



**DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY
SPECIAL BOARD OF DIRECTORS MEETING
WEDNESDAY, AUGUST 16, 2023
4:00 PM**

BOARD MEMBERS PRESENT:

Amanda Elias
Pamela McClain
Juan Gonzalez
Stephanie Washington
John George
Eric Dueweke
Maggie DeSantis

BOARD MEMBERS ABSENT:

Raymond Scott
Sonya Mays

OTHERS PRESENT:

Jennifer Kanalos (DEGC/DBRA)
Brian Vosburg (DEGC/DBRA)
Cora Capler (DEGC/DBRA)
Sierra Spencer (DEGC/DBRA)
Monika McKay-Polly (DEGC/DBRA)
Rebecca Navin (DEGC/DBRA)
Kenyetta Bridges (DEGC/DBRA)
Maxwell Cameron (DEGC/DBRA)
Orza Robertson (DEGC)
Lanard Ingram (DEGC)
Medvis Jackson (DEGC)
Ngozi Nwaesei (Lewis & Munday)
Sara von Bernthal
Dan Gough (EGLE)
Lutalo Sanifu (Jefferson East, Inc.)
Donna Givens Davidson (Eastside Community Network)
Erin Stanley (Eastside Community Network)
John Steininger (Grosse Pointe Moving & Storage)
Taylor Lydon (Grosse Pointe Moving & Storage)
Gary LaDuke (Do-All Plastic)
John Graves (Stellantis)
Ron Stallworth (Stellantis)
Erin Johnson (Dickinson-Wright)
Frederick Berg
Matthew Schenk
Joe Guillen
Aaron Mondry



**MINUTES OF THE DETROIT BROWNFIELD
REDEVELOPMENT AUTHORITY SPECIAL MEETING
WEDNESDAY, AUGUST 16, 2023**

CALL TO ORDER

Vice-Chairperson John George called the meeting to order at 4:01 PM.

Ms. Kanalos took a roll call of the DBRA Board Members present and a quorum was established.

GENERAL

Approval of Agenda:

Mr. George called for a motion approving the agenda of the August 16, 2023 DBRA meeting, as presented.

The Board took the following action:

Mr. Dueweke made a motion approving the agenda of the August 16, 2023 DBRA meeting, as presented. Mr. Gonzalez seconded the motion.

Approval of Minutes:

Mr. George called for a motion approving the minutes of July 26, 2023, as presented.

The Board took the following action:

Ms. McClain made a motion approving the minutes of the July 26, 2023 Board meeting, as presented. Ms. Elias seconded the motion.
DBRA Resolution Code 23-08-02-326 was unanimously approved.

PUBLIC COMMENT

Mr. George called for public comment and stated that each person would receive two minutes to provide their public comment.

Taylor Lydon stated that he is the owner of Grosse Pointe Moving & Storage located at the corner of East Jefferson Avenue and Terminal Street and that he has concerns about the improvements to Terminal Street solely for the use of Stellantis, and the resulting increase in truck traffic on Terminal Street and the negative impacts of the increase in truck traffic on Terminal Street on the operations of Grosse Pointe Moving & Storage and on public safety, he urges Stellantis to work on an alternative solution for the flow of truck traffic into and out of their operations, and expressed concerns about Stellantis' violations of other ordinances.

John Steininger stated that he is a native Detroiter, and that he owns a warehouse business that has been impacted by prior street closures for the construction of the Stellantis project, and now will be negatively impacted by the proposed increase in truck traffic on Terminal Street, he expressed the concerns of the public regarding the operations of Stellantis and that there have not been traffic studies completed to determine the impact of the proposed increase in truck traffic on Terminal Street.

Frederick Berg stated that he is legal representation for Grosse Pointe Moving and Storage, and that there was a FOIA request submitted to the City of Detroit by Grosse Pointe Moving and Storage and that the issue has escalated to the Court, and the court is granted a motion for a status quo, indicating that there will be no changes made to Terminal Street until there is a meeting with the Court and the City, and requested the DBRA Board hold off on any actions on Terminal Street until the matter is resolved.

Lutalo Sanifu stated that he represents Jefferson East, Inc. which was recently informed of Stellantis' desire to increase truck traffic on Terminal Street which will negatively impact the operations of other small businesses in the area and is supportive of removing truck traffic from residential areas but not at the expense of local small businesses, and proposed the truck traffic be routed through Edlie Street across the small rail crossing to St. Jean, and expressed concerns about the frontage of the Stellantis' property on Jefferson Avenue and requested better screening for the property from the street.

Donna Givens Davidson stated that she is the President and CEO of Eastside Community Network and is strongly opposed to the contract for the work on Terminal Street, and expressed concerns about the environmental impacts of Stellantis' operations on the surrounding neighborhood, the economic impact of the Stellantis property on adjacent businesses and homeowners, and the failure to comply with the City's industrial design guidelines and best practices for stormwater management, stated that the property is zoned as M4 which is not supposed to be in close proximity to residential areas, expressed concerns about the emissions from truck traffic, and asked that the DBRA delay any action on Terminal Street until there is a monitoring system for air quality established with reporting made publicly available, and the property is redesigned to include green infrastructure, and vegetative buffers are installed.

Erin Stanley stated that she is the Director of Climate Equity at the Eastside Community Network and is concerned about truck traffic in the community having only seen increases in truck traffic, expressed concerns about the health impacts of the truck traffic on residents, including the increasing rates of asthma experienced in the 48218 area code which is the largest amount of asthma hospitalizations in the State of Michigan, as well as heart and other respiratory issues, and noise pollution, and that there needs to be solutions for the existing truck traffic in the area and would not want to have an increase in truck traffic.

PROJECTS

Land Assembly Project (Stellantis) – Terminal Street Reconstruction and Parking Lot Project: Authorization to Enter into Contract with Major Contracting Group, Inc.

Mr. Robertson presented the Land Assembly Project (Stellantis) – Terminal Street Reconstruction and Parking Lot Project: Authorization to Enter into Contract with Major Contracting Group, Inc. to the DBRA Board.

As the Board is aware, the City of Detroit (the "City") administration has requested the assistance of the City of Detroit Brownfield Redevelopment Authority ("DBRA") in industrial land assembly activities aimed at establishing market-ready industrial sites within City limits in order to attract manufacturing and logistics companies (the "Land Assembly Project").

In connection with the Land Assembly Project, the DBRA is seeking a qualified contractor to reconstruct approximately 1,000 ft. of Terminal Street from E. Jefferson Avenue to Edlie Street and build out the Terminal Street parking lot located in the City. This parking lot will be used to help remove street parking in the vicinity of the newly constructed Stellantis (fka Fiat Chrysler) ("Stellantis") Mack Avenue Assembly Plant to allow for additional truck traffic to and from the site and its related facilities. To solicit proposals for such work, DBRA staff issued a request for proposals that was published in print and online at BidNet.

All bidders were asked to provide a bid to perform the following work (collectively, the "Work"):

- Reconstruction of approximately 1,000 ft. of Terminal Street from E. Jefferson Avenue to Edlie Street. The scope includes demolition of existing concrete roadway, sidewalks, fence, driveways, storm sewers, and fire hydrants. Construct new 36' wide 10" concrete pavement with integral curb, 12" aggregate base, widening of the E. Jefferson intersection, sidewalks, storm sewer, fire hydrants, fencing, earthwork, ADA ramps, striping and restoration.

- Construct a 40' by 230' parking lot at the southeast corner of Jefferson and Terminal Street. The scope includes removal of stone surface, demolition of existing buried building slab and foundations, earth excavation, storm sewers, aggregate base, HMA pavement, concrete approach, concrete curb and gutter, lighting, fencing and landscaping.

Following DBRA's solicitation for bids, DBRA received bids from two (2) contractors and conducted post-bid interviews with selected bidders. Prior to evaluating the bids received, DBRA staff applied an equalization credit to Detroit-headquartered and Detroit-based businesses. The two (2) bids received, adjusted for the equalization credit, and the score given to each bid are as follows:

Bidder	Location	Base Bid Price	Equalization Credit	Adjusted Base Bid Price	Score
Major Contracting	Detroit, MI	\$1,970,810.98	2%	\$1,931,394.76	1
Iafrate Construction	Warren, MI	\$2,127,288.61	N/A	N/A	1.4

DBRA staff evaluated and scored the bids to determine that Major Contracting Group, Inc (the "Contractor") was the most responsive bidder. DBRA staff determined that the Contractor was best equipped to perform and complete the Work within the required timeline for the following reasons:

- The Contractor's proposal was the lowest-scored proposal upon application of the equalization credit and scoring;
- The Contractor has a history of completing high profile projects of similar scope and scale;
- The Contractor has completed previous work with the DBRA and other DEGC-related entities to the satisfaction of DBRA staff;
- The Contractor has the ability perform the Work on the schedule presented to it by DBRA staff

The Contractor has proposed a not-to-exceed contract amount of One Million Nine Hundred Seventy Thousand Eight Hundred Ten and 98/100 (\$1,970,810.98) Dollars for the performance of the Work.

DBRA Staff is requesting the DBRA board authorize the execution of a contract with the Contractor to perform the Work at the not to exceed amount of One Million Nine Hundred Seventy Thousand Eight Hundred Ten and 98/100 (\$1,970,810.98) Dollars. The Work will be paid from Land Assembly Project funds dedicated to the Stellantis project.

DBRA staff is also recommending that a contingency representing ten (10%) percent of the total value of the Work, or One Hundred Ninety-Seven Thousand Eighty-One and 00/100 (\$197,081.00) Dollars be established to be disbursed upon the authorization of any two Officers, or any one of the Officers and any of the Authorized Agents of the DBRA, or any two Authorized Agents of the DBRA.

A resolution approving and authorizing the DBRA to enter into a contract with the Contractor for the performance of the Work and the establishment of a contingency fund was attached for the Board's review and consideration.

Mr. Robertson stated this matter was being re-presented after issues regarding pollution, truck traffic, and landscaping around the Stellantis property were expressed by the Board at the July 26 meeting and asked Stellantis to address those issues and provide more information.

Ms. Navin stated that the reason the DBRA Board is being asked to approve the contract for the rebuilding of Terminal Street is because the DBRA was provided funding by the State of Michigan for certain infrastructure activities related to the Stellantis project.

Mr. Stallworth presented slides to the Board to address the 3 concerns raised by the Board at the 7/26 meeting. He first addressed the community's concerns regarding traffic concerns on Clairpointe Avenue, the parking of trailers, and truck parking on the Mack Service Road, and stated that the purpose of the rebuilding of Terminal Street is to benefit all users since it is a public road, and to optimize traffic flow in the area.

Mr. Stallworth stated that Stellantis has been working with the Mayor's Office on solutions to improve the appearance of the trailer parking from Jefferson Avenue and the original solution was to plant trees, but that was not possible due to the presence of concrete so other solutions have been investigated and hopefully a different planting alternative will begin this fall.

Mr. Stallworth addressed the parking of trucks on the Mack Service Road and stated that a notice was distributed to the truck drivers regarding the parking on Mack Service Road, that the trucks were not Stellantis trucks, and that there would be monitoring done on the parking of trucks on Mack Service Road with repercussions if it continues.

Mr. Stallworth stated that Stellantis never made a request to the City to increase truck traffic on Terminal Street or around the Stellantis property and that there was a site plan that was approved for the property, and it is Stellantis' intention to adhere to the restrictions of the site plan.

Mr. Stallworth stated that Stellantis has been working with Grosse Pointe Moving and Storage on the proposed improvements to Terminal Street to improve the use and safety for all users.

Mr. Dueweke asked if it would be possible to route truck traffic from Edlie Street and if due diligence has been done to see if that would be a viable option. Ms. Navin stated that the City had sought the use of Edlie Street for truck traffic and that Edlie Street was vacated and is now a privately owned street so the street would need to be purchased from and rededicated by the private owners, and that the railroad crossing poses another issue because there are certain obligations and regulations that would need to be adhered to in order to establish a new railroad crossing. Mr. Stallworth stated that the discussions about Edlie Street have occurred for about the last two years, and that it was determined that it was not the best solution for the routing of truck traffic.

Ms. DeSantis asked for clarification on whether Terminal Street is a private or public road and if there is an expected increase in truck traffic. Mr. Stallworth stated that Stellantis' understanding is that Terminal Street is a public road and will remain a public road.

Mr. Stallworth stated that conversations have been occurring over the course of two years regarding the issues of truck traffic and Terminal Street, and that Stellantis was building a private, gated, and secure parking lot for Grosse Pointe Moving and Storage in addition to another parking lot that Grosse Pointe Moving and Storage has on its property that is currently unutilized.

Mr. Berg stated that Grosse Pointe Moving is a separate operation from Grosse Pointe Storage, and that the comment regarding Terminal Street becoming private was made based on a belief that Stellantis intends to treat Terminal Street as its own private road and that the increase in truck traffic on Terminal Street will be overwhelming and inhibit the operations of Grosse Pointe Moving and Storage.

Ms. DeSantis asked Mr. Berg to address the alleged request for an increase in truck traffic. Mr. Berg stated that he has a letter from the City of Detroit Department of Public Works Traffic Engineering Division that states that improvements would need to be made to the Terminal Street and Jefferson Avenue intersection in order to accommodate the truck traffic during the two peak hours of the day.

Ms. Elias asked how many trucks Grosse Pointe Moving and Storage uses per day. Mr. Lydon stated that Grosse Pointe Moving and Storage has a fleet of eight trucks and that the truck bays which are located on Terminal Street are used daily by their trucks, as well as customers' vehicles.

Ms. Elias asked what the operating hours are of Grosse Pointe Moving and Storage. Mr. Lydon stated that Grosse Pointe Moving and Storage operates daily from 7:00am to 6:00pm.

Mr. Lydon stated that the issue of Stellantis' proposed truck traffic on Terminal Street is less related to parking for Grosse Pointe Moving and Storage vehicles, and more about the accessibility of the Grosse Pointe Moving and Storage for its own operations, and that if there are 60 Stellantis trucks per hour using Terminal Street, then the Grosse Pointe Moving and Storage property will be virtually inaccessible, and that Grosse Pointe Moving and Storage facilitates road tests for aspiring truck drivers.

Ms. Washington asked if there is a resolution to the issues raised by Grosse Pointe Moving and Storage. Mr. Stallworth stated that there was not a request made by Stellantis to increase truck traffic to over 2,400 trucks per day, and that the proposed use of Terminal Street by Stellantis is approximately 180 trucks per day, which would be 90 trucks into the Stellantis site and 90 trucks departing from the Stellantis site, not 60 trucks per hour as previously stated by representatives of Grosse Pointe Moving. Mr. Stallworth added that there are three gates for truck access to the Stellantis site, two located on Freud Street, and one gate on Terminal Street that would be utilized by trucks and the use of Terminal Street would take truck traffic off of Clairpointe Avenue.

Ms. DeSantis stated that she was concerned that Eastside Community Network and East Jefferson, Inc. had not been consulted about the plans to rebuild Terminal Street, and also expressed that she has been raising the issue of the unsightly curb frontage on Jefferson Avenue and the parking and idling of trucks near a public park and why that issue has not been addressed until now. Mr. Stallworth stated that there are a lot of community groups in the community that Stellantis works with and it is difficult to meet with all of the groups about every issue to share information, seek feedback, and achieve consensus on a path forward that is satisfactory to all community members.

Ms. Washington asked if the issue between Stellantis and Grosse Pointe Moving and Storage regarding the truck traffic and use on Terminal Street can be worked out and what a timeline for that resolution looks like considering conversations have been occurring for some time. Mr. Berg stated that the conversations regarding Terminal Street has occurred primarily in 2023 and that the truck traffic on Terminal Street is a critical issue for Grosse Pointe Moving and Storage, and that the alternative for truck traffic to use Edlie Street has not been sufficiently investigated. Mr. Lydon added that he also believes that using Edlie Street is the best alternative and would be the best suited for truck traffic. Mr. Stallworth stated that the issue of using Edlie Street has been investigated and since Edlie Street is privately owned by various entities including Crown Enterprises and Homeland Security the process of acquiring the land and having it rededicated for public use would be burdensome.

Mr. Gonzalez stated that with regard to the FOIA request litigation, he would feel more comfortable taking action on this matter after receiving more documentation and information.

Mr. Dueweke stated that he agrees with Mr. Gonzalez's statement and that he feels like more due diligence needs to be conducted and it is the DBRA Board's duty to protect the DBRA against any potential legal action.

Ms. Washington asked what the timeline for resolution on this matter is and what the impacts of that delay would be. Ms. Navin stated that if the request is not approved by the DBRA Board at this meeting, the timing for construction would be compromised by weather conditions and the funding that would be used for this contract expires at the end of 2023, so an extension for that funding would need to be sought from the Michigan Strategic Fund.

Ms. Elias asked if Stellantis were to move truck traffic and employee parking around to Terminal Street if that would have the same impact on Grosse Pointe Moving and Storage's operations. Mr. Lydon stated that it would be the flow of truck traffic into and out of Terminal Street that would have the greatest impact on Grosse Pointe Moving and Storage's operations.

Ms. DeSantis asked for clarification if the funding source is ARPA funds. Ms. Navin confirmed that the funding source is not ARPA funds.

Ms. Elias asked what the timeline would be if the Edlie Street alternative would be pursued. Ms. Navin stated that the timeline for the Edlie Street alternative would need to be determined and the difficulty of working with the railroads would need to be factored in.

Ms. Washington asked for clarification on what specific issues need to be solved in order to move forward. Ms. DeSantis stated that there are issues around buffering for the Stellantis property and issues around truck traffic and routes.

Ms. DeSantis stated that she has seen the DBRA and the City of Detroit solve similar issues to get projects done in the past and she doesn't believe that the obstacles to finding an alternative truck route are insurmountable.

Ms. Elias asked if trucks are currently using Terminal Street. Mr. Stallworth stated that trucks can currently use Terminal Street, but the current conditions of Terminal Street aren't conducive to regular use for trucks.

Mr. Berg stated that the court action regarding the FOIA request was just taken today and that there is an order that halts the progress of work on Terminal Street until that FOIA issue is resolved.

Mr. Stallworth stated that Stellantis has made efforts to address the issues that were raised at prior DBRA meetings that are unrelated to the Terminal Street contract that is under consideration by the DBRA Board.

Mr. Dueweke expressed concerns about potential legal liabilities of the City and the DBRA if the decision on the Terminal Street contract is moved forward without more due diligence.

Mr. George asked if other alternatives have been identified outside of Terminal Street or Edlie Street for truck traffic. Mr. Lydon stated that they have identified four other alternatives that wouldn't have a negative impact on Grosse Pointe Moving and Storage's operations.

Mr. Dueweke stated that the Department of Public Works needs to be present at the next meeting to provide more information on alternative truck routes.

Mr. George asked what the actual anticipated truck traffic is for Terminal Street within a 24-hour period and what is currently being used for truck traffic. Mr. Stallworth stated that Freud Street and Clairpointe Avenue are currently being used for truck traffic and the use of Terminal Street would reduce the truck traffic on Freud Street and Clairpointe Avenue and that an estimated 180 trucks per day would use Terminal Street and that would be monitored by the City.

Ms. Washington stated that she would like to see more willingness from Grosse Pointe Moving and Storage to make meaningful progress toward resolution regarding the truck traffic on Terminal Street and that she would like to find a path forward that is time sensitive and works for all parties and that she's not sure the DBRA is the correct entity to resolve the issue.

Mr. George called for a motion regarding the Land Assembly Project (Stellantis) – Terminal Street Reconstruction and Parking Lot Project: Authorization to Enter into Contract with Major Contracting Group, Inc., as presented.

Mr. Dueweke made a motion to delay the vote on the Land Assembly Project (Stellantis) – Terminal Street Reconstruction and Parking Lot Project: Authorization to Enter into Contract with Major Contracting Group, Inc., to another meeting within 60 days so that more information can be presented regarding the FOIA lawsuits and alternative routes. Ms. DeSantis seconded the motion. The motion was approved.

ADMINISTRATIVE

Ms. Kanalos informed the Board that DBRA staff needs to schedule the next DBRA meeting on either August 23, 2023 or August 30, 2023 as two brownfield plans that the Board initially reviewed on July 26, 2023 would be coming back to the Board for final review.

OTHER

None.

ADJOURNMENT

Citing no further business, Mr. George called for a motion to adjourn the meeting.

On a motion by Mr. Dueweke, seconded by Ms. McClain, the meeting was unanimously adjourned at 5:29 PM.



CODE DBRA 23-08-02-326

APPROVAL OF MINUTES OF JULY 26, 2023

RESOLVED, that the minutes of the regular meeting of July 26, 2023 are hereby approved and all actions taken by the Directors present at such meeting, as set forth in such minutes, are hereby in all respects ratified and approved as actions of the Detroit Brownfield Redevelopment Authority.

August 16, 2023



January 27, 2022
BY EMAIL ONLY

Jim O'Conner
Senior Manager Manufacturing Logistics Engineering
FCA US LLC
Corporate Real Estate
1000 Chrysler Drive
CIMS 485-12-78
Auburn Hills, MI 48326

Re: Response to FCA letter dated December 15, 2021, related to F&V Traffic Study dated October 20, 2021 ("Traffic Impact Study") for the Universal Logistics Site and the Freud Logistics Site

Dear Jim:

This letter is in response to FCA's letter seeking written confirmation from the Department of Public Works (DPW), Traffic Engineering Division (TED) regarding the supplemental information pertaining to the Traffic Impact Study requested at the meeting held on November 29, 2021.

Universal Logistics Site:

TED is waiting for FCA to submit travel time comparison between FCA's preferred route and TED's recommend route. FCA's preferred route requires trucks to use Miller to Van Dyke and Van Dyke to Mack Avenue. TED is not in agreement with allowing trucks to use Miller between St Cyril and Van Dyke, and Van Dyke S/O Gratiot. However, for analysis purpose, FCA can submit the travel time comparisons.

Freud Street Logistics Site:

Our initial approval of the site plan submittal through the Buildings, Safety Engineering & Environmental Department was based on the truck traffic estimate based on 468 trucks/day exiting out of three gates, which is an average of 8 trucks/hour (4 entering and 4 exiting) per gate. During our discussions, it became clear that the truck traffic will be increased substantially from the estimated 468 trucks to an actual 2,424 trucks per day. Based on the data provided during the meeting, the peak hour two-way truck traffic is now showing 56 trips using Terminal Street to E. Jefferson. This additional truck traffic will necessitate substantial modifications to Terminal Street and the intersection with E. Jefferson.

Parking along Terminal Street

TED did not agree to the removal of existing parking on both sides of the street as this requires the concurrence of the business on the west side of the street, since they have used this right of way for parking over a substantial period. However, if FCA obtains written concurrence from the business owners on the west side of the street, TED will consider removing the parking only on the east side of Terminal Street.



TED would like to reiterate a few discussion points from our meeting on November 29, 2021, for FCA to respond, which are summarized below:

1. TED recommended route to DACM from Universal Logistics site; Georgia/Miller to Mt. Elliott to I-94 to Connor or Georgia/Miller to Mt. Elliott to Harper to Connor.
2. Return Route from DACM to Universal Logistics site; Connor to I-94 to Mt. Elliott to Georgia/Miller or Connor to Harper to Mt. Elliott to Georgia/Miller.
3. For the **Freud Street Logistics Site**- Identify anticipated range of truck trips per day to and from DACM and the Freud Street Site in accordance with the truck ingress and egress gates identified on the approved site plan.

As we mentioned previously on several occasions and reiterate here, DPW-TED is committed to work with FCA for their successful operation, without negatively affecting the residents or existing businesses. We look forward to a response from FCA regarding the concerns stated above.

Sincerely,

Dr. Prasad Nannapaneni,
Head Engineer - Transportation

Exhibit 2: proposes that Edlie St., south of Jefferson and south of both the Companies and DO All Plastics, be extended to the west, across the railroad tracks, to create a through street to St. Jean. By following this route, the trucks will not use Terminal St. to enter or exit onto Jefferson and can utilize the existing Terminal St. gate.

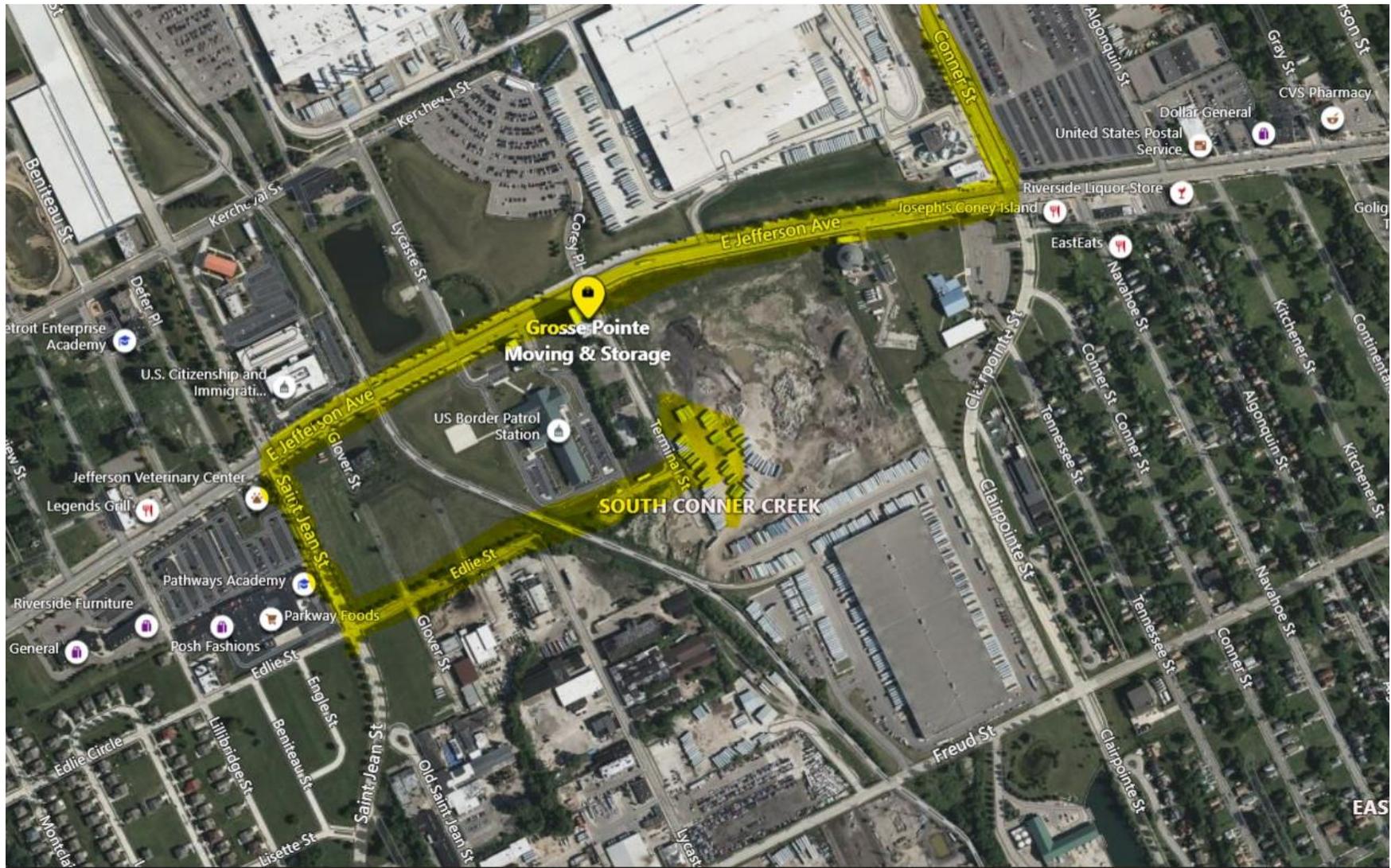


EXHIBIT 2: Stellantis Access to Stellantis Logistics Center via Saint Jean St to Edlie St. with extension



May 24, 2022

Ron Brundidge, Director, City of Detroit Dept. of Public Works
Ray Solomon, Director, City of Detroit Dept. of Neighborhoods
2633 Michigan Ave.
Detroit, MI 48216

Re: Stellantis Truck Traffic/Terminal St.

Dear Mr. Brundidge and Mr. Solomon:

Thank you for getting the City's development team together to meet with us via zoom last week. We appreciate everyone's time and effort towards finding a solution to the traffic and operational issues created by the increasing truck volume at the Stellantis Logistic Center's Terminal Street gate. It was gratifying to know that several members of the team found the situation important enough to visit our site to gain a true/visual perspective.

In our meeting of May 20, 2022, we discussed the consequential threat that the increased Stellantis truck volume poses to the operational integrity of Grosse Pointe Moving, Grosse Pointe Storage and Motor City Road Tests (the "Companies") and their abilities to conduct business from their location at 11850 E. Jefferson.

Originally designed as a moving and storage facility, our warehouse has been operating for over 100 years, including the last 38 years under the Companies' management. At the meeting's closure it was requested that we propose solutions to the traffic and parking problems created by Stellantis' newly developed/expanded truck logistics site. While complying with that request, it should be noted from the outset that the traffic impact created by the introduction of thousands of additional trucks onto Jefferson Avenue each day will cause issues ultimately affecting every person utilizing Jefferson, not just our Companies. Accordingly, it is our view that such an extraordinary, unexpected and unprecedented increase in the volume of truck traffic to our neighborhood will constitute a public nuisance, and should not be permitted by the City under any circumstances, absent major infrastructure improvements routing the trucks away from Jefferson. For example, it is hard for us to visualize how such a dramatic increase in truck traffic along Jefferson Avenue will not also negatively impact the neighboring fire station's ability to deliver service to the public.

In a letter dated January 27, 2022 from Dr. Prasad Nannapneni, Head Engineer in the City's Traffic Engineering Division (copy enclosed) Dr. Nannapneni notes that Stellantis now expects truck traffic of "2,424 trucks per day", rather than the 468 trucks per day represented by Stellantis

Grosse Pointe Moving & Storage
11850 E. Jefferson Ave, Detroit, MI 48214
www.GrossePointeStorage.com
(313) 822-4400

when it sought approval of its site plan. This is a stratospheric increase of more than 500%. In light of that increased traffic, Stellantis asked the City to eliminate parking on the east side of Terminal St., which the Companies have used for parking for almost 40 years. There is no other available parking, given the bike lane created on Jefferson. Dr. Nannapenehi's letter reiterates TED did not agree to the removal of existing parking and such parking will not be eliminated without the Companies' consent. That being said, in the absence of a long-term commitment for parking in the immediate vicinity or a transfer of adjacent property to our ownership, we cannot consider or consent to the elimination of any parking on Terminal Street. We also mention here that our neighbor on Terminal St. to the south, DO All Plastics, has requested to be included in this dialogue as one of the business owners mentioned in Dr. Nannapenehi's letter.

Even more concerning is the impact the increased truck traffic will have on the Companies' daily operations. The impact is potentially debilitating even if only 1/3 of the 2,424 daily trucks travel down Terminal St., which is an uncertain percentage as we understand it. On average 808 trucks daily (1/3 of 2,424) equals 33.67 trucks per hour, or one every 107 seconds—assuming they are evenly distributed over 24 hours. If the majority are between 9 a.m. and 5 p.m. the frequency obviously escalates. With certainty, that volume will impede the ingress and egress of the vehicles coming and going from the Companies' location every day. Our trucks and visiting vehicles can only exit and enter onto Terminal St., as this is the location of the Companies' loading docks, their moving truck storage lot and the customer entrance.

Importantly, the increased volume of Stellantis truck traffic was not disclosed when Stellantis/Crown sought site plan approval. Had Stellantis/Crown submitted an accurate site plan proposal, including an accurate projection of truck volume, no doubt the City would have had the same concerns we have regarding the current aged infrastructure's ability to handle it. These are the concerns we raised in the meeting and are raising again in this letter. The impact of Stellantis' current approach of "seeking forgiveness rather than permission" has the potential to kill the Companies, if the City allows Terminal to be used in the manner Stellantis has requested.

Notwithstanding the foregoing, the City has asked the Companies to submit proposed solutions to the traffic and parking problems. Our first question in that regard is what does Stellantis propose that (a) will guarantee perpetual parking rights for the operation of the Companies, and (b) will guarantee the Companies and their customers the same unobstructed ease of access from Terminal St. to 11850 Jefferson that Stellantis is now demanding that the Companies provide for the Stellantis location.

Attached are four graphics proposing alternatives to the use of Terminal St. Exhibit 1 proposes that all truck traffic be routed onto Connor to Clairpointe, with a proposed new entrance to the Stellantis site on Clairpointe, eliminating the use of Terminal by Stellantis. Exhibit 2 proposes that Edlie St., south of Jefferson and south of both the Companies and DO All Plastics, be extended to the west, across the railroad tracks, to create a through street to St. Jean. By following this route, the trucks will not use Terminal St. to enter or exit onto Jefferson but will have access to the existing Terminal St. gate eliminating the need to construct a new gate. Exhibit 3 proposes that a

truck lane be created on Jefferson, and an ingress/egress driveway be created directly from the Stellantis site onto Jefferson, to eliminate the need to use Terminal St. Exhibit 4 proposes that Stellantis utilizes St. Jean, in addition to Connor/Clairpointe, to access the Freud Street gate, providing an additional route for the dispersion of truck traffic. It seems to us that Exhibit 1 should be the logical default option if a more viable solution is not available as it provides the least impact on existing businesses. At worst, Exhibit 1 moderately impacts the speed of Stellantis' trucks moving between the facilities, by less than 5 minutes, but nothing else. In contrast, the Stellantis' plan to utilize Terminal for over 800 trucks daily has the clear potential to put the Companies out of business.

We look forward to continued dialogue on this subject with you on Thursday morning May 26, and we are committed to finding a mutually beneficial solution. We believe that seeing the site, especially at different times of the day, will help demonstrate the impact increased truck traffic will have on our operations, based on whether we have deliveries, moving trucks coming and going or novice drivers appearing for road tests.

The Companies recognize that the success of all businesses is critical to the financial health and well-being of the City of Detroit and the goal of full employment for Detroiters. Yet, we also understand that it is not a sustainable model if the burden of that growth crushes long-standing business owners in the City.

Sincerely,

Grosse Pointe Moving, Inc.
Grosse Pointe Storage, Inc.
Motor City Road Tests, LLC

By: Taylor Lydon, president