CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION
MEETING AGENDA

Commerce Township Hall
2009 Township Drive
Commerce Township MI 48390

Monday, July 6, 2026 at 7:00pm

A.	**Call to Order**
B.	**Approval of the Meeting Agenda for July 6, 2026**
C.	**Approval of Regular Meeting Minutes from June 1, 2026**
D.	**Update of Activities in Commerce Township**
E.	**Public Discussion on matters for which there is no Public Hearing scheduled**
F.	**Tabled Items – (1)**
F1.	**PCZ#26-02 – WINGATE PRESERVE – CONDITIONAL REZONING** Conditional Rezoning Petition for two parcels totaling approx. 75-acres. Proposed to be conditionally rezoned from R-1A (Large Lot One Family Residential) to R-1D (One Family Residential) on the north side of Commerce Road, east side of Carey Road. PIN#'s: 17-04-300-066 and 17-04-300-068
G.	**Old Business – NONE**
H.	**Scheduled Public Hearings – NONE**
I.	**New Business – (3)**
I1.	**PSP26-05 – NORTHERN POINTE (fka Bogie Lake Residential) – CONDOMINIUM SITE PLAN** Bogie Lake Holdings LLC of Walled Lake, MI is requesting Condominium Site Plan approval of a proposed single-family development of 46 new homes to be located on the south side of Bogie Lake Road between Walled Lake Northern High School and the Westlake Health Campus. PIN#'s: 17-03-100-010, 17-03-100-004, 17-03-100-019, 17-03-100-020, 17-03-100-021, 17-03-100-022, & 17-03-100-024
I2.	**•OAKLEY PARK BUSINESS CAMPUS – CONCEPTUAL REVIEW** Jon Stewart with SPS Investment is requesting a conceptual review for a development of light industrial warehouse suites on two parcels located on the south side of Oakley Park east of Martin Road. **•OAKLEY PARK BUSINESS CAMPUS – USE DETERMINATION** Jon Stewart of SPS Investment is requesting a use determination for "warehouse or wholesale establishment within a wholly enclosed building" as a Special Land Use within the TLM (Technology Light Manufacturing) district. PIN#'s 17-24-201-009 & -008

I3.	**THE LEARNING EXPERIENCE – CONCEPTUAL REVIEW** Joey Jonna with Jonna Construction is requesting a conceptual review of a proposed 10,000 sq ft daycare center on the south side of W Wise Rd. just west of Carroll Lake Rd. PIN# 17-10-227-041
J.	**Other Matters to Come Before the Planning Commission**
K.	**Planning Director's Report**
L.	**Adjournment**

Upcoming Meetings

SPECIAL MEETING JULY 13, 2026 (5:30pm) – Union Lake & Wise Road Conceptual Review

AUGUST 10, 2026 (7pm) - Regular Planning Commission meeting

CALL TO ORDER

APPROVAL OF AGENDA

APPROVAL OF MEETING MINUTES

DRAFT
CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION MEETING
Monday, June 1, 2026
2009 Township Drive
Commerce Township, Michigan 48390

A. CALL TO ORDER: Chairperson Parel called the meeting to order at 6:59pm.

ROLL CALL: Present: Brian Parel, Chairperson
Brian Winkler, Vice Chairperson
Joe Loskill, Secretary
George Weber
Brady Phillips
Caitlin Bearer
Mickey McCanham

Also Present: Dave Campbell, Township Planning Director
Paula Lankford, Senior Planner
Bethany Miller, Associate Planner
Jay James, Building Official
Andy Miller, Assistant Building Official

B. APPROVAL OF AGENDA

Chairperson Parel – We have one change we are proposing, which is to move our scheduled public hearing up on the docket, and our text amendment down on the docket. So, the first item we will tackle tonight, after some of the administrative items, is Item H.1., the scheduled public hearing for the Wingate Preserve, and I'm guessing some of the folks here would like to have a conversation about that.

MOTION by Loskill, supported by Phillips, to approve the Planning Commission Regular Meeting Agenda of June 1, 2026, with a change to swap Items G.1. and H.1.

MOTION CARRIED UNANIMOUSLY

C. APPROVAL OF MINUTES

MOTION by Winkler, seconded by Loskill, to approve the Planning Commission Regular Meeting Minutes of May 4, 2026, as written. **MOTION CARRIED UNANIMOUSLY**

D. UPDATE OF ACTIVITIES

Brian Winkler – Downtown Development Authority
The May 19th DDA meeting can be summarized as follows:

- Insite Commercial Report: Randy Thomas was absent from the meeting. He was attending, along with Bruce Aikens, the ICSC event in May in Las Vegas. That's the International Council of Shopping Centers. The DDA looks forward to Randy's June update.
- The DDA voted to maintain the current DDA Officers and Committee chairpersons from 2026 to 2027. The current DDA By-Laws remain unchanged.
- The DDA voted to approve a $50,000 contribution to the LaFontaine/CTP Pathway Connection Project. These funds were already in a DDA account earmarked exclusively for trailway improvements or maintenance. The DDA felt that the connection to LaFontaine site is cohesive with the overall Township plan for pathways connections, and it links Commerce to the West Bloomfield pathway.

Caitlin Bearer – Zoning Board of Appeals

- No update.
- Our regularly scheduled meeting last week was canceled due to lack of petitioners.

Dave Campbell – It does sound like the ZBA will have a petitioner for the July ZBA meeting.

Chairperson Parel – George, I'll go to you. I know, at the end of your update, you wanted to lead us into some of the conversations tonight. But just a quick reminder, we do have to open public discussion for matters that are not on the agenda tonight.

George Weber – Township Board of Trustees

- There have been two Township Board meetings since the last Planning Commission meeting, on May 12th and May 19th.
- The reason we had to have a special meeting on May 19th was to review the process for appointing a new Treasurer. Molly Phillips, who has been our Treasurer for 10 or 12 years, has elected to retire at the end of this month. So, we have been dutifully sending out notifications and trying to get some applicants with the right background, experience and temperament to be our new Treasurer.
- Other items covered at the May 12th meeting:
    - First, we appointed Mark Giromini, who is a Wolverine Lake Council member, and Wolverine Lake Board member. He volunteered to also be on the Commerce Township Parks & Recreation Committee. It's a great opportunity for the two communities, all within Commerce Township, to work more closely together and coordinate and consolidate where appropriate.
    - We awarded a contract for a new water main that will go along Pontiac Trail and Beck Road. I'm sure everybody is aware of the water main breaks that have been affecting many communities around us. We are putting in as many redundancy systems as possible, so if there is a water main break in one location, we can shut it down and loop the water around from a different direction to make sure that as many of our residents as possible have water, and the least amount are affected, prioritizing things like Huron Valley Hospital, the schools, et cetera, as well.
    - We also approved a budget for placing security cameras in our parks. Nobody wanted to do this, but with the level of vandalism that we are unfortunately seeing in our parks, we are going to put up security cameras to hopefully act as a deterrent. There has been a lot of vandalism over the past several years.
    - A majority of Priority Waste has been sold to a private equity firm. Priority did not get off to a great start when they bought GFL, but this new firm is supposedly providing an infusion of $150 million into the company, with the majority of that going toward equipment and people. So, we are keeping our fingers crossed that we're going to see better performance and less trucks down in the near future. For anybody wanting to know, the contract we have with Priority goes for another 3.5 years I believe. So, we are with them until then, and then we will go out for bids at that time.

    - Finally, we authorized the ballot language for the November election where we are going to be putting a pathways millage on the ballot. It's probably one of the most frequent requests through Parks & Recreation; people want more connectivity, more nonmotorized pathways to be able to traverse through the Township and get to sites such as the Michigan Airline Trail, our parks, the schools, the library, et cetera. So, we're going to put that out to the voters. The plan would be that we would bond for this, and complete those projects within 36-48 months, including roughly 14 miles of nonmotorized pathways.
- That's what I have for the Township Board update.
- Since I'm assuming 90% of the people here probably want to talk about the Wingate development at Commerce and Carey, I will address a couple things I noted in some of the social media posts and maybe it will make the public comments a little more focused.
    - There were several comments that they wanted the site to remain agricultural and keep it zoned agricultural. Just so everybody knows, that property has never been zoned agricultural. It has been zoned as single-family residential for well over 50 years.
    - The other thing to keep in mind, as this is zoned residential, developers, just like each of us individually within Commerce, have personal property rights. So, if any of you own a single piece of property within a neighborhood, and it's zoned residential, by right you're allowed to build a residential home there. If you own two lots next to each other, you could build two homes next to each other.
    - So, the Township has no authority to stop the development of a project for which it is lawfully zoned, as long as that development meets the zoning criteria. That's what we will be discussing today. This is the Planning Commission's first bite at the apple, seeing a laid-out plan for the first time. We are excited to hear about it, as you are. We have received a very detailed deck on all of this.
    - With that, I will turn it over to Brian to kick off the festivities.

Chairperson Parel – Thank you, George.

E. PUBLIC DISCUSSION ON MATTERS FOR WHICH THERE IS NO PUBLIC HEARING SCHEDULED

Chairperson Parel opened to Public Discussion on matters for which there is no public hearing scheduled.

Todd Winnie, 328 Annison Dr, Commerce Township – You mentioned that video surveillance cameras are going to be added to the parks. What is the infrastructure that you are planning on putting in to allow for those cameras to be able to be transmitted and the information stored in a centralized location? Could you express what you're doing? Is there a bid process?

Weber – So under public comments, we don't tend to go back and forth, but if you want to hang around until after the meeting, I'd be happy to talk to you about the plans.

Todd Winnie – So there's plans, but it hasn't been put out for bid at this point in time?

Weber – It has been put out to bid and we've selected a bidder.

Todd Winnie – You have done that already, thank you very much.

Chairperson Parel closed Public Discussion on matters for which there is no public hearing scheduled.

F. TABLED ITEMS

None.

>>G. OLD BUSINESS
ITEM G.1. TEXT AMENDMENT DISCUSSION
Moved down on the agenda, and Item H.1. was moved up.

H. SCHEDULED PUBLIC HEARINGS

ITEM H.1. PCZ#26-02 – WINGATE PRESERVE – CONDITIONAL REZONING – PUBLIC HEARING

Conditional Rezoning Petition for 2 parcels totaling approx. 75-acres. Proposed to be conditionally rezoned from R-1A (Large Lot One Family Residential) to R-1D (One Family Residential) on the north side of Commerce Road, east side of Carey Road. PIN#'s: 17-04-300-066 and 17-04-300-068

Dave Campbell – So the properties that we're talking about are the combined 75-ish acres at the northeast corner of East Commerce Road and Carey Road; a 42-acre property right here at the corner, and then next door, a 35-acre property for a combined total of 75. The 42-acre property at the corner has been owned by the petitioner, and the developer who is before you this evening, for the better part of a couple of decades. More recently, they acquired the 33-ish acres next door and are proposing to develop the property and do so through a Conditional Rezoning for a single-family residential development that they are calling Wingate Preserve.
I'm going to pull up the Conditional Rezoning site plan here in a minute, but I wanted to remind the Planning Commission and everybody in the audience of the distinction between a traditional or straight rezoning and a Conditional Rezoning. So, both properties are currently zoned R-1A, which is one of the Township's four single-family zoning districts, R-1A, B, C and D. The key differences between those four zoning districts are the minimum lot sizes. In R-1A zoning, the minimum lot size is 20,000 square feet, so just shy of half an acre, and a minimum road frontage of 100 feet in width. As you go from R-1A to B to C to D, the minimum lot sizes get smaller. What the developer is proposing this evening is to rezone both properties to the R-1D zoning district, so the minimum lot size in R-1D is 7,200 square feet with a minimum lot width of 50 feet.
The distinction between a straight rezoning and a Conditional Rezoning is that with a Conditional Rezoning, it is done via contract. A lot of times you'll hear it called contract zoning, which is effectively the developer and the Township entering into a contract whereby the developer says, give me the zoning I need, and I promise I will build this and only this. And when they say this and only this, what they will be presenting this evening and what we'll show here in a moment is a Conditional Rezoning plan that

shows the general layout of what they're proposing. The number of units being proposed, the layout of the roads, the points of access, and so forth.
For the developer to then proceed, they would have to abide by that Conditional Rezoning plan. So, if the rezoning were to be approved, it would be conditional upon them developing that actual plan. So procedurally, the rezoning, or in this case the Conditional Rezoning, would come first. It has to go before the Planning Commission, which is part of why we're here this evening, and if the Planning Commission is prepared to make a formal recommendation to the Township Board, then the Conditional Rezoning would proceed to the Township Board where the Township Board would have the authority to make a final decision.
So, the Planning Commission this evening does have the option, if they're prepared to do so, to make a formal recommendation to the Township Board. If they choose to do so, it would proceed to the Township Board at a meeting, potentially later in June, or possibly more likely, the Board's July meeting. If the Conditional Rezoning were to be approved, then the developer would have to come back to this Planning Commission with a condominium site plan. That would be a fully developed version of the Conditional Rezoning plan that you're going to see this evening, and when I say fully developed, it would have more of the engineering and landscaping detail. What the developer and the Township don't want to do is go into that level of detail until such time as the decision has been made on the Conditional Rezoning.
As I mentioned, what the developer is proposing is 168 lots on these 75 acres. This is the Conditional Rezoning plan. If this Conditional Rezoning were to be approved, this plan would be an exhibit to the Conditional Rezoning agreement, which as I've said is a contract between the developer and the Township. What's being proposed on this Conditional Rezoning plan is two points of access; one on the northside of East Commerce Road, and one on the east side of Carey Road. As I mentioned, 168 homes, all zoned R-1D.
What needs to be discussed this evening with the Planning Commission, and then later with the Township Board, is the potential for a third point of access to the Bridge Pointe neighborhood to the east. This road here, Bridge Pointe Trail, was purposely stubbed at this property line, and one of the things to be discussed and decided by the Township is whether that stub road would be extended into this neighborhood to provide a third point of access. If the Township doesn't want it to be full vehicular access, another option that we've looked at is whether that could be a pedestrian access, a sidewalk or a pathway, so there's at least nonmotorized connections between the two neighborhoods.
The developer's traffic engineer has done a traffic impact study for this proposed development, and then the Township's traffic engineer has reviewed the findings of the developer's traffic engineer. There are a series of recommendations for road improvements that the traffic engineers would be recommending if this project were to move forward, particularly there would need to be improvements along the access point of Commerce Road. The developer's traffic engineer initially proposed an eastbound passing lane to account for eastbound vehicles making the left turn into the new neighborhood. The Township's traffic engineer feels that the more appropriate approach there would be to have a center left turn lane that would be shared, both by the proposed new neighborhood and the existing residential to the south. There would also be upgrades to the existing signalized intersection of Commerce and Carey Road, particularly a westbound to northbound right turn lane, and with that an upgrade to the existing traffic signal that would include a right turn overlap. What that means is there

would be a right green arrow while the southbound movement along Carey Road has green time, so you could have an overlap between those two.
If I go to the aerial and zoom in on the corner, and anyone who lives out that way is likely familiar, there's something of an illegal cut-through that has been established. Too often, folks will cut through here to try to bypass the traffic signal, and/or we will see where people will park cars and boats and trailers for sale. So, part of what the developer hopes to do as part of this project is to make improvements to that corner to deter any further cut-through, and by deter, it would be landscaping improvements, potentially some landscaping, boulders or curbing, or some other improvements to the roadway itself. Those would all have to be reviewed by the Road Commission. All in an effort to create a traffic improvement to this illegal bypass, and then also an aesthetic improvement. It is notable though that this property has an odd history to it, and its ownership is somewhat unclear. The developer is working toward kind of clearing up the title and the clear path to ownership of that property, so that they can make the improvements that they hope to make on that property.
With the R-1A zoning, one of the discussion points with the Planning Commission tonight will be the number of units that are proposed. So, as I mentioned, 168 units are proposed and the developer's logic for seeking the smaller lot sizes is an effort to preserve as much of the greenspace on the property, and particularly around the perimeter of the property, as possible. So, what the developer is showing on this conceptual layout is preserving these pockets of existing greenspace, existing vegetation around the perimeter, and effectively clustering the smaller lots more toward the center of the project so that there is an effort to preserve the existing vegetated area, and to enhance that vegetated area, to create a buffer between existing neighborhoods and the new neighborhoods.
What the developer might contend is to develop the site under the R-1A zoning, in order to get the minimum lot sizes they would need, they'd effectively have to develop the whole of the property and develop lots that go right up to the perimeter lot lines and would not be able to offer this preservation area around the perimeter. So, again, the hope is to cluster the lots more toward the center of the site to preserve, I think they've calculated 30% of the site would be preserved greenspace; 30% is accounting for about 23 acres of the site.
The Township attorney and the developer's attorney have drafted a draft Conditional Rezoning agreement, which the Planning Commission should have in their agenda packets. I think both attorneys are comfortable with the terms of the agreement. Within that agreement are the conditions that the developer is offering for the Conditional Rezoning agreement. As I mentioned, one of the keys is this Conditional Rezoning plan and adhering to this Conditional Rezoning plan, but there are also conditions relative to the traffic improvements, conditions relative to the upgrades to the existing intersection, conditions relative to making a contribution to the Township's sidewalk and pathway fund, in lieu of constructing pathways along the frontages of Commerce and Carey Road since, at least at this time, there aren't any existing sidewalks or pathways that they could connect to along the frontages. The internal roads, which will be public roads, will have sidewalks along both sides, but they would be offering a contribution to this Township's pathway fund in lieu of building a new pathway along the north side of Commerce Road, and/or the east side of Carey Road.
I'll see if the Planning Commission has any questions for me, and then I know that the development team, led by Mr. Kassab, has a presentation that they would like to make on their own behalf. I will mention, too, that the developers, of their own volition, held

two meetings prior to this one at the Township Library and invited the residents of several of the surrounding neighborhoods to those meetings. I believe one of them was in mid-February and the subsequent meeting was in mid-March. That's not something that they are required to do. They did so in an effort to introduce themselves and introduce their projects to the neighbors. Based on a lot of the feedback that they received at the February meeting, they made some changes to their conceptual layout and brought it back to the neighbors at the March meeting. They felt they had a good response with the surrounding neighbors, and they presented a plan that the neighbors, at least at that time, felt was closer to what they would be hoping to see achieved on this property. I'll take a pause there and see if there are any questions for me, whether there are questions on the plan, or on the agreements, or on the procedure itself. Otherwise, I know Mr. Kassab would like to make a presentation on his own behalf.

Chairperson Parel – Excellent, thanks Dave. And to the gentlemen standing in the back, there are plenty of seats up front if you'd like. With that, any questions from the Planning Commission at this point? Hearing none, Mr. Kassab, we welcome you up.

Bearer – Brian, I have one question.

Chairperson Parel – Yes, of course.

Bearer – On the map, can you show us what area is zoned commercial within the map you just had up, just so everyone in the audience can also see that?

Dave Campbell – I can, and thank you for reminding me of that. So, the entirety of the property is currently zoned R-1A. The developer is seeking to conditionally rezone them to R-1D. What is relevant to the discussion this evening, in addition to the current zoning, is also the property's designation on the Township's Future Land Use Map. That's what I'm pulling up here. The Future Land Use Map is probably the most significant portion of the Township's Master Plan. The Township tries to do a Master Plan every 10 years, with a 5-year review. We just went through the review process back in 2022 into 2023, and as part of that, we updated the Future Land Use Map. The difference between the Future Land Use Map and the Zoning Map is that the Future Land Use Map is meant to be a vision, a 20-year vision, for Commerce Township. The Zoning Map is meant to be the law that will implement that vision. That's probably the easiest way to understand the distinction.
So, if we zoom in on this property, or these two properties, what you'll notice is, at the actual corner is this pink rectangle. The pink color represents a Master Plan designation of neighborhood commercial. The intent there, when the Planning Commission created the Master Plan and went through subsequent updates through the years, through the decades, was that there was some logic in having some form of low intensity commercial at this corner. When we say low intensity commercial, the thought was something like a neighborhood market, or a bakery, or maybe a takeout restaurant, or maybe an office or a daycare, something that could provide low intensity service to the north/northwest quadrant of the Township. And so, while the corner is not zoned commercial, it is master planned neighborhood commercial, and the neighborhood commercial designation on the Future Land Use Map is most closely aligned with the B-1 zoning designation, the B-1 local business zoning designation on our Zoning Map. I hope somewhere in there was an answer to your question.

Bearer – It was, thank you.

Chairperson Parel – Thank you. I think it was important to get that out. Mr. Kassab, I think we're ready for you.

Mr. Kassab – I'm Mark Kassab, on behalf of Commerce Carey LLC and Commerce Carey East LLC. Dave Campbell covered a lot of the points I'll be covering, but certainly I will cover them in a little bit more detail. I appreciate the opportunity this evening. We've put together a small deck of about 20 slides or so. I'll talk a little bit about our company background, the property details of course, the master plan of the parcel, the types of homes that we envision on this site, the wetland map, traffic evaluation, density discussion, public benefit that goes along with the Conditional Rezoning, and certainly any questions and answers that the Commission or the residents may have.
A little bit about us; our company has been around for a little over 50 years. I've been with the company myself for 26 years. I'm here with a couple of associates, one that's been with the company for close to about 45 years, in addition to our traffic engineer, Jill Bauer, and also Pat Keast, our civil engineer, is with us. M. Shapiro Real Estate Group has been in this Township, as many of you know, for well over 40 years with some major land holdings that we've developed and we're very proud of. Our partner is MJC Homes. MJC companies is a family-owned business which has also been around for approximately 50 years, based in Southeast Michigan.
Again, some of this will be repetitive, but I apologize. As I put this together, I felt I have to go over it again with you. The properties are located on the northeast corner, approximately 78 acres. Current zoning is R-1A with 20,000 square foot lots. The Master Plan, as Mr. Campbell had stated, is single-family residential with neighborhood commercial at the corner, which would theoretically accommodate roughly 75,000 square feet if the property were to be rezoned to B-1 Commercial. What we're proposing is single-family, which is consistent with the Master Plan on the majority of the parcel, through an R-1D rezoning through a Conditional Rezoning agreement.
This was just covered. This is the Master Plan of the parcel; it's a little difficult to see, and unfortunately, I can't zoom in on this. But the parcel is master planned single-family residential, and the hard corner, inclusive of what we call the orphan parcel. We'll talk a little bit more about that. That orphan parcel, the last chain of title is back in the late 1800s. It's not on your tax roll. It's not owned by anybody. We're going to probably have to file an action for quiet title or get a license from what we believe to be the prior owner's family. But all of that hard corner is master planned commercial.
So again, a little bit more about the future. As certainly the Planning Commission and Township Board is aware, the Master Plan, was recently visited by the community in 2023, approximately 3 years ago. The Future Land Use Map envisions this site for 2 units per acre. By rights on the parcel, and by rights on the current zoning, that's approximately 122 lots. We'll go over what's referred to as the parallel plan. The future use of the commercial through the B-1 zoning; theoretically you can put approximately 75,000 square feet on the hard corner if it was rezoned, certainly through the proper channels through the Township. Combined, and you'll see a parallel plan, we thought it would be important to combine the two if it were rezoned on the hard corner and kept with its current zoning of R-1A; approximately 100 single-family lots in addition to 75,000 square feet of retail combined.
Here's what again is referred to as a parallel plan. If the hard corner were to be rezoned, and if the remainder of the parcel was to be developed based on its current zoning,

what's referred to as zoning by right; basically, come in and ask for permits, submit the proper paper along with that, do the proper traffic studies, something like this could be conceivable. Similarly, you'd have one point of access on Carey here for the residential, one point of access on Commerce and more than likely a point of access for the retail coming probably closer to here and eliminating this one. This is what's referred to as a parallel plan, and again, zoning by right if we just said hey, look, let's just develop it as it's zoned and maximize its current density, approximately 122 lots. This is the boundary line, roughly right here on the north. This is the boundary line to the east. Here's the connection to the east coming in off Commerce Road and coming in off of Carey Road as well.

As I believe Mr. Campbell had stated, we did a pre-app meeting approximately in January. Again, we've owned this parcel for well over 20 years on the parent parcel with the most recent addition probably about two or three years ago, all from the same family. We met with the neighbors at the Township Library on February 11th. As part of our process, we feel it's best to meet with the residents to get some input because you can have a little bit more candid conversations and have some good dialogue with them. As you'll see from our plans that have evolved over the last few months, there's been some changes within our plans. We met again with the residents on March 11th and had a number of discussions with neighbors during this process, via phone calls and emails, all of which I believe were valuable input and have been incorporated within the plan. Further input that I received this afternoon that I'd like to mention as well, that could be or should be incorporated within the plan.

The original plan, this is not the plan that's part of our Conditional Rezoning agreement, and again, just to share with you what I believe good dialogue can achieve with neighbors. We mainly focused on this particular area. There was some question of should we connect to the subdivision to the east, Bridge Pointe. Certainly, from a planning standpoint, one could argue that the stub street was there for future connection and should connect. For public safety purposes, there was a lot of concern of traffic to and from Bridge Pointe into the subject development, and then furthermore, as you can see, these are pretty large lots to the north. To the north is Four Oaks subdivision. There were some comments that they would be backing up to two or three lots behind their one lot. It didn't seem right. There seemed to be a better way to create a plan here. For the most part, everything else stayed the same to the west and to the south.

This is the revised plan and what I want to point out on the revised plan, as Mr. Campbell had stated, this could be a vehicular or non-vehicular access, depending on what the Township, the Planning Commission and the Board would like. This does meet the fire code from an access standpoint. Previously, as you can see, we had minimal access points. So, to get back to here you would need a secondary access point. We eliminated that by reconfiguring the area without losing the open space requirement or the open space that we had proposed.

Furthermore, some important features, and again we'll discuss them further. There's a total of 12 or 14 lots to the north. We have 7 lots that back up to them within this plan. And again, this particular area here can be a future connection, or could also be a non-vehicular connection as well.

Types of homes; that’s a question that we’re asked often. This is not affordable housing. These aren’t Section 8 homes. These are go to your bank or credit union and get a mortgage type of home. It’s unfortunate because I remember my first home was about $150,000, but entry level of new homes today, it’s hard to achieve a $500,000 or $600,000 price point. We envision these homes in the range starting at $550,000 up to

$650,000. This past weekend, I did a small Zillow search to see what's to the east and south, and what's available. These three homes, public information, is what's available today. The homes to the South that are for sale, approximately 20 to 25 year old homes, gorgeous homes, beautiful homes, larger homes, but there certainly is a shortage of supply of homes. Three homes are available, two of which are about 10 days on the market, and one of which is about 20 some odd days on the market, so all under 30 days on the market.

Part of the due diligence that a developer does is understand the environmental, which has come back clean, the wetlands and this is taken through the wetland map. As you can see, there's a regulated body of wetland here. This particular area, believe it or not, back in the days it was used for a watering hole for cattle. It's non-regulated. It's a small little depression. Sometimes it holds water, sometimes it doesn't, but this is the main body of wetland right here that connects to the west from a future wetland connectivity. Maps have been verified with EGLE. We've also had a wetland consultant that confirmed the boundaries of the wetlands within the property.

As we discussed, and these were taken off Google Earth images, this is heading westbound. We're on Commerce Road, here's Carey Road where the vehicles are. You can see the cut-through here. This is the Preserve subdivision to the left here, this is the subject property to the right. This is where Mr. Campbell stated a left turn lane would be installed.

Traffic evaluation; traffic is always a concern. I think it's important we spend a little bit of time on the traffic. As part of the process, we've engaged a traffic engineer who's here with me this evening. If you have any detailed questions, she'd probably be more qualified to answer than I would. A center left turn lane was recommended and suggested, and certainly we would agree with the center left turn lane on Commerce Road.

Signalization improvements; anytime you bring in more homes, bring in more development, you best see what you need to do to the local intersections and certainly some improvements to Commerce and Carey signalization would be required. The south side of East Commerce Road, fronting the Preserve subdivision, will need improving alongside adding that left turn lane. It's all within the right-of-way. We're not going within their land. And install a westbound to northbound right turn lane, as Mr. Campbell stated. So, if you're heading westbound on Commerce, a right turn lane would be installed there.

The gravel approach on the orphan parcel on the northeast corner of Commerce and Carey will be removed and would be done to the standards of landscaping that I know many of you are familiar with that we're accustomed to. It's important to note that Commerce Road is an arterial road. What does that mean, right? It's intended to service traffic outside of Commerce Township as well as within Commerce Township. What a traffic engineer refers to is LOS, or level of service. What's the level of service of the road that's currently there? What's the level of service of the road going to be after the proposed development comes in there? So, the level of services are rated from A being the best to E being the worst. The current level of service is rated B and A from AM to PM respectively. Note that 70% of the traffic on Commerce Road comes in from neighboring communities, 70% of the traffic. So, if the Township chose to rezone this to agricultural, and have two houses on the entire property, I hate to say that the traffic can only grow based on the neighboring community's growth. So, it's how we control that traffic within the development and how we control the improvements that we make as part of the development.

This is the orphan parcel as Dave mentioned in this particular area. I'm not sure what this car was doing there, but I'm sure many of the neighbors have seen some of the vehicles, and again the right turn lane would be coming over here for the signalization improvements to the intersection from a light. Again, part of the feedback that we received, quite frankly, I thought maybe a small roundabout would be great here. Residents didn't like that idea, and we agree. We own some property that a roundabout was placed in, and I haven't seen many that work well, but I understand there is a need for them in certain areas. So again, that's part of sitting with the residents, and we chose to sit with the residents twice and field a number of phone calls from them.

Let's talk about density for a minute. We looked at 3 developments and again, you know, when we look at developments, we look at the density, we look at the traffic, we look at the type of homes we're installing, and density is always a critical component, alongside of traffic. We looked at the Preserve, we looked at Bridge Pointe, and we looked at Huron Hills. Our subject property, and again being master planned 2 units per acre, 168 homes on the property on 77.62 acres of gross land results in residential density of roughly 2.16 units per acre. The Preserve property is 107 single-family homes on roughly 39 acres, netting about 2.75 units per acre. Bridge Pointe subdivision is 121 single-family homes on 54 acres, resulting in 2.23 units per acre. Huron Hills subdivision is 134 single-family homes on 44 acres, approximately 3 units per acre.

Our density is less than the three that I just mentioned. As Mr. Campbell had stated, as part of the rezoning with the Conditional Rezoning agreement, it almost locks you into a contract. Why do that? Because theoretically, we can rezone this to R-1B, C or D, call it what you want, sell the property off, and then you're dealing with somebody else on a plan that nobody wanted. So, in my opinion, it's best to lock in a plan that everybody agrees upon with the changes that we all agree upon, and let's talk about what our community benefits or public benefits should be.

I think it's best if I can go to slide 11 so you can envision … Dave, can you zoom in on the plan so everybody can see some of the details? There we go. So, I have the public benefit slide, and I also have it in front of me. I will put it up again so everyone can see it. Again, the public benefits that will be outlined within the contract would be the acquisition for the use of the hard corner. Again, we don't own that hard corner. The subdivision to the south doesn't own it. The subdivision to the west doesn't own it. It's not on the tax roll. We ran a title search on the property and what our intentions would be is not to increase any sort of density, not to put anything out there outside of landscaping, through a landscape plan that's going to need to come to the Township to get approval. It will not just be a couple of boulders and a tree stump to prevent people from cutting through. It's going to be nice, lush landscaping.

Interconnectivity of sidewalks, to the east to Bridge Pointe, or a road; however, the Planning Commission and the Township Board feels it would be best. We're big on landscaping. I can assure you, in all the reviews in my 26 years with the company, we don't have any landscape comments because we exceed all municipalities comments, including Novi, White Lake, Commerce and Farmington, because it's a standard that we live up to and a standard that we set for ourselves. We would love to keep 30% of the property as open space. What does open space mean? I received a call this evening asking, if this is developed, and 20 years from now somebody wanted to put a ball field here, or an open area where somebody's going to rip out the trees? Within the Conditional Rezoning agreement, we'd like to prevent that from happening. So, what you see here stays in perpetuity, not only for this development, but for the folks to the north, south, east and west, and for the Township on what they're going to be achieving.

So, this is interesting, and again, it's part of why we met with the residents and got the valuable input that we did. If I can have everybody look out the window for a second. From a distance standpoint, there's a home that's about 210 feet from us. Our closest home to the rear of the lots on this is 248 feet. No matter how great we are with landscaping, nothing we can do can preserve the trees that have been there for 30 to 60 years. Most of us won't see it in our lifetime. What's interesting, as I mentioned to Dave, I drive a Tesla and it has Google Earth on it, and I noticed a beautiful home on the other side of the Township building here about 220 feet away, and you can't tell what's on the other side of that. So yes, we could put trees and arbor vitae if it was clear cut, but you're never going to get the natural protection if the site was clear cut. I believe protecting the natural space and its open areas without clear cutting the entire site, and developing properly with the road pattern that we get approved by the Township is the right way to do it.
There are 7 lots that back up to the northern 12 lots. The parallel plan had 26 lots that back up along this entire boundary line right here to the north. I think we would all agree that nobody would want that. There's 140 feet from the rear of the lot lines to the east property line, roughly right here. From a separation standpoint, a minimum of 140 feet. And again, this area here is open for discussion. And it's difficult to see here, but we've increased the setbacks off of Commerce Road so we can install some additional landscaping to minimize the visibility from Commerce Road for those passing by. All natural space to the north and to the east, and within the development will be preserved. We are not impacting any wetlands. We're not looking to mitigate any wetlands.
Sometimes developers come here, as we have in the past, saying look, we want to shave off a quarter acre or a 1/2 acre of wetland. That's not proposed on our development. As part of our Conditional Rezoning agreement, we've agreed that we will not seek any variances. The builder will not seek any variances, nor will any future homeowner seek any variances. What you see is what you get. If somebody wanted to come here and say, I'm installing a pool that's going to be coming out to here and I need a variance, it's part of the Conditional Rezoning agreement that's part of title for everybody's home that's acquired that says they can't.
Traffic improvements on Commerce Road; again, with signalization improvements and assurance that no commercial will ever be on the site.
That's it. I'm happy to answer any questions the Commission or the residents may have.

Chairperson Parel – Thank you for that. I think it may be an appropriate time to go down the line here and check in with the Commissioners to see if anybody has any questions or comments for the developer, and then we'll open the public hearing and give everybody an opportunity to speak. Dave, any opposition to that?

Dave Campbell – No, other than the developer may want an opportunity to address any questions or concerns that come up during the public hearing.

Chairperson Parel – Of course. Caitlin?

Commissioner Comments:
Bearer – Who maintains the greenspace?

Mr. Kassab – So the greenspace would be maintained by the HOA once it's turned over, the developer is out of the development and the homes are sold. Typically, an HOA is formed that consists of the homeowners within the development. The natural preserve typically is not touched. It is kept in its natural state. Short of health, safety, welfare issues, nobody should be going in that natural preserve, meaning they cannot and should not be installing a walking path on the boundary line to the north. If a tree is falling on somebody's house, or going to be falling, certainly they can go in there, notify the HOA to go in there to maintain that tree or cut a portion of that tree down so it doesn't fall on a home, but the open space within the development, as it's referred to within the pocket parks; this particular area would be maintained, all the entrance, the boulevard entrance, the landscape entrance, is maintained through the HOA, which is set through a budget upon development.

Bearer – I was referencing not so much the landscaped portion, but the greenspace and wondering who would have the liability for anything happening within that greenspace, the back portion. So that would still be the HOA.

Mr. Kassab – It would be the HOA. There would be no maintenance to it, but it would be part of the HOA insurance.

Bearer – Out of curiosity, and obviously the public can speak to this too, what was the opposition to the roundabout at that intersection?

Mr. Kassab – That's a good question. Where I live, far away from here, they put in a roundabout and I think it's great because I don't have to sit at a light for a longer time, but roundabouts are not cheap. As many of you know, we thought, and were willing to install a roundabout, but the residents were not in favor of it.

Dave Campbell – If I may, we bounced that off the Road Commission as well. They have looked at this intersection and they've looked at it for the potential of a roundabout. The numbers, the volumes and the crash history are not there on their end to rationalize a roundabout. They also had some concerns about the soils and the wetlands there, and the impacts of that, and then trying to make a roundabout fit on what is a challenging area. So, the Road Commission was not particularly favorable to the concept of it being a roundabout at that intersection, which is somewhat unique to the Road Commission. They're fans of roundabouts, but this was not one of their candidates.

Bearer – That's all for now. I think I'll probably have more questions after the public comments.

Chairperson Parel – Yes, and just to be clear, we can have the opportunity for additional questions or comments after public comments. Brian?

Winkler – I have no questions at this point.

Phillips – I would like to hear the public comments first.

Loskill – I will wait.

Weber – I will wait as well.

McCanham – I'll wait.

Chairperson Parel opened the public hearing.

Chairperson Parel – Thank you. With that, I will formally open the public hearing. I'd just like to talk about some of the rules. We want to limit everybody to two minutes, and we ask that out of respect for time. We ask that everyone start out with their name and address. I know it's difficult to have conversations like this, but there's no need to repeat yourself. If it has been said once, we understand and we will take it into consideration. We are listening. We may or may not have the time to respond, but we will listen to everyone. The most important thing is that we need to be respectful to everybody here. No hooting and hollering. So, I would appreciate that. I will invite our first resident up to speak. Please give us your name and address.

Abby Burgess, Carey Road, Commerce Township – As you may know, myself and others have attended planning meetings for over a year and a half once we learned that there may be the possibility of development on the property at Commerce and Carey. We also reached out to as many neighbors as possible in order for us to have a say about how the property would be developed.
As we have stated before, we would absolutely love for the property to remain undisturbed, and I would love for nothing to be built and to maintain the same peaceful space that I've enjoyed for 28 years. However, I am aware of builder's rights and that the gentleman who purchased the property 20 years ago is well within his rights to develop on the property. I am very grateful that Mr. Kassab took the time to speak with many of us who are concerned about the development and listened to our concerns. One major concern was the loss of the mature tree perimeter and the disruption of sight lines.
Many people have lived in the area for decades and have enjoyed rural views that they do not want disturbed. Mr. Kassab has agreed to consolidate the homes to the center of the property and leave the large buffer of mature trees to help mitigate the homes being built in people's backyards and to ensure that the new homes are not very visible to those who currently surround the property. As nice as the homes may be, myself and many others simply would rather look at trees than homes. So, we do appreciate that the mature tree barrier will be left undisturbed.
We are thankful that what happened to those that live in Lake Sherwood near the Crystal Lake development will not be happening on this property. Additionally, to divert quickly to answer the question about the roundabouts, I live directly next to the intersection at Commerce and Carey, and the only time I'm able to get out of my driveway in the morning is when there is a red light, so a roundabout would make it nearly impossible to exit my driveway unfortunately.
An additional concern is the amount of traffic that will be added to our area. This is a concern that I am aware needs to come before the Oakland County Road Commission as we do not own our roads. However, concerning the issue of too many homes and too much traffic, there are a few things that I would like to ask for on behalf of the residents of Commerce Township. First, we ask that you continue to be advocates for the residents of Commerce Township to the Oakland County Road Commission as our current infrastructure does not meet the need and the traffic problem has become, quite

frankly, unbearable. This in turn ties into the issue of too many homes being built in Commerce, which adds too many cars to our roads. As I said, I am aware that this is an issue for the Road Commission, however, I would like to implore Commerce Township to aid its residents by minimizing the amount of development taking place.
I am aware that if someone owns a property, they are able to develop on it. However, we are asking that if Commerce Township is aware of large parcels of greenspace and land that will be going up for sale within the Township, that Commerce Township purchase the land in order to provide residents with a park, a trail or simply a piece of land that does not have several homes shoved on it.
As a young person who used to be proud to say that I live in a beautiful rural area like Commerce Township, I am concerned that every day I'm going to wake up, look out my window, and see something akin to Novi, Farmington, West Bloomfield and many other places that have lost their rural charm for being overdeveloped. I, for one, would be happy to vote yes on a millage benefitting park land and keeping large parts of the land owned by the Township as opposed to being owned by developers.
Today I am asking that you as a Planning Commission, take into consideration the people that live here and pay taxes because they like the rural aesthetic of Commerce Township. Unfortunately, it is not possible for nothing to be developed on this property and again we are very grateful to Mark for taking our concerns into account and not building houses corner to corner. However, it is not too late to stop over development in Commerce Township. We do not need more homes; we do not need more traffic. We need large greenspaces, native plants, mature trees and for Commerce Township to continue to advocate for its residents that have lived here for decades. Thank you.

Mr. Kassab – Mr. Chair, if I may. I've been doing this for a long time. Abby has been nothing but professional, on point, and the neighbors are lucky to have her as a neighbor.

Chairperson Parel – We really do appreciate it. Let's keep it to two minutes. Sir, we welcome you up.

Gary Hanger, 2096 Golfcrest Dr., Commerce Township – I'm here representing myself and my wife, Helen Hanger. We are opposed to the proposed rezoning PCZ26-02 as the increased number of houses that would result will cause substantial additional vehicle traffic on our neighborhood streets as the construction traffic and the new residents seek a shorter route between Carey Road and Bogie Lake Road, and will thus cut through our neighborhoods. Our neighborhoods already suffer from too much commuter traffic finding its way under our streets due to the congestion of the primary and secondary streets in the area, widespread availability of GPS and travel apps, and the lack of foresight by Commerce and White Lake Townships when they paved Cooley Lake Road from Duck Lake Road to Carey Road, but failed to continue it through to Bogie Lake Road. It should have been done.
This failure has resulted in substantial amounts of traffic treating our subdivision streets of Golfcrest Drive, Glen Hollow Drive, Turnberry Drive and Mistwood Drive as if they are the paved Cooley Lake Road extension. Much of this traffic fails to abide by the residential speed limits, thus endangering the local residents who use their streets to walk, jog, bike or push strollers. Township supervision is aware of these problems but seem unwilling or unable to help. When a new development was being considered in the Union Lake area of the Township a few years ago, extra efforts were put forth to

address the cut through traffic concerns of the residents of Cascade Avenue, and a solution was arrived at to prevent traffic from entering this neighborhood. We deserve the same consideration. Please retain the current Master Plan zoning until such time that local traffic concerns are remedied. Thank you.

Chairperson Parel – I'm just going to ask really quick if we can avoid clapping. We understand great speeches and we appreciate it. We are all here for the same purpose, so if we can avoid that to prevent keeping us here longer than we need to be, I would really be grateful.

Don Peterson, 2330 Medinah Court, Commerce Township – I'm just down the road from the intersection. I wish I could be as articulate and as compelling as the last two speakers, but I agree with a lot of what they say. I guess my biggest emphasis is that there's no reason to increase the density. The parcel as it is currently zoned can fit in a sufficient number of houses. I understand Mr. Kasab wants to make more money and God bless him, I wish he could make enough money to pass it on. But, because he wants to make more money, that doesn't mean that the residents should suffer from his plan.
We need houses. I love houses. I don't have a problem with houses, but I'd like it to be built consistent with the Master Plan and with, I guess, our forefathers here in Commerce Township. I think everyone would be fine. I know something … Mr. Campbell, you can tell me if I'm wrong, but I found something where your department came out and said the current zoning is proper and it could be developed with single-family homes. Now we have somebody who comes in and wants to increase a lot more homes and the city itself has said that it's fine the way it is. It's zoned R-1A and it's perfectly fine that way. The property is developable as it sits. We don't have to shoehorn in more lots so that we can shoe in more cars that will then have to shoe into our streets and make them more and more crowded.
I see the streets around here in Commerce, Welch, and they're backed up. And when you come down M-5, and I know it's mostly pass-through traffic to White Lake or whatever, but if we add this, if we have 168 lots, we're going to add 300 cars, and then it's going to be backed up. That's not why we live in Commerce Township. We live here for the peace. We live here for the greenspace, and we live here because we want to keep it the way it is. It's zoned residential, let's build houses. I have no problem with that. What I have a problem with is changing the zoning so that we double the houses and we double the traffic and we doubled the profits. Let's just keep it the way it is and he can find a way to profitably develop it.

Chairperson Parel – Thank you. Next.

Dave Mensch, 1995 Four Oaks, Commerce Township – I live just north of the development there on a couple acres. I noticed there was a lot of … when we got into the density of the number of houses per acre, they didn't talk about anybody on Four Oaks. We're essentially about 80 acres with 28 homes on it, which is .35 homes per acre. A lot of the numbers we're talking about here are 1/6 of an acre lot. Those are city lots. This is not Detroit. This is not Farmington Hills. I can stick 14 of those on my 2.2 acres. It's outrageous what they're proposing. If you want a simple solution, you just have to look to the east and copy what Bridge Pointe did. They have about the same acreage. Do the same layout and everything will be fine. Use the same entrances

proposed. Put your retention pond in. Put your circle in. R-1A, yes – R-1D, hell no. Thank you.

Mary Ross, 2020 Golfcrest Dr., Commerce Township – I've never done this before but I wanted to make the point of coming here today. It's unfortunate I have to meet my neighbor this way, but nice to meet you. I wanted to also express my concern for the traffic going through Golfcrest Drive, through Lynne Hollow and through Turnberry. I have a 1-1/2 year old child and I'm currently pregnant with another, and as it stands, taking my stroller out to walk my child, it is a danger every day. We cannot stand to have any more traffic cutting through our neighborhood. I have cars zipping past me when I'm pushing my stroller and there are many other parents I see also having the same problem that I am. So that's all I have to say.

Chairperson Parel – Thank you.

Zack Schwartz, 4600 Kara Court, Commerce Township – I echo the sentiment of what makes northwest Commerce so beautiful is that it was zoned R-1A, and you have all these beautiful homes on large lots, all the way up and down Carey, into Cooley. Those are all large lot homes. In fact, the homes that Mr. Kassab showed on Zillow, every single one of those is a half acre. The smallest one I think I saw was .35, which is 16,000 square feet, which is significantly larger than what he's proposing. We talked a lot about the roads and traffic. Also, if you've tried to go to your Kroger, either in Milford or on Union Lake Road, it's maxed out. The lines are long, the food is low. If you go to Meijer, it's the same thing. Our Fire Department, they do a fantastic job, but they're doing more and more work every single year. Adding people obviously adds traffic, adds more work for all these things outside of the roads that are already maxed out, and I just echo the sentiment that it was zoned appropriately for the Master Plan and for the area, and I think the developer absolutely has land rights, and I think their rights should follow the zoning that it currently sits in.

Matt Jackson, 4861 Juniper, Commerce Township – All I have to say is Juniper and everybody knows where that street is. Just to reiterate everything that everybody said about the traffic, the people in this new sub are not going to go down to Duck Lake or Commerce Road. To come up north, they try to cut up Juniper, and you know how horrible Juniper is. We have been back and forth with the Road Commission many times, and there's not a whole lot they can do. They said their hands are tied. It’s in terrible shape and I guarantee the people who live in this sub are going to use Juniper Drive to cut through because it’s a huge cut through right now. That’s why people on Juniper are very concerned.

Dave Campbell – We can probably have two or three people in line.

Diane Nolff, 3262 Lacosta Court, Villas at Beacon Hill, Commerce Township – My concern is the amount of electricity and power and water that you are going to be absorbing with 168 units. We lose our electricity often, and with all these extra houses, what are we doing about upping the power grid? What are we doing about the water situation? My pressure has already decreased as more and more homes are going in. That's my big question. Also, what is the size of each house that you are proposing per lot? The square footage?

Chairperson Parel – Do we have the approximate square footage?

Mr. Kassab – We have an idea. They are going to be ranging from approximately 2,500 to 2,900 square feet.

Diane Nolff – How close together are they?

Mr. Kassab – Depending on the setbacks from the Township Ordinance and R-1D; I don't have the information to determine at this time.

Diane Nolff – So you're having these huge houses right on top of one another. That's a concern.

Sean Henson, Golfcrest Drive, Commerce Township – I'm one of the other members on Golfcrest Drive. I call it the Golfcrest racetrack. If you were looking on your map, the quickest way to get to the high school is going to be cutting through our subdivision. When I worked from home in the last year, probably three years in a row, it's ridiculous. I could time it, and I told the sheriffs, here are the times that you need to come and watch this. It was pretty dramatic, and unfortunately the first three people they pulled over were residents of the subdivision. So, please slow down, being a resident. But realistically, if you looked at the map, we've got to do something with traffic. I think there have been some other communications about signage. We talked about speed bumps, and everything seems to be getting shut down. Again, please look through that with the Road Commission and see what can be done. I think the next thing that's going to happen is someone is going to get hit, and we're going to be right back here talking about it. Thank you.

Kathy Oleski, 5841 Old Sherwood Dr., Sherwood Square subdivision, Commerce Township – My husband and I, and our neighbors, got together and reviewed everything that was on the website that we could get our hands on because we were not actually close enough to be included, but we have the same concern. There is nothing in the traffic study that we could find that talks about what happens on northbound Carey Road. You could see in the images that were shown of Commerce Road how it curves, and if you're traveling from the west, from Milford, because it's a neighboring community, we go there for dinner, you do not have a clear line of sight right now to turn left to go north on Carey Road because of the curve. That was kind of left off of the map and it looked like it was left out of the study because it's a very short line of sight, and it's already a difficult time to make that left turn to go north on Carey Road. So, I'd like to ask that that be considered as well. You know, the neighbor that said that you have to have a red light to get out of house. Well, we're going to have a really hard time turning left there, with the right turn signal the other way, but nothing to help us turn left to go up Carey Road. It's a real problem.
The other area that is a problem is just north of the new exit there where there's an incline on Carey Road. Carey Road has an elevation, it's a natural elevation. We've always had it, and when my kids were growing up in the area, we were concerned because the bus would stop at the top of the hill, and the cars would be traveling north and you can't see that there's a bus stopped at the top of the hill. We had so many near misses that it was really dangerous. And it's really hard for us to even get into our subdivision. So again, that area going northbound on Carey Road, it just looks like it's

been left out of the consideration and we're very concerned about that. So, that's what I wanted to bring to your attention tonight. Thank you.

Mr. Kassab – If I may just add to Ms. Oleski's comment, and maybe our traffic engineer can opine on it. There are the improvements on Commerce and Carey, between the right turn lane and the signalization improvement, that will address that heading eastbound to northbound on Carey, through some engineering terms that I'd probably screw up if I tried.

Ron Knudsen, 5530 Leisel Ct., Commerce Township – I have a couple of concerns. One is, on Commerce and Carey, I don't see any proposed sidewalks. We already have pedestrian traffic issues there. It's very hard to walk down Carey. There's no easy access. I just thought that when they built some of the other communities, there were sidewalks added, but along Carey and Commerce, I see no plan for that. The other thing, I used to work for DTE Energy. We look at master plans when we're developing the grid and so on, and the master plan called for 75 houses. There were 75 acres of buildable lots here. You're doubling that. So again, sewers, water, electric – we're adding to the whole thing, and I'd like to know who is paying for those increases in supporting the grid.

Chairperson Parel – Thank you. And maybe we will pause there for a second, Dave. You mentioned that the developer will be contributing to a sidewalk fund. Is that in lieu of sidewalks on this property?

Dave Campbell – It would ultimately be a decision of the Planning Commission and the Township Board if that's the route you want to go. In discussing this with the petitioner, the logic was that there's not any existing sidewalks or pathways along the north side of Commerce or along the east side of Carey Road that could be connected to. More challenging than that is the east side of Carey Road has the open water wetlands that we can see, so now you're talking about a boardwalk across those wetlands, effectively a Boardwalk that at least at this time would not have anything to connect to. So, oftentimes what the Planning Commission and the Township Board does in these scenarios is rather than have the developer build infrastructure that will not serve any immediate purpose because it doesn't anything to connect to, instead have them make a contribution proportionate to what it would have cost to build it in the Township's pathways fund so that the Township can make improvements in the same vicinity that would serve a better purpose than building sections of sidewalk that, at least this time, wouldn't have anything to connect to.

Chairperson Parel – I think that's relevant. Thank you for asking about the sidewalks.

Victoria Taylor-Sluder, 4630 Cooley Lake Road – Speaking of the sidewalks, I thought I'd mention real quick that I remember not that long ago, I used to be able to run and bike on Cooley Lake Road, but now I can't without taking my life into my hands. When you talk about the traffic impact, I frankly have to say, who cares if you improve an intersection when you turn a road into a highway. I think you can tell that I am adamantly opposed to this just like everyone you've heard from already. I have a letter that I've included in the packet for you already, speaking of many of the same things we've already heard.

So, instead of repeating a lot of the things you've already heard, I thought I would mention the natural space is something that I just don't think should be taken so lightly. I thought I would be able to be a little persuasive by mentioning that. I know that arguing on the merits of a natural space just because it's a natural space doesn't really win a lot of votes. People probably don't really care that much that those frogs that are singing over there in a wetland are impacted when you build right next to a wetland. They don't just live in the wetland part of the year, and also for everyone's erudition here, if it's sometimes wet and sometimes dry, that means it's an ephemeral pond and it means it has high ecological value. So, I'd like for you to consider the natural space impact when we continue to just plop buildings and construct, and call a detention pond a wetland. But I'm getting a little bit animated because I feel so passionately about this.
I thought I'd also point out something that others haven't really mentioned and that is that the dark sky that the unlit, non-electrified space contributes to the starry nights for the rest of the neighborhood, the developer states that you took into consideration the preservation of the open space and setbacks for the adjacent homeowners, but we live here 24/7 and light pollution is a growing concern. I think that that should be in consideration here as well.
We don't live in Novi or Canton or Troy because we don't want to have that same kind of generic space. I'm kind of appalled at the thought that that we might end up with a retail space on the corner instead, which we certainly don't need, even if Kroger is running out of space for us. But I thought I would also include in an addendum that I didn't include in the packet that I sent in, if you don't want to consider what you're taking away from the Township for this rezoning, if you approve it, I would like to ask what are you here to do? I mean, you're here to help cultivate and nurture our community through thoughtful and proactive planning.
I know I've seen that in the packet minutes before, that proactive planning is something that you will feel adamantly purposeful about and then developing neighborhoods needs to evolve. Long ago, simply increasing neighborhoods may have been a planner's purpose, but here and now it should change to the next step. It's to enhance what has already been built through careful improvements and encourage the use of R-1A spaces to remain as large lots to maintain the integrity of our surroundings. I think that Carey/Commerce corner would probably be more valuable to the rest of us if it was just a few large lots, maybe a couple of luxury homes that are not just more than a gross of 1/2 acre, hurry up builds. My final comment then is specifically for you, Mr. Weber. Thank you for letting the Township Commissioners know that the community is taking note of all these proceedings, and we'll remember it. Thank you.

Chuck Bartlett, 1911 Four Oaks, Commerce Township – I appreciate everybody's comments about traffic and not wanting to see this property developed any more densely than it needs to be, but I'm a realist and my understanding is that this guy has the right to put two lots per acre, two homes per acre on that property. What I just saw is that this plan is 2.1 lots per acre when you consider the whole thing. So, from a traffic density standpoint, in terms of the change, and I'm not a big fan of tight lots by any means. I complained about that in some of the meetings. I don't like to see 60x120 lots. But at the end of the day, the impact of this versus going R-1A on that property doesn't change anything about the density of traffic. I'm not trying to downplay the issues with traffic that have been mentioned. Those were all legitimate. But in terms of this property, maybe it's an unpopular view, but I actually like this proposal from the standpoint that, the guy has the right to achieve the density that he's allowed under R-1A, so he's

keeping that in check. When we talk about preserving nature, I live on the northeast border of this proposed development. I can tell you we've got deer, turkey, coyotes, all form of wildlife, and those trees. When I saw the standard one house per half acre, all of that is gone. I don't want to see that. Even the first proposal that they put on the table had a lot of properties along the north. I basically would have had three properties in my backyard, and this was changed. So basically, the developer gets to keep the density of property that he's looking for in terms of the number of homes, but he is respecting the nature of the site, and he also has maximum offset to the neighbors on the north, and to the east, per input from the residents. So, on that basis … again, I don't want to see this developed, but if they guy is going to put in the number of properties he's going to put in, I like it.

Victoria Loemker, Four Oaks, Commerce Township – Good evening, Commissioners. I'm a new resident on Four Oaks. Just as disclosure, I am a licensed professional civil engineer and I have done engineering review for almost 20 years, so I've seen a lot of plans come across my desk. I am in support of this plan for a couple of reasons. The R-1A zoning as clarified, I think I actually spoke with Mr. Campbell about a month or two ago on that. If this is left R-1A, then basically those lots can be cleared up to the property line. All that nature preserve will be allowed to be taken out.

A couple comments I do have on this plan. My biggest concern actually is the Carey Road entrance. I do believe that it will encourage cut through for traffic wanting to access Carey Road after the development comes in, and to me, this raises a few safety concerns for this proposed development, just cars speeding through there to bypass the Commerce/Carey Road intersection, as well as that increase in traffic cutting through there would ultimately affect the quality of life for the residents that will be living there. The RCOC geometric guidelines actually, to a certain degree, discourage street systems that encourage pass-through traffic. I know in Commerce Township, they do follow the RCOC guidelines for road development.

The other one that I have a concern about is, I do appreciate that Mr. Kassab, the developer, has really tried to preserve the north part of this development, the nature preserve, but I do believe that the Carey Road entrance is going to disconnect the wildlife corridor that's in there, wildlife that is going to that wetlands area to the south. What I recommend possibly doing is keeping the configuration of that entrance off Carey Road, but putting a break-through gate in there for emergency access vehicles only. That way, it still meets the requirement, or the RCOC's recommendation for two entrances. I think it would also discourage some vehicle traffic on Carey Road. I know that almost every day, it seems like there's a dead animal on Carey Road. There's a lot of wildlife that does try to cross there. My hope would be that that would discourage that a little bit.

As far as the connection to the subdivision to the east, I'm wearing my engineering hat here, the TIS report that I read said that there will be minimal traffic going through there, so it doesn't seem at this point, based on the TIS report, and I respect the TIS engineer's report, they are professional, that that would not be an issue. It's also another requirement, per the geometric guidelines of RCOC, that connections be provided to stub streets, public and private. I know it is also the Planning Department's recommendation or preference as, in your packet, they quoted that they always advocate for interconnectivity between neighborhoods for many reasons.

Chairperson Parel – All right, I hate to be the bad guy but-

Victoria Loemker – I know I'm rambling on. I think that is pretty much all I had. I appreciate Mr. Kassab's meeting with the residents. I was not part of those meetings as I'm a new resident to Four Oaks, but in all the plans I've seen in many years, this plan … it's going to get built. Something's going to get built there. From what I see here, this is a good plan. They really seek to preserve that nature area and that's what we want.

Chairperson Parel – Thank you so much.

Maddie Burgess, Carey Road, Commerce Township – About a year and a half ago when we heard that something was going to happen on this personal land, I was distraught. I've lived here 30 years and I've got to enjoy the nature and the beauty of it, looking out my window, waking up in the morning and just seeing beautiful trees. But when it comes down to it, it's going to be developed, unfortunately. It's too late. There's nothing we can do. It's owned by someone. From what I can see here, when it first was bought, I thought oh, we have to stay in R-1A. That's what it's going to be, it's going to be rural, houses, minimal, trees, it's going to be great. The more we learned, if it is R-1A they could go all the way up to the border and take all the trees down. You're looking at, you know, maybe less houses, but you're looking at your neighbors. We saw what happened in Lake Sherwood. I'd hate for that to happen. I'd hate to be looking at my neighbor's yard after so many years of just looking at trees. So, after looking at this, I mean it breaks my heart to even look at a site plan right now, but this, I honestly think is our best option. I hate to say it but, we get to keep the trees, and we don't have to look at neighbors. Yes, there are a lot of houses, and that also breaks my heart because I hate looking at subdivisions with houses crammed in on top of each other. It's awful to see. It's like what is your quality of life? But, this is the best I think we could ask for. Yes, there's traffic. I live on Carey Road and I listen to the cars gunning up the road at 2:00 in the morning, doing doughnuts under the light, all the time. Is there going to be an accident? I don't know. Good thing I'm not outside. Sometimes I can't even stand outside. I have to cover my ears. It is so loud. But, this I think is the best we could do. We get the trees, we get to keep them. They're not going to get cut down. We get to keep the pond. Everyone is not looking at their neighbors. Yes, there is traffic. And I beg you, please do something about the traffic. Please try to keep some of the greenspace.
Long's Farm, if it ever goes up for sale, please make it a park. Please keep some greenspace. People moved here for the greenspace, for the parks, for the nature. Like they said before, West Bloomfield and all of those places, they used to have it and they just kept building, and now there's nothing left. They have such a deer problem because they can't hunt for the deer. They can't do anything and it's just terrible there. I would hate for that to happen here. So, I beg you, please, if you can buy any of the land around here and make it parks, keep it beautiful. Please, please, please. And if you can do anything about the traffic with the Road Commission, I ask you, please do that too. But I think this is our best option. I hate to say it, but look at that nature we get to keep, and we're not looking at our neighbors. I thank Mr. Kassab for listening to us. I have been to many meetings and there are developers who would not give us the time of day. They say, this is what I'm doing and this is what's happening. Too bad, sorry, you're getting this.

Chairperson Parel – Thank you. We appreciate it. We need to try to keep everyone to two minutes.

Andy Sarkisian, 3398 Tiquewood, Commerce Township – Two things. One is that you've heard a lot of comments about R-1A and the design. When you did the 5-year plan, if you'll recall, our input was, if anything, we would like … I don't know how you go under A, but maybe an R-1AAA. The Township really needs, particularly for the northwest side of the area, a larger lot size. These should be 1 to 3-acre estates, and it's okay to be $2 million homes. We want to preserve the semi-rural, not R-1D. For those who say, look what happened in Lake Sherwood, the builder also said the same thing, that they were going to preserve the trees and stuff like that. Fool me once, shame on you, fool me twice, shame on me. They fooled us twice, right Brady? You can see right through. A lot more trees were taken down than what they promised. So, don't believe that approving this will preserve those trees. If anything in the future, think about an R-1AAA with at least 1 or 2-acre lots, and preserving our rural. We have more density housing on Martin Road. Thank you.

Jennifer Beam (also Scott Beam and Hans Beam), 4950 Rayfore Drive, & 2115 E. Commerce Road, Commerce Township – Hi. I'm speaking for two properties. My home on Rayfore is off of Juniper, and more importantly, 2115 E. Commerce is directly across from the Commerce Road entrances. There is a little driveway there to the right of the current neighborhood Preserve entrance. I've been rear-ended and had my car totaled there. When my daughter pulls into there once a week, she has to keep going because she can't turn into the driveway because people coming around the corner, the curve at Carey and Commerce, they are coming around at 50mph and if you try to turn into that driveway, it doesn't work.

We were really hoping for maybe even a signal at this new intersection when we first saw the proposal. So, whatever you can do to make it safe, I feel like this is a good opportunity. Our family has owned this property for almost 200 years. We were here before the Preserve, and before any of you actually. And actually we are probably related to that orphan site, so see me afterwards. So, if we could use this as an opportunity to maybe fix that safety issue at that driveway, we would really appreciate it, my family would.

Looking at this, I've been in the development business in various parts of my life, and the idea of clustering with open space is not new. It's a really good way to get your bang for the buck without disturbing the whole feel for the neighborhood. I think this is a really good plan. I'm sorry everyone, this is my first time seeing it tonight, but it was a really good presentation.

I think sidewalks are a must because people are going to cut through that with their GPS when they're not going to want to go to Carey Road. So, sidewalks for safety; people like me on Juniper, we don't have sidewalks. And you're going to want that eastern opening at least as a bike opening because kids are going to go through there. The Preserve was built next to our property, and the neighborhood kids were cutting through from our property to the Preserve. We had them map it out as to how they would like to cut through our property, because we knew they were going to do it, and we put in a path. It's tough to maintain and it's a liability for us, but kids are going to be coming through there, so make sure that's something intentional.

The Preserve, by the way, those of you who are here who maybe live in the Preserve, there is no border between the Preserve and my family's property. Those houses are backed up right against our property. We have people dumping leaves, mulch, gravel, shrubbery, and all kinds of stuff on our property all the time, and we don't have anything

to say about it. So, I think that border is fantastic. And the fact that you're not clear cutting and grading is just amazing. It's a really good project. Thanks.

Chairperson Parel – Thank you. We appreciate it. Sorry to rush.

Alyssa McGahey, 4904 Greenview Drive, Commerce Township – I live in the Preserves. I just wanted to address my concerns about the safety in exiting and entering our subdivision. Once this subdivision is put into place, I was reviewing the packet of information that was shared for today, and it describes the expectations from the traffic study and what the traffic will look like in five years from now, so in 2031.
And I'm seeing that along northbound Birkdale, southbound Bridge Trail Drive, and trying to take a left out of our subdivision to head north onto Carey, is going to move to an E or F rating in terms of traffic, according to them in their study in five years time if this is built. And exiting and entering the subdivision already, with that 45mph road, is pretty precarious at times, and per your notes about your accidents with your daughter, I am deeply concerned about the additional traffic, plus trying to exit and enter at peak hours and the potential traffic hazards, especially with Carey having that bend in the road like you were describing, and people unfortunately not respecting the 45mph road distinction. So, I just wanted to put that to your attention. Thank you.

Al Fogoros, 1910 Jason Dr., Commerce Township – I've just got a question for the developer. I'm trying to understand. What went into the decision making in terms of the small lots and smaller homes? Was it a financial decision in terms of it's best for you? Because the plan looks great, but the lots and everything is small and my question has come up a number of times. What about larger lots and larger homes? Is that strictly a financial decision for you that's most beneficial or what?

Mr. Kassab – It's a fair question. It's two-fold. If a developer were to maximize the density, again zoning by right, it's certainly going to maximize the density. We would put in half-acre lots, roughly 122 lots that the parallel showed, but what do we achieve by that? I live behind a subdivision that used to be a farm and it got developed. Being in the business, I said, pick your poison to be very candid. I'd rather not see it. I'd rather have a separation between me and them. Anybody that's going to be buying here is going to be well aware of the lot size, they're going to be well aware of the size of the homes. However, the folks that have been there for 200 years, 100 years, 50 years, I believe in the strong points in this.
To answer your question, density is economics in the development world, and achieving 120 homes, which again is zoning by right, would achieve the maximum density of zoning. We're coming to the Township saying, look, based on the Conditional Rezoning agreement and the benefits that we're willing to offer, the setbacks, the improvements to the intersection, the improvements to the orphan parcel, and improvements to the left turn lane. It's a give and take relationship between the developer and the Township, and by that, you achieve smaller lots, create more open space, get more density, and you're able to do some additional items that, quite frankly, we probably would not be able to do financially if we were developing 120 lots.

Al Fogoros – Well, I'm not arguing with the overall plan you have in terms of spaces. I'm just saying, was it just beneficial for you to have so many more than say higher-end homes and larger spaces, with that same plan, because the plan looks great that way.

Mr. Kassab – That's a fair comment. With that same plan with larger lots, you might achieve, I'll guess, 100 lots. And with those larger lots would come larger homes. With larger homes, I equate that to, you see more Chevy dealerships out there than you do Rolls Royce, and for a reason, because more people can afford a Chevy. What we're looking to bring in is an attainable house in today's marketplace, $600,000. Again, I'm in the business. I'm a little surprised that it's entry level for a new home today. I've got nieces and nephews that are looking for homes, and it's ridiculous what they have to pay for a home, and a larger lot requires a larger home based on the setbacks, which requires a larger value.

Al Fogoros – So you're catering to someone with less funds?

Mr. Kassab – I wouldn't say less funds. $600,000 is a considerable amount.

Al Fogoros – Making an investment. So, it's a financial decision really.

Mr. Kassab – Yes. With a larger lot, you might be pushing a $1 million starting point. Which again, if it were to be developed, absorption on those types of homes is not quick.

Al Fogoros – I'm just saying, you weren't restricted to it. It's your financial decision you have to make as a developer on the size of the homes and size of the lots.

Maureen Izzo, 5023 Juniper Dr., Commerce Township – I wasn't planning on speaking, but I am now. I am the cut through between Commerce and Sleeth, and let me tell you, in the 30 years I've lived there, I cannot believe the traffic. The Road Commission does nothing about it because it's a county road, and I want them to take into consideration. We keep talking about Commerce and Carey. I feel bad for those Golfcrest people because I'm a bus driver and I know that Northern and Lakeland traffic is horrible. But could you take into consideration our street on Juniper? We are a cut through, and everybody is going to take that from Benstein all the way over, when they get off 96.

Clarence Mills, 6000 Turnberry Dr., Commerce Township – I want to speak briefly regarding the cut through. Our street where we live is a cut through for two high schools, Lakeland and Walled Lake Northern. I'm here to tell you, in the morning and in the afternoon, about 2:10, you have a tough time getting out of our driveway onto Turnberry Drive because of the traffic. It's nonstop. The OCSO had their counter out there. I don't know what the numbers are, but they've done counting and it's tremendous. It's tough to get out there. It's a cut-through.

Todd Winnie, 328 Anderson, Commerce Township – I spent a lot of time taking a look at not only what was being proposed here, but truly looking at the 2015 Master Plan for Commerce Township and much of the discussion in the 2015 plan revolved around looking at how the space was going to be developed, how the Planning Commission was going to work with other agencies, specifically the Road Commission and MDOT. And though we've looked at statistical data and information associated with not only the plan, but also with the most recent census, we've seen a significant population increase in each and every count from 1930 to 2020. You know the population increase is

approximately 8,000 plus per year. And in addition to that. We saw significant changes between the 20s, 30s and 50s.
With that being said, the Planning Commission here, it's their responsibility at this point in time to take into consideration the growth of Commerce Township and how the roads will be developed to accommodate all those individuals, whether or not we're talking about 168 houses, 122, or Crystal Lake which recently had well over 200 houses being developed. Now, this might not be specifically pertinent to this particular meeting, as an overall review, what is the Planning Commission doing to accommodate all of these questions that we have about the roads? The roads are the biggest problem that we have here at this point in time.
I'm a 30-year resident. I've been here since 1987 when my brother moved in on Mandon Lake White Lake Township. I've been around to see when this was a cottage community, and it is no longer a cottage community. We have a $600,000 starting home. This isn't a cottage community. This isn't a $25,000 house. This is a huge development that is being added to this community, along with Crystal Lake. It should be the responsibility as part of the developers to do a lot more than just add a left turn lane or in some way, shape or form, adjust traffic concerns, the Planning Commission's responsibility is to take a look at this and understand how we are going to grow as a community. If we're looking at the current population trend in which our last statistics said that we are reading somewhere around 43,000 residents and we are going to get to, based on the statistical data of the 2015 Planning Commission, we far exceed that number already.
So, by 2030 we are going to be somewhere in the neighborhood of 50,000+ individuals. Now if we go back to the time that I moved in, in which we had approximately 25,000 individuals, we've doubled our population, yet our roads have not changed. They've been platted since 1928. It was an agricultural area, and it is no longer an agricultural area. We cannot support the number of individuals in this Community with the roads that we currently have. However, I understand you're not the Road Commission. I understand you're not MDOT. But as part of this analysis, in which your planning group put this together, previous individuals and perhaps yourselves, it was mandated that you were to work with the roads to create an environment in which you would work together with developers and the Road Commission to create an environment that would allow for this to be cohesive. Right now, it's untenable. We have roads that are considered specifically by the Road Commission as either principal arteries or minor arteries, and there are very few of them. If you look at the map from your original statistical data and it shows how many roads that we have, there's very few miles of these roads, there are non-continuous roads. There are roads in which we are disjointed. We have roads that end at intersections in which there are 3-way, 4-way intersections. We've all been at Union Lake and Cooley Lake to see the massive pain that it is right there. How about Martin Road? We end Martin Road into Richardson Road. We have another 3-way road intersection. Have you ever been there at 3:00 to 5:00? You'll have to be there from 3:00 to 5:00 because there's no other way to get out of there, and I know you guys move down that-

Chairperson Parel – I hate to cut you off.

Todd Winnie – Thank you for listening. I appreciate it.

Jack Glaab, 5230 Bridge Trail, Commerce Township – Are we still on the Q&A session of this meeting?

Chairperson Parel – I'm not sure there is a Q&A in this meeting, but if you'd like, you can come up and ask a question.

Dave Campbell – Just to answer that question, the intent is, you all provide comments and these folks listen. It's not meant to be a back and forth. That tends to get garbled and it's hard for our Recording Secretary to track that. It's meant to be that you have your two minutes to talk and we listen. Once the public hearing is closed, then that is the Planning Commission's chance to try to address a lot of questions and concerns that were brought up.

Jack Glaab – I would like to get some clarity about the orphan property. How large is it?

Mr. Kassab – While Dave is looking that up, those of you that were at the resident meeting, it's interesting how this orphan parcel came about. Commerce Road T intersected into Carey Road at one point. I'm assuming the Road Commission directed to bend the road and has created this. Dave can go back and show 1963 and 1940. That's what it used to look like. Then it was removed in 1990 or 1980. That's the genesis of the parcel right there.

Dave Campbell – Yes, sometime between 1980 and 90.

Jack Glaab – So the orphan parcel is just that pie-shaped thing?

Mr. Kassab – Just that pie-shaped thing.

Jack Glaab – Okay, now it sounds like a foregone conclusion that you will be the owner of it.

Mr. Kassab – Not necessarily.

Jack Glaab – If not, how does that affect Plan B?

Mr. Kassab – So, you know, can we be the owner? And I don't know if our counsel made it here or not. We would have to file for an action for quiet title because we're an adjacent property owner and that would take some time, and we can own it. Our preference is to get a hold of the family that had owned it, or heirs of the family, and get a licensing agreement to use it, because it really doesn't benefit us from a density standpoint, from a development standpoint. It's from a beautification standpoint. I theoretically can't go on their property and start installing irrigation lines, plants, flowers and retaining walls and so forth. We believe we would have the ability to achieve control of this parcel, through time and money.

Jack Glaab – And if not, basically it stays as is.

Mr. Kassab – Eventually, we will. It's just a matter of time.

Dale Frey, Rayfore Dr., Commerce Township – I live just parallel to Juniper. I'm sitting here thinking that I actually live next to everybody in this room. We all have the same problem. Lots of different problems, but they're all coming out. I've heard it from other people and that's what I've been saying. It all boils down to one thing. There needs to be some growth, but we have to have density control. That's the biggest problem I think that we have, and that includes the housing, it includes the roadways, it includes the trees and all that stuff. And if you look at that mess that you guys have got going, because you approved it, next to Walmart. Now they're going all the way over to Martin Road. The density over there of people and traffic is going to be unbelievable because it already is now. But I'm not going to pick on anybody and I'm not going to repeat it, but most of this boils down to density. You folks are aware and I hope you listen to it and do the best you can to try to control it. We can't go on the roads with kids because there's no sidewalks. The traffic is terrible because people are speeding, they're cutting through subdivisions. They're going to be cutting through Juniper like crazy once they're working at Duck Lake and Sleeth. The only way they're going to get over to the north to Commerce Road where they're proposing the detour is to cut through our sub, and the road is already impassable. It's another part of density and traffic, and you need to look at what's going on throughout the whole Township. That summarizes it for me. Everybody's saying the same thing. I hope you're listening.

Dan Carr, 4862 Juniper Dr., Commerce Township – I'm speaking on behalf of my friends and neighbors that live on Juniper. We just recently moved to Juniper. We were 35 years in Novi, and we moved out here to get away from it all. I think it was three days after we moved in, we got a note from the Oakland County Commission saying that for $33,000, if we could convince all of our neighbors on Juniper to also kick in $33,000 apiece, that we could have our road repaved because it was so bad. Of course we voted that down, but we were told that it was a residential street that we have to pay for, we have the liability of, we have to care for it and maintain it, and yet we have no control whatsoever over who goes down that road. So, there's a sign that says, "no trucks", and the truck drivers giggle as they go by. We have stop signs that are merely suggestions, and people fly through there like crazy. And even when the sheriff does come, they have to go through at about 50 miles an hour with no brake depression for the sheriff to actually stop them. If there's anything less than that, and I along with my friend before, we live at one of those stop signs, and so we see it all day long. There's just no enforcement, but yet we're in a position where we're responsible, yet we have no authority over that road. The appeal is just on behalf of my neighbors. I know we're not adjacent to the property, and I know if I were a developer, I would be plowing forward, but the appeal is more to the Planning Commission that something has to be done because that road with this additional traffic is just going to get that much worse as we go forward. Thanks.

Rory Loeding – I technically live in White Lake, but I live just up around the curve at Carey off of Mystic Valley. Most everybody here, when we all leave, we're all going to hit this roundabout, and then we're going to hit the next roundabout, and then we're going to pass the school, then hit the first Commerce intersection, then we'll hit the second and third Commerce intersections, and all of those are heavy traffic points, especially at 4 or 5:00. I wake up at like 4:30am so I can get into work, so I can leave at 3:00 so I could be here by 4:00, so hopefully I miss most of that. I guess if we're going to add, the average household in Michigan has 2 cars, we're potentially going to add 300 cars to

that area. That's going to exacerbate the issue at each of those points, all the way from M-5. That's my concern, ensuring that we can streamline those processes. When the Commerce intersection by the Library went in, or when they started to do the walking path there, I was like cool, they're opening it up and maybe they'll put a roundabout in there so it doesn't backup a mile down the road. Then I went oh, they're just doing a walking path. That's cool, but I was a little disappointed that it wasn't opening up that area to get more traffic through there and out of the area.

Victoria Taylor-Sluder – You didn't say you can do seconds, but I have one more question real quick. Nobody has mentioned anything about the water. Where are the 168 homes getting their water for household use?

Dave Campbell – They would be connecting to municipal water, Great Lakes Water Authority. It would not be wells or septics. It would be sanitary sewer and municipal water.

Tim Hedlund, 4984 Greenview Dr., Commerce Township – I guess this is probably more of a question for Dave. When the water main was run down there, what size water main was put in coming down Commerce Road that will be feeding this new development?

Jay James – It's a 16-inch ductile iron pipe.

Tim Hedlund – Okay. Then where is the tapping point that's going in on this? Where are you guys tapping that water main?

Dave Campbell – Are we answering questions?

Chairperson Parel – Sure.

Dave Campbell – I don't know if that has been established yet.

Mr. Kassab – We actually have our civil engineer here, Dave, to comment on that.

Chairperson Parel – I don't know if we want to dive into those details right now. It's getting a little micro.

Tim Hedlund – All right. No problem. Thank you.

Pat Keast, Civil Engineer, SKE Group, 39205 Country Club Dr., Farmington Hills – We're the engineers on the project. As Jay pointed out, it would be tapping the 16-inch on Commerce Road, and then running it at the entrance location, into the site and around, and looping it back to both Carey Road and also to the subdivision to the east where there's a stub there, which is needed, and we provide the necessary easements to do that.

Chairperson Parel – Thank you. Anyone else? Going once. Okay, that was great. I just want to say personally, thank you for all the comments.

Dave Campbell – Mr. Chair, I'm sorry to interrupt. I do want to mention too for the record that we did receive 9 letters/emails. Some of these comments are from folks that I know we've heard from tonight as well. You've all been provided a copy of these, and I have provided copies to Ms. Watson, our Recording Secretary, so she will record these into the minutes as comments included in the public comments. Of the 9, I think they're all, in one form or another, opposition to the project for a lot of the same concerns we are hearing, primarily traffic, but also impacts on environmental features.

Chairperson Parel – Dave, that's important and I appreciate it. And I do appreciate everybody coming out tonight and speaking. Thank you for being courteous.

Correspondence received for the public hearing included the following 9 letters/emails:

1. Victoria Taylor-Sluder, 4630 Cooley Lake Road, Commerce Township. (Also spoke during public comment) Adamantly opposed to the proposal, especially with regard to preserving natural space and wildlife, preserving open space for the neighbors, and issues with traffic.
2. Kevin & Tina Gray, no address provided, 35-year residents of Commerce Township. Opposed to the proposal due to density, traffic, and lack of road improvements.
3. Mohinder Kashyap, 6147 Carey Road, Commerce Township. His vote is no on the proposal.
4. Loraine & Timothy Potochick, 4943 Cooley Lake Ct, Commerce Township. Feels the current zoning should remain as R-1A for property values and proper fit in the community.
5. Robert Linnan, 4860 Cooley Lake Ct., Commerce Township. Opposed to the rezoning due to traffic increases.
6. Alex Roberts, 2381 Glenwood Ct, Commerce Township. Against the rezoning due to density.
7. Suzanne Hughes, 60-year resident, no address provided. The roads were meant for people to get to their summer cottages and are not designed for the traffic in Commerce, creating dangerous conditions and delays.
8. Kathy & Mark Oleski, Treasurer & Past President of Old Sherwood Square Condo Association, 5841 Old Sherwood Drive, Commerce Township. (Kathy spoke during public comment.) Serious concerns with safety issues, traffic, and limited sight lines on Carey Road.
9. Susan Neirynck, 4986 Juniper Dr., Commerce Township, 38-year resident. Road is crumbling partially due to all the traffic; RCOC counted 2,000 cars each morning and again in the afternoon. What are the plans to address traffic?

Chairperson Parel closed the public hearing.

Chairperson Parel – Dave, I think now may be a good time; a few of the Commissioners had asked to have a conversation with the developer after we heard public comments. I'll start with Caitlin.

Commission Comments:
Bearer – A question about the second entrance off Carey Road. Is it an option for that to be a crash-through gate?

Dave Campbell – While there are different opinions and we've had some very healthy discussion, both the Township Board and the Fire Department are looking to move away from having emergency gates as an option for emergency access. The primary reason is that those gates too often become the spot where the snowplow drivers will pile up the snow, or someone will park a car or a camper there for days or weeks at a time. Or that's where the kids set up the basketball hoop, or whatever it might be. And when there is an emergency and there is a need for that emergency access when the emergency responders get there, it's impeded. So, the position of the Township and the Fire Department has been, for points of access that are required per the International Fire Code, those need to be full access connections, not gated access.

Bearer – Okay, then according to the distance of the property, is it far enough that there could be two points of access on Commerce Road?

Dave Campbell – We would have to look at that. There are separation requirements from the Road Commission relative to points of access to each other, but also to existing intersections and in this case, an existing signalized intersection. The Road Commission will always want to maximize that separation from any new point of access from an existing intersection, particularly a signalized intersection. So, it's something that could potentially be evaluated. We certainly want to get our traffic engineer and the developer's traffic engineer involved in that analysis, and certainly the Road Commission's insights as well. What the developer has done here, and which is what the Road Commission will typically seek is with the Commerce Road access aligning with Greenview. The Road Commission always wants to see roads align. If you offset, then you create conflict points.
The other thing that the developer tried to do was push the Carey Road access as far north as he could to maximize that spacing from the traffic signal, and also to minimize any impacts on those wetlands that are right there along the east side of Carey Road.

Bearer – Understood. Just as a general statement, I'm sure all of us Commissioners are struggling with the balance between a proposal that is a lower density proposal that we can't control as far as greenspace goes, along with an increase in greenspace, but an increase in density. I'm personally struggling with it. I don't really have any questions at this point. I'd love to hear what my other Commissioners have to say, and I might have questions based on that, but it might become a little more clear for me.

Winkler – Brian, I've been on the Planning Commission for almost 20 years, and I've been a Commerce Township resident for 31 years. When projects like this come up, and rezonings like this come up, I come back to the hard reality of zoning, which is, if the developer who owns this property decides to develop it based upon the current R-1A zoning, he can clear cut the property, from property line to property line. And, if he submits a site plan that meets all the requirements of the Zoning Ordinance, we at the Planning Commission have to approve it by law. So, here we have a developer that has come in with what I think is an innovative way to develop this property. There are certainly more residences, but with a lot more greenspace. And the difference in traffic between it being R-1A, completely clear cut, large lot residential, at 120 lots, or this proposal at 168 lots, the difference in traffic is going to be minimal. There will be a difference, but maybe 15%. The hard reality is that if this developer, or some other developer who buys this property, wants to develop the property with the current zoning,

if they meet the requirements of the Zoning Ordinance, we cannot deny it. So, it's either this, or a clear-cut property with no greenspace. I hate to be blunt, but that's the reality of the situation. I hope people understand that.

Unidentified Resident – But the roads won't support it.

Phillips – Okay, I guess I'm dissenting a little bit from that perspective. I think the current zoning is consistent with the Master Plan. I think the property is viable for development as an R-1A. It's disappointing to assume that every time it's R-1A, it will be clear cut. I'd like to see a developer come in that actually values greenspace and wants to develop an R-1A and preserve the greenspace and trees. I really don't see any compelling benefit that justifies rezoning from the lowest density residential to the highest density. And I think the serious concern I have is on setting the precedent that any developer could come in for R-1A and make the same argument. I'm going to give you more greenspace, but I want more density, more homes, and want to make it financially viable. And I think if we do that, we're going to see this over and over and over again, and we're going to lose our rural residential charm, and lose the R-1A attributes of our community.

Loskill – I have a question. You've put down the number 122 sites, but I'm not sure how you're getting that. Is that a net, minus the wetlands and other things? If you take 75 acres, multiply that out divided by 20,000, you get 163 sites.

Dave Campbell – They did submit a parallel plan, and you're correct, that by the time you put in roads you're going to lose some of your usable area. A fair estimate is probably 25% once you take into account roads, detention ponds and so forth. With respect to the wetlands, on the parallel plan, they did show the wetlands being filled and utilized as buildable lots. I think one area of the existing wetlands was shown to be an area for detention, which is often what the developers will do. They will use the existing low spot on the development as their detention area. But that's where the 122 comes from is the parallel plan.

Loskill – Okay. I'm not in favor of more developments this size, but in looking at the plan they've proposed, I think it's about as good as we can get. I would support in the future that we change our Zoning Ordinance to make things a little bit more developer oriented as far as lower density to start with, and then by doing things that would promote better sight lines and development practices, we increase the density that way. I think right now, we allow too much density offhand and there's no room for negotiations. As we're sitting here, it's either we get 160 homes on a clear-cut site, or we get 160 homes on a well thought out site. It's a tough situation. We're stuck between a rock and a hard place in making these decisions.

Dave Campbell – I will respond to that to say, it is a Conditional Rezoning. So, the developer can volunteer conditions and it's up to this Planning Commission and the Township Board to accept those conditions. The intent is for those conditions to be proportionate to that which they are seeking, the impacts caused by the rezoning that they're seeking. In that sense, there is a certain amount of negotiations. The developer is volunteering, and that's a key word, volunteering conditions.

Weber – Maybe I'll start with the public service announcement. So, there was a lot of discussion on keeping the Township more of a bed and breakfast community feel, that the Township Board should acquire land or should buy these lands, et cetera. And I'll just tell you that that the Township owns 160 parcels right now. If you include Proud Lake, 37% of Commerce Township cannot be built upon. So, the Township owns it, or it's a state park and we made the decision not to divest ourselves of any of the property that we presently own, I think with maybe a residential lot or two that's thrown in there. My view is that we prioritize existing residents ahead of potential residents.
I'm okay with trading off some density at the building of smaller lots within a community like this to preserve more greenspace. It has been mentioned, people that are coming in, they know what they're buying, and they can choose to buy a larger house on a smaller lot, or not. That's their choice at the time. What I struggle with is the moving from 122 to 168. To me, that's too far of a jump. I'm willing to trade off some density. The logical question is, what is the number? And I don't have that right now. Mark, I think what you and your firm have done has been outstanding. And the most outstanding part has been communicating with the residents. We need the input to try to turn a tough situation into an outcome that meets consensus. The definition of consensus is, you might not get what you want, but you can live with it. I see that here, but at the same time, 168 is too big of a number for me. So, is it moving from R-1A to R-1D? Possibly the right answer is R-1A to R-1C, with something that is consistent with the design you have.
We've seen it so many times. What we think is an adequate buffer is not an adequate buffer. It looks great in the summertime, and it's a completely different story in the winter when the leaves are gone. So, I commend you wholeheartedly with the intent of the design, but I've fallen on my sword more than once when taking a position on housing density. Going from 122 to 168 is too much in my mind. In the alternate proposal, there was the discussion on the commercial site in the southwest corner. In the Master Plan, we were intentional in our language when we described a neighborhood commercial, and literally I think we used the comparison of a small market, not one building with several tenants in it, and nothing near the size of 75,000 square feet. I know when we talked earlier, when Dave did a little bit of analysis for us, that corner roughly comes into four to five acres. So, I don't see something there, but at the same time, I guess I'm saying, I am not opposed to having some kind of a neighborhood market in that corner. I don't think it's going to add to the traffic. This market or coffee shop is not going to be a destination. It would be something that helps build community for the residents in that area and I'm not opposed to that, if it gets to the point where we're looking at a different design in the future. To sum it up, I love the plan, but the density is too great for me.

McCanham – George stole everything I wanted to say. My problem is that I hate traffic out here and I hate the density. Like it was said earlier, we are stuck with certain responsibilities legally; if it's zoned a certain way you've got to go a certain way. People have that right. The thing that hit me in the face was if you were to put this subdivision down as a tabletop, it's beautiful, but then if you plug it into the community, it looks a lot different. My problem is simply 122 to 168. I don't think there's a good enough reason. I'm not looking at the profit. I'm here to represent the community, and I can't see going from 122 to 168 just like that.

Chairperson Parel – I'm not sure I have much to add, other than I think my fellow Commissioners made some really good points. I commend the developer for not only

the meetings with a lot of the residents, several meetings and correspondence, and putting together a plan that I think does look great, to Mickey's point. I love the buffering on the north and east ends. I think you did a heck of a job to try to bring us something that makes the best out of not the greatest situation.
That said, I am on the fence as far as my vote goes. I'm not sure I see a need to go up to the 168. I understand that you have the right to do the 122. I understand that somewhere in the middle potentially lies a compromise. I don't know if I can suggest that. I understand what the worst case scenario could be, which could be some commercial, lower density, less trees and I hate the idea of that. For me, the 168 number really stands out. We've talked about density and traffic. I don't believe that the difference between 122 and 168 is an incredible amount of traffic, and I look at that trade off with the buffering, the retention of the trees. That's tough for me.
You've heard our comments.

Mr. Kassab – If I may, we've been here for two hours and 20 minutes. Thank you all for your patience. One of the most positive things that have come out of this is the neighborhood input, not only from the resident meetings we've had, but furthermore this evening, and I'd like to continue that. I'd like to continue to get their input to make a better plan. Certainly, out of 26 or so residents that have spoken, I'm going to venture to guess that 2/3 of them had a challenge with traffic. Certainly, when you add one more house, it's going to create more cars on the road. I get that. I'd like to go back and take a look at the plan on what we can do to possibly reduce the density and to reduce the impact of traffic. The folks that live on Juniper, I've seen it. I don't want to admit that I've cut through it, but I've seen it. It's one of those things where, unfortunately, the Road Commission is last to catch up, in my opinion, even where I live in Macomb. Once the developers get in and build their subdivisions, Road Commission comes and widens the roads. It almost seems like it's too little, too late. Nonetheless, we have a duty to this Township and a duty to the residents to come up with a plan that I believe works for everybody. I'd love for the next meeting that we would have to have folks in support because we've made the plan better. At that point, I'd like to make a request to table this matter for further consideration.

Chairperson Parel – I was hoping you'd say that. I really do appreciate that and I'm sure the other Commissioners agree. I think that's the right path. Anything else?

Weber – We have to make a motion to table.

Dave Campbell – Yes, you would. There would have to be a formal motion.

MOTION by Weber, supported by Loskill, to table item PCZ#26-02.
MOTION CARRIED UNANIMOUSLY

Chairperson Parel – Dave, anything else to add?

Dave Campbell – Maybe just to repeat myself. If and when this Planning Commission gets to a position where they are ready to take action, at this stage of the process, that action would be in the form of a formal recommendation to the Township Board. So, if and when the Planning Commission does so, then what would happen following that would be a final decision by the Township Board. The Planning Department will

continue to take all the phone calls and emails from folks who are going to want to know what the next steps are and what the schedule looks like. I'm quite confident I'll be talking to Mr. Kassab tomorrow to talk through what that schedule might be.

Weber – I've got a comment while we have a mostly full house still. For those of you that don't know, there are 8 bills that are being voted on imminently in the House that would take the discussion we just had out of local government hands. The House of the State of Michigan is looking at changing the law so that we could not zone anything greater than a lot of 2,000 square feet. I did not misspeak, nor a dwelling less than 600 square feet. They believe that there is a shortage of housing. I think most of us would agree with that, and housing is somewhat unaffordable. I think most of us would agree with that as well. But, in my words, they're trying to do brain surgery with a shotgun and not a scalpel. So, now is the time for you to contact your State representatives and let them know what you think about that.
There was a meeting last week where I gave two of our representatives' credit, Noah Arbit and Rosemary Bayer. So, one of our House representatives and one of our Senate representatives actually reached out and wanted to have a round table of community leaders. Unfortunately, there were two of us from Commerce that attended the meeting, and the only other community that chose to attend was somebody from Orchard Lake. We had a very good discussion on that. We let them know what the pitfalls were and what they would be doing to destroy established communities with something like that. But I want you to know what that could do, meaning not just to a development that Mr. Kassab is looking at, but literally the lot next door to you could have 3 duplexes and two campers in the back. Literally, that's what this legislation would allow. So, please contact your State representatives, both the House and the Senate, and let them know what you think about that.

Unidentified Resident – Does that bill have a name?

Weber – It is the Housing Readiness Package, which includes House bills 5529 through 5532, and 5581 through 5585. Some of those make a lot of sense. They're very logical. There's no issue with some of them, but in totality, the most egregious portions would destroy a community like Commerce Township, and everyone else in northwestern Oakland County.

Mr. Kassab – Coming from a developer, I agree with you. I think it's overreaching.

Dave Campbell – It sounds like we're moving on to the next agenda item. I don't know if it makes sense to take a 5-minute recess for those who are not interested in lakefront accessory structures to head out.

Chairperson Parel – Thank you everyone for participating. We really do appreciate it.

[Break from 9:27pm to 9:32pm]

G. OLD BUSINESS
ITEM G.1. TEXT AMENDMENT DISCUSSION

Discussion on waterfront accessory structures.

Chairperson Parel – Dave, could you bring us up to speed?

Dave Campbell – Actually I'm going to ask Jay to bring you up to speed, other than to say that we've had some preliminary discussions on what Jay's proposing relative to amendments to the Zoning Ordinance for lakeside or waterfront accessory structures. We're to the point now where Jay and his team have developed some prospective language. If the Planning Commission feels that this language is appropriate, something we want to move forward with, then two things need to happen next. One, we would want to have the attorney create this language in its amending ordinance form. And two, we would need to have a public hearing with this Planning Commission. Then, if the Planning Commission were to make a formal recommendation, it would go to the Township Board with the potential for adoption. Jay, correct me if I'm wrong. I think the Township Board wanted to see this before a public hearing. I think they wanted it as an item on their July discussion meeting agenda.

Jay James – Yes, at their discussion meeting they'd like to see it, get a first blush at it and maybe give a little input prior to it coming back for the public hearing.

Dave Campbell – So, if that sequences out, then seemingly we would potentially be having a public hearing on this at the Planning Commission in August.

Jay James – So, with that, after our last meeting a couple months ago, I came away from that meeting with some input from you guys as far as some setbacks and heights, eave heights and square footages. So, I amended this document. Really there were five changes that I noted that you wanted to see. The first was the side yard setback. Initially I had listed it as 4 feet, which our current zoning for detached accessory structures can be as close as three feet, but that's in rear yards. I had left it at 4 previously, and from discussion with you guys, and I actually agree with this one, we bumped it up to 10 feet. I think that does two things. One, it reduces the viewshed impairment for neighbors by bringing it more into your own property, and therefore, it's impeding your view more. But more importantly I believe, the 10 foot prohibits or would reduce … Typically when you have an accessory structure that close to the property line, 3 or 4 feet, that 3 or 4 feet gets used as a junk collector. People throw their ladders back there, they throw their wheelbarrows back there, the grass doesn't get cut, et cetera. I think by widening up to 10 feet, it's still going to be a maintainable portion of their yard and hopefully we won't see all that stuff being stored behind it.
The other one was when we were speaking about the height of the structure. Previously we had the maximum height at 14 feet. I have reduced that down to 10 feet, which includes the peak height and chimney height. This will stop the structures from being an 8-foot wall with a very steep roof that would raise it up higher than any of us would like to see. The other one was the eave height; we went from 10-feet down to 8-feet. Again, it provides the same thing and helps the overall height to be reduced. The square footage, I had initially listed it at 300 square feet. But based on our discussion, I think we're talking like 15x15 would be the Max that we would want to see. That allows you to store your lake toys and your lake accessories, but it doesn't allow you to necessarily

have room to work on your motorcycles, et cetera. I'm sure you could still keep lawn mowers, et cetera, in there. Hopefully we won't have anyone using it for anything outside of storing their materials.
Then we added in the exterior materials to make them more compatible with the primary residence, so that we don't have any nice brick houses with a tin Home Depot shed. We hope it will be something compatible and similar to those in the neighborhood. With that, I will take any questions or comments you have on this revision.

Chairperson Parel – Yes, we've been through a few different iterations of this. Mickey?

McCanham – I'm good.

Weber – You rang all the bells. I have no changes and I think it's good as is.

Loskill – No comments.

Phillips – I approve.

Winkler – No comments. You sure put a lot of work into that.

Chairperson Parel – Jay did put a lot of work into this.

Bearer – No comments.

Chairperson Parel – From my perspective, I'm not a lake guy. I get the perspective on this. I understand why we have to put rules in place, even in an area where it seems like rules are rarely followed. I don't know enough about it, but I guess I just caution, and I hope this doesn't open up Pandora's Box and everybody starts coming to you with…

Jay James – Unfortunately, I think Pandora's Box has already been opened, and this is a way to reign in it a little bit. Remember, this is just the Township's Ordinance. If individual HOAs want to restrict it and not allow them, they can still do that.

Chairperson Parel – I understand. I think this is the best solution. I know you put a lot of work into it. We appreciate it. Dave, what is the next step?

Dave Campbell – The next step for the Planning Commission would be to hold the public hearing and make a formal recommendation. What Jay and I are agreeing upon is that the Township Board wanted to see this before a public hearing, and that would be at their July quarterly meeting which is July 28th.

Chairperson Parel – Is there anything you need from us prior to that, other than what we've heard this evening?

Dave Campbell – I think the Township Board would be interested to hear that the Planning Commission sounds mostly agreeable and didn't have any changes to Jay's proposed language.

Chairperson Parel – Okay, I think you have that.

Jay James – Since you didn't ask me for an update at the beginning of the meeting, I would like to introduce all of you to Andy Miller. He is my new Assistant Building Official here. So, you may be seeing him from time to time. If I do happen to miss a meeting, if there is something on the agenda, Andy will probably be here, and he will be well aware of the situation. If you are in the Township Hall, please feel free to stop by and talk to Andy.

Chairperson Parel – Andy, pleasure to meet you. And Jay, sorry I missed you at the beginning.

Jay James – I know this isn't a public hearing, but I do know there were some people that came here specifically tonight to hear this. I don't know if you'd want to get anyone's comments.

Chairperson Parel – Do you have any comments?

Andy Sarkisian, 3398 Tiquewood, Commerce Township – Sure. I want to thank Jay for all his work on this stuff. And quite frankly, since I am departing, for the entire Board and Larry who's not with us, Jay and Dave and everyone, for all their years of support for all my silly questions and comments. On this topic, I sympathize with Jay. He's got people doing things and it's hard to tell what's going on in people's backyards. I do think you will get a lot of comments in the public hearing and George, you may want to let your friends know on the Township Board because there are going to be neighbors who don't want something of that size that's as close even as 10-feet to the lot line. That will have an impact on their view and the closer it can be to center of the resident's property line, and maybe a certain distance from the water. There's no shortage of outside kitchens that have roofs and things of that nature that are being developed in these relatively expensive homes. It will probably be a more crowded room than this is my guess, when this comes up, assuming all the lakefront people know.

Chairperson Parel – Thank you, sir. Best of luck to you in Florida.

Andy Sarkisian – Thank you.

I. NEW BUSINESS

None.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

NEXT REGULAR MEETING DATE: *MONDAY, JULY 6, 2026, AT 7:00PM.*

Dave Campbell – We usually like to give you a heads up on what we think we're going to see at our next meeting, which is July 6th:

- Bogie Lake Residential – This is the project with 46 homes, located between Westlake Senior Living Campus and the northern most entrance to Walled Lake Northern High School. That Conditional Rezoning was approved by the Township Board at their April meeting. The next step for the developer would be to come back to this Planning Commission with the condominium site plan and master deed.
- We continue to work with the owner of Commerce Lake Market who wants to knock down his existing store, build a newer, bigger and better store, but also add a fuel canopy. He would need to rezone his properties to be able to do so.
- We are probably going to talk more about data centers at the July meeting and some potential language, probably in a similar format to what Jay proposed, some informal language that, if the Planning Commission feels is appropriate, then we will work with the Township Attorney on formatting it into ordinance language that maybe the Planning Commission would see at the August meeting. By then, we will be getting toward the end of our 6-month moratorium on data centers, so we will probably be asking the Township Board to extend that moratorium by 2 or 3 months just to give us enough time to get through the process.
- We may be seeing a concept plan. I know the developer has a meeting scheduled with the neighbors and they want to wait to present the concept to the neighbors first. They don't want rumors leaking out prior to that meeting, which is scheduled for June 8th.

Chairperson Parel – Dave, remind me again, when is the annual celebration in the Village?

Beth Miller – June 13th.

Weber – Yes, in 10 days.

Winkler – Do they need more volunteers?

Weber – I would think the answer would be yes, and I would recommend that anybody who wants to be part of it to contact Emily England, who is Director of Parks and Recreation.

L: ADJOURNMENT

MOTION by Loskill, supported by Phillips, to adjourn the meeting at 9:47pm.

MOTION CARRIED UNANIMOUSLY

_____

Joe Loskill, Secretary

UPDATE OF ACTIVITIES IN COMMERCE

PUBLIC DISCUSSION

(on matters for which there is no public hearing scheduled)

TABLED ITEMS

To: **Commerce Township Planning Commission**

From: **Commerce Township Planning Department**
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner

Date: **June 29, 2026**

RE: **PCZ# 26-02 – Wingate Preserve**
Conditional Rezoning Petition for 2 parcels totaling approx. 75-acres Proposed to be conditionally rezoned from R-1A (Large Lot One Family Residential) to R-1D (One Family Neighborhood Residential)

Planning Department update - On June 1, 2026 the Planning Commission tabled any action on PCZ#26-02 (Wingate Preserve) a conditional rezoning of two parcels totaling approx. 75-acres from R-1A (Large Lot One Family Residential) to R-1D (One Family Neighborhood Residential). Attached to this report is an excerpt of the draft meeting minutes for the Planning Commission's reference.

On June 18, 2026 the Planning Department received a revised conditional rezoning plan from the petitioner (Commerce Carey LLC, Mark Kassab et al) which included significant revisions to the plan based in large part upon the direction received from the Planning Commission on June 1 and the comments received during the very well-attended public hearing. The revised plan also included a narrative from the petitioner outlining the changes and the rationale for them. Below is a summary of the most significant revisions to Wingate Preserve's conditional rezoning plan:

- ***The number of proposed single-family units has been reduced from 168 to 148**, a 12% reduction in units.*
- ***The density decreased from 2.24 units per gross acre to 1.97 units per gross acre** (assuming 75 gross acres). The bulk of the combined properties is designated Rural Residential on the Future Land Use Map within the Township's Master Plan, with a stated density of 2.0 units per acre.*
- ***The revised plan proposes fewer 60-foot lots (from 101 to 34) and more 70-foot lots (from 67 to 114)** in an effort to address concerns that the smaller lots are inconsistent with those in the vicinity.*
- ***The preserved greenspace (common areas, preserved wetlands, perimeter greenbelts, etc.) has increased from 22.95 acres to 25.45 acres** (from 31% to 34% assuming 75 gross acres).*
- *The connection to the Bridge Pointe neighborhood is shown to be a paved pathway rather than an unrestricted public road connection, although the Planning Commission never specifically addressed whether the Township would seek a vehicular connection.*

Otherwise, the general layout of the conditional rezoning plan – including its two proposed points of boulevard access along the north side of Commerce and east side of Carrey - remains relatively

unchanged. The Township Attorney has made the necessary revisions to the draft conditional rezoning agreement to reflect the dimensional changes summarized above. Fire Marshal Mark Gall did not have any additional comments or concerns regarding the revised plan. The Planning Department did not opt to have the Township's Traffic Engineer update the traffic impact study, since it's safe to assume the trip generation model will remain the same but the projected volumes from the development will be reduced by about 12%.

The Planning Commission's role per Article 36 of the Zoning Ordinance is to offer a formal recommendation to the Township Board to approve or deny the conditional rezoning petition. Should the Planning Commission opt to forward the conditional rezoning petition to amend the Zoning Map to the Township Board with a recommendation to approve, the Planning Department offers the following motion language for the Planning Commission's

Move to recommend the Township Board approve PCZ#26-02, a conditional rezoning petition by Commerce Carey LLC (Mark Kassab et al) for Wingate Preserve, a single-family residential site condominium of up to 148 dwelling units upon two adjacent parcels totaling approx. 75 acres on the north side of E. Commerce Road, east side of Carey Road. Both properties would be conditionally rezoned from R-1A (One Family Residential) to R-1D (One Family Residential). The Planning Commission's recommendation is based on a finding that the conditional rezoning petition meets the applicable criteria within Articles 3 and 36 of the Township's Zoning Ordinance, is consistent with the intent of the Commerce Township Master Plan, and will result in a land use compatible with the single-family residential neighborhoods surrounding it.

The Planning Commission offers their recommendation with the expectation that the project will return to the Planning Commission for consideration of approval of a condominium site plan that demonstrates compliance with all applicable standards of the Zoning Ordinance and with the approved conditional rezoning plan. This recommendation of approval is conditional upon the following:

1. ***The applicant enter into a conditional rezoning agreement with conditions volunteered by the applicant and acceptable to the Planning Commission and Township Board, including any revisions required by the Planning Commission and/or Township Board during their respective reviews, and the executed conditional rezoning agreement be recorded with the Oakland County Register of Deeds prior to any formal consideration by the Planning Commission of the condominium site plan;***
2. ***The applicant shall apply for approval by the Planning Commission and Township Board of a condominium site plan and master deed consistent with the terms of the conditional rezoning agreement and with the standards and procedures of Article 37 (Condominium Regulations) of the Township's Zoning Ordinance;***
3. ***Any public road improvements committed to within the conditional rezoning agreement and/or recommended by the Township's Traffic Engineer in their review of the petitioner's traffic impact study shall be:***
    a. ***Reviewed and approved by the Road Commission for Oakland County (RCOC)***
    b. ***Shown on a forthcoming condominium site plan.***

Below is the body of the Planning Department's original review, submitted to the Planning Commission for their regular meeting on June 1, 2026. ***Please note the Planning Department's original report has not been updated/revised to reflect the changes summarized above.***

- DRC

Project Information

Site: PIN's: 17-04-300-066 (approx. 42 acres) and 17-04-300-068 (approx. 33 acres)

Petitioner/Owner: Commerce Carey LLC (-066) & Commerce Carey East LLC (-068)
Jim Galbraith – President
Mark Kassab – Senior Vice President
31550 Northwestern Hwy, STE 220
Farmington Hills, MI 48334

Project Engineer: SKE Group
39205 Country Club Dr, Ste C8
Farmington Hills MI 48331

Project Architect: FPA
Felino A. Pascual and Associates
24333 Orchard Lake Rd, Ste G
Farmington Hills, MI 48336

Petition Overview

Mark Kassab and Jim Galbraith of Commerce Carey LLC have assembled two parcels totaling approximately 75 acres at the northeast corner of E. Commerce and Carey Roads and propose to develop the combined site with 168-unit single-family residential site condominiums. The proposed neighborhood would have public roads with two points of access; one along the north side of Commerce Road and the other along the east side of Carey Road. The two properties comprising the site are zoned R-1A (Large Lot One Family Residential), and the developer is proposing to conditionally rezone to R-1D (One Family Neighborhood Residential). R-1D allows smaller lots than R-1A allowing a minimum single-family lot area of 7,200 square feet and minimum lot width of 50 feet. Mr. Kassab and Mr. Galbraith are pursuing the rezoning to R-1D as a conditional rezoning consistent with the standards and procedures of Article 36 of the Zoning Ordinance. The developer's motivation for the conditional rezoning is to develop smaller lots in an effort to maximize the preserved greenspace on the site, particularly along the site's perimeter.

The two key components of the conditional rezoning petition are the conditional rezoning agreement (CRA) – which includes the conditions being volunteered by the petitioner – and the conditional rezoning plan (CRP). While not a fully-developed site plan, the CRP establishes the baseline parameters of the proposed development. In the case of a new single-family neighborhood like that proposed, baseline parameters include general layout, unit count, lot sizes, points of access, and public utilities (municipal water, sanitary sewer, and roads). The site could not be used for any other land use not expressly permitted in the conditional rezoning agreement unless that agreement were amended. If the site is not developed consistent with the agreement and/or the corresponding conditional rezoning plan, the properties would revert to their original zoning designations.

The Commerce Carey LLC team has drafted a conditional rezoning petition that was received by the Planning Department on April 6, 2026. The petition includes a narrative which states the conditions the petitioner is prepared to offer within the conditional rezoning agreement. The Township Attorney created a draft conditional rezoning agreement, based on the conditions offered in the petition along with subsequent correspondence with the petitioner. The final signed CRA is not required until after the Planning Commission has made a recommendation on the conditional rezoning petition to the Township Board. However, it is advisable for the conditions of the CRA to be discussed by the Planning Commission before any final decision by the Township Board as they are the recommending body for the petition. **If the Planning Commission opts to recommend any revisions to the CRA, those recommendations should be included in the motion of the PC's formal recommendation.**

Zoning and Future Land Use

As part of any request to rezone a property (conditional or otherwise), both the Planning Commission and the Township Board should refer to whether the request is consistent with the Township's 2023 Master Plan, and particularly the Future Land Use Map within that Master Plan. The properties proposed to be rezoned as well as the adjacent land uses, zoning classifications, and Future Land Use Map designations are as follows:

Area	Existing Land Use	Zoning	Future Land Use map designation
Subject Parcel (17-04-300-066)	Undeveloped	R-1A (Large Lot Single Family)	Rural Residential and Neighborhood Commercial (6-8 acres at corner)
Subject Parcel (17-04-300-068)	Mostly undeveloped (one barn)	R-1A (Large Lot Single Family)	Rural Residential

North **(Four Oaks properties)**	Single Family Homes	R-1A (Large Lot Single Family)	Rural Residential
South **(The Preserve & Juniper Hills)**	Single Family Homes	R-1A (Large Lot Single Family)	Rural Residential & Neighborhood Residential
East **(Bridge Pointe Sub)**	Single Family Homes	R-1A (Large Lot Single Family)	Neighborhood Residential
West **(Beacon Hill)**	Single Family Homes	R-1A (Large Lot Single Family)	Neighborhood Residential

In compliance with the Michigan Zoning Enabling Act and Article 3 of the Commerce Township Zoning Ordinance, the Planning Department has scheduled a public hearing for the proposed conditional rezoning during the regular meeting of the Planning Commission on June 1, 2026. A public hearing notice was published in the Oakland Press on May 15, 2026, letters were mailed to the owners of all real properties within 300 feet of the subject properties, and a "Conditional Rezoning Proposed" sign was installed along the Commerce Road and Carey Road frontages. If the Planning Commission provides their respective recommendations, Wingate Preserve conditional rezoning could potentially proceed to the Township Board during their meeting scheduled for June 9, 2026.

Conditional Rezoning Procedure

Per Section 36.06 of the Township Zoning Ordinance, there are a minimum of four milestone steps in the conditional rezoning process.

- Submission of a conditional rezoning petition – The applicant submits a petition to the Planning Department that satisfies the requirements of Sec. 36.06.A of the Zoning Ordinance. The applicant's petition was formally submitted on April 6, 2026.
- Preliminary conference – The applicant meets with the Township Supervisor, Township Attorney, and Planning Director to confirm the application's validity, as well as to review the proposal and discuss potential conditions for rezoning. The preliminary conference was held on April 13, 2026.
- Formal Planning Commission review – The applicant's petition goes before the Planning Commission for formal consideration, which includes holding a public hearing. The Planning Commission has the option to forward the petition to the Township Board with a recommendation to approve or deny. The public hearing is scheduled for June 1, 2026.
- Township Board review – The recommendation of the Planning Commission, along with the executed conditional rezoning agreement, are considered by the Township Board. The Board has the authority to approve or deny the petition. The Township Board's agenda for June 9 is tentatively scheduled to include the Wingate Preserve conditional

rezoning petition, but whether or not the Township Board will be in a position to approve it the evening of June 9 likely depends upon the Planning Commission's meeting on June 1.

If the conditional rezoning is formally approved by the Planning Commission and Township Board, the project would return to the Planning Commission at least one more time for approval of its site plan consistent with the standards of Article 35 of the Zoning Ordinance.

Rezoning Criteria

Section 3.03 of the Zoning Ordinance includes the criteria the Planning Commission is to consider for any application to amend the Township Zoning Map, whether that rezoning is conditional or not. The language of Sec. 3.03.D.3 is as follows:

In considering an amendment to the Official Zoning Map (rezoning), the Planning Commission shall consider the following factors in making its findings and recommendations:

a. *Consistency with the Master Plan. Consistency with the Master Plan's goals, policies, and future land use map, including planned timing or sequence of development. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area shall be considered.*

b. *Environmental Features. Compatibility of all the potential uses allowed in the proposed zoning district(s) with the site's physical, geological, hydrological, and other environmental features.*

c. *Suitability with the Law. Compatibility of all the potential uses allowed in the proposed district(s) with surrounding uses and zoning in terms of suitability, intensity, traffic impacts, aesthetics, infrastructure and potential influence on property values.*

d. *Capacity of Public Services and Utilities. Capacity of available utilities and public services to accommodate the uses permitted in the district(s) without compromising the health, safety, and welfare of Township residents or burdening the Township or Oakland County with unplanned capital improvement costs or other unplanned public expenses.*

e. *Capability of Road System. Capability of the road system to safely and efficiently accommodate the expected traffic generated by uses permitted in the zoning district(s).*

Planning Department comments – A traffic impact study was conducted on behalf of the petitioner by Fishbeck Engineering (Jill Bauer, PE) for the two proposed site driveways, the signalized intersection of E. Commerce & Carey Roads, the unsignalized intersection of Carey & Baltusrol (Beacon Hill), and the unsignalized intersection of E. Commerce & Bridge Trail / Birkdale Drive (Bridge Pointe Sub and Birkdale Pointe Sub). The TIS was reviewed by the Township's Traffic Engineer (Fleis & Vandenbrink, Julie Kroll, PE). Both Fishbeck's TIS and F&V's review of Fishbeck's analysis are attached. The 168 homes proposed are anticipated to generate 1,622 new trips (50% inbound and 50% outbound) over the course of a typical 24-weekday, including 118 new trips (32 inbound and 86 outbound) in the morning peak hour and 155 new trips (96 inbound and 59 outbound) in the evening peak hour. A trip

distribution model was developed based on existing traffic patterns to estimate which of those peak-hour trips would come & go via the two proposed site access points. The distribution model assumed the majority of site-generated traffic would utilize the E. Commerce Road access point ("Site Driveway 2"). It is notable that the study assumed there would be no vehicular connection between the proposed neighborhood and the Bridge Pointe neighborhood via Bridge Pointe Dr which is currently stubbed at the site's easterly property line, as that connection was intended to be a decision of the Planning Commission and Township Board with input from the Fire Marshal. If the Township were to require that internal connection, it is assumed that the site traffic that would choose to come & go via Bridge Trail would be "cancelled out" by the existing Bridge Pointe traffic that would choose to come & go via Site Driveway 2. Given the proposed layout of Wingate Preserve and the existing layout of Bridge Pointe, the number of drivers that might choose to travel through the adjacent neighborhood to come & go is anticipated to be minimal.

Fishbeck's TIS makes two recommendations on their client's behalf:

1. Provide an eastbound left-turn passing lane along the south side of E. Commerce Road at proposed Site Driveway 2/Greenview Drive
2. Remove the illegal cut-through at the northeast corner of the signalized intersection of E. Commerce & Carey with strategic landscaping and related improvements

Commerce Township Traffic Engineer Fleis & Vandenbrink reviewed Fishbeck's TIS and provided their comments in a letter dated May 26, 2026. Their most significant comments are as follows:

1. **Rather than add an eastbound left-turn passing lane along the south side of E. Commerce Road, thereby resulting in passing lanes on both the north and south sides of the road, instead add a center left-turn lane along E. Commerce Road at proposed Site Driveway 2/Greenview Drive**
2. **Add curbing in addition to landscaping to eliminate the illegal cut-through area, all while maintaining RCOC sight-distance requirements**
3. **Add a westbound-to-northbound right-turn lane to E. Commerce at Carey, and upgrade the signal to include a right-turn overlap (right-turn green arrow while southbound Carey has a green signal)**
4. **Include right-turn acceleration and deceleration tapers at both site driveways**

f. Demand for Uses. The apparent demand for the types of uses permitted in the district(s) in relation to the amount of land currently zoned and available in the Township and surrounding communities to accommodate the demand.

g. Scale of Future Development. The boundaries of the proposed district(s) in relationship to the surrounding area and the scale of future development on the site.

h. Isolation of Uses or Creation on Incompatibilities. The requested rezoning will not create an isolated or incompatible zone in the neighborhood.

i. Other Factors. Other factors deemed appropriate by the Planning

Commission and Township Board.

Conditional Rezoning Criteria

In addition to the criteria outlined above that apply to any rezoning (conditional or otherwise), Section 36.04 of the Zoning Ordinance includes criteria the Planning Commission is to consider specific to a conditional rezoning petition. Those criteria are as follows:

A. *The proposed rezoning will benefit the public interest, such that the expected benefits of the rezoning, subject to the conditions offered, clearly outweigh any reasonably foreseeable detriment.*
B. *The proposed rezoning shall include conditions sufficient to assure the integration of the proposed development and use with the surrounding land uses and to protect the public health, safety, and welfare.*
C. *The specific uses proposed in conjunction with the rezoning do not adversely affect the public utility or traffic systems, drainage or the environment.*

The applicant's conditional rezoning petition includes a narrative addressing the criteria of Sec. 36.04. The Planning Commission is encouraged to consider each of the above criteria when crafting any formal motion.

Planning Review

Section 3.03 of the Zoning Ordinance includes the standards and procedures for an amendment to the Zoning Ordinance and/or the Zoning Map. Amendments can be initiated by either the Township or by the property owner. In this instance, the property owner (Commerce Carey LLC) has applied for the conditional rezoning for the Wingate Preserve project.

Conditional Rezoning Plan (CRP)

The CRP proposes 168 single family detached condominium units with two points of access, one on the north side of Commerce Road the second on the east side of Carey Road. The developer is proposing approximately 30% of open space that will consist of natural preservation, park commons, greenbelts, and ponds/preserved wetlands.

Density - 168 single-family homes are proposed, resulting in a density of approx. 2.24 dwelling units per gross acre. The Future Land Use map within the Township's Master Plan designates the bulk of the site as Rural Residential, a designation that envisions a density of up to 2 dwelling units per acre. It is notable that approx. 6-8 acres of the southwest corner of the site (the northeast corner of E. Commerce & Carey Roads) is designated Neighborhood Commercial, a land use designation most consistent with the Township's B-1 (Local Business) zoning district. The intent of designating the corner Neighborhood Commercial was in anticipation of potentially zoning the property for a low intensity business or collection of businesses (small grocer/neighborhood market, bakery, take-out restaurant, etc.) intended primarily to serve the northwest quadrant of the Township. When comparing the number of single-family dwelling units that could be developed under the site's existing zoning (R-1A) versus the proposed zoning (R-1D), the developer would likely point out that rezoning the corner to B-1 to develop up to 75,000 sq feet of commercial would be consistent with the Township's Master Plan and would

result in higher intensity (traffic, noise, headlights, etc.) than would a development exclusively of 168 single-family homes. To illustrate, the developer provided two "parallel plans", one showing how the site could potentially be developed under R-1A zoning, and another showing how it could be developed under R-1A but with B-1 upon 8 acres at the corner. The parallel plan showing exclusively R-1A compliant lots (20,000 sq ft, 100 feet of road frontage) results in a yield of approx. 122 homes, albeit with no preservation of preserved green space (the site would be graded property line to property line). The parallel plan showing a mix of R-1A compliant lots along with B-1 compliant retail upon 8 acres at the corner yields approx. 99 new homes along with 75,000 sq ft of retail. It should be noted that the 75,000 sq ft of retail is shown on the parallel plan as one multi-tenant commercial building, where B-1 zoning allows commercial buildings up to a maximum of 10,000 sq ft. The developer could conceivably amend the parallel plan to show 7-8 standalone buildings of 10,000 sq ft each.

In reviewing the proposed conditional rezoning plan, the Planning Commission and the Township Board will have to consider the proposed conditional rezoning plan of 168 new homes relative to what could be the result of a "by right" development proposed under existing zoning (approx. 122 new homes on 20,000 sq ft lots, but with no preserved greenspace due to the large lots required by R-1A) or what could be achieved in consistency with the Township's Master Plan (approx. 99 new homes on 20,000 sq ft lots and 75,000 sq ft of B-1 retail, with no preserved greenspace). **The developer's contention could be that 168 single family homes is less intense than what the Township's Master Plan calls for, the smaller lots allowed by R-1D zoning allows them to preserve 23 acres of greenspace (approx. 30% of the site) that they could not preserve if the site were developed consistent with the large lots of R-1A zoning, and the proposed density is consistent with that of surrounding neighborhoods.**

Access & circulation - The CRP shows a full-access road connection between the proposed development and the Bridge Pointe neighborhood to the west via an extension of Bridge Pointe Drive which was purposefully stubbed at the property line in anticipation of future development. It is the Planning Department's understanding the Commerce Fire Department and their application of the International Fire Code (IFC) would not require this connection as Wingate Preserve would have two points of access (one on E. Commerce and one on Carey). In their meetings with surrounding residents, including residents of Bridge Pointe, the developer did not receive much in favorable responses toward the prospect of a road connection between the two neighborhoods. The Planning Department will always advocate for interconnectivity between neighborhoods for a number of reasons, including keeping inter-neighborhood traffic off the main roads, improved emergency response, and better efficiency for school buses, garbage trucks, USPS/UPS/FedEx/Amazon, snow plows, etc. If the Planning Commission and Township Board opt to not require a full vehicular connection between Wingate Preserve and Bridge Pointe, the Planning Department would recommend consideration of a non-motorized sidewalk/pathway connection to allow residents to walk/bike between neighborhoods. Sidewalks are proposed on both sides of the project's internal roads, which will be public roads.

Screening/buffering - Mr. Kassab and Mr. Galbraith held two informational meetings at the Commerce Twp Library with local neighbors to receive feedback about the new development. The developer listened and made adjustments to the site plan to reflect the wants of the neighboring residents and were given positive feedback about the development. The main concern received was not losing the natural buffer along Commerce and Carey Roads. To accomplish this, the setbacks will be increased from neighboring properties along the north and east property lines with a minimum setback to the north of 40' and from Bridge Point Subdivision to the east of 125'.

While the CRP is not intended to be a fully-developed site plan, it is intended to be included as an exhibit to the conditional rezoning agreement (CRA) to give a general layout of how the site will be developed and to demonstrate that the dimensional standards of the Zoning Ordinance can be complied with. As such, the developer and the Township would be committing to the CRP when entering into the CRA. **If the Township were to approve the CRP, it should be with a decision regarding the connection between the proposed neighborhood with Bridge Pointe via an extension of Bridge Pointe Trail either via a full-access road or a non-motorized sidewalk/pathway.**

The Planning Department typically does not conduct a full review of the conditional rezoning plan to ensure compliance with all the applicable standards of the Zoning Ordinance; that level of review is conducted if and when a CRA is approved by the Township Board, such that the project returns to the Planning Commission for review & approval of its fully detailed site plan.

Sec. 27.03 of the Zoning Ordinance includes the so-called "anti-monotony standards" that are to be applied to all new single-family and two-family developments of more than 10 units. Sec. 27.03 further prohibits vinyl siding on new neighborhoods of more than 10 homes. The petitioner has not yet provided details on home styles, sizes, and/or building materials at this point other than to include language in the conditional rezoning agreement that all applicable Township standards would be complied with (which would include the standards of Sec. 27.03). **Prospective home elevations & floor plans could be included as part of the condominium site plan review process if the conditional rezoning is approved**.

Conditional Rezoning Agreement (CRA)

The Township Attorney has drafted a conditional rezoning agreement (CRA) for the Planning Commission's consideration. The draft CRA is the outcome of discussion with the petitioner during the Preliminary Conference on April 13, 2026, and subsequent correspondence between the Township Attorney, the petitioner, and the Planning Department. The petitioner has verified that the draft CRA is generally agreeable to them. Some notable conditions within the CRA include the following:

- Compliance with the standards of Sec. 27.03 of the Zoning Ordinance (no vinyl siding, compliance with "anti-monotony" standards, etc.)
- 30% retention of open space on the property (approx. 23 acres)
- Increased setbacks than those required by R-1D zoning from neighboring properties including the retention of the natural buffer along the north and east property lines with

a minimum setback to the north of 40' and from Bridge Point Subdivision to the east of 125'

- Preservation of existing wetlands
- No dimensional variances to be sought by the developer, builders, and/or future homeowners
- Improved and enhanced landscape features on the northeast corner of Commerce and Carey Roads
- Short-term rentals to be prohibited
- Public road improvements as deemed warranted by a traffic impact study, with particular focus on improvements to the signalized intersection at Commerce and Carey Roads
- A contribution to the Township's pathways fund in lieu of construction of pathways along the site's frontages of both E. Commerce and Carey Roads

Agency and Consultant Reviews

Township Engineer - The Township Engineer (Giffels Webster) has stated that they are confident that the developer will be able to meet all the engineering requirements for both the site plan and engineering review and that both the water and sewer systems have the capacity to serve the proposed development. The developer will need to loop the internal water main and connect to the stub in Bridget Pointe Drive on the east side of the site.

Fire Department - The Township's Fire Marshal stated in an email that his review of this conditional rezoning plan only gave him one concern, that is the setback required for the trees to allow truck access once they mature, but he will do a full review should this move forward for site plan review.

Traffic Engineer - As discussed above, a traffic impact study (TIS) was conducted by Fishbeck Engineering and reviewed by Township Traffic Engineer Fleis & Vandenbrink; both the TIS and F&V's review are attached. **Satisfying F&V's review comments/recommendations should be a condition of conditional rezoning approval.**

Recommended Motion

The Planning Commission should hold the public hearing for PCZ#26-02 consistent with the Michigan Zoning Enabling Act and the Commerce Township Zoning Ordinance during their regular meeting on June 1, 2026. The Planning Commission's role per Article 36 is to offer a formal recommendation to the Township Board to approve or deny the conditional rezoning petition. Should the Planning Commission opt to forward the conditional rezoning petition to amend the Zoning Map to the Township Board with a recommendation to approve, the Planning Department offers the following motion language for the Planning Commission's consideration **(please note the motion includes language regarding whether there should or should not be a public road connection between Wingate Preserve and Bridge Pointe via an extension of Bridge Pointe Drive)**:

Move to recommend the Township Board approve PCZ#26-02, a conditional rezoning petition by Commerce Carey LLC (Mark Kassab et al) for Wingate Preserve, a single-family residential

site condominium of up to 168 dwelling units upon two adjacent parcels totaling approx. 75 acres on the north side of E. Commerce Road, east side of Carey Road. Both properties would be conditionally rezoned from R-1A (One Family Residential) to R-1D (One Family Residential). The Planning Commission's recommendation is based on a finding that the conditional rezoning petition meets the applicable criteria within Articles 3 and 36 of the Township's Zoning Ordinance, is consistent with the intent of the Commerce Township Master Plan, and will result in a land use compatible with the single-family residential neighborhoods surrounding it.

The Planning Commission further finds that a public road connection between Wingate Preserve and Bridge Pointe via an extension of Bridge Pointe Drive SHOULD/SHOULD NOT be included on the condominium site plan (but a paved non-motorized pathway connection in lieu of a roadway connection should be included on the condominium site plan).

The Planning Commission offers their recommendation with the expectation that the project will return to the Planning Commission for consideration of approval of a condominium site plan that demonstrates compliance with all applicable standards of the Zoning Ordinance and with the approved conditional rezoning plan. This recommendation of approval is conditional upon the following:

4. ***The applicant enter into a conditional rezoning agreement with conditions volunteered by the applicant and acceptable to the Planning Commission and Township Board, including any revisions required by the Planning Commission and/or Township Board during their respective reviews, and the executed conditional rezoning agreement be recorded with the Oakland County Register of Deeds prior to any formal consideration by the Planning Commission of the condominium site plan;***
5. ***The applicant shall apply for approval by the Planning Commission and Township Board of a condominium site plan and master deed consistent with the terms of the conditional rezoning agreement and with the standards and procedures of Article 37 (Condominium Regulations) of the Township's Zoning Ordinance;***
6. ***Any public road improvements committed to within the conditional rezoning agreement and/or recommended by the Township's Traffic Engineer in their review of the petitioner's traffic impact study shall be:***
    a. ***Reviewed and approved by the Road Commission for Oakland County (RCOC)***
    b. ***Shown on a forthcoming condominium site plan.***

The Planning Department will be happy to answer any questions the Planning Commission may have during the meeting and public hearing of June 1, 2026.

EXCERPT OF THE PLANNING COMMISSION JUNE 1, 2026 MINUTES

H. SCHEDULED PUBLIC HEARINGS

ITEM H.1. PCZ#26-02 – WINGATE PRESERVE – CONDITIONAL REZONING – PUBLIC HEARING

Conditional Rezoning Petition for 2 parcels totaling approx. 75-acres. Proposed to be conditionally rezoned from R-1A (Large Lot One Family Residential) to R-1D (One Family Residential) on the north side of Commerce Road, east side of Carey Road. PIN#'s: 17-04-300-066 and 17-04-300-068

Dave Campbell – So the properties that we're talking about are the combined 75-ish acres at the northeast corner of East Commerce Road and Carey Road; a 42-acre property right here at the corner, and then next door, a 35-acre property for a combined total of 75. The 42-acre property at the corner has been owned by the petitioner, and the developer who is before you this evening, for the better part of a couple of decades. More recently, they acquired the 33-ish acres next door and are proposing to develop the property and do so through a Conditional Rezoning for a single-family residential development that they are calling Wingate Preserve.

I'm going to pull up the Conditional Rezoning site plan here in a minute, but I wanted to remind the Planning Commission and everybody in the audience of the distinction between a traditional or straight rezoning and a Conditional Rezoning. So, both properties are currently zoned R-1A, which is one of the Township's four single-family zoning districts, R-1A, B, C and D. The key differences between those four zoning districts are the minimum lot sizes. In R-1A zoning, the minimum lot size is 20,000 square feet, so just shy of half an acre, and a minimum road frontage of 100 feet in width. As you go from R-1A to B to C to D, the minimum lot sizes get smaller. What the developer is proposing this evening is to rezone both properties to the R-1D zoning district, so the minimum lot size in R-1D is 7,200 square feet with a minimum lot width of 50 feet.

The distinction between a straight rezoning and a Conditional Rezoning is that with a Conditional Rezoning, it is done via contract. A lot of times you'll hear it called contract zoning, which is effectively the developer and the Township entering into a contract whereby the developer says, give me the zoning I need, and I promise I will build this and only this. And when they say this and only this, what they will be presenting this evening and what we'll show here in a moment is a Conditional Rezoning plan that shows the general layout of what they're proposing. The number of units being proposed, the layout of the roads, the points of access, and so forth.

For the developer to then proceed, they would have to abide by that Conditional Rezoning plan. So, if the rezoning were to be approved, it would be conditional upon them developing that actual plan. So procedurally, the rezoning, or in this case the Conditional Rezoning, would come first. It has to go before the Planning Commission, which is part of why we're here this evening, and if the Planning Commission is prepared to make a formal recommendation to the Township Board, then the Conditional Rezoning would proceed to the Township Board where the Township Board would have the authority to make a final decision.

So, the Planning Commission this evening does have the option, if they're prepared to do so, to make a formal recommendation to the Township Board. If they choose to do so, it would proceed to the Township Board at a meeting, potentially later in June, or possibly more likely, the Board's July meeting. If the Conditional Rezoning were to be approved, then the developer would have to come back to this Planning Commission with a condominium site plan. That would be a fully developed version of the Conditional Rezoning plan that you're going to see this evening, and when I say fully developed, it would have more of the engineering and landscaping detail. What the developer and the Township don't want to do is go into that level of detail until such time as the decision has been made on the Conditional Rezoning.

As I mentioned, what the developer is proposing is 168 lots on these 75 acres. This is the Conditional Rezoning plan. If this Conditional Rezoning were to be approved, this plan would be an exhibit to the Conditional Rezoning agreement, which as I've said is a contract between the developer and the Township. What's being proposed on this Conditional Rezoning plan is two points of access; one on the northside of East Commerce Road, and one on the east side of Carey Road. As I mentioned, 168 homes, all zoned R-1D.

What needs to be discussed this evening with the Planning Commission, and then later with the Township Board, is the potential for a third point of access to the Bridge Pointe neighborhood to the east. This road here, Bridge Pointe Trail, was purposely stubbed at this property line, and one of the things to be discussed and decided by the Township is whether that stub road would be extended into this neighborhood to provide a third point of access. If the Township doesn't want it to be full vehicular access, another option that we've looked at is whether that could be a pedestrian access, a sidewalk or a pathway, so there's at least nonmotorized connections between the two neighborhoods.

The developer's traffic engineer has done a traffic impact study for this proposed development, and then the Township's traffic engineer has reviewed the findings of the developer's traffic engineer. There are a series of recommendations for road improvements that the traffic engineers would be recommending if this project were to move forward, particularly there would need to be improvements along the access point of Commerce Road. The developer's traffic engineer initially proposed an eastbound passing lane to account for eastbound vehicles making the left turn into the new neighborhood. The Township's traffic engineer feels that the more appropriate approach there would be to have a center left turn lane that would be shared, both by the proposed new neighborhood and the existing residential to the south. There would also be upgrades to the existing signalized intersection of Commerce and Carey Road, particularly a westbound to northbound right turn lane, and with that an upgrade to the existing traffic signal that would include a right turn overlap. What that means is there would be a right green arrow while the southbound movement along Carey Road has green time, so you could have an overlap between those two.

If I go to the aerial and zoom in on the corner, and anyone who lives out that way is likely familiar, there's something of an illegal cut-through that has been established. Too often, folks will cut through here to try to bypass the traffic signal, and/or we will see where people will park cars and boats and trailers for sale. So, part of what the developer hopes to do as part of this project is to make improvements to that corner to deter any further cut-through, and by deter, it would be landscaping improvements,

potentially some landscaping, boulders or curbing, or some other improvements to the roadway itself. Those would all have to be reviewed by the Road Commission. All in an effort to create a traffic improvement to this illegal bypass, and then also an aesthetic improvement. It is notable though that this property has an odd history to it, and its ownership is somewhat unclear. The developer is working toward kind of clearing up the title and the clear path to ownership of that property, so that they can make the improvements that they hope to make on that property.

With the R-1A zoning, one of the discussion points with the Planning Commission tonight will be the number of units that are proposed. So, as I mentioned, 168 units are proposed and the developer's logic for seeking the smaller lot sizes is an effort to preserve as much of the greenspace on the property, and particularly around the perimeter of the property, as possible. So, what the developer is showing on this conceptual layout is preserving these pockets of existing greenspace, existing vegetation around the perimeter, and effectively clustering the smaller lots more toward the center of the project so that there is an effort to preserve the existing vegetated area, and to enhance that vegetated area, to create a buffer between existing neighborhoods and the new neighborhoods.

What the developer might contend is to develop the site under the R-1A zoning, in order to get the minimum lot sizes they would need, they'd effectively have to develop the whole of the property and develop lots that go right up to the perimeter lot lines and would not be able to offer this preservation area around the perimeter. So, again, the hope is to cluster the lots more toward the center of the site to preserve, I think they've calculated 30% of the site would be preserved greenspace; 30% is accounting for about 23 acres of the site.

The Township attorney and the developer's attorney have drafted a draft Conditional Rezoning agreement, which the Planning Commission should have in their agenda packets. I think both attorneys are comfortable with the terms of the agreement. Within that agreement are the conditions that the developer is offering for the Conditional Rezoning agreement. As I mentioned, one of the keys is this Conditional Rezoning plan and adhering to this Conditional Rezoning plan, but there are also conditions relative to the traffic improvements, conditions relative to the upgrades to the existing intersection, conditions relative to making a contribution to the Township's sidewalk and pathway fund, in lieu of constructing pathways along the frontages of Commerce and Carey Road since, at least at this time, there aren't any existing sidewalks or pathways that they could connect to along the frontages. The internal roads, which will be public roads, will have sidewalks along both sides, but they would be offering a contribution to this Township's pathway fund in lieu of building a new pathway along the north side of Commerce Road, and/or the east side of Carey Road.

I'll see if the Planning Commission has any questions for me, and then I know that the development team, led by Mr. Kassab, has a presentation that they would like to make on their own behalf. I will mention, too, that the developers, of their own volition, held two meetings prior to this one at the Township Library and invited the residents of several of the surrounding neighborhoods to those meetings. I believe one of them was in mid-February and the subsequent meeting was in mid-March. That's not something that they are required to do. They did so in an effort to introduce themselves and introduce their projects to the neighbors. Based on a lot of the feedback that they

received at the February meeting, they made some changes to their conceptual layout and brought it back to the neighbors at the March meeting. They felt they had a good response with the surrounding neighbors, and they presented a plan that the neighbors, at least at that time, felt was closer to what they would be hoping to see achieved on this property. I'll take a pause there and see if there are any questions for me, whether there are questions on the plan, or on the agreements, or on the procedure itself. Otherwise, I know Mr. Kassab would like to make a presentation on his own behalf.

Chairperson Parel – Excellent, thanks Dave. And to the gentlemen standing in the back, there are plenty of seats up front if you'd like. With that, any questions from the Planning Commission at this point? Hearing none, Mr. Kassab, we welcome you up.

Bearer – Brian, I have one question.

Chairperson Parel – Yes, of course.

Bearer – On the map, can you show us what area is zoned commercial within the map you just had up, just so everyone in the audience can also see that?

Dave Campbell – I can, and thank you for reminding me of that. So, the entirety of the property is currently zoned R-1A. The developer is seeking to conditionally rezone them to R-1D. What is relevant to the discussion this evening, in addition to the current zoning, is also the property's designation on the Township's Future Land Use Map. That's what I'm pulling up here. The Future Land Use Map is probably the most significant portion of the Township's Master Plan. The Township tries to do a Master Plan every 10 years, with a 5-year review. We just went through the review process back in 2022 into 2023, and as part of that, we updated the Future Land Use Map. The difference between the Future Land Use Map and the Zoning Map is that the Future Land Use Map is meant to be a vision, a 20-year vision, for Commerce Township. The Zoning Map is meant to be the law that will implement that vision. That's probably the easiest way to understand the distinction.
So, if we zoom in on this property, or these two properties, what you'll notice is, at the actual corner is this pink rectangle. The pink color represents a Master Plan designation of neighborhood commercial. The intent there, when the Planning Commission created the Master Plan and went through subsequent updates through the years, through the decades, was that there was some logic in having some form of low intensity commercial at this corner. When we say low intensity commercial, the thought was something like a neighborhood market, or a bakery, or maybe a takeout restaurant, or maybe an office or a daycare, something that could provide low intensity service to the north/northwest quadrant of the Township. And so, while the corner is not zoned commercial, it is master planned neighborhood commercial, and the neighborhood commercial designation on the Future Land Use Map is most closely aligned with the B-1 zoning designation, the B-1 local business zoning designation on our Zoning Map. I hope somewhere in there was an answer to your question.
Bearer – It was, thank you.

Chairperson Parel – Thank you. I think it was important to get that out. Mr. Kassab, I think we're ready for you.

Mr. Kassab – I'm Mark Kassab, on behalf of Commerce Carey LLC and Commerce Carey East LLC. Dave Campbell covered a lot of the points I'll be covering, but certainly I will cover them in a little bit more detail. I appreciate the opportunity this evening. We've put together a small deck of about 20 slides or so. I'll talk a little bit about our company background, the property details of course, the master plan of the parcel, the types of homes that we envision on this site, the wetland map, traffic evaluation, density discussion, public benefit that goes along with the Conditional Rezoning, and certainly any questions and answers that the Commission or the residents may have.
A little bit about us; our company has been around for a little over 50 years. I've been with the company myself for 26 years. I'm here with a couple of associates, one that's been with the company for close to about 45 years, in addition to our traffic engineer, Jill Bauer, and also Pat Keast, our civil engineer, is with us. M. Shapiro Real Estate Group has been in this Township, as many of you know, for well over 40 years with some major land holdings that we've developed and we're very proud of. Our partner is MJC Homes. MJC companies is a family-owned business which has also been around for approximately 50 years, based in Southeast Michigan.
Again, some of this will be repetitive, but I apologize. As I put this together, I felt I have to go over it again with you. The properties are located on the northeast corner, approximately 78 acres. Current zoning is R-1A with 20,000 square foot lots. The Master Plan, as Mr. Campbell had stated, is single-family residential with neighborhood commercial at the corner, which would theoretically accommodate roughly 75,000 square feet if the property were to be rezoned to B-1 Commercial. What we're proposing is single-family, which is consistent with the Master Plan on the majority of the parcel, through an R-1D rezoning through a Conditional Rezoning agreement.
This was just covered. This is the Master Plan of the parcel; it's a little difficult to see, and unfortunately, I can't zoom in on this. But the parcel is master planned single-family residential, and the hard corner, inclusive of what we call the orphan parcel. We'll talk a little bit more about that. That orphan parcel, the last chain of title is back in the late 1800s. It's not on your tax roll. It's not owned by anybody. We're going to probably have to file an action for quiet title or get a license from what we believe to be the prior owner's family. But all of that hard corner is master planned commercial.
So again, a little bit more about the future. As certainly the Planning Commission and Township Board is aware, the Master Plan, was recently visited by the community in 2023, approximately 3 years ago. The Future Land Use Map envisions this site for 2 units per acre. By rights on the parcel, and by rights on the current zoning, that's approximately 122 lots. We'll go over what's referred to as the parallel plan. The future use of the commercial through the B-1 zoning; theoretically you can put approximately 75,000 square feet on the hard corner if it was rezoned, certainly through the proper channels through the Township. Combined, and you'll see a parallel plan, we thought it would be important to combine the two if it were rezoned on the hard corner and kept with its current zoning of R-1A; approximately 100 single-family lots in addition to 75,000 square feet of retail combined.

Here's what again is referred to as a parallel plan. If the hard corner were to be rezoned, and if the remainder of the parcel was to be developed based on its current zoning, what's referred to as zoning by right; basically, come in and ask for permits, submit the proper paper along with that, do the proper traffic studies, something like this could be conceivable. Similarly, you'd have one point of access on Carey here for the residential, one point of access on Commerce and more than likely a point of access for the retail coming probably closer to here and eliminating this one. This is what's referred to as a parallel plan, and again, zoning by right if we just said hey, look, let's just develop it as it's zoned and maximize its current density, approximately 122 lots. This is the boundary line, roughly right here on the north. This is the boundary line to the east. Here's the connection to the east coming in off Commerce Road and coming in off of Carey Road as well.

As I believe Mr. Campbell had stated, we did a pre-app meeting approximately in January. Again, we've owned this parcel for well over 20 years on the parent parcel with the most recent addition probably about two or three years ago, all from the same family. We met with the neighbors at the Township Library on February 11th. As part of our process, we feel it's best to meet with the residents to get some input because you can have a little bit more candid conversations and have some good dialogue with them. As you'll see from our plans that have evolved over the last few months, there's been some changes within our plans. We met again with the residents on March 11th and had a number of discussions with neighbors during this process, via phone calls and emails, all of which I believe were valuable input and have been incorporated within the plan. Further input that I received this afternoon that I'd like to mention as well, that could be or should be incorporated within the plan.

The original plan, this is not the plan that's part of our Conditional Rezoning agreement, and again, just to share with you what I believe good dialogue can achieve with neighbors. We mainly focused on this particular area. There was some question of should we connect to the subdivision to the east, Bridge Pointe. Certainly, from a planning standpoint, one could argue that the stub street was there for future connection and should connect. For public safety purposes, there was a lot of concern of traffic to and from Bridge Pointe into the subject development, and then furthermore, as you can see, these are pretty large lots to the north. To the north is Four Oaks subdivision. There were some comments that they would be backing up to two or three lots behind their one lot. It didn't seem right. There seemed to be a better way to create a plan here. For the most part, everything else stayed the same to the west and to the south.

This is the revised plan and what I want to point out on the revised plan, as Mr. Campbell had stated, this could be a vehicular or non-vehicular access, depending on what the Township, the Planning Commission and the Board would like. This does meet the fire code from an access standpoint. Previously, as you can see, we had minimal access points. So, to get back to here you would need a secondary access point. We eliminated that by reconfiguring the area without losing the open space requirement or the open space that we had proposed.

Furthermore, some important features, and again we'll discuss them further. There's a total of 12 or 14 lots to the north. We have 7 lots that back up to them within this plan. And again, this particular area here can be a future connection, or could also be a non-vehicular connection as well.

Types of homes; that's a question that we're asked often. This is not affordable housing. These aren't Section 8 homes. These are go to your bank or credit union and get a mortgage type of home. It's unfortunate because I remember my first home was about $150,000, but entry level of new homes today, it's hard to achieve a $500,000 or $600,000 price point. We envision these homes in the range starting at $550,000 up to $650,000. This past weekend, I did a small Zillow search to see what's to the east and south, and what's available. These three homes, public information, is what's available today. The homes to the South that are for sale, approximately 20 to 25 year old homes, gorgeous homes, beautiful homes, larger homes, but there certainly is a shortage of supply of homes. Three homes are available, two of which are about 10 days on the market, and one of which is about 20 some odd days on the market, so all under 30 days on the market.

Part of the due diligence that a developer does is understand the environmental, which has come back clean, the wetlands and this is taken through the wetland map. As you can see, there's a regulated body of wetland here. This particular area, believe it or not, back in the days it was used for a watering hole for cattle. It's non-regulated. It's a small little depression. Sometimes it holds water, sometimes it doesn't, but this is the main body of wetland right here that connects to the west from a future wetland connectivity. Maps have been verified with EGLE. We've also had a wetland consultant that confirmed the boundaries of the wetlands within the property.

As we discussed, and these were taken off Google Earth images, this is heading westbound. We're on Commerce Road, here's Carey Road where the vehicles are. You can see the cut-through here. This is the Preserve subdivision to the left here, this is the subject property to the right. This is where Mr. Campbell stated a left turn lane would be installed.

Traffic evaluation; traffic is always a concern. I think it's important we spend a little bit of time on the traffic. As part of the process, we've engaged a traffic engineer who's here with me this evening. If you have any detailed questions, she'd probably be more qualified to answer than I would. A center left turn lane was recommended and suggested, and certainly we would agree with the center left turn lane on Commerce Road.

Signalization improvements; anytime you bring in more homes, bring in more development, you best see what you need to do to the local intersections and certainly some improvements to Commerce and Carey signalization would be required. The south side of East Commerce Road, fronting the Preserve subdivision, will need improving alongside adding that left turn lane. It's all within the right-of-way. We're not going within their land. And install a westbound to northbound right turn lane, as Mr. Campbell stated. So, if you're heading westbound on Commerce, a right turn lane would be installed there.

The gravel approach on the orphan parcel on the northeast corner of Commerce and Carey will be removed and would be done to the standards of landscaping that I know many of you are familiar with that we're accustomed to. It's important to note that Commerce Road is an arterial road. What does that mean, right? It's intended to service traffic outside of Commerce Township as well as within Commerce Township. What a traffic engineer refers to is LOS, or level of service. What's the level of service of the road that's currently there? What's the level of service of the road going to be after the

proposed development comes in there? So, the level of services are rated from A being the best to E being the worst. The current level of service is rated B and A from AM to PM respectively. Note that 70% of the traffic on Commerce Road comes in from neighboring communities, 70% of the traffic. So, if the Township chose to rezone this to agricultural, and have two houses on the entire property, I hate to say that the traffic can only grow based on the neighboring community's growth. So, it's how we control that traffic within the development and how we control the improvements that we make as part of the development.

This is the orphan parcel as Dave mentioned in this particular area. I'm not sure what this car was doing there, but I'm sure many of the neighbors have seen some of the vehicles, and again the right turn lane would be coming over here for the signalization improvements to the intersection from a light. Again, part of the feedback that we received, quite frankly, I thought maybe a small roundabout would be great here. Residents didn't like that idea, and we agree. We own some property that a roundabout was placed in, and I haven't seen many that work well, but I understand there is a need for them in certain areas. So again, that's part of sitting with the residents, and we chose to sit with the residents twice and field a number of phone calls from them.

Let's talk about density for a minute. We looked at 3 developments and again, you know, when we look at developments, we look at the density, we look at the traffic, we look at the type of homes we're installing, and density is always a critical component, alongside of traffic. We looked at the Preserve, we looked at Bridge Pointe, and we looked at Huron Hills. Our subject property, and again being master planned 2 units per acre, 168 homes on the property on 77.62 acres of gross land results in residential density of roughly 2.16 units per acre. The Preserve property is 107 single-family homes on roughly 39 acres, netting about 2.75 units per acre. Bridge Pointe subdivision is 121 single-family homes on 54 acres, resulting in 2.23 units per acre. Huron Hills subdivision is 134 single-family homes on 44 acres, approximately 3 units per acre.

Our density is less than the three that I just mentioned. As Mr. Campbell had stated, as part of the rezoning with the Conditional Rezoning agreement, it almost locks you into a contract. Why do that? Because theoretically, we can rezone this to R-1B, C or D, call it what you want, sell the property off, and then you're dealing with somebody else on a plan that nobody wanted. So, in my opinion, it's best to lock in a plan that everybody agrees upon with the changes that we all agree upon, and let's talk about what our community benefits or public benefits should be.

I think it's best if I can go to slide 11 so you can envision … Dave, can you zoom in on the plan so everybody can see some of the details? There we go. So, I have the public benefit slide, and I also have it in front of me. I will put it up again so everyone can see it. Again, the public benefits that will be outlined within the contract would be the acquisition for the use of the hard corner. Again, we don't own that hard corner. The subdivision to the south doesn't own it. The subdivision to the west doesn't own it. It's not on the tax roll. We ran a title search on the property and what our intentions would be is not to increase any sort of density, not to put anything out there outside of landscaping, through a landscape plan that's going to need to come to the Township to get approval. It will not just be a couple of boulders and a tree stump to prevent people from cutting through. It's going to be nice, lush landscaping.

Interconnectivity of sidewalks, to the east to Bridge Pointe, or a road; however, the Planning Commission and the Township Board feels it would be best. We're big on landscaping. I can assure you, in all the reviews in my 26 years with the company, we don't have any landscape comments because we exceed all municipalities comments, including Novi, White Lake, Commerce and Farmington, because it's a standard that we live up to and a standard that we set for ourselves. We would love to keep 30% of the property as open space. What does open space mean? I received a call this evening asking, if this is developed, and 20 years from now somebody wanted to put a ball field here, or an open area where somebody's going to rip out the trees? Within the Conditional Rezoning agreement, we'd like to prevent that from happening. So, what you see here stays in perpetuity, not only for this development, but for the folks to the north, south, east and west, and for the Township on what they're going to be achieving. So, this is interesting, and again, it's part of why we met with the residents and got the valuable input that we did. If I can have everybody look out the window for a second. From a distance standpoint, there's a home that's about 210 feet from us. Our closest home to the rear of the lots on this is 248 feet. No matter how great we are with landscaping, nothing we can do can preserve the trees that have been there for 30 to 60 years. Most of us won't see it in our lifetime. What's interesting, as I mentioned to Dave, I drive a Tesla and it has Google Earth on it, and I noticed a beautiful home on the other side of the Township building here about 220 feet away, and you can't tell what's on the other side of that. So yes, we could put trees and arbor vitae if it was clear cut, but you're never going to get the natural protection if the site was clear cut. I believe protecting the natural space and its open areas without clear cutting the entire site, and developing properly with the road pattern that we get approved by the Township is the right way to do it.

There are 7 lots that back up to the northern 12 lots. The parallel plan had 26 lots that back up along this entire boundary line right here to the north. I think we would all agree that nobody would want that. There's 140 feet from the rear of the lot lines to the east property line, roughly right here. From a separation standpoint, a minimum of 140 feet. And again, this area here is open for discussion. And it's difficult to see here, but we've increased the setbacks off of Commerce Road so we can install some additional landscaping to minimize the visibility from Commerce Road for those passing by. All natural space to the north and to the east, and within the development will be preserved. We are not impacting any wetlands. We're not looking to mitigate any wetlands.

Sometimes developers come here, as we have in the past, saying look, we want to shave off a quarter acre or a 1/2 acre of wetland. That's not proposed on our development. As part of our Conditional Rezoning agreement, we've agreed that we will not seek any variances. The builder will not seek any variances, nor will any future homeowner seek any variances. What you see is what you get. If somebody wanted to come here and say, I'm installing a pool that's going to be coming out to here and I need a variance, it's part of the Conditional Rezoning agreement that's part of title for everybody's home that's acquired that says they can't.

Traffic improvements on Commerce Road; again, with signalization improvements and assurance that no commercial will ever be on the site.

That's it. I'm happy to answer any questions the Commission or the residents may have.

Chairperson Parel – Thank you for that. I think it may be an appropriate time to go down the line here and check in with the Commissioners to see if anybody has any questions or comments for the developer, and then we'll open the public hearing and give everybody an opportunity to speak. Dave, any opposition to that?

Dave Campbell – No, other than the developer may want an opportunity to address any questions or concerns that come up during the public hearing.

Chairperson Parel – Of course. Caitlin?

Commissioner Comments:
Bearer – Who maintains the greenspace?

Mr. Kassab – So the greenspace would be maintained by the HOA once it's turned over, the developer is out of the development and the homes are sold. Typically, an HOA is formed that consists of the homeowners within the development. The natural preserve typically is not touched. It is kept in its natural state. Short of health, safety, welfare issues, nobody should be going in that natural preserve, meaning they cannot and should not be installing a walking path on the boundary line to the north. If a tree is falling on somebody's house, or going to be falling, certainly they can go in there, notify the HOA to go in there to maintain that tree or cut a portion of that tree down so it doesn't fall on a home, but the open space within the development, as it's referred to within the pocket parks; this particular area would be maintained, all the entrance, the boulevard entrance, the landscape entrance, is maintained through the HOA, which is set through a budget upon development.

Bearer – I was referencing not so much the landscaped portion, but the greenspace and wondering who would have the liability for anything happening within that greenspace, the back portion. So that would still be the HOA.

Mr. Kassab – It would be the HOA. There would be no maintenance to it, but it would be part of the HOA insurance.

Bearer – Out of curiosity, and obviously the public can speak to this too, what was the opposition to the roundabout at that intersection?

Mr. Kassab – That's a good question. Where I live, far away from here, they put in a roundabout and I think it's great because I don't have to sit at a light for a longer time, but roundabouts are not cheap. As many of you know, we thought, and were willing to install a roundabout, but the residents were not in favor of it.

Dave Campbell – If I may, we bounced that off the Road Commission as well. They have looked at this intersection and they've looked at it for the potential of a roundabout. The numbers, the volumes and the crash history are not there on their end to rationalize a roundabout. They also had some concerns about the soils and the wetlands there,

and the impacts of that, and then trying to make a roundabout fit on what is a challenging area. So, the Road Commission was not particularly favorable to the concept of it being a roundabout at that intersection, which is somewhat unique to the Road Commission. They're fans of roundabouts, but this was not one of their candidates.

Bearer – That's all for now. I think I'll probably have more questions after the public comments.

Chairperson Parel – Yes, and just to be clear, we can have the opportunity for additional questions or comments after public comments. Brian?

Winkler – I have no questions at this point.

Phillips – I would like to hear the public comments first.

Loskill – I will wait.
Weber – I will wait as well.

McCanham – I'll wait.

Chairperson Parel opened the public hearing.

Chairperson Parel – Thank you. With that, I will formally open the public hearing. I'd just like to talk about some of the rules. We want to limit everybody to two minutes, and we ask that out of respect for time. We ask that everyone start out with their name and address. I know it's difficult to have conversations like this, but there's no need to repeat yourself. If it has been said once, we understand and we will take it into consideration. We are listening. We may or may not have the time to respond, but we will listen to everyone. The most important thing is that we need to be respectful to everybody here. No hooting and hollering. So, I would appreciate that. I will invite our first resident up to speak. Please give us your name and address.

Abby Burgess, Carey Road, Commerce Township – As you may know, myself and others have attended planning meetings for over a year and a half once we learned that there may be the possibility of development on the property at Commerce and Carey. We also reached out to as many neighbors as possible in order for us to have a say about how the property would be developed.
As we have stated before, we would absolutely love for the property to remain undisturbed, and I would love for nothing to be built and to maintain the same peaceful space that I've enjoyed for 28 years. However, I am aware of builder's rights and that the gentleman who purchased the property 20 years ago is well within his rights to develop on the property. I am very grateful that Mr. Kassab took the time to speak with many of us who are concerned about the development and listened to our concerns. One major concern was the loss of the mature tree perimeter and the disruption of sight lines.

Many people have lived in the area for decades and have enjoyed rural views that they do not want disturbed. Mr. Kassab has agreed to consolidate the homes to the center of the property and leave the large buffer of mature trees to help mitigate the homes being built in people's backyards and to ensure that the new homes are not very visible to those who currently surround the property. As nice as the homes may be, myself and many others simply would rather look at trees than homes. So, we do appreciate that the mature tree barrier will be left undisturbed.

We are thankful that what happened to those that live in Lake Sherwood near the Crystal Lake development will not be happening on this property. Additionally, to divert quickly to answer the question about the roundabouts, I live directly next to the intersection at Commerce and Carey, and the only time I'm able to get out of my driveway in the morning is when there is a red light, so a roundabout would make it nearly impossible to exit my driveway unfortunately.

An additional concern is the amount of traffic that will be added to our area. This is a concern that I am aware needs to come before the Oakland County Road Commission as we do not own our roads. However, concerning the issue of too many homes and too much traffic, there are a few things that I would like to ask for on behalf of the residents of Commerce Township. First, we ask that you continue to be advocates for the residents of Commerce Township to the Oakland County Road Commission as our current infrastructure does not meet the need and the traffic problem has become, quite frankly, unbearable. This in turn ties into the issue of too many homes being built in Commerce, which adds too many cars to our roads. As I said, I am aware that this is an issue for the Road Commission, however, I would like to implore Commerce Township to aid its residents by minimizing the amount of development taking place.

I am aware that if someone owns a property, they are able to develop on it. However, we are asking that if Commerce Township is aware of large parcels of greenspace and land that will be going up for sale within the Township, that Commerce Township purchase the land in order to provide residents with a park, a trail or simply a piece of land that does not have several homes shoved on it.

As a young person who used to be proud to say that I live in a beautiful rural area like Commerce Township, I am concerned that every day I'm going to wake up, look out my window, and see something akin to Novi, Farmington, West Bloomfield and many other places that have lost their rural charm for being overdeveloped. I, for one, would be happy to vote yes on a millage benefitting park land and keeping large parts of the land owned by the Township as opposed to being owned by developers.

Today I am asking that you as a Planning Commission, take into consideration the people that live here and pay taxes because they like the rural aesthetic of Commerce Township. Unfortunately, it is not possible for nothing to be developed on this property and again we are very grateful to Mark for taking our concerns into account and not building houses corner to corner. However, it is not too late to stop over development in Commerce Township. We do not need more homes; we do not need more traffic. We need large greenspaces, native plants, mature trees and for Commerce Township to continue to advocate for its residents that have lived here for decades. Thank you.

Mr. Kassab – Mr. Chair, if I may. I've been doing this for a long time. Abby has been nothing but professional, on point, and the neighbors are lucky to have her as a neighbor.

Chairperson Parel – We really do appreciate it. Let's keep it to two minutes. Sir, we welcome you up.

Gary Hanger, 2096 Golfcrest Dr., Commerce Township – I'm here representing myself and my wife, Helen Hanger. We are opposed to the proposed rezoning PCZ26-02 as the increased number of houses that would result will cause substantial additional vehicle traffic on our neighborhood streets as the construction traffic and the new residents seek a shorter route between Carey Road and Bogie Lake Road, and will thus cut through our neighborhoods. Our neighborhoods already suffer from too much commuter traffic finding its way under our streets due to the congestion of the primary and secondary streets in the area, widespread availability of GPS and travel apps, and the lack of foresight by Commerce and White Lake Townships when they paved Cooley Lake Road from Duck Lake Road to Carey Road, but failed to continue it through to Bogie Lake Road. It should have been done.
This failure has resulted in substantial amounts of traffic treating our subdivision streets of Golfcrest Drive, Glen Hollow Drive, Turnberry Drive and Mistwood Drive as if they are the paved Cooley Lake Road extension. Much of this traffic fails to abide by the residential speed limits, thus endangering the local residents who use their streets to walk, jog, bike or push strollers. Township supervision is aware of these problems but seem unwilling or unable to help. When a new development was being considered in the Union Lake area of the Township a few years ago, extra efforts were put forth to address the cut through traffic concerns of the residents of Cascade Avenue, and a solution was arrived at to prevent traffic from entering this neighborhood. We deserve the same consideration. Please retain the current Master Plan zoning until such time that local traffic concerns are remedied. Thank you.

Chairperson Parel – I'm just going to ask really quick if we can avoid clapping. We understand great speeches and we appreciate it. We are all here for the same purpose, so if we can avoid that to prevent keeping us here longer than we need to be, I would really be grateful.

Don Peterson, 2330 Medinah Court, Commerce Township – I'm just down the road from the intersection. I wish I could be as articulate and as compelling as the last two speakers, but I agree with a lot of what they say. I guess my biggest emphasis is that there's no reason to increase the density. The parcel as it is currently zoned can fit in a sufficient number of houses. I understand Mr. Kasab wants to make more money and God bless him, I wish he could make enough money to pass it on. But, because he wants to make more money, that doesn't mean that the residents should suffer from his plan.
We need houses. I love houses. I don't have a problem with houses, but I'd like it to be built consistent with the Master Plan and with, I guess, our forefathers here in Commerce Township. I think everyone would be fine. I know something … Mr.

Campbell, you can tell me if I'm wrong, but I found something where your department came out and said the current zoning is proper and it could be developed with single-family homes. Now we have somebody who comes in and wants to increase a lot more homes and the city itself has said that it's fine the way it is. It's zoned R-1A and it's perfectly fine that way. The property is developable as it sits. We don't have to shoehorn in more lots so that we can shoe in more cars that will then have to shoe into our streets and make them more and more crowded.
I see the streets around here in Commerce, Welch, and they're backed up. And when you come down M-5, and I know it's mostly pass-through traffic to White Lake or whatever, but if we add this, if we have 168 lots, we're going to add 300 cars, and then it's going to be backed up. That's not why we live in Commerce Township. We live here for the peace. We live here for the greenspace, and we live here because we want to keep it the way it is. It's zoned residential, let's build houses. I have no problem with that. What I have a problem with is changing the zoning so that we double the houses and we double the traffic and we doubled the profits. Let's just keep it the way it is and he can find a way to profitably develop it.

Chairperson Parel – Thank you. Next.

Dave Mensch, 1995 Four Oaks, Commerce Township – I live just north of the development there on a couple acres. I noticed there was a lot of … when we got into the density of the number of houses per acre, they didn't talk about anybody on Four Oaks. We're essentially about 80 acres with 28 homes on it, which is .35 homes per acre. A lot of the numbers we're talking about here are 1/6 of an acre lot. Those are city lots. This is not Detroit. This is not Farmington Hills. I can stick 14 of those on my 2.2 acres. It's outrageous what they're proposing. If you want a simple solution, you just have to look to the east and copy what Bridge Pointe did. They have about the same acreage. Do the same layout and everything will be fine. Use the same entrances proposed. Put your retention pond in. Put your circle in. R-1A, yes – R-1D, hell no. Thank you.

Mary Ross, 2020 Golfcrest Dr., Commerce Township – I've never done this before but I wanted to make the point of coming here today. It's unfortunate I have to meet my neighbor this way, but nice to meet you. I wanted to also express my concern for the traffic going through Golfcrest Drive, through Lynne Hollow and through Turnberry. I have a 1-1/2 year old child and I'm currently pregnant with another, and as it stands, taking my stroller out to walk my child, it is a danger every day. We cannot stand to have any more traffic cutting through our neighborhood. I have cars zipping past me when I'm pushing my stroller and there are many other parents I see also having the same problem that I am. So that's all I have to say.

Chairperson Parel – Thank you.

Zack Schwartz, 4600 Kara Court, Commerce Township – I echo the sentiment of what makes northwest Commerce so beautiful is that it was zoned R-1A, and you have all these beautiful homes on large lots, all the way up and down Carey, into Cooley. Those

are all large lot homes. In fact, the homes that Mr. Kassab showed on Zillow, every single one of those is a half acre. The smallest one I think I saw was .35, which is 16,000 square feet, which is significantly larger than what he's proposing. We talked a lot about the roads and traffic. Also, if you've tried to go to your Kroger, either in Milford or on Union Lake Road, it's maxed out. The lines are long, the food is low. If you go to Meijer, it's the same thing. Our Fire Department, they do a fantastic job, but they're doing more and more work every single year. Adding people obviously adds traffic, adds more work for all these things outside of the roads that are already maxed out, and I just echo the sentiment that it was zoned appropriately for the Master Plan and for the area, and I think the developer absolutely has land rights, and I think their rights should follow the zoning that it currently sits in.

Matt Jackson, 4861 Juniper, Commerce Township – All I have to say is Juniper and everybody knows where that street is. Just to reiterate everything that everybody said about the traffic, the people in this new sub are not going to go down to Duck Lake or Commerce Road. To come up north, they try to cut up Juniper, and you know how horrible Juniper is. We have been back and forth with the Road Commission many times, and there's not a whole lot they can do. They said their hands are tied. It's in terrible shape and I guarantee the people who live in this sub are going to use Juniper Drive to cut through because it's a huge cut through right now. That's why people on Juniper are very concerned.

Dave Campbell – We can probably have two or three people in line.

Diane Nolff, 3262 Lacosta Court, Villas at Beacon Hill, Commerce Township – My concern is the amount of electricity and power and water that you are going to be absorbing with 168 units. We lose our electricity often, and with all these extra houses, what are we doing about upping the power grid? What are we doing about the water situation? My pressure has already decreased as more and more homes are going in. That's my big question. Also, what is the size of each house that you are proposing per lot? The square footage?
Chairperson Parel – Do we have the approximate square footage?

Mr. Kassab – We have an idea. They are going to be ranging from approximately 2,500 to 2,900 square feet.

Diane Nolff – How close together are they?

Mr. Kassab – Depending on the setbacks from the Township Ordinance and R-1D; I don't have the information to determine at this time.

Diane Nolff – So you're having these huge houses right on top of one another. That's a concern.

Sean Henson, Golfcrest Drive, Commerce Township – I'm one of the other members on Golfcrest Drive. I call it the Golfcrest racetrack. If you were looking on your map, the

quickest way to get to the high school is going to be cutting through our subdivision. When I worked from home in the last year, probably three years in a row, it's ridiculous. I could time it, and I told the sheriffs, here are the times that you need to come and watch this. It was pretty dramatic, and unfortunately the first three people they pulled over were residents of the subdivision. So, please slow down, being a resident. But realistically, if you looked at the map, we've got to do something with traffic. I think there have been some other communications about signage. We talked about speed bumps, and everything seems to be getting shut down. Again, please look through that with the Road Commission and see what can be done. I think the next thing that's going to happen is someone is going to get hit, and we're going to be right back here talking about it. Thank you.

Kathy Oleski, 5841 Old Sherwood Dr., Sherwood Square subdivision, Commerce Township – My husband and I, and our neighbors, got together and reviewed everything that was on the website that we could get our hands on because we were not actually close enough to be included, but we have the same concern. There is nothing in the traffic study that we could find that talks about what happens on northbound Carey Road. You could see in the images that were shown of Commerce Road how it curves, and if you're traveling from the west, from Milford, because it's a neighboring community, we go there for dinner, you do not have a clear line of sight right now to turn left to go north on Carey Road because of the curve. That was kind of left off of the map and it looked like it was left out of the study because it's a very short line of sight, and it's already a difficult time to make that left turn to go north on Carey Road. So, I'd like to ask that that be considered as well. You know, the neighbor that said that you have to have a red light to get out of house. Well, we're going to have a really hard time turning left there, with the right turn signal the other way, but nothing to help us turn left to go up Carey Road. It's a real problem.
The other area that is a problem is just north of the new exit there where there's an incline on Carey Road. Carey Road has an elevation, it's a natural elevation. We've always had it, and when my kids were growing up in the area, we were concerned because the bus would stop at the top of the hill, and the cars would be traveling north and you can't see that there's a bus stopped at the top of the hill. We had so many near misses that it was really dangerous. And it's really hard for us to even get into our subdivision. So again, that area going northbound on Carey Road, it just looks like it's been left out of the consideration and we're very concerned about that. So, that's what I wanted to bring to your attention tonight. Thank you.

Mr. Kassab – If I may just add to Ms. Oleski's comment, and maybe our traffic engineer can opine on it. There are the improvements on Commerce and Carey, between the right turn lane and the signalization improvement, that will address that heading eastbound to northbound on Carey, through some engineering terms that I'd probably screw up if I tried.

Ron Knudsen, 5530 Leisel Ct., Commerce Township – I have a couple of concerns. One is, on Commerce and Carey, I don't see any proposed sidewalks. We already have pedestrian traffic issues there. It's very hard to walk down Carey. There's no easy

access. I just thought that when they built some of the other communities, there were sidewalks added, but along Carey and Commerce, I see no plan for that. The other thing, I used to work for DTE Energy. We look at master plans when we're developing the grid and so on, and the master plan called for 75 houses. There were 75 acres of buildable lots here. You're doubling that. So again, sewers, water, electric – we're adding to the whole thing, and I'd like to know who is paying for those increases in supporting the grid.

Chairperson Parel – Thank you. And maybe we will pause there for a second, Dave. You mentioned that the developer will be contributing to a sidewalk fund. Is that in lieu of sidewalks on this property?

Dave Campbell – It would ultimately be a decision of the Planning Commission and the Township Board if that's the route you want to go. In discussing this with the petitioner, the logic was that there's not any existing sidewalks or pathways along the north side of Commerce or along the east side of Carey Road that could be connected to. More challenging than that is the east side of Carey Road has the open water wetlands that we can see, so now you're talking about a boardwalk across those wetlands, effectively a Boardwalk that at least at this time would not have anything to connect to. So, oftentimes what the Planning Commission and the Township Board does in these scenarios is rather than have the developer build infrastructure that will not serve any immediate purpose because it doesn't anything to connect to, instead have them make a contribution proportionate to what it would have cost to build it in the Township's pathways fund so that the Township can make improvements in the same vicinity that would serve a better purpose than building sections of sidewalk that, at least this time, wouldn't have anything to connect to.

Chairperson Parel – I think that's relevant. Thank you for asking about the sidewalks.

Victoria Taylor-Sluder, 4630 Cooley Lake Road – Speaking of the sidewalks, I thought I'd mention real quick that I remember not that long ago, I used to be able to run and bike on Cooley Lake Road, but now I can't without taking my life into my hands. When you talk about the traffic impact, I frankly have to say, who cares if you improve an intersection when you turn a road into a highway. I think you can tell that I am adamantly opposed to this just like everyone you've heard from already. I have a letter that I've included in the packet for you already, speaking of many of the same things we've already heard.
So, instead of repeating a lot of the things you've already heard, I thought I would mention the natural space is something that I just don't think should be taken so lightly. I thought I would be able to be a little persuasive by mentioning that. I know that arguing on the merits of a natural space just because it's a natural space doesn't really win a lot of votes. People probably don't really care that much that those frogs that are singing over there in a wetland are impacted when you build right next to a wetland. They don't just live in the wetland part of the year, and also for everyone's erudition here, if it's sometimes wet and sometimes dry, that means it's an ephemeral pond and it means it has high ecological value. So, I'd like for you to consider the natural space impact when

we continue to just plop buildings and construct, and call a detention pond a wetland. But I'm getting a little bit animated because I feel so passionately about this.
I thought I'd also point out something that others haven't really mentioned and that is that the dark sky that the unlit, non-electrified space contributes to the starry nights for the rest of the neighborhood, the developer states that you took into consideration the preservation of the open space and setbacks for the adjacent homeowners, but we live here 24/7 and light pollution is a growing concern. I think that that should be in consideration here as well.
We don't live in Novi or Canton or Troy because we don't want to have that same kind of generic space. I'm kind of appalled at the thought that that we might end up with a retail space on the corner instead, which we certainly don't need, even if Kroger is running out of space for us. But I thought I would also include in an addendum that I didn't include in the packet that I sent in, if you don't want to consider what you're taking away from the Township for this rezoning, if you approve it, I would like to ask what are you here to do? I mean, you're here to help cultivate and nurture our community through thoughtful and proactive planning.
I know I've seen that in the packet minutes before, that proactive planning is something that you will feel adamantly purposeful about and then developing neighborhoods needs to evolve. Long ago, simply increasing neighborhoods may have been a planner's purpose, but here and now it should change to the next step. It's to enhance what has already been built through careful improvements and encourage the use of R-1A spaces to remain as large lots to maintain the integrity of our surroundings. I think that Carey/Commerce corner would probably be more valuable to the rest of us if it was just a few large lots, maybe a couple of luxury homes that are not just more than a gross of 1/2 acre, hurry up builds. My final comment then is specifically for you, Mr. Weber. Thank you for letting the Township Commissioners know that the community is taking note of all these proceedings, and we'll remember it. Thank you.

Chuck Bartlett, 1911 Four Oaks, Commerce Township – I appreciate everybody's comments about traffic and not wanting to see this property developed any more densely than it needs to be, but I'm a realist and my understanding is that this guy has the right to put two lots per acre, two homes per acre on that property. What I just saw is that this plan is 2.1 lots per acre when you consider the whole thing. So, from a traffic density standpoint, in terms of the change, and I'm not a big fan of tight lots by any means. I complained about that in some of the meetings. I don't like to see 60x120 lots. But at the end of the day, the impact of this versus going R-1A on that property doesn't change anything about the density of traffic. I'm not trying to downplay the issues with traffic that have been mentioned. Those were all legitimate. But in terms of this property, maybe it's an unpopular view, but I actually like this proposal from the standpoint that, the guy has the right to achieve the density that he's allowed under R-1A, so he's keeping that in check. When we talk about preserving nature, I live on the northeast border of this proposed development. I can tell you we've got deer, turkey, coyotes, all form of wildlife, and those trees. When I saw the standard one house per half acre, all of that is gone. I don't want to see that. Even the first proposal that they put on the table had a lot of properties along the north. I basically would have had three properties in my backyard, and this was changed. So basically, the developer gets to keep the density of

property that he's looking for in terms of the number of homes, but he is respecting the nature of the site, and he also has maximum offset to the neighbors on the north, and to the east, per input from the residents. So, on that basis … again, I don't want to see this developed, but if they guy is going to put in the number of properties he's going to put in, I like it.

Victoria Loemker, Four Oaks, Commerce Township – Good evening, Commissioners. I'm a new resident on Four Oaks. Just as disclosure, I am a licensed professional civil engineer and I have done engineering review for almost 20 years, so I've seen a lot of plans come across my desk. I am in support of this plan for a couple of reasons. The R-1A zoning as clarified, I think I actually spoke with Mr. Campbell about a month or two ago on that. If this is left R-1A, then basically those lots can be cleared up to the property line. All that nature preserve will be allowed to be taken out.
A couple comments I do have on this plan. My biggest concern actually is the Carey Road entrance. I do believe that it will encourage cut through for traffic wanting to access Carey Road after the development comes in, and to me, this raises a few safety concerns for this proposed development, just cars speeding through there to bypass the Commerce/Carey Road intersection, as well as that increase in traffic cutting through there would ultimately affect the quality of life for the residents that will be living there. The RCOC geometric guidelines actually, to a certain degree, discourage street systems that encourage pass-through traffic. I know in Commerce Township, they do follow the RCOC guidelines for road development.
The other one that I have a concern about is, I do appreciate that Mr. Kassab, the developer, has really tried to preserve the north part of this development, the nature preserve, but I do believe that the Carey Road entrance is going to disconnect the wildlife corridor that's in there, wildlife that is going to that wetlands area to the south. What I recommend possibly doing is keeping the configuration of that entrance off Carey Road, but putting a break-through gate in there for emergency access vehicles only. That way, it still meets the requirement, or the RCOC's recommendation for two entrances. I think it would also discourage some vehicle traffic on Carey Road. I know that almost every day, it seems like there's a dead animal on Carey Road. There's a lot of wildlife that does try to cross there. My hope would be that that would discourage that a little bit.
As far as the connection to the subdivision to the east, I'm wearing my engineering hat here, the TIS report that I read said that there will be minimal traffic going through there, so it doesn't seem at this point, based on the TIS report, and I respect the TIS engineer's report, they are professional, that that would not be an issue. It's also another requirement, per the geometric guidelines of RCOC, that connections be provided to stub streets, public and private. I know it is also the Planning Department's recommendation or preference as, in your packet, they quoted that they always advocate for interconnectivity between neighborhoods for many reasons.

Chairperson Parel – All right, I hate to be the bad guy but-
Victoria Loemker – I know I'm rambling on. I think that is pretty much all I had. I appreciate Mr. Kassab's meeting with the residents. I was not part of those meetings as I'm a new resident to Four Oaks, but in all the plans I've seen in many years, this plan

… it's going to get built. Something's going to get built there. From what I see here, this is a good plan. They really seek to preserve that nature area and that's what we want.

Chairperson Parel – Thank you so much.

Maddie Burgess, Carey Road, Commerce Township – About a year and a half ago when we heard that something was going to happen on this personal land, I was distraught. I've lived here 30 years and I've got to enjoy the nature and the beauty of it, looking out my window, waking up in the morning and just seeing beautiful trees. But when it comes down to it, it's going to be developed, unfortunately. It's too late. There's nothing we can do. It's owned by someone. From what I can see here, when it first was bought, I thought oh, we have to stay in R-1A. That's what it's going to be, it's going to be rural, houses, minimal, trees, it's going to be great. The more we learned, if it is R-1A they could go all the way up to the border and take all the trees down. You're looking at, you know, maybe less houses, but you're looking at your neighbors. We saw what happened in Lake Sherwood. I'd hate for that to happen. I'd hate to be looking at my neighbor's yard after so many years of just looking at trees. So, after looking at this, I mean it breaks my heart to even look at a site plan right now, but this, I honestly think is our best option. I hate to say it but, we get to keep the trees, and we don't have to look at neighbors. Yes, there are a lot of houses, and that also breaks my heart because I hate looking at subdivisions with houses crammed in on top of each other. It's awful to see. It's like what is your quality of life? But, this is the best I think we could ask for. Yes, there's traffic. I live on Carey Road and I listen to the cars gunning up the road at 2:00 in the morning, doing doughnuts under the light, all the time. Is there going to be an accident? I don't know. Good thing I'm not outside. Sometimes I can't even stand outside. I have to cover my ears. It is so loud. But, this I think is the best we could do. We get the trees, we get to keep them. They're not going to get cut down. We get to keep the pond. Everyone is not looking at their neighbors. Yes, there is traffic. And I beg you, please do something about the traffic. Please try to keep some of the greenspace.
Long's Farm, if it ever goes up for sale, please make it a park. Please keep some greenspace. People moved here for the greenspace, for the parks, for the nature. Like they said before, West Bloomfield and all of those places, they used to have it and they just kept building, and now there's nothing left. They have such a deer problem because they can't hunt for the deer. They can't do anything and it's just terrible there. I would hate for that to happen here. So, I beg you, please, if you can buy any of the land around here and make it parks, keep it beautiful. Please, please, please. And if you can do anything about the traffic with the Road Commission, I ask you, please do that too. But I think this is our best option. I hate to say it, but look at that nature we get to keep, and we're not looking at our neighbors. I thank Mr. Kassab for listening to us. I have been to many meetings and there are developers who would not give us the time of day. They say, this is what I'm doing and this is what's happening. Too bad, sorry, you're getting this.

Chairperson Parel – Thank you. We appreciate it. We need to try to keep everyone to two minutes.

Andy Sarkisian, 3398 Tiquewood, Commerce Township – Two things. One is that you've heard a lot of comments about R-1A and the design. When you did the 5-year plan, if you'll recall, our input was, if anything, we would like … I don't know how you go under A, but maybe an R-1AAA. The Township really needs, particularly for the northwest side of the area, a larger lot size. These should be 1 to 3-acre estates, and it's okay to be $2 million homes. We want to preserve the semi-rural, not R-1D. For those who say, look what happened in Lake Sherwood, the builder also said the same thing, that they were going to preserve the trees and stuff like that. Fool me once, shame on you, fool me twice, shame on me. They fooled us twice, right Brady? You can see right through. A lot more trees were taken down than what they promised. So, don't believe that approving this will preserve those trees. If anything in the future, think about an R-1AAA with at least 1 or 2-acre lots, and preserving our rural. We have more density housing on Martin Road. Thank you.

Jennifer Beam (also Scott Beam and Hans Beam), 4950 Rayfore Drive, & 2115 E. Commerce Road, Commerce Township – Hi. I'm speaking for two properties. My home on Rayfore is off of Juniper, and more importantly, 2115 E. Commerce is directly across from the Commerce Road entrances. There is a little driveway there to the right of the current neighborhood Preserve entrance. I've been rear-ended and had my car totaled there. When my daughter pulls into there once a week, she has to keep going because she can't turn into the driveway because people coming around the corner, the curve at Carey and Commerce, they are coming around at 50mph and if you try to turn into that driveway, it doesn't work.

We were really hoping for maybe even a signal at this new intersection when we first saw the proposal. So, whatever you can do to make it safe, I feel like this is a good opportunity. Our family has owned this property for almost 200 years. We were here before the Preserve, and before any of you actually. And actually we are probably related to that orphan site, so see me afterwards. So, if we could use this as an opportunity to maybe fix that safety issue at that driveway, we would really appreciate it, my family would.

Looking at this, I've been in the development business in various parts of my life, and the idea of clustering with open space is not new. It's a really good way to get your bang for the buck without disturbing the whole feel for the neighborhood. I think this is a really good plan. I'm sorry everyone, this is my first time seeing it tonight, but it was a really good presentation.

I think sidewalks are a must because people are going to cut through that with their GPS when they're not going to want to go to Carey Road. So, sidewalks for safety; people like me on Juniper, we don't have sidewalks. And you're going to want that eastern opening at least as a bike opening because kids are going to go through there. The Preserve was built next to our property, and the neighborhood kids were cutting through from our property to the Preserve. We had them map it out as to how they would like to cut through our property, because we knew they were going to do it, and we put in a path. It's tough to maintain and it's a liability for us, but kids are going to be coming through there, so make sure that's something intentional.

The Preserve, by the way, those of you who are here who maybe live in the Preserve, there is no border between the Preserve and my family's property. Those houses are

backed up right against our property. We have people dumping leaves, mulch, gravel, shrubbery, and all kinds of stuff on our property all the time, and we don't have anything to say about it. So, I think that border is fantastic. And the fact that you're not clear cutting and grading is just amazing. It's a really good project. Thanks.

Chairperson Parel – Thank you. We appreciate it. Sorry to rush.

Alyssa McGahey, 4904 Greenview Drive, Commerce Township – I live in the Preserves. I just wanted to address my concerns about the safety in exiting and entering our subdivision. Once this subdivision is put into place, I was reviewing the packet of information that was shared for today, and it describes the expectations from the traffic study and what the traffic will look like in five years from now, so in 2031.
And I'm seeing that along northbound Birkdale, southbound Bridge Trail Drive, and trying to take a left out of our subdivision to head north onto Carey, is going to move to an E or F rating in terms of traffic, according to them in their study in five years time if this is built. And exiting and entering the subdivision already, with that 45mph road, is pretty precarious at times, and per your notes about your accidents with your daughter, I am deeply concerned about the additional traffic, plus trying to exit and enter at peak hours and the potential traffic hazards, especially with Carey having that bend in the road like you were describing, and people unfortunately not respecting the 45mph road distinction. So, I just wanted to put that to your attention. Thank you.

Al Fogoros, 1910 Jason Dr., Commerce Township – I've just got a question for the developer. I'm trying to understand. What went into the decision making in terms of the small lots and smaller homes? Was it a financial decision in terms of it's best for you? Because the plan looks great, but the lots and everything is small and my question has come up a number of times. What about larger lots and larger homes? Is that strictly a financial decision for you that's most beneficial or what?

Mr. Kassab – It's a fair question. It's two-fold. If a developer were to maximize the density, again zoning by right, it's certainly going to maximize the density. We would put in half-acre lots, roughly 122 lots that the parallel showed, but what do we achieve by that? I live behind a subdivision that used to be a farm and it got developed. Being in the business, I said, pick your poison to be very candid. I'd rather not see it. I'd rather have a separation between me and them. Anybody that's going to be buying here is going to be well aware of the lot size, they're going to be well aware of the size of the homes. However, the folks that have been there for 200 years, 100 years, 50 years, I believe in the strong points in this.
To answer your question, density is economics in the development world, and achieving 120 homes, which again is zoning by right, would achieve the maximum density of zoning. We're coming to the Township saying, look, based on the Conditional Rezoning agreement and the benefits that we're willing to offer, the setbacks, the improvements to the intersection, the improvements to the orphan parcel, and improvements to the left turn lane. It's a give and take relationship between the developer and the Township, and by that, you achieve smaller lots, create more open space, get more density, and you're

able to do some additional items that, quite frankly, we probably would not be able to do financially if we were developing 120 lots.

Al Fogoros – Well, I'm not arguing with the overall plan you have in terms of spaces. I'm just saying, was it just beneficial for you to have so many more than say higher-end homes and larger spaces, with that same plan, because the plan looks great that way.
Mr. Kassab – That's a fair comment. With that same plan with larger lots, you might achieve, I'll guess, 100 lots. And with those larger lots would come larger homes. With larger homes, I equate that to, you see more Chevy dealerships out there than you do Rolls Royce, and for a reason, because more people can afford a Chevy. What we're looking to bring in is an attainable house in today's marketplace, $600,000. Again, I'm in the business. I'm a little surprised that it's entry level for a new home today. I've got nieces and nephews that are looking for homes, and it's ridiculous what they have to pay for a home, and a larger lot requires a larger home based on the setbacks, which requires a larger value.

Al Fogoros – So you're catering to someone with less funds?

Mr. Kassab – I wouldn't say less funds. $600,000 is a considerable amount.

Al Fogoros – Making an investment. So, it's a financial decision really.

Mr. Kassab – Yes. With a larger lot, you might be pushing a $1 million starting point. Which again, if it were to be developed, absorption on those types of homes is not quick.

Al Fogoros – I'm just saying, you weren't restricted to it. It's your financial decision you have to make as a developer on the size of the homes and size of the lots.

Maureen Izzo, 5023 Juniper Dr., Commerce Township – I wasn't planning on speaking, but I am now. I am the cut through between Commerce and Sleeth, and let me tell you, in the 30 years I've lived there, I cannot believe the traffic. The Road Commission does nothing about it because it's a county road, and I want them to take into consideration. We keep talking about Commerce and Carey. I feel bad for those Golfcrest people because I'm a bus driver and I know that Northern and Lakeland traffic is horrible. But could you take into consideration our street on Juniper? We are a cut through, and everybody is going to take that from Benstein all the way over, when they get off 96.

Clarence Mills, 6000 Turnberry Dr., Commerce Township – I want to speak briefly regarding the cut through. Our street where we live is a cut through for two high schools, Lakeland and Walled Lake Northern. I'm here to tell you, in the morning and in the afternoon, about 2:10, you have a tough time getting out of our driveway onto Turnberry Drive because of the traffic. It's nonstop. The OCSO had their counter out there. I don't know what the numbers are, but they've done counting and it's tremendous. It's tough to get out there. It's a cut-through.

Todd Winnie, 328 Anderson, Commerce Township – I spent a lot of time taking a look at not only what was being proposed here, but truly looking at the 2015 Master Plan for Commerce Township and much of the discussion in the 2015 plan revolved around looking at how the space was going to be developed, how the Planning Commission was going to work with other agencies, specifically the Road Commission and MDOT. And though we've looked at statistical data and information associated with not only the plan, but also with the most recent census, we've seen a significant population increase in each and every count from 1930 to 2020. You know the population increase is approximately 8,000 plus per year. And in addition to that. We saw significant changes between the 20s, 30s and 50s.

With that being said, the Planning Commission here, it's their responsibility at this point in time to take into consideration the growth of Commerce Township and how the roads will be developed to accommodate all those individuals, whether or not we're talking about 168 houses, 122, or Crystal Lake which recently had well over 200 houses being developed. Now, this might not be specifically pertinent to this particular meeting, as an overall review, what is the Planning Commission doing to accommodate all of these questions that we have about the roads? The roads are the biggest problem that we have here at this point in time.

I'm a 30-year resident. I've been here since 1987 when my brother moved in on Mandon Lake White Lake Township. I've been around to see when this was a cottage community, and it is no longer a cottage community. We have a $600,000 starting home. This isn't a cottage community. This isn't a $25,000 house. This is a huge development that is being added to this community, along with Crystal Lake. It should be the responsibility as part of the developers to do a lot more than just add a left turn lane or in some way, shape or form, adjust traffic concerns, the Planning Commission's responsibility is to take a look at this and understand how we are going to grow as a community. If we're looking at the current population trend in which our last statistics said that we are reading somewhere around 43,000 residents and we are going to get to, based on the statistical data of the 2015 Planning Commission, we far exceed that number already.

So, by 2030 we are going to be somewhere in the neighborhood of 50,000+ individuals. Now if we go back to the time that I moved in, in which we had approximately 25,000 individuals, we've doubled our population, yet our roads have not changed. They've been platted since 1928. It was an agricultural area, and it is no longer an agricultural area. We cannot support the number of individuals in this Community with the roads that we currently have. However, I understand you're not the Road Commission. I understand you're not MDOT. But as part of this analysis, in which your planning group put this together, previous individuals and perhaps yourselves, it was mandated that you were to work with the roads to create an environment in which you would work together with developers and the Road Commission to create an environment that would allow for this to be cohesive. Right now, it's untenable. We have roads that are considered specifically by the Road Commission as either principal arteries or minor arteries, and there are very few of them. If you look at the map from your original statistical data and it shows how many roads that we have, there's very few miles of these roads, there are non-continuous roads. There are roads in which we are disjointed. We have roads that end at intersections in which there are 3-way, 4-way

intersections. We've all been at Union Lake and Cooley Lake to see the massive pain that it is right there. How about Martin Road? We end Martin Road into Richardson Road. We have another 3-way road intersection. Have you ever been there at 3:00 to 5:00? You'll have to be there from 3:00 to 5:00 because there's no other way to get out of there, and I know you guys move down that-

Chairperson Parel – I hate to cut you off.

Todd Winnie – Thank you for listening. I appreciate it.

Jack Glaab, 5230 Bridge Trail, Commerce Township – Are we still on the Q&A session of this meeting?

Chairperson Parel – I'm not sure there is a Q&A in this meeting, but if you'd like, you can come up and ask a question.

Dave Campbell – Just to answer that question, the intent is, you all provide comments and these folks listen. It's not meant to be a back and forth. That tends to get garbled and it's hard for our Recording Secretary to track that. It's meant to be that you have your two minutes to talk and we listen. Once the public hearing is closed, then that is the Planning Commission's chance to try to address a lot of questions and concerns that were brought up.

Jack Glaab – I would like to get some clarity about the orphan property. How large is it?

Mr. Kassab – While Dave is looking that up, those of you that were at the resident meeting, it's interesting how this orphan parcel came about. Commerce Road T intersected into Carey Road at one point. I'm assuming the Road Commission directed to bend the road and has created this. Dave can go back and show 1963 and 1940. That's what it used to look like. Then it was removed in 1990 or 1980. That's the genesis of the parcel right there.

Dave Campbell – Yes, sometime between 1980 and 90.

Jack Glaab – So the orphan parcel is just that pie-shaped thing?

Mr. Kassab – Just that pie-shaped thing.

Jack Glaab – Okay, now it sounds like a foregone conclusion that you will be the owner of it.

Mr. Kassab – Not necessarily.

Jack Glaab – If not, how does that affect Plan B?

Mr. Kassab – So, you know, can we be the owner? And I don't know if our counsel made it here or not. We would have to file for an action for quiet title because we're an adjacent property owner and that would take some time, and we can own it. Our preference is to get a hold of the family that had owned it, or heirs of the family, and get a licensing agreement to use it, because it really doesn't benefit us from a density standpoint, from a development standpoint. It's from a beautification standpoint. I theoretically can't go on their property and start installing irrigation lines, plants, flowers and retaining walls and so forth. We believe we would have the ability to achieve control of this parcel, through time and money.

Jack Glaab – And if not, basically it stays as is.

Mr. Kassab – Eventually, we will. It's just a matter of time.

Dale Frey, Rayfore Dr., Commerce Township – I live just parallel to Juniper. I'm sitting here thinking that I actually live next to everybody in this room. We all have the same problem. Lots of different problems, but they're all coming out. I've heard it from other people and that's what I've been saying. It all boils down to one thing. There needs to be some growth, but we have to have density control. That's the biggest problem I think that we have, and that includes the housing, it includes the roadways, it includes the trees and all that stuff. And if you look at that mess that you guys have got going, because you approved it, next to Walmart. Now they're going all the way over to Martin Road. The density over there of people and traffic is going to be unbelievable because it already is now. But I'm not going to pick on anybody and I'm not going to repeat it, but most of this boils down to density. You folks are aware and I hope you listen to it and do the best you can to try to control it. We can't go on the roads with kids because there's no sidewalks. The traffic is terrible because people are speeding, they're cutting through subdivisions. They're going to be cutting through Juniper like crazy once they're working at Duck Lake and Sleeth. The only way they're going to get over to the north to Commerce Road where they're proposing the detour is to cut through our sub, and the road is already impassable. It's another part of density and traffic, and you need to look at what's going on throughout the whole Township. That summarizes it for me. Everybody's saying the same thing. I hope you're listening.

Dan Carr, 4862 Juniper Dr., Commerce Township – I'm speaking on behalf of my friends and neighbors that live on Juniper. We just recently moved to Juniper. We were 35 years in Novi, and we moved out here to get away from it all. I think it was three days after we moved in, we got a note from the Oakland County Commission saying that for $33,000, if we could convince all of our neighbors on Juniper to also kick in $33,000 apiece, that we could have our road repaved because it was so bad. Of course we voted that down, but we were told that it was a residential street that we have to pay for, we have the liability of, we have to care for it and maintain it, and yet we have no control whatsoever over who goes down that road. So, there's a sign that says, "no trucks", and the truck drivers giggle as they go by. We have stop signs that are merely suggestions, and people fly through there like crazy. And even when the sheriff does come, they have to go through at about 50 miles an hour with no brake depression for the sheriff to

actually stop them. If there's anything less than that, and I along with my friend before, we live at one of those stop signs, and so we see it all day long. There's just no enforcement, but yet we're in a position where we're responsible, yet we have no authority over that road. The appeal is just on behalf of my neighbors. I know we're not adjacent to the property, and I know if I were a developer, I would be plowing forward, but the appeal is more to the Planning Commission that something has to be done because that road with this additional traffic is just going to get that much worse as we go forward. Thanks.

Rory Loeding – I technically live in White Lake, but I live just up around the curve at Carey off of Mystic Valley. Most everybody here, when we all leave, we're all going to hit this roundabout, and then we're going to hit the next roundabout, and then we're going to pass the school, then hit the first Commerce intersection, then we'll hit the second and third Commerce intersections, and all of those are heavy traffic points, especially at 4 or 5:00. I wake up at like 4:30am so I can get into work, so I can leave at 3:00 so I could be here by 4:00, so hopefully I miss most of that. I guess if we're going to add, the average household in Michigan has 2 cars, we're potentially going to add 300 cars to that area. That's going to exacerbate the issue at each of those points, all the way from M-5. That's my concern, ensuring that we can streamline those processes. When the Commerce intersection by the Library went in, or when they started to do the walking path there, I was like cool, they're opening it up and maybe they'll put a roundabout in there so it doesn't backup a mile down the road. Then I went oh, they're just doing a walking path. That's cool, but I was a little disappointed that it wasn't opening up that area to get more traffic through there and out of the area.

Victoria Taylor-Sluder – You didn't say you can do seconds, but I have one more question real quick. Nobody has mentioned anything about the water. Where are the 168 homes getting their water for household use?

Dave Campbell – They would be connecting to municipal water, Great Lakes Water Authority. It would not be wells or septics. It would be sanitary sewer and municipal water.

Tim Hedlund, 4984 Greenview Dr., Commerce Township – I guess this is probably more of a question for Dave. When the water main was run down there, what size water main was put in coming down Commerce Road that will be feeding this new development?

Jay James – It's a 16-inch ductile iron pipe.

Tim Hedlund – Okay. Then where is the tapping point that's going in on this? Where are you guys tapping that water main?

Dave Campbell – Are we answering questions?

Chairperson Parel – Sure.

Dave Campbell – I don't know if that has been established yet.

Mr. Kassab – We actually have our civil engineer here, Dave, to comment on that.

Chairperson Parel – I don't know if we want to dive into those details right now. It's getting a little micro.

Tim Hedlund – All right. No problem. Thank you.

Pat Keast, Civil Engineer, SKE Group, 39205 Country Club Dr., Farmington Hills – We're the engineers on the project. As Jay pointed out, it would be tapping the 16-inch on Commerce Road, and then running it at the entrance location, into the site and around, and looping it back to both Carey Road and also to the subdivision to the east where there's a stub there, which is needed, and we provide the necessary easements to do that.

Chairperson Parel – Thank you. Anyone else? Going once. Okay, that was great. I just want to say personally, thank you for all the comments.

Dave Campbell – Mr. Chair, I'm sorry to interrupt. I do want to mention too for the record that we did receive 9 letters/emails. Some of these comments are from folks that I know we've heard from tonight as well. You've all been provided a copy of these, and I have provided copies to Ms. Watson, our Recording Secretary, so she will record these into the minutes as comments included in the public comments. Of the 9, I think they're all, in one form or another, opposition to the project for a lot of the same concerns we are hearing, primarily traffic, but also impacts on environmental features.

Chairperson Parel – Dave, that's important and I appreciate it. And I do appreciate everybody coming out tonight and speaking. Thank you for being courteous.

<u>Correspondence received for the public hearing included the following 9 letters/emails:</u>

1. Victoria Taylor-Sluder, 4630 Cooley Lake Road, Commerce Township. (Also spoke during public comment) Adamantly opposed to the proposal, especially with regard to preserving natural space and wildlife, preserving open space for the neighbors, and issues with traffic.
2. Kevin & Tina Gray, no address provided, 35-year residents of Commerce Township. Opposed to the proposal due to density, traffic, and lack of road improvements.
3. Mohinder Kashyap, 6147 Carey Road, Commerce Township. His vote is no on the proposal.
4. Loraine & Timothy Potochick, 4943 Cooley Lake Ct, Commerce Township. Feels the current zoning should remain as R-1A for property values and proper fit in the community.
5. Robert Linnan, 4860 Cooley Lake Ct., Commerce Township. Opposed to the rezoning due to traffic increases.

6. Alex Roberts, 2381 Glenwood Ct, Commerce Township. Against the rezoning due to density.
7. Suzanne Hughes, 60-year resident, no address provided. The roads were meant for people to get to their summer cottages and are not designed for the traffic in Commerce, creating dangerous conditions and delays.
8. Kathy & Mark Oleski, Treasurer & Past President of Old Sherwood Square Condo Association, 5841 Old Sherwood Drive, Commerce Township. (Kathy spoke during public comment.) Serious concerns with safety issues, traffic, and limited sight lines on Carey Road.
9. Susan Neirynck, 4986 Juniper Dr., Commerce Township, 38-year resident. Road is crumbling partially due to all the traffic; RCOC counted 2,000 cars each morning and again in the afternoon. What are the plans to address traffic?

Chairperson Parel closed the public hearing.

Chairperson Parel – Dave, I think now may be a good time; a few of the Commissioners had asked to have a conversation with the developer after we heard public comments. I'll start with Caitlin.

Commission Comments:
Bearer – A question about the second entrance off Carey Road. Is it an option for that to be a crash-through gate?

Dave Campbell – While there are different opinions and we've had some very healthy discussion, both the Township Board and the Fire Department are looking to move away from having emergency gates as an option for emergency access. The primary reason is that those gates too often become the spot where the snowplow drivers will pile up the snow, or someone will park a car or a camper there for days or weeks at a time. Or that's where the kids set up the basketball hoop, or whatever it might be. And when there is an emergency and there is a need for that emergency access when the emergency responders get there, it's impeded. So, the position of the Township and the Fire Department has been, for points of access that are required per the International Fire Code, those need to be full access connections, not gated access.

Bearer – Okay, then according to the distance of the property, is it far enough that there could be two points of access on Commerce Road?

Dave Campbell – We would have to look at that. There are separation requirements from the Road Commission relative to points of access to each other, but also to existing intersections and in this case, an existing signalized intersection. The Road Commission will always want to maximize that separation from any new point of access from an existing intersection, particularly a signalized intersection. So, it's something that could potentially be evaluated. We certainly want to get our traffic engineer and the developer's traffic engineer involved in that analysis, and certainly the Road Commission's insights as well. What the developer has done here, and which is what the Road Commission will typically seek is with the Commerce Road access aligning

with Greenview. The Road Commission always wants to see roads align. If you offset, then you create conflict points.
The other thing that the developer tried to do was push the Carey Road access as far north as he could to maximize that spacing from the traffic signal, and also to minimize any impacts on those wetlands that are right there along the east side of Carey Road.

Bearer – Understood. Just as a general statement, I'm sure all of us Commissioners are struggling with the balance between a proposal that is a lower density proposal that we can't control as far as greenspace goes, along with an increase in greenspace, but an increase in density. I'm personally struggling with it. I don't really have any questions at this point. I'd love to hear what my other Commissioners have to say, and I might have questions based on that, but it might become a little more clear for me.

Winkler – Brian, I've been on the Planning Commission for almost 20 years, and I've been a Commerce Township resident for 31 years. When projects like this come up, and rezonings like this come up, I come back to the hard reality of zoning, which is, if the developer who owns this property decides to develop it based upon the current R-1A zoning, he can clear cut the property, from property line to property line. And, if he submits a site plan that meets all the requirements of the Zoning Ordinance, we at the Planning Commission have to approve it by law. So, here we have a developer that has come in with what I think is an innovative way to develop this property. There are certainly more residences, but with a lot more greenspace. And the difference in traffic between it being R-1A, completely clear cut, large lot residential, at 120 lots, or this proposal at 168 lots, the difference in traffic is going to be minimal. There will be a difference, but maybe 15%. The hard reality is that if this developer, or some other developer who buys this property, wants to develop the property with the current zoning, if they meet the requirements of the Zoning Ordinance, we cannot deny it. So, it's either this, or a clear-cut property with no greenspace. I hate to be blunt, but that's the reality of the situation. I hope people understand that.

Unidentified Resident – But the roads won't support it.

Phillips – Okay, I guess I'm dissenting a little bit from that perspective. I think the current zoning is consistent with the Master Plan. I think the property is viable for development as an R-1A. It's disappointing to assume that every time it's R-1A, it will be clear cut. I'd like to see a developer come in that actually values greenspace and wants to develop an R-1A and preserve the greenspace and trees. I really don't see any compelling benefit that justifies rezoning from the lowest density residential to the highest density. And I think the serious concern I have is on setting the precedent that any developer could come in for R-1A and make the same argument. I'm going to give you more greenspace, but I want more density, more homes, and want to make it financially viable. And I think if we do that, we're going to see this over and over and over again, and we're going to lose our rural residential charm, and lose the R-1A attributes of our community.

Loskill – I have a question. You've put down the number 122 sites, but I'm not sure how you're getting that. Is that a net, minus the wetlands and other things? If you take 75 acres, multiply that out divided by 20,000, you get 163 sites.

Dave Campbell – They did submit a parallel plan, and you're correct, that by the time you put in roads you're going to lose some of your usable area. A fair estimate is probably 25% once you take into account roads, detention ponds and so forth. With respect to the wetlands, on the parallel plan, they did show the wetlands being filled and utilized as buildable lots. I think one area of the existing wetlands was shown to be an area for detention, which is often what the developers will do. They will use the existing low spot on the development as their detention area. But that's where the 122 comes from is the parallel plan.

Loskill – Okay. I'm not in favor of more developments this size, but in looking at the plan they've proposed, I think it's about as good as we can get. I would support in the future that we change our Zoning Ordinance to make things a little bit more developer oriented as far as lower density to start with, and then by doing things that would promote better sight lines and development practices, we increase the density that way. I think right now, we allow too much density offhand and there's no room for negotiations. As we're sitting here, it's either we get 160 homes on a clear-cut site, or we get 160 homes on a well thought out site. It's a tough situation. We're stuck between a rock and a hard place in making these decisions.

Dave Campbell – I will respond to that to say, it is a Conditional Rezoning. So, the developer can volunteer conditions and it's up to this Planning Commission and the Township Board to accept those conditions. The intent is for those conditions to be proportionate to that which they are seeking, the impacts caused by the rezoning that they're seeking. In that sense, there is a certain amount of negotiations. The developer is volunteering, and that's a key word, volunteering conditions.

Weber – Maybe I'll start with the public service announcement. So, there was a lot of discussion on keeping the Township more of a bed and breakfast community feel, that the Township Board should acquire land or should buy these lands, et cetera. And I'll just tell you that that the Township owns 160 parcels right now. If you include Proud Lake, 37% of Commerce Township cannot be built upon. So, the Township owns it, or it's a state park and we made the decision not to divest ourselves of any of the property that we presently own, I think with maybe a residential lot or two that's thrown in there. My view is that we prioritize existing residents ahead of potential residents.

I'm okay with trading off some density at the building of smaller lots within a community like this to preserve more greenspace. It has been mentioned, people that are coming in, they know what they're buying, and they can choose to buy a larger house on a smaller lot, or not. That's their choice at the time. What I struggle with is the moving from 122 to 168. To me, that's too far of a jump. I'm willing to trade off some density. The logical question is, what is the number? And I don't have that right now. Mark, I think what you and your firm have done has been outstanding. And the most outstanding part has been communicating with the residents. We need the input to try to turn a tough situation into an outcome that meets consensus. The definition of

consensus is, you might not get what you want, but you can live with it. I see that here, but at the same time, 168 is too big of a number for me. So, is it moving from R-1A to R-1D? Possibly the right answer is R-1A to R-1C, with something that is consistent with the design you have.
We've seen it so many times. What we think is an adequate buffer is not an adequate buffer. It looks great in the summertime, and it's a completely different story in the winter when the leaves are gone. So, I commend you wholeheartedly with the intent of the design, but I've fallen on my sword more than once when taking a position on housing density. Going from 122 to 168 is too much in my mind. In the alternate proposal, there was the discussion on the commercial site in the southwest corner. In the Master Plan, we were intentional in our language when we described a neighborhood commercial, and literally I think we used the comparison of a small market, not one building with several tenants in it, and nothing near the size of 75,000 square feet. I know when we talked earlier, when Dave did a little bit of analysis for us, that corner roughly comes into four to five acres. So, I don't see something there, but at the same time, I guess I'm saying, I am not opposed to having some kind of a neighborhood market in that corner. I don't think it's going to add to the traffic. This market or coffee shop is not going to be a destination. It would be something that helps build community for the residents in that area and I'm not opposed to that, if it gets to the point where we're looking at a different design in the future. To sum it up, I love the plan, but the density is too great for me.

McCanham – George stole everything I wanted to say. My problem is that I hate traffic out here and I hate the density. Like it was said earlier, we are stuck with certain responsibilities legally; if it's zoned a certain way you've got to go a certain way. People have that right. The thing that hit me in the face was if you were to put this subdivision down as a tabletop, it's beautiful, but then if you plug it into the community, it looks a lot different. My problem is simply 122 to 168. I don't think there's a good enough reason. I'm not looking at the profit. I'm here to represent the community, and I can't see going from 122 to 168 just like that.

Chairperson Parel – I'm not sure I have much to add, other than I think my fellow Commissioners made some really good points. I commend the developer for not only the meetings with a lot of the residents, several meetings and correspondence, and putting together a plan that I think does look great, to Mickey's point. I love the buffering on the north and east ends. I think you did a heck of a job to try to bring us something that makes the best out of not the greatest situation.
That said, I am on the fence as far as my vote goes. I'm not sure I see a need to go up to the 168. I understand that you have the right to do the 122. I understand that somewhere in the middle potentially lies a compromise. I don't know if I can suggest that. I understand what the worst case scenario could be, which could be some commercial, lower density, less trees and I hate the idea of that. For me, the 168 number really stands out. We've talked about density and traffic. I don't believe that the difference between 122 and 168 is an incredible amount of traffic, and I look at that trade off with the buffering, the retention of the trees. That's tough for me.
You've heard our comments.

Mr. Kassab – If I may, we've been here for two hours and 20 minutes. Thank you all for your patience. One of the most positive things that have come out of this is the neighborhood input, not only from the resident meetings we've had, but furthermore this evening, and I'd like to continue that. I'd like to continue to get their input to make a better plan. Certainly, out of 26 or so residents that have spoken, I'm going to venture to guess that 2/3 of them had a challenge with traffic. Certainly, when you add one more house, it's going to create more cars on the road. I get that. I'd like to go back and take a look at the plan on what we can do to possibly reduce the density and to reduce the impact of traffic. The folks that live on Juniper, I've seen it. I don't want to admit that I've cut through it, but I've seen it. It's one of those things where, unfortunately, the Road Commission is last to catch up, in my opinion, even where I live in Macomb. Once the developers get in and build their subdivisions, Road Commission comes and widens the roads. It almost seems like it's too little, too late. Nonetheless, we have a duty to this Township and a duty to the residents to come up with a plan that I believe works for everybody. I'd love for the next meeting that we would have to have folks in support because we've made the plan better. At that point, I'd like to make a request to table this matter for further consideration.

Chairperson Parel – I was hoping you'd say that. I really do appreciate that and I'm sure the other Commissioners agree. I think that's the right path. Anything else?

Weber – We have to make a motion to table.

Dave Campbell – Yes, you would. There would have to be a formal motion.

MOTION by Weber, supported by Loskill, to table item PCZ#26-02.

MOTION CARRIED UNANIMOUSLY

Chairperson Parel – Dave, anything else to add?

Dave Campbell – Maybe just to repeat myself. If and when this Planning Commission gets to a position where they are ready to take action, at this stage of the process, that action would be in the form of a formal recommendation to the Township Board. So, if and when the Planning Commission does so, then what would happen following that would be a final decision by the Township Board. The Planning Department will continue to take all the phone calls and emails from folks who are going to want to know what the next steps are and what the schedule looks like. I'm quite confident I'll be talking to Mr. Kassab tomorrow to talk through what that schedule might be.

Weber – I've got a comment while we have a mostly full house still. For those of you that don't know, there are 8 bills that are being voted on imminently in the House that would take the discussion we just had out of local government hands. The House of the State of Michigan is looking at changing the law so that we could not zone anything greater than a lot of 2,000 square feet. I did not misspeak, nor a dwelling less than 600 square feet. They believe that there is a shortage of housing. I think most of us would agree with that, and housing is somewhat unaffordable. I think most of us would agree

with that as well. But, in my words, they're trying to do brain surgery with a shotgun and not a scalpel. So, now is the time for you to contact your State representatives and let them know what you think about that.
There was a meeting last week where I gave two of our representatives' credit, Noah Arbit and Rosemary Bayer. So, one of our House representatives and one of our Senate representatives actually reached out and wanted to have a round table of community leaders. Unfortunately, there were two of us from Commerce that attended the meeting, and the only other community that chose to attend was somebody from Orchard Lake. We had a very good discussion on that. We let them know what the pitfalls were and what they would be doing to destroy established communities with something like that. But I want you to know what that could do, meaning not just to a development that Mr. Kassab is looking at, but literally the lot next door to you could have 3 duplexes and two campers in the back. Literally, that's what this legislation would allow. So, please contact your State representatives, both the House and the Senate, and let them know what you think about that.

Unidentified Resident – Does that bill have a name?

Weber – It is the Housing Readiness Package, which includes House bills 5529 through 5532, and 5581 through 5585. Some of those make a lot of sense. They're very logical. There's no issue with some of them, but in totality, the most egregious portions would destroy a community like Commerce Township, and everyone else in northwestern Oakland County.

Mr. Kassab – Coming from a developer, I agree with you. I think it's overreaching.

Dave Campbell – It sounds like we're moving on to the next agenda item. I don't know if it makes sense to take a 5-minute recess for those who are not interested in lakefront accessory structures to head out.

Chairperson Parel – Thank you everyone for participating. We really do appreciate it.

[Break from 9:27pm to 9:32pm]

COMMERCE TOWNSHIP CONDITIONAL REZONING PETITION

APPLICATION # **HEARING DATE:** June 1, 2026

APPLICANTS NAME: Mark S. Kassab

APPLICANTS ADDRESS: 31550 Northwestern Hwy, Suite 220, Farmington Hills, MI **ZIP** 48334

TELEPHONE: (248) 865-0066

E-MAIL: MKassab@mshapirorealestate.com

OWNER'S NAME: Commerce Carey LLC & Commerce Carey East LLC **PHONE#** (248) 865-0066

ADDRESS 31550 Northwestern Hwy, Suite 220, Farmington Hills, MI **ZIP** 48334

A) REQUEST FOR CHANGE OF ZONING **FROM** R-1A **TO** R-1D
with a conditional Rezoning Agreement

Common Property Address or Location Commerce Twp, MI (Commerce Road & Carey Road)

Sidwell Number 17-04-300-066 & 17-04-300-068

List all Deed Restrictions and Easements

Property Dimensions **Area** 42 Acres (1,829,520 Sq Ft) &
32.48 Acres (1,414,829 Sq Ft)

Date: 04/13/2026

Applicant's Signature

Property Owner's Signature

Mark S. Kassab
Applicant's Printed Name

Commerce Carey LLC & Commerce Carey East LLC
Property Owner's Printed Name

Commerce Township E-Mail

Bethany Miller <bmiller@commercetwp.com>

Wingate Preserve - Conditional Rezoning Submittal

Mark Gall <mgall@commercetwp.com> Mon, Jun 22, 2026 at 10:00 AM
To: Bethany Miller <bmiller@commercetwp.com>
Cc: Nancy McClain <nmcclain@giffelswebster.com>, Jason Mayer <jmayer@giffelswebster.com>, Dave Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>

So, access looks good from that perspective. I'm not sure about the street widths, hydrant placement and spacing.
[Quoted text hidden]

June 22, 2026

To: David Campbell, AICP

From: Mark S. Kassab
Commerce Carey LLC and Commerce Carey East LLC

Re: Petition for Conditional Rezoning
78 +/- acres located on the north side of Commerce Road,
east of Carey Road.

Mr. Campbell,

We held a public hearing on June 1, 2026, at which we received valuable and constructive feedback from both the Planning Commission and the residents in attendance.

The initial concept presented to residents on February 11, 2026 consisted of 164 lots, including ninety-eight 60' lots and sixty-six 70' lots. This early plan contained several deficiencies and was subsequently refined to increase setbacks and better address concerns from residents to the north and east.

On March 11, 2026, we met again with the residents to present a revised concept that reduced the number of lots along the northern boundary that back up to existing homes. This updated plan was also presented to the Planning Commission at the June 1, 2026 public hearing.

Based on the feedback received, we further improved the site plan to better align with the priorities expressed by both the Planning Commission and the surrounding neighbors. The revised plan reduced overall density, increased lot sizes, and significantly expanded setback distances in key areas—from approximately 40 feet in the initial plan to over 83 feet in certain locations.

A summary of the progression and improvements to the attached plan is outlined below:

Plan Version	Total Lots	60' Lots	70' Lots	75' Lots	85'-90' Lots	Key Changes / Improvements
Initial Plan (Feb. 11, 2026)	164	98	66	–	–	Initial concept with limited setbacks; larger number of lots backing up to existing homes; deficiencies identified through resident input
Plan Presented at Public Hearing (June 1, 2026)	168	101	67			Continued refinement based on Planning Commission input; and improved lot configuration. Eliminated several northern lots adjacent to existing homes; increased setbacks and introduced enhanced buffering
Final Plan: Eliminated several northern lots adjacent to existing homes; increased setbacks and introduced enhanced buffering, along with larger lots throughout.	148	29	93	5	21	Significant reduction in density; introduction of larger lot product; setbacks increased from approximately 40' to over 83' in key areas; strong alignment with Planning Commission and resident feedback

The current plan now consists of 148 total lots with a reduced density that remains well below surrounding developments. We believe this plan achieves a balanced and responsible approach that directly responds to the feedback received and satisfies the objectives of both the Planning Commission and the neighboring residents.

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

Sincerely,

Mark S. Kassab
Commerce Carey LLC and Commerce Carey East LLC



Wingate Preserve

a planned single family residential community
Commerce Township, Michigan

program — STUDY-F

TOTAL ACRES OF SITE (GROSS)	77.62±
TOTAL NO. OF SINGLE FAMILY LOTS	148
NO. OF 60'X120' LOTS (A)	34
MIN. LOT SIZE	7,200 SF
MIN. LOT WIDTH	60'
NO. OF 70'X120'& 130' LOTS (B)	114
MIN. LOT SIZE	8,400 SF
MIN. LOT WIDTH	70'
TYPICAL LOT WIDTHS:	
NO. OF 60' WIDE LOTS	29
NO. OF 70' WIDE LOTS	93
NO. OF 75' WIDE LOTS	5
NO. OF 85' WIDE LOTS	5
NO. OF 90' WIDE LOTS	16
BUILDING SETBACKS:	
FRONT YARD	25'(60' LOTS)
FRONT YARD	30' (70' LOTS)
SIDE YARD	10'MIN. (15' TOTAL)
REAR YARD	35'
ACRES OF OPEN SPACE/ PARK	25.45± (32%)
(PARK COMMONS , NATURE PRESRVATION, GREENBELTS AND PONDS)	
DENSITY PER ACRE	1.9± DU/AC
(148 LOTS / 77.62 ACRES = 1.9 LOTS PER ACRE)	

north

scale: 0' 20' 40' 80' 120'

1" = 100'- 0"

FPA
FELINO A. PASCUAL and ASSOCIATES
Community Land Planner and registered Landscape Architect
24333 Orchard Lake Rd, Suite G
Farmington Hills, MI 48336
ph. (248) 557-5388
fax. (248) 557-5416

OLD BUSINESS

PUBLIC HEARINGS

NEW BUSINESS

TO: **Commerce Township Planning Commission**

FROM: **Commerce Township Planning Department**
David Campbell, AICP - Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner

DATE: **July 1, 2026**

RE: **PSP #26-05 – Northern Pointe (fka Bogie Lake Residential)**
46-unit single family site condominium – Northern Pointe
Condominium site plan for an assemblage of 7 parcels on the south side of Bogie Lake Road
Conditional rezoning approved by Township Board on May 12, 2026

Site: PIN#'s: 17-03-100-004, 17-03-100-010, 17-03-100-019, 17-03-100-020, 17-03-100-021, 17-03-100-022, and 17-03-100-024

10765, 10775, and 10779 Bogie Lake Road & four undeveloped properties totaling 14.9 acres

Petitioner/Owner: Bogie Lake Holdings, LLC
Jim Maher – Member/Manager
861 N. Pontiac Trail
Walled Lake, MI 48390

Project Engineer: The Umlor Group
Mike Noles - Sr. Vice President
Steve Allen - Director of Development Services
49287 West Road
Wixom MI 48393

Overview

Bogie Lake Holdings, LLC (Jim Maher) proposes to develop Northern Pointe, a single-family residential site condominium consisting of 46-units, 3.02 acres of open space and a dog park at the southwest corner of the site, located on an assemblage of seven parcels totaling 14.9 acres on the south side of Bogie Lake Road bookended by Westlake Health Campus to the east, and the signalized northerly entrance to Walled Lake Northern High School to the west. The existing structures upon the assemblage – including the vacant West Winds Nursing home, two occupied rental houses, and several accessory structures – will be demolished as part of Mr. Maher's proposal. The seven properties would be combined into one development site, and from there subdivided into 46 site condominium units.

In order to achieve a uniform development of consistent lot sizes, Mr. Maher sought a conditional rezoning of the seven assembled properties that comprise the site consistent with the standards of Article 36 of the Township's Zoning Ordinance. The properties had been a mix of two zoning districts, R-1A (One Family Residential) and R-2 (Attached Residential) neither of which supported the lot size and frontage proposed by Mr. Maher. The Planning Commission held a public hearing for the conditional rezoning at their meeting on February 2, 2026. The Planning Commission recommended approval of the conditional rezoning to R-1D (One Family Residential). Subsequent to that public hearing, the Township Board approved the conditional rezoning at their meeting on May 12, 2026. **As of the date of this letter, the conditional rezoning agreement is awaiting recording at the Oakland County Register of Deeds.** Per Sec. 36.03.E, once a property is rezoned via a conditional rezoning, site plan (or in the case of Northern Pointe, condominium site plan) approval is required. Northern Pointe will require condominium site plan approval from both the Planning Commission and from the Township Board, consistent with the procedures of Article 35 (Site Plan Review) and Article 37 (Condominium Regulations) of the Township's Zoning Ordinance. The expectation of both bodies should be a condominium site plan very similar to the conditional rezoning plan with respect to land use, density, layout, access & circulation, etc.

Condominium site plan review

In June 2026, Mr. Jim Maher formally submitted a condominium site plan application for a new 46-unit neighborhood to be called Northern Pointe, with a layout very similar to the conditional rezoning plan the Planning Commission and Township Board approved as part of the conditional rezoning petition. 46 new single-family site condominium units are proposed on lots with a minimum of 50 feet of lot frontage and a minimum lot area of 7,200 square feet. Northern Pointe is consistent with the standards of the Township's Zoning Ordinance and the R-1D zoning district with respect to land use, density and lot dimensions. Building envelopes are shown on each of the 46 proposed site condominium units demonstrating compliance with minimum yard setbacks (minimum 25' front, 35' rear, combined 14' on the sides with a minimum of 4' on either side, and 10' of separation between structures).

Layout, access & circulation - Consistent with the conditional rezoning plan, Northern Pointe would have a single point of public access along the south side of Bogie Lake Road. The units will be situated along both sides of a network of three public roads all terminating at a cul-de-sac with the site's detention pond at the northeast corner of the site. Mr. Maher is proposing 3.02 acres of open space that includes a dog park at the southwest corner. A secondary access is not necessary per the International Fire Code (IFC) as determined by Commerce Township's Fire Marshal Mark Gall, since **all 46 homes will be equipped with a domestic fire suppression system as required by the IFC when a single-family neighborhood with more than 30 homes has only one point of access**.

The petitioner is proposing to include acceleration and deceleration tapers at the proposed site access, and to dedicate the 60 feet of right-of-way to the RCOC along the site's frontage. A left turn lane exists on Bogie Lake Road along the site's frontage. No other improvements are warranted, although the study did find that the timing of the existing traffic signal could be

improved at school arrival & dismissal times. All work in the public right-of-way will require permits and approvals from the RCOC.

Sidewalks – The proposed neighborhood will include 5-foot concrete sidewalks along both sides of its internal roads. A sidewalk along the site's frontage along the south side of Bogie Lake Road would connect with the existing sidewalk (8' concrete) to the east along the West Lake campus' frontage. There are no existing sidewalks to the west along the frontages of the privately owned 3.4 acres nor the Walled Lake Northern High School property before you reach the White Lake Township boundary. **Site plan approval should be conditioned upon the frontage sidewalk along Bogie Lake Road be consistent with the existing 8' concrete sidewalk to the east.**

Traffic impacts – A Traffic Impact Assessment was conducted by the Township's Traffic Engineer Fleis & Vandenbrink for the conditional rezoning and is enclosed for the Planning Commission's review. The Traffic Engineer determined that no road improvements are warranted at the site's proposed point of access based on the RCOC's standards, but recommended right-turn treatments as a prudent safety improvement. The developer is volunteering to include acceleration & deceleration tapers at the proposed site access, and to dedicate 60 feet of right-of-way to the RCOC along the site's frontage. The TIA recommends improvements at the Bogie Lake Road and WLN School drive for the RCOC and Walled Lake Consolidated Schools to consider updating their signal timing to provide additional green time for the northbound traffic. All work in the right-of-way will require permits and approvals from the RCOC.

Public utilities – The project will be served by municipal water and sanitary sewer. The sanitary sewer connection will be made at the eastern property line in the neighboring property (West Lake Health Campus) and the water connection will be made along the south side of Bogie Lake Road. The Township Engineer notes – and the developer's engineering consultant agrees - that the 8" watermain shown on the plans needs to be a 12" watermain, a correction that could be made during review of engineered construction plans. The storm sewer system shows the entire site will drain into a detention basin at the northeast corner of the site and appears to provide sufficient capacity. A more thorough review of engineered construction plans will be conducted by the Township Engineer should this project receive condominium site plan approval.

Landscaping – The Township's Landscape Engineer has reviewed the proposed landscape plan and recommends approval subject to some relatively minor revisions that could be incorporated into the final stamping sets that would be reviewed by the Planning Department. The proposed landscape plan includes frontage landscaping along Bogie Lake Road, a greenbelt buffer along the east (adjacent to West Lake) and south (adjacent to WLNHS) property lines, plantings around the perimeter of the proposed detention pond, cul-de-sac island plantings, and internal street trees. While a landscape buffer along the development's west property (adjacent to the home at 10861 Bogie Lake Road) line is not required, **the Planning Commission might wish to discuss whether some plantings along the west property line would be prudent (particularly along the portion closest to the existing home at 10861 Bogie Lake Road).** Perhaps the Planning Commission and the developer could agree that some of the plantings proposed along the east and/or south greenbelt could be shifted to the west property line.

Signs – A landscaped monument sign is shown along the west side of the proposed public road. **The Planning Commission typically defers to the Building Department to review and approve signs via a Sign Permit.**

Master deed & bylaws

Northern Pointe is proposed to be a residential site condominium, requiring a master deed to be reviewed and approved by Commerce Township (Planning Commission, Township Board, Township Attorney) and recorded with the Oakland County Register of Deeds. A draft master deed was submitted by the developer and has been reviewed by the Township Attorney, with comments summarized in the Attorney's letter dated June 30, 2026. The Attorney finds there to be several revisions necessary for the master deed to be in legal/executable/recordable form. Typically, the master deed is not expected to be in its recordable form until a condominium project comes before the Township Board for final approval, which could occur for Northern Pointe at the Board's July 14 meeting (at the earliest). The Planning Commission would be most interested in the following inclusions with the draft master deed:

- **Preclusion of variances** – Consistent with the conditions volunteered in Northern Pointe's conditional rezoning agreement, the draft master deed would preclude the possibility for appealing to the Zoning Board of Appeals (ZBA) for dimensional variances. This most often applies to rear elevated decks, where a builder has maximized the footprint of the house on the condominium unit such that an elevated deck cannot be constructed without the need for a dimensional variance (side or rear setback encroachment). The intent is to put builders and homeowners on notice via the condominium master deed that they must work within each unit's approved building envelope.
- **"Anti-monotony" and "no vinyl siding" standards** - Section 27.03 of the Township's Zoning Ordinance includes "anti-monotony" and "no vinyl" standards for new single-family developments of 11 or more homes; Northern Pointe proposes 46 new homes. The Township typically seeks the language of Section 27.03 to be recorded into the master deed. Mr. Maher has provided prospective elevations of the homes that may be constructed within Northern Pointe; despite the fact that there are no materials listed Mr. Maher assured the Planning Department that he understands the prohibition of vinyl siding. Typically, the Building Department will review the elevations to ensure compliance with the anti-monotony standards so the elevations provided may change slightly as reviews are completed.

The Township Attorney's June 30 review letter provides the specific language relative to the above that should be included in the final master deed for Northern Pointe. **The Planning Commission should condition their approval of Northern Pointe's condominium site plan on the master deed being revised to incorporate the Township Attorney's review comments.**

Comments & Recommendations from Reviewing Agencies

Engineering – Giffels Webster letter dated June 29, 2026

- **Recommendation**: Approved as noted, subject to conditions.
- **Planning Department's comments**: The Township Engineer provided a review of the preliminary engineering, and noted several points – including the sizing of the proposed water main - that would be addressed in the engineered construction plan review & approval subsequent to condominium site plan approval.

Landscaping – Giffels Webster letter dated June 30, 2026

- **Recommendation**: Approved as noted
- **Planning Department's comments**: The LA recommends approval of the site's landscape plan with some minor revisions/corrections that could be made on the final stamping sets. As discussed above, the Planning Commission might wish to discuss some buffer plantings along the development's west property line where adjacent to the existing home at 10861 Boogie Lake Road.

Fire Department – Fire Marshal's letter dated June 16, 2026

- **Recommendation**: Recommend for approval with conditions
- **Planning Department's comments**: The Fire Marshal provided what are his mostly standard comments for a new residential neighborhood with a highlighted note/suggestion regarding the spacing of the proposed fire hydrants**. It again bears noting that all 46 homes within Northern Pointe will each have a dedicated fire suppression system.**

Township Attorney – Adkison Need Allen & Rentrop review dated June 30, 2026

- **Recommendation:** The Township Attorney provided a significant list of revisions to be made to the draft master deed prior to its approval by the Township Board and recording with the Oakland County Register of Deeds. The bulk of the revisions appear to be technical in nature, but do include revisions relative to the preclusion of variances, compliance with the Zoning Ordinance's anti-montony standards, and **a prohibition on units being used as short-term rentals.**
- **Planning Department's comments: The Planning Commission's recommendation of condominium site plan approval should be conditional upon the Township Attorney's revisions being incorporated into the final draft of the master deed prior to consideration of approval by the Township Board and recording with Oakland County.**

Township Traffic Engineer – Fleis & Vandenbrink traffic impact assessment dated January 27, 2026

- **Recommendation:** No road improvements warranted at site access per RCOC warrants, per right turn acceleration & deceleration tapers should be included for safety enhancement.
- **Planning Department's comments:** The condominium site plan shows right turn acceleration & deceleration tapers. **Those improvements to Bogie Lake Road would need to be reviewed and approved by the Road Commission for Oakland County (RCOC).**

Recommended Motion Language

The Planning Commission should review the condominium site plan for Northern Pointe relative to the applicable standards of Article 35 (Site Plan Review) and Article 37 (Condominium Regulations) as well as the approved conditional rezoning agreement including the conditional rezoning plan. The Planning Commission will have the option of making a formal recommendation to the Township Board on the condominium site plan. If the Planning Commission opts to make a recommendation of approval during their regular meeting on July 6, 2026 Mr. Maher's intent would be to proceed to the Township Board for final condominium site plan approval as part of the Board's regular meeting on July 14, 2026.

Should the Planning Commission opt to make a recommendation of approval for PSP#26-05, the proposed condominium site plan for Northern Pointe including 46 single-family residential units, the Planning Department offers the following motion language for the Planning Commission's consideration:

Move to recommend the Commerce Township Board of Trustees approve PSP#26-05, a condominium site plan by Bogie Lake Holdings LLC (Jim Maher) for Northern Pointe, a 46-unit single-family residential condominium to be developed on approx. 14.9 acres on the south side of Bogie Lake Road. The Planning Commission's recommendation of approval is based upon a finding that the condominium site plan complies with the applicable standards of Articles 35 and 37 of the Commerce Township Zoning Ordinance, as well as the approved conditional rezoning agreement and conditional rezoning plan for Bogie Lake Residential. 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 based on a recommendation of approval by the Township Attorney, with the master deed to be revised per the comments of the Township Attorney included in his review letter dated June 30, 2026;***
2. ***Final 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 the State of Michigan;***
4. ***Review and administrative approval of a revised site plan and landscape plan that includes all "as noted" items of the respective engineering and landscape reviews of Giffels Webster;***
5. ***The final stamping sets to clearly show an 8-foot concrete frontage sidewalk along the project's Bogie Lake Road frontage;***
6. ***Dedication to the Road Commission for Oakland County (RCOC) of a 60-foot half right-of-way along the site's frontage, consistent with the conditional rezoning agreement and the RCDOC's Master Right-of-Way Plan;***
7. ***The project's approach to Bogie Lake Road and the design of its acceleration/deceleration taper to be reviewed approved by the RCOC;***

8. ***All roads within the new neighborhood to be reviewed, approved, dedicated to, and accepted by the Road Commission for Oakland County (RCOC);***
9. ***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;***
10. ***(any other conditions which the Planning Commission deems necessary).***

CHARTER TOWNSHIP OF COMMERCE
APPLICATION FOR SITE PLAN REVIEW

SP# Initial Deposit: Twp. Giffels

FOR OFFICE USE ONLY

Development Name: Northern Pointe **Date:** 6-10-2026

Property/Address Location 10765, 10775, & 10779 BOGIE LAKE RD

Present Use RESIDENTIAL - VACANT & IMPROVED Proposed Use RESIDENTIAL - R-1D

Sidwell# SEE ATTACHED Property Dimensions IRREGULAR Area of Property GROSS: 14.90ac NET: 14.09ac

Gross Square Feet of Building N/A Number of Buildings/Lots 46

Water Source (Public System) Private/Well

Waste Disposal (Public System) Private/Septic

Does this project involve an extension of the Municipal Water/Sewer systems? YES

Applicant's Name: Bogie Lake Holdings

Address: 816 N. PONTIAC TRAIL City,State,Zip WALLED LAKE, MI 48390

Phone: Work Cell (248) 255-3303

E-Mail JIM@GOMAHER.COM Fax:

Owner's Name: Bogie Lake Holdings

Address: SEE ABOVE City, State, Zip

Phone: Work Cell

E-Mail Fax:

Site Plan Prepared By: UMLOR GROUP

Address: 49287 WEST RD City, State, Zip WIXOM, MI 48393

Phone: Work Cell (734)890-6022

E-Mail SALLEN@UMLORGROUP.COM Fax:

I hereby grant Commerce Township personnel involved with the review of this request, permission for reasonable entry onto the above property for investigations specifically related to this request.

Applicant Signature [signature] Date 6-10-26

Print name James E. Maher

Ownership Exhibit

Tax ID	Address	Owner
17-03-100-010	10765 Bogie Lake Road	Bogie Lake Holdings
17-03-100-004	10775 Bogie Lake Road	Bogie Lake Holdings
17-03-100-019	10779 Bogie Lake Road	Bogie Lake Holdings
17-03-100-020	N/A	Bogie Lake Holdings
17-03-100-021	N/A	Bogie Lake Holdings
17-03-100-022	N/A	Bogie Lake Holdings
17-03-100-024	N/A	Bogie Lake Holdings

June 29, 2026

Mr. David Campbell, AICP
Planning Director
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390

RE: Site Plan Review – 1st Submittal

APPROVED AS NOTED

Project Name: Northern Pointe

Project No.: GW 20738.00
Commerce Twp. PSP26-05

Mr. Campbell:

Giffels Webster has completed our review of the Site Plan submittal dated June 10, 2026, for the proposed single family residential site condominium, located in the parcel northeast of Walled Lake Northern High School (WLNHS), and offers following comments:

Existing Information

GENERAL

This property, PINs 17-03-100-004, -010, -019, -020, -021, -022, and -024, is located on the south side of Bogie Lake Road, west of the intersection with Cooley Lake Road, immediately east of the WLNHS property and contains approximately 14.9 acres. The project is a single family residential site condominium development including water main and sanitary sewer, as well as storm water management.

Existing Topography and Drainage: The existing topography generally slopes from south to north and from west to east on the property. The Bogie Lake Road frontage flows toward the public right-of-way and generally toward existing drainage structures further east. The west-east drainage flows generally toward a low area along the school's eastern entrance drive.

UTILITIES

Existing Sanitary Sewer: At the northeast corner of the site, an 8" gravity sanitary sewer, flowing from the Hills of Bogie Lake along the south side of the Bogie Lake Road ROW, joins with a 21" gravity main connection from White Lake Township to a 24" gravity sanitary sewer along the site's eastern property line in the neighboring parcel. A private 8" gravity sanitary sewer runs throughout the WLNHS property and along the south side of its eastern entrance drive. The private main is not available for connection for this project.

- Show and label the existing sanitary sewer sizes and materials on all sheets. See marked up site plan for more information.

Existing Water Main: Existing 12" DI CL 54 public water main stubs are at the northeast corner of the site along Bogie Lake Road and within an easement just south of the site's southwest

corner within the WLNHS property. A 16” Ductile Iron CL 54 water main runs around the school and along the south side of its eastern entrance drive.

- Show and label the existing water main sizes and materials on all sheets. See marked up site plan for more information.

Proposed Development

GENERAL

Proposed Grading: The proposed storm sewer system is shown on the plans and shows the entire site draining to a detention system in the northeast corner of the site. Preliminary storage calculations were provided for the proposed detention basin volume, showing the proposed basin has sufficient capacity to meet the design standards.

The following items will be required for the engineering plan review:

- Pipe sizing, slope, or calculations to confirm that the system design will conform with the approved storm water management requirements.

Proposed Roads: The layout of the proposed roads seems to be appropriate.

- The road geometry will need to meet the Road Commission for Oakland County (RCOC) standards.
- Show the Fire Truck turning movement around the cul-de-sacs.

UTILTIES

Proposed Sanitary Sewer: A proposed 8” diameter sanitary sewer main extension will connect to the existing 24” gravity main along the site’s eastern property line in the neighboring parcel at the site’s southeast corner.

- The existing 24” sanitary main lies within a 30’ wide easement. Selection of the connection point was made to avoid disturbance of the drive on the adjoining property.
- A temporary construction easement shall be obtained from the neighboring parcel prior to making the connection to the existing sanitary sewer on that property.

Proposed Water Main: An 8” diameter water main extension is currently shown to serve all 46 proposed homes. It will be located within the proposed road rights-of-way except where it crosses the WLNHS property and the proposed dog park.

- The water main across the Bogie Lake Road frontage and connecting through to the 12” stub at Walled Lake Norther High School’s drive should be 12” water main. The main serving the two cul-de-sacs may remain as 8” water main.
- Label proposed water main as public. The water mains outside the right-of-way will need to be within 12’ wide easements – show these on engineering plans.
- Proposed hydrant on west side of the parcel along Bogie Lake Road may need to move closer to middle of parcel to follow hydrant spacing requirements.

- The Fire Marshal will also need to review the site plan and comment on the adequacy of the hydrant coverage for the houses and proposed use.

Proposed Storm Water Management System: The proposed storm sewer system is shown on the plans and shows the entire site draining to a detention system in the northeast corner of the site. The detention basin will discharge to the existing storm sewer in the Bogie Lake Road right-of-way. Preliminary storage calculations were provided for the proposed detention basin and forbay volumes, showing they will have sufficient capacity to meet the current design standards.

The following items will be required for the engineering plan review:

- Pipe sizing, slope, or calculations to confirm that the system design will conform with the approved storm water management requirements.
- A storm water maintenance agreement and exhibit will be required.
- The storm water outlet will require RCOC approval to discharge to their system.

The following is a list of permits and additional requirements that are expected to be required for construction and project close-out:

- An EGLE Part 399 Water Main Construction Permit.
- An EGLE Part 41 Sanitary Sewer Construction Permit.
- An RCOC permit for utility and sidewalk construction in the ROW
- An RCOC approval to discharge the storm water to the ROW.
- A Soil Erosion and Sedimentation Control Permit from Commerce Township.
- Storm Water Management Agreement.
- All on-site and off-site easements and/or Hold Harmless agreements necessary to do the work for this project and recorded prior to construction (if required).

A detailed review of the construction plans will be required if the site plan is approved by the Planning Commission. It is the responsibility of the applicant to ensure that the construction plans meet all of the requirements of any site plan approval by the Planning Commission.

Please contact us with any questions or concerns regarding this review.

Respectfully

GIFFELS WEBSTER

Nancy McClain, PE
Project Manager

Brooke McDonald, PE
Senior Engineer

cc: Steve Allen – Umlor Group (via email)
Wes Umlor, PE – Umlor Group (via email)
Jim Maher – Bogie Lake Holdings (via email)
Jason Mayer, PE – Giffels Webster

Attachments Marked up plan set stamped Approved as Noted

June 30, 2026

Mr. David Campbell, AICP
Planning Director
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390

RE: Site Plan Landscaping Review – 1st Submittal

APPROVED AS NOTED

Project Name: Northern Pointe

Project No.: GW 20738.00
Commerce Twp. PSP26-05

Mr. Campbell:

Giffels Webster has completed Site Plan Review for the Northern Pointe development. The landscape plan and details generally meet the screening and landscape requirements for Commerce Charter Township, with minor edits as outlined below.

CUL-DE-SAC LANDSCAPE GROUNDCOVER

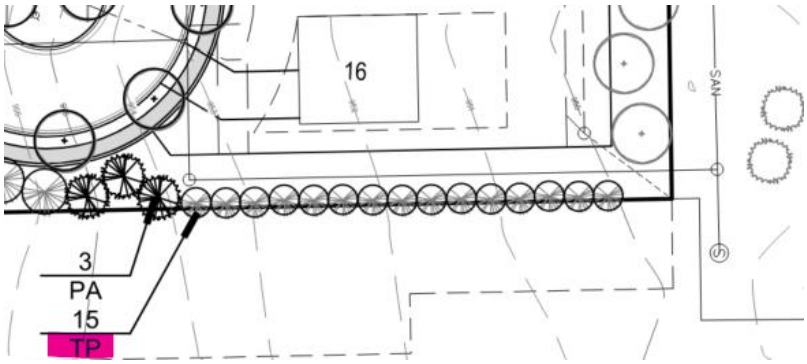
1. Confirm ground cover for all Islands/Cul-De-Sacs within development. Irrigation should be provided in these areas, regardless of whether groundcover area is lawn or landscape.

SNOW STORAGE

1. Identify areas of intended snow storage, and confirm these areas are not on planting areas, unless landscape area is comprised of snow + salt tolerant species.

CONFIRM SPECIES

1. Confirm plant variety screening adjacent to unit 16, as TP does not occur within plant schedule.



LANDSCAPE EDGING

1. Edging is not shown around shrubs/planting areas. Edging is needed specifically around Entry Monument planting area.

GREENBELT BUFFER

1. Confirm Buffer Yard C conforms to the standard for perimeter greenbelt buffer in accordance with Article 29 and the following:
    i. Two (2) deciduous shade trees per 100 lineal feet.
    ii. One (1) ornamental tree per 100 lineal feet.
    iii. Four (4) evergreen trees per 100 lineal feet. Article 29 – Screening and Landscape Requirements Charter Township of Commerce Page 29- 10 Zoning Ordinance
    iv. Six (6) shrubs per 100 lineal feet.

Please contact us with any questions or concerns regarding this review.

Respectfully

GIFFELS WEBSTER



David Richards, PLA, ASLA, LEED Green Associate
Landscape Architect Manager

cc: Steve Allen – Umlor Group (via email)
Wes Umlor, PE – Umlor Group (via email)
Jim Maher – Bogie Lake Holdings (via email)
Jason Mayer, PE – Giffels Webster
Nancy McClain, PE – Giffels Webster

THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT

James Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 624-5326
Fax: (248) 560-0053
www.commercetwp.com

Mark Gall
Fire Marshal

TO: Paula Lankford, Bethany Miller **6-16-2026**

FROM: M. Gall, Fire Marshal

RE: Northern Pointe

This review is conducted using the 2024 *International Fire Code* with amendments as adopted by the Charter Township of Commerce.

Project Information: Family residential condominium development with 46 units each requiring fire suppression (13R) to meet the 2024 International Fire Code (IFC) over 14.90 acres.

General Site Information: This site is located on the south side of Bogie Lake Road Just west of Cooley Lake Rd.

I am recommending approval of this site plan with the following conditions:

1. Fuel sources for construction equipment must have approved secondary containment. Accidental discharge of fuel onto the ground is to be avoided.

2. The most important factor in making construction sites safe is making all the employees fire safety minded. The requirements of the 2024 *International Fire Code*, Chapter 33 FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION, and NFPA 241 shall be followed during construction and or demolition. A 2A:10BC fire extinguisher shall be placed in each structure once above foundation work starts. If using any equipment for "HOT WORK" additional fire extinguishers will need to be present where work is being completed.

3. It is recommended that smoking areas be established outside of the structures during the construction phase.

4. To facilitate quick response to FIRE and EMS emergencies during site preparation and construction of buildings access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities prior to construction above the foundation. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles or building materials.

THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT

James Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 624-5326
Fax: (248) 560-0053
www.commercetwp.com

Mark Gall
Fire Marshal

5. The largest fire department apparatus requires an outside turning radius of 50 feet and inside turning radius of 33 feet to negotiate a turn or intersection of a private or public roadway or cul-de-sac. Fire apparatus shall have a minimum clearance of 14 feet from the road surface to any overhead obstruction, such canopies or marquees.

6. Water main, fire hydrants and public or private roadways dedicated as fire lanes shall be installed prior to construction above foundation.

7. Street names on suitable poles shall be established and installed prior to construction above the foundation. Individual building addresses are to posted facing the street throughout construction. The address is to be at least 6" high on contrasting background.

8. The minimum number of fire hydrants available to a building shall not be less that listed in table C105.1. The number of fire hydrants available to a complex or subdivision shall not be less than that determined by spacing requirements listed in Table C105.1, when applied to fire apparatus access roads and perimeter public streets from which fire operations could be conducted. It appears that this is not being meet with the standard. My suggestion would be to move the hydrants from the cul-de-sacs to the northwest corner of each cul-de-sac (Hellenbuyck Ct and Larkin Ct) while leaving the hydrant in the cul-de-sac at the end of Northern Pointe Dr.

9. Fire hydrant spacing shall be measured as the fire hose is laid off the fire apparatus. Hose laying distance is the distance the fire apparatus travels along improved access routes between hydrants or from a hydrant to a structure.

10. Any new hydrant(s) in the area need to be provided with the, "Storz" type fitting for a more rapid hydrant connection in the event of a fire. (Only 1 required on 5" outlet).

11. The hydrants shall be installed with the nozzle outlets a minimum of 18 inches above grade, measured from final grade to the bottom of the 5 inch outlet. In all cases, the visibility of the hydrant shall be considered. No parking or landscaping shall be allowed within 15 feet of the front and 3 feet from the sides of the hydrant.

12. Hydrants shall be marked with a Standard 3/8" diameter white laminar matrix fiberglass shaft with red and white highly reflective tape stripes that provide instant day and night visibility in all weather conditions and situations of heavy snow fall and seasonal vegetation overgrowth. The resilient 3/8" diameter white laminar matrix fiberglass shaft is attached to a heavy duty MIL SPEC zinc plated carbon steel spring mount that allows for 360-degree total flexibility and installed using one of the bonnet's bolts and nuts.

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13. State and Federal agency requirements for storage, spill prevention, record keeping, emergency response, transport and disposal of hazardous substances and polluting materials shall be meet.

14. All waste materials shall be removed in a manner, which prevents injury or damage to persons, adjoining property and public rights of way. Where the removal of any material will cause an excessive amount of dust, such material shall be wet down to prevent the creation of a nuisance.

15. Provide scheduled daily cleanup of scrap lumber, paper products corrugated cardboard and other debris. Portable trash bins located a minimum of 15' from a structure is a convenient method of handling the problem. If debris is stored in a pile, it must be at least 15' from any structure.

16. Outside storage cannot exceed 20' in height and can be no closer to the building than 15'

17. During construction building material shall NOT be stored in the roadways.

18. All entrances and exits (including any boulevard or emergency) shall maintain the minimum fire lane unobstructed width of 20 feet at all times.

19. Construction and contractor vehicles shall park on the non-fire hydrant side of the street to prevent double parking situations and allow for a fire lane to be maintained along with access to all the fire hydrants at all times.

Respectfully,

Mark Gall

Mark Gall, Fire Marshal

Commerce Township Fire Department

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JENNIFER H. ELOWSKY
GARY R. RENTROP

June 30, 2026

VIA ELECTRONIC MAIL

David Campbell, Planning Director
Charter Township of Commerce
2009 Township Drive
Commerce Township, Michigan 48390

Re: Northern Pointe Condominium (f/k/a Bogie Lake Residential)
Master Deed and Bylaws Review

Dear Mr. Campbell:

Pursuant to your request, our office has reviewed the proposed Master Deed and Bylaws for the condominium project to be known as Northern Pointe Condominium. Our office has not reviewed the Master Deed or Bylaws for compliance with the Michigan Condominium Act, Public Act 59 of 1978, and defers to the Developer, Bogie Lake Holdings, LLC, and its attorneys to confirm these documents meet the requirements of the Act. Our comments regarding the condominium documents as they pertain to the Township are provided in this letter.

Master Deed Comments

General Comments

1. Once the Exhibit B plans are prepared and provided, the Township Engineer or other qualified personnel will need to review the legal description set forth in the Recitals (or Exhibit A as may finally be decided) of the Master Deed and make sure it is consistent with the Exhibit B drawings.
2. Before building permits for individual units are issued or site development done, the Master Deed and any Amendments must be recorded at the office of the Oakland County Register of Deeds and proof of recording provided to the Township.
3. The developer will need to provide evidence satisfactory to this office, preferably in the form of a recent title insurance commitment, confirming that it has the ability to execute the condominium documents and that there are no other individuals or entities with an interest in the property that would also be required to execute the documents or consent to recording the documents. This item should be provided before building permits are issued.

Changes to Master Deed

RECITALS

- Paragraph A under Recitals says the land is "more particularly described in Exhibit A attached hereto and incorporated herein by reference (the 'Property')." However, it then provides a legal description of what I assume to be the Property. I recommend a description of the Property be located in either the Master Deed or attached as Exhibit A.
- The Master Deed should reference the Condominium Subdivision Plan number. Such as: "*Oakland County Condominium Subdivision Plan No. _____*."
- Paragraph D references "Entrance Monument" but this is an undefined term. It should either be defined or made lower case.

Article 2 – Definitions

It is recommended that the following changes noted in italics be made to the definitions in Article 2 of the Master Deed:

- *"Assessment" refers to those assessments referenced it Article 8.*
- "Association" shall mean Northern Pointe Condominium Association, a Michigan nonprofit corporation *and the governing body of Northern Point Condominium.*
- "Condominium" shall mean Northern Pointe Condominium *and shall include all land, improvements, structures, easements, right and appurtenances belonging to Northern Pointe Condominium*.
- 2.8 Declarant *or Developer*
- "Declarant *or Developer*" shall mean Bogie Lake Holdings, LLC, and its successors and assigns.
- "Stormwater Facilities" shall mean all *facilities and easements for* detention, retention, drainage, conveyance, treatment, and related stormwater improvements serving the Condominium*, whether in Common Elements or across individual Units, as provided in this Master Deed, or Exhibit "B" hereto.*
- *"Township" shall mean the Charter Township of Commerce, Oakland County, Michigan, and its successors, assigns and transfers. Where Township approval is required pursuant to the provisions of this Master Deed or the other Condominium Documents, it shall be granted through the Commerce Township Board, or some other individual or Board delegated that responsibility by the Commerce Township Board of Trustees.*

Article 4 – Common Elements

- Section 4.1 includes as Common Elements: Open Space Area No. 1; Open Space Area No. 2; and the Dog Park. While I have not seen the proposed site condominium plan, I question

whether one of the Open Space Areas is the Dog Park based upon the language of Section 4.3. In Section 4.1 it sounds like there are three open spaces while it sounds like there are only two in Section 4.3. This should be confirmed.

- In Section 4.1, are "(f) Stormwater Facilities" different from "(h) Drainage easements"?

Article 5 – Easements

The following easement language should be included as a new Section 5.10 under Article 5:

5.10 Township of Commerce Reserved Easements

Notwithstanding any other provision contained in this Master Deed, the following easements, licenses, rights, and privileges are granted to the Township of Commerce and its officers, employees and agents, and its successors, assigns and transferees with respect to the Condominium. These easements, licenses, rights, and privileges shall not be modified or rescinded without the express written permission of the Township.

(a) The Township, its officers, employees, agents, contractors, and designated representatives are granted a permanent non-exclusive easement for the unrestricted use of all roads, walkways or pathways, utility easements, and Common Elements for the purpose of ingress, egress, inspection for public purposes, access to utility easements, including, but not limited to, water, sanitary sewer, storm water sewer, Stormwater Facilities, electric, gas and communications easements.

(b) The Township, its officers, employees, agents, contractors and designated representatives are granted a permanent non-exclusive easement over, under and across all roads, walkways or pathways, utility easements, and Common Elements for the purpose of development, establishment, construction, extension, relocation, maintenance, repair, replacement and removal of utilities, in any size, form, shape or capacity, including, but not limited to, water, sanitary sewer, storm water sewer, Stormwater Facilities, electric, gas and communications utilities.

(c) The Township, its officers, employees, and agents are granted a non-exclusive easement over the Common Elements and Units, to the extent necessary, to install, maintain, repair, replace or remove machinery or equipment connected to the public sewer system or public water system, including, but not limited to, grinder pumps and valves.

(d) The Township shall have the right to sell, assign, transfer and convey these easements to any other governmental unit.

(e) All Co-Owners in the Condominium release the Township and its successors, assigns and transferees, from any and all claims or damages in any way arising from, or incident to, the construction and maintenance of the

easements granted to the Township hereunder or otherwise arising from, or incident to, the exercise by the Township of its rights under the foregoing easements, and all Co-Owners covenant not to sue the Township for any such damages.

(f) The Township shall have the right, but not the obligation, to repair and maintain all easements in the Condominium. If it is necessary for the Township to repair or maintain any easement within the Condominium, then the costs of repair or maintenance shall be prorated among all Co-Owners in the Condominium. The Township shall bill such persons shown by the assessment records of the Township to be the owners of said units at such time as the Township shall find convenient and expedient. The Township may add to the actual cost of repair or maintenance a sum not to exceed twenty-five percent (25%) thereof, to cover the administrative costs associated with the undertaking. All costs not paid shall bear interest at the rate of three-quarters (3/4) of one percent (1%) per month until paid. The Township shall have a lien on the Unit of the Co-Owner for unpaid costs. The lien may be enforced by the Township in the same manner as provided by law for enforcement of delinquent special assessments.

Article 6 – Condominium Association

- Section 6.10, Rules and Regulations, should be revised to read: "The Board may adopt, amend, and repeal reasonable rules and regulations governing the use of the Common Elements and administration of the Condominium, provided such rules are not inconsistent with this Master Deed, Bylaws, *local, state, or federal law.*
- Add a new: *Section 6.14 Termination*

  The Association shall not be terminated without the consent of the Township.

Article 8 – Assessments

- Section 8.14 – Stormwater *Facilities* Costs
- The term "Common Expense" is not defined nor referenced elsewhere in the Master Deed. This term should be made lower case or just replaced with "expense".
- The following should be added to this Section:

  The costs of maintenance, repair and replacement of the storm drains and Stormwater Facilities, including, without limitation, any retention or detention basin and drainage easements, shall be borne by the Association. In the event that the Association fails to provide adequate maintenance, repair or replacement of the Stormwater Facilities, the Township may serve written notice of such failure upon the Association. Such written notice shall contain a demand that the deficiencies of maintenance, repair or replacement be cured within a stated reasonable time period. If such deficiencies are not cured, the Township may enter onto any part of the Condominium as needed and undertake such maintenance,

repair, or replacement and costs thereof plus a 25% administrative fee shall be a lien against all the Units and other Condominium properties and (a) may be assessed against the Co-Owners and collected as a special assessment on the next annual Township tax roll; (b) collected by use of the applicable provisions of Michigan law providing for foreclosure by advertisement, the Co-Owners and the Association having specifically granted the Township the required power of sale to do so; or (c) by collection suit against the Association. If suit is initiated, the Association shall pay all of the Township's legal fees and costs. The selection of remedy shall be at the sole option of the Township, and election of one remedy shall not waive the use of any other remedy.

- Add a new: *Section 8.15 – Township Special Assessments*

  Upon approval by an affirmative vote of not less than fifty-one percent (51%) of all Co-Owners, the Association shall be empowered to sign petitions requesting establishment of a special assessment district pursuant to provisions of applicable Michigan statutes providing for improvements financed by special assessments. In the event that a special assessment road project is established pursuant to applicable Michigan law, the collective costs assessable to the Condominium premises as a whole shall be borne equally by all Co-owners.

Article 9 – Maintenance and Repair

- Section 9.1(f) should be revised to read: "(f) Common irrigation systems serving Common Elements *including the payment of water costs.*"

Article 11 – Use Restrictions

- Section 11.1, Residential Use, should be revised to read: "All Units shall be used solely for residential purposes and uses customarily incidental thereto. *For purposes of this Article, short term rental, defined as a rental less than thirty (30) days, is not a residential purpose and is prohibited.*"

Article 13 – Amendments

- Add a new: *Section 13.8 Amendments Effecting Township Rights*

  Any provision of the Condominium Documents to the contrary notwithstanding, no provision of the Condominium Documents that grants any right of approval or other right to the Township shall be amended or revoked without the written consent of the Township, its successors and assigns.

  Declarant, prior to relinquishing control to the Association, and the Association thereafter, shall be empowered and obligated to grant such easements, licenses, dedications, rights-of-entry, and rights-of-way over, under and across the Condominium for construction of utilities, ingress and egress, or such other purposes as may be deemed necessary by the Township, without the consent of

individual Co-Owners. This reservation of power includes the right to amend this Master Deed if necessary for the purposes set forth in this provision.

- Add a new: *Section 13.9 Copies of Amendments to Township*

  Whether or not approval is required, a recorded copy of any amendment to this Master Deed shall be delivered to the Township by the party executing same, within thirty (30) days after the document has been recorded at the office of the Oakland County Register of Deeds.

- Add a new: "*Article 15 – Zoning*"

- The new Article 15 shall include the following:

  The provisions of the Township Zoning Ordinance (Ordinance No. 3.000, as amended) regarding minimum lot size, minimum floor area per dwelling unit, yard setbacks, and maximum height of building shall apply to the Condominium. For purposes of applying these ordinance provisions to the Condominium, the following shall apply:

  (a) The term "lot" as used in the Zoning Ordinance shall mean the Unit or the Unit's appurtenant Limited Common Element yard area.

  (b) The term "front lot line" as used in the Zoning Ordinance shall mean the line separating the Unit's appurtenant Limited Common Element yard area from the area of land which is a General Common Element within which a roadway is contained.

  (c) The term "side lot line" as used in the Zoning Ordinance is the line between a Unit's appurtenant side Limited Common Element yard area and the adjoining Unit's appurtenant side Limited Common Element yard area.

  (d) All buildings or structures on any Unit shall comply with all applicable provisions of the Township Zoning Ordinance.

  (e) Residential Design Requirements. The following residential design requirements and standards are included in this Master Deed pursuant to the Township Zoning Ordinance and shall apply except as otherwise required pursuant to Township approvals.

  1. <u>General Requirements.</u>

  a. No building permit shall be issued for any new residential dwelling unit which has the same elevation or is similar in appearance to any adjacent dwelling unit. A dwelling unit shall not be considered to be adjacent to another dwelling unit if it does not front on the same side of the street or is separated from said unit by an open space area (i.e., stormwater basin, park, wetland, etc.) that is at least ninety feet in width measured along the street setback line.

  b. No more than twenty percent (20%) of the total number of dwelling units in the Condominium can be similar in appearance. For

developments that are to be completed in phases, each phase shall comply with this standard independent of other phases.

c. Variation in garage door location (front entry, side entry, recessed behind front façade, etc.) shall be provided throughout the Condominium. In no instance shall the same garage door location and orientation (i.e., front entry, left side of dwelling) be used throughout the entire Condominium or for the length of an entire street. For single-family residential developments that have lots ninety feet in width or greater, a minimum of thirty percent of all dwellings located on said lots shall have the garage door oriented other than to the front of the lot (i.e., oriented to the side or rear of the lot.)

2. Standards for Determining Similarity.

a. Distinguishing Characteristics. For the purpose of this Article, the term "similar in appearance" shall mean a dwelling which is identical, or nearly identical, to another dwelling in any three of the following characteristics:

i. Roof type. Roof type is determined by location and orientation of the principal ridge line and adjacent sloping sections. Different roof styles include but are not limited to gable, reverse gable, Cape Cod, gambrel, hip, mansard and flat, etc.

ii. Roof pitch. Roof pitch is determined by measuring the ratio of vertical to horizontal units in the sloping segments of the principal section of the roof of a structure. Different roof pitches are three (3) or more vertical units in twelve (12) from each other including, for example 6:12 and 9:12 or 8:12 and 11:12, etc.

iii. Location of major design features relative to main mass. Major design features include but are not limited to attached garages, porches, porticos, breeze-ways, gables, dormers and/or similar major features. Different locations of major design features relative to the main mass of a structure include, but are not limited to, in front of, beside, on top of, and/or in some other location relative to the main mass of the structure.

iv. Shape of the front elevation silhouette.

v. Locations and sizes of windows in the front elevation.

vi. Location of windows and doors relative to main mass. Different window and door locations relative to the main mass of a structure include, but are not limited to, center

door, off-center door and no door, with windows on either or both sides of and/or above the door.

vii. Type of exterior material (e.g., brick, lapped horizontal siding, half-timber, shakes, etc.) on the front and side elevations.

b. Housing Styles. If adjacent lots or buildings contain different housing styles, the similarity standards delineated in Section e(2)(a) of this Article do not apply. Housing style is in and of itself a significant enough characteristic to constitute dissimilarity. Housing styles shall consist of the following: ranch, bi-level, tri-level, 1 ½ story, two-story, three-story, as well as widely accepted architectural styles such as Colonial, Queen Anne, Victorian, Tudor, Contemporary, etc.

3. Exemptions.

a. Single and two-family residential dwellings that were constructed in compliance with these regulations shall not be subject to these standards for any future building addition, renovation, alteration, or other structural modification, provided the dwelling units fronting on the same street within three lots or within three buildings distance have been fully constructed and received certificates of occupancy at the time of the proposed addition, renovation, alteration, or other structural modification.

b. Following the issuance of a building permit for the construction of at least ninety percent of the total number of residential dwellings (based on the total number of Units in all phases) in this Condominium, the remaining ten percent of dwelling Units are not subject to the provisions of this Article.

4. Variances Prohibited. This Condominium is subject to a Conditional Rezoning Agreement Between the Township and Declarant. The Conditional Rezoning Agreement prohibits the application for, or granting of, variances. Zoning, building, or planning variances may not be applied for or sought from the Township. Each Co-Owner, by accepting title to its Unit hereby forever and irrevocably waives any right it otherwise might have to pursue any variances whatsoever in whatever forum.

Changes to Bylaws

The Condominium Bylaws have been reviewed to determine whether the basic interests of the Township have been satisfied and have not been reviewed in detail. The following changes are recommended:

Article VI – Assessments

- Add a new section: *6.6 Special Assessment District Consent*

  The acceptance of a conveyance or the execution of a land contract by any owner or purchaser of a Condominium Unit shall constitute the agreement by such owner or purchaser, his or her heirs, executors, administrators, or assigns, that the Board of the Association shall be vested with full power and authority to obligate all Co-Owners to participate in a special assessment district, sign petitions requesting said special assessment, and consider and otherwise act on all assessment issues on behalf of the Association and all Co-Owners; provided that, prior to signature by the Association on a petition for improvement, the desirability of said improvement shall be approved by an affirmative vote of not less than fifty-one percent (51%) of all Co-Owners. No consent of mortgagees shall be required for approval of said improvement.

Article X – Rules and Regulations

- Recommend adding a new section: *10.2 Marihuana Cultivation Prohibited.*

  No marijuana may be grown, cultivated or processed upon or within any Unit.

If you have any questions or need any further information, please do not hesitate to contact my office.

Very truly yours,

ADKISON, NEED, ALLEN, & RENTROP, PLLC

G. Hans Rentrop

GHR/mjl

cc: Jim Maher, Developer *(via electronic mail)*
Stephen Allen, Design Services Director, Umlor Group *(via electronic mail)*
Jason Mayer, Township Engineer *(via electronic mail)*
Paula Lankford, Senior Planner *(via electronic mail)*
Bethany Miller, Associate Planner *(via electronic mail)*

MEMO

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

VIA EMAIL dcampbell@commercetwp.com

To:	**Charter Township of Commerce**
From:	**Jacob Swanson, PE, PTOE** **Mary Flanagan, EIT** **Fleis & VandenBrink**
Date:	**January 27, 2026**
Re:	**Proposed Residential Development – Bogie Lake Road** **Commerce Township, Michigan** **Traffic Impact Assessment**

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Assessment (TIA) for the proposed residential development in Commerce Township, Michigan. The project site is located adjacent to the south side of Bogie Lake Road, approximately ¼-mile west of the roundabout intersections of Bogie Lake Road, Cooley Lake Road, and Oxbow Lake Road, as shown in the attached **Figure 1**. The proposed development includes the construction of single-family residential units, located on property that was previously used as an assisted living facility and is currently vacant. Site access is proposed via one (1) full access driveway on Bogie Lake Road, which is under the jurisdiction of the Road Commission for Oakland County (RCOC). This TIA has been prepared at the request of the Township, as part of the site plan approval process.

The scope of work for this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, professional experience, the requirements of the Commerce Township Zoning Ordinance Section 28.12, accepted traffic engineering practice, and methodologies published by ITE. The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG), and ITE.

2 DATA COLLECTION

2.1 EXISTING ROAD NETWORK

The lane use and traffic control at the study intersections is shown in the attached **Figure 2**, and the study roadways are further described below. For the purposes of this study, all minor streets and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

Bogie Lake Road generally runs in the east / west directions, adjacent to the north of the project site. The study section of roadway is classified as a *Minor Arterial*, is under the jurisdiction of RCOC, has an Annual Average Daily Traffic (AADT) volume of approximately 11,408 (MDOT 2024) vehicles per day (vpd), and has a posted speed limit of 45-mph. West of Walled Lake Northern (WLN) School Drive, Bogie Lake Road provides a typical two-lane cross-section, with one (1) lane of travel in each direction. East of WLN School Drive, Bogie Lake Road provides a three-lane cross-section, with one (1) lane of travel in each direction and a center two-way left-turn lane (TWLTL). Additionally, at the signalized study intersection with WLN School Drive, Bogie Lake Road widens, in order to provide an exclusive eastbound right-turn lane.

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Hillway Street runs in the north / south directions, north of Bogie Lake Road. The study section of roadway is classified as a *Local Road*, is under the jurisdiction of RCOC, and has a posted speed limit of 25-mph. Hillway Street provides a typical two-lane cross-section, with one (1) lane of travel in each direction.

Walled Lake Northern (WLN) School Drive runs in the north / south directions, adjacent to the west side of the project site. The study section of roadway is classified as a private roadway, has an assumed residential prima-facie speed limit of 25-mph, and provides a typical two-lane cross-section, with one (1) lane of travel in each direction.

2.2 Existing Traffic Volumes

The project site is located northeast of the WLN High School campus; therefore, data collection was performed while school was in session and included the school peak periods. F&V subconsultant QC collected existing weekday Turning Movement Count (TMC) data on Wednesday, December 17, 2025, during the AM (6:30 AM to 8:30 AM), School PM (1:30 PM to 3:30 PM), and PM (4:00 PM to 6:00 PM) peak periods, at the following study intersections:

- Bogie Lake Road & Walled Lake Northern School Drive
- Bogie Lake Road & Hillway Street

During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for the study intersections were utilized; the traffic volumes were then balanced upwards and carried through the proposed site driveway. Therefore, the traffic volumes used in the analysis and shown in the attached traffic volume figures may not match the raw traffic volumes shown in the data collection. The weekday peak hours for the adjacent study roadway network were observed to generally occur as summarized below:

Weekday AM	Weekday School PM	Weekday PM
6:45 AM to 7:45 AM	2:00 PM to 3:00 PM	4:30 PM to 5:30 PM

F&V obtained the current signal timing permit from RCOC for the signalized study intersection of Bogie Lake Road & WLN School Drive. The collected 2025 peak hour traffic volumes that were utilized in this analysis are shown in the attached **Figure 3**. All applicable background data is attached for reference.

3 Background Conditions (2031)

Historical population and employment community profile data were obtained for Commerce Township from the Southeast Michigan Counsil of Governments (SEMCOG) database, in order to calculate an annual background growth rate to project the collected 2025 peak hour traffic volumes to the site buildout year of 2031. Population and employment projections from 2020 to 2050 were reviewed and showed average annual growth rates of approximately 0.40% and 0.22%, respectively.

In addition to the background traffic growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that are currently under construction or will be within the site buildout year of 2031. At the time of this study, no planned developments were identified within the vicinity of the project site.

Therefore, the MDOT recommended minimum annual background growth rate of **0.5%** per year was applied to the collected peak hour traffic volumes, in order to forecast the background 2031 peak hour traffic volumes, ***without the proposed development***, as shown in the attached **Figure 4**.

4 Site Trip Generation

The number of weekday peak hour (AM, School PM, and PM) and daily vehicle trips that would be generated by the proposed development was forecast based on data published in the *ITE Trip Generation Manual, 12th Edition*. The proposed development includes the construction of single-family residential units. The site trip generation projections utilized in this analysis are summarized in **Table 1**.

Table 1: Site Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Traffic	AM Peak Hour			School PM Peak			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached	210	46	DU	637	10	26	36	19	17	36	29	18	47

5 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan and driveway configuration, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. To determine the trip distribution, the vehicles were assumed to be home-to-work trips during the AM peak hour and work-to-home trips during the PM peak hours. Therefore, the trip distribution is based on trips leaving the development during the AM and exiting the study network, then entering the study network and returning to the development during the PM peak periods. The ITE trip distribution methodology assumes that new trips will enter the network and access the development, then leave the development and return to their direction of origin. The site trip distributions utilized in this analysis are summarized in **Table 2**.

Table 2: Site Trip Distribution

To/From	Via	AM	School PM	PM
East	Bogie Lake Road	66%	54%	60%
West	Bogie Lake Road	34%	46%	40%
Total		**100%**	**100%**	**100%**

The site-generated traffic volumes shown in **Table 1** were distributed to the study roadway network according to the distribution shown in **Table 2**. The site-generated peak hour trips shown in the attached **Figure 5** were added to the background peak hour traffic volumes shown in the attached **Figure 4**, in order to calculate the future peak hour traffic volumes, ***with the addition of the proposed development***. Future peak hour traffic volumes are shown in the attached **Figure 6**.

6 FUTURE CONDITIONS (2031)

Future peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the proposed lane use and traffic control shown in the attached **Figure 2**, the future peak hour traffic volumes shown in the attached **Figure 6**, and the methodologies presented in the *Highway Capacity Manual, 7th Edition* (HCM7).

Descriptions of LOS "A" through "F", as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the future conditions analysis are attached and summarized in **Table 3**.

Table 3: Future Intersection Operations

Intersection		Control	Approach	Future Conditions					
				AM Peak		School PM		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Bogie Lake Road & WLN School Drive	Signalized	EBT	24.9	C	17.2	B	3.0	A
			EBR	16.7	B	11.8	B	2.0	A
			WBL	22.0	C	11.8	B	3.3	A
			WBT	2.8	A	9.2	A	3.6	A
			NB	333.2	F	315.7	F	34.7	C
			Overall	**50.8**	**D**	**122.0**	**F**	**4.8**	**A**

Intersection		Control	Approach	Future Conditions					
				AM Peak		School PM		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
2	Bogie Lake Road & Hillway Street	Stop (Minor)	EBL	9.0	A	8.4	A	8.7	A
			WB	Free					
			SB	17.2	C	17.1	C	15.4	C
3	Bogie Lake Road & Site Drive	Stop (Minor)	EB	Free					
			WBL	9.2	A	10.2	B	8.4	A
			NB	14.7	B	17.0	C	12.6	B

6.1 Right-Turn Lane Evaluation

The RCOC right-turn treatment criteria was evaluated at the proposed site driveway intersection with Bogie Lake Road. The study section of Bogie Lake Road provides an existing center two-way left-turn lane (TWLTL), adjacent to the project site; therefore, the left-turn lane criteria was not evaluated. This analysis was based on the future peak hour traffic volumes shown in the attached **Figure 6**. The results of the auxiliary turn lane analysis are shown on the attached RCOC warrant chart and summarized in **Table 4**.

Table 4: Auxiliary Turn Lane Evaluation Summary

Intersection	AM Peak Hour	School PM Peak Hour	PM Peak Hour	Recommendation
Bogie Lake Road & Site Drive	No Treatment	No Treatment	No Treatment	**No Treatment**

- The result of the right-turn treatment evaluation indicates that right-turn treatments are NOT warranted along eastbound Bogie Lake Road, at the proposed site driveway. However, a right-turn treatment could be considered at this location as a potential safety improvement, as part of the proposed development plan.

6.2 Future Conditions with Improvements

Mitigation measures were investigated in order to improve the traffic operations to LOS D or better during all peak periods, for all approaches and movements at the signalized study intersection of Bogie Lake Road & WLN School Drive. These mitigation measures included signal timing adjustments, geometric improvements, and traffic control modifications. The results of the improvements evaluation indicates that signal timing optimizations alone was found to adequately improve the intersection operations to LOS D or better, during all peak periods. Therefore, the following mitigation measure is recommended:

- Bogie Lake Road & WLN School Drive**:** Optimize the signal timing splits during the AM and School PM peak periods, in order to provide additional green time for the northbound approach.

The results of the future conditions with improvements analysis are attached and summarized in **Table 5**.

Table 5: Future Intersection Operations with Improvements

Intersection		Control	Approach	Future Conditions				Future w/ IMP				Difference			
				AM Peak		School PM		AM Peak		School PM		AM Peak		School PM	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Bogie Lake Road & WLN School Drive	Signal	EBT	24.9	C	17.2	B	27.4	C	34.5	C	2.5	-	17.3	B→C
			EBR	16.7	B	11.8	B	17.9	B	19.8	B	1.2	-	8.0	-
			WBL	22.0	C	11.8	B	33.3	C	23.3	C	11.3	-	11.5	B→C
			WBT	2.8	A	9.2	A	4.6	A	18.7	B	1.8	-	9.5	A→B
			NB	333.2	F	315.7	F	53.4	D	50.0	D	-279.8	F→D	-265.7	F→D
			Overall	**50.8**	**D**	**122.0**	**F**	**25.9**	**C**	**34.5**	**C**	**-24.9**	**D→C**	**-87.5**	**F→C**

The results of the future improvements analysis, with the implementation of the recommended signal timing optimization, indicates that all approaches and movements are expected to operate acceptably, at LOS D or better during all peak periods.

Review of SimTraffic microsimulations also indicates generally acceptable operations and reduced vehicle queueing during both peak periods, with significant reductions in delays observed for northbound traffic.

7 CONCLUSIONS

The conclusions of this TIA are as follows:

1. **Site Access Driveway Analysis**
   - Egress vehicles at the proposed site driveway intersection were observed to find adequate gaps within the through traffic along Bogie Lake Road, without experiencing significant delays or excessive vehicle queueing.
   - Westbound vehicle queues along Bogie Lake Road at the WLN School Drive signal were not observed to extend past the proposed site driveway and are not expected to impact the operations of the proposed development.
   - The RCOC criteria indicates that a right-turn treatment is not currently warranted on Bogie Lake Road at the proposed site driveway. However, a right-turn treatment could be considered at this location as a potential safety improvement, as part of the proposed development plan.
2. **Bogie Lake Road & WLN School Drive**
   - The northbound approach operates at LOS F, during both the AM and School PM peak periods. Periods of long vehicle queues were observed during the school start/end times; however, these queues were observed to dissipate and were not present throughout the peak periods.
   - Mitigation measures were evaluated and updates to the signal timings at this intersection were shown to improve the operations to LOS D or better, during all peak periods. Therefore, RCOC and WLN High School may consider the following mitigation measures:
     - Optimize the signal timing splits during the AM and School PM peak periods, in order to provide additional green time for the northbound approach phase.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Jacob Swanson

Digitally signed by Jacob Swanson
Date: 2026.01.27 18:38:30 -05'00'

Attachments: Figures 1 – 6
Proposed Site Plan
Traffic Volume Data
SEMCOG Data
Synchro / SimTraffic Results
Auxiliary Turn Lane Warrants



FIGURE 1

SITE LOCATION

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

SITE SITE LOCATION

NORTH

SCALE: NOT TO SCALE

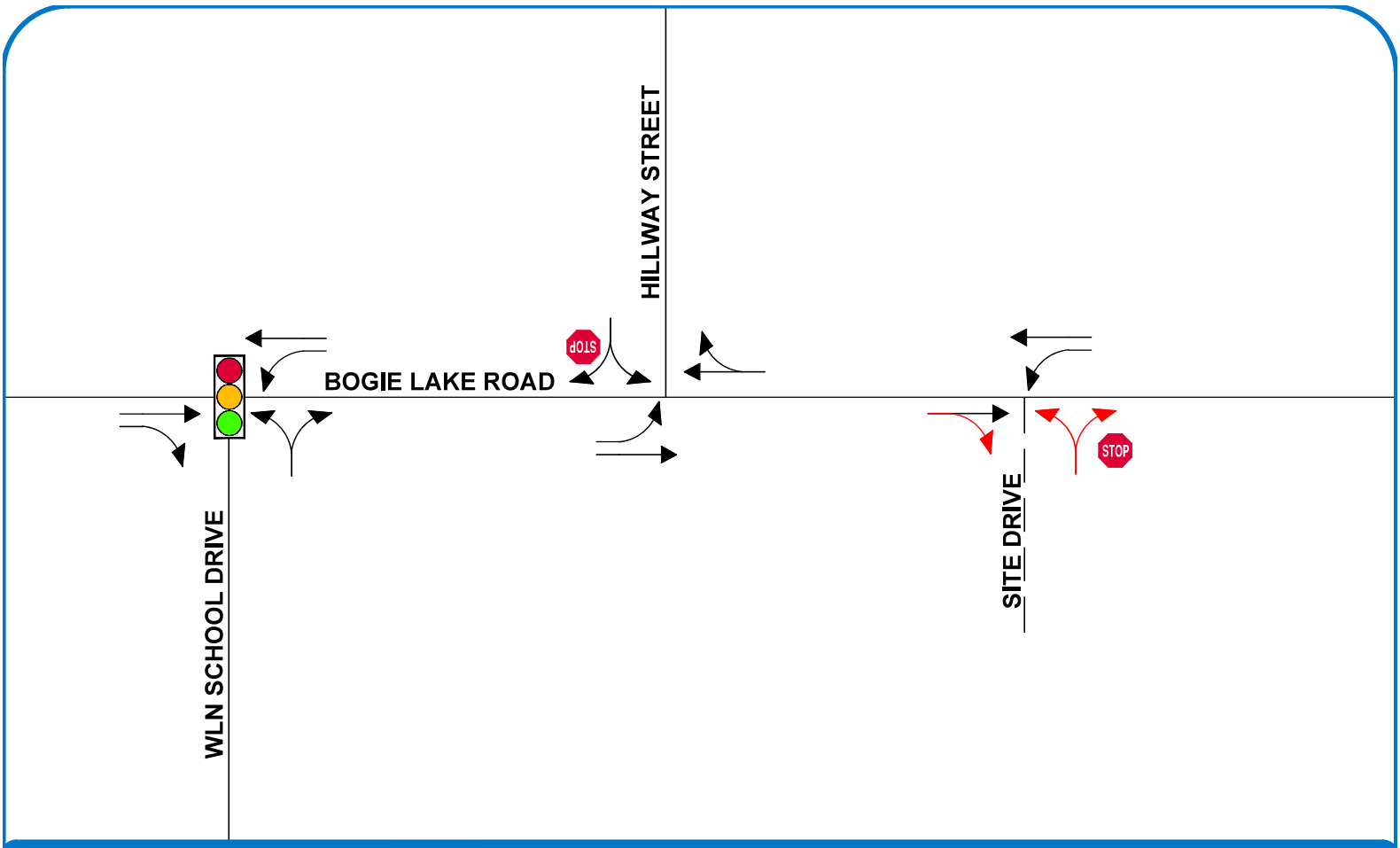


FIGURE 2

LANE USE AND TRAFFIC CONTROL

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

- ROADS
- PROPOSED ROADS
- LANE USE
- PROPOSED LANE USE
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

NORTH

SCALE: NOT TO SCALE

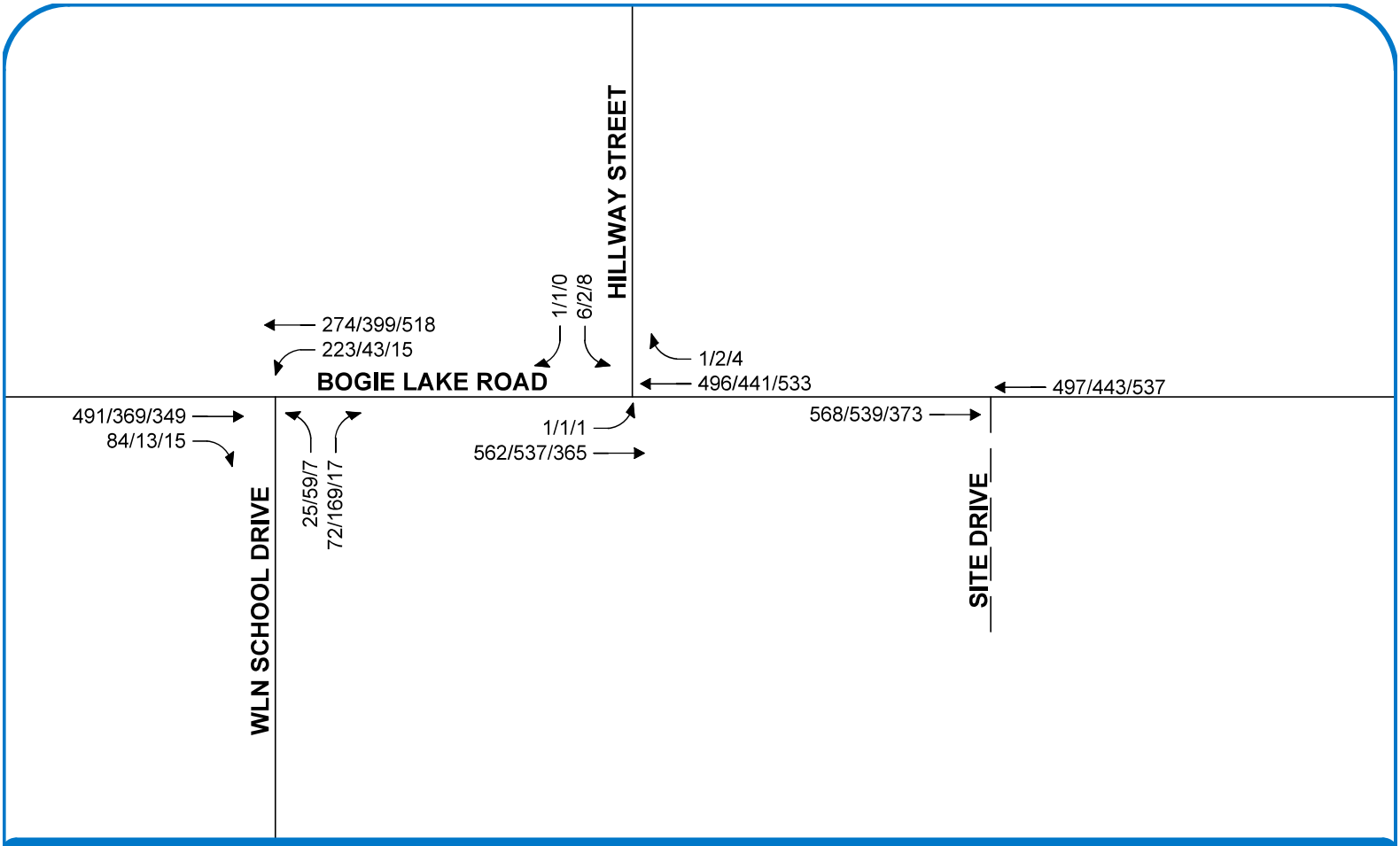


FIGURE 3

COLLECTED (2025) TRAFFIC VOLUMES

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

ROADS

PROPOSED ROADS

TRAFFIC VOLUMES (AM/SCHOOL PM/PM)

NORTH

SCALE: NOT TO SCALE

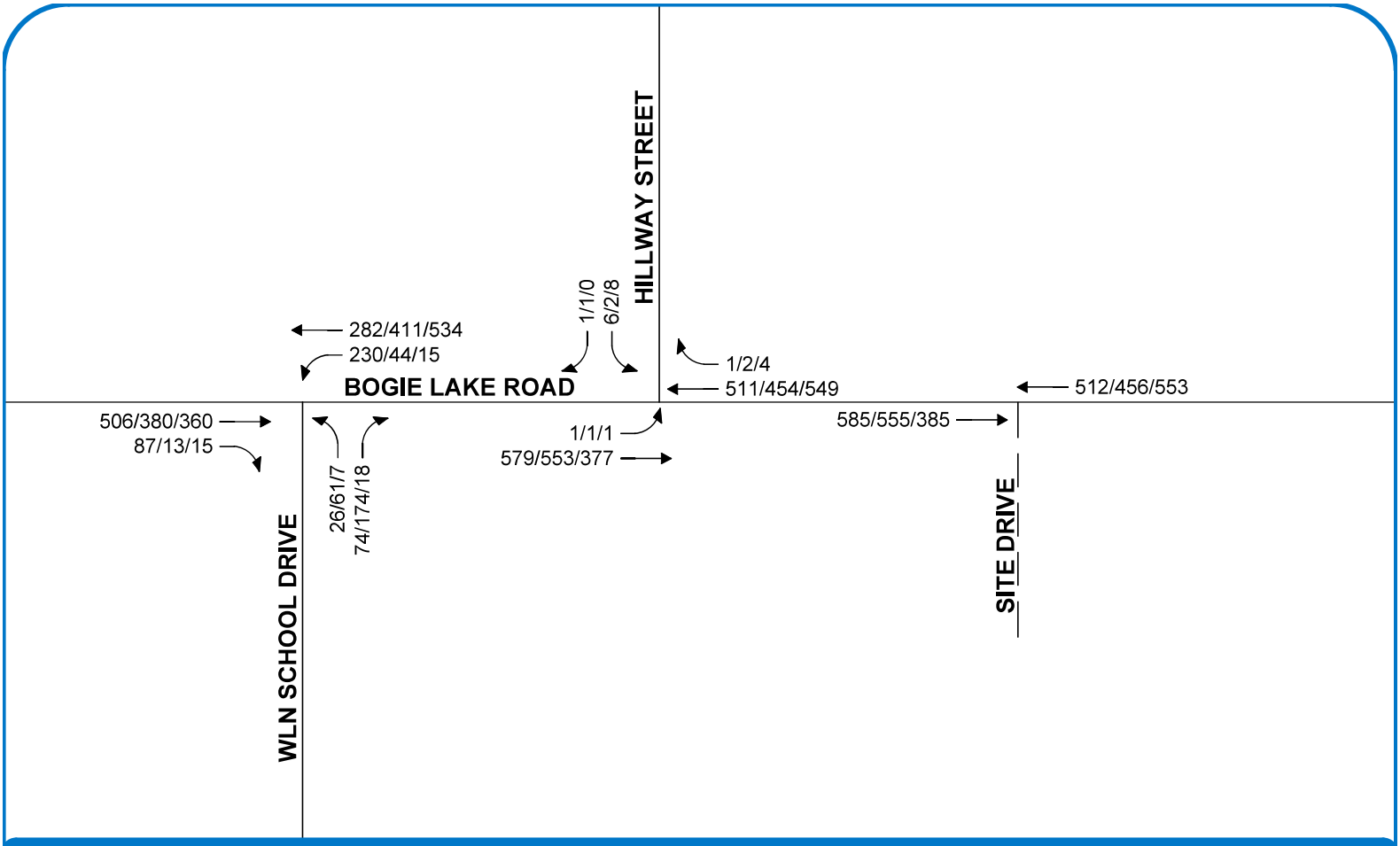


FIGURE 4
BACKGROUND (2031)
TRAFFIC VOLUMES

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/SCHOOL PM/PM)

NORTH

SCALE: NOT TO SCALE

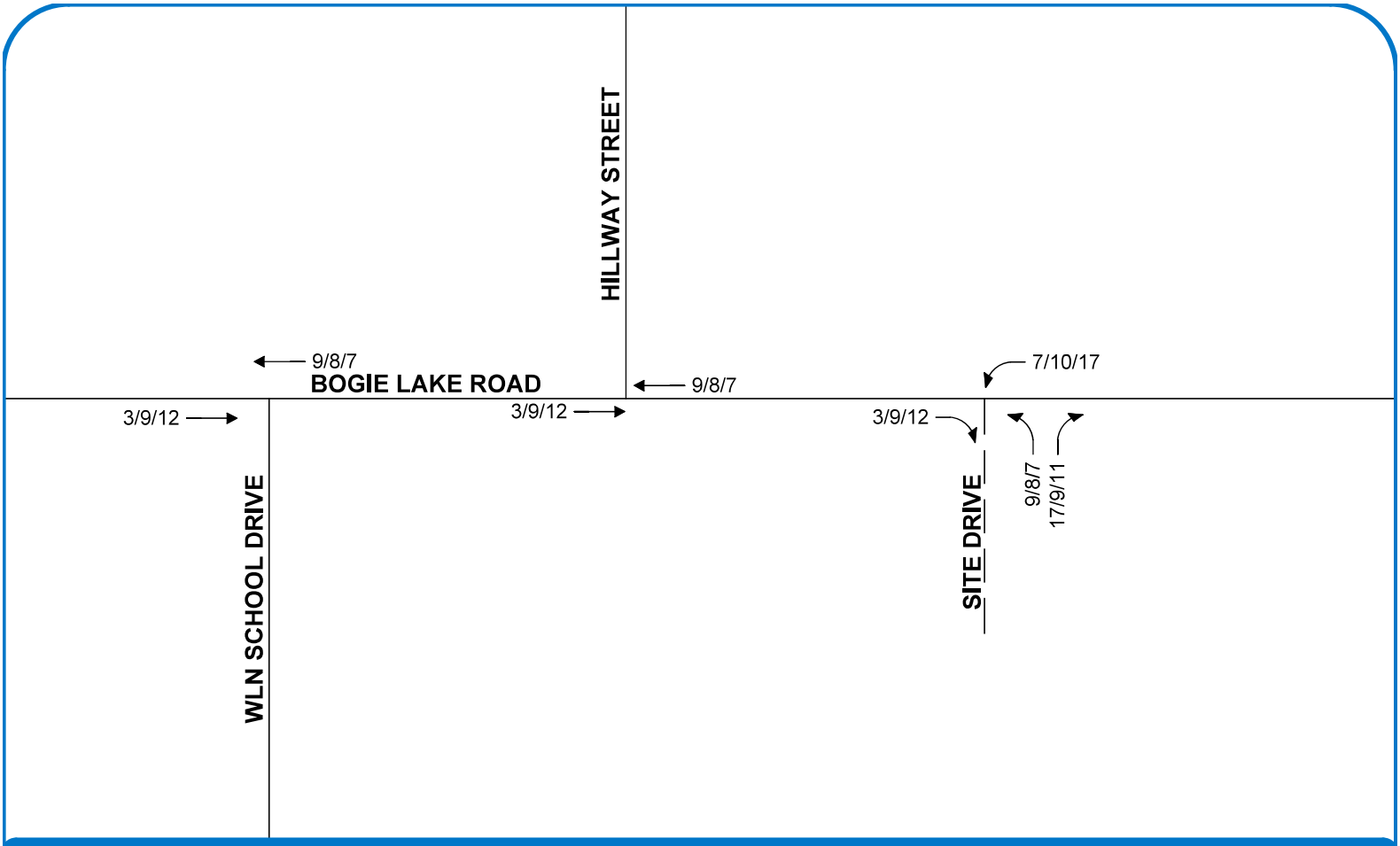


FIGURE 5

SITE-GENERATED TRAFFIC VOLUMES

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

ROADS

PROPOSED ROADS

TRAFFIC VOLUMES (AM/SCHOOL PM/PM)

NORTH

SCALE: NOT TO SCALE

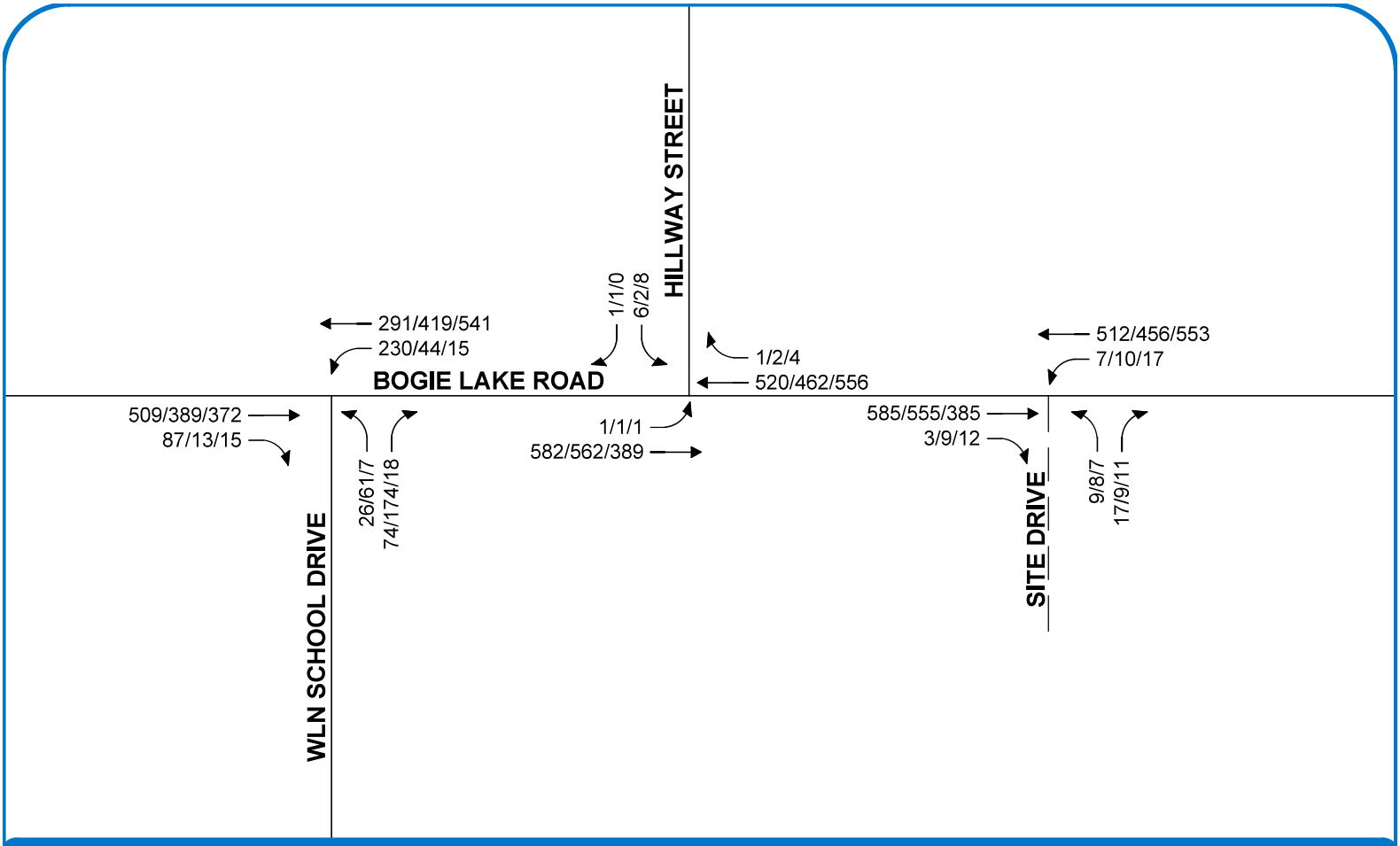


FIGURE 6

FUTURE (2031) TRAFFIC VOLUMES

BOGIE LAKE ROAD RESIDENTIAL TIA - COMMERCE TOWNSHIP, MI

LEGEND

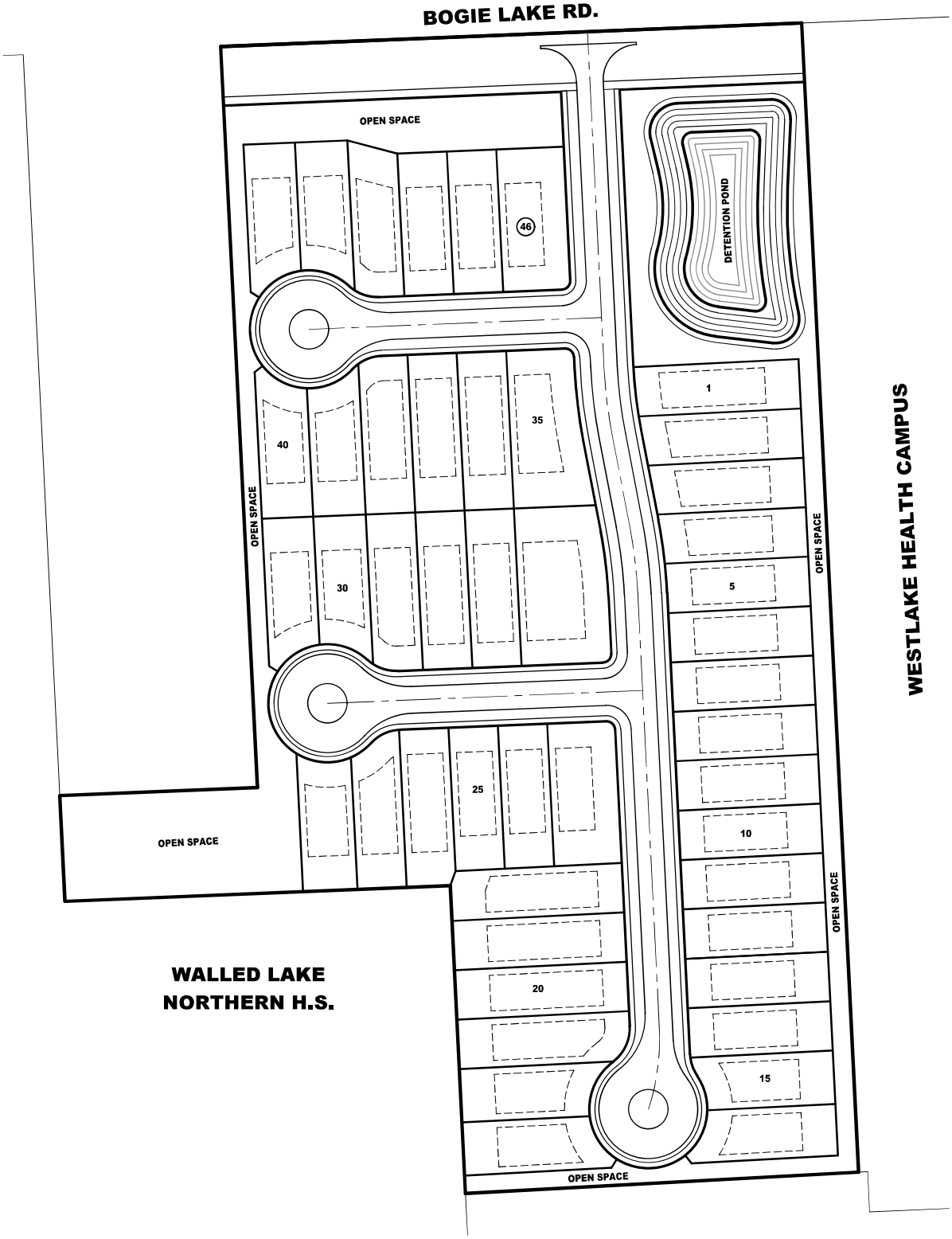
ROADS

PROPOSED ROADS

TRAFFIC VOLUMES (AM/SCHOOL PM/PM)

NORTH

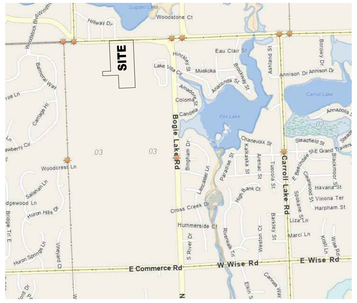
SCALE: NOT TO SCALE


BOGIE LAKE RD.
OPEN SPACE
46
DETENTION POND
1
35
40
OPEN SPACE
OPEN SPACE
5
30
25
10
OPEN SPACE
OPEN SPACE
20
15
OPEN SPACE
WESTLAKE HEALTH CAMPUS
WALLED LAKE
NORTHERN H.S.

SITE PLAN
NORTHERN POINTE
SINGLE FAMILY RESIDENTIAL SITE CONDOMINIUM

SECTION 3, TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN





VICINITY MAP

SHEET INDEX

C 0.0	COVER
C 1.0	OVERALL LAYOUT
CD 1.0	TOPOGRAPHIC SURVEY
CG 1.0	OVERALL GRADING PLAN
CG 1.1	NORTH GRADING PLAN
CG 1.2	SOUTH GRADING PLAN
CU 1.0	UTILITY AND STORMWATER PLAN

ATTACHMENTS

A 1.0	NORWOOD ELEVATIONS & FLOOR PLANS
A 1.1	OXFORD ELEVATIONS & FLOOR PLANS
A 1.2	PRESTON ELEVATIONS & FLOOR PLANS
A 1.3	QUILL ELEVATIONS & FLOOR PLANS
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE PLAN
L-3	LANDSCAPE PLAN

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF COMBINED PARCELS

PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 30; THENCE SOUTH 87°31'52" WEST, ALONG THE NORTH LINE OF SAID SECTION 30, 938.11 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°51'56" EAST 1164.83 FEET; THENCE SOUTH 86°50'57" WEST 398.09 FEET; THENCE NORTH 02°52'32" WEST 311.48 FEET; THENCE SOUTH 87°37'12" WEST 389.99 FEET; THENCE NORTH 02°52'35" WEST 107.00 FEET; THENCE NORTH 87°37'15" EAST 200.00 FEET; THENCE NORTH 02°52'41" WEST 750.80 FEET TO A POINT ON SAID NORTH LINE OF SECTION 30; THENCE NORTH 87°31'52" EAST, ALONG THE NORTH LINE OF SAID SECTION 30, 588.32 FEET TO THE POINT OF BEGINNING. CONTAINING 14.90 ACRES OF LAND AND BEING SUBJECT TO THAT PART NOW USED AS BOGIE LAKE ROAD.

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EMAIL: jim@gomaher.com

CONTACT INFORMATION

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2009 TOWNSHIP DRIVE
COMMERCE, MI 48390

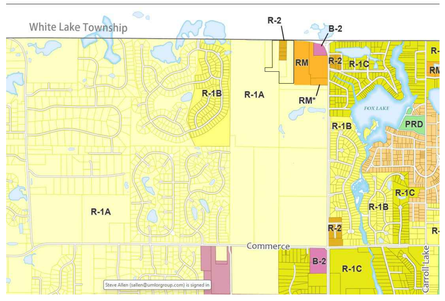
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DAVID CAMPBELL
PHONE: (248) 960-7050

FIRE MARSHALL
MARK GALL
PHONE: (248) 624-5326

BUILDING DEPARTMENT
PHONE: (248) 960-7060

ZONING MAP



- R-1A Large Lot One Family Residential
- R-1B One Family Residential
- R-1C One Family Residential
- R-1D One Family Residential
- R-2 Attached Residential
- RM Multiple Family Residential
- MHP Mobile Home Park
- B-1 Local Business
- B-2 Community Business
- B-3 General Business
- O Office
- TLM Technology/Light Manufacturing
- I Industrial
- HF Hospital Facilities
- HOS Hospitality
- SPD Special Purpose District
- PRD Public Recreation District
- Haggerty Road Corridor Overlay
- Town Center Overlay
- Commerce Village Overlay
- Union Lake Road Overlay

SITE DATA

Proposed Land Use	Single-Family Residential Development
Current Zoning	R-1A 12.39 ac.
Current Zoning	R-2 2.52 ac.
Proposed Zoning	R-1D
Gross Area	14.90 Acres
Bogie Lake Rd. R/W	0.81 Acres
Net Area	14.09 Acres
Total Dwelling Units	46 Units
Proposed Density	3.26 Units/Acre
Future Land Use Density	3.5 Units/Acre
Future Land Use Density Yield	49.32 Units

Minimum Lot Width, Area, Setbacks

	Required
Minimum Lot Width	50 Feet
Min Lot Area	7,200 s.f.
Front Yard (minimum)	25 Feet
Rear Yard (minimum)	35 Feet
Side Yard (minimum)	4 Feet
Side Yard (total)	14 Feet
Side Yard on street (minimum)	25 Feet

	Required	Provided
Open space	0.0 s.f.	131,374 s.f.
	0.0 ac.	3.02 ac.

BENCHMARKS (BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35

STATE OF MICHIGAN
WES LEE O. UMLOR
ENGINEER
PROFESSIONAL ENGINEER

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

811 Know what's below. Call before you dig.

CONSTRUCTION SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR, NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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THE UMLOR GROUP
49287 WEST ROAD WIXOM, MI 48393
TEL 248.773.7656 • FAX 866.690.4307

SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

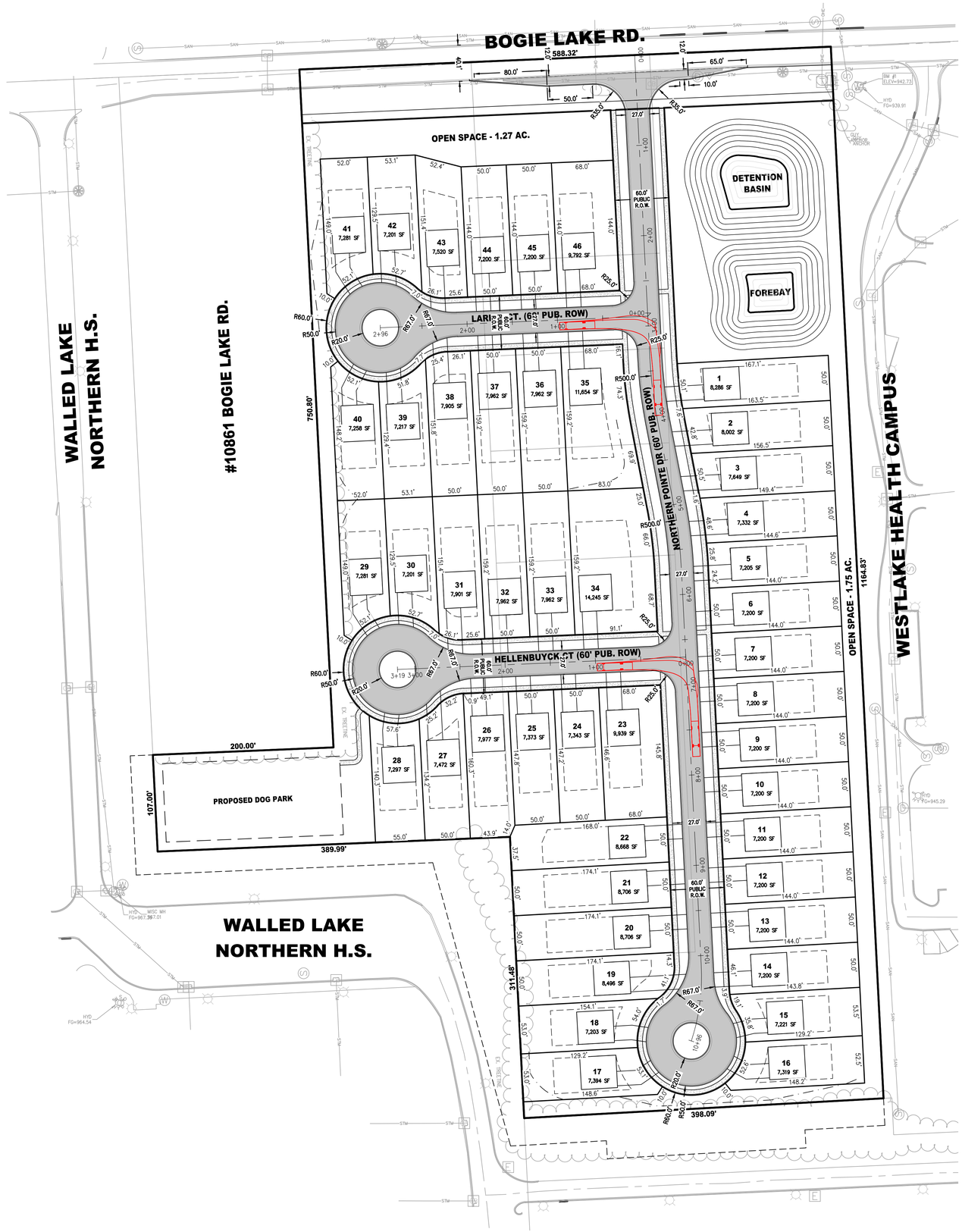
REVISIONS

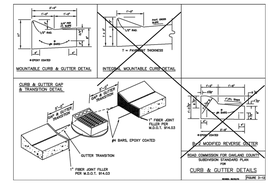
NORTHERN POINTE
BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390
CLIENT:

COVER

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 50 100
1" = 100 FEET
JOB NO. 240327
SHEET NO. C 0.0
SHEET 1 OF 7

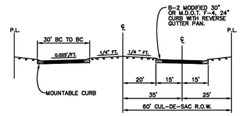
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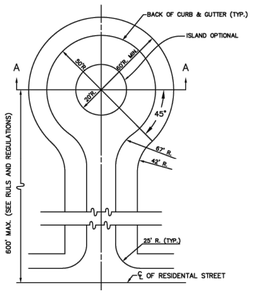


RCOC FIGURE 3-12

SCALE: NONE



SECTION A–A

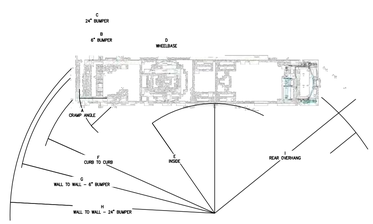


RESIDENTIAL CUL-DE-SAC DETAIL

SCALE: NONE
(PER RCOC FIGURE 2-8)

Aerial Tower - 236' Wheel Base

Components
Chassis Sutphen 2011 Aerial Tower



Parameters:

A	Cramp Angle (maximum)	42 deg. 425 Tires
B	Front Overhang 6" Bumper	76"
C	Front Overhang 24" Bumper	94"
D	Wheelbase	236"

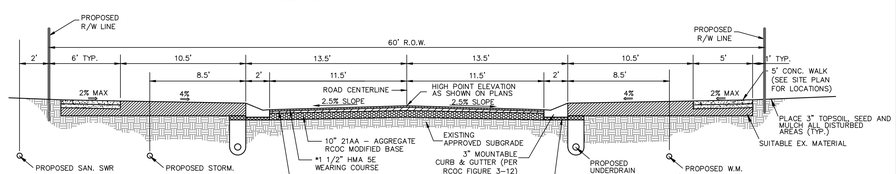
Calculated Results

E	Inside Turning Radius	20'-11"
F	Curb to Curb	34'-8"
G	Wall to Wall 6" Bumper	39'-3"
H	Wall to Wall 24" Bumper	40'-0"
I	Rear Overhang Swing	35'

Cramp Angle may vary due to vehicle configuration.
Curb to Curb based on a 9" curb

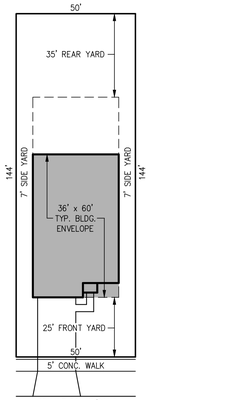
FIRE TRUCK DETAIL

SCALE: NONE



TYPICAL ROAD CROSS SECTION

SCALE: 1" = 6'
(PER RCOC FIGURE 3–3)



TYPICAL UNIT DETAIL

SCALE: 1" = 30'

SITE DATA

Proposed Land Use	Single-Family Residential Development
Current Zoning	R-1A 12.39 ac.
Current Zoning	R-2 2.52 ac.
Proposed Zoning	R-1D
Gross Area	14.90 Acres
Bogie Lake Rd. R/W	0.81 Acres
Net Area	14.09 Acres
Total Dwelling Units	46 Units
Proposed Density	3.26 Units/Acre
Future Land Use Density	3.5 Units/Acre
Future Land Use Density Yield	49.32 Units

Minimum Lot Width, Area, Setbacks

	Required
Minimum Lot Width	50 Feet
Min Lot Area	7,200 s.f.
Front Yard (minimum)	25 Feet
Rear Yard (minimum)	35 Feet
Side Yard (minimum)	4 Feet
Side Yard (total)	14 Feet
Side Yard on street (minimum)	25 Feet

Open space	Required	Provided
	0.0 s.f.	131,974 s.f.
	0.0 ac.	3.02 ac.

NOTES

1. FIRE SUPPRESSION IS REQUIRED FOR ALL UNITS.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF COMMERCE CHARTER TOWNSHIP AND ROAD COMMISSION OF OAKLAND COUNTY.
3. ALL SIDEWALKS AND PATHWAYS SHALL BE CONSTRUCTED TO ADA STANDARDS.
4. 5' WIDE CONCRETE SIDEWALKS ARE PROPOSED ALONG BOTH SIDES OF THE INTERIOR STREETS.

BENCHMARKS (BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35



LEGEND

- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- PROPOSED BUILDING SETBACK
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY STRUCTURE
- PROPOSED WATER MAIN
- PROPOSED HYDRANT
- PROPOSED WATER VALVE

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THE UMLOR GROUP
49287 WEST ROAD WIXOM, MI 48393
TEL 248.773.7650 - FAX 866.630.4307

NORTHERN POINTE
CLIENT: BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

OVERALL LAYOUT

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 30 60
1" = 60 FEET
JOB NO. 240327
SHEET NO. C 1.0
SHEET 2 OF 7

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 – BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\C 1.0 LAYOUT.DWG

ZONING:

R-1A: LARGE LOT ONE FAMILY RESIDENTIAL
17-03-100-004
17-03-100-010
17-03-100-024

R-2: ATTACHED RESIDENTIAL
17-03-100-019
17-03-100-020
17-03-100-021
17-03-100-022

SETBACKS:

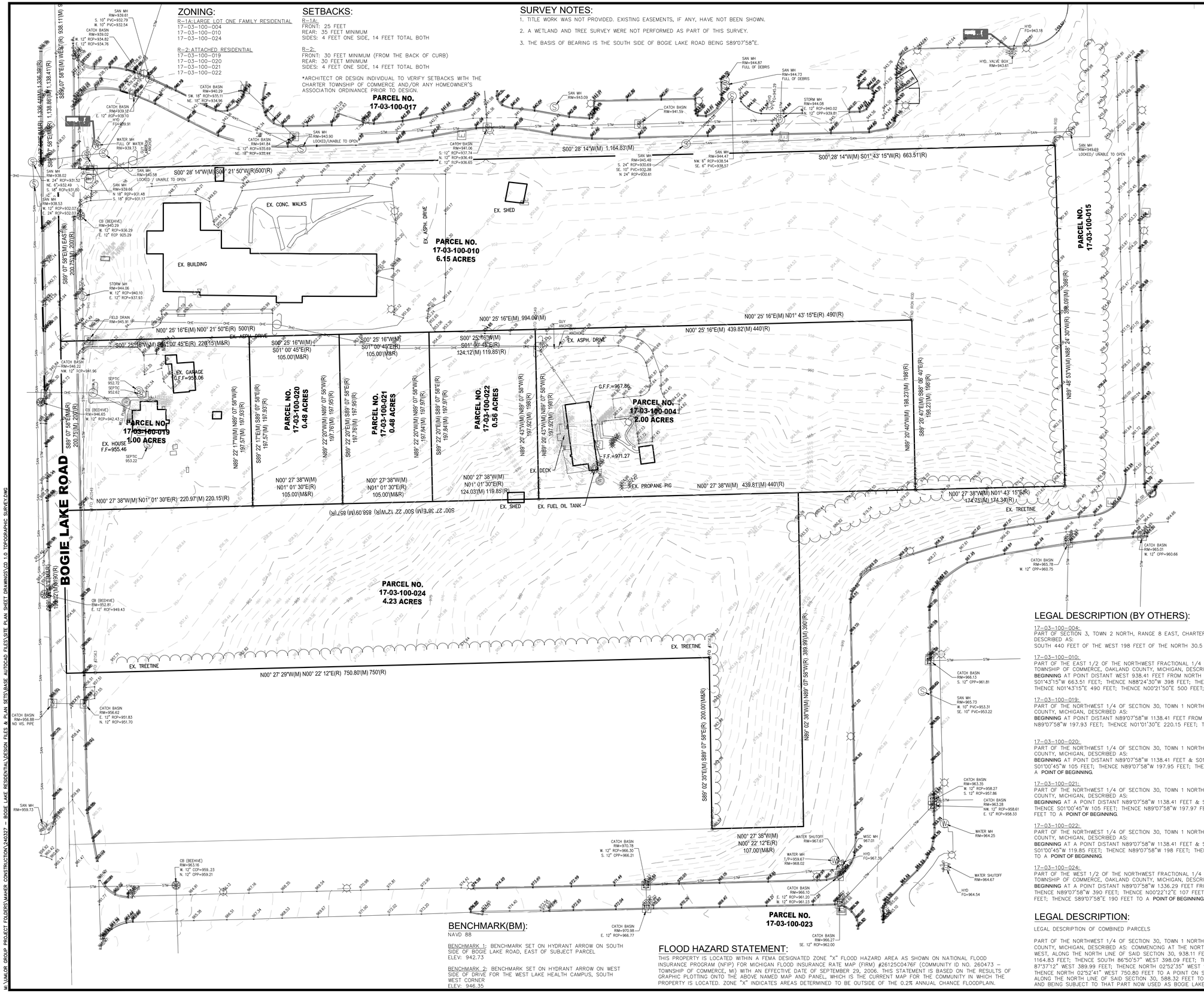
R-1A:
FRONT: 25 FEET
REAR: 35 FEET MINIMUM
SIDES: 4 FEET ONE SIDE, 14 FEET TOTAL BOTH

R-2:
FRONT: 30 FEET MINIMUM (FROM THE BACK OF CURB)
REAR: 30 FEET MINIMUM
SIDES: 4 FEET ONE SIDE, 14 FEET TOTAL BOTH

*ARCHITECT OR DESIGN INDIVIDUAL TO VERIFY SETBACKS WITH THE CHARTER TOWNSHIP OF COMMERCE AND/OR ANY HOMEOWNER'S ASSOCIATION ORDINANCE PRIOR TO DESIGN.

SURVEY NOTES:

1. TITLE WORK WAS NOT PROVIDED. EXISTING EASEMENTS, IF ANY, HAVE NOT BEEN SHOWN.
2. A WETLAND AND TREE SURVEY WERE NOT PERFORMED AS PART OF THIS SURVEY.
3. THE BASIS OF BEARING IS THE SOUTH SIDE OF BOGIE LAKE ROAD BEING S89°07'58"E.



BENCHMARK(BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35

FLOOD HAZARD STATEMENT:

THIS PROPERTY IS LOCATED WITHIN A FEMA DESIGNATED ZONE "X" FLOOD HAZARD AREA AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FOR MICHIGAN FLOOD INSURANCE RATE MAP (FIRM) #26125C0476F (COMMUNITY ID NO. 260473 – TOWNSHIP OF COMMERCE, MI) WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006. THIS STATEMENT IS BASED ON THE RESULTS OF GRAPHIC PLOTTING ONTO THE ABOVE NAMED MAP AND PANEL, WHICH IS THE CURRENT MAP FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED. ZONE "X" INDICATES AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

LEGAL DESCRIPTION (BY OTHERS):

17-03-100-004:
PART OF SECTION 3, TOWN 2 NORTH, RANGE 8 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
SOUTH 440 FEET OF THE WEST 198 FEET OF THE NORTH 30.5 ACRES OF THE EAST 1/2 OF THE NORTHWEST FRACTIONAL 1/4

17-03-100-010:
PART OF THE EAST 1/2 OF THE NORTHWEST FRACTIONAL 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT POINT DISTANT WEST 938.41 FEET FROM NORTH 1/4 CORNER; THENCE S00°21'50"W 500 FEET; THENCE S01°43'15"W 663.51 FEET; THENCE N88°24'30"W 398 FEET; THENCE N01°43'15"E 174.34 FEET; THENCE S88°06'40"E 198 FEET; THENCE N01°43'15"E 490 FEET; THENCE N00°21'50"E 500 FEET; THENCE EAST 200 FEET TO THE **POINT OF BEGINNING**.

17-03-100-019:
PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT POINT DISTANT N89°07'58"W 1138.41 FEET FROM NORTH 1/4 CORNER; THENCE S01°00'45"W 220.15 FEET; THENCE N89°07'58"W 197.93 FEET; THENCE N01°01'30"E 220.15 FEET; THENCE S89°07'58"E 197.88 FEET TO THE **POINT OF BEGINNING**.

17-03-100-020:
PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT POINT DISTANT N89°07'58"W 1138.41 FEET & S01°00'45"W 220.15 FEET FROM THE NORTH 1/4 CORNER; THENCE S01°00'45"W 105 FEET; THENCE N89°07'58"W 197.95 FEET; THENCE N01°01'30"E 105 FEET; THENCE S89°07'58"E 197.93 FEET TO A **POINT OF BEGINNING**.

17-03-100-021:
PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT A POINT DISTANT N89°07'58"W 1138.41 FEET & S01°00'45"W 325.15 FEET FROM THE NORTH 1/4 CORNER; THENCE S01°00'45"W 105 FEET; THENCE N89°07'58"W 197.97 FEET; THENCE N01°01'30"E 105 FEET; THENCE S89°07'58"E 197.95 FEET TO A **POINT OF BEGINNING**.

17-03-100-022:
PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT A POINT DISTANT N89°07'58"W 1138.41 FEET & S01°00'45"W 430.15 FEET FROM NORTH 1/4 CORNER; THENCE S01°00'45"W 119.85 FEET; THENCE N89°07'58"W 198 FEET; THENCE N01°01'30"E 119.85 FEET; THENCE S89°07'58"E 197.97 FEET TO A **POINT OF BEGINNING**.

17-03-100-024:
PART OF THE WEST 1/2 OF THE NORTHWEST FRACTIONAL 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT A POINT DISTANT N89°07'58"W 1336.29 FEET FROM THE NORTH 1/4 CORNER; THENCE S00°22'12"W 857 FEET; THENCE N89°07'58"W 390 FEET; THENCE N00°22'12"E 107 FEET; THENCE S89°07'58"E 200 FEET; THENCE N00°22'12"E 750 FEET; THENCE S89°07'58"E 190 FEET TO A **POINT OF BEGINNING**.

LEGAL DESCRIPTION:

LEGAL DESCRIPTION OF COMBINED PARCELS

PART OF THE NORTHWEST 1/4 OF SECTION 30, TOWN 1 NORTH, RANGE 10 EAST, CHARTER TOWNSHIP OF COMMERCE, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 30; THENCE SOUTH 87°31'52" WEST, ALONG THE NORTH LINE OF SAID SECTION 30, 938.11 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°51'56" EAST 1164.83 FEET; THENCE SOUTH 86°50'57" WEST 396.09 FEET; THENCE NORTH 02°52'32" WEST 311.48 FEET; THENCE SOUTH 87°37'12" WEST 389.99 FEET; THENCE NORTH 02°52'35" WEST 107.00 FEET; THENCE NORTH 87°37'15" EAST 200.00 FEET; THENCE NORTH 02°52'41" WEST 750.80 FEET TO A POINT ON SAID NORTH LINE OF SECTION 30; THENCE NORTH 87°31'52" EAST, ALONG THE NORTH LINE OF SAID SECTION 30, 588.32 FEET TO THE POINT OF BEGINNING. CONTAINING 14.90 ACRES OF LAND AND BEING SUBJECT TO THAT PART NOW USED AS BOGIE LAKE ROAD.

LEGEND

SYMBOL	DESCRIPTION
656.5	EX. SPOT ELEVATION
652	EX. CONTOUR
	EX. ℄ DITCH
WM	EX. WATER MAIN
	EX. WATER METER
	EX. WATER VALVE
	EX. HYDRANT
	EX. WATER MANHOLE
	EX. FRESHWATER WELL
	EX. GATE VALVE IN WELL
STM	EX. STORM SEWER
	EX. STORM INLET/CATCH BASIN
	EX. ROUND STORM CATCH BASIN
	EX. STORM MANHOLE
	EX. STORM END SECTION
	EX. STORM CULVERT
SAN	EX. SANITARY SEWER
CS	EX. COMBINED SEWER
	EX. SANITARY MANHOLE
	EX. COMBINED MANHOLE
	EX. CLEAN OUT
	EX. SANITARY VENT
GAS	EX. UNDERGROUND GAS
	EX. GAS VALVE
	EX. GAS METER
	EX. GAS MANHOLE
UT	EX. UNDERGROUND TELEPHONE
	EX. TELEPHONE MANHOLE
	EX. TELEPHONE RISER
UE	EX. UNDERGROUND ELECTRIC
	EX. ELECTRIC MANHOLE
	EX. ELECTRIC RISER
TRANS	EX. ELECTRIC TRANSFORMER
	EX. ELECTRIC METER
AC	EX. AIR CONDITIONER
	EX. PUBLIC LIGHTING MH
PLD	EX. PUBLIC LIGHTING ELEC
OHE	EX. OVERHEAD ELECTRIC
UNK	EX. UNKNOWN UNDERGROUND
UF	EX. UNDERGROUND FIBER
UC	EX. UNDERGROUND CABLE
OH1	EX. OVERHEAD TELEPHONE
OHC	EX. OVERHEAD CABLE TV
OHF	EX. OVERHEAD FIBER
	EX. COMMUNICATION RISER
	EX. COMMUNICATION HANDHOLE
	EX. UTILITY POLE
	EX. GUY ANCHOR
	EX. LIGHT POLE
	EX. SIGN
MB	EX. MAILBOX
	EX. UNKNOWN MANHOLE
	EX. PROPERTY LINE
	EX. RIGHT-OF-WAY LINE
	EX. SECTION LINE
	EX. PARCELS
	EX. EASEMENT
	EX. CENTERLINE
	EX. CURB/GUTTER
	FOUND IRON
	FOUND PK NAIL
	FOUND CONC. MONUMENT
	SET IRON ROD
	SECTION CORNER
	POST
	BOLLARD
(R)	RECORDED BEARING
(M)	MEASURED BEARING
	EX. TREE (DECIDUOUS/CONIFER)
	EX. TREELINE
	EX. ASPHALT
	EX. CONCRETE
	EX. GRAVEL

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THE UMLOR GROUP
49287 WEST ROAD WIXOM, MI 48393
TEL 248.773.7656 - FAX 866.690.4307

SECTION 03 | TOWN 2 NORTH, RANGE 8 EAST | COMMERCE TOWNSHIP | OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

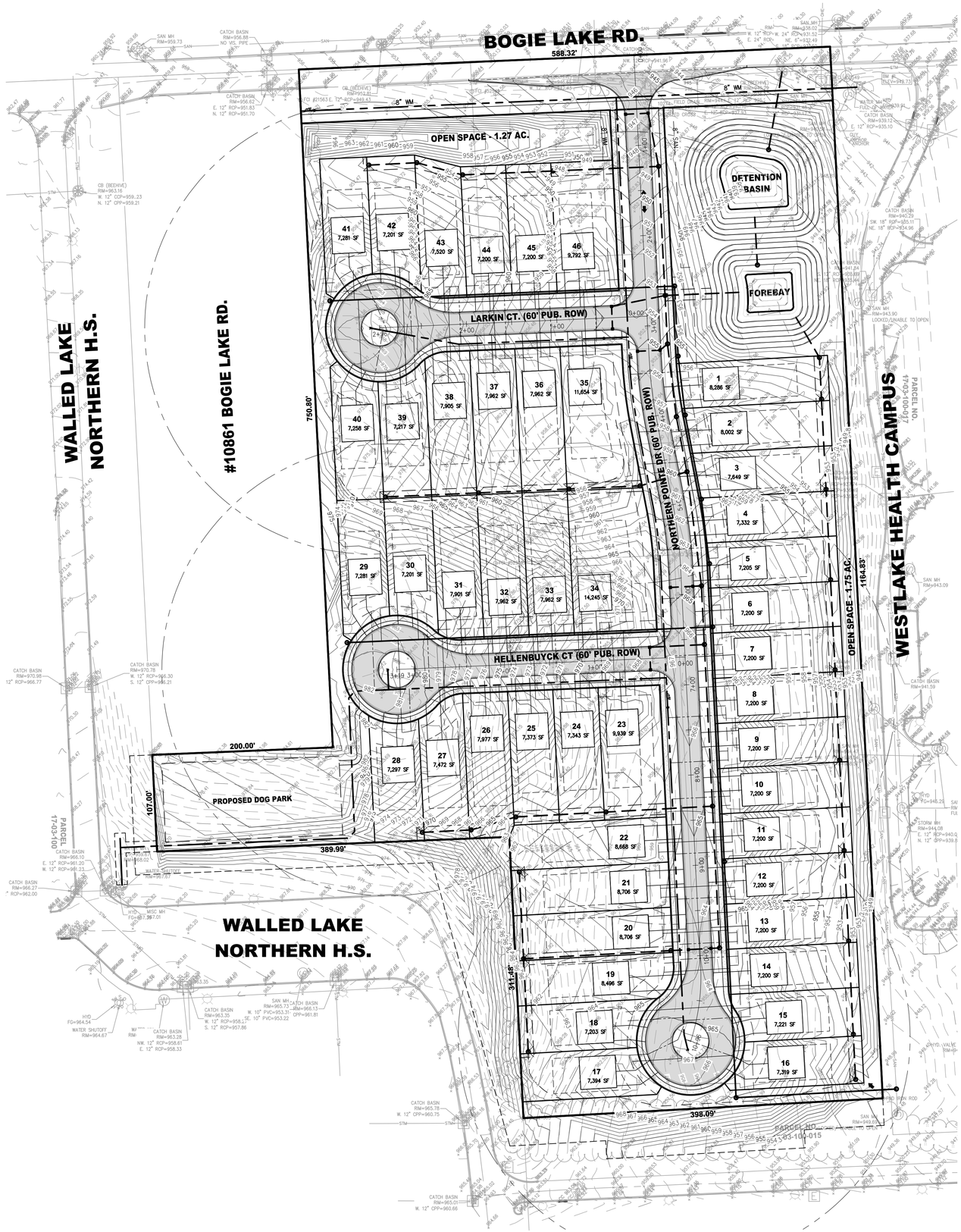
NORTHERN POINTE
CLIENT: BOGIE LAKE HOLDINGS
861 N PONTIAC TRAIL
WALLED LAKE, MICHIGAN 48390

TOPOGRAPHIC SURVEY

DR BY: DRN BY
CK BY: CHK BY
P.M. MN
SCALE 0 25 50

JOB NO. 250327
SHEET NO. **CD 1.0**
SHEET 3 OF 7

M:\LMOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\CD 1.0 TOPOGRAPHIC SURVEY.DWG



LEGEND

- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- PROPOSED BUILDING SETBACK
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY STRUCTURE
- PROPOSED WATER MAIN
- PROPOSED HYDRANT
- PROPOSED WATER VALVE

BENCHMARKS (BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35

STATE OF MICHIGAN
WES LEE
O. UMLOR
EMSKEEP
22015457
PROFESSIONAL ENGINEER

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SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

CLIENT: NORTHERN POINTE
BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

OVERALL GRADING PLAN

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 30 60
1" = 60 FEET
JOB NO. 240327
SHEET NO. **CG 1.0**
SHEET 4 OF 7

M:\UMLOR GROUP PROJECT FOLDERS\WAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\CG 1.0 GRADING.DWG

15 30

1" = 30 FEET

BOGIE LAKE RD.

588.32'

8" WM

OPEN SPACE - 1.27 AC.

DETENTION BASIN

FOREBAY

LARKIN CT. (60' PUB. ROW)

NORTHERN POINTE DR. (60' PUB. ROW)

750.80'

110.83'

1.75 AC.

PARCEL NO. 17-03-100-017

WEST LAKE HEALTH CAMPUS

41	7,281 SF	
42	7,201 SF	
43	7,520 SF	
44	7,200 SF	
45	7,200 SF	
46	9,792 SF	
40	7,258 SF	
39	7,217 SF	
38	7,905 SF	
37	7,962 SF	
36	7,962 SF	
35	11,654 SF	
1	8,286 SF	
2	8,002 SF	
3	7,649 SF	
4	7,332 SF	
5	7,205 SF	
29	7,281 SF	
30	7,201 SF	

LEGEND

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- PROPOSED CONCRETE
- PROPOSED STORM PIPE
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49287 WEST ROAD WIXOM, MI 48393
TEL 248.773.7656 - FAX 866.690.4307

BENCHMARKS (BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35

STATE OF MICHIGAN — WES LEE O. UMLOR — ENGINEER — 6201045457 — LICENSED PROFESSIONAL ENGINEER

SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

NORTHERN POINTE

CLIENT: BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

NORTH GRADING PLAN

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE: 0 15 30
1" = 30 FEET
JOB NO. 240327
SHEET NO. **CG 1.1**
SHEET 5 OF 7

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\CG 1.0 GRADING.DWG



LEGEND

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STATE OF MICHIGAN
WES LEE
O. UMLOR
ENGINEER
#201045EA
LICENSED PROFESSIONAL ENGINEER

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OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

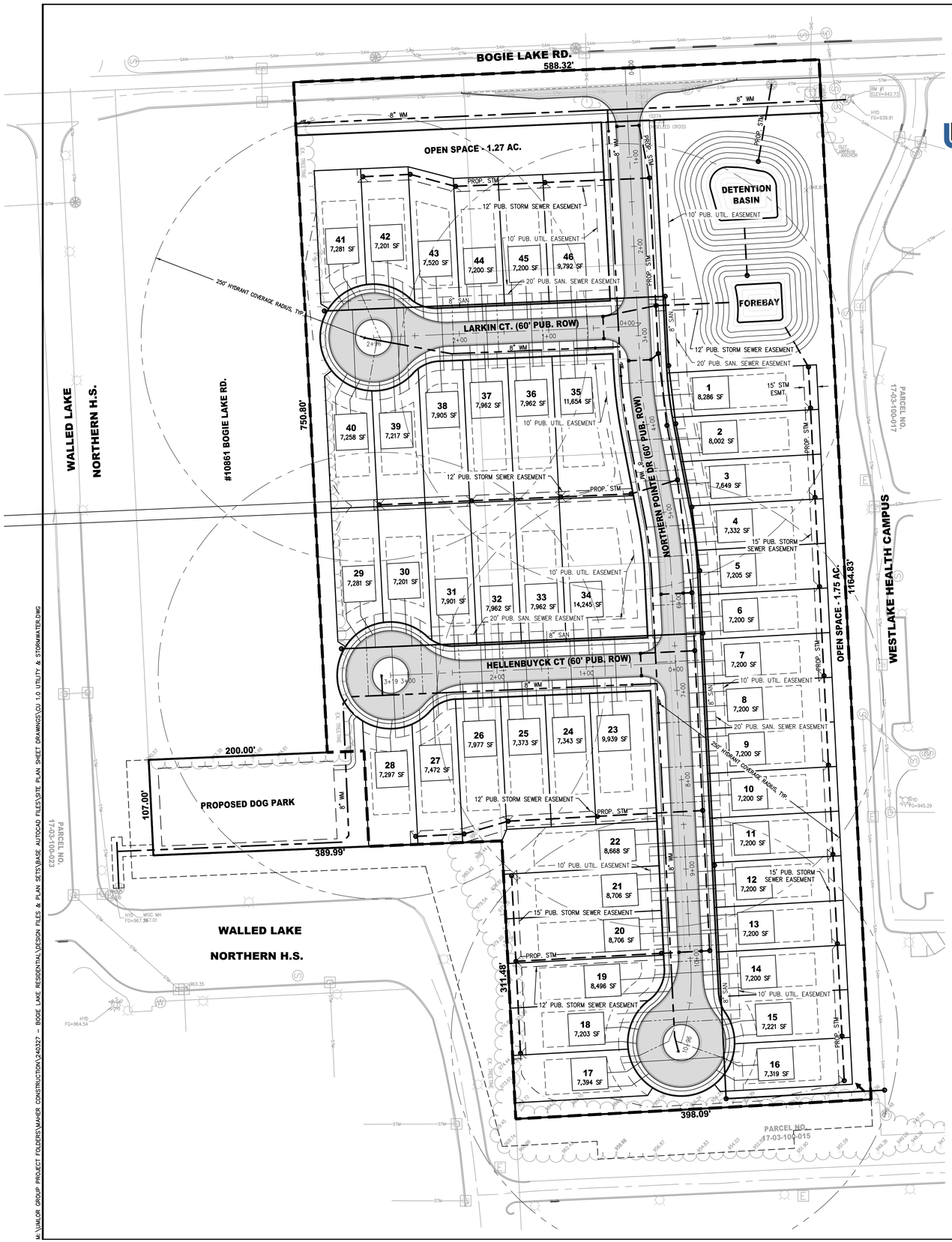
NORTHERN POINTE

CLIENT: BOGIE LAKE HOLDINGS
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WALLED LAKE, MI 48390

SOUTH GRADING PLAN

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 15 30
1" = 30 FEET
JOB NO. 240327
SHEET NO. **CG 1.2**
SHEET 6 OF 7

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\CG 1.0 GRADING.DWG



Detention Basin Calculations

DETERMINE DETENTION VOLUME REQUIREMENTS (100-YEAR STORM)

Ac =	14.31	Ac	Developed on site tributary area to the Detention Basin		3.420569
Ac =	14.31	Ac	Total site area to the Detention Basin		
					14.31056
C =	0.55				14.90285
T_c =	20	min	Time of Concentration / Longest Time of Flow to Basin		

Part D Channel Protection Volume Control (CPVC)

Implemented to Maximum Extent Practicable (MEP)

V_{CPV} = Channel Protection Volume Required from 1.3" Rainfall

V_{CPV} = 3,630 x 1.3 x C x A 37,142 ft^3

Part E Water Quality Control (WQC)

V_{WQ} = Water Quality Volume

V_{WQ} = 3,630 x C x A 28,571 ft^3

OCWRC Required Sediment Forebay Volume

V_F = 545 x C x A 4,286 ft^3

Mechanical Separator/Grass Lined Channel/Flow Diversion Structure

T_c = Contributing Area's Time of Concentration 0 min

C= Contributing Runoff Coef 0.55

A= Contributing Area 0 acres

p= Design Storm Return Period 10 year

I = 30.20 x P^0.22 / (Tc +9.17)^0.81 8.39

Q_{WQ} = Water Quality Peak Flow Rate

Q_{WQ} = C x I₁₀ x A 0.00 cfs

Part F Channel Protection Rate Control - Extended Detention (CPRC)

V_{ED} = Extended Detention from 1.9" Rainfall (dewater in 48 hours)

V_{ED} = 6897 x C x A 54,285 ft^3

Q_{ED} = Extended Detention Outlet Rate (dewater in 48 hours)

Q_{ED} = Vo / 48h / 60 min / 60 s cfs

Part G Detention & Flood Control (DFC)

Safe conveyanance of 100-year, 24-hr storm w/ 1' free board

Q_{100IN}= 100-year post development inflow rate

Q_{100IN}= C x I100 x A = 83.3 / (Tc + 9.17)^0.81 x C x A 42.66 cfs

Q_{OUT} = Allowable Release Rate

Q_{OUT} = 1.1055 - 0.206 Ln(A) 0.56 cfs/acre per undeveloped site of 10.05 Ac to Basin 'C'

lesser of:

Q_{OUT} = Allowable Release Rate 0.56 cfs/acre

Q_{RT} = **Restricted rate for the outlet drain N/A cfs/acre

Q_{PT} = **Prorated share of the outlet drain's capac N/A cfs/acre

$Q_{100ALLH}$ Peak Flow Rate (lesser of) 0.56 cfs/acre

** If there are no outlet drain restrictions use Q_{ARR}

Q_{100I} = Allowable 100-year post-development peak flow rate in cfs

Q_{100I} = Q_{ARR} x A 7.98 cfs

R= Storage Curve Factor

R= 0.206-0.15Ln(Q_{100I}/Q_{100IN}) 0.458

V_{100IN} = Runoff Volume from a 100-yr Storm

V_{100IN} = 38,985 x C x A 149,427 ft^3

V_{100D} = 100-Year Detention Basin Size

V_{100D} = (V_{100IN} x R) - V_{CPV} = **68,369 ft^3**

SEDIMENTATION FOREBAY VOLUME PROVIDED

	Elevation	Area (SQ.FT.)	Height, H	Incr Vol. (CU.FT.)	Vol (ft^3)
Low Water	942	4,364			0
	943	6,041	1.0	5,180	5,180
	944	7,944	1.0	6,971	12,151
	945	10,073	1.0	8,987	21,138
	946	12,429	1.0	11,230	**32,368**

STORAGE	946.00 ft
VOL REQ'D (VF) =	4,286 ft^3 req'd
VOLUME PROVIDED=	32,368 ft^3
FOREBAY VOLUME=	755.28%

DETENTION BASIN VOLUME PROVIDED FOR 100-YEAR STORMS

	Elevation	Area	Height, H	Incr Vol. (CU.FT.)	Vol (ft^3)	
Low Water	942	6,573			32,368	<--FOREBAY VOLUME
	943	8,510	1.0	7,521	39,889	VOLUME FOR VED = 54,285 ft^3 req'd
	944	10,673	1.0	9,571	49,460	ELEVATION FOR VED = 944.41 ft
	945	13,063	1.0	11,848	61,308	STORAGE= 946.00 ft
	946	15,678	1.0	14,351	**75,659**	VOL REQ'D (V_{100D}) = 68,369 ft^3 req'd
						VOLUME PROVIDED = 75,659 ft^3
	947	33,525	1.0	30,776	**106,435**	110.66% 100 YEAR
						FREEBOARD VOLUME= 30,776 ft^3

SEDIMENTATION BASIN ORIFICE SIZING TO DEWATER IN 48 HOURS

V_{ED} = Extended Detention = 54,285 ft^3

h_{EO} = Total head on orifices = 4.00 ft

H_{EO} = No. of 1" holes to control the extended detention release rate

H_{EO} = V_{ED} / (4,666 * h_{EO}^0.5) 5.82 holes

Therefore use 5 - 1" Diameter Holes At Elev. 926.09

SEDIMENTATION BASIN OVERFLOW WEIR SIZING

Acreage Tributary to Overflow =		14.31 Ac
Composite Runoff Coefficient =		0.55
Longest Time of Flow to Basin =		20 min
Sum of all Flow into Basin =		10.72 cfs
Volume of Basin (Det Calcs) =		4,286 ft^3
Design Flow (Q_{100}) =	10.72	cfs
Weir Coefficient=	3.367	
Invert of Weir=	0.00	ft
Height of Weir, H =	0.50	ft
Min Width of Weir, B		
B=Q/(C*H^(3/2)) =	9.01	ft

DETERMINE SIZE OF SEDIMENTATION BASIN OUTLET STRUCTURE

Diameter of Outlet MH =	**4 ft**
% of MH that can be used as a Weir =	50 %
Calculated Length of Weir = L =	6.28 ft
Total Site Acreage to Detention Basin (on + off site) =	14.31 Ac
Composite Runoff Coefficient =	0.55
Longest Time of Flow to Basin =	20.00 min
Sum of all Flow into Basin	10.72 cfs
(From Pipe Flow Calculations)	
Provided Volume of Basin (Det Calcs) =	32,368 ft^3
Storage Elevation =	946.00 ft
Freeboard Elevation =	947.00 ft
Time to Fill Basin = V_{STM} / Flow into Basin =	50.32 min
i_{100} = 30.2*10^0.22/(Tc+9.17)^0.81 =	1.83 in/hr
Qexp = C*i*A =	14.41 cfs
Qweir = 3.33*(L)*($h^{3/2}$)	
Calculate how high the water will rise above the Overflow Structure to pass the expected flow.	
h =	0.78 ft
Rim Outlet MH =	946.00 ft
Elevation of Water during Overflow Conditions =	946.78 ft
Elevation of Water during Overflow Condition is Less than the Freeboard Elevation (930.50).	
Therefore the Outlet MH is Adequately Sized.	

SEDIMENTATION BASIN OUTLET PIPE SIZING

Orifice Formula, Q = 0.62*A*sqrt(2*32.2*H)		
Qexp =	14.41	cfs
Outlet Size =	24.00	in
Area of Pipe =	3.14	sf
Invert Elevation =	942.00	ft
Springline EL. =	943.00	ft
H =	4.00	ft
Qprov (Orifice Formula) =		
Q = 0.62*A*sqrt(2*32.2*H)	31.26	cfs
Pipe slope =	0.34%	
Qprov (Pipe Flow Formula) =		
Q = 1.486/n*A*R^(2/3)*S^(1/2) =	13.19	cfs
Use	**24**	**in Dia Outlet**

Use 24" Diameter Overflow Outlet Pipe @ 0.34% Slope

DETENTION BASIN V_{ED} ORIFICE PIPE SIZING

Orifice Formula, Q = 0.62*A*sqrt(2*32.2*H)		
Q_{ED} (0.083cfs/acre) =	0.00	cfs
Invert Elevation =	926.00	ft
H =(Storage Elv-Outlet Invert)	20.00	ft
Area Req'd = A =	0.000	ft^2
Diameter Req'd =	0.00	in
Therefore use (1)	**2**	**inch Dia. Orifice Restrictor At Elev. 925.90**
Qprovided =	0.49	cfs

DETENTION BASIN V_{100D} ORIFICE SIZING

V_{100D} = 100-Year Detention Basin Size 68,369 ft^3

V_{MIN} = V_{CPV} remaining = V_{100D} - V_{ED} = 14,085

h_{100D} = Total head on orifices = 2.59 ft

H_{100D} = No. of 1" holes to control the 100-year detention basin release rate

H_{100D} = V_{MIN} / (4,666 * h_{100D}^0.5) 1.87 holes*

*Provide minimum 1" diameter hole

Therefore use 1 - 1" Diameter Holes At Elev. 928.16

DETENTION BASIN SO-2 OUTLET STRUCTURE SIZING

Size of Overflow MH =	**3 ft**
% of MH that can be used as a Weir =	50 %
Calculated Length of Weir = L =	4.71 ft
Acreage Tributary to Overflow (on + off site) =	14.31 Ac
Composite Runoff Coefficient =	0.55
Longest Time of Flow to Basin =	20.00 min
Sum of all Flow into Basin	10.72 cfs
(From Pipe Flow Calculations)	
Volume of Basin (Det Calcs) =	54,285 ft^3
Elevation for V_{ED} =	944.41 ft
Time to Fill Basin = V_{STM} / Flow into Basin =	84.40 min.
i_{100} = 30.2*10^0.22/(Tc+9.17)^0.81 =	1.27 in/hr
Qexp = C*i*A =	9.99 cfs
Qweir = 3.33*(L)*($h^{3/2}$)	
Calculate how high the water will rise above the Outlet Structure to pass the expected flow.	
h =	0.74 ft
Rim Outlet MH =	944.41 ft
Elevation of Water during Overflow Conditions =	945.15 ft
Elevation of Water during Overflow Condition is Less than the Freeboard Elevation(931.00) therefore the Outlet MH is Adequately Sized.	

DETENTION BASIN OVERFLOW STRUCTURE SIZING

Diameter of Overflow MH =	**4 ft**
% of MH that can be used as a Weir =	50 %
Calculated Length of Weir = L =	6.28 ft
Acreage Tributary to Overflow (on + off site) =	14.31 Ac
Composite Runoff Coefficient =	0.55
Longest Time of Flow to Basin =	20.00 min
Sum of all Flow into Basin	10.72 cfs
(From Pipe Flow Calculations)	
Volume of Basin (Det Calcs) =	75,659 ft^3
Storage Elevation =	946.00 ft
Freeboard Elevation =	947.00 ft
Time to Fill Basin = V_{STM} / Flow into Basin =	117.63 min
i_{100} = 83.3 / (Tc + 9.17)^0.81 =	1.65 in/hr
Qexp = C*i*A =	12.98 cfs
Qweir = 3.33*(L)*($h^{3/2}$)	
Calculate how high the water will rise above the Overflow Structure to pass the expected flow.	
h =	0.73 ft
Rim Overflow MH =	946.00 ft
Elevation of Water during Overflow Conditions =	946.73 ft
Elevation of Water during Overflow Condition is Less than the Freeboard Elevation(931.00) therefore the Overflow MH is Adequately Sized.	

DETENTION BASIN OVERFLOW WEIR SIZING

Acreage Tributary to Overflow (on + off site) =		14.31 Ac
Composite Runoff Coefficient =		0.55
i_{100} = 83.3 / (Tc + 9.17)^0.81 =	1.65 in/hr	
Design Flow (Q100) =	12.98	cfs
Weir Coefficient=	3.367	
Invert of Weir=	931.00	ft
Height of Weir, H =	0.50	ft
Min Width of Weir, B		
B=Q/(C*H^(3/2)) =	10.90	ft

DETENTION BASIN OUTLET PIPE SIZING

Orifice Formula, Q = 0.62*A*sqrt(2*32.2*H)		
Qexp =	12.98	cfs
Outlet Size =	24.00	in
Area of Pipe =	3.14	sf
Invert Elevation =	925.85	ft
Springline EL. =	926.85	ft
H =	21.15	ft
Qprov (Orifice Formula) =		
Q = 0.62*A*sqrt(2*32.2*H)	71.89	cfs
Pipe slope =	0.74%	
Qprov (Pipe Flow Formula) =		
Q = 1.486/n*A*R^(2/3)*S^(1/2) =	19.46	cfs
Use	**24**	**in Dia Outlet**

Use 24" Diameter Overflow Outlet Pipe @ 0.74% Slope

LEGEND

- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- PROPOSED BUILDING SETBACK
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY STRUCTURE
- PROPOSED WATER MAIN
- PROPOSED HYDRANT
- PROPOSED WATER VALVE

NOTES

1. FUEL SOURCES FOR CONSTRUCTION EQUIPMENT MUST HAVE APPROVED SECONDARY CONTAINMENT. ACCIDENTAL DISCHARGE OF FUEL ONTO THE GROUND IS TO BE AVOIDED.
2. THE REQUIREMENTS OF THE 2021 INTERNATIONAL FIRE CODE, CHAPTER 33 FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION, AND NFPA 241 SHALL BE FOLLOWED DURING CONSTRUCTION AND OR DEMOLITION.
3. TO FACILITATE QUICK RESPONSE TO FIRE AND EMS EMERGENCIES DURING SITE PREPARATION AND CONSTRUCTION OF BUILDINGS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES PRIOR TO CONSTRUCTION ABOVE THE FOUNDATION.
4. WATER MAIN, FIRE HYDRANTS AND PUBLIC OR PRIVATE ROADWAYS DEDICATED AS FIRE LANES SHALL BE INSTALLED PRIOR TO CONSTRUCTION ABOVE FOUNDATION.
5. STREET NAMES ON SUITABLE POLE SHALL BE ESTABLISHED AND INSTALLED PRIOR TO CONSTRUCTION ABOVE THE FOUNDATION. INDIVIDUAL BUILDING ADDRESSES ARE TO BE POSTED FACING THE STREET THROUGHOUT CONSTRUCTION. THE ADDRESS IS TO BE AT LEAST 6" HIGH ON CONTRASTING BACKGROUND.
6. ANY NEW HYDRANT(S) IN THE AREA NEED TO BE PROVIDED WITH THE "STORZ" TYPE FITTING FOR A MORE RAPID HYDRANT CONNECTION IN THE EVENT OF A FIRE. (ONLY 1 REQUIRED ON 5" OUTLET).
7. THE HYDRANTS SHALL BE INSTALLED WITH THE NOZZLE OUTLETS A MINIMUM OF 18 INCHES ABOVE GRADE, MEASURED FROM FINAL GRADE TO THE BOTTOM OF THE 5 INCH OUTLET. IN ALL CASES, THE VISIBILITY OF THE HYDRANT SHALL BE CONSIDERED. NO PARKING OR LANDSCAPING SHALL BE ALLOWED WITHIN 15 FEET OF THE FRONT AND 3 FEET FROM THE SIDES OF THE HYDRANT.
8. HYDRANTS SHALL BE MARKED WITH A STANDARD 3/8" DIAMETER WHITE LAMINAR MATRIX FIBERGLASS SHAFT WITH RED AND WHITE HIGHLY REFLECTIVE TAPE STRIPES THAT PROVIDE INSTANT DAY AND NIGHT VISIBILITY IN ALL WEATHER CONDITIONS AND SITUATIONS OF HEAVY SNOW FALL AND SEASONAL VEGETATION OVERGROWTH. THE RESILIENT 3/8" DIAMETER WHITE LAMINAR MATRIX FIBERGLASS SHAFT IS ATTACHED TO A HEAVY MIL SPEC ZINC PLATED CARBON STEEL SPRING MOUNT THAT ALLOWS FOR 360-DEGREE TOTAL FLEXIBILITY AND INSTALLED USING ONE OF THE BONNET'S BOLTS AND NUTS.
9. STATE AND FEDERAL AGENCY REQUIREMENTS FOR STORAGE, SPILL PREVENTION, RECORD KEEPING, EMERGENCY RESPONSE, TRANSPORT AND DISPOSAL OF HAZARDOUS SUBSTANCES AND POLLUTING MATERIALS SHALL BE MET.
10. ALL WASTE MATERIALS SHALL BE REMOVED IN A MANNER, WHICH PREVENTS INJURY OR DAMAGE TO PERSONS, ADJOINING PROPERTY AND PUBLIC RIGHTS OF WAY. WHERE THE REMOVAL OF ANY MATERIAL WILL CAUSE AN EXCESSIVE AMOUNT OF DUST, SUCH MATERIAL SHALL BE WET DOWN TO PREVENT THE CREATION OF A NUISANCE.
11. PROVIDE SCHEDULED DAILY CLEANUP OF SCRAP LUMBER, PAPER PRODUCTS CORRUGATED CARDBOARD AND OTHER DEBRIS. PORTABLE TRASH BINS LOCATED A MINIMUM OF 15' FROM A STRUCTURE IS A CONVENIENT METHOD OF HANDLING THE PROBLEM. IF DEBRIS IS STORED IN A PILE, IT MUST BE AT LEAST 15' FROM ANY STRUCTURE.
12. OUTSIDE STORAGE CANNOT EXCEED 20' IN HEIGHT AND CAN BE NO CLOSER TO THE BUILDING THAN 15'.
13. DURING CONSTRUCTION BUILDING MATERIAL SHALL NOT BE STORED IN THE ROADWAYS.

BENCHMARKS (BM):

NAVD 88

BENCHMARK 1: BENCHMARK SET ON HYDRANT ARROW ON SOUTH SIDE OF BOGIE LAKE ROAD, EAST OF SUBJECT PARCEL
ELEV: 942.73

BENCHMARK 2: BENCHMARK SET ON HYDRANT ARROW ON WEST SIDE OF DRIVE FOR THE WEST LAKE HEALTH CAMPUS, SOUTH WEST CORNER
ELEV: 946.35

STATE OF MICHIGAN
WES LEE O. UMLOR
ENGINEER
#2101044579
REGISTERED PROFESSIONAL ENGINEER

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SECTION 3 | T. 2 N., R. 8 E. | COMMERCE TOWNSHIP | OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

CLIENT: BOGIE LAKE HOLDINGS, 861 N. PONTIAC TRAIL, WALLED LAKE, MI 48390

NORTHERN POINTE
UTILITY AND STORMWATER PLAN

DR BY: MS/MG/DGM
CK BY: SA
P.M.: SA
SCALE: 0 30 60
1" = 60 FEET
JOB NO. 240327
SHEET NO. CU 1.0
SHEET 7 OF 7

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET (DRAWINGS\CU 1.0 UTILITY & STORMWATER.DWG



Traditional



Farmhouse



Cottage



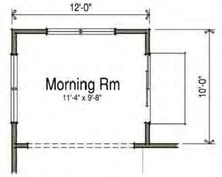
Right Elevation



Rear Elevation



Left Elevation



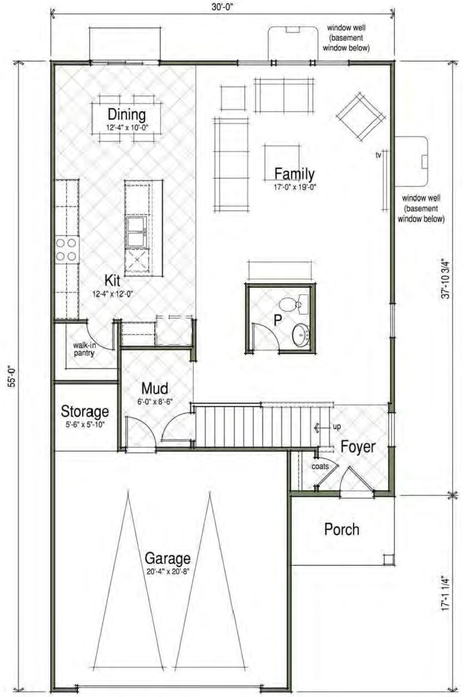
Opt. Morning Rm



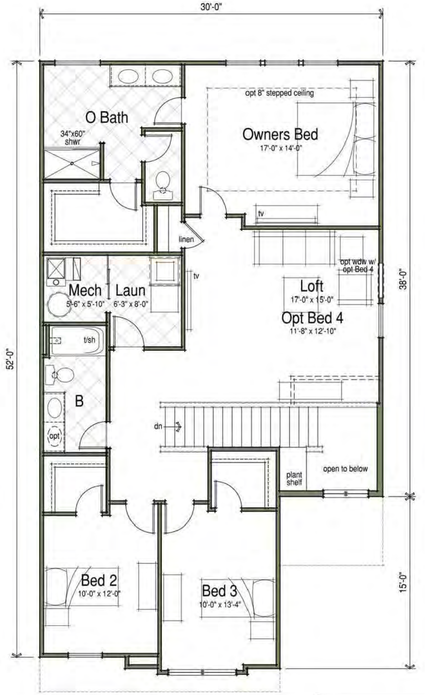
Owners Bath
Opt Luxury Bath



Owners Bath
Opt Walk-in Shower



First Floor Plan



Second Floor Plan

Norwood

2379 SF

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SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

NORTHERN POINTE

CLIENT: BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

NORWOOD ELEVATIONS & FLOOR PLANS

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0
NO SCALE
JOB NO. 240327
SHEET NO. **A 1.0**
SHEET 1 OF 4

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 – BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\ARCHITECTURAL\A 1.0 ARCH.DWG



Cottage



Farmhouse



Traditional



Right Elevation



Rear Elevation



Left Elevation



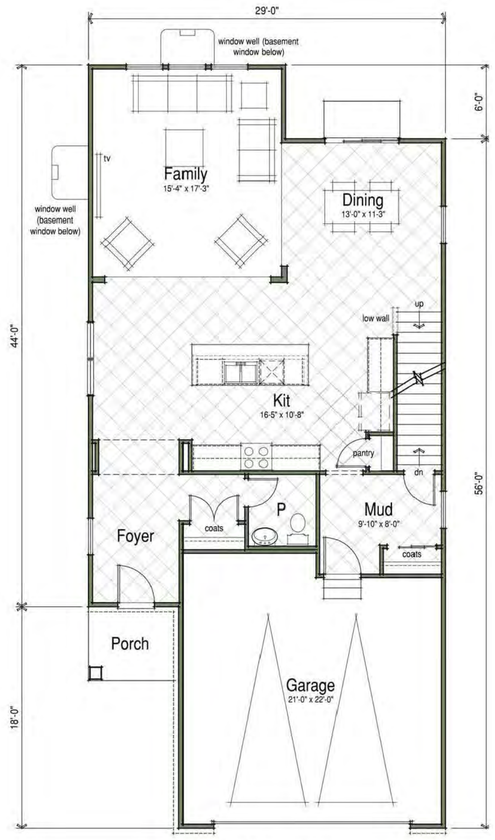
Luxury Owners Bath



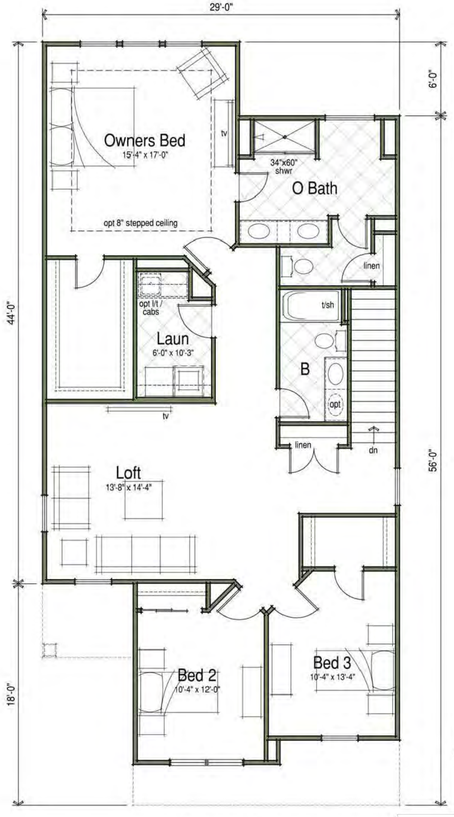
Luxury Owners Bath
w/ Free-standing Tub



Owners Bath
Opt Walk-in Shower



First Floor Plan



Second Floor Plan

Oxford

2530 SF

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SECTION 3
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COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

NORTHERN POINTE

CLIENT:
BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

OXFORD ELEVATIONS & FLOOR PLANS

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 NO SCALE
JOB NO. 240327
SHEET NO. **A 1.1**
SHEET 2 OF 4

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Traditional



Cottage



Farmhouse

Color Collection # 13
Upgrade Package



Right Elevation



Rear Elevation



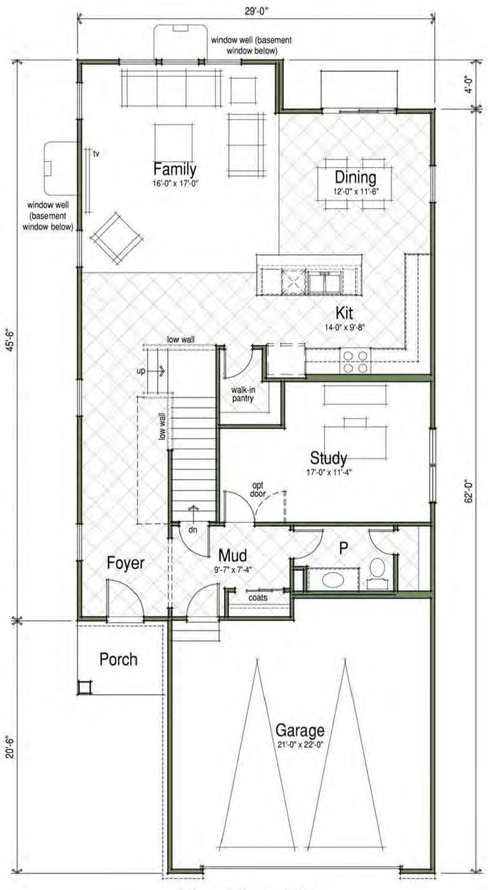
Left Elevation



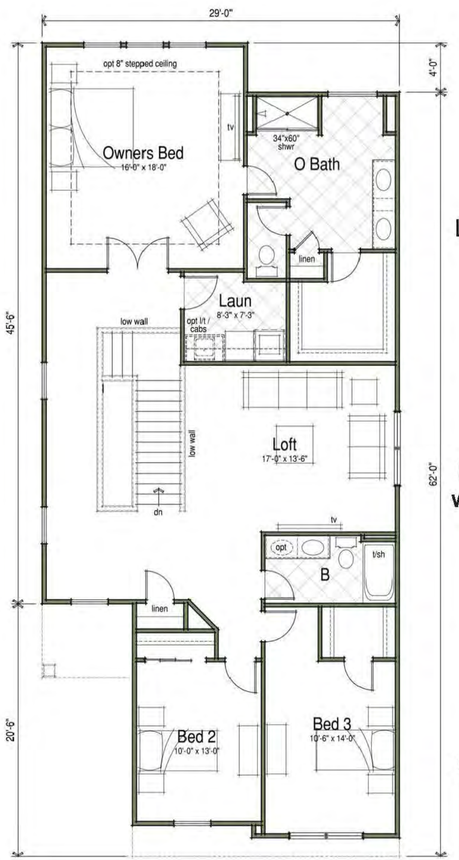
Optional Bedroom 4



Optional Guest Suite



First Floor Plan



Second Floor Plan



Luxury Owners Bath



Luxury Owners Bath
w/ Free-standing Tub



Owners Bath
Opt Walk-in Shower

Preston

2830 SF

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THE UMLOR GROUP
49287 WEST ROAD WIXOM, MI 48393
TEL 248.773.7650 - FAX 866.630.4307

SECTION 3
T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

NORTHERN POINTE

CLIENT: BOGIE LAKE HOLDINGS
951 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

PRESTON ELEVATIONS & FLOOR PLANS

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 -- -- --
NO SCALE
JOB NO. 240327
SHEET NO. **A 1.2**
SHEET 3 OF 4

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\ARCHITECTURAL\A 1.0 ARCH.DWG



Traditional



Cottage



Farmhouse

Color Collection # 13
Upgrade Package



Right Elevation



Rear Elevation



Left Elevation



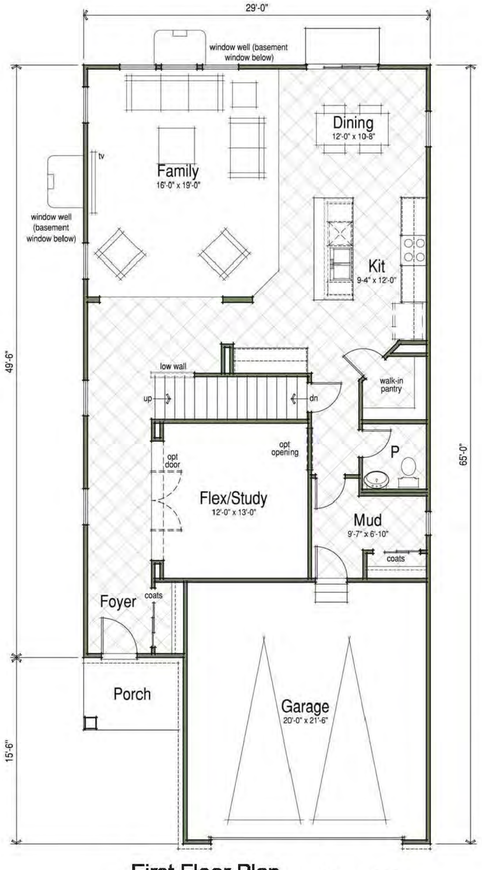
Luxury Owners Bath



Luxury Owners Bath
w/ Free-standing Tub



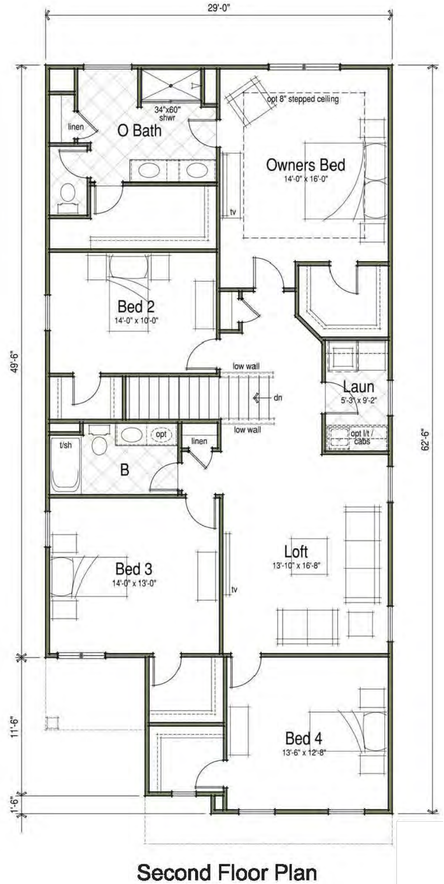
Owners Bath
Opt Walk-in Shower



First Floor Plan

Quill

2958 SF



Second Floor Plan

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T. 2 N., R. 8 E.
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 6/10/2026

REVISIONS

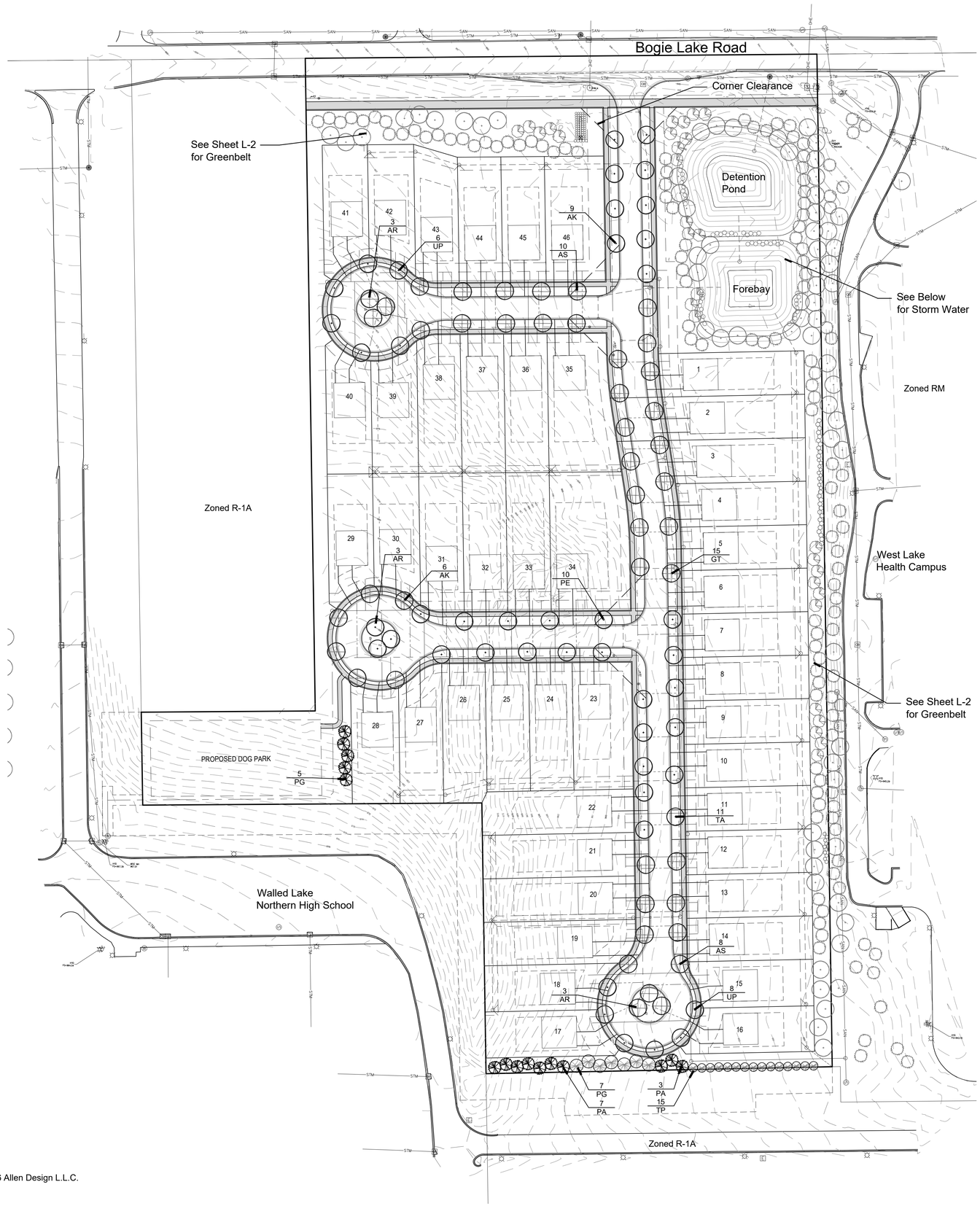
NORTHERN POINTE

CLIENT:
BOGIE LAKE HOLDINGS
861 N. PONTIAC TRAIL
WALLED LAKE, MI 48390

QUILL ELEVATIONS & FLOOR PLANS

DR BY: MS/MG/DGM
CK BY: SA
P.M. SA
SCALE 0 -- -- --
NO SCALE
JOB NO. 240327
SHEET NO. **A 1.3**
SHEET 4 OF 4

M:\UMLOR GROUP PROJECT FOLDERS\MAHER CONSTRUCTION\240327 - BOGIE LAKE RESIDENTIAL\DESIGN FILES & PLAN SETS\BASE AUTOCAD FILES\SITE PLAN SHEET DRAWINGS\ARCHITECTURAL\A 1.0 ARCH.DWG



Landscape Summary

Street Trees	
Street Frontage	3,246 l.f.
Trees Required	81.1 Trees (3,246 / 40)
Trees Provided	81 Trees
Detention Basin Screening	
Top of Storage Length	866' (Elevation 946')
Deciduous Trees Required	17.3 Trees (866 / 100) x 2
Deciduous Trees Provided	17 Trees
Ornamental Trees Required	8.6 Trees (866 / 100)
Ornamental Trees Provided	9 Trees
Evergreen Trees Required	34.4 Trees (866 / 100) x 4
Evergreen Trees Provided	34 Trees
Shrubs Required	51.6 Shrubs (866 / 100) x 6
Shrubs Provided	52 Shrubs

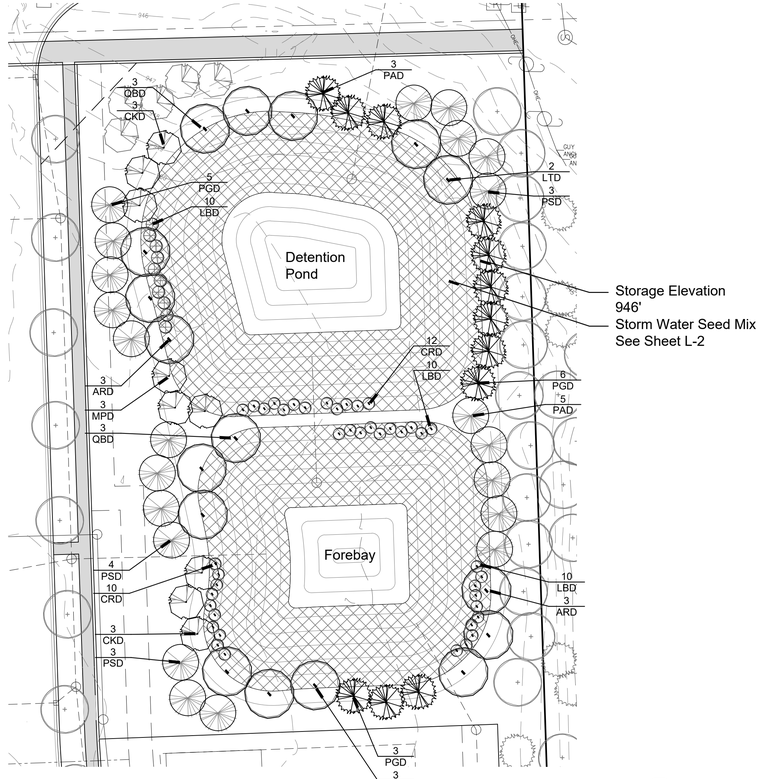
Plant List

sym.	qty.	botanical name	common name	caliper	spacing	root	height
Street Trees							
AK	15	Acer x. freemanii 'Autumn Blaze'	Autumn Blaze Maple	2.5"	as shown	B&B	
AS	18	Acer scaccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5"	as shown	B&B	
GT	15	Gleditsia triacanthos var. 'Inermis'	Honeylocust	2.5"	as shown	B&B	
PE	10	Platanus x acerifolia 'Exclamation'	Exclamation London Planetree	2.5"	as shown	B&B	
TA	11	Tilia americana "McKSentry'	McKSentry Linden	2.5"	as shown	B&B	
UP	12	Ulmus x 'Accolade'	Accolade Elm	2.5"	as shown	B&B	
	81	Trees Provided					

sym.	qty.	botanical name	common name	caliper	spacing	root	height
General Plantings							
AR	9	Acer rubrum 'Red Point'	Red Point Maple	2.5"	as shown	B&B	
PA	10	Picea abies	Norway Spruce		as shown	B&B	7'
PG	12	Picea glauca	White Spruce		as shown	B&B	7'
TG	15	Thuja p. 'Green Giant'	Green Giant Arborvitae		as shown	B&B	7'

sym.	qty.	botanical name	common name	caliper	spacing	root	height
Detention Plantings							
ARD	6	Acer rubrum 'October Glory'	October Glory Red Maple	2.5"	as shown	B&B	
CRD	22	Cornus racemosa	Gray Dogwood		as shown	cont	24"
CKD	6	Cornus kousa	Kousa Dogwood, multi-stem		as shown	B&B	6'
LBD	30	Lindera benzion	Northern Spicebush		as shown	cont	24"
LTD	5	Liriodendron tulipifera	Tulip Tree	2.5"	as shown	B&B	
MPD	3	Malus 'Adirondack'	Adirondack Crabapple	1.5"	as shown	B&B	
PAD	8	Picea abies	Norway Spruce		as shown	B&B	7'
PGD	14	Picea glauca	White Spruce		as shown	B&B	7'
PSD	12	Pinus strobus	White Pine		as shown	B&B	7'
QBD	6	Quercus bilioba	Swamp White Oak	2.5"	as shown	B&B	
	52	Shrubs Provided					
	17	Deciduous Trees Provided					
	9	Ornamental Trees Provided					
	34	Evergreen Trees Provided					

Detention Pond



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557 Carpenter
Northville, Michigan 48167
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t. 248.467.4668

Seal:

STATE OF MICHIGAN
JAMES C. ALLEN
Landscape Architect
No. 1301
REGISTERED LANDSCAPE ARCHITECT

Title:

Landscape Plan

Project:

Northern Pointe
Commerce Township, Michigan

Prepared for:

Maher Construction
861 North Pontiac Trail
Wixom, Michigan 48390

Revision:	Issued:
Submission	June 10, 2026

Job Number:

26-040

Drawn By:	Checked By:
jca	jca

0' 15' 30' 60'

NORTH
1"=60'

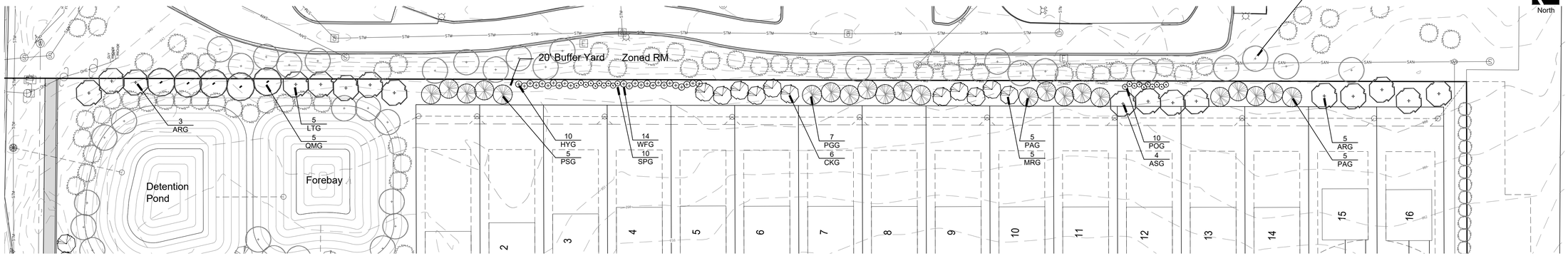
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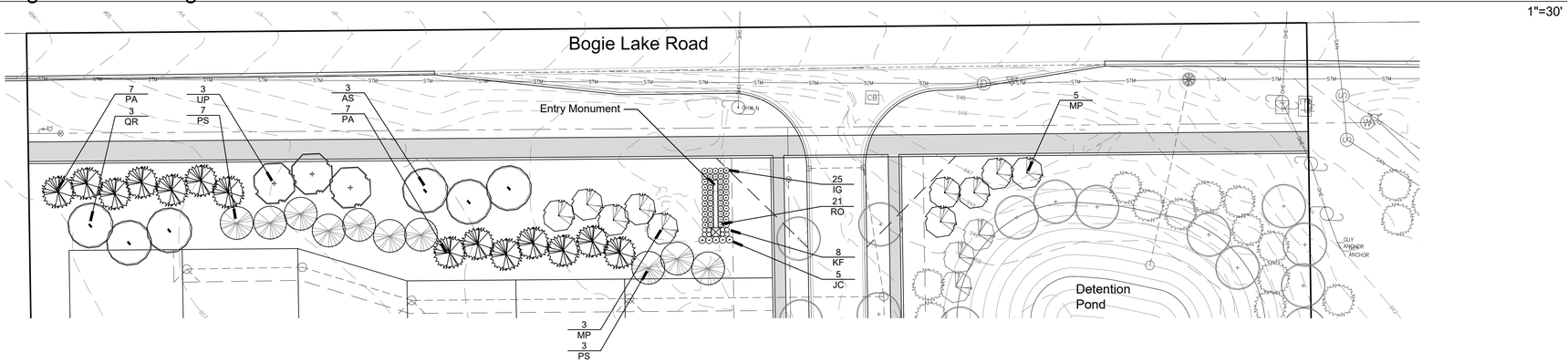
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Land Use Buffer



Bogie Lake Frontage

1"=30'



Storm Water Seed Mix

Native Connections
3815 N Westnedge Ave, Kalamazoo, MI 49004
(P) 269.459.8905
info@nativeconnections.net
www.nativeconnections.net

Stormwater Mix

An economical mix specifically designed to withstand the low water quality and highly variable conditions associated with stormwater features. Approximately half of the species are salt tolerant and most species will do well in mesic to wet hydrology with others filling in the wettest and driest ends of the spectrum. The high native seed count and heavy annual nurse crop in this mix ensure full and aggressive establishment in a wide range of site conditions.

Total Seeding Rate: 34.2 lbs per acre
2.61 lbs grasses + 1.59 lbs forbs + 30 lbs nurse crop
100 native seeds per sq ft

Call, email or visit our website for pricing.

Grasses, Sedges & Rushes		PLS Ounces	Seeds/sq ft
Andropogon gerardii	Big Bluestem	4.00	0.92
Carex bebbii	Bebb's oval sedge	2.00	1.66
Carex vulpinoidea	Fox Sedge	1.00	0.74
Bouteloua gracilis	Dwarf Side-Oats	1.00	1.14
Elymus virginicus	Virginia Wild Rye	18.00	1.74
Juncus effusus	Soft Rush	0.50	11.48
Juncus tenuis	Path Rush	0.50	11.48
Juncus torreyi	Torrey's Rush	0.25	0.16
Panicum virgatum	Switchgrass	7.00	2.87
Schoenoplectus (S. americanus)	Three-square Rush	1.00	0.41
Schoen oplectus (S. tabernaemontani)	Soft-stem Bulrush	1.00	0.11
Sorghastrum nutans	Indian Grass	4.00	1.10
	Total Grasses	**41.75**	**80.37**

Forbs		PLS Ounces	Seeds/sq ft
Alisma subcordatum	Common Water Plantain	2.00	4.70
Asclepias incarnata	Swamp Milkweed	1.00	0.11
Aster novae-angliae	New England Aster	0.25	0.38
Aster umbellatus (Doellingeria u.)	Flat-topped Aster	0.25	0.58
Chelone glabra	White Turtlehead	0.50	0.38
Echinacea purpurea	Purple Coneflower	4.00	0.41
Helenium autumnale	Sneezeweed	0.75	2.24
Lactris spicata	Marsh Blazingstar	1.25	0.32
Lycopus americanus	Water Horehound	0.50	1.49
Mimulus ringens	Monkey Flower	0.50	0.80
Monarda fistulosa	Wild Bergamot	0.50	0.80
Oenothera biennis	Common Evening Primrose	1.00	2.07
Penthorum sedoides	Ditch Stonecrop	0.50	14.92
Physostegia virginiana	Obedient Plant	0.50	0.13
Polygonum pensylvanicum (Persicaria p.)	Pennsylvania Smartweed	2.75	0.82
Rudbeckia hirta	Black-eyed Susan	4.00	8.45
Verbena hastata	Blue Vervain	2.50	5.34
Zizia aurea	Golden Alexander	2.50	0.69
	Total Forbs	**25.00**	**50.72**

Temporary Grass Cover		Ounces	Seeds/sq ft
Lolium multiflorum	Annual Ryegrass	56.00	17.30
Avena sativa	Seed Oats	184.00	4.30
	Total Temp Grasses	**240.00**	**21.60**

22,144 s.f. Total Area
34.2 lbs. per Acre Application Rate
17.4 lbs. of Storm Water Seed Mix Required

Landscape Summary

Greenbelt
Buffer Yard C

Greenbelt Length	1,104'
Deciduous Trees Required	22.1 Trees (1,104 / 100) x 2
Deciduous Trees Provided	22 Trees
Ornamental Trees Required	11.0 Trees (1,104 / 100)
Ornamental Trees Provided	11 Trees
Evergreen Trees Required	22.1 Trees (1,104 / 100) x 2
Evergreen Trees Provided	22 Trees
Shrubs Required	44.2 Shrubs (1,104 / 100) x 4
Shrubs Provided	44 Shrubs

Plant List

sym.	qty.	botanical name	common name	caliper	spacing	root	height
Greenbelt Plantings							
ARG	8	Acer rubrum 'Red Point'	Red Point Maple	2.5"	as shown	B&B	
ASG	4	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5"	as shown	B&B	
CKG	6	Cornus kousa	Kousa Dogwood, multi-stem		as shown	B&B	6'
HYG	10	Hydrangea 'Lime Light'	Lime Light Hydrangea		as shown	cont	24"
LTG	5	Liriodendron tulipifera	Tulip Tree	2.5"	as shown	B&B	
MRG	5	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	1.5"	as shown	B&B	
PAG	10	Picea abies	Norway Spruce		as shown	B&B	7'
PGG	7	Picea glauca	White Spruce		as shown	B&B	7'
POG	10	Physocarpus opulifolius	Eastern Ninebark		as shown	cont	24"
PSG	5	Pinus strobus	White Pine		as shown	B&B	7'
SPG	10	Spiraea x. bumalda	Anthony Waterer Spirea		as shown	cont	24"
QMG	5	Quercus macrocarpa	Bur Oak	2.5"	as shown	B&B	
WFG	14	Weigela f 'Spilled Wine'	Spilled Wine Weigela		as shown	cont	24"
	44	Shrubs Provided					
	22	Deciduous Trees Provided					
	11	Ornamental Trees Provided					
	22	Evergreen Trees Provided					

sym.	qty.	botanical name	common name	caliper	spacing	root	height
Entry Plantings							
AS	3	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5"	as shown	B&B	
IG	25	Ilex glabra 'Nordic'	Inkberry		as shown	cont	24"
JC	5	Juniperus ch. "Keteleer"	Keteleer Juniper		as shown	B&B	6'
KF	8	Calamagrostis x. a. 'Karl Forester'	Karl Forester Grass		as shown	cont	#2
MP	10	Malus 'Profusion'	Profusion Crabapple	1.5"	as shown	B&B	
PA	14	Picea abies	Norway Spruce		as shown	B&B	7'
PS	10	Pinus strobus	White Pine		as shown	B&B	7'
QR	3	Quercus rubra	Red Oak	2.5"	as shown	B&B	
RO	21	Rosa 'O'so Red	Red O'so Rose		as shown	cont	#2
UP	3	Ulmus americana 'Princeton'	Princeton Elm	2.5"	as shown	B&B	

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Commerce Township, Michigan

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Drawn By:	Checked By:
jca	jca

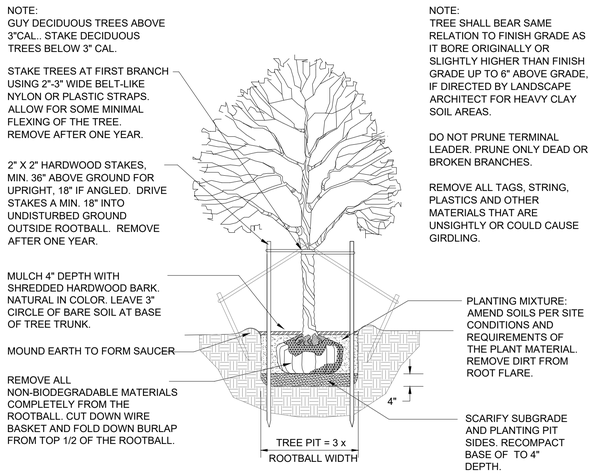
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NORTH
1"=40'

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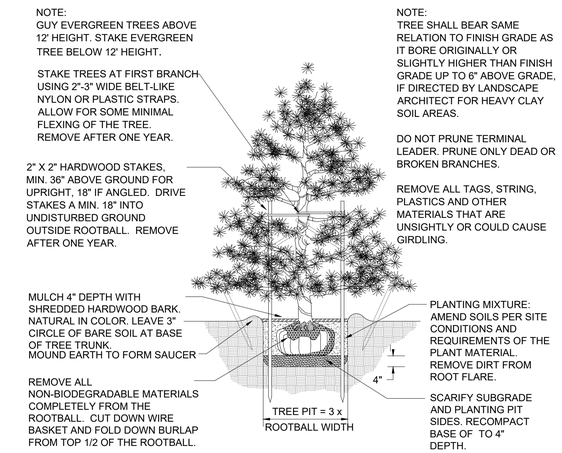
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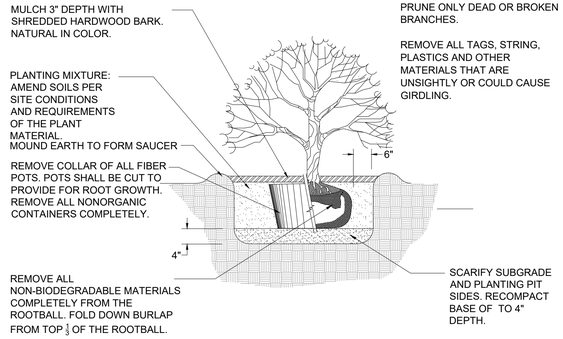
DECIDUOUS TREE PLANTING DETAIL

Not to scale



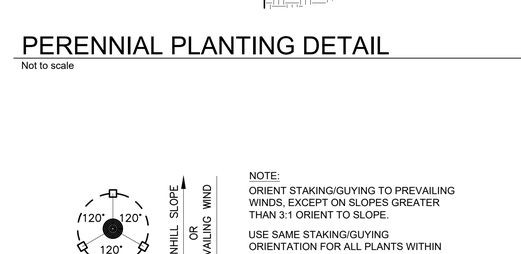
EVERGREEN TREE PLANTING DETAIL

Not to scale



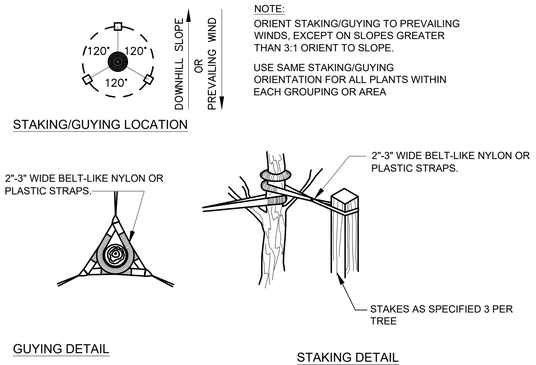
SHRUB PLANTING DETAIL

Not to scale



PERENNIAL PLANTING DETAIL

Not to scale



TREE STAKING DETAIL

Not to scale

MAINTENANCE NOTES

Per Section 29.08, All screening elements and plant materials shall be maintained in accordance with the approved site plan, and the following:

1. Maintenance procedures and frequencies to be followed shall be specified on the site plan, along with the manner in which the effectiveness, health, and intended functions of the screening elements and plant materials on the site will be ensured.
2. Plant materials shall be kept in a neat, orderly and healthy growing condition, free from weeds, debris, and refuse. Tree stakes, guy wires, and tree wrap shall be removed after one (1) year.
3. Pruning of plant materials shall be limited to the minimum necessary to ensure proper maturation of plants to achieve their intended purpose.
4. All required screening elements and plant materials shall be planted and maintained in accordance with an approved site plan. Failure to maintain required screening, including the removal and replacement of dead or diseased plant materials, shall be a violation of this Ordinance.
5. The replacement or removal of plant materials in a manner not consistent with an approved site plan shall be a violation of this Ordinance.
6. Adequate provisions shall be made to supply water to all required plant materials as necessary to ensure proper growth and development.
7. Lawn spraying and fertilizing must be done in accordance with Commerce Charter Township Code.

LANDSCAPE NOTES

1. All plants shall be north Midwest American region grown, No. 1 grade plant materials, and shall be true to name, free from physical damage and wind burn.
2. Plants shall be full, well-branched, and in healthy vigorous growing condition.
3. Plants shall be watered before and after planting is complete.
4. All trees must be staked, fertilized and mulched and shall be guaranteed to exhibit a normal growth cycle for at least one (1) full year following Township approval.
5. All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
6. Provide clean backfill soil, using material stockpiled on site. Soil shall be screened and free of any debris, foreign material, and stone.
7. "Agriform" tabs or similar slow-release fertilizer shall be added to the planting pits before being backfilled.
8. Amended planting mix shall consist of 1/3 screened topsoil, 1/3 sand and 1/3 peat, mixed well and spread to the depth as indicated in planting details.
9. All plantings shall be mulched per planting details located on this sheet.
10. The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
11. No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect.
12. The Landscape Architect shall be notified of any discrepancies between the plans and field conditions prior to installation.
13. The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
14. The Landscape Architect shall have the right, at any stage of the installation, to reject any work or material that does not meet the requirements of the plans and specifications, if requested by owner.
15. Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
16. The Landscape Contractor shall seed and mulch or sod (as indicated on plans) all areas disturbed during construction, throughout the contract limits.
17. A pre-emergent weed control agent, "Preen" or equal, shall be applied uniformly on top of all mulching in all planting beds.
18. All landscape areas shall be provided with an underground automatic sprinkler system.
19. Sod shall be two year old "Baron/Cheriadelphi" Kentucky Blue Grass grown in a sod nursery on loam soil.

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Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668

Seal:



Title:

Landscape Plan

Project:

Northern Pointe
Commerce Township, Michigan

Prepared for:

Maher Construction
861 North Pontiac Trail
Wixom, Michigan 48390

Revision:	Issued:
Submission	June10, 2026

Job Number:

26-040

Drawn By:	Checked By:
jca	jca

Know what's below. Call before you dig.

Sheet No.

L-3

TO: **Commerce Township Planning Commission**

FROM: **Commerce Township Planning Department**
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner

DATE: **June 30, 2024**

RE: **Conceptual Review/Use Determination**
Oakley Park Business Campus (two phases)
- **Phase 1 – Commerce Modern Warehouse**
- **Phase 2 – Commerce Flex**

Approximately 8.32 vacant acres comprising two undeveloped properties
South side of Oakley Park Road, between Martin and Haggerty Roads

---

Section 35.04.A.1 of the Zoning Ordinance provides an option for a potential applicant to appear before the Planning Commission to hear their informal and non-binding comments on a conceptual site plan. Jon Stewart, President of SPS Investments has requested that option. The proposed use is a two-phased development to include for-lease warehouse suites ("Commerce Modern Warehouse") and multi-purpose flex space ("Commerce Flex") to be collectively branded as the Oakley Park Business Campus. The subject site is comprised of two properties, both of which are zoned TLM (Technology Light Manufacturing). The uses envisioned to lease/occupy the suites (shops for building trades, professional offices, incubator spaces, etc.) are typically permitted land uses within the TLM zoning district so long as operations are conducted completely within an enclosed building (i.e. no outdoor storage).

The proposed site is comprised of two properties currently under single ownership by SPS Investments (Jon Stewart):
- PIN# 17-24-201-009 – 5.32 acres (zoned TLM)
- PIN# 17-24-201-008 – 3.0 acres (zoned TLM)

The old-timers on the Planning Commission might recall that the two properties were conditionally rezoned to be within the Haggerty Road Corridor (HRC) overlay in 2018. The prospective developer wished to develop a banquet center/restaurant on the site, a land use that is not typically permitted in TLM zoning but is permitted within the HRC overlay. The development never came to fruition, the conditional rezoning was voided, and the property reverted to its base zoning of TLM.

Mr. Stewart's submittal includes a package of materials including a cover letter describing the development, conceptual elevations, and a highly-developed conceptual site plan detailing Phase 1 and Phase 2 developments. Phase 1 would include 70 attached for-lease warehouse units of varying sizes within four linear buildings; three buildings with eighteen units and one building

with sixteen units. Proposed units range in size from 810 sq ft to 1,080 sq ft. Each unit will be fully insulated, have a primary pedestrian front entrance and a 12' x 14' insulated overhead door with one loading/unloading space per unit. Mr. Stewart's operational standards are targeted toward high-standard professionally managed business warehouse suites. All prospective applicants will complete an application that will include a screening process verifying the intended use. The lease agreements will include provisions for permitted uses and establishing enforcement for violations. Mr. Stewart has included a list of prohibited activities in his narrative.

Phase 2 would include adaptable flex-space totaling 34,980 sq ft within 22 attached units, including two buildings with six units and two buildings with five units. All 22 units will be 1,590 sq ft, including office space, showroom, light warehouse, and a private restroom. Each unit comes with a primary pedestrian front entrance with an awning and a 12' x 14' insulated overhead door and designated parking. Dumpsters/enclosures are located throughout the site and no outdoor storage will be permitted for either the warehouse suites or the flex spaces. Phase 2 will include similar lease application practices as Phase 1.

Properties in the TLM zoning district are required to comply with the standards of Article 27, Building Form and Composition which lists exterior building material requirements. Mr. Stewart has provided some conceptual elevations; proposed building materials are shown to be premium masonry materials, architectural metal wall panels, and decorative lighting. The buildings will be situated with their overhead doors facing inward toward one another with the front elevations facing Oakley Park Road to include/continue the premium building materials in an effort to be consistent with an office appearance. Freestanding and wall signage would be required to meet the applicable standards of the Zoning Ordinance with approved sign permits from the Building Department.

The site would have greenspace around the perimeter with deciduous shade trees within the proposed areas and enhanced landscaping in an effort to create an attractive development. The development is immediately adjacent to the Township's Oakley Park cemetery and would likely include a privacy fence along the west side of the Cemetery to provide screening. A more formal review of the landscaping would be included if & when a formal site plan is submitted. Review of the landscape plan would include buffer yards, required plantings around the perimeter of the detention basins, and plantings along E Oakley Park Road and Ridgeway Court.

Site access is proposed via two new full-access driveways along the south side of Oakley Park Road and two new full-access driveways along the north side of Ridgeway Court. Ridgeway Court is a private road; the developer will need to work with Pinewood Industrial Park HOA to gain access to the road. If & when the development team proceeds with submittal of a formal site plan, a traffic impact study may be required which would include an analysis of the new traffic to be generated from the 92 proposed units, and whether road improvements are warranted. Typically, 750 projected new daily trips are the threshold for the requirement of a traffic impact study.

Township Engineer Giffels Webster provided their conceptual-level comments. The Pinewood Industrial Subdivision Storm Water Master Plan is designed to take stormwater from the subject site into the existing storm system via a storm manhole in the southwestern corner of the site. The Engineer's other main comment was confirming appropriate hydrant coverage with the Fire Marshal because that can dictate the routing of any public water main through the site.

Fire Marshal Mark Gall provided what are his mostly standard comments and does not see any fire access issues. The Planning Department is seeking confirmation of whether the proposed buildings/units will require fire suppression.

Use determination

The site is comprised of two properties both zoned TLM (Technology & Light Manufacturing). Sec. 22.02 of the Zoning Ordinance lists "Warehouse and wholesale establishments within a fully enclosed building" as a special land use in TLM. The Planning Department speculates this is meant to address a single tenant/operator occupying a single warehouse building, whereas what is proposed for Phase 1 of the Oakley Park Business Campus are 70 warehouse units occupied by up to 70 different tenants within four buildings. Some might contend the 70 warehouse units are more consistent wit "Self-storage/mini-warehouse" which is a principal permitted use in the Industrial zoning district and a special land use in the Haggerty Road Corridor (HRC) overlay. The prospective developer might contend that his operation is distinct from a typical self-storage facility in that the tenants are usually businesses rather than individuals, would sign commercial leases, and would be seeking climate-controlled space with higher ceilings and larger garage openings than typical self-storage. The developer says their "bread & butter" tenant would be building trades (electrician, plumber, finish carpenter, etc.) seeking warehouse space for building material/equipment, and e-commerce tenants seeking climate-controlled warehouse space for inventory. There would be facility standards within the lease agreements prohibiting uses and activities, and most tenants would have typical business hours of operation. The proposed warehouse suites are not intended for an individual to storage their own belongings as is typical in most self-storage facilities.

The prospective developer is seeking a Use Determination from the Planning Commission to determine whether the "warehouse suites" within Phase 1 can be considered a use consistent with "warehouse or wholesale establishment within a wholly enclosed building" a use listed as a special land use within the TLM (Technology Light Manufacturing) district. Mr. Stewart would contend that his proposed development within Phase 1 differs from a traditional mini-warehouse/self-storage facility because the warehouse suites he proposes will be utilized by the same type warehouse users that would be permitted within TLM zoning but are smaller in scale to cater to the smaller businesses that don't have a need for a large single-tenant warehouse building. The alternative would be for the developer to seek to rezone the property to a zoning district that specifically allows "mini-warehouses / self-storage", such as the Haggerty Road Corridor overlay or Industrial.

If the Planning Commission agrees that the proposed “warehouse suites” is a use consistent with ”warehouse or wholesale establishment within a wholly enclosed building” as permitted as a special land use in the TLM zoning district, then the Planning Department offers the following recommended motion language:

Move to determine that “warehouse suites” as proposed for the Oakley Park Business Campus is a use consistent with Sec. 22.02.I “warehouse or wholesale establishment within a wholly enclosed building” within Article 22 – Technology & Light Manufacturing of the Zoning Ordinance, and is distinct from “mini-warehouse / self-storage” as permitted in other zoning districts, and can be reviewed by the Planning Commission at a future date as an application for approval of a special land use in the TLM zoning district per the standards & procedures of Article 34 – Special Land Uses of the Zoning Ordinance.

The Planning Department expects that if the Planning Commission approves the above motion, Mr. Stewart would apply for approval of a special land use and site plan for the Oakley Park Business Campus in the near future. The Planning Department will be happy to answer any questions as part of the conceptual discussion at the Planning Commission’s regular meeting on July 6, 2026.

Memorandum

To:	David Campbell, AICP	Date:	June 24, 2026
From:	Jason Mayer, PE	Project:	Oakley Park Luxury Storage
RE:	Oakley Park Luxury Storage Concept	Project No.:	19167

Mr. Campbell,

We have reviewed the concept plan for the proposed luxury storage project just east of the intersection of Oakley Park and Martin Road. Our comments are listed below:

- Not all water main and sanitary sewer lines are shown on the plan. A GIS print showing the facilities around the site is attached.
- Per the Pinewood Industrial Subdivision Storm Water Master Plan, this site can discharge a maximum of 6.8 cfs of storm water into the existing storm system. There is a storm manhole they can connect to in the southwestern corner of this site. The Storm Water Master Plan sheets are attached for additional information.
- There is no proposed water or sanitary service to the eastern parcel. Will there be an onsite rental office for the storage units in one of the buildings? If so, a water & sewer connection will be required.
- The Fire Marshal will need to confirm appropriate hydrant coverage for the proposed buildings during the site plan approval process.

Please let me know if you have any questions.

Sincerely,

Jason Mayer, PE
Partner

Attachments: Marked up concept plan
GIS Print
Pinewood Industrial Subdivision Storm Water Master Plan

Commerce Township E-Mail

Bethany Miller <bmiller@commercetwp.com>

Preliminary Concept Review - Commerce Luxury Storage

Mark Gall <mgall@commercetwp.com> Wed, Jun 10, 2026 at 2:04 PM
To: Bethany Miller <bmiller@commercetwp.com>
Cc: David Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>

Hi Bethany -

I reviewed the attachment and it does not appear to have any fire access issues.

Mark Gall
[Quoted text hidden]
--
Mark Gall - Fire Marshal
Commerce Township Fire Department
2401 Glengary Road
Commerce Township, MI 48382
Office: 248-624-5326
Fax: 248-560-0053
Cell: 248-318-1093
mgall@commercetwp.com
http://www.commercetwp.com/
www.knoxbox.com/7298

CONCEPTUAL REVIEW

OAKLEY PARK BUSINESS CAMPUS



June 17th, 2026

Commerce Township Planning Commission
2009 Township Drive
Commerce Township, MI 48390

RE: Parcel 17-24-201-008 & 17-24-201-009: Oakley Park Business Campus, Development Conceptual Review Submission

Dear Planning Commissioners and Township Staff:

On behalf of the development team, I am pleased to submit the proposed Oakley Park Business Campus Development for your review and consideration.

The proposed development consists of two projects: Commerce Warehouse which includes 70 high-quality warehousing suites varying in size from 810 to 1,080 Sq. Ft. and Commerce Flex which consists of 22–1,590 Sq. Ft. suites of modern flex space for business use. The development is designed to provide modern, functional space for local entrepreneurs, small businesses, and contractors. Our infrastructure provides small businesses with an affordable space for their business to take root as well as be used as a stepping stone for growing businesses to graduate to larger warehousing or industrial space within Commerce Township as needed.

This project supports several objectives identified within the Commerce Township Master Plan, including encouraging economic investment, providing opportunities for small-business growth, expanding the local tax base, and promoting high-quality commercial development. The proposed buildings incorporate contemporary architectural materials, enhanced landscaping, efficient site circulation, and modern infrastructure intended to create a long-term asset for the community.

The development represents a significant private investment in Commerce Township and will provide flexible commercial opportunities that are currently limited within the local market. By accommodating small and growing businesses, the project helps retain local economic activity while supporting future employment opportunities within the Township. The development has been thoughtfully planned to create an attractive and well-maintained business environment while complementing the surrounding area.

Included with this submission are the site plans, architectural renderings, supporting studies, and individual project information for your review. We appreciate the Township's time and consideration and look forward to working collaboratively with Township staff and the Planning Commission throughout the review process.

Thank you for your consideration.

Sincerely,

Jonathan Stewart

Jonathan Stewart
Stewart Property Solutions, LLC
Applicant, Prospective Purchaser, Developer



OAKLEY PARK DEVELOPMENT

Commerce Township, MI

PRIME LOCATION
- Easy access to Oakley Park and M-5
- Minutes to I-275

FLEXIBLE USE
Zoned TLM/TLM* – supports a variety of commercial and industrial uses

SURROUNDING AREA
Established industrial subdivisions and businesses

TOTAL ACRES
8.32 AC
(2 Parcels)

SUBJECT PROPERTY
PARCEL 2: 3.00 AC
PARCEL 3: 5.32 AC

NORTH

Commerce Warehouse

Project Narrative & Development Overview

Property Information

Project Name	Commerce Warehouse
Property Address	0 Oakley Park, Commerce Township, MI 48390
Parcel ID	1724201009
Site Size	Approx. 5.32 Acres
Zoning	TLM



COMMERCE WAREHOUSE

PROJECT NARRATIVE

Special Land Use Application for Warehousing

Oakley Park Road, Parcel: 17-24-201-009
Commerce Township, Michigan

Prepared for:
Commerce Township Planning Commission

Submitted by:
Stewart Property Solutions, LLC

June 2026

Project Overview

Commerce Warehouse is a purpose-built warehouse development proposed in Commerce Township, Michigan. The project is designed to provide high-quality heated warehouse suites that support the retention and growth of local small businesses, service providers, and entrepreneurs within the Township. Through offering secure, flexible, and professionally managed warehouse space, the development addresses the growing demand for small-scale industrial and warehousing facilities often unavailable in today's market.

This development fills an important gap between traditional self-storage facilities and larger industrial warehouse buildings by providing functional warehouse suites specifically tailored to the needs of small and growing businesses. These suites offer the space, accessibility, and operational flexibility necessary for inventory storage, equipment storage, business supplies, and other warehousing needs, while maintaining an affordable occupancy cost for local businesses. By creating a modern and professionally managed warehousing environment, Commerce Warehouse will provide an opportunity for businesses to establish, expand, and remain within Commerce Township while supporting the Township's long-term economic development objectives.

Site Location

The proposed development is located on Oakley Park Road within the TLM (Technology, Light Industrial, and Manufacturing) Zoning District in Commerce Township. The site is situated within an established industrial corridor and is surrounded by a mix of industrial, institutional, and undeveloped properties that are compatible with the proposed warehousing use.

The Detroit Gun Club is located directly north of the site across Oakley Park Road. The Richardson Cemetery borders the property to the east, while the Pinewood Industrial Subdivision is located immediately south of the site. A vacant parcel lies to the west. The surrounding land

uses and zoning pattern establish the area as an appropriate location for light industrial and warehousing activities.

Architectural Design and Building Layout

The architectural design of Commerce Warehouse has been intentionally developed to exceed the appearance standards typically associated with traditional warehouse developments. The project incorporates a combination of premium masonry materials, architectural metal wall panels, modern building forms, decorative lighting, and enhanced landscaping to create an attractive development which complements the character of the Oakley Park industrial corridor and aligns with the design expectations of Commerce Township.

The proposed development consists of three modern warehouse buildings totaling approximately 64,000 square feet. The project will provide individual warehouse suites ranging in size from approximately 810 square feet to 1,080 square feet. Each suite will include a 12-foot by 14-foot insulated overhead door, a pedestrian entrance, LED interior lighting, basic electrical service, individual heating units, and fully insulated exterior walls.

Site improvements have been designed to support safe and efficient vehicle circulation while maintaining an attractive and well-organized site layout. Existing mature vegetation will be preserved where practical, and additional landscaping will be installed throughout the development to enhance the property's appearance, soften building elevations, and provide visual screening where appropriate. Decorative landscape beds, foundation plantings, and enhanced entrance features will further contribute to the overall character of the development.

Exterior lighting has been designed to provide a safe and secure environment for tenants and visitors while highlighting key architectural features, signage, and landscaped areas. All site lighting will be designed to meet or exceed Township standards while minimizing light spillover onto adjacent properties through the use of modern fixtures and appropriate photometric controls.

Operational Standards and Tenant Restrictions

Commerce Modern Warehouse will be owned and professionally managed by Stewart Property Solutions (SPS), a Michigan-based real estate company with nearly two decades of experience owning, operating, and managing commercial real estate. As long-term owners of the development, SPS is committed to maintaining a clean, attractive, and well-managed property that reflects positively on Commerce Township and the surrounding business community.

To ensure the development operates in accordance with warehousing use, all prospective tenants will be required to complete an application and screening process to verify that their intended use complies with the operational standards of the facility. Lease agreements will contain provisions that establish and enforce the permitted use of each warehouse suite.

To maintain compatibility with surrounding properties and preserve the quality of the development, the following activities will be prohibited:

- Outdoor storage of inventory, equipment, materials, trailers, or vehicles.
- Exterior display of merchandise or business materials.

- Overnight outdoor parking of commercial equipment, trailers, or business vehicles.
- Manufacturing, fabrication, assembly, or production activities.
- Vehicle repair, maintenance operations.
- Retail sales or customer-facing commercial operations.
- Storage of hazardous, combustible, or otherwise regulated materials not permitted by applicable codes.
- Residential occupancy, living quarters, or overnight accommodations.
- Workshops, business operations, or other activities inconsistent with the approved warehousing use.
- No Marijuana users
- No tenant exterior signage.

Users of the facility are expected to access their suites periodically for the warehousing and retrieval of inventory, equipment, and business-related materials. As a result, the proposed use generates relatively low traffic volumes and limited outdoor activity.

Consistency with the Commerce Township Master Plan

Commerce Warehouse supports the goals of the Commerce Township Master Plan through providing employment-supporting warehousing space designed for small businesses, service companies, and local entrepreneurs. The project preserves land planned for industrial use while providing a modern and professionally managed development that strengthens the Township's commercial tax base. The Early-Stage company segment of the market is often underserved by traditional industrial properties. Small businesses frequently require warehouse space but cannot efficiently utilize larger industrial buildings. The proposed warehouse suites provide an opportunity for businesses to remain and expand within Commerce Township rather than relocate to neighboring communities. Being located within an established industrial corridor, this project concentrates industrial activity in an area planned for such uses while avoiding and reducing impacts and on residential neighborhoods located further to the North.

Economic Benefits to Commerce Township

Commerce Modern Warehouse represents a significant private investment in Commerce Township of an estimated $7,100,000 and will contribute to the Township's long-term economic development objectives through expanding the inventory of high-quality industrial and warehousing space available to local businesses.

The development is specifically designed to serve small businesses, trades, service providers, e-commerce operators, and entrepreneurs who often struggle to find appropriately sized warehouse space within the local market. By providing modern, flexible warehouse suites, the project creates opportunities for businesses to expand their operations, improve efficiency, and remain within Commerce Township as they grow. In addition, the development will provide existing businesses within the Oakley Park industrial corridor with nearby options for inventory, and equipment warehousing; helping to retain business activity and investment within the community.

The project supports the goals of the Commerce Township Master Plan by encouraging economic growth, supporting entrepreneurship, strengthening the Township's industrial tax base,

and promoting investment within an established industrial area. Through thoughtful site design, quality architecture, and long-term professional management, Commerce Modern Warehouse will provide lasting economic benefits to the Township while enhancing the overall character of the Oakley Park industrial corridor.

Traffic

The proposed warehouse use is anticipated to generate low traffic volumes and limited outdoor activity compared to many industrial, manufacturing, office, and commercial uses. Tenant visits are expected to occur intermittently throughout the week rather than on a continuous basis. Most site traffic is expected to consist of passenger vehicles, pickup trucks, cargo vans, and light commercial vehicles accessing individual warehouse suites for the warehousing and retrieval of business-related materials.

Conclusion

Stewart Property Solutions has strong ties to Commerce Township and is committed to the long-term ownership and management of the proposed development. We respectfully submit that the proposed use satisfies the intent of the Special Land Use standards, is compatible with surrounding land uses, advances the economic development goals of Commerce Township, and will serve as a valuable asset to the Township and local business community for decades to come.

For these reasons, we respectfully request approval of the Special Land Use application for warehousing and look forward to continuing to work collaboratively with Township staff, the Planning Commission, and the community throughout the development process.

Respectfully Submitted,

Jonathan Stewart

Jonathan Stewart
President
Stewart Property Solutions, LLC

Development Overview

Concept Review



Building & Unit Mix

Building	Unit Size	Dimensions	# of Units	Total SF
1	1,080 SF	18' x 60'	18	19,440 SF
2	900 SF	18' x 50'	36	32,400 SF
3	810 SF	18' x 45'	18	14,580 SF
Total			72 Units	66,420 SF

Features

- 16-foot clear ceiling heights
- 12’ x 14’ overhead doors
- Dedicated pedestrian entry doors
- 50-Amp Panels
- Natural Gas Heaters
- Fully insulated and heated spaces for year-round usability
- Durable concrete floors and steel construction
- Wide drive aisles for truck and trailer maneuverability
- Mailbox access for tenants
- Security cameras and site lighting
- Professional property management and on-site trash service

PROJECT 1 - COMMERCE WAREHOUSE

COMMERCE TOWNSHIP, MI

SPS DEVELOPMENT

www.spsmgt.com



ELEVATION

1/8" = 1'-0"



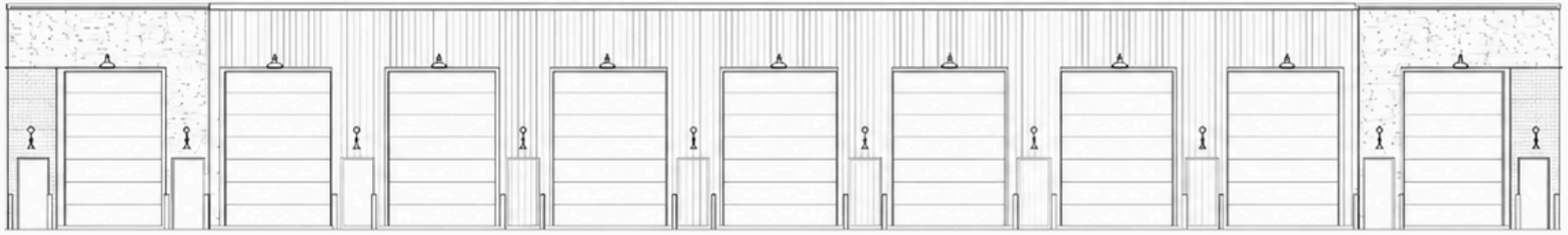
ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"

PROJECT

Project 1 -
Commerce Warehouse

PROJECT

PROJECT 1
CONCEPT

SPS DEVELOPMENT
FLEX

Scale	1/0" = 1'-0"
Date	3/23025
Drawd By	BW
Checked By	NA
Project Number	2026 – 001

No.	Description	Date

Project 1 -
Commerce Warehouse
Architectural Elevations

A1.1

Comparable Project

The images below reflect SPS's existing business warehouse development located at 3151 Tri Park Drive, Grand Blanc, Michigan. The proposed development in Commerce Township will have a significant upgrade in finishes.





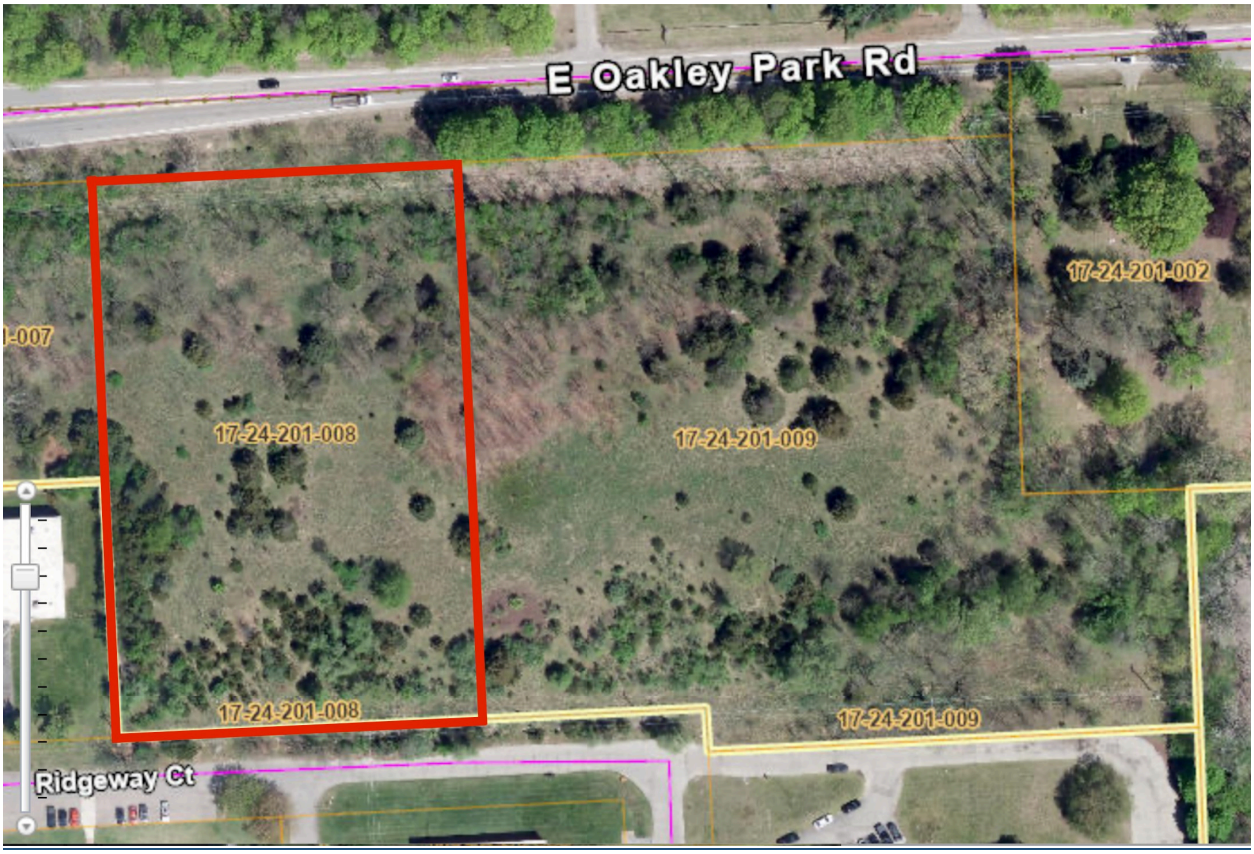


Commerce Flex

Project Narrative & Development Overview

Property Information

Project Name	Commerce Flex
Property Address	0 Oakley Park Rd, Commerce Twp., MI 48390
Parcel ID	1724201008
Site Size	Approx. 3.0 Acres
Zoning	TLM



COMMERCE FLEX

PROJECT NARRATIVE

Oakley Park Road, Parcel: 17-24-201-008
Commerce Township, Michigan

Prepared for:
Commerce Township Planning Commission

Submitted by:
Stewart Property Solutions, LLC

June 2026

Project Overview

Commerce Flex is a modern flex-space development proposed in Commerce Township, Michigan. The project is designed to provide high-quality, professionally managed commercial space for small businesses, service providers, and entrepreneurs seeking flexible office, showroom, and warehouse space within the Township. The proposed development will consist of approximately 34,980 square feet of flex space distributed among four buildings on a 3.0-acre site.

Commerce Flex fills an important gap in the local commercial real estate market by providing modern, appropriately sized business spaces that offer greater flexibility than traditional office buildings while remaining more accessible and efficient than larger industrial facilities. The development is intended to support local business growth, encourage entrepreneurship, and provide businesses with an opportunity to establish or expand operations within Commerce Township.

Site Location

The proposed Commerce Flex development is located within the TLM (Technology, Light Industrial, and Manufacturing) Zoning District in Commerce Township and occupies approximately 3.0 acres immediately adjacent to the proposed Commerce Warehouse development. The site is situated within an established industrial and employment corridor along Oakley Park Road, surrounded by compatible industrial, commercial, and institutional land uses.

The location provides excellent regional accessibility through its proximity to M-5 and the surrounding transportation network, making it an attractive location for growing businesses seeking a centrally located base of operations. We believe the surrounding development pattern and zoning establish the site as an appropriate location for flex-space uses that support employment, investment, and economic growth within the Township.

Architectural Design and Building Layout

The architectural design of Commerce Flex is aimed to create a high-quality commercial environment that complements the character of the Oakley Park business corridor and aligns with the design expectations of Commerce Township. The exterior of the buildings will incorporate premium masonry materials, architectural metal wall panels, modern lighting, enhanced landscaping, and contemporary building elements to establish a professional and visually appealing development that exceeds the appearance typically associated with conventional flex and industrial buildings.

The proposed development consists of four flex-space buildings totaling approximately 34,980 square feet, divided in to 22 suites. Each suite is 1,590 SF and measures 26.5' wide by 60' in depth. Individual suites are designed to accommodate a variety of office, showroom, light warehouse, and service-based business uses. Each suite will include a private restroom, dedicated utility services, fully insulated walls, windows, floor drain, individual heating units, premium 12'x14' overhead door, entrance door with awning, uniform signage, and designated parking in front of the suites.

Site improvements are planned to promote safe and efficient vehicle circulation, adequate parking, attractive landscaping, and a cohesive site design. Existing mature vegetation will be preserved where able, while new landscape plantings, decorative landscape beds, and enhanced entrance features will be incorporated throughout the development to soften building elevations and enhance the overall appearance of the site. Collectively, these design elements reflect a commitment to long-term quality, durability, and responsible development while ensuring compatibility with surrounding businesses and the broader Commerce Township community.

Consistency with the Commerce Township Master Plan

Commerce Flex supports the goals and objectives of the Commerce Township Master Plan through promoting economic development, encouraging business retention and expansion, and providing high-quality employment-supporting commercial space within an established industrial corridor. The project represents a productive use of land planned for business and industrial activity while strengthening the Township's commercial tax base.

The development provides opportunities for small businesses and entrepreneurs to establish or expand operations within Commerce Township rather than relocating to neighboring communities. The size of the proposed units is an attractive affordable option for early-stage businesses to expand in to and use as a either a permanent location or a stepping stone to eventually occupy a larger industrial space. By providing modern and flexible commercial space, the project contributes to a diverse and resilient local economy while supporting long-term investment within the Township.

Economic Benefits to Commerce Township

Commerce Flex represents a significant private investment in Commerce Township of an estimated $4,800,000 and will contribute to the Township's long-term economic development goals by increasing the supply of high-quality commercial space available to local businesses. The development will create opportunities for business formation, expansion, and retention while

generating additional taxable value for the Township.

By supporting small businesses, service providers, and entrepreneurial ventures, the project strengthens the local economy and helps maintain Commerce Township's position as an attractive location for business investment. The development complements nearby industrial and commercial uses and contributes to the continued growth of the Oakley Park business corridor.

Operational Standards and Users

Commerce Flex will be owned and professionally managed by Stewart Property Solutions (SPS). All prospective tenants will be subject to an application and screening process to ensure that their intended use is compatible with the development and the operational standards established for the property.

Commerce Flex is intended to serve a diverse mix of professional office users, service-based businesses, trades, technology companies, showroom users, and light industrial tenants seeking modern, flexible commercial space. Typical tenants may include engineering firms, contractors, designers, technology companies, distributors, e-commerce businesses, building product suppliers, and other employment-generating enterprises that operate with limited outdoor activity and are compatible with the intent of the TLM District. Please see Exhibit A for a list of intended uses.

The project is not intended to accommodate heavy manufacturing, truck terminals, outdoor storage yards, vehicle repair facilities, or other intensive industrial uses. Nor is it intended for retail uses, marijuana related businesses, smoke shops or massage businesses. All business activities to occur within the enclosed buildings, creating a clean and professional business environment consistent with the intent of the TLM District. Please see Exhibit B for a list of prohibited uses.

Lease agreements will prohibit outdoor storage, contractor yards, exterior overnight storage of equipment, vehicle repair operations, hazardous materials, residential occupancy, unapproved exterior signage, and other activities inconsistent with the approved use of the development. Through active management and enforcement of lease provisions, SPS will maintain a clean, attractive, and professionally operated business environment that reflects positively on Commerce Township.

Traffic and Operational Characteristics

Commerce Flex is anticipated to generate traffic volumes similar to other small-business office and flex-space developments and significantly less traffic than many industrial uses permitted within the TLM District. The majority of site traffic is expected to consist of passenger vehicles, pickup trucks, service vehicles, and light commercial vehicles associated with tenants, employees, and occasional business visitors.

Conclusion

Commerce Flex represents a thoughtfully planned commercial development which we believe is consistent with the intent of the TLM District and the goals of the Commerce Township Master Plan. Through quality architecture, professional management, operational controls, and a focus on supporting local businesses, the project will provide a valuable addition to the Township's inventory of employment-supporting commercial space.

Stewart Property Solutions is committed to the long-term ownership and management of the development and respectfully requests approval of the proposed project. Commerce Flex will serve as a high-quality, professionally managed business environment that supports economic growth, business development, and continued investment within Commerce Township.

Respectfully Submitted,

Jonathan Stewart

Jonathan Stewart
President
Stewart Property Solutions, LLC

Exhibit A

Intended Users:

Professional & Office Users

- Engineering firms
- Architects
- Surveying companies
- Land planners
- Environmental consultants
- Insurance agencies
- Property management companies
- Construction management firms
- IT service providers
- Software development companies
- Marketing agencies
- Graphic design firms
- Photography and media studios
- Business consulting firms

Trades & Service Businesses

- Electrical Contractor
- Plumbing Contractor
- HVAC Contractor
- Fire suppression contractors
- Low-voltage and security contractors
- Landscaping companies
- Irrigation contractors
- Painting contractors
- Flooring contractors
- Roofing contractors
- Insulation contractors
- Window and door companies
- General contractors
- Restoration companies
- Pest control companies
- Detailing Services
- Cleaning and janitorial services

Technology & Light Industrial Users

- Technology startups
- Robotics companies
- Electronics assembly businesses
- Product development companies
- Research and development firms
- Prototype design companies
- Testing laboratories
- Medical equipment distributors
- Telecommunications contractors
- Audio/visual integration companies

E-Commerce & Distribution Users

- E-commerce businesses
- Online retailers
- Fulfillment businesses
- Product distributors
- Inventory storage operations

Building Products & Home Services

- Cabinet suppliers
- Countertop companies
- Tile distributors
- Lighting distributors
- Appliance distributors
- Kitchen and bath design firms
- Building material suppliers
- Door and hardware suppliers
- Flooring showrooms
- Interior design firms

Specialty Commercial Users

- Print and sign companies
- Event equipment suppliers
- Medical supply companies
- Educational service providers
- Training companies

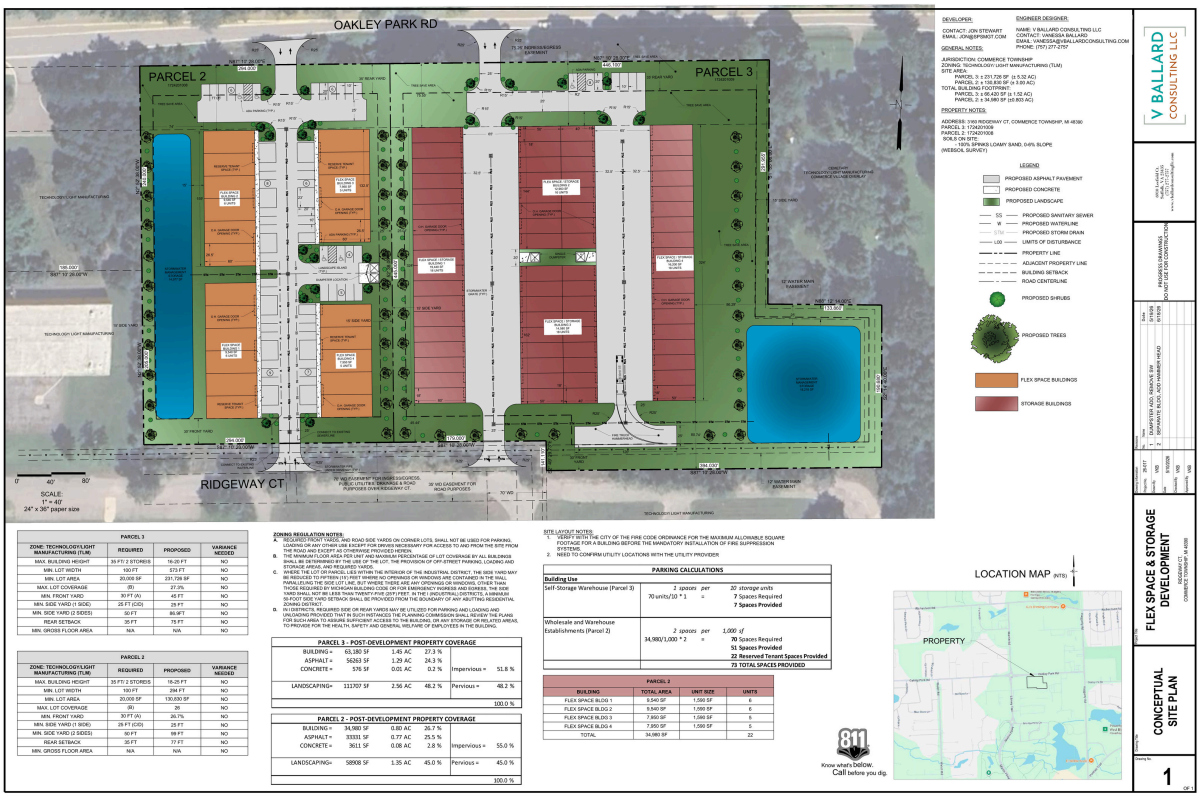
Exhibit B

Prohibited Users:

- Automotive repair facilities
- Collision repair and body shops
- Vehicle painting operations
- Tire sales and service facilities
- Automotive dismantling or salvage operations
- No Car Dealerships
- No Smoke Shops
- Cannabis/Marijuana cultivation facilities
- Canabis/Marijuana dispensaries including medical marijuana
- Massage businesses
- Truck terminals and freight transfer facilities
- Trucking companies requiring fleet parking
- Logistics hubs with regular semi-truck activity
- Contractor yards
- Landscape supply companies requiring outdoor material storage
- Excavation and earth-moving contractors requiring outdoor equipment storage
- Concrete, asphalt, paving, or aggregate companies
- Equipment rental businesses requiring outdoor equipment storage
- Lumber yards and building material yards
- Stone, mulch, topsoil, or bulk material suppliers
- Recycling centers
- Scrap metal operations
- Waste transfer or disposal facilities
- Heavy manufacturing operations
- Industrial processing facilities
- Large-scale fabrication operations
- Chemical processing facilities
- Fuel storage or distribution businesses
- Hazardous material storage facilities
- Firearms manufacturing facilities
- Ammunition manufacturing facilities
- Indoor firing ranges
- Auction houses
- Event venues or banquet facilities
- Restaurants, Nightclubs, bars, or entertainment venues
- Primary retail use businesses
- Residential occupancy or live-work units
- Hotels, motels, or lodging uses
- Any business requiring outdoor storage, outdoor display, or outdoor operations as a primary component of its business model.

Development Overview

Concept Review



Building & Unit Mix

Building	Unit Size	Dimensions	# of Units	Total SF	Utilities
1-4	1,590 SF	26.5' x 60'	22	34,980	Electric, Heat, Domestic Water

Features

- 16-foot clear ceiling heights
- 12’ x 14’ overhead doors
- Dedicated pedestrian entry doors
- Bathrooms
- Ample Parking
- Fully insulated and heated spaces for year-round usability
- Durable concrete floors and steel construction
- Wide drive aisles for truck and trailer maneuverability
- Mailbox access for tenants
- Security cameras and site lighting
- Professional property management and on-site trash service
- 100-Amp Panels

PROJECT 2 - COMMERCE FLEX

COMMERCE TOWNSHIP, MI

SPS DEVELOPMENT

www.spsmgt.com



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"

PROJECT

PROJECT 2 - COMMERCE FLEX

PROJECT

PROJECT 2 CONCEPT

SPS DEVELOPMENT FLEX

Scale	1/8" = 1'-0"
Date	5/26/26
Drawn By	BW
Checked By	NA
Project Number	2026 - 001

No.	Description	Date

Project 2 - Commerce Flex

Architectural Elevations

A1.2

Comparable Project

The images below reflect SPS's existing flex development located at 3235 Reid Rd, Grand Blanc, Michigan and our additional development currently underway in Davison, MI. The proposed development in Commerce Township will have a significant upgrade in finishes.





Attachment A - Conceptual Layout



DEVELOPER:

CONTACT: JON STEWART
EMAIL: JON@SPSMGT.COM

ENGINEER DESIGNER:

NAME: V BALLARD CONSULTING LLC
CONTACT: VANESSA BALLARD
EMAIL: VANESSA@VBALLARDCONSULTING.COM
PHONE: (757) 277-2757

GENERAL NOTES:

JURISDICTION: COMMERCE TOWNSHIP
ZONING: TECHNOLOGY/ LIGHT MANUFACTURING (TLM)
SITE AREA:
PARCEL 3: ± 231,726 SF (± 5.32 AC)
PARCEL 2: ± 130,830 SF (± 3.00 AC)
TOTAL BUILDING FOOTPRINT:
PARCEL 3: ± 66,420 SF (± 1.52 AC)
PARCEL 2: ± 34,980 SF (±0.803 AC)

PROPERTY NOTES:

ADDRESS: 3160 RIDGEWAY CT, COMMERCE TOWNSHIP, MI 48390
PARCEL 3: 1724201009
PARCEL 2: 1724201008
SOILS ON SITE:
- 100% SPINKS LOAMY SAND, 0-6% SLOPE
(WEBSOIL SURVEY)

LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- SS — PROPOSED SANITARY SEWER
- W — PROPOSED WATERLINE
- STM — PROPOSED STORM DRAIN
- LOD — LIMITS OF DISTURBANCE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- BUILDING SETBACK
- ROAD CENTERLINE
- PROPOSED SHRUBS
- PROPOSED TREES
- FLEX SPACE BUILDINGS
- STORAGE BUILDINGS

PARCEL 3			
ZONE: TECHNOLOGY/LIGHT MANUFACTURING (TLM)	REQUIRED	PROPOSED	VARIANCE NEEDED
MAX. BUILDING HEIGHT	35 FT/ 2 STOREIS	16-20 FT	NO
MIN. LOT WIDTH	100 FT	573 FT	NO
MIN. LOT AREA	20,000 SF	231,726 SF	NO
MAX. LOT COVERAGE	(B)	27.3%	NO
MIN. FRONT YARD	30 FT (A)	45 FT	NO
MIN. SIDE YARD (1 SIDE)	25 FT (C/D)	25 FT	NO
MIN. SIDE YARD (2 SIDES)	50 FT	86.9FT	NO
REAR SETBACK	35 FT	75 FT	NO
MIN. GROSS FLOOR AREA	N/A	N/A	NO

PARCEL 2			
ZONE: TECHNOLOGY/LIGHT MANUFACTURING (TLM)	REQUIRED	PROPOSED	VARIANCE NEEDED
MAX. BUILDING HEIGHT	35 FT/ 2 STOREIS	18-25 FT	NO
MIN. LOT WIDTH	100 FT	294 FT	NO
MIN. LOT AREA	20,000 SF	130,830 SF	NO
MAX. LOT COVERAGE	(B)	26	NO
MIN. FRONT YARD	30 FT (A)	26.7%	NO
MIN. SIDE YARD (1 SIDE)	25 FT (C/D)	25 FT	NO
MIN. SIDE YARD (2 SIDES)	50 FT	99 FT	NO
REAR SETBACK	35 FT	77 FT	NO
MIN. GROSS FLOOR AREA	N/A	N/A	NO

ZONING REGULATION NOTES:

A. REQUIRED FRONT YARDS, AND ROAD SIDE YARDS ON CORNER LOTS, SHALL NOT BE USED FOR PARKING, LOADING OR ANY OTHER USE EXCEPT FOR DRIVES NECESSARY FOR ACCESS TO AND FROM THE SITE FROM THE ROAD AND EXCEPT AS OTHERWISE PROVIDED HEREIN.
B. THE MINIMUM FLOOR AREA PER UNIT AND MAXIMUM PERCENTAGE OF LOT COVERAGE BY ALL BUILDINGS SHALL BE DETERMINED BY THE USE OF THE LOT, THE PROVISION OF OFF-STREET PARKING, LOADING AND STORAGE AREAS, AND REQUIRED YARDS.
C. WHERE THE LOT OR PARCEL LIES WITHIN THE INTERIOR OF THE INDUSTRIAL DISTRICT, THE SIDE YARD MAY BE REDUCED TO FIFTEEN (15') FEET WHERE NO OPENINGS OR WINDOWS ARE CONTAINED IN THE WALL PARALLELING THE SIDE LOT LINE, BUT WHERE THERE ARE ANY OPENINGS OR WINDOWS, OTHER THAN THOSE REQUIRED BY MICHIGAN BUILDING CODE OR FOR EMERGENCY INGRESS AND EGRESS, THE SIDE YARD SHALL NOT BE LESS THAN TWENTY-FIVE (25'F) FEET. IN THE I (INDUSTRIAL) DISTRICTS, A MINIMUM 50-FOOT SIDE YARD SETBACK SHALL BE PROVIDED FROM THE BOUNDARY OF ANY ABUTTING RESIDENTIAL ZONING DISTRICT.
D. IN I DISTRICTS, REQUIRED SIDE OR REAR YARDS MAY BE UTILIZED FOR PARKING AND LOADING AND UNLOADING PROVIDED THAT IN SUCH INSTANCES THE PLANNING COMMISSION SHALL REVIEW THE PLANS FOR SUCH AREA TO ASSURE SUFFICIENT ACCESS TO THE BUILDING, OR ANY STORAGE OR RELATED AREAS, TO PROVIDE FOR THE HEALTH, SAFETY AND GENERAL WELFARE OF EMPLOYEES IN THE BUILDING.

PARCEL 3 - POST-DEVELOPMENT PROPERTY COVERAGE					
BUILDING =	63,180 SF	1.45 AC	27.3 %		
ASPHALT =	56263 SF	1.29 AC	24.3 %		
CONCRETE =	576 SF	0.01 AC	0.2 %	Impervious =	51.8 %
LANDSCAPING=	111707 SF	2.56 AC	48.2 %	Pervious =	48.2 %
					100.0 %

PARCEL 2 - POST-DEVELOPMENT PROPERTY COVERAGE					
BUILDING =	34,980 SF	0.80 AC	26.7 %		
ASPHALT =	33331 SF	0.77 AC	25.5 %		
CONCRETE =	3611 SF	0.08 AC	2.8 %	Impervious =	55.0 %
LANDSCAPING=	58908 SF	1.35 AC	45.0 %	Pervious =	45.0 %
					100.0 %

SITE LAYOUT NOTES:

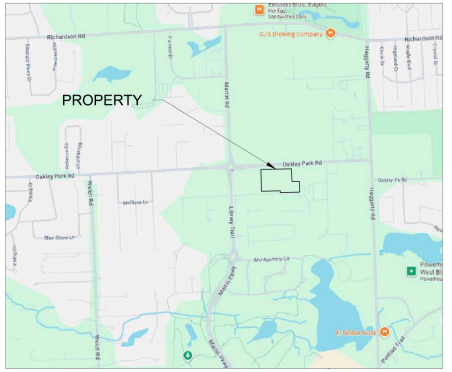
1. VERIFY WITH THE CITY OF THE FIRE CODE ORDINANCE FOR THE MAXIMUM ALLOWABLE SQUARE FOOTAGE FOR A BUILDING BEFORE THE MANDATORY INSTALLATION OF FIRE SUPPRESSION SYSTEMS.
2. NEED TO CONFIRM UTILITY LOCATIONS WITH THE UTILITY PROVIDER

PARKING CALCULATIONS		
Building Use		
Self-Storage Warehouse (Parcel 3)	*1 spaces per 10 storage units*	
	70 units/10 * 1 =	**7** Spaces Required
		7 Spaces Provided
Wholesale and Warehouse Establishments (Parcel 2)	*2 spaces per 1,000 sf*	
	34,980/1,000 * 2 =	**70** Spaces Required
		51 Spaces Provided
		22 Reserved Tenant Spaces Provided
		73 TOTAL SPACES PROVIDED

PARCEL 2			
BUILDING	TOTAL AREA	UNIT SIZE	UNITS
FLEX SPACE BLDG 1	9,540 SF	1,590 SF	6
FLEX SPACE BLDG 2	9,540 SF	1,590 SF	6
FLEX SPACE BLDG 3	7,950 SF	1,590 SF	5
FLEX SPACE BLDG 4	7,950 SF	1,590 SF	5
TOTAL	34,980 SF		22

Know what's below. Call before you dig.

LOCATION MAP (NTS)


PROPERTY
Oakley Park Rd
Richardson Rd
Cousins Dr
Cousins Ct
Oakley Park Rd
Bluestone Ln
Meadowbrook Ln
Meadowbrook Ct
Powell Rd
Powell Rd
Powell Rd

Attachment B - Feasibility Analysis

CUSTOMER INFORMATION

Date : 5/1/26
Client Name : Stewart Property Solutions
Property Address : 0 Ridgeway Ct, Commerce Township, MI 48390 (Adjacent to 3160 Ridgeway Ct)
Building Model : Warehousing**,** Flex Space
Customizations (footprint, utilities, etc. that affect feasibility): Optimize building area

---

MUNICIPAL/JURISDICTION INFORMATION

County or city name : Township of Commerce
Website : Home The Charter Township of Commerce
Contact person : Melissa Creech
Email address : mcreech@commercetwp.com
Phone number : 248-960-7020

PARCEL INFORMATION

PIN	Area (acres)	Area (square feet)	Zoning
1724201009	Approx. 5.43	236,530	TLM
1724201008	Approx. 2.74	119,354	TLM

Legal description : FOXFIRE PH 1, BLOCK 1, LOT 1, ACRES 2.39
Subdivision name : N/A
Road access type : [rough dirt road] [graded dirt road] [gravel road] [paved road]
Zoning code : TLM
Zoning description : Technology/ Light Manufacturing
Land use: Industrial
GIS: Property Gateway | Access Oakland
Zoning map: 2024-04-22-commerce-zoning-map-24x36.pdf

UTILITY

Electrical availability : [on the land] [at the road] [off-grid] [unknown]
Water availability : [municipal available] [existing well] [well needed] [not available]

Sewage availability : [municipal available] [existing septic] [septic needed] [not available]

TERRAIN

Parcel slope : [flat] [mild slope] [steep slope] [varying terrain]
Trees : [no tree removal needed] [mild tree removal] [heavy tree removal]
Rocks : [no rock removal needed] [mild rock removal] [heavy rock removal]
Earthwork : [minimal] [heavy] [retaining walls needed]
Soil : [no test needed] [soil test needed] [soil test performed]

Web soil survey notes:

Soil	Percent area	Slope	Water table depth	Hydrologic soil group
Spinks loamy sand	100%	0-6%	More than 80 inches	A

- Well drained



SURVEY

Survey available : [No] [Yes] **Survey date of completion:** 02/07/2007
Surveyor name : Nowak and Fraus

Surveyor contact info : N/A
Does Survey include topography and easements? Easements, yes

REGULATIONS

TLM	
Building Height (feet)	35
Building Height (stories)	2
Min. Width (feet)	100
Min. Area (square feet)	20,000
Max. Coverage (%)	(B)
Min. Front Yard (feet)	30 (A)
Min. Side Yard one side (feet)	25 (C,D)
Min. Side Yard two sides (feet)	50
Min. Rear Yard (feet)	35
Min. Gross Floor Area (sf/unit)	N/A
Min. Land Area per Principal Dwelling Unit (sf/unit)	N/A

A. Required front yards, and road side yards on corner lots, **shall not be used for parking, loading or any other use except for drives** necessary for access to and from the site from the road and except as otherwise provided herein.

B. The minimum floor area per unit and maximum percentage of lot coverage by all buildings shall be determined by the use of the lot, the provision of off-street parking, loading and storage areas, and required yards.

C. Where the lot or parcel lies within the interior of the industrial district, the side yard may be reduced to **fifteen (15') feet** where no openings or windows are contained in the wall paralleling the side lot line, but where there are any openings or windows, other than those required by Michigan Building Code or for emergency ingress and egress, the side yard shall not be less than twenty-five (25') feet. In the I (Industrial) Districts, a minimum 50-foot side yard setback shall be provided from the boundary of any abutting residential zoning district.

D. In I Districts, **required side or rear yards may be utilized for parking and loading and unloading** provided that in such instances the Planning Commission shall review the plans for such area to assure sufficient access to the building, or any storage or related areas, to provide for the health, safety and general welfare of employees in the building.

HOA

Is there an HOA? : [No] [**Yes**)
HOA Name & Contact Info : Pinewood Association, Bill Arthurs
Yearly HOA dues : $0, Not collecting at current time
Has the HOA seen the proposed design? [No] [**yes**]
Has the HOA approved the proposed design? [yes] **[Under Review]**
Are there any concerns with using modern materials with the HOA? [yes] [**no**]

ENVIRONMENTAL

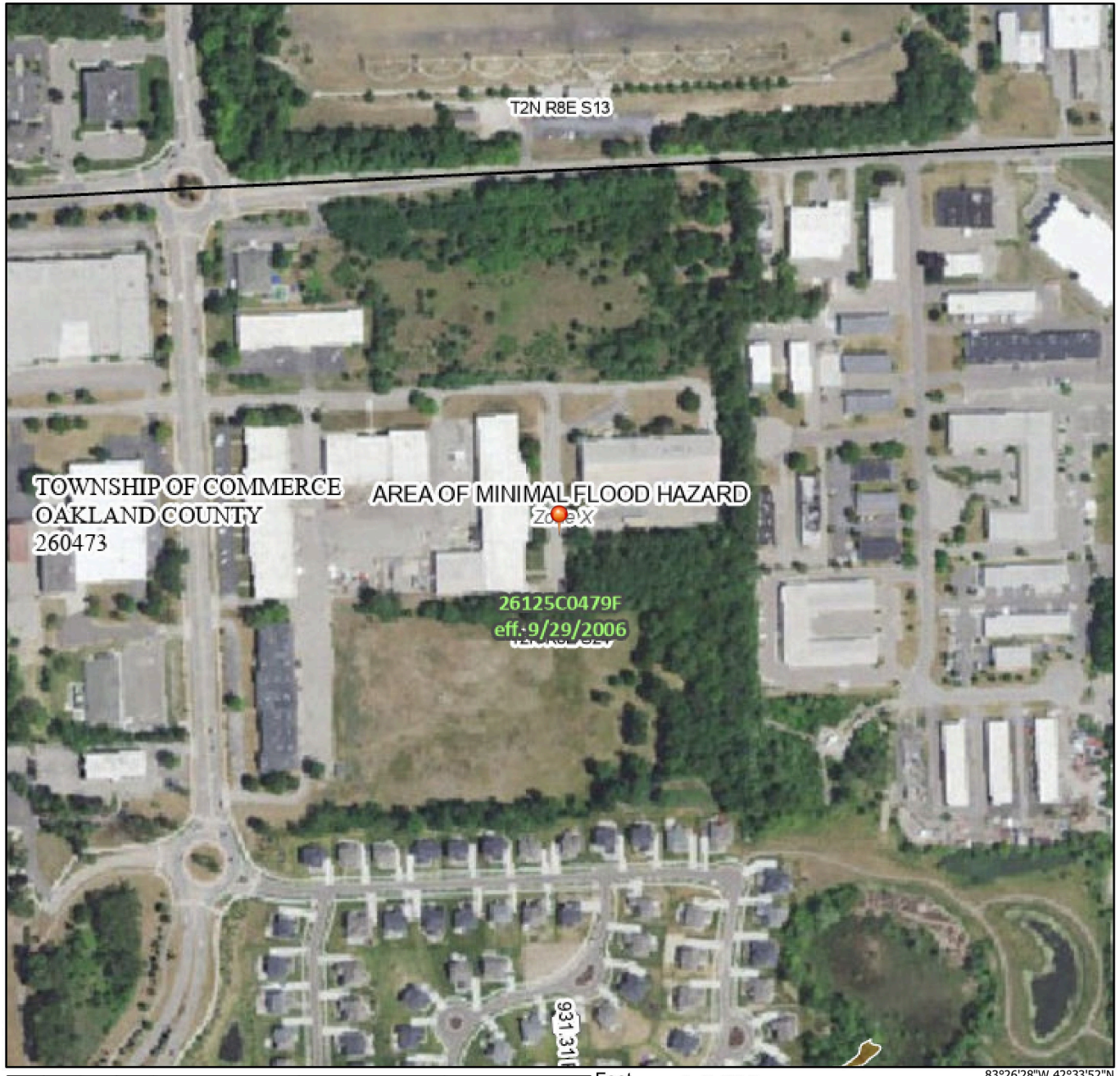
Is the land subject to any special restrictions and protections, such as wetlands?
The property is situated within Flood Zone X. Flood considerations are not needed.

No wetlands have been identified within the property.

National Flood Hazard Layer FIRMette

FEMA

83°27'6"W 42°34'18"N



83°26'28"W 42°33'52"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/3/2026 at 11:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

TO: **Commerce Township Planning Commission**

FROM: **Commerce Township Planning Department**
David Campbell, AICP - Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner

DATE: **June 29, 2026**

RE: **Conceptual Review – The Learning Experience**
Parcel # 17-10-227-041
10,000 sq ft daycare center on the south side of W Wise Rd. just west of Carroll Lake Rd.

Section 35.04.A.1 of the Zoning Ordinance provides an option for a prospective applicant to appear before the Planning Commission to hear their comments on a conceptual plan. Joey Jonna of Jonna Construction has requested that option for his concept for The Learning Experience on an undeveloped 4.4-acre property on the south side of W. Wise Rd. just west of Carroll Lake Rd. The proposed school/childcare center would have an enrollment of up to 150 students ranging from six weeks to five years old, with weekday drop-off between 6:30 – 9:30am and pickup from 3:30 - 6:30pm.

Parcel #17-10-227-041 is currently zoned R-1C (One Family Residential), and is designated Neighborhood Residential on the Future Land Use Map within the Township's Master Plan for Land Use. While R-1C allows for family daycare (up to 6 children) as a principal permitted use, and group daycare (up to 12 children) as a special land use, a childcare center of greater than 12 children is not a permitted use in R-1C. As such, **Mr. Jonna is investigating the potential to rezone a portion of the property to a zoning district that allows childcare centers, such as O - Office.** The southerly portion of the site would remain zoned R-1C, where Mr. Jonna contemplates three single-family lots each complying with the dimensional standards of the existing R-1C zoning (minimum 10,000 sq ft with 60 feet road frontage)

The existing zoning of the subject properties along with those adjacent, as well as the designations of the properties on the Future Land Use Map, are as follows:

Area	Existing Land Use	Zoning	Future Land Use
Subject Parcel	Undeveloped	R-1C	Neighborhood Residential
North	Residential Homes	R-1B & C	Cottage Residential
South	Residential Homes/Gas line Easement	R-1C	Neighborhood Residential
East	Residential Homes	R-1B	Neighborhood Residential
West	Residential Homes/Gas line Easement	R-1C	Neighborhood Residential

Section 26.202 of the Zoning Ordinance includes the use standards for a Child Care Center that would apply within the O zoning district. **Of particular note is Sec. 26.202.A.4, which states "New child or adult day care centers or child caring institutions shall be located a minimum of 1,500 feet from any other State licensed residential facility, as measured between the nearest points on the property lines of the lots in question. The Planning Commission may permit a smaller separation between facilities upon determining that such action will not result in an excessive concentration of such facilities in a single neighborhood or the Township overall."** The Planning Department has not researched all the State licensed daycares within 1,500 feet of the proposed site for The Learning Experience, but to the east is Rebecca's Learning Center at 201 E Wise Road which is licensed as a childcare center.

The proposed use would operate primarily during weekday business hours. The conceptual site plan includes a single-story 10,000 sq ft building designed in a residential architectural style with natural materials and a peaked roof, and would include a 5,000 sq ft outdoor learning area along the south side of the building. Access would be provided via two new driveways, one on the south side of W. Wise Road and the second on the west side of Carroll Lake Road. Both public roads are under the jurisdiction of the Road Commission for Oakland County (RCOC) who have provided preliminary review comments including that the Wise Road driveway might have to be a right-in/right-out only operation, and that the existing center left-turn lane on the southerly leg of Carroll Lake Road would likely have to be extended southward to accommodate inbound left turns. Such mitigation measures would be evaluated as part of a traffic impact study which would be required as part of the rezoning effort. The concept plan proposes the building to be around 150 feet from the edge of Carroll Lake Road and 108 feet from W Wise Road, distances intended to create privacy between the building and the road.

Township Engineer Giffels Webster provided their comments on the concept plan via email (underground utilities, stormwater management, RCOC permitting, etc.), and those comments are attached. It is worth noting that – because the Fire Marshal might require a hydrant on site – there may have to be an extension of the public water main into the site to service that hydrant.

Fire Marshal Mark Gall's emailed comments (also attached) confirm he is satisfied with access & circulation, but he will have more questions about the location of the fire department connection (FDC) and the potential for an on-site hydrant to meet the "100-foot rule", reminding all of us that the 100 feet cannot be obstructed by parked cars, fences, landscaping, etc.

As the Planning Commission is well aware, any rezoning application would require a review and recommendation by the Planning Commission (along with a public hearing), and adoption by the Township Board. Section 3.03 of the Zoning Ordinance includes the procedures for an amendment to the Zoning Map, and Article 37 addresses standards and procedures for a conditional rezoning. In either case, the Planning Commission would refer to the properties' designation on the Township's Future Land Use Map. In a preliminary meeting with Mr. Jonna, the Planning Department advised that he consider a conditional rezoning such that the Planning Commission and the Township Board would have a commitment to the development and land use should the rezoning be approved. Should Mr. Jonna succeed in receiving a conditional rezoning from the Township Board, his team would return to the Planning Commission seeking site plan approval for a detailed site plan (preliminary engineering, building materials, landscaping, lighting, parking etc.) The Planning Commission and the Township Board will likely give particular attention to how the development fits within the Township's vision for preservation of the surrounding residential character. Consideration should be given to the addition of natural and landscaped buffers to screen the site from neighboring homes, as well as the potential impacts of daily traffic associated with drop-off and pick-up activity along Carroll Lake Road. The Planning Commission may wish to review the project's compliance with the proposed zoning district's design standards to ensure that the use complements the surrounding neighborhood and maintains the area's visual character.

It is worth noting that public, parochial, or not-for-profit private elementary/intermediate/high schools are a principal permitted use in R-1C. The Learning Experience would be for students as young as six weeks and will be licensed by the State of Michigan as a childcare facility, so while it does include a pre-school component, it does not satisfy the Zoning Ordinance's criteria for a "school" in R-1C. In consideration of a conditional rezoning for a childcare center w/ pre-school, the Planning Commission might consider the impacts of a childcare center to those of a traditional elementary school which would be a "by right" use in R-1C.

The Planning Commission's discussion on this conceptual plan is intended to be informal and non-binding, and for the benefit of the party requesting the Planning Commission's input. Before Mr. Jonna, the Planning Department, and the Township Attorney begin the formal process of a conditional rezoning petition, the prospective petitioner wanted to receive the Planning Commission's feedback on whether this proposal appears viable.

I am happy to answer any questions or provide any insight at the July 6, 2026 Planning Commission meeting.

Commerce Township E-Mail

Bethany Miller <bmiller@commercetwp.com>

The Learning Experience (Wise and Carroll Lake Road) -Conceptual Review

Jason Mayer <jmayer@giffelswebster.com> Mon, Jun 29, 2026 at 10:12 AM
To: Bethany Miller <bmiller@commercetwp.com>
Cc: Brooke McDonald <bmcdonald@giffelswebster.com>, Nancy McClain <nmcclain@giffelswebster.com>, Paula Lankford <PLankford@commercetwp.com>, David Campbell <dcampbell@commercetwp.com>

Hi Bethany,

Here is our conceptual review for the Leaning Experience submittal.

Water and sanitary sewer are available to connect to. We have attached a general map showing the utilities.

The storm sewer is planned to be a detention basin that appears to outlet to the RCOC ROW.

Other comments related to the site include:

1. RCOC Permits required for approach and utility work in the ROW
2. The gravity sewer on Carroll Lake likely does not have separate leads for the 3 residential parcels, these will need to be installed by the developer.
3. RCOC approval for detention outlet to ROW
4. A hydrant may be required on site; this may involve installation of public water main and permitting through EGLE with an easement and bill of sale.
5. A Storm Water Maintenance Agreement will be required.
6. No Sidewalks are shown on the plan.
7. A storm sewer easement will be required across the day care property and across any of the lots if the proposed plan is to drain the 3 residential lots (or a portion thereof to the detention pond.

Please let me know if you have any questions.

Thank you,

Jason Mayer, PE, LEED-AP
Partner

Giffels Webster
1025 E. Maple, Suite 100
Birmingham, MI, 48009
p: 248.852.3100
m: 248.202.8803
d: 248.598.5130
f: 313.962.5068

Crain's Best Places to Work in Southeast Michigan 2025

jmayer@giffelswebster.com
www.giffelswebster.com
privacy policy

2026-06-29 Learning Experience Preliminary Concept_GW Comments.pdf
5549K

Commerce Township E-Mail

Bethany Miller <bmiller@commercetwp.com>

The Learning Experience - Wise Road and Carroll Lake Road

Mark Gall <mgall@commercetwp.com> Mon, Jun 29, 2026 at 10:24 AM
To: "Williams, Eric" <ewilliams@stonefieldeng.com>
Cc: Joey Jonna <jjonna@jonnaco.com>, "Bauer, Nik" <nbauer@stonefieldeng.com>, "Bazzi, Houssein" <hbazzi@stonefieldeng.com>, Bethany Miller <bmiller@commercetwp.com>, David Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>

This addresses some of my concerns about fire suppression and access. The only remaining item is the FDC and hydrant location to meet the 100' requirement. We can address this later, but keep in mind that we need clear access to both and the 100' measurement can't cross over potentially parked cars, fences, landscaping, etc.

[Quoted text hidden]

ROAD COMMISSION for OAKLAND COUNTY
QUALITY LIFE THROUGH GOOD ROADS:
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE."

Board of Road Commissioners

James Esshaki
Commissioner

Tylene L. Henry
Commissioner

Eric D. McPherson
Commissioner

Dennis G. Kolar, P.E.
Managing Director

Gary Piotrowicz, P.E., P.T.O.E.
Deputy Managing Director
County Highway Engineer

Department of
Customer Services
Permits

2420 Pontiac Lake Road
Waterford, MI 48328

248-858-4835

FAX
248-858-4773

TDD
248-858-8005

www.rcocweb.org

June 12, 2026

Commerce Twp
Att: Paula Lankford
2009 Township Dr
Commerce Twp, MI 48390

This preliminary review and the comments below are provided as a courtesy by the Road Commission for Oakland County (RCOC), to identify obvious or potential concerns at the conceptual stage of a project. Preliminary Review comments are based on a general, high-level review of the proposed land use and related trip generation, with consideration to the existing roadway condition, background traffic and crash patterns, and RCOC ROW needs AT THE TIME OF THE REVIEW. Any changes that occur to any of these factors between the time of the preliminary review and the time of permit application may alter or invalidate the comments herein. Any comments or communications are considered provisional until a detailed review of the final plans is completed during the permit application process. Any development decisions are made at the Applicant's sole risk.

RE: R.C.O.C. PRELIMINARY PLAN REVIEW 26P0017
LOCATION: WISE & CARROLL LK RD, COMMERCE TWP
PROJECT NAME: PROP DAYCARE

Dear Ms. Lankford:

At your request, the Road Commission for Oakland County (RCOC) has completed a preliminary review for the above referenced project. Enclosed you will find a copy of the plans with our comments in green, and below a listing of the comments generated by the RCOC review:

A) The RCOC Master ROW Plan indicates a 60-foot wide half width ROW for Wise Rd and Carroll Lk Rd. The existing ROW is shown to be 33-foot wide half width. Please contact Right-of-Way Department, at (248) 645-2000 to discuss dedicating the ROW or establishing a dedicated highway easement.
B) The proposed approach shall be a right in/out approach with a raised island. Also, it should include a Right Turn Lane (RTL) and taper.
C) Any proposed approach of off Carroll Lk Rd will require the extension of the Center Left Turn Lane (CLTL) to accommodate the approach.

Please contact this office at (248) 858-4835 if you have any questions, or if we may be of further assistance.

Respectfully,

Simon Yousif

Simon Yousif, P.E.
Permit Review Engineer

STONEFIELD
TRANSMITTAL

TO:	Bethany Miller	DATE:	06/19/2026
	Associate Planner	JOB NO.:	DET-260209
	Charter Township of Commerce	FROM:	Eric Williams
	2009 Township Drive	RE:	***Wise Rd. & Carroll Lake Rd.***
	Commerce Township, MI 48390	SENT VIA:	email

RE: 155 West Wise Road
Commerce Charter Township, MI
Preliminary Planning Commission Review

ITEM DESCRIPTION	DATED	PREPARED BY
Conceptual Site Plan	2026-06-19	Stonefield Engineering & Design
Architectural Plans		Jarmel Kizel
TLE Operations Narrative	2026	The Learning Experience
TLE Brochure		The Learning Experience

Area Demographics:

KEY DEMOGRAPHICS				
Relevant Related Market Facts	1.0 Miles	3.0 Miles	5.0 Miles	10.0 Miles
Population Ages 5 & Under:	267	2,046	5,809	22,212
Residential Population:	5,552	42,845	117,449	434,965
Average Household Income:	$127,393	$140,431	$131,106	$130,479
Median Household Income:	$118,734	$117,048	$106,783	$102,979
% Population Growth Last 12 Months:	0.5%	0.7%	0.6%	0.0%
% Population Growth Next 5 Years:	3.6%	4.7%	4.7%	3.9%

Should you have any questions do not hesitate to reach out.

Eric Wiliams
ewilliams@stonefieldeng.com

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OPERATIONS NARRATIVE
2026

The following is information regarding The Learning Experience® and our operations. If you have any questions, please contact us directly.

The Learning Experience has 470+ operating child development centers throughout the United States with an additional 300+ in various stages of development. Our secure centers offer premier childcare to children ages six weeks to five years: infants, toddlers, twaddlers, preppers, preschoolers, pre-K, kindergarten and after school care for children up to eight years of age at some of our centers.

The Learning Experience is an industry leader, not only in childcare, but also in early education. Our proprietary L.E.A.P. Curriculum (Learning Experience Academic Program), created by our team of accomplished educators, encourages children to learn in their favorite way: by exploring and doing and focuses on the six ages and stages of early childhood development.

At TLE, each child develops intellectually, socially and cognitively at their own pace. This forms a foundation for kids to learn, play and grow under the care of our nurturing teachers and staff.

The curriculum also includes enrichment programs, like music, engineering, and physical fitness, where our “little learners” have fun while learning through hands-on activities. This child-focused approach to education is offered at TLE at no additional charge.

Every lesson and teaching moment at TLE also comes with help from our beloved Bubbles and Friends. Our full cast of characters are partners, educators, and friends throughout every child’s journey at The Learning Experience.

Information regarding our Operations:

Hours of Operation
- 6:30am-6:30pm (12 hours per day)
- Occasional activities on nights & weekends (Open Houses, parties, etc.) The occur very seldomly

Size of the building
- 10,000 square ft. building

Size of playground
- 5,000 sq ft (typical size)
- 7,500 sq ft in Arizona
- 12,500 sq ft in California
- Playground size will vary in hyper-urban markets

Overall average enrollment
- 80% Occupancy (approximately 140 children)

Capacity of the center
- 145 – 190 children (varies per county and state licensing)

Children Diapered/Potty Trained

- Average center: 36 children diapered, 35 children potty training, 112 children non-diapered

Part time children attendance

- Typical center has 25% part-time students

Part time schedules

- Schedules vary (am students to pm students)

Families with siblings

- Approximately 20% have one or more siblings attending

Absenteeism rate

- Approximately 8% - 12%, per day

Number of employees

- Approximately 18 to 25 staff at any one time (25 is usually the max)
- 30% Are part time

Number of parking spots

- 35 parking spots minimum with 40 as the norm

Traffic

- Each parent parks their vehicle in The Learning Experience parking area and brings their child into the center. Their child is checked in at the reception counter. Subsequently, the parent then brings their child to their designated classroom. The reverse of this occurs at pick up.
- During drop off (average 5 minutes) generally between 6:30 am to 9:30 am
- During pick up (average 8 minutes) generally between 4:00 pm to 6:30 pm

Average Traffic during drop off (average 5 minutes):

- 6:30am-7:00am (13 children)
- 7:00am-7:30am (32 children)
- 7:30am-8:00am (43 children)
- 8:00am-8:30am (45 children)
- 8:30am-9:00am (32 children)
- 9:00am-9:30am (18 children)

Calculations based on a center with a capacity of 183

Average Traffic during pick up (average 8 minutes):

- 3:30pm-4:00pm (13 children)
- 4:00pm-4:30pm (32 children)
- 4:30pm-5:00pm (43 children)
- 5:00pm-5:30pm (45 children)
- 5:30pm-6:00pm (32 children)
- 6:00pm-6:30pm (18 children)

Calculations based on a center with a capacity of 183

Drop-off and pick-up policies:
From the moment your child arrives until he or she is picked up at the end of the day, your child's safety is our foremost concern. No child shall ever be left unsupervised.
Our center is equipped with an intercom/telephone in each classroom for emergency use.
Procedures for arrivals and departures are designed to ensure the safety and well-being of everyone at the center.

- Parents are to use only the front door for entering and exiting.
- Each authorized individual receives a key fob that he/she must use to obtain entry into the building.
- Children must be walked into the building by a parent or authorized guardian and placed with their assigned center *staff member.*
- Parents must complete the electronic sign-in and sign-out process as well as the manual sign-in sheet on a daily basis and any applicable forms requested by the center (e.g., medication, Communication Form).
- When parents pick up a child they are required to sign out.

Safety and Security
The Learning Experience has instituted security systems as an effective means of protecting our children. This may include:

- Gates and fences surrounding the property with alarms on gates.
- Special locks at entrance with limited access.
- Cameras throughout the center for the purpose of monitoring a secure environment and for observation by both administration and parents.
- Windows on the doors allow parents the opportunity to view the child's activities without disturbing the integrity of the classroom environment.

Release of Children
Security fobs are issued to each authorized person who will be routinely dropping off and picking up your child. It is imperative for security purposes that the center is aware of each person coming or going.

On any occasion when a person without a security fob or pass must pick up a child, the person's name must be in child's file. He or she will be asked for a photo identification, which will be photocopied and placed in your child's file for future reference. A child will not be permitted to leave with any person other than those designated in writing by the parent.

Playground
Children of all ages are encouraged to participate daily in at least two occasions of age-appropriate outdoor time, weather permitting for a minimum of 30 minutes per increment. The children are always supervised during outdoor play.

If you have any additional questions or concerns, please feel free to contact me.

Michael Sanchirico
Assoc. AIA, LEED AP
VP, Pre-Construction | Center Development

The Learning Experience
210 Hillsboro Technology Drive
Deerfield Beach, FL 33441

O/M 561-288-9655
E. msanchirico@tlecorp.com

REAL ESTATE DEVELOPMENT 2026

THE LEARNING EXPERIENCE

Academy of Early Education



TLE Overview

The Learning Experience® is one of the fastest growing early childhood education franchisors in the U.S. and the leading brand-focused player in the industry.



LEADING BRAND WITH SCALE

$973M
2026E System-Wide Sales

56,000+
2026E Students Served Daily

1,000+
Corporate Partners



COMPELLING FRANCHISE SYSTEM & MODEL

520 2026E Total Units

78 NEW Franchise Sales in 2025

65% Units Owned by Multi-Unit Franchisees



TREMENDOUS GROWTH AND WHITESPACE

19.7%
System-wide Sales Growth (2019 - 2025A)

300+
Centers Under Development

1 New
Center Opens Per Week

*All $ amounts do not include centers in the UK.

HARVEST PARTNERS OVERVIEW

HARVEST PARTNERS

Harvest Partners is a New York-based private equity investment firm with more than 40 years of experience investing in middle-market companies.

- The firm manages $20B+ in assets as of March 31, 2025, and brings a value-driven, long-term partnership approach to its portfolio companies.
- Its private equity strategy focuses on growth-oriented investments in business & industrial services, healthcare, industrials, software, and consumer sectors—especially those with strong brand loyalty and recurring revenue models.
- Harvest is known for working collaboratively with management teams through strategic planning, operational enhancements, and add-on acquisitions.
- Representative investments in consumer and multi-unit businesses include Hand & Stone Massage and Facial Spa, Driven Brands, Neighborly, and others.

Recognitions and Awards

Entrepreneur FRANCHISE 500 #1 IN CATEGORY 2026

FranchiseTimes TOP 500

Inc. 5000 AMERICA'S FASTEST-GROWING PRIVATE COMPANIES

TOP FRANCHISES SATISFACTION AWARD 2025 FranchiseBusiness REVIEW

Bubbles and FRIENDS

YouTube
708K Subscribers
214M Views

MOST INNOVATIVE FRANCHISES AWARD WINNER 2025 FranchiseBusiness REVIEW

MOST PROFITABLE FRANCHISES SATISFACTION AWARD 2025 FranchiseBusiness REVIEW

TOP FRANCHISES FOR WOMEN AWARD WINNER 2025 FranchiseBusiness REVIEW

TOP FRANCHISES RECESSION-RESISTANT SATISFACTION AWARD 2025 FranchiseBusiness REVIEW

FBR SATISFACTION AWARDS ★TOP★ FRANCHISES 2026







Staten Island, NY




Owens Cross Roads, AL


Philadelphia - University City-PA

Center Growth and Timeline

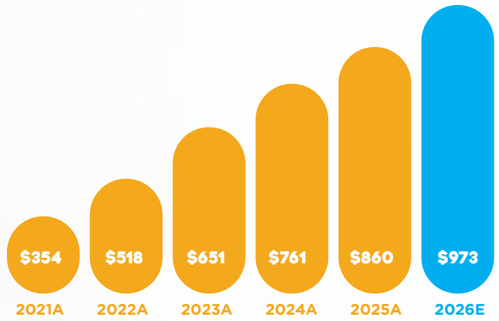
The Learning Experience® will continue to grow by increasing the number of worldwide centers.

When searching for a new center location, the Real Estate Department at The Learning Experience® focuses its demographic review on the following information:

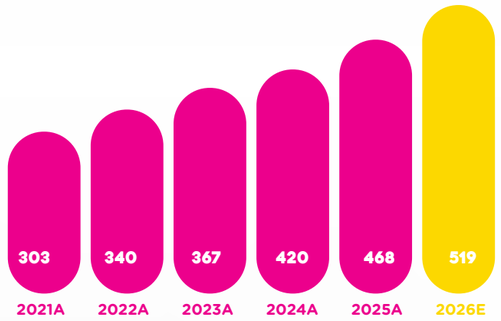
- The Cost of Real Estate
- Competitive Tuition Cost Analysis in the Area
- Population Density and growth of Children and Adults
- The Working Population

Once site selection is complete, the TLE® Executive team uses its extensive experience to coordinate site development, architectural and construction efforts, marketing efforts, and multiple other vital details.

Historical & Future Growth



System Wide Sales**
(in Millions)



Total Centers

United Kingdom Expansion

In 2026, The Learning Experience expanded its international presence through the acquisition of Banana Moon Day Nursery, an established UK-based childcare franchise with more than 50 operating centers nationwide. With an additional 10 locations projected to open during the 2026 calendar year, this partnership significantly strengthens TLE's footprint across the United Kingdom and reinforces its long-term growth strategy. By combining Banana Moon's local market presence with TLE's proven operating model and brand expertise, the organization is positioned to accelerate expansion opportunities throughout the UK.

*All forward-looking statements are management's present expectations and are subject to a number of factors that could cause actual results to differ materially from those described in the forward-looking statements.

**All numbers are based on current active center count. Does not include UK centers.

2002
The Learning Experience® forms to open and operate childcare centers throughout the **New York** and **New Jersey** metro area



2005
The **Work & Family®** program begins with **14 corporate partners**

2010
The Learning Experience® ends the year with **83 centers in 14 states**



The Learning Experience® ranks on **Entrepreneur's Franchise 500**

2012
The Learning Experience® impressively ranks **#193 on Entrepreneur's Franchise 500 list** and continues to rank year over year





2013
The Learning Experience® is named **Company of the Year** by Make-A-Wish® South Florida

The Learning Experience® partners with **Norwest Venture Partners**



2015
Forbes recognizes The Learning Experience® as one of the **best franchises to buy in 2015**

2016
Classroom & Parent Safe 'N Secure® apps roll out nationwide



The Learning Experience® ranks **#26 on Franchise Times' Fast & Serious list** of smartest growing brands

2017
The Learning Experience® moves into their **new world headquarters in Deerfield Beach, FL**



2018
The Learning Experience® partners with **Golden Gate Capital** to accelerate new center development through a newly established real estate development fund

2019
The Learning Experience® ends the year with over **230 locations and over 200 under development**



The Learning Experience® ranks **#62 on Entrepreneur's Annual Franchise 500 List**

2020
CORE operating system launched



Opened **first UK location** in East Finchley



Launched brand extension, **Bubbles & Friends**, on **YouTube**

2021
Opened 45 new locations, the most in the companies history, to end the year with **303 opened**

The Learning Experience® expanded into **4 new states; Georgia, Oklahoma, Wisconsin,** and **New Mexico**



2022
Bubbles & Friends App is launched

2023
Entrepreneur ranks TLE **#1 childcare franchise** and **Franchise Business Review #1 Education** franchise

2025
The Learning Experience® continues to grow with **50,000+ students enrolled, 425 open locations** and another **250 under development**

Bubbles & Friends eclipses **193 Million views** on **YouTube**

Richard Weissman Honored as **IFA Entrepreneur of the Year!**

Funds managed by **Harvest Partners,** LP complete a majority acquisition of The Learning Experience®

Acquired **Banana Moon (UK)**



Characters that **Bring learning to life**

Children love learning from characters—and studies show that it's highly effective especially in preschool and early education. TLE® has a cast of unique, beloved characters, **each one teaching children a new value or activity.**



Sign Language

Physical Fitness



Math



Science



Phonics



Manners & Etiquette



Foreign Language



Technology



Philanthropy

Brand **Overview**

CURRICULUM THAT
Develops the Whole Child

Our L.E.A.P.® (Learning Experience Academic Program) Curriculum uses fun, hands-on activities throughout early education to help **children develop intellectually, socially** and **cognitively**, or as we say...

learn play grow

According to an **MIT Study,** TLE children entering Kindergarten (age 5) outperform their peers at other preschools by almost **20 points higher than the national average**.



CENTERS WHERE
Imaginations Run Free

From the vibrant colors to the furniture and floor plan, TLE® Centers foster **an early childhood care environment where children feel comfortable** and where their curiosity and creativity are rewarded.

Technology and **Innovation**

Pioneering investments in technology, including interactive curriculum and classroom tools, parent mobile applications, and business intelligence tools, keep **TLE at the forefront of innovation in the industry.**

Student Technology

- **TLE's proprietary L.E.A.P. Interactive programs** are delivered through a touch screen digital whiteboard in each classroom promoting digital literacy and student engagement.
- **Proprietary curriculum and characters** are part of the entire digital learning platform.



Parent Technology

- TLE's proprietary **Bubbles and Friends app** allows parents to stay up-to-date throughout their child's day.
- Teachers upload pictures, **provide updates** on activities and meals, and send supply request throughout the day.
- **Proprietary childcare management app** serves as a comprehensive solution for tuition bill pay, streamlining the process for parents and TLE franchisees / school operators.



Organizational Technology

- Proprietary childcare technology tracks: **school performance and capacity, scheduling payments, consumer communications**.
- **Childcare management app** utilizes artificial intelligence to help staff better plan and predict making it easier to make decisions.
- **Pioneer in paperless record** keeping and business intelligence within the childcare industry.
- Constant school tracking and communications **ensures safety and improves crisis management**.



Bubbles and FRIENDS

THE LEARNING EXPERIENCE

In-House Characters. Proprietary Curriculum.
A Brand-Differentiating Series That Sets TLE Apart.

Bubbles and Friends® is a strategic brand asset — not just entertainment. Created entirely in-house by The Learning Experience® using our proprietary curriculum and characters, the series is a **powerful tool driving national brand recognition and enrollment growth.**

200M+ views worldwide in multiple languages and growing — with **54,000 enrolled children** it creates brand awareness that **vastly exceeds our physical footprint.**

Curriculum-based content that reinforces key learning themes through music and storytelling

Builds trust with families before a center even opens in a market, driving enrollment to our centers nationwide

Competitive advantage: No other childcare brand is building household-level awareness at this scale

Bottom Line: Bubbles and Friends® gives The Learning Experience® a unique edge in driving demand and franchise value across every new market.

Watch us on...

YouTube | YouTube Kids
KiDOODLE tv™ | ROKU

Hear our music on...

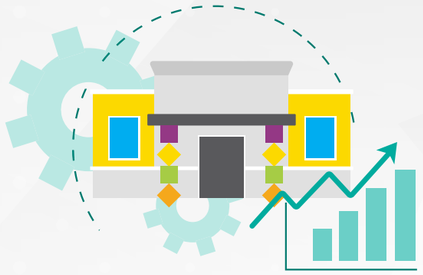
Listen on Apple Music
Listen on Spotify
Listen on amazon music

> As a working mom, I am always looking for supplemental resources for my kids' education. Recently I heard about Bubbles and Friends and thought I would give it a try. It covers a wide range of educational topics. My kids look forward to watching and working through each topic. I couldn't be happier with it!!
>
> - Emily from TX



> I'm very impressed with the Bubble and Friends YouTube Channel. It's different from other channels I've tried with my kids because it's not JUST songs. I also love the way the characters handle conflict and express emotions. The videos are fun and educational without feeling like they're educational.
>
> - Katie from NY





TLE Real Estate Process:

Corporate-Controlled, Efficiently Executed, Built for Scale.

Unlike most franchises, The Learning Experience® drives site selection and execution **entirely at the corporate level**, allowing us to move with speed, consistency, and financial certainty. Our streamlined real estate process ensures **rapid site approvals, corporate guarantees, and high-quality development outcomes.**

1



Strategic Site Selection:

TLE controls all site selection based on data and long-term growth strategy.

2



Developer Engagement:

We work opportunistically with developers and provide prompt feedback upon every site submittal.

3



Letter of Intent (LOI) to Lease Execution:

Once a site is approved, we move quickly to execute a mutually agreed LOI.

- **LOIs are reviewed weekly** by our Real Estate Committee.
- Backed by our dedicated internal team and streamlined support processes, we are able to move swiftly to secure a lease once a site is approved.

4



Pre-Construction and Build-Out:

- Developers collaborate with TLE's in-house pre-construction team and architect for design and permitting
- Upon permit issuance, a dedicated TLE construction manager is assigned to oversee progress and coordinate with the GC and subs

5



Final Prep & Grand Opening:

Upon CO, our **New Center Opening team manages onboarding** and licensing to get the center open and operational.

Summary: *TLE's vertically integrated real estate model creates a **low-friction, developer-friendly process** designed to reduce risk, accelerate timelines, and ensure long-term success at every site.*



Site Selection

Turnkey 10,000+ Sq Ft Centers

Safe, secure, and private access

Separate classrooms specifically designed to meet the needs of children in our Six Stages of Early Development

Security cameras in each classroom monitored in the administrative offices

Rounded corners in hallways and classrooms

Age-appropriate bathrooms

Access to age-appropriate technology

Spacious, fenced-in playgrounds with designated areas for infants, toddlers, and preschoolers

Build-to-Suit

Type	Freestanding, Out Parcels, Flexible in High Barrier of Entry Markets
Building Size	10,000 sqft
Parcel Size	1-2 acres (developed 3/4 acre)
Lease Terms	15 Years Plus Options
Additional Requirements	Playground 5,000± sq ft* Ease of Egress and Ingress 40 Parking Spaces

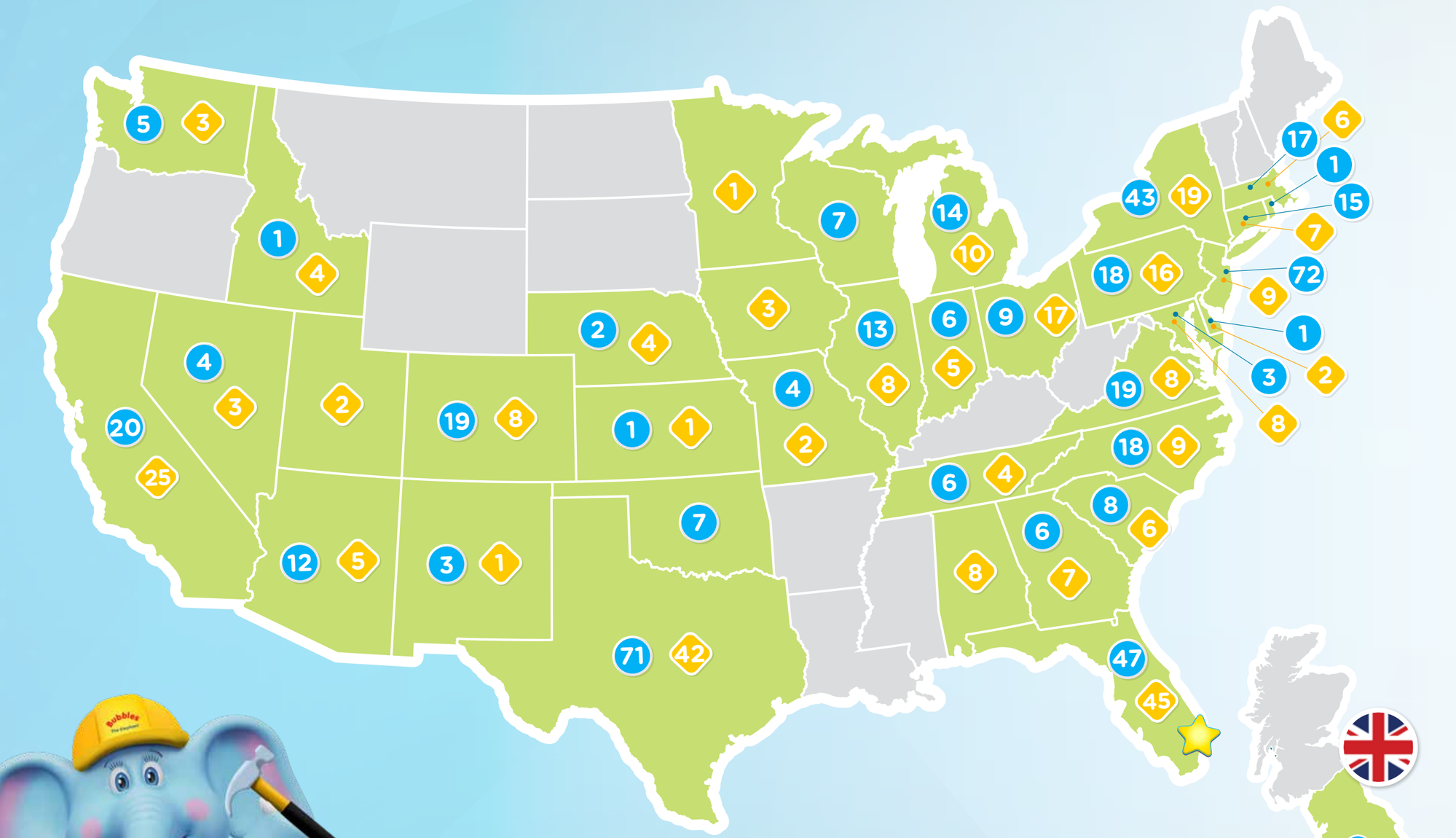
Demo Minimum

Population	25,000+ (3 mi radius) 50,000+ (5 mi radius)
Children Under 6 Years	2,000+ (3 mi radius) 3,500+ (5 mi radius)
Average Household Incomes	$85,000+
Additional Requirements	High Signage Visibility Turnkey Build-to-Suit High Traffic Counts High Growth

*Typically size playground, other jurisdictions might vary.



Centers Operating or In Development by State





Worldwide Headquarters
Deerfield Beach, FL

International Headquarters
London, UK

 # Of Current Operating Centers

 # Of Current Centers Under Construction and In Development

REAL ESTATE

Developers

With more than 700 sites either open and under development, The Learning Experience® (TLE®) has become the nation's fastest growing child care franchise!

Through our growth and experience, TLE® has become adept in understanding the needs of developers, including market and financial calculations. TLE® is now seeking Build-to-Suit Developers that can offer our company multiple locations to meet our ever-growing expansion across the world.



Working with the Real Estate Community exclusively through

ComRealty Group, L.L.C.™

For more information on opportunities with The Learning Experience® contact:



NICK VANELLA
nvanella@tlecorp.com | (561) 886-6410

Executive VP - Real Estate

DC, DE, IN, MA, MD, MI, NC, NH, NY, PA, RI, SC, WI and United Kingdom

Shared: KS, MO, IL, TN



CHAD WEISSMAN
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Associate VP - Real Estate

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Shared: AZ, NV, WA



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Senior Director - Real Estate

AR, CA, GA, IA, LA, MN, ME, MT, ND, NE, NM, SD, VT, WV

Shared: AL, ID, Northern California



JACOB LEFKOWITZ
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Director - Franchise Engagement and Real Estate

Primary: AL, MO, NV, KS, TN



AARON ALLISON
aallison@tlecorp.com | (561) 886-6359

Director - Franchise Development and Real Estate

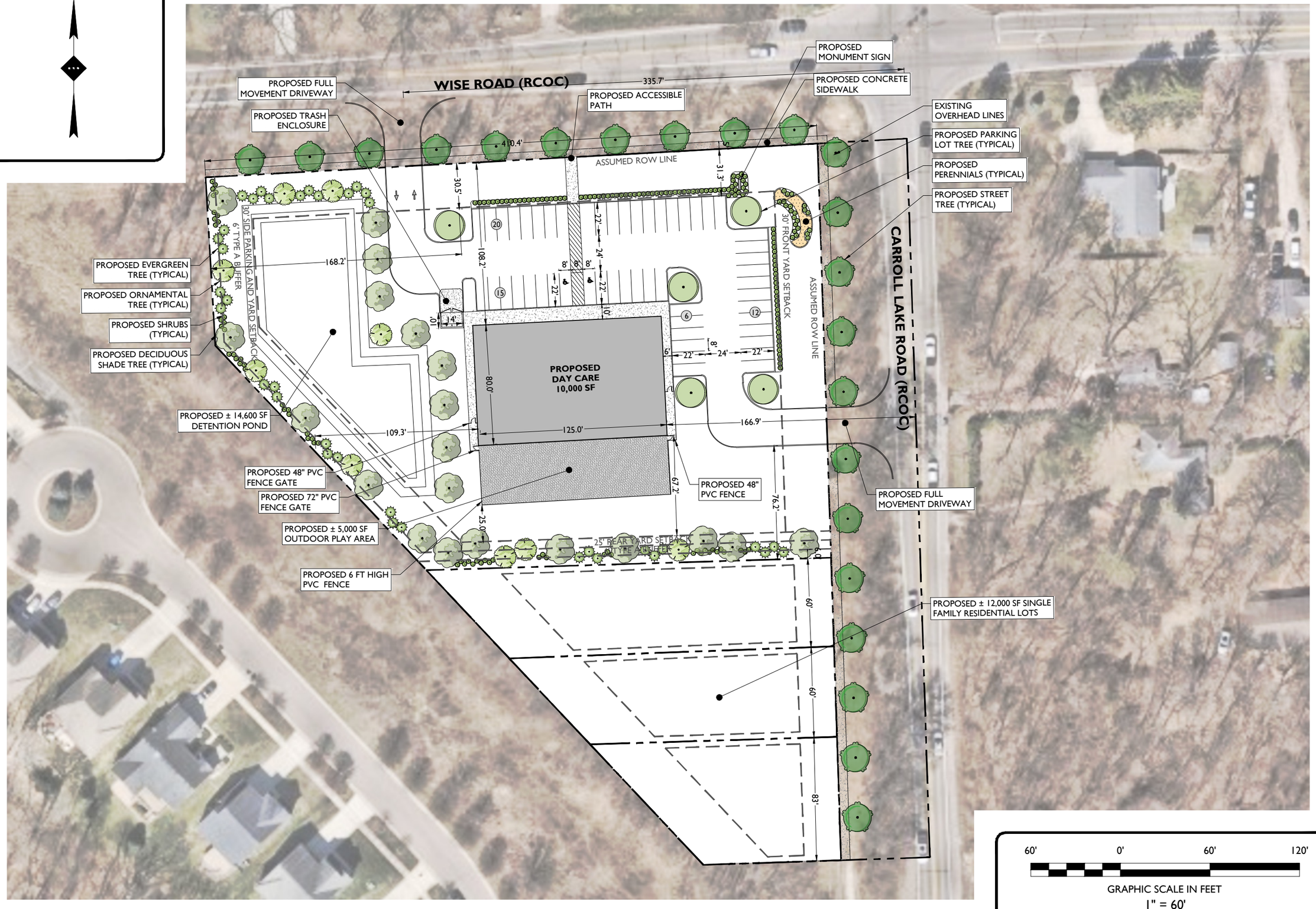
Primary: Northern California, AZ, ID, IL, WA

* For FL and NJ, contact any representative.

THE LEARNING EXPERIENCE® Academy of Early Education | happy happens here.®

WWW.THELEARNINGEXPERIENCE.COM

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60' 0' 60' 120'

GRAPHIC SCALE IN FEET
1" = 60'

STONEFIELD
engineering & design
Rutherford, NJ - New York, NY - Salem, MA
Princeton, NJ - Tampa, FL - Birmingham, MI
www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

CONCEPT PLAN

PROPOSED DAY CARE & SINGLE FAMILY DWELLING UNITS

PARCEL ID: 1710227041
155 WEST WISE ROAD
TOWNSHIP OF COMMERCE
OAKLAND COUNTY, MI

DRAFT

NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	HB
CHECKED BY:	NB
DATE:	06/19/2026
SCALE: (H)	1" = 60'
PROJECT ID:	DET-260209

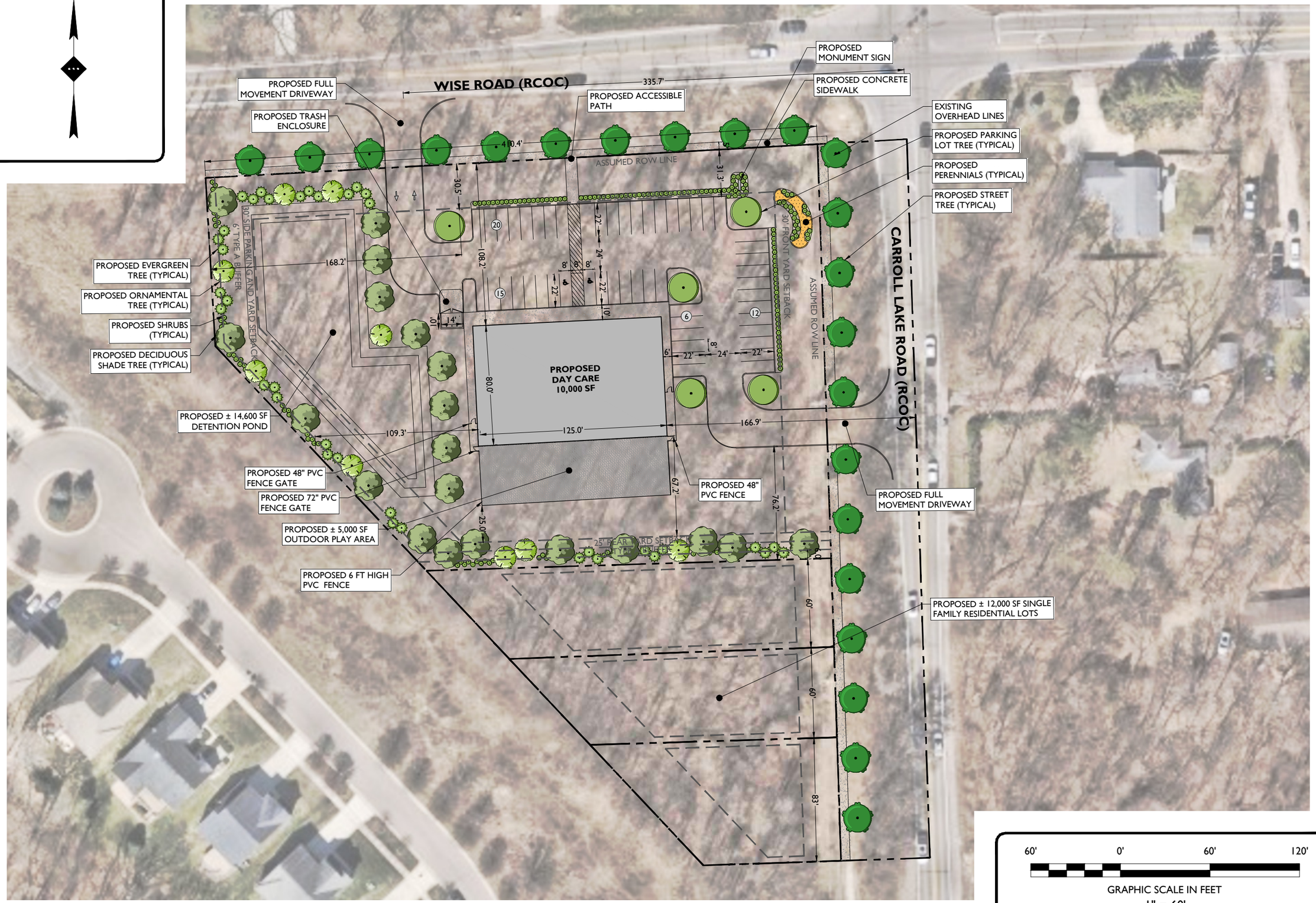
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CONCEPT D

SHEET:

D-1

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60' 0' 60' 120'

GRAPHIC SCALE IN FEET
1" = 60'

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CONCEPT PLAN

PROPOSED DAY CARE & SINGLE FAMILY DWELLING UNITS

PARCEL ID: 1710227041
155 WEST WISE ROAD
TOWNSHIP OF COMMERCE
OAKLAND COUNTY, MI

DRAFT

NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	HB
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TITLE:
CONCEPT D (AERIAL)

SHEET:
D-2

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LAND USE AND ZONING

PARCEL ID: 1710227041

ONE FAMILY RESIDENTIAL (R-1C)

PROPOSED CONDITIONAL REZONING: LOCAL BUSINESS (B-1)

PROPOSED USE

DAY CARE CENTER — PERMITTED USE

ZONING REQUIREMENT	REQUIRED	PROPOSED
MINIMUM LOT AREA	12,000 SF	110,561 SF (2.54 AC)
MINIMUM LOT WIDTH	100 FT	410.4 FT
MAXIMUM BUILDING HEIGHT	2 STORIES (35 FT)	< 35 FT
MINIMUM FRONT YARD SETBACK (WISE ROAD)	30 FT	108.2 FT
MINIMUM FRONT YARD SETBACK (CARROL LAKE)	30 FT	166.9 FT
MINIMUM SIDE YARD SETBACK (1)	30 FT	109.3 FT
MINIMUM REAR YARD SETBACK	25 FT	67.2 FT
MINIMUM FRONT PARKING SETBACK	30 FT	30.5 FT
MINIMUM SIDE PARKING SETBACK	30 FT	168.2 FT
MINIMUM REAR PARKING SETBACK	25 FT	76.2 FT
MINIMUM INTERIOR LANDSCAPE	15%	32.9%
MINIMUM OUTDOOR RECREATION	5,000 SF	5,000 SF
MINIMUM RESIDENTIAL FACILITY DISTANCE	1,500 FT	PROVIDED
MINIMUM DRIVEWAY DISTANCE TO INTERSECTION	100 FT	335.7 FT
MINIMUM TYPE A BUFFER REQUIREMENT	6 FT	6.0 FT

(1) WHERE OFFICE AND BUSINESS DISTRICTS ABUT RESIDENTIAL SIDE YARD SETBACK IS 30 FT

LAND USE AND ZONING

PARCEL ID: 1710227041

ONE FAMILY RESIDENTIAL (R-1C)

PROPOSED USE

ONE FAMILY DETACHED DWELLINGS — PERMITTED USE

ZONING REQUIREMENT	REQUIRED	PROPOSED
MINIMUM LOT AREA	10,000 SF	10,670 SF (0.23 AC)
MINIMUM LOT WIDTH	60 FT	60.0 FT
MAXIMUM LOT COVERAGE	35%	19.4%
MAXIMUM BUILDING HEIGHT	2.5 STORIES (35 FT)	< 35 FT
MINIMUM FRONT YARD SETBACK	25 FT	25.0 FT
MINIMUM SIDE YARD SETBACK (1)	4 FT	PROVIDED
MINIMUM REAR YARD SETBACK	35 FT	35.0 FT
MINIMUM FRONT PARKING SETBACK	25 FT	25.0 FT
MINIMUM SIDE PARKING SETBACK (1)	4 FT	PROVIDED
MINIMUM REAR PARKING SETBACK	35 FT	35.0 FT
MINIMUM TYPE A BUFFER REQUIREMENT	6 FT	6.0 FT
MINIMUM GROSS FLOOR AREA	1,050 SF	PROVIDED

(1) ON A CORNER LOT THE SIDE ABUTTING THE ROAD SHALL NOT BE LESS THAN THE FRONT YARD

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 28.05.D	CHILD CARE CENTER: 1.5 SPACE PER 6 CHILDREN + 1 SPACE PER EMPLOYEE (130 CHILDREN)(1.5 SPACE / 6 CHILDREN) = 33 SPACES (12 EMPL.)(1 SPACE / EMPL.) = 12 SPACES TOTAL: 30 + 12 = 45 SPACES	53 SPACES
§ 28.06.H	90° PARKING REQUIREMENT: 8 FT X 22 FT W/ 24 FT AISLES	PROVIDED
§ 28.05.2	MAXIMUM PARKING REQUIREMENTS: 120% OF TOTAL PARKING (1.2)(45 SPACES) = 54 SPACES	53 SPACES
§ 28.03.3	SIDEWALK REQUIREMENTS: 5 FT CONCRETE SIDEWALK	PROVIDED
§ 28.06.D.2	DRIVEWAY REQUIREMENTS: SHALL BE A MINIMUM OF 22 FT & MAXIMUM OF 30 FT (1)	PROVIDED
§ 29.05.A.3.B	LANDSCAPING ISLANDS: WIDTH OF 10 FT & AREA OF 360 SF	PROVIDED

(1) EACH DRIVEWAY SHALL BE A MINIMUM OF 11 FT AND MAXIMUM OF 15 FT IN WIDTH PER DIRECTION

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 28.05.D	SINGLE FAMILY DWELLINGS: 2 SPACES PER DWELLING (4 DWELLINGS) (2 SPACES / DWELLING) = 8 SPACES	PROVIDED
§ 28.06.H	90° PARKING REQUIREMENT: 8 FT X 22 FT W/ 24 FT AISLES	PROVIDED
§ 28.06.D.2	DRIVEWAY REQUIREMENT: SHALL BE MINIMUM OF 22 FT & A MAXIMUM OF 30 FT (1)	PROVIDED

(1) EACH DRIVEWAY SHALL BE A MINIMUM OF 11 FT AND MAXIMUM OF 15 FT IN WIDTH PER DIRECTION

##' 0' 60' ##'

GRAPHIC SCALE IN FEET

1" = 60'

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www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

CONCEPT PLAN

PROPOSED DAY CARE & SINGLE FAMILY DWELLING UNITS

PARCEL ID: 1710227041
155 WEST WISE ROAD
TOWNSHIP OF COMMERCE
OAKLAND COUNTY, MI

DRAFT

NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	HB
CHECKED BY:	NB
DATE:	06/19/2026
SCALE: (H)	1" = 60'
PROJECT ID:	DET-260209

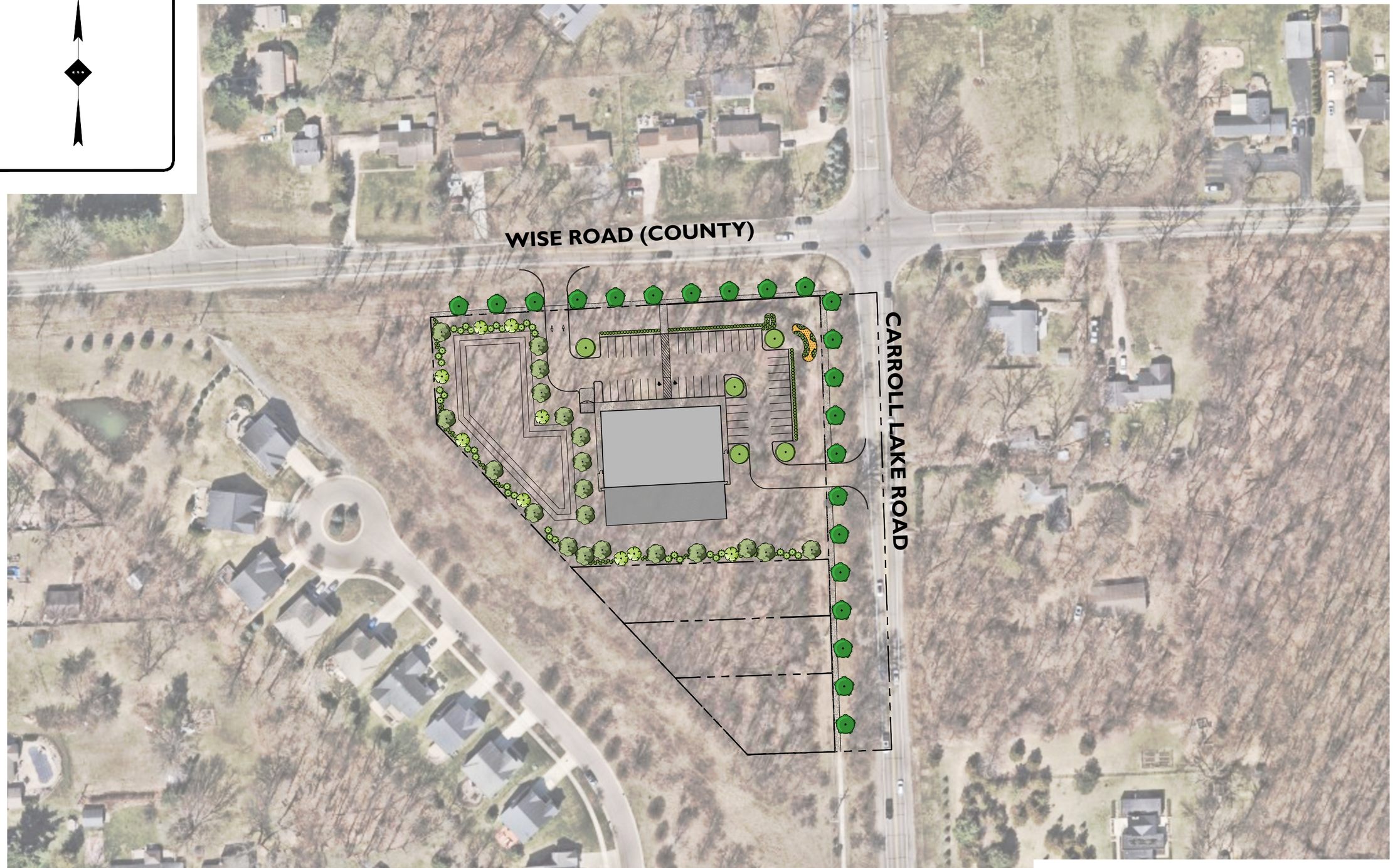
TITLE:

CONCEPT D (ZONING)

SHEET:

D-3

V:\DET\2026\DET-260209 Jonna Construction - 155 West Wise Road, Commerce Township, MI\CADD\Concepts\2026-05-11_(HS)-Concept-D_155 West Wise Road, Commerce Township, MI.dwg



100' 0' 100' 200'

GRAPHIC SCALE IN FEET
1" = 100'

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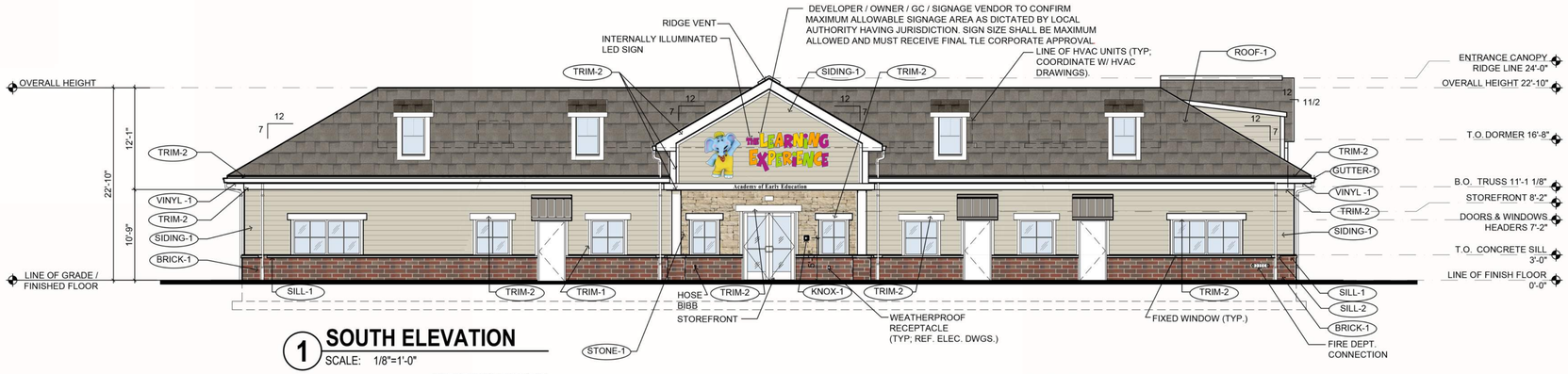
NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	HB	
CHECKED BY:	NB	
DATE:		06/19/2026
SCALE:	(H)	1" = 100'
PROJECT ID:		DET-260209

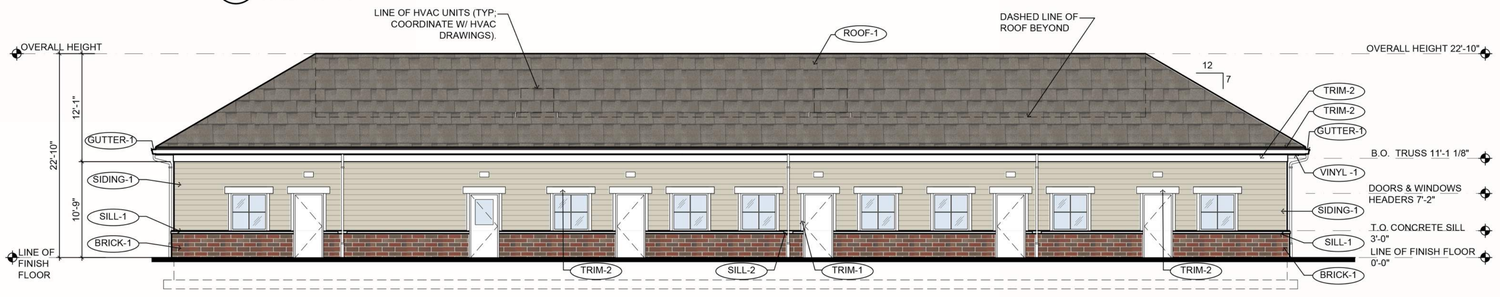
TITLE:
CONCEPT D (OVERALL)

SHEET:
D-4

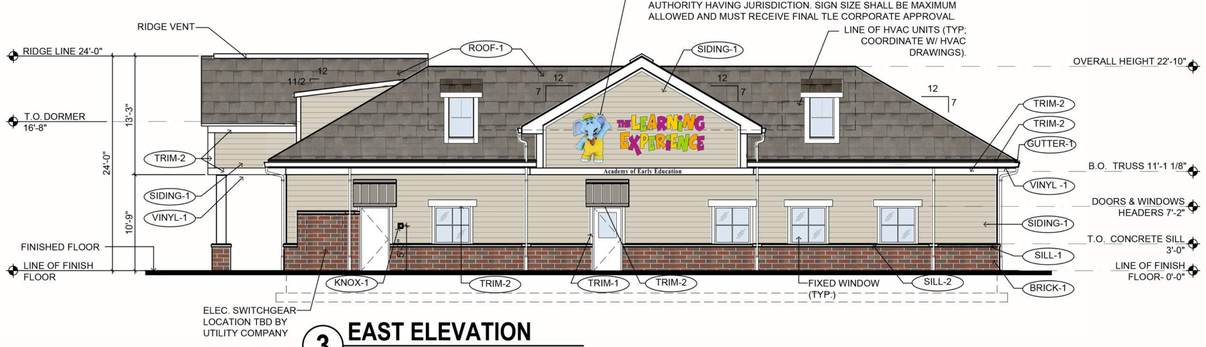
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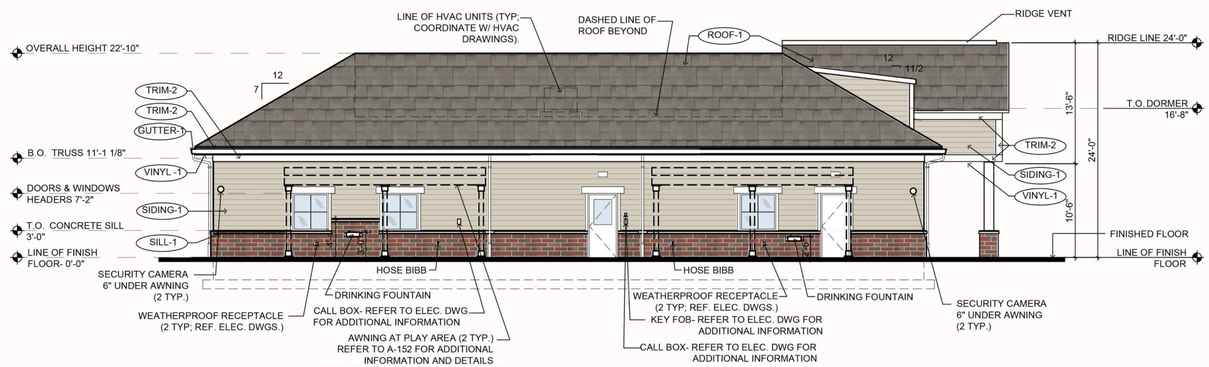
1 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



2 NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 EAST ELEVATION
SCALE: 1/8"=1'-0"



4 WEST ELEVATION
SCALE: 1/8"=1'-0"

GENERAL NOTES:
1. HOSE BIBB IN PLAYGROUND TO BE LOCATED AT PERPENDICULAR INTERIOR WALL.
2. DRINKING FOUNTAINS IN PLAYGROUND TO BE LOCATED AT PERPENDICULAR WALL.
3. SEE P-200 FOR HOSE BIBB SPEC A1321.

EXTERIOR MATERIAL SCHEDULE

LABEL	MANUFACTURER	SIZE / TYPE	FINISH / COLOR
STOREFRONT	KAWNEER	TRIFAB 451T / 350 PER DOOR SCHEDULE	BONE WHITE
DOOR	-	PER DOOR SCHEDULE	FACTORY PRIMED; FINISH COLOR WHITE
FIXED WINDOW	PLY GEM	SILVER LINE V1 SERIES PER WINDOW SCHEDULE	WHITE
BRICK-1		MODULAR	RED WIRED CUT
SIDING-1	JAMES HARDIE	HARDIEPLANK LAP SIDING 6" EXPOSURE	SANDSTONE BEIGE
SILL-1	MODERN PRECAST	3 3/4"Hx6"W W/ 2" FLAT W/ 1/4" DRIP EDGE	REGULAR (LIGHT GREY)
SILL-2	MODERN PRECAST	CUSTOM SILL 3 3/4"Hx4"W W/ 2" FLAT REF. DTL. 6/A-032	REGULAR (LIGHT GREY)
TRIM-1	JAMES HARDIE	HARDIETRIM BOARD 5/4 THICKNESS; 3.5" WIDE	SMOOTH ARCTIC WHITE
TRIM-2	JAMES HARDIE	HARDIETRIM BOARD 5/4 THICKNESS; 9" WIDE	SMOOTH ARCTIC WHITE
ROOF-1	GAF TIMBERLINE	ULTRA HD SHINGLES 30 YEAR WARRANTY	WEATHERED WOOD
GUTTER-1	-	6" ALUMINUM TYPE 'K' W/ LEAF SCREEN AND 6" LEADERS	MATCH FRIEZE BOARD
VINYL-1	ROYAL BUILDING PRODUCTS	COLORSCAPES TRIPLE 4 PERFORATED SOFFIT NOM. THICKNESS 0.042"	WHITE (REF. NOTE 2 BELOW)
LOUVER-1	FYPON	FRLV30MTK 30" DIAMETER	WHITE (REF. NOTE 2 BELOW)
KNOX-1	KNOX BOX	3200 SERIES W/ RECESSED MOUNT FLANGE, HINGE DOOR, & TAMPER SWITCH	DARK BRONZE (REF. NOTE 2 BELOW)
STONE-1	QUARRY MILL	STONE VENEER	LUEDERS NATRUAL THIN STONE VENEER

FINISH SCHEDULE NOTES:
1. G.C. SHALL VERIFY KNOX BOX MODEL(S) AND LOCATION(S) WITH AUTHORITY HAVING JURISDICTION PRIOR TO ORDERING AND INSTALLATION.
2. G.C. SHALL ENSURE ALL EXTERIOR FINISHES ARE INSTALLED AND FINISHED IN COMPLIANCE WITH MANUFACTURERS' WARRANTY REQUIREMENTS.
3.IF BLOCKS ARE NOT PERMITTED, COLUMNS MUST MATCH EXTERIOR FINISH OF THE BUILDING.

ANY MODIFICATION TO THE FACADE PLAN (INCLUDING COLOR) MUST BE RESUBMITTED TO THE CITY OF AUBURN HILLS FOR REVISED APPROVAL. THE USE OF NEON, FLAGS OR ANY OTHER TYPE OF UNAPPROVED SIGNAGE SHALL BE PROHIBITED PER SITE PLAN REVIEW.

1. CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK USING THE CONTRACTOR'S BEST SKILL AND ATTENTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE AND HAVE CONTROL OVER CONSTRUCTION MEANS, METHODS TECHNIQUES, SEQUENCE, AND JOB SITE SAFETY
2. GC MUST PROVIDE & INSTALL ALL PRODUCTS PER PLANS. SUBSTITUTED PRODUCTS NEED TO BE SUBMITTED TO THE ARCHITECT AND TLE FOR APPROVAL. UNAPPROVED SUBSTITUTIONS WILL BE REPLACED AT THE EXPENSE OF THE GC.
3. VERBAL REPRESENTATION HAS NO VALUE AND ALL REQUESTS TO CHANGE ANY PRODUCTS OR SPECIFICATIONS PER PLANS, MUST BE SUBMITTED IN WRITING TO THE ARCHITECT & TLE FOR APPROVAL.

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Architecture
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Implementation Services

THE LEARNING EXPERIENCE
ACADEMY OF EARLY EDUCATION
SQUIRREL RD
AUBURN HILLS, MICHIGAN
SITE ID# 1MI00xx

ISSUE

NO.	DATE	DESCRIPTION	INT.

REVISION

NO.	DATE	DESCRIPTION	INT.

PROFESSIONAL CERTIFICATION
MATTHEW B. JARMEL
LICENSE NUMBER: 1301052189

Project Number: TLEMI23-257	Scale: AS NOTED
Drawn By: SG	Approved By: MBJ

Drawing Name:
PROPOSED ELEVATIONS

Drawing Number:
SA-1.2

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ISSUE

NO.	DATE	DESCRIPTION	INT.
1	5/28/24	PLANNING	CS

REVISION

NO.	DATE	DESCRIPTION	INT.

PROFESSIONAL CERTIFICATION

MATTHEW B. JARMEL
LICENSE NUMBER: 1301052189

Project Number: TLEMI23-257	Scale: AS NOTED
Drawn By: AM	Approved By: MBJ

Drawing Name:

PROPOSED RENDERING

Drawing Number:

SA-1.3

OTHER MATTERS

PLANNING DIRECTOR'S REPORT

ADJOURNMENT