

FINAL
CHARTER TOWNSHIP OF COMMERCE
****ELECTRONIC ONLY****
PLANNING COMMISSION MEETING
Monday, December 7, 2020
2009 Township Drive
Commerce Township, Michigan 48390

In accordance with Michigan Public Act 228 of 2020, this meeting was held via Zoom, video conferencing technology.

A. CALL TO ORDER: Chairperson Haber called the meeting to order at 7:00pm.

ROLL CALL: Present: Larry Haber, Chairperson
Brian Parel, Vice Chairperson
Brian Winkler, Secretary
Bill McKeever
George Weber
Chelsea Rebeck
Sam Karim

Also Present: Dave Campbell, Township Planning Director
Jay James, Engineer/Building Official
Jason Mayer, Township Engineer, Giffels Webster
Mark Stacey, DDA Director
Alex Nelson, Meeting Moderator, Merge Live

B. APPROVAL OF AGENDA

MOTION by Parel, supported by Winkler, to approve the Planning Commission Regular Meeting Agenda of December 7, 2020, as presented.

ROLL CALL VOTE

AYES: Parel, Winkler, Rebeck, McKeever, Weber, Karim, Haber
NAYS: None
ABSENT: None **MOTION CARRIED UNANIMOUSLY**

C. APPROVAL OF MINUTES

MOTION by Winkler, supported by Rebeck, to approve the Planning Commission Regular Meeting Minutes of November 9, 2020, as written.

ROLL CALL VOTE

AYES: Winkler, Rebeck, Weber, Parel, McKeever, Haber, Karim
NAYS: None
ABSENT: None **MOTION CARRIED UNANIMOUSLY**

D. UPDATE OF ACTIVITIES

Bill McKeever – Zoning Board of Appeals

- The ZBA did have an agenda.
- There was an item before the ZBA that was denied.
- We also did elect officers and they're going to remain the same; Rusty will remain the Chair, Clarence Mills the Vice Chair, and Bob Mistele will remain the Secretary.

George Weber – Township Board of Trustees

- The Board had a meeting on November 17th.

- We approved the 2021 budget. I think overall, the Board did a nice job of being fiscally conservative with our taxpayers dollars.
- We continue the discussion on adding an Ordinance Officer to the Township. We've had several discussions on that and we'll continue in the meeting tomorrow night.
- We did approve the amendment to the Zoning Map for 311 Martin Road, which is the Pulte subdivision that we reviewed at the last Planning Commission.
- Outrun Hunger held its event in November. While it was a chilly day, they did a great job of being very mindful of the health department issues and ordinance. They raised over \$21,000 for two local food pantries, one in Commerce and one in White Lake. So, that was great.
- At the [October 27th] quarterly meeting of the Board of Directors, we committed to put together a subcommittee to review all 140-145 parcels that the Township owns, to develop a plan for each of those parcels; whether that's to hold it as greenspace, keep it as a pocket park, potentially sell it – either residential or commercial, but to have a plan for all Township-owned properties. Dave Campbell and myself will be part of that subcommittee, as well as Jay James.

Brian Winkler – Downtown Development Authority

- At the November 17th DDA Meeting, that was an informational meeting as required by the State statute. The meeting included a status report by Randy Thomas on the DDA properties, as well as a review of assets and liabilities.
- Barrington, the Shapiro parcel, is going to deliver their first units this month. I think everybody would agree that the landscaping at the entrances is looking really nice, both at Welch and Martin Parkway.
- For Five & Main, as has been mentioned before, the apartments are going to be the very first portion of that development to be started. Aikens plans on being before the Planning Commission early next year with their proposal for the apartment buildings and the loop road.
- We did receive a Letter of Intent for Parcel K, which we call the orphan piece. Parcel K is on the south side of Pontiac Trail, just east of M-5. We're going to see a preliminary review of a proposed project that incorporates that particular parcel on the Planning Commission agenda tonight.
- The purchase agreement for Parcel L, which was with Goddard Schools, is still on hold.
- Mr. Weber talked about the Outrun Hunger Charity Race.
- The DDA has had a lot of issues with vandalism in the tunnel along M-5. We're trying to work out ways to mitigate that vandalism, or find ways to cover it up when it occurs.
- As we all know, the November 17th meeting was David Scott's last meeting and we wished him well.
- Mark Stacey may have things to add.

Mark Stacey – I did send out to everyone a link to a *Detroit Business* article for Barrington. Hopefully you got a chance to take a look at that. It was very positive. He should have moved his first people in already, but it gave you great information and insight as to what he's doing out there; layouts, sizes, dollars, that kind of thing.

Jason Mayer – Township Engineering

- We have a couple sewer projects going on. One is the Newton Road forced main. That will be going on for several months.
- We're also wrapping up a gravity sewer north of the new fire station. That's going to allow us to abandon the pump station.
- Besides that, the other thing is the Dodge Park restroom, which is getting there. The shell of the building is up and the pavement is down. They're working on the inside of that.

Jay James – Building Department

- There's stuff going on, but not as much as there has been.
- Zerbo's has come in and they had their final inspection done last week. They're getting ready to open. The owner said he probably doesn't expect to open until February, COVID-dependent of course.
- The Comfort Care senior facility on Decker Road, down by 14 Mile, they've called in to have their final inspection this week. They'll be opening up soon also, although I don't know when at this time.

Brian Winkler – Comfort Care sure came out nice.

Chairperson Haber – It did.

Jay James – It looks good. Actually, the part in the very back, they asked if they could do it in a phase. So, they cordoned off the back section, although the building is up. You can't tell from the outside that the inside is not completed. We made them do a couple changes to make sure they had all their emergency access that still met code, but the very back piece will have to get finished off. I think it's a money flow issue.

E. PUBLIC DISCUSSION OF MATTERS NOT ON THE AGENDA

Chairperson Haber opened to comments for Public Discussion of Matters not on the Agenda.

Chairperson Haber – If there's anybody in the public watching that would like to say something that we're not going to cover tonight, this is the time to do it. Alex, do you want to tell them how to do that?

Alex Nelson – Sure, you will press *9 to raise your hand, and at that point, you will press *6 to unmute.

Dave Campbell – I'd like to mention here too that we're having a public hearing for the project called Oak Hills, but any of the other items on the agenda are not public hearings. So, if anyone from the public wants to speak to any of those other agenda items, this would be the chance to do it.

Alex Nelson – Once again callers, that's *9. No caller has raised their hand.

Chairperson Haber closed Public Discussion of Matters Not on the Agenda.

F. TABLED ITEMS

ITEM F1: PSP20-07 – COMCAST ADDITION – TABLED FROM 11-9-20

Comcast Corp. of Philadelphia PA is requesting site plan approval to construct an addition onto their existing utility facility located at 1100 N. Commerce Road. Sidwell No.: 17-10-201-016

MOTION by Parel, supported by Rebeck, to remove Item PSP20-07 from the table.

ROLL CALL VOTE

AYES: Parel, Rebeck, Weber, McKeever, Karim, Winkler, Haber

NAYS: None

ABSENT: None

MOTION CARRIED UNANIMOUSLY

David Campbell, Planning Director, gave a review of the updates to the Comcast site plan expansion request since the November Planning Commission meeting. Revisions including building materials, building design and landscaping. The Planning Commission also wanted an opportunity to reach out to the property owner to the south, along Farr Street, to see if they had any concerns. The Planning Commission was also looking for a commitment from Comcast relative to installing a sidewalk along their N. Commerce Road frontage, or in lieu of that, doing a contribution to a sidewalk fund to allow the Township to install a sidewalk at a more appropriate or useful location. The resubmitted plans included revised building elevations and a revised landscape plan in an effort to address all of the Planning Commission's comments. The brick cladding material on the most visible west and north sides of the building was changed to a burgundy brick. They added a parapet designed to look like a sloped, shingled roof to give it a more residential look. They added another row of staggered arbor vitae to better screen the facility, and they've committed to a payment, in-lieu-of installing 600' of sidewalk along N. Commerce Road. Dave felt that Comcast did a good job of addressing the concerns from the November meeting.

Eddy Rodriguez, Property Owner, Comcast of the South, Inc., One Comcast Center St, Philadelphia, PA, was present along with Matt Feyerabend, Lutz, Daily & Brain, 6400 Glenwood, Ste 200, Overland Park, KS, and Dave Rector, Contractor for the project, to address the request.

Matt Feyerabend – As Dave so excellently summarized, we took what we learned from you at the last meeting, and changed the color of the building to more of a residential style brick color, as opposed to the white. We went with a Menard's style pitched roof appearance façade along the sides of the building facing the road. The advantage of that is the illusion that the building appears to be 4' shorter, because the facade goes 4' down to cover part of the wall, in addition to going above the original height of the building. This gives it a more residential appearance.

Matt Feyerabend shared his screen and reviewed the landscape plan. A second row of staggered arbor vitae was added to fill any gaps. In addition, the pitched roof rendering was presented, along with the burgundy brick color.

A rendering was shown from the edge of the road which only took into account the evergreen style trees. There are also numerous deciduous trees throughout the property, but at the last Planning Commission, it was mentioned that those are not leafed out throughout the year so they were not included on this visual. Matt noted that

during spring, summer and early fall, the deciduous trees will provide significantly more screening than what is visible on the view presented.

Commission Comments:

McKeever – I have no questions or concerns.

Weber – I would just like to thank Matt and the team for putting together what you did. I think it looks much more appropriate for that lot. I think you did a great job, so I'm good.

Vice Chairperson Parel – I too am very appreciative of the product that's in front of us. I just have one question. I'm not opposed to anything. I think this is great.

Matt, the fencing or the screening in the front of the property, on the west side, how is that different than what's there currently?

Matt Feyerabend – Currently, it's just a chain link fence. What we do intend to put in is ... obviously replace that chain link fence, but in addition, have privacy slats along the length to provide that additional level of screening.

Vice Chairperson Parel – Would you be putting in a brand new fence with brand new wood slats, or ...

Matt Feyerabend – It's intended to be colored vinyl slats that weave between the links of the chain link.

Vice Chairperson Parel – Okay, because on here it does look like a more solid surface. I know we had talked about that as a Commission in the past. Dave, we had mentioned that we don't necessarily love those plastic inserts.

Dave Campbell – We certainly had that discussion. I will remind the Planning Commission that where that fence is most visible to the public along the west side of the property, which would be the N. Commerce Road frontage, Matt is correct that there is a lot of existing vegetation. Then, they've doubled their efforts as far as the screening via the arbor vitae.

The other thing we don't love about those privacy slats is they do tend to get beat up in a more commercial setting, whether it's customers or snowplow drivers. The Planning Commission might want to consider that this site is visited very minimally by Comcast technicians, so the chances the slats are going to get beat up is probably less.

Vice Chairperson Parel – Yes, and I'm good with that. I would leave it up to you, Dave, administratively. I have no other issues. Thank you, again, Matt.

Matt Feyerabend – Thank you.

Chelsea – I don't have any questions. I think it looks good. Thank you.

Karim – I don't have any questions. I think it looks good.

Winkler – Comcast has done everything we've asked them to. I appreciate that. Go with it.

Chairperson Haber – The only comment I have was I noticed there was no dumpster there, and I guess you really don't need one because there's not a lot of action there. If there is any debris, somebody will carry it off I take it?

Dave Campbell – That might be a question for Mr. Rodriguez as far as the trash generated from the site and how you get it removed from the site.

Eddy Rodriguez – The contractors come on site with devices, boxed up. They unload the device, rack and stack them, and they pull them off as they leave the site. Our insurance carrier, FM Global, does not allow, for our insurance policy, any flammable product on the site. We cannot store it on our site regardless of whether we have fire suppression or not. We do have fire suppression, but they do not allow any type of storage, any flammable product.

Chairperson Haber – Okay, I appreciate that. Dave, what is the arrangement made for the contribution to the sidewalk?

Dave Campbell – I'm confident if the Planning Commission is agreeable to the in-lieu-of payment, that administratively, we can agree upon what that amount should be. I would think that the design team could come up with an estimate, my Township Engineer could ensure that it's a reasonable estimate, and site plan approval would be conditional upon that deposit being made.

Chairperson Haber – We leave that open to you folks to solve it, but the Township will benefit from that. That's a good thing.

MOTION by Weber, supported by Winkler, to approve, **with conditions**, Item PSP20-07, Comcast Addition, the request by Comcast Corp. of Philadelphia PA for site plan approval to construct an addition onto their existing utility facility located at 1100 N. Commerce Road. Sidwell No.: 17-10-201-016

Move to approve Site Plan #PSP20-07, a 2,277 sq ft addition to the existing Comcast building, upon 3.93 acres at 1100 N. Commerce Road. Approval is based on a finding that the site plan satisfies the applicable review standards of the Township's Zoning Ordinance.

Site plan approval is based on the following findings by the Planning Commission:

1. A dedicated loading zone is not necessary based on a finding that the use does not generate regular deliveries from large vehicles;
2. A determination by the Planning Commission that Comcast will fund, in lieu of a sidewalk path along North Commerce, an amount proportional to the cost of that sidewalk or path;
3. To allow stop blocks in lieu of curbing for the proposed 3 parking spaces;
4. The allowance of split face CMU on the east and north elevations;
5. A waiver of the requirement for onsite irrigation and snow storage areas;

Site plan approval is subject to the following conditions:

1. Review and approval of engineered construction plans by the Township Engineer, Fire Marshal, and Building Department;
2. Signs to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;

3. Coordination with the Planning Department regarding the Planning Commission's determination regarding the in-lieu-of funds for a sidewalk or pathway.

ROLL CALL VOTE

AYES: Weber, Winkler, Parel, McKeever, Rebeck, Karim, Haber

NAYS: None

ABSENT: None

MOTION CARRIED UNANIMOUSLY

Chairperson Haber – Matt, thank you for being so attentive, listening to what we had to say and getting it done. It's going to look pretty good. I think the public will be happy with that. Thank you very much.

Matt Feyerabend – Thank you, we appreciate it.

G. OLD BUSINESS

None.

H. SCHEDULED PUBLIC HEARINGS:

ITEM H1: PSU20-06 – OAK HILLS – SPECIAL LAND USE

Pulte Homes of Michigan LLC is requesting approval of a Special Land Use to develop a single family site condominium using the cluster option available in the R-1B One-Family Residential zoning district located on the southeast corner of Wixom and Glengary Roads. Sidwell No.: 17-20-300-001

Chairperson Haber – This is a Special Land Use and we will have a public hearing. Dave, don't forget that you're going to read in an email that you just got.

Dave Campbell – Thank you for that reminder.

David Campbell, Planning Director, gave a review, including the history of proposals for this site. In 2006, the property owner received approval to develop the site with 78 homes, which is what this property is effectively zoned for. However, the economy went into the tank and the project never came to fruition.

In 2018, Pulte Homes came to the Planning Commission looking to develop this property as a PUD with 91 homes and smaller lots. Based on preliminary discussions, what Pulte heard from the Planning Commission was that 91 homes was too many rooftops for that property, it was too dense and the lots were too tight. It was recommended that Pulte take a different approach.

Pulte is now back in front of the Planning Commission looking to develop the site consistent with the existing R-1B zoning with 78 units. The key difference is Pulte is pursuing this project as an open space cluster development. This option in Article 32 of the Zoning Ordinance is intended to be a win-win for both the developer and the Township. The developer is able to cluster houses together and make the units smaller than the minimum lot size required by the base zoning. In this case, R-1B base zoning is 12,000 square foot minimum lot size. Pulte is looking to cluster the homes together to a minimum lot size of 9,100 square feet. The lots would still be 70' in width, the minimum required, but they would not be as deep.

The benefit for the developer, by clustering lots, they're able to get the same number of rooftops but invest a lesser amount in the infrastructure and roads that would otherwise be required if the lots were larger in size. The benefit to the Township would be the amount of space that's preserved by making smaller lots, as that land would be

dedicated to open space around the perimeter and the south side of the subject property.

The cluster option makes it a Special Land Use, which requires a public hearing. Pulte installed their signs along both the Wixom and Glengary Road frontages, alerting anyone passing by that there was a Special Land Use proposed. Notices were sent to every property owner within 300' of the subject property, and we also published a notice in the Oakland Press notifying the public of the hearing.

Pulte is proposing to develop this in two phases. Phase I would be 38 homes and Phase II would be 40 homes. Part of Phase I would be to bring in the proposed new entrance, off the east side of Wixom Road, through the entire property and tie it into the existing stub road, Trillium Hills Drive, at the east end of the property from Hills of Loon Lake. There's only one new point of access to the subject property, and there is no new access proposed off of Glengary. The Glengary access would be via Trillium Blvd., within the Hills of Loon Lake.

Mr. Haber mentioned that we did get an email this afternoon about this proposal. In that email was a good question, and it's worth mentioning as part of my presentation. Pulte is committing to keeping construction traffic for the project exclusively via Wixom Road. Construction traffic would not be coming and going via the existing Trillium Blvd. and Trillium Hills Drive.

The traffic study was conducted for this proposal, and recommends that the project be reevaluated before Phase II commences. To go out and do traffic counts right now in the middle of the pandemic is not a great time in terms of accuracy. A lot of people work from home and the kids aren't going to school. Hopefully, by the time Pulte gets to Phase II, we'll be out of this pandemic and that would be a better time to update traffic counts and make a determination as to whether any improvements would need to be made. The potential for improvements exists with the entrance off Wixom Road. They're close to requiring a southbound passing flare, so that folks turning left into this new neighborhood would not impede southbound through traffic. The other thing the Traffic Engineer would want to look at before Phase II would be the operation of the existing traffic signal at Wixom and Glengary Roads, and whether more green time would be warranted for the northbound to westbound left turns.

Pulte has submitted their draft master deed and bylaws. They've made some changes via conversations with the Planning Department and with the Township Attorney, specifically a reference to the Township's anti-monotony standards within Article 27 of our Zoning Ordinance. The other reference is a prohibition on variances for the future homeowners. That's meant to be a protection for the homeowner, the builder, the developer and the Township so that everyone knows going in that you're committing to build your new house, the deck and everything that goes along with it within the established building envelope. We're trying to avoid a situation where the builder maxes out the building envelope, but doesn't put on a deck. That's the big issue that comes up frequently and we try to avoid that up front when new site condominiums come along.

The Applicant, Joe Skore of Pulte Group of Michigan, LLC, 2800 Livernois, Building D, Suite 320, Troy MI, was present along with Michael Noles, Engineer, Umlor Group, 49287 West Rd, Wixom, MI.

Mike Noles – I'm going to share my screen now, and I have a short PowerPoint presentation for you. Mr. Campbell did a great job of laying this out for you. I have some graphics that will help visualize exactly what we're talking about doing here tonight.

As Mr. Campbell mentioned, there were two other proposals before this. The one on the left, the red plan, was the one that was approved in 2006 for 78 lots. They were 80x150' deep. A couple things to notice here, the lot lines go all the way to the road right-of-way on Wixom and Glengary Roads, and all the way to the ITC corridor right-of-way. They even extend onto the south line, the wooded wetland on the south end of the site.

There's no wetland buffer and they have three detention basins. There's virtually no trees that would be saved under the 2006, 78-lot development.

The one on the right is the PUD that we came in front of you with in 2018, with 91 lots. They were 60x120' deep. The benefit of this plan was some very large, wooded buffers along the entire perimeter of the property; however, as Mr. Campbell mentioned, the thought was that was too many rooftops for this property.

The current iteration of our plan combines the best aspects of both plans. It's 78 units, so it's a density consistent with the R-1B zoning. Also, because we're taking 3,000 square feet from each lot and putting it into open space, it also has some great buffers.

Mike Noles continued his presentation, reviewing the current plan with 78 units, buffer strips along Glengary Road and the south end of the property, and new landscaped buffers on the Wixom Road side and the ITC corridor side. The open space required under the cluster ordinance is 5.37 acres, and the proposal provides 6.59 acres in open space, exceeding the requirement. This preserves the Glengary viewshed, which looks like a very natural forest at this time. The frontage path meanders around the saved trees along the north side, and it's a straight shot because there are no existing trees along the Wixom Road frontage.

There are onsite walks on both sides of the road for great pedestrian connectivity to the onsite and offsite path networks. The ITC corridor is buffered. There's a large, high-transmission tower in the corner that is effectively screened by the open space and tree saves. Also, the existing wetland has a buffer around it as well.

In terms of density, 35 is the gross acreage. It's 32 and some change on the net with 78 units; that's 2.2 units per acre. The densities were calculated for the surrounding developments. Commerce Meadows and Stratford Villa are obviously much higher densities, but if compared to Hills of Loon Lake, the proposal is virtually the same. Greenbriar is a little more dense with 23 acres and 100 units, or double the density of this proposed project.

Oak Hills will have some very handsome architecture. A full architectural package was submitted including floor plans and 4-5 elevations to meet all of the monotony standard requirements. Various façades were presented on the screen with varying materials, including masonry, stone, fish scale siding, clap board, stone columns and craftsman brackets. There is also a 3-car garage option. The 70' lots were wider than the previous plan, which enabled offering additional architecture and changes to the house mix and home sizes, which will be in the range of 2,400-3,200 square feet.

Mike stated that he knows screening is very important to the Planning Commission, therefore he reviewed the north and south borders where they focused their conservation efforts, preserving over 400 trees. He elaborated on the species and sizes of the saved trees. He also noted some berms will be added, along with 145 conifers, evergreen trees, to create additional screening, in addition to 184 street trees which are required under any scenario. The detention basin would be screened by 80 trees, plus shrubs and ornamentals, and the entry landscape adds another 33 trees, along with different types of grasses, bushes and flowers. An actual rendering also showed the proposed entrance walls, which are on both sides of the entrance.

Chairperson Haber opened the public hearing.

Chairperson Haber clarified the public hearing process.

Alex Nelson – Callers, press *9 to raise hand if you would like to contribute.

Dave Campbell – We did receive the one email. If I can just summarize that so it's included as part of the public hearing.

This is from Monica Malone, Resident of Hills of Loon Lake. Her comment was to ask the Planning Commission to require that Pulte only use their Wixom Road access point as their construction entrance, and to not allow construction traffic to travel through the existing neighborhood, the Hills of Loon Lake.

I called Mr. Skore this afternoon to ensure that it wasn't going to be problematic for him. I also talked to Mr. Noles about it. Both of them confirmed, they don't have any issues with that. My recommendation would be that we include that within their site plan approval, if we get to that point this evening.

Otherwise, Ms. Malone said that, *The plans really look like a job well done. The past plans were simply too dense. Thank you for keeping the balance between development and community in the forefront.*

Chairperson Haber – Very good. Alex, you had nobody else in the public hearing, so we close the public hearing.

Chairperson Haber closed the public hearing.

Commission Comments:

McKeever – I don't have any questions for this development. I'm satisfied with it.

Chairperson Haber – Wow, I was counting on you for a lot.

Weber – I've just got a couple things. I do appreciate, Mike, what you did here. I think it really does look nice.

The first question I have is on the traffic study, Dave. It states not only in the write-up, but also in the traffic study, that it would generate 827 new trips on average within a 24-hour weekday.

Dave Campbell – Yes.

Weber – For the life of me, I cannot figure out how they could possibly get to 827 new trips. Maybe I'm missing something in the definition.

Dave Campbell – The national average for a single-family home, trips per day, or an average weekday, is a little over 10 trips per day, so that does come out to over 800. Keep in mind, that's trips both in and out. If you leave and come back, that's considered two trips, as defined by a traffic engineer. If you think of typical single-family home with 2-3 kids, school, baseball practice, et cetera, I don't think it's unreasonable to think that five trips out and five trips back in per day is excessive.

Weber – Okay, got it. I'm still struggling with a number that big, but I understand the math. I did have a question on the construction traffic. You've already spoke to that.

Maybe one question for Mr. Skore. What was the rationale behind doing this in two different phases? Wouldn't the construction traffic along Phase II be disruptive to your Phase I owners?

Joe Skore – I think first and foremost, we bond for the entire development. Any security and/or bonding is for the entire development, relative to the dollars associated with the construction of the entire development. I think there's the security associated with that. Relative to the two phases, it's just one of these situations where it's a 78-unit development. We think it makes sense to split the phase, and again, it's just a construction phase. We'll do mass grading for the site, but when it comes to utilities and roads, I think it's just more prudent to do it in two phases over a period of a year.

Mike Noles – Thank you, Joe. We do all of the mass grading, all of the frontage landscape, the tie-ins both at Wixom Road and to the stub street at Trillium, the tap-ins to the sanitary and the water main. All the major infrastructure is done with the first phase, so the only thing that we leave out is just the actual installation of the pipe that services the Phase II lots and the roads. The reason we like to do it that way is when buyers come in and there's 78 units and a lot of roads, it can sometimes feel like there's no sense of urgency, or maybe I'll just buy next year and see what happens. Whereas, if you have controlled construction, where you have 38 lots in the first phase, it's like, *Well, we want to make sure we get the ones that back to woods, or that walkout lot that we have our eye on.* The other thing it allows Pulte to do is to control the construction through the development. You make a good point, they'll still be coming through the Wixom Road entrance, but that Phase II immediately turns left. So, as those homes are finished out, in that first phase, there won't be as much construction disruption for those homeowners.

Weber – That's all I have. I think you did a very nice job, and I think you addressed Mr. Haber's original comment on putting a size 13 foot in a size 10 shoe. I think it's a great compromise and I think it looks very nice.

Vice Chairperson Parel – I'd like to mention that again. I think the modification to the density was important in getting this done. Dave, in your Planning notes, you made a suggestion that we could consider, which would be a trade in regard to the north-to-south sidewalk connection.

Dave Campbell – Yes. Mr. Noles, if you could pull up the site plan where the connection is made to Trillium Hills Drive.

Mike Noles – Yes, let me do that. This is the connection to Trillium Drive here. The street itself goes right up to the property line. The sidewalk, however, does not go to the property line. Trillium Drive goes straight through across ITC, but their sidewalks stop right here. Mr. Campbell is suggesting, instead of putting this 200' of sidewalk in to connect out to Glengary Road, how about we rotate it to the 3 o'clock and have it connect into the Trillium Drive, the Hills of Loon Lake property. We did discuss this, Mr. Skore and I, and we're happy to do it, so long as the easements are in place. I know there already is a public road right-of-way there. We're happy to move that 200' of sidewalk and go across there, so long as we don't have to chase ITC because that can be a real bear.

Dave Campbell – I don't like dealing with ITC either, but the thought would be that as long as you could keep it in the public road right-of-way, then you wouldn't need any blessing from ITC.

Mike Noles – Yes, sir. We're happy to do that.

Vice Chairperson Parel – Okay, thanks for answering that. I appreciate it. All set.

Rebeck – I don't have anything to add. I think it looks good.

Karim – No comments. It looks great.

Winkler – The one comment I have is actually a compliment, and that is how the density of this subdivision flows into Trillium Hills, so this almost looks like the two subdivisions were a continuation of one another, even though the architecture will be different. The developer and the petitioner have done a great job.

Chairperson Haber – The only comment I have is that the sidewalks are going to go around the whole periphery of the development, is that correct? You said it was a straight shot on the west side, and it's going to serpentine on the north side.

Mike Noles – Yes, sir. That's correct, on both frontages, on Glengary and Wixom, and then internally, there's sidewalks on both sides. It's a great pedestrian connective site.

Chairperson Haber – I think you've done a nice job with this.

Jay James – My memory says there is an issue with ITC and the sidewalks, and that's why the sidewalks don't extend across there. I don't know if you could approve it, preferably going and tying into those sidewalks, but if it's an ITC issue, then the sidewalk goes north again, as shown on the plan. I think it's going to be an issue.

Chairperson Haber – We can just have Dave handle it administratively.

Dave Campbell – I think administratively between myself and Mr. Noles office, we can find the best option.

Chairperson Haber – I want to thank you people for actually listening to us. This site is going to work out really well and I think it's going to be a benefit to the community. I really appreciate you doing that.

In the approval of this, we need to add about the construction traffic. Whoever makes a motion, please add that in.

Dave Campbell – I want to remind everyone that if the Planning Commission grants approval to the project, two approvals; one for the Special Land Use and one for the condominium site plan, Pulte would be right back in front of the Township Board tomorrow evening for the Board's approval. Anytime you have a new condominium, it's a two-step approval, Planning Commission and then the Township Board. The way the calendar fell in the month of December, the meetings are on subsequent evenings.

MOTION by Parel, supported by Weber, to approve, **with conditions**, Item PSU20-06, Oak Hills, the request by Pulte Homes of Michigan LLC for approval of a Special Land Use to develop a single family site condominium using the cluster option available in the R-1B One-Family Residential zoning district located on the southeast corner of Wixom and Glengary Roads. Sidwell No.: 17-20-300-001

Move to approve PSU #20-06, a special land use for the Residential Open Space Cluster Option for the Oak Hills site condominium on undeveloped property zoned R-1B (One Family Residential) at the southeast corner of Glengary and Wixom Roads.

Special land use approval is based on a finding by the Planning Commission that the proposed single-family site condominium complies with the Cluster Option development standards contained within Sec. 32.05 of the Zoning Ordinance, as well as the general standards for a special land use contained within Sec. 34.08 of the Zoning Ordinance.

The Planning Commission further finds:

1. A 5-foot berm along the project's frontages of the major thoroughfares of Glengary and Wixom Roads shall not be required as it would impede on the developer's ability to preserve existing natural features around the site's perimeter and could also prove problematic for future maintenance of the municipal water and sewer mains along Wixom and Glengary;

Special land use approval is conditioned upon the following:

1. No building permits for new homes in Phase 2 shall be issued until a post-Covid re-analysis of the traffic impact study – particularly the operation of the signal at Wixom & Glengary and the need for a southbound passing lane on Wixom Road – is conducted by the Township's Traffic Engineer. Should the re-analysis confirm that either improvement is warranted, Pulte shall be required to complete said improvements per the RCOC's standards. The Planning Director shall have the authority to grant an extension should we still find ourselves in a traffic-altering pandemic when Pulte wishes to commence with Phase 2;
2. Approval by the Commerce Township Board of Trustees of the corresponding condominium site plan, including the condominium master deed and its exhibits;
3. A limit of construction access to Wixom Road;
4. Pulte agrees to trade the north-to-south sidewalk connection; they are proposing connecting the Glengary path with the Trillium Hills Drive sidewalk for 200' of pathway along Glengary within the public right-of-way, if possible, and they agree to work with Planning administratively to get that done if it is feasible.

Discussion –

Vice Chairperson Parel – Was there something else we should add, George?

Weber – I was just going to mention the “no-variance” provision in the master deed, due to the size of the lots.

Dave Campbell – And I believe, based upon my correspondence with the Township Attorney today, that that already exists.

Weber – Okay.

ROLL CALL VOTE

AYES: Parel, Weber, Winkler, McKeever, Karim, Rebeck, Haber

NAYS: None

ABSENT: None

MOTION CARRIED UNANIMOUSLY

I. NEW BUSINESS:

ITEM 11: PSP20-09 – OAK HILLS

Pulte Homes of Michigan LLC is requesting site plan approval for a single family site condominium development located on the southeast corner of Wixom and Glengary Roads. Sidwell No.: 17-20-400-001

The Planning Commission and staff had no further comments regarding the Oak Hills proposal before proceeding to the motion.

MOTION by Parel, supported by Winkler, to recommend approval, **with conditions**, to the Commerce Township of Trustees, Item PSP20-09, Oak Hills, the request by Pulte Homes of Michigan LLC for site plan approval for a single family site condominium development located on the southeast corner of Wixom and Glengary Roads. Sidwell No.: 17-20-400-001

Move to recommend the Commerce Township Board of Trustees approve PSP#20-09, a condominium site plan by Pulte Homes of Michigan (Joe Skore) for Oak Hills, a 78-unit single-family residential site condominium to be developed on 32.4 vacant acres at the southeast corner of Wixom and Glengary Roads. The Planning Commission's recommendation of approval is based upon the Planning Commission's approval of the special land use for a Residential Open Space Cluster Option, as well as a finding that the proposed site condominium complies with the applicable standards of Articles 35 and 37 of the Commerce Township Zoning Ordinance.

The Planning Commission's recommendation of approval is subject to the following conditions:

1. Final approval of the condominium site plan and Master Deed and its exhibits by the Commerce Township Board of Trustees subsequent to vetting by the Township Attorney;
2. Review and approval of the master deed's Exhibit B documents by both the Township Attorney and the Township Engineer;
3. Review and approval of engineered construction plans by the Township Engineer, Fire Marshal, Building Department, and the applicable departments of Oakland County and the State of Michigan;
4. Review and approval of an updated landscape plan by the Township's Landscape Architect to address items noted in their review;
5. Administrative review and approval by the Planning Department of revised plans that address any items noted in the Planning Department's review letter, and any revisions required by the Planning Commission, including;
 - a. Compliance with the Planning Commission's direction regarding an off-site pathway connection along Glengary Road across the public road right-of-way adjacent to the ITC corridor;
6. New residential roads and new approach to Wixom Road to be reviewed and approved by the RCOC;
7. Entrance sign and/or features to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance.

ROLL CALL VOTE

AYES: Parel, Winkler, McKeever, Rebeck, Karim, Weber, Haber

NAYS: None

ABSENT: None

MOTION CARRIED UNANIMOUSLY

ITEM I2: PPU20-01 – RESERVE AT CRYSTAL LAKE – PRELIMINARY REVIEW

Commerce Investment Company of Farmington Hills MI is requesting a preliminary review of a Planned Unit Development (PUD) for a single family residential development located north off of Sleeth Road on the property commonly known as the gravel pit. Sidwell No.'s: 17-08-300-005 & 17-08-300-007

Dave Campbell, Planning Director, gave a review. The Planning Commission has seen this project a couple times as it has evolved. The petitioners are now formally submitting for a PUD. This property is the western most of the three dormant gravel pit properties along the north side of Sleeth Road. The entire property is 160 acres, which includes about a 40-acre manmade lake. The Reserve at Crystal Lake would have a total of 203 single-family homes, some of those lakefront around the manmade lake, and others inland homes, with a variety of lot sizes.

Dave explained that the project is proposed as a PUD for a number of reasons, including the variety of lot sizes in comparison to the R-1A base zoning, complexities with this whole project relative to servicing with municipal water and sanitary sewer, and partnering with the Township to upsize the municipal water so that it can be extended from this property and loop around the entire square mile. In addition, the developers are planning to develop the property through the Oakland County and the State of Michigan Brownfield Redevelopment financing mechanism. Therefore, it was agreed that a PUD would be the best way to move the project forward from a local approval standpoint.

This preliminary review meeting is something of the formal kickoff for that PUD process, and there are still several steps to go. The project would come back to the Planning Commission for a public hearing with a full PUD submittal, and the Planning Commission would have the option to make a formal recommendation to the Township Board. Township Board then has the authority to give final approval of the PUD agreement and plan. Once that happens, the developer will come back to the Planning Commission at least one more time with a fully developed site plan for the entire project, and that would be consistent with the development plan that was included as an exhibit to the PUD agreement.

Andy Milia, President, Franklin Property Corporation, 31500 Northwestern Hwy, Farmington Hills, MI, and Gary Jonna, President, Whitehall Real Estate Interests, 39525 13 Mile Road, Novi, MI, were present to address the preliminary proposal.

Andrew Milia – Thank you, Dr. Haber. Also with me tonight is my partner Gary Jonna, Kelly Black from my office who is going to run our brief PowerPoint presentation, Madeline Milia is an Assistant with our firm, and John Thompson is Principal with PEA Group, our civil engineer, and he can answer any technical questions.

Our development is an affiliate between Gary Jonna's company, Whitehall, and our company. Between the two firms, we've developed over 70 projects including over 40 residential subdivision developments in the past 30 years. We do all of the development, and then we typically sell to builders. We work with all Top 10 local builders in our community, and with three of largest national builders in the country. We work in conjunction with them, as well as custom builders.

We're negotiating with two builders right now. Not one has been selected yet, but as we get further on the project, we'll be able to disclose who those builders might be as well as some of their product, but they'll be very well received within this community.

Professional design is by PEA Group. This has had some extensive environmental

review by PM Environmental. King & MacGregor, one of the largest wetland consultants, is onboard, and our legal firm is Seyburn Kahn who would eventually work on the PUD and master deed agreement with your law firm.

Some of our development objectives are to develop a first-class, low-density, single-family residential home community. When we were before you last September, we talked about the possibility of doing either some multi-family or some attached condominiums, and this body very quickly said they wanted to see all detached single-family homes. The plan you'll see tonight meets that goal. A high-quality community with different sized lots, different sized homes and different price-point homes.

What's going on in the market, and what's going on in the country in general, is people want to live in a community where they can move up, and they can move down. They can move into a \$400,000 home, and as they start to get traction in their lives and grow their families, move up into a larger home, then as they become older and get empty-nester, they like to sell and downsize. What we've seen is people like to do that, to the extent they can, all within one neighborhood, and this is what that creates.

We're developing in an environmentally sensitive manner, cleaning up some of the environmental concerns on the property, cleaning up the manmade lake into a beachfront community, and preserving a lot of the natural buffer areas around the whole property.

As Mr. Campbell discussed, we'll be extending sewer and water, in some cases almost two miles on the sewer, and over a mile on the water. We're not doing that via SAD as we had discussed last time. We're paying for that upfront and would be using some Brownfield tax credits to do that, but it's not burdening the Township with an SAD. It will also be providing benefits of cleaning up a contaminated, blighted site.

The subject property is on the north side of Sleeth. It currently contains a 40-acre manmade lake that was formerly used as a gravel pit. Here's a close-up of the site, and Kelly can outline it in red there. It's the property on the left with the larger lake. There's an adjacent 160 acres to the right which is not part of this project. It's owned by a different property owner. We feel that once ours gets developed, they will likely come along and develop theirs as well.

Mr. Milia continued his review onscreen, presenting views of the existing property and the proposed site plan, and discussing the lakefront lots, grading of the site, a common beach area, aesthetics and functionality of the site, preservation of natural buffers, monumental entranceways, and various large lot sizes. He also discussed additional design elements, green buffer areas, public park areas, along with a clubhouse and beach area. He also noted that 203 homes on 159 acres is a very low density of only 1.28 units per acre. As the Planning Commission requested, the proposal had been reduced from the 232 lots originally planned down to 203 homes, which allowed for larger lot sizes, and more park and buffer areas to be added. Mr. Milia reiterated the public benefits including cleaning up an environmentally contaminated property, adding infrastructure, preservation of the natural buffer areas and the creation of a walking path.

Commission Comments:

McKeever – I'm happy with what they've brought to the table so far.

Weber – I agree with Bill. I think what they've brought here looks great.

Vice Chairperson Parel – I have a question for the petitioner. I think this looks great. Can you talk briefly about the extent of the contamination that will be cleaned up?

Andrew Milia – There's previous mining operation on this site for about 20 years. With mining, they spill some various hydraulic fluids and some leftover debris is discarded. It's not to the point where it's in the groundwater or it's contaminating anything else, but it does need to be cleaned up.

I can go to one of the aerials and show the overburden; there's about 70 acres of overburden on the site. On the right side, you can see 30-40' hills that contain fill and some environmental contamination. This would all be cleaned up and graded out. It's a combination of cleaning up environmentally contaminated soil, as well as modifying it and getting rid of the general blight of the area.

Vice Chairperson Parel – I appreciate it. Thank you very much. I'm all set.

Rebeck – I think it looks great. I don't have anything to add.

Winkler – I like what I see. I actually like the different price points. It will make the development a lot more marketable to a lot of different people.

Karim – It looks really great. The only comment I have is there are two entrances which go to the main road. I wonder why they are so close to each other, but that can be addressed in the future when they submit the final.

Chairperson Haber – I've been driving by this site for a long time and I'm going to be glad to see it gone; the truck traffic and it's not very pretty. I'm glad you folks are coming in to help us clean it up. I think the Township is going to benefit greatly from this. I appreciate that.

Andrew Milia – Thank you. We appreciate it. We listened carefully to your comments last September and we've incorporated that in. Your staff has been great to work with. We look forward to doing this.

I don't know if this is the appropriate time. Can we set a public hearing for the January meeting, or work with Dave on that?

Chairperson Haber – You can work with Dave on that and he can answer those questions.

Dave Campbell – We would need to see a full PUD submittal. If it's ready to be on for a public hearing in January, we could certainly shoot for that. Obviously we have the holidays in there and people scatter around that time, but I think we could strive for January.

Andrew Milia – Okay, we'll follow up with you offline. Again, we appreciate all the efforts that your community has worked with us on and we look forward to this.

Dave Campbell – If I can give one quick update that's certainly relevant to this site. I confirmed with the RCOC today that the intersection of Sleeth, Wixom and Duck Lake Roads is tentatively scheduled for reconstruction in 2024. If you drive out there, it's a

goofy intersection. They will remove the signals and reconstruct it with a big roundabout. That will dovetail nicely with the schedule for this project.

Chairperson Haber – That is the screwiest intersection that's only outdone by the one in Brighton where there's 14 roundabouts in just a short period of time. But, we look forward to you doing this. I will tell you our next meeting is tentatively set up for January 11th. If you can put that on your calendar, we'll be happy to hear from you then.

Andrew Milia – Thank you very much.

Chairperson Haber – Thank you, great presentation. I appreciate it.

ITEM 13: SELF STORAGE – CONCEPT REVIEW

RCG Ventures of Atlanta GA is requesting a conceptual review of a proposed self-storage facility located on the southeast corner of M-5 & Pontiac Trail. Sidwell No.'s: 17-25-226-052 & 17-25-226-044

Dave Campbell, Planning Director, gave a review and shared the aerial view of the site. The property is zoned TLM, but it is also within the Haggerty Road Corridor Overlay District (HRC), which allows for land uses that are not otherwise permitted in the base zoning, so long as those other uses are developed to the higher and better HRC standards. One of those uses is for self-storage facilities. There was a similar situation a couple years ago with the self-storage facility now located at the corner of Oakley Park and Haggerty Roads. The developer did a Special Land Use in the HRC for that development. The petitioners, RCG Ventures, are hoping to go through a similar process for this property, but before they went that far with their proposal, they wanted to have a conceptual review with the Planning Commission.

This property is unique in that it has great visibility, but accessibility is not so great. Along the frontage on Pontiac Trail, there's an existing curb cut. However, that curb cut lands within the northbound to eastbound slip lane from M-5 to eastbound Pontiac Trail, and MDOT may not even allow that curb cut to be utilized. In addition, there is a raised divider between the slip lane and eastbound Pontiac Trail.

The property next door is owned by the DDA, marketed as Parcel K. What's key about this property is that it has its own driveway that fronts on Pontiac Trail, after the merge has occurred from the slip lane to the rest Pontiac Trail. So to access the larger site, you'd effectively need this driveway on the DDA's Parcel K.

The developers are proposing self-storage. Because this property has such great visibility, and because of its proximity to the Five & Main development on the north side of Pontiac Trail, we recognize that this is somewhat of a gateway into the DDA's Commerce Towne Place development area. Therefore, the Township, the DDA and the developers within Commerce Towne Place have a high expectation for what's going to be developed within the vicinity of their investment. The expectation is that this property is going to have a high level of development, but also given its limitations as far as access, the Planning Department and the DDA felt it was worth a conversation with the Planning Commission for a use that's a low traffic generator, and self-storage would be a low traffic generator.

In conversations with the prospective developers, it was discussed that if the Township and the DDA are going to go along with having self-storage on this property as a Special Land Use, the expectation is that it will be very high-end self-storage in terms of

the building design, the architecture, the landscaping, the layout, et cetera. The developers submitted a concept plan that they feel achieves that. They have also offered to cooperate with the Township with respect to connecting the Michigan Airline Trail to Pontiac Trail, and to the Five & Main development, and this property might be key to doing that.

Jason Linscott, Chief Investment Officer of Stein Investment Group, Atlanta, GA, was present along with Jeff Miller, Vice President of Acquisitions and Development with RCG Ventures, Atlanta, Ga.

Jason Linscott – Thank you, Mr. Campbell. I appreciate the intro. I'll try to keep this brief. We're based in Atlanta. We own shopping centers and self-storage facilities all over the East Coast, primarily east of the Mississippi. Between Jeff Miller and I, we own about 100 shopping centers, and 35, 36 self-storage facilities, of which we've developed all of them.

All of our projects, particularly in self-storage are a ground-up development like this, and we're pretty proud of them, the architecture, and how we operate them. We own and operate them ourselves. It's our brand. You can hop online and see us, it's called Space Shop Self Storage, and our management company.

One thing I'll mention is how we got here in terms of this particular site. This site has a lot of characteristics that make it a great site for self-storage and building a store. We call them stores; to us it's kind of a retail operation, but these aren't good retail sites because access is not very good.

I would say visibility is good along north Pontiac Trail. Along M-5, there will be a strip of trees that remain along the highway, so primarily visibility is as you come around the roundabout on north Pontiac Trail. Access is very challenging for retail, or any other type of use on the site, which is why we tend to like this kind of site. It's in the middle of the community, part of the community and we want folks to know we're there. Like any business, a lot of things are transitioning online. Internet marketing is very important, but what's really important is to be in the community, for people to see you all time. When they need your product, they come use it. That's what we go for with our sites.

Mr. Linscott shared his screen and continued his review of the site. The property is about 13 acres, a long narrow strip, with some wetland in the back. He presented examples of their stores to give an idea of the proposed design, and explained that the architecture for each facility is customized to the nature of the community.

They are working with the DDA and would like to buy Parcel K which gets significantly better access to the site, away from the roundabout and the slip lane. There are two buildings proposed on the site plan. The goal is to build something that looks attractive and has a retail feel to it. Folks need to know that it's self-storage, but the idea is to have interesting architecture. The two buildings allow for ground level loading for customers, and improves access through the site. The storage is all climate controlled. Mr. Linscott defined the loading areas, which include covered areas for inclement weather. He reviewed the potential for connection to the Michigan Airline trail. The wetlands have not yet been delineated. He suggested that the trail might connect through the wetland. They are open to where it might run through and a potential easement was shown on the plans.

Mr. Linscott also reviewed parking requirements, which would be about 60-70 parking spaces for this facility. He feels that would be significantly over-parked. From a business standpoint, there is probably only a need for 3-4 spaces. The parking spaces are

utilized by two employees, and one or two customers who might be in the store buying moving goods, boxes, or renting a unit. Any other time a customer comes to the store, they're back in the loading areas and not parking up front. Therefore, there is not a huge parking need. Ten spaces were shown on the plan at the front, which they feel would be more than enough. Screening for the front of the site was presented. The plan is to meet the screening requirements for parking, as well as the streetscape landscaping requirements. A parking variance is something that they would like to ask for, as well as the use permit.

On the south side of the site, there is another property and a detention pond that might be owned by MDOT. That area is screened with additional trees. Mr. Linscott elaborated on the proposed renderings, site elevations, and various materials including mixed colors of brick, Hardi, EIFS and glass. He explained that the plan was for a one-story buildings, but staff asked that they look at making the elevation look a little taller, from the Pontiac Trail view particularly, so that it has a little bit more presence. They tried to accomplish that with taller parapets and glass.

Commission Comments:

McKeever – I think this would be a great fit. I'm very interested to see this come before us.

Weber – I also think it's a very interesting concept. I very much like the idea of a low-traffic operation going through there. To be honest, I'll probably struggle a little bit with the lime green, as to how that might sit with the development going in across the street. I do think some of the existing stores you showed us actually look better than the rendering, which is usually the other way around. I would also say, because of what the look and feel is going to be at the Five & Main development across the street, and like you have in some of your other facilities in Georgia, maybe use of more stone or cultured stone along with the brick to give it more of a warmth feeling. I think with what you've shown for a first shot, it looks very attractive.

Vice Chairperson Parel – I have a bunch of things but hopefully I can run through these quickly. I don't think they're big limitations.

I like the project. I think you've got a good plan here. I think with the limited access to the site, having a low-traffic generator here makes sense as Mr. Weber pointed out. Due to the prominence of this corner, we're obviously going to require a Class-A project. You mentioned using Hardiboard, in lieu of EIFS; I like that. Obviously we're looking for a lot of landscaping. One question in regard to the landscaping and possible buffer, and I apologize if I missed it in your presentation. Will the building be visible from M-5, or is it all blocked by trees?

Jason Linscott – To answer that 100% for you, we're going to have to get a little bit more into design. You can see the trees here along the property line. Many of those trees are not on our property. I don't think it will be that visible.

I can tell you from business standpoint, as an operator, we're not counting on the M-5 visibility. Generally too, with interstate traffic, folks are moving quick, they're looking forward. You're not looking through the trees at something, particularly the way this road bends, and it goes actually away from the property when you're approaching the roundabout. I don't think it will be very visible. I would prefer it to be more visible, but I don't think so.

Vice Chairperson Parel – That’s fair. We can dive into that later. You mentioned how folks would load and unload their materials. Typically in a building like this, it’s more of an interior design, as opposed to having numerous overhead doors?

Jason Linscott – Correct, all the doors are inside.

Vice Chairperson Parel – They’re all inside which I think is great. The only other comments I had, I love your idea of running the trail through the wetlands, doing a meander. I think that’s really cool, and with all the trails that I go on in Commerce Township, I can really appreciate that. I have no issues with the parking variance.

Jason Linscott – Thank you. To be clear, I don't want to take credit for the trail going through the property. It was something that either the DDA or Township staff mentioned as something we should consider. But yes, I'm a runner and love to run on the trails around my house, so I can appreciate it as well.

As far as loading, all of the loading points into the building are sliding glass doors, sort of traditional retail or grocery store sliding doors, and it has a keypad entrance. You can't get into the building unless you're a customer.

Rebeck – I think it’s great. I would like to see the actual renderings, a more realistic one, but I think preliminarily it looks good. I agree with George’s comment about the lime green. It might not fit in that well with that corridor, and everything else we have going on, but I think that can be adjusted.

Just a comment for you, Jason. I think from the standpoint of saying that this is a freeway and that you’re not looking for traffic to drive business; I think we have a unique community here because m-5 ends at our Township. People going down M-5, for the most part, I feel like live here or somewhere really close. So, it’s not freeway traffic. It’s the dump off for the freeway for those of us that are here. I think you will be able to actually drive a lot of traffic from the exterior, but that also plays in a lot to the way the exterior looks and how it fits in with the community. I think if you can leverage that and make sure that it fits in really well here, that it will be beneficial to you.

Jason Linscott – Okay, that’s great. Thank you. Actually, you make a great point. I don't know if you’re familiar with this business, but a lot of folks think interstate traffic visibility is great for self-storage, but it’s not because we’re a local business. Our customers come from three to four miles at the most. Your point about M-5 ending at the community, and these are the local folks, is really important.

Rebeck – Yeah, make it look good for us here and that will really drive your business. I think that will really help us as a Commission to be very easy with the approval, I'm hoping.

Jason Linscott – Thanks for the feedback.

Karim – I do like the idea of low-density traffic on this corner, because I pass through this area a lot and it’s very busy. I like the building. The building looks nice. I had a question. Not all the land is used, and part of the land is actually wetland. I would like to see if there's any use for that land or if it can it stay as is, as trees and undeveloped. If so, I would like the site to blend with that land somehow, instead of having that straight cut between the existing trees and landscape and the site itself.

Jason Linscott – Okay, and I believe in the submittal we would have the wetland area more delineated than we do now, specifically, so we can quantify that.

Winkler – I like the way this building architecture has some similarities to some of the preliminary elevations and renderings we've seen of the Five & Main project. The only suggestion I would make is, given that the north elevation looks very good, that maybe the developer consider reducing the amount of EIFS on the west elevation. Despite the trees providing it with some screening, in the winter that screening won't be there. If there could be a slight reduction in the amount of EIFS on the west elevation, that seems to be the more important elevation after the north elevation. Other than that, it looks like a good use of the site.

Chairperson Haber – This is not what I envisioned for this particular piece of property. I was thinking of something else, but I'll tell you frankly, with the vision that you have here, I'm more impressed with it than I was before.

A couple of comments. EIFS is not my favorite thing. You need to change that. That stuff just doesn't hold up and it doesn't look good after a while.

Dave, this is pretty much for you. Is there any way that we can have the entrance to this off of Rock Road? I go down this area all the time and people fly down there. I feel it's just going to be a lot of problems there. Is there any way we can get another access into this property?

Dave Campbell – It would require cooperation from the property owner who owns all of those Rock Road properties, which is the same entity. To my knowledge, the Township has not pursued that with the property owner, and I doubt that the prospective developers have. It's worth a phone call though.

Chairperson Haber – Mark, do you have any insight into that?

Mark Stacey – I have no insight into that, Larry. I know that our Parcel K has always been the linchpin for getting access to this. Rock Road has never been particularly amenable to anything we've talked about over there.

Dave Campbell – I think their detention pond is right there too, if I'm remembering it right.

Jeff Miller – One thing I'd like to mention is, on average, our facilities only generate about 12-15 customer trips per day.

Chairperson Haber – Yes, but it only takes one person to make an accident. It's in a tough spot. Maybe it can be looked in to and I'm not sure if it will work out.

Other than that, I have no other comments. I think you've done a nice job with this. This wasn't what I envisioned there, but I think with the architecture and the time you've put into that, I think that would work out for me.

Dave Campbell – Mr. Haber, I know Mark Stacey, and I think Randy Thomas, representing the DDA are still with us. They have a horse in this race as far as being the owner and potential seller of Parcel K. I don't know if they wanted to add any comments.

Mark Stacey – The only comment I will make, Larry, is that I agree with you. This wasn't what I had originally envisioned for this parcel, but once we got into the traffic ingress and egress, and saw the type of building that RCG was willing to put up, it suddenly made a whole lot more sense. Certainly if we did have a different access point, that would be a different discussion, but we don't, so we're going to make the best of it for the community. That's a beautiful building that they're talking about putting up.

Randy Thomas – The only thing I would add is that I would like to bring in Aikens so that we can coordinate the appearance between both. Other than that, I think the guys have done a really good job. I told them in the beginning that the green doors were going to be a problem.

Dave Campbell – I want to mention that as far as this discussion of the pathway, we're going to need some cooperation from MDOT to make the connection from where this property ends at the south end. There's still a gap to get down to the Michigan Airline Trail. I think to fill that gap, we would have to extend the trail through the right-of-way of M-5. I have a meeting setup Thursday with the right folks at MDOT just to start that conversation.

Winkler – Larry, could I add one more comment?

Chairperson Haber – What have you got?

Winkler – In looking this over, I realized something. This won't be a big traffic generator, compared to if there were a number of office buildings for example that were compatible to the TLM zoning. That's one aspect that I know we indirectly wouldn't realize until another more intense use was there and generated a lot more traffic. I'm sure we would see that in a negative way.

Dave Campbell – Okay, I think what the folks from Georgia heard is that the folks from Michigan are not fans of EIFS. That could be one of the main takeaways.

Jason Linscott – Got it, yes I have some notes here. I appreciate everybody's comments. If I could ask one quick question. When you look at the green, for example, on some of our other projects you see how the green fits into it. It's more of an accent. We have so many earth tones here and then the green. I don't know if you were focusing on the awnings here, or the sides over here.

Weber – Yes.

Jason Linscott – Is that a yes for both?

Weber – From my perspective, definitely on the sides where they look like large green billboards. The accent on an awning here or there doesn't personally bother me too much, but I guess it would depend on maybe seeing the renderings fleshed out a little more. I understand you have a brand and that's part of your brand. I respect that, but at the same time, with what we're trying to build in that particular area, something that looks – and please don't take this word the wrong way, but – obtrusive or gaudy isn't something that we want to go for. Small accents I'm okay with, but something that's an attention grabber, I would not be in favor of.

Jason Linscott – Okay, so no gorillas on the roof kind of thing.

Weber – No “monsters of a sale”, there you go.

Jason Linscott – Okay, I got it. Thank you for that.

Chairperson Haber – Okay, we’ve given you some insight as to where we are and we look forward seeing more from you.

Jason Linscott – Okay, thank you all. Have a good night.

Weber – Thank you.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

Weber – I have one item to get a view from the Planning Commission. This was something that I had, especially if Randy and Mark are still on the line. It was a question that I had given to Mark Stacey. Most of us, and myself included, are not fans of adding more gas stations within the Township. I know we’ve turned down multiple requests. Having said that, the piece of property at Oakley Park and Haggerty that is owned by the DDA, adjacent to the storage place and across from the collision center; it seems to me that might be a fit. I know Mark has mentioned that alcohol sales would be a must for that, and I would not be a proponent. If it was beer and wine, that would be one thing, but no spirits. Just interested to hear any other comments from the Planning Commission on whether that’s something that anybody is willing to consider.

Chairperson Haber – I’ll chime in because I don’t have a problem with a gas station on there. That’s a weird piece of property and there’s not much that’s going to happen. George, I totally agree with you on the spirits. We have an ordinance that is going to be adhered to. I just can’t see that happening, but I don’t have a problem with a gas station.

Winkler – Larry, I recall that there was a test fit. Randy Thomas, maybe you can correct me? I think a couple years ago there was a test fit for a gas station there which was done by Giffels-Webster. It didn’t seem to be objectionable, if I recall correctly.

Randy Thomas – There’s no shortage of interest from gas station operators. I think the DDA can be picky if this is what they want to do. Larry, I’m actually surprised hearing this from you, of all people. But, I think you’re right, it’s one of the few pieces in the Township, if you really look. There’s a lot of morning traffic that’s going that way. That could be conducive to a gas station where you have coffee or whatever. I think we also need to think about the impact on what that does to the Aikens development, if in fact they’re going to have similar service. The Planning Commission should really see if this is a good thing. I think it’s a great suggestion and a good use over there. We just need to think about the impacts for what’s going on further down the road.

Weber – Just out of curiosity, I don’t understand the linkage from something that far away. Randy, help educate me on the potential impact.

Randy Thomas – There’s going to be out-lots and out-lot usage along Pontiac Trail, before you get to M-5. A lot of that traffic is going to be coming from the north. Any of that traffic that’s going to take Union Lake Road, make the left-hand turn and come

down Haggerty, and then slide into Pontiac Trail, that's a cut-off point. That very well could be the best spot to put a Starbucks. I think we should really think out what we do today and what the impact is on the future. What are the uses? Where are people going to make the stops? Where is it more convenient? It actually could be two stops because of the road network, because of Haggerty and then Martin Parkway.

Dave Campbell – If I may, I'd want to throw up a caution flag too about the alcohol sales. If we find a way to make an exception on this property, there are plenty of other operators out there right now who would love for us to make an exception for their existing operation. Even if it's only beer and wine, there are other operators who would want that same ability. If you're going to allow this location to have it, it might be difficult to make an argument why you can't let the next location have it.

Chairperson Haber – We're going to have to stay consistent on that. That's one of my pet peeves. Randy, just to clarify, a gas station is not my first choice there.

Rebeck – I have a comment. I'm at Newton and Richardson. Anywhere I go, I'm just going right down Richardson to M-5 and then I'm out of Commerce. There's nowhere to stop for gas, and it's very frustrating. I used to be over on S. Commerce and Oakley; still, nowhere to stop for gas.

Oakley and Haggerty is not the most convenient place, but it's very frustrating living here and not having somewhere to stop. Do we think that there's going to be anything on M-5 in the future? Is there a parcel? Granted, I'm relatively new to the Commission. Is there anywhere else, going toward M-5, that there might be a potential location for a gas station? I know I heard Oakley and Newton at some point, and I have no idea what's going on with that land right now.

Randy Thomas – Chelsea, you bring up a good point. We get the phone calls because we're marketing the sites. I think Oakley and Newton is another one that maybe could and should be part of the process. Is that a good spot or a bad spot? I don't know.

Rebeck – For me, it's great.

Randy Thomas – There's not a lot of service for buying fuel, whatever, down this corridor, because I live not too far away.

Rebeck – I've lived here for seven years and every time I need to get gas, I'm frustrated because I have to go to Costco or Speedway at 14 and Haggerty, because I'm not going to go all the way back to the gas station that we talked to at the last meeting to get gas. It's way out of the way. It's weird to me that there's really nothing. I feel like we don't have anything in Commerce on that side of town. Maybe it's not a great revenue generator for us, I don't know, but it's frustrating as a resident here not to have something. If a gas station came in and said they wanted to be there, without alcohol sales obviously, I think that would be great.

K: PLANNING DIRECTOR'S REPORT

- I think our new Township Supervisor, Larry Gray, is still on the line. I still see his phone number active. Larry has been with us since November 21st. He's learning everything he can as quickly as he can to get himself up to speed. We're glad to

have him aboard. If you haven't had an opportunity to reach out to Larry and welcome him to the Township, please do.

- The 84 Lumber project; last I spoke to them, they wanted to be on the Planning Commission agenda in January. They got their Conditional Rezoning approved, but they still have to come back before you for their site plan approval.
- Pulte Townhomes on Martin Road; they also got their Conditional Rezoning approved and they would also need to come back to the Planning Commission with their site plan. They are targeting January also.
- Another big one that might be in the pipeline is the Fetter property. You've seen a few concepts on this big, vacant site, located on the west side of Haggerty Road, just north of 14 Mile. You saw a concept plan where they want to do a mix of residential and retail. Last I talked to them, they wanted to have a meeting with Planning staff and with the new Township Supervisor. It's possible they might want to be back in front of the Planning Commission in early 2021.
- **NEXT REGULAR MEETING DATE: MONDAY, JANUARY 11, 2021 @ 7PM - potentially electronic-only**

Chairperson Haber – Okay, before we adjourn, I want to wish those of us who celebrate Hanukkah a Happy Hanukkah, and the rest of you a Merry Christmas and a Happy New Year. We will get together again on January 11th.

L: ADJOURNMENT

MOTION by Parel, supported by Rebeck, to adjourn the meeting at 9:18pm.

ROLL CALL VOTE

AYES: Parel, Rebeck, Winkler, McKeever, Weber, Karim, Haber

NAYS: None

ABSENT: None

MOTION CARRIED UNANIMOUSLY

Brian Winkler, Secretary