

Village of Lexington
Planning Commission Regular Meeting
Village Hall, 7227 Huron Ave., Lexington, MI 48450
May 2, 2022
7 PM

CALL TO ORDER REGULAR MEETING: Mike Ziegler

ROLL CALL: Vicki Scott

Members: Ziegler Stencil McCombs Fulton Kaatz
Picot Macksey Morris Huepenbecker

APPROVAL OF AGENDA:

APPROVAL OF MINUTES: Minutes of Regular Meeting April 4, 2022 Pages 1-2

PUBLIC COMMENT: (3-minute limit)

ZONING ADMINISTRATOR'S REPORT Page 3

OLD BUSINESS Pages 4-9

1. **Discuss and revise the Auburn Hills Electric Vehicle Charging Station Ordinance to fit Lexington**

NEW BUSINESS Pages 10-15

1. **Motion to approve PC budget proposal for request**
2. **Appoint training officer**
3. **Gresock land use permit**

PUBLIC COMMENT: (3-minute limit)

ADJOURNMENT

VILLAGE OF LEXINGTON
Planning Commission Regular Meeting
Village Hall
7227 Huron Avenue, Lexington, MI
April 4, 2022

Regular Meeting called to order at 7:00 p.m. by Chairman Ziegler

Roll Call: Vicki Scott, Clerk

Present: Ziegler, Picot, Stencel, Macksey, McCombs, Morris, Fulton, Kaatz

Absent: Huepenbecker

Others Present: A. Sutton, K. Decoster, L. Adams, P. Muoio, Huepenbecker (on phone),
K. Yankee, 10 residents

Presentation of Design Guidelines:

Kathleen Duffy from Smith Group gave a power point presentation of the Design Guidelines via zoom. Kathleen explained these guidelines are not a regulatory document like the zoning ordinance is. These are strictly guidelines. The DDA could use these with their façade grant application process.

Approval of Agenda:

Motion by Macksey, seconded by Stencel, to approve the agenda as presented.

All ayes

Motion carried

Approval of Minutes:

Motion by Picot, seconded by Morris, to approve the minutes of March 7, 2022, as presented.

All ayes

Motion carried

Public Comment: None

Zoning Administrator's Report:

Sutton explained the zoning administrator's report. We had (4) residential land use permits issued, (5) residential land use permits are pending. Sutton answers questions.

Motion by Fulton, seconded by McCombs, to accept the zoning administrator's report.

All ayes

Motion carried

Old Business:

1. Adopt Design Guidelines as a complementary policy document to the Master Plan and Zoning Ordinance -

Motion by Fulton, seconded by Morris, to adopt the Design Guidelines as presented

Discussion

Roll call

Ayes – Fulton, Morris, Picot, McCombs, Macksey, Kaatz, Ziegler

Nays – Stencel

Motion carried

2. Update of the Implementation of Master Plan -

Picot explained Judy Resk has helped distribute some pamphlets in the Mobile Home Park for the Master Plan Survey. We have not received many results yet. We encourage all residents to go on line and complete the survey.

New Business:

1. Discuss registration of businesses in the Village of Lexington -

Sutton explained she included a few different forms that other municipalities use for new business registration. Board members liked the idea of having a form similar to these examples for new business registration. Discussion follows. The board will work on a form to present to Sutton. Sutton can then present this form to Council.

2. Appoint a committee to develop the budget for 2022-2023 -

Ziegler explained Picot and Huepenbecker have offered to work on this committee.

Motion by Macksey, seconded by McCombs, to appoint Picot and Huepenbecker to work on the 2022-2023 budget.

All ayes

Motion carried

Public Comment

- Kathy Decoster commented on the façade grant program.
- Larry Adams commented on the design guidelines.
- Peter Muoio commented on the business registration forms.

Adjournment - Motion by Fulton, seconded by Picot, to adjourn at 8:04 p.m.

Respectfully submitted,

Vicki Scott

**Zoning Administrator Report
Village of Lexington
April 27, 2022**

Outlined below are the activities of the Zoning Office from **March 30 – April 20, 2022**.

1. Land Use Permits (issued):
 1. Residential –6
 1. Fence- 5420 Union
 2. Fence-7223 Lester
 3. Fence-5522 Barmilvian
 2. Commercial –1
 1. Porch-5646 Main
 3. MHP –0
 4. Industrial –0
2. Land Use Permits Pending or in Discussion
 1. Residential –4
 - Garage and House Addition -5405 Union
 - Lot Split-5405 Union
 - Patio-7204 Huron
 - Porch- 5049 Lakeshore #12
 2. Commercial –1
 1. SuperStand
 3. MHP –0
 4. Industrial –0
3. Sign Permits – Issued - 0

Handled several meetings and phone calls servicing various inquiries and answering a variety of questions, including communications and/or meetings with:

- 5573 Washington - Variance for Fence
- Adam (Wade Trim)- Professional Planning Services, Zoning questions regarding Site Plan specifications
- 5561 Union- Driveway Variance
- 5049 Lakeshore #12- Porch
- Garage /House Addition/Lot Split -5405 Union
- Several Short Term Rental discussions and research on if a parcel is able to be a STR

*Short Term Rental approved for Dallas Street

Steven J. Cohen, AICP, PCP
Director of Community Development
scohen@auburnhills.org
248-364-6941



ELECTRIC VEHICLE INFRASTRUCTURE Amendment to the Zoning Ordinance

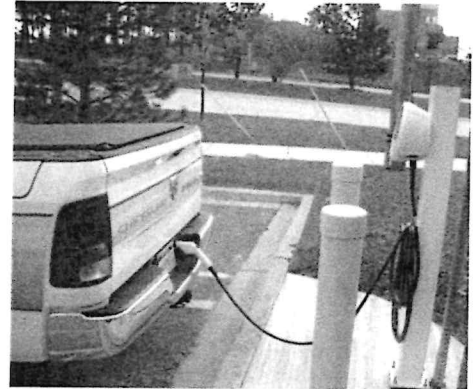
Electric Vehicles (EVs) have entered the market and will soon be available to consumers in all 50 States. As the home of Chrysler Group, LLC and numerous automotive suppliers, the City of Auburn Hills recognizes the importance of supporting this emerging innovation in the industry.

Automakers have clearly identified that to support the mass production of EVs, municipalities will need to enable and promote the necessary charging infrastructure demanded by potential customers. Thus, advanced planning at all governmental levels is critical to support the early adoption of EVs and spur private sector investment.

The City has learned that EVs need a much different type of fueling network than gasoline engine vehicles. This new fueling system will be based on a clustering of strategically placed charging stations at homes, workplaces, and retail stores, in lieu of the traditional quick 'in and out' fueling system used with gas stations today. This will be quite a paradigm shift for most American consumers and we have talked to many skeptics.

However, companies like GM, Ford, and Nissan believe the market will develop over time and all three have made bold public predictions that at least 10% of their Y2020 overall sales will be comprised of EVs. That is just eight years away. What will the EV market be like in 20-30 years? No one really knows. However, we do anticipate that higher gas prices, advancements in battery storage, lower vehicle costs, and significant public/private investment in technology and infrastructure will greatly influence EV market share over time.

We envision EV charging stations becoming as commonplace as ADA barrier free spaces at major workplaces and retail centers. **The ordinance below is a small step that the City of Auburn Hills has taken to prepare for the future by setting policy and removing the red tape and bureaucratic uncertainty involved with installing a network of public and private EV charging stations throughout the community.**



PHEV Dodge Ram Truck at Auburn Hills City Campus Charging Station

SECTION 1834. ELECTRIC VEHICLE INFRASTRUCTURE

1. Intent.

The intent of this section is to facilitate and encourage the use of electric vehicles and to expedite the establishment of a convenient, cost-effective electric vehicle infrastructure that such use necessitates.

2. Definitions:

For the purposes of this Section, the following definitions shall apply.

- A. Accessible electric vehicle charging station means an electric vehicle charging station where the battery charging station is located within accessible reach of a barrier-free access aisle and the electric vehicle.

- B. Battery charging station means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles.
 - C. Battery electric vehicle means any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries, and produces zero tailpipe emissions or pollution when stationary or operating.
 - D. Charging levels means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 are the most common charging levels, and include the following specifications:
 - 1. Level-1 is considered slow charging. Voltage including the range from 0 through 120.
 - 2. Level-2 is considered medium charging. Voltage is greater than 120 and includes 240.
 - 3. Level-3 is considered fast or rapid charging. Voltage is greater than 240.
 - F. Electric vehicle means any vehicle that is licensed and registered for operation on public and private highways, roads, and streets; either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board via a battery for motive purpose. "Electric vehicle" includes: (1) a battery electric vehicle; and (2) a plug-in hybrid electric vehicle.
 - G. Electric vehicle charging station means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level-1 or Level-2 charging equipment is permitted outright as an accessory use to any principal use.
 - H. Electric vehicle charging station – private restricted use means an electric vehicle charging station that is (1) privately owned and restricted access (e.g., single-family home, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).
 - I. Electric vehicle charging station – public use means an electric vehicle charging station that is (1) publicly owned and publicly available (e.g., Park & Ride parking, public library parking lot, on-street parking) or (2) privately owned and available to visitors of the use (e.g., shopping center parking).
 - J. Electric vehicle infrastructure means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations and rapid charging stations.
 - K. Electric vehicle parking space means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.
 - L. Non-electric vehicle means any motor vehicle that does not meet the definition of electric vehicle.
 - M. Plug-in hybrid electric vehicle means an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor; (2) charges its battery primarily by connecting to the grid or other off-board electrical source; (3) may additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and (4) has the ability to travel powered by electricity.
3. Permitted Locations
- A. Level-1 and Level-2 electric vehicle charging stations are permitted in every zoning district, when accessory to the primary permitted use. Such stations located at one-family, multiple-family, and mobile home park dwellings shall be designated as private restricted use only. Installation shall be subject to permit approval administered by the Community Development Department.
 - B. Level-3 electric vehicle charging stations are permitted in the B-2, T&R, I-1, and I-2 districts, when accessory to the primary permitted use. Installation shall be subject to permit approval administered by the Community Development Department.
 - C. If the primary use of the parcel is the retail electric charging of vehicles, then the use shall be considered a gasoline service station for zoning purposes. Installation shall be subject to Special Land Use approval and located in zoning districts which permit gasoline service stations.
4. Readiness Recommendations
- A. Residential
 In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles, it is strongly encouraged, but not required, that all new one-family and multiple-family homes with garages be constructed to provide a 220-240-volt / 40 amp outlet on a dedicated circuit and in close proximity to designated vehicle parking to accommodate the potential future hardwire installation of a Level-2 electric vehicle charging station.

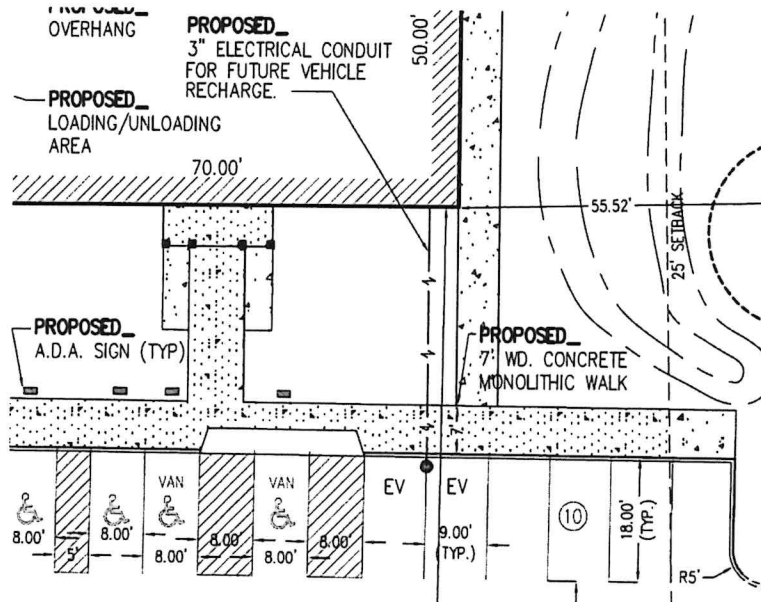
Commentary: Industry experts have advised the City of Auburn Hills that 60% to 70% of electric vehicle charging will occur at the owner's home at night. Retrofitting a home for electric vehicle charging is considerably more expensive than the cost of including the capacity at the time of construction. To minimize the unnecessary cost to retrofit a home, the City considers electric vehicle readiness in new home construction a high priority.

B. Non-Residential

In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles, it is strongly encouraged, but not required, that all new and expanded non-residential development parking areas provide the electrical capacity necessary to accommodate the future hardware installation of Level-2 electric vehicle charging stations. It is recommended that a typical parking lot (e.g., 1,000 or less parking spaces) have a minimum ratio of 2% of the total parking spaces be prepared for such stations.

It is noted and understood that large-sized parking areas (e.g., Chrysler Group, LLC Headquarters, Great Lakes Crossing Outlets, The Palace of Auburn Hills, Oakland University, etc.) may require less electric vehicle charging stations than recommended above to accommodate the anticipated market demand.

Commentary: If the property owner decides not to install the battery charging stations at the time of initial construction, this approach allows for the stations to be installed in the future without costly or cost-prohibitive retrofits. The intent of this subsection is encourage sites to be "roughed-in" with the installation of electrical stubs at planned electric vehicle charging station locations and conduit run from the power source to the station location to support future installation.



Example Site Plan - "Rough-In" of Electric Vehicle Charging Stations

6. General Requirements for Multi-Family Residential and Non-Residential Development

A. Parking

1. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces required in accordance with Section 1804.
2. Public electric vehicle charging stations are reserved for parking and charging electric vehicles only. Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

- B. Accessible Spaces
It is strongly encouraged, but not required, that a minimum of one (1) accessible electric vehicle charging station be provided. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons.
- C. Lighting
Site lighting shall be provided where an electric vehicle charging station is installed, unless charging is for daytime purposes only.
- D. Equipment Standards and Protection
 1. Battery charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.
 2. Adequate battery charging station protection, such as concrete-filled steel bollards, shall be used. Curbing may be used in lieu of bollards, if the battery charging station is setback a minimum of 24 inches from the face of the curb.
- E. Usage Fees
The property owner is not restricted from collecting a service fee for the use of an electric vehicle charging station made available to visitors of the property.
- F. Signage
 1. Information shall be posted identifying voltage and amperage levels and any time of use, fees, or safety information related to the electric vehicle charging station.
 2. Each electric vehicle charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station equipment. Restrictions shall be included on the signage, if removal provisions are to be enforced by the property owner pursuant to Chapter 70. Traffic and Vehicles, Article III. Uniform Traffic Code of the Auburn Hills City Code.
- G. Maintenance
Electric vehicle charging stations shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting when it is not functioning or other problems are encountered.

(7-11-11 per Ordinance No. 836)

ELECTRIC VEHICLE INFRASTRUCTURE

Amendment to the Code of Ordinances

This amendment allows for the removal of vehicles by the City of Auburn Hills that are illegally parked in designated electric vehicle (EV) charging stations.

The amendment to the Code essentially states that the Police Department may provide for the removal of a vehicle if the vehicle is: 1) not an EV, or 2) an EV that is not charging in accordance with the posted signs.

This provision addresses the "worst-case" scenario of a vehicle parked in an EV charging station for a prolonged period. The Police Department, in partnership with the Community Development Department, will utilize informational flyers and notices to educate motorists who mistakenly park in these reserved spaces. Voluntary compliance will be the City's primary goal.



Industry experts have advised the City that these restrictions are important to help the growth of the EV industry and consumer confidence in the product. If these reserved parking spaces are misused, then EV drivers will lose confidence in the reliability of the overall network.

Section 70-63(2.5d) of Chapter 70. Traffic and Vehicles Regulations
Auburn Hills Code of Ordinances

Sec. 2.5d. Vehicle removed by police.

- (1) A police agency or a governmental agency designated by the police agency may provide for the immediate removal of a vehicle from public or private property to a place of safekeeping at the expense of the registered owner of the vehicle in any of the following circumstances:
- (a) If the vehicle is in such a condition that the continued operation of the vehicle upon the highway would constitute an immediate hazard to the public.
 - (b) If the vehicle is parked or standing upon the highway in such a manner as to create an immediate public hazard or an obstruction of traffic.
 - (c) If a vehicle is parked in a posted tow-away zone.
 - (d) If there is reasonable cause to believe that the vehicle or any part of the vehicle is stolen.
 - (e) If the vehicle must be seized to preserve evidence of a crime, or when there is reasonable cause to believe that the vehicle was used in the commission of a crime.
 - (f) If removal is necessary in the interest of public safety because of fire, flood, storm, snow, natural or manmade disaster or other emergency.
 - (g) If the vehicle is hampering the use of private property by the owner or person in charge of that property or is parked in a manner which impedes the movement of another vehicle.
 - (h) If the vehicle is stopped, standing or parked in a space designated for handicapped parking and is not permitted by law to be stopped, standing or parked in a space designated for handicapped parking.
- (i) When a sign provides notice that a parking space is a publicly designated electric vehicle charging station, no person shall park or stand any non-electric vehicle in a designated electric vehicle charging station space. Further, no person shall park or stand an electric vehicle in a publicly designated electric vehicle charging station space when not electrically charging or parked beyond the days and hours designated on the regulatory signs posted. For purposes of this subsection, "charging," means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.**

MEMO

TO: Planning Commission
FROM: Budget Committee (Dave Picot and Jackie Huepenbecker)
DATE: April 28, 2022
RE: Planning Commission Budget Proposal

Our recommended budget proposal is attached. We need to act on it at our May meeting since the Village is currently working on the budget for 2022-2023. That being said, we can make revisions; we just need to get it done now.

This budget is a significant increase from our previous budget, particularly in the line item for a zoning administrator. In the past, it has been difficult to provide enough time and wages for the job to be done appropriately.

Planning Commission Proposed Budget

Line Items	Lexington 2021-22	Lexington Amend	Proposed 2022-23	Notes
Wages/Salary	4,300	4,300	16,200	\$22/hr for ave 14/wk, flexible
Per Meeting Pay	0	0	0	
Employee Benefits	330	330	1,250	
Employer FICA/MC	320	320	1,200	
Operating Supplies	200	200	600	
Phone	300	300	0	
Computer Hardware/Software	300	300	0	
Insurance	0	0	0	
Dues & Membership	800	800	800	
Education & Training	900	900	1,500	
Publishing	200	2,300	1,500	
Postage	0	0		
Prof/Contract Services	0	1,000 *	8,000	mostly a pass-through cost
Legal	2,500	2,500	2,500	
Misc				
	10,150	13,250	33,550	

**VILLAGE OF LEXINGTON APPLICATION
RESIDENTIAL LAND USE**

Note: To complete this form on a computer, download it, save it as a PDF, and fill it in.

PERMIT #: _____
 PARCEL #: _____
 PERMIT FEE: \$ 88.00

OWNER: James Gaesoch
 ADDRESS: 5405 UNWZ
Lexington MI

DATE: 3-30-22
 PHONE: (810) 357-7434

BUILDING SITE ADDRESS: _____ CONTRACTOR: _____
 LICENSE #: _____

Is property located within 500' of lake, stream or wetland? Yes No

PROJECT DESCRIPTION: 11043
ADDITION to house G40 attached GARAGE

Type of Land Use Project

- New Building
- Addition to Building
- Accessory Building
- Garage
Detached _____sq. ft. height
- Mobile Home Placement
- Relocation of Building onto property
- Demolition
- Fence
- Driveway
- Sidewalk/Cement Pad
- Swimming Pool
- Home Occupation
- Sign
- PUD, Site Condominium, Subdivision
- Other _____

Zoning District:

- AG
- R-1
- R-2
- R-3
- C-MU
- G-MU
- GC

Residence:

- 1 story _____sq. ft.
- 2 story _____sq. ft.
- # of Bedrooms _____
- # of Bathrooms _____
- Type of Heat _____
- Air Conditioning Yes No
- Fireplace Yes No
- Basement Yes No

Foundation material:

Siding/Exterior wallcover:

Estimated Cost:

\$ 15,000

Occupancy Permit Granted Date:

Water/Sewer Cap & Tap Fees:

\$ _____

SITE PLAN: Attach 1 set of building plans, and a site plan containing a survey and diagram of proposed structure location of lot, including front, side, rear setbacks and lot lines, utilities, easements, existing buildings, sewer, water, etc.

INSPECTION: In order to verify compliance with this permit, it will be necessary for the Zoning Administrator or his/her designated agent to enter upon the premises at reasonable times until a certificate of occupancy is issued. Authorization is granted by signature.

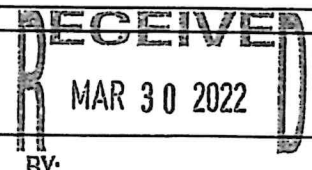
NOTICE: The approval issued here is a zoning or land use approval, indicating the Village of Lexington approval of the proposed use of the property involved. It is now mandatory that you apply for a Building Permit from the Sanilac County Department of Construction and Land Use, 61 W. Sanilac, Sandusky, MI 48471. (810)648-4664. You must take a copy of this permit, and two sets of plans. The plans will be checked for code compliance before the permit is issued. Other applicable permits may be required, such as: Health Department, Electrical, Plumbing, Building (for structure only), and Mechanical (heating & cooling).

APPROVAL INFORMATION

CONDITIONS: _____

[Signature]
 Applicant Signature _____ Date _____

 Zoning Administrator Signature _____ Date _____



PAYMENT INFORMATION

- PAID CASH
- PAID CHECK CK # _____

REC'D. BY _____ DATE _____
 COPY TO WATER DEPT.

Date Completed _____

Final Site Plan Checklist for: James Eversack (Applicant)

Address: 5405 Union

Only complete final site plans are to be submitted to the Planning Commission. They should be available at least one week prior to its regular meeting.

Indicate the status of each item as follows:

- C Complies with all standards in the zoning ordinance
- X Does not comply with all standards in the zoning ordinance
- NA Does not apply

Site Plan Drawing

- a. Site plan drawing is clear and legible on a sheet size that is at least 24" x 36"
- b. Plan view drawn to a scale of no greater than 1" = 50' for property less than three acres or no greater than 1" = 100' for property three or more acres.
- c. Ten copies of site plan drawing are submitted

General Information

- a. Proprietors', applicants', and owners' names, addresses, and telephone numbers.
- b. Date of preparation, including revisions. ASAP
- c. Scale.
- d. Northpoint.
- e. Location map drawn at a scale of 1" = 2,000' with north point indicated.
- f. Architect, Engineer, Surveyor, Landscape Architect, or Planner's seal.
- g. Existing and proposed lot lines, building lines, structures, parking areas, etc., on the parcel and within one hundred (100) feet of the site.
- h. Centerline and existing and proposed right-of-way lines of any street.
- i. Zoning classification of petitioner's parcel and all abutting parcels.
- j. Gross acreage figure. .639 acres (lot split)

Physical Features

- a. Acceleration, deceleration, and passing lanes and approaches.
- b. Proposed locations of access drives, street intersections, driveway locations, sidewalks, and curbing.
- c. Location of existing and proposed service facilities above and below ground, including:
 - i. Chemical and fuel storage tanks and containers.
 - ii. Water supply facilities.
 - iii. Sanitary sewage disposal facilities.
 - iv. Stormwater control facilities and structures.
 - v. Location of all easements.

- C d. Location of all structures with setback and yard dimensions.
- NA e. Dimensioned parking spaces and calculation, drives, and method of surfacing.
- NA f. Exterior lighting locations and illumination patterns.
- X g. Location and description of all existing and proposed landscaping, berms, fencing, and walls
- NA h. Trash receptacle pad location and method of screening.
- NA i. Transformer pad location and method of screening.
- NA j. Dedicated road or service drive locations.
- X k. Entrance details including sign locations and size.
- NA l. Designation of fire lanes.
- C m. Any other pertinent physical features.

Natural Features

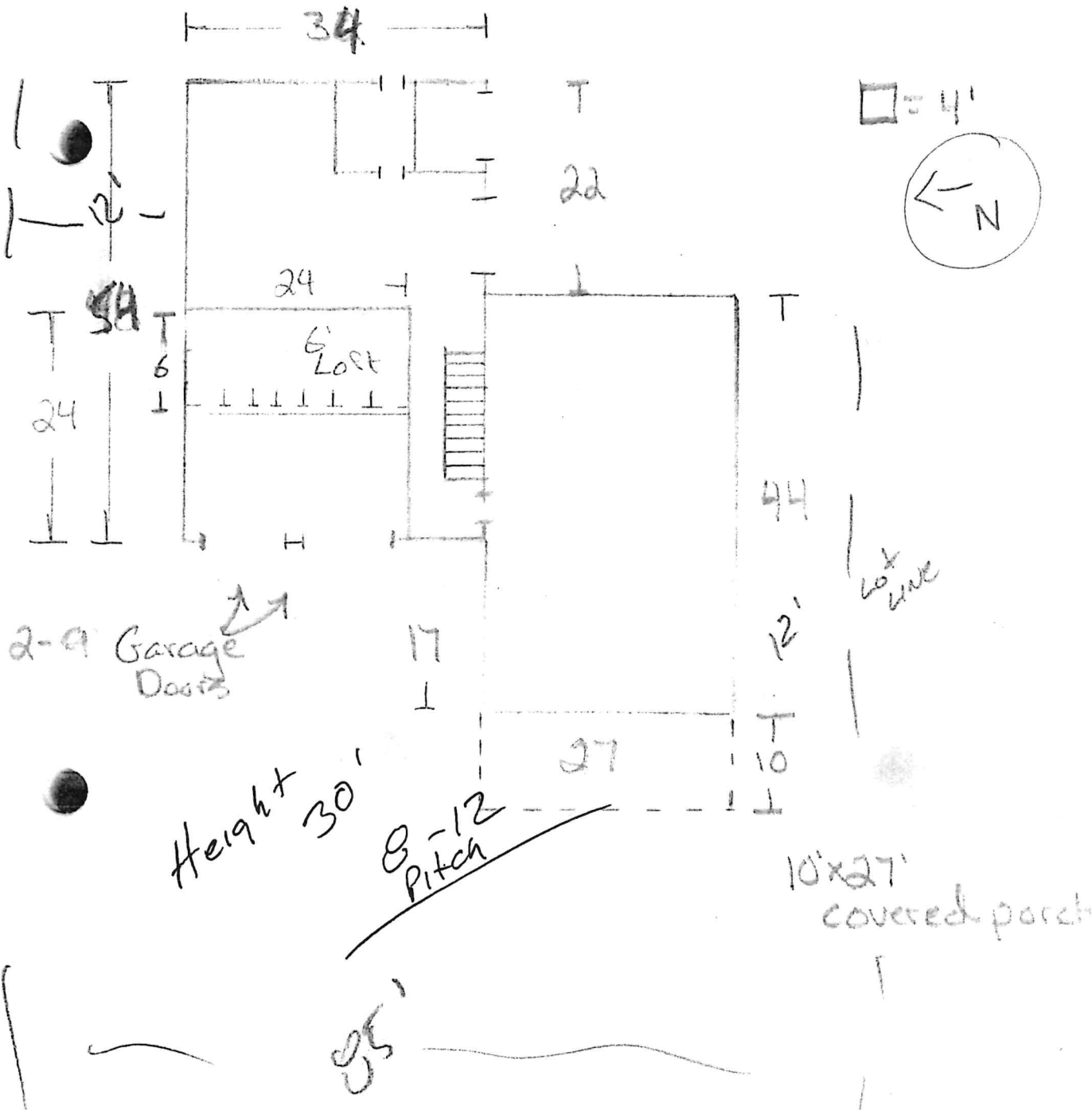
- X a. Soil characteristics of the parcel to at least the detail provided by the U.S. Soil Conservation Service, Soil Survey of Sanilac County, Michigan.
- X b. Existing topography with a maximum contour interval of two (2) feet.
 - i. Topography on the site and beyond the site for a distance of one hundred (100) feet in all directions should be indicated.
 - ii. Grading plan, showing finished contours at a maximum interval of two (2) feet, correlated with existing contours to clearly indicate required cutting, filling, and grading.
- X c. Location of existing drainage courses and associated bodies of water, on and off-site, and their elevations.
- X d. Location of existing wetlands.
- X e. Location of natural resource features, including woodlands and areas with slopes greater than ten (10%) percent (one (1) foot of vertical elevation for every ten (10) feet of horizontal distance).

Additional Requirements for Residential Developments

- NA a. Density calculations by type of unit by bedroom counts.
- NA b. Designation of units by type and number of units in each building.
- C c. Carport or garage locations and details where proposed.
- C d. Specific amount and location of recreation spaces.

Additional Requirements for Commercial and Industrial Developments

- NA a. Loading/unloading areas.
- NA b. Floor area (both total and useable)
- NA c. Number of employees in peak usage.



2-9 Garage Doors

Height 30'
8-12 Pitch

10'x27' covered porch

James Grosnick
5405 Union
Lexington

24 24

19 36

5 76
8 72

Project No.

2020-117

Client James Gresock

Street 2770 Huron Ave.

City Lexington Michigan 48450

CERTIFICATE OF SURVEY

Part of the	SE 1/4	Sec. 25	T 10 N R 16 E	Lexington	Twp.	Sanilac	Co.
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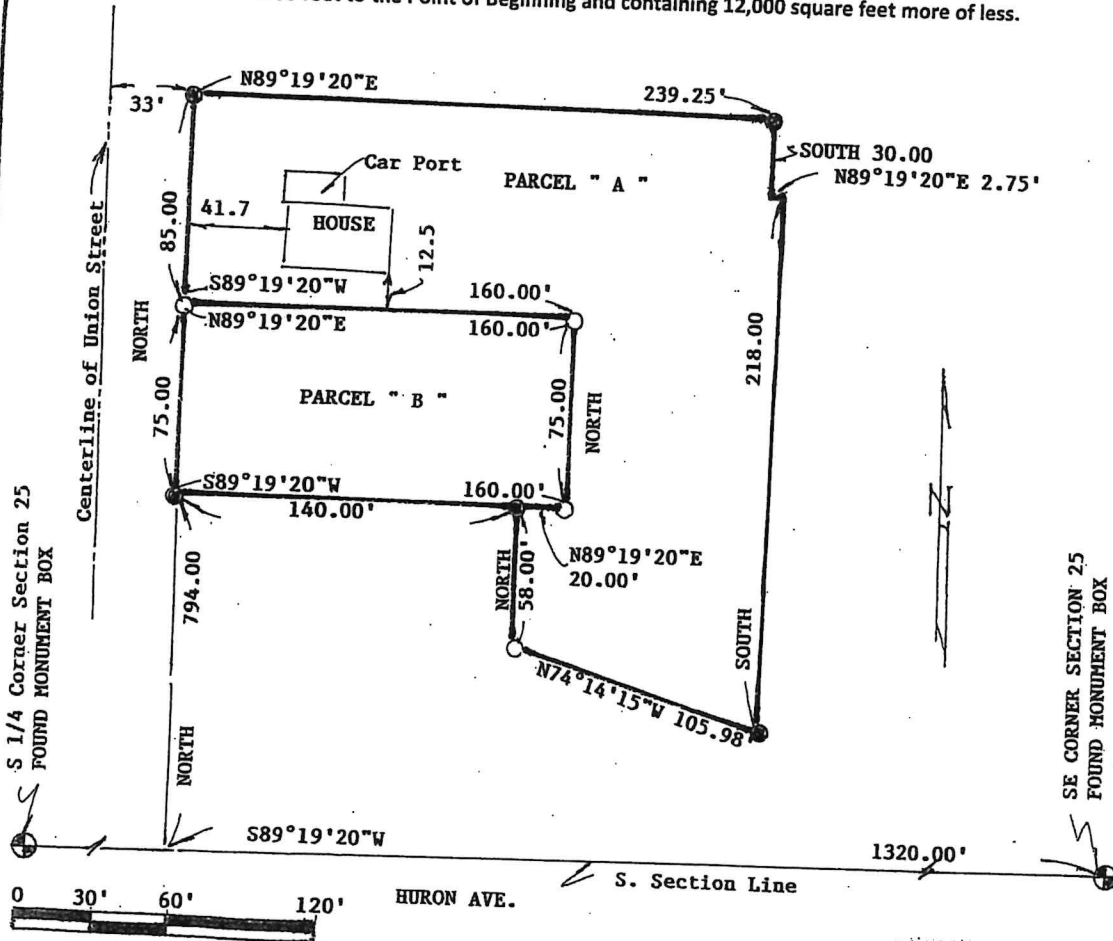
DESCRIPTIONS

PARCEL "A"

Commencing at the SE Corner of Section 25 T10N-R16E Village of Lexington Thence S89°19'20"W 1320.00 feet along the S. Section Line, Thence NORTH 869.00 feet to the Point of Beginning RUNNING THENCE NORTH 85.00 feet, Thence N89°19'20"E 239.25 feet, Thence South 30.00 feet, Thence N89°19'20"E 2.75 feet, Thence South 218.00 feet, Thence N74°14'15"W 105.98 feet, Thence North 58.00 feet, Thence N89°19'20"E 20.00 feet, Thence NORTH 75.00 feet, Thence S89°19'20"W 160.00 feet to the Point of Beginning and containing 34,081 square feet more or less.

PARCEL "B"

Commencing at the SE Corner of Section 25 T10N-R16E Village of Lexington Thence S89°19'20"W 1320.00 feet along the S. Section Line, Thence NORTH 794.00 feet to the Point of Beginning RUNNING THENCE NORTH 75.00 feet, Thence N89°19'20"E 160.00 feet, Thence SOUTH 75.00 feet, Thence S89°19'20"W 160.00 feet to the Point of Beginning and containing 12,000 square feet more or less.



- Legend**
- Set Iron Bar
 - Found Iron Bar
 - Set Conc. Monu.
 - Found Conc. Monu.
 - △ Set Line Stakes
 - "R" Recorded
 - "M" Measured

JOHN A MILLETICS
 Professional Surveyor
 Phone 810-648-3440
 Fax 810-648-9818
 37 E. Sanilac Ave.
 Sandusky Michigan 48471



I hereby certify that I have surveyed and mapped the above or attached described parcel (s) of land that the error of closure is no greater than 1 in 5000 and that survey is in full compliance with section No.3 Act 132 P.

John A. Milletics