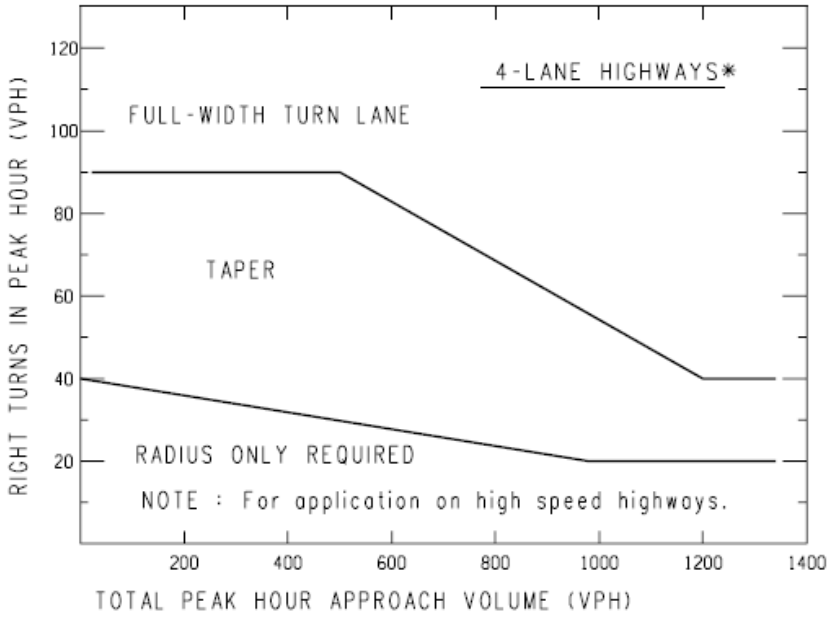
Turn Lane Charts

7




NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns – 20




*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume form the total approach volume to get an adjusted total approach volume.

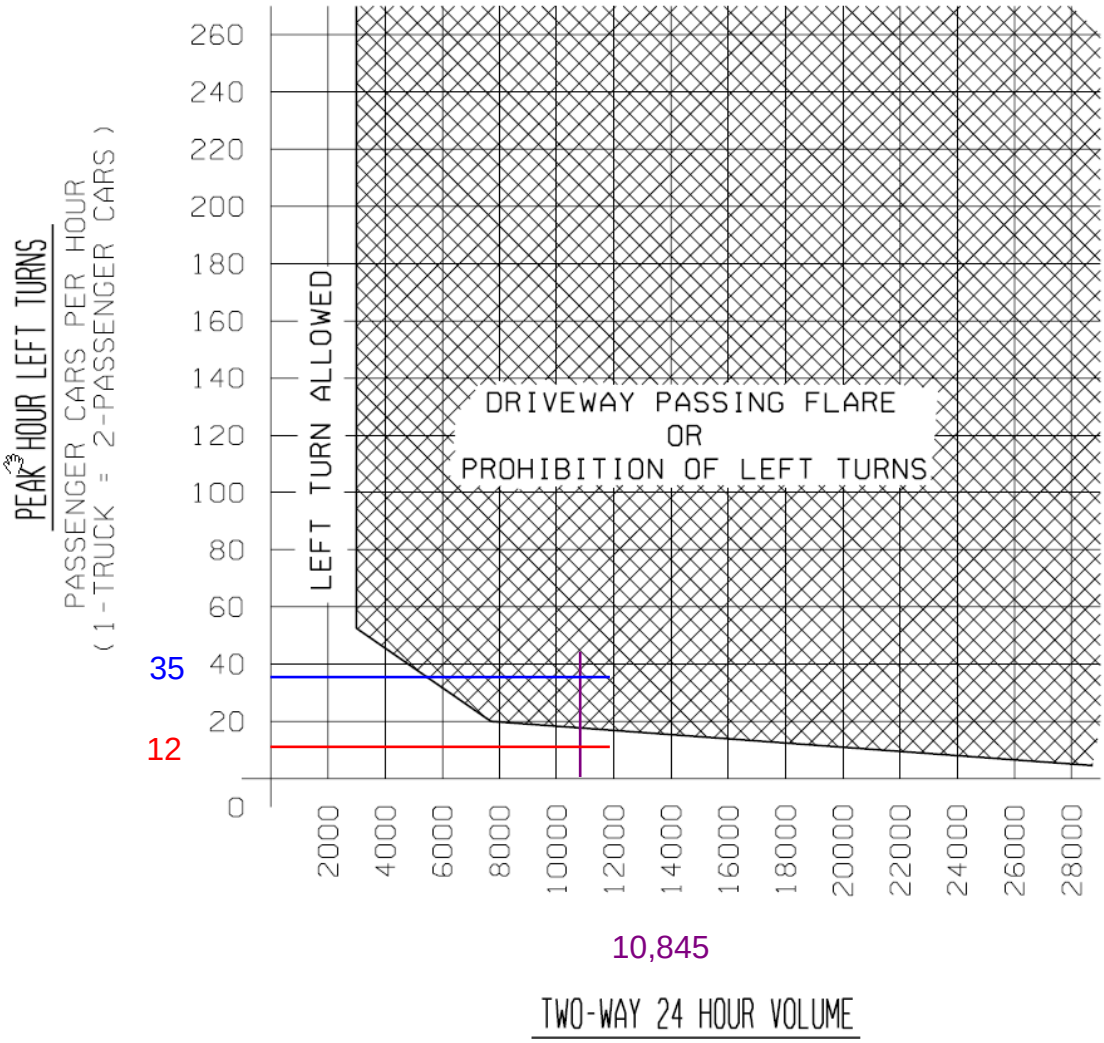
Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

### 1.2.3 Traffic Volume Guidelines for Driveway Passing Flares

Driveways serving large developments along state trunkline highways frequently generate large numbers of left-turns. On two-lane, two-way roadways, this situation can aggravate the efficiency of traffic operations and often make shoulder maintenance difficult. In such situations, prohibition of left-turns at driveways to large developments or construction of driveway passing flares should be considered.

In an attempt to alleviate the types of problems outlined above, the following chart is provided showing the relationship between peak hour left-turns and 24-hour volumes. When peak hour left-turns and 24-hour volumes fall within the area above and to the right of the trend line, left-turns should be prohibited or a driveway passing flare be installed. If a driveway passing flare is constructed, the entire cost should be borne by the developer. For additional information and geometric design guidance regarding driveway passing flares, please refer to Geometric Design Guide GEO-650.




NOTE: This chart is based on Total Development and is for Two-Way Roadways.

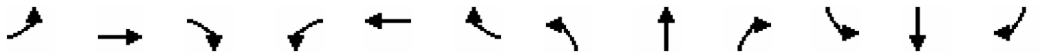
Two Way Volume:
2024 AADT (9,368) Grown to 2029 at 0.8% per year + 90% Weekday Site Trips (1,218) = 10,845

fishbeck

# Appendix

Future LOS Output Reports

8



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 73 | 208 | 57 | 41 | 583 | 87 | 216 | 264 | 46 | 66 | 153 | 206 |
| Future Volume (veh/h) | 73 | 208 | 57 | 41 | 583 | 87 | 216 | 264 | 46 | 66 | 153 | 206 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1811 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 77 | 219 | 60 | 44 | 620 | 93 | 257 | 314 | 55 | 79 | 182 | 245 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Cap, veh/h | 142 | 283 | 78 | 547 | 645 | 97 | 247 | 339 | 59 | 267 | 156 | 210 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.25 | 0.41 | 0.41 | 0.10 | 0.22 | 0.22 | 0.10 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1413 | 387 | 1781 | 1589 | 238 | 1767 | 1538 | 269 | 1725 | 700 | 942 |
| Grp Volume(v), veh/h | 77 | 0 | 279 | 44 | 0 | 713 | 257 | 0 | 369 | 79 | 0 | 427 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1800 | 1781 | 0 | 1827 | 1767 | 0 | 1807 | 1725 | 0 | 1642 |
| Q Serve(g_s), s | 0.4 | 0.0 | 15.7 | 0.0 | 0.0 | 40.8 | 10.9 | 0.0 | 21.5 | 0.0 | 0.0 | 23.9 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 15.7 | 0.0 | 0.0 | 40.8 | 10.9 | 0.0 | 21.5 | 0.0 | 0.0 | 23.9 |
| Prop In Lane | 1.00 | | 0.22 | 1.00 | | 0.13 | 1.00 | | 0.15 | 1.00 | | 0.57 |
| Lane Grp Cap(c), veh/h | 142 | 0 | 360 | 547 | 0 | 742 | 247 | 0 | 398 | 267 | 0 | 366 |
| V/C Ratio(X) | 0.54 | 0.00 | 0.77 | 0.08 | 0.00 | 0.96 | 1.04 | 0.00 | 0.93 | 0.30 | 0.00 | 1.17 |
| Avail Cap(c_a), veh/h | 248 | 0 | 736 | 547 | 0 | 748 | 247 | 0 | 403 | 267 | 0 | 366 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.3 | 0.0 | 40.6 | 28.7 | 0.0 | 31.0 | 46.7 | 0.0 | 41.0 | 42.8 | 0.0 | 41.7 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 12.0 | 0.0 | 0.0 | 24.4 | 68.6 | 0.0 | 29.2 | 0.2 | 0.0 | 101.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 0.0 | 7.8 | 0.8 | 0.0 | 21.3 | 11.0 | 0.0 | 12.4 | 1.8 | 0.0 | 19.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.6 | 0.0 | 52.6 | 28.8 | 0.0 | 55.4 | 115.4 | 0.0 | 70.2 | 43.0 | 0.0 | 142.7 |
| LnGrp LOS | D | | D | C | | E | F | | E | D | | F |
| Approach Vol, veh/h | | 356 | | | 757 | | | 626 | | | 506 | |
| Approach Delay, s/veh | | 52.4 | | | 53.9 | | | 88.7 | | | 127.1 | |
| Approach LOS | | D | | | D | | | F | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.3 | 29.7 | 32.7 | 27.6 | 17.0 | 30.0 | 10.6 | 49.7 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 23.5 | 2.0 | 17.7 | 12.9 | 25.9 | 2.4 | 42.8 |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 0.0 | 3.7 | 0.0 | 0.0 | 0.1 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 79.9 |
| HCM 7th LOS | E |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 57 | 30 | 76 | 232 | 132 | 36 | 228 | 53 | 62 | 199 | 76 |
| Future Volume (veh/h) | 33 | 57 | 30 | 76 | 232 | 132 | 36 | 228 | 53 | 62 | 199 | 76 |
| 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 | | 0.98 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 41 | 70 | 37 | 88 | 270 | 153 | 48 | 304 | 71 | 90 | 288 | 110 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 | 0.75 | 0.75 | 0.75 | 0.69 | 0.69 | 0.69 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 436 | 282 | 149 | 433 | 272 | 154 | 257 | 440 | 103 | 205 | 547 | 454 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1810 | 1169 | 618 | 1795 | 1129 | 640 | 987 | 1466 | 342 | 984 | 1826 | 1515 |
| Grp Volume(v), veh/h | 41 | 0 | 107 | 88 | 0 | 423 | 48 | 0 | 375 | 90 | 288 | 110 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1787 | 1795 | 0 | 1768 | 987 | 0 | 1809 | 984 | 1826 | 1515 |
| Q Serve(g_s), s | 1.4 | 0.0 | 3.9 | 3.1 | 0.0 | 19.0 | 3.4 | 0.0 | 14.6 | 7.1 | 10.4 | 4.4 |
| Cycle Q Clear(g_c), s | 1.4 | 0.0 | 3.9 | 3.1 | 0.0 | 19.0 | 13.8 | 0.0 | 14.6 | 21.7 | 10.4 | 4.4 |
| Prop In Lane | 1.00 | | 0.35 | 1.00 | | 0.36 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 436 | 0 | 431 | 433 | 0 | 426 | 257 | 0 | 542 | 205 | 547 | 454 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.25 | 0.20 | 0.00 | 0.99 | 0.19 | 0.00 | 0.69 | 0.44 | 0.53 | 0.24 |
| Avail Cap(c_a), veh/h | 436 | 0 | 431 | 433 | 0 | 426 | 261 | 0 | 549 | 209 | 554 | 460 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.5 | 0.0 | 24.4 | 24.1 | 0.0 | 30.2 | 28.9 | 0.0 | 24.6 | 34.2 | 23.2 | 21.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.4 | 1.1 | 0.0 | 41.8 | 0.6 | 0.0 | 4.3 | 2.5 | 1.4 | 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 | 0.6 | 0.0 | 1.7 | 1.4 | 0.0 | 12.3 | 0.8 | 0.0 | 6.5 | 1.8 | 4.4 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.9 | 0.0 | 25.8 | 25.2 | 0.0 | 72.0 | 29.5 | 0.0 | 29.0 | 36.7 | 24.6 | 21.5 |
| LnGrp LOS | C | | C | C | | E | C | | C | D | C | C |
| Approach Vol, veh/h | | 148 | | | 511 | | | 423 | | | 488 | |
| Approach Delay, s/veh | | 25.3 | | | 64.0 | | | 29.0 | | | 26.2 | |
| Approach LOS | | C | | | E | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.7 | 25.0 | 29.7 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 16.6 | 5.9 | 23.7 | 21.0 |
| Green Ext Time (p_c), s | 2.2 | 0.8 | 0.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.2 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 131 | 387 | 28 | 19 | 263 |
| Future Vol, veh/h | 50 | 131 | 387 | 28 | 19 | 263 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 79 | 79 |
| Heavy Vehicles, % | 1 | 1 | 3 | 3 | 7 | 7 |
| Mvmt Flow | 60 | 158 | 466 | 34 | 24 | 333 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 847 | 466 | 0 | 0 | 500 | 0 |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 381 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 333 | 598 | - | - | 1039 | - |
| Stage 1 | 634 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 326 | 598 | - | - | 1039 | - |
| Mov Cap-2 Maneuver | 326 | - | - | - | - | - |
| Stage 1 | 634 | - | - | - | - | - |
| Stage 2 | 677 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.3 | 0 | 0.58 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 486 | 1039 | - |
| HCM Lane V/C Ratio | - | - | 0.449 | 0.023 | - |
| HCM Ctrl Dly (s/v) | - | - | 18.3 | 8.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 34 | 381 | 7 | 12 | 301 |
| Future Vol, veh/h | 17 | 34 | 381 | 7 | 12 | 301 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 150 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 83 | 83 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 3 | 3 | 7 | 7 |
| Mvmt Flow | 18 | 37 | 459 | 8 | 15 | 381 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 875 | 463 | 0 | 0 | 467 | 0 |
| Stage 1 | 463 | - | - | - | - | - |
| Stage 2 | 411 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 320 | 599 | - | - | 1068 | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 669 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 315 | 599 | - | - | 1068 | - |
| Mov Cap-2 Maneuver | 315 | - | - | - | - | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.88 | 0 | 0.32 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 461 | 1068 | - |
| HCM Lane V/C Ratio | - | - | 0.12 | 0.014 | - |
| HCM Ctrl Dly (s/v) | - | - | 13.9 | 8.4 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 125 | 233 | 349 | 919 | 524 | 671 | 400 | 829 |
| Average Queue (ft) | 61 | 93 | 86 | 550 | 347 | 313 | 133 | 425 |
| 95th Queue (ft) | 110 | 170 | 295 | 1017 | 612 | 703 | 380 | 844 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | | | | | 9 | | |
| Queuing Penalty (veh) | | | | | | 43 | | |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 0 | 2 | | 50 | 22 | 1 | | 51 |
| Queuing Penalty (veh) | 0 | 1 | | 20 | 65 | 1 | | 34 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 65 | 91 | 200 | 449 | 114 | 262 | 146 | 294 | 125 |
| Average Queue (ft) | 16 | 36 | 68 | 195 | 27 | 118 | 47 | 88 | 29 |
| 95th Queue (ft) | 45 | 74 | 184 | 369 | 75 | 209 | 122 | 202 | 91 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 2 | 7 | 0 | 29 | 1 | 26 | 3 | 18 | 1 |
| Queuing Penalty (veh) | 2 | 2 | 1 | 24 | 4 | 9 | 8 | 28 | 2 |

## Intersection: 9001: Prospect Road & Berkshire Drive

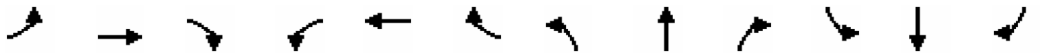
| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 118 | 34 |
| Average Queue (ft) | 41 | 4 |
| 95th Queue (ft) | 82 | 22 |
| Link Distance (ft) | 428 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 400 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 57 | 31 |
| Average Queue (ft) | 30 | 3 |
| 95th Queue (ft) | 52 | 17 |
| Link Distance (ft) | 913 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 150 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 244



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 152 | 612 | 120 | 58 | 229 | 78 | 69 | 221 | 96 | 137 | 314 | 101 |
| Future Volume (veh/h) | 152 | 612 | 120 | 58 | 229 | 78 | 69 | 221 | 96 | 137 | 314 | 101 |
| 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 | | 0.98 | 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 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 651 | 128 | 66 | 260 | 89 | 83 | 266 | 116 | 144 | 331 | 106 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 532 | 663 | 130 | 146 | 332 | 114 | 151 | 288 | 125 | 180 | 321 | 103 |
| Arrive On Green | 0.23 | 0.43 | 0.43 | 0.04 | 0.25 | 0.25 | 0.04 | 0.23 | 0.23 | 0.05 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1795 | 1524 | 300 | 1795 | 1342 | 459 | 1781 | 1235 | 539 | 1781 | 1357 | 435 |
| Grp Volume(v), veh/h | 162 | 0 | 779 | 66 | 0 | 349 | 83 | 0 | 382 | 144 | 0 | 437 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 0 | 1823 | 1795 | 0 | 1801 | 1781 | 0 | 1773 | 1781 | 0 | 1792 |
| Q Serve(g_s), s | 0.3 | 0.0 | 42.6 | 0.0 | 0.0 | 18.3 | 0.5 | 0.0 | 21.3 | 2.7 | 0.0 | 23.9 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 42.6 | 0.0 | 0.0 | 18.3 | 0.5 | 0.0 | 21.3 | 2.7 | 0.0 | 23.9 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.26 | 1.00 | | 0.30 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 532 | 0 | 793 | 146 | 0 | 445 | 151 | 0 | 413 | 180 | 0 | 424 |
| V/C Ratio(X) | 0.30 | 0.00 | 0.98 | 0.45 | 0.00 | 0.78 | 0.55 | 0.00 | 0.92 | 0.80 | 0.00 | 1.03 |
| Avail Cap(c_a), veh/h | 532 | 0 | 793 | 265 | 0 | 783 | 264 | 0 | 420 | 286 | 0 | 424 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.3 | 0.0 | 28.1 | 46.3 | 0.0 | 35.5 | 46.1 | 0.0 | 37.8 | 45.9 | 0.0 | 38.5 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 27.9 | 1.6 | 0.0 | 10.4 | 2.3 | 0.0 | 28.1 | 3.3 | 0.0 | 51.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.9 | 0.0 | 22.5 | 1.6 | 0.0 | 8.8 | 2.0 | 0.0 | 12.0 | 3.5 | 0.0 | 15.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.5 | 0.0 | 56.0 | 48.0 | 0.0 | 45.9 | 48.4 | 0.0 | 65.9 | 49.2 | 0.0 | 90.1 |
| LnGrp LOS | C | | E | D | | D | D | | E | D | | F |
| Approach Vol, veh/h | | 941 | | | 415 | | | 465 | | | 581 | |
| Approach Delay, s/veh | | 51.4 | | | 46.2 | | | 62.8 | | | 80.0 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.0 | 29.6 | 10.3 | 50.0 | 10.6 | 30.0 | 29.3 | 31.1 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 10.9 | 23.9 | 10.9 | 43.9 | 10.9 | 23.9 | 10.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 23.3 | 2.0 | 44.6 | 2.5 | 25.9 | 2.3 | 20.3 |
| Green Ext Time (p_c), s | 0.1 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 59.6 |
| HCM 7th LOS | E |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 108 | 274 | 75 | 66 | 130 | 65 | 25 | 251 | 82 | 121 | 299 | 65 |
| Future Volume (veh/h) | 108 | 274 | 75 | 66 | 130 | 65 | 25 | 251 | 82 | 121 | 299 | 65 |
| 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 | | 0.98 | 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 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 121 | 308 | 84 | 72 | 141 | 71 | 28 | 285 | 93 | 138 | 340 | 74 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2 |
| Cap, veh/h | 434 | 343 | 94 | 428 | 282 | 142 | 235 | 412 | 134 | 208 | 566 | 479 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1810 | 1429 | 390 | 1781 | 1173 | 591 | 980 | 1361 | 444 | 1005 | 1870 | 1585 |
| Grp Volume(v), veh/h | 121 | 0 | 392 | 72 | 0 | 212 | 28 | 0 | 378 | 138 | 340 | 74 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1819 | 1781 | 0 | 1764 | 980 | 0 | 1805 | 1005 | 1870 | 1585 |
| Q Serve(g_s), s | 4.4 | 0.0 | 16.7 | 2.6 | 0.0 | 8.3 | 2.0 | 0.0 | 14.8 | 9.4 | 12.4 | 2.7 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 16.7 | 2.6 | 0.0 | 8.3 | 14.4 | 0.0 | 14.8 | 24.2 | 12.4 | 2.7 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.33 | 1.00 | | 0.25 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 434 | 0 | 437 | 428 | 0 | 423 | 235 | 0 | 546 | 208 | 566 | 479 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.90 | 0.17 | 0.00 | 0.50 | 0.12 | 0.00 | 0.69 | 0.66 | 0.60 | 0.15 |
| Avail Cap(c_a), veh/h | 434 | 0 | 437 | 428 | 0 | 423 | 235 | 0 | 546 | 208 | 566 | 479 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.8 | 0.0 | 29.5 | 24.1 | 0.0 | 26.3 | 29.9 | 0.0 | 24.6 | 36.0 | 23.8 | 20.4 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 23.9 | 0.9 | 0.0 | 4.2 | 0.4 | 0.0 | 4.4 | 9.2 | 2.4 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 0.0 | 9.5 | 1.1 | 0.0 | 3.7 | 0.5 | 0.0 | 6.6 | 3.2 | 5.5 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.4 | 0.0 | 53.3 | 24.9 | 0.0 | 30.4 | 30.3 | 0.0 | 29.0 | 45.2 | 26.1 | 20.7 |
| LnGrp LOS | C | | D | C | | C | C | | C | D | C | C |
| Approach Vol, veh/h | | 513 | | | 284 | | | 406 | | | 552 | |
| Approach Delay, s/veh | | 47.0 | | | 29.0 | | | 29.1 | | | 30.2 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 30.0 | 25.0 | 30.0 | 25.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 24.2 | 19.2 | 24.2 | 19.2 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 18.7 | 26.2 | 10.3 |
| Green Ext Time (p_c), s | 2.1 | 0.2 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 34.6 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 40 | 353 | 73 | 101 | 441 |
| Future Vol, veh/h | 50 | 40 | 353 | 73 | 101 | 441 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 83 | 83 | 85 | 85 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 60 | 48 | 415 | 86 | 106 | 464 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1092 | 415 | 0 | 0 | 501 | 0 |
| Stage 1 | 415 | - | - | - | - | - |
| Stage 2 | 677 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 240 | 642 | - | - | 1063 | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 509 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 216 | 642 | - | - | 1063 | - |
| Mov Cap-2 Maneuver | 216 | - | - | - | - | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.1 | 0 | 1.63 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 306 | 1063 | - |
| HCM Lane V/C Ratio | - | - | 0.355 | 0.1 | - |
| HCM Ctrl Dly (s/v) | - | - | 23.1 | 8.8 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.6 | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 21 | 405 | 22 | 35 | 456 |
| Future Vol, veh/h | 14 | 21 | 405 | 22 | 35 | 456 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 150 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 85 | 85 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 15 | 23 | 476 | 26 | 37 | 480 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1043 | 489 | 0 | 0 | 502 | 0 |
| Stage 1 | 489 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 254 | 579 | - | - | 1062 | - |
| Stage 1 | 616 | - | - | - | - | - |
| Stage 2 | 576 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 245 | 579 | - | - | 1062 | - |
| Mov Cap-2 Maneuver | 245 | - | - | - | - | - |
| Stage 1 | 616 | - | - | - | - | - |
| Stage 2 | 556 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.69 | 0 | 0.61 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 375 | 1062 | - |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.035 | - |
| HCM Ctrl Dly (s/v) | - | - | 15.7 | 8.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 450 | 1358 | 112 | 312 | 262 | 450 | 400 | 944 |
| Average Queue (ft) | 294 | 1118 | 46 | 142 | 70 | 220 | 209 | 504 |
| 95th Queue (ft) | 602 | 1866 | 92 | 254 | 227 | 444 | 461 | 1037 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | 34 | | | | 0 | | 2 |
| Queuing Penalty (veh) | | 0 | | | | 2 | | 0 |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 2 | 58 | | 8 | | 3 | 1 | 58 |
| Queuing Penalty (veh) | 13 | 88 | | 5 | | 2 | 4 | 79 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 165 | 343 | 96 | 170 | 133 | 212 | 229 | 243 | 125 |
| Average Queue (ft) | 77 | 186 | 31 | 78 | 19 | 126 | 106 | 115 | 26 |
| 95th Queue (ft) | 159 | 304 | 71 | 139 | 65 | 203 | 204 | 208 | 89 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 19 | 56 | 0 | 1 | 0 | 32 | 12 | 26 | 0 |
| Queuing Penalty (veh) | 69 | 61 | 0 | 1 | 0 | 8 | 43 | 48 | 0 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LR | R | L |
| Maximum Queue (ft) | 81 | 4 | 57 |
| Average Queue (ft) | 26 | 0 | 22 |
| 95th Queue (ft) | 55 | 3 | 49 |
| Link Distance (ft) | 428 | | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 100 | 400 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 58 | 41 |
| Average Queue (ft) | 23 | 10 |
| 95th Queue (ft) | 50 | 33 |
| Link Distance (ft) | 913 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 150 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 422

fishbeck

# Appendix

Future Improvement LOS Output Reports

9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 73 | 208 | 57 | 41 | 583 | 87 | 216 | 264 | 46 | 66 | 153 | 206 |
| Future Volume (veh/h) | 73 | 208 | 57 | 41 | 583 | 87 | 216 | 264 | 46 | 66 | 153 | 206 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1811 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 77 | 219 | 60 | 44 | 620 | 93 | 257 | 314 | 55 | 79 | 182 | 245 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Cap, veh/h | 140 | 282 | 77 | 541 | 641 | 96 | 260 | 361 | 63 | 254 | 154 | 208 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.25 | 0.40 | 0.40 | 0.11 | 0.24 | 0.24 | 0.09 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1413 | 387 | 1781 | 1589 | 238 | 1767 | 1538 | 269 | 1725 | 700 | 942 |
| Grp Volume(v), veh/h | 77 | 0 | 279 | 44 | 0 | 713 | 257 | 0 | 369 | 79 | 0 | 427 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1800 | 1781 | 0 | 1827 | 1767 | 0 | 1807 | 1725 | 0 | 1642 |
| Q Serve(g_s), s | 0.5 | 0.0 | 15.9 | 0.0 | 0.0 | 41.4 | 11.7 | 0.0 | 21.3 | 0.0 | 0.0 | 23.9 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 15.9 | 0.0 | 0.0 | 41.4 | 11.7 | 0.0 | 21.3 | 0.0 | 0.0 | 23.9 |
| Prop In Lane | 1.00 | | 0.22 | 1.00 | | 0.13 | 1.00 | | 0.15 | 1.00 | | 0.57 |
| Lane Grp Cap(c), veh/h | 140 | 0 | 359 | 541 | 0 | 737 | 260 | 0 | 425 | 254 | 0 | 362 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.78 | 0.08 | 0.00 | 0.97 | 0.99 | 0.00 | 0.87 | 0.31 | 0.00 | 1.18 |
| Avail Cap(c_a), veh/h | 163 | 0 | 728 | 541 | 0 | 739 | 260 | 0 | 498 | 254 | 0 | 362 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.8 | 0.0 | 41.1 | 29.3 | 0.0 | 31.7 | 46.7 | 0.0 | 39.9 | 44.0 | 0.0 | 42.3 |
| Incr Delay (d2), s/veh | 2.5 | 0.0 | 12.2 | 0.0 | 0.0 | 25.8 | 52.1 | 0.0 | 18.9 | 0.3 | 0.0 | 106.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 0.0 | 7.9 | 0.8 | 0.0 | 21.9 | 10.4 | 0.0 | 11.3 | 1.9 | 0.0 | 19.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.3 | 0.0 | 53.3 | 29.4 | 0.0 | 57.5 | 98.8 | 0.0 | 58.8 | 44.3 | 0.0 | 148.5 |
| LnGrp LOS | D | | D | C | | E | F | | E | D | | F |
| Approach Vol, veh/h | | 356 | | | 757 | | | 626 | | | 506 | |
| Approach Delay, s/veh | | 53.1 | | | 55.8 | | | 75.2 | | | 132.2 | |
| Approach LOS | | D | | | E | | | E | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.4 | 31.6 | 32.7 | 27.8 | 18.0 | 30.0 | 10.6 | 49.9 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 5.9 | 29.9 | 5.9 | 43.9 | 11.9 | 23.9 | 5.9 | 43.9 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 23.3 | 2.0 | 17.9 | 13.7 | 25.9 | 2.5 | 43.4 |
| Green Ext Time (p_c), s | 0.0 | 2.2 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 78.0 |
| HCM 7th LOS | E |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 57 | 30 | 76 | 232 | 132 | 36 | 228 | 53 | 62 | 199 | 76 |
| Future Volume (veh/h) | 33 | 57 | 30 | 76 | 232 | 132 | 36 | 228 | 53 | 62 | 199 | 76 |
| 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 | | 0.98 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 41 | 70 | 37 | 88 | 270 | 153 | 48 | 304 | 71 | 90 | 288 | 110 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.86 | 0.86 | 0.86 | 0.75 | 0.75 | 0.75 | 0.69 | 0.69 | 0.69 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 2 | 5 | 5 | 5 |
| Cap, veh/h | 412 | 266 | 141 | 498 | 313 | 178 | 230 | 407 | 95 | 177 | 507 | 420 |
| Arrive On Green | 0.23 | 0.23 | 0.23 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1810 | 1169 | 618 | 1795 | 1129 | 640 | 987 | 1466 | 342 | 984 | 1826 | 1514 |
| Grp Volume(v), veh/h | 41 | 0 | 107 | 88 | 0 | 423 | 48 | 0 | 375 | 90 | 288 | 110 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1787 | 1795 | 0 | 1769 | 987 | 0 | 1809 | 984 | 1826 | 1514 |
| Q Serve(g_s), s | 1.4 | 0.0 | 3.9 | 3.0 | 0.0 | 18.2 | 3.5 | 0.0 | 15.1 | 7.1 | 10.8 | 4.5 |
| Cycle Q Clear(g_c), s | 1.4 | 0.0 | 3.9 | 3.0 | 0.0 | 18.2 | 14.3 | 0.0 | 15.1 | 22.2 | 10.8 | 4.5 |
| Prop In Lane | 1.00 | | 0.35 | 1.00 | | 0.36 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 412 | 0 | 407 | 498 | 0 | 491 | 230 | 0 | 502 | 177 | 507 | 420 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.26 | 0.18 | 0.00 | 0.86 | 0.21 | 0.00 | 0.75 | 0.51 | 0.57 | 0.26 |
| Avail Cap(c_a), veh/h | 412 | 0 | 407 | 498 | 0 | 491 | 230 | 0 | 502 | 177 | 507 | 420 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.4 | 0.0 | 25.4 | 22.0 | 0.0 | 27.4 | 30.9 | 0.0 | 26.3 | 36.6 | 24.8 | 22.5 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 1.6 | 0.8 | 0.0 | 17.8 | 0.8 | 0.0 | 6.8 | 3.9 | 2.1 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 1.7 | 1.3 | 0.0 | 9.4 | 0.9 | 0.0 | 7.1 | 1.9 | 4.7 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 24.9 | 0.0 | 27.0 | 22.7 | 0.0 | 45.2 | 31.7 | 0.0 | 33.2 | 40.5 | 26.9 | 23.1 |
| LnGrp LOS | C | | C | C | | D | C | | C | D | C | C |
| Approach Vol, veh/h | | 148 | | | 511 | | | 423 | | | 488 | |
| Approach Delay, s/veh | | 26.4 | | | 41.4 | | | 33.0 | | | 28.6 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 24.0 | 28.0 | 28.0 |
| Change Period (Y+Rc), s | 5.8 | 5.8 | 5.8 | 5.8 |
| Max Green Setting (Gmax), s | 22.2 | 18.2 | 22.2 | 22.2 |
| Max Q Clear Time (g_c+I1), s | 17.1 | 5.9 | 24.2 | 20.2 |
| Green Ext Time (p_c), s | 1.6 | 0.7 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 33.7 |
| HCM 7th LOS | C |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 123 | 240 | 349 | 1078 | 458 | 492 | 342 | 802 |
| Average Queue (ft) | 61 | 95 | 78 | 606 | 270 | 241 | 138 | 423 |
| 95th Queue (ft) | 110 | 180 | 275 | 1142 | 517 | 594 | 390 | 825 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | | | | | 6 | | |
| Queuing Penalty (veh) | | | | | | 32 | | |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 0 | 2 | | 51 | 14 | 1 | | 51 |
| Queuing Penalty (veh) | 0 | 2 | | 21 | 42 | 1 | | 34 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 77 | 99 | 128 | 283 | 141 | 247 | 202 | 310 | 125 |
| Average Queue (ft) | 17 | 36 | 42 | 152 | 29 | 115 | 55 | 89 | 29 |
| 95th Queue (ft) | 47 | 75 | 115 | 271 | 80 | 213 | 146 | 196 | 90 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 3 | 6 | 0 | 16 | 2 | 27 | 4 | 20 | 1 |
| Queuing Penalty (veh) | 2 | 2 | 0 | 13 | 7 | 10 | 13 | 30 | 1 |

## Intersection: 9001: Prospect Road & Berkshire Drive

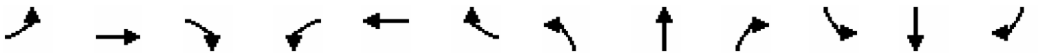
| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 120 | 31 |
| Average Queue (ft) | 42 | 5 |
| 95th Queue (ft) | 84 | 22 |
| Link Distance (ft) | 428 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 400 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 56 | 36 |
| Average Queue (ft) | 30 | 3 |
| 95th Queue (ft) | 51 | 19 |
| Link Distance (ft) | 913 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 150 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 211



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 152 | 612 | 120 | 58 | 229 | 78 | 69 | 221 | 96 | 137 | 314 | 101 |
| Future Volume (veh/h) | 152 | 612 | 120 | 58 | 229 | 78 | 69 | 221 | 96 | 137 | 314 | 101 |
| 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 | | 0.98 | 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 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 651 | 128 | 66 | 260 | 89 | 83 | 266 | 116 | 144 | 331 | 106 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.88 | 0.88 | 0.88 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 538 | 674 | 133 | 136 | 329 | 112 | 145 | 303 | 132 | 194 | 345 | 110 |
| Arrive On Green | 0.24 | 0.44 | 0.44 | 0.04 | 0.24 | 0.24 | 0.04 | 0.25 | 0.25 | 0.05 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1795 | 1524 | 300 | 1795 | 1342 | 459 | 1781 | 1235 | 539 | 1781 | 1357 | 435 |
| Grp Volume(v), veh/h | 162 | 0 | 779 | 66 | 0 | 349 | 83 | 0 | 382 | 144 | 0 | 437 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 0 | 1823 | 1795 | 0 | 1801 | 1781 | 0 | 1773 | 1781 | 0 | 1792 |
| Q Serve(g_s), s | 0.7 | 0.0 | 45.7 | 0.0 | 0.0 | 19.9 | 0.6 | 0.0 | 22.8 | 2.2 | 0.0 | 26.4 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 45.7 | 0.0 | 0.0 | 19.9 | 0.6 | 0.0 | 22.8 | 2.2 | 0.0 | 26.4 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.26 | 1.00 | | 0.30 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 538 | 0 | 807 | 136 | 0 | 441 | 145 | 0 | 435 | 194 | 0 | 455 |
| V/C Ratio(X) | 0.30 | 0.00 | 0.97 | 0.48 | 0.00 | 0.79 | 0.57 | 0.00 | 0.88 | 0.74 | 0.00 | 0.96 |
| Avail Cap(c_a), veh/h | 538 | 0 | 812 | 162 | 0 | 802 | 279 | 0 | 499 | 264 | 0 | 455 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.3 | 0.0 | 29.8 | 50.7 | 0.0 | 38.8 | 50.4 | 0.0 | 39.9 | 49.2 | 0.0 | 40.4 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 24.1 | 2.0 | 0.0 | 10.9 | 2.7 | 0.0 | 19.8 | 4.2 | 0.0 | 32.4 |
| 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 | 3.2 | 0.0 | 23.4 | 1.8 | 0.0 | 9.7 | 2.2 | 0.0 | 11.9 | 3.9 | 0.0 | 15.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.5 | 0.0 | 53.9 | 52.6 | 0.0 | 49.8 | 53.1 | 0.0 | 59.6 | 53.4 | 0.0 | 72.9 |
| LnGrp LOS | C | | D | D | | D | D | | E | D | | E |
| Approach Vol, veh/h | | 941 | | | 415 | | | 465 | | | 581 | |
| Approach Delay, s/veh | | 50.0 | | | 50.2 | | | 58.5 | | | 68.0 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.7 | 33.0 | 10.4 | 54.7 | 10.7 | 34.0 | 32.1 | 33.0 |
| Change Period (Y+Rc), s | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 |
| Max Green Setting (Gmax), s | 9.9 | 30.9 | 5.9 | 48.9 | 12.9 | 27.9 | 5.9 | 48.9 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 24.8 | 2.0 | 47.7 | 2.6 | 28.4 | 2.7 | 21.9 |
| Green Ext Time (p_c), s | 0.1 | 2.2 | 0.0 | 0.9 | 0.1 | 0.0 | 0.1 | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 56.0 |
| HCM 7th LOS | E |

## Intersection: 1001: Prospect Road & Geddes Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 450 | 1369 | 105 | 304 | 150 | 364 | 400 | 843 |
| Average Queue (ft) | 323 | 1164 | 50 | 155 | 55 | 184 | 198 | 454 |
| 95th Queue (ft) | 616 | 1889 | 99 | 261 | 113 | 333 | 439 | 885 |
| Link Distance (ft) | | 1478 | | 1702 | | 703 | | 1343 |
| Upstream Blk Time (%) | | 40 | | | | | | 0 |
| Queuing Penalty (veh) | | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 150 | | 150 | | 500 | | 200 | |
| Storage Blk Time (%) | 2 | 57 | | 10 | | 0 | 1 | 51 |
| Queuing Penalty (veh) | 16 | 87 | | 6 | | 0 | 5 | 69 |

## Intersection: 1002: Prospect Road & Clark Road

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | TR | L | TR | L | T | R |
| Maximum Queue (ft) | 165 | 401 | 82 | 170 | 114 | 224 | 196 | 237 | 125 |
| Average Queue (ft) | 81 | 195 | 29 | 81 | 19 | 124 | 95 | 128 | 34 |
| 95th Queue (ft) | 167 | 343 | 66 | 145 | 62 | 204 | 172 | 216 | 109 |
| Link Distance (ft) | | 884 | | 901 | | 762 | | 627 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | | 60 | | 150 | | 50 |
| Storage Blk Time (%) | 20 | 56 | 0 | 2 | 0 | 31 | 6 | 29 | 0 |
| Queuing Penalty (veh) | 70 | 61 | 0 | 1 | 0 | 8 | 21 | 54 | 1 |

## Intersection: 9001: Prospect Road & Berkshire Drive

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LR | R | L |
| Maximum Queue (ft) | 89 | 20 | 64 |
| Average Queue (ft) | 27 | 1 | 24 |
| 95th Queue (ft) | 57 | 11 | 53 |
| Link Distance (ft) | 428 | | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 100 | 400 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | L |
| Maximum Queue (ft) | 46 | 49 |
| Average Queue (ft) | 22 | 11 |
| 95th Queue (ft) | 47 | 36 |
| Link Distance (ft) | 913 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 150 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 399

**Presentation to the Planning Commission**

**Respectfully Submitted from**

**Lakeview Estates Condominium Association Board and Residents**

**Prospect Park and Prospect Woods Homeowners Association Board(s) and Residents**

**March 25, 2026**

## Statement of Opposition to the Proposed Prospect Pointe South Development

**Julie Spellman**

We, the residents of Lakeview Estates, Prospect Park, and Prospect Woods, respectfully submit this third statement and document to reaffirm our continued and unified opposition to the proposed Prospect Pointe South development. As designed, the project would directly border and descend into our established residential neighborhoods without sufficient consideration for their long-standing character, safety, and infrastructure.

While we appreciate that Mr. Botham and his associates presented a revised site plan to four HOA Board members, the meeting functioned primarily as a presentation rather than a meaningful dialogue. Our concerns were not substantively addressed, nor were alternative solutions discussed in a collaborative manner and no new documentation was provided to us prior to the meeting.

We remain deeply concerned about the project's potential negative impacts, including inadequate stormwater management, increased traffic hazards on Prospect Road, Berkshire Road, and Lakeview Drive, and the incompatibility of the proposed housing density and design with our existing neighborhoods and communities. The proposed development threatens the historical natural beauty, environmental health, infrastructure, and overall quality of life for those of us directly affected, as well as all residents who have invested in and call Superior Township home. For these reasons and more that will be described, we strongly urge the denial of the application.

## Storm Water Management Deficiencies and Flood Risk

**Erik Mattila & Donna Russell**

The current revised site plan still places a retention basin directly across from Lakeview Estates homes. The addition of a second, smaller basin seems to acknowledge the limitations of the original stormwater claims, yet many significant concerns remain unresolved.

In the latest version of the plans, there is still no stated strategy documented for how water will be shed effectively and safely from the property, streets, driveways, lawns etc. When asked about this, during the meeting with M/I Homes, it was repeated that the water management system was "over-engineered," yet, no specific plan, has been put in writing other than the two-stage basin. Furthermore, there was mention of underground cisterns, but no evidence of how those will drain or where they will drain to.

The OHM reports, issued on December 10, 2025 and February 23, 2026 indicated that the storm management design may necessitate approval from WCWRC, as the basin's emergency overflow could potentially affect Lakeview Drive. The revised plan shows an "emergency spillway" which we understand is a grate on Lakeview Drive. Where is the water that enters this spill-off grate going to go? Any reliance on a detention basin located on private property and maintained by the Lakeview Estates Condominium Association is unacceptable.

Also, both the December 10, 2025 and February 23, 2026 reports from the Water Resource Commissioner stated that the "retention basin overflow receiving channel appears to be a structure within Lakeview Drive. It is unclear where the stormwater pipe network goes from that structure along Lakeview Court. The certificate of outlet must include detailed route and course information along with pipe capacity information for this receiving channel." This was not addressed in the revised site plan.

There IS an existing channel along Lakeview Drive, built over 50 years ago during the development of Lakeview Estates, which directs water into the township system and prevents flooding in Lakeview Estates. The current M/I Homes plans do not include this channel and make no mention of its existence or future. When asked, M/I Homes was unaware of the channel and unable to confirm whether it would be preserved. If the channel is not preserved, residents will experience increased flooding, property damage, and disruption to daily life in Lakeview Estates, Prospect Park and Prospect Woods.

Further, there is a detailed "Inspection and Maintenance Schedule for Soil Erosion Control" and Catch Basin Filters as described on page 16 of the revised site plan. What entity will be conducting these so-called scheduled maintenance needs? It is very Interesting to note that at the bottom of that page it states that the "Livingston County Drain Commission" as the entity that will be providing the detailed control process. This is a significant error and shows a clear lack of attention to details.

We are also concerned that the basin may result in stagnant water, leading to odors, mosquitoes, algae, wildlife such as messy geese, and debris accumulation. This would be untenable for surrounding residents and the responsibility for addressing these conditions has not been clearly defined.

Therefore, the location, overflow routing, preservation of the existing drainage infrastructure, and the maintenance responsibility of the retention basin remains unacceptable. These serious concerns spotlight the vulnerability of our communities to inadequate stormwater management and reinforces the urgent need for a robust, independent, well thought-out long-term solution that safeguards all affected neighborhoods. For these reasons, this proposal fails and should be denied.

**Lakeview Drive Safety and Access Jan Ulrich & Tracey Melody**

As has been explained in the last two meetings, Lakeview Drive has functioned as a private, dead-end access road serving 86 homes within Lakeview Estates for 53 years. The road has been independently maintained by the Lakeview Estates community and was originally designed and used as a low-traffic residential street. Earlier site plans acknowledged and preserved this long-standing condition through the inclusion of a proposed breakaway gate that would have prevented through traffic.

However, we have learned that the breakaway gate is prohibited and so the current proposal removes this protection and instead relies on Lakeview Drive as an access point for this new development. This change fundamentally alters the function, character and safety of Lakeview Drive and introduces very serious risks that are incompatible with its physical limitations and historic use.

M/I Homes stated during our discussion, that previous planners had evidently intended a specific purpose for Lakeview Drive. That may have been the case then, however, that was well over 50 years ago, before all the other developments have been built around Prospect, Berkshire, Sheffield, and neighboring properties. What may have been 50 years ago as a vision cannot be applied today.

These are our critical concerns that must be recognized and acknowledged prior to any approval of this application:

1. Extending Lakeview Drive to Prospect will create a foreseeable and unacceptable risk of serious injury or fatality. Lakeview Drive does not have sidewalks and has a large, sharp blind curve. Pedestrians routinely walk Lakeview, including with their pets and baby strollers, because it is a quiet, dead-end road with no alternative walkway. A fast driver, weaving around the cars parked along Lakeview Drive, could hit a pedestrian while navigating the corner that borders Lakeview Estates. The Planning Commission should not approve mixing pedestrians and busy traffic together on a blind curve.

2. The width of Berkshire is 27 feet wide and several of you raised concerns at the last meeting that driveways attached to these new homes that fed onto Berkshire would not be acceptable due to increased traffic, the narrowness of the road, parked vehicles and the already existing traffic flow difficulties. M/I Homes was instructed to stop the driveways from facing Berkshire, which they have done by repositioning these homes to the south parcel.

3. Lakeview Drive is only 21.5 feet wide, lacks sidewalks and contains a sharp blind curve, that significantly restricts visibility. On-street parking is common, with parked vehicles typically occupying between 5.5 and 6.5 feet of roadway width. As a result, the remaining lane access is already extremely constrained under existing conditions.

4. With 1.4 vehicles per household as the national average, the introduction of approximately 150 new vehicles in addition to the traffic needs of the neighborhood, will create a significant increase in traffic flow which the existing road infrastructure is extremely ill-equipped to handle.

5. The combination of dramatically increased traffic, a narrow road, parked vehicles, lack of sidewalks, and limited sightlines at the blind curve creates a very dangerous environment for pedestrians, service vehicles, school buses and emergency vehicles.

6. Lakeview Court residents already struggle exiting from their homes onto Lakeview Drive due to the narrow width and presence of parked vehicles. Additional traffic flow will only increase this difficulty and create a treacherous situation at this Lakeview Drive intersection.

7. We urge each of you to drive down Lakeview Drive yourselves during daytime and especially evening hours and experience the sharp blind curve and parked vehicles and witness the dangers firsthand.

Therefore, we urge the Planning Commission to apply the same concerns and standards that led to the required changes along Berkshire Road to the proposal involving Lakeview Drive. The current plan fails to acknowledge that Lakeview Drive is unsuitable to accommodate the level and type of traffic that Berkshire can barely support now. By assuming Lakeview Drive can safely perform the same traffic function as Berkshire, which is already knowingly congested, the proposal overlooks the road's physical limitations, blind curve, long-standing use, and safety risks. For these reasons, Lakeview Drive should remain a dead-end road and the current proposal should be denied.

**Traffic Capacity Issues on Prospect, Berkshire and Geddes** **Susan Kellermier**

As noted in our last two presentations, Prospect Road is the primary access route to Superior Township and Ypsilanti. The proposed development does not address existing access difficulties for nearby neighborhoods or offer solutions to these issues. Prospect Road already struggles with current traffic volumes and cannot accommodate additional vehicles.

At our last presentation, we reviewed the *Geddes Road Corridor Study*, which identified significant concerns about rapid growth in the township without corresponding traffic infrastructure improvements. Since that time, the previously proposed housing developments have been completed without fully implementing the study's recommended upgrades to Geddes Road or especially South of Geddes on Prospect to Clark Road. The only minimal improvement is a left-hand turn lane going south on Prospect onto Berkshire and a right-hand turn lane going North at Berkshire. The left-hand turn lane at Berkshire and Prospect frequently causes a bottleneck for vehicles turning left onto Prospect.

It is alarming that the February 2026 Planning and Zoning Department report shows that over 800 new housing units are proposed for our area. We believe that approving these 800 plus additional units without making significant traffic improvements identified and needed more than 20 years ago is irresponsible. As a result, we remain deeply concerned that Prospect Pointe South will further intensify existing traffic congestion.

Finally, the Fishbeck Traffic Impact Study from December 3, 2025, found that both signalized intersections at Prospect and Geddes and Prospect and Clark are already operating at or near capacity. This finding demonstrates that the road network cannot safely absorb additional traffic without prior infrastructure improvements which are not included in this application. For all these critical reasons, the current Prospect Pointe South proposal should be denied.

## Density and Incompatibility with Existing Neighborhoods **Nanette Perrine**

The density of 107 single homes, reflecting only a 10% reduction to the original 119 homes will destroy the natural beauty, character and will add environmental stress to our property and communities. It remains excessive and seriously challenges the managed growth plan for Superior Township.

The December CWA report that we highlighted in our last presentation, stated "We recommend that the applicant confirm the anticipated house sizes and building heights for the 6,000 square-foot lots. The Planning Commission may wish to consider establishing limits on house size or height for these lots to ensure compatibility and preserve neighborhood character." In fact, at the December Planning Commission meeting it was recommended that mixed housing products be considered by M/I Homes as one of the reasons for the second postponement decision.

This issue is raised again in the *current* CWA report that states that these Prospect Pointe South parcels offer an opportunity for lower-density, attached single family or multiple family housing products. However, once again, M/I Homes did not incorporate this recommendation into their revised plan. Therefore, the revised plan fails to meet the Geddes Road Urban Sub Area land policies and is not compatible with preserving the neighborhood character and should be denied.

## Landscape Barriers and Safety Mitigation **Gayle Glazier-Sinkowski**

This proposal would irrevocably destroy the balance between development and beautiful open space. That beauty will not be possible if 107 homes were crammed into this space. The destruction of the mature trees and open green space will also have the potential of negatively impacting our air and water quality, our needed privacy and the wildlife we have come to enjoy. M/I Builders has indicated that landscaping and a sidewalk will be installed around the play area to make it a walkable community. However, without effective barriers between Prospect Pointe South and Prospect Woods/Park, this area is likely to function as a pedestrian cut through by Prospect Pointe South residents, to access the pending gas station/convenience store on the corner of Clark and Prospect. This creates a safety concern, as there are currently no sidewalks along Prospect Road, increasing the risk of pedestrian – vehicle conflicts. Similar cut through concerns apply to the planned extension of Oaklynn Lane where residents will cut through to the end of Park Lane on the south side and Sheffield to the north.

While Lakeview Estates acknowledges M/I Homes commitment to preserving portions of the existing landscape buffer beyond our common facilities and beyond to one of our condo units, this concession does not adequately address the significant loss of numerous 30–40-foot mature trees that surround all adjacent properties. These trees would be replaced with 2.5-inch caliper, 5–6-foot plantings on adjacent parcels, which will not provide any comparable landscape barriers, environmental benefit, water management, or neighborhood protection for a decade or more. As such, the proposed replacement is insufficient to mitigate the long-term impacts of this tree removal.

Also, the Woodland Summary on page 28 of the revised plan is unclear. The reference to 1,866 trees does not seem to specify whether this count applies exclusively to the development site or includes other Township parcels. This lack of clarity prevents meaningful evaluation of the environmental impacts, and we would like clarity before the application moves forward.

In conclusion, Superior Township's stated commitment to being the "green spot between Ann Arbor and Detroit" is not meaningfully reflected in the revised site plan. This continued misalignment with the Township's environmental priorities and the Planning Commission's prior requests demonstrates that the project, as proposed, does not adequately preserve environmental resources or respect established community character. Taken together, these deficiencies provide an additional and compelling basis for denial of the application.

**Power Grid/Supply** **Paula Dean**

The electrical service to Lakeview Estates, Prospect Park, Prospect Woods, and surrounding neighborhoods already experiences a minimum of four to six significant power outages annually, with the majority attributed to documented equipment failures. These recurring outages raise serious concerns regarding the reliability and capacity of the existing electrical infrastructure.

The addition of this proposed development—introducing hundreds of new residents and homes—will further strain an infrastructure that is already demonstrably unreliable. To date, no evidence has been provided showing that the existing power grid can safely and consistently support this increased demand. Based on these concerns this proposal should be denied.

**Closing Statement** **Lynne Rose**

It seems clear that a third postponement of this application will not result in the necessary improvements and adjustments requested of M/I Homes. Previous postponements have not yielded substantial progress or meaningful engagement from the applicant in remaining unresolved and concerning issues.

Therefore, we respectfully strongly urge the Commission to deny this application due to many significant unresolved issues and concerns, including inadequate planning for increased traffic on Prospect, Geddes, and Berkshire; the unsafe opening of Lakeview Drive; insufficient environmental protection and stormwater management; power grid infrastructure capacity needs; and the incompatibility with the character of established neighborhoods and the Superior Township Master Plan. Thank you for your time and careful deliberations.

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Michelle Marin, CWA

**DATE SUBMITTED:** 5/6/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Timber Creek Flats Area Plan Petition

**TYPE OF AGENDA ITEM** (SELECT ONE):

☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☑ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

Area Plan petition for Timber Creek Flats on a 37-acre parcel on MacArthur Blvd. The project includes 2 different area: a multiple-family component that is income-restricted and a single-family detached component. Memo summary on following page.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

Approval of the rezoning and area plan petition for Timber Creek Flats

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

Planning Commission held public hearing on April 22, 2026. Following a May 6, 2026, special meeting, the Planning Commission unanimously approved a resolution recommending adoption. The initial concept was presented to the Planning Commission at the December 17, 2025, regular meeting.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

N/A

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

N/A

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

6: Introduction memo; Planning Commission resolution recommending adoption; Planners' review; Engineers' review; Area Plan application including area plan and supporting documents

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Michelle Marin

**Title:** Planning & Zoning Administrator

**Phone:** 909-762-6736

**Email:** planning@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NUMBER 201**

# AN ORDINANCE TO AMEND THE ZONING MAP OF CHARTER TOWNSHIP OF SUPERIOR AND TO APPROVE THE AREA PLAN FOR STPC 26-01, TIMBER CREEK FLATS

**FIRST READING: MAY 18, 2026**

**SUPERIOR CHARTER TOWNSHIP, WASHTENAW COUNTY, MICHIGAN, HEREBY ORDAINS:**

## SECTION 1. PURPOSE AND INTENT

The purpose of this Ordinance is to amend the Superior Charter Township Zoning Map and approve the associated area plan for STPC 26-01, Timber Creek Flats, in accordance with the Superior Charter Township Zoning Ordinance and the Michigan Zoning Enabling Act, Public Act 110 of 2006, as amended.

## SECTION 2. FINDINGS

The Township Board hereby finds and determines the following:

A. The applicant submitted a petition for rezoning and area plan approval for STPC 26-01, Timber Creek Flats.

B. The subject property consists of approximately 37.42 acres identified as Parcel ID J-10-35-300-003, located on MacArthur Boulevard in Superior Charter Township.

C. The Superior Township Planning Commission held a public hearing on April 22, 2026, following notice provided in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 et seq.

D. The Planning Commission reviewed the application materials, including concept plans, supporting documentation, and public comment.

E. On May 6, 2026, the Planning Commission adopted a resolution recommending approval of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats, subject to conditions.

F. The Township Board finds that the proposed rezoning and area plan are consistent with the intent of the Township Master Plan, compatible with surrounding land uses, and consistent with the public health, safety, and welfare.

G. The Township Board further finds that adequate public infrastructure, utilities, drainage, and access can be provided to serve the proposed development.

## SECTION 3. REZONING APPROVAL

The Official Zoning Map of Superior Charter Township is hereby amended to rezone Parcel ID J-10-35-300-003, consisting of approximately 37.42 acres located on MacArthur Boulevard.

The Township Clerk is hereby directed to amend the Official Zoning Map to reflect the rezoning approved herein.

**SECTION 4. AREA PLAN APPROVAL**

The Township Board hereby approves the area plan for STPC 26-01, Timber Creek Flats, subject to the following conditions:

1. Compliance with all applicable Township ordinances, regulations, and requirements.
2. Submission and approval of final site, engineering, grading, stormwater, utility, and construction plans.
3. Provision of adequate utilities, drainage, access, and other public improvements as required by Township standards.
4. Compliance with all applicable county, state, and federal agency requirements and permits.
5. Any additional conditions determined necessary by the Township Board during the development review process.

**SECTION 5. SEVERABILITY**

Should any section, clause, or provision of this Ordinance be declared invalid or unconstitutional by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

**SECTION 6. REPEAL**

All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

**SECTION 7. EFFECTIVE DATE**

This Ordinance shall become effective immediately following adoption, as provided by law.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

**TO:** Superior Township Board of Trustees

**FROM:** Benjamin Carlisle and Michelle Marin, Planning Consultants

**DATE:** May 6, 2026

**RE:** Timber Creek Flats Area Plan / Rezoning Petition

---

**Background:**

An application has been submitted for a rezoning and area plan approval to construct a mixed residential development on approximately 37-acres of land on a parcel. The property is situated on the south side of MacArthur Blvd, east of Danbury Park, in Section 35. The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan. The site consists of woodlands, wetlands, and Bazley-Foster Drain. The applicant has arranged the site to develop around the wetlands and drain in order to maintain a significant amount of the existing natural features.

The proposed plan includes 210 multiple-family units, varying from 2 to 4 bedrooms, situated on the northern half of the parcel. The southern half of the parcel is intended for detached single-family homes. All 210 multiple-family units will be income-restricted under MSHDA's Low Income Housing Tax Credit program for at least 15 years. The affordability mix is:

- 21 units at 40% AMI.
- 166 units at 60% AMI
- 23 units at 70% AMI

This means about 90% of the units are targeted to households at 60–70% AMI. Anticipated average rents are approximately $1,500 for 2-bedroom, $1,750 for 3-bedroom, and $2,000 for 4-bedroom units.

**Planning Commission Action:**

This proposal was reviewed by the Planning Commission over the course of two meetings, including the regular April meeting and a special meeting on May 6th. Throughout these discussions, the Commission evaluated the petitioner's materials, site design, and consistency with the Township's planning objectives. The review process included consideration of land use compatibility, infrastructure implications, and overall alignment with the Township's Master Plan.

Benjamin R. Carlisle, *President* John L. Enos, *Vice President*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* Douglas J. Lewan, *Principal*
Richard K. Carlisle, *Past President/Senior Principal* R. Donald Wortman, *Past Principal*

Following these discussions and deliberations, the following motion was made:

> *Motion to adopt a resolution recommending approval to the Township Board of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats.*
>
> *The motion carried unanimously.*

The Resolution recommending approval included the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
1. Provision of adequate utilities, drainage, and access as required by Township standards.
2. Any additional conditions deemed necessary by the Township Board.

The item is now before the Board of Trustees for consideration. Staff and the petitioner will be present to provide an overview of the proposal and respond to any questions you may have.

Please feel free to reach out in advance of the meeting if you would like any additional information.

Sincerely,

**CARLISLE/WORTMAN ASSOC., INC.**
**Benjamin R. Carlisle, AICP, LEED AP**

**CARLISLE/WORTMAN ASSOC., INC.**
**Michelle Marin, AICP**

**Attachments:**

1. Planning Commission Resolution
2. Area plan/rezoning reviews from planners and engineers
3. Proposed area plan and supporting documents

**SUPERIOR CHARTER TOWNSHIP**
**WASHTENAW COUNTY, MICHIGAN**

**A PLANNING COMMISSION RESOLUTION TO RECOMMEND APPROVAL TO THE TOWNSHIP BOARD OF THE AREA PLAN AND REZONING PETITION FOR STPC #26-01, TIMBER CREEK FLATS**

**RESOLUTION NUMBER: 2026-__**

**DATE: MAY 6, 2026**

**WHEREAS**, the applicant has submitted a petition for rezoning and area plan approval for STPC 26-01 Timber Creek Flats; and

**WHEREAS**, the subject property is a 37.42-acre parcel identified as Parcel ID J-10-35-300-003, located on MacArthur Boulevard; and

**WHEREAS,** a public hearing was held on April 22, 2026, which was noticed in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 *et seq*; and

**WHEREAS**, the Planning Commission has reviewed the application materials, including concept plans, supporting documentation, and public input; and

**WHEREAS**, the Planning Commission has considered the standards of the Superior Township Zoning Ordinance; and

**WHEREAS**, the proposed rezoning and area plan are found to be consistent with the intent of the Master Plan and compatible with surrounding land uses; and

**WHEREAS**, the Planning Commission finds that the proposed development will not adversely impact public health, safety, and welfare, and that adequate infrastructure and services can be provided;

**NOW, THEREFORE, BE IT RESOLVED t**hat the Superior Township Planning Commission hereby recommends APPROVAL to the Township Board of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats, subject to the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
3. Provision of adequate utilities, drainage, and access as required by Township standards.
4. Any additional conditions deemed necessary by the Township Board.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: April 15, 2026

# Area Plan Review
# For
# Superior Township, Michigan

**Applicant:** SB Invest LP

**Project Name:** Timber Creek

**Location:** Macarthur Blvd and Wiard Road

**Plan Date:** February 20, 2026

**Current Zoning:** Area Plan PC, Planned Community

**Action Requested:** Area Plan Petition Approval-PC, Planned Community District

## PROJECT DESCRIPTION

An application has been submitted for Area Plan amendment petition for a 260 unit, mixed residential development on 36 gross acres (26.83 net acres) on the south side of Macarthur Boulevard, just west of Wiard Road. The multiple family portion of the development includes a workforce attainable housing component. The 260-unit plan yields about 7.2 units per gross acre and 9.7 units per net acre. Access to the site is via two access points off Macarthur Boulevard.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan. The site consists of woodlands, wetlands, and Bazley-Foster Drain. The applicant has arranged the site to develop around the wetlands and drain in order to maintain a significant amount of the existing natural features.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan.

Benjamin R. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Vice President*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal*
Paul Montagno, *Principal,* Megan Masson-Minock, *Principal,* Laura Kreps, *Senior Associate*
Richard K. Carlisle, *Past President/Senior Principal*

## Aerial Photograph




The Zoning and existing land uses for the subject site and surrounding parcels are identified in the following table:

| Direction | Zoning | Existing Use |
|---|---|---|
| **North** | RC, Recreation Conservation District | Open Space, Maintenance Facility |
| **South** | C1, R4 | Vacant, Church |
| **East** | R4, PSP | Open Space, Single Family Residential |
| **West** | PSP, R7 | Township Park, Multiple Family |

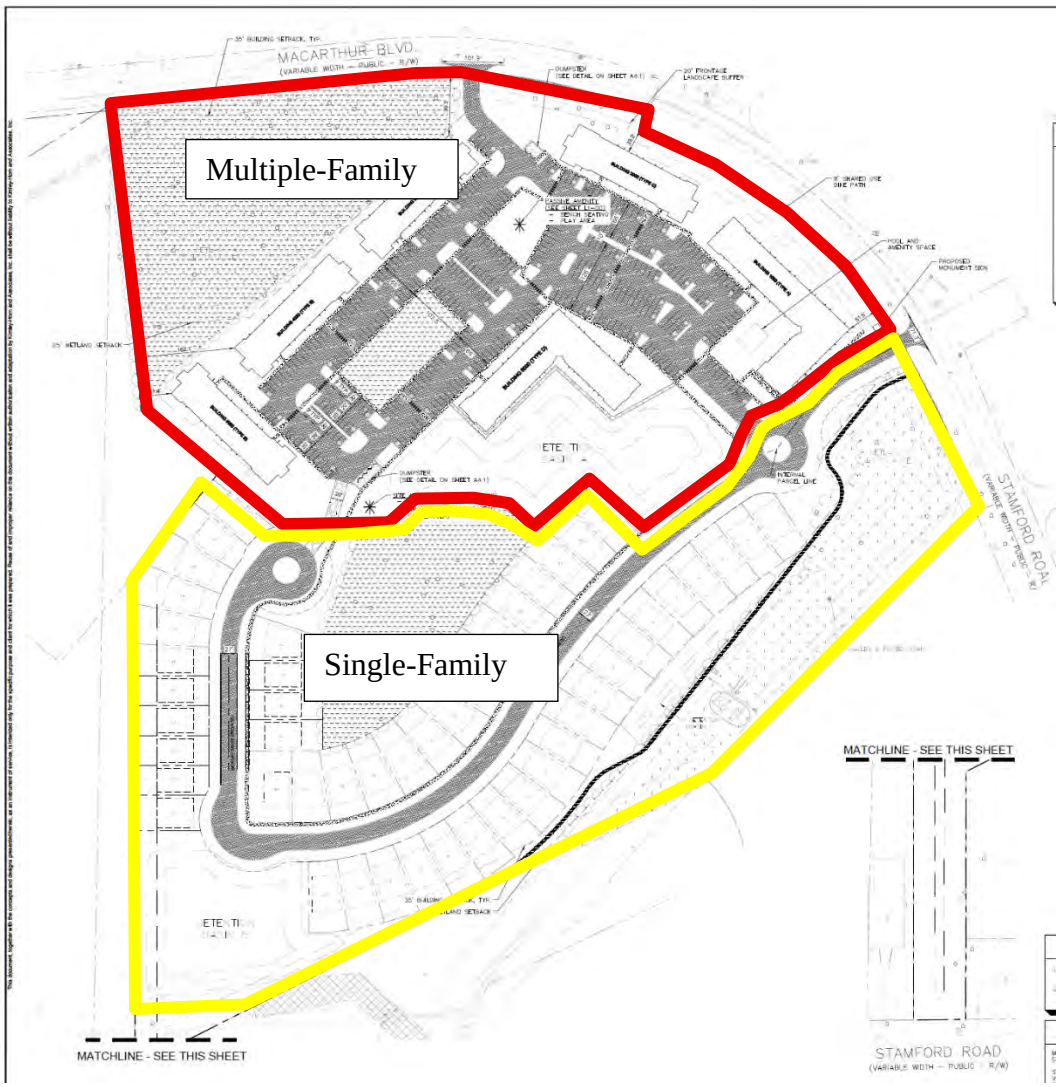
## AREA PLAN

The mixed-residential portion includes a northern half of multiple family residential, and the southern portion of detached single-family residential. The unit and bedroom mix is as follows:

| | |
|---|---|
| • Multifamily: 210 units<br>o 2-Bedroom: 61 units<br>o 3-Bedroom: 107 units<br>o 4-Bedroom: 42 units | • Single-Family: 50 lots<br>o 50 lots<br>o 50’ x 120’ = 6,000 sq/ft |

The concept plan reviewed by the Planning Commission in December included a mix of 46 townhome units. We found that the inclusion of the townhomes provided an additional housing component and broke up the massing of the overall development, especially as frontage McArthur Boulevard.

We encourage the reintroduction of the townhome units.



**Overall layout**

Timber Creek is organized as a mixed-density residential development with the multifamily component concentrated in the north/northwest portion of the site and the single-family lots arranged across the southern half. The project includes 210 attached rental units in 6 buildings plus 50 single-family lots. The apartment buildings are clustered with shared parking fields, while the detached lots are laid out along a curving neighborhood street system.

We have encouraged the applicant to orient the primary building frontage toward Macarthur Boulevard. However, the previous concept plan included townhomes along Macarthur that helped break up the building massing. The applicant should provide a visual representation showing how the building massing will appear from Macarthur Boulevard and, if necessary, revise the design to further break up the massing of the buildings fronting Macarthur. See the cover narrative and overall site plan, Sheet C2-200.

**Circulation and access**

The site is framed by Macarthur Boulevard along the east/northeast side and Stamford Road at the south edge. Internal circulation is organized around private drives, labeled Timber Creek Drive and Hickory Drive, with a main entry from Macarthur feeding into the development and a looped internal street network serving the single-family lots. A central feature is a roundabout that help organize traffic movement between the multifamily area and the southern neighborhood lots. The roundabout serves as both a traffic distribution/calming measure and also a nice, and unique design feature.  See overall site plan, Sheet C2-200.

**Open space and environmental structure**

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. See overall site plan, Sheet C2-200 and natural feature plan C1-01.

| Natural Feature | Total Area | Encroached Area | Preserved Area | Percent Preserved |
|---|---|---|---|---|
| Trees/Woodland | 27.04 acres | 17.90 acres | 9.14 acres | 33.8% |
| Steep Slopes | 4,287 sq.ft | 0 sq.ft | 4,287 sq.ft | 100% |
| Wetlands | 5.46 acres | 0 acres | 5.46 acres | 100% |

**Trees and Woodlands**

The site is heavily wooded. The tree survey inventoried approximately 1,960 trees. Species included Shagbark Hickory (328), Pignut Hickory (257), Red Oak (249), Bitternut Hickory (201), Basswood (150), Black Walnut (131), Silver Maple (118), White Oak (101), Cottonwood (83), and American Elm (76). Most of the trees were in fair condition.

We note that the approved plan would have required much more significant grading and less tree and natural feature preservation than the proposed plan.

**Amenities and stormwater**

The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.

The landscape plan also shows pedestrian/open-space connections through the site. Detention basins are distributed throughout the development and are integrated into the open-space system rather than isolated at the edges. See overall site plan, Sheet C2-200, and overall landscape plan, Sheet L1-00.

**Single Family**

The applicant is proposing a single-family lot size of 6,000 sq.ft (50' x 120'). The most similar existing zoning district is R-4, which allows for a lot size of 7,200 sq.ft. We are supportive of modest reductions (e.g., smaller lots and setbacks) where they advance compatible, context-sensitive infill. We find that smaller lots are a desire in the current housing market. However, those reductions should remain in character with a correspondingly smaller building form. In practice, we often find that while lots become smaller, house size does not, which can introduce massing and scale inconsistencies relative to surrounding development. We note that elevations for the single-family were not provided.

The applicant should provide a diagram or 3-D model of building massing and setbacks to ensure that they are proportionate to lot size.

***Items to be Addressed:*** *1). Add townhome units back to site plan or provide justification for their removal; 2). Provide visual massing of buildings along Macarthur or if necessary break up massing; 3). Confirm if single-family homes have access to multiple family amenities; 4). Provide elevations for single family homes; and 5). Provide a diagram or 3-D model of building massing and setbacks.*

## DENSITY

In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.

To calculate the density bonus, the residential PC project shall include a minimum of three (3) of the following elements or other elements, as accepted by the Township Board after recommendation from the Planning Commission:

a. *Provisions for a minimum of fifty percent (50%) of the gross land area of the development site to be permanently preserved as dedicated open space.*
b. *Dedicated open space areas abutting a primary road as defined in the master transportation plans of the Township, or state or county road authorities, which shall be designed to preserve the rural appearance of the site from the road right-of-way with a minimum depth of 150 feet.*
c. *On-site or off-site pedestrian walkways and access improvements substantially above the minimum required by this Ordinance.*
d. *Improvements to public facilities, access, or utilities above the minimum required by this Ordinance, other Township ordinances, or other governmental agencies with jurisdiction.*
e. *Provisions for new or improved recreation facilities substantially above the minimum required by this Ordinance.*
f. *An integrated mixture of housing types or lot sizes.*
g. *Rehabilitation and re-use of a blighted site, contamination removal or demolition of obsolete structures.*
h. *Innovations in motorist or pedestrian safety, energy efficient design, or other project design elements that would result in a material benefit to all or a significant portion of the ultimate users or residents of the project.*

Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.

***Items to be Addressed:*** *Applicant should justify density bonus.*

## WORKFORCE ATTAINABLE HOUSING COMPONENT

Timber Creek is proposed as workforce housing aimed at households in southern Superior Township that earn too much for deeply subsidized housing but still cannot afford homeownership. The narrative emphasizes larger rental units for working families who need more space than typical apartments provide.

All 210 units will be income-restricted under MSHDA's Low Income Housing Tax Credit program for at least 15 years. The affordability mix is:

- 21 units at 40% AMI.
- 166 units at 60% AMI
- 23 units at 70% AMI

This means about 90% of the units are targeted to households at 60–70% AMI. Anticipated average rents are approximately $1,500 for 2-bedroom, $1,750 for 3-bedroom, and $2,000 for 4-bedroom units.

The expected residents are described as teachers, healthcare workers, technicians, administrative staff, and other essential workers, especially those employed in nearby centers such as Ypsilanti, the Geddes corridor, and the Hyundai-Kia Technical Center.

The narrative also distinguishes Timber Creek from nearby affordable developments like Sycamore Meadows and Danbury Park Manor. Unlike those projects, Timber Creek would not use project-based Section 8 assistance and is intended for households with stable earned income rather than the deepest subsidy tiers. Residents would be responsible for paying their own rent.

Finally, the applicant requests a 4% Payment in Lieu of Taxes (PILOT) rent tax abatement, arguing that it is needed to support long-term project feasibility and allow better materials, landscaping, and amenities.

As part of its Area Plan consideration, the Planning Commission should consider the proposed workforce attainable housing component as part of its recommendation to the Township Board.

***Items to be Addressed:*** *1). The Planning Commission should consider the proposed affordable housing component as part of its recommendation to the Township Board; and 2). Should the project include some internal building space for resident services?*

## BUILDING DESIGN

Building design and architecture

The apartment buildings are planned as three-story, garden-style multifamily buildings organized around internal drives, parking courts, and a shared amenity core. The applicant proposes four (4) building types:

- Type A (Building 1000), which includes the leasing/clubhouse and amenity space;
- Type B (Buildings 3000, 4000, and 5000), which are standard residential buildings; and
- Type C (Building 2000), which includes a maintenance area.
- Type D (Building 6000), of which details were not provided.

Architecturally, the proposed elevations are more of a contemporary style with traditional residential cues: pitched/gabled roof forms, strong horizontal building length broken up by projecting entry elements, balconies/railings, and a base-middle-top façade composition.

It's not clear from the floor plans and architecture how Building A and Building B front elevation interact with McArthur Boulevard. Are there accessible doors or entrances facing Macarthur Boulevard? Are there design elements that make this appear and serve as a front elevation? How does the building relate to McArthur Boulevard?

Material use

The primary materials are:

- Brick at the lower portions and selected vertical accent areas
- Fiber-cement siding, panel, and trim.
- Asphalt shingles at the sloped roofs
- Vinyl windows
- Storefront windows at amenity/leasing areas
- Metal canopies
- Fabric awnings
- Metal railings at balconies and upper-level exterior spaces

That material selection gives the buildings a traditional and durable feel. The mix of brick and fiber-cement also presents the project as more residential than institutional.

Design Summary

The proposed architecture is a three-story suburban multifamily community with traditional residential massing and a contemporary material palette. The design incorporates brick + fiber-cement cladding, pitched roofs, balconies, and entry canopies/awnings to give the buildings a

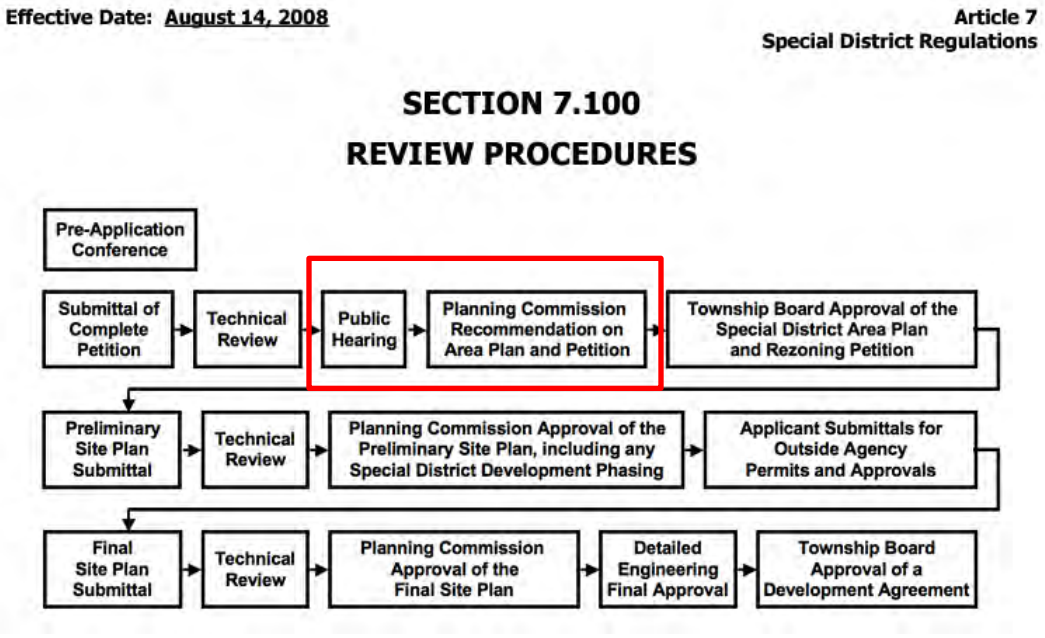
more residential character, while the site planning ties the apartment buildings to preserved open space and shared amenities.

The single-family portion is planned on the site, but its actual home architecture/material package is not detailed in this submittal

***Items to be Addressed:*** *1).Provide details for Building Type D; 2). How do Building A and C interact to McArthur Boulevard?; and 3). Provide elevations for the proposed single-family homes.*

## PROCESS

The Applicant is seeking an amendment to an existing Area Plan. The Planning Commission holds the public hearing and is the recommending body on the Area Plan. The Township Board has the ultimate authority or approval or denial upon the Area Plan.



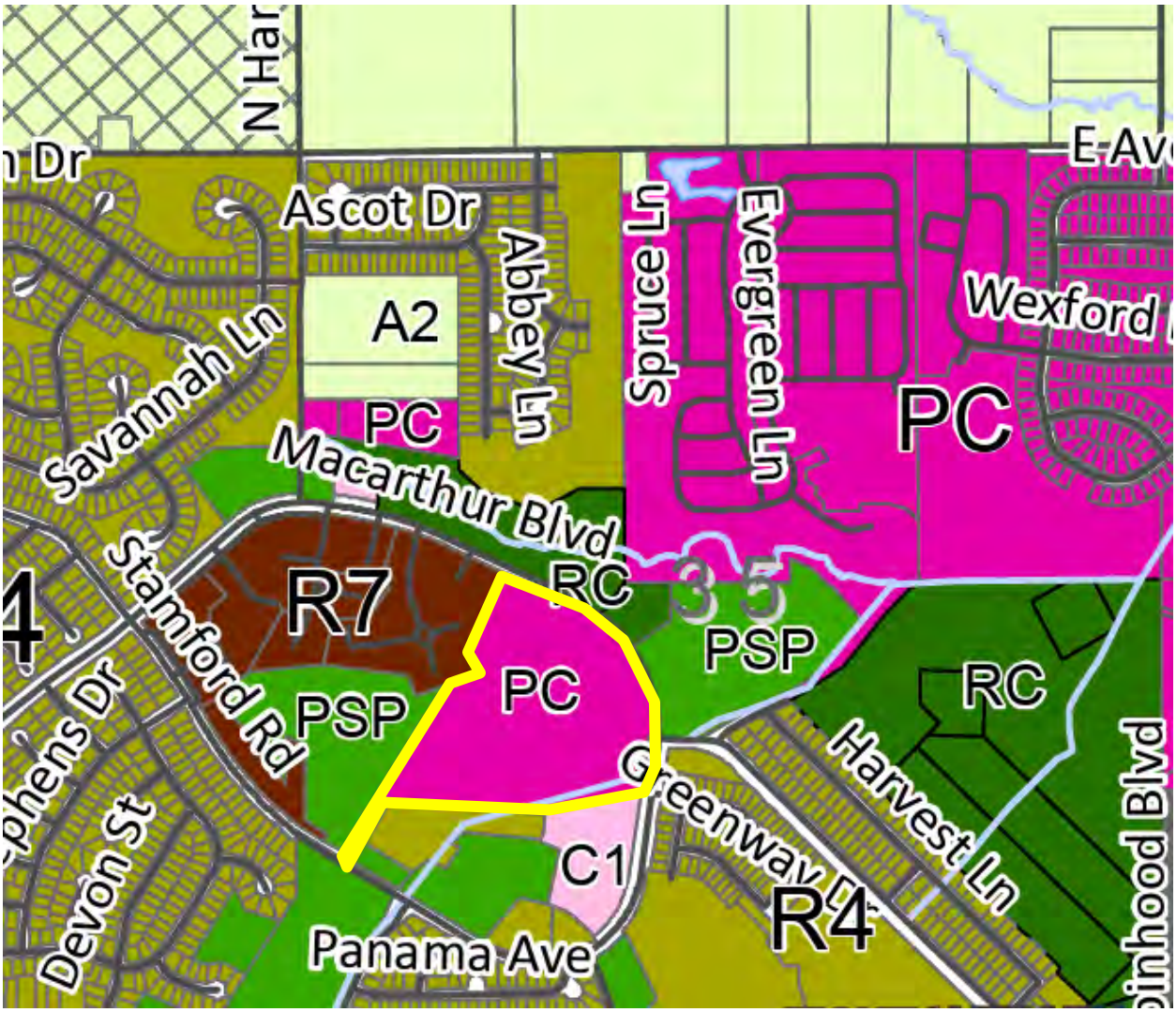

If the Area Plan is approved, the applicant will submit a preliminary site plan for technical review.

## CURRENT ZONING

Surrounding Zoning

The site is currently zoned PC, Planned Community. The approved Planned Development allowed for the development of 101 single-family residential lots. See section below for more detail.

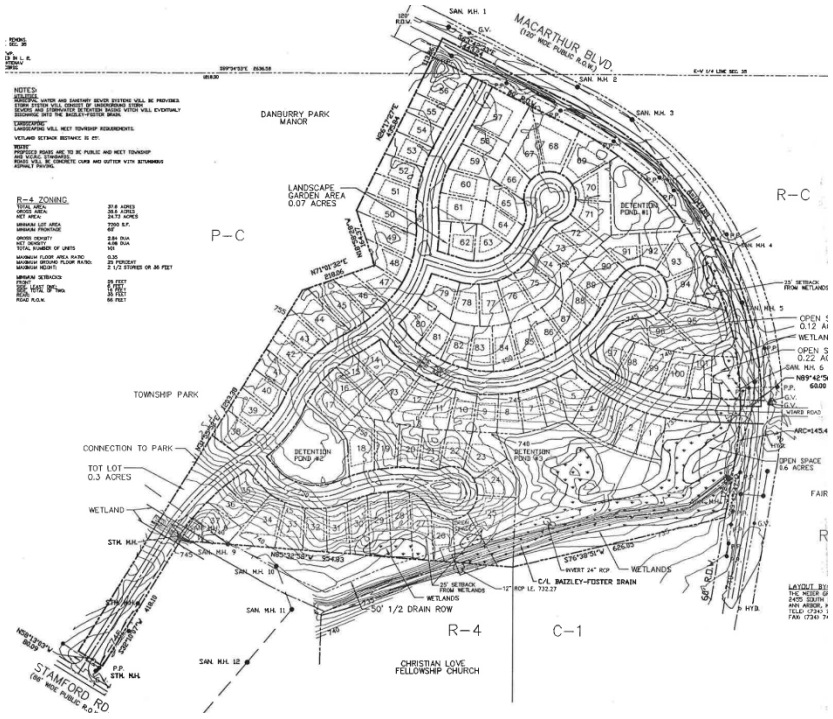
The site is adjacent to a mixture of various zoning districts including RC, PSP, R7, R4, and C1. The surrounding use includes vacant, community facilities, multiple family, and single family.




If the Planning Commission and Township Board find that the required standards have been met, rezoning the site to PC, Planned Community would not be inconsistent with zoning in the surrounding area.

Approved PC, Planned Community

A PC Area Plan was approved for this site around 2006. The Area Plan included a 101 single-family residential lots.




The approved 2006 Area Plan had less units but was more impactful to natural features including steep slopes, woodlands, and wetlands, and included less common open space. The applicant is seeking to amend the existing approved Area Plan to allow for more density with the offset benefit of greater natural resource and open preservation, providing more housing options, and providing workforce attainable housing.

## MASTER PLAN

The site is located in the Geddes Road Urban Sub-area as described in the Plan (Page 6-9 through 6-10):

> *This area of about one mile by four and one-half miles contains about 65% of the Township population in a mix of single-family, multi-family, and manufactured housing. There is also a small commercial area along the southern border of Superior Township, adjacent to the northern edge of the City of Ypsilanti and Ypsilanti Township, and another small commercial area across from the Township Fire Hall on Harris near MacArthur. This sub-area also includes the majority of land designated as the Urban Service Area of the Township (see Map 6-3). Existing dwelling unit densities in some locations within the designated Urban Service Area range up to eight dwelling units per acre. Most of the undeveloped land is planned at a maximum density of approximately four dwelling units per acre to stay within available utility capacity, based on:*
>
> *(1) the amount of developable land in the Urban Service Area; and*
>
> *(2) the size and capacity of utility infrastructure and the main sewer interceptor pipe; and*
>
> *(3) anticipated flow rates and infiltration of groundwater into the system.*
>
> *Based on recent projected rates of growth and the current oversupply in new residential construction and vacant residential lots ready for development [See Table 4-1, Inventory*

*of Approved but Un-built Residential Units (2009)], it is anticipated that existing undeveloped land designated for residential development within the Township's Urban Service Area (as shown on Maps 6-3 and 6-4)*

- *is more than adequate to serve the future demand for urban residential development in the Township; and*
- *will not be fully developed or built out within the 20 year timeframe of this Plan (also referred to as "the planning period" of this Master Plan).*

The Future Land Use Plan (page 6-21) and Zoning Plan (page 7-3) identifies this area as a Mixture of Urban Residential Densities:

*The urban area in orange south of Geddes Road is, and is expected to remain, a mixture of residential zoning classifications and densities. New residential development is expected at a density of four dwelling units per acre and is likely to occur via the Planned Community zoning classification (a form of planned unit development) where there are sensitive natural features, and via traditional subdivision or site condominium development designs in other areas.*

Page 5-36 of the Master Plan notes that *"Land capacity shall be considered when determining the appropriate density of development. Land capacity considers soil suitability for septics, basements, slope, the presence of sensitive natural features, and other factors. The density shall be established at a level that will neither damage environmental features nor intrude upon agricultural lands."*

The Township's Master Plan is a comprehensive document that includes many other elements that should be considered these include community character/quality of life, impact/preservation of natural features, growth management, and housing and neighborhood design.

<u>Community Character/Quality of Life:</u>

A stated goal of the Master Plan is to maintain community character and enhance the quality of life. The Master Plan includes the following applicable statements regarding Community Character/Quality of Life:

- In Superior Township, largescale changes to the landscape have been minimized by the consensus decision of community leaders to permit only growth that meets standards of sustainability, maintenance of the natural resource base, and visual character.
- The most common landscape view in most of Superior Township continues to be a mix of woods, meadows, wetlands, and farm fields. This is because the center area of the Township remains largely undeveloped, and settlement still retains a rural character at all but the southern edge of the Township. The rural landscape does more than simply provide scenery, as the benefits of nature to citizen mental health are recognized as very important.

- As a result (of preservation efforts), wetlands, forests, farmland, and green spaces that comprise the scenic character and ecosystem of the Township have been permanently protected in a manner that protects the property rights of landowners.

Natural Features:

A stated goal of the Master Plan is the preservation and management of natural features and creation of new natural features. This includes protection and preservation of wetlands, surface water, ground water recharge, woodlands, upland brush, landmark trees, steep slopes, and viewsheds. The Master Plan identifies a number of land use and development techniques to protect these features.

Growth Management

The Master Plan encourages land uses that are best suited to the land and existing conditions, at a rate of growth that:

- Can be financially absorbed by the Township government;
- Restricts the potential for an urban sprawl development pattern;
- Takes into full account the inventory of existing improved lots and structures for the type of land use proposed;
- Protects the value and desirability of existing housing;
- Ensures adequate public funds are available to support necessary public services; and
- Prevents the oversupply of new housing units and/or vacant residential lots.

Housing and Neighborhood Design

The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Master Plan also notes that new residential development shall be compatible in density and character with existing residences and neighborhoods in the immediate area.

As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community or similar zone, thereby providing its own open space and recreational facilities. These open spaces shall be located to help provide a natural vegetative roadside view and connected to greenspaces and greenway trails on adjacent parcels or developments.

Zoning Plan in Master Plan:

As stated in the Master Plan, the Special Zoning Districts provide considerable flexibility to the land developer to provide opportunities for development designs that respect both the natural environment and efficiency in the provision of infrastructure and public facilities and provide the Township with flexibility to ensure mitigation of negative impacts on adjoining properties. A wide

range of densities and lot sizes are provided, depending on the district and specific ordinance provisions. Most new development proposals in the Township are encouraged to use one of these special districts because of the design flexibility provided to the developer and the opportunity for the Township to help fashion a design that is compatible with adjoining properties.

Master Plan Summary Findings:

We find that the proposed Area Plan petition to rezone the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan for the following reasons:

1. *The Master Plan envisions that the densest portion of development in the Township should occur in the urban service area, in part to protect the rural and agricultural nature of the remaining portions of the township.*
2. *A mixed-residential development including multiple-family residential is consistent with the type of use envisioned in the Mixture of Urban Residential Densities future land use plan.*
3. *The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Area Plan provides a diverse type of housing.*
4. *As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community, thereby providing its own open space and recreational facilities.*
5. *The applicant has proposed to develop the site to protect the sites natural resources.*
6. *The applicant is applying for a special district as encouraged in the Master Plan for flexibility in site development to help fashion a design that is compatible with adjoining properties.*
7. *The applicant has attempted to design the site to preserve the site's most signifigant natural resources.*
8. *The proposed development and use of the site is consistent with the stated goals of Growth Management Plan.*
9. *The applicant is providing an attainable housing project that will provide a necessary need in the township.*

## DISTRICT INTENT

Special Districts

As set forth in Section 7.001, the Authority to Establish Special Districts as defined in Article 2.0 (Zoning Districts), is established in accordance with Section 503 of the Michigan Zoning Enabling Act. These Special Districts are designed to accomplish the objectives of this Ordinance through a development review process intended to achieve integration of the proposed development project with the characteristics of the project area. These Special Districts are intended to permit flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the development and use of land, natural resources, energy, and the provision of public services and facilities; encourage useful open space; and provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the Township. The intent of these special districts is to:

- Provide for increased flexibility and encourage innovation in design and layout of land development, subject to proper administrative standards and procedures.
- Lessen the burden of traffic on streets and highways, and provide for an integrated system of sidewalks, pedestrian pathways, and other non-transportation facilities.
- Provide for a compatible mix of land uses in each Special District.
- Establish planning, review, and approval procedures that properly relate the type, design, and layout of development to the site and surrounding area.
- Encourage innovation in residential and nonresidential development so that greater opportunities for better housing, recreation, and shops conveniently located to each other may extend to all citizens and residents of Superior Township; and so that the growing demands of the Township's population may be met by a greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to these buildings.

**Planned Community District**

The Township Zoning Ordinance has multiple "special districts", one of which is the PC, Planned Community District. The intent of the PC, Planned Community District is as follows:

*The Planned Community (PC) Special District option encourages greater collaboration between the developer and the Township in the development process, and allows additional freedom for the developer to take an even more creative approach to land use and development than otherwise permitted under this Ordinance. The PC Special District option offers greater flexibility in the design of land development, maximizing the developer's ability to take advantage of natural topography, vegetation, watercourses, and other site features in designing the development.*

## PLANNED COMMUNITY DISTRICT REQUIREMENTS

As set forth in Section 7.301. A, to be eligible for approval as a Planned Community (PC) Special District, the petitioner shall demonstrate, to the Township Board's satisfaction after recommendation from the Planning Commission, that the petition and Area Plan are compatible with the following:

1. **Compatibility with the Special District intent.** The proposed development shall be consistent with the intent and scope of this Article and the intent and purposes of the specific Special District.

   *CWA Finding: The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options.*

2. **Compatibility with the Growth Management Plan.** The proposed development shall be compatible with the adopted Growth Management Plan.

   *CWA Finding: We find that the proposed Area Plan petition to amend the zoning of the the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan.*

   *In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.*

   *Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.*

3. **Availability and capacity of public services.** The proposed type and intensity of use shall not exceed the existing or planned capacity of existing public services and facilities, including police and fire protection, traffic capacity of the Township's public roads, drainage and stormwater management facilities, availability of water, and suitability for septic or capacity of existing or planned utility facilities.

   *CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.*

4. **Sufficient land area for proposed uses.** The proposed Planned Community (PC) site shall include sufficient contiguous land area to comply with all applicable regulations of this Ordinance, to adequately serve the needs of all permitted uses in the PC project, and to ensure compatibility between uses and the surrounding area. Additional non-contiguous land areas within the Township may be included as part of the proposed open space dedications for a PC project.

   *CWA Finding:*

   *A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)*

| Natural Feature | Total Area | Encroached Area | Preserved Area | Percent Preserved |
|---|---|---|---|---|
| Trees/Woodland | 27.04 acres | 17.90 acres | 9.14 acres | 33.8% |
| Steep Slopes | 4,287 sq.ft | 0 sq.ft | 4,287 sq.ft | 100% |
| Wetlands | 5.46 acres | 0 acres | 5,46 acres | 100% |

   *As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.*

5. **Additional eligibility criteria.** The petition and Area Plan shall be compatible with one (1) or more of the following additional criteria:
   a. Conservation of open space. Long-term conservation of open space, agricultural lands, or lands with significant natural features in the Township will be achieved in accordance with the adopted Growth Management Plan.
   b. Preservation of natural resources. Long-term conservation of natural resources will be achieved, where such resources of the Township would otherwise be destroyed or degraded by development as permitted by the underlying zoning district(s).

c. Public benefit. A recognizable and material benefit will be realized by both the future users of the development and the Township as a whole, where such benefit would otherwise be unachievable under the provisions of this Ordinance.
d. Economic impact. The proposed development shall not impede the continued use or development of surrounding properties for uses that are permitted in the Zoning Ordinance or planned in the adopted Growth Management Plan.

*CWA Finding: The Area Plan is both conserving open space and preserving natural resources. Because the applicant is proposing an Area Plan, these areas are able to be conserved and protected in perpetuity, which may not be accomplished through a conventional subdivision development or as shown on the approved Area Plan for the site. However, again we note that the density should be discussed with the applicant.*

## STANDARDS

As set forth in Section 7.102.C, when reviewing an Area Plan petition, the Planning Commission shall determine and provide evidence in its report to the Township Board that the petition meets the following standards:

1. **Growth Management Plan policies.** The proposed development shall conform to the adopted Growth Management Plan.

   *CWA Finding: The proposed Area Plan is compatible with the adopted Growth Management Plan and other provisions of the Township Master Plan. See Master Plan Findings for more details.*

2. **Ordinance standards.** The proposed development shall conform to the intent, regulations, and standards of the proposed Special District and this Ordinance.

   *CWA Finding: The proposed Area Plan is compatible with the ordinance standards. The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development or as shown on the approved Area Plan for the site. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options*

3. **Public facilities.** The proposed development shall be adequately served by public facilities and services, such as highways, streets, police and fire protection, drainage courses, water and sanitary sewer facilities, and refuse disposal, or that the persons or agencies responsible for the proposed development shall be able to provide, in a manner acceptable to the Township Board, such facilities and services.

*CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.*

4. **Open space and recreation areas.** The common open space, any other common properties, individual properties, and all other elements of a Special District are so planned that they will achieve a unified open space and recreation area system, with open space and all other elements in appropriate locations, suitably related to each other, the site, and the surrounding land.

   *The applicant provides a significant amount of open space in the form of natural feature preservation, internal trails, and sidewalks. The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.*

5. **Common areas and improvements.** The petitioner shall have made satisfactory provision to ensure that those areas shown on the plan for use by the public or by occupants of the development will be or have been irrevocably committed for that purpose. Provisions shall have been made to provide for the financing and maintenance of improvements shown on the plan for open space areas, and common use areas which are to be included within the development.

   *CWA Finding: Currently the site is controlled by one entity. If approved, the multiple family portion will be controlled by one entity, and the single-family portion will be sold as individual lots controlled by a HOA. If approved, a future Development Agreement will be necessary to dictate the development of the site and maintenance and control of common areas and improvements.*

6. **Location and layout.** The location of the proposed uses, layout of the site, and its relation to streets giving access to it, shall be such that traffic to, from, and within the site, and assembly of persons in connection therewith, will not be hazardous or inconvenient to the project or the neighborhood. In applying this standard, the Planning Commission shall consider, among other things, convenient routes for pedestrian traffic, particularly of children, relationship of the proposed project to main thoroughfares and street intersections, and the general character and intensity of the existing and potential development of the neighborhood.

   *CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.*

7. **Compatibility of land uses.** The proposed use(s), mix of housing unit types and densities, or mix of residential and non-residential uses shall satisfy the intent of the proposed Special District, conform to applicable use standards and limitations, and be acceptable in terms of convenience, privacy, compatibility, and similar standards.

   *CWA Finding: The Area Plan provides for a mix of housing types that satisfy the intent of the proposed Special District and the Master Plan. As part of the deliberation, the Planning Commission should discuss if they support the mix and type of housing product provided.*

8. **Minimize adverse impacts.** That noise, odor, light, or other external effects from any source whatsoever, which is connected with the proposed use, will not adversely affect adjacent and neighboring lands and uses.

   *CWA Finding: Through the Area Plan and site plan review, the Township can review and place reasonable conditions upon the application to ensure to minimize adverse impacts.*

9. **Preservation of natural features.** The proposed development shall create a minimum disturbance to natural features and landforms.

   *CWA Finding:*

   *A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)*

| Natural Feature | Total Area | Encroached Area | Preserved Area | Percent Preserved |
|---|---|---|---|---|
| Trees/Woodland | 27.04 acres | 17.90 acres | 9.14 acres | 33.8% |
| Steep Slopes | 4,287 sq.ft | 0 sq.ft | 4,287 sq.ft | 100% |
| Wetlands | 5.46 acres | 0 acres | 5,46 acres | 100% |

   *As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.*

10. **Streets.** Streets shall follow topography, be properly spaced, and be located and aligned in accordance with the intended function of each street. The property shall have adequate access to public streets. The plans shall provide for logical extensions of public streets and shall provide suitable street connections to adjacent parcels, where applicable.

*CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission.*

11. **Pedestrian facilities.** Major pedestrian circulation shall be provided for within the site and shall interconnect all use areas, where applicable. The pedestrian system shall provide for logical extensions of pedestrian ways outside the site, and pedestrian connections to the site boundaries, where applicable.

*CWA Finding: The Area Plan shows some sidewalks and an interconnected pedestrian trail within the site. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.*

## RECOMMENDATION

Overall the Planning Commission and staff were very supportive of the project as part of the concept review. We find that proposed Area Plan is consistent with the Townships Master Plan and Growth Management Strategy. The applicant is providing a development that includes a diverse mix of housing types as envisioned in the "Mixture of Urban Residential Densities" area of the Future Land Use Plan, as well as workforce attainable housing. Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options.

Many of the items noted in our report can be addressed in the site plan review process, however there are a few key items the Planning Commission should discuss with the applicant:

1. Does the Planning Commission support the workforce housing component and proposed PILOT.
2. Overall site density and justification for density bonus.
3. Overall does the Planning Commission support the proposed housing mix and types?
    a. Should the applicant add townhome units back into the site plan?
    b. Provide visual massing of buildings along McArthur or if necessary, break up massing
4. Are there additional natural preservation techniques, or additional site amenities that should be incorporated.

We recommend that the Planning Commission hold a public hearing, discuss the noted questions in our report with the applicant, consider public testimony, and either:

A. Postpone action to allow the applicant to provide additional information; or
B. Direct staff to draft a resolution based on the discussion.

Benja R. Carlis

**CARLISLE/WORTMAN ASSOC.,INC**
Benjamin R. Carlisle, AICP, LEED AP
President

March 16, 2026

**CHARTER TOWNSHIP OF SUPERIOR**
3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Angela Robinson, Township Clerk**

Regarding: **Timber Creek Flats**
**Area Plan Review**
**OHM Job No. 0140-25-1010**

Dear Ms. Robinson,

On behalf of the Township, we have reviewed the Area Plan submittal for the above referenced project, as provided to the Township by the Applicant on February 26, 2026. We understand that the application will be considered by the Planning Commission at their regular meeting on March 25, 2026, regarding Area Plan approval. It is noted that this review is for approval of the northern portion of the development only, which proposes 210 multifamily residential units. We understand the southern portion of the development will be covered under a separate site plan application. Therefore, we offer the following comments to the Planning Commission related to the site/civil engineering aspects of the area plan for their consideration during the decision process.

**Plan Comments**

1. Please provide the professional seal of the licensed individual preparing the plans on future submittals.
2. Please provide the area and dimensions of outdoor open space and recreation areas on the plans.
3. Proposed sidewalk should meet the existing bike path in the right-of-way at both entrances to the development.
4. It is unclear where the proposed storm sewer along the northwest and southwest area of the parking lot near Buildings 3000, 4000, and 5000 outlets. Please clarify or revise the storm sewer to provide an outlet for this section of storm sewer.

The following comments may be addressed in future site plan stages:

5. Provide cleanouts where sanitary leads are over 100 feet in length or where there is a bend.
6. In general, sanitary sewer leads should connect to the sanitary sewer main instead of a sanitary manhole.
7. The sanitary laterals to Building 2000 and Building 1000 should be revised to have a manhole at the upstream end of the sewer. Sanitary leads from the buildings should connect to the sanitary lateral and not the manhole.
8. Provide a storm manhole at the downstream end of the storm sewer that runs between units 45 and 46.
9. Proposed water main gate valves & wells should be included on future plan submittals to verify valve spacing and water main isolation.

10. Consideration should be made to moving the proposed water main and sanitary sewer out of the influence of the pavement in the northern portion of the project area.

11. In the parking area between Building 2000 and Building 3000, it appears that the proposed water main, storm sewer, and sanitary sewer do not meet the minimum required 10-foot horizontal separation. Review and revise the placement of the utilities in this area to meet the required separation.

12. Along Hickory Drive and Timber Creek Drive it appears that the proposed water main and catch basins do not meet the minimum required 10-foot horizontal separation. Consider adding bends or adjusting the alignment of the water main to meet the required separation.

**Summary of Future Outside Agency Approvals**

1. The site would be serviced by connecting to the Superior Township public sanitary sewer system at two locations to the existing 15" sanitary sewer in the Macarthur Boulevard Right-of-way (ROW). The proposed Area Plan includes a mix of unit types that results in the following population breakdown:

| | | |
|---|---|---|
| Multifamily Units: | 2.1 people/unit x 210 units | = 441 people |
| Single Family Units | 3.5 people/unit x 50 units | = 175 people |
| | TOTAL | = 616 people |

   Future review and approval of proposed sanitary sewer by the Ypsilanti Community Utilities Authority (YCUA) would be required for Part 41 application if a site plan were to move forward. Future approval and permitting would be required from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) under Part 41. The proposed sanitary sewer layout and connections to the Superior Township sanitary sewer system will require a more detailed technical review of the facilities during preliminary site plan stage but the Township sewer system capacity appears to be adequate to support this density of development.

2. The site would be serviced by connecting to the existing Superior Township 12" public water main at two locations in the Macarthur Boulevard ROW. Future review and approval of proposed water main by YCUA would be required for PA 399 application if a site plan were to move forward. Future approval and permitting would be required from EGLE under PA 399 for water main construction. The proposed water main layout and connection to the Superior Township water system appears to be viable at the conceptual level, however, a more detailed technical review of the facilities would take place during final site plan stage to verify fire flow and internal water main sizing.

3. OHM received a Traffic Impact Study (TIS) with the Area Plan submittal in February that reviewed the impact of the proposed development. The TIS should be submitted to the Washtenaw County Road Commission (WCRC) for their review and approval. OHM will also provide a technical review of the TIS for Planning Commission consideration.

4. Please note that a more detailed technical review of the site engineering would take place during a potential future preliminary site plan stage. In reviewing this current Area Plan submittal at the conceptual level, we note that the proposed layout of the site is arranged to preserve many of the existing natural features on site. Based on the proposed layout of improvements, the Natural Features Plan (Sheet C1-01) notes that approximately 33.8% of the wooded areas will be preserved, 100% of the steep slopes will not be affected, and 100% of the wetlands will be preserved. Grading details would be reviewed at future stages of the project is a site plan were to move forward.

5. The stormwater management design must meet Washtenaw County Water Resources Commissioner (WCWRC) Standards and will need to be submitted to WCWRC for review during site plan review stage. The approval of the stormwater management design needs to be reasonably assured from the WCWRC prior to the Final Site Plan being presented to the Planning Commission.

6. The soil erosion and sedimentation control (SESC) measures on the site plan would need to meet the requirements of WCWRC and would require future review and approval from WCWRC. We would not anticipate an issue for the Applicant to obtain this permit in the future.

7. Work proposed in the Stamford Road and Macarthur Boulevard ROW would need to meet the requirements of the Washtenaw County Road Commission (WCRC). Future review and approval from WCRC would be required as they have jurisdiction within the public ROW of Stamford Road and Macarthur Boulevard and for determining necessity for deceleration or acceleration tapers (or other necessary improvements) based on anticipated traffic counts.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4518 or George Tsakoff at (734) 466-4439.

Sincerely,
**OHM Advisors**

_____
Mariah Cummings, PE
Project Engineer

cc: Emily Dabish Yahkind, Township Supervisor, via email
Bill Balmes, Building Official, via email
Ben Carlilse, CWA, Township Planner, via email
Michelle Marin, CWA, via email
George Tsakoff, OHM, via email

# AREA PLAN PETITION

(This application must be typewritten or printed. All questions must be answered.)

**APPLICANT NAME** ECG MacArthur Flats LDHA, LP ATTN: Jake Hymes

**NAME OF PROPOSED DEVELOPMENT** Timber Creek Flats

**APPLYING FOR**
- ☑ AREA PLAN
- ☐ AREA PLAN AMENDMENT
- ☐ AREA PLAN REVISION

**FEES (adopted by the Superior Township Board on 11-21-16)**: The following fees shall be paid by the petitioner to the Superior Charter Township Treasurer at the time of submittal of the application For a Special District and at the time of each subsequent submittal:

A. REZONING PETITION AND AREA PLAN REVIEW

| | |
|---|---|
| Application fees: | $ 900.00 |
| Review escrow: | $5,000.00 |
| Total: | $5,900.00 |

Review escrow funds are used for the Township consultants' engineering, planning and legal reviews and other costs as appropriate. Review costs will be deducted from the escrow account along with the appropriate administrative fee. If a review cost exceeds the amount in the escrow account, the cost plus the appropriate administrative fee, shall be billed to the petitioner. Billing rates are available upon request. If a second public hearing must be scheduled due to the petitioner's failure to post required signage or provide information as required, an additional fee of $300.00 to offset the Township's additional costs of public notices and affidavits of notice shall be paid by the petitioner prior to the Township scheduling the public hearing.

## TOWNSHIP USE

**Date Received** _____ **Fee Paid** _____

**Signature of Township Clerk or Designee** _____

## GENERAL INFORMATION

- Name of Proposed Development Timber Creek Flats
- Address of Property No current address. Wooded area north of 1601 Stamford Rd, Superior Township, MI 48198
- Current Zoning District Classification of Property PC - Planned Community District
- Has this property been the subject of a rezoning request, Zoning Board of Appeals petition or other Township action with the past five (5) years? ☐ YES ☒ NO
  Please explain _____
- Tax ID Number(s) of property PIN: J-10-35-300-003
- Site Location - Property is located on (circle one) N S E (W) side of MacArthur Blvd between Woolman Oval N and Wiard Blvd Roads.
- Legal Description of Property (please attach a separate sheet)
  *Where a metes and bounds description is used, lot line angles or bearings shall be indicated on the plan. Lot line dimensions and angles or bearings shall be based upon a boundary survey prepared by a registered surveyor and shall correlate with the legal description.*
- Site Area (Acreage) and Dimensions 36.182 Acres
- Are there any existing structures on the property? ☐ YES ☑ NO
  Please explain: _____

## PROPOSED LAND USE

☑ Residential ☐ Office ☐ Commercial ☐ Other

If other, please specify _____

- Number of units 210 Multifamily Units and 51 single family lots
- Total floor area of each unit Varies. See Site Data Table on Area Plan for breakout for each type of unit.
- Give a complete description of the proposed development. See Use Statement on Area Plan Site Plan

## APPLICANT INFORMATION

- APPLICANT'S NAME Jake Hymes
  Company Elmington
  Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
  Telephone Number _____ Email jhymes@elmingtoncapital.com

- PROPERTY OWNER'S NAME David Dowling
  Company Yukon Building and Land Development
  Address 4051 Haggerty Dr. West Bloomfield, MI 48323
  Telephone Number 734.644.4556 Email ddowling@yukonbuilding.com

- DEVELOPER'S NAME Jake Hymes
  Company Elmington
  Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
  Telephone Number 615.403.2332 Email jhymes@elmingtoncapital.com

- ENGINEER'S NAME Michael Hart
  Company Kimley-Horn of Michigan, Inc.
  Address 3000 Town Center, Suite 2600, Southfield, MI 48075
  Telephone Number 313.572.1627 Email michael.hart@kimley-horn.com

- ARCHITECT/PLANNER'S NAME Zach Kamerer
  Company Studio TEN30
  Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
  Telephone Number 513.543.6720 Email zkamerer@elmingtoncapital.com

# INFORMATION REQUIRED ON THE AREA PLAN
## AS SPECIFIED IN SECTION 10.07 OF THE SUPERIOR TOWNSHIP ZONING ORDINANCE

1. Vicinity map showing the general location of the site.

2. Scale, north arrow, initial plan date, and any revision dates.

3. Existing zoning classifications for the subject parcels and surrounding parcels (including across road rights-of-way)

4. Identification of all adjacent property in which the applicant(s), developers(s), or owner(s) have an ownership interest.

5. Dimensions of all property boundaries and interior lot lines.

6. Location of existing structures, fences, and driveways on the subject property, with notes regarding their preservation or alteration.

7. Location, outline, ground floor area, and height of proposed structures; and of existing structures to remain on-site.

8. Conceptual drawings of exterior building facades for principal buildings and building additions, drawn to an appropriate scale

9. Locations, layout, surface type, centerlines, road pavement and right-of-way widths, and indication of public or private road status for all existing and proposed roads and access drives serving the site.

10. Conceptual locations, layout, and surface type for all parking lots, sidewalks and pedestrian pathways within and accessing the site.

11. General description and delineation of existing natural features on and abutting the site; such as trees, shrubs, wooded areas, general topography and soil information, areas of steep slopes, bodies of water, watercourses, drainage ways, and wetlands; with clear indication of all features to be preserved, removed or altered.

12. Delineation of the 100-year floodplain on and abutting the site (see Section 14.05D of the Zoning Ordinance.)

13. Outdoor open space and recreation areas; location, area, and dimensions.

14. Location and size of required landscape strips, if applicable.

15. General layout of existing and proposed water supply systems, sanitary sewerage or septic systems, and stormwater management facilities.

16. General areas of intended filling or cutting.

17. Other information as requested by the Township Planner or Planning Commission to verify that the site and use are in accordance with the intent, purposes, and requirements of this Ordinance and the policies of the Township's Growth Management Plan.

**The applicant indicated on page 3 must sign this application. All correspondence regarding the application and plan will be directed to the applicant. If the applicant is not the property owner, the owner's signed consent must also be provided with this application.**

**APPLICANT AFFIDAVIT**

The applicant(s) represents that he/she/they are the owner(s) of the subject property or are acting on behalf of the above listed owner, and herewith file sixteen (16) copies of the identified area plan. The applicant also acknowledges that the filing of this application grants permission for Township staff and/or officials to enter the property to determine the accuracy of the submitted area plan including existing conditions.

I hereby depose and certify that all information contained in this application, all accompanying plans and all attachments are complete and accurate to the best of my knowledge.

APPLICANT'S PRINTED NAME: Jake Hymes

APPLICANT'S SIGNATURE _____ DATE 2/18/2026

PROPERTY OWNER'S PRINTED NAME David Dowling

PROPERTY OWNER'S SIGNATURE _____

15. General layout of existing and proposed water supply systems, sanitary sewerage or septic systems, and stormwater management facilities.

16. General areas of intended filling or cutting.

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I hereby depose and certify that all information contained in this application, all accompanying plans and all attachments are complete and accurate to the best of my knowledge.

APPLICANT'S PRINTED NAME: Jake Hymes

APPLICANT'S SIGNATURE _____ DATE _____

PROPERTY OWNER'S PRINTED NAME David Dowling

PROPERTY OWNER'S SIGNATURE _____ 2·18·2026

## Legal Description

The Land is described as follows: Situated in the Township of Superior, County of Washtenaw, State of Michigan

An approximate 19 acre portion of the following-described parcel, the description for which is forthcoming:

Beginning 2711.79 feet North and 1463.13 feet of the Southwest corner of Section 35, Town 2 South, Range 7 East, Township of Superior, Washtenaw County, Michigan; thence South 65 degrees 44 minutes East 441.05 feet; thence 1049.90 feet on the arc of a curve to the right having a radius of 940.00 feet and a chord bearing South 33 degrees 44 minutes 15 seconds East 996.15 feet; thence South 89 degrees 55 minutes 10 seconds West 60.03 feet; thence 143.77 feet on the arc of a curve to the right having a radius of 880.00 feet and a chord bearing South 02 degrees 49 minutes 10 seconds West 143.63 feet; thence South 07 degrees 30 minutes West 171.32 feet; thence South 74 degrees 23 minutes
10 seconds West 628.85 feet; thence North 87 degrees 48 minutes 45 seconds West 951.56 feet; thence South 29 degrees 54 minutes 20 seconds west 416.70 feet; thence Northwesterly on the North line of Stamford Road to a point being South 30 degrees 59 minutes West from the Point of Beginning; thence North 30 degrees 59 minutes East to the Point of Beginning, EXCEPT that part lying Westerly of a line described as: Commencing at the Northwest corner of said Section 35; thence South 01 degrees 47 minutes 15 seconds East 2151.17 feet; thence South 82 degrees 21 minutes 05 seconds East 617.52 feet; thence South 15 degrees 49 minutes 56 seconds West 60.00 feet; thence South 73 degrees 03 minutes 55 seconds East 312.02 feet; thence South 65 degrees 44 minutes 05 seconds East 417.20 feet to the Point of Beginning; thence South 24 degrees 15 minutes 55 seconds West 506.31 feet; thence South 21 degrees East 164.63 feet; thence South 69 degrees West 218.06 feet; thence South 29 degrees 54 minutes 20 seconds West 1203.38 feet to the Point of Beginning.

NOTE: Schedule A of this commitment will be revised upon receipt by the Company of the description to be insured.

# SPECIAL DISTRICT AREA PLAN
# TIMBER CREEK
## MACARTHUR BOULEVARD
## SUPERIOR TOWNSHIP, MI 48198

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## LEGAL DESCRIPTION

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE TOWNSHIP OF SUPERIOR, COUNTY OF WASHTENAW, STATE OF MICHIGAN

AN APPROXIMATE 19 ACRE PORTION OF THE FOLLOWING-DESCRIBED PARCEL, THE DESCRIPTION FOR WHICH IS FORTHCOMING:

BEGINNING 2711.79 FEET NORTH AND 1463.13 FEET OF THE SOUTHWEST CORNER OF SECTION 35, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN; THENCE SOUTH 65 DEGREES 44 MINUTES EAST 441.05 FEET; THENCE 1049.90 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING SOUTH 33 DEGREES 44 MINUTES 15 SECONDS EAST 996.15 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 10 SECONDS WEST 60.03 FEET; THENCE 143.77 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 880.00 FEET AND A CHORD BEARING SOUTH 02 DEGREES 49 MINUTES 10 SECONDS WEST 143.63 FEET; THENCE SOUTH 07 DEGREES 30 MINUTES WEST 171.32 FEET; THENCE SOUTH 74 DEGREES 23 MINUTES

10 SECONDS WEST 628.85 FEET; THENCE NORTH 87 DEGREES 48 MINUTES 45 SECONDS WEST 951.56 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 416.70 FEET; THENCE NORTHWESTERLY ON THE NORTH LINE OF STAMFORD ROAD TO A POINT BEING SOUTH 30 DEGREES 59 MINUTES WEST FROM THE POINT OF BEGINNING; THENCE NORTH 30 DEGREES 59 MINUTES EAST TO THE POINT OF BEGINNING, EXCEPT THAT PART LYING WESTERLY OF A LINE DESCRIBED AS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH 01 DEGREES 47 MINUTES 15 SECONDS EAST 2151.17 FEET; THENCE SOUTH 82 DEGREES 21 MINUTES 05

SECONDS EAST 617.52 FEET; THENCE SOUTH 15 DEGREES 49 MINUTES 58 SECONDS WEST 80.00 FEET; THENCE SOUTH 73 DEGREES 03 MINUTES 55 SECONDS EAST 312.02 FEET; THENCE SOUTH 65 DEGREES 44 MINUTES 05 SECONDS EAST 417.20 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 24 DEGREES 15 MINUTES 55 SECONDS WEST 506.31 FEET; THENCE SOUTH 21 DEGREES EAST 164.63 FEET; THENCE SOUTH 69 DEGREES WEST 218.06 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 1203.38 FEET TO THE POINT OF BEGINNING.




VICINITY MAP
NOT TO SCALE

**SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI**

**Sheet List Table**

| Sheet Number | Sheet Title |
|---|---|
| C0-00 | COVER |
| C1-00 | OVERALL EXISTING CONDITIONS PLAN |
| C1-01 | NATURAL FEATURES PLAN |
| C2-00 | OVERALL SITE PLAN |
| C3-00 | OVERALL GRADING AND DRAINAGE PLAN |
| C4-00 | OVERALL UTILITY PLAN |
| C4-01 | FIRE PROTECTION PLAN |
| L1-00 | OVERALL LANDSCAPE PLAN |
| L1-01 | LANDSCAPE ENLARGEMENTS |
| L1-02 | LANDSCAPE ENLARGEMENTS |
| L1-03 | LANDSCAPE ENLARGEMENTS |
| L1-04 | LANDSCAPE SCHEDULE |

**Additional Sheets by Others**

| Sheet Number | Sheet Title |
|---|---|
| A1.1 | BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS |
| A1.2 | BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS |
| A1.3 | BLDG 1000 (TYPE A) - ELEVATIONS |
| A1.4 | BLDG 1000 (TYPE A) - ELEVATIONS |
| A2.1 | BLDG 2000, 3000, 4000, 5000 (TYPE B) - OVERALL FLOOR PLANS |
| A2.2 | BLDG 2000, 3000, 4000, 5000 (TYPE B) - ELEVATIONS |
| A3.1 | BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS |
| A3.2 | BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS |
| A3.3 | BLDG 6000 (TYPE C) - ELEVATIONS |
| A3.4 | BLDG 6000 (TYPE C) - ELEVATIONS |
| A8.1 | MONUMENT SIGN AND TRASH ENCLOSURE DETAILS |

**PROJECT DESIGN TEAM**

**LANDSCAPE ARCHITECT**
KIMLEY-HORN AND ASSOCIATES, INC.
3000 TOWN CENTER DRIVE, ST 2600
SOUTHFIELD, MICHIGAN 48075
CONTACT: JOHN ACKERMAN, P.L.A.
PHONE: (313) 549-7073

**CIVIL ENGINEER**
KIMLEY-HORN AND ASSOCIATES, INC.
3000 TOWN CENTER DRIVE, ST 2600
SOUTHFIELD, MICHIGAN 48075
CONTACT: MICHAEL HART, P.E.
PHONE: (313) 572-1627

**SURVEY**
MONUMENT ENGINEERING GROUP ASSOCIATION, INC.
298 VETERANS DRIVE
FOWLERVILLE, MICHIGAN 48836
CONTACT: MARC BUDZINSKI, P.S.
PHONE: (231) 335-4080

**ARCHITECT**
STUDIO TEN30
1030 16TH AVE. SOUTH, SUITE 500
NASHVILLE, TENNESSEE 37212
CONTACT: ZACH KAMERER
PHONE: (615) 636-6452

**PROJECT NARRATIVE**

ELMINGTON IS PLEASED TO PRESENT TIMBER CREEK, A 38.18 ACRE MIXED DENSITY RESIDENTIAL COMMUNITY THAT COMPLEMENTS THE SURROUNDING RESIDENTIAL USES ALONG MACARTHUR BOULEVARD. TIMBER CREEK IS PROPOSED TO CONSIST OF 219 ATTACHED RENTAL UNITS IN 6 BUILDINGS ALONG THE NORTHERN PORTION OF THE PROPERTY AND 93 SINGLE-FAMILY LOTS LOCATED ON THE SOUTHERN PORTION OF THE PROPERTY. NATURAL FEATURES PLAYED AN IMPORTANT ROLE IN THE LAYOUT OF THE OVERALL DEVELOPMENT WITH OVER 20% OF WOODS AND AREAS BEING PRESERVED, INCLUDING A ~4-ACRE INTERIOR TREE PRESERVE AREA WITH BENCHES AND SHADE STRUCTURES FOR RESIDENTS TO ENJOY. APPROXIMATELY 5.5 ACRES OF WETLANDS EXIST ON THE PROPERTY AND ARE BEING PRESERVED IN THEIR ENTIRETY WITH NO WETLAND IMPACTS PROPOSED. MULTIPLE SITE AMENITIES ARE PROPOSED FOR THE USE OF THE RESIDENTS OF TIMBER CREEK, INCLUDING WALKING PATHS THROUGH PRESERVED GREEN SPACES ACROSS THE ENTIRE SITE WITH DIRECT ACCESS TO COMMUNITY PARK. A POOL, PLAYGROUND, FITNESS CENTER, COMMUNITY ROOM, AND A SHARED AMENITY AREA FOR USE BY ALL RESIDENTS OF TIMBER CREEK THAT WILL INCLUDE BARBQUE STATIONS, PICNIC TABLES, AND SHADE STRUCTURES. MULTIFAMILY UNITS WILL INCLUDE 9-FOOT CEILINGS, GRANITE COUNTERTOPS, LVT FLOORING, CEILING FANS, AND STAINLESS-STEEL APPLIANCES. THE OVERALL SITE IS PROPOSED TO BE SERVICED BY PUBLIC WATER AND SEWER. STORMWATER MANAGEMENT IS PROPOSED WITH A SERIES OF DETENTION BASINS LOCATED THROUGHOUT THE DEVELOPMENT THAT WILL BE DESIGNED TO WASHTENAW COUNTY STANDARDS. AFTER COMPLETION OF THE AREA PLAN ENTITLEMENTS, PROCESS WITH SUPERIOR TOWNSHIP, ELMINGTON WILL PROCEED WITH SITE PLANS FOR THE NORTHERN PORTION OF THE PROJECT AND A SEPARATE DEVELOPER WILL PROCEED WITH COMPLETION OF THE SINGLE-FAMILY LOTS TO THE SOUTH ON A SEPARATE TIMELINE.

**OWNER/DEVELOPER**

ELMINGTON

ECG MACARTHUR FLATS LDHA LIMITED PARTNERSHIP
1030 16TH AVE. SOUTH, SUITE 500
NASHVILLE, TENNESSEE 37212
PHONE: (615) 636-6452
CONTACT: JAKE HYMES
(WITH SIGNED CONSENT OF OWNER)

**PLANS PREPARED BY**

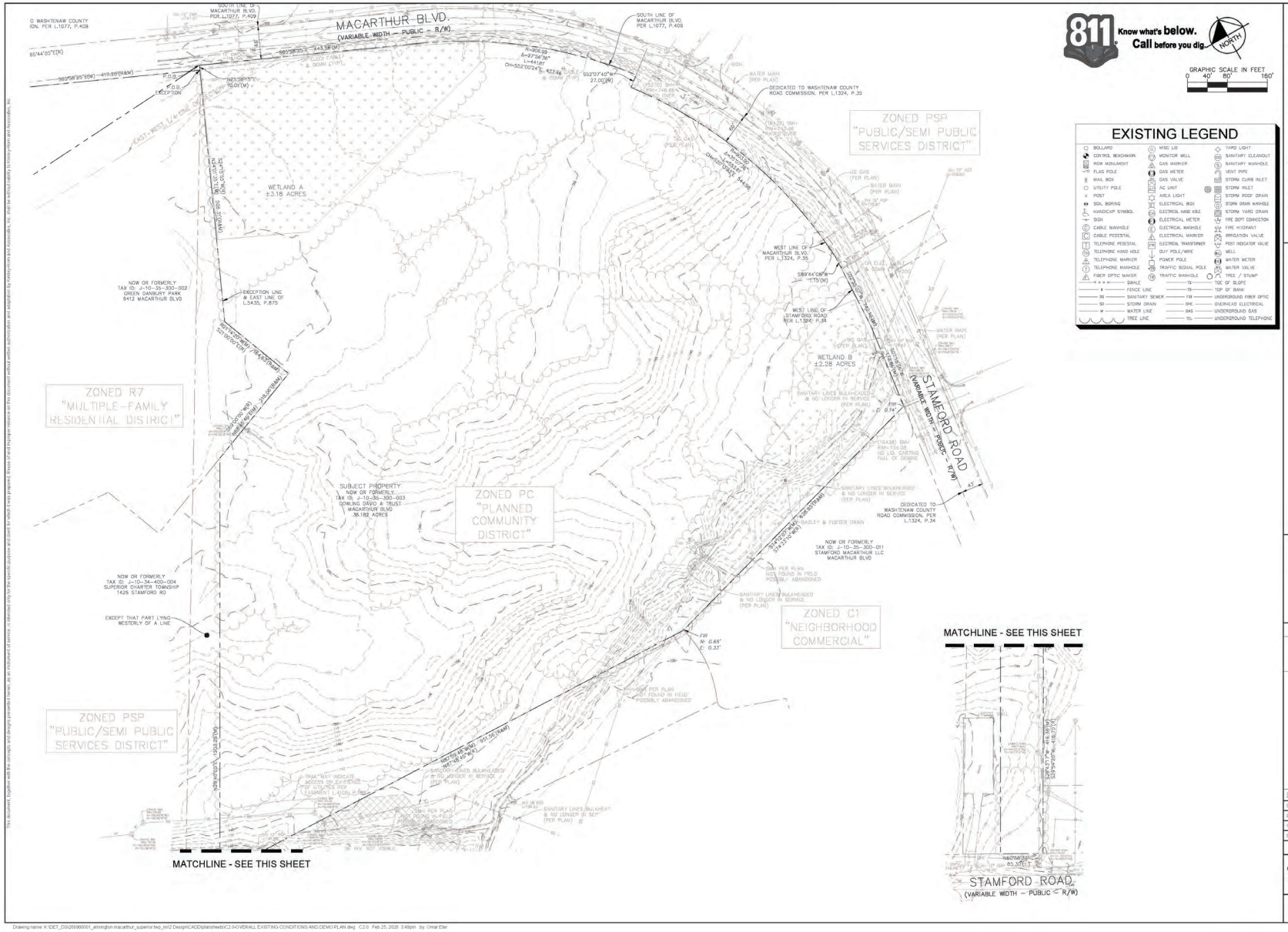
Kimley»Horn
of Michigan, Inc.
3000 TOWN CENTER DRIVE, SUITE 2600,
SOUTHFIELD, MI 48075
Main: (313) 572-1560 | www.kimley-horn.com
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**PLAN REVISIONS**

| REVISION NO. | DATE | REMARKS |
|---|---|---|
| | 02/25/2026 | SPECIAL DISTRICT AREA PLAN SUBMITTAL |

| FILE NUMBER | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| 268960001 | C0-00 | 23 |

Drawing name: K:\DET_DS\268960001_elmington macarthur_superior twp_mi\2 Design\CADD\Elementals\C0.0 - TITLE SHEET.dwg C0.0 Feb 25, 2026 3:49pm by: OmarEser




811 Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
0 40' 80' 160'

## EXISTING LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BOLLARD | MISC LIG | YARD LIGHT | | | |
| CONTROL BENCHMARK | MONITOR WELL | SANITARY CLEANOUT | | | |
| ROW MONUMENT | GAS MARKER | SANITARY MANHOLE | | | |
| FLAG POLE | GAS METER | VENT PIPE | | | |
| MAIL BOX | GAS VALVE | STORM CURB INLET | | | |
| UTILITY POLE | AC UNIT | STORM INLET | | | |
| POST | AREA LIGHT | STORM ROOF DRAIN | | | |
| SOIL BORING | ELECTRICAL BOX | STORM DRAIN MANHOLE | | | |
| HANDICAP SYMBOL | ELECTRICAL HAND HOLE | STORM YARD DRAIN | | | |
| SIGN | ELECTRICAL METER | FIRE DEPT CONNECTION | | | |
| CABLE MANHOLE | ELECTRICAL MANHOLE | FIRE HYDRANT | | | |
| CABLE PEDESTAL | ELECTRICAL MARKER | IRRIGATION VALVE | | | |
| TELEPHONE PEDESTAL | ELECTRICAL TRANSFORMER | POST INDICATOR VALVE | | | |
| TELEPHONE HAND HOLE | GUY POLE/WIRE | WELL | | | |
| TELEPHONE MARKER | POWER POLE | WATER METER | | | |
| TELEPHONE MANHOLE | TRAFFIC SIGNAL POLE | WATER VALVE | | | |
| FIBER OPTIC MARKER | TRAFFIC MANHOLE | TREE / STUMP | | | |
| SWALE | | TS TOE OF SLOPE | | | |
| X FENCE LINE | | TB TOP OF BANK | | | |
| SS SANITARY SEWER | | FIB UNDERGROUND FIBER OPTIC | | | |
| SD STORM DRAIN | | OHE OVERHEAD ELECTRICAL | | | |
| W WATER LINE | | GAS UNDERGROUND GAS | | | |
| TREE LINE | | TEL UNDERGROUND TELEPHONE | | | |


Kimley»Horn of Michigan, Inc.
3000 Town Center Drive, Suite 2800, Southfield, MI 48075
Main: 313.572.1560 | www.kimley-horn.com

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# TIMBER CREEK
SUPERIOR TOWNSHIP, MI

ELMINGTON

**AREA PLAN**

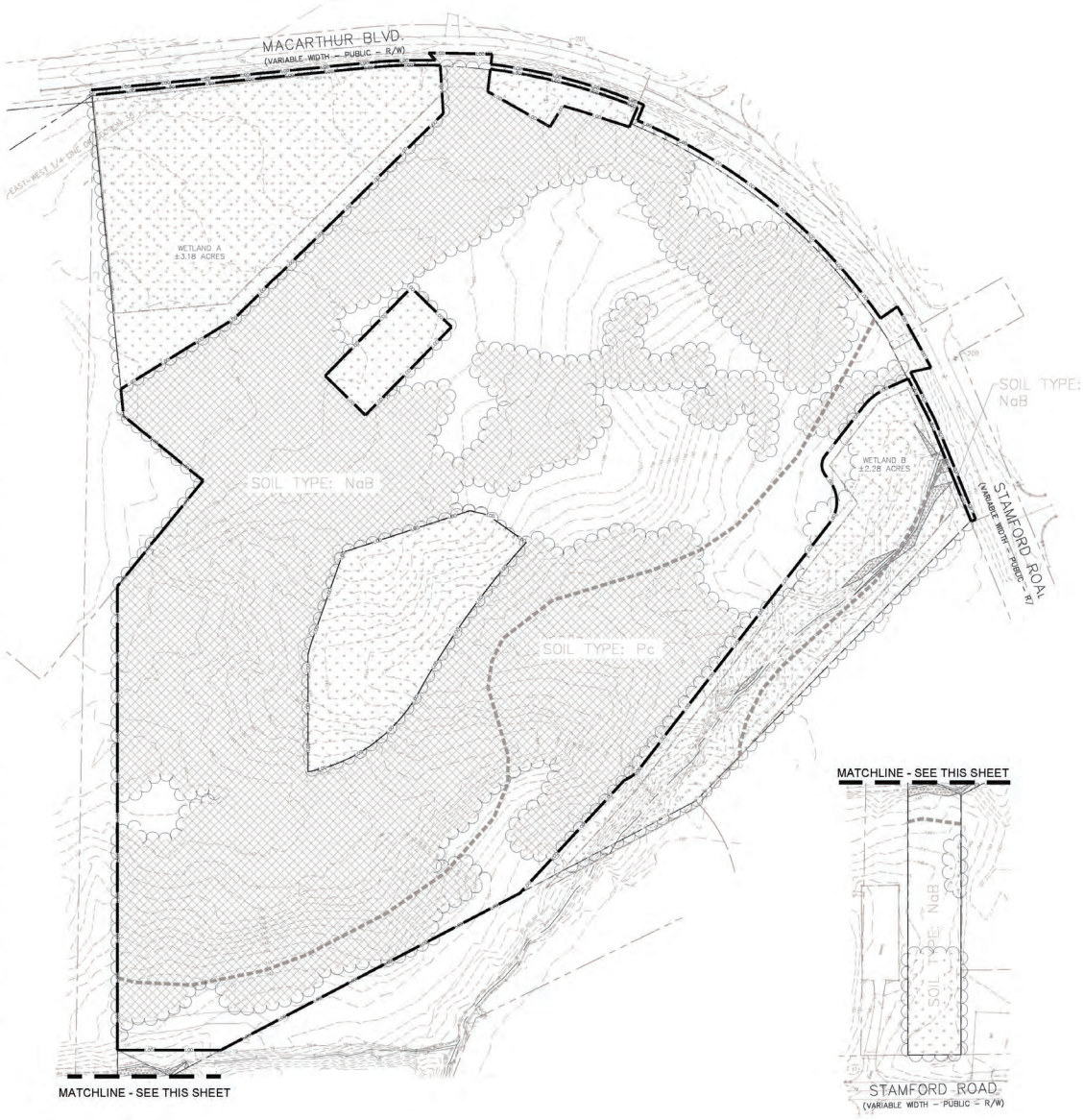
| | |
|---|---|
| DESIGNED BY | MTH |
| DRAWN BY | OKE |
| CHECKED BY | JAA |
| DATE | 02/20/2026 |
| KIMLEY-HORN PROJECT NO. | 269060001 |

**OVERALL EXISTING CONDITIONS PLAN**

SHEET NUMBER
C1-00

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without a written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\DET_DG\269060001_elmington macarthur_superior twp_mi\2 Design\CADD\plansheets\C2.0-OVERALL EXISTING CONDITIONS AND DEMO PLAN.dwg C2.0 Feb 25, 2026 3:49pm by: Omar Eter




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NORTH

GRAPHIC SCALE IN FEET
0 40' 80' 160'

## NATURAL FEATURES LEGEND

- WOODLAND REMOVAL
- WOODLAND PRESERVED
- STEEP SLOPE AREAS
- WETLANDS
- SOIL TYPE BOUNDARY
- CENTERLINE OF EXISTING DRAIN
- LIMITS OF DISTURBANCE

## FLOODPLAIN NOTE

BASED ON FEMA FIRM PANEL 0290E, THE SUBJECT PARCEL IS LOCATED OUTSIDE OF THE 100 YR FLOODPLAIN

| | TOTAL AREA | ENCROACHED AREA | PRESERVED AREA | PERCENT PRESERVED |
|---|---|---|---|---|
| TREES/WOODED AREAS | 27.04 AC | 17.90 AC | 9.14 AC | 33.80 % |

| | TOTAL AREA | ENCROACHED AREA |
|---|---|---|
| STEEP SLOPES | 4,287 SF | 0 SF |
| WETLANDS | 5.46 AC | 0.00 AC |

Kimley»Horn of Michigan, Inc.
3000 Town Center Drive, Suite 2800, Southfield, MI 48075
Main: 313.572.1560 | www.kimley-horn.com
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# TIMBER CREEK
SUPERIOR TOWNSHIP, MI

ELMINGTON

**AREA PLAN**

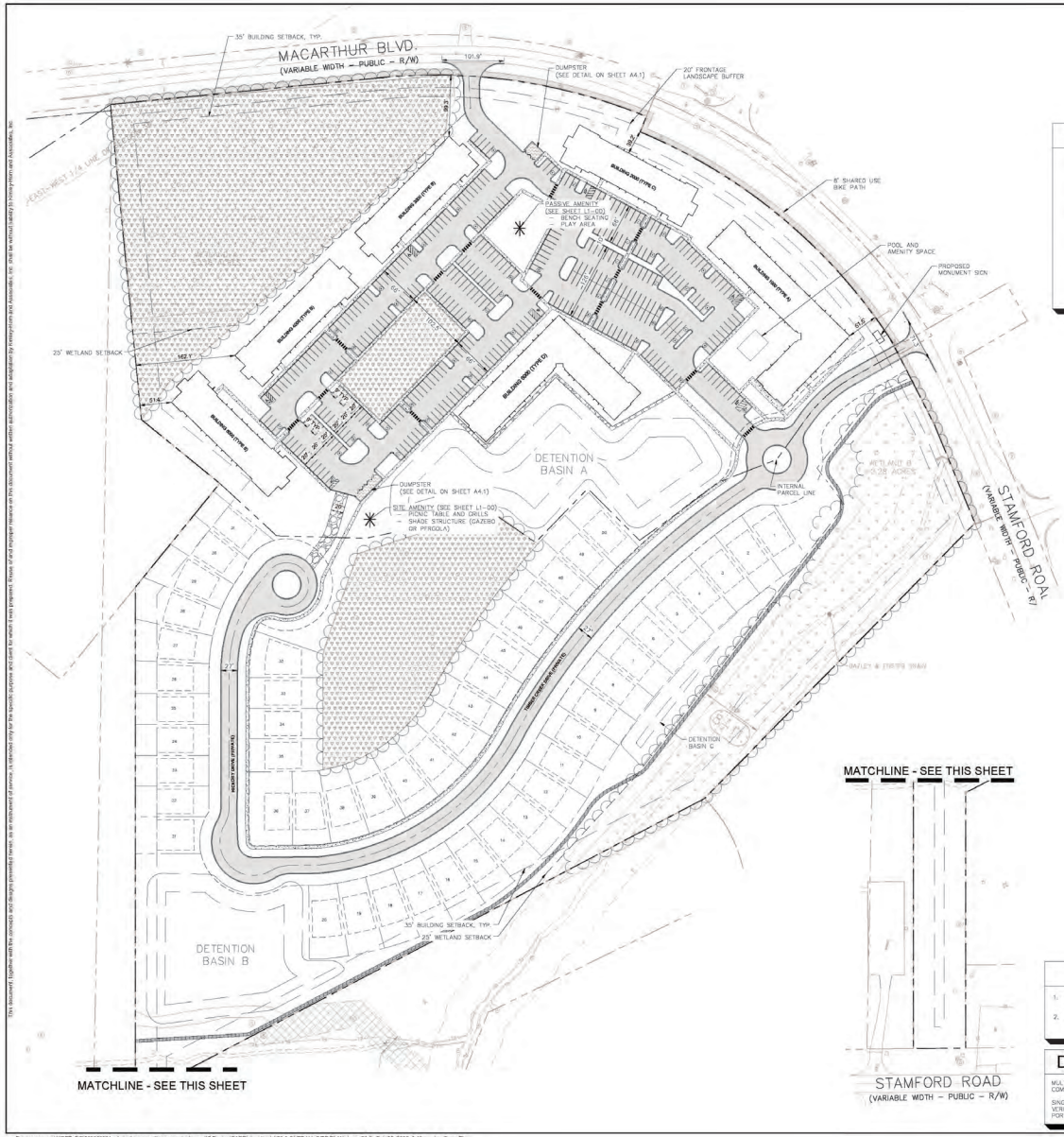
| | |
|---|---|
| DESIGNED BY | MTH |
| DRAWN BY | OKE |
| CHECKED BY | JAA |
| DATE | 02/20/2026 |
| KIMLEY-HORN PROJECT NO. | 269060001 |

**NATURAL FEATURES PLAN**

SHEET NUMBER
C1-01

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\DET_DG\269060001_elmington macarthur_superior twp_mi\2 Design\CADD\plansheets\C1-01 - NATURAL FEATURES PLAN.dwg C2.0 Feb 25, 2026 3:49pm by: Omar.Ebir

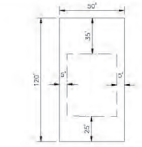



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GRAPHIC SCALE IN FEET
0 40' 80' 160'

## PAVING LEGEND

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- WOODCHIP PATH
- GRAVEL DRIVE/WALK
- TREE PRESERVATION AREA




LOT DETAIL, TYP.

## SITE DATA TABLE

SITE AREA INFORMATION
TOTAL GROSS AREA = 36.18 AC
MULTIFAMILY GROSS AREA = 16.78 AC
SINGLE FAMILY GROSS AREA = 19.40 AC

MULTIFAMILY EXCLUDED AREAS:
EXISTING DRAIN EASEMENT = 0 AC
PROPOSED PRIVATE ROAD EASEMENTS = 0.33 AC
WETLAND AREAS = 3.18 AC
TOTAL EXCLUDED AREA = 3.51 AC
MULTIFAMILY NET AREA = 16.78 AC – 3.51 AC = 13.27 AC

SINGLE FAMILY EXCLUDED AREAS:
EXISTING DRAIN EASEMENT = 1.88 AC
PROPOSED PRIVATE ROAD EASEMENTS = 3.47 AC
WETLAND AREAS = 2.20 AC
TOTAL EXCLUDED AREA = 7.55 AC
SINGLE FAMILY NET AREA = 19.40 AC – 7.55 AC = 11.85 AC

DWELLING UNITS & BUILDING INFORMATION

MULTIFAMILY BUILDING TYPE A (BUILDING 1000)
43 UNIT BUILDING
BUILDING STORIES/HEIGHT = 3 STORIES/47'-10"
BUILDING GROUND FLOOR AREA = 21,356 GROSS SF
TOTAL BUILDING AREA = 63,736 GROSS SF
UNIT TYPES, AREA, & QUANTITY PER BUILDING:
2 BEDROOM UNITS
UNIT B1 = 848 SF
UNIT B2 = 873 SF
UNIT B3 = 935 SF
TOTAL 2 BEDROOM UNITS = 26 PER TYPE A
3 BEDROOM UNITS
UNIT C1 = 1,088 SF
TOTAL 3 BEDROOM UNITS = 20 PER TYPE A
4 BEDROOM UNITS
UNIT D1 = 1,380 SF
TOTAL 4 BEDROOM UNITS = 3 PER TYPE A

TOTAL TYPE A BUILDINGS = 1 BUILDING

MULTIFAMILY BUILDING TYPE B (BUILDING 2000, 3000, 4000, 5000)
30 UNIT BUILDING
BUILDING STORIES/HEIGHT = 3 STORIES/48'-1"
BUILDING GROUND FLOOR AREA = 13,722 GROSS SF
TOTAL BUILDING AREA = 41,166 GROSS SF
UNIT TYPES, AREA, & QUANTITY PER BUILDING:
2 BEDROOM UNITS
UNIT B1 = 848 SF
TOTAL 2 BEDROOM UNITS = 6 PER TYPE B
3 BEDROOM UNITS
UNIT C1 = 1,088 SF
UNIT C2 = 1,138 SF
TOTAL 3 BEDROOM UNITS = 15 PER TYPE B
4 BEDROOM UNITS
UNIT D2 = 1,295 SF
UNIT D3 = 1,230 SF
TOTAL 4 BEDROOM UNITS = 9 PER TYPE B

TOTAL TYPE B BUILDINGS = 4 BUILDINGS

MULTIFAMILY BUILDING TYPE C (BUILDING 6000)
47 UNIT BUILDING
BUILDING STORIES/HEIGHT = 3 STORIES/47'-7"
BUILDING GROUND FLOOR AREA = 20,637 GROSS SF
TOTAL BUILDING AREA = 61,971 GROSS SF
UNIT TYPES, AREA, & QUANTITY PER BUILDING:
2 BEDROOM UNITS
UNIT B1 = 848 SF
UNIT B3 = 935 SF
TOTAL 2 BEDROOM UNITS = 16 PER TYPE C
3 BEDROOM UNITS
UNIT C1 = 1,088 SF
UNIT C3 = 1,207 SF
TOTAL 3 BEDROOM UNITS = 26 PER TYPE C
4 BEDROOM UNITS
UNIT D4 = 1,380 SF

TOTAL TYPE C BUILDINGS = 1 BUILDING

MULIFAMILY UNIT SUMMARY
TOTAL MULTIFAMILY 2 BEDROOM UNITS = 61
TOTAL MULTIFAMILY 3 BEDROOM UNITS = 107
TOTAL MULTIFAMILY 4 BEDROOM UNITS = 42
TOTAL MULTIFAMILY UNITS = 210

TOTAL SINGLE FAMILY LOTS = 50 LOTS
LOT SIZE = 50' X 120'
LOT AREA = 6,000 SF MIN.

DEVELOPMENT DENSITY CALCULATIONS

MULTIFAMILY
GROSS UNIT DENSITY = TOTAL UNITS/GROSS AREA = 210 UNITS/16.88 AC = 12.44 UNITS/AC
NET UNIT DENSITY = TOTAL UNITS/NET AREA = 210 UNITS/13.37 AC = 15.71 UNITS/AC

MULTIFAMILY LOT COVERAGE CALCULATIONS

GROUND FLOOR AREA:
MULTIFAMILY BUILDING TYPE A (1 BUILDING X 21,356 SF) = 21,356 SF
MULTIFAMILY BUILDING TYPE B (4 BUILDINGS X 13,722 SF) = 54,888 SF
MULTIFAMILY BUILDING TYPE C (1 BUILDING X 20,657 SF) = 20,657 SF
TOTAL = 96,901 SF
GFA LOT COVERAGE = 96,901 SF/578,041 SF NET AREA = 0.17

FLOOR AREA RATIO:
MULTIFAMILY BUILDING TYPE A (1 BUILDING X 63,736 SF) = 63,736 SF
MULTIFAMILY BUILDING TYPE B (4 BUILDINGS X 41,166 SF) = 164,664 SF
MULTIFAMILY BUILDING TYPE C (1 BUILDING X 61,971 SF) = 61,971 SF
TOTAL = 290,371 SF
FAR LOT COVERAGE = 290,371 SF/578,041 SF NET AREA = 0.50

PARKING CALCULATIONS FOR MULTIFAMILY BUILDINGS:
- 1.0 SPACES PER DWELLING UNIT WITH UP TO TWO BEDROOMS, AND 2 SPACES PER THREE-BEDROOM OR LARGER DWELLING UNIT
- 61 2-BEDROOM UNITS * 1.0 = 92 SPACES
- 107 3-BEDROOM UNITS * 2 = 214 SPACES
- 42 4-BEDROOM UNITS * 2 = 84 SPACES

TOTAL REQUIRED PARKING SPACES = 390 SPACES
TOTAL PROPOSED PARKING SPACES = 393 SPACES

*LOADING AREAS TO BE WITHIN SURFACE PARKING LOTS

## SITE NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

## DEVELOPMENT SCHEDULE

MULTIFAMILY UNITS WILL BE DEVELOPED IN ONE PHASE WITH ANTICIPATED COMPLETION IN FALL 2028.

SINGLE FAMILY LOTS WILL BE DEVELOPED AT A FUTURE DATE, WHICH WILL BE VERIFIED AT THE TIME OF PRELIMINARY SITE PLAN SUBMITTAL FOR THIS PORTION OF THE DEVELOPMENT.

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TIMBER CREEK
SUPERIOR TOWNSHIP, MI

ELMINGTON

AREA PLAN

| | |
|---|---|
| DESIGNED BY | MTH |
| DRAWN BY | CHE |
| CHECKED BY | JAA |
| DATE | 02/23/2026 |

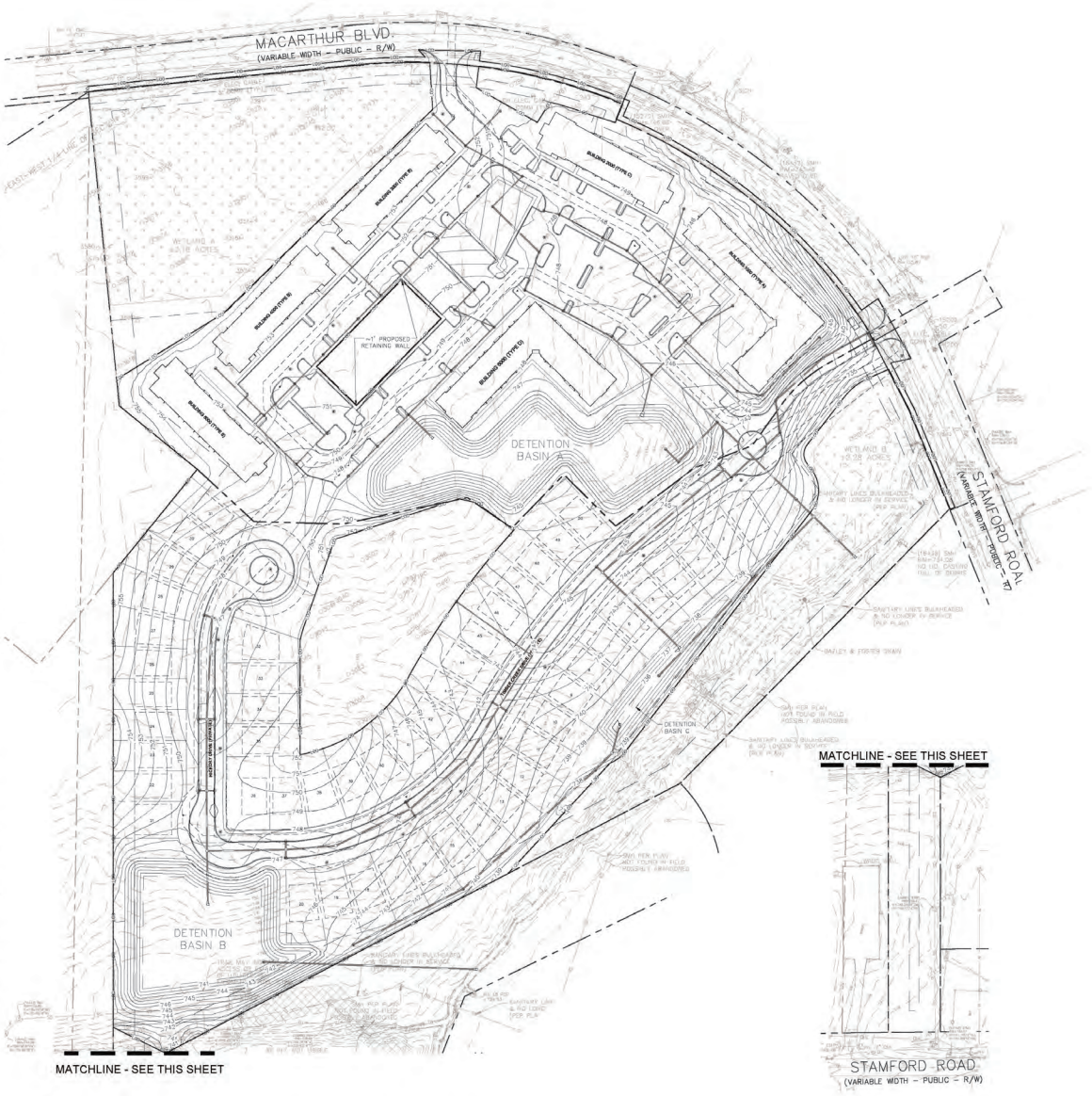
KIMLEY-HORN PROJECT NO.
269040001

OVERALL SITE PLAN

SHEET NUMBER
C2-00

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811 Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE IN FEET
0 40' 80' 160'

## GRADING LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- LOD — LIMITS OF DISTURBANCE
- PROPOSED STORM SEWER
- PROPOSED STORM STRUCTURES
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER STRUCTURES

## GRADING NOTES

1. THERE ARE NO PROPOSED GRADING IMPACTS IN ANY WETLAND.
2. ALL GRADING ACTIVITIES SHALL REMAIN ON-SITE OR WITH THE MACARTHUR BOULEVARD AND STAMFORD ROAD R.O.W.

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# TIMBER CREEK
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ELMINGTON

## AREA PLAN

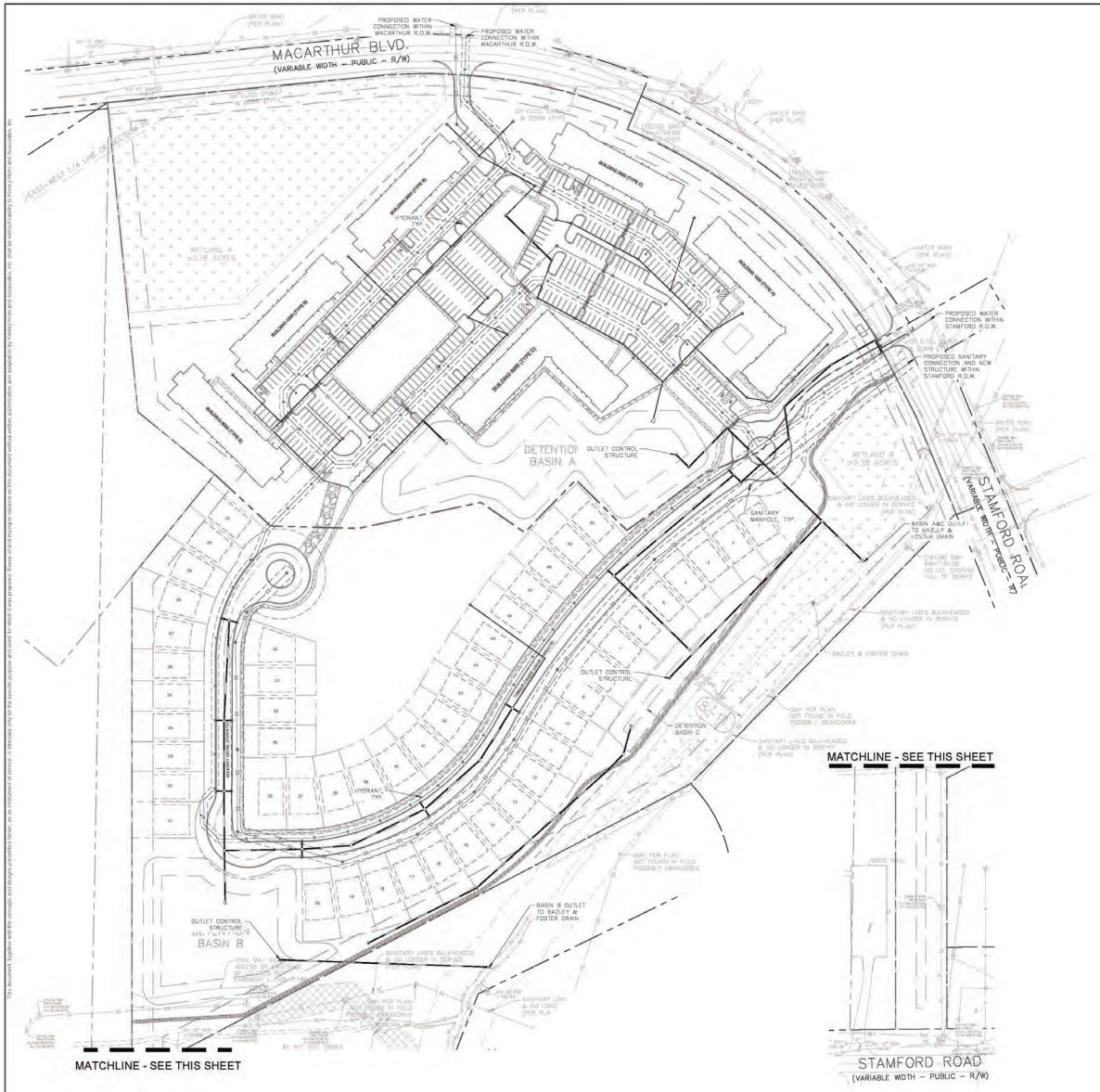
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| DESIGNED BY | MTH |
| DRAWN BY | OKE |
| CHECKED BY | JAA |
| DATE | 02/20/2026 |
| KIMLEY-HORN PROJECT NO. | 269660001 |

OVERALL GRADING AND DRAINAGE PLAN

SHEET NUMBER
C3-00

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GRAPHIC SCALE IN FEET
0 40' 80' 160'

## UTILITY LEGEND

- PROPOSED SWALE
- PROPOSED STORM SEWER LINE
- PROPOSED STORM STRUCTURES
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY LATERAL LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE BOX, PIV, METER FIRE HYDRANT, FIRE DEPT CONN. & VAULT

## EXISTING LEGEND

| | | |
|---|---|---|
| BOLLARD | MISC LID | YARD LIGHT |
| CONTROL BENCHMARK | MONITOR WELL | SANITARY CLEANOUT |
| ROW MONUMENT | GAS MARKER | SANITARY MANHOLE |
| FLAG POLE | GAS METER | VENT PIPE |
| MAIL BOX | GAS VALVE | STORM CURB INLET |
| UTILITY POLE | AC UNIT | STORM INLET |
| POST | AREA LIGHT | STORM ROOF DRAIN |
| SOIL BORING | ELECTRICAL BOX | STORM DRAIN MANHOLE |
| HANDICAP SYMBOL | ELECTRICAL HAND HOLE | STORM YARD DRAIN |
| SIGN | ELECTRICAL METER | FIRE DEPT CONNECTION |
| CABLE MANHOLE | ELECTRICAL MANHOLE | FIRE HYDRANT |
| CABLE PEDESTAL | ELECTRICAL MARKER | IRRIGATION VALVE |
| TELEPHONE PEDESTAL | ELECTRICAL TRANSFORMER | POST INDICATOR VALVE |
| TELEPHONE HAND HOLE | GUY POLE/WIRE | WELL |
| TELEPHONE MARKER | POWER POLE | WATER METER |
| TELEPHONE MANHOLE | TRAFFIC SIGNAL POLE | WATER VALVE |
| FIBER OPTIC MARKER | TRAFFIC MANHOLE | TREE / STUMP |
| SWALE | TS | TOE OF SLOPE |
| FENCE LINE | TB | TOP OF BANK |
| SANITARY SEWER | FIB | UNDERGROUND FIBER OPTIC |
| STORM DRAIN | OHE | OVERHEAD ELECTRICAL |
| WATER LINE | GAS | UNDERGROUND GAS |
| TREE LINE | TEL | UNDERGROUND TELEPHONE |

## GENERAL PLAN NOTES

REFER TO GENERAL NOTES SHEET FOR MORE INFORMATION INCLUDING THE FOLLOWING: (EXISTING LEGEND, BENCHMARK INFORMATION, AND SPECIFIC GENERAL PLAN NOTES.)

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**AREA PLAN**

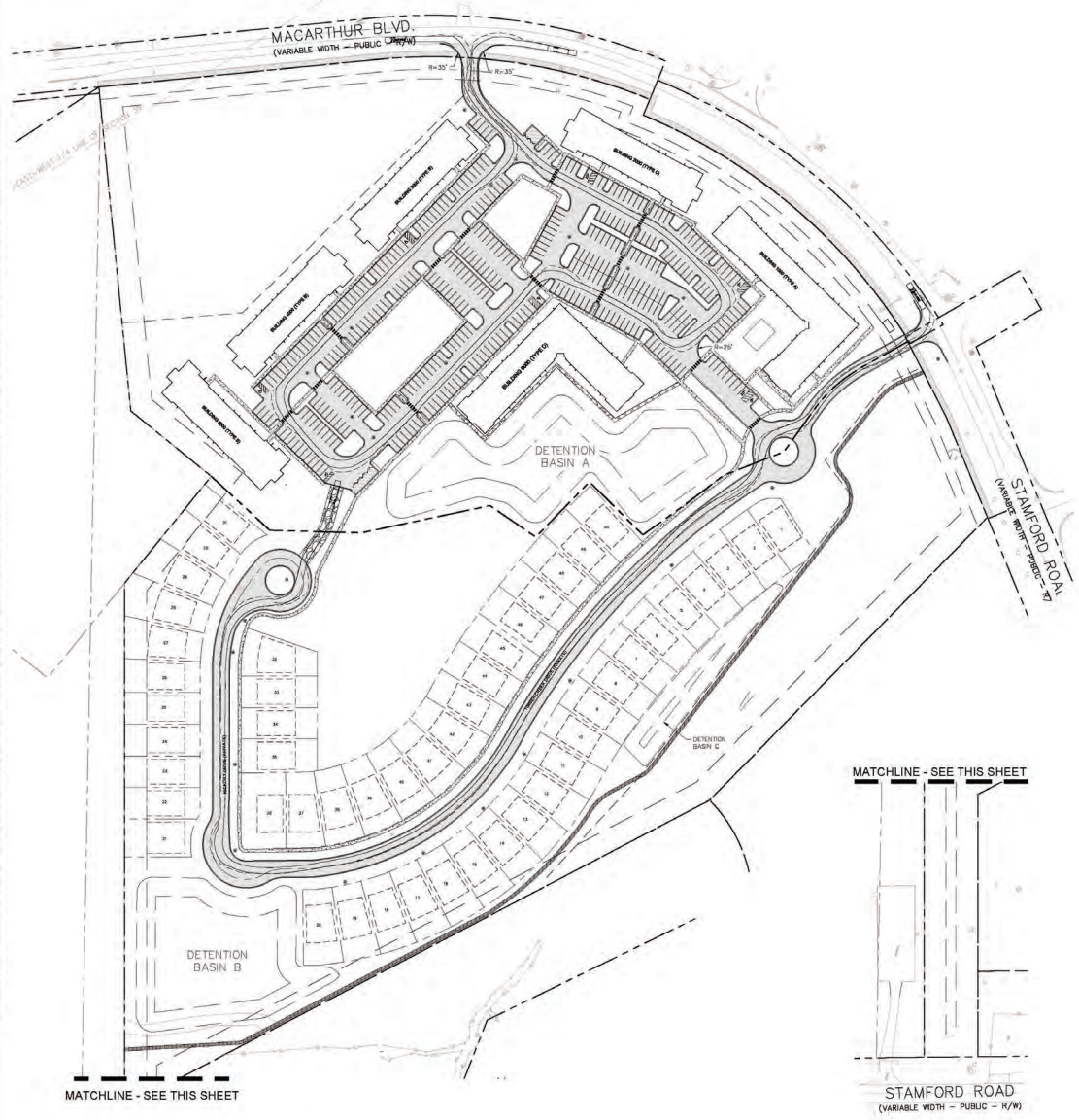
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| DESIGNED BY | MTH |
| DRAWN BY | OKE |
| CHECKED BY | JAA |
| DATE | 02/20/2026 |
| KIMLEY-HORN PROJECT NO. | 269660001 |

**OVERALL UTILITY PLAN**

SHEET NUMBER
C4-00

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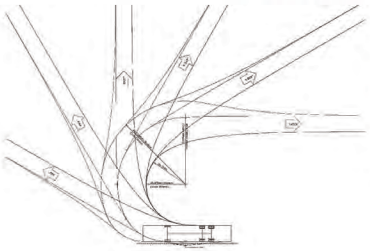


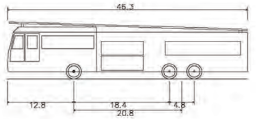




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GRAPHIC SCALE IN FEET
0 40' 80' 160'






46' AERIAL FIRE APPARATUS

| | |
|---|---|
| Overall Length | 46.300ft |
| Overall Width | 8.333ft |
| Overall Body Height | 11.000ft |
| Min Body Ground Clearance | 1.387ft |
| Track Width | 8.300ft |
| Lock-to-lock time | 6.00s |
| Max Wheel Angle | 45.00° |

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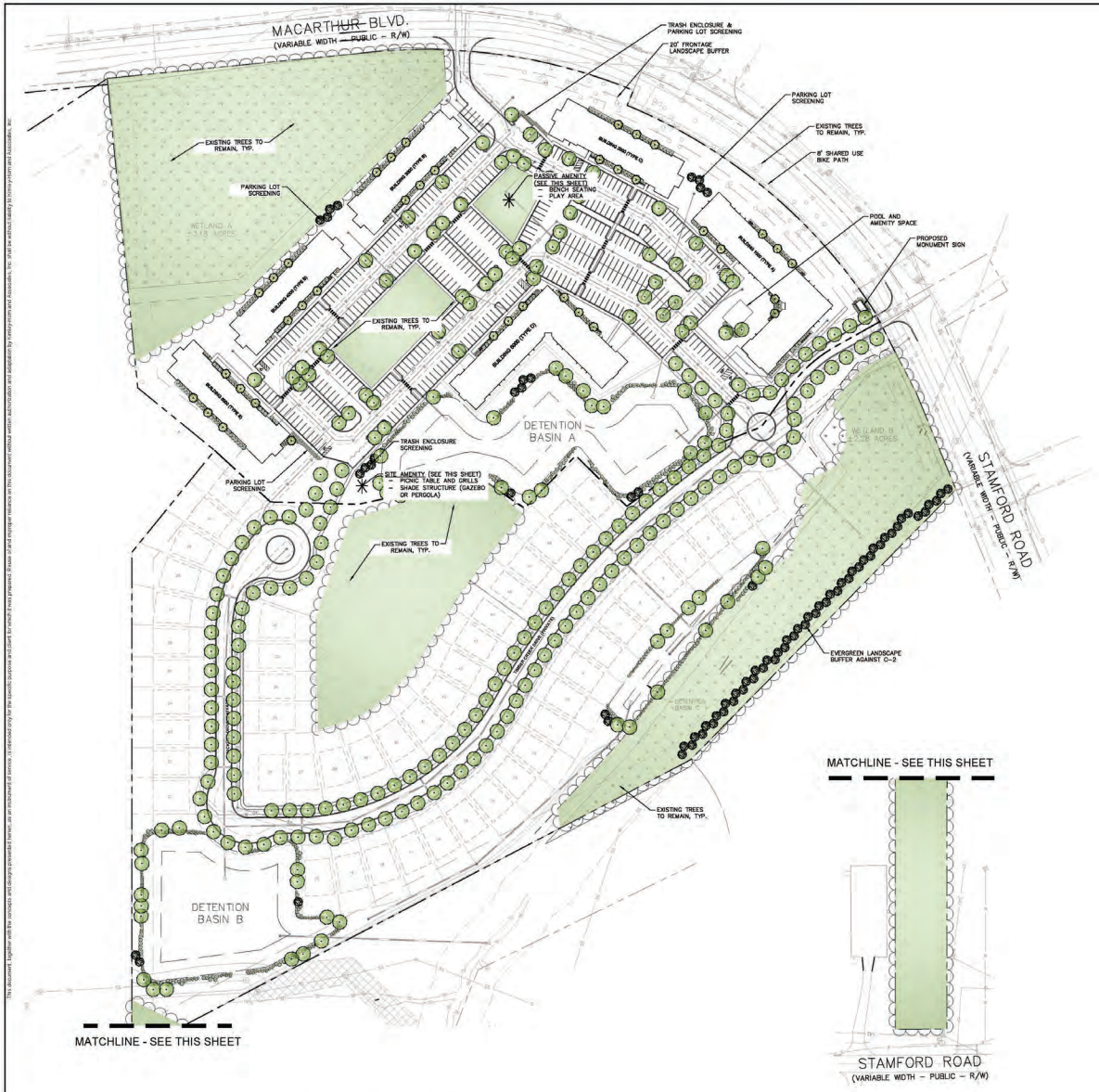
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| DRAWN BY: | CHE |
| CHECKED BY: | JAA |
| DATE: | 03/23/2026 |
| KIMLEY-HORN PROJECT NO.: | 249040001 |

FIRE PROTECTION PLAN

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C4-01

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NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

## EXAMPLE SITE AMENITIES









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# TIMBER CREEK
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**AREA PLAN**

| NO. | | | | | | | | |
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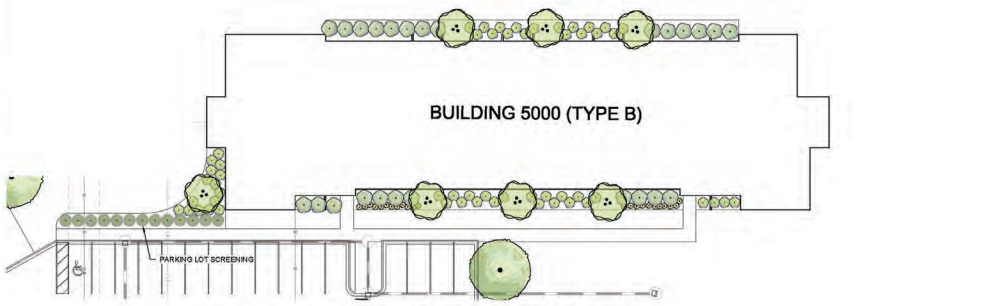
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| DESIGNED BY | MTH |
| DRAWN BY | CKE |
| CHECKED BY | JAA |
| DATE | 02/25/2020 |
| KIMLEY-HORN PROJECT NO. | 069950001 |

OVERALL LANDSCAPE PLAN

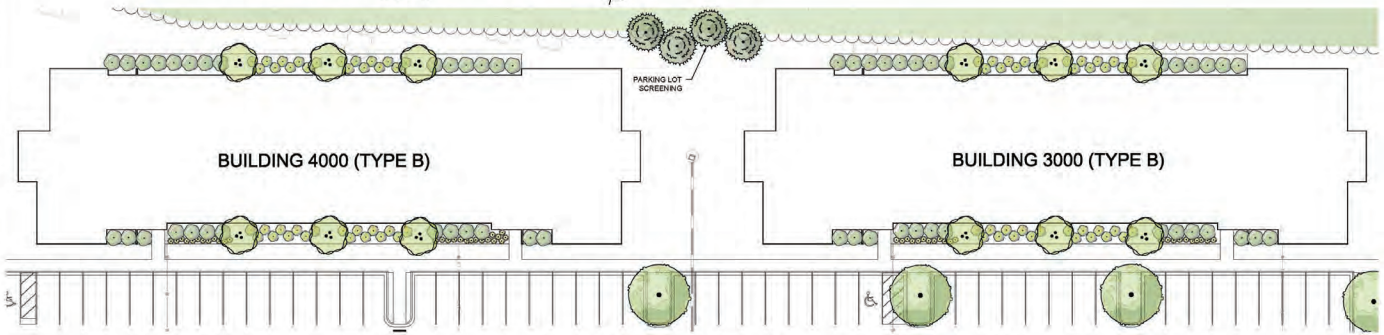
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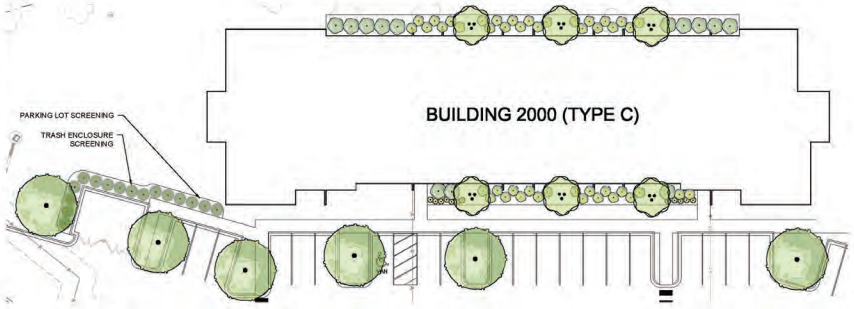
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BUILDING 5000 PLANTING LAYOUT
SCALE: 1" = 20'




BUILDINGS 4000 & 3000 PLANTING LAYOUT
SCALE: 1" = 20'




BUILDING 2000 PLANTING LAYOUT
SCALE: 1" = 20'

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TIMBER CREEK
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AREA PLAN

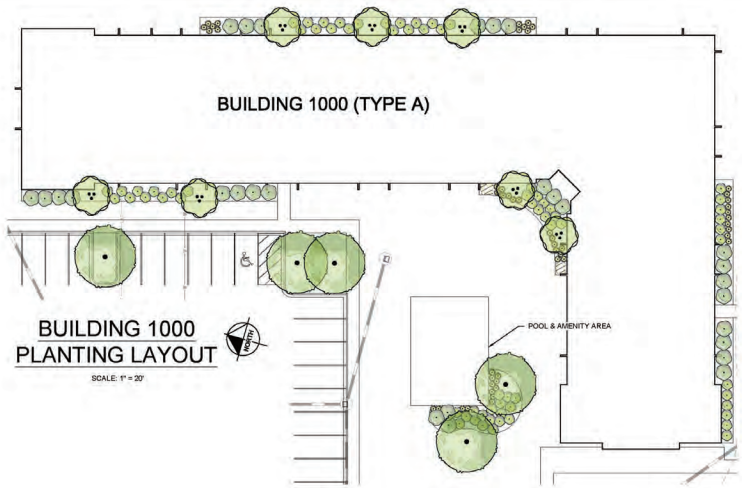
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| DESIGNED BY | MTH |
| DRAWN BY | CRE |
| CHECKED BY | JKA |
| DATE | 03/01/2026 |
| KIMLEY-HORN PROJECT NO. | 269995001 |

LANDSCAPE ENLARGEMENTS

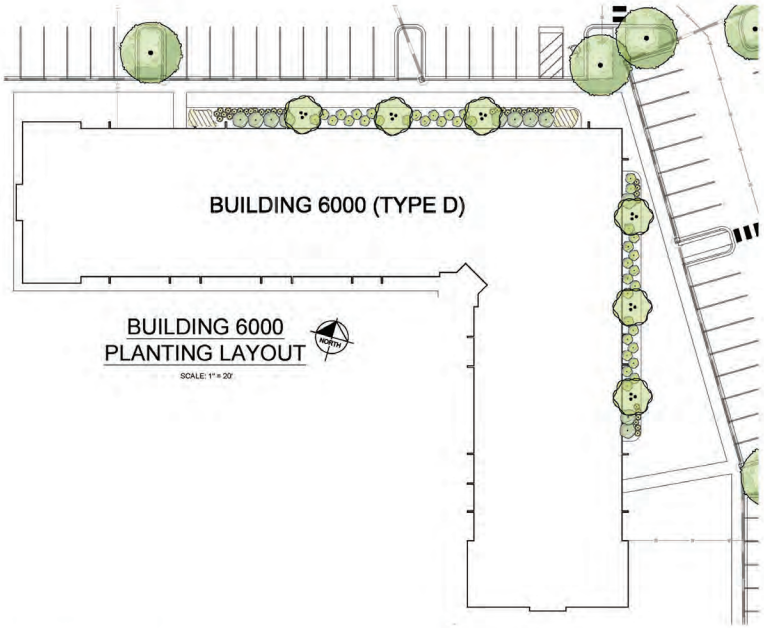
SHEET NUMBER
L1-01

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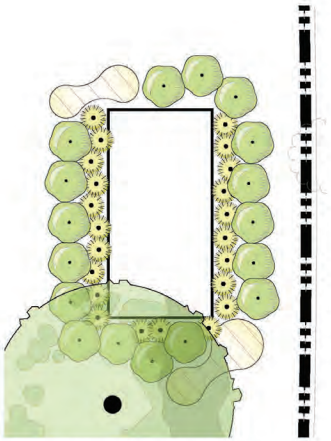

BUILDING 1000
PLANTING LAYOUT

SCALE: 1" = 20'




BUILDING 6000
PLANTING LAYOUT

SCALE: 1" = 20'



MONUMENT SIGN
PLANTING LAYOUT

SCALE: 1" = 5'

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TIMBER CREEK
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AREA PLAN

| | |
|---|---|
| DESIGNED BY: | MTH |
| DRAWN BY: | CKE |
| CHECKED BY: | JAA |
| DATE: | 03/20/2026 |
| KIMLEY-HORN PROJECT NO: | 289999001 |

LANDSCAPE
ENLARGEMENTS

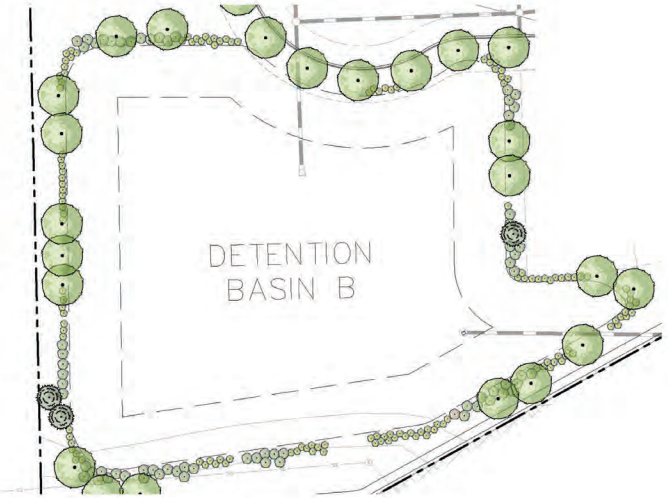
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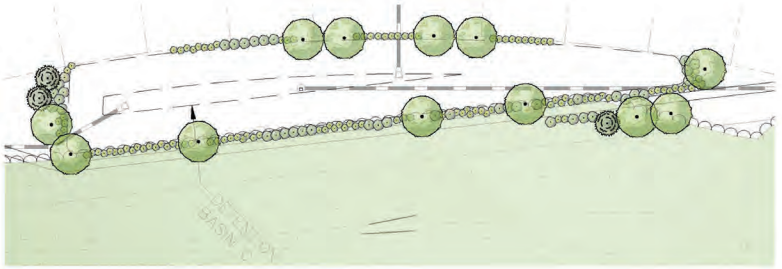
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BASIN A PLANTING LAYOUT
SCALE: 1" = 30'




BASIN B PLANTING LAYOUT
SCALE: 1" = 30'



BASIN C PLANTING LAYOUT
SCALE: 1" = 30'

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TIMBER CREEK
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AREA PLAN

| NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

| | |
|---|---|
| DESIGNED BY: | MTH |
| DRAWN BY: | CKE |
| CHECKED BY: | JAA |
| DATE: | 03/20/2026 |
| KIMLEY-HORN PROJECT NO.: | 289095001 |

LANDSCAPE ENLARGEMENTS

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## CONCEPT PLANT SCHEDULE

| | | |
|---|---|---|
| | DECIDUOUS SHADE TREE<br>2.5" CAL. MINIMUM<br>ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE<br>ACER SACCHARUM 'GREEN MOUNTAIN' / GREEN MOUNTAIN SUGAR MAPLE<br>ACER X FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE<br>CELTIS OCCIDENTALIS / COMMON HACKBERRY<br>GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE<br>GLEDITSIA TRIACANTHOS F. INERMIS / THORNLESS HONEY LOCUST<br>LIQUIDAMBAR STYRACIFLUA / SWEET GUM<br>NYSSA SYLVATICA / TUPELO<br>PLATANUS X ACERIFOLIA / LONDON PLANE TREE<br>QUERCUS BICOLOR / SWAMP WHITE OAK<br>QUERCUS MACROCARPA / BURR OAK<br>QUERCUS RUBRUM / RED OAK<br>TAXODIUM DISTICHUM / BALD CYPRESS<br>TILIA AMERICANA 'BOULEVARD' / LITTLELEAF LINDEN<br>ULMUS X 'FRONTIER' / FRONTIER ELM | 257 |
| | EVERGREEN TREE<br>6' HT. MINIMUM<br>PICEA ABIES / NORWAY SPRUCE<br>PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE<br>PINUS STROBUS / WHITE PINE<br>PSUEDOTSUGA MENZIESII / DOUGLAS FIR<br>TSUGA CANADENSIS / EASTERN HEMLOCK | 75 |
| | DECIDUOUS ORNAMENTAL TREE<br>2" CAL. OR 6' HT. MINIMUM<br>AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY<br>CERCIS CANADENSIS / EASTERN REDBUD<br>CORNUS FLORIDA 'APPALACHIAN SPRING' / APPALACHIAN SPRING DOGWOOD<br>MAGNOLIA X 'GALAXY' / GALAXY MAGNOLIA<br>MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE | 38 |
| | LARGE DECIDUOUS SHRUB<br>30" HT. OR 24" SPREAD MINIMUM<br>PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK<br>RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC<br>VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD VIBURNUM | 367 |
| | SMALL DECIDUOUS SHRUB<br>30" HT. OR 24" SPREAD MINIMUM<br>ARONIA MELANOCARPA 'IROQUOIS BEAUTY' TM / IROQUOIS BEAUTY BLACK CHOKEBERRY<br>CEANOTHUS AMERICANUS / NEW JERSEY TEA<br>CORNUS SANGUINEA 'CATO' / ARCTIC SUN® BLOODTWIG DOGWOOD<br>DIERVILLA LONICERA / BUSH HONEYSUCKLE<br>FORSYTHIA X INTERMEDIA 'NIMBUS' / SHOW OFF® SUGAR BABY® DWARF FORSYTHIA<br>HYDRANGEA PANICULATA 'JANE' / LITTLE LIME® PANICLE HYDRANGEA<br>SPIRAEA BETULIFOLIA 'TOR GOLD' / GLOW GIRL® BIRCHLEAF SPIREA<br>WEIGELA FLORIDA 'BRAMWELL' / FINE WINE® WEIGELA | 706 |
| | EVERGREEN SHRUB<br>30" HT. OR 24" SPREAD MINIMUM<br>JUNIPERUS CHINENSIS 'FAIRVIEW' / FAIRVIEW JUNIPER<br>JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER<br>TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW | 29 |
| | ORNAMENTAL GRASS<br>1 GAL. MINIMUM<br>ANDROPOGON GERARDII 'BLACKHAWKS' / BLACKHAWKS BIG BLUESTEM<br>CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS<br>PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS<br>SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED | 195 |
| | PERENNIALS | |
| | WOODLAND PRESERVATION AREA | |

| SUPERIOR TOWNSHIP, MI - LANDSCAPE CODE REQUIREMENTS | | |
|---|---|---|
| **ZONING ORDINANCE (SPRING 2026 DRAFT)** | **REQUIRED** | **PROPOSED** |
| **SEC. 12.03 D - SCREENING BETWEEN LAND USES** | | |
| UPON ANY IMPROVEMENT FOR WHICH A SITE PLAN IS REQUIRED, A LANDSCAPE BUFFER SHALL BE CONSTRUCTED TO CREATE A VISUAL SCREEN AT LEAST SIX (6) FEET IN HEIGHT ALONG ALL ADJOINING BOUNDARIES BETWEEN EITHER A CONFLICTING NONRESIDENTIAL OR CONFLICTING RESIDENTIAL LAND USE AND RESIDENTIALLY ZONED OR USED PROPERTY | **6' HEIGHT LANDSCAPE BUFFER REQUIRED ALONG C-2 ZONING** | **6' HEIGHT EVERGREEN LANDSCAPE BUFFER PROVIDED ALONG C-2 ZONING** |
| **SEC. 12.03 E - GREENBELTS** | | |
| UPON ANY IMPROVEMENT FOR WHICH A SITE PLAN IS REQUIRED, A GREENBELT SHALL BE PROVIDED ALONG THE FRONTAGE OF ALL PUBLIC OR PRIVATE STREETS<br><br>THE GREENBELT SHALL BE LANDSCAPED WITH A MINIMUM OF ONE (1) TREE FOR EVERY THIRTY (30) LINEAL FEET, OR FRACTION THEREOF, OF FRONTAGE ABUTTING A PUBLIC ROAD RIGHT-OF-WAY. NONORNAMENTAL DECIDUOUS TREES WITHIN A GREENBELT SHALL BE A MINIMUM CAUPER OF THREE (3) INCHES OR GREATER. EVERGREEN TREES WITHIN A GREENBELT SHALL BE A MINIMUM OF EIGHT (8) FEET | MACARTHUR BOULEVARD: 1,782 LF<br>1,782 LF / 30 = 59.4<br>**60 TREES REQUIRED ALONG MACARTHUR BOULEVARD**<br><br>**1 TREE EVERY 30 LINEAL FEET REQUIRED ALONG SINGLE-FAMILY PRIVATE ROADS** | **80 EXISTING TREES TO REMAIN ALONG MACARTHUR BOULEVARD TO MEET REQUIREMENT**<br><br>**1 TREE EVERY 30 LINEAL FEET PROVIDED ALONG SINGLE-FAMILY PRIVATE ROADS** |
| **SEC. 14.10 F - PARKING LOT LANDSCAPING AND PERIMETER SCREENING** | | |
| PERIMETER SCREENING: PARKING LOTS SHALL BE SCREENED FROM ALL ABUTTING RURAL USES, RESIDENTIAL USES, RESIDENTIAL ZONING DISTRICTS, AND ROAD RIGHT-OF-WAY | **PARKING LOT SCREENING REQUIRED** | **PARKING LOT SCREENING PROVIDED** |
| LANDSCAPING WITHIN PARKING LOTS: A MINIMUM OF ONE (1) DECIDUOUS SHADE OR ORNAMENTAL TREE SHALL BE PROVIDED FOR EACH PLANTING ISLAND. SHRUBS AND LIVE GROUNDCOVER PLANTINGS SHALL BE USED TO COVER THE REMAINING AREAS OF THE ISLAND | **ONE DECIDUOUS OR ORNAMENTAL TREE PER PLANTING ISLAND REQUIRED** | **ISLAND PLANTINGS PROVIDED** |
| **SEC. 14.10 I - DETENTION AND RENTENTION BASIN SCREENING** | | |
| ONE (1) DECIDUOUS SHADE OR EVERGREEN TREE AND TEN (10) SHRUBS SHALL BE PLANTED FOR EVERY FIFTY (50) LINEAL FEET OF POND PERIMETER AS MEASURED ALONG THE TOP OF THE BANK ELEVATION | DETENTION BASIN A: 1,423 LF<br>1,423 LF / 50 = 28.46<br>28.46 * 10 = 284.6<br>**28 TREES, 285 SHRUBS REQUIRED ALONG DETENTION BASIN A**<br><br>DETENTION BASIN B: 1,021 LF<br>1,021 LF / 50 = 20.42<br>20.42 * 10 = 204.2<br>**20 TREES, 204 SHRUBS REQUIRED ALONG DETENTION BASIN B**<br><br>DETENTION BASIN C:773 LF<br>773 LF / 50 = 15.46<br>15.46 * 10 = 154.6<br>**15 TREES, 155 SHRUBS REQUIRED ALONG DETENTION BASIN C** | **28 TREES, 285 SHRUBS PROVIDED ALONG DETENTION BASIN A**<br><br>**20 TREES, 204 SHRUBS PROVIDED ALONG DETENTION BASIN B**<br><br>**15 TREES, 155 SHRUNS PROVIDED ALONG DETENTION BASIN C** |
| 93 LANDMARK TREES REMOVED, 74 LANDMARK TREES PRESERVED | | |

Kimley»Horn
of Michigan, Inc.
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Main: 313.672.1580 | www.kimley-horn.com

TIMBER CREEK
SUPERIOR TOWNSHIP, MI

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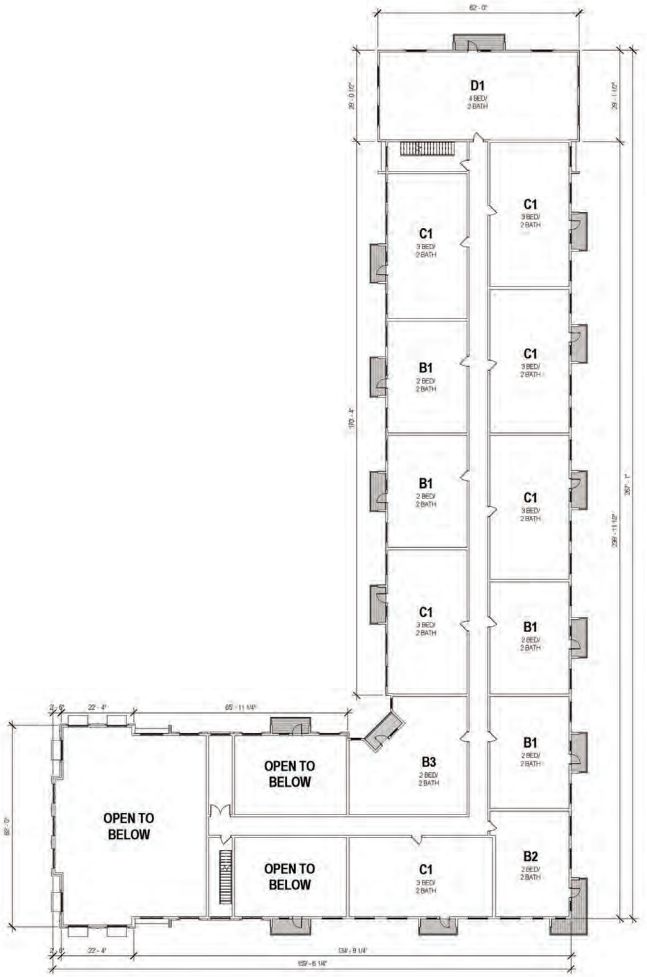
**AREA PLAN**

| | |
|---|---|
| DESIGNED BY: | MTH |
| DRAWN BY: | RNE |
| CHECKED BY: | JAA |
| DATE: | 03/02/2026 |
| KIMLEY-HORN PROJECT NO: | 248888001 |

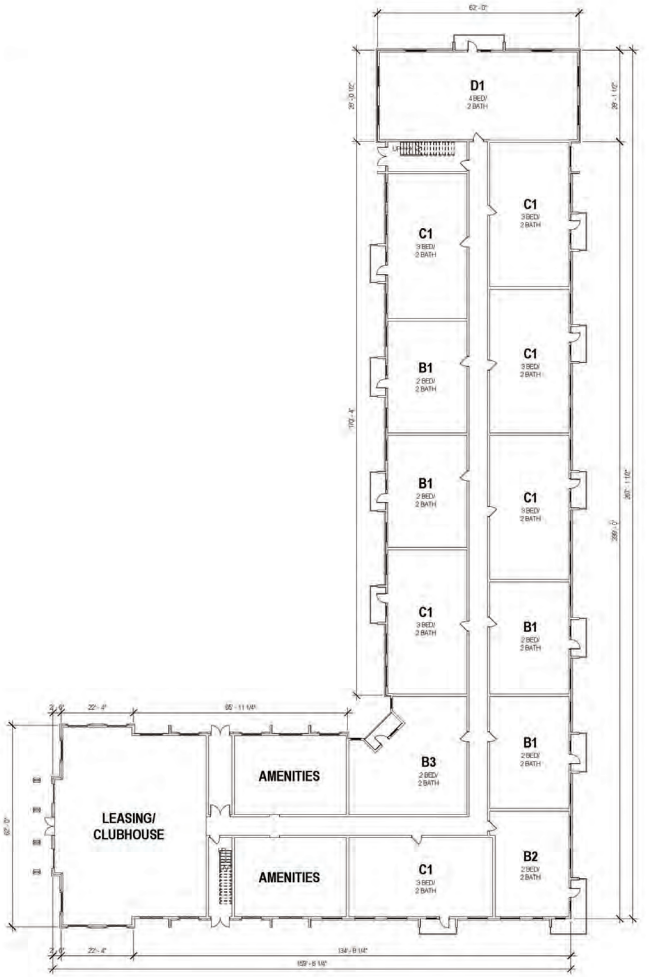
LANDSCAPE SCHEDULE

SHEET NUMBER
L1-04

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2 A1.1 BLDG 1000 (TYPE A) - LEVEL 2
1/16" = 1'-0"




1 A1.1 BLDG 1000 (TYPE A) - LEVEL 1
1/16" = 1'-0"

ARCHITECT

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| # | DATE | DESCRIPTION |
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TIMBER CREEK APARTMENTS

ADDRESS: SUPERIOR TOWNSHIP, MI

PROJECT NO: **25001**

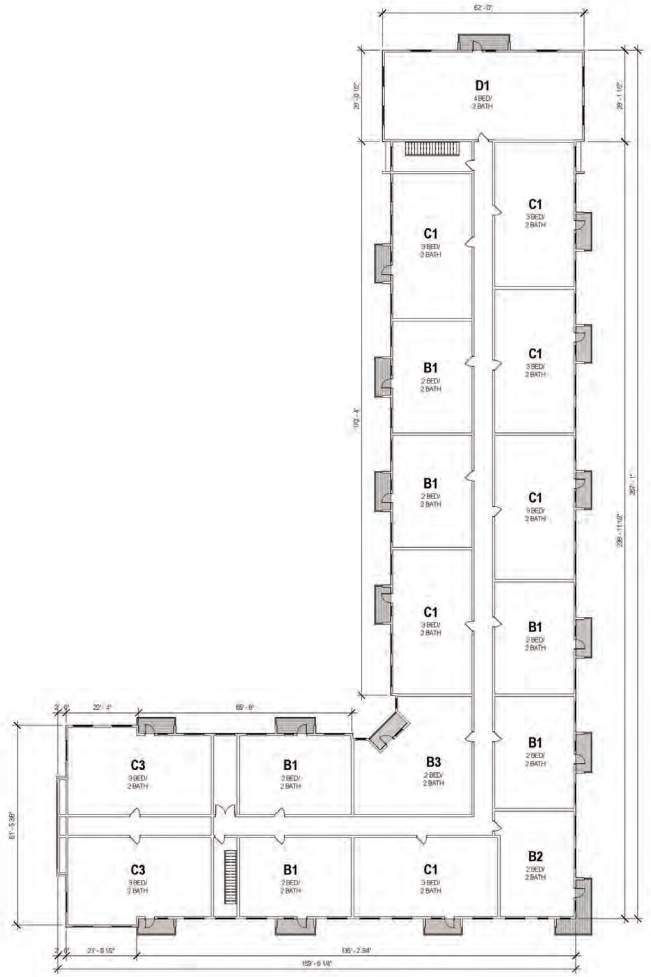
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SHEET SIZE: 24" x 36"

BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS

# A1.1

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1 A1.2 BLDG 1000 (TYPE A) - LEVEL 3
1/16" = 1'-0"

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BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS

A1.2

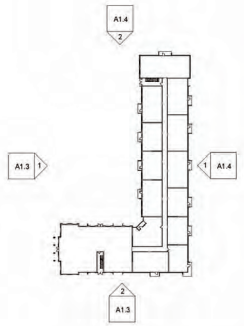
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1 A1.3 BLDG. A - WEST ELEVATION
3/32" = 1'-0"




2 A1.3 BLDG A - SOUTH ELEVATION
3/32" = 1'-0"




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SHEET SIZE: 24" x 36"

BLDG 1000 (TYPE A) - ELEVATIONS

A1.3

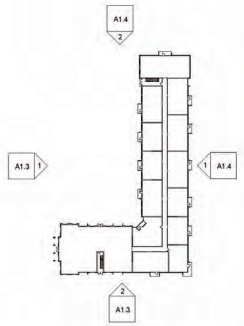
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1 A1.4 BLDG A - EAST ELEVATION
3/32" = 1'-0"




2 A1.4 BLDG A - NORTH ELEVATION
3/32" = 1'-0"




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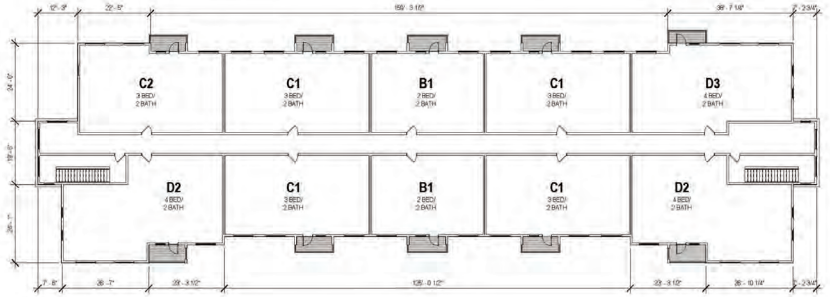
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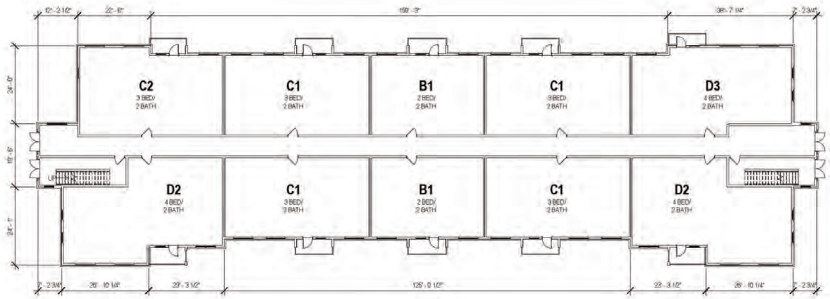
BLDG 1000 (TYPE A) - ELEVATIONS

A1.4

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2 / A2.1 BLDG 2000, 3000, 4000, 5000 (TYPE B) - LEVEL 2 & 3
1/16" = 1'-0"




1 / A2.1 BLDG 2000, 3000, 4000, 5000 (TYPE B) - LEVEL 1
1/16" = 1'-0"

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SHEET SIZE: 24" x 36"

BLDG 2000, 3000, 4000, 5000 (TYPE B) - OVERALL FLOOR PLANS

A2.1

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1 A2.2 BLDG TYPE "B" - FRONT ELEVATION
3/32" = 1'-0"



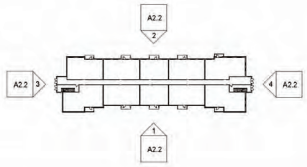

2 A2.2 BLDG TYPE "B" - REAR ELEVATION
3/32" = 1'-0"




3 A2.2 BLDG TYPE "B" - SIDE ELEVATION
3/32" = 1'-0"




4 A2.2 BLDG TYPE "B" - SIDE ELEVATION
3/32" = 1'-0"




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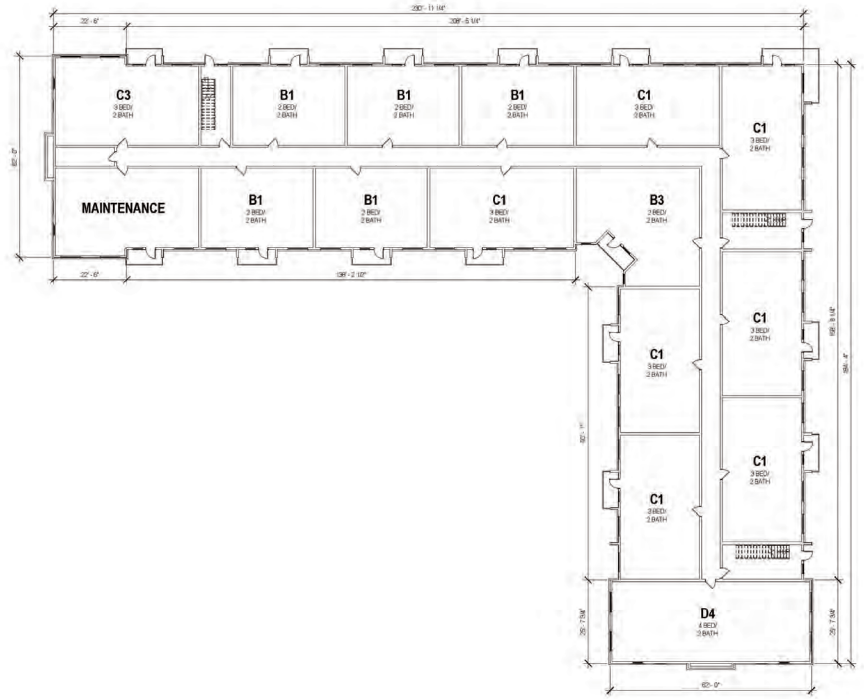
ADDRESS: SUPERIOR TOWNSHIP, MI

PROJECT NO: **25001**
DRAWN BY: **Author** CHECKED BY: **Checker**
SHEET SIZE: 24" x 36"

BLDG 2000, 3000, 4000, 5000 (TYPE B) - ELEVATIONS

A2.2

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1 / A3.1 BLDG 6000 (TYPE C) - LEVEL 1
1/16" = 1'-0"

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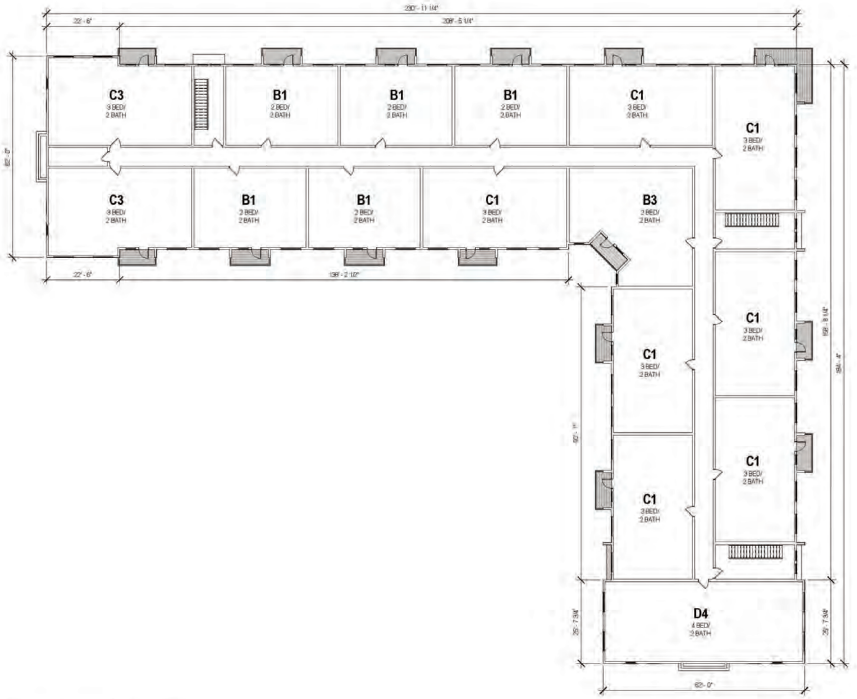
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SHEET SIZE: 24" x 36"

BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS

A3.1

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1 / A3.2 BLDG 6000 (TYPE C) - LEVEL 2 & 3
1/16" = 1'-0"

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PROJECT REVISIONS

ISSUED: 02/25/2026 AREA PLAN SUBMISSION

REVISED

| # | DATE | DESCRIPTION |
|---|---|---|

TIMBER CREEK APARTMENTS

ADDRESS: SUPERIOR TOWNSHIP, MI

PROJECT NO: **25001**

DRAWN BY: Author | CHECKED BY: Checker

SHEET SIZE: 24" x 36"

BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS

A3.2

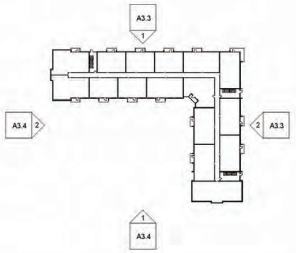
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1 A3.3 BLDG C - NORTH ELEVATION
3/32" = 1'-0"




2 A3.3 BLDG C - EAST ELEVATION
3/32" = 1'-0"




2/20/2026 11:39:58 AM

ARCHITECT

ELMINGTON

Elmington
1030 16th Avenue South
Nashville, TN 37212
(615) 490-6700

PROJECT

**TIMBER CREEK APARTMENTS**
SUPERIOR TOWNSHIP, MI

CLIENT

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CONSULTANTS

| | |
|---|---|
| **Consultant 1 Title** | **Consultant 4 Title** |
| Consultant 1 | Consultant 4 |
| Address 1 | Address 4 |
| City State Zip 1 | City State Zip 4 |
| Contact Info 1 | Contact Info 4 |
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| Consultant 2 | Consultant 5 |
| Address 2 | Address 5 |
| City State Zip 2 | City State Zip 5 |
| Contact Info 2 | Contact Info 5 |
| **Consultant 3 Title** | **Consultant 6 Title** |
| Consultant 3 | Consultant 6 |
| Address 3 | Address 6 |
| City State Zip 3 | City State Zip 6 |
| Contact Info 3 | Contact Info 6 |

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PROJECT NO: **25001**

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SHEET SIZE: 24" x 36"

BLDG 6000 (TYPE C) - ELEVATIONS

# A3.3

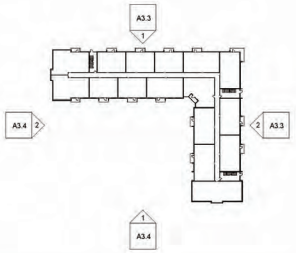
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1 A3.4 BLDG C - SOUTH ELEVATION
3/32" = 1'-0"




2 A3.4 BLDG C - WEST ELEVATION
3/32" = 1'-0"




2025/2026 11:34:25 AM

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PROJECT

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| Contact Info 2 | Contact Info 5 |
| **Consultant 3 Title** | **Consultant 6 Title** |
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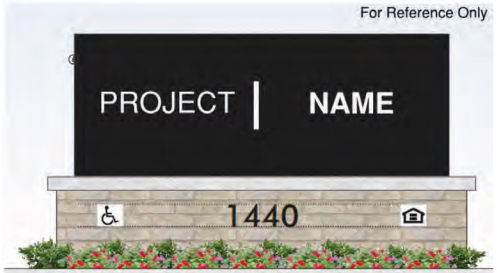
SHEET SIZE: 24" x 36"

BLDG 6000 (TYPE C) - ELEVATIONS

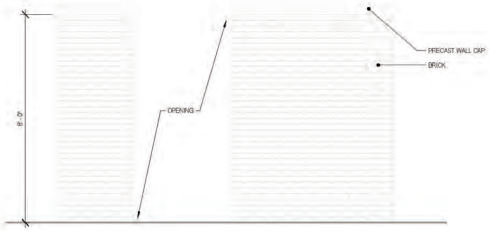
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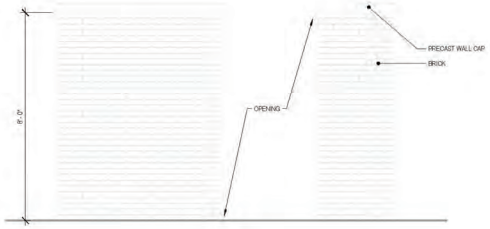
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NOTE:
DUMPSTER LOCATION DETAILS AND FINISHES WILL BE APPLIED TO MATCH ALL DUMPSTER LOCATIONS ON THE DEVELOPEMENT




Monument Sign

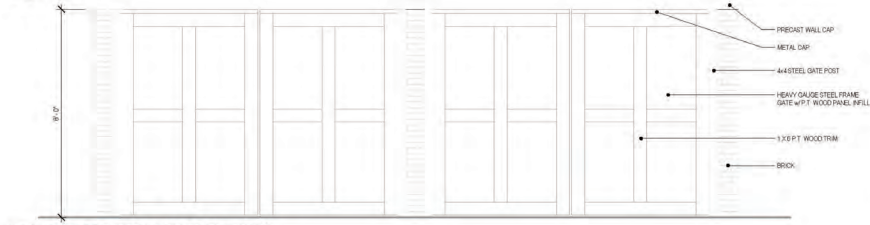


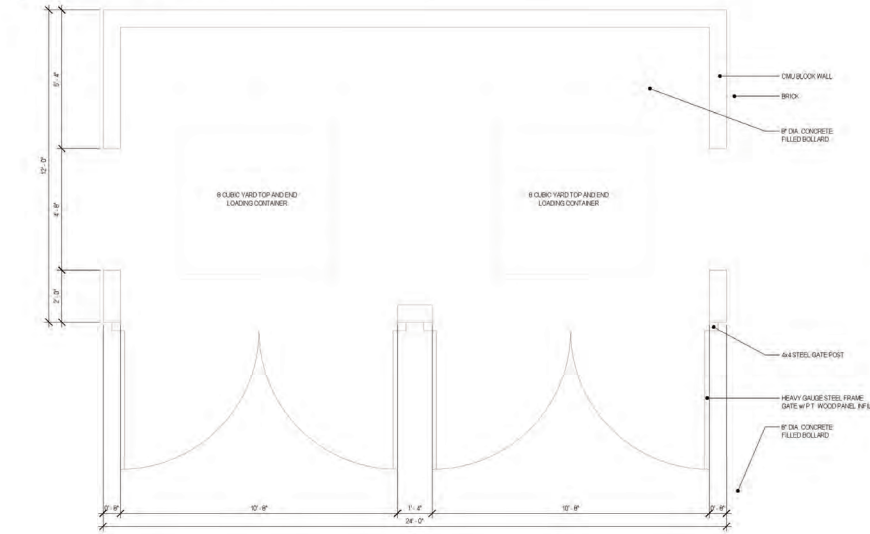

4 A4.1 TRASH ENCLOSURE - SIDE ELEVATION
1/2" = 1'-0"




3 A4.1 TRASH ENCLOSURE - REAR ELEVATION
1/2" = 1'-0"




2 A4.1 TRASH ENCLOSURE - FRONT ELEVATION
1/2" = 1'-0"




1 A4.1 TRASH ENCLOSURE PLAN
1/2" = 1'-0"

ARCHITECT

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PROJECT

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| City State Zip 3 | City State Zip 6 |
| Contact Info 3 | Contact Info 6 |

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PROJECT NO: **25001**
DRAWN BY: **Author** | CHECKED BY: **Checker**
SHEET SIZE: 24" x 36"

MONUMENT SIGN AND TRASH ENCLOSURE DETAILS

A4.1

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# Affordability Narrative – Timber Creek

## Purpose

Housing costs have risen significantly in Washtenaw County in recent years, making homeownership unattainable for many working families in the region. This is particularly true for those living in the southern portion of Superior Township, where median incomes are lower than in other parts of the Township.

Timber Creek is designed to serve these households: working families who cannot afford to purchase a home, but who need larger floor plans than most rental housing provides.

---

## Income Restrictions & Anticipated Rents

All units at Timber Creek will be income-restricted under MSHDA's Low Income Housing Tax Credit program. This means that household income must fall below certain limits tied to Washtenaw County's Area Median Income (AMI), and rents are capped so that residents do not spend more than 1/3 of their income on housing. These restrictions will be in place for at least 15 years.

Timber Creek will include the following income tiers:

- 21 units at 40% AMI
    - 11 two-bedroom units
    - 5 three-bedroom units
    - 5 four-bedroom units
- 166 units at 60% AMI
    - 42 two-bedroom units
    - 92 three-bedroom units
    - 32 four-bedroom units
- 23 units at 70% AMI
    - 8 two-bedroom units
    - 10 three-bedroom units
    - 5 four-bedroom units

---

## Anticipated Rents

We currently anticipate average rents of approximately:

- $1,500 for two-bedroom units
- $1,750 for three-bedroom units
- $2,000 for four-bedroom units

---

## Resident Profile

We expect that Timber Creek residents will primarily be teachers, healthcare workers, technicians, administrative staff, and other essential members of the Township's workforce. We anticipate that they will work in the nearby employment centers in Ypsilanti and along the Geddes corridor, including the Hyundai-Kia Technical Center. Many workers in these areas will have incomes from $70,000 to $90,000 per year, placing them squarely within the income tiers described above.

---

## Distinction from Neighboring Properties

Timber Creek is structured differently from nearby existing affordable housing properties in the area, including Sycamore Meadows and Danbury Park Manor. Every unit at those properties receives project-based Section 8 assistance, meaning rents are subsidized through a federal funding contract. Those properties also serve households in lower income tiers, generally in the 30% AMI range and only up to 50% AMI.

In contrast, Timber Creek is designed as workforce housing for households with stable earned income, rather than a deeply subsidized housing project. The development will not use any project-based Section 8 assistance, and residents will be responsible for their own monthly rent obligations. In addition, 90% of the units at Timber Creek will serve residents at the 60-70% AMI range.

---

## Tax Abatement Request

We request a 4% shelter rent payment in lieu of taxes (PILOT) pursuant to the provisions of the State Housing Development Authority Act.

This abatement will ensure the project's long-term financial feasibility while allowing us to incorporate higher quality exterior materials, more extensive landscaping, and more shared amenities that will benefit residents and the Township for decades to come.

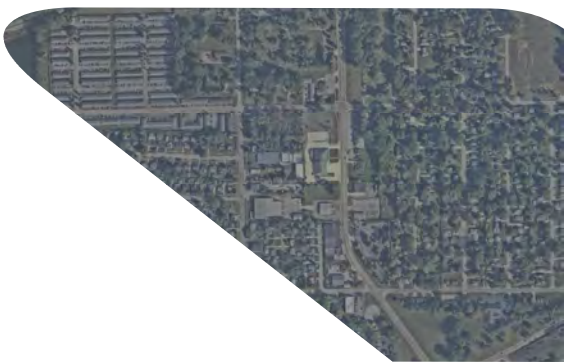
# MACARTHUR RESIDENTIAL

*Traffic Impact Study*

**Superior Township, Michigan**

**February 2026**



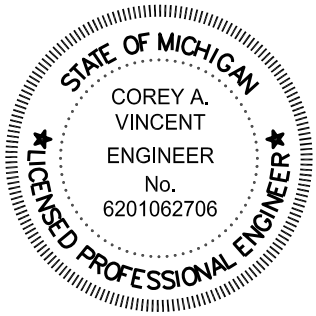


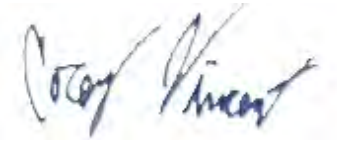
Prepared for:

**Elmington**

Kimley»Horn of Michigan, Inc.

I certify that this Traffic Impact Analysis report has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



Corey Vincent, P.E., PTOE
Michigan Licensed Professional Engineer 6201062706
Kimley-Horn and Associates of Michigan, Inc.

# TABLE OF CONTENTS

Executive Summary ..... 1
1. Introduction ..... 2
2. Existing Conditions ..... 4
3. Development Characteristics ..... 9
4. Future Conditions ..... 12
5. Recommendations & Conclusions ..... 18
Appendix ..... 19

# LIST OF TABLES

Table 2.1. Level of Service Grading Descriptions[1] ..... 7
Table 2.2. Level of Service Grading Criteria ..... 7
Table 2.3. Existing (2026) Levels of Service ..... 8
Table 3.1. ITE Trip Generation Data ..... 9
Table 3.2 Site-Generated Traffic Projections ..... 9
Table 3.3. Estimated Trip Distribution ..... 10
Table 4.1. Opening Year (2028) No-Build Levels of Service ..... 15
Table 4.2. Opening Year (2028) Build Levels of Service ..... 16
Table 4.3. Intersection Crash Severity Summary (2022-2024) ..... 17
Table 4.4. Intersection Crash Type Summary (2022-2024) ..... 17

# LIST OF EXHIBITS

Exhibit 1. Site Location Map ..... 3
Exhibit 2. Existing (2026) Traffic Volumes ..... 6
Exhibit 3. Site Trip Assignment ..... 11
Exhibit 4. Opening Year 2028 No-Build Traffic Projections ..... 13
Exhibit 5. Opening Year 2028 Build Traffic Projections ..... 14

# EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two full-access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. The proposed development is expected to be completed in 2028.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. To assess the site's potential impact on the area roadway network, site generated trips were established and added to the existing traffic volumes.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the study intersections are projected to operate similar to existing conditions with minor increases in delay. The majority of movements maintained the same level of service as existing conditions with all movements expected to operate at LOS B or better during both peak hours. The projected 95$^{th}$ percentile queue lengths are expected to not block adjacent intersections and access points along the respective roadways. The following improvements are recommended based on the projected Future (2028) Build conditions:

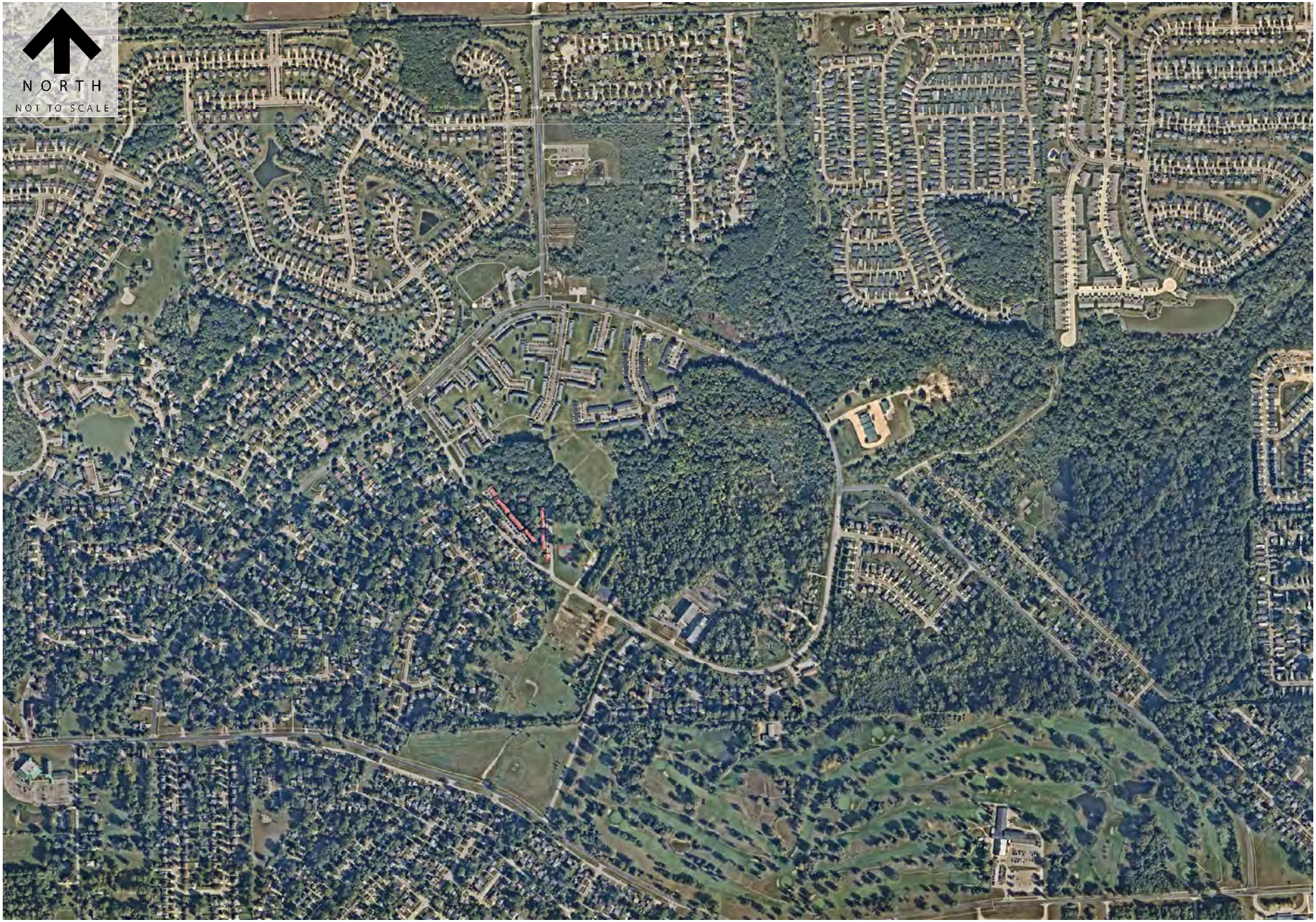
- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Access as a full access driveway with one ingress and one egress lane.

# 1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The proposed development is expected to be completed in 2028. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two-full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. An aerial view of the study location and surrounding area roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were established for the development and added to projected background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identified recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.






Kimley»Horn
of Michigan, Inc.

EXHIBIT 1
**SITE LOCATION MAP**

# 2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing lane uses in the surrounding area, the adjacent street system, current traffic volumes and operation conditions, lane configurations and traffic conditions at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions obtained through aerial imagery and publicly available map information.

## Area Land Uses & Connectivity

Located near the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan, the subject site is currently undeveloped. The site is bound by residential developments to the west, MacArthur Boulevard to the north and east, and a church and vacant land to the south. The developments in the surrounding area are generally composed of residential uses.

Local connectivity is provided to the north by N. Harris Road, to the south by MacArthur Boulevard and Dawn Avenue, to the east by Wiard Boulevard, and to the west by Stamford Road.

## Existing Roadway Characteristics

The following information documents key roadway characteristics within the study area's existing roadway network.

**MacArthur Boulevard** is a northeast-southwest roadway that runs north of the site, under the jurisdiction of the Washtenaw County Road Commission (WCRC). The Michigan Department of Transportation (MDOT) classifies the study section of MacArthur Boulevard as a Local Road. Throughout the study area, MacArthur Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 miles per hour (MPH) is posted on MacArthur Boulevard throughout the study area.

**Stamford Road** is a northwest-southeast roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Stamford Road as a Local Road. Throughout the study area, Stamford Road provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Stamford Road throughout the study area.

**Wiard Boulevard** is a northwest-southeast roadway that runs east of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Wiard Boulevard as a Local Road. Throughout the study area, Wiard Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 mph is posted on Wiard Boulevard throughout the study area.

**N. Harris Road** is a north-south roadway that runs west of the site, under the jurisdiction of WCRC. MDOT classifies the study section of N. Harris Road as a Local Road. Throughout the study area, N. Harris Road provides a two-lane section with one lane of travel in each direction. There is no posted speed limit along N. Harris Road; therefore, a *prima facie* speed limit of 25 mph was assumed.

**Dawn Avenue** is a north-south roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Dawn Avenue as a Local Road. Throughout the study area, Dawn Avenue provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Dawn Avenue throughout the study area.

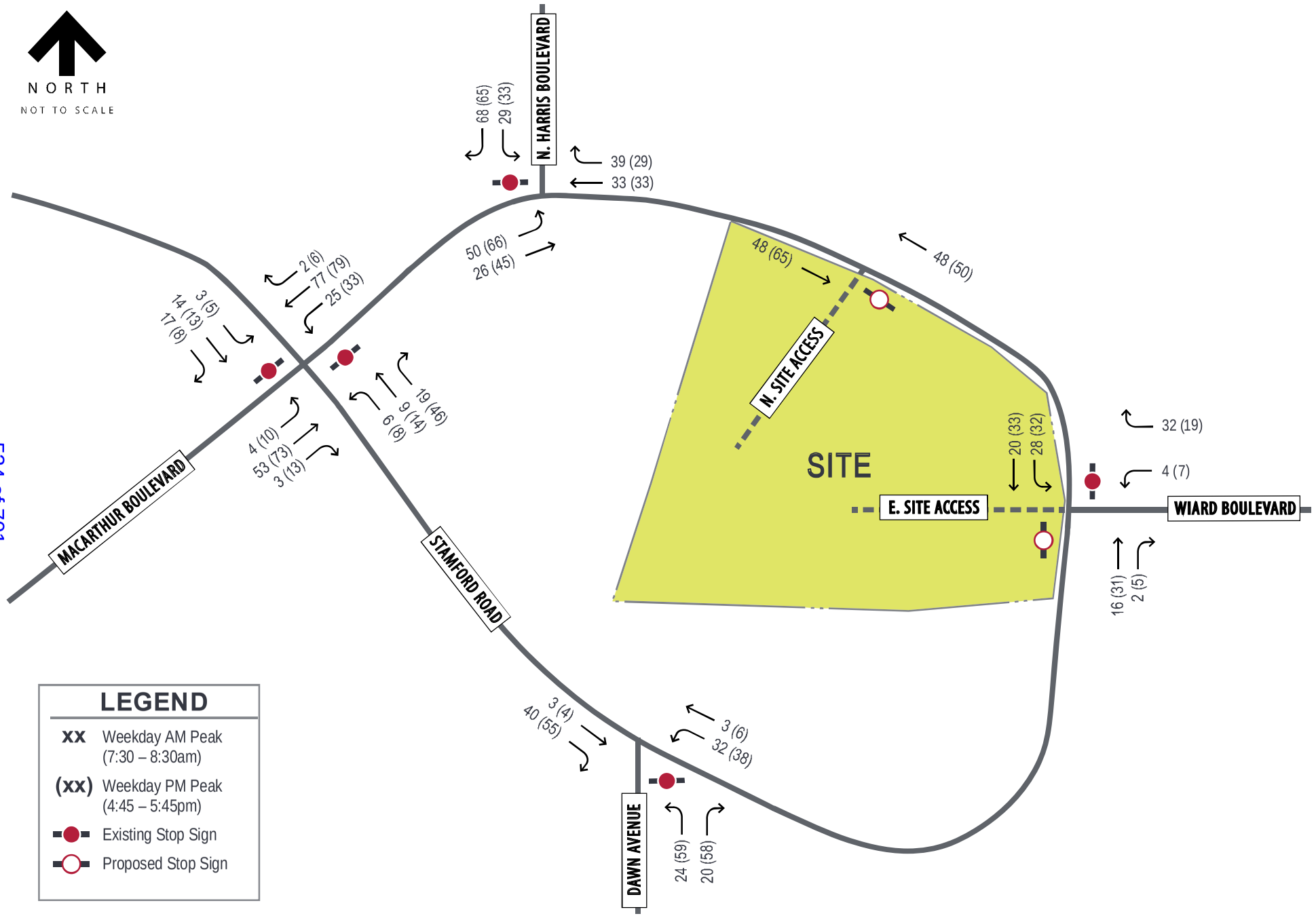
## Traffic Count Data

Turning movement count data was collected on Wednesday, January 7, 2026, at the following study intersections:

- MacArthur Boulevard & Stamford Road
- MacArthur Boulevard & N. Harris Road
- MacArthur Boulevard/Stamford Road & Wiard Boulevard
- Stamford Road & Dawn Avenue

These counts were conducted on a typical weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. These count periods were selected to capture the peak travel periods in the area and represent the peak periods of the proposed development.

The traffic data revealed that peak traffic conditions generally occur within the study area from 7:30 to 8:30 AM and 4:45 to 5:45 PM during a typical weekday. To present a more conservative analysis, individual intersection peak hour data was utilized instead of the overall peak hour for the study area. Due to the developments and access points between the study intersections, dummy-node intersections were utilized for volume balancing purposes to account for sink/source traffic between the intersections. The existing traffic volumes are presented in **Exhibit 2**. A summary of the traffic count data is provided in the appendix.






Kimley»Horn of Michigan, Inc.

EXHIBIT 2

**EXISTING (2026) TRAFFIC VOLUMES**

## Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday morning and evening peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measures in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1. Level of Service Grading Descriptions[1]

| Level of Service | Description |
|---|---|
| A | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.2. Level of Service Grading Criteria

| Level of Service[1] | Average Control Delay (s/veh) at: | |
|---|---|---|
| | Unsignalized Intersections | Signalized Intersections |
| A | 0 – 10 | 0 – 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F[2] | > 50 | > 80 |

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, the operation on each approach is quantified according to the average delay per vehicle

and the corresponding level of service. The capacity analysis results for the study intersections are based on HCM 7th Edition reports. Copies of the Synchro reports are provided in the appendix.

Table 2.3. Existing (2026) Levels of Service

| Intersection | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | Delay (s/veh) | LOS | Queue (ft) | Delay (s/veh) | LOS | Queue (ft) |
| MacArthur Boulevard & Stamford Road △ | | | | | | |
| Eastbound | 10.0 | A | 47 | 10.8 | B | 45 |
| Westbound | 9.9 | A | 62 | 10.3 | B | 58 |
| Northbound (Left) | 7.4 | A | 6 | 7.4 | A | 11 |
| Southbound (Left) | 7.4 | A | 14 | 7.5 | A | 17 |
| MacArthur Boulevard & N. Harris Road △ | | | | | | |
| Eastbound (Left) | 7.5 | A | 27 | 7.5 | A | 23 |
| Southbound | 9.8 | A | 64 | 9.8 | A | 58 |
| MacArthur Boulevard/Stamford Road & Wiard Boulevard △ | | | | | | |
| Westbound | 8.8 | A | 49 | 8.9 | A | 45 |
| Southbound (Left) | 7.5 | A | - | 7.5 | A | 13 |
| Stamford Road & Dawn Avenue △ | | | | | | |
| Westbound (Left) | 7.6 | A | 15 | 7.4 | A | 22 |
| Northbound | 9.1 | A | 44 | 9.8 | A | 54 |

△ – Minor-Leg Stop-Controlled Intersection

As shown above, the existing study intersection approaches and movements currently operate acceptably, at LOS D or better, during the weekday AM and PM peak hours. SimTraffic network simulations were utilized to further evaluate the study network. The simulations provide dynamic evaluations of the network, modeling each vehicle's arrival and movement through the network. For the purposes of this study, the simulations evaluated the one-hour peak period for each study scenario following the calibration setting outlined in MDOT's *Electronic Traffic Control Device Guidelines*.

Review of SimTraffic network simulations indicate that vehicles were observed to find adequate gaps within the through traffic without experiencing significant delays or queueing.

# 3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

## Development Characteristics

The proposed development would include 210 units of multifamily housing and 51 units of single-family housing. Access to the proposed development would be provided via two full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. A copy of the site plan is provided in the appendix.

## Trip Generation

In order to calculate trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.1**. A copy of the ITE data is provided in the appendix.

Table 3.1. ITE Trip Generation Data

| ITE Land Use | Unit | Weekday Daily | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|
| Multifamily Housing (Low-Rise) (LUC 220) | Per Dwelling Unit | T = 5.63(X) + 120.45<br>50% in/50% out | T = 0.35(X) + 12.93<br>24% in/ 76% out | T = 0.48(X) + 7.35<br>62% in/ 38% out |
| Single-Family Detached Housing (LUC 210) | Per Dwelling Unit | Ln(T) = 0.92Ln(X) + 2.68<br>50% in/50% out | Ln(T) = 0.91Ln(X) + 0.12<br>25% in/75% out | Ln(T) = 0.94Ln(X) + 0.27<br>63% in/37% out |

T = Number of Trips
X = Number of Units

Using the empirical trip generation data, site-generated trips were calculated as summarized in **Table 3.2**.

Table 3.2 Site-Generated Traffic Projections

| Land Use | Size | Daily | Weekday Midday Peak Hour | | | Weekday PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Multifamily Housing (Low-Rise) (LUC 220) | 210 Dwelling Units | 1,303 | 21 | 65 | 86 | 67 | 41 | 108 |
| Single-Family Detached Housing (LUC 210) | 51 Dwelling Units | 543 | 10 | 30 | 40 | 33 | 20 | 53 |
| Total New Site Trips | | 1,846 | 31 | 95 | 126 | 100 | 61 | 161 |

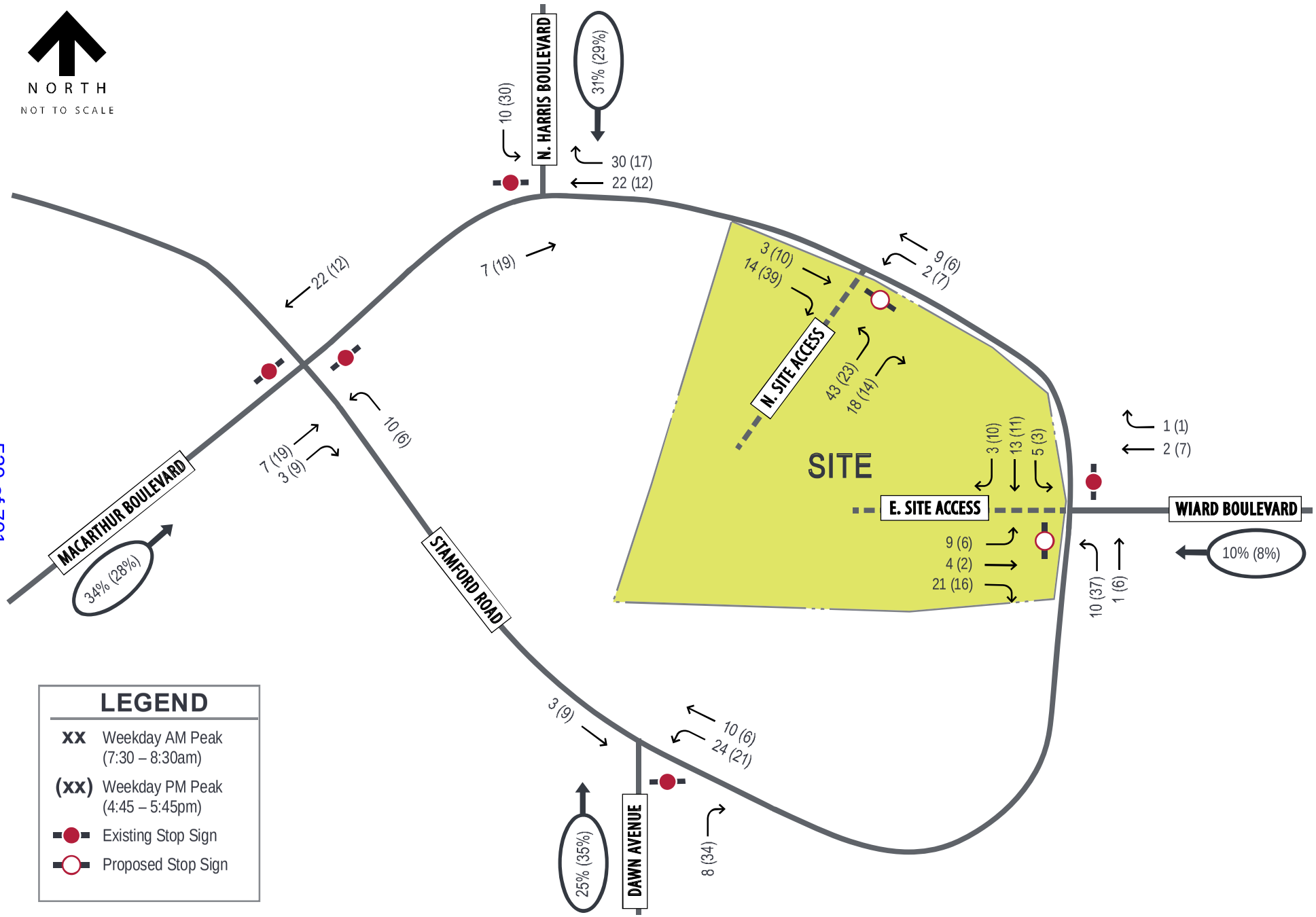
## Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distribution estimates for the generated site trips are outlined in **Table 3.3**.

Table 3.3. Estimated Trip Distribution

| Traveling to/from | Estimated Trip Distribution | |
|---|---|---|
| | AM | PM |
| East on Saginaw Highway (M-43) | 33% | 36% |
| West on Saginaw Highway (M-43) | 36% | 33% |
| North on Elmwood Road | 14% | 13% |
| South on Elmwood Road | 17% | 18% |
| Total | 100% | |

Based on the directional distribution assumptions in conjunction with the estimated trip generation, the site trip assignment is illustrated in **Exhibit 3**.






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EXHIBIT 3
**SITE TRIP ASSIGNMENT**

# 4. FUTURE CONDITIONS

Construction of the proposed development was assumed to be completed in Year 2028; and therefore, Opening Year 2028 traffic projections were developed and used for the analysis of future traffic conditions.

## Background Traffic Volumes

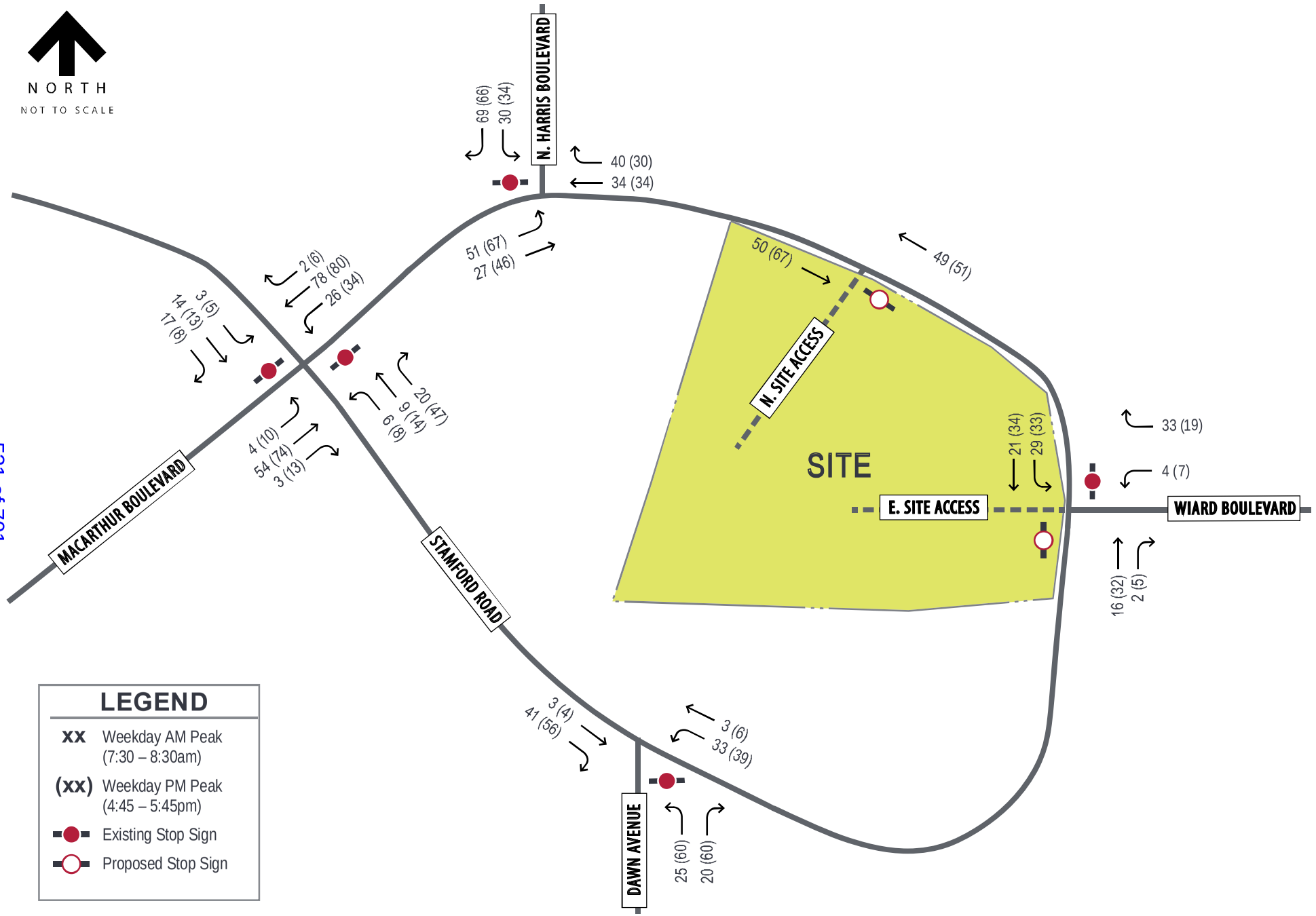
Background traffic growth was estimated using growth estimates provided by the Washtenaw Area Transportation Study (WATS). WATS does not have a specific growth rate along MacArthur Boulevard however, the surrounding area ranges from 0.5% to 1.5%. A growth rate of 1.0% was applied for two years based on existing traffic counts collected in 2026 and an opening year of 2028 to provide a conservative analysis. Future (2028) No-Build traffic projections reflective of background traffic growth are presented in **Exhibit 4**.

## Opening Year (2028) Conditions

Build traffic projections for Opening Year 2028 were calculated by adding the total site-generated trips (Exhibit 3) to the background traffic projections (Exhibit 4). Build traffic projections for the Future (2028) Build scenario are illustrated in **Exhibit 5**.

## Future Geometry

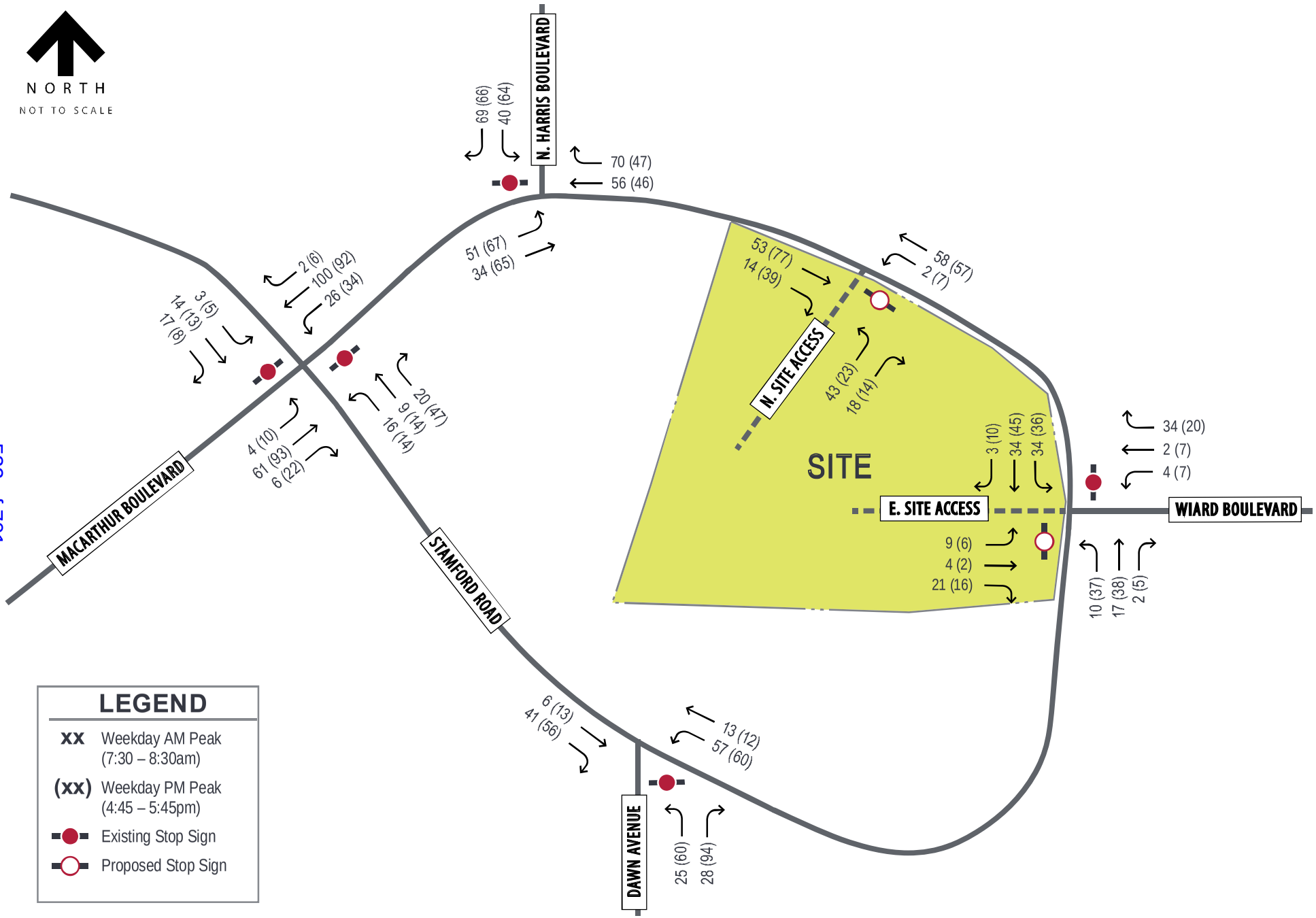
A turn lane evaluation was completed for dedicated turns lanes on MacArthur Boulevard at the proposed site driveways. WCRC utilizes the turn lane guidance found in the MDOT Geometric Design Guidance Sections 1.1.4 and 1.1.5. Based on the projected future traffic volumes dedicated turn lanes are not warranted along MacArthur Boulevard at either proposed site driveway. Therefore, dedicated turn lanes were not included in the analysis of build conditions. Copies of the turn lane warranting charts are provided in the Appendix




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EXHIBIT 4

## OPENING YEAR (2028) NO-BUILD TRAFFIC VOLUMES






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EXHIBIT 5

## OPENING YEAR (2028) BUILD TRAFFIC VOLUMES

## Opening Year (2028) No-Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions.

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Similar to the analysis of existing conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.1. Opening Year (2028) No-Build Levels of Service

| Intersection | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | Delay (s/veh) | LOS | Queue (ft) | Delay (s/veh) | LOS | Queue (ft) |
| MacArthur Boulevard & Stamford Road △ | | | | | | |
| Eastbound | 10.0 | A | 47 | 10.9 | B | 44 |
| Westbound | 9.9 | A | 65 | 10.3 | B | 61 |
| Northbound (Left) | 7.5 | A | 6 | 7.5 | A | 6 |
| Southbound (Left) | 7.4 | A | 18 | 7.5 | A | 17 |
| MacArthur Boulevard & N. Harris Road △ | | | | | | |
| Eastbound (Left) | 7.6 | A | 26 | 7.5 | A | 18 |
| Southbound | 9.8 | A | 66 | 9.8 | A | 59 |
| MacArthur Boulevard/Stamford Road & Wiard Boulevard △ | | | | | | |
| Westbound | 8.8 | A | 48 | 8.9 | A | 42 |
| Southbound (Left) | 7.5 | A | 7 | 7.5 | A | 15 |
| Stamford Road & Dawn Avenue △ | | | | | | |
| Westbound (Left) | 7.6 | A | 19 | 7.5 | A | 18 |
| Northbound | 9.1 | A | 48 | 9.8 | A | 60 |

△ – Minor-Leg Stop-Controlled Intersection

With the addition of background traffic, the study area intersections and approaches are expected to operate with minor increases in delay compared to existing conditions. However, all intersections, approaches, and individual movements are expected to operate at the same LOS across both peak hours. Additionally, review of SimTraffic network simulations indicate similar observations as those made under existing conditions.

## Opening Year (2028) Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Future 2028 Build conditions. The results of the capacity analysis are summarized in **Table 4.2**. Similar to the analysis of existing and no-build conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.2. Opening Year (2028) Build Levels of Service

| Intersection | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | Delay (s/veh) | LOS | Queue (ft) | Delay (s/veh) | LOS | Queue (ft) |
| MacArthur Boulevard & Stamford Road △ | | | | | | |
| Eastbound | 10.2 | B | 52 | 11.2 | B | 44 |
| Westbound | 10.6 | B | 61 | 10.9 | B | 61 |
| Northbound (Left) | 7.5 | A | 10 | 7.5 | A | 14 |
| Southbound (Left) | 7.4 | A | 16 | 7.6 | A | 22 |
| MacArthur Boulevard & N. Harris Road △ | | | | | | |
| Eastbound (Left) | 7.7 | A | 32 | 7.6 | A | 29 |
| Southbound | 10.5 | B | 62 | 10.8 | B | 64 |
| MacArthur Boulevard/Stamford Road & Wiard Boulevard/E. Site Access △ | | | | | | |
| Eastbound | 9.4 | A | 45 | 9.5 | A | 41 |
| Westbound | 9.0 | A | 52 | 9.8 | A | 45 |
| Northbound (Left) | 7.3 | A | - | 7.4 | A | 13 |
| Southbound (Left) | 7.5 | A | 7 | 7.5 | A | 14 |
| Stamford Road & Dawn Avenue △ | | | | | | |
| Westbound (Left) | 7.6 | A | 28 | 7.5 | A | 22 |
| Northbound | 9.4 | A | 46 | 10.3 | B | 60 |
| MacArthur Boulevard & N. Site Access △ | | | | | | |
| Westbound (Left) | 7.4 | A | 6 | 7.6 | A | 5 |
| Northbound | 9.6 | A | 41 | 9.8 | A | 36 |

△ – Minor-Leg Stop-Controlled Intersection

With the addition of site-generated traffic, the majority of study area intersections and approaches are expected to operate similar to existing and no-build conditions. The majority of movements maintained the same LOS as existing and no-build conditions with all movements expected to operate at LOS B or better during both peak hours.

Review of SimTraffic network simulations indicate that vehicles were able to find adequate gaps within the through traffic without experiencing significant delays or queueing. The 95$^{th}$ percentile queues are expected to be 64 feet or less, two to three vehicles, at each intersection. These queue lengths are projected to not block adjacent intersections or access points along the respective roadways.

## Crash Analysis

Kimley-Horn obtained crash data from the Michigan Traffic Crash Facts (MTCF) database for the most recent available three years (2022-2024) for the study intersections. There were a total of 4 crashes throughout the study intersections with all of them being angle crashes. The crashes included one no injury crash, one possible injury crash, and two suspected minor injury crashes. A summary of crash severity and crash type is provided in **Table 4.3** and **Table 4.4**, respectively.

Table 4.3. Intersection Crash Severity Summary (2022-2024)

| Intersection | No Injury (O) | Possible Injury (C) | Suspected Minor Injury (B) | Suspected Serious Injury (A) | Total |
|---|---|---|---|---|---|
| MacArthur Boulevard & Stamford Road | 0 | 0 | 2 | 0 | 2 |
| MacArthur Boulevard & N. Harris Road | 0 | 0 | 0 | 0 | 0 |
| MacArthur Boulevard/Stamford Road & Wiard Boulevard | 0 | 1 | 0 | 0 | 1 |
| Stamford Road & Dawn Avenue | 1 | 0 | 0 | 0 | 1 |
| Total | 1 | 1 | 2 | 0 | 4 |

Table 4.4. Intersection Crash Type Summary (2022-2024)

| Intersection | Angle | Total |
|---|---|---|
| MacArthur Boulevard & Stamford Road | 2 | 2 |
| MacArthur Boulevard & N. Harris Road | 0 | 0 |
| MacArthur Boulevard/Stamford Road & Wiard Boulevard | 1 | 1 |
| Stamford Road & Dawn Avenue | 1 | 1 |
| Total | 4 | 4 |

# 5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the study intersections are expected to adequately accommodate the proposed development with the following recommendations:

- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Drive as a full access driveway with one ingress and one egress lane.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

# APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing (2026) Capacity Reports

Data from ITE Trip Generation, 12th Edition

Future (2028) No-Build Capacity Reports

Future (2028) Build Capacity Reports

Turn Lane Warrants

# CONCEPTUAL SITE PLAN


MACARTHUR BLVD
WETLANDS/
TREE PRESERVE AREA
WETLANDS
SETBACK
BUILDING 3000
TYPE B
BUILDING 4000
TYPE B
BUILDING 5000
TYPE B
TRASH
ENCLOSURE
PASSIVE
AMENITY
SPACE
TREE
PRESERVE
AREA
BUILDING 2000
TYPE C
LANDSCAPE
BUFFER
BUILDING 6000
TYPE D
BUILDING 1000
TYPE A
POOL AMENITY COURTYARD
ACCESSIBLE
COMMUNITY
SPACE
STORM
WATER
14
51 LOTS
12
4
LOTS: 50'x120'
LOTS: 50'x120'
21
WIARD BLVD
STORM WATER
N
SITE PLAN

# TRAFFIC COUNT DATA

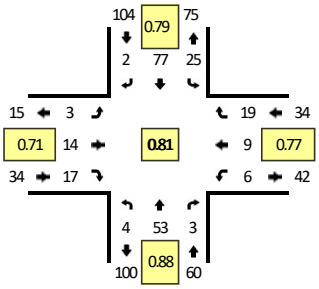
Type of peak hour being reported: Intersection Peak

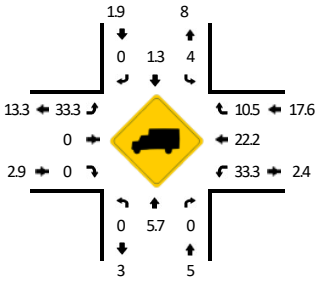
Method for determining peak hour: Total Entering Volume

**LOCATION:** MacArthur Blvd -- Stamford Rd
**CITY/STATE:** Washtenaw County, MI

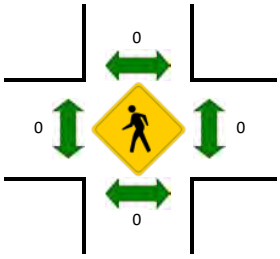
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**DATE:** Wed, Jan 7 2026

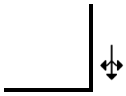
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**Peak 15-Min: 7:45 AM -- 8:00 AM**

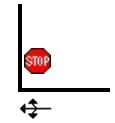


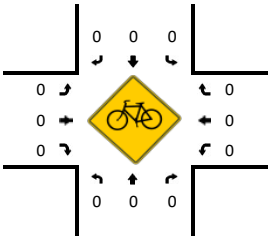



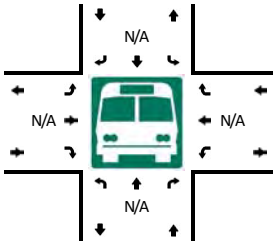

TRUE DATA TO IMPROVE MOBILITY

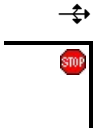


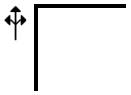



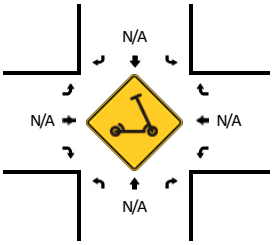





| 15-Min Count Period Beginning At | MacArthur Blvd (Northbound) | | | | MacArthur Blvd (Southbound) | | | | Stamford Rd (Eastbound) | | | | Stamford Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 4 | 1 | 0 | 2 | 8 | 2 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 4 | 0 | 29 | |
| 7:15 AM | 1 | 10 | 2 | 0 | 3 | 15 | 1 | 0 | 1 | 2 | 2 | 0 | 2 | 3 | 5 | 0 | 47 | |
| 7:30 AM | 0 | 11 | 0 | 0 | 4 | 19 | 0 | 0 | 2 | 5 | 3 | 0 | 1 | 4 | 4 | 0 | 53 | |
| 7:45 AM | 2 | 13 | 1 | 0 | 9 | 23 | 1 | 0 | 1 | 3 | 8 | 0 | 3 | 2 | 6 | 0 | 72 | 201 |
| 8:00 AM | 2 | 12 | 2 | 0 | 5 | 23 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 5 | 0 | 56 | 228 |
| 8:15 AM | 0 | 17 | 0 | 0 | 7 | 12 | 1 | 0 | 0 | 1 | 5 | 0 | 2 | 2 | 4 | 0 | 51 | 232 |
| 8:30 AM | 1 | 9 | 0 | 0 | 7 | 14 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 3 | 0 | 40 | 219 |
| 8:45 AM | 2 | 17 | 1 | 0 | 4 | 14 | 0 | 0 | 3 | 1 | 2 | 0 | 4 | 0 | 5 | 0 | 53 | 200 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 8 | 52 | 4 | 0 | 36 | 92 | 4 | 0 | 4 | 12 | 32 | 0 | 12 | 8 | 24 | 0 | 288 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | 0 | 4 | | 8 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

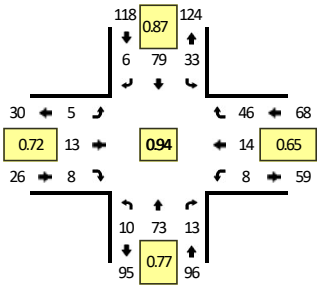
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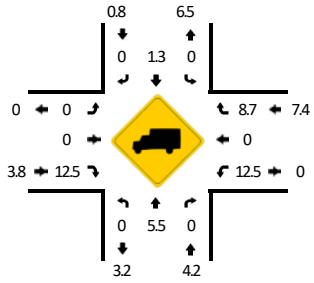
Method for determining peak hour: Total Entering Volume

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**CITY/STATE:** Washtenaw County, MI

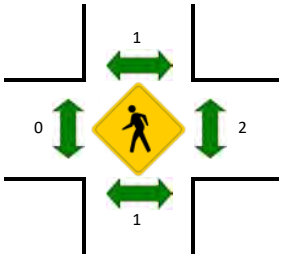
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**Peak 15-Min: 4:15 PM -- 4:30 PM**



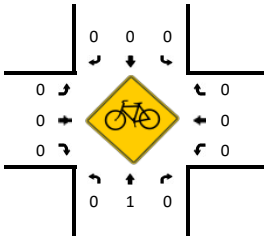



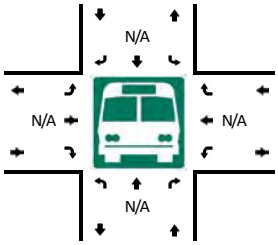

TRUE DATA TO IMPROVE MOBILITY





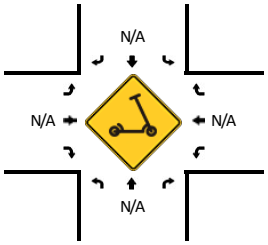











| 15-Min Count Period Beginning At | MacArthur Blvd (Northbound) | | | | MacArthur Blvd (Southbound) | | | | Stamford Rd (Eastbound) | | | | Stamford Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 2 | 20 | 3 | 0 | 7 | 14 | 1 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 9 | 0 | 64 | |
| 4:15 PM | 5 | 9 | 4 | 0 | 5 | 27 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 7 | 16 | 0 | 82 | |
| 4:30 PM | 1 | 18 | 2 | 0 | 7 | 19 | 2 | 0 | 3 | 2 | 4 | 0 | 4 | 1 | 16 | 0 | 79 | |
| 4:45 PM | 3 | 20 | 3 | 0 | 13 | 17 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 4 | 9 | 0 | 77 | 302 |
| 5:00 PM | 1 | 26 | 4 | 0 | 8 | 16 | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 2 | 5 | 0 | 70 | 308 |
| 5:15 PM | 4 | 25 | 2 | 0 | 4 | 12 | 2 | 0 | 1 | 2 | 1 | 0 | 2 | 7 | 8 | 0 | 70 | 296 |
| 5:30 PM | 1 | 22 | 4 | 0 | 13 | 17 | 1 | 0 | 0 | 3 | 2 | 0 | 2 | 6 | 11 | 0 | 82 | 299 |
| 5:45 PM | 6 | 17 | 3 | 0 | 6 | 18 | 1 | 0 | 1 | 2 | 2 | 0 | 3 | 1 | 11 | 0 | 71 | 293 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 20 | 36 | 16 | 0 | 20 | 108 | 8 | 0 | 4 | 12 | 0 | 0 | 12 | 28 | 64 | 0 | 328 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 4 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

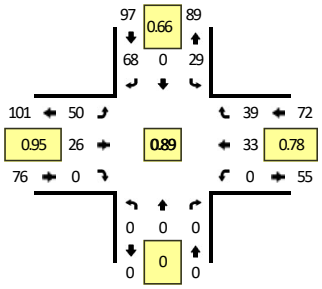
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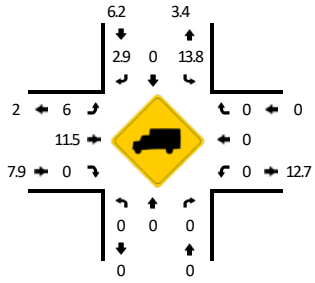
Method for determining peak hour: Total Entering Volume

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**CITY/STATE:** Ypsilanti, MI

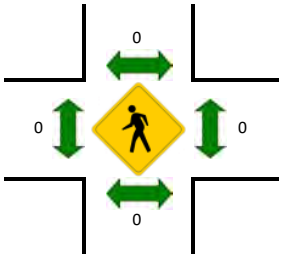
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**DATE:** Wed, Jan 7 2026

**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**



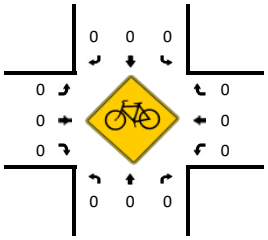



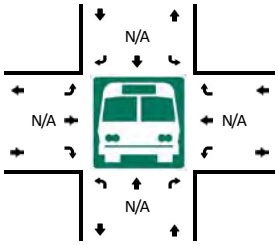

TRUE DATA TO IMPROVE MOBILITY





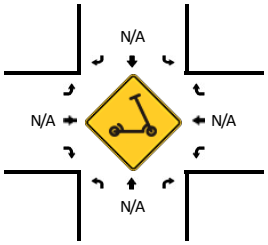











| 15-Min Count Period Beginning At | N Harris Rd (Northbound) | | | | N Harris Rd (Southbound) | | | | MacArthur Blvd (Eastbound) | | | | MacArthur Blvd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 3 | 0 | 0 | 0 | 8 | 9 | 0 | 31 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 11 | 4 | 0 | 0 | 0 | 6 | 8 | 0 | 43 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 0 | 13 | 7 | 0 | 0 | 0 | 7 | 9 | 0 | 53 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | 20 | 0 | 14 | 4 | 0 | 0 | 0 | 9 | 14 | 0 | 68 | 195 |
| 8:00 AM | 0 | 0 | 0 | 0 | 14 | 0 | 23 | 0 | 12 | 7 | 0 | 0 | 0 | 7 | 6 | 0 | 69 | 233 |
| 8:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 11 | 8 | 0 | 0 | 0 | 10 | 10 | 0 | 55 | 245 |
| 8:30 AM | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 0 | 4 | 7 | 0 | 0 | 0 | 5 | 6 | 0 | 41 | 233 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 15 | 2 | 0 | 0 | 0 | 4 | 8 | 0 | 41 | 206 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 56 | 0 | 92 | 0 | 48 | 28 | 0 | 0 | 0 | 28 | 24 | 0 | 276 |
| Heavy Trucks | 0 | 0 | 0 | | 8 | 0 | 0 | | 4 | 4 | 0 | | 0 | 0 | 0 | | 16 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

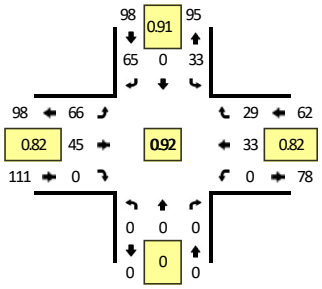
Type of peak hour being reported: Intersection Peak

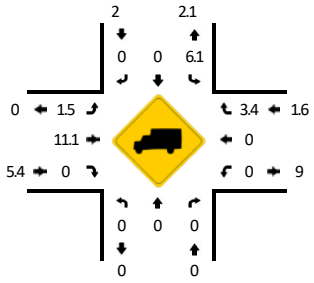
Method for determining peak hour: Total Entering Volume

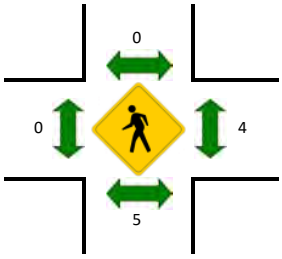
**LOCATION:** N Harris Rd -- MacArthur Blvd
**CITY/STATE:** Ypsilanti, MI

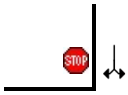
**QC JOB #:** 17396304
**DATE:** Wed, Jan 7 2026

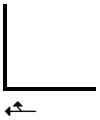
**Peak-Hour: 4:45 PM -- 5:45 PM**
**Peak 15-Min: 5:30 PM -- 5:45 PM**

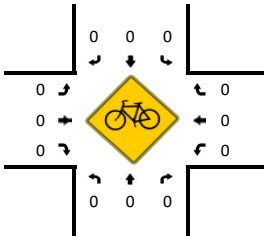


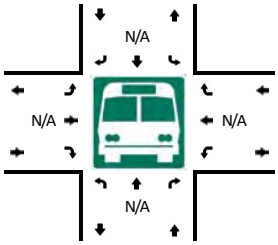



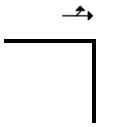



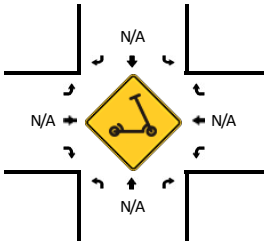








| 15-Min Count Period Beginning At | N Harris Rd (Northbound) | | | | N Harris Rd (Southbound) | | | | MacArthur Blvd (Eastbound) | | | | MacArthur Blvd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 0 | 13 | 12 | 0 | 0 | 0 | 8 | 8 | 0 | 64 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 12 | 8 | 0 | 0 | 0 | 11 | 3 | 0 | 60 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 23 | 8 | 0 | 0 | 0 | 5 | 3 | 0 | 65 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 7 | 0 | 20 | 0 | 12 | 11 | 0 | 0 | 0 | 11 | 8 | 0 | 69 | 258 |
| 5:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 17 | 0 | 17 | 7 | 0 | 0 | 0 | 6 | 6 | 0 | 60 | 254 |
| 5:15 PM | 0 | 0 | 0 | 0 | 10 | 0 | 12 | 0 | 19 | 15 | 0 | 0 | 0 | 6 | 6 | 0 | 68 | 262 |
| 5:30 PM | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 18 | 12 | 0 | 0 | 0 | 10 | 9 | 0 | 74 | 271 |
| 5:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 15 | 11 | 0 | 0 | 0 | 8 | 7 | 0 | 57 | 259 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 36 | 0 | 64 | 0 | 72 | 48 | 0 | 0 | 0 | 40 | 36 | 0 | 296 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 4 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

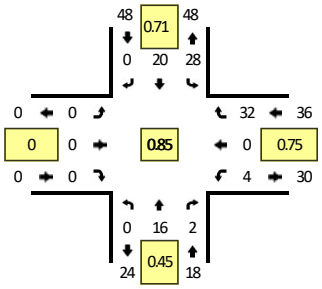
Type of peak hour being reported: Intersection Peak

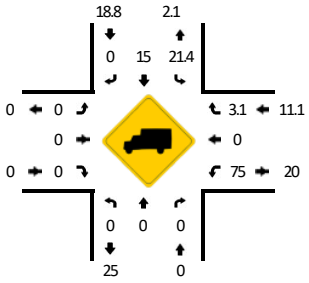
Method for determining peak hour: Total Entering Volume

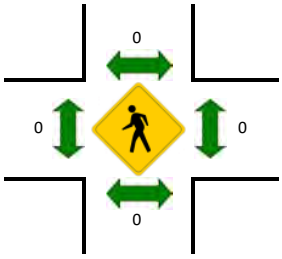
**LOCATION:** Stamford Rd -- Wiard Blvd
**CITY/STATE:** Washtenaw County, MI

**QC JOB #:** 17396305
**DATE:** Wed, Jan 7 2026

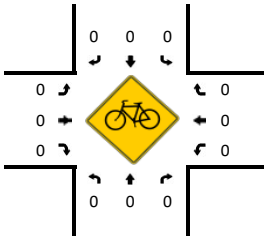
**Peak-Hour: 7:45 AM -- 8:45 AM**
**Peak 15-Min: 8:30 AM -- 8:45 AM**

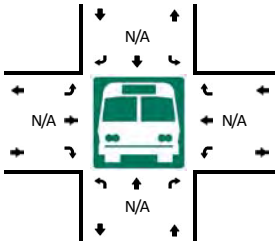


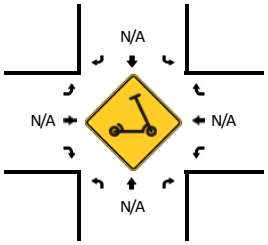








| 15-Min Count Period Beginning At | Stamford Rd (Northbound) | | | | Stamford Rd (Southbound) | | | | Wiard Blvd (Eastbound) | | | | Wiard Blvd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 4 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 19 | |
| 7:15 AM | 0 | 10 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 20 | |
| 7:30 AM | 0 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 14 | |
| 7:45 AM | 0 | 10 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 25 | 78 |
| 8:00 AM | 0 | 3 | 1 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 24 | 83 |
| 8:15 AM | 0 | 3 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 23 | 86 |
| 8:30 AM | 0 | 0 | 1 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 30 | 102 |
| 8:45 AM | 0 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 12 | 89 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 4 | 0 | 48 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 44 | 0 | 120 |
| Heavy Trucks | 0 | 0 | 0 | | 8 | 0 | 0 | | 0 | 0 | 0 | | 4 | 0 | 0 | | 12 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

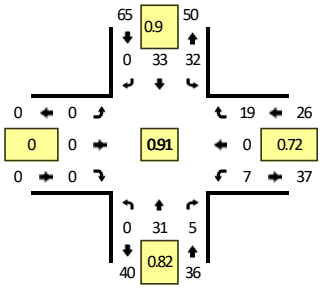
Type of peak hour being reported: Intersection Peak

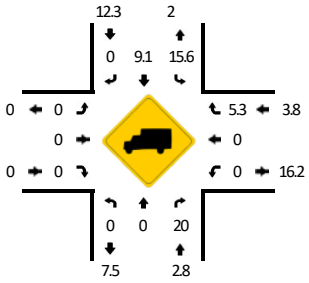
Method for determining peak hour: Total Entering Volume

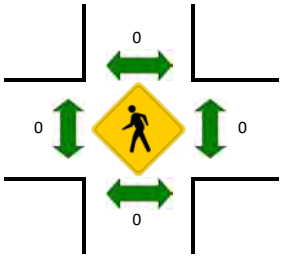
**LOCATION:** Stamford Rd -- Wiard Blvd
**CITY/STATE:** Washtenaw County, MI

**QC JOB #:** 17396306
**DATE:** Wed, Jan 7 2026

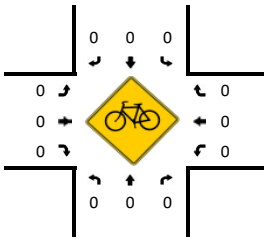
**Peak-Hour: 4:15 PM -- 5:15 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

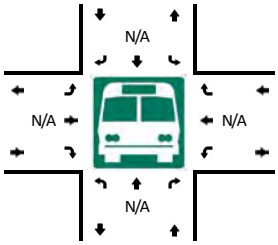


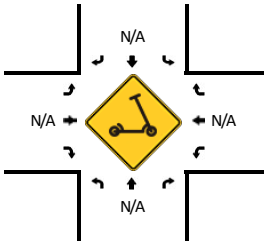








| 15-Min Count Period Beginning At | Stamford Rd (Northbound) | | | | Stamford Rd (Southbound) | | | | Wiard Blvd (Eastbound) | | | | Wiard Blvd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 5 | 0 | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 27 | |
| 4:15 PM | 0 | 10 | 1 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 35 | |
| 4:30 PM | 0 | 9 | 2 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 31 | |
| 4:45 PM | 0 | 3 | 2 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 30 | 123 |
| 5:00 PM | 0 | 9 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 31 | 127 |
| 5:15 PM | 0 | 8 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 33 | 125 |
| 5:30 PM | 0 | 6 | 2 | 0 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 32 | 126 |
| 5:45 PM | 0 | 7 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 25 | 121 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 40 | 4 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 0 | 140 |
| Heavy Trucks | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

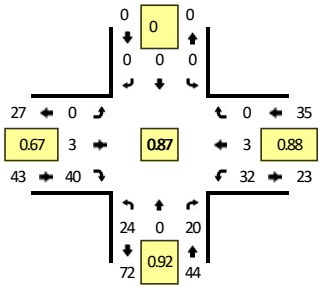
Type of peak hour being reported: Intersection Peak

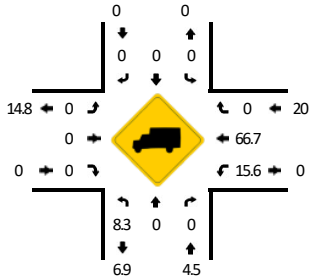
Method for determining peak hour: Total Entering Volume

**LOCATION:** Dawn Ave -- Stamford Rd
**CITY/STATE:** Washtenaw County, MI

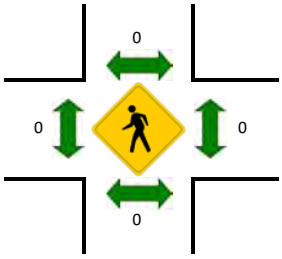
**QC JOB #:** 17396307
**DATE:** Wed, Jan 7 2026

**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**



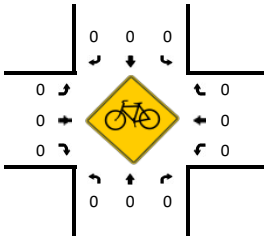



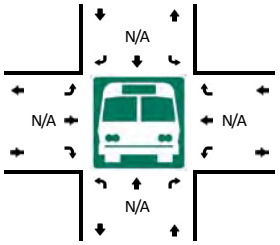

TRUE DATA TO IMPROVE MOBILITY





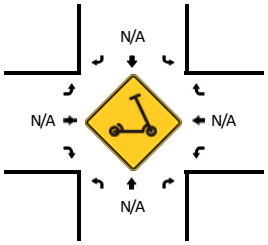











| 15-Min Count Period Beginning At | Dawn Ave (Northbound) | | | | Dawn Ave (Southbound) | | | | Stamford Rd (Eastbound) | | | | Stamford Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 6 | 0 | 0 | 0 | 18 | |
| 7:15 AM | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 24 | |
| 7:30 AM | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 31 | |
| 7:45 AM | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 7 | 1 | 0 | 0 | 29 | 102 |
| 8:00 AM | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 9 | 1 | 0 | 0 | 35 | 119 |
| 8:15 AM | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 1 | 0 | 0 | 27 | 122 |
| 8:30 AM | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 7 | 0 | 0 | 0 | 27 | 118 |
| 8:45 AM | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 21 | 110 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 24 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 0 | 36 | 4 | 0 | 0 | 140 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | 0 | 0 | | 4 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

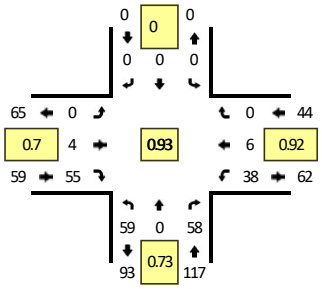
Type of peak hour being reported: Intersection Peak

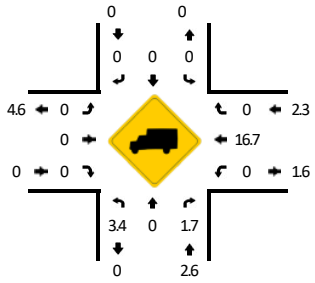
Method for determining peak hour: Total Entering Volume

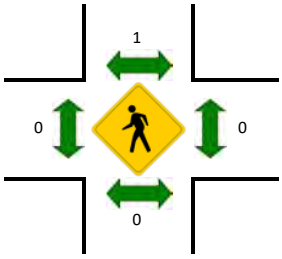
**LOCATION:** Dawn Ave -- Stamford Rd
**CITY/STATE:** Washtenaw County, MI

**QC JOB #:** 17396308
**DATE:** Wed, Jan 7 2026

**Peak-Hour: 4:15 PM -- 5:15 PM**
**Peak 15-Min: 4:15 PM -- 4:30 PM**

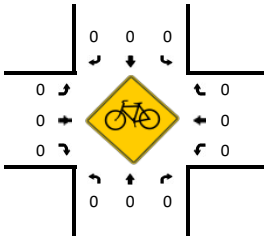


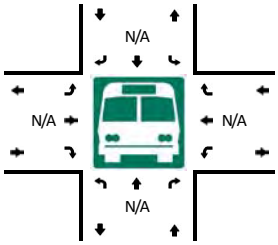





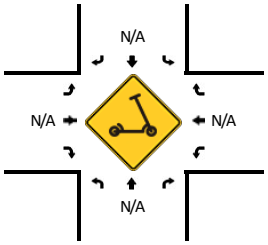











| 15-Min Count Period Beginning At | Dawn Ave (Northbound) | | | | Dawn Ave (Southbound) | | | | Stamford Rd (Eastbound) | | | | Stamford Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 9 | 1 | 0 | 0 | 41 | |
| 4:15 PM | 24 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 3 | 0 | 0 | 59 | |
| 4:30 PM | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 11 | 1 | 0 | 0 | 50 | |
| 4:45 PM | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 9 | 2 | 0 | 0 | 57 | 207 |
| 5:00 PM | 9 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 11 | 0 | 0 | 0 | 54 | 220 |
| 5:15 PM | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 13 | 1 | 0 | 0 | 45 | 206 |
| 5:30 PM | 17 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 9 | 1 | 0 | 0 | 51 | 207 |
| 5:45 PM | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 2 | 0 | 0 | 33 | 183 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 96 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 28 | 12 | 0 | 0 | 236 |
| Heavy Trucks | 4 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

# EXISTING (2026) CAPACITY REPORTS

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 14 | 17 | 6 | 9 | 19 | 4 | 53 | 3 | 25 | 77 | 2 |
| Future Vol, veh/h | 3 | 14 | 17 | 6 | 9 | 19 | 4 | 53 | 3 | 25 | 77 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 77 | 77 | 77 | 88 | 88 | 88 | 79 | 79 | 79 |
| Heavy Vehicles, % | 3 | 3 | 3 | 18 | 18 | 18 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 20 | 24 | 8 | 12 | 25 | 5 | 60 | 3 | 32 | 97 | 3 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 237 | 235 | 99 | 242 | 234 | 62 | 100 | 0 | 0 | 64 | 0 | 0 |
| Stage 1 | 162 | 162 | - | 71 | 71 | - | - | - | - | - | - | - |
| Stage 2 | 75 | 73 | - | 171 | 163 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.28 | 6.68 | 6.38 | 4.15 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.662 | 4.162 | 3.462 | 2.245 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 715 | 664 | 954 | 680 | 639 | 960 | 1474 | - | - | 1539 | - | - |
| Stage 1 | 838 | 762 | - | 900 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 932 | 832 | - | 795 | 734 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 667 | 647 | 954 | 627 | 623 | 960 | 1474 | - | - | 1539 | - | - |
| Mov Cap-2 Maneuver | 667 | 647 | - | 627 | 623 | - | - | - | - | - | - | - |
| Stage 1 | 819 | 745 | - | 897 | 803 | - | - | - | - | - | - | - |
| Stage 2 | 892 | 830 | - | 738 | 718 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.96 | 9.92 | 0.5 | 1.78 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 119 | - | - | 774 | 776 | 431 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.062 | 0.057 | 0.021 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 10 | 9.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 26 | 33 | 39 | 29 | 68 |
| Future Vol, veh/h | 50 | 26 | 33 | 39 | 29 | 68 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 78 | 78 | 66 | 66 |
| Heavy Vehicles, % | 8 | 8 | 0 | 0 | 6 | 6 |
| Mvmt Flow | 53 | 27 | 42 | 50 | 44 | 103 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 92 | 0 | - | 0 | 200 | 67 |
| Stage 1 | - | - | - | - | 67 | - |
| Stage 2 | - | - | - | - | 133 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | 1465 | - | - | - | 780 | 985 |
| Stage 1 | - | - | - | - | 945 | - |
| Stage 2 | - | - | - | - | 884 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1465 | - | - | - | 751 | 985 |
| Mov Cap-2 Maneuver | - | - | - | - | 751 | - |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 884 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.97 | 0 | 9.77 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1184 | - | - | - | 901 |
| HCM Lane V/C Ratio | 0.036 | - | - | - | 0.163 |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 32 | 16 | 2 | 28 | 20 |
| Future Vol, veh/h | 4 | 32 | 16 | 2 | 28 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 75 | 75 | 60 | 60 | 71 | 71 |
| Heavy Vehicles, % | 11 | 11 | 0 | 0 | 19 | 19 |
| Mvmt Flow | 5 | 43 | 27 | 3 | 39 | 28 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 135 | 28 | 0 | 0 | 30 | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 107 | - | - | - | - | - |
| Critical Hdwy | 6.51 | 6.31 | - | - | 4.29 | - |
| Critical Hdwy Stg 1 | 5.51 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.51 | - | - | - | - | - |
| Follow-up Hdwy | 3.599 | 3.399 | - | - | 2.371 | - |
| Pot Cap-1 Maneuver | 837 | 1021 | - | - | 1480 | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 895 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 815 | 1021 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 815 | - | - | - | - | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.81 | 0 | 4.37 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 993 | 1050 | - |
| HCM Lane V/C Ratio | - | - | 0.048 | 0.027 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 40 | 32 | 3 | 24 | 20 |
| Future Vol, veh/h | 3 | 40 | 32 | 3 | 24 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 67 | 67 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 20 | 20 | 5 | 5 |
| Mvmt Flow | 4 | 60 | 36 | 3 | 26 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 64 | 0 | 110 | 34 |
| Stage 1 | - | - | - | - | 34 | - |
| Stage 2 | - | - | - | - | 76 | - |
| Critical Hdwy | - | - | 4.3 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.38 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1431 | - | 879 | 1030 |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 939 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1431 | - | 857 | 1030 |
| Mov Cap-2 Maneuver | - | - | - | - | 857 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 915 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.93 | 9.09 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 928 | - | - | 1428 | - |
| HCM Lane V/C Ratio | 0.052 | - | - | 0.025 | - |
| HCM Ctrl Dly (s/v) | 9.1 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 50 | 63 | 12 | 29 |
| Average Queue (ft) | 22 | 26 | 0 | 2 |
| 95th Queue (ft) | 47 | 62 | 6 | 14 |
| Link Distance (ft) | 554 | 1077 | 898 | 632 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | SB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 47 | 74 |
| Average Queue (ft) | 5 | 37 |
| 95th Queue (ft) | 27 | 64 |
| Link Distance (ft) | 563 | 595 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

| Movement | WB |
|---|---|
| Directions Served | LR |
| Maximum Queue (ft) | 60 |
| Average Queue (ft) | 22 |
| 95th Queue (ft) | 49 |
| Link Distance (ft) | 383 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 4 | 35 | 56 |
| Average Queue (ft) | 0 | 2 | 21 |
| 95th Queue (ft) | 3 | 15 | 44 |
| Link Distance (ft) | 1283 | 1144 | 829 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Zone Summary

Zone wide Queuing Penalty: 0

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 13 | 8 | 8 | 14 | 46 | 10 | 73 | 13 | 33 | 79 | 6 |
| Future Vol, veh/h | 5 | 13 | 8 | 8 | 14 | 46 | 10 | 73 | 13 | 33 | 79 | 6 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 72 | 72 | 72 | 65 | 65 | 65 | 77 | 77 | 77 | 87 | 87 | 87 |
| Heavy Vehicles, % | 4 | 4 | 4 | 7 | 7 | 7 | 4 | 4 | 4 | 1 | 1 | 1 |
| Mvmt Flow | 7 | 18 | 11 | 12 | 22 | 71 | 13 | 95 | 17 | 38 | 91 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 302 | 308 | 94 | 305 | 303 | 103 | 98 | 0 | 0 | 112 | 0 | 0 |
| Stage 1 | 170 | 170 | - | 129 | 129 | - | - | - | - | - | - | - |
| Stage 2 | 132 | 138 | - | 176 | 174 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.17 | 6.57 | 6.27 | 4.14 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.563 | 4.063 | 3.363 | 2.236 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 647 | 603 | 957 | 638 | 602 | 938 | 1483 | - | - | 1484 | - | - |
| Stage 1 | 827 | 754 | - | 863 | 780 | - | - | - | - | - | - | - |
| Stage 2 | 867 | 779 | - | 815 | 746 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 556 | 581 | 957 | 589 | 580 | 938 | 1483 | - | - | 1484 | - | - |
| Mov Cap-2 Maneuver | 556 | 581 | - | 589 | 580 | - | - | - | - | - | - | - |
| Stage 1 | 805 | 734 | - | 854 | 772 | - | - | - | - | - | - | - |
| Stage 2 | 772 | 772 | - | 764 | 726 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.82 | 10.3 | 0.78 | 2.09 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 182 | - | - | 654 | 784 | 496 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.055 | 0.133 | 0.026 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 10.8 | 10.3 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.5 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 66 | 45 | 33 | 29 | 33 | 65 |
| Future Vol, veh/h | 66 | 45 | 33 | 29 | 33 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 55 | 40 | 35 | 36 | 71 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 76 | 0 | - | 0 | 274 | 58 |
| Stage 1 | - | - | - | - | 58 | - |
| Stage 2 | - | - | - | - | 216 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1505 | - | - | - | 716 | 1008 |
| Stage 1 | - | - | - | - | 965 | - |
| Stage 2 | - | - | - | - | 820 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1505 | - | - | - | 676 | 1008 |
| Mov Cap-2 Maneuver | - | - | - | - | 676 | - |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 820 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.48 | 0 | 9.75 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1070 | - | - | - | 865 |
| HCM Lane V/C Ratio | 0.053 | - | - | - | 0.124 |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 19 | 31 | 5 | 32 | 33 |
| Future Vol, veh/h | 7 | 19 | 31 | 5 | 32 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 72 | 72 | 82 | 82 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 12 | 12 |
| Mvmt Flow | 10 | 26 | 38 | 6 | 36 | 37 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 41 | 0 | 0 | 44 | 0 |
| Stage 1 | 41 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | 4.22 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | 2.308 | - |
| Pot Cap-1 Maneuver | 839 | 1025 | - | - | 1502 | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 912 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 818 | 1025 | - | - | 1502 | - |
| Mov Cap-2 Maneuver | 818 | - | - | - | - | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 890 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 0 | 3.67 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 959 | 886 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | 0.024 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 55 | 38 | 6 | 59 | 58 |
| Future Vol, veh/h | 4 | 55 | 38 | 6 | 59 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 70 | 70 | 92 | 92 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 6 | 79 | 41 | 7 | 81 | 79 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 84 | 0 | 134 | 45 |
| Stage 1 | - | - | - | - | 45 | - |
| Stage 2 | - | - | - | - | 89 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1512 | - | 857 | 1022 |
| Stage 1 | - | - | - | - | 975 | - |
| Stage 2 | - | - | - | - | 932 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1512 | - | 834 | 1022 |
| Mov Cap-2 Maneuver | - | - | - | - | 834 | - |
| Stage 1 | - | - | - | - | 975 | - |
| Stage 2 | - | - | - | - | 906 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.43 | 9.75 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 917 | - | - | 1507 | - |
| HCM Lane V/C Ratio | 0.175 | - | - | 0.027 | - |
| HCM Ctrl Dly (s/v) | 9.8 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 35 | 68 | 18 | 30 |
| Average Queue (ft) | 20 | 32 | 1 | 3 |
| 95th Queue (ft) | 45 | 58 | 11 | 17 |
| Link Distance (ft) | 554 | 1077 | 898 | 632 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | SB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 36 | 67 |
| Average Queue (ft) | 4 | 35 |
| 95th Queue (ft) | 23 | 58 |
| Link Distance (ft) | 563 | 595 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 56 | 22 |
| Average Queue (ft) | 18 | 1 |
| 95th Queue (ft) | 45 | 13 |
| Link Distance (ft) | 383 | 1148 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 4 | 45 | 64 |
| Average Queue (ft) | 0 | 3 | 32 |
| 95th Queue (ft) | 3 | 22 | 54 |
| Link Distance (ft) | 1283 | 1144 | 829 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Zone Summary

Zone wide Queuing Penalty: 0

DATA FROM THE ITE TRIP GENERATION, 12TH EDITION

# Land Use: 210
# Single-Family Detached Housing

## Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

## Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

## Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

## Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

# Single-Family Detached Housing
# (210)

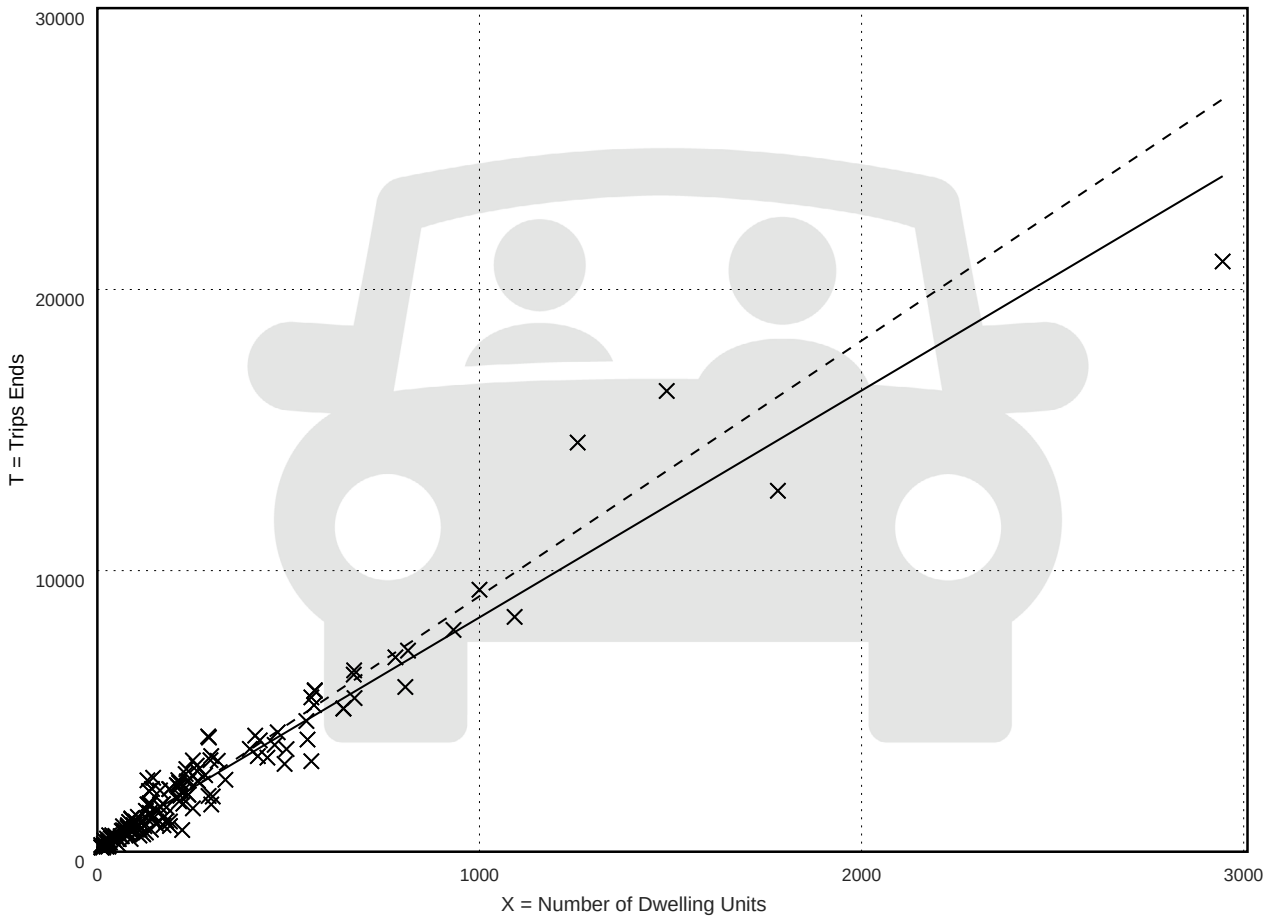
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.09 | 3.47 - 23.80 | 2.29 |

## Data Plot and Equation




**Fitted Curve Equation: T = 8.07(X) + 265.45**

**$R^2$= 0.94**

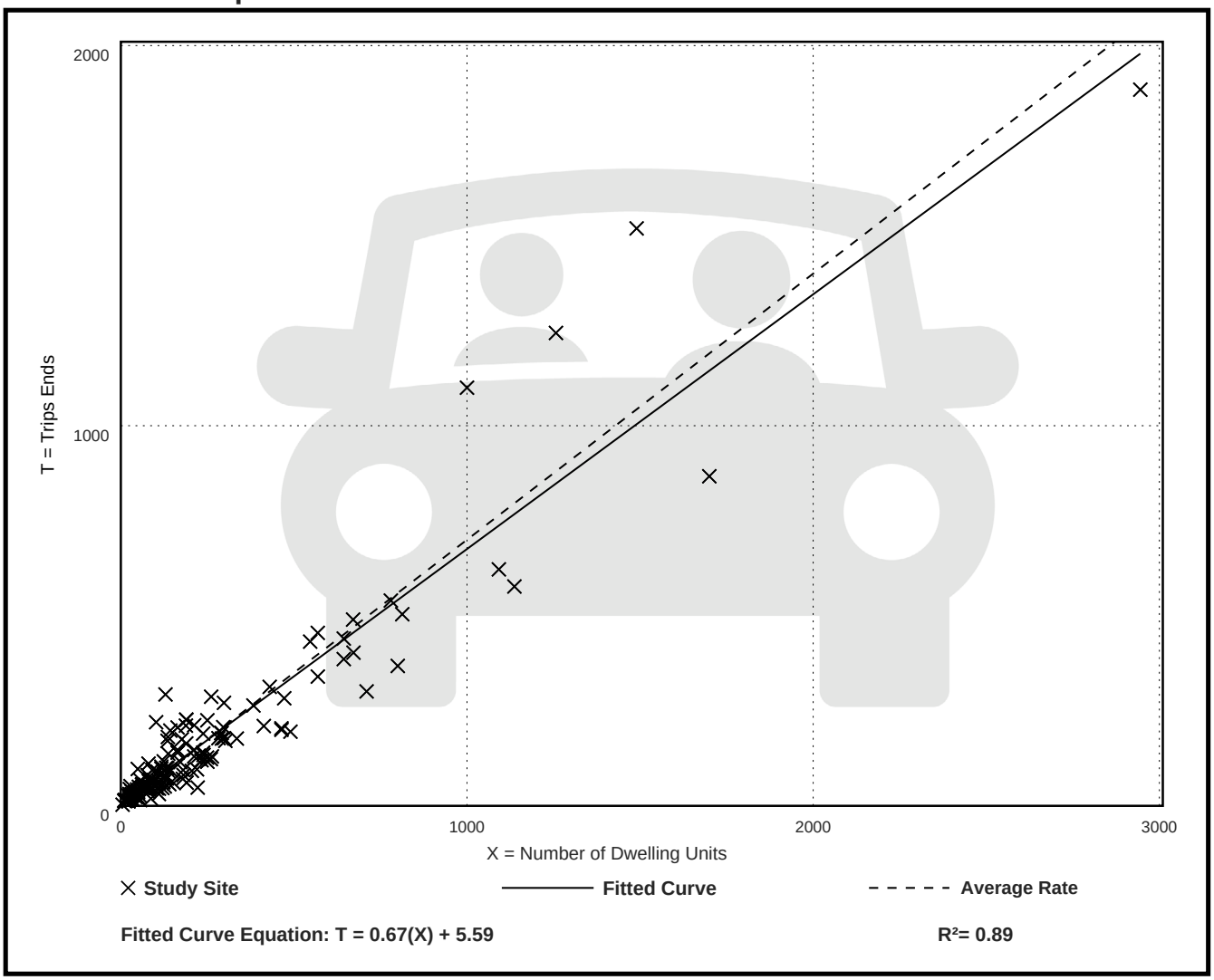
# Single-Family Detached Housing
# (210)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 153 |
| Avg. Num. of Dwelling Units: | 239 |
| Directional Distribution: | 27% entering, 73% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.70 | 0.22 - 2.27 | 0.26 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.67(X) + 5.59**

**$R^2$= 0.89**

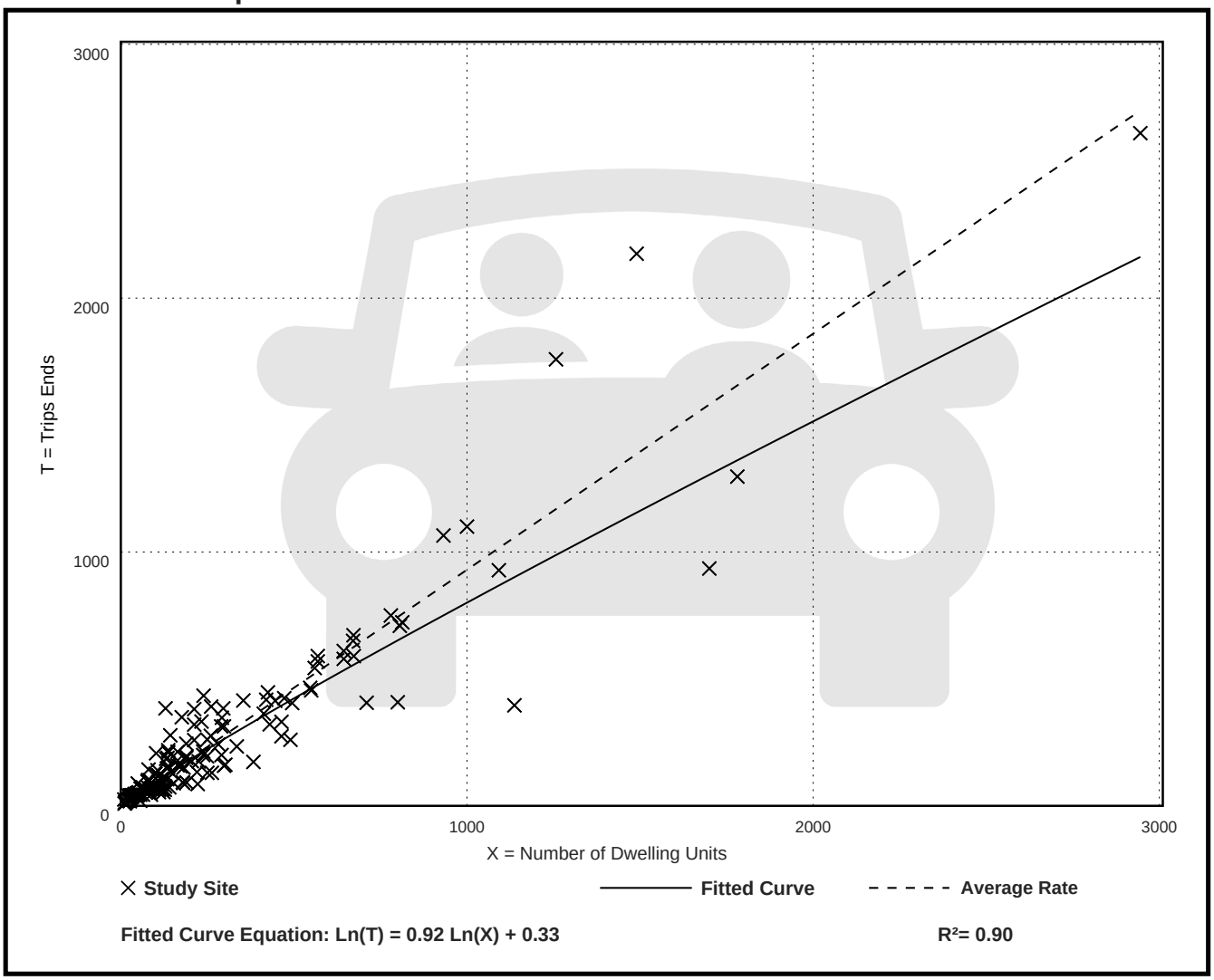
# Single-Family Detached Housing
# (210)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 166 |
| Avg. Num. of Dwelling Units: | 266 |
| Directional Distribution: | 62% entering, 38% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.93 | 0.35 - 2.98 | 0.33 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33**

**$R^2$= 0.90**

# Land Use: 220
# Multifamily Housing (Low-Rise)

## Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

## Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

## Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

## Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

# Multifamily Housing (Low-Rise)
# Not Close to Rail Transit (220)

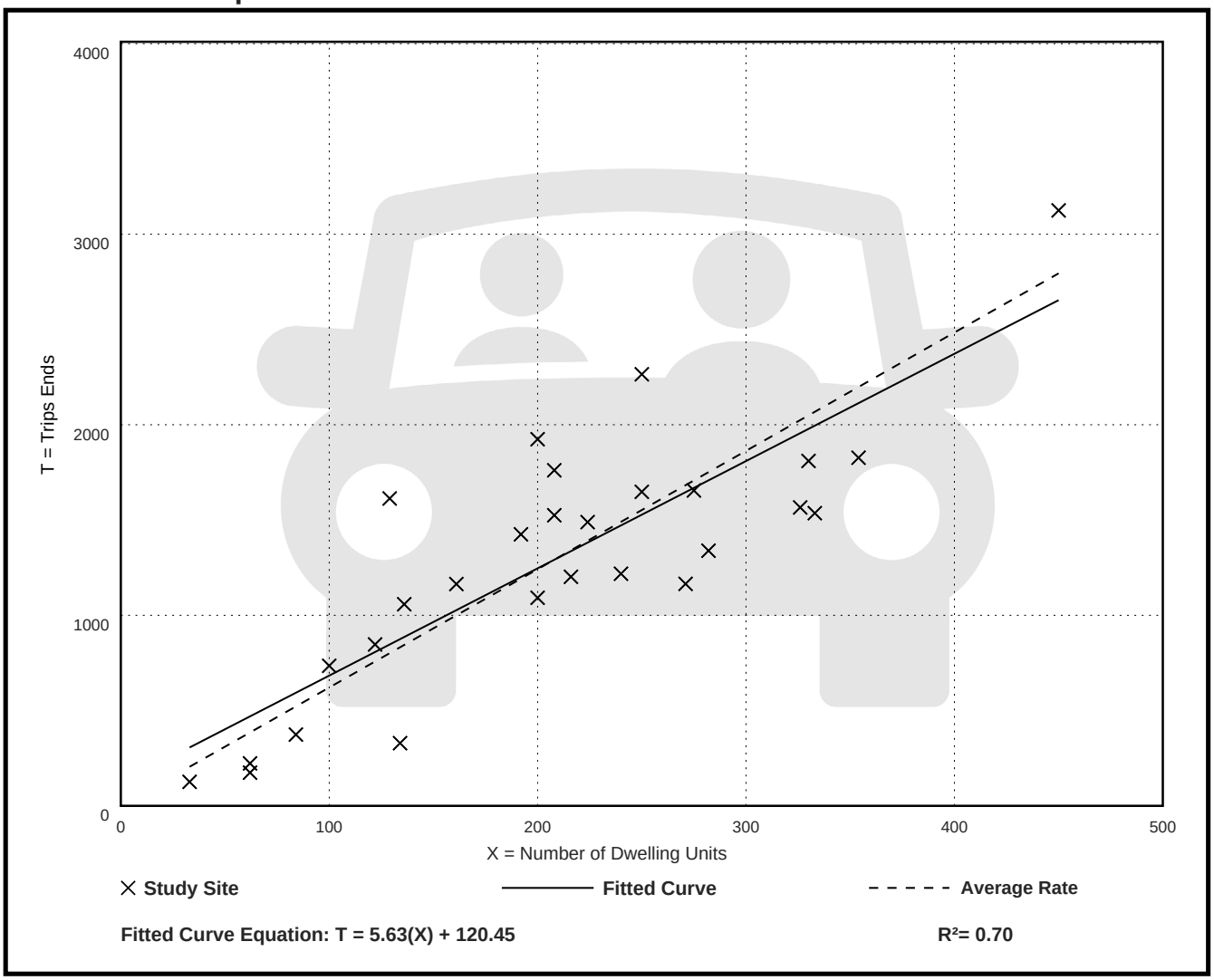
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 6.21 | 2.46 - 12.50 | 1.87 |

## Data Plot and Equation




**Fitted Curve Equation: T = 5.63(X) + 120.45**

**$R^2$= 0.70**

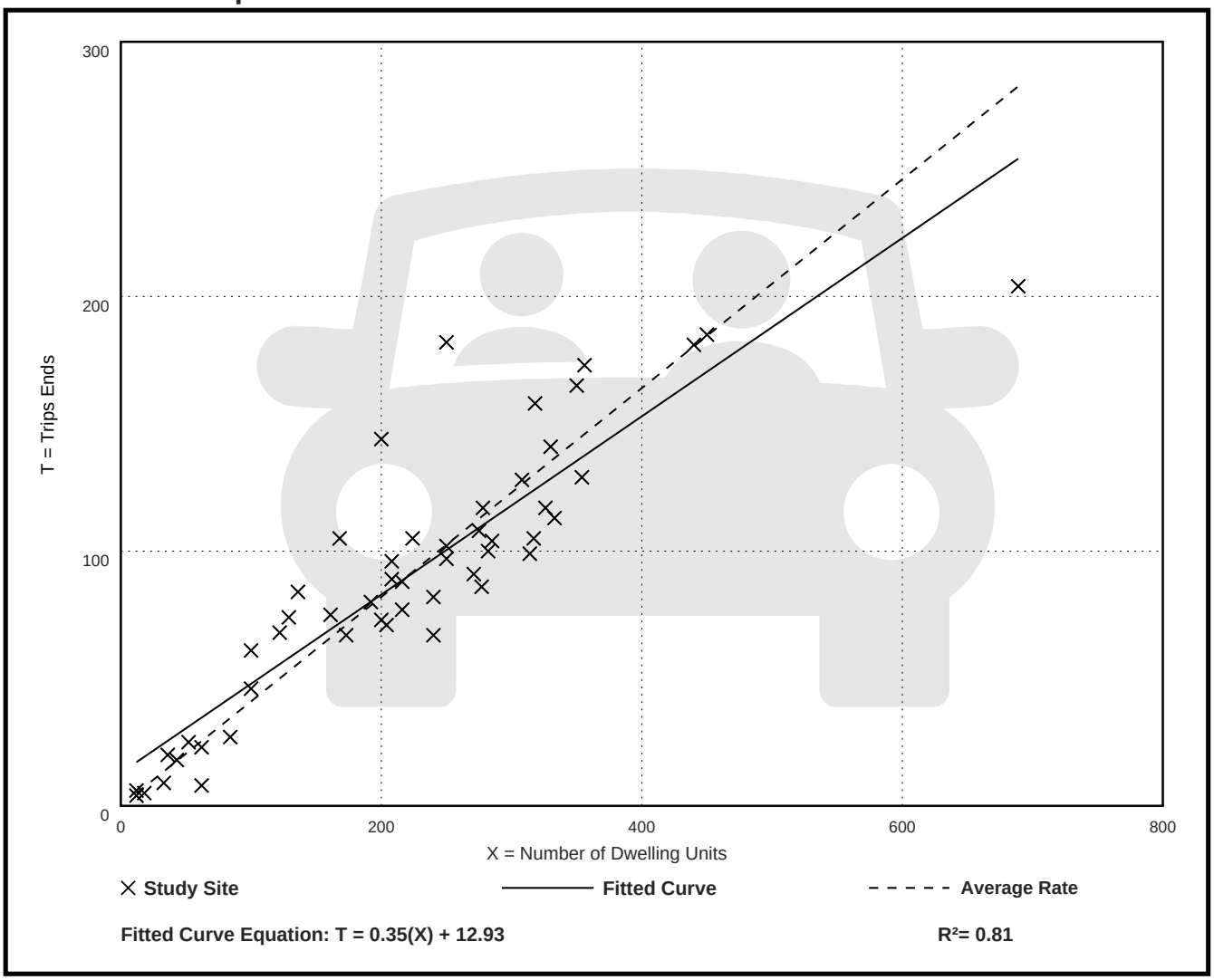
# Multifamily Housing (Low-Rise)
# Not Close to Rail Transit (220)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 51 |
| Avg. Num. of Dwelling Units: | 219 |
| Directional Distribution: | 24% entering, 76% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.41 | 0.13 - 0.73 | 0.10 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.35(X) + 12.93**

**$R^2$= 0.81**

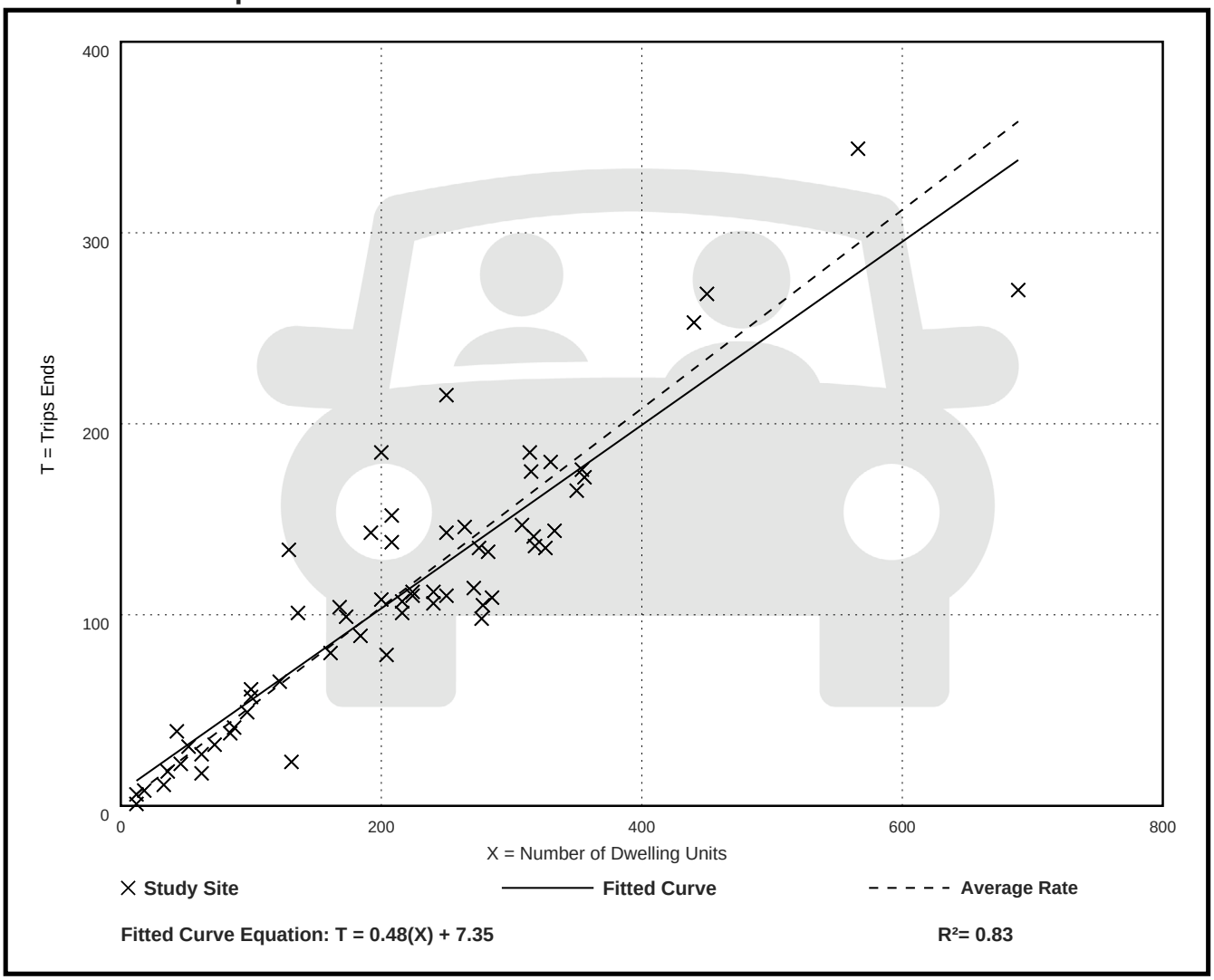
# Multifamily Housing (Low-Rise)
# Not Close to Rail Transit (220)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 61 |
| Avg. Num. of Dwelling Units: | 215 |
| Directional Distribution: | 62% entering, 38% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.52 | 0.08 - 1.04 | 0.13 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.48(X) + 7.35**

**$R^2$= 0.83**

# FUTURE (2028) NO-BUILD CAPACITY REPORTS

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 14 | 17 | 6 | 9 | 20 | 4 | 54 | 3 | 26 | 78 | 2 |
| Future Vol, veh/h | 3 | 14 | 17 | 6 | 9 | 20 | 4 | 54 | 3 | 26 | 78 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 77 | 77 | 77 | 88 | 88 | 88 | 79 | 79 | 79 |
| Heavy Vehicles, % | 3 | 3 | 3 | 18 | 18 | 18 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 20 | 24 | 8 | 12 | 26 | 5 | 61 | 3 | 33 | 99 | 3 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 242 | 240 | 100 | 247 | 239 | 63 | 101 | 0 | 0 | 65 | 0 | 0 |
| Stage 1 | 166 | 166 | - | 72 | 72 | - | - | - | - | - | - | - |
| Stage 2 | 76 | 74 | - | 174 | 167 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.28 | 6.68 | 6.38 | 4.15 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.662 | 4.162 | 3.462 | 2.245 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 710 | 660 | 953 | 675 | 635 | 958 | 1472 | - | - | 1537 | - | - |
| Stage 1 | 834 | 759 | - | 899 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 930 | 832 | - | 791 | 731 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 660 | 643 | 953 | 622 | 619 | 958 | 1472 | - | - | 1537 | - | - |
| Mov Cap-2 Maneuver | 660 | 643 | - | 622 | 619 | - | - | - | - | - | - | - |
| Stage 1 | 815 | 742 | - | 896 | 802 | - | - | - | - | - | - | - |
| Stage 2 | 889 | 829 | - | 734 | 714 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.99 | 9.92 | 0.49 | 1.81 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 117 | - | - | 770 | 777 | 439 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.062 | 0.059 | 0.021 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | 10 | 9.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 27 | 34 | 40 | 30 | 69 |
| Future Vol, veh/h | 51 | 27 | 34 | 40 | 30 | 69 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 78 | 78 | 66 | 66 |
| Heavy Vehicles, % | 8 | 8 | 0 | 0 | 6 | 6 |
| Mvmt Flow | 54 | 28 | 44 | 51 | 45 | 105 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 95 | 0 | - | 0 | 205 | 69 |
| Stage 1 | - | - | - | - | 69 | - |
| Stage 2 | - | - | - | - | 136 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | 1462 | - | - | - | 774 | 983 |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 881 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1462 | - | - | - | 746 | 983 |
| Mov Cap-2 Maneuver | - | - | - | - | 746 | - |
| Stage 1 | - | - | - | - | 908 | - |
| Stage 2 | - | - | - | - | 881 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.94 | 0 | 9.82 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1177 | - | - | - | 896 |
| HCM Lane V/C Ratio | 0.037 | - | - | - | 0.167 |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 33 | 16 | 2 | 29 | 21 |
| Future Vol, veh/h | 4 | 33 | 16 | 2 | 29 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 75 | 75 | 60 | 60 | 71 | 71 |
| Heavy Vehicles, % | 11 | 11 | 0 | 0 | 19 | 19 |
| Mvmt Flow | 5 | 44 | 27 | 3 | 41 | 30 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 140 | 28 | 0 | 0 | 30 | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 111 | - | - | - | - | - |
| Critical Hdwy | 6.51 | 6.31 | - | - | 4.29 | - |
| Critical Hdwy Stg 1 | 5.51 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.51 | - | - | - | - | - |
| Follow-up Hdwy | 3.599 | 3.399 | - | - | 2.371 | - |
| Pot Cap-1 Maneuver | 833 | 1021 | - | - | 1480 | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 891 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 809 | 1021 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 809 | - | - | - | - | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.81 | 0 | 4.35 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 993 | 1044 | - |
| HCM Lane V/C Ratio | - | - | 0.05 | 0.028 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 41 | 33 | 3 | 25 | 20 |
| Future Vol, veh/h | 3 | 41 | 33 | 3 | 25 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 67 | 67 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 20 | 20 | 5 | 5 |
| Mvmt Flow | 4 | 61 | 38 | 3 | 27 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 66 | 0 | 113 | 35 |
| Stage 1 | - | - | - | - | 35 | - |
| Stage 2 | - | - | - | - | 78 | - |
| Critical Hdwy | - | - | 4.3 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.38 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1429 | - | 876 | 1029 |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 937 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1429 | - | 853 | 1029 |
| Mov Cap-2 Maneuver | - | - | - | - | 853 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 912 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.95 | 9.12 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 923 | - | - | 1426 | - |
| HCM Lane V/C Ratio | 0.053 | - | - | 0.026 | - |
| HCM Ctrl Dly (s/v) | 9.1 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 50 | 76 | 38 |
| Average Queue (ft) | 21 | 28 | 3 |
| 95th Queue (ft) | 47 | 65 | 18 |
| Link Distance (ft) | 554 | 1077 | 632 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | SB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 42 | 82 |
| Average Queue (ft) | 5 | 37 |
| 95th Queue (ft) | 26 | 66 |
| Link Distance (ft) | 563 | 595 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 56 | 17 |
| Average Queue (ft) | 21 | 1 |
| 95th Queue (ft) | 48 | 7 |
| Link Distance (ft) | 383 | 1148 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | WB | NB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 42 | 64 |
| Average Queue (ft) | 2 | 22 |
| 95th Queue (ft) | 19 | 48 |
| Link Distance (ft) | 1144 | 829 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 0

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 13 | 8 | 8 | 14 | 47 | 10 | 74 | 13 | 34 | 80 | 6 |
| Future Vol, veh/h | 5 | 13 | 8 | 8 | 14 | 47 | 10 | 74 | 13 | 34 | 80 | 6 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 72 | 72 | 72 | 65 | 65 | 65 | 77 | 77 | 77 | 87 | 87 | 87 |
| Heavy Vehicles, % | 4 | 4 | 4 | 7 | 7 | 7 | 4 | 4 | 4 | 1 | 1 | 1 |
| Mvmt Flow | 7 | 18 | 11 | 12 | 22 | 72 | 13 | 96 | 17 | 39 | 92 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 306 | 313 | 95 | 310 | 308 | 105 | 99 | 0 | 0 | 113 | 0 | 0 |
| Stage 1 | 174 | 174 | - | 131 | 131 | - | - | - | - | - | - | - |
| Stage 2 | 133 | 139 | - | 179 | 177 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.17 | 6.57 | 6.27 | 4.14 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.563 | 4.063 | 3.363 | 2.236 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 642 | 599 | 956 | 633 | 598 | 937 | 1482 | - | - | 1483 | - | - |
| Stage 1 | 824 | 751 | - | 861 | 779 | - | - | - | - | - | - | - |
| Stage 2 | 866 | 778 | - | 811 | 743 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 550 | 577 | 956 | 584 | 576 | 937 | 1482 | - | - | 1483 | - | - |
| Mov Cap-2 Maneuver | 550 | 577 | - | 584 | 576 | - | - | - | - | - | - | - |
| Stage 1 | 801 | 731 | - | 853 | 771 | - | - | - | - | - | - | - |
| Stage 2 | 769 | 771 | - | 760 | 723 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.86 | 10.32 | 0.77 | 2.12 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 180 | - | - | 650 | 783 | 503 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.056 | 0.136 | 0.026 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | 10.9 | 10.3 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.5 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 67 | 46 | 34 | 30 | 34 | 66 |
| Future Vol, veh/h | 67 | 46 | 34 | 30 | 34 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 56 | 41 | 37 | 37 | 73 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 78 | 0 | - | 0 | 279 | 60 |
| Stage 1 | - | - | - | - | 60 | - |
| Stage 2 | - | - | - | - | 220 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1502 | - | - | - | 711 | 1006 |
| Stage 1 | - | - | - | - | 963 | - |
| Stage 2 | - | - | - | - | 817 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1502 | - | - | - | 671 | 1006 |
| Mov Cap-2 Maneuver | - | - | - | - | 671 | - |
| Stage 1 | - | - | - | - | 909 | - |
| Stage 2 | - | - | - | - | 817 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.47 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1067 | - | - | - | 860 |
| HCM Lane V/C Ratio | 0.054 | - | - | - | 0.128 |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 19 | 32 | 5 | 33 | 34 |
| Future Vol, veh/h | 7 | 19 | 32 | 5 | 33 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 72 | 72 | 82 | 82 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 12 | 12 |
| Mvmt Flow | 10 | 26 | 39 | 6 | 37 | 38 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 153 | 42 | 0 | 0 | 45 | 0 |
| Stage 1 | 42 | - | - | - | - | - |
| Stage 2 | 111 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | 4.22 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | 2.308 | - |
| Pot Cap-1 Maneuver | 834 | 1023 | - | - | 1501 | - |
| Stage 1 | 975 | - | - | - | - | - |
| Stage 2 | 909 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 813 | 1023 | - | - | 1501 | - |
| Mov Cap-2 Maneuver | 813 | - | - | - | - | - |
| Stage 1 | 975 | - | - | - | - | - |
| Stage 2 | 886 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.91 | 0 | 3.67 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 956 | 887 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | 0.024 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 56 | 39 | 6 | 60 | 60 |
| Future Vol, veh/h | 4 | 56 | 39 | 6 | 60 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 70 | 70 | 92 | 92 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 6 | 80 | 42 | 7 | 82 | 82 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 86 | 0 | 137 | 46 |
| Stage 1 | - | - | - | - | 46 | - |
| Stage 2 | - | - | - | - | 91 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1511 | - | 854 | 1021 |
| Stage 1 | - | - | - | - | 974 | - |
| Stage 2 | - | - | - | - | 930 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1511 | - | 830 | 1021 |
| Mov Cap-2 Maneuver | - | - | - | - | 830 | - |
| Stage 1 | - | - | - | - | 974 | - |
| Stage 2 | - | - | - | - | 904 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.46 | 9.79 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 916 | - | - | 1505 | - |
| HCM Lane V/C Ratio | 0.18 | - | - | 0.028 | - |
| HCM Ctrl Dly (s/v) | 9.8 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 38 | 73 | 12 | 30 |
| Average Queue (ft) | 18 | 33 | 0 | 3 |
| 95th Queue (ft) | 44 | 61 | 6 | 17 |
| Link Distance (ft) | 554 | 1077 | 898 | 632 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | SB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 30 | 67 |
| Average Queue (ft) | 3 | 36 |
| 95th Queue (ft) | 18 | 59 |
| Link Distance (ft) | 563 | 595 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

| Movement | WB | SB |
|---|---|---|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 50 | 34 |
| Average Queue (ft) | 16 | 2 |
| 95th Queue (ft) | 42 | 15 |
| Link Distance (ft) | 383 | 1148 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 9 | 36 | 78 |
| Average Queue (ft) | 0 | 3 | 34 |
| 95th Queue (ft) | 4 | 18 | 60 |
| Link Distance (ft) | 1283 | 1144 | 829 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Zone Summary

Zone wide Queuing Penalty: 0

# FUTURE (2028) BUILD CAPACITY REPORTS

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 14 | 17 | 16 | 9 | 20 | 4 | 61 | 6 | 26 | 100 | 2 |
| Future Vol, veh/h | 3 | 14 | 17 | 16 | 9 | 20 | 4 | 61 | 6 | 26 | 100 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 77 | 77 | 77 | 88 | 88 | 88 | 79 | 79 | 79 |
| Heavy Vehicles, % | 3 | 3 | 3 | 18 | 18 | 18 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 20 | 24 | 21 | 12 | 26 | 5 | 69 | 7 | 33 | 127 | 3 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 278 | 279 | 128 | 284 | 277 | 73 | 129 | 0 | 0 | 76 | 0 | 0 |
| Stage 1 | 194 | 194 | - | 82 | 82 | - | - | - | - | - | - | - |
| Stage 2 | 84 | 85 | - | 202 | 195 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.53 | 6.23 | 7.28 | 6.68 | 6.38 | 4.15 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | 5.53 | - | 6.28 | 5.68 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 4.027 | 3.327 | 3.662 | 4.162 | 3.462 | 2.245 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 672 | 627 | 920 | 637 | 605 | 946 | 1438 | - | - | 1523 | - | - |
| Stage 1 | 806 | 738 | - | 888 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 921 | 822 | - | 764 | 710 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 624 | 611 | 920 | 585 | 589 | 946 | 1438 | - | - | 1523 | - | - |
| Mov Cap-2 Maneuver | 624 | 611 | - | 585 | 589 | - | - | - | - | - | - | - |
| Stage 1 | 787 | 721 | - | 885 | 794 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 820 | - | 707 | 694 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.23 | 10.56 | 0.42 | 1.51 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 100 | - | - | 736 | 706 | 364 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.065 | 0.083 | 0.022 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | 10.2 | 10.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 34 | 56 | 70 | 40 | 69 |
| Future Vol, veh/h | 51 | 34 | 56 | 70 | 40 | 69 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 78 | 78 | 66 | 66 |
| Heavy Vehicles, % | 8 | 8 | 0 | 0 | 6 | 6 |
| Mvmt Flow | 54 | 36 | 72 | 90 | 61 | 105 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 0 | - | 0 | 260 | 117 |
| Stage 1 | - | - | - | - | 117 | - |
| Stage 2 | - | - | - | - | 143 | - |
| Critical Hdwy | 4.18 | - | - | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | 2.272 | - | - | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | 1382 | - | - | - | 720 | 925 |
| Stage 1 | - | - | - | - | 898 | - |
| Stage 2 | - | - | - | - | 874 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1382 | - | - | - | 692 | 925 |
| Mov Cap-2 Maneuver | - | - | - | - | 692 | - |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 874 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.63 | 0 | 10.47 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1080 | - | - | - | 823 |
| HCM Lane V/C Ratio | 0.039 | - | - | - | 0.201 |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 4 | 21 | 4 | 2 | 34 | 10 | 17 | 2 | 34 | 34 | 3 |
| Future Vol, veh/h | 9 | 4 | 21 | 4 | 2 | 34 | 10 | 17 | 2 | 34 | 34 | 3 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 75 | 75 | 75 | 60 | 60 | 60 | 71 | 71 | 71 |
| Heavy Vehicles, % | 2 | 2 | 2 | 11 | 11 | 11 | 0 | 0 | 0 | 19 | 19 | 19 |
| Mvmt Flow | 10 | 4 | 23 | 5 | 3 | 45 | 17 | 28 | 3 | 48 | 48 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 209 | 211 | 50 | 209 | 211 | 30 | 52 | 0 | 0 | 32 | 0 | 0 |
| Stage 1 | 146 | 146 | - | 63 | 63 | - | - | - | - | - | - | - |
| Stage 2 | 63 | 65 | - | 146 | 148 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.21 | 6.61 | 6.31 | 4.1 | - | - | 4.29 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.599 | 4.099 | 3.399 | 2.2 | - | - | 2.371 | - | - |
| Pot Cap-1 Maneuver | 749 | 686 | 1018 | 729 | 670 | 1019 | 1567 | - | - | 1477 | - | - |
| Stage 1 | 857 | 776 | - | 925 | 825 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 841 | - | 836 | 758 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 681 | 656 | 1018 | 677 | 641 | 1019 | 1567 | - | - | 1477 | - | - |
| Mov Cap-2 Maneuver | 681 | 656 | - | 677 | 641 | - | - | - | - | - | - | - |
| Stage 1 | 828 | 750 | - | 915 | 816 | - | - | - | - | - | - | - |
| Stage 2 | 893 | 832 | - | 785 | 733 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.42 | 9.04 | 2.52 | 3.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 608 | - | - | 851 | 944 | 848 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.043 | 0.057 | 0.032 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 9.4 | 9 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 41 | 57 | 13 | 25 | 28 |
| Future Vol, veh/h | 6 | 41 | 57 | 13 | 25 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 67 | 67 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 20 | 20 | 5 | 5 |
| Mvmt Flow | 9 | 61 | 65 | 15 | 27 | 30 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 70 | 0 | 184 | 40 |
| Stage 1 | - | - | - | - | 40 | - |
| Stage 2 | - | - | - | - | 144 | - |
| Critical Hdwy | - | - | 4.3 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.38 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1424 | - | 799 | 1023 |
| Stage 1 | - | - | - | - | 975 | - |
| Stage 2 | - | - | - | - | 876 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1424 | - | 762 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 762 | - |
| Stage 1 | - | - | - | - | 975 | - |
| Stage 2 | - | - | - | - | 835 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.23 | 9.37 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 881 | - | - | 1412 | - |
| HCM Lane V/C Ratio | 0.065 | - | - | 0.046 | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 14 | 2 | 58 | 43 | 18 |
| Future Vol, veh/h | 53 | 14 | 2 | 58 | 43 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 75 | 75 | 92 | 92 |
| Heavy Vehicles, % | 10 | 10 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 88 | 23 | 3 | 77 | 47 | 20 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 112 | 0 | 183 | 100 |
| Stage 1 | - | - | - | - | 100 | - |
| Stage 2 | - | - | - | - | 83 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1478 | - | 807 | 956 |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 941 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1478 | - | 805 | 956 |
| Mov Cap-2 Maneuver | - | - | - | - | 805 | - |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 939 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.25 | 9.63 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 844 | - | - | 60 | - |
| HCM Lane V/C Ratio | 0.079 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 67 | 74 | 22 | 34 |
| Average Queue (ft) | 23 | 28 | 1 | 2 |
| 95th Queue (ft) | 52 | 61 | 10 | 16 |
| Link Distance (ft) | 554 | 1077 | 898 | 632 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 49 | 4 | 77 |
| Average Queue (ft) | 7 | 0 | 38 |
| 95th Queue (ft) | 32 | 3 | 62 |
| Link Distance (ft) | 563 | 677 | 595 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & E. Site Access/Wiard Boulevard

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 44 | 60 | 16 |
| Average Queue (ft) | 22 | 22 | 1 |
| 95th Queue (ft) | 45 | 52 | 7 |
| Link Distance (ft) | 617 | 482 | 1149 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | WB | NB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 53 | 53 |
| Average Queue (ft) | 5 | 23 |
| 95th Queue (ft) | 28 | 46 |
| Link Distance (ft) | 1144 | 829 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 5: N. Site Access & MacArthur Boulevard

| Movement | WB | NB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 46 |
| Average Queue (ft) | 0 | 23 |
| 95th Queue (ft) | 6 | 41 |
| Link Distance (ft) | 1149 | 402 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 0

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 13 | 8 | 14 | 14 | 47 | 10 | 93 | 22 | 34 | 92 | 6 |
| Future Vol, veh/h | 5 | 13 | 8 | 14 | 14 | 47 | 10 | 93 | 22 | 34 | 92 | 6 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 72 | 72 | 72 | 65 | 65 | 65 | 77 | 77 | 77 | 87 | 87 | 87 |
| Heavy Vehicles, % | 4 | 4 | 4 | 7 | 7 | 7 | 4 | 4 | 4 | 1 | 1 | 1 |
| Mvmt Flow | 7 | 18 | 11 | 22 | 22 | 72 | 13 | 121 | 29 | 39 | 106 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 345 | 363 | 109 | 354 | 352 | 135 | 113 | 0 | 0 | 149 | 0 | 0 |
| Stage 1 | 187 | 187 | - | 161 | 161 | - | - | - | - | - | - | - |
| Stage 2 | 158 | 175 | - | 193 | 191 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.17 | 6.57 | 6.27 | 4.14 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.17 | 5.57 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.563 | 4.063 | 3.363 | 2.236 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 606 | 562 | 939 | 592 | 565 | 901 | 1464 | - | - | 1438 | - | - |
| Stage 1 | 810 | 741 | - | 829 | 755 | - | - | - | - | - | - | - |
| Stage 2 | 840 | 750 | - | 797 | 733 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 515 | 540 | 939 | 544 | 543 | 901 | 1464 | - | - | 1438 | - | - |
| Mov Cap-2 Maneuver | 515 | 540 | - | 544 | 543 | - | - | - | - | - | - | - |
| Stage 1 | 786 | 720 | - | 821 | 748 | - | - | - | - | - | - | - |
| Stage 2 | 743 | 743 | - | 746 | 712 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.22 | 10.92 | 0.6 | 1.95 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 139 | - | - | 615 | 723 | 458 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.059 | 0.16 | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | - | 11.2 | 10.9 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.6 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 67 | 65 | 46 | 47 | 64 | 66 |
| Future Vol, veh/h | 67 | 65 | 46 | 47 | 64 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 5 | 5 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 79 | 56 | 57 | 70 | 73 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 113 | 0 | - | 0 | 327 | 85 |
| Stage 1 | - | - | - | - | 85 | - |
| Stage 2 | - | - | - | - | 243 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1457 | - | - | - | 667 | 974 |
| Stage 1 | - | - | - | - | 939 | - |
| Stage 2 | - | - | - | - | 798 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1457 | - | - | - | 628 | 974 |
| Mov Cap-2 Maneuver | - | - | - | - | 628 | - |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 798 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.87 | 0 | 10.77 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 914 | - | - | - | 766 |
| HCM Lane V/C Ratio | 0.056 | - | - | - | 0.186 |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | - | - | 10.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 16 | 7 | 7 | 20 | 37 | 38 | 5 | 36 | 45 | 10 |
| Future Vol, veh/h | 6 | 2 | 16 | 7 | 7 | 20 | 37 | 38 | 5 | 36 | 45 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 72 | 72 | 72 | 82 | 82 | 82 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 4 | 4 | 4 | 3 | 3 | 3 | 12 | 12 | 12 |
| Mvmt Flow | 7 | 2 | 17 | 10 | 10 | 28 | 45 | 46 | 6 | 40 | 50 | 11 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 277 | 278 | 56 | 271 | 281 | 49 | 61 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 136 | 136 | - | 140 | 140 | - | - | - | - | - | - | - |
| Stage 2 | 141 | 143 | - | 131 | 141 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.14 | 6.54 | 6.24 | 4.13 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.536 | 4.036 | 3.336 | 2.227 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 675 | 630 | 1011 | 678 | 624 | 1013 | 1536 | - | - | 1492 | - | - |
| Stage 1 | 868 | 784 | - | 859 | 777 | - | - | - | - | - | - | - |
| Stage 2 | 861 | 779 | - | 868 | 776 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 610 | 594 | 1011 | 626 | 589 | 1013 | 1536 | - | - | 1492 | - | - |
| Mov Cap-2 Maneuver | 610 | 594 | - | 626 | 589 | - | - | - | - | - | - | - |
| Stage 1 | 844 | 762 | - | 833 | 754 | - | - | - | - | - | - | - |
| Stage 2 | 802 | 755 | - | 827 | 755 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.5 | 9.82 | 3.43 | 2.96 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 814 | - | - | 827 | 794 | 687 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.032 | 0.059 | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 9.5 | 9.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 56 | 60 | 12 | 60 | 94 |
| Future Vol, veh/h | 13 | 56 | 60 | 12 | 60 | 94 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 70 | 70 | 92 | 92 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 19 | 80 | 65 | 13 | 82 | 129 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 99 | 0 | 202 | 59 |
| Stage 1 | - | - | - | - | 59 | - |
| Stage 2 | - | - | - | - | 143 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1494 | - | 784 | 1004 |
| Stage 1 | - | - | - | - | 961 | - |
| Stage 2 | - | - | - | - | 881 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1494 | - | 750 | 1004 |
| Mov Cap-2 Maneuver | - | - | - | - | 750 | - |
| Stage 1 | - | - | - | - | 961 | - |
| Stage 2 | - | - | - | - | 842 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 6.27 | 10.32 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 887 | - | - | 1484 | - |
| HCM Lane V/C Ratio | 0.238 | - | - | 0.044 | - |
| HCM Ctrl Dly (s/v) | 10.3 | - | - | 7.5 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 39 | 7 | 57 | 23 | 14 |
| Future Vol, veh/h | 77 | 39 | 7 | 57 | 23 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 78 | 78 | 92 | 92 |
| Heavy Vehicles, % | 9 | 9 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 118 | 60 | 9 | 73 | 25 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 178 | 0 | 239 | 148 |
| Stage 1 | - | - | - | - | 148 | - |
| Stage 2 | - | - | - | - | 91 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1410 | - | 749 | 898 |
| Stage 1 | - | - | - | - | 879 | - |
| Stage 2 | - | - | - | - | 933 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1410 | - | 744 | 898 |
| Mov Cap-2 Maneuver | - | - | - | - | 744 | - |
| Stage 1 | - | - | - | - | 879 | - |
| Stage 2 | - | - | - | - | 926 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.83 | 9.77 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 796 | - | - | 197 | - |
| HCM Lane V/C Ratio | 0.051 | - | - | 0.006 | - |
| HCM Ctrl Dly (s/v) | 9.8 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

## Intersection: 1: MacArthur Boulevard & Stamford Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 36 | 73 | 33 | 39 |
| Average Queue (ft) | 19 | 35 | 2 | 4 |
| 95th Queue (ft) | 44 | 61 | 14 | 22 |
| Link Distance (ft) | 554 | 1077 | 898 | 632 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 2: MacArthur Boulevard & N. Harris Road

| Movement | EB | SB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 44 | 76 |
| Average Queue (ft) | 6 | 40 |
| 95th Queue (ft) | 29 | 64 |
| Link Distance (ft) | 563 | 595 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 3: Stamford Road/MacArthur Boulevard & E. Site Access/Wiard Boulevard

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 49 | 25 | 27 |
| Average Queue (ft) | 17 | 19 | 2 | 2 |
| 95th Queue (ft) | 41 | 45 | 13 | 14 |
| Link Distance (ft) | 617 | 482 | 1349 | 1149 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 4: Dawn Avenue & Stamford Road

| Movement | WB | NB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 36 | 71 |
| Average Queue (ft) | 4 | 38 |
| 95th Queue (ft) | 22 | 60 |
| Link Distance (ft) | 1144 | 829 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 5: N. Site Access & MacArthur Boulevard

| Movement | WB | NB |
|---|---|---|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 10 | 33 |
| Average Queue (ft) | 0 | 17 |
| 95th Queue (ft) | 5 | 36 |
| Link Distance (ft) | 1149 | 402 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Zone Summary

Zone wide Queuing Penalty: 0

# TURN LANE WARRANT

# MacArthur Boulevard and N. Site Access

AM Peak Hour
LT: 2 - 3%

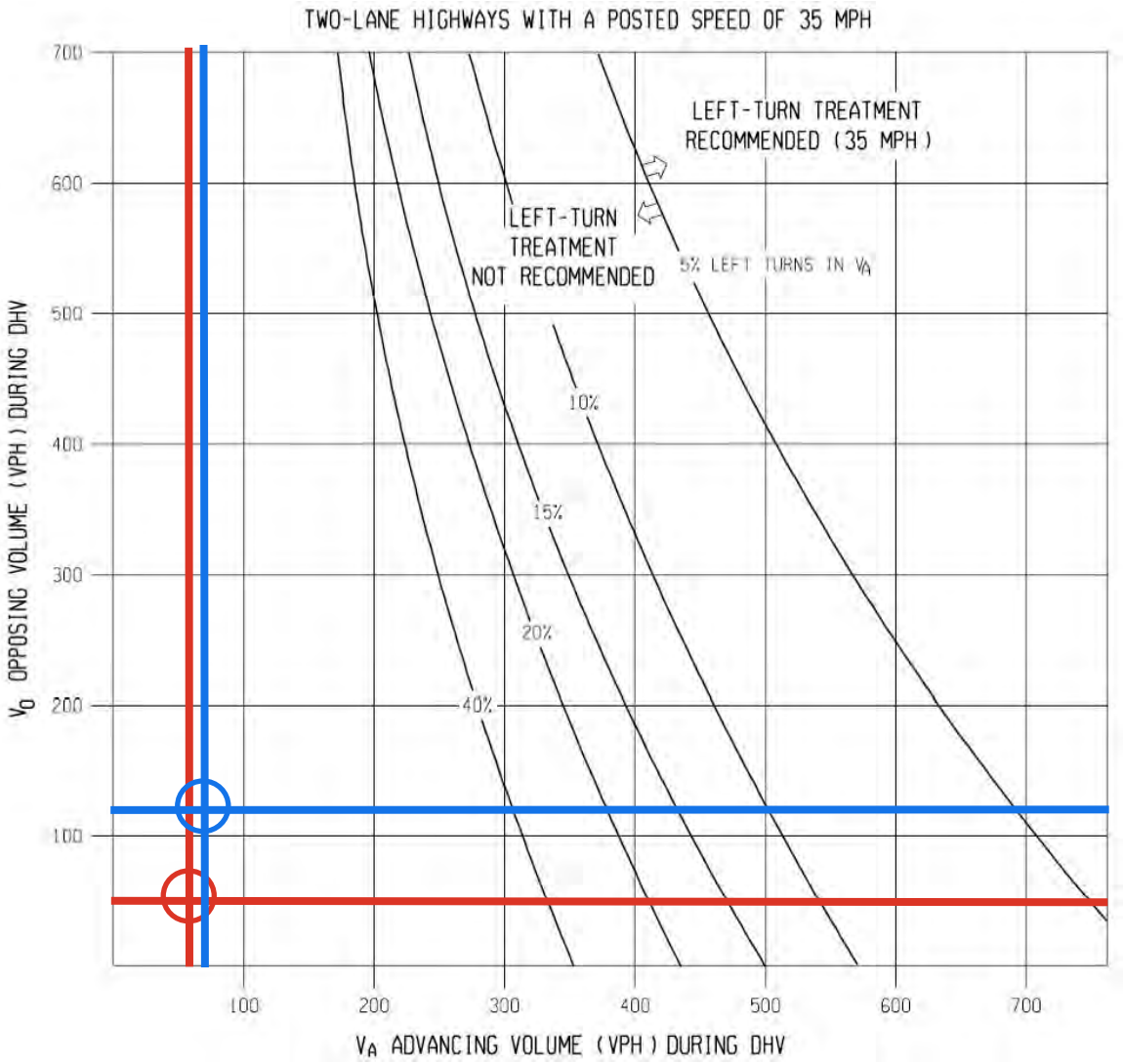
PM Peak Hour
LT: 7 - 11%

AM Vo: 67

PM Vo: 116

AM Va: 60

PM Va: 64




Left-Turn Lane NOT Warranted

Instructions:

1. The family of curves represent the percentage of left turns in advancing volume ($V_A$). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read $V_A$ and $V_O$ into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is recommended. If the point is to the left of the line, then a left-turn is not recommended based on traffic volumes.

Example: Speed = 35mph
Advancing volume during DHV = 400 vph
Opposing volume during DHV = 400 vph
Percentage of left-turns in advancing volume = 7%

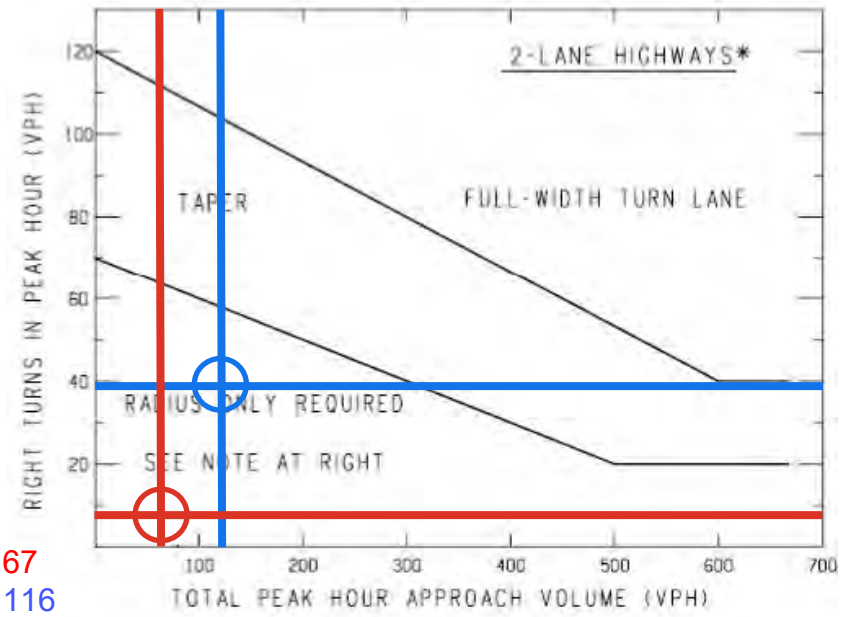
Problem: Determine if left-turn lane is recommended

Solution: Figure indicates that the intersection of 400 vph and 400 vph is located to the left of the 7% curve (estimated); thus a left-turn lane is not recommended based on volumes.

# MacArthur Boulevard & N. Site Access

AM Peak Hour
RT: 14

PM Peak Hour
RT: 39

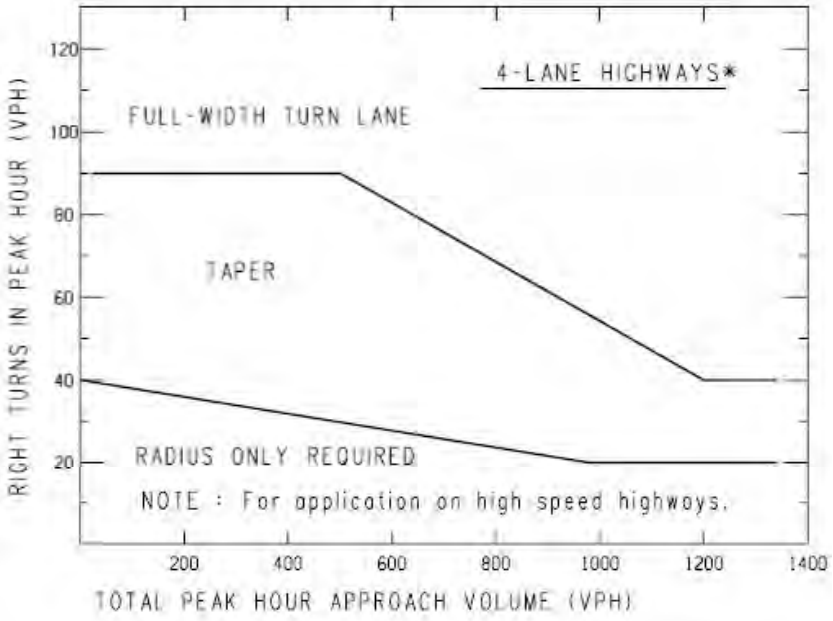



AM Peak Hour: 67
PM Peak Hour: 116

NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour Right turns = Peak hour Right turns – 20

Right-Turn Lane NOT Warranted




*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume form the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

# MacArthur Boulevard and E. Site Access

AM Peak Hour
LT: 10 - 34%

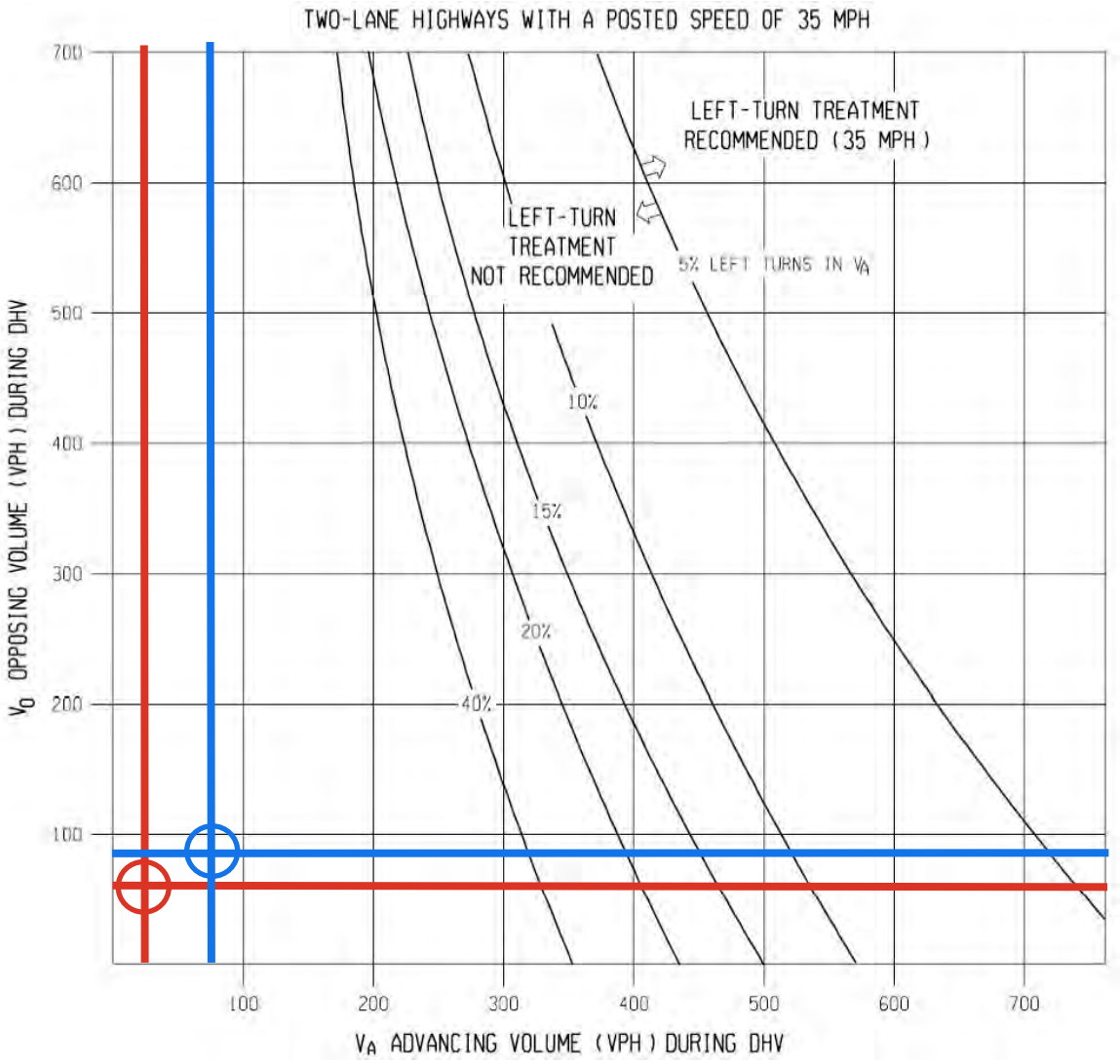
PM Peak Hour
LT: 37 - 46%

AM Vo: 71

PM Vo: 91

AM Va: 29

PM Va: 80




Left-Turn Lane NOT Warranted

Instructions:

1. The family of curves represent the percentage of left turns in advancing volume ($V_A$). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read $V_A$ and $V_O$ into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is recommended. If the point is to the left of the line, then a left-turn is not recommended based on traffic volumes.

Example: Speed = 35mph
Advancing volume during DHV = 400 vph
Opposing volume during DHV = 400 vph
Percentage of left-turns in advancing volume = 7%

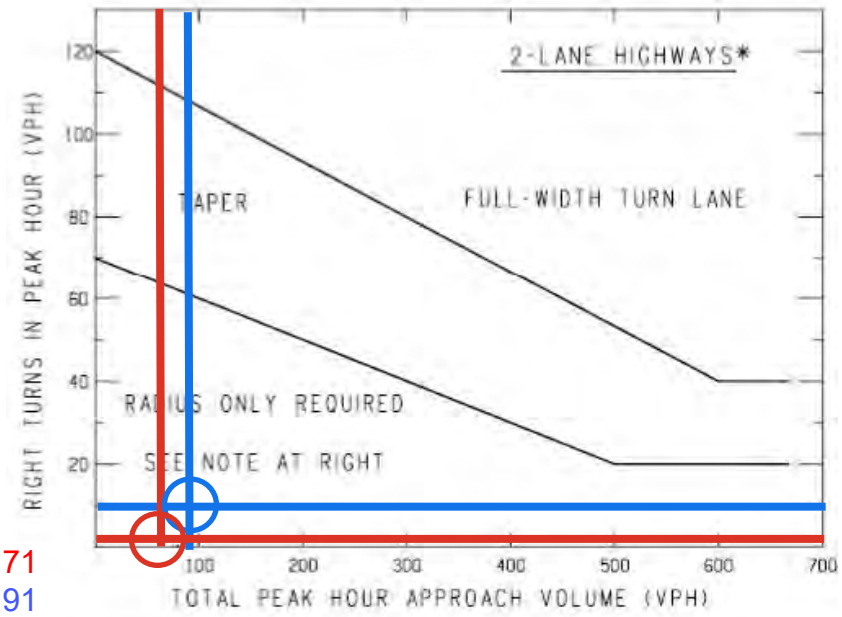
Problem: Determine if left-turn lane is recommended

Solution: Figure indicates that the intersection of 400 vph and 400 vph is located to the left of the 7% curve (estimated); thus a left-turn lane is not recommended based on volumes.

# MacArthur Boulevard & E. Site Access

AM Peak Hour
RT: 3

PM Peak Hour
RT: 10

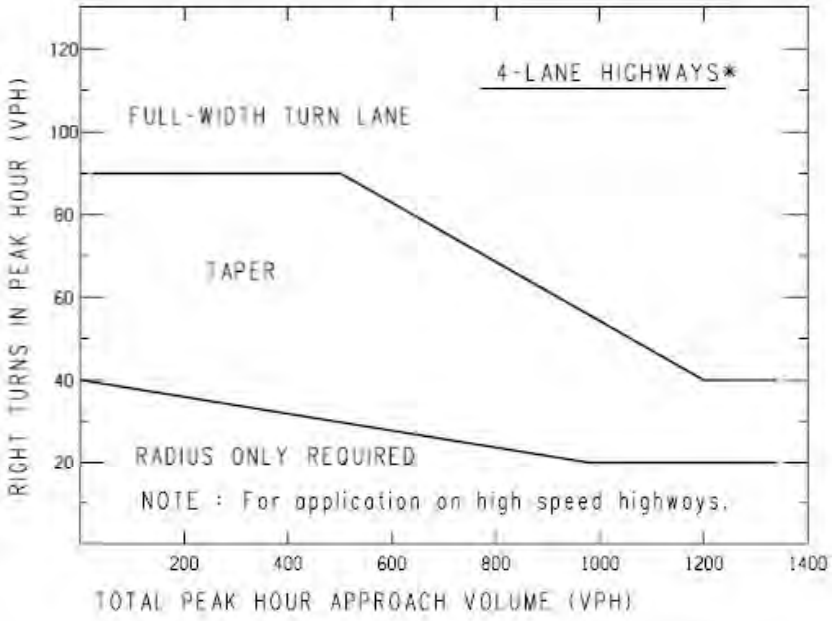



AM Peak Hour: 71
PM Peak Hour: 91

NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour Right turns = Peak hour Right turns – 20

Right-Turn Lane NOT Warranted




*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume form the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.







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ISA Certified Arborist®
MI-4374A

# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 1 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 2 | Acer negundo | Box Elder | 13 | FAIR | | |
| 3 | Acer negundo | Box Elder | 11 | POOR | | |
| 4 | Populus deltoides | Cottonwood | 38 | FAIR | | Landmark |
| 5 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 6 | Acer negundo | Box Elder | 8 | POOR | | |
| 7 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 8 | Acer negundo | Box Elder | 12 | FAIR | TWIN | |
| 9 | Acer negundo | Box Elder | 8 | FAIR | | |
| 10 | Acer negundo | Box Elder | 8 | POOR | | |
| 11 | Populus deltoides | Cottonwood | 26 | FAIR | | Landmark |
| 12 | Populus deltoides | Cottonwood | 17 | FAIR | | |
| 13 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 14 | Populus deltoides | Cottonwood | 14 | FAIR | | |
| 15 | Populus deltoides | Cottonwood | 16 | FAIR | | |
| 16 | Populus deltoides | Cottonwood | 15 | FAIR | | |
| 17 | Populus deltoides | Cottonwood | 16 | FAIR | | |
| 18 | Populus deltoides | Cottonwood | 8 | FAIR | | |
| 19 | Populus deltoides | Cottonwood | 13 | FAIR | | |
| 20 | Populus deltoides | Cottonwood | 13 | FAIR | | |
| 21 | Populus deltoides | Cottonwood | 15 | FAIR | | |
| 22 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 23 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 24 | Populus deltoides | Cottonwood | 20 | FAIR | | |
| 25 | Populus deltoides | Cottonwood | 23 | FAIR | | |
| 26 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 27 | Acer saccharum | Sugar Maple | 12 | FAIR | | |
| 28 | Populus deltoides | Cottonwood | 15 | FAIR | | |
| 29 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 30 | Populus deltoides | Cottonwood | 16 | FAIR | TWIN | |
| 31 | Populus deltoides | Cottonwood | 13 | FAIR | | |
| 32 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 33 | Populus deltoides | Cottonwood | 18 | FAIR | TWIN | |
| 34 | Ulmus americana | American Elm | 11 | FAIR | | |
| 35 | Populus deltoides | Cottonwood | 20 | FAIR | | |
| 36 | Populus deltoides | Cottonwood | 35 | FAIR | | Landmark |

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ISA Certified Arborist®
MI-4374A

# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 37 | Populus deltoides | Cottonwood | 30 | FAIR | | Landmark |
| 38 | Populus deltoides | Cottonwood | 14 | FAIR | TWIN | |
| 39 | Populus deltoides | Cottonwood | 17 | FAIR | | |
| 40 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 41 | Acer saccharinum | Silver Maple | 10 | FAIR | TWIN | |
| 42 | Populus deltoides | Cottonwood | 14 | FAIR | | |
| 43 | Populus deltoides | Cottonwood | 11 | FAIR | | |
| 44 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 45 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 46 | Salix babylonica | Weeping Willow | 10 | FAIR | | |
| 47 | Salix babylonica | Weeping Willow | 17 | FAIR | | |
| 48 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 49 | Quercus alba | White Oak | 18 | FAIR | TWIN | Landmark |
| 50 | Tilia americana | Basswood | 14 | FAIR | TWIN | |
| 51 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 52 | Quercus macrocarpa | Bur Oak | 24 | FAIR | | Landmark |
| 53 | Tilia americana | Basswood | 12 | POOR | | |
| 54 | Robinia pseudoacacia | Black Locust | 11 | FAIR | | |
| 55 | Tilia americana | Basswood | 12 | POOR | | |
| 56 | Tilia americana | Basswood | 12 | FAIR | | |
| 57 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 58 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 59 | Tilia americana | Basswood | 11 | FAIR | | |
| 60 | Tilia americana | Basswood | 9 | FAIR | | |
| 61 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 62 | Tilia americana | Basswood | 9 | FAIR | | |
| 63 | Tilia americana | Basswood | 13 | FAIR | | |
| 64 | Tilia americana | Basswood | 10 | POOR | | |
| 65 | Tilia americana | Basswood | 11 | POOR | | |
| 66 | Tilia americana | Basswood | 14 | FAIR | | |
| 67 | Tilia americana | Basswood | 9 | FAIR | | |
| 68 | Tilia americana | Basswood | 19 | FAIR | | |
| 69 | Tilia americana | Basswood | 8 | FAIR | | |
| 70 | Tilia americana | Basswood | 11 | POOR | | |
| 71 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 72 | Tilia americana | Basswood | 8 | FAIR | | |

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MI-4374A

# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 73 | Tilia americana | Basswood | 10 | FAIR | TWIN | |
| 74 | Tilia americana | Basswood | 11 | POOR | | |
| 75 | Tilia americana | Basswood | 14 | FAIR | | |
| 76 | Tilia americana | Basswood | 14 | FAIR | | |
| 77 | Tilia americana | Basswood | 9 | FAIR | | |
| 78 | Tilia americana | Basswood | 11 | FAIR | | |
| 79 | Tilia americana | Basswood | 16 | FAIR | TWIN | |
| 80 | Tilia americana | Basswood | 11 | FAIR | | |
| 81 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 82 | Tilia americana | Basswood | 13 | FAIR | | |
| 83 | Tilia americana | Basswood | 12 | FAIR | | |
| 84 | Populus deltoides | Cottonwood | 22 | FAIR | | |
| 85 | Carya glabra | Pignut Hickory | 8 | POOR | | |
| 86 | Carya glabra | Pignut Hickory | 9 | FAIR | TWIN | |
| 87 | Quercus alba | White Oak | 22 | FAIR | | Landmark |
| 88 | Ulmus americana | American Elm | 8 | FAIR | | |
| 89 | Quercus alba | White Oak | 13 | FAIR | TWIN | |
| 90 | Quercus alba | White Oak | 14 | FAIR | TWIN | |
| 91 | Quercus alba | White Oak | 24 | FAIR | | Landmark |
| 92 | Quercus alba | White Oak | 14 | FAIR | | |
| 93 | Tilia americana | Basswood | 12 | FAIR | | |
| 94 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 95 | Tilia americana | Basswood | 18 | FAIR | QUAD | |
| 96 | Tilia americana | Basswood | 10 | FAIR | | |
| 97 | Quercus rubra | Red Oak | 17 | FAIR | TRIPLE | Landmark |
| 98 | Tilia americana | Basswood | 8 | FAIR | | |
| 100 | Quercus alba | White Oak | 14 | FAIR | | |
| 101 | Tilia americana | Basswood | 11 | FAIR | | |
| 102 | Tilia americana | Basswood | 11 | FAIR | | |
| 103 | Tilia americana | Basswood | 9 | FAIR | | |
| 104 | Tilia americana | Basswood | 9 | FAIR | | |
| 105 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 106 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 107 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 108 | Tilia americana | Basswood | 20 | FAIR | | |
| 109 | Carya glabra | Pignut Hickory | 8 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 110 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 111 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 112 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 113 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 114 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 115 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 116 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 117 | Quercus rubra | Red Oak | 20 | FAIR | | Landmark |
| 118 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 119 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 120 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 121 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 122 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 123 | Carya glabra | Pignut Hickory | 13 | FAIR | TWIN | |
| 124 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 125 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 126 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 127 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 128 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 129 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 130 | Tilia americana | Basswood | 12 | FAIR | | |
| 131 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 132 | Tilia americana | Basswood | 8 | FAIR | | |
| 133 | Tilia americana | Basswood | 16 | FAIR | | |
| 134 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 135 | Tilia americana | Basswood | 10 | FAIR | | |
| 136 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 137 | Tilia americana | Basswood | 10 | FAIR | | |
| 138 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 139 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 140 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 141 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 142 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 143 | Tilia americana | Basswood | 10 | FAIR | TRIPLE | |
| 144 | Juglans nigra | Black Walnut | 12 | POOR | | |
| 145 | Ulmus pumila | Siberian Elm | 9 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 146 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 147 | Quercus rubra | Red Oak | 36 | FAIR | | Landmark |
| 148 | Tilia americana | Basswood | 12 | FAIR | | |
| 149 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 150 | Ulmus americana | American Elm | 8 | POOR | | |
| 151 | Tilia americana | Basswood | 16 | FAIR | | |
| 152 | Juglans nigra | Black Walnut | 11 | FAIR | TWIN | |
| 153 | Tilia americana | Basswood | 11 | FAIR | TWIN | |
| 154 | Quercus alba | White Oak | 21 | POOR | | Landmark |
| 155 | Quercus alba | White Oak | 14 | FAIR | TWIN | |
| 156 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 157 | Tilia americana | Basswood | 15 | FAIR | | |
| 158 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 159 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 160 | Quercus alba | White Oak | 12 | FAIR | | |
| 161 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 162 | Tilia americana | Basswood | 12 | FAIR | | |
| 163 | Quercus rubra | Red Oak | 16 | FAIR | TWIN | Landmark |
| 164 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 165 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 166 | Quercus rubra | Red Oak | 16 | FAIR | TRIPLE | Landmark |
| 167 | Quercus alba | White Oak | 11 | FAIR | | |
| 168 | Quercus alba | White Oak | 13 | FAIR | | |
| 169 | Quercus alba | White Oak | 15 | FAIR | | |
| 170 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 171 | Quercus alba | White Oak | 8 | FAIR | | |
| 172 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 173 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 174 | Quercus alba | White Oak | 14 | FAIR | TWIN | |
| 175 | Ulmus americana | American Elm | 8 | POOR | | |
| 176 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 177 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 178 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 179 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 180 | Carya ovata | Shagbark Hickory | 12 | FAIR | TRIPLE | |
| 181 | Carya glabra | Pignut Hickory | 12 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 182 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 183 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 184 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 185 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 186 | Quercus alba | White Oak | 35 | POOR | | Landmark |
| 187 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 188 | Quercus alba | White Oak | 15 | FAIR | | |
| 189 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 190 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 191 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 192 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 193 | Juglans nigra | Black Walnut | 19 | FAIR | | Landmark |
| 194 | Carya glabra | Pignut Hickory | 17 | FAIR | | Landmark |
| 195 | Populus deltoides | Cottonwood | 26 | FAIR | | Landmark |
| 196 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 197 | Quercus alba | White Oak | 25 | POOR | | Landmark |
| 198 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 199 | Carya glabra | Pignut Hickory | 18 | GOOD | | Landmark |
| 200 | Carya glabra | Pignut Hickory | 18 | FAIR | | Landmark |
| 201 | Quercus alba | White Oak | 28 | FAIR | TWIN | Landmark |
| 202 | Acer saccharum | Sugar Maple | 12 | FAIR | | |
| 203 | Quercus alba | White Oak | 12 | FAIR | | |
| 204 | Quercus alba | White Oak | 12 | FAIR | | |
| 205 | Quercus rubra | Red Oak | 15 | FAIR | TWIN | |
| 206 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 207 | Quercus alba | White Oak | 10 | FAIR | | |
| 208 | Quercus rubra | Red Oak | 13 | FAIR | TWIN | |
| 209 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 210 | Tilia americana | Basswood | 21 | FAIR | CLUSTER | |
| 211 | Tilia americana | Basswood | 11 | FAIR | | |
| 212 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 213 | Prunus serotina | Black Cherry | 11 | POOR | | |
| 214 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 215 | Carya glabra | Pignut Hickory | 22 | GOOD | | Landmark |
| 216 | Ulmus americana | American Elm | 8 | FAIR | | |
| 217 | Juglans nigra | Black Walnut | 11 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 218 | Prunus serotina | Black Cherry | 9 | POOR | TWIN | |
| 219 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 220 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 221 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 222 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 223 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 224 | Carya ovata | Shagbark Hickory | 20 | FAIR | | |
| 225 | Prunus serotina | Black Cherry | 10 | POOR | | |
| 226 | Ulmus pumila | Siberian Elm | 8 | FAIR | | |
| 227 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 228 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 229 | Populus tremuloides | Quaking Aspen | 14 | FAIR | | |
| 230 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 231 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 232 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 233 | Ulmus americana | American Elm | 10 | FAIR | | |
| 234 | Carya glabra | Pignut Hickory | 18 | FAIR | | Landmark |
| 235 | Tilia americana | Basswood | 9 | FAIR | TWIN | |
| 236 | Tilia americana | Basswood | 16 | FAIR | | |
| 237 | Carya ovata | Shagbark Hickory | 14 | FAIR | TWIN | |
| 238 | Quercus rubra | Red Oak | 19 | FAIR | TRIPLE | Landmark |
| 239 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 240 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 241 | Ulmus americana | American Elm | 8 | FAIR | | |
| 242 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 243 | Quercus rubra | Red Oak | 25 | FAIR | | Landmark |
| 244 | Quercus rubra | Red Oak | 12 | FAIR | TWIN | |
| 245 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 246 | Tilia americana | Basswood | 15 | FAIR | | |
| 247 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 248 | Tilia americana | Basswood | 16 | FAIR | | |
| 249 | Carya glabra | Pignut Hickory | 21 | FAIR | | Landmark |
| 250 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 251 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 252 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 253 | Carya glabra | Pignut Hickory | 28 | FAIR | | Landmark |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 254 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 255 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 256 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 257 | Tilia americana | Basswood | 13 | FAIR | | |
| 258 | Carya glabra | Pignut Hickory | 18 | GOOD | | Landmark |
| 259 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 260 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 261 | Carya glabra | Pignut Hickory | 22 | GOOD | | Landmark |
| 262 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 263 | Acer saccharinum | Silver Maple | 8 | POOR | | |
| 264 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 265 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 266 | Robinia pseudoacacia | Black Locust | 10 | FAIR | | |
| 267 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 268 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 269 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 270 | Carya glabra | Pignut Hickory | 8 | POOR | | |
| 271 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 272 | Carya ovata | Shagbark Hickory | 14 | FAIR | TWIN | |
| 273 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 274 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 275 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 276 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 277 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 278 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 279 | Quercus rubra | Red Oak | 11 | FAIR | TWIN | |
| 280 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 281 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 282 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 283 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 284 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 285 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 286 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 287 | Tilia americana | Basswood | 10 | FAIR | | |
| 288 | Tilia americana | Basswood | 10 | FAIR | | |
| 289 | Quercus rubra | Red Oak | 13 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

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|---|---|---|---|---|---|---|
| 290 | Quercus macrocarpa | Bur Oak | 24 | FAIR | | Landmark |
| 291 | Quercus alba | White Oak | 22 | POOR | | Landmark |
| 292 | Carya ovata | Shagbark Hickory | 19 | GOOD | | |
| 293 | Ulmus americana | American Elm | 7 | FAIR | | |
| 294 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 295 | Ulmus pumila | Siberian Elm | 10 | FAIR | TRIPLE | |
| 296 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 297 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 298 | Quercus alba | White Oak | 15 | FAIR | | |
| 299 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 300 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 301 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 302 | Carya glabra | Pignut Hickory | 10 | POOR | | |
| 303 | Carya glabra | Pignut Hickory | 19 | FAIR | | Landmark |
| 304 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 305 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 306 | Carya ovata | Shagbark Hickory | 10 | FAIR | TWIN | |
| 307 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 308 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 309 | Carya ovata | Shagbark Hickory | 11 | FAIR | TWIN | |
| 310 | Tilia americana | Basswood | 12 | FAIR | | |
| 311 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 312 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 313 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 314 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 315 | Carya glabra | Pignut Hickory | 17 | FAIR | | Landmark |
| 316 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 317 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 318 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 319 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 320 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 321 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 322 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 323 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 324 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 325 | Quercus rubra | Red Oak | 8 | FAIR | TWIN | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 326 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 327 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 328 | Carya glabra | Pignut Hickory | 21 | FAIR | | Landmark |
| 329 | Carya ovata | Shagbark Hickory | 9 | POOR | | |
| 330 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 331 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 332 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 333 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 334 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 335 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 336 | Carya ovata | Shagbark Hickory | 9 | FAIR | TWIN | |
| 337 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 338 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 339 | Quercus macrocarpa | Bur Oak | 21 | FAIR | | Landmark |
| 340 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 341 | Quercus rubra | Red Oak | 7 | FAIR | | |
| 342 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 343 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 344 | Carya ovata | Shagbark Hickory | 6 | FAIR | | |
| 345 | Quercus macrocarpa | Bur Oak | 8 | FAIR | | |
| 346 | Robinia pseudoacacia | Black Locust | 10 | FAIR | | |
| 347 | Quercus macrocarpa | Bur Oak | 12 | FAIR | | |
| 348 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 349 | Quercus macrocarpa | Bur Oak | 16 | FAIR | | Landmark |
| 350 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 351 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 352 | Robinia pseudoacacia | Black Locust | 8 | FAIR | | |
| 353 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 354 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 355 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 356 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 357 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 358 | Quercus macrocarpa | Bur Oak | 7 | FAIR | | |
| 359 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 360 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 361 | Carya glabra | Pignut Hickory | 12 | FAIR | | |

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|---|---|---|---|---|---|---|
| 362 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 363 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 364 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 365 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 366 | Carya glabra | Pignut Hickory | 11 | FAIR | TWIN | |
| 367 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 368 | Quercus rubra | Red Oak | 12 | FAIR | TRIPLE | |
| 369 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 370 | Tilia americana | Basswood | 13 | FAIR | | |
| 371 | Quercus rubra | Red Oak | 20 | FAIR | | Landmark |
| 372 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 373 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 374 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 375 | Robinia pseudoacacia | Black Locust | 14 | FAIR | TWIN | |
| 376 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 377 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 378 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 379 | Carya glabra | Pignut Hickory | 13 | FAIR | TWIN | |
| 380 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 381 | Tilia americana | Basswood | 9 | POOR | | |
| 382 | Carya ovata | Shagbark Hickory | 18 | FAIR | | |
| 383 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 384 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 385 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 386 | Carya glabra | Pignut Hickory | 18 | FAIR | TWIN | Landmark |
| 387 | Carya ovata | Shagbark Hickory | 12 | FAIR | TWIN | |
| 388 | Carya ovata | Shagbark Hickory | 12 | POOR | | |
| 389 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 390 | Quercus rubra | Red Oak | 17 | FAIR | TWIN | Landmark |
| 391 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 392 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 393 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 394 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 395 | Robinia pseudoacacia | Black Locust | 12 | FAIR | | |
| 396 | Robinia pseudoacacia | Black Locust | 11 | FAIR | | |
| 397 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 398 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 399 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 400 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 401 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 402 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 403 | Tilia americana | Basswood | 15 | FAIR | | |
| 404 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 405 | Carya glabra | Pignut Hickory | 19 | FAIR | TWIN | Landmark |
| 406 | Carya glabra | Pignut Hickory | 13 | FAIR | TWIN | |
| 407 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 408 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 409 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 410 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 411 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 412 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 413 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 414 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 415 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 416 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 417 | Tilia americana | Basswood | 11 | FAIR | | |
| 418 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 419 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 420 | Carya glabra | Pignut Hickory | 10 | FAIR | TWIN | |
| 421 | Carya ovata | Shagbark Hickory | 15 | FAIR | TWIN | |
| 422 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 423 | Carya glabra | Pignut Hickory | 16 | FAIR | TWIN | Landmark |
| 424 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 425 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 426 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 427 | Quercus alba | White Oak | 14 | FAIR | | |
| 428 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 429 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 430 | Quercus alba | White Oak | 10 | FAIR | TWIN | |
| 431 | Carya glabra | Pignut Hickory | 17 | FAIR | | Landmark |
| 432 | Carya glabra | Pignut Hickory | 7 | FAIR | | |
| 433 | Carya ovata | Shagbark Hickory | 7 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 434 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 435 | Quercus macrocarpa | Bur Oak | 8 | FAIR | | |
| 436 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 437 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 438 | Tilia americana | Basswood | 11 | FAIR | | |
| 439 | Acer saccharinum | Silver Maple | 16 | POOR | | Landmark |
| 440 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 441 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 442 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 443 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 444 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 445 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 446 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 447 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 448 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 449 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 450 | Quercus rubra | Red Oak | 7 | POOR | | |
| 451 | Quercus rubra | Red Oak | 7 | FAIR | | |
| 452 | Carya ovata | Shagbark Hickory | 6 | FAIR | | |
| 453 | Tilia americana | Basswood | 7 | POOR | | |
| 454 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 455 | Carya ovata | Shagbark Hickory | 6 | FAIR | | |
| 456 | Quercus alba | White Oak | 17 | FAIR | | Landmark |
| 457 | Quercus rubra | Red Oak | 7 | FAIR | | |
| 458 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 459 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 460 | Tilia americana | Basswood | 11 | FAIR | | |
| 461 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 462 | Quercus macrocarpa | Bur Oak | 16 | FAIR | | Landmark |
| 463 | Carya glabra | Pignut Hickory | 7 | FAIR | | |
| 464 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 465 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 466 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 467 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 468 | Carya ovata | Shagbark Hickory | 24 | FAIR | | Landmark |
| 469 | Quercus macrocarpa | Bur Oak | 18 | FAIR | | Landmark |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 470 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 471 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 472 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 473 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 474 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 475 | Carya ovata | Shagbark Hickory | 14 | POOR | | |
| 476 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 477 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 478 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 479 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 480 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 481 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 482 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 483 | Tilia americana | Basswood | 9 | FAIR | | |
| 484 | Carya glabra | Pignut Hickory | 19 | FAIR | | Landmark |
| 485 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 486 | Tilia americana | Basswood | 8 | FAIR | | |
| 487 | Quercus alba | White Oak | 13 | POOR | TWIN | |
| 488 | Tilia americana | Basswood | 8 | FAIR | | |
| 489 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 490 | Acer Rubrum | Red Maple | 10 | FAIR | | |
| 491 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 492 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 493 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 494 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 495 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 496 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 497 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 498 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 499 | Ulmus americana | American Elm | 8 | FAIR | | |
| 500 | Carya ovata | Shagbark Hickory | 13 | POOR | TWIN | |
| 501 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 503 | Tilia americana | Basswood | 14 | FAIR | | |
| 504 | Populus deltoides | Cottonwood | 11 | FAIR | | |
| 505 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 506 | Populus deltoides | Cottonwood | 16 | FAIR | TWIN | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 507 | Populus deltoides | Cottonwood | 15 | FAIR | | |
| 508 | Populus deltoides | Cottonwood | 26 | FAIR | | Landmark |
| 509 | Populus deltoides | Cottonwood | 23 | FAIR | | |
| 510 | Populus deltoides | Cottonwood | 10 | FAIR | | |
| 511 | Populus deltoides | Cottonwood | 13 | FAIR | | |
| 512 | Populus deltoides | Cottonwood | 14 | FAIR | | |
| 513 | Populus deltoides | Cottonwood | 20 | FAIR | | |
| 514 | Ulmus americana | American Elm | 11 | FAIR | | |
| 515 | Populus deltoides | Cottonwood | 32 | FAIR | TRIPLE | Landmark |
| 516 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 517 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 518 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 519 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |
| 520 | Acer saccharum | Sugar Maple | 10 | FAIR | | |
| 521 | Populus deltoides | Cottonwood | 15 | FAIR | | |
| 522 | Populus deltoides | Cottonwood | 17 | FAIR | | |
| 523 | Populus deltoides | Cottonwood | 10 | FAIR | | |
| 524 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 525 | Ulmus americana | American Elm | 11 | FAIR | | |
| 526 | Populus deltoides | Cottonwood | 17 | FAIR | | |
| 527 | Populus deltoides | Cottonwood | 10 | FAIR | | |
| 528 | Populus deltoides | Cottonwood | 18 | FAIR | | |
| 529 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 530 | Populus deltoides | Cottonwood | 11 | FAIR | | |
| 531 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 532 | Juglans nigra | Black Walnut | 21 | FAIR | | Landmark |
| 533 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 534 | Ulmus pumila | Siberian Elm | 8 | FAIR | | |
| 535 | Juglans nigra | Black Walnut | 19 | FAIR | | Landmark |
| 536 | Acer negundo | Box Elder | 15 | POOR | | |
| 537 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 538 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 539 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 540 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 541 | Populus tremuloides | Quaking Aspen | 16 | FAIR | | |
| 542 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 543 | Populus tremuloides | Quaking Aspen | 10 | POOR | | |
| 544 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 545 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 546 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 548 | Populus tremuloides | Quaking Aspen | 18 | FAIR | | |
| 549 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 550 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 551 | Juglans nigra | Black Walnut | 16 | FAIR | | |
| 552 | Ulmus americana | American Elm | 8 | FAIR | | |
| 554 | Prunus serotina | Black Cherry | 11 | POOR | TWIN | |
| 555 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 556 | Ulmus americana | American Elm | 15 | FAIR | | |
| 557 | Juglans nigra | Black Walnut | 18 | FAIR | | Landmark |
| 558 | Celtis occidentalis | Northern Hackberry | 14 | FAIR | | |
| 559 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 560 | Populus deltoides | Cottonwood | 15 | FAIR | TWIN | |
| 561 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 562 | Carya cordiformis | Bitternut Hickory | 10 | POOR | | |
| 563 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 564 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 565 | Acer negundo | Box Elder | 16 | POOR | TWIN | |
| 566 | Populus deltoides | Cottonwood | 19 | FAIR | TWIN | |
| 567 | Acer negundo | Box Elder | 10 | POOR | | |
| 568 | Acer negundo | Box Elder | 12 | POOR | | |
| 570 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 571 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 572 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 573 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 574 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 575 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 576 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 577 | Populus deltoides | Cottonwood | 22 | FAIR | | |
| 578 | Populus deltoides | Cottonwood | 19 | FAIR | | |
| 579 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 580 | Carya cordiformis | Bitternut Hickory | 23 | FAIR | | |
| 581 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

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|---|---|---|---|---|---|---|
| 582 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 583 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 584 | Populus deltoides | Cottonwood | 16 | FAIR | | |
| 585 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | TWIN | |
| 586 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 587 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 588 | Populus deltoides | Cottonwood | 21 | FAIR | | |
| 589 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 590 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 591 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 592 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 593 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 594 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 595 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 596 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 597 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 598 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 599 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 600 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 601 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 602 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 603 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 604 | Populus tremuloides | Quaking Aspen | 8 | FAIR | | |
| 605 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 606 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 607 | Ulmus americana | American Elm | 8 | FAIR | | |
| 608 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |
| 609 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 610 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 611 | Populus tremuloides | Quaking Aspen | 10 | FAIR | | |
| 612 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 613 | Populus tremuloides | Quaking Aspen | 8 | FAIR | | |
| 614 | Populus tremuloides | Quaking Aspen | 14 | FAIR | | |
| 615 | Ulmus americana | American Elm | 8 | FAIR | | |
| 616 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 617 | Juglans nigra | Black Walnut | 12 | FAIR | | |

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|---|---|---|---|---|---|---|
| 618 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 619 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 620 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 622 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 623 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 624 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 625 | Juglans nigra | Black Walnut | 16 | FAIR | | |
| 626 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 627 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 628 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 629 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 630 | Ulmus americana | American Elm | 13 | FAIR | | |
| 631 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 632 | Populus tremuloides | Quaking Aspen | 19 | FAIR | | |
| 633 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 634 | Ulmus americana | American Elm | 8 | FAIR | | |
| 635 | Ulmus americana | American Elm | 11 | FAIR | | |
| 636 | Prunus serotina | Black Cherry | 9 | FAIR | | |
| 637 | Acer saccharinum | Silver Maple | 10 | FAIR | TRIPLE | |
| 638 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 639 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 640 | Carya glabra | Pignut Hickory | 11 | POOR | | |
| 641 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 642 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 643 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 644 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | TRIPLE | |
| 645 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 646 | Ulmus americana | American Elm | 10 | POOR | | |
| 647 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |
| 648 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 649 | Juglans nigra | Black Walnut | 18 | FAIR | CLUSTER | Landmark |
| 650 | Quercus macrocarpa | Bur Oak | 20 | GOOD | | Landmark |
| 651 | Ulmus pumila | Siberian Elm | 10 | FAIR | TWIN | |
| 652 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 653 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 654 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |

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|---|---|---|---|---|---|---|
| 655 | Acer saccharinum | Silver Maple | 14 | FAIR | TRIPLE | |
| 656 | Populus tremuloides | Quaking Aspen | 11 | FAIR | | |
| 657 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 658 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 659 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 660 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 661 | Carya glabra | Pignut Hickory | 10 | FAIR | TRIPLE | |
| 662 | Carya glabra | Pignut Hickory | 8 | FAIR | TWIN | |
| 663 | Carya ovata | Shagbark Hickory | 30 | FAIR | | Landmark |
| 664 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 665 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 666 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 667 | Carya ovata | Shagbark Hickory | 8 | FAIR | TWIN | |
| 668 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 669 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 670 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 671 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 672 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 673 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 674 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 675 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 676 | Acer saccharinum | Silver Maple | 14 | FAIR | CLUSTER | |
| 677 | Ulmus americana | American Elm | 9 | FAIR | | |
| 678 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 679 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 680 | Ulmus americana | American Elm | 11 | FAIR | | |
| 681 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 682 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 683 | Quercus rubra | Red Oak | 12 | FAIR | TWIN | |
| 684 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 685 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 686 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 687 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 688 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 689 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 690 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 691 | Acer saccharinum | Silver Maple | 16 | FAIR | | Landmark |
| 692 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 693 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 694 | Tilia americana | Basswood | 13 | FAIR | | |
| 695 | Quercus alba | White Oak | 11 | FAIR | | |
| 696 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 697 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 698 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 699 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 700 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 701 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 702 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 703 | Carya ovata | Shagbark Hickory | 17 | FAIR | TWIN | |
| 704 | Acer saccharinum | Silver Maple | 7 | FAIR | | |
| 705 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 706 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 707 | Tilia americana | Basswood | 10 | FAIR | TWIN | |
| 708 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 709 | Robinia pseudoacacia | Black Locust | 14 | FAIR | | |
| 710 | Robinia pseudoacacia | Black Locust | 11 | FAIR | | |
| 711 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 712 | Acer saccharinum | Silver Maple | 14 | FAIR | | |
| 713 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 714 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 715 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 716 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 717 | Ulmus americana | American Elm | 7 | FAIR | | |
| 718 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 719 | Tilia americana | Basswood | 7 | FAIR | | |
| 720 | Tilia americana | Basswood | 8 | FAIR | | |
| 721 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 722 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 723 | Quercus alba | White Oak | 18 | POOR | | Landmark |
| 724 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 725 | Ulmus americana | American Elm | 7 | FAIR | | |
| 726 | Quercus alba | White Oak | 12 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 727 | Quercus alba | White Oak | 22 | FAIR | | Landmark |
| 728 | Tilia americana | Basswood | 7 | FAIR | | |
| 729 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 730 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 731 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 732 | Quercus rubra | Red Oak | 17 | POOR | | Landmark |
| 733 | Tilia americana | Basswood | 11 | FAIR | | |
| 734 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 735 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 736 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 737 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 738 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 739 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 740 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 741 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 742 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 743 | Ulmus americana | American Elm | 8 | FAIR | | |
| 744 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 745 | Carya glabra | Pignut Hickory | 17 | FAIR | | Landmark |
| 746 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 747 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 748 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 749 | Tilia americana | Basswood | 9 | FAIR | | |
| 750 | Carya glabra | Pignut Hickory | 19 | GOOD | | Landmark |
| 751 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 752 | Quercus rubra | Red Oak | 7 | FAIR | | |
| 753 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 754 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 755 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 756 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 757 | Quercus rubra | Red Oak | 18 | FAIR | TWIN | Landmark |
| 758 | Acer saccharinum | Silver Maple | 15 | FAIR | TRIPLE | |
| 759 | Acer saccharinum | Silver Maple | 12 | FAIR | QUAD | |
| 760 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 761 | Acer saccharinum | Silver Maple | 20 | FAIR | | Landmark |
| 762 | Juglans nigra | Black Walnut | 13 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 763 | Acer saccharinum | Silver Maple | 11 | FAIR | QUAD | |
| 764 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 765 | Acer saccharinum | Silver Maple | 11 | FAIR | CLUSTER | |
| 766 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 767 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 768 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 769 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 770 | Populus deltoides | Cottonwood | 25 | FAIR | TWIN | Landmark |
| 771 | Acer saccharinum | Silver Maple | 11 | FAIR | TWIN | |
| 772 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 773 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 774 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 775 | Tilia americana | Basswood | 13 | FAIR | | |
| 776 | Carya glabra | Pignut Hickory | 11 | FAIR | TWIN | |
| 777 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 778 | Tilia americana | Basswood | 14 | FAIR | | |
| 779 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 780 | Tilia americana | Basswood | 12 | POOR | TWIN | |
| 781 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 782 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 783 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | TWIN | |
| 784 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 784 | Quercus rubra | Red Oak | 21 | FAIR | TWIN | Landmark |
| 785 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 786 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 787 | Quercus rubra | Red Oak | 17 | FAIR | TWIN | Landmark |
| 788 | Tilia americana | Basswood | 20 | FAIR | QUAD | |
| 789 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 790 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 791 | Quercus alba | White Oak | 16 | POOR | TWIN | Landmark |
| 792 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 793 | Quercus rubra | Red Oak | 19 | FAIR | TWIN | Landmark |
| 795 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 796 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 797 | Carya ovata | Shagbark Hickory | 16 | FAIR | TWIN | |
| 798 | Quercus alba | White Oak | 17 | FAIR | | Landmark |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 799 | Quercus alba | White Oak | 15 | FAIR | | |
| 800 | Prunus serotina | Black Cherry | 12 | POOR | | |
| 801 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 802 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 803 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 804 | Quercus alba | White Oak | 19 | FAIR | | Landmark |
| 805 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 806 | Carya ovata | Shagbark Hickory | 18 | FAIR | | |
| 807 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 808 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 809 | Quercus rubra | Red Oak | 11 | FAIR | TWIN | |
| 810 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 811 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 812 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 813 | Acer saccharinum | Silver Maple | 14 | FAIR | QUAD | |
| 814 | Acer saccharum | Sugar Maple | 14 | FAIR | | |
| 815 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 816 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 817 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 818 | Quercus macrocarpa | Bur Oak | 9 | FAIR | TWIN | |
| 819 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 820 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 821 | Robinia pseudoacacia | Black Locust | 8 | FAIR | | |
| 822 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 823 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 824 | Carya ovata | Shagbark Hickory | 19 | FAIR | TWIN | |
| 825 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 826 | Ulmus americana | American Elm | 8 | FAIR | | |
| 827 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 828 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 829 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 831 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 832 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 833 | Acer saccharinum | Silver Maple | 10 | FAIR | TWIN | |
| 834 | Acer saccharum | Sugar Maple | 8 | FAIR | | |
| 835 | Acer saccharinum | Silver Maple | 11 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 836 | Acer saccharinum | Silver Maple | 9 | FAIR | TWIN | |
| 837 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 838 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 839 | Acer saccharinum | Silver Maple | 11 | FAIR | TWIN | |
| 840 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 841 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 843 | Acer saccharinum | Silver Maple | 14 | FAIR | | |
| 844 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 845 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 846 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 847 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 848 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 849 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 850 | Ulmus americana | American Elm | 9 | FAIR | | |
| 851 | Tilia americana | Basswood | 11 | FAIR | QUAD | |
| 852 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 853 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 854 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 856 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 857 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 858 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 859 | Quercus rubra | Red Oak | 22 | POOR | | Landmark |
| 860 | Carya ovata | Shagbark Hickory | 20 | FAIR | | |
| 861 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 862 | Quercus alba | White Oak | 12 | FAIR | | |
| 863 | Quercus alba | White Oak | 14 | FAIR | | |
| 864 | Ulmus americana | American Elm | 10 | POOR | | |
| 865 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 866 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 867 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 868 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 869 | Ulmus americana | American Elm | 10 | FAIR | | |
| 870 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 871 | Carya ovata | Shagbark Hickory | 18 | FAIR | TRIPLE | |
| 872 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 873 | Juglans nigra | Black Walnut | 11 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 874 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 875 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 876 | Carya glabra | Pignut Hickory | 12 | FAIR | TWIN | |
| 877 | Carya ovata | Shagbark Hickory | 15 | POOR | | |
| 878 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 879 | Quercus alba | White Oak | 25 | FAIR | | Landmark |
| 880 | Carya glabra | Pignut Hickory | 15 | FAIR | TWIN | |
| 881 | Quercus alba | White Oak | 29 | FAIR | | Landmark |
| 882 | Acer saccharinum | Silver Maple | 17 | FAIR | | Landmark |
| 883 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 884 | Acer saccharinum | Silver Maple | 17 | FAIR | | Landmark |
| 885 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 886 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 887 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 888 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 889 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 890 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 891 | Tilia americana | Basswood | 12 | FAIR | | |
| 892 | Quercus rubra | Red Oak | 11 | POOR | | |
| 893 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 894 | Acer saccharinum | Silver Maple | 14 | FAIR | TWIN | |
| 895 | Carya glabra | Pignut Hickory | 16 | POOR | TWIN | Landmark |
| 896 | Acer saccharinum | Silver Maple | 12 | POOR | | |
| 897 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 898 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 899 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 900 | Carya ovata | Shagbark Hickory | 17 | FAIR | TWIN | |
| 901 | Prunus serotina | Black Cherry | 9 | FAIR | | |
| 902 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 903 | Quercus macrocarpa | Bur Oak | 6 | FAIR | | |
| 904 | Quercus macrocarpa | Bur Oak | 6 | FAIR | | |
| 905 | Quercus rubra | Red Oak | 6 | FAIR | | |
| 906 | Quercus rubra | Red Oak | 6 | FAIR | | |
| 907 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 908 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 909 | Carya glabra | Pignut Hickory | 18 | GOOD | | Landmark |

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|---|---|---|---|---|---|---|
| 910 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 911 | Quercus alba | White Oak | 28 | GOOD | | Landmark |
| 912 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 913 | Ulmus americana | American Elm | 6 | FAIR | | |
| 914 | Carya glabra | Pignut Hickory | 15 | GOOD | | |
| 915 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 916 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 917 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 918 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 919 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 920 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 921 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 922 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 923 | Tilia americana | Basswood | 10 | FAIR | | |
| 924 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 925 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 926 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 927 | Tilia americana | Basswood | 10 | POOR | TWIN | |
| 928 | Tilia americana | Basswood | 11 | FAIR | | |
| 929 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 930 | Quercus alba | White Oak | 25 | FAIR | | Landmark |
| 931 | Carya glabra | Pignut Hickory | 14 | GOOD | | |
| 932 | Carya ovata | Shagbark Hickory | 17 | GOOD | | |
| 933 | Carya ovata | Shagbark Hickory | 16 | FAIR | TWIN | |
| 934 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 935 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 936 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 937 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 938 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 939 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 940 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 941 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 942 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 943 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 944 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 945 | Carya ovata | Shagbark Hickory | 10 | FAIR | TWIN | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 946 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 947 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 948 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 949 | Quercus alba | White Oak | 26 | FAIR | | Landmark |
| 950 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 951 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 952 | Carya ovata | Shagbark Hickory | 7 | FAIR | | |
| 953 | Carya ovata | Shagbark Hickory | 11 | FAIR | TWIN | |
| 954 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 955 | Carya glabra | Pignut Hickory | 18 | FAIR | TWIN | Landmark |
| 956 | Carya glabra | Pignut Hickory | 18 | FAIR | | Landmark |
| 957 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 958 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 959 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 960 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 961 | Carya ovata | Shagbark Hickory | 14 | FAIR | TWIN | |
| 962 | Carya ovata | Shagbark Hickory | 9 | FAIR | TWIN | |
| 963 | Carya ovata | Shagbark Hickory | 8 | FAIR | TWIN | |
| 964 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 965 | Ulmus americana | American Elm | 10 | FAIR | | |
| 966 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 967 | Acer saccharinum | Silver Maple | 12 | FAIR | TRIPLE | |
| 969 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 970 | Acer saccharinum | Silver Maple | 16 | FAIR | CLUSTER | Landmark |
| 971 | Acer saccharinum | Silver Maple | 18 | FAIR | CLUSTER | Landmark |
| 972 | Acer saccharinum | Silver Maple | 16 | FAIR | CLUSTER | Landmark |
| 973 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 974 | Acer saccharinum | Silver Maple | 17 | FAIR | TRIPLE | Landmark |
| 975 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 977 | Populus tremuloides | Quaking Aspen | 15 | FAIR | | |
| 978 | Acer saccharinum | Silver Maple | 17 | FAIR | | Landmark |
| 979 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 980 | Acer saccharinum | Silver Maple | 14 | FAIR | CLUSTER | |
| 981 | Acer saccharinum | Silver Maple | 12 | FAIR | TRIPLE | |
| 982 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 983 | Quercus rubra | Red Oak | 10 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 984 | Acer saccharinum | Silver Maple | 8 | FAIR | CLUSTER | |
| 985 | Populus tremuloides | Quaking Aspen | 14 | GOOD | | |
| 986 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 987 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 988 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 989 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 990 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 991 | Quercus rubra | Red Oak | 10 | FAIR | TWIN | |
| 992 | Quercus rubra | Red Oak | 20 | FAIR | TWIN | Landmark |
| 993 | Robinia pseudoacacia | Black Locust | 12 | FAIR | | |
| 994 | Quercus rubra | Red Oak | 14 | FAIR | QUAD | |
| 995 | Quercus rubra | Red Oak | 11 | FAIR | TWIN | |
| 996 | Carya ovata | Shagbark Hickory | 15 | FAIR | TWIN | |
| 997 | Quercus alba | White Oak | 14 | FAIR | | |
| 1001 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 1002 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1003 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 1004 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 1005 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 1006 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1007 | Populus deltoides | Cottonwood | 27 | FAIR | | Landmark |
| 1008 | Platanus occidentalis | Sycamore | 10 | FAIR | | |
| 1009 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 1010 | Quercus alba | White Oak | 10 | FAIR | | |
| 1011 | Quercus alba | White Oak | 11 | FAIR | | |
| 1012 | Quercus alba | White Oak | 8 | FAIR | | |
| 1013 | Quercus alba | White Oak | 10 | FAIR | | |
| 1014 | Quercus alba | White Oak | 9 | FAIR | | |
| 1015 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 1016 | Platanus occidentalis | Sycamore | 14 | FAIR | | |
| 1017 | Ulmus americana | American Elm | 10 | FAIR | | |
| 1018 | Quercus alba | White Oak | 12 | FAIR | | |
| 1019 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 1020 | Carya cordiformis | Bitternut Hickory | 8 | | | |
| 1021 | Ulmus americana | American Elm | 10 | POOR | | |
| 1022 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1023 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1024 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 1025 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 1026 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1027 | Quercus rubra | Red Oak | 21 | FAIR | | Landmark |
| 1028 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1029 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 1030 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 1031 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 1032 | Ulmus americana | American Elm | 12 | FAIR | | |
| 1033 | Fraxinus pennsylvanica | Green Ash | 12 | POOR | | |
| 1034 | Fraxinus pennsylvanica | Green Ash | 12 | POOR | | |
| 1035 | Fraxinus pennsylvanica | Green Ash | 9 | FAIR | | |
| 1036 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 1037 | Fraxinus pennsylvanica | Green Ash | 10 | FAIR | | |
| 1038 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 1039 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 1040 | Acer saccharum | Sugar Maple | 9 | FAIR | | |
| 1041 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 1042 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 1043 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 1044 | Carya ovata | Shagbark Hickory | 12 | FAIR | TWIN | |
| 1045 | Carya ovata | Shagbark Hickory | 10 | FAIR | TWIN | |
| 1046 | Quercus alba | White Oak | 9 | FAIR | | |
| 1047 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 1048 | Quercus rubra | Red Oak | 12 | POOR | | |
| 1049 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 1050 | Acer saccharinum | Silver Maple | 11 | FAIR | TWIN | |
| 1051 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 1052 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1053 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 1054 | Acer saccharum | Sugar Maple | 8 | FAIR | | |
| 1055 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1056 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 1057 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | TWIN | |
| 1058 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1059 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 1060 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1061 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 1062 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 1063 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 1064 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1065 | Ulmus americana | American Elm | 11 | FAIR | | |
| 1066 | Tilia americana | Basswood | 11 | FAIR | TWIN | |
| 1067 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 1068 | Quercus alba | White Oak | 10 | FAIR | | |
| 1069 | Quercus alba | White Oak | 12 | FAIR | | |
| 1070 | Quercus alba | White Oak | 14 | FAIR | | |
| 1071 | Quercus alba | White Oak | 17 | FAIR | TWIN | Landmark |
| 1072 | Quercus alba | White Oak | 8 | FAIR | | |
| 1073 | Quercus alba | White Oak | 16 | FAIR | | Landmark |
| 1074 | Quercus alba | White Oak | 15 | FAIR | | |
| 1075 | Quercus alba | White Oak | 10 | FAIR | | |
| 1076 | Quercus alba | White Oak | 9 | FAIR | | |
| 1077 | Acer saccharinum | Silver Maple | 10 | FAIR | TWIN | |
| 1078 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 1079 | Populus deltoides | Cottonwood | 32 | POOR | | Landmark |
| 1080 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 1081 | Prunus serotina | Black Cherry | 12 | POOR | | |
| 1082 | Ulmus americana | American Elm | 14 | FAIR | | |
| 1083 | Populus deltoides | Cottonwood | 20 | FAIR | TWIN | |
| 1084 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 1085 | Populus deltoides | Cottonwood | 16 | POOR | | |
| 1086 | Ulmus americana | American Elm | 11 | FAIR | | |
| 1087 | Quercus macrocarpa | Bur Oak | 12 | FAIR | | |
| 1088 | Quercus macrocarpa | Bur Oak | 13 | FAIR | | |
| 1089 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 1090 | Prunus serotina | Black Cherry | 8 | FAIR | | |
| 1091 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 1092 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 1093 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 1094 | Acer negundo | Box Elder | 14 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1095 | Quercus macrocarpa | Bur Oak | 13 | FAIR | | |
| 1096 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 1097 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 1098 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 1100 | Quercus macrocarpa | Bur Oak | 16 | FAIR | | Landmark |
| 1101 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 1102 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1103 | Prunus serotina | Black Cherry | 16 | FAIR | TWIN | |
| 1104 | Juglans nigra | Black Walnut | 19 | FAIR | | Landmark |
| 1105 | Prunus serotina | Black Cherry | 16 | POOR | | |
| 1106 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1107 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 1108 | Ulmus rubra | Slippery Elm | 18 | POOR | | |
| 1109 | Salix nigra | Black Willow | 25 | POOR | | Landmark |
| 1110 | Quercus alba | White Oak | 8 | POOR | | |
| 1111 | Carya cordiformis | Bitternut Hickory | 10 | POOR | | |
| 1111 | Acer platanoides | Norway Maple | 10 | POOR | | |
| 1112 | Salix nigra | Black Willow | 24 | POOR | TWIN | Landmark |
| 1113 | Tilia americana | Basswood | 8 | FAIR | | |
| 1114 | Juglans nigra | Black Walnut | 17 | FAIR | | |
| 1115 | Juglans nigra | Black Walnut | 15 | FAIR | | |
| 1116 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 1117 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 1118 | Crataegus pruinosa | Hawthorn | 8 | FAIR | TRIPLE | |
| 1119 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 1120 | Juglans nigra | Black Walnut | 17 | FAIR | | |
| 1121 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 1122 | Platanus occidentalis | Sycamore | 17 | FAIR | | |
| 1123 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 1124 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 1125 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1126 | Platanus occidentalis | Sycamore | 23 | FAIR | | Landmark |
| 1127 | Platanus occidentalis | Sycamore | 17 | FAIR | TWIN | |
| 1128 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 1129 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1130 | Juglans nigra | Black Walnut | 10 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1131 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1132 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1134 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 1135 | Morus alba | White Mulberry | 18 | FAIR | QUAD | |
| 1136 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 1137 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1138 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1139 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1140 | Juglans nigra | Black Walnut | 18 | FAIR | | Landmark |
| 1141 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 1142 | Ulmus americana | American Elm | 9 | FAIR | | |
| 1143 | Ulmus americana | American Elm | 12 | FAIR | | |
| 1144 | Ulmus americana | American Elm | 9 | FAIR | | |
| 1145 | Quercus alba | White Oak | 11 | FAIR | | |
| 1146 | Fagus sylvatica | Common Beech | 9 | FAIR | | |
| 1147 | Ulmus americana | American Elm | 8 | FAIR | | |
| 1148 | Fraxinus pennsylvanica | Green Ash | 13 | FAIR | | |
| 1149 | Populus tremuloides | Quaking Aspen | 10 | FAIR | TRIPLE | |
| 1150 | Fraxinus pennsylvanica | Green Ash | 9 | FAIR | | |
| 1151 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 1152 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 1153 | Prunus serotina | Black Cherry | 10 | POOR | | |
| 1154 | Quercus alba | White Oak | 14 | FAIR | TWIN | |
| 1155 | Populus deltoides | Cottonwood | 26 | FAIR | | Landmark |
| 1156 | Prunus serotina | Black Cherry | 9 | FAIR | | |
| 1157 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 1158 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 1159 | Acer saccharum | Sugar Maple | 9 | FAIR | | |
| 1160 | Ulmus americana | American Elm | 11 | FAIR | | |
| 1161 | Ulmus americana | American Elm | 9 | FAIR | | |
| 1162 | Populus deltoides | Cottonwood | 16 | FAIR | | |
| 1163 | Populus deltoides | Cottonwood | 20 | FAIR | | |
| 1164 | Ulmus americana | American Elm | 9 | FAIR | TWIN | |
| 1165 | Celtis occidentalis | Northern Hackberry | 12 | FAIR | | |
| 1166 | Ulmus americana | American Elm | 9 | FAIR | | |
| 1167 | Juglans nigra | Black Walnut | 9 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 1168 | Acer negundo | Box Elder | 13 | FAIR | | |
| 1169 | Acer negundo | Box Elder | 14 | POOR | | |
| 1170 | Acer negundo | Box Elder | 10 | POOR | | |
| 1171 | Acer negundo | Box Elder | 8 | FAIR | | |
| 1172 | Populus deltoides | Cottonwood | 24 | FAIR | | Landmark |
| 1173 | Acer negundo | Box Elder | 10 | FAIR | | |
| 1174 | Acer negundo | Box Elder | 12 | FAIR | | |
| 1175 | Acer negundo | Box Elder | 9 | FAIR | | |
| 1176 | Celtis occidentalis | Northern Hackberry | 14 | FAIR | | |
| 1177 | Acer negundo | Box Elder | 10 | FAIR | | |
| 1178 | Acer negundo | Box Elder | 10 | FAIR | | |
| 1179 | Celtis occidentalis | Northern Hackberry | 16 | FAIR | | |
| 1180 | Quercus alba | White Oak | 10 | FAIR | | |
| 1181 | Populus deltoides | Cottonwood | 20 | FAIR | | |
| 1182 | Populus deltoides | Cottonwood | 12 | FAIR | TWIN | |
| 1184 | Acer negundo | Box Elder | 15 | FAIR | | |
| 1185 | Acer negundo | Box Elder | 11 | FAIR | | |
| 1186 | Acer negundo | Box Elder | 13 | FAIR | | |
| 1187 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 1188 | Juglans nigra | Black Walnut | 12 | POOR | | |
| 1189 | Quercus alba | White Oak | 15 | FAIR | | |
| 1190 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1191 | Acer negundo | Box Elder | 9 | FAIR | | |
| 1192 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 1193 | Acer negundo | Box Elder | 8 | FAIR | | |
| 1194 | Acer negundo | Box Elder | 9 | FAIR | | |
| 1195 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 1196 | Populus tremuloides | Quaking Aspen | 9 | FAIR | | |
| 1197 | Acer saccharum | Sugar Maple | 20 | FAIR | | Landmark |
| 1198 | Quercus alba | White Oak | 32 | POOR | | Landmark |
| 1199 | Acer negundo | Box Elder | 14 | POOR | | |
| 1200 | Acer negundo | Box Elder | 8 | FAIR | | |
| 1301 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 1302 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |
| 1303 | Prunus serotina | Black Cherry | 12 | FAIR | | |
| 1304 | Prunus serotina | Black Cherry | 9 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1305 | Prunus serotina | Black Cherry | 11 | FAIR | | |
| 1306 | Prunus serotina | Black Cherry | 10 | POOR | | |
| 1307 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 1308 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 1309 | Quercus alba | White Oak | 13 | FAIR | | |
| 1310 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 1311 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 1312 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 1313 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 1314 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 1315 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 1316 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 1317 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 1318 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 1319 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | TWIN | |
| 1320 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 1321 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 1322 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 1323 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 1324 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 1325 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 1326 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 1327 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 1328 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 1329 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 1330 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 1331 | Acer saccharinum | Silver Maple | 11 | FAIR | TWIN | |
| 1332 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 1333 | Acer saccharum | Sugar Maple | 14 | FAIR | | |
| 1334 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 1335 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 1336 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 1337 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 1338 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 1339 | Fraxinus pennsylvanica | Green Ash | 13 | FAIR | | |
| 1340 | Populus deltoides | Cottonwood | 21 | FAIR | | |

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|---|---|---|---|---|---|---|
| 1342 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 1343 | Quercus alba | White Oak | 15 | FAIR | | |
| 1344 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3001 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3002 | Quercus alba | White Oak | 16 | FAIR | | Landmark |
| 3003 | Tilia americana | Basswood | 12 | FAIR | | |
| 3004 | Tilia americana | Basswood | 15 | FAIR | | |
| 3005 | Tilia americana | Basswood | 13 | FAIR | | |
| 3006 | Tilia americana | Basswood | 12 | FAIR | | |
| 3007 | Tilia americana | Basswood | 12 | FAIR | | |
| 3008 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 3009 | Quercus rubra | Red Oak | 19 | FAIR | TRIPLE | Landmark |
| 3010 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3011 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3012 | Tilia americana | Basswood | 11 | FAIR | TWIN | |
| 3013 | Tilia americana | Basswood | 11 | FAIR | TWIN | |
| 3014 | Malus domestica | Apple | 10 | POOR | | |
| 3015 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 3016 | Quercus rubra | Red Oak | 11 | POOR | | |
| 3017 | Tilia americana | Basswood | 11 | FAIR | | |
| 3018 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3019 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3020 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | TWIN | |
| 3021 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3022 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 3023 | Fagus sylvatica | Common Beech | 37 | POOR | | Landmark |
| 3024 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3025 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3026 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3027 | Carya cordiformis | Bitternut Hickory | 18 | FAIR | TRIPLE | |
| 3028 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3029 | Populus deltoides | Cottonwood | 11 | POOR | | |
| 3030 | Tilia americana | Basswood | 14 | FAIR | | |
| 3031 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3032 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3033 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |

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|---|---|---|---|---|---|---|
| 3034 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 3035 | Acer saccharum | Sugar Maple | 10 | FAIR | | |
| 3036 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 3037 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3038 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3039 | Quercus alba | White Oak | 14 | FAIR | | |
| 3040 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 3041 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 3042 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3043 | Quercus rubra | Red Oak | 16 | FAIR | TRIPLE | Landmark |
| 3044 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | TWIN | |
| 3045 | Quercus rubra | Red Oak | 25 | FAIR | | Landmark |
| 3046 | Acer saccharum | Sugar Maple | 14 | FAIR | TWIN | |
| 3047 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 3048 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3049 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3050 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3051 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3052 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3053 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3054 | Quercus alba | White Oak | 15 | FAIR | TWIN | |
| 3055 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3056 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3057 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3058 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 3059 | Quercus rubra | Red Oak | 12 | FAIR | TWIN | |
| 3060 | Acer saccharum | Sugar Maple | 13 | FAIR | | |
| 3061 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3062 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3063 | Quercus alba | White Oak | 13 | FAIR | | |
| 3064 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3065 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3066 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 3067 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 3068 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3069 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3070 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3071 | Fraxinus pennsylvanica | Green Ash | 12 | FAIR | | |
| 3072 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 3073 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3074 | Fraxinus pennsylvanica | Green Ash | 11 | FAIR | | |
| 3075 | Quercus alba | White Oak | 12 | POOR | | |
| 3076 | Fraxinus pennsylvanica | Green Ash | 11 | FAIR | | |
| 3077 | Fraxinus pennsylvanica | Green Ash | 13 | FAIR | | |
| 3078 | Celtis occidentalis | Northern Hackberry | 13 | FAIR | | |
| 3079 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 3081 | Acer Rubrum | Red Maple | 14 | FAIR | | |
| 3082 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3083 | Quercus alba | White Oak | 13 | FAIR | | |
| 3084 | Quercus rubra | Red Oak | 16 | FAIR | TRIPLE | Landmark |
| 3085 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3086 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3087 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | TWIN | |
| 3088 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3089 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3090 | Malus domestica | Apple | 12 | FAIR | | |
| 3091 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 3092 | Tilia americana | Basswood | 13 | FAIR | | |
| 3093 | Tilia americana | Basswood | 11 | FAIR | TRIPLE | |
| 3094 | Tilia americana | Basswood | 13 | FAIR | TWIN | |
| 3095 | Juglans nigra | Black Walnut | 20 | FAIR | | Landmark |
| 3096 | Quercus alba | White Oak | 12 | FAIR | | |
| 3097 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 3098 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3099 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 3100 | Quercus rubra | Red Oak | 19 | FAIR | TRIPLE | Landmark |
| 3101 | Quercus macrocarpa | Bur Oak | 16 | FAIR | | Landmark |
| 3102 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3103 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3104 | Quercus alba | White Oak | 19 | POOR | | Landmark |
| 3105 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3106 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3107 | Quercus macrocarpa | Bur Oak | 16 | FAIR | | Landmark |
| 3108 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3109 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3110 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3111 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3112 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 3113 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3114 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3115 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 3116 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3117 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3118 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3119 | Tilia americana | Basswood | 10 | FAIR | | |
| 3120 | Carya ovata | Shagbark Hickory | 18 | FAIR | | |
| 3121 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3122 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3123 | Carya glabra | Pignut Hickory | 18 | FAIR | | Landmark |
| 3124 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 3125 | Populus deltoides | Cottonwood | 21 | FAIR | | |
| 3126 | Acer saccharinum | Silver Maple | 18 | FAIR | | Landmark |
| 3127 | Ulmus pumila | Siberian Elm | 9 | FAIR | | |
| 3128 | Carya ovata | Shagbark Hickory | 12 | FAIR | TWIN | |
| 3129 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3130 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3131 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3132 | Carya glabra | Pignut Hickory | 20 | FAIR | TWIN | Landmark |
| 3133 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3134 | Tilia americana | Basswood | 12 | FAIR | | |
| 3135 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3136 | Carya ovata | Shagbark Hickory | 18 | FAIR | | |
| 3137 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 3138 | Ulmus americana | American Elm | 12 | FAIR | | |
| 3139 | Carya ovata | Shagbark Hickory | 19 | FAIR | | |
| 3140 | Acer saccharum | Sugar Maple | 10 | FAIR | | |
| 3141 | Acer saccharum | Sugar Maple | 14 | FAIR | | |
| 3142 | Carya ovata | Shagbark Hickory | 18 | FAIR | | |

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| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3143 | Quercus alba | White Oak | 17 | FAIR | | Landmark |
| 3144 | Acer saccharum | Sugar Maple | 10 | FAIR | | |
| 3145 | Carya glabra | Pignut Hickory | 10 | POOR | | |
| 3146 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3147 | Tilia americana | Basswood | 9 | FAIR | | |
| 3148 | Tilia americana | Basswood | 11 | FAIR | | |
| 3149 | Tilia americana | Basswood | 12 | FAIR | | |
| 3150 | Tilia americana | Basswood | 13 | FAIR | | |
| 3151 | Tilia americana | Basswood | 16 | FAIR | TWIN | |
| 3152 | Tilia americana | Basswood | 14 | FAIR | | |
| 3153 | Tilia americana | Basswood | 14 | FAIR | | |
| 3154 | Tilia americana | Basswood | 11 | FAIR | TWIN | |
| 3155 | Populus deltoides | Cottonwood | 12 | FAIR | | |
| 3156 | Tilia americana | Basswood | 9 | FAIR | | |
| 3157 | Tilia americana | Basswood | 14 | FAIR | | |
| 3158 | Tilia americana | Basswood | 13 | FAIR | | |
| 3159 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 3160 | Acer saccharum | Sugar Maple | 14 | FAIR | | |
| 3161 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 3162 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 3163 | Juglans nigra | Black Walnut | 16 | FAIR | | |
| 3164 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3165 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 3166 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3167 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3168 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3169 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3170 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3171 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3171 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3172 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3173 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3174 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3175 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3176 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | TWIN | |
| 3177 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | TWIN | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3178 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 3179 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 3180 | Juglans nigra | Black Walnut | 14 | FAIR | TWIN | |
| 3181 | Juglans nigra | Black Walnut | 15 | FAIR | TWIN | |
| 3182 | Juglans nigra | Black Walnut | 13 | FAIR | TWIN | |
| 3183 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3184 | Acer saccharum | Sugar Maple | 13 | FAIR | | |
| 3185 | Ulmus americana | American Elm | 14 | FAIR | | |
| 3186 | Tilia americana | Basswood | 13 | FAIR | TRIPLE | |
| 3187 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 3188 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3189 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 3190 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 3191 | Prunus serotina | Black Cherry | 11 | FAIR | TWIN | |
| 3192 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3193 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3194 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3195 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3196 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 3197 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3198 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 3199 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | TWIN | |
| 3200 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3201 | Populus deltoides | Cottonwood | 23 | FAIR | | |
| 3202 | Populus tremuloides | Quaking Aspen | 17 | FAIR | | |
| 3203 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3204 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3205 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | TWIN | |
| 3206 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3207 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3208 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3209 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3210 | Quercus rubra | Red Oak | 17 | FAIR | TWIN | Landmark |
| 3211 | Populus deltoides | Cottonwood | 13 | FAIR | | |
| 3212 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3213 | Carya ovata | Shagbark Hickory | 12 | FAIR | TWIN | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3214 | Carya cordiformis | Bitternut Hickory | 8 | POOR | | |
| 3215 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3216 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3217 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3218 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3219 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3220 | Quercus alba | White Oak | 26 | FAIR | | Landmark |
| 3221 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3222 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3223 | Robinia pseudoacacia | Black Locust | 10 | FAIR | | |
| 3224 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3225 | Quercus alba | White Oak | 21 | FAIR | | Landmark |
| 3226 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3227 | Acer saccharum | Sugar Maple | 11 | FAIR | | |
| 3228 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3229 | Ulmus rubra | Slippery Elm | 23 | FAIR | | |
| 3230 | Tilia americana | Basswood | 13 | FAIR | TWIN | |
| 3231 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | TWIN | |
| 3232 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3233 | Tilia americana | Basswood | 10 | FAIR | | |
| 3234 | Tilia americana | Basswood | 9 | FAIR | | |
| 3235 | Tilia americana | Basswood | 12 | FAIR | TWIN | |
| 3236 | Tilia americana | Basswood | 11 | FAIR | | |
| 3237 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3238 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3239 | Tilia americana | Basswood | 13 | FAIR | | |
| 3240 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 3241 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3242 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 3243 | Ulmus americana | American Elm | 8 | POOR | | |
| 3243 | Quercus alba | White Oak | 8 | POOR | | |
| 3244 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3245 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3246 | Tilia americana | Basswood | 16 | FAIR | | |
| 3247 | Juglans nigra | Black Walnut | 14 | FAIR | | |
| 3248 | Tilia americana | Basswood | 17 | FAIR | TRIPLE | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3249 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3250 | Acer saccharum | Sugar Maple | 13 | FAIR | | |
| 3251 | Acer saccharum | Sugar Maple | 8 | FAIR | | |
| 3252 | Ostrya virginiana | Hop Hornbeam | 8 | FAIR | | |
| 3253 | Tilia americana | Basswood | 13 | FAIR | TWIN | |
| 3254 | Robinia pseudoacacia | Black Locust | 8 | FAIR | | |
| 3255 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3256 | Quercus alba | White Oak | 10 | FAIR | TWIN | |
| 3257 | Quercus alba | White Oak | 10 | FAIR | TWIN | |
| 3258 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3259 | Tilia americana | Basswood | 10 | FAIR | | |
| 3260 | Tilia americana | Basswood | 8 | FAIR | | |
| 3261 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 3262 | Tilia americana | Basswood | 14 | FAIR | TWIN | |
| 3263 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3264 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3265 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3266 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3267 | Prunus serotina | Black Cherry | 8 | FAIR | | |
| 3268 | Robinia pseudoacacia | Black Locust | 9 | FAIR | | |
| 3269 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3270 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3271 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3272 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3273 | Populus deltoides | Cottonwood | 25 | FAIR | | Landmark |
| 3274 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3275 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3276 | Prunus serotina | Black Cherry | 9 | FAIR | | |
| 3277 | Tilia americana | Basswood | 9 | FAIR | | |
| 3278 | Carya cordiformis | Bitternut Hickory | 19 | FAIR | | |
| 3279 | Tilia americana | Basswood | 12 | FAIR | | |
| 3280 | Tilia americana | Basswood | 8 | FAIR | | |
| 3281 | Tilia americana | Basswood | 10 | FAIR | | |
| 3282 | Tilia americana | Basswood | 15 | FAIR | | |
| 3283 | Ulmus rubra | Slippery Elm | 17 | FAIR | | |
| 3284 | Acer saccharinum | Silver Maple | 8 | POOR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3285 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3286 | Tilia americana | Basswood | 13 | FAIR | | |
| 3287 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3288 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 3289 | Carya glabra | Pignut Hickory | 17 | FAIR | | Landmark |
| 3290 | Ulmus americana | American Elm | 11 | FAIR | | |
| 3291 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3292 | Quercus rubra | Red Oak | 11 | FAIR | | |
| 3293 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 3294 | Tilia americana | Basswood | 9 | FAIR | TWIN | |
| 3296 | Tilia americana | Basswood | 9 | FAIR | | |
| 3297 | Tilia americana | Basswood | 16 | FAIR | TWIN | |
| 3298 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 3299 | Quercus rubra | Red Oak | 22 | POOR | | Landmark |
| 3300 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3301 | Quercus rubra | Red Oak | 14 | POOR | | |
| 3302 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 3303 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3304 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 3305 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3306 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3307 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3308 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3309 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3310 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3311 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3312 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3313 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3314 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3315 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3316 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 3317 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3318 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3319 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3320 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3321 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |

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|---|---|---|---|---|---|---|
| 3321 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3322 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | TWIN | |
| 3323 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3324 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3325 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3326 | Ulmus rubra | Slippery Elm | 8 | POOR | | |
| 3327 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3328 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3329 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3330 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3331 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3332 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3333 | Carya ovata | Shagbark Hickory | 9 | FAIR | TWIN | |
| 3334 | Acer negundo | Box Elder | 17 | FAIR | | |
| 3335 | Carya ovata | Shagbark Hickory | 8 | FAIR | TWIN | |
| 3336 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3337 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3338 | Tilia americana | Basswood | 14 | FAIR | | |
| 3339 | Juglans nigra | Black Walnut | 9 | FAIR | | |
| 3340 | Prunus serotina | Black Cherry | 17 | POOR | | |
| 3341 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3342 | Morus alba | White Mulberry | 20 | FAIR | | |
| 3343 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3344 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 3345 | Populus deltoides | Cottonwood | 12 | POOR | | |
| 3346 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3347 | Quercus rubra | Red Oak | 21 | FAIR | | Landmark |
| 3348 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3349 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | TWIN | |
| 3350 | Quercus macrocarpa | Bur Oak | 9 | POOR | | |
| 3351 | Quercus alba | White Oak | 14 | FAIR | | |
| 3352 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3353 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3354 | Acer saccharum | Sugar Maple | 16 | FAIR | | Landmark |
| 3355 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3356 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3357 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3358 | Carya ovata | Shagbark Hickory | 9 | FAIR | TWIN | |
| 3359 | Carya ovata | Shagbark Hickory | 10 | FAIR | TWIN | |
| 3360 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3361 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3362 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3363 | Acer negundo | Box Elder | 18 | POOR | | |
| 3364 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3365 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3366 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3367 | Quercus alba | White Oak | 11 | FAIR | | |
| 3368 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3369 | Quercus alba | White Oak | 10 | FAIR | | |
| 3370 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3371 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3372 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3373 | Prunus serotina | Black Cherry | 10 | FAIR | | |
| 3374 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3375 | Ulmus americana | American Elm | 9 | FAIR | | |
| 3376 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3377 | Prunus serotina | Black Cherry | 10 | POOR | | |
| 3378 | Ulmus americana | American Elm | 20 | GOOD | | Landmark |
| 3379 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 3380 | Acer negundo | Box Elder | 18 | FAIR | | |
| 3381 | Juglans nigra | Black Walnut | 10 | FAIR | TWIN | |
| 3382 | Quercus alba | White Oak | 9 | FAIR | | |
| 3383 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 3384 | Quercus macrocarpa | Bur Oak | 8 | FAIR | | |
| 3385 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3386 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3387 | Quercus macrocarpa | Bur Oak | 12 | FAIR | | |
| 3388 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 3389 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3390 | Quercus macrocarpa | Bur Oak | 12 | FAIR | | |
| 3391 | Ulmus americana | American Elm | 12 | FAIR | | |
| 3392 | Quercus macrocarpa | Bur Oak | 8 | POOR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3393 | Quercus macrocarpa | Bur Oak | 8 | POOR | | |
| 3394 | Quercus macrocarpa | Bur Oak | 10 | POOR | | |
| 3395 | Ulmus americana | American Elm | 12 | FAIR | | |
| 3396 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3397 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3398 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3399 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3400 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3401 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3402 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3403 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | | |
| 3404 | Carya cordiformis | Bitternut Hickory | 11 | POOR | | |
| 3405 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3406 | Tilia americana | Basswood | 10 | FAIR | TWIN | |
| 3407 | Ulmus americana | American Elm | 9 | FAIR | | |
| 3408 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3409 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3410 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3411 | Carya cordiformis | Bitternut Hickory | 13 | FAIR | TWIN | |
| 3412 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3413 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3414 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3415 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3416 | Juglans nigra | Black Walnut | 13 | FAIR | TWIN | |
| 3417 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3418 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3419 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3420 | Carya cordiformis | Bitternut Hickory | 14 | FAIR | | |
| 3421 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3422 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3423 | Acer saccharum | Sugar Maple | 9 | FAIR | | |
| 3424 | Acer saccharum | Sugar Maple | 13 | FAIR | | |
| 3425 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 3426 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 3427 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3428 | Carya glabra | Pignut Hickory | 12 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3429 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3430 | Prunus serotina | Black Cherry | 8 | POOR | | |
| 3431 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3432 | Carya cordiformis | Bitternut Hickory | 16 | FAIR | | |
| 3433 | Acer saccharum | Sugar Maple | 19 | FAIR | | Landmark |
| 3434 | Prunus serotina | Black Cherry | 10 | POOR | | |
| 3435 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3436 | Acer saccharum | Sugar Maple | 12 | FAIR | | |
| 3437 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3438 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3439 | Prunus serotina | Black Cherry | 10 | FAIR | | |
| 3440 | Acer saccharum | Sugar Maple | 9 | FAIR | | |
| 3441 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3442 | Prunus serotina | Black Cherry | 14 | POOR | | |
| 3443 | Acer saccharinum | Silver Maple | 9 | FAIR | TWIN | |
| 3444 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3445 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3446 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3447 | Acer saccharinum | Silver Maple | 9 | FAIR | TWIN | |
| 3448 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3449 | Quercus rubra | Red Oak | 15 | FAIR | TWIN | |
| 3450 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3451 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3452 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3453 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3454 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3455 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3456 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3457 | Quercus alba | White Oak | 15 | FAIR | | |
| 3458 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 3459 | Juglans nigra | Black Walnut | 20 | FAIR | TWIN | Landmark |
| 3460 | Juglans nigra | Black Walnut | 23 | FAIR | | Landmark |
| 3461 | Quercus macrocarpa | Bur Oak | 14 | FAIR | | |
| 3462 | Quercus macrocarpa | Bur Oak | 10 | FAIR | | |
| 3463 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3464 | Carya glabra | Pignut Hickory | 15 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3465 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3466 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3467 | Juglans nigra | Black Walnut | 10 | POOR | | |
| 3468 | Juglans nigra | Black Walnut | 11 | POOR | | |
| 3469 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3470 | Quercus alba | White Oak | 13 | FAIR | | |
| 3471 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3472 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3473 | Populus deltoides | Cottonwood | 14 | FAIR | | |
| 3474 | Acer saccharum | Sugar Maple | 8 | FAIR | | |
| 3475 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3476 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3477 | Populus tremuloides | Quaking Aspen | 8 | FAIR | | |
| 3478 | Robinia pseudoacacia | Black Locust | 14 | FAIR | | |
| 3479 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3480 | Carya glabra | Pignut Hickory | 11 | FAIR | | |
| 3481 | Carya glabra | Pignut Hickory | 10 | FAIR | | |
| 3482 | Populus tremuloides | Quaking Aspen | 13 | FAIR | | |
| 3483 | Populus tremuloides | Quaking Aspen | 16 | FAIR | TWIN | |
| 3484 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3485 | Populus tremuloides | Quaking Aspen | 8 | FAIR | | |
| 3486 | Quercus rubra | Red Oak | 13 | FAIR | TWIN | |
| 3487 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3488 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3489 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3490 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3491 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3492 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3493 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3494 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 3495 | Quercus rubra | Red Oak | 17 | FAIR | | Landmark |
| 3496 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3497 | Quercus rubra | Red Oak | 12 | FAIR | | |
| 3498 | Juglans nigra | Black Walnut | 12 | FAIR | | |
| 3499 | Carya ovata | Shagbark Hickory | 11 | FAIR | TWIN | |
| 3500 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3501 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 3502 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3503 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3504 | Acer saccharinum | Silver Maple | 17 | FAIR | | Landmark |
| 3505 | Carya ovata | Shagbark Hickory | 14 | FAIR | TWIN | |
| 3506 | Carya glabra | Pignut Hickory | 15 | FAIR | | |
| 3507 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3508 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3509 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3510 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3511 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3512 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3513 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 3514 | Quercus macrocarpa | Bur Oak | 17 | FAIR | | Landmark |
| 3515 | Quercus macrocarpa | Bur Oak | 9 | FAIR | | |
| 3516 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3517 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3518 | Quercus alba | White Oak | 18 | FAIR | | Landmark |
| 3519 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3520 | Quercus rubra | Red Oak | 14 | FAIR | | |
| 3521 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 3522 | Carya glabra | Pignut Hickory | 12 | FAIR | | |
| 3523 | Tilia americana | Basswood | 9 | FAIR | | |
| 3524 | Quercus rubra | Red Oak | 16 | FAIR | | Landmark |
| 3525 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3526 | Acer saccharinum | Silver Maple | 8 | FAIR | TWIN | |
| 3527 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3528 | Acer Rubrum | Red Maple | 10 | FAIR | | |
| 3529 | Acer Rubrum | Red Maple | 10 | FAIR | | |
| 3530 | Quercus rubra | Red Oak | 25 | FAIR | | Landmark |
| 3531 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3532 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 3533 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3534 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3535 | Quercus alba | White Oak | 16 | FAIR | | Landmark |
| 3536 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |

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Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3537 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3538 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3539 | Carya ovata | Shagbark Hickory | 14 | POOR | TWIN | |
| 3540 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 3541 | Acer saccharinum | Silver Maple | 12 | POOR | | |
| 3542 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3543 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 3544 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3545 | Quercus macrocarpa | Bur Oak | 11 | FAIR | | |
| 3546 | Quercus alba | White Oak | 8 | FAIR | | |
| 3547 | Quercus macrocarpa | Bur Oak | 14 | FAIR | QUAD | |
| 3548 | Carya ovata | Shagbark Hickory | 16 | FAIR | | |
| 3549 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3550 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3551 | Acer saccharinum | Silver Maple | 13 | FAIR | | |
| 3552 | Robinia pseudoacacia | Black Locust | 9 | FAIR | | |
| 3553 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 3554 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3555 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3556 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3557 | Carya ovata | Shagbark Hickory | 15 | FAIR | TWIN | |
| 3558 | Quercus rubra | Red Oak | 21 | FAIR | | Landmark |
| 3559 | Quercus alba | White Oak | 32 | FAIR | | Landmark |
| 3560 | Quercus alba | White Oak | 9 | FAIR | | |
| 3561 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3562 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3563 | Carya ovata | Shagbark Hickory | 16 | FAIR | TWIN | |
| 3564 | Carya glabra | Pignut Hickory | 16 | FAIR | | Landmark |
| 3565 | Carya ovata | Shagbark Hickory | 11 | FAIR | | |
| 3566 | Carya ovata | Shagbark Hickory | 17 | FAIR | | |
| 3567 | Carya glabra | Pignut Hickory | 15 | FAIR | TWIN | |
| 3568 | Carya glabra | Pignut Hickory | 13 | FAIR | | |
| 3569 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3570 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3571 | Carya ovata | Shagbark Hickory | 14 | FAIR | | |
| 3572 | Carya ovata | Shagbark Hickory | 20 | GOOD | | |

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Project No./Name: 25-079 Date: 2/18/2026

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|---|---|---|---|---|---|---|
| 3573 | Quercus rubra | Red Oak | 21 | FAIR | | Landmark |
| 3574 | Quercus macrocarpa | Bur Oak | 27 | FAIR | TWIN | Landmark |
| 3575 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3576 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3577 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3578 | Quercus rubra | Red Oak | 24 | FAIR | | Landmark |
| 3579 | Quercus alba | White Oak | 18 | FAIR | TWIN | Landmark |
| 3580 | Quercus alba | White Oak | 22 | FAIR | | Landmark |
| 3581 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3582 | Quercus alba | White Oak | 25 | GOOD | | Landmark |
| 3583 | Populus tremuloides | Quaking Aspen | 8 | FAIR | | |
| 3584 | Quercus rubra | Red Oak | 22 | POOR | TWIN | Landmark |
| 3585 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3586 | Acer Rubrum | Red Maple | 9 | FAIR | | |
| 3587 | Acer saccharinum | Silver Maple | 10 | FAIR | | |
| 3588 | Acer saccharinum | Silver Maple | 9 | FAIR | | |
| 3589 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3590 | Quercus rubra | Red Oak | 28 | POOR | | Landmark |
| 3591 | Carya ovata | Shagbark Hickory | 16 | FAIR | TWIN | |
| 3592 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3593 | Carya ovata | Shagbark Hickory | 17 | GOOD | | |
| 3594 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 3595 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3596 | Ulmus americana | American Elm | 9 | FAIR | | |
| 3597 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3598 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3599 | Acer saccharinum | Silver Maple | 18 | POOR | | Landmark |
| 3600 | Acer saccharinum | Silver Maple | 14 | FAIR | | |
| 3601 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3602 | Carya ovata | Shagbark Hickory | 15 | FAIR | TWIN | |
| 3603 | Quercus alba | White Oak | 14 | FAIR | | |
| 3604 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3605 | Carya ovata | Shagbark Hickory | 21 | FAIR | TWIN | |
| 3606 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3607 | Quercus rubra | Red Oak | 8 | POOR | | |
| 3608 | Quercus rubra | Red Oak | 9 | POOR | | |

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|---|---|---|---|---|---|---|
| 3609 | Carya ovata | Shagbark Hickory | 15 | FAIR | TWIN | |
| 3610 | Tilia americana | Basswood | 14 | FAIR | | |
| 3611 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3612 | Carya ovata | Shagbark Hickory | 14 | FAIR | TWIN | |
| 3613 | Carya ovata | Shagbark Hickory | 19 | FAIR | TWIN | |
| 3614 | Ulmus americana | American Elm | 9 | FAIR | | |
| 3615 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3616 | Quercus alba | White Oak | 20 | POOR | TWIN | Landmark |
| 3617 | Ulmus americana | American Elm | 11 | POOR | | |
| 3618 | Ulmus americana | American Elm | 10 | FAIR | | |
| 3619 | Acer saccharinum | Silver Maple | 15 | FAIR | | |
| 3620 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3621 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3622 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3623 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3624 | Carya glabra | Pignut Hickory | 14 | FAIR | TWIN | |
| 3625 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3626 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3627 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | TWIN | |
| 3628 | Carya ovata | Shagbark Hickory | 13 | FAIR | | |
| 3629 | Carya glabra | Pignut Hickory | 8 | FAIR | TWIN | |
| 3630 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3631 | Carya cordiformis | Bitternut Hickory | 15 | FAIR | | |
| 3632 | Carya cordiformis | Bitternut Hickory | 12 | FAIR | | |
| 3633 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 3634 | Juglans nigra | Black Walnut | 17 | FAIR | | |
| 3635 | Quercus rubra | Red Oak | 15 | FAIR | | |
| 3636 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 3637 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3638 | Quercus alba | White Oak | 8 | FAIR | | |
| 3639 | Tilia americana | Basswood | 17 | FAIR | | |
| 3640 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3640 | Prunus serotina | Black Cherry | 13 | FAIR | | |
| 3642 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3643 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 3644 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | TWIN | |

**Monument Engineering Group Associates, Inc.**
298 Veterans Drive, Fowlerville, MI
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www.monumentengineering.com

Peter M. Lundgren
ISA Certified Arborist®
MI-4374A

# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3645 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | TWIN | |
| 3646 | Quercus rubra | Red Oak | 11 | POOR | | |
| 3647 | Quercus rubra | Red Oak | 19 | FAIR | | Landmark |
| 3648 | Carya ovata | Shagbark Hickory | 15 | FAIR | | |
| 3649 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3650 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3651 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3652 | Carya glabra | Pignut Hickory | 14 | FAIR | | |
| 3653 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3654 | Carya ovata | Shagbark Hickory | 10 | FAIR | | |
| 3655 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3656 | Prunus serotina | Black Cherry | 8 | POOR | | |
| 3657 | Carya cordiformis | Bitternut Hickory | 11 | FAIR | | |
| 3658 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 3659 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3660 | Carya glabra | Pignut Hickory | 11 | FAIR | TWIN | |
| 3661 | Acer saccharum | Sugar Maple | 13 | POOR | TRIPLE | |
| 3662 | Carya glabra | Pignut Hickory | 9 | FAIR | | |
| 3663 | Carya ovata | Shagbark Hickory | 12 | FAIR | | |
| 3664 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 3665 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 3666 | Carya ovata | Shagbark Hickory | 8 | FAIR | | |
| 3667 | Prunus serotina | Black Cherry | 8 | FAIR | | |
| 3801 | Juglans nigra | Black Walnut | 8 | POOR | | |
| 3802 | Populus deltoides | Cottonwood | 19 | FAIR | | |
| 3803 | Quercus macrocarpa | Bur Oak | 13 | FAIR | TWIN | |
| 3804 | Quercus macrocarpa | Bur Oak | 8 | FAIR | | |
| 3805 | Quercus rubra | Red Oak | 13 | FAIR | | |
| 3806 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 3807 | Quercus alba | White Oak | 13 | FAIR | | |
| 3808 | Quercus rubra | Red Oak | 16 | POOR | | Landmark |
| 3809 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 3810 | Quercus rubra | Red Oak | 18 | FAIR | | Landmark |
| 3811 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 3812 | Ulmus americana | American Elm | 10 | FAIR | | |
| 3813 | Prunus serotina | Black Cherry | 10 | FAIR | | |

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Peter M. Lundgren
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MI-4374A

# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 3815 | Robinia pseudoacacia | Black Locust | 10 | FAIR | TWIN | |
| 3816 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 3817 | Robinia pseudoacacia | Black Locust | 14 | FAIR | | |
| 3818 | Acer saccharinum | Silver Maple | 12 | FAIR | CLUSTER | |
| 3819 | Juglans nigra | Black Walnut | 13 | FAIR | | |
| 3820 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 3821 | Ulmus americana | American Elm | 9 | FAIR | | |
| 3822 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 3823 | Juglans nigra | Black Walnut | 10 | FAIR | | |
| 3824 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 3825 | Juglans nigra | Black Walnut | 11 | FAIR | | |
| 3826 | Ulmus americana | American Elm | 8 | FAIR | | |
| 3827 | Acer saccharinum | Silver Maple | 12 | FAIR | TWIN | |
| 3828 | Prunus serotina | Black Cherry | 13 | FAIR | | |
| 3829 | Juglans nigra | Black Walnut | 8 | FAIR | | |
| 3830 | Ulmus americana | American Elm | 10 | FAIR | | |
| 3831 | Quercus rubra | Red Oak | 8 | FAIR | | |
| 3832 | Acer saccharinum | Silver Maple | 12 | FAIR | | |
| 3833 | Acer saccharinum | Silver Maple | 13 | FAIR | CLUSTER | |
| 3834 | Populus tremuloides | Quaking Aspen | 12 | FAIR | | |
| 3835 | Acer saccharinum | Silver Maple | 8 | FAIR | | |
| 3836 | Acer saccharinum | Silver Maple | 11 | FAIR | | |
| 3837 | Acer saccharinum | Silver Maple | 18 | FAIR | TRIPLE | Landmark |
| 3838 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 3839 | Quercus alba | White Oak | 8 | FAIR | | |
| 3840 | Acer saccharinum | Silver Maple | 11 | FAIR | TWIN | |
| 3841 | Acer saccharinum | Silver Maple | 14 | FAIR | CLUSTER | |
| 701094 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 740371 | Prunus serotina | Black Cherry | 8 | POOR | | |
| 740382 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | TWIN | |
| 740400 | Ulmus pumila | Siberian Elm | 8 | FAIR | | |
| 740801 | Tilia americana | Basswood | 10 | FAIR | TWIN | |
| 740899 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 740909 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 740994 | Carya glabra | Pignut Hickory | 8 | FAIR | | |
| 741095 | Quercus rubra | Red Oak | 9 | FAIR | | |

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# Tree Survey

Project No./Name: 25-079 Date: 2/18/2026

| Tag No. | Scientific Name | Common Name | D.B.H. | Condition | Notes | Landmark Status |
|---|---|---|---|---|---|---|
| 741096 | Prunus serotina | Black Cherry | 8 | FAIR | | |
| 741097 | Carya ovata | Shagbark Hickory | 9 | FAIR | | |
| 741098 | Acer saccharinum | Silver Maple | 10 | POOR | | |
| 741099 | Tilia americana | Basswood | 9 | FAIR | | |
| 741100 | Tilia americana | Basswood | 8 | FAIR | TWIN | |
| 741587 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 741588 | Tilia americana | Basswood | 11 | FAIR | | |
| 741589 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 741590 | Quercus rubra | Red Oak | 9 | FAIR | | |
| 741591 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 741592 | Quercus rubra | Red Oak | 10 | FAIR | | |
| 741593 | Tilia americana | Basswood | 8 | FAIR | | |
| 741594 | Quercus rubra | Red Oak | 10 | FAIR | TWIN | |
| 741595 | Tilia americana | Basswood | 10 | FAIR | | |
| 741596 | Tilia americana | Basswood | 9 | FAIR | | |
| 741597 | Prunus serotina | Black Cherry | 9 | POOR | | |
| 741598 | Carya cordiformis | Bitternut Hickory | 10 | FAIR | | |
| 741800 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |
| 741899 | Carya cordiformis | Bitternut Hickory | 8 | FAIR | | |
| 741911 | Carya cordiformis | Bitternut Hickory | 9 | FAIR | | |

660 of 701

## LEGAL DESCRIPTION (AS PROVIDED)

(PER TITLE AGENCY: CHICAGO TITLE INSURANCE COMPANY, TITLE COMMITMENT NO: 81-25947400-SCM, EFFECTIVE DATE: MARCH 20, 2025)

EXHIBIT A DESCRIPTION:

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE TOWNSHIP OF SUPERIOR, COUNTY OF WASHTENAW, STATE OF MICHIGAN

AN APPROXIMATE 19 ACRE PORTION OF THE FOLLOWING-DESCRIBED PARCEL, THE DESCRIPTION FOR WHICH IS FORTHCOMING:

BEGINNING 2711.79 FEET NORTH AND 1463.13 FEET OF THE SOUTHWEST CORNER OF SECTION 35, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN; THENCE SOUTH 65 DEGREES 44 MINUTES EAST 441.05 FEET; THENCE 1049.90 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING SOUTH 33 DEGREES 44 MINUTES 15 SECONDS EAST 996.15 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 10 SECONDS WEST 60.03 FEET; THENCE 143.77 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 880.00 FEET AND A CHORD BEARING SOUTH 02 DEGREES 49 MINUTES 10 SECONDS WEST 143.63 FEET; THENCE SOUTH 07 DEGREES 30 MINUTES WEST 171.32 FEET; THENCE SOUTH 74 DEGREES 23 MINUTES 10 SECONDS WEST 628.85 FEET; THENCE NORTH 87 DEGREES 48 MINUTES 45 SECONDS WEST 951.56 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 416.70 FEET; THENCE NORTHWESTERLY ON THE NORTH LINE OF STAMFORD ROAD TO A POINT BEING SOUTH 30 DEGREES 59 MINUTES WEST FROM THE POINT OF BEGINNING; THENCE NORTH 30 DEGREES 59 MINUTES EAST TO THE POINT OF BEGINNING, EXCEPT THAT PART LYING WESTERLY OF A LINE DESCRIBED AS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH 01 DEGREES 47 MINUTES 15 SECONDS EAST 2151.17 FEET; THENCE SOUTH 82 DEGREES 21 MINUTES 05 SECONDS EAST 817.52 FEET; THENCE SOUTH 15 DEGREES 49 MINUTES 56 SECONDS WEST 60.00 FEET; THENCE SOUTH 73 DEGREES 03 MINUTES 55 SECONDS EAST 312.02 FEET; THENCE SOUTH 65 DEGREES 44 MINUTES 05 SECONDS EAST 417.20 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 24 DEGREES 15 MINUTES 55 SECONDS WEST 506.31 FEET; THENCE SOUTH 21 DEGREES EAST 164.63 FEET; THENCE SOUTH 69 DEGREES WEST 218.06 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 1203.38 FEET TO THE POINT OF BEGINNING.

NOTE: SCHEDULE A OF THIS COMMITMENT WILL BE REVISED UPON RECEIPT BY THE COMPANY OF THE DESCRIPTION TO BE INSURED.

## BEARING REFERENCE

BEARINGS ARE BASED ON PROJECT COORDINATE SYSTEM: MICHIGAN STATE PLANE COORDINATE SYSTEM, NAD83 (CONUS) (MOL) (GRS80), SOUTH ZONE 2113, INTERNATIONAL FEET, GRID.

## SCHEDULE B-SECTION II EXCEPTIONS

TITLE AGENCY: CHICAGO TITLE INSURANCE COMPANY
TITLE COMMITMENT NO: 81-25947400-SCM
EFFECTIVE DATE: MARCH 20, 2025

EXCEPTIONS:

8. Release of Right of Way to the County of Washtenaw for drain purposes recorded in Liber 526, Page 340, Washtenaw County Records. (PLOTTED AND SHOWN HEREIN)
9. Release of Right of Way to the County of Washtenaw for drain purposes recorded in Liber 526, Page 350, Washtenaw County Records. (PLOTTED AND SHOWN HEREIN)
10. Release of Right of Way to the County of Washtenaw for drain purposes recorded in Liber 526, Page 352, Washtenaw County Records. (PLOTTED AND SHOWN HEREIN)
11. Terms, conditions and provisions contained in Final Order of Determination recorded in Liber 5148, Page 353, Washtenaw County Records. (PLOTTED AND SHOWN HEREIN)

## SHEET INDEX


1. ALT-1 = ALTA COVER
2. ALT-2 = ALTA SURVEY
3. ALT-3 = ALTA DETAIL
4. ALT-4 = ALTA DETAIL
5. ALT-5 = ALTA DETAIL
6. ALT-6 = ALTA DETAIL
7. ALT-7 = ALTA DETAIL


## MISCELLANEOUS NOTES

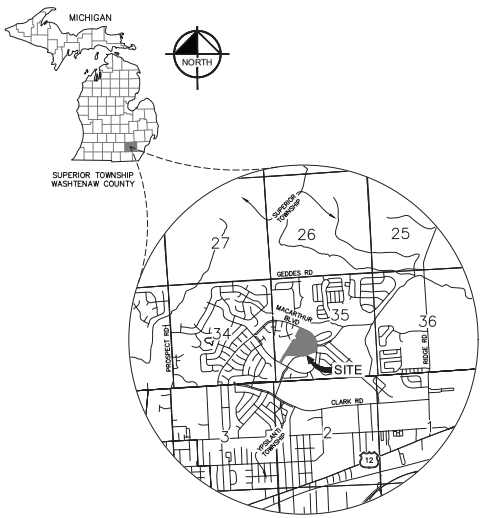
1. THERE IS DIRECT ACCESS TO THE SUBJECT PROPERTY VIA MACARTHUR BLVD., A PUBLIC RIGHT-OF-WAY.
2. THE PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN EXHIBIT A OF TITLE AGENCY: CHICAGO TITLE INSURANCE COMPANY, TITLE COMMITMENT NO: 81-25947400-SCM, EFFECTIVE DATE: MARCH 20, 2025.

## SURVEYOR'S OBSERVATIONS

AT THE TIME OF THIS SURVEY THE FOLLOWING OBSERVATIONS WERE MADE. NO DOCUMENTATION WAS PROVIDED OR FOUND ADDRESSING THESE OBSERVATIONS. OTHER FEATURES, APPARENT USES, AND/OR IMPROVEMENTS MAY EXIST IN ADDITION TO THOSE NOTED BELOW.

THE FOLLOWING OBSERVATIONS WERE MADE AT THE TIME OF SURVEY:

1. TRAIL OVER SUBJECT PARCEL MAY INDICATE ACCESS OR EXISTENCE OF UTILITIES
2. OFF SITE UTILITY EASEMENT MAY BE INDICATIVE OF UTILITIES CROSSING SITE, SEE OBSERVATION #1
3. SUBJECT PARCEL DESCRIPTION (WITH EXCEPTION OF THE LINE DEFINING THE EXCEPTED AREA) HAS SIGNIFICANT ISSUES. THE NORTH, EAST AND SOUTH BOUNDARY LINES ARE BASED ON RECORDED DESCRIPTIONS OF ADJOINING PARCELS AND ROAD DEDICATIONS. IT IS RECOMMENDED THAT AN "AS-SURVEYED" DESCRIPTION BE PREPARED.
4. THE MACARTHUR BLVD AND STAMFORD RD RIGHT OF WAYS ARE BASED ON DEDICATIONS TO THE WASHTENAW COUNTY ROAD COMMISSION IN THE EARLY 1970'S. ADDITIONAL RIGHT-OF-WAY MAY HAVE SINCE BEEN GIVEN TO THE ROAD COMMISSION OR THE LOCAL MUNICIPALITY BASED ON ADJOINING PARCEL DESCRIPTIONS.
5. DRAIN OVER SITE. NO EASEMENT.
6. STORM LINE AND STRUCTURES OVER SITE. NO EASEMENT.
7. STORM MANHOLE ON SITE, NOT IN EASEMENT.
8. GUY ANCHOR ON SITE, NO EASEMENT.
9. 2 GUY ANCHORS ON SITE, NO EASEMENT.




LOCATION MAP

## UTILITY/REFERENCE INFO

| | | |
|---|---|---|
| WM: | SUPERIOR TOWNSHIP | |
| PHONE: | 734-480-5500 | |
| RECEIVED: | NO RESPONSE | |
| SAN: | SUPERIOR TOWNSHIP | |
| PHONE: | 734-480-5500 | |
| RECEIVED: | NO RESPONSE | |
| WM: | YPSILANTI COMMUNITY UTILITIES AUTHORITY | |
| PHONE: | 734-544-7316 | |
| RECEIVED: | 05/02/2025 | |
| SAN: | YPSILANTI COMMUNITY UTILITIES AUTHORITY | |
| PHONE: | 734-544-7316 | |
| RECEIVED: | 05/02/2025 | |
| PHONE: | AT&T | |
| PHONE: | 616-881-2268 | |
| RECEIVED: | 05/13/2025 | |
| CABLE: | COMCAST | |
| PHONE: | 855-962-8525 | |
| RECEIVED: | 05/01/2025 | |
| ELEC: | DTE | |
| PHONE: | 313-407-5364 | |
| RECEIVED: | 05/12/2025 | |
| GAS: | DTE | |
| PHONE: | 313-294-3463 | |
| RECEIVED: | 05/12/2025 | |
| FIBER: | MCI/VERIZON | |
| PHONE: | 800-624-9675 | |
| RECEIVED: | 05/02/2025 | |

## UTILITY NOTES

1. ALL UTILITIES SHOWN ARE BASED ON:
   A. SURVEYED MEASUREMENTS
   B. MISS DIG MARKINGS LOCATED AT TIME OF SURVEY, OR;
   C. UTILITY MAPS PROVIDED TO THE SURVEYOR AT THE TIME OF THE SURVEY.
2. THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

## CERTIFICATION

TO:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS.

THE FIELD WORK WAS COMPLETED ON MAY 13, 2025.

02/13/2026
DATE OF PLAT OR MAP:

MARC E. BUDZINSKI, PS
PROFESSIONAL SURVEYOR
NO. 4001053492

THIS SURVEY PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATION HEREON. SAID CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED THIRD PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID THIRD PERSON.


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www.missdig.org


THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.


THIS SURVEY PREPARED FOR:

Kimley»Horn
KIMLEY-HORN OF MICHIGAN, INC.

1000 TOWN CENTER, SUITE 1900, SOUTHFIELD, MI 48075
PHONE: 313-372-1000
WWW.KIMLEY-HORN.COM

# ALTA/NSPS LAND TITLE SURVEY

KH MACARTHUR SUPERIOR TOWNSHIP
PART OF THE SW 1/4, SEC. 35, T.02S., R.07E.,
SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

| PLAN SUBMITTALS/REVISIONS | DATE |
|---|---|

ORIGINAL ISSUE DATE:
02/12/2026

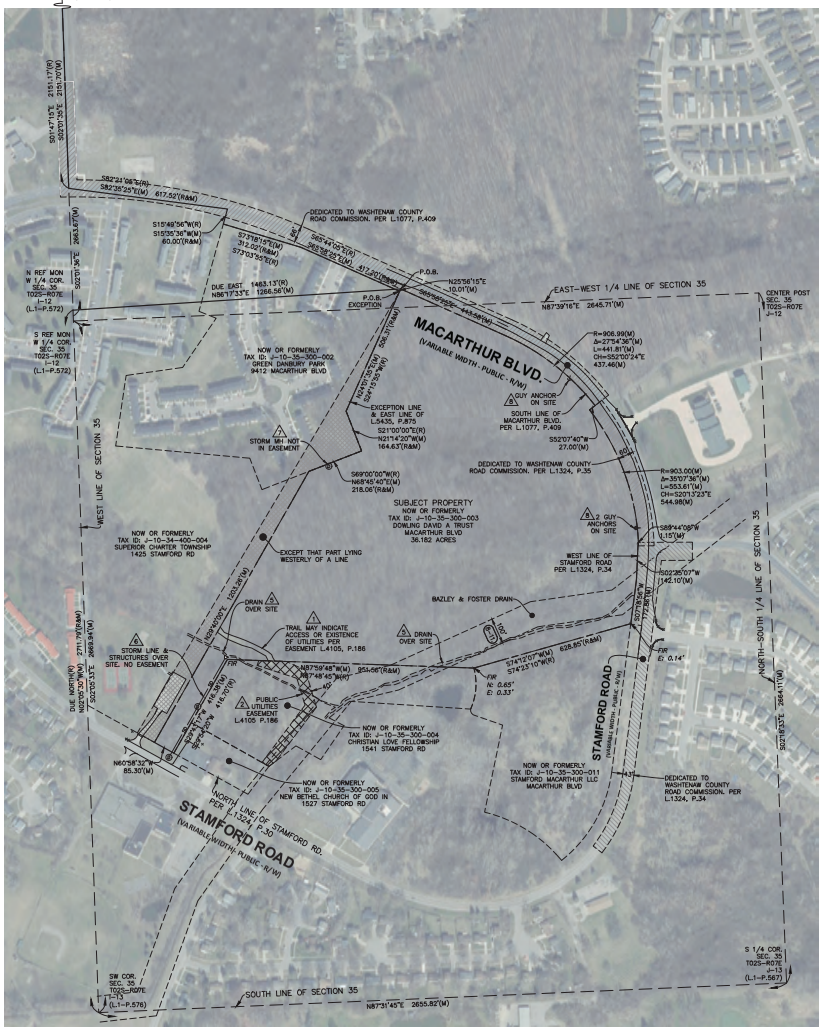
PROJECT NO: 25-073

SCALE: N/A
0 1/2" 1"

FIELD: ML, JM, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

ALT-1

FILEP:\Projects\2025\25-073 KH MacArthur Superior Twp\Dwg\Survey\25-073_ALTA_KH.dwg PLOT DATE:2/12/2026 1:31 PM




NORTH

## EXISTING LEGEND

- BOLLARD
- CONTROL BENCHMARK
- CONTROL POINT
- SECTION CORNER
- FOUND MONUMENT
- FOUND MAG NAIL
- SET IRON ROD
- FOUND IRON PIPE
- FOUND IRON ROD
- ROW MONUMENT
- FLAG POLE
- MAIL BOX
- UTILITY POLE
- POST
- SOIL BORING
- WETLAND FLAG
- HANDICAP SYMBOL
- LEFT/RIGHT TURN ARROW
- SIGN
- CABLE MANHOLE
- CABLE PEDESTAL
- SATELLITE DISH
- CALL BOX
- TELEPHONE PEDESTAL
- TELEPHONE HAND HOLE
- TELEPHONE MARKER
- TELEPHONE MANHOLE
- FIBER OPTIC MARKER
- ACCESS COVER
- FUEL TANK LID
- MISC LID
- MONITOR WELL
- GAS MARKER
- GAS METER
- GAS VALVE
- OIL MARKER
- AC UNIT
- AREA LIGHT
- CROSSWALK SIGNAL
- DUCT BANK
- ELECTRICAL BOX
- ELECTRICAL HAND HOLE
- ELECTRICAL METER
- ELECTRICAL MANHOLE
- ELECTRICAL MARKER
- ELECTRICAL RISER
- ELECTRICAL TRANSFORMER
- ELECTRICAL VAULT
- GUY POLE/WIRE
- POWER POLE
- PEDESTRIAN PUSHBUTTON
- TRAFFIC SIGNAL POLE
- TRAFFIC MANHOLE
- YARD LIGHT
- SANITARY CLEANOUT
- SANITARY MANHOLE
- VENT PIPE
- STEAM MANHOLE
- STORM CLEANOUT
- STORM CURB INLET
- STORM INLET
- STORM ROOF DRAIN
- STORM DRAIN MANHOLE
- STORM YARD DRAIN
- FIRE DEPT CONNECTION
- FIRE HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- WELL
- WATER METER
- WATER MANHOLE
- WATER VALVE
- TREE / STUMP
- BUILDING
- SWALE
- FENCE LINE
- SANITARY SEWER
- STORM DRAIN
- WATER LINE
- TREE LINE
- TOE OF SLOPE
- TOP OF BANK
- UNDERGROUND FIBER OPTIC
- UNDERGROUND CABLE
- OVERHEAD CABLE
- UNDERGROUND TELEPHONE
- UNDERGROUND FUEL
- UNDERGROUND GAS
- OVERHEAD ELECTRICAL

## SHEET INDEX


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THIS SURVEY PREPARED FOR:

Kimley»Horn
KIMLEY–HORN OF MICHIGAN, INC.

1000 TOWN CENTER, SUITE 1900,
SOUTHFIELD, MI 48075
PHONE: 313–372–1000
WWW.KIMLEY–HORN.COM

# ALTA/NSPS LAND TITLE SURVEY

KH MACARTHUR SUPERIOR TOWNSHIP
PART OF THE SW 1/4, SEC. 35, T.02S., R.07E.,
SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

| PLAN SUBMITTALS/REVISIONS | DATE |
|---|---|

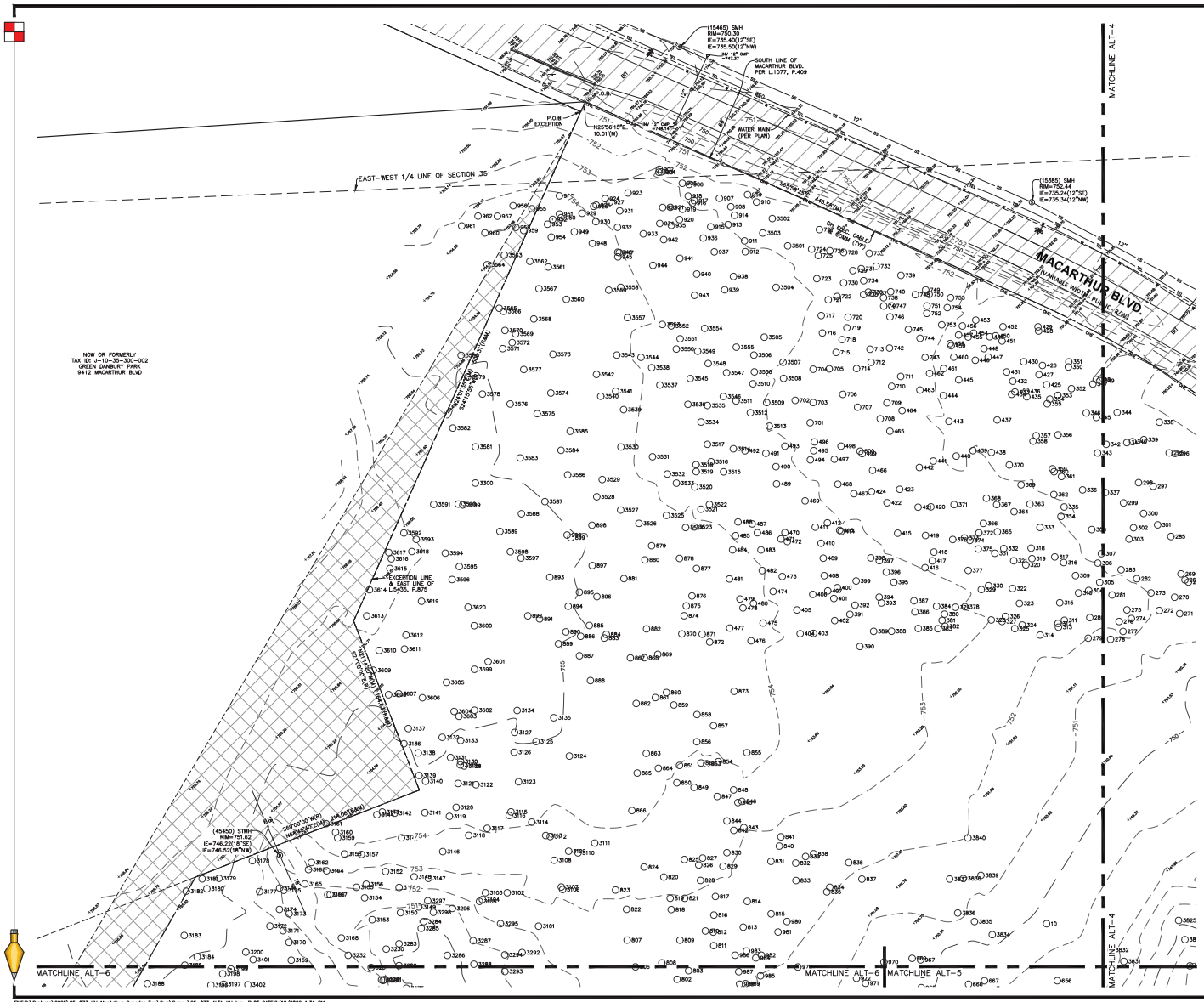
ORIGINAL ISSUE DATE: 02/12/2026

PROJECT NO: 25–073

SCALE: 1" = 200'
0 1/2" 1"

FIELD: ML, JM, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

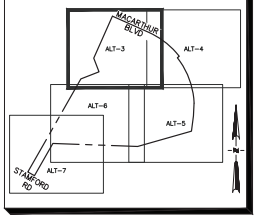
**ALT–2**




## EXISTING LEGEND

- BOLLARD
- CONTROL BENCHMARK
- CONTROL POINT
- SECTION CORNER
- FOUND MONUMENT
- FOUND MAG NAIL
- SET IRON ROD
- FOUND IRON PIPE
- FOUND IRON ROD
- ROW MONUMENT
- FLAG POLE
- MAIL BOX
- UTILITY POLE
- POST
- SOIL BORING
- WETLAND FLAG
- HANDICAP SYMBOL
- LEFT/RIGHT TURN ARROW
- SIGN
- CABLE MANHOLE
- CABLE PEDESTAL
- SATELLITE DISH
- CALL BOX
- TELEPHONE PEDESTAL
- TELEPHONE HAND HOLE
- TELEPHONE MARKER
- TELEPHONE MANHOLE
- FIBER OPTIC MANOR
- ACCESS COVER
- FUEL TANK LID
- MISC LID
- MONITOR WELL
- GAS MARKER
- GAS METER
- GAS VALVE
- OIL MARKER
- AC UNIT
- AREA LIGHT
- CROSSWALK SIGNAL
- DUCT BANK
- ELECTRICAL BOX
- ELECTRICAL HAND HOLE
- ELECTRICAL METER
- ELECTRICAL MANHOLE
- ELECTRICAL MARKER
- ELECTRICAL RISER
- ELECTRICAL TRANSFORMER
- ELECTRICAL VAULT
- GUY POLE/WIRE
- POWER POLE
- PEDESTRIAN PUSHBUTTON
- TRAFFIC SIGNAL POLE
- TRAFFIC MANHOLE
- YARD LIGHT
- SANITARY CLEANOUT
- SANITARY MANHOLE
- VENT PIPE
- STEAM MANHOLE
- STORM CLEANOUT
- STORM CURB INLET
- STORM INLET
- STORM ROOF DRAIN
- STORM DRAIN MANHOLE
- STORM YARD DRAIN
- FIRE DEPT CONNECTION
- FIRE HYDRANT
- IRRIGATION VALVE
- POST INDICATOR VALVE
- WELL
- WATER METER
- WATER MANHOLE
- WATER VALVE
- TREE / STUMP
- BUILDING
- SWALE
- FENCE LINE
- SANITARY SEWER
- STORM DRAIN
- WATER LINE
- TREE LINE
- TOE OF SLOPE
- TOP OF BANK
- UNDERGROUND FIBER OPTIC
- UNDERGROUND CABLE
- OVERHEAD CABLE
- UNDERGROUND TELEPHONE
- UNDERGROUND FUEL
- UNDERGROUND GAS
- OVERHEAD ELECTRICAL

## SHEET KEY




## SHEET INDEX

1. ALT-1 = ALTA COVER
2. ALT-2 = ALTA SURVEY
3. ALT-3 = ALTA DETAIL
4. ALT-4 = ALTA DETAIL
5. ALT-5 = ALTA DETAIL
6. ALT-6 = ALTA DETAIL
7. ALT-7 = ALTA DETAIL

NORTH

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# ALTA/NSPS LAND TITLE SURVEY

KH MACARTHUR SUPERIOR TOWNSHIP
PART OF THE SW 1/4, SEC. 35, T.02S., R.07E.,
SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

| PLAN SUBMITTALS/REVISIONS | DATE |
|---|---|

ORIGINAL ISSUE DATE: 02/12/2026

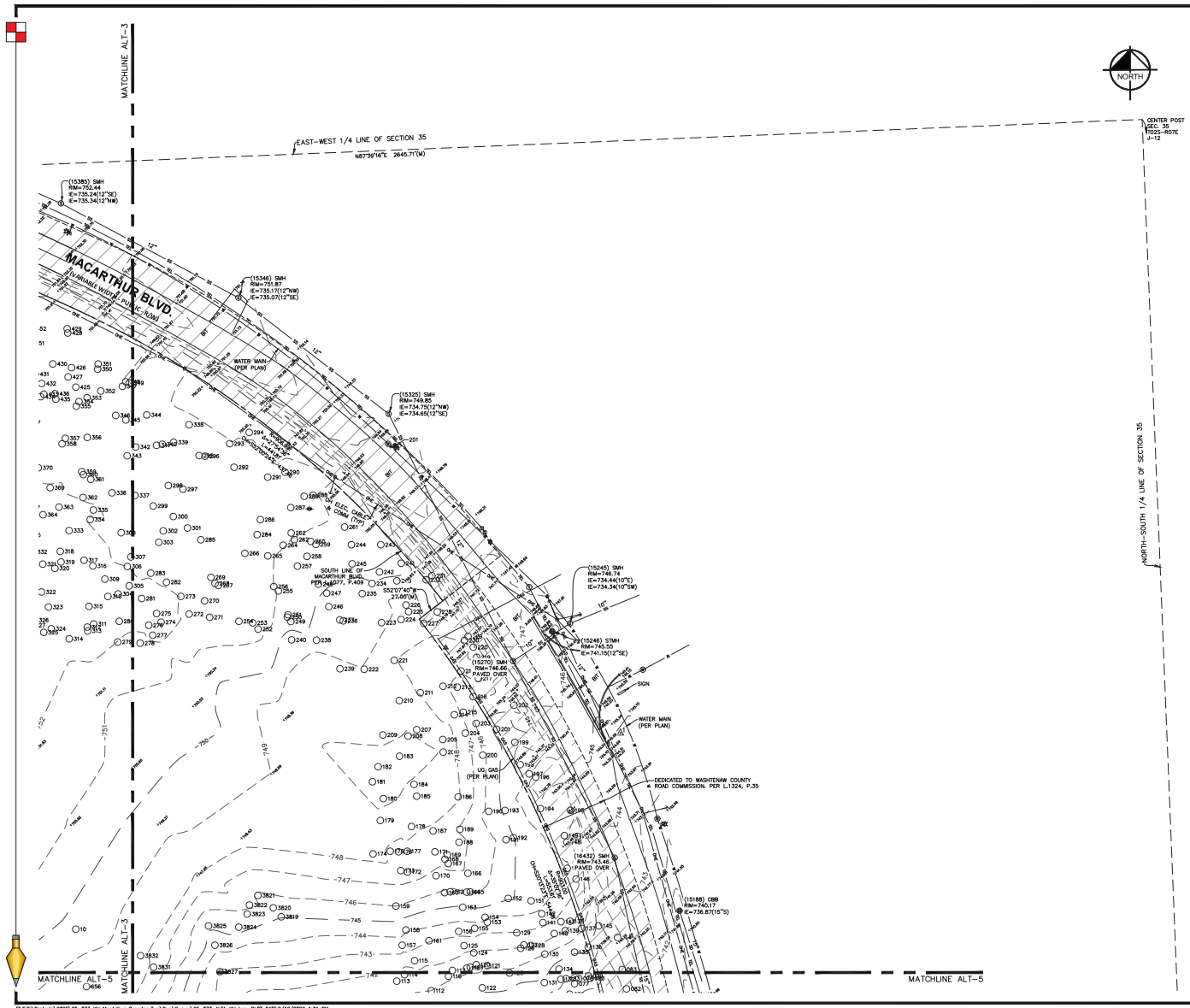
PROJECT NO: 25-073

SCALE: 1" = 200'
0 1/2" 1"

FIELD: ML, JM, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

**ALT-3**

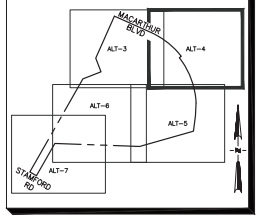
FILEP:\Projects\2025\25-073 KH MacArthur Superior Twp\Dwg\Survey\25-073_ALTA_KH.dwg PLOT DATE:2/12/2026 1:31 PM




## EXISTING LEGEND

BOLLARD
CONTROL BENCHMARK
CONTROL POINT
SECTION CORNER
FOUND MONUMENT
FOUND MAG NAIL
SET IRON ROD
FOUND IRON PIPE
FOUND IRON ROD
ROW MONUMENT
FLAG POLE
MAIL BOX
UTILITY POLE
POST
SOIL BORING
WETLAND FLAG
HANDICAP SYMBOL
LEFT/RIGHT TURN ARROW
SIGN
CABLE MANHOLE
CABLE PEDESTAL
SATELLITE DISH
CALL BOX
TELEPHONE PEDESTAL
TELEPHONE HAND HOLE
TELEPHONE MARKER
TELEPHONE MANHOLE
FIBER OPTIC MARKER
ACCESS COVER
FUEL TANK LID
MISC LID
MONITOR WELL
GAS MARKER
GAS METER
GAS VALVE
OIL MARKER
AC UNIT
AREA LIGHT
CROSSWALK SIGNAL
DUCT BANK
ELECTRICAL BOX
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ELECTRICAL METER
ELECTRICAL MANHOLE
ELECTRICAL MARKER
ELECTRICAL RISER
ELECTRICAL TRANSFORMER
ELECTRICAL VAULT
GUY POLE/WIRE
POWER POLE
PEDESTRIAN PUSHBUTTON
TRAFFIC SIGNAL POLE
TRAFFIC MANHOLE
YARD LIGHT
SANITARY CLEANOUT
SANITARY MANHOLE
VENT PIPE
STEAM MANHOLE
STORM CLEANOUT
STORM CURB INLET
STORM INLET
STORM ROOF DRAIN
STORM DRAIN MANHOLE
STORM YARD DRAIN
FIRE DEPT CONNECTION
FIRE HYDRANT
IRRIGATION VALVE
POST INDICATOR VALVE
WELL
WATER METER
WATER MANHOLE
WATER VALVE
TREE / STUMP
BUILDING
SWALE
FENCE LINE
SANITARY SEWER
STORM DRAIN
WATER LINE
TREE LINE
TOE OF SLOPE
TOP OF BANK
UNDERGROUND FIBER OPTIC
UNDERGROUND CABLE
OVERHEAD CABLE
UNDERGROUND TELEPHONE
UNDERGROUND FUEL
UNDERGROUND GAS
OVERHEAD ELECTRICAL

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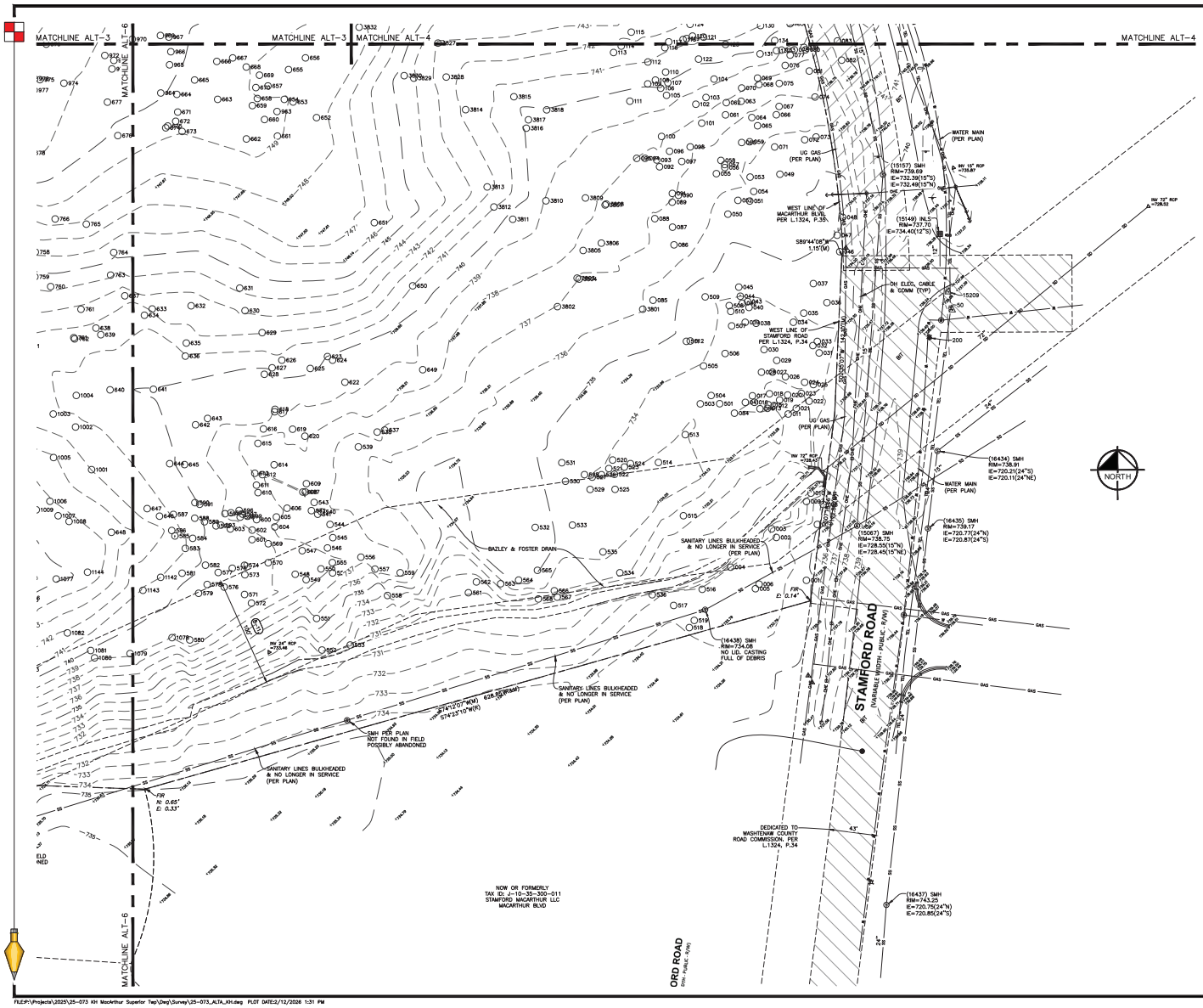
ORIGINAL ISSUE DATE: 02/12/2026

PROJECT NO: 25-073

SCALE: 1" = 200'
0 1/2" 1"

FIELD: ML, JM, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

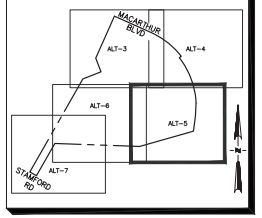
ALT-4




## EXISTING LEGEND

BOLLARD
CONTROL BENCHMARK
CONTROL POINT
SECTION CORNER
FOUND MONUMENT
FOUND MAG NAIL
SET IRON ROD
FOUND IRON PIPE
FOUND IRON ROD
ROW MONUMENT
FLAG POLE
MAIL BOX
UTILITY POLE
POST
SOIL BORING
WETLAND FLAG
HANDICAP SYMBOL
LEFT/RIGHT TURN ARROW
SIGN
CABLE MANHOLE
CABLE PEDESTAL
SATELLITE DISH
CALL BOX
TELEPHONE PEDESTAL
TELEPHONE HAND HOLE
TELEPHONE MARKER
TELEPHONE MANHOLE
FIBER OPTIC MARKER
BUILDING
SWALE
FENCE LINE
SANITARY SEWER
STORM DRAIN
WATER LINE
TREE LINE
ACCESS COVER
FUEL TANK LID
MISC LID
MONITOR WELL
GAS MARKER
GAS METER
GAS VALVE
OIL MARKER
AC UNIT
AREA LIGHT
CROSSWALK SIGNAL
DUCT BANK
ELECTRICAL BOX
ELECTRICAL HAND HOLE
ELECTRICAL METER
ELECTRICAL MANHOLE
ELECTRICAL MARKER
ELECTRICAL RISER
ELECTRICAL TRANSFORMER
ELECTRICAL VAULT
GUY POLE/WIRE
POWER POLE
PEDESTRIAN PUSHBUTTON
TRAFFIC SIGNAL POLE
TRAFFIC MANHOLE
YARD LIGHT
SANITARY CLEANOUT
SANITARY MANHOLE
VENT PIPE
STEAM MANHOLE
STORM CLEANOUT
STORM CURB INLET
STORM INLET
STORM ROOF DRAIN
STORM DRAIN MANHOLE
STORM YARD DRAIN
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FIRE HYDRANT
IRRIGATION VALVE
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WATER MANHOLE
WATER VALVE
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TOE OF SLOPE
TOP OF BANK
UNDERGROUND FIBER OPTIC
UNDERGROUND CABLE
OVERHEAD CABLE
UNDERGROUND TELEPHONE
UNDERGROUND FUEL
UNDERGROUND GAS
OVERHEAD ELECTRICAL

## SHEET KEY




## SHEET INDEX

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THIS SURVEY PREPARED FOR:

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1000 TOWN CENTER, SUITE 1900, SOUTHFIELD, MI 48075
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# ALTA/NSPS LAND TITLE SURVEY

KH MACARTHUR SUPERIOR TOWNSHIP
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SUPERIOR TOWNSHIP, WASHTENAW COUNTY, MI

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ORIGINAL ISSUE DATE: 02/12/2026

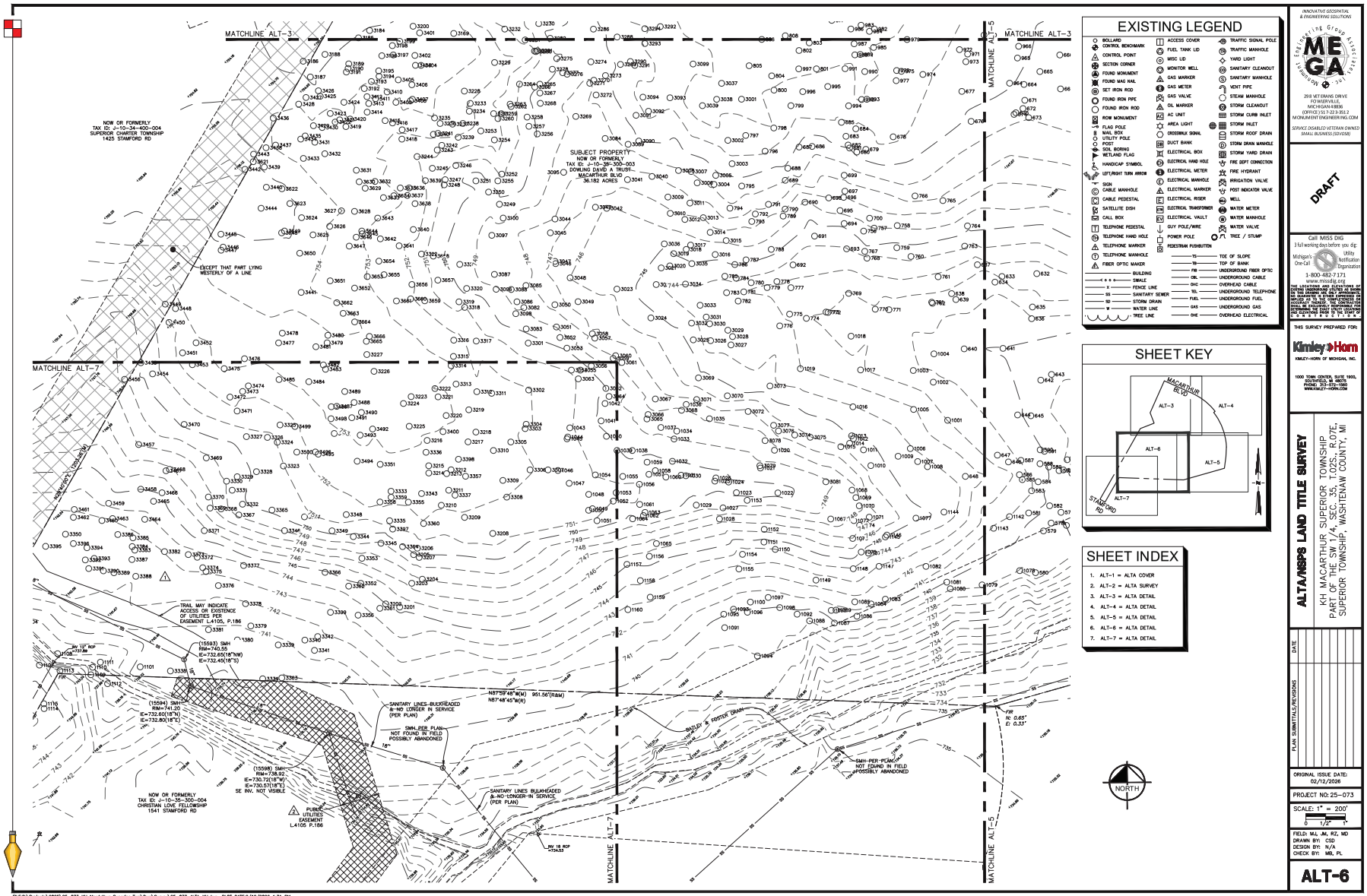
PROJECT NO: 25-073

SCALE: 1" = 200'
0 1/2" 1"

FIELD: ML, JM, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

**ALT-5**

FILE:P:\Projects\2025\25-073 KH MacArthur Superior Twp\Dwg\Survey\25-073_ALTA_KH.dwg PLOT DATE:2/12/2026 1:31 PM




## EXISTING LEGEND

- BOLLARD
- CONTROL BENCHMARK
- CONTROL POINT
- SECTION CORNER
- FOUND MONUMENT
- FOUND MAG NAIL
- SET IRON ROD
- FOUND IRON ROD
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- FLAG POLE
- MAIL BOX
- UTILITY POLE
- POST
- SOIL BORING
- WETLAND FLAG
- HANDICAP SYMBOL
- LEFT/RIGHT TURN ARROW
- SIGN
- CABLE MANHOLE
- CABLE PEDESTAL
- SATELLITE DISH
- CALL BOX
- TELEPHONE PEDESTAL
- TELEPHONE HAND HOLE
- TELEPHONE MARKER
- TELEPHONE MANHOLE
- FIBER OPTIC MARKER
- ACCESS COVER
- FUEL TANK LID
- MISC LID
- MONITOR WELL
- GAS MARKER
- GAS METER
- GAS VALVE
- OIL MARKER
- AC UNIT
- AREA LIGHT
- CROSSWALK SIGNAL
- DUCT BANK
- ELECTRICAL BOX
- ELECTRICAL HAND HOLE
- ELECTRICAL METER
- ELECTRICAL MANHOLE
- ELECTRICAL MARKER
- ELECTRICAL RISER
- ELECTRICAL TRANSFORMER
- ELECTRICAL VAULT
- GUY POLE/WIRE
- POWER POLE
- PEDESTRIAN PUSHBUTTON
- TRAFFIC SIGNAL POLE
- TRAFFIC MANHOLE
- YARD LIGHT
- SANITARY CLEANOUT
- SANITARY MANHOLE
- VENT PIPE
- STEAM MANHOLE
- STORM CLEANOUT
- STORM CURB INLET
- STORM INLET
- STORM ROOF DRAIN
- STORM DRAIN MANHOLE
- STORM YARD DRAIN
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- FIRE HYDRANT
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- WELL
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- WATER VALVE
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- FENCE LINE
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- WATER LINE
- TREE LINE
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## SHEET KEY




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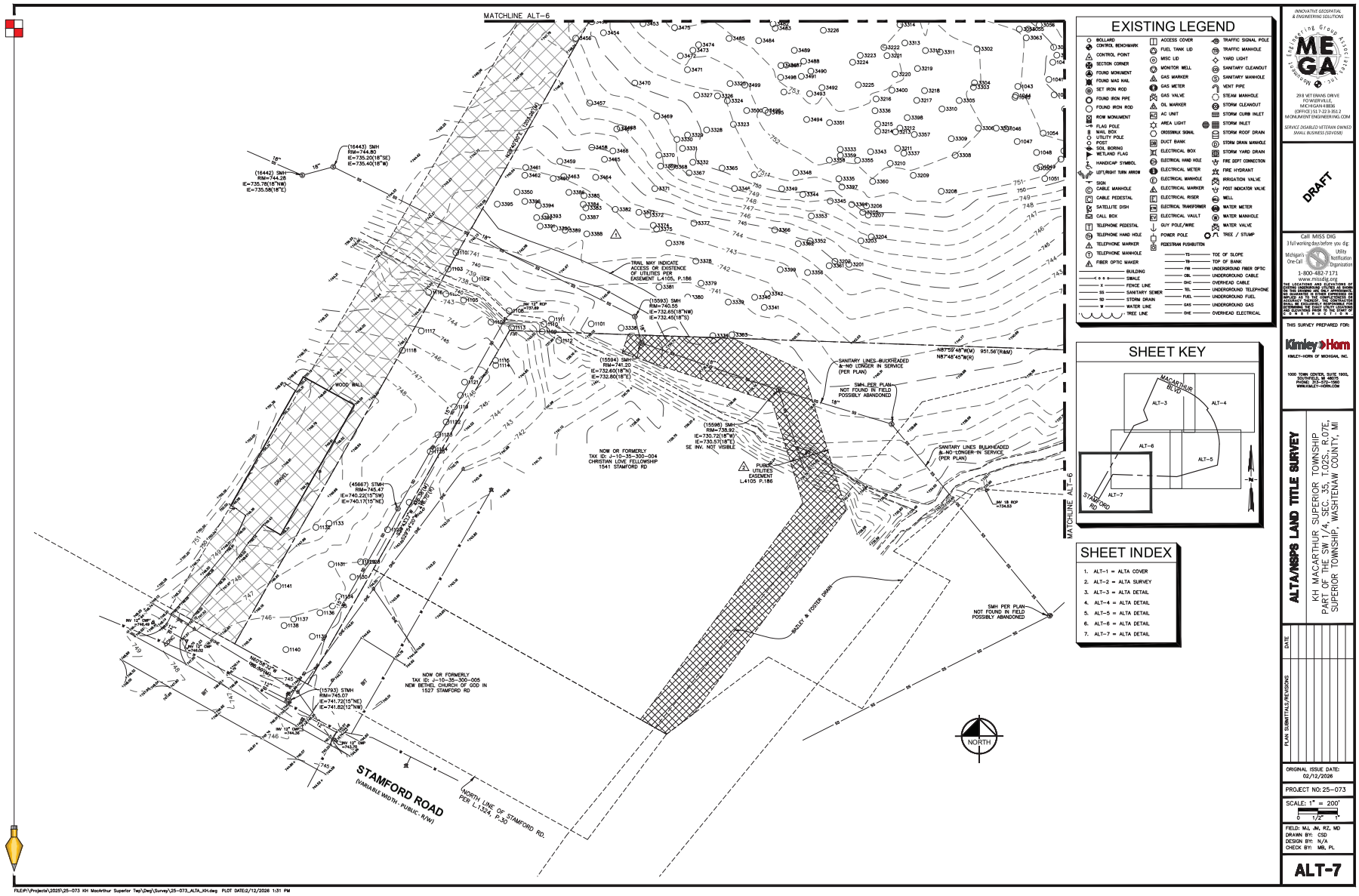
ORIGINAL ISSUE DATE: 02/12/2026

PROJECT NO: 25-073

SCALE: 1" = 200'
0 1/2" 1"

FIELD: ML, JW, RZ, MD
DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

**ALT-6**




## EXISTING LEGEND

BOLLARD
CONTROL BENCHMARK
CONTROL POINT
SECTION CORNER
FOUND MONUMENT
FOUND MAG NAIL
SET IRON ROD
FOUND IRON PIPE
FOUND IRON ROD
ROW MONUMENT
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MAIL BOX
UTILITY POLE
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TELEPHONE MANHOLE
FIBER OPTIC MANOR

ACCESS COVER
FUEL TANK LID
MISC LID
MONITOR WELL
GAS MARKER
GAS METER
GAS VALVE
OIL MARKER
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ELECTRICAL MARKER
ELECTRICAL RISER
ELECTRICAL TRANSFORMER
ELECTRICAL VAULT
GUY POLE/WIRE
POWER POLE
PEDESTRIAN PUSHBUTTON

TRAFFIC SIGNAL POLE
TRAFFIC MANHOLE
YARD LIGHT
SANITARY CLEANOUT
SANITARY MANHOLE
VENT PIPE
STEAM MANHOLE
STORM CLEANOUT
STORM CURB INLET
STORM INLET
STORM ROOF DRAIN
STORM DRAIN MANHOLE
STORM YARD DRAIN
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FIRE HYDRANT
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WELL
WATER METER
WATER MANHOLE
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STORM DRAIN
WATER LINE
TREE LINE

TOE OF SLOPE
TOP OF BANK
UNDERGROUND FIBER OPTIC
UNDERGROUND CABLE
OVERHEAD CABLE
UNDERGROUND TELEPHONE
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DRAWN BY: CSD
DESIGN BY: N/A
CHECK BY: MB, PL

**ALT-7**

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Michelle Marin, CWA

**DATE SUBMITTED:** 5/11/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: Burning Ordinance

**TYPE OF AGENDA ITEM** (SELECT ONE):

☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☑ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*

Amendments to the Burning Ordinance, as reviewed and proposed by CWA, with input from Dan Kimball, Fire Marshal and Chief

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*

First reading or ordinance

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*

The Burning Ordinance was last updated in 2013, and since that time conditions in the Township have changed including the climate and weather conditions, population changes and new development, and technology improvements. It is important to review the Burning Ordinance to ensure it is consistent with Township policies and ensures protection of both the natural and built environment.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**
*List any departments or external entities responsible for or impacted by this item.*

**DEADLINES OR URGENCY (if applicable):**
*Include any timelines, deadlines or reasons for urgency.*

**SUPPORTING DOCUMENTS ATTACHED:**
*Include number of attachments and a brief title of each file.*

Memo
Proposed Ordinance

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Dan Kimball

**Title:** Fire Chief

**Phone:**

**Email:**

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NO. 202**

**BURNING ORDINANCE,**
**REPEALING AND REPLACING ORDINANCE NO. 185**

**FIRST READING: MAY 18, 2026**

**THE TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, STATE OF MICHIGAN, ORDAINS:**

**Section 202.01. Purpose**

The purpose of this ordinance is to provide for the protection of the health, safety, and welfare of Township residents; to protect property from exposure to the dangers of fire; to minimize unnecessary runs by the Township Fire Department; to provide for the enforcement of this ordinance; and to establish penalties and fines for violations of the provisions of this ordinance. Township residents are strongly encouraged to consider recycling, composting and curbside pick-up as alternatives to open burning.

**Section 202.02. Scope**

1. This ordinance shall apply to open burning, prescribed burns, burn barrels, outdoor wood furnaces/boilers, and patio wood burning units.
2. This ordinance shall not apply to outdoor grilling or cooking food using charcoal, wood, propane or natural gas in a cooking/grilling appliance or in an approved container.
3. This ordinance shall not apply to the use of propane, natural gas, kerosene, gasoline, or acetylene in a device intended for agricultural or construction heating and maintenance activities.
4. This ordinance shall not apply to agricultural flame weeding or flame sanitizers.
5. This ordinance shall not apply to burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation.

**Section 202.03. Definitions**

"Brush" means loose branches and twigs generated by trimming or storms on the property.

“Clean wood” means natural wood which has not been painted, varnished or coated with a similar material; has not be pressure treated with preservatives; and does not contain resins or glues as in plywood or other composite wood products.

"Food waste" means rejected food waste including waste accumulations of animal, fruit, or vegetable matter used or intended for food; or waste that attend the preparation, use, cooking, dealing in, or storing of meat, fowl, fish, fruit, or vegetable matter. Typical waste from home

gardens shall not be considered food waste.

"Open burning" means kindling or maintaining a fire where the products of combustion are emitted directly into the ambient air without passing through a stack or chimney. This includes burning in a burn barrel.

“Patio wood burning unit” means a chiminea, patio warmer, or other portable wood-burning device used for outdoor recreation and/or heating.

“Prescribed burn” means open burning of a continuous cover of fuels, in compliance with an approved prescription to meet planned land management objectives. “Prescription” means a written plan establishing the criteria and elements necessary for starting, controlling, and extinguishing a specific prescribed burn.

“Property” means one or more adjacent real estate parcels under common ownership or lease agreement.

“Recreational fire” means a small outdoor fire burning materials permitted by section 202.05 that has a total fuel area of 3 feet or less in diameter and 2 feet or less in height. Recreational fires include, but are not limited to fires for pleasure, ceremonial, cooking, warmth, or similar purposes.

**Section 202.04. <u>Prohibited Fires</u>**

1. Open burning of leaves and grass clippings is prohibited as per PA 102 of 2012 except when such burning is incidental to a permitted open or prescribed burn.
2. Open burning of animal carcasses and manure is prohibited.
3. Open burning of food waste is prohibited.
4. Open burning of household waste that contains plastic, rubber, foam, chemically treated wood, textiles, electronics, chemicals, or hazardous materials is prohibited as per PA 102 of 2012.
5. Open burning of construction and demolition waste is prohibited.
6. Open burning of waste from a commercial or industrial establishment is prohibited.

**Section 202.05. <u>Permissible Fires</u>**

1. Open burning of logs, stumps, trees, brush, agricultural and beekeeping waste.
    A. A person shall not ignite, cause or permit to be ignited, allow or maintain an open burn or outdoor fire except as provided in this section. All open burning requires compliance with all applicable provisions of this section and any additional special restrictions deemed necessary by the Fire Chief or other authorities who have jurisdiction. The Fire Chief may deny or suspend burning permits when weather or other conditions warrant. All open burning shall be conducted in a safe nuisance-free manner, when wind and weather conditions minimize adverse effects and do not create a health or visibility hazard.
    B. Permit required. The property owner or owner’s authorized representative

shall submit an open burning permit application to the Township Clerk's office on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. An aerial map showing the location of the proposed area where open burning is to occur is required to be submitted with the application. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for permission to initiate the burn as permitted by calling 734-484-1996. . The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.

1) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in Section 7 (south of M14), 8 (south of M14), 18, 33, 34, and 35, and parcels of land within 1,500 feet of a city or village.

2) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size unless an exemption is provided by the Superior Township Fire Chief.

3) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

C. Conditions. After first obtaining a burn permit, open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted if conducted in accordance with the following:

1) The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation."

2) No material may be brought onto a property for the express purpose of burning it, except seasoned dry firewood for recreational fires.

4) The open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted only during daylight hours except when a special permit has been issued. The Fire Chief or his/her representative may issue special permits for agricultural open burns that will last more than one day.

5) Adult supervision of open fires is required.

6) Open fires must be located fifty (50) feet or more from any structure, property line, trees, shrubs, or other flammable vegetation.

7) The fuel area of open fires shall not exceed 3 feet or less in diameter and 2 feet or less in height without approval of the Superior Township Fire Chief or his/her representative.

2. Prescribed burning for forest, prairie, habitat management, and agricultural purposes.

A. Permit required. The property owner or owner's authorized representative shall submit a prescribed burn permit application to the Fire Chief's office on such form as may be approved by the Township Board. Upon receipt, the application shall be reviewed by, and approved or denied by the Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent similar prescribed burn permit requests may be issued based upon the initially submitted application and plan.

1) The property owner or owner's authorized representative shall include a map of the area prescribed burn.

2) Prescribed burns may be on property less than one acre in size, contingent on Fire Chief review and approval.

B. On the day of the intended prescribed burn, the applicant or his/her representative shall contact the Fire Department for permission to initiate the burn by calling 734-484-1996. The applicant shall give his/her name, address, and phone number and the time of the intended burn. The Fire Department will either authorize or deny the prescribed burn permit depending upon Fire Department resources, weather, or other factors.

1) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

**Section 202.06. <u>Permissible Fires Exempt From Permits</u>**

1. The following types of fires are permitted without obtaining a burn permit if they occur on property of one-half acre or more and are placed more than twenty-five feet from any structure or property line.

A. A recreational fire, as defined in this ordinance.

B. Burning of small amounts of household dry waste paper in an enclosed burn barrel or container constructed of metal or masonry that has a metal covering device and does not have an opening larger than ¾ of an inch.

2. Patio wood burning units may be used without obtaining a burn permit if they burn clean wood, are used in accordance with the manufacturer's instructions, and are placed not less than 15 feet from a structure.

3. Outdoor wood furnaces/boilers installed on or after the effective date of this ordinance may be installed and operated without obtaining a burn permit but shall:

   A. Have a permanently attached stack with a minimum height of 15 feet above the ground that also extends at least two feet about the highest peak of any residence not served by the furnace/boiler located within 300 feet.

   B. Be located on the property in accordance with the Township Zoning Ordinance and no closer than 100 feet from the nearest property line.

   C. Not be installed unless a mechanical permit has been obtained from the Township Building Department prior to commencing installation.

   D. Only burn clean wood or other listed fuels specifically permitted by the manufacturer's installation/operation instructions.

4. Notwithstanding section 202.04 and 05. of this ordinance, structures and other materials may be burned without permit for fire prevention training so long as conducted in accordance with the National Fire Protection Association (NFPA) Standard 1403 as it may from time to time be amended, and in compliance with rules and regulations of other authorities having jurisdiction. Such burning shall be outlined in writing and approved by the Fire Chief at least 48 hours prior to the training burn.

**Section 202.06. Appeals**

The Charter Township of Superior Board shall hear and decide appeals where there in a unique hardship or error alleged in any order, requirement, decision or determination made by the Chief of the Fire Department or his/her representative in the enforcement of this ordinance.

Such an appeal shall be in writing, citing the nature of the original request, the reason such request was denied a permit, and the remedy sought through the appeal. The appeal shall be made within seven (7) days of the denial, and the Board shall receive and respond to the appeal at their next regularly scheduled Township Board meeting.

**Section 202.07. Liability**

A person utilizing or maintaining an outdoor fire regulated by this ordinance may be responsible for all fire suppression costs and any other liability resulting from damage caused by the fire.

**Section 202.08. Right of Entry and Inspection**

The Fire Chief or any authorized officer, employee, or representative of Superior Township carrying proper identification may inspect any property in order to ascertain compliance with and enforce the provisions of this ordinance.

**Section 202.09. Enforcement**

This ordinance shall be deemed an exercise of the police powers of Superior Charter Township for the preservation and protection of the public health, safety, and welfare. It shall be the duty of the Fire Chief or his/her representative to enforce the provisions of this ordinance. Citizen complaints and reports of violations shall be directed to the Fire Department.

**Section 202.10. Penalties and Remedies for Violations**

1. Any person violating any provision of this Ordinance shall be deemed:

   A. Guilty of a misdemeanor. Penalties may be imposed including up to ninety (90) days incarceration in the Washtenaw County Jail and/or fines up to five hundred ($500.00) dollars plus the cost of prosecution.

   B. Responsible for a civil infraction. Penalties may be imposed in fines as set forth in Section 162.07 of Superior Charter Township Ordinance 162, Civil Infraction Penalty Ordinance, which assesses fines for a first offense of a minimum of one hundred ($100.00) and a maximum of five hundred ($500.00).

   In addition to the penalties, any person deemed responsible for a civil infraction shall also be liable for the cost to the Township to prosecute any such violation

2. The decision to charge the alleged violator with a misdemeanor and/or civil infraction as a result of a violation of this Ordinance shall be at the sole discretion of the Township.

3. In addition to the foregoing, any violation of the Ordinance shall be deemed a nuisance per se, permitting the Township Board, its officers, agents or any private citizen to take such action in any court of competent jurisdiction to cause the abatement of such nuisance, including injunctive relief. Further, upon a determination by a court that a person has violated this Ordinance, thereby creating a nuisance per se, the Township shall be entitled to its actual attorney fees incurred in seeking abatement of the nuisance.

**Section 202.11. Abrogation and Conflict of Authority**

Nothing in this Ordinance shall be interpreted to conflict with present or future State statutes in the same subject matter; conflicting provisions of this Ordinance shall be abrogated to, but only to, the extent of the conflict. Moreover, the provisions of this Ordinance shall be construed, if possible, to be consistent with relevant State regulations and statutes. If any part of this Ordinance is found to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision. Such holding shall not

affect the validity of the remaining portions thereof, and the remainder of the Ordinance shall remain in force. Rights and duties which have matured, penalties which have been incurred, proceedings which have begun and prosecutions for violations of law occurring before the effective date of this Ordinance are not affected or abated by this Ordinance.

**Section 202.12. Repeal**

All ordinances or parts of an ordinance in conflict with this ordinance are hereby repealed. The existing Ordinance No. 185, being an ordinance for the regulation of burning in the Township effective March 18, 2013 is hereby repealed. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation or prosecution of any right established, occurring prior to the effective date hereof.

**Section 202.13. Effective Date; Publication**

This Ordinance shall be published pursuant to Section 8 of the Charter Township Act, being MCL 42.8(b), by posting in the Office of the Clerk, 3040 N. Prospect Rd., Ypsilanti, 48198, and on the Township website – www.superior-twp.org – with notice of such in the Ann Arbor News, a newspaper of general circulation in the Township, qualified under state law to publish legal notices within 30 days following the final adoption thereof. This Ordinance shall become effective immediately upon said publication and the same shall be recorded in the Ordinance Book of the Township, and such recording authenticated by the signatures of the Supervisor and Clerk.

Carlisle | Wortman
ASSOCIATES, INC.
117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

**TO:** Superior Township Board of Trustees

**FROM:** Ben Carlisle, AICP
Michelle Marin, AICP

**DATE:** May 11, 2026

**RE:** Superior Township Ordinance No. 185 Burning Ordinance Evaluation

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## Introduction

We have been asked to review the Township Ordinance No. 185 Burning Ordinance. The Burning Ordinance was last updated in 2013, and since that time conditions in the Township have changed including the climate and weather conditions, population changes and new development, and technology improvements. It is important to review the Burning Ordinance to ensure it is consistent with Township policies and ensures protection of both the natural and built environment.

## Considerations

We recommend consideration of the following amendments:

- Add following provision "The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation."

- Expand location restrictions to a minimum of 50 feet from trees, shrubs, or other flammable vegetation.

- Expand the list of locations where burn permits are not permitted to include: Section 7 (south of M14), 8 (south of M14), 18, 33, 34, and 35, and parcels of land within 1,500 feet of a city or village.

- A map of area of prescribed burn shall be included with application.

- Clarification of required application fees and insurance for prescribed burns.

Benjamin R. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Vice President*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal*
Paul Montagno, *Principal,* Megan Masson-Minock, *Principal,* Laura Kreps, *Senior Associate*
Richard K. Carlisle, *Past President/Senior Principal*

- Authorize the Township Fire Chief to permit exemptions to the 1-acre minimum for burn permits. The Fire Chief has indicated that professional companies can safely conduct prescribed burns on smaller properties.

We look forward to discussing these proposed revisions with you at the upcoming Board meeting.

Sincerely,

**CARLISLE/WORTMAN ASSOC., INC.**
**Benjamin R. Carlisle, AICP, LEED AP**

**CARLISLE/WORTMAN ASSOC., INC.**
**Michelle Marin, AICP**

**SUPERIOR CHARTER TOWNSHIP**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NO. ___~~185~~**

**BURNING ORDINANCE,**
**WHICH REPEALS AND REPLACES**
**ORDINANCE NO. 18505~~05~~ BURNING**
**ORDINANCE**

**THE TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, STATE OF MICHIGAN, ORDAINS:**

**Section 185.01. Purpose**

The purpose of this ordinance is to provide for the protection of the health, safety, and welfare of Township residents; to protect property from exposure to the dangers of fire; to minimize unnecessary runs by the Township Fire Department; to provide for the enforcement of this ordinance; and to establish penalties and fines for violations of the provisions of this ordinance. Township residents are strongly encouraged to consider recycling, composting and curbside pick-up as alternatives to open burning.

**Section 185.02. Scope**

1. This ordinance shall apply to open burning, prescribed burns, burn barrels, outdoor wood furnaces/boilers, and patio wood burning units.
2. This ordinance shall not apply to outdoor grilling or cooking food using charcoal, wood, propane or natural gas in a cooking/grilling appliance or in an approved container.
3. This ordinance shall not apply to the use of propane, natural gas, kerosene, gasoline, or acetylene in a device intended for agricultural or construction heating and maintenance activities.
4. This ordinance shall not apply to agricultural flame weeding or flame sanitizers.
5. This ordinance shall not apply to burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation.

**Section 185.03. Definitions**

"Brush" means loose branches and twigs generated by trimming or storms on the property.

“Clean wood” means natural wood which has not been painted, varnished or coated with a similar material; has not be pressure treated with preservatives; and does not contain resins or glues as in plywood or other composite wood products.

"Food waste" means rejected food wastes including waste accumulations of animal, fruit, or vegetable matter used or intended for food; or wastes that attend the preparation, use, cooking, dealing in, or storing of meat, fowl, fish, fruit, or vegetable matter. Typical waste from home gardens shall not be considered food waste.

"Open burning" means kindling or maintaining a fire where the products of combustion are emitted directly into the ambient air without passing through a stack or chimney. This includes burning in a burn barrel.

“Patio wood burning unit” means a chimnea, patio warmer, or other portable wood-burning device used for outdoor recreation and/or heating.

“Prescribed burn” means open burning of a continuous cover of fuels, in compliance with an approved prescription to meet planned land management objectives. “Prescription” means a written plan establishing the criteria and elements necessary for starting,

controlling, and extinguishing a specific prescribed burn.

"Property" means one or more adjacent real estate parcels under common ownership or lease agreement.

"Recreational fire" means a small outdoor fire burning materials permitted by section 185.05 that has a total fuel area of 3 feet or less in diameter and 2 feet or less in height. Recreational fires include, but are not limited to fires for pleasure, ceremonial, cooking, warmth, or similar purposes.

**Section 185.04. Prohibited Fires**

1. Open burning of leaves and grass clippings is prohibited as per PA 102 of 2012 except when such burning is incidental to a permitted open or prescribed burn.
2. Open burning of animal carcasses and manure is prohibited.
3. Open burning of food waste is prohibited.
4. Open burning of household waste that contains plastic, rubber, foam, chemically treated wood, textiles, electronics, chemicals, or hazardous materials is prohibited as per PA 102 of 2012.
5. Open burning of construction and demolition waste is prohibited.
6. Open burning of waste from a commercial or industrial establishment is prohibited.

**Section 185.05. Permissible Fires**

1. Open burning of logs, stumps, trees, brush, agricultural and beekeeping waste.

A. A person shall not ignite, cause or permit to be ignited, allow or maintain an open burn or outdoor fire except as provided in this section. All open burning requires compliance with all applicable provisions of this section and any additional special restrictions deemed necessary by the Fire Chief or other authorities having jurisdiction. The Fire Chief may deny or suspend burning permits when weather or other conditions warrant. All open burning shall be conducted in a safe nuisance-free manner, when wind and weather conditions minimize adverse effects and do not create a health or visibility hazard.

~~A.~~ Permit required. The property owner or owner's authorized representative shall submit an open burning permit application to the Township Clerk's office ~~Clerk's office~~ on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. An aerial map showing the location of the proposed area where open burning is to occur is required to be submitted with the application. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for permission to initiate the burn as permitted by calling 734-484-1996. ~~a burn permit by calling 734-484-1996~~. The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.

B.

1) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in . Section 7 (south of M14), 8 (south of M14), 18, 33,

34, and 35, and parcels of land within 1,500 feet of a city or village.

2) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size unless an exemption is provided by the Superior Township Fire Chief.

3) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

~~2.~~C. Conditions.

After first obtaining a burn permit, open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted if conducted in accordance with the following:

~~A. The property owner or owner's authorized representative shall submit an open burning permit application to the Township Clerk's office on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for a burn permit by calling 734-484-1996. The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.~~

1) The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation."

~~1)~~ No material may be brought onto a property for the express purpose of burning it, except seasoned dry firewood for recreational fires.

2)

~~B.~~ The open burning of logs, stumps, trees, brush, agricultural and

~~1)~~ beekeeping waste is permitted only during daylight hours except when a special permit has been issued. The Fire Chief or his/her representative may issue special permits for agricultural open burns that will last more than one day.

3)

~~2)~~ Adult supervision of open fires is required.

4)

~~3)~~ Open fires must be located fifty (50) feet or more from any structure, ~~or~~ property line, trees, shrubs, or other flammable vegetation.~~.~~

5)

~~4)~~ The fuel area of open fires shall not exceed 3 feet or less in diameter and 2 feet or less in height ~~15 feet in diameter and 15 feet in height~~ without approval of the Superior Township Fire Chief or his/her representative.

6)

~~5) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in the northeast quarter section of Section 33 or any portion of Sections 34 or 35 of the Township.~~

~~C. Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size.~~

2. Prescribed burning for forest, prairie, habitat management, and agricultural purposes.

~~3. After first obtaining a burn permit, prescribed burning for forest, prairie, habitat management and agricultural purposes is permitted if conducted in accordance with the following:~~

A. Permit required. The property owner or owner's authorized representative shall submit a prescribed burn permit application to the Fire Chief's office on such form as may be approved by the Township Board. Upon receipt, the application shall be reviewed by, and approved or denied by the Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent similar prescribed burn permit requests may be issued based upon the initially submitted application and plan.

1) The property owner or owner's authorized representative shall include a map of the area prescribed burn.

~~A.~~2) Prescribed burns may be on property less than one acre in size, contingent on Fire Chief review and approval.

B. On the day of the intended prescribed burn, the applicant or his/her representative shall contact the Fire Department for permission to initiate the burn ~~a burn permit~~ by calling 734-484-1996. The applicant shall give his/her name, address, and phone number and the time of the intended burn. The Fire Department will either authorize or deny the prescribed burn permit depending upon Fire Department resources, weather, or other factors.

~~C.~~1) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

**Section 185.06. Permissible Fires Exempt From Permits.**

~~4.~~C. The following types of fires are permitted without obtaining a burn permit if they occur on property of one half acre or more and are placed more than twenty-five feet from any structure or property line.

~~A.~~1) A recreational fire, as defined in this ordinance.~~.~~

~~B.~~2) Burning of small amounts of household dry waste paper in an enclosed burn barrel or container constructed of metal or masonry that has a metal covering device and does not have an opening larger than ¾ of an inch.

~~5.~~D. Patio wood burning units may be used without obtaining a burn permit if they burn clean wood, are used in accordance with the manufacturer's instructions, and are placed not less than 15 feet from a structure.

~~6.~~E. Outdoor wood furnaces/boilers installed on or after the effective date of this ordinance may be installed and operated without obtaining a burn permit but shall:

~~A.~~1) Have a permanently attached stack with a minimum height of 15 feet above the ground that also extends at least two feet about the highest peak of any residence not served by the furnace/boiler located within 300 feet.

~~B.~~2) Be located on the property in accordance with the Township Zoning Ordinance and no closer than 100 feet from the nearest property line.

~~C.~~3) Not be installed unless a mechanical permit has been obtained from the Township Building Department prior to commencing installation.

~~D.~~4) Only burn clean wood or other listed fuels specifically permitted by the manufacturer's installation/operation instructions.

~~7.~~3. Notwithstanding section 185.04 and 05. of this ordinance, structures and other materials may be burned without permit for fire prevention training so long as conducted in accordance with the National Fire Protection Association (NFPA) Standard 1403 as it may from time to time be amended, and in compliance with rules and regulations of other authorities having jurisdiction. Such burning shall be outlined in writing and approved by the Fire Chief at least 48 hours prior to the training burn.

**Section 185.06. Appeals**

The Charter Township of Superior Board shall hear and decide appeals where there in an unique hardship or error alleged in any order, requirement, decision or determination made by the ~~Whenever the~~ Chief of the Fire Department or his/her representative~~-~~ in the enforcement of this ordinance~~shall refuse to grant a permit applied for, or when it is claimed that the provisions of the ordinance do not apply or that the true intent and meaning of the ordinance has been misconstrued or wrongly interpreted, or when the strict enforcement of this ordinance would result in unnecessary hardship due to special conditions unique to the land involved, the applicant may appeal the decision of the Chief of the Fire Department or his/her representative to the Charter Township of Superior Board of Trustees~~.

Such an appeal shall be in writing, citing the nature of the original request, the reason such request was denied a permit, and the remedy sought through the appeal. The appeal shall be made within seven (7) days of the denial, and the Board shall receive and respond to the appeal at their next regularly scheduled Township Board meeting.

**Section 185.07. Liability**

A person utilizing or maintaining an outdoor fire regulated by this ordinance may be responsible for all fire suppression costs and any other liability resulting from damage caused by the fire.

**Section 185.08. Right of Entry and Inspection**

The Fire Chief or any authorized officer, employee, or representative of Superior Township carrying proper identification may inspect any property in order to ascertain compliance with, and enforce the provisions of this ordinance.

**Section 185.09. Enforcement**

This ordinance shall be deemed an exercise of the police powers of Superior Charter Township for the preservation and protection of the public health, safety, and welfare. It shall be the duty of the Fire Chief or his/her representative to enforce the provisions of this ordinance. Citizen complaints and reports of violations shall be directed to the Fire Department.

**Section 185.10. Penalties and Remedies for Violations**

1. Any person violating any provision of this Ordinance shall be deemed:

   A. Guilty of a misdemeanor. Penalties may be imposed including up to ninety (90) days incarceration in the Washtenaw County Jail and/or fines up to five hundred ($500.00) dollars plus the cost of prosecution.

   B. Responsible for a civil infraction. Penalties may be imposed in fines as set forth in Section 162.07 of Superior Charter Township Ordinance 162, Civil Infraction Penalty Ordinance, which assesses fines for a first offense of a minimum of one hundred ($100.00) and a maximum of five hundred ($500.00).

   In addition to the penalties, any person deemed responsible for a civil infraction shall also be liable for the cost to the Township to prosecute any such violation

2. The decision to charge the alleged violator with a misdemeanor and/or civil infraction as a result of a violation of this Ordinance shall be at the sole discretion of the Township.

3. In addition to the foregoing, any violation of the Ordinance shall be deemed a nuisance per se, permitting the Township Board, its officers, agents or any private citizen to take such action in any court of competent jurisdiction to cause the abatement of such nuisance, including injunctive relief. Further, upon a determination by a court that a person has violated this Ordinance, thereby creating a nuisance per se, the Township shall be entitled to its actual attorney fees incurred in seeking abatement of the nuisance.

**Section 185.11. Abrogation and Conflict of Authority**

Nothing in this Ordinance shall be interpreted to conflict with present or future State statutes in the same subject matter; conflicting provisions of this Ordinance shall be abrogated to, but only to, the extent of the conflict. Moreover, the provisions of this Ordinance shall be construed, if possible, to be consistent with relevant State regulations and statutes. If any part of this Ordinance is found to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision. Such holding shall not affect the validity of the remaining portions thereof, and the remainder of the Ordinance shall remain in force. Rights and duties which have matured, penalties which have been incurred, proceedings which have begun and prosecutions for violations of law occurring before the effective date of this Ordinance are not affected or abated by this Ordinance.

**Section 185.12. Repeal**

All ordinances or parts of an ordinance in conflict with this ordinance are hereby repealed. The existing Ordinance No. ~~105~~185, being an ordinance for the regulation of burning in the Township effective ~~August 31, 1989 and amended effective November 3, 2008 and January 17, 2012~~ March 18, 2013 is hereby repealed. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation or prosecution of any right established, occurring prior

to the effective date hereof.

**Section 185.13. Effective Date; Publication**

This Ordinance shall be published pursuant to Section 8 of the Charter Township Act, being MCL 42.8(b), by posting in the Office of the Clerk, 3040 N. Prospect Rd., Ypsilanti, 48198, and on the Township website – www.superior-twp.org – with notice of such in the

Ypsilanti Courier, a newspaper of general circulation in the Township, qualified under state law to publish legal notices within 30 days following the final adoption thereof. This Ordinance shall become effective immediately upon said publication and the same shall be recorded in the Ordinance Book of the Township, and such recording authenticated by the signatures of the Supervisor and Clerk.

CERTIFICATION

~~I, David Phillips, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of Ordinance 185 adopted at a regular meeting of the Superior Charter Township Board held on March 18, 2013.~~

Angela Robinson ~~David Phillips~~, Superior Charter Township Clerk

Emily Dabish Yahkind ~~William McFarlane~~, Superior Charter Township Supervisor

**CHARTER TOWNSHIP OF SUPERIOR**
3040 North Prospect Road Ypsilanti, MI 48198
Telephone (734) 482-6099 Fax (734) 482-3842
*Please submit one completed form for each agenda item*

**TO:** Superior Township Board of Trustees

**FROM:** Emily Dabish Yahkind

**DATE SUBMITTED:** 4/30/26

**BOARD MEETING DATE:** 5/18/26

**ITEM TITLE**: CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE

**TYPE OF AGENDA ITEM** (SELECT ONE):

☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☑ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

**DESCRIPTION OF ITEM/RESOLUTION:**
*Provide a clear/concise summary of the item being presented.*
A resolution granting authority to Consumers Energy to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in Charter Township of Superior.

**REQUESTED BOARD ACTION:**
*Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).*
Conduct first reading of ordinance.

**BACKGROUND/JUSTIFICATION:**
*Provide relevant history, previous board actions, community input, or project developments.*
Continuation of gas servicing from Consumers Energy.

**IMPACT ON TOWNSHIP BUDGET (if applicable):**

No expected impact. The ordinance grants Consumers Energy a non-exclusive franchise to continue operating gas lines within Township public spaces, subject to ordinance terms and MPSC regulation. Any costs would be limited to routine administrative, publication, and legal expenses.

**TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:**

*List any departments or external entities responsible for or impacted by this item.*

N/A

**DEADLINES OR URGENCY (if applicable):**

*Include any timelines, deadlines or reasons for urgency.*

N/A

**SUPPORTING DOCUMENTS ATTACHED:**

*Include number of attachments and a brief title of each file.*

1. CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE

**CONTACT PERSON FOR QUESTIONS:**

**Name:** Emily Dabish Yahkind

**Title:** Supervisor

**Phone:** (734) 482-6099

**Email:** edy@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline. Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**SUPERIOR CHARTER TOWNSHIP**
**WASHTENAW COUNTY, MICHIGAN**

**ORDINANCE NUMBER 203**

**CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE,**
**REPEALING AND REPLACING ORDINANCE NO. 136**

**FIRST READING: MAY 18, 2026**

AN ORDINANCE, granting to CONSUMERS ENERGY COMPANY, its successors and assigns, the right and authority to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in the CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, for a period of thirty years.

**THE CHARTER TOWNSHIP OF SUPERIOR ORDAINS:**

**136-01**. **GRANT and TERM. The CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN**, hereby grants to Consumers Energy Company, its successors and assigns, hereinafter called “Consumers" the right and authority to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in the CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, for a period of thirty years.

**136-02. CONDITIONS**. No public place used by Consumers shall be obstructed longer than necessary during construction or repair, and shall be restored to the same order and condition as when work was commenced. All of Consumers’ gas lines and related facilities shall be placed as not to unnecessarily interfere with the public’s use of public places. Consumers shall have the right to trim or remove trees and vegetation if necessary in the conducting of such business.

**136-03. HOLD HARMLESS.** Consumers shall save the Charter Township free and harmless from all loss, costs and expense to which it may be subject by reason of the negligent construction and maintenance of the lines and related facilities hereby authorized. In case any action is commenced against the Charter Township on account of the permission herein given, Consumers shall, upon notice, defend the Charter Township and its representatives and hold them harmless from all loss, costs and damage arising out of such negligent construction and maintenance.

**136-04. EXTENSIONS.** Consumers shall construct and extend its gas distribution system within said Charter Township, and shall furnish gas service to applicants residing therein in accordance with applicable laws, rules and regulations.

**136-05. FRANCHISE NOT EXCLUSIVE**. The rights, power and authority herein granted, are not exclusive.

**136-06. RATES and CONDITIONS.** Consumers shall be entitled to provide gas service to the inhabitants of the Charter Township at the rates and pursuant to the conditions as approved by the Michigan Public Service Commission. Such rates and conditions shall be subject to review and change upon petition to the Michigan Public Service Commission.

**136-07. REVOCATION.** The franchise granted by this ordinance is subject to revocation upon sixty (60) days written notice by either party. Upon revocation this ordinance shall be considered repealed and of no effect past, present or future.

**136-8. MICHIGAN PUBLIC SERVICE COMMISSION JURISDICTION.** Consumers remains subject to the reasonable rules and regulations of the Michigan Public Service Commission applicable to gas service in the Charter Township and those rules and regulations preempt any term of any ordinance of the Charter Township to the contrary.

**136-9. REPEALER.** This Ordinance No. 136, when enacted, shall repeal and supersede the provisions of any previous Consumers' gas franchise ordinance adopted by the Charter Township including any amendments, and specifically repeals and replaces the original Consumers' gas franchise ordinance adopted by the Charter Township in October 1996, which is hereby declared null and void and of no further force or effect upon the effective date of this ordinance.

**136-10. EFFECTIVE DATE.** This ordinance shall take effect on _____.

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# SUPERIOR TOWNSHIP GOVERNMENT FUNDS

BILLS FOR PAYMENT REPORT

As of May 18, 2026

| FUND | VENDOR NAME | INVOICE NUMBER | INVOICE DATE | DESCRIPTION | AMOUNT |
|---|---|---|---|---|---|
| 101 - General | BS & A | 167997 | 4/16/2026 | Online annual services/support fee<br>Deliquent personal property annual | $ 6,468.00 |



**GRAND TOTAL ALL FUNDS** **$** **6,468.00**

**BS& A Software**
14965 Abbey Lane
Bath, MI 48808

Phone: 517-641-8900

# INVOICE

Invoice Number: 167997
Invoice Date: Apr 16, 2026
Page: 1

| Bill To: |
|---|
| SUPERIOR TWP<br>3040 N PROSPECT RD<br>YPSILANTI, MI 48198<br>WASHTENAW |

| Customer ID | Customer PO | Payment Terms | |
|---|---|---|---|
| SUPETWPWASH | 2 | | |
| **Sales Rep ID** | **Shipping Method** | **Ship Date** | **Due Date** |
| | | | 5/31/26 |

| Quantity | Description | Unit Price | Amount |
|---|---|---|---|
| 1.00 | BS&A Online Services - Annual Service/Support Fee per contract for the coverage dates of May 1st, 2026-May 1st, 2027 | 5,909.00 | 5,909.00 |
| 1.00 | Delinquent Personal Property System - annual service/support fee per contract for the coverage dates of May 1st, 2026-May 1st, 2027 | 559.00 | 559.00 |

| | |
|---|---|
| Subtotal | 6,468.00 |
| Sales Tax | |
| Total Invoice Amount | 6,468.00 |
| Payment/Credit Applied | |
| **TOTAL** | **6,468.00** |

Check/Credit Memo No:

# SUPERIOR TOWNSHIP
# Record of Disbursements

Date: May 18, 2026

*Contains all checks written since last report for the following funds:

General Bank - includes all checks written from the following funds:

101 - General Fund
203 - Side Street Maintenance Fund
211 - Legal Defense Fund
219 - Streetlight Fund
249 - Building Fund
266 - Law Fund
508 - Park Fund

206 - Fire Fund
592 - Utility Dept.
701 - Trust & Agency Fund

693 of 701

**Total amount for all disbursements - $538,269.04**

Note: Some of these checks were presented to the board for approval. All others are either pre-approved or under $3,000.00 for Government Funds and $5,000 for Utility Dept.

| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| Bank GENL GENERAL BANK | | | | | |
| Check Type: Paper Check | | | | | |
| 04/21/2026 | GENL | 50570 | AMAZON CAPITAL SERVICES, INC | BATTERY BACKUP & SURGE PROTECTOR | 49.27 |
| | | | | BINDER TABS FOR BOARD BOOKS | 6.99 |
| | | | | BINDERS & ENVELOPES FOR ACCOUNTING | 61.00 |
| | | | | LABELS FOR LABEL MAKER | 27.31 |
| | | | | TENNIS NET REEL | 168.99 |
| | | | | | 313.56 |
| 04/21/2026 | GENL | 50571 | APPLIED INNOVATION | DOCUWARE MAINTENACE AND SUPPORT YEARLY F | 6,060.86 |
| 04/21/2026 | GENL | 50572 | BILL BALMES | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 04/21/2026 | GENL | 50573 | BLUE CROSS/BLUE SHIELD-M | MEDICAL INSURANCE - MAY 2026 | 6,356.67 |
| 04/21/2026 | GENL | 50574 | CANON FINANCIAL SERVICES INC. | LEASE ON (2) COPY MACHINES & COPIES | 822.69 |
| 04/21/2026 | GENL | 50575 | CARL SULLIVAN | DUMP TICKET REIMBURSEMENT - TOTAL FOR YE | 50.00 |
| 04/21/2026 | GENL | 50576 | CRIBLEY DRILLING | FILL IN OLD WELL PIT | 862.50 |
| 04/21/2026 | GENL | 50577 | DELTA DENTAL | DENTAL INSURANCE -MAY 2026 | 900.01 |
| 04/21/2026 | GENL | 50578 | GREENFIELDS OUTDOOR FITNESS, INC | FITNESS EQUIPMENT REPAIRS | 271.00 |
| 04/21/2026 | GENL | 50579 | JALEEN WILSON | TRASH PICK-UP MACARTHUR/WIARD/ROW | 119.00 |
| 04/21/2026 | GENL | 50580 | KRISTINA CARR-RANKIN | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 04/21/2026 | GENL | 50581 | LISA LEWIS | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 04/21/2026 | GENL | 50582 | MEDMUTUAL LIFE | LIFE INSURANCE 2026 | 198.64 |
| 04/21/2026 | GENL | 50583 | MSTS RECEIVABLES LLC | CLEANING SUPPLIES | 4.23 |
| 04/21/2026 | GENL | 50584 | NANCY MASON | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 04/21/2026 | GENL | 50585 | NEIGHBORHOOD ROOFING INC | OVERPAYMENT OF PERMIT - 7956 HALLIE CT | 21.25 |
| 04/21/2026 | GENL | 50586 | OFFICE EXPRESS | NAME PLATE - STEVE KRAFT | 17.96 |
| 04/21/2026 | GENL | 50587 | PAULA CALOPISIS | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 04/21/2026 | GENL | 50588 | QUADIENT FINANCE USA, INC. | POSTAGE FOR MACHINE | 500.00 |
| 04/21/2026 | GENL | 50589 | ROBERT ACTON | 48-MECH/PLUMB INSPECTIONS 4/4-4/20/26 | 2,400.00 |
| 04/21/2026 | GENL | 50590 | SARAH IZZO | CELL PHONE STIPEND - MARCH 2026 | 50.00 |
| | | | | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| | | | | | 100.00 |
| 04/21/2026 | GENL | 50591 | STANDARD PRINTING | BUSINESS CARDS - MCCLERRY/MASON | 142.50 |
| 04/21/2026 | GENL | 50592 | SUPERIOR TOWNSHIP CREDIT CARD ACCT | SMARTSHEET - APRIL | 24.00 |
| | | | | COUNTY - RECORD DEED | 30.00 |
| | | | | QUICKBOOKS - APRIL 2026 | 388.50 |
| | | | | | 442.50 |
| 04/21/2026 | GENL | 50593 | SUPERIOR TWP PAYROLL FUND | HSA FEES - APRIL 2026 | 21.25 |
| | | | | CASH TRANSFER -4/23/26 PAY | 60,771.33 |
| | | | | | 60,792.58 |
| 04/21/2026 | GENL | 50594 | TREVIPAY | KITES | 44.47 |
| | | | | KITES | 184.06 |
| | | | | | 228.53 |
| 04/21/2026 | GENL | 50595 | VSP INSURANCE CO | VISION INSURANCE - MAY 2026 | 223.85 |
| 04/21/2026 | GENL | 50596 | WASHTENAW CTY ENVIRONMENTAL HEALTH | WATER TESTING - TOWNHALL | 211.00 |
| 05/06/2026 | GENL | 50597 | ALLISON OLEYNIK | REIMBURSEMENT FOR HEADSET | 15.90 |
| 05/06/2026 | GENL | 50598 | ALLSTAR ALARM | ALARM MONITORING 6/1-8/31/26 | 108.00 |
| 05/06/2026 | GENL | 50599 | AMAZON CAPITAL SERVICES, INC | FRAME FOR FIRE CHIEF RETIREMENT PRESENTA | 23.49 |

| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| 05/06/2026 | GENL | 50600 | AMY CARROLL STACHOWIAK | DUMP TICKET REIMBURSEMENT | 50.00 |
| 05/06/2026 | GENL | 50601 | ANN ARBOR AREA TRANSPORTATION AUTH. | 2026 - APRIL | 11,014.33 |
| 05/06/2026 | GENL | 50602 | CINTAS CORPORATION | MONTHLY RUG SERVICE - MARCH 2026 | 351.85 |
| | | | | MONTHLY RUG SERVICE - APRIL 2026 | 351.85 |
| | | | | | 703.70 |
| 05/06/2026 | GENL | 50603 | COMCAST | INTERNET - APRIL 2026 | 277.62 |
| 05/06/2026 | GENL | 50604 | DAVID FOSTER | DUMP TICKET REIMBURSEMENT | 50.00 |
| 05/06/2026 | GENL | 50605 | DTE ENERGY | DIXBORO VILLAGE GREEN ELECTRIC- APRIL | 26.47 |
| | | | | GEN/LAW SPLIT/GENERATOR-GAS -APRIL 2026 | 374.93 |
| | | | | OLD TOWN HALL GAS -APRIL | 74.82 |
| | | | | APT "1" GAS -APRIL 2026 | 130.18 |
| | | | | | 606.40 |
| 05/06/2026 | GENL | 50606 | DTE ENERGY | STREETLIGHTS -APRIL | 8,506.15 |
| 05/06/2026 | GENL | 50607 | FEDEX | OVERNIGHT MAIL | 42.00 |
| 05/06/2026 | GENL | 50608 | HOME DEPOT CREDIT SERVICES | CHNP BOARDWALK REPAIR/SUPPLIES /CLEANUP | 533.16 |
| 05/06/2026 | GENL | 50609 | JALEEN WILSON | TRASH PICK-UP MACARTHUR/WIARD/ROW - 2 WE | 340.00 |
| 05/06/2026 | GENL | 50610 | JAMEEL S WILLIAMS | LEGAL SERVICES - APRIL 2026 | 3,484.50 |
| 05/06/2026 | GENL | 50611 | JASON'S TREE SERVICE | TAKE DOWN CHRISTMAS LIGHTS | 750.00 |
| | | | | SCHOOLHOUSE BELL EVALUATION | 200.00 |
| | | | | | 950.00 |
| 05/06/2026 | GENL | 50612 | JCM MEDIA GROUP | WEBSITE PROJECT | 2,193.00 |
| 05/06/2026 | GENL | 50613 | JOEL BURRELL | DUMP TICKET REIMBURSEMENT | 46.00 |
| 05/06/2026 | GENL | 50614 | KOCH & WHITE | OVERPAYMENT OF PERMIT -1750 DEVON ST | 50.00 |
| 05/06/2026 | GENL | 50615 | KURT JOHNSON | DUMP TICKET REIMBURSEMENT | 39.00 |
| 05/06/2026 | GENL | 50616 | LAMONA RICH | DUMP TICKET REIMBURSEMENT | 50.00 |
| 05/06/2026 | GENL | 50617 | LINDA OSGOOD | DUMP TICKET REIMBURSEMENT | 50.00 |
| 05/06/2026 | GENL | 50618 | LOWE'S | PADLOCKS FOR DISC GOLF | 96.70 |
| 05/06/2026 | GENL | 50619 | PRIORITY WASTE, LLC | 500-BAG/TAG STICKERS | 1,665.00 |
| 05/06/2026 | GENL | 50620 | RANDAZZO MECHANICAL | OVERPAYMENT OF PERMIT - 9255 ARLINGTON D | 10.00 |
| 05/06/2026 | GENL | 50621 | ROBERT ACTON | 53-MECH/PLUMB INSPECTIONS 4/18-5/1/26 | 2,650.00 |
| 05/06/2026 | GENL | 50622 | ROBERT BUTLER | 2026 CONTRACT -1 | 1,819.62 |
| 05/06/2026 | GENL | 50623 | SAM'S CLUB/SYNCHRONY BANK | KITE & ROCKET SNACKS | 109.08 |
| 05/06/2026 | GENL | 50624 | STANDARD PRINTING | LABELS/ENVELOPES/INSPECTION NOTICES/BUSI | 1,065.90 |
| 05/06/2026 | GENL | 50625 | SUPERIOR GROUNDCOVER, INC | EWF @ FIREMAN'S PARK | 2,981.25 |
| 05/06/2026 | GENL | 50626 | SUPERIOR TOWNSHIP CREDIT CARD ACCT | IAEI MEETING | 200.00 |
| | | | | ZOOM- APRIL 2026 | 81.98 |
| | | | | HOME DEPOT - DOOR LOCKS | 307.40 |
| | | | | | 589.38 |
| 05/06/2026 | GENL | 50627 | SUPERIOR TWP FIRE FUND | BUILDING INSPECTION DONE BY D KIMBALL 4/ | 50.00 |
| 05/06/2026 | GENL | 50628 | SUPERIOR TWP PAYROLL FUND | PENSION /HCSP - APRIL 2026 | 18,046.81 |
| | | | | CASH TRANSFER -5/7/26 PAY | 64,362.09 |
| | | | | | 82,408.90 |
| 05/06/2026 | GENL | 50629 | VOID | | V |
| 05/06/2026 | GENL | 50630 | TERRANCE REEVES | DUMP TICKET REIMBURSEMENT | 24.00 |
| 05/06/2026 | GENL | 50631 | TRUGREEN PROCESSING CENTER | LAWN SERVICE | 163.91 |
| 05/12/2026 | GENL | 50632 | ABSOPURE WATER COMPANY | COOLER RENTAL - 2026 | 36.00 |
| | | | | SPRING WATER | 70.95 |

695 of 915

| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| | | | | | 106.95 |
| 05/12/2026 | GENL | 50633 | ARGENT INSTITUTIONAL TRSUT COMPANY | ADMINISTRATION FEE FOR BOND | 500.00 |
| 05/12/2026 | GENL | 50634 | CARL RINGBLOOM II | ELECTRICAL INSPECTION ON 5-5-26 | 50.00 |
| 05/12/2026 | GENL | 50635 | COMCAST | TELEPHONES - MAY 2026 | 549.36 |
| 05/12/2026 | GENL | 50636 | DTE ENERGY | SIREN @ 1989 PROSPECT -- APRIL 2026 | 27.39 |
| | | | | GEN/LAW SPLIT/OLD TOWN HALL ELEC -APRIL | 1,074.80 |
| | | | | ELECTRIC - PARKS BARN -APRIL | 23.47 |
| | | | | | 1,125.66 |
| 05/12/2026 | GENL | 50637 | JALEEN WILSON | TRASH PICK-UP MACARTHUR/WIARD/ROW | 136.00 |
| 05/12/2026 | GENL | 50638 | LISA LEWIS | MILEAGE REIMBURSEMENT 4/8-5/6/26 | 73.95 |
| 05/12/2026 | GENL | 50639 | MARCO AUSTIN | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 05/12/2026 | GENL | 50640 | MSTS RECEIVABLES LLC | SHOP TOOLS | 43.40 |
| 05/12/2026 | GENL | 50641 | NANCY LONG | BUTTERFLY ART INSTALLATION | 250.00 |
| 05/12/2026 | GENL | 50642 | O'REILLY AUTOMOTIVE, INC. | MOTOR OIL AND WIPER BLADES | 90.11 |
| 05/12/2026 | GENL | 50643 | PARKWAY SERVICES | PORTAJOHN @ FIREMAN'S PARK - MAY 2026 | 250.00 |
| | | | | PORTAJOHN FOR TENNIS | 140.00 |
| | | | | | 390.00 |
| 05/12/2026 | GENL | 50644 | PRINTING SYSTEMS, INC. | AV BALLOT RETURN ENVELOPES | 553.68 |
| | | | | SECRECY ENVELOPES | 1,407.68 |
| | | | | AV BALLOT OUTER ENVELOPE | 697.71 |
| | | | | | 2,659.07 |
| 05/12/2026 | GENL | 50645 | RICKY BARBER | CELL PHONE STIPEND - APRIL 2026 | 50.00 |
| 05/12/2026 | GENL | 50646 | STAPLES | SUPPLIES FOR RENTAL PROGRAM | 60.78 |
| 05/12/2026 | GENL | 50647 | SUPERIOR TOWNSHIP CREDIT CARD ACCT | 2026 MIDEAL REGISTRATION | 230.00 |
| | | | | ADOBE - MARCH 2026 | 119.95 |
| | | | | MAILCHIMP - MARCH | 26.50 |
| | | | | MAILCHIMP - APRIL | 26.50 |
| | | | | MAILCHIMP - MAY | 26.50 |
| | | | | ADOBE - APRIL | 145.47 |
| | | | | ADOBE - MAY | 143.94 |
| | | | | | 718.86 |
| 05/12/2026 | GENL | 50648 | VOID | | V |
| 05/12/2026 | GENL | 50649 | SUPERIOR TWP FIRE FUND | KIMBALL - SUBSTITUE BUILDING INSPECTOR | 200.00 |
| 05/12/2026 | GENL | 50650 | SUPERIOR TWP TRUST & AGENCY | ESCROW $ - HYUNDAI WATER SYSTEM | 3,500.00 |
| 05/12/2026 | GENL | 50651 | SUPERIOR TWP UTILITY DEPARTMENT | BRADFORD - APRIL CELLPHONE | 49.94 |
| 05/12/2026 | GENL | 50652 | TRACTOR SUPPLY CO. | 2" WATER HOSE | 69.99 |
| 05/12/2026 | GENL | 50653 | WEX BANK | FUEL - APRIL 2026 | 122.81 |
| 05/12/2026 | GENL | 50654 | WEX BANK | FUEL - APRIL 2026 | 85.92 |
| 05/12/2026 | GENL | 50655 | WEX BANK | FUEL -APRIL 2026 | 598.22 |
| | | | | Total Paper Check: | 215,537.34 |

GENL TOTALS:

| | |
|---|---|
| Total of 86 Checks: | 215,537.34 |
| Less 2 Void Checks: | 0.00 |
| Total of 84 Disbursements: | 215,537.34 |

Page 696 of 708

CHECK REGISTER FOR CHARTER TOWNSHIP OF SUPERIOR
CHECK DATE FROM 04/21/2026 - 05/18/2026



| Check Date | Bank | Check | Vendor Name | Description | Amount | |
|---|---|---|---|---|---|---|
| Bank FIRE FIRE FUND | | | | | | |
| Check Type: Paper Check | | | | | | |
| 04/21/2026 | FIRE | 28489 | AMAZON CAPITAL SERVICES, INC | TOILET BOWL BRUSH SETS | 13.98 | |
| | | | | KEY CABINET | 86.72 | |
| | | | | | 100.70 | |
| 04/21/2026 | FIRE | 28490 | ANN ARBOR CLEANING SUPPLY | STATION SUPPLIES | 625.72 | |
| 04/21/2026 | FIRE | 28491 | BLUE CROSS/BLUE SHIELD-M | MEDICAL INSURANCE - MAY 2026 | 16,649.30 | |
| 04/21/2026 | FIRE | 28492 | CANON FINANCIAL SERVICES INC. | LEASE ON COPY MACHINE - COPY USAGE | 250.74 | |
| 04/21/2026 | FIRE | 28493 | CHARTER TOWNSHIP OF VAN BUREN | ART OF READING SMOKE TRAINING | 400.00 | |
| 04/21/2026 | FIRE | 28494 | COMCAST | INTERNET - ST#2 MARCH-APRIL 26 | 706.15 | |
| | | | | ADD'L OUTLET - STATION #1 | 10.51 | |
| | | | | | 716.66 | |
| 04/21/2026 | FIRE | 28495 | CORRIGAN OIL COMPANY | DIESEL EXHAUST FLUID | 193.10 | |
| | | | | 184.10 GALLONS DIESEL | 904.43 | |
| | | | | | 1,097.53 | |
| 04/21/2026 | FIRE | 28496 | DAN KIMBALL | REIMBURSEMENT FOR HOME DEPOT PURCHASE | 572.29 | |
| 04/21/2026 | FIRE | 28497 | DELTA DENTAL | DENTAL INSURANCE - MAY 2026 | 1,341.50 | |
| 04/21/2026 | FIRE | 28498 | DIXSON OUTDOOR EQUIPMENT | REPAIR OF LAWNMOWER | 229.39 | |
| 04/21/2026 | FIRE | 28499 | IMPACT SIGNS | HOLMATRO EQUIPMENT MAINTENANCE | 1,570.00 | V |
| 04/21/2026 | FIRE | 28500 | MEDMUTUAL LIFE | LIFE INSURANCE - MAY 2026 | 192.95 | |
| 04/21/2026 | FIRE | 28501 | PHILIP W. DICKINSON | HEALTH INSURANCE REIMBURSEMENT MAY 26 | 345.04 | |
| 04/21/2026 | FIRE | 28502 | PRIORITY ONE EMERGENCY | PATCH APPLICATIONS | 70.99 | |
| 04/21/2026 | FIRE | 28503 | SUPERIOR TWP PAYROLL FUND | CASH TRANSFER -4/23/26 PAY | 80,482.90 | |
| | | | | HSA FEES - APRIL 2026 | 55.25 | |
| | | | | | 80,538.15 | |
| 04/21/2026 | FIRE | 28504 | SUPERIOR TWP UTILITY DEPARTMENT | WATER - STATION #2 | 86.02 | |
| 04/21/2026 | FIRE | 28505 | TRUGREEN PROCESSING CENTER | LAWN SERVICE - STATION #1 | 225.60 | |
| 04/21/2026 | FIRE | 28506 | VSP INSURANCE CO | VISION INSURANCE - MAY 2026 | 287.98 | |
| 05/06/2026 | FIRE | 28507 | ACTIVE911, INC. | SUBSCRIPTION RENEWAL | 499.50 | |
| 05/06/2026 | FIRE | 28508 | BATTERIES PLUS | BATTERIES | 70.56 | |
| 05/06/2026 | FIRE | 28509 | COMCAST | INTERNET - ST#1 - APRIL | 399.83 | |
| 05/06/2026 | FIRE | 28510 | DTE ENERGY | ST #1 - GAS APRIL | 455.56 | |
| | | | | ELECTRIC STATION #1 - APRIL 2026 | 1,125.48 | |
| | | | | GAS - ELECTRIC - STATION #2 APRIL 2026 | 845.46 | |
| | | | | | 2,426.50 | |
| 05/06/2026 | FIRE | 28511 | FIREWRENCH OF MICHIGAN | REPAIR OF ENGINE #1 | 639.90 | |
| 05/06/2026 | FIRE | 28512 | HOME DEPOT CREDIT SERVICES | (6) ADAPTER CORDS | 105.32 | |
| 05/06/2026 | FIRE | 28513 | IMPACT RESCUE | HOLMATRO EQUIMENT MAINTENANCE | 1,570.00 | |
| 05/06/2026 | FIRE | 28514 | LINDE GAS & EQUIPMENT, INC | MEDICAL OXYGEN | 118.13 | |
| 05/06/2026 | FIRE | 28515 | MIDWEST INSULATION | INSULATION FOR STATION #2 | 11,506.00 | |
| 05/06/2026 | FIRE | 28516 | NFPA | KIMBALL MEMBERSHIP - THRU 5/16/27 | 225.00 | |
| 05/06/2026 | FIRE | 28517 | PRIORITY ONE EMERGENCY | 4-STREAMLIGHT BATTERY SCENE LIGHT | 449.95 | |
| | | | | PANTS - NEW CHIEF | 201.98 | |
| | | | | | 651.93 | |

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| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| 05/06/2026 | FIRE | 28518 | ROCKET ENTERPRISES | REPAIR FLAG POLE @ STATION #1 | 430.00 |
| 05/06/2026 | FIRE | 28519 | SUPERIOR TWP PAYROLL FUND | PENSION/HCSP - - APRIL 2026 | 40,333.27 |
| | | | | CASH TRANSFER -5/7/26 PAYROLL | 76,994.55 |
| | | | | | 117,327.82 |
| 05/06/2026 | FIRE | 28520 | THE REINHALT-THOMAS CORPORATION | NEW TIRES | 1,757.60 |
| 05/06/2026 | FIRE | 28521 | TIMOTHY WINTERS | HEALTH INSURANCE REIMBURSEMENT -MAY 2026 | 346.99 |
| 05/06/2026 | FIRE | 28522 | TRAINING TO PERFORM UNDER PRESSURE | PASSENGER VEHICLE EXTRACTION TRAINING | 4,250.00 |
| 05/06/2026 | FIRE | 28523 | VERIZON WIRELESS | CELL PHONES - APRIL 2025 | 462.01 |
| 05/06/2026 | FIRE | 28524 | WEST MICHIGAN OFFICE INTERIORS | 2- RECLINERS | 2,055.00 |
| 05/12/2026 | FIRE | 28525 | AMAZON CAPITAL SERVICES, INC | FUEL CAP & FLOOR SCRUB BRUSHES | 29.97 |
| | | | | NOTEBOOKS/PENS/FLOOR SQUEEGEE | 149.57 |
| | | | | WEATHERPROOF PENS/HANDLE FOR SQUEEGEE | 150.00 |
| | | | | | 329.54 |
| 05/12/2026 | FIRE | 28526 | BARRY CONKLIN | REIMBURSEMENT FOR GAS FOR GAS CAN'S | 57.82 |
| 05/12/2026 | FIRE | 28527 | COMCAST | TELEPHONES - MAY 2026 | 644.94 |
| 05/12/2026 | FIRE | 28528 | CORRIGAN OIL COMPANY | 302.3 GALLONS OF DIESEL | 1,253.09 |
| 05/12/2026 | FIRE | 28529 | JEFFREY KUJAWA | REIMBURSEMENT FOR FUEL FOR UTILITY #2 | 109.00 |
| 05/12/2026 | FIRE | 28530 | PRIORITY ONE EMERGENCY | PANTS - KIMBALL | 100.99 |
| | | | | TRUCK PARTS AND INSTALLATION | 2,288.98 |
| | | | | | 2,389.97 |
| 05/12/2026 | FIRE | 28531 | RUSSELL GIRBACH | EMS CE'S APRIL - PEDIATRICS TRAINING | 900.00 |
| 05/12/2026 | FIRE | 28532 | SUPERIOR TWP PAYROLL FUND | ADD'L $ OWED FOR 3-26 PAYROLL | 5,457.46 |
| 05/12/2026 | FIRE | 28533 | WEX BANK | FUEL - APRIL 2026 | 314.44 |
| | | | | Total Paper Check: | 261,598.91 |

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FIRE TOTALS:

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|---|---|
| Total of 45 Checks: | 261,598.91 |
| Less 1 Void Checks: | 1,570.00 |
| Total of 44 Disbursements: | 260,028.91 |

| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| Bank UTIL UTILITY FUND - O & M | | | | | |
| Check Type: Paper Check | | | | | |
| 04/28/2026 | UTIL | 16316 | AMAZON CAPITAL SERVICES, INC | INVOICE # 1D34-KT33-J74F - GARYS UNIFORM | 290.86 |
| | | | | INVOICE# 1PVK-VNRC-DM9H OPERATING SUPPLI | 670.69 |
| | | | | INVOICE# 17DK-FFXW-K6YW OPERATING SUPPL | 347.93 |
| | | | | | 1,309.48 |
| 04/28/2026 | UTIL | 16317 | AUTO VALUE YPSILANTI | AIR AND FUEL FIL;TERS FOR SERVICE TRUCKS | 370.03 |
| 04/28/2026 | UTIL | 16318 | BLUE WATER SOLUTIONS | 2 INCH BADGER METERS FOR TRINITY HEALTH | 2,739.03 |
| 04/28/2026 | UTIL | 16319 | DTE ENERGY | 1799 N. PROSPECT | 667.65 |
| | | | | SERVICE AT 9699 MACARTHUR | 1,751.74 |
| | | | | SERVICE 1756 RIDGE RD. | 386.12 |
| | | | | | 2,805.51 |
| 04/28/2026 | UTIL | 16320 | TRUGREEN PROCESSING CENTER | LAWN SERVICE ADMIN BLDG | 165.02 |
| | | | | LAWN SERVICE MAINT BLDG. | 134.09 |
| | | | | | 299.11 |
| 04/28/2026 | UTIL | 16321 | VERIZON WIRELESS | VERIZON BILL APRIL | 499.69 |
| 05/06/2026 | UTIL | 16322 | SUPERIOR TWP PAYROLL FUND | PENSION - HCSP - APRIL 2026 | 10,620.67 |
| | | | | CASH TRANSFER PAYROLL - 5-7-26 PAY | 29,651.69 |
| | | | | | 40,272.36 |
| 05/12/2026 | UTIL | 16323 | AMAZON CAPITAL SERVICES, INC | INVOICE # 13VQ-7PNP-HPFH RAYS CLOTHING A | 272.94 |
| | | | | INVOICE # 1HX7-HV69-4NT1 | 135.96 |
| | | | | | 408.90 |
| 05/12/2026 | UTIL | 16324 | AUTO VALUE YPSILANTI | MAINT BLDG ITEMS | 8.96 |
| 05/12/2026 | UTIL | 16325 | COMCAST | TELEPHONES MAY 2026- UTILITY PORTION | 497.02 |
| 05/12/2026 | UTIL | 16326 | CORE & MAIN | WATER MAIN REPAIR CLAMPS | 1,962.24 |
| | | | | WATERMAIN BREAK REPAIR ( REPAIR CLAMPS) | 1,962.60 |
| | | | | | 3,924.84 |
| 05/12/2026 | UTIL | 16327 | DTE ELECTRIC | APRIL SERVICE 1649 CRAB APPLE DR. | 18.57 |
| | | | | APRIL 2026 SERVICE FOR 810 W. CLARK RD. | 1,445.75 |
| | | | | | 1,464.32 |
| 05/12/2026 | UTIL | 16328 | DTE ENERGY | APRIL 2026 325 E. CLARK RD. | 436.01 |
| | | | | APRIL 2026 2490 HURON RIVER DR. SERVICE | 17.41 |
| | | | | APRIL 2026 SERVICE AT 250 W. CLARK RD. | 18.32 |
| | | | | APRIL 2026 SERVICE AT 575 E. CLARK RD. | 167.91 |
| | | | | | 639.65 |
| 05/12/2026 | UTIL | 16329 | ETNA SUPPLY | METER COUPLINGS WITH GASKETS FOR NEW MET | 1,745.00 |
| 05/12/2026 | UTIL | 16330 | HEIKKINEN PRODUCTIONS | CREW WORK SHIRTS LOGO SCREEN PRINTING | 105.50 |
| 05/12/2026 | UTIL | 16331 | LOMA TRUCKING | RESTOCKED CLASS II SAND AND 6AA STONE | 1,736.54 |
| 05/12/2026 | UTIL | 16332 | PARAGON LABORATORIES | INVOICE # 83610-262125 BACTI TESTING AT | 76.00 |

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| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| 05/12/2026 | UTIL | 16333 | QUADIENT, INC. | INK CARTRIDGE | 275.90 |
| 05/12/2026 | UTIL | 16334 | SUPERIOR TOWNSHIP CREDIT CARD ACCT | NEW EMPLOYEE BACK GROUND CHECK - RICHARD | 10.00 |
| | | | | PIPE THREADER TOOL FOR MAINT BLDG | 322.49 |
| | | | | | 332.49 |
| 05/12/2026 | UTIL | 16335 | SUPERIOR TOWNSHIP CREDIT CARD ACCT | NEW EMPLOYEE BACKGROUND CHECK EMOND HEAR | 10.00 |
| 05/12/2026 | UTIL | 16336 | TERMINIX EHRLICH | PEST CONTROL APRIL 2026 | 88.97 |
| 05/12/2026 | UTIL | 16337 | WEX BANK | APRIL 2026 FUEL FOR UTILITY TRUCKS | 556.95 |
| 05/12/2026 | UTIL | 16338 | Y.C.U.A. | AR PROPERTIES BILL APRIL 2026 | 268.04 |
| | | | | Total Paper Check: | 60,434.29 |

UTIL TOTALS:

| | |
|---|---|
| Total of 23 Checks: | 60,434.29 |
| Less 0 Void Checks: | 0.00 |
| Total of 23 Disbursements: | 60,434.29 |

CHECK REGISTER FOR CHARTER TOWNSHIP OF SUPERIOR
CHECK DATE FROM 04/21/2026 - 05/18/2026



| Check Date | Bank | Check | Vendor Name | Description | Amount |
|---|---|---|---|---|---|
| Bank TRUST TRUST & AGENCY | | | | | |
| Check Type: Paper Check | | | | | |
| 04/21/2026 | TRUST | 1216 | CARLISLE WORTMAN ASSOCIATES | DRAFTING OF AREA PLAN | 817.50 |
| 05/06/2026 | TRUST | 1217 | SUPERIOR TOWNSHIP BUILDING FUND | TEMP C/O BOND ADMIN FEE - 3360 WOODHILL | 80.00 |
| 05/12/2026 | TRUST | 1218 | SUPERIOR TWP GENERAL FUND | TRAILER FEES - APRIL 2026 - ARBOR WOODS | 228.50 |
| 05/12/2026 | TRUST | 1219 | WASHTENAW COUNTY TREASURER | TRAILER FEES - APRIL 2026 | 1,142.50 |
| | | | | Total Paper Check: | 2,268.50 |

TRUST TOTALS:

| | |
|---|---|
| Total of 4 Checks: | 2,268.50 |
| Less 0 Void Checks: | 0.00 |
| Total of 4 Disbursements: | 2,268.50 |