CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION
SPECIAL MEETING AGENDA

Commerce Township Hall
2009 Township Drive
Commerce Township MI 48390

Monday, November 16, 2026 at 7:00pm

A.	**Call to Order**
B.	**Approval of the Special Meeting Agenda for November 16, 2026**
C.	**Approval of Regular Meeting Minutes from October 5, 2026**
D.	**Update of Activities in Commerce Township**
E.	**Public Discussion on matters for which there is no Public Hearing scheduled**
F.	**Tabled Items – NONE**
G.	**Old Business – NONE**
H.	**Scheduled Public Hearings – (1)**
H1.	**PSU26-06 – Commerce Lake Market – Special Land Use** Commerce Lake Market of Commerce, MI is requesting Special Land Use approval to construct a new and larger market with a 4-pump fueling center in the recently-rezoned B-3 (General Business) zoning district located on two parcels of land at 1740 Glengary & 2750 Benstein. PIN#'s: 17-21-276-064 & 17-21-276-063
I.	**New Business – (3)**
I1.	**PSP26-09 - Commerce Lake Market – Site Plan** Commerce Lake Market of Commerce, MI is requesting site plan approval to construct a new and larger market with a 4-pump fueling center in the B-3 (General Business) zoning district located on two parcels of land at 1740 Glengary & 2750 Benstein. PIN#'s: 17-21-276-064 & 17-21-276-063
I2.	**C.A. Hull – Concept Review** Mike Malloure of C.A. Hull (8177 & 8225 Goldie Road) of Commerce, MI is requesting a conceptual review of an expansion of their existing outdoor storage to include the southerly 8.9 acres of the 16-acre former Commerce Drive-In property. PIN#'s 17-13-400-009 & 17-13-400-008
I3.	**Planning Commission Housekeeping 2027** • Review & approval of the 2027 Planning Commission Bylaws • Election of the 2027 Planning Commission Officers (Chairperson, Vice Chairperson, and Secretary) • Review & approval of 2027 Planning Commission meeting schedule

J.	**Other Matters to Come Before the Planning Commission**
K.	**Planning Director's Report**
L.	**Adjournment**

Next Regular Meeting Date: December 7, 2026 at 7pm

CALL TO ORDER

APPROVAL OF AGENDA

APPROVAL OF MEETING MINUTES

DRAFT
CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION MEETING
Monday, October 5, 2026
2009 Township Drive
Commerce Township, Michigan 48390

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

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
Debbie Watson, DDA Director

B. APPROVAL OF AGENDA

MOTION by Loskill, supported by Phillips, to approve the Planning Commission Regular Meeting Agenda of October 5, 2026, with one proposed change; to move Item I.2., Wingate, up on the agenda, to follow Item H.1., Parkside.

MOTION CARRIED UNANIMOUSLY

C. APPROVAL OF MINUTES

MOTION by Winkler, supported by Phillips, to approve the Planning Commission Regular Meeting Minutes, all 34 pages, of September 14, 2026, with two typo corrections on Page 12 as follows:

1. *Weber – No, I think we're covered. I think you, Paula and ~~Hans~~* ***Beth*** *have done a great job.*
2. *Weber – I get what you're saying. It's not just what impact are ~~the~~* ***they*** *having on us at the moment they're building, but future, normal expansion of the Township. Are we going to be limiting someone else****?***

MOTION CARRIED UNANIMOUSLY

D. UPDATE OF ACTIVITIES

Caitlin Bearer – Zoning Board of Appeals

- No update.
- We did not have a meeting this past month as there were no petitioners.

Brian Winkler – Downtown Development Authority

The following is a summary of the September 15th DDA meeting.

- Sgt. Leggat of the OCSO updated the Board on e-bike education and enforcement. The Township and DDA trails are nonmotorized, so e-bikes are illegal. The biggest issue is with young kids riding e-moto bikes with no pedal assist, as those are considered motorcycles.
- The LOI for the gourmet market is out for signature.
- The LOI is close to being signed with the buyer of the shoppette. Bruce has building permits and is pushing for construction to begin now, however the buyer may want to wait until Spring.

- There is active interest in Pad A, the DDA's parcel within 5 & Main at the new Pinewood Drive signalized intersection. We just have to know what potential buyers plan to do before we can consider selling that parcel to them.
- DDA Director's Report – Extensive storm damages occurred in September along the Parkway and Commerce Towne Place trails and numerous trees and branches were knocked down. It will be an expensive cleanup, which I believe is underway.
- Engineer's Report – The concrete sidewalk and pathway connection at LaFontaine is complete.
- Lastly, the DDA Budget was reviewed and approved, and is to be taken to the Township Board for consideration.

George Weber – Township Board of Trustees

- The last Township Board meeting was on September 14th. It was a fairly full agenda, but I'll hit the highlights.
- As I hope you all know, we fund our Police and our Fire/ALS Departments through a Special Assessment District (SAD).
    - Every year, we need to approve that until they come up for a vote, which I think Fire is in two years, and Police are in four years. However, every year, we need to set the rate. The rate is set at a maximum of 2.8 mills for Fire and 2.9 mills for Police.
    - We have started that process and beginning tomorrow, when we have our first budget meeting, we will be getting into the discussion. So, the 2.8 and 2.9 are the maximums, and generally the Board tries to go through in budget period and charge all of us something less than the maximum allowed. I think we'll be able to do that for Fire and EMS, but I don't think we will be able to do that with Police. Oakland County has hit us with roughly a 30% increase of what they're calling overhead, starting this year, and for the next two years. So, we will likely be at the 2.9 mills for Police, and that will allow us to continue the service as it is today and not reduce anymore deputies than we already have.
- We reappointed Mr. Phillips and Mr. Winkler to the Planning Commission, with terms ending 10/31/29.
- We reviewed and approved a Conditional Rezoning for Wingate Preserve, the site plan we will be looking at later today.
- We approved the contracts for our sexton for the Township cemeteries that we have, and we also approved the contract extension for Kerr Engineering, which is our Township Building and Civil Engineering firm. And I don't want to confuse Kerr Engineering with Giffels & Webster Engineering that does most of the heavy lifting.
- We received a HUD grant for a new fire training facility behind Fire Station #4. In order to do that, we will also need to run a fire hydrant from the road to the back of the building, so we approved the funding for that.
- We had a long discussion on utility permits; whether it is WOW!, AT&T, or other fiber optic companies that are basically digging up our yards, frequently more than one time, and sometimes not being good stewards. We've changed our Ordinance to put more teeth in it, basically to give us greater control and to provide greater penalties if they're not being good stewards. They have to give

us timely notice. They cannot trespass onto property that they shouldn't be on, and if there's any damage, it will be corrected in a short amount of time.

- We reviewed a show cause hearing for demolition of a dangerous house. It's a dilapidated former home on E. Commerce Road. It has been going on for 5 years. There hasn't been anybody living there for more than a decade, and the homeowner will not bring it up to a safe condition. Currently, it is being used by kids for purposes that are not great.
- Under new business, we approved the Conditional Rezoning for Commerce Lake Market, which is on Glengary next to Benstein Road.
- We had significant discussion and we're moving forward on the Mount Royal paving SAD, and there is still more work to be done.
- We approved the Downtown Development Authority (DDA) cash advance. The DDA is who owns most of this property along Martin Parkway, and where the new 5 & Main development is going in, along with several other parcels. The Township is the ultimate responsible party for that debt. That debt will be repaid to the Township through tax capture, once the stores and buildings are up and running. Correct me if I'm wrong, Deb, but we have two parcels of property that are not yet sold.

Debbie Watson – We actually have 5 parcels, with 2 of those being located within the 5 & Main development. We have two parcels we will retain there.

Weber – Thank you for that. Those were the highlights.

Chairperson Parel – Thank you.

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.

Chairperson Parel – Next, we're going to have a public discussion on matters for which there's no public hearing scheduled this evening. We do have two scheduled public hearings this evening. Just to remind everyone, one is for a PUD, PPU26-01, Parkside Commons; that's the corner of Wise and Union Lake Road.
We also have another one, Item H2, PSU26-05, which is for the Oakley Park Business Campus, and that is a Special Land Use.
So, for those two, folks in the crowd will have an opportunity to speak later on those. But if there's any other items in which anyone would like to come up and speak on right now, I'd welcome you up to this microphone. I see a gentleman with his hand up. Please join us up here. I'm assuming the microphone's on, but we would appreciate if you could start with your name and address, please.

Tom Rossbath, 8307 Golf Lane Drive, Commerce Township – I'm concerned about the Redwood Apartments greenbelt and replacing the trees that died. They've never done it, and the greenbelt is sparse. We dread Fall because the lights from the apartments shine into our backyards. My neighbor, Karen, we've called. No response. And the greenbelt is sparse. We both go in our backyards and we just hate Fall.

Chairperson Parel – Did you speak with someone at the Township?

Tom Rossbath – Just calling and asking them. You can see where they made a place for a tree, but there's no tree. And they're not trees that stay green all year long, that's the problem.

Chairperson Parel – Dave, is this a situation where the permit was put in place a long time ago for somebody to develop the apartments, and…

Dave Campbell – The Redwood Apartments have been there for probably a dozen years at least. This is the first that I've heard that their greenbelt is not holding up. So, someone can take a look at that.

Tom Rossbath – Short-term leases, transients in the area.

Chairperson Parel – Different issue, but yes.

Tom Rossbath – We have new neighbors constantly. It's good and it's bad. We just need one really bad one to turn it into a nightmare. Thank you very much.

Chairperson Parel – Thank you.

Victoria Loemker, 1941 Four Oaks, Commerce Township – A couple comments on Wingate Preserve, since I know there is not a public hearing for the preliminary site plan. A couple things I'd like the Commission to consider when they discuss this tonight. I have spoken with the developer's engineer on a couple of these items. One thing that I would like to see is, before stormwater discharges into the sedimentation basins that are on site, that either an oil grit separator or passive skimmers be used, just due to the sensitive nature of the discharge into the wetlands.
Second item is consideration of permanent speed bumps where the proposed road goes out to Carey Road. Within that development, inside the development, there's like a wildlife corridor there that's going to be disrupted because of where the road's being placed. I think slowing down traffic there would be beneficial.
Third thing is a question I have that can be answered later. Is the entire northern side of the development now going to be placed in a preservation easement? I know the plan changed a little bit from the Special Land Use permit plan. My concern is that there's no clearing to the property lines, but just to the lot lines.
Fourth item, which I discussed with the developer previously, was dark sky compliant lighting being written into the covenants and restrictions, just so the neighboring properties do not have any floodlights coming at them, bright lights.
And then the last question I had was, what is the intent with the bike path? It looks like portions have been cut off along Commerce and Carey. I understand it's probably because of the wetlands. Is there going to be a future extension of that, or is there going to be money put into a future sidewalk fund? That's it.

Chairperson Parel – Thank you. We appreciate it. We hear you. We'll have an opportunity to maybe address some of those things later for you. Absolutely. Anybody else? I don't see anyone, so I will formally close that public discussion.

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

F. TABLED ITEMS
None.

G. OLD BUSINESS
None.

H. SCHEDULED PUBLIC HEARINGS
ITEM H.1. PPU26-01 – PARKSIDE COMMONS – PLANNED UNIT DEVELOPMENT
U Wise LLC & Union Lake Golf Club LLC of Farmington Hills, MI is requesting approval for a proposed PUD (Planned Unit Development) for a multi-use commercial development consisting of retail, restaurants, a grocer, and a carwash to be located on the southwest corner of Union Lake and Wise Roads.
PIN#'s: 17-01-451-003 & 17-01-451-010

Chairperson Parel – Parkside Commons; this is a Planned Unit Developer. I believe the developer came in previously and we had an informal conversation. I think a lot of work's been done since then, and the developer's here again today. Dave, if you'd be so kind to bring us up to speed, I'd be grateful.

Dave Campbell – Sure. So, you're correct that the prospective developer on this project did come to the Planning Commission at our July 13th meeting to introduce this project on a conceptual level, and now is coming back before us at this October meeting for one of the first formal steps of what's called a Planned Unit Development, or a PUD. With that PUD process, there is to be a public hearing that's required by State law and by the Township Zoning Ordinance. So, part of what the Planning Commission will be doing on this project tonight is holding that public hearing and seeing what sort of public comments are received. Speaking of which, we have received some written public comments from folks who couldn't be here in person, and so they are asking that those comments be included in the meeting minutes, and they'll be provided to our Recording Secretary so we can do so.
The properties in question are at the southwest corner of Union Lake and Wise Road. There are two properties; the former Sally's Barn property right here at the hard corner, and then the former Union Lake Golf Course. Combined, these two properties are approximately 65 acres. The bulk of the golf course is zoned R-1C, Single-Family residential. R-1C is one of our four Single-Family zoning tiers, and the difference between R-1A, B, C, and D is the minimum lot sizes that are allowed. So, in the R-1C zoning, which the golf course is zoned, Single-Family lots of 10,000 square feet are permitted.
The Sally's Barn property is split zoned. The northernly half is zoned B-2, the southernly half is zoned B-1. B-2 is our Community Business district, B-1 is our Neighborhood Business district. So, it's relevant to tonight's discussion that the corner is already zoned for commercial purposes, which makes sense given the Sally's Barn that existed there for a long time.
What's being proposed is a PUD that the development team is calling Parkside Commons and the site plan that was included in the Planning Commission's agenda packet has been altered slightly to the version I'm about to put up on the screen. The

alteration has to do with this driveway proposed along the south side of Wise Road. This has been shifted westward and we can talk a little bit more about why that is once we get into more discussion about the traffic of the project.

In general, 4 buildings are proposed. A 75,000 square foot retail building that we expect will be a grocer. There will be two multi-tenant retail/restaurant buildings. One is about 14,000 square feet. The smaller is about 12,000 square feet. Both of which would have a drive-through component on their end cap. So, you can picture a restaurant or a coffee user occupying one or both of those spaces. And then there would be a car wash building of about 4,000 square feet toward the north side of the site.

Two points of access are proposed, one on the south side of Wise Road, and one on the west side of Union Lake Road. We can talk in more detail about the traffic impact studies that are ongoing for this project, but what's notable is that when the Planning Commission saw this as a concept back in July, it was anticipated that there would be a new traffic signal at the Union Lake Road driveway. After a meeting with the Road Commission, the intent shifted and now the traffic engineers are looking at the potential for, instead of doing a new traffic signal at Union Lake, doing a traffic signal at the Wise Road driveway, which is part of why the Wise Road driveway was pushed further westward to give it more separation from the existing signal at Union Lake and Wise.

Zooming out, Part of the PUD for this project is what becomes of the bulk of the Union Lake Golf Course. About 50 acres of the golf course would be donated to Commerce Township as an extension of our existing Victory Park. So, if I go back to this screen and zoom out a little bit, Victory Park is the former Nike missile base, for those who have lived in the area long enough to remember when the Nike missile base sat about right there. That land was once owned by the Department of Defense. Once they vacated, they gave the land to the Michigan Department of Natural Resources, who then eventually sold it to Commerce Township.

So, if you look at the bulk of Victory Park and its adjacency to the Union Lake Golf Course, and then if I go back to this screen, you can see how this pieces together. The 50 acres of the Union Lake Golf Course adjacent to Victory Park along that westerly property line, the bulk of the former golf course would become an extension of Victory Park. The developer would have to do some land balancing on the Victory Park property, including installing a mitigation wetland on approximately this portion of the property, a mitigation wetland of about 6 to 7 acres. That would be a requirement of the State of Michigan because the developer will have to fill in some wetlands along the developed portion of the property, which is this property that's cross-hatched in yellow with all the buildings on it. Some of this area would have to be impacted and filled, so the trade-off for the State of Michigan and the Department of EGLE would be to create a mitigation wetland of about 6 to 7 acres in this area.

The Township's Parks and Recreation Department and the Parks and Recreation Committee has taken a preliminary look at this and they're coming up with ideas and they've established a work group to try to determine how best to utilize that property. In all likelihood, as an extension of Victory Park, it would be a passive nature park, walking trails and so forth. In other words, it wouldn't likely have high intensity uses. It would be more of what's already there with Victory Park, which would be a nature park.

Going back to the developed portion of the site, another notable improvement that would be made, in order to comply with the requirements of the State of Michigan and the Department of EGLE, would be daylighting the Hayes Creek. If we go back to the aerial for a moment, you can see Hayes Creek, which is effectively the overflow of Union Lake. Union Lake has a lake level control structure on the east side of Union

Lake Road. The lake level control structure is right there. The water overflows over the lake level control structure and goes through a new culvert under Union Lake Road. A lot of people remember a couple summers ago when the road had to be closed so they could replace that culvert. It then passes under the crumbling parking lot of the former Sally's Barn out to the Hayes Creek, which then meanders through the Union Lake Golf Course site.

What's key here is the portion of the Hayes Creek that has long been piped under the parking lot. If we go back to the site plan, you'll see that the Hayes Creek would be relocated and daylighted. So now Hayes Creek would flow through, along the north side of the developed portion of the property, creating something of a water feature that the development would take advantage of, and it would no longer be piped under the parking lot. You can kind of see the before and after. That's where the Hayes Creek is currently piped under the parking lot and then it comes through here. It would instead be relocated here and daylighted through this portion.

Another aspect of the development is the non-motorized connections, a sidewalk pathway along the west side of Union Lake Road, and along the south side of Wise Road along the property's frontage. We've also had discussions with the developer that we can talk more about regarding this area of the development having a non-motorized connection to the park extension, whether it be a pathway with maybe some dedicated parking spaces so that folks could potentially park their cars here, unload their bikes, unload their strollers, and take advantage of the extension to Victory Park.

With respect to traffic, as I mentioned, the original traffic study was done by the Township's traffic engineer, and the results of which were discussed in a meeting with the Road Commission a couple weeks ago. Originally, the recommendation was, as I mentioned, the new traffic signal along Union Lake Road, the Road Commission was concerned with its proximity to the existing signals at both Wise Road and at Willow. So, the Road Commission usually wants at least 1,000 feet of spacing between traffic signals, and if you look at the dimensions of where this signal would have landed, it would have been about 600 feet from the signal at Wise. It would have been about 600 feet from the signal at Willow. And given the volumes of traffic along Union Lake Road, the Road Commission was of the conclusion that the three signals could not be coordinated adequately, that they would spill back into each other, and having a new signal here would actually cause more traffic challenges than it would solve. So that's where the shift was made to examining the potential for moving the signal to Wise Road and leaving this driveway unsignalized with the idea being that the bulk of any traffic visiting the site from the north and heading back to the north, rather than trying to make a left turn from this driveway, would instead go to the signalized driveway on Wise Road, make a right turn onto Wise Road, and then make a left turn at the existing signal at Wise and Union, and go northbound from there.

That is currently under evaluation. The applicant's traffic engineer, which is Fishbeck Engineering, kind of took over the traffic analysis just because their schedule allowed them to complete an update to the traffic study more expeditiously than what the Township's traffic engineers schedule was looking like. But they are still working through that update to the traffic study, and particularly the evaluation of a new traffic signal on Wise Road. Once that updated traffic study is complete, the Township's traffic engineer would have to review the conclusions, and then it would also have to go to the Road Commission to see if they're concurring with the recommendation of a new traffic signal along Wise Road. We're all very familiar with the traffic challenges up and down Union Lake Road. The Township staff contends with it as much as everyone. What the

developer is also offering with the PUD is to dedicate the right-of-way along their Union Lake frontage, such that if and when the day comes that the Road Commission can widen Union Lake Road, from Cooley Lake Road all the way down to as far as Richardson Road, they would have the right-of-way along this frontage to do it. They wouldn't have to acquire right-of-way from the owner of this development.

The prospective development team is made-up of two development groups, two ownership groups. One represented by Mark Kassab and Jim Galbraith, the other represented by Father and Son, Arkan and Jordan Jonna. I know Mr. Kassab is eager to get up and present the presentation on the developer's behalf, reintroduce the project to the Planning Commission, and provide some of the updates that have been made since this Planning Commission saw it back in July as a concept.

As the Planning Commission is well aware, when you have a Planned Unit Development, or a PUD, there are two key aspects to it. There is the PUD agreement, and there's the PUD plan that goes along with it. A key component of the PUD agreement, which is a contract between the developer and the Township, is what the developer is offering with respect to what we call recognizable public benefits. When you have a PUD, it's intended to be flexible both to the benefit of the developer and to the benefit of the municipality, with the outcome being a better project than could otherwise have been achieved under the base zoning, which as I mentioned is a combination of R-1C, B-2, and B-1. The intent is that flexibility gives you a better outcome.

Part of having that flexibility is the offer of recognizable public benefits from the developer. The key recognizable public benefit for this proposal is the dedication of the 50 acres of golf course to the Township as an extension of the park. It's very relevant to this conversation that the project is zoned R-1C and could by right be developed with single-family homes. And if you look at those 50-ish acres, that could be approximately 100 to 150 single-family homes. So, as we talk about traffic, intensity and impacts, we also have to look to what the alternative could be. Rather than those 50-ish acres being a public park, they could, by right, by zoning, under current zoning, they could be developed with single-family homes, and that's relevant to the conversation.

From a procedural standpoint, the Planning Commission's role with the PUD is to hold the public hearing, which we're going to do tonight. And then if the Planning Commission is prepared to do so, make a formal recommendation to the Township Board on the PUD; the PUD agreement and the PUD plan that goes along with it. If the Planning Commission tonight is prepared to do so and make that formal recommendation, this project would then proceed to the Township Board, potentially as soon as the Board's meeting later this month, October 13th, although there seemingly would be a lot of work to be done between now and then for it to be ready for the Township Board to make a final decision at their October meeting. It's also relevant that the development team is looking to pursue Parkside Commons as a brownfield. So, the Planning Commission is familiar with brownfields. This is made possible by the State's Brownfield Refinancing Act. The property qualifies as a brownfield based on some of the contamination on the site. The contamination, as I understand it, is mostly attributable to decades of the golf course being treated with pesticides and herbicides and so forth and the accumulation within the soils. That makes it eligible for brownfield financing.

What a brownfield effectively does is it sets a baseline taxable value of the property in its current state. And then as the developer improves the property and its taxable value goes up, that increment between the baseline and the new taxable value can be

captured by the developer. This is a program that the State created back in the 80s to try to redevelop distressed sites. If you think of contaminated sites or sites with old factories on them, this was a model that the State came up with to incentivize the redevelopment of sites like those. And this site would qualify as a brownfield. So, there would need to be a brownfield plan that the Township Board would have to review and approve. The basic terms of that brownfield is they're seeking a 30-year term and a capture of up to $12.5 million. They think the capture would more likely be something closer to about $8.5 million. That is something that, again, the Township Board would have to consider from a fiscal standpoint, from a financial standpoint.
If this proceeds to the Township Board, the PUD, and if the Township Board approves it, would still come back to the Planning Commission for a fully detailed site plan. When I say detailed, much more detailed relative to engineering, landscaping, lighting, building materials, architecture, and so forth. But before we get to that step, what the developer needs to get is the approval, both from the Planning Commission and Township Board, for the basic framework of the deal; the deal being the PUD.
There are a lot of layers to this project, a lot of coordination between the development team, the Township, Oakland County, and the State of Michigan. When we talk about the brownfield and when we talk about the wetlands, then the County and the State have to get involved, and obviously with the Road Commission, when we talk about improvements to Wise Road and to Union Lake Road. So again, a lot of layers, a lot of coordination.
As all of that is ongoing, a key step is holding tonight's public hearing, and so that's part of what we're going to do. Typically, the Planning Commission would invite the developer up to give an overview on their own behalf and ask any questions of the developer prior to opening the public hearing. So, unless there are any questions for me, I would invite Mr. Kassab and his group to make a presentation on their own behalf.

Chairperson Parel – Any questions for David? Mr. Kassab, we welcome you up. Sir, I see your hand up, but we'll get an opportunity to hear your question during the public hearing.

Mr. Kassab – Thank you Mr. Chairman. Mark Kassab, U Wise LLC, 31550 Northwestern Highway. Mr. Campbell covered a lot and I'm going to cover a slideshow that I believe the Planning Commission and certain members of the public may have seen in the past, but as David stated, the plan continues to evolve. We're on version M, as in Mark, and we started at A. As these large plans do, they take a life of their own for a number of reasons, of which I'll go through anyway. We can zoom in on that if people can see that, but I certainly can't. We'll just cover a few things. I've got about 20 or so slides this evening.
A little bit about our background and our partner's background within the development; the purpose, the details, the zoning as Dave has covered, and some previous plans. As Dave has mentioned, we bought this property when Paula was with the Township for three years. So, 35 years ago, and it's my understanding she's been here for about 38 years. We've owned this property for quite some time. We've actually owned Parkside, the residential community to the north, and that was developed as well.
We'll talk about the proposed plan again, and talk about some visualizations of the retail, along with our partnership with AF Jonna. We'll talk about some of the passive recreation visuals that we have. Transformation of golf courses is nothing new to Southeast Michigan. We'll cover some of those. We'll talk about the wetlands, traffic

improvements and evaluations, public benefits, and then certainly a Q&A, Mr. Chairman.

As Mr. Campbell stated, the development team is comprised of two groups. Our group, M. Shapiro Real Estate Group, a full service real estate office in Farmington Hills, Michigan. We've been around for about 50 years, along with our partner and longtime friend, Arkan Jonna, who has done quite a bit of retail in this town and neighboring communities. I believe he's been around for as long as we have, certainly within Commerce, if not in Southeast Michigan.

As Dave stated, this is the introduction with the concept plan that we have. We had the Planning Commission meeting where that was introduced. We further met with the residents on our own behalf, not that it's required per your Ordinance. On June 8th, we met with residents at the Richardson Center. We had some great feedback, much of which was incorporated within the plan that we'll discuss today.

The site is roughly 65 acres. The western boundary heads north and south right here, the southern boundary is all the way out to Golf Lane, and it stops at the single family home right there, all the way up to the corner, and then hard west. This is Parkside to the north that we developed, and we sold off the retail that was further developed on the northwest corner of the property.

The zoning David has covered as well. The current zoning, again, B-1 and B-2 and residential. And certainly, as many of you would recognize, owning this property for 35 years, being residential developers with a number of single family and multifamily developments in this town and other towns in Southeast Michigan, we are pretty accustomed to developing a site. These are some concept plans that may or may not have made it to the Planner's desk or the Planning Commission level. This particular one here has 125 homes. This was prior to us acquiring the Sally's Barn. The Sally's Barn is pretty much everything east of this diagonal line. This is the Hayes Creek. We had proposed an outlet onto Golf Lane, an outlet onto Wise Road, and it consisted of about 125 lots.

This one is similar to the last plan, and I think we added an additional cul-de-sac back here. There are some crossings over there that we had to do. Again, it did not include Sally's. All this is important to note as well, as David stated, the frontage here is zoned B-1 and B-2, basically in line with the retail that's to the north. So, any sort of improvements that we would have done would not have included any retail at the time because we didn't own Sally's at the time.

This was a proposed development that we had conceived. This is similar to what we have within the Township, similar to a ranch style condominium or ranch style apartment complex consisting of 160 units with no outlet to Golf Lane, access still coming in off of Wise Road. And again, no commercial development here. A development like this would generate about 1600 to 1700 trips a day without any sort of retail component to it.

And most recently, interestingly enough, we were approached by a large church that wanted to acquire the site. And, as the Planner can attest, I believe churches go into a residential district through a Special Land Use. So, certainly that would have to come in front of the Township. But this plan was created by the church. And I apologize, but I can't read it. I believe the rectory would have been here, and they had some senior housing proposed, and some duplexes to the rear. And something else here that I can't see. But again, coming off Wise, very conceptually planned, and again, leaving alone the Union Lake Road portion.

So again, after owning this for 35 years and acquiring Sally's, we understand there's a definite need for some neighborhood services within this location here, as we proposed in one of the earlier plans that we shared with the residents, and one of the good things that came out of that is shifting around some of the boxes that we had here. Originally, we had a car wash that was roughly proposed right here. The neighbors made comments that it would be great if we could move it to the north. So, we took that, swapped out the retail building that we had here to the north, and put the retail to the south.

Essentially, as David stated, we have approximately 74,000 square feet, 14,000 square feet, 12,000 square feet, and intertwined with a development that's going to basically be a neighborhood center and serving the local areas. Nothing here is going to be like a destination location, and I hate to use the names, but like a Sam's Club or a Costco. Folks aren't coming from a neighboring community or neighboring market to say, I've got to go to this store. This is serving the local market here for the definite need of the grocer, that of which we've had communication with, and strong interest from, in this 75,000 square feet.

As you'll notice, we have some parking proposed back here. This will be working with the Parks and Rec Department. We envision folks to be parking here, with children or family members walking into the park through a connection path, and then shopping into the grocer's or grabbing a coffee within one of the retail stores, or an ice cream and such. And again, as David stated, dedicating the park; the biggest benefit of this proposed PUD is dedication of the 50 acres. The 50 acres is developable. Certainly, there are wetlands on the property. We've had EGLE on the site as recently as about a year ago, walked the site, did core samples of the site, understanding the wetlands of the site. You have emergent wetlands. Many of us know that live or work in the area, that entire Hayes Creek needs to be pretty much dredged out from the Phragmites, which is an invasive species. The developer proposed to do that for EGLE, clean it up, daylight the drain all the way from the hard corner to where it realigns to Hayes Creek. And the six or seven acres would be held within a conservation easement within the park.

Certainly, in some of the meetings that we had with the residents in the Township, there were some concerns on Golf Lane and we'll show you some cross sections that we had prepared showing you the elevation of the berm, showing the developments of the trees above the berm. We, as a developer, have developed sites next to a sewage treatment plant that you wouldn't be able to see, that would have a similar distance from Golf Lane to the plant without knowing what's on the other side, if it's bermed and screened properly. One resident that spoke under public comment mentioned sparsely. Anybody that knows our landscaping, sparsely is not used in our landscape plan.

We'll jump to the brownfield. This site does qualify as a brownfield through the County and certainly the Planning Commission understands the brownfield concept. In a brownfield plan, there's what they call eligible activities. Some of the historians in this town can tell you that the materials that were used for Sally's contain everything except soil; garbage, garage doors. You've got a drain that's buried in there as well. We've done probably no less than 50 borings on this site, understanding the level of contaminants in addition to the materials on the site. There's going to be hundreds of thousands of yards of excavation of bad soils from the site, in addition to cleaning up of the contaminants from the VOCs and PNAs from the use of the golf course, all of which are eligible brownfield activities. There's approximately $12.5 million of eligible activities And a simple way of putting it is, if the site is generating a dollar in taxes today, and it

generates $3 after all the improvements, we get a portion of that extra $2. So, the Township really isn't losing anything. They're gaining it, which is coming back to the developer. There's still a delta of about $4 million of the money being spent to the money being recaptured, of which the developer plans on absorbing. This is a cross-section. Again, much of the concern when we had met with the Golf Lane residents which is right here, these folks have the luxury of facing single-family residential. Again, we own this portion of Golf Lane, along Golf Lane. They're concerned as they don't want to be looking at the side of a building or a parking lot. This cross-section signifies a vehicle. I know it's difficult to see here. This berm is about 5 feet high. The proposed evergreens would be 10 to 12 feet high. Essentially giving us an elevation of 15 feet from the road.

There are 2 buildings, if you recall from the site plan, you would have the larger box and the retail center. They have different heights. This particular building is the larger 74,000 square foot user. These are the smaller retail centers. To give you an idea, if you're in the street, walking in the street, driving in the street, what you're looking at. Ideally, in a perfect world, the evergreens, the amount of screening, the berm in time would continue to build that shield. We're not fans of walls. Part of the discussions that we've had with the residents is creating some sort of walking path somewhere along Golf Lane. So, folks that were on Golf Lane wouldn't have to walk up to Union Lake, over, and then back versus coming through the side of the parking lot somehow in some sort of crosswalk. Those details would be worked out as we proceed.

The visualization of the retail; and through our partner Arkan Jonna, who has done dozens and dozens of developments, we'd be looking at something of high end, high materials. These are elevations of the two buildings that we're proposing. No vinyl siding, no stucco.

In the park, passive recreation, let's talk about that. So, it was made clear to us early on that we don't want baseball fields, soccer fields, something that's going to be creating a lot of noise. This particular park has the potential of being a magnificent asset to the Township. The 600 acres, as Dave mentioned, has a lot of restrictions to it. This particular site at this point doesn't have any restrictions to it. So, it's working with Emily from the Parks & Rec Department, and working with the Township on what they can do with it. We're going to look to work hand in hand, but we envision this site as containing something to the sense of nature trails, benches, butterflies, symposiums, gardens, open streams and rivers. We're involved in a project in downtown Northville at the old Northville Downs. If you ever want to see a daylight of a drain, go look at that. I mean, the thing was covered for 70, 80 years. And now it's a beautiful, walkable area. Something of that nature, thanks to AI on this one. But just some sort of renderings, again, of what this could be. I know the Parks and Rec Department is working with the County on the ability to do some additional items outside of the Township within this particular site, but we envision this as passive recreation.

This is one of the few developments that I can point to that I believe will increase the value of the residents that are adjacent to this versus decrease the value. And I'll go over that with you in a second. But transformation of golf courses is not uncommon. Many of us know it. Beechwood in Southfield, Michigan, Links of Pinewood and El Dorado was transformed into apartments and retail. Cherry Hill Golf Course in Shelby, that's where I live, Innovation Hills, Coyote Golf Course, 183 single-family homes, some additional townhomes, Hawthorne, the Cattails, and certainly where the DDA's property is right down the street, El Dorado and the Links.

The wetland summary; what you see here, and I know these are difficult to see, but you've got emergent wetlands, open water, riverine, and approximate wetland base. And when we had EGLE on site, and had EGLE actually walk the site with us, they took core samples in this particular area. This is essentially where the natural wetlands should be. Due to the golf course, the grading and mowing over the years, water has a tendency to find its lowest places. As you'll see, these storm ponds here actually serve as storm ponds to the residents to the south on Golf Lane through an easement. These are going to be protected. Everything in the wetlands on this west side portion here would be protected. We're going to look to create another six or seven acres roughly right here. Those of you that have ever dealt with EGLE, mitigating half an acre or an acre of wetlands is like doing a brain transplant. I can't tell you the last time somebody's mitigated six or seven acres, not that I know of. They support this project. They're in favor of this. Certainly, that was our biggest hurdle to climb with the State. They recognize the importance of these wetlands to the West and are in favor of mitigating the wetlands of six or seven acres roughly in this particular area.

Anybody that's driven by this area knows traffic is a concern. And with this particular area here, you know, there are some limitations on what we can do. Quite honestly, we can add an 8-lane road along Union Lake and Wise Road. Is it going to do anything? The answer is unfortunately no. Let me explain to you why. The surrounding lakes, as you can read within the write-up that I prepared here, create these natural constraints, and this has come from the meeting that we had with the Road Commission on September 21st. Even where roads could be expanded, and certainly as the Planning Commission and members of the public know, there's quite a bit of other developments, parcels up and down Union Lake, that could be developed, that will be developed, that I can assure you will be developed. Even if these roads are widened, they ultimately converge into a narrow area around the lake, a two-lane road, and you get the bottlenecks. That's where the concern comes is you're creating additional bottlenecks. So certainly, we are going to make the improvements.

The proposed prior plans that we have, those are moving new residents into the town. Those are moving folks from Royal Oak or Farmington or Troy or folks that say, hey, look, I want to move into Commerce for a number of the reasons that people live in Commerce. The neighborhood retail that we have, we believe, is different than the residential. This is serving the neighborhood that's in the area. This is not a destination location retail center. This isn't going to be a Cabela's or a large Sam's Club for discussion purposes. This is going to be a specialty neighborhood grocer that folks will have choices from what's down the street or up the street. Certainly, could somebody be driving from White Lake to shop here? Certainly. But I do believe the majority of the folks that are going to be coming here are going to be coming here based on the fact that they live in the area and would have been shopping.

So essentially, the way we see this is the traffic that's coming here is actually coming from a disbursement of another location up or down Union Lake Road or within the area. The customer base is expected to be predominantly local, with many trips being redirected from the existing retail destinations within the area. And again, that's based on the type of users that we are targeting. Again, the specialty grocer has been identified, and this is going to be in direct competition to what's down the street.

Unidentified Resident – Can you give us his name?

Mr. Kassab – We cannot. We're under a strict LOI. So, the proposed improvements, and again, as David stated, the way the traffic study had started, the Township conducted a traffic study through F&V, Fleis and VandenBrink. In addition, our traffic consultant, Fishbeck, had some comments. We were able to meet with the Road Commission in late September, and as we all know, the Road Commission rules; what the Road Commission wants, the Road Commission gets. These are County roads. And as David stated regarding the traffic impact study, our traffic engineer, who has been working on this since about a year ago, had an unforeseen circumstance with a loss in the family and couldn't be here this evening. The traffic impact study did not get completed this evening, so we have yet to receive any comments from the Road Commission.

But nonetheless, we anticipate, based on the meeting that we had with the Road Commission, that we're going to be adding a southbound right turn lane within the development, which will absorb some sort of evening surge. We will restrict the left turn lane into the development off Wise, so if you're heading westbound on Wise, you won't be able to turn left. We'll dedicate the future right-of-way along Union Lake. One of the big items that holds up the Road Commission is right-of-way dedication or right-of-way acquisition. Property owners don't need to dedicate their land to the Road Commission. They can take it through a taking which is timely and costly. But we would be dedicating our future right-of-way to the Road Commission. Site access drive would be aligned with the restaurant along Union Lake Road. A new traffic signal on Wise Road with no access heading westbound to the development off of Wise and certainly acceleration deceleration lanes. And again, I know traffic's a concern, but it's important to recognize the amount of traffic that's generated here is in the area. Certainly, there are going to be trips that are going to be generated within this hard corner because of the development, but nonetheless, these are trips that we believe are there.

As part of the PUD, there has to be a public benefit. Certainly, I can tell you in my time with the company of 26 years, I've never seen somebody dedicate 50 acres of land to a community. This isn't a landfill. This isn't something that's underwater. This is developable land. So, 50 acres of land would be dedicated to the Township. These are the backyards of the homes of roughly 30 or 40 residents along Golf Lane, and certainly across the street from Wise Road, and adjacent to the 600 acre park that's currently owned by the Township. The development would be publicly accessible by all residents of Commerce Township through amenities that would be enhancing the appeal of the area, the improvements of the roadway within our purview of the impact along Union Lake and Wise Road. Strategic retail, again, we're not proposing a massage parlor or something that's not needed within this Township. This is a need that's we believe has been voiced by a number of residents within the Township of a specialty grocer in addition to some of the retail and a car wash.

Assurance of prohibiting future residential; I've got to believe the folks that lived on Golf Lane or within the area were saying, *what's happening with this golf course*? It's been shut down now for two years. Sally's Barn is sitting there abandoned. And this is essentially locking in the future of that area for the residents that live along Golf Lane and across the street on Parkside where the single-family home development is, of what's happening behind them. I have to believe that any home that's adjacent or backing up, or across the street from a park has an increase in value, not a decrease in value.

The commercial along the front, as Dave has mentioned, is zoned commercial. We're looking to move that line to the west some in addition to dedicating 50 acres to the

Township as part of the PUD. We talked about the appreciation of values, and the cleanup, environmentally sensitive cleanup, and creation of wetlands, daylighting the drain, and of Hayes Creek. So, that's all I've got, Mr. Chairman. I know you've got a long evening yourself, and I'm happy to answer any questions. And again, I apologize the traffic impact study wasn't complete. I know that's going to be a concern of most, if not all, the residents. And I'm certainly happy to discuss that further as we go along.

Chairperson Parel – Thank you, Mr. Kassab. We appreciate it. And I think, Dave, unless you have anything to add, maybe we'll open up the public hearing.

Dave Campbell – Sure, and I'm sure Mr. Kassab would love an opportunity to come back up after the public hearing and address any comments, questions, concerns that were brought up during the public hearing.

Chairperson Parel – Are there any other questions or comments before we open the public hearing?

Loskill – My only concern is the two drawings, the technical drawing and the pretty drawing show two different things at the south end of the grocery store. One shows what looks like a truck ramp, and the other shows an enclosed building with landscaping around it. What are we doing there? The colorful plan you showed earlier has nice landscaping around it, and it’s obviously not a truck dock.

Mr. Kassab – I just want to get the right plan here. So maybe some of the confusion, Mr. Loskill, I know you may have an older version within your packet. This plan continues to evolve, whether it’s meeting with the Road Commission, or with the tenant of the building.

Loskill – That’s the plan I'm looking at.

Mr. Kassab – Oh, that plan. That did not make the slideshow. That’s just a mocked up landscape plan without any sort of details. I apologize.

Dave Campbell – So, that’s meant to be more representative of the landscaping than it is of the buildings.

Mr. Kassab – Correct. Fair question.

Loskill – I was just wondering.

Mr. Kassab – These plans have a tendency to take a life of their own. And certainly, as Dave had stated, within the PUD, it would give the Township some teeth to hold us accountable for many of the things that I think are a concern to the residents, of which we plan on delivering on.

Chairperson Parel – Excellent.

Chairperson Parel opened the public hearing.

Chairperson Parel – With that, I'd like to formally open up our scheduled public hearing on PPU26-01 Parkside Commons, a Planned Unit Development. A couple of rules, if I could please ask. We want to limit comments to two minutes. I know that is sometimes difficult, but if something's already been said, we've heard it and we understand. We want everyone to please be respectful, everyone in the audience, everyone up here, everybody who's working late at night for the Township. I'll set a timer for 2 minutes. Dave, any other qualifiers before we open it up?

Dave Campbell – I guess usually when we talk about being respectful, we talk about that we're not going to boo anybody, we're not going to clap and cheer, we're all grown-ups. This isn't a pep rally. Everybody's going to have an opportunity to provide their questions, their comments, their concerns. It doesn't need to be the hooting and hollering that sometimes goes along with it that we see on YouTube videos. And one person at a time. It doesn't do anyone any good if one person is speaking and someone else is shouting from the audience. That doesn't accomplish anything. One person talks and everybody else listens.

Chairperson Parel – And we're okay if you'd like to line up at the podium. We'll start with this gentleman over here.

Dave Campbell – Please take advantage of the microphone.

Chairperson Parel – Start with your name and address please.

Daniel Golds, 8490 Golf Lane Drive, Commerce Township – My concern is that, at rush hour, morning, evening, when we try to turn north onto Union Lake Road, there's a tremendous amount of traffic accidents right near that intersection and a lot of it has to do with people, when they're driving south on Union Lake Road, getting into the left turn lane to try and access the credit union or Willow Road prematurely. There's going to be a casualty, a serious casualty, if not already. But the difficulty in and of itself, turning north onto Union Lake Road from Golf Lane Drive, it's horrendous. And it's also dangerous. You have a blind side crossing from the right side, traffic moving north on Union Lake Road. How does the developer suspect that we're going to be able to turn north or people leaving the development, the new proposed development, during rush hour? How are people supposed to… I understand they're supposed to come out on Wise Road, make a right, and go left. That's wonderful. How are we supposed to get out? Can I have a comment from somebody?

Chairperson Parel – I think you will get a lot of comments about traffic. We appreciate your comment.

Daniel Golds – I hope that they will also address the safety of the issue, as you can look at the records I'm sure and hopefully address the severity of the number of accidents that occur near that intersection. Thank you.

Mark Nickin, 8227 Golf Lane Drive, Commerce Township – I have the first house on the street as you enter from Union Lake Road. I believe the LLC that purchased the Union Lake Golf Course was fully aware that the master plan for this property is zoned residential. Additionally, the phragmites along Golf Lane resulted from the previous

development, the houses on the north side, which eliminated the former golf. The Township currently has no commercial properties that affect both sides of a road in the Township where housing exists. This will lead to property values decreasing. But also furthermore, the proposed 50-acre land dedication for a park raises significant concerns regarding ongoing maintenance and insurance costs for the Township. Finally, I was going to talk about that proposed light that was going to be on Union Lake Road, that's now off. But again, just going past that, you need to have a thorough plan that's redone with the road; somebody doing that plan for the problem with the road and how the traffic's going to be. It's already a nightmare. And when this is done, the problem is it's going to create even more traffic. And if the residential, he believes, is going to create less traffic, then I would like to see that in reality. Go ahead. You knew it was going to be residential. So, it should be residential. It will not create as much havoc as this new proposed use will do. Thank you. Have a great evening.

Yolanda Parvinpour, 8580 Golf Lane Drive, Commerce Township – So, #1, Golf Lane Drive has no outlet, and the other thing is that during heavy traffic periods, if you're going northbound and you try to turn left into the subdivision, once or twice I almost got into a head-on collision because I'm sitting in the left turn lane to go into my sub, and people coming off Wise Road are using the left turn lane as an extra lane. If they're texting, they don't see me. The other thing is, there have been times that it's backed up, where I'm trying to turn left and I have to block the traffic on Union Lake going north because I want to get into my subdivision. The other thing is, I was getting confused when you were talking about putting in the houses and everything, but I just wanted to say that I think putting in a passive park is great. We don't need the increased traffic. At the last meeting, you guys told me to email the Parks and Rec Department. I did and they never answered, they never even had the courtesy to get back in touch with me, which is very frustrating and I think it's unprofessional.

Victoria Loemker, 1941 Four Oaks, Commerce Township – Just a couple comments. First of all, I do want to say that I do appreciate the developer wanting to donate the land. This developer has been consistent. I've seen in other projects where I'm concerned about preservation of greenspace. Two comments I have is, which I'm not sure if I understand, and I know Mr. Kassab said the building is, that's a work in process the large building. I don't live on the road to the south, but as a homeowner that's backing up to there, I would be concerned if that is a loading area. The noise, I think that should be looked at a little bit more, maybe flipping that so that it's on the north side, maybe bumping up some of the screening on that side, and then the concern with lighting as well, I would be concerned if I lived there. The other last thing is, and I am an engineer, but I'm not an environmental engineer, is the brownfield remediation. A question of whether those homes on, what is it, Golfcrest, is that what it is, if those are on wells or not, and is there a potential, if they are, with a remediation … The question is, how far the contamination on the golf course has affected the aquifer underground. That remediation could actually disturb something there and cause a greater problem that I think should be looked at when that comes about. Thank you.

Chairperson Parel – Thank you for the comment. Dave, there was a woman that spoke and she had mentioned that she had reached out to the Parks and Rec Department. Is there a phone number she could call or could she come into the Township to try to speak to somebody and make sure she gets a response?

Dave Campbell – Sure. I know the Parks and Rec's contact information. So, they're headquartered at the Richardson Center, not here at Township Hall. They have a different phone number than Township Hall. I don't have the number memorized, but it's on the Township website, as are the email addresses of the staff of the Parks and Rec Department, led by Emily England, the Parks and Rec Director.

Chairperson Parel – Are they there 8-5?

Dave Campbell – 9-5 Monday through Friday.

Yolanda Parvinpour – I'll try again.

Rick Utterback, 8285 Flagstaff, Commerce Township – I have questions about the traffic. Now, I believe I heard that these businesses are not going to draw people to them. That grocery store I want because I dislike Kroger's quite a bit. So, I will drive there for that. The car wash; we got Jax Car Wash to the south. We got one on Cooley Lake Road. Do we need another one? And I know the traffic that has to go through there to make it profitable. But what percentage of the people going down the road are whipping in and using these facilities versus driving there directly? I would go directly, myself looking at this, depending on what the restaurants were, I would go there. It's not a matter of me driving by. The grocery store, I am going to. The car wash is a beautiful design. I've seen what Tom Essenberg does, and that is great, but I don't know if that's a 110 foot building.

Arkan Jonna – That's not going to be one of our car washes. It's a different brand we're putting in.

Rick Utterback – Okay, but how big, how long?

Arkan Jonna – It's probably about 110 feet long.

Rick Utterback – Okay, see, I used to build car washes in my life. I'm a little old now, so I don't do it. But rule of thumb, with 110 feet, you can do 110 cars an hour. So, that would be the type of traffic that you're going to have there.

Chairperson Parel – Let me ask you a question. Would you support a Buc-ee's there?

Rick Utterback – I have never been to a Buc-ee's. My son went and was showing one of his dogs down south and brought this back to me and there's a Buc-ee's going up down by Dayton and we're going down there for the Air Force Museum.

Brooke Smith, 8100 Flagstaff, Commerce Township – I've lived here in Commerce for approximately 30 years. Just a little background. I happen to be an architect and I've been practicing for perhaps longer than I care to admit until this past spring where I decided to hang up my official shingle for lack of a better term. But throughout my career, there was a quote by a very famous 19th century Chicagoan architect, Daniel Burnham, who was known most famously for making the quote, *make no small plans, for they have no magic to stir men's blood*. I applaud Mr. Kassab and the work that the Jonna's group have done in terms of addressing everything around the perimeter of

what we're referring to as the hard corner. Again, much attention to detail. I can certainly empathize working with EGLE all of these years. In many instances, I've sat on the table of the developers defending plans and presenting plans very similar to this. But the problem I have initially is, if this was the first time I'm looking at this plan, I would have thought this is the intersection of Union Lake Road and Commerce and that is Kroger and Burger King and NBD Bank. To me, there is really very much in the way of a lack of a true vision here. Anything I think that we as citizens of Commerce, and certainly of you as trustees, has to be rooted in the goal of improving the community to the point that it's a livable, walkable community. This is a very typical suburban retail development. I know, I have seen work that these gentlemen have done, which is far better than this. And while, yes, I applaud something other than Kroger in the neighborhood, and I applaud the addition of additional eateries and restaurants and things that we can all embrace and sit over a table and have a great conversation about. Car washes don't fit into that venue of a conversation. I do believe that people will come outside the immediate community to these facilities, as has been described, but they're not going to come here for a car wash. And I know that we can do a lot better. And I'm not going to get into the whole issue, the traffic issue, as Mr. Kassab says, it's really not a big deal. And we all know better, and I appreciate the humor in that and the levity. But I encourage you to encourage them to think bigger and to create a development, a vision, which we can embrace that does enhance the walkable and livable community that we're all questing for. So, thank you for your time.

Lisa Schkoor, 8395 Hummingbird, Commerce Township – I'm across from the golf course, that subdivision over there. I love the passive park because we have tons of walkers in the neighborhood and kids in the neighborhood. So, I think we will obviously use the passive park. My only question would be where the signal would be put on Wise Road, if it would be before or after the entrance to Parkside by the Lake. And then obviously I would hope that it would have a crosswalk signal for people to be able to cross Wise Road because people in our neighborhood would walk over and not drive. So, I would want to crosswalk there because I see people trying to cross to go to the boat launch and they almost get killed every time. Thank you.

Tim McKernan, 8761 Wise Road, Commerce Township – Everybody's in the neighborhoods, I'm not. Traffic is always a concern. It's fun. I'm not going to address that. I'm worried about water. Is this on city water, city sewage? All of it?

Mr. Kassab – Yes.

Tim McKernan – Okay, so there's no groundwater going out. What about all the runoff from the parking lots and the salt in the winter and everything else with the creek right there?

Mr. Kassab – Happy to have the discussion. We have our engineer with us, PEA, who prepared the plans as well, and has worked with our office for about 30 years. All the storm water is going to be collected within a storm pond from a retention standpoint, and then eventually outletted into Hayes Creek.

Tim McKernan – That’s my concern.

Weber – I would say though that all water runoff too is going to have to be reviewed and approved by the Township Engineer for just these types of concerns.

Mr. Kassab – In addition to the Drain Commission.

Tim McKernan – I have a piece of Hayes Creek, that's why I'm concerned about it. I can't get to it, it's all mud, but I do own part of it. That's a big deal. It's a lot of water. Then the other question is, you're adding wetlands there. You already have the ponds. Are those considered just the runoff retention ponds?

Mr. Kassab – That pond there is a retention pond. The ponds to the west have been on the golf course for God knows how long.

Tim McKernan – That's what I mean, that pond right here is where you're putting it in.

Mark Kassab – That's a newly created pond.

Tim McKernan – Okay, I didn't understand that before. Thank you.

Joe Miskell, 8241 Golf Lane, Commerce Township – I've been a resident for over 40 years. Yeah, a park sounds nice, right? But the park, it pales in comparison to what's going to happen with this property. The stores that are going to be there, how are they going to get product? They're going to get product by semi-trucks bringing in the product. And this is going to happen day and night. This is going to happen on Sunday nights. This is going to happen on Saturday nights, this is going to happen at all hours, day and night. Nothing is going to stop semi-trucks from coming in there, mixed in with the regular traffic of the shoppers trying to get in there. So, no one can skirt that issue. Where are these semi-trucks? We already have a problem with regular traffic, 60,000 cars a day traveling on Union Lake Road. And now we're feeding in more commercial equipment to get in on Union Lake Road and it's just going to compile. If it's approved, it's just going to absolutely gridlock the whole area. The cut-in that is not going to be a light, but it's still going to be a cut-in off Union Lake Road. It's 100 feet from Golf Lane. Other residents told you what it's like turning left, going northbound out of Golf Lane. You have to get into that left lane and then hope you don't get into an accident or hope someone lets you in to go northbound. That's a big risk every day that we all face and lots of accidents at that corner. There is no way that if somebody wants to shop there that they are going to drive north on Union Lake Road, ignore that entrance off Union Lake Road, drive up to Wise, wait for the light at Wise and turn left, and then there's no left-hand turn at the light. I don't know the details behind that, but no one's going to take that extra step. They are going to use that entrance. So, if that entrance is busy with ingress and egress from the shopping stores and whatnot, what are the Golf Lane people going to do? What are the Aurora traffic going to do? And the Aurora has a pretty good amount of traffic and we love the Aurora restaurant. They did a great job. But their parking lot is always full and we have to dodge those guys too. It's just inviting a mountain of problems that no one can address. I mean, with all due respect to everybody here, I'm not a civil engineer, but you don't have to be a civil engineer to know that it's not going to improve traffic. It's only going to make it worse. I appreciate your time. Thank you.

Tom Rossbath, 8307 Golf Lane Drive, Commerce Township – I appreciate you listening about all the different people's concerns, but I still need reassurance because my house is on a well. And if I do have a problem, I need it to be addressed. And I would like to have that in the laws or whatever you need to do. I really appreciate you listening to me. And then you said, is that a 15-foot berm in front of the first eight houses on the block? Is that correct, sir?

Chairperson Parel – I think it might have been 5, but we will discuss that as we get more into it as well.

Tom Rossbath – That's farther down the road?

Chairperson Parel – Yes.

Tom Rossbath – Okay, you guys answered all my questions today. I really appreciate this. The last thing is, no one is talking about drone deliveries. It's coming, and we need to have some kind of regulation, because I've got lights flashing in back of me. I'm worried about lights flashing in front of me. Now I'm going to have to worry about drones flying over me. Other than that, I love Commerce Township, 39 years.

Jane Jenkins, 2535 Midwood, White Lake – I have a concern that you were saying that you don't think it's going to generate additional traffic. I think that's totally mistaken. I think if you put in a specialty grocery store, you're going to see a lot of traffic coming in from Milford. You're going to see people coming in potentially from White Lake, Clarkston, depending on what store you're getting. If you're getting a Nino Savaggio's or Trader Joe's, one of those type of specialty stores, they don't have that. So, you're going to see more traffic, I think, coming to the area than what we think there's going to be, than just our traffic, which we're already dealing with. The other question I have is, would they even consider, and this may be a room of discussion, is putting a traffic circle at Wise and Union Lake Road, and would that help us with traffic moving in that area coming north-south, whatever? People on Golf Lane, I feel bad for you trying to go north. I can imagine that's very difficult. So, is that even an option to think about a circle in that intersection?

Edward Glomb, 8948 Shady Point, Commerce Township – It looks very nice, and if it was built anywhere besides Wise and Union Lake Road, it might be a viable thing to do. But I don't know of any intersection that is worse than Wise and Union Lake Road. I'm sure the accident record on that is, I mean, that's got to be horrendous. And if you were building this on Carroll Lake Road or someplace else, it would be feasible. But if this is being built to benefit the residents in Commerce, you have to vote no.

Vic Knight – I own 2450 and 2460 Union Lake Road, right at Willow Road. And Mr. Kassab, I invite you to come to my business and try to turn left any time of day. It's impossible. You can't drive in the center turn lane to merge into traffic. And I actually think I'm a NASCAR driver going home every day to try and get out there. And then like the one young lady said here, they're trying to merge into their subdivision at Golf Lane. We're trying to pull out in the same lane and we almost hit each other several times. The traffic has got to be solved, whether it be a Michigan turnaround, redo the road, whatever it takes. I know you've got limitations with West Bloomfield across the road

and everything. But this concern is for everybody that lives and has to deal with this every day. I've lived here 61 years now. Okay, we've been there since 1969 in that building. We've seen no light at Willow, no light at Wise, no light at Commerce. Change, change, change. I live 4 miles from my shop. It takes me 25 minutes sometimes in the morning to get to work. Thank God I was a paper boy around Cooley Lake because I know all the back roads, just in case. But this is not going to be an easily solved situation. So, it has to be done right, and it has to be where it satisfies everybody. Thank you.

Chairperson Parel – Anyone else who would like to speak on the matter? Yes, sir – hey, you already had your two minutes.

Daniel Golds, 8490 Golf Lane Drive, Commerce Township – With regard to the park, we've seen a presentation about what it could be. And if it's donated, certainly it would take a significant tax burden off of the developers and landowners of current. But it would create a tax burden for the city, #1. And #2, we have no idea of what Parks and Rec may or may not do to develop a park, not develop a park. We have no guarantees of anything. And so, we need to kind of look at that as well. As a resident whose backyard is on the 8th hole, 9th tee, and very close, I have a concern about how much traffic is going to be in my backyard. Are people having loose dogs? What type of traffic goes through there on a daily basis? So, I would hope that would be addressed as well.

Karen Svalya, 8323 Golf Lane Drive, Commerce Township – I don't know if my comments were taken into consideration at the previous meetings, so I'm just reiterating, again, the horrific traffic. I can never get out and I too have nearly been in accidents with people using that left turn lane. I can only take on the mercy of somebody to let me turn right. And then I go to Willow and then I turn around and use the bank and then I turn. I make a square no matter what time of the day because it's every time. I just went to Cooley Lake and Union Lake Saturday to the pet store there. And it took me an hour and 15 minutes from my house, which by the way will face the butt end of the grocery store. I'm the one who sees the truck thing and I hope that berm is more than 5 feet and that there's lots of green evergreens because I see beautiful nature and now I'm going to have trucks and lights and I'm very disappointed because that's not what I bought my house for. Those are my concerns. Thank you.

Jane Dietrich, 8259 Golf Lane, Commerce Township – I'll be quick because I know you guys could be here until midnight. I'm the fourth house in. If this does become a PUD and you do zone it, can you make it so there are no 24-hour businesses going in there? Because we got to sleep sometime. We can't drive, we can't escape, but at least we can sleep. The other thing is, the Hayes Creek drain is going to be above the parking lot and all that sort of thing. How does that affect our storm water? Because our road goes this way and it's supposed to go to that area. Is that going to be taken into consideration or are we going to get flooding? So, if we could look into that as well.

Chairperson Parel – Dave, I don't see anybody else coming up, but we do have some emails that we're going to enter into the record, right?

Dave Campbell – **We received correspondence from 4 residents**; 2 letters and 2 emails. They reiterate a lot of the concerns relative to traffic, but also with support of the project, and particularly the prospect of there being a grocer. But with that support, again, concerns about traffic, along with environmental concerns. So yes, we will provide these comments to Ms. Watson who will include them in the meeting minutes as if they were received here this evening.

Unidentified Resident – May we hear those read aloud?

Chairperson Parel – I don't know that we have time to read them aloud. Do we typically do that, Dave?

Dave Campbell – It's your discretion, but they will be in the meeting minutes which will be publicly available.

Chairperson Parel – Yes, I think it's okay. They're pretty long. We will put them in the meeting minutes and you can read them online. Will they be available online next week?

Dave Campbell – The draft will be available in 8 business days, but they would not be approved until your November meeting.

Chairperson Parel – I see, but they'll be out there.

Dave Campbell – Yes, they'll be available in draft form.

Chairperson Parel – Okay. With that, thank you everybody.

The following four (4) letters/emails were received:

1. 10/5/26, Peri Kramer, I cannot attend the Planning Commission meeting tonight, but would like to provide some feedback. I agree with the comments and feedback that all the other residents have already provided, especially about including a higher end healthy grocery store, like a Trader Joe's, Busch's, etc. In addition, I would also like to request that there be no vape/tobacco shops or dollar stores, as there are already a multitude of these in the area as well as fast food restaurants. I don't think we need another car wash either. I wanted to add that you consider putting a walking/bicycle path along Union Lake Road from Aurora to Dairy Queen. It's already a challenge to walk on that section and with the increased traffic, it will make it even more difficult to walk there. I would also like to suggest a crossing bridge over Union Lake Road to make it less dangerous to cross from one side to the other, especially with the increased traffic that will come with the new development.
2. 10/3/26, Peter-Paul Dzwilewski, I live on Golf Lane Drive and I have one comment that I would like to submit for the upcoming meeting on 10/5 as I will be out of town and not able to attend the meeting. I am in general, in favor of the proposed development, but I am concerned about the traffic plan. An additional light on Union Lake Road in the proposed location does not seem ideal. If feasible from a traffic control perspective, I would like to propose a traffic circle inline with Barnsbury (rough sketch attached). The alignment of Golf Lane Drive

would need to be shifted to meet the circle and the proposed parking/road alignment within the development (and possibly the position of Building B) would also need to be shifted. The secondary entrance to Aurora would be moved to Barnsbury (I believe Aurora would actually like this since they cone off this entrance most of the time to have people valet their cars via the northern entrance). I realize not everyone in the community enjoys traffic circles, but they do keep traffic moving and this would allow residents of Golf Lane Drive to head northbound on Union Lake Road.

3. 10/5/26,Teresa Ververis, 8701 Kratage Ave, Commerce Township, Note to Planning Commission. I received a notice of hearing about the development of Wise and Union Lake Roads. It seems like a lot of development for that area that is already congested with traffic at all times of day and evening. Also, I feel it is not safe environmentally with the Huron watershed running right through the area. What about the people living on Golf Lane Drive? They will suddenly have a shopping center in their front yard and much more traffic noise. With all the empty retail space at Richardson and Martin, can't they build there? I think it is too much for the area. I just don't think it will be a good idea with all the additional traffic. PS I am a caregiver for my 98 year old mother and I am with her during the meeting time otherwise I would be there.
4. (10/5/26), Macy Bell, 8374 Golf Lane Drive, Commerce Township, I respectfully request that this letter be included in the public record for tonight's meeting. I'm writing about the proposed development on the corner of Union Lake and Wise Roads. Because I am unable to attend in person, I have included some additional detail below to provide context for the questions and concerns I would otherwise raise. During the meeting in July, I brought up concerns regarding the noise that will occur from trucks at the loading docks. Since it is particularly close and facing the homes on Golf Lane Drive, I would like clarification regarding any proposed agreements/restrictions between the developer and grocer concerning delivery, unloading hours, truck idling and other measures intended to minimize noise impacts.

   The importance of the existing turning area at the entrance to Golf Lane Drive; this turning area is currently used by school buses to pull out of the southbound travel lane while picking up and dropping off children who live on the street, which is beneficial for safety as well as traffic flow. There's no turnaround area or cul-de-sac at the end of Golf Lane Drive, meaning a school bus entering the street would have no practical way to turn around. I ask that the Planning Commission and project engineers specifically consider how many changes to this area of Union Lake Road could affect school bus access, the existing bus stop location and safety of children. If the project goes forward, I would appreciate confirmation that the school district will also be consulted to further ensure a safe location for buses to load and unload children in this high traffic area.

   The last concern I want to raise tonight is about stormwater detention that is shown on the plan, behind the first four homes on the northern side of Golf Lane Drive. It appears relatively close to existing residential properties, and the surrounding land contains wetlands that historically become saturated during heavy rainfall. I would like the Planning Commission to ensure the stormwater management design adequately addresses heavy rainfall events and does not increase flooding or drainage problems for neighboring residences. How will the

basin function? What happens during a heavy storm? How will it be kept safe? How will nuisance issues be prevented, specifically mosquitoes? What will it look like and who maintains it? I understand that storm water management is necessary for a development of this size. My concern is that the proposed detention area is located significantly closer to existing residential properties than the other existing wet areas on the property. I believe its potential impact extends beyond drainage to the issues of safety, mosquito activity, views, and the overall character of the existing neighborhood.
Thank you for taking the time to consider my comments, concerns and questions. I appreciate the Commission's consideration of the residents who already live in the surrounding neighborhood.

Chairperson Parel closed the public hearing.

Mr. Kassab – Thank you, Mr. Chairman, and thank you to the residents for your continued involvement. I believe community and residents that come together make a better plan collectively with the Township. Ten out of 15, maybe 16, if you count Dan who came up twice, had concerns of traffic. We have concerns with traffic. I mean, there's no hiding the white elephant in the room. Unfortunately, when it comes to traffic, whether it's in Commerce Township, Farmington, Novi, White Lake, you name it, the County has a tendency to catch up to all the issues that have been created over the years. It's unfortunate if we propose 4 traffic lights along our property line and two curb cuts, it's not going to alleviate the traffic down the road. Only the County can alleviate that traffic down the road.
Certainly, as a developer, I believe in owner's rights, as certainly every resident should, in my opinion. As Mr. Campbell stated, this site can be developed into 150 single-family homes, in addition to some retail along Union Lake. I think what we need to focus on is, what is the best plan that we can generate with the best benefit to the Township with minimizing the impact to the community. Unfortunately, I can't tell you what the minimization of the impact would be unless I have a traffic study that's been completed. And I apologize to the residents, and I apologize to the Commission. The traffic engineer couldn't be here this evening. We have one of our colleagues that's here, but there was a loss in the family. The traffic study didn't get done, and it didn't get to Fleis and VandenBrink, the Township's engineers, and it didn't get to the County. So right now, we have a bunch of speculation of where we think the traffic light is going, where the curb cut should be, through conversation with the Road Commission. But nonetheless, the Road Commission is going to have final say and certainly the Planning Commission is going to have say on the recommendation to the Board.
So, no doubt the traffic is a concern. The question is, how do we minimize that concern? One of the items that came out again was relocating the traffic light. And certainly, a traffic engineer can tell you why it's best to come out onto Wise. I heard a traffic count of 60,000 on Union Lake. It's actually closer to 37,000. So, I want to get actual numbers back to this Planning Commission and to the residents. At this point, unfortunately, I don't have them. So having said that, I'll go over some other comments which I think are critical.
This is an environmentally sensitive site, not only from a wetland standpoint, but from a contamination standpoint. I think some environmentalists could tell you that the worst thing you could do is just keep it intact and hope it's not going to impact anybody. You've got a stream, a creek that runs underground. God knows how that sewer

consists today, and with the Hayes Creek being as cluttered as it is today with the Phragmites and God knows what else is in there. When you do an environmental cleanup, it's not just the developer getting in there with a backhoe to start digging until we think it's ready to go and we've hit virgin soil. It's with the County Brownfield Authority intact with us. It's with our soils engineers intact with us. It's with folks from the State intact with us and testing as we go along to be sure that it's done properly and without creating any further issues.

I'm going to cover just some of the comments to be sure I recognize them. I think they're all very valid comments. The gentleman that spoke about the vision; it's hard to give a vision on a black and white plan like this, and it's hard for a developer to come to a planning commission and complete a full landscape plan, with park benches and the walking paths, until we have an idea if the commission is in favor of moving forward with a plan that can be taken up to the Township Board. We want to get there. I want to get to that next level. I think these are very valid comments that I think we can incorporate within the plan going forward.

Water and sewer issues; the folks that are on well, I think the gentleman on Golf Lane said he's on a well. We don't plan to impact any of the wells or impact any of the underground. Again, when the site is environmentally cleaned up, let me make it clear, the contaminants exist as it sits today. We're not creating these contaminants. We're not unearthing them like a landfill that's been there for 100 years or so. These are contaminants that mainly came from the pesticides utilized by a golf course. Over the years, golf courses and other facilities used pesticides that have since been banned by the EPA. Those pesticides need to be cleaned up properly, and that's what we're going to look to do.

Dedication of the park was discussed by some of the residents. Just going through my notes here. Traffic, traffic, traffic. Traffic is the main concern. And again, as we proceed with this plan, I'd like to be able to come back to you with a traffic study that's been prepared by a traffic engineer, that's been reviewed by your traffic engineer, and that's been discussed with the County itself, who oversees the traffic on Union Lake and Wise Road. So, having said that, Mr. Chairman, I do believe it's best to allow us more time to table this matter for future considerations so we can come back, to this Commission and to the residents, with a traffic study that can be addressed properly.

Chairperson Parel – Okay, so we're not looking for a motion today.

Mr. Kassab – Not this evening.

Dave Campbell – If the Planning Commission does want to consider not taking any action tonight, you’re not necessarily tabling, you’re just choosing to not take any action. But, if there are any other things beyond evaluation of traffic impacts, which obviously is the big issue, but if there are any other items that you want to see addressed, prior to this coming back potentially at your November meeting, now would be the time to discuss it.

Chairperson Parel – I think that’s a good idea, and we can see if we have any other questions or comments. Caitlin?

Bearer – A couple questions. I know we’ll get into more detail with the site plan, but just for my knowledge, is there a reason that the loading dock cannot be on the north end?

Mr. Kassab – Yes, there is a reason. The box is dictated by the user. The user itself will tell us how they want their frontage laid out, where they need their loading docks, circulation around it, where they want their pickup windows to be. This isn't a spec building per se where we would build it and hope they come. A building of this size, without getting into too much detail; they have a development team that sits down with us to say, this is what we've got to have. But further on that, we're very sensitive to the neighbors to the south and to the west of this development. All I can point to is the number of developments that we've done, whether they're single-family or multi-family, with the amount of screening that we do, you won't be able to see it when we're done.

Bearer – My other question, which was brought up in one of the correspondences that we received about the retention pond and the proximity to the first four houses. Could you explain your thought process for the retention pond and how close it is?

Mr. Kassab – So, we actually had that retention pond located further to the north. Without having all the details, we actually envision that retention pond as some sort of water feature, to filter out any sort of noise if possible. As we get into working with Emily and the Parks Committee, they'll make those decisions. If they want it just sitting there without a fountain, or inclusive of a fountain, but the pond is flexible to be moved. If we needed to move it further north, we could. We saw it as a benefit. Originally it was further north; we wanted to limit the impact to the residents to the south.

Winkler – I have nothing to add other than what has already been said.

Phillips – I was interested in one of the comments that was made about the park maintenance ongoing, and it showed a nice rendition with paved pathways and benches. Would the developer be putting those things in place, and then who is responsible for maintenance?

Mr. Kassab – Good question. So, as proposed now within the PUD agreement that is in draft mode with the Township, we would essentially do the grading, because there's a lot of dirt and earth that's moving, creating the wetlands, creating the storm pond, borrowing or giving dirt on a 65-acre site, it's not a matter of drawing an imaginary line to create the two sites. Once the site was stabilized, we would then dedicate it to the Township and let the Parks Committee create the park that they want. That's our plan. I think there was a comment about taxes. Certainly, as the Township knows, they wouldn't be paying any tax. This would require maintenance like any other park does in the community. That is typically handled through a County or Township millage.

Phillips – Not to get too deep into taxes, but if that's developed as residential, doesn't that create a much better tax base for the Township? Is that something that we are foregoing in favor of greenspace, which we all love.

Weber – Not necessarily. We would have to get Treasurer Massey to do an analysis.

Phillips – Yes, Township employees could probably provide some input on how the park would be managed, or what tax implications there are overall for the development. I would not be comfortable going forward with anything tonight, and certainly, traffic is the biggest concern.

Loskill – As mentioned before, my two concerns would be the truck dock on the south side, and how you're going to screen that, both visually and acoustically from the adjacent neighbors. The other question that was brought up in one of the letters was the bus stop drop off and pickup for the residents on Golf Lane Drive. I think that would need to be addressed as they can't do a turnaround at the end of the street for a bus. I think they're currently utilizing the widening of the road as a dropoff, and we could incorporate something there for them.

Mr. Kassab – You're referring to the school bus?

Loskill – Yes.

Mr. Kassab – It's the first I've heard of that issue. That's why we're here.

Loskill – That's why we need the letters coming in from the people. That was one of the comments they had, and it makes perfect sense. We don't want to create a problem with school kids and buses.

Mr. Kassab – How does the bus turn around now?

Loskill – There is a widening of the road. They just pull off to the side. If we can maintain that or do something that would allow that bus to still be able to drop off kids on that side.

Mr. Kassab – I thought of something else on Golf Lane. You've got a sanitary pump station along Golf Lane. I believe the Township owns and maintains this. It's right about there. Currently the road access comes in off of Golf Lane. Again, these are details that would be worked out within the plan as we get toward engineering. Dave, can you go back to the plan? We're actually proposing to service that pump station/lift station from our parking lot to minimize further impact on the folks on Golf Lane. Certainly, this is going to take some working with the Township and the engineers. See that shaded/dotted line where it says, "sanitary sewer easement, approximate location". We will potentially landscape over the frontage along Golf Lane to screen that. It's not pretty, but we would take that burden on our side to allow some sort of access. To your other comment, I will look into that bus route.

Weber – Obviously traffic, but I would be interested to see a comparison, and I think it should be readily available from the traffic engineers; generally speaking, residential homes create more traffic than retail. This site could have residential with whatever the Sally's Barn corner is, so 7 acres of potential retail. I would be interested to see that comparison. So, not just what is this site projected to do as it's proposed, but what would the traffic impact be if it were residential, with whatever the proposed retail component is.
Regarding the brownfield, we've done two of those very recently within the Township, but none of those are 30-year brownfields. They are significantly less, so that is something I would want to understand a little more. And, in the write-up that speaks to the brownfield, it specifically calls out that it wouldn't affect school taxes. I'd also want to make sure, just like the other two brownfields, that the Township taxes were not

affected. So, in the SADs for Fire, Police, and millages for Library, Parks, etc. would not be affected by the brownfield.
Other than that, I think everything has been hit. For those people that have questions or comments regarding Parks, and I know one lady talked about not getting a response from Parks, which I will say is very unusual. So, that's disappointing, but I would say very unusual. But attend the meeting, the Parks Committee meeting. Even though the Parks and Recreation Department is housed at the Richardson Center, and you can go there 8;30-5 Monday through Friday, or you can come to the Parks Committee meeting here which I believe is the third Monday of every month. So, attend those and see what's happening, and see how they're addressing this potential piece of property. I'm going to maybe put a little bit of the onus back on you; as you're involved in this meeting, please get involved in the Parks meetings as well.

Debbie Watson – George, Parks meetings are on the 4th Monday each month.

Weber – Oh, the 4th Monday, thank you. And as it relates to the Parks maintenance, I don't see that as an issue. If this was active recreation, yes, there would be costs; if it were a splash pad, or something else. But as passive, the maintenance costs are very low and would be well contained within the existing Parks budget. I feel confident in that.

Mr. Kassab – I just want to add, in defense of the Parks Committee, we have yet to give them the details of our wetland mitigation, the details of exactly where the boundary line is, and I think they're waiting on some of that from us to be candid with you. So, I want to take some heat off the Parks and Rec Committee. We have had a conversation or two with Emily on what we're thinking and what we're proposing, but in fairness to them, I think they're going to need quite a bit of information from us before they're able to give the residents some sort of feedback on how, where and what this park is going to consist of.

McCanham – You know, traffic. Every project, we talk about traffic because traffic is the most critical word. When you tell someone you're from Commerce Township, they say, oh, you're from traffic Township. We talk about a lot of different traffic situations, and this is about as critical as you can get right now. So, adding to the top of that, I have to then go back and weigh basic need for the development versus traffic safety, and the criticalness of that. That's what concerns me most. And also, the person who talked about the crosswalk, west along the park area, that would be very important. They're popping up all over.

Mr. Kassab – That's a great comment. Certainly, we would discuss that with the Road Commission.

Chairperson Parel – From my perspective, traffic. I may have mentioned this at the last meeting, but there is a coffee shop called Scooter's on Union Lake Road. They came in front of us and we had a vote on whether or not we were going to allow them to build in that parking lot. It was difficult for me to vote in favor of it because of some of the things Mickey just mentioned. It's hard for me to support anything that will add even one car to Union Lake Road. That said, George made some good points too, and Dave has some of this information, but we need to get the traffic study. We need to understand what this

actually looks like and what the comparison is between what is rightfully allowed to be there, which is 150 homes with a smaller retail footprint on the Sally's Barn property. So, we've really got to understand that, because let's be honest, that's not something that we have the right to say no to. It's different than what we're looking at here. I'm looking forward to seeing the traffic study and getting more into it.
From my perspective, I see the benefits. I love the donation of the park space. My wife and I love the idea of a boutique grocer. I think traffic is the #1 detriment, and the intensity that potentially comes along with that. A gentleman made a comment in regard to a car wash, and I think he has a good point that we don't need another car wash, but it's my understanding that if we want to see this, part of the business plan and part of the economics has to be a car wash. So, it may be something that needs to be here if we want to see this development.
With that, one more comment from me, and I don't know if you can address it today, but one of our concerns at the last meeting was getting some understanding as far as the commitment level for the grocer and how we could better guarantee that we will have a grocery here.

Mr. Kassab – It's a valid concern, Mr. Chairman. The commitment would be made through the PUD agreement that would be signed and recorded with the Township.

Chairperson Parel – How far can you go on that commitment? You understand what I'm asking?

Mr. Kassab – I could have their name in blood, but it doesn't mean that they're not going to have an issue years from now and we're sitting with a vacant building. I grew up in the Kmart days and who ever thought Kmart would be where it's at today, right? Never say never, but I think this location could certainly support a specialty grocer, whether it's the one we have in hand, or one 20 years from now.

Chairperson Parel – With that, Dave, is this a formal table?

Dave Campbell – No. You have that option, but when you table it, you table it to a definite meeting date. I'm not sure that any of us know how much time the traffic engineers and the Road Commission will need to evaluate all of the above. So, I don't think we want to table it to a definite meeting date. I think it is within your ability to just not take any action tonight.

Chairperson Parel – Okay, unless anyone disagrees, we are going to avoid taking any action. Anything else, Mr. Kassab?

Mr. Kassab – That's it. Thank you, Mr. Chairman. We look forward to continuing to work with the Township residents and the Planning Commission.

Chairperson Parel – We appreciate it. Something tells me you're not moving from that seat.

Mr. Kassab – Maybe a 5-minute break if possible.

Dave Campbell – It might make sense to take a quick recess.

Chairperson Parel agreed.

[8:57pm-9:03pm] 5-minute recess

ITEM I.2. PSP26-08 – WINGATE PRESERVE

Commerce Carey LLC of Farmington Hills, MI is requesting condominium site plan approval for a Single-Family site condominium development of 142 units on two undeveloped properties totaling approx. 75 acres located on the northeast corner of Commerce and Carey Roads, consistent with the project's approved conditional rezoning. PIN#'s: 17-04-300-066 & 17-04-300-068

Dave Campbell, Planning Director – This is a project that is very familiar to the Planning Commission because Wingate Preserve first had to be approved by the Planning Commission as a Conditional Rezoning, approved by both the Planning Commission and the Township Board. That has occurred. We are talking about the 75 acres at the northeast corner of Commerce and Carey Roads, comprised of two pieces of property. The westerly property at the corner of Commerce and Carey, and then next door to the east. There's 40 acres here and 35 acres to the east, for a combined 75 acres.
Until recently, these properties were zoned R-1A, large lot Single-Family residential. The development team came to the Planning Commission and the Township Board with a Conditional Rezoning petition to rezone both properties to R-1D to allow for smaller lots within the development, with the primary intent of clustering the lots more toward the center of the development in an effort to preserve more of the existing vegetation, the existing buffer area around primarily the perimeter of the site, but also interior to the site.
As I mentioned, the Conditional Rezoning agreement was approved by the Township Board at their meeting in July. Now, what the Township Board ultimately approved was different than what the Planning Commission recommended for approval at your July meeting. Specifically, the Conditional Rezoning plan that the Planning Commission saw had 148 Single-Family units. The developer then proceeded to the Township Board, and they gave themselves something of a haircut and took the unit count down to 142 Single-Family units. That is what got approved by the Township Board in July.
Then the developer altered the plan relatively slightly. If the Planning Commission will remember, the version you saw had three mini cul-de-sacs, in these areas along the northerly perimeter of the site. After evaluating their layout, following the Township Board's initial approval, the developer determined that the mini cul-de-sacs were not optimal for how they wanted to layout the site, so they eliminated those cul-de-sacs and instead, took those lots and lined them up along the east to west road. That created more of a contiguous uninterrupted open space along this area. Instead of having three cul-de-sacs dividing that open space, now it is one continuous open space. The Township Board agreed that was a beneficial change. The unit count stayed at 142. The Township Board approved an amendment to their approval of the Conditional Rezoning at their September meeting to a Conditional Rezoning layout that looks like this.
So, with the Conditional Rezoning being approved, then the next and potentially final step for the developer is to get their condominium site plan approved, again, both by the Planning Commission and the Township Board. The condominium site plan is a fully developed version of the Conditional Rezoning plan that the Planning Commission reviewed and recommended approval of, and it's a more detailed version of the Conditional Rezoning plan that the Township Board approved. It also includes the

condominium's master deed and bylaws, which have been drafted by the developer's attorney, with oversight by the Township Attorney. So, within your agenda packet is the draft master deed and bylaws for the development, which is to be known as Wingate Preserve. Those proposed bylaws do have some of the standard language that this Planning Commission typically wants to see, including references to the Township's anti-monotony standards within our Zoning Ordinance. So, ensuring that new developments of 11 homes or more are not cookie-cutter developments, and that there's a reasonable amount of variation amongst the housing styles, elevations, roof lines, materials and so forth. And then also, along with our anti-monotony standards, is a prohibition on vinyl siding. This is something the Planning Commission and the Board adopted a few years ago that any new Single-Family developments had to have upgraded horizontal siding material, whether that be the cement board material or greater percentages of brick or stone, in an effort to minimize the amount of new vinyl siding in new residential developments. So, what you're looking at is the condominium site plan that the developer hopes the Planning Commission would be in a position to approve this evening so that they could proceed to the Township Board for the Board's meeting October 13th.

Included within the agenda packet that you all received are some prospective elevations of the houses that they anticipate building within this development, and then the variations of those different elevations, so different materials mixes and so forth. As the Planning Commission is aware, there was a traffic impact study that was done for the Conditional Rezoning plan, the findings of which would still apply to the detailed condominium site plan. Specifically, there would need to be a new center left turn lane added to East Commerce Road at the proposed boulevard on the north side of Commerce Road. This new center left turn lane would service both this proposed new boulevard for the new neighborhood to the north side of the road, but also the existing road, Greenview, which is aligned on the south side. So, the center left turn lane would accommodate left turns in for both the existing and the proposed new neighborhood. There would be acceleration/deceleration tapers at both the Commerce Road access point boulevard, along with the Carey Road boulevard access point. There would also be upgrades to the existing signalized intersection of Commerce and Carey Road, specifically the addition of a westbound to northbound right turn lane, along with what we call a right turn overlap; that's the green arrow. So, the right turning vehicles could continue to make their right turn while the southbound traffic on Carey Road has a green signal for them. So, the upgrade to the existing traffic signal and to the existing alignments of the intersection.

And then there would also be an improvement, and I'm going to zoom in a little bit, on the actual corner itself of Commerce and Carey Road. As the Planning Commission is aware, this area here is something of an illegal cut through where people will cut across this gravel area to try to get around the traffic signal, which is obviously illegal and obviously dangerous. The other thing that happens here is people will park cars for sale, boats for sale, campers for sale on this piece of property that is something of a no man's land. The developer is actively working to gain control of that property, and it is its own property, this little teardrop is its own property, with a long and murky ownership history. But the developer tells me they are making progress with identifying the heirs to the family that once owned the farm that owned that teardrop, and are actively gaining control over it, at which point they would do landscaping on that corner, thereby removing that illegal cut through. The Road Commission would want to see that curbed to further deter people from using it as an illegal cut through. So, in addition to the

upgrades to the signal itself, and to the road itself, what the developer is proposing would be an upgrade to that illegal movement that goes on at that corner.

Again, as you can see, the intent with the Conditional Rezoning that the Planning Commission approved, and the smaller lot sizes, is to preserve as much natural green space around the perimeter as possible. I believe they're preserving 26.5 acres of natural greenspace, which comes out to about 38% of the overall site. That was the intent of doing the smaller clustered lots rather than doing the R-1A lots which would have required using up the entirety of the site in order to meet the minimum lot sizes of the R-1A zoning district.
So, Mr. Kassab is sitting here because this is his project as well, so he gets two for one tonight. I know he wants to reintroduce the project and give the Planning Commission a very brief overview of the project that the Planning Commission is very familiar with, and see if there are any questions before the Planning Commission potentially takes action in the form of a formal recommendation to the Township Board recommending approval of the condominium site plan.

Mr. Kassab – Mr. Chair, I'll make it very brief. Dave did a fantastic job covering this project since its inception for roughly about almost a year now. There is still a pedestrian connection to the east on the northeast portion of the development. Preservation of the open space, as Dave stated, was key to us. We found a way to increase it following our Township Board meeting. I think Dave used the word haircut, which I've never heard a planner use; usually it's a developer term, a haircut on price, but I liked it. We felt the plan with 142 lots could be reworked for the benefit of the neighbors to the north, of which many we continue to speak with. We believe this plan is a win-win for the Township, the developer, and the neighbors. That's all I have. Any questions, I'm happy to answer.

Chairperson Parel – That's great.

Dave Campbell – If I could jump in, 30 seconds or less. Early on, we talked about whether there would be a vehicular connection to the neighborhood to the east. What was agreed upon by the Planning Commission and the Township Board is to limit that to a sidewalk, a nonmotorized connection. So that's what you see here where I'm moving my cursor around. In terms of frontage, sidewalks, and pathways, they are proposing an 8-foot paved pathway along their frontage from this point here to their boulevard entrance. They're not proposing to extend it any further west or north for a couple reasons to my understanding. One is that at this time, it would not have anything to connect to, so the benefit of extending it might be minimal. It would also require a significant length of boardwalk across this wetland area that they're hoping to preserve and take advantage of as a natural amenity.
So, consistent with the Conditional Rezoning agreement, it is the Planning Commission's discretion and you should make this decision tonight if you're prepared to take action, is you could either require the developer to put in a frontage pathway along the entirety of the project; again, keeping in mind the argument that it would be a pathway to nowhere and it would be a boardwalk to nowhere. Or, alternatively, consistent with the Conditional Rezoning agreement, they could make a contribution to the Township's pathway fund in an amount proportionate to what it would cost to

otherwise build frontage pathways. And then the Township could utilize those funds at a location where it would be of greater value and have more logic.
I'll also point out that there's no existing sidewalk or pathway along the north side of Commerce Road in front of the neighborhoods to the east, and those areas are fairly well wooded. So, it may be a minute before we see any sidewalks or pathways along this stretch of Commerce Road.

Commission Comments:
Chairperson Parel – Okay, let's see if anybody has any comments.

McCanham – No.

Weber – I think it probably makes sense to have funds contributed to the pathway fund, since that gives us greater flexibility. There are also more sidewalks on the south side of Commerce Road than there are on the north side of Commerce Road. So, sometime in the future when we're looking to connect all these dots, I think it gives us greater flexibility. There were a couple of comments in public comments and the speed bumps… This is going to be a County road, so one, that is their call, and two, they're not going to do that. We've tried in other areas. Now, that's not saying we won't have the discussion with them, I'm just managing expectations. Within the Conditional Rezoning, what is the area to the north, the new buffer area? How is that protected 30 years from now from something happening?

Mr. Kassab – I believe one of the residents here mentioned a conservation easement. It is not listed in the conservation easement, but it is in the Conditional Rezoning as "open space – undevelopable".

Weber – As long as … I thought I read it in the Conditional Rezoning. So, it is undevelopable.

Mr. Kassab – Correct. You know, you get into a conservation easement, then you can't plant a tree in there and you can't remove a tree out of there. It's pretty limited on what you can do.

Weber – As long as it's not developable.

Dave Campbell – It would also be a general common element of the condominium, correct?

Mr. Kassab – Correct.
Victoria Loemker, 1941 Four Oaks, Commerce Township –– I know I'm not supposed to … but so, it will not be graded in that area all during the mass grading. It will only be near to the lot lines, is that correct?

Mr. Kassab – So, our engineer is here and I would probably have to defer to him. We want to preserve as much open space as we can, while developing this in an efficient and effective manner.

Chairperson Parel – Understood, thank you.

Mr. Kassab – I think our engineer and Victoria know each other as engineers, so they can talk during engineering coffee hour.

Loskill – I'm good.

Phillips – No comments.

Chairperson Parel – Brian?

Winkler – I just noted one item and it's probably a formality, but I did not see a landscaping plan with the civil drawings that we received. I'm assuming that is going to be administratively reviewed by the Planning Department.

Dave Campbell – It looks like it was an oversight that the landscape plan was not included in your agenda packet. They did submit it and it was reviewed by the Township's Landscape Architect at Giffels Webster. They did provide comments. Nothing was particularly notable. So yes, as you often do, we would say approve, subject to revised plans to satisfy the landscape architect.

Winkler – Thank you.

Bearer – Nothing for me.

Chairperson Parel – Nothing for me as well. Mr. Kassab, I don't know if you have any other comments.

Mr. Kassab – No other comments at this time.

Chairperson Parel – Mr. Kassab, there is some language here that is already written up, the recommended motion language. We may have a caveat regarding the sidewalks.

Dave Campbell – In your recommended motion language, if you look at #5, it is an either/or. If you are prepared to make a motion, you would want to make a choice, whether it's a contribution to the pathways fund, which I heard Mr. Weber say there is logic to that as opposed to building sidewalks that probably won't connect to anything.

Chairperson Parel – I see some heads nodding. There is a lot of language here. If you are good with this language, Mr. Kassab, and with what Dave just noted for the record, maybe we can shorten the motion.
Mr. Kassab agreed.

Dave Campbell – Sure, with a specific note about #5.

Chairperson Parel – Yes, would somebody be so kind as to make that motion?

MOTION by Loskill, seconded by Bearer. Move to recommend the Commerce Township Board of Trustees approve PSP#26-08, a condominium site plan by Commerce Carey LLC & Commerce Carey East LLC for Wingate Preserve, a 142-unit Single-Family residential condominium to be developed on two undeveloped properties of approx. 75 combined acres at the northeast corner of E. Commerce and Carey Roads. 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 terms of the approved conditional rezoning agreement and conditional rezoning plan for Wingate Preserve. 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 September 23, 2026, and also to include a reference to the Zoning Ordinance's prohibition of vinyl siding (Sec. 27.03.B.4);
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 landscape plan, to satisfy the Township's Landscape Architect, to be included in the final stamping set that includes the northeast hard corner of E. Commerce & Carey Roads;
5. In-lieu of frontage pathways/boardwalks, a contribution will be made to the Township pathways fund, consistent with the terms of the conditional rezoning agreement;
6. Administrative review and approval of a revised site plan to include all road improvements recommended by the Township's Traffic Engineer and concurred by the RCOC;
7. All improvements to existing public roads as well as all public roads within the new neighborhood to be reviewed, approved, dedicated to, and accepted by the Road Commission for Oakland County (RCOC);
8. Entrance sign and/or features to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance.

ROLL CALL VOTE:
AYES: Loskill, Bearer, McCanham, Weber, Parel, Winkler
NAYS: Phillips

MOTION CARRIED

>> Items H.2. and I.1. were reviewed together, with separate motions to be made for each.

ITEM H.2. PSU26-05 – OAKLEY PARK BUSINESS CAMPUS – SPECIAL LAND USE
Stewart Property Solutions of Brighton, MI is requesting Special Land Use approval for commercial warehouse establishments within wholly enclosed buildings, along with commercial flex spaces, on two undeveloped properties located on the south side of Oakley Park east of Martin Road in the TLM (Technology & Light Manufacturing) zoning district. PIN#'s: 17-24-201-008 & 17-24-201-009

I. NEW BUSINESS
ITEM I.1. PSP26-07 – OAKLEY PARK BUSINESS CAMPUS
Stewart Property Solutions of Brighton, MI is requesting site plan approval for a for-lease commercial warehouse and flex-space facility to be located on two undeveloped properties on the south side of Oakley Park east of Martin Road.
PIN#'s: 17-24-201-008 & 17-24-201-009

Chairperson Parel – Next on our docket, we are going to go back to a scheduled public hearing for PSU26-05. The developer has been sitting here patiently, and we're very grateful for that. This is the Oakley Park Business Campus and the public hearing is in regard to the Special Land Use. Dave, if you could bring us up to speed. And just really quick, I think the public hearing is in regard to the land use, and then we will also have the new business item for the site plan, right?

Dave Campbell – Correct. So, you could potentially make two motions this evening; one relative to the Special Land Use, and a subsequent motion relative to the site plan that goes along with it. Before you do either, we would want to open the public hearing, because to your point, Mr. Parel, the warehouse component of the proposed development is a Special Land Use in the TLM zoning district.

Chairperson Parel – Okay.

Dave Campbell – So, yet again, this is a project that's very familiar to the Planning Commission. It is at the south side of Oakley Park between Haggerty and Martin. It's actually comprised of two properties. You're looking at the intersection of Martin and Oakley, with the Detroit Gun Club here on the north side of Oakley Park Road. We're talking about these two properties on the south side of Oakley Park, with a combined total of 8.3 acres.
These are properties that are familiar to the Planning Commission, even prior to the current prospective developers looking at them. We had a developer looking at this many years ago as a banquet center. More recently, we've had at least one developer looking at it for senior living. None of those came to fruition. And so, the developer this evening, represented by Mr. Stewart and Mr. Williams, is the Oakley Park Business Campus. These guys have submitted a lot of material, so bear with me while I flip ahead to their site plan, and even this has evolved a little bit.
So, the Planning Commission is familiar with this one because the developer first had to come to you for what we call a use determination. Within the TLM, technology and light manufacturing zoning district, warehouse and wholesale establishments are deemed a Special Land Use. But these warehouse establishments that are being proposed on the

easterly half of the project are somewhat unique in that they are not large warehouse buildings occupied by one primary user. They are instead warehouse suites of about 1,000 square feet each. So, they're smaller warehouses and they're intended to be commercial in nature, leased to commercial operators. The examples they often give are plumbers or electricians who need a storage space to store their inventory of pipes and spools of wire and so forth, but not as a space to actively operate their business. The easterly half of the project would be strictly storage spaces. The westerly half of the project would be what we call flex spaces, and those would be spaces where a tradesperson could actively operate a business. So, the buildings would have office space with full plumbing and bathrooms and heating and cooling with space toward the rear of the office space for a buildout for whatever the tenants are looking to do within their space. So, on the easterly half, an electrician could be storing, and on the westerly half, an electrician could be actively running their business out of this space with an office component to it.

The warehouse component, the Planning Commission determined was allowed under TLM zoning, so long as it's reviewed and approved as a Special Land Use, which is why we're here this evening. And so that was the use determination the Planning Commission made at, I believe it was the August meeting. Long story short, the developer did not need to rezone these properties in order to do those warehouse suites. Those warehouse suites could be allowed under the current TLM zoning so long as they got Special Land Use approval.

The big reason why the plan you have in front of you is outdated and why I'm going to pull up a more recent version of the plan has to do with site access. Originally, in the concepts that the Planning Commission saw in July, and then again in August, there were proposed driveway connections to the private road to the south, which is called Ridgeway. Ridgeway is a private road that's owned and managed by the Pinewood Industrial Subdivision. Originally, in their concepts, they wanted to connect to Ridgeway down here, and this was necessary based on their proposed Oakley Park driveway spacing for fire access. So, the International Fire Code has specific standards for how a site is accessed and how far apart those access points can be. The developer is not looking to fire suppress these buildings so they had to meet the access road requirements of the International Fire Code and originally how they were going to do that was to connect to Ridgeway.

They have opted not to connect to Ridgeway so as you can now see there is no driveway connection to the south. But in order to do that and continue to meet the International Fire Code, they had to further separate their proposed Oakley Park driveways. They had to move this driveway as far as they could eastward, and they had to move this driveway westward in order to maximize the separation between these driveways in order to meet the International Fire Code. The Fire Marshal has looked at this revised plan. He has confirmed that the driveways do meet that spacing and so fire suppression of these buildings, both the flex spaces and the warehouse suite spaces, is not required.

As we always do with Special Land Uses, we did have a traffic impact analysis, which concluded that based on the volumes of traffic anticipated at both of the site's driveways, based on the volumes of traffic that exist along Oakley Park Road, a center left turn lane along Oakley Park Road is not warranted based on the Road Commission's warrants for an extension of the existing center left turn lane which currently leads up to the roundabout at Oakley Park. Therefore, this center left turn lane

would not need to be extended any further eastward based on the volumes of traffic that the proposed use is projected to generate.

The Planning Commission saw and has seen again in this agenda packet the prospective building elevations for the proposed development. In general, the Planning Commission was receptive to the building elevations that they saw at a conceptual level. And what you have in your agenda packet for this evening is a further detailed and fleshed out iteration of those building elevations. So, quality materials with a combination of composite material meant to emulate wood, brick material where the buildings are to face Oakley Park Road. So, we're putting a good face on Oakley Park Road consistent with our standards for the TLM zoning district.

The applicant also submitted A landscape plan that was reviewed by the Township's Landscape Architects. The landscape architect, as they ought to do, recommended approval subject to some revisions. Again, there is a determination that the Planning Commission would need to make relative to a sidewalk. So, if I go to the aerial photo, you will see that the existing daycare center to the west of the subject site, which is the Teddy Bear Playhouse daycare, they were required by the Township, and did install an 8-foot concrete sidewalk along their frontage. If I move eastward, you'll see a comical bit of sidewalk in front of Public Storage. We could only require that much because of the pie shape of the property. So, the point being that, as these properties turn over and redevelop along Oakley Park, the Planning Commission has been consistent in seeking sidewalks along the frontages, which is in the Planning Commission's domain to require. So, as a condition of site plan approval, if and when we get to that point, the Planning Commission could require that the developer include an 8-foot paved sidewalk across their 700 and something feet of frontage along the south side of Oakley Park. Again, in anticipation of these other properties along Oakley Park turning over in the foreseeable future, such that eventually we get a continuous sidewalk from Haggerty all the way to Martin.

Signage, they do show conceptual signage on their buildings as well as a freestanding sign, and typically the Planning Commission defers signage approval to the Building Department, and could do so in this instance. Outdoor storage; so, I know when we looked at this in the use determination stage, there was a lot of conversation and potential concern for outdoor storage, and especially in the TLM zoning district. The petitioners, Mr. Stewart and Mr. Williams, were very clear that it was not their intent as the owner, operator, landlord to allow their tenants any form of outdoor storage. But if the Planning Commission is so inclined as a condition of site plan approval, the Planning Commission could include a condition just affirming that there is to be no outdoor storage beyond the potential for overnight parking of vehicles that are directly accessory to the uses. So, if an electrician wants to leave their truck parked in the parking space overnight, that would be acceptable, but certainly not outdoor storage of disabled vehicles, building materials, inventory, boats or RVs, or anything that sometimes finds its way into storage facilities.

I will repeat myself that the Planning Commission could potentially take two actions tonight, the first being consideration of action of the Special Land Use, specifically the warehouse suites and the TLM zoning. If the Planning Commission opts to approve the Special Land Use, then the subsequent action would be approval of the site plan that goes along with it. I know Mr. Stewart and Mr. Williams are here representing themselves and they may or may not want to give an overview of the project on their own behalf. And again, remind the Planning Commission that we would have to open and close a public hearing, which is required by State law for the Special Land Use. So,

I'll take a pause there to see if there's any questions for me. Otherwise, I'll see if Mr. Stewart and/or Mr. Williams want to come up and reintroduce themselves.

Chairperson Parel – Any questions for David? Would you gentlemen care to come up and say anything to the Commission or the folks that are here? Welcome back.

Mr. Stewart – Good evening, Mr. Chair and Planning Commissioners. Thanks for having us and we appreciate your time and consideration on this project. Thank you to Dave, Paula and Bethany for all your assistance over the last couple of months.
We are here requesting Special Land Use approval as well as site plan approval for our project. We feel like it would add a lot to the Township and the small business community, and especially those early stage businesses that have difficulty finding efficient modern spaces in appropriate sizes. We feel like that would be a huge benefit to the Township for its retaining businesses that aren't having to leave the Township or look elsewhere, as well as giving these early stage businesses a place to continue to grow, increase in size, and maybe potentially graduate into some larger, typical industrial flex units that are larger in space like the 4,000 square foot vacancies you may see.
Just a couple updates from when we spoke last during the conceptual review in July. I just wanted to point out how we refined the site plan, and this was based on input from review agencies as well as some of our findings during due diligence. As Dave mentioned, we removed the Ridgeway Court access connection points to the south. Then we added the south fire access lane, which provides site circulation. The longer warehouse buildings, we decided to cut those in half to help with firefighting and those things, so there's more accessibility at the rear of those buildings. And then we added the southeast building on the southeast corner of the site.

Dave Campbell – John, can I interrupt just really quick? Relative to this building in the southeast corner, one of the revisions that we would know would have to be made, to satisfy the International Fire Code and our Fire Marshal, is there would have to be an improvement to the turnaround in this area. This is a dead end driveway. What firefighters hate is putting their ladder trucks in reverse. They always want to, and the fire code requires that they have a means to back out and then pull forward and exit the site forward. So, this area would need to be revised with either a cul-de-sac, or what we call a hammerhead or a Y-turnaround so the truck could effectively pull in here, back out, and then go out frontways. So, I just wanted to make sure the Planning Commission was familiar with that.

Mr. Stewart – We do have our project engineer from PEA who's looked at this and has a redesign plan for it that we have room to be able to do it and I'm confident that we can get a plan that works for the Fire Marshal. We've certainly worked with the Fire Marshal over the last couple of months, reviewing the plan and some of the additions that we had. The fire access route on the south side of the site is a benefit as it removes some of the gates that we had planned on the south side entrances to Ridgeway Court, and also allows him to be closer to the south side of these buildings as well for firefighting purposes. And then I know the sidewalk ordinance came up and that's something we're happy to provide to the Township, and add to the plan as well.

Dave Campbell – Going back to fire for a second, remind us all, the buildings themselves, each unit will have a fire stop separating each unit from the next?

Mr. Stewart – Yes, it's an S-1 building, so it would have to abide by applicable fire codes for caulking and such, so the ratings would be [inaudible]. We appreciate your review and we're happy to answer any questions you may have.

Chairperson Parel – Thank you.

Chairperson Parel opened the public hearing.

Glen Ridgeway, 3200 Martin, Commerce Township – 3200 Martin is right on the corner of Ridgeway Court, so we'd be adjacent to that. I'm also a Commerce Township resident. I just have one question. There's an existing driveway entrance at Teddy Bear Playhouse on Oakley Park Road. How close is that to the proposed entrance there? If you pull up that map, can you show me just by pointing where that is?

Dave Campbell – So, there's the existing driveway for the Teddy Bear Playhouse. As you'll note, it's intended to be a shared driveway for whatever might develop on this pad here.

Glen Ridgeway – The single acre?

Dave Campbell – Yes, which no one has proposed anything on that. So, their driveway would land about there, I'm guessing.

Glen Ridgeway – I understand. So, that's the only question I had. I'm in the building right there next to them. We have no issue with them, or without them.

Chairperson Parel – Great, thank you. Would anyone else like to speak? If not, I'll close the public hearing.

One (1) letter of opposition was received, and was included in the agenda packet, as follows:
9/15/26, Jason R. Canvasser, Clark Hill PLC, 500 Woodward Ave, Ste 3500, Detroit, MI, legal counsel for Herkules Equipment Corp, 2760 Ridgeway Ct, which is located directly across from the subject property, submitted a formal objection, opposing the Special Land Use request and the use determination. The 7-page document states that the applicant cannot meet the standards required to grant Special Land Use and details the following points of contention.

1. The Applicant has no legal right to use Ridgeway Court;
2. The proposed connection would create an unlawful and dangerous public cut-through;
3. The future tenants and their operations are unknown;
4. Contractual prohibitions do not prevent hazardous-material violations;
5. Annual entry into each unit is not sufficient to police hazardous materials;
6. The project reportedly lacks fire suppression;
7. The preliminary fire analysis depends upon a private-road connection the Applicant has no right to use;

8. The Applicant has not established two lawful and dependable points of emergency access;
9. The applicant has not demonstrated a documented and immediate local need;
10. Comparable service, warehouse, flex and commercial space already exists nearby; and
11. Approval would establish a Township-wide precedent allowing self-storage developments throughout the TLM District without an ordinance amendment.

Chairperson Parel closed the public hearing.

Chairperson Parel – Now, we can go down the line and see if anyone up here has any questions or comments for you gentlemen.

Commission Comments:
Bearer – No questions.

Winkler – I'm very happy to see that the petitioner has added those restrictions for overnight parking, for long-term parking. And I'm going to reiterate what I said when you saw the preliminary plan, and that was the building's elevations are far better than any of the industrial buildings in the immediate surroundings. So, I'm all for it.

Phillips – No questions.

Loskill – None for me.

Weber – First, maybe a comment, for the next endeavor when you come to Commerce. You submitted over 325 pages to us that we had to go through. I would say that a huge percentage of them were either redundant, or added no value to your argument. So, it is okay to provide a summary document with attachments, but going page by page through that, you didn't win any friends in my household.

Winkler – If I could add, I have never received an email attachment of 194 megabytes.

Weber – So, when you were here the first time, the first question that I had related to … First of all, I think it looks great. I think there's a need for it in the Township, and I like the context. I probably liked the concept a little more when you had your second drive off of Ridgeway, but I read some of the documentation and I understand why you put them both on Oakley Park. If you sell this in 10 years, how do we ensure that all your great ideas and controls remain for whoever else takes over this property?

Mr. Stewart – The conditions that we put forth within the Special Land Use approval will carry forward and run with the land. We certainly have our management plan to enforce those conditions.

Weber – It only works when you're managing it.

Mr. Stewart – Certainly, yes.

Weber – So, what I'm hearing is that we can put these requirements, not within the site plan approval, but in Special Land Use. So therefore, it lives with the land.

Dave Campbell – I would agree, as long as those conditions are directly correlated to the Special Land Use. So, in the case of outdoor storage, there's definitely a correlation between prohibiting outdoor storage and the land use itself.

Weber – So I have three. You can tell me whether you believe they're correlated. The first is, absolutely no outdoor storage. Second is within the warehouse component, there's no full-time business operation; meaning somebody is not going to be taking what is considered a warehouse and turning it into a shop. And third would be that the leases would only be to a commercial enterprise, and not to an individual. Whether it's an LLC or something, I don't care, but that helps take it one step further from self-storage to truly a commercial warehouse.

Mr. Stewart – So the use would be commercial uses.

Weber – Yes, which I think you have in your document, but I'm just saying that leases are to commercial enterprises and not John Smith to store his boat.

Mr. Stewart – Yes. The commercial uses and businesses, we certainly rent to a lot of individuals that run their companies and businesses through their names.

Weber – They would all be to an LLC. If they're not an LLC, then they've got a problem.

Dave Campbell – The question to me was, are all three of those correlated to the land use? I would say, yes, they are. So, in addition to a prohibition on outdoor storage, if you wanted to amend the Planning Department's recommended motion language as it pertains to Special Land Use, and add the prohibition on utilizing the space for active business operations, and leasing to anything other than a commercial operator, then those are reasonable to be conditions of Special Land Use approval.

Weber – The only other comment I have regarding a pathway; again, with where this is, for discussion maybe, I think a contribution in-lieu of to the Pathway Fund might make more sense. The reason I say that here is, there is no residential component anywhere near this area. So, are we better off using those funds to connect residential areas to commercial enterprises that use it?

Dave Campbell – If I were arguing with you, which I know better than to do, but if I were, just keep in mind that what the Township attorney would say is, if there's a contribution to the Pathway Fund, it is meant to be utilized in the vicinity of the site where it's coming from. So, in other words, you're not supposed to take this developer's contribution and then spend it on a sidewalk three miles down the road.

Weber – What about a half a mile down the road? I was thinking along Oakley Park connecting to Welch Road where we have a lot of residential. And, if the Pathway Millage passes in November, then Welch Road is one of those arteries that's planned. I'll defer to your judgment, but it seems like this would be a pathway that would never

get used, because even if people wanted to get there, there's no reason for anybody to go there. There's no retail establishment anywhere within a half mile.

Dave Campbell – I hear the argument. If you are going to defer to me, I might want to defer to the Township Attorney, specifically, is Welch Rd. enough in the neighborhood.

Weber – I'm saying Oakley Park to Welch Road, west of Martin, somewhere along that.

Dave Campbell – Going toward Oakley Park Elementary I'm guessing.

Weber – Yes. How about we do this; we'll leave that to Administrative approval for your department in consultation with the Township Attorney.

Dave Campbell – Do you gentlemen have any objection of looking at those two options? Either actually having to build a sidewalk, or instead make a contribution, depending on the conversation that our department can have with the Township Attorney?

Mr. Stewart – We would be okay with either.

McCanham – What George said.

Chairperson Parel – All right, I have nothing further. We've opened and closed the public hearing. It could be time to make a motion if somebody is interested. It sounds like we might have a few things we want to add.
Phillips – I'll make an effort.

Chairperson Parel – Thank you.

MOTION by Phillips, supported by Loskill to approve Item PSU26-05, Oakley Park Business Campus, the request by Stewart Property Solutions of Brighton, MI, for Special Land Use approval for commercial warehouse establishments within wholly enclosed buildings, along with commercial flex spaces, on two undeveloped properties located on the south side of Oakley Park east of Martin Road in the TLM (Technology & Light Manufacturing) zoning district. PIN#'s: 17-24-201-008 & 17-24-201-009.
Move to approve PSU #26-05, a special land use for Stewart Property Solutions LLC to allow for-lease commercial warehouse suites within a project to be known as Oakley Park Business Campus to occupy two undeveloped properties located on the south side of Oakley Park Road between Martin and Haggerty Roads. Special Land Use approval is based on a finding that the applicant has demonstrated to the satisfaction of the Planning Commission that the proposed use complies with the Special Land Use criteria of Section 34.08 of the Zoning Ordinance.
Special Land Use approval is subject to the following conditions:

1. Approval of a corresponding site plan by the Planning Commission;
2. No outdoor storage beyond typical parking in defined parking spaces of operable/registered/plated vehicles that come and go on a regular basis;
3. No full-time business operations will be conducted within the warehouse component portion of the development;
4. Leasing will only be to commercial enterprises.

MOTION CARRIED UNANIMOUSLY

Dave Campbell – Now you potentially have a motion on the site plan, and this is where you can include anything about the Fire Marshal and the sidewalk.

Chairperson Parel – Is there anything else we need to add from you, Dave, in regard to site plan?

Dave Campbell – Based on the discussion, you'll want to revise #3 and make it an Administrative decision, in conference with the Township Attorney. And then #5 is review and approval by the Township Fire Marshal of a revised site plan, including IFC compliant turnaround for the dead-end fire apparatus access road on the southeast corner.

Chairperson Parel – So those two items.

Weber – The screening between the property and cemetery. We talked about putting up an 8-foot fake stone fence, like we did at the cemetery on Benstein, with some kind of landscaping.

Dave Campbell – Are you looking for me to pull up the landscape plan, Mr. Weber? I don't know that they're proposing the wall that you're describing. I'm trying to get to the landscape plan so we can see what they're proposing in terms of plantings.

McCanham – I see something about "Giffels Webster buffer yard, required east, 5 evergreen trees and 18 shrubs not shown on the plan."

Weber – When you guys came in for the conceptual, I thought we talked about the vinyl fence.

Mr. Williams – I think we initially said that, because of the natural vegetation of the site and how it's surrounded by mature trees, that we were going to use that as much as we could into the design and incorporate the natural buffer.

Weber – So, I guess all I'm looking for is … Maybe a little bit of history. We learned a valuable lesson in developing property next to a cemetery and how sensitive it is. Basically, we don't want people visiting the cemetery to see your buildings, as much as reasonably possible. So, when we are looking at the landscaping on that, I think we need to, one, be very cognizant and protective. It's not clear to me, and I know you've got your retention pond along the east side there, but that retention pond would require a lot of vegetation to be removed. Is that accurate?

Mr. Williams – Yes. We were willing to go along with the recommendation from the landscape architect. We will retain a fair amount of the existing vegetation on the east property line, but supplement it with the 5 evergreens.

Weber – I'm not sure the landscape architect understands the sensitivity of the cemetery. I don't want to go through what we went through a few years ago.

Mr. Williams – When we originally talked about this in the conceptual, we had actually shifted all those buildings further to the west. At one point, the one further to the southeast corner wasn't part of the conceptual. The whole purpose of which was to try to still keep it, but even with this natural retention area, some of it will be removed but would be replaced. That's the intention. As you can tell, it would be double-sided, where it wouldn't be just one line of vegetation, it would be two. That's the intent there.

Weber – Dave, can you pull up Nearmap and show a March/April time frame of that site? So, the trees along that property line are …

Dave Campbell – This is meant to be more of a birds eye view.

Weber – So, you understand?

Mr. Williams – Yes.

Weber – I'm not sure how, but Dave, maybe this is another Administrative approval. We need to make sure the Giffels Webster guys understand this isn't just abutting something; it's going against somebody's gravesite where people are going to be, and they're going to be overly sensitive to any building next to it. I want to be reasonable, but I want to be sensitive.

Dave Campbell – So, if we can landscape this rather than fence it. A couple ideas; instead of a combination of deciduous and evergreens, maybe make all of this evergreens for that year-round cover.

Weber – Yes, evergreens.

Dave Campbell – Maybe these plantings on the west side of the pond aren't really accomplishing much, so maybe we take all of those and load them up on the east side. I know I can work with the developer, if they're willing to as well, to come up with a landscape plan that more than adequately buffers the loved ones that are in the cemetery.

Mr. Williams – Yes, and personally, this is my sense on it too; this is a circumstance where we would be more than happy to work with you on that. I think creating that natural barrier does give it a more natural feel in the cemetery.

Weber – I agree 100%.

Mr. Williams – We will definitely work with you on that.

Weber – I'm sure we can come up with something.

Dave Campbell – So, if you're taking advantage of the recommended motion language, if you look at #6, the landscape architect had some comments about some trees that need to be added. The Planning Commission could add some language to #6, specific to Administrative approval of a buffer between the proposed project and the cemetery.

MOTION by Loskill, supported by Phillips, to approve Item PSP26-07, Oakley Park Business Campus, the request by Stewart Property Solutions of Brighton, MI, for site plan approval for a for-lease commercial warehouse and flex-space facility to be located on two undeveloped properties on the south side of Oakley Park east of Martin Road. PIN#'s: 17-24-201-008 & 17-24-201-009
Move to approve PSP #26-07, a site plan from Stewart Property Solutions LLC for development of for-lease commercial warehouse suites and flex spaces on two undeveloped properties to be known as Oakley Park Business Campus on the south side of Oakley Park Road, between Martin and Haggerty Roads. Site plan approval is based on a finding by the Planning Commission that the site plan satisfies the applicable review standards of the Township's Zoning Ordinance.
Site plan approval is subject to the following conditions:

1. Review and approval of engineered construction plans by the Township Engineer, Fire Marshal, and Building Department;
2. Review and approval of the proposed driveway approaches along Oakley Park Road by the Road Commission for Oakland County (RCOC), which could include a requirement for acceleration and deceleration tapers;
3. Administrative review and approval by the Planning Director and the Township Attorney as to whether to require construction of an 8-foot paved pathway along the project's approx. 740 feet of frontage on the south side of Oakley Park Road, or to require a contribution to the Township's Pathway Fund in lieu of construction as discussed herein;
4. Signs to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;
5. Review and approval by the Township's Fire Marshal of a revised site plan to include an IFC-compliant turnaround for the dead-end fire apparatus access road on the southeast corner;
6. Administrative review and approval by the Township Planning Director, and the Township's Landscape Architect, of a revised landscape plan addressing the comments of the Architect's written review, and addressing the east property line landscaping buffer that borders the cemetery to ensure compliance and adequacy as discussed herein;
7. Final stamping sets to be reviewed and approved by all reviewing agencies.

MOTION CARRIED UNANIMOUSLY

>>ITEM I.2. PSP26-08 – WINGATE PRESERVE
This item was moved up on the agenda to follow Item H.1.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

Chairperson Parel – I was going to quickly make a comment. Tonight is Paula Lankford's last Planning Commission meeting. She is retiring. Paula, from me and everybody up here, I just wanted to say thank you. Thanks for keeping Dave in line. We are going to miss you. It always seems that whenever we need an answer, you have it. We appreciate that. So, 38 years. And I appreciate all of your help over my 10 years. I wish you the best of luck.

Paula Lankford – I will miss coming to these meetings. Maybe I will come and visit.

Weber – No public comments though.

Chairperson Parel – Thank you so much.

Dave Campbell – I hope it goes without saying that I immensely appreciate everything Paula has done for me, for the Township and for the Planning Department. It's not her last day. It's just her last Planning Commission meeting, so I still have exactly another month with Paula.

Paula Lankford – 30 days.

Dave Campbell – Paula is a tremendous asset, and as great as her successor, Beth, is and will be, she has some huge shoes to fill.

K: PLANNING DIRECTOR'S REPORT
NEXT REGULAR MEETING DATE: *MONDAY, NOVEMBER 9, 2026, AT 7:00PM.*

Dave Campbell – Just looking at the November 9th Planning Commission meeting agenda, which is a week later than what it would normally be, as the regular meeting date would be the night before the election. So, this room will be full of voting equipment and we're getting kicked out until November 9th. On that agenda, you are likely to see:

- The Special Land Use and site plan for the Commerce Lake Market at Glengary and Benstein. The existing store would be knocked down and replaced with a nicer, bigger store with gas pumps. That Conditional Rezoning was approved by the Planning Commission and the Township Board. They had hoped to be on tonight's agenda, but they still had some things to work on. So, they are shooting for the November meeting.
- Potentially we will have the group with Parkside Commons come back with better information specifically relative to traffic. They really don't know yet who the grocer is going to be. They're actively negotiating, and part of that negotiation is that the grocer needs to know, when are we going to be approved. That's why they've had their foot on the accelerator with this as they're trying to get their deal finalized with the grocer.
- A couple concept plans for the November meeting. Those of you who have been here long enough remember our friends at C.A. Hull on Goldie Street, which is an industrial road on the west side of Haggerty, just south of Richardson. So, C.A. Hull wants to purchase, I would say, more than half of the former Commerce Drive-In property. The southerly half or two-thirds of the Commerce Drive-In site, in order to expand their existing operation. C.A. Hull builds bridges all over the State of Michigan. MDOT might be their only client, but certainly their biggest client. So, C.A. Hull is going to bring a concept plan for an expansion of their operation to take up a large portion of the Commerce Drive-In site, which would require a rezoning, because a lot of what they do involves outdoor storage, and the site is not currently zoned for outdoor storage. Before they go down that road, they want to bring a concept to the Planning Commission.

Weber – What is it zoned?

Dave Campbell – It's zoned B-2.

Weber – So, nothing on the north side of Goldie is industrial?

Dave Campbell – I would have to pull up the zoning map.

Weber – We will wait until we see it.

Dave Campbell – It's TLM actually but the exception would be the former Drive-In site which extends all the way down to Goldie. I'll bring it up.

Dave brought up the aerial view showing where the Drive-In site connects into the Goldie properties, and discussion continued.

Dave Campbell – Another potential concept plan is for out here in front of Township Hall, a DDA owned property called Parcel F.

Dave brought up the aerial view. Discussion continued regarding the prospective buyer/developer and their plans are still evolving. They want to do some form of retail there, possibly two retail buildings, possibly both of them with drive-through's. The layers of zoning would have to be looked at. It is in the Town Center Overlay, which does allow retail. So, they want to bring in a concept before they go too far with anything. Discussion continued.

Dave Campbell –

- Also at the November meeting, we will do our annual housekeeping, election of officers, looking at bylaws and approving the meeting schedule for next year. We usually do the meeting dates in November, because then the meeting schedule has to go to the Township Board. The Township Board approves all meeting schedules all at once
- And then if Jay James, our Building Official, has it ready, we may have a public hearing for a Zoning Ordinance amendment relative to Lakefront Accessory Structures. We talked about this earlier in the year.

L: ADJOURNMENT

MOTION by Weber, supported by Loskill, to adjourn the meeting at 10:10pm.

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

OLD BUSINESS

PUBLIC HEARINGS

To: **Commerce Township Planning Commission**

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

Date: **November 12, 2026**

RE: **PSU# 26-06 and PSP# 26-09**
1740 Glengary & 2750 Benstein – Commerce Lake Market
New retail/market building and 4-pump Fueling Center with canopy
Site plan & special land use in conditionally-zoned B-3 (General Business)

Site: PIN's: 17-21-276-064 & 17-21-276-063
1740 Glengary and 2750 Benstein (for the purposes of this report this site will be referred to as 1740 Glengary)
Approx. 0.91 acres at the northeast inside corner of Glengary & Benstein Roads Zoned B-3 (General Business)

Applicant/Owner: Saad Bakko
1740 Glengary
Commerce MI 48390

Project Engineer: The Umlor Group
Chad Holdwick
45525 Grand River Avenue
Novi, MI 48374

Project Architect: GAV Associates, Inc.
Ghassan Abdelnour – CEO
24001 Orchard Lake Road, Suite 180A
Farmington, MI 48336

Project Overview

Commerce Lake Market owner/operator Saad (Steve) Bakko proposes to redevelop/rebuild/expand his existing convenience store at 1740 Glengary Road. Mr. Bakko proposes to demolish the existing retail building at 1740 Glengary Road and the existing home at 2750 Benstein Road (which he owns and currently uses as a rental), combine the two properties, and build a new larger convenience store that will include approx. 6,860 square feet of retail space along with four fuel pumps (8 nozzles) under a canopy. The easterly of the two existing driveways along Glengary Road would remain, the existing residential driveway along Benstein would be replaced/upgraded with a new commercial driveway.

The site was conditionally rezoned by the Planning Commission and the Township Board via their respective approvals on August 10 and September 8, 2026 to B-3 (General Business). Automotive fueling stations (gas stations) are a special land use in B-3 per Sec. 15.02 of the Township's Zoning Ordinance subject to the specific Use Standards of Sec. 26.302 (Automobile Fueling Stations) of the Zoning Ordinance. It is important to note that approval of the conditional rezoning does not supersede the special land use approval process; even though the Planning Commission and the Township Board conditionally rezoned the two properties to B-3 based on a conditional rezoning plan that included the fueling center, the Planning Commission must still go through the process of reviewing and approving the special land use.

Consistent with State law and with the Commerce Township Zoning Ordinance, a public hearing has been scheduled for the fuel center during the Planning Commission's "special" meeting of November 16, 2026 (special because the meeting was originally scheduled for November 9 but was rescheduled to Nov. 16 to ensure a full Planning Commission was present). A public hearing notice was published in The Oakland Press on October 23, 2026, and a copy of the notice was mailed to every property owner within 300 feet of the subject property. Commerce Lake Market installed a "Special Land Use Proposed" sign along both their Benstein and Glengary Road frontages, as required by Sec. 34.03.D.

The authority to approve a special land use and a corresponding site plan both rest with the Commerce Township Planning Commission. Like many developers, Commerce Lake Market is seeking those approvals from the Planning Commission concurrently; if the Planning Commission approves the special land use, they could potentially approve the corresponding site plan at the same meeting via two separate motions.

Commerce Lake Market is therefore seeking two approvals from the Planning Commission as follows:

1. **Special land use approval for a fuel center in the B-3 zoning district**
2. **Site plan approval for a new retail building and canopy/pump islands in the B-3 zoning district**

<u>Special Land Use standards (Sec. 34.08)</u>

Any special land use is reviewed by the Planning Commission based on the "Standards for Special Land Use Approval" applicable to any proposed special land use contained within Sec. 34.08 of the Zoning Ordinance, and the use-specific "Use Standards" for an automobile fueling station contained within Sec. 26.302. The Standards for Special Land Use approval within Sec. 34.08 are as follows:

SECTION 34.08. Standards for Special Land Use Approval

Approval of a special land use shall be based upon the determination that the proposed use complies with all applicable requirements of this Ordinance, and all of the following standards as deemed applicable to the use by the Planning Commission:

1. ***A documented need exists for the proposed use.*** *A documented and immediate need exists for the proposed use within the community.*

2. ***Compatibility with adjacent uses.*** *The special land use is compatible with adjacent uses and the existing or intended character of the surrounding neighborhood, and will not have an adverse impact upon or interfere with the development, use or enjoyment of adjacent properties, or the orderly development of the neighborhood.*
3. ***Compatibility with the Master Plan.*** *The special land use location and character is consistent with the general principles, goals, objectives and policies of the adopted Master Plan.*
4. ***Compliance with applicable regulations.*** *The proposed special land use is in compliance with all applicable provisions of this Ordinance other county, state, and federal requirements, and conditions imposed by the Planning Commission.*
5. ***Impact upon public services.*** *The special land use's impact upon public services will be served adequately by essential public facilities and services, and will not exceed the existing or planned capacity of such services. For purposes of this Section, such services shall include, but are not limited to police and fire protection, drainage and stormwater management facilities, municipal water and sanitary sewer facilities, refuse disposal, recreational facilities, and educational services.*
6. ***Traffic impacts.*** *The special land use is designed and located in a manner that minimizes any adverse traffic impacts caused or exacerbated by the use.*
7. ***Environmental and public health, safety, welfare impacts.*** *The location, design, activities, processes, materials, equipment, and operational conditions of the special land use will not be detrimental or injurious to the environment or the public health, safety, and welfare by reason of traffic, noise, vibration, smoke, fumes, odors, dust, glare, light, drainage, topographic changes or other adverse impacts.*
8. ***Isolation of existing uses and/or form of development.*** *Approval of the special land use location will not result in a small residential or non-residential area being substantially surrounded by incompatible uses or form of development.*

Mr. Bakko provided a narrative dated October 13, 2026 (attached) describing his perspective on how Commerce Lake Market addresses the eight criteria within Article 34.08. The Planning Commission should be reminded that – as part of the conditional rezoning process – Mr. Bakko commissioned a professional market study intended to demonstrate the documented and immediate need for the fuel center based on existing traffic volumes and the locations of existing fuel centers in the vicinity. Further, a traffic impact study was conducted by the Township's Traffic Engineer, and its recommendations (extension of the existing center left-turn lanes along both Benstein and Glengary Roads, removal of the existing store's westerly driveway, etc.) have been incorporated into the proposed site plan. Mr. Bakko's team also worked with the State of Michigan to address potential environmental concerns, and received the State's approval for underground storage tanks subject to a host of safety enhancements (double-walled tanks, double-walled fuel lines, line leak detectors, alarms, containment, monitoring & inspections, etc.)

Off-premises alcohol sales outlet

Commerce Lake Market is an existing lawful off-premises alcohol sales outlet (OPASO) with both SDM (packaged beer & wine) and SDD (packaged spirits) licenses. If Mr. Bakko were expanding his OPASO, he would require special land use approval from the Planning Commission per the

standards and procedures of Sec. 26.316 of the Zoning Ordinance. Commerce Lake Market likely could not meet those standards based on the Limitations of Sec. 26.316.D ("two-per-mile rule", spacing from residential/parks/schools/places of worship/daycare/etc.) based on the store's proximity to residential zoning.

The Planning Commission made a determination – and that determination was memorialized in Commerce Lake Market's conditional rezoning agreement – that the floor area of the existing store dedicated to the sale of alcohol could not be expanded within the proposed new store. Representatives of the Planning Department and Building Department visited Mr. Bakko's existing store calculated the existing store's square footage dedicated to alcohol sales to be approx. 2,800 square feet. As such, in order to avoid seeking special land use approval for an expansion of the existing OPASO, the conditional rezoning agreement committed the new larger store to have no more than 2,800 sq ft dedicated to alcohol sales. (The Planning Commission and Township Board took a similar approach with a conditional rezoning for the expansion of the Marathon station at 519 W. Commerce Rd.) It is Mr. Bakko's intention not to expand his inventory/floor area dedicated to alcohol sales but to offer more variety of groceries/fresh food, prepared/hot foods, and non-alcoholic beverages. **Consistent with the conditional rezoning agreement, site plan approval for Commerce Lake Market should be conditional upon a note being added to the site plan & floor plan limiting the alcohol sales area to 2,800 square feet.**

Market study

As referenced above for Special Land Use approval, under Section 34.08.1 "A documented need exists for the proposed use", Commerce Lake Market commissioned Kalibrate to conduct a site analysis/market study. The full study as well as an executive summary are attached to this report. The market study concludes that the expanded Commerce Lake Market would generate between 112K and 137K gallons of fuel sales per month (depending on branding and hours) which appears to be a healthy business compared to the volumes currently being sold at comparable competitors in the vicinity. The study further concludes that the vicinity does not have a direct fuel competitor closer than 1.86 miles away (the BP station at Wixom & Loon Lake), demonstrating a "competitive but not oversaturated" market for fuel sales. The study further projects healthy revenues for the proposed store itself, but the Planning Commission should be reminded that the store would be a principal permitted use (not a special land use) in the B-2 or B-3 zoning district. The criteria to demonstrate a documented and immediate need is due to the fuel sales being a special land use in B-3 zoning. Mr. Bakko and Kalibrate would contend that the market study presents a compelling case that a documented and immediate need exists based on projected volumes of fuel sales.

The Use Standards specific to an Automobile Fueling Station are contained within Sec. 26.302 of the Zoning Ordinance and are as follows:

Use-specific special land Use Standards (Sec. 26.302)

In addition to the special land use standards discussed above that apply to any special land use in any zoning district, there are also use-specific "Use Standards" for most special land uses contained within Article 26 of the Zoning Ordinance. Sec. 26.302 contains the Use Standards for

"Automobile Fueling Stations (Gas Stations)" as follows, with commentary from the Planning Department where warranted:

Section 26.302. Automobile Fueling Stations (Gas Stations)

A. *Establishments for the sale of fuel, lubricants and minor accessories only, may be permitted subject to the following conditions:*

1. *The minimum net site size for such establishments shall be one (1) acre.*
   Planning Dept comment – The combined properties are 0.91 net acres (gross acres less dedicated road right-of-way along Benstein and Glengary Roads). The Planning Commission has the authority to deviate from a dimensional requirement of a Use Standard – including the 1.0-acre minimum for a fueling station - without any action from the Zoning Board of Appeals (ZBA). The Planning Commission could consider a deviation in the case of the Commerce Lake Market based on the rationale that the existing site would effectively share the hard corner with Geary Masonry (2718 Benstein) for a combined total of 1.11 net acres. The combined site of Commerce Lake Market otherwise meets the Use Standards pertaining to dimensional requirements, including driveway locations/spacing, parking, circulation, etc. as discussed below. Further, Mr. Bakko continues to make every effort to acquire the property at 2762 Benstein Road, the house upon which has been deemed a dangerous building by the Commerce Township Building Department and had its first dangerous building hearing on November 5, 2026. The Planning Department's understanding is that ownership of the property must be settled in probate court, at which point the property is likely to be eligible for sale and Mr. Bakko likely the first in line to make an offer. That property is approx. 0.3 acres, and if combined with the Commerce Lake Market site, would total approx. 1.2 acres. **Special land use approval should be based on a determination by the Planning Commission that the intent of the 1-acre minimum for a fueling station has been satisfied with the 0.91 acre site, and conditional upon Mr. Bakko continuing to make every reasonable effort to acquire the adjacent property at 2762 Benstein once its current ownership has been settled.**
2. *Entrance and exit drives shall be no less than one hundred (100') feet from any road intersection and fifty (50') feet from any residential district.*
   Planning Dept comment – The existing site driveways to remain in place both meet these requirements.
3. *The minimum road frontage shall not be less than two hundred (200') feet.*
   Planning Dept comment – The existing site along Glengary and the addition of the frontage along Benstein the site as a whole meets the minimum road frontage requirement.
4. *There is an adequate turning radius for fuel delivery vehicles.*
   Planning Dept comment – The site as designed meets with the Fire Marshal's requirements for circulation of the aerial tower the largest vehicle of the Fire Department.
5. *Steam cleaning, undercoating, and repair work is prohibited.*
   Planning Dept comment – No such services are proposed.
6. *All lighting fixtures under the canopy shall be fully recessed into the canopy structure.*

The Planning Commission may permit a maximum intensity of 20.0 footcandles for lighting under the canopy, provided that site lighting is otherwise in compliance with this Ordinance.

Planning Dept comment – A photometric & lighting plan is included in the submittal. The canopy recessed lighting, the wall packs, and pole lighting all comply with the requirements of Article 31, Exterior Lighting.

7. *Gasoline pumps, air and water hose stands, and other appurtenances shall be set back not less than twenty (20') feet from existing or proposed road right-of-way lines, whichever is greater.*

   Planning Dept comment – Requirement met.
8. *The parking or storage of vehicles for more than twelve (12) hours shall be prohibited.*

   Planning Dept comment – The site plan doesn't have adequate room to accommodate any storage of vehicles for any length of time.
9. *A minimum of one (1) stacking space per lane shall be made available for vehicles that are required to wait.*

   Planning Dept comment – Meets this requirement.
10. *A traffic impact study may be required by the Planning Commission or the Planning Director, per Article 28 (Traffic Impact Studies).*

    Planning Dept comment –A traffic impact study was completed by the Township's Traffic Engineer (Fleis & Vandenbrink) and reviewed by the Planning Commission at the 8-10-26 meeting. Road improvements are warranted on both Benstein and Glengary Roads which include an extension of both center left turn lanes, an addition 170 feet of storage on Glengary and an additional 60 feet of storage on Benstein, and to provide a right turn deceleration taper at the proposed Benstein Road driveway.

Site Plan Review

Access & circulation – Access would be provided by retaining the existing easternmost driveway along the north side of Glengary (the westernmost driveway along Glengary will be eliminated to maximize separation from the intersection of Glengary and Benstein), as well as a new driveway along the east side of Benstein Road that would effectively replace the residential driveway of the existing house. The Fire Marshal has reviewed the truck turning plan and finds it acceptable. The Road Commission for Oakland County has reviewed the site plan, the traffic impact study and the road improvement plan and concurs but is requiring an additional 32 feet in addition to the already required 60 feet of additional storage (92 feet total) in the center left turn lane along Benstein Road. The RCOC also notes that if a crash pattern occurs with outbound left turns from Commerce Lake Market onto Benstein Road, the RCOC will require the installation of a "no left turn" restriction which could include a median within the Benstein Road driveway design to prohibit outbound lefts. **Site plan approval should be conditioned upon the owner agreeing to add a note to the site plan agreeing to a "no left turn" restriction should a future crash pattern develop at the Benstein Road access point, and the additional 32 feet of storage in the center left turn lane on Benstein Road for a total of 92 feet of additional storage.**

Traffic Impacts – In an effort to address the rezoning criteria of Sec. 3.03.D.3.e ("capability of

the road system to safely and efficiently accommodate the expected traffic generated") as well as thinking ahead to special land use criteria 34.08.6 ("Traffic Impacts"), Mr. Bakko agreed to have the Township's Traffic Engineer (Fleis & Vandenbrink) prepare a traffic impact study for the proposed redevelopment of the Commerce Lake Market. The study evaluated operations and levels of service at the project's two proposed driveways (north side of Glengary and east side of Benstein), the existing signalized intersection of Benstein & Glengary, and the existing driveway of Dairy Twist on the south side of Glengary Road (within the Village of Wolverine Lake). Dairy Twist's driveway was evaluated because, while completely out of Mr. Bakko's control, the summer evening ice cream rush is legendary.

In order to mitigate the impacts of the traffic to be generated by the proposed expansion of Commerce Lake Market, as well as to provide safe & efficient access to & from Commerce Lake Market's proposed driveways, the traffic impact study, the Road Commission for Oakland County and the Village of Wolverine as a collective makes the following recommendations:

- Extend the existing center left turn lane along Benstein Road north of Glengary to provide an additional 92 feet of storage of southbound vehicles making an inbound left into Commerce Lake Market's proposed driveway on the east side of Benstein Road
- Extend the existing center left turn lane along Glengary Road east of Benstein Road to provide an additional 170 feet of storage of eastbound vehicles making an inbound left into Commerce Lake Market's existing easternmost driveway on the north side of Glengary Road (the existing westernmost driveway would be eliminated in an effort to maximize separation from the Glengary & Benstein intersection)
- Provide a right-turn deceleration taper at the proposed Benstein Road driveway

It is notable that while Benstein Road is under the jurisdiction of the Road Commission for Oakland County (RCOC), Glengary Road is under the jurisdiction of the Village of Wolverine Lake. Village Administrator/Clerk Dave Gillam and Village Engineer Mike Powell have both been provided with the TIS, and have met with Mr. Bakko on June 18 to discuss the recommended improvements to Glengary Road. While the recommended improvements are certainly not insignificant from a cost standpoint for Mr. Bakko, they would likely be a relatively simple mill & overlay with new pavement striping. In other words, it does not appear the recommended improvements to either Benstein or Glengary would necessitate a major road reconstruction. **Site Plan approval for Commerce Lake Market should be conditioned upon the road improvements recommended by the traffic impact study be completed at the developer's expense and with all necessary permits and approvals from the Road Commission for Oakland County and the Village of Wolverine Lake.** The owner should be reminded that the Zoning Ordinance's standards for signage limit the coverage of windows with signage to 25% of the window area or a combined 50 square feet. We trust Commerce Lake Market does not intend to make a huge investment in a beautiful building with lots of windows only to cover all those windows with Budweiser signs.

Parking, Loading, Circulation, and Design

Parking – There will be 19 parking spaces including 1 barrier free space on the south side of the building. Two of the 6 spaces along Glengary Road will be equipped with EV charging stations.

The proposed parking spaces are shown to be 10 feet wide x 18/18.5 feet long, the Planning Commission often approves this deviation so long as they provide a 4" curb to allow vehicles to overhang. The plan also indicates bumper blocks in specific areas which should also be no higher than 4". **If such a deviation is granted by the Planning Commission, it should be a condition of site plan approval that both curb and/or bumper blocks adjacent to the parking spaces that are less than 20 feet are no higher than 4".**

Loading – One (1) 10-foot x 60-foot loading space has been provided on the east side of the site which would be considered the front yard by definition. Loading spaces are not permitted within the front yard in any zoning district, however, per Article 28, Section 28.09 the Planning Commission could waive that requirement since placing any loading space within the rear yard would make it more impactful on the neighboring residential uses. Historically the loading and unloading for this site has been done between the building and Glengary Road (within the front yard). The landscape plan does show a row of arborvitae along the east property line to buffer from the business to the east. Also, the site plan shows a designated area for filling the fuel storage tanks (at the north west corner of the site). **Site Plan approval should be conditioned upon a finding by the Planning Commission that the location of the loading and unloading space is an appropriate modification.**

Sidewalks

No new sidewalks are shown on the proposed site plan along either the Glengary Road or Benstein Road frontages. Sec. 32.04 of the Zoning Ordinance authorizes the Planning Commission to require frontage sidewalks for new site plans, particularly consistent with the Township's non-motorized master plan. Commerce Township's non-motorized master plan calls for a sidewalk/pathway along the west side of Benstein Road, so requiring Commerce Lake Market to install a sidewalk across the site's Benstein Road frontage would likely be a 120-foot section of "sidewalk to nowhere". The Planning Commission could consider requiring a sidewalk along the project's Glengary Road frontage, since the non-motorized master plan does envision a sidewalk/pathway along the north side of Glengary from S. Commerce to Benstein. Alternatively, the Planning Commission could require a contribution into the Township's pathways fund in lieu of actual construction of a Glengary sidewalk, with that contribution being proportionate to the cost of actual construction. That contribution would need to be used toward a non-motorized improvement in the vicinity, which could potentially be a new pedestrian signal across Glengary Road along the east side of Benstein. Such a pedestrian signal would potentially provide a means for safe crossing between Commerce Lake Market and Dairy Twist, two businesses likely to generate a fair amount of pedestrian traffic between one another. **Site plan approval should be conditional upon a Planning Commission determination of whether to require a sidewalk along Commerce Lake Market's Glengary Road frontage, or to alternatively require an in-lieu-of contribution to the Township's pathways fund in an amount proportionate to the cost of construction of a Glengary sidewalk.**

Building Materials & Architecture

The Commerce Lake Market site is zoned B-3, and is subject to the Building Materials standards of Sec. 27.02.B of the Zoning Ordinance, particularly the maximum allowed for each type of

material on each face of the building. The building is proposed to include a majority of brick with metal panel accents along the roof line and front entrance with some limestone bands running through the brick on all four elevations. The two prominent sides facing Glengary and Benstein will also have glass windows and accent lighting. The building's primary front entrance is angled with glass windows and a metal peak corner cap. The elevations include a two-foot parapet wall extending above the roofline, which would ideally shield any rooftop mechanical equipment from view.

The elevations for fuel canopy show two different options, one for a peaked metal roof and masonry-clad columns both to match the convenience store's building materials and one with a flat roof. The Planning Commission had expressed concern with the potential height of the proposed canopy during the conditional rezoning review and limited the maximum height of the canopy to 14' measured to the underside of the canopy. The Planning Commission might consider the option for a peaked roof feature atop the canopy. While it would give the canopy a more decorative and finished appearance to match the building, it would also increase its height. **Site plan approval should include a decision from the Planning Commission on the roof style of the fuel canopy.** The proposed "skin" of the canopy is shown on the elevations as neutral colors to match the building, something committed to within the conditional rezoning agreement.

Signage

As a condition of the Conditional Rezoning Agreement (CRA) the owner agreed to neutral colors on the canopy and without any signage (including logos or any type of corporate coloring, striping etc. which would be considered signage). No proposed signage is shown on the proposed building elevations; however, the plan does depict an area for a proposed wall sign above the front entrance. The Zoning Ordinance would allow for a freestanding monument sign on both the Glengary and Benstein Road frontages (noting that Article 30 of the Zoning Ordinance does not allow digital gas pricing signs but would allow a scroll-type sign where prices are displayed). The Ordinance would also allow for one wall sign, or more than one if the building is to house one or more additional tenants (such as a food operator). Signs are typically reviewed and approved by the Township's Building Department under a separate permit. However, being adjacent to residential it might be worth a discussion by the Planning Commission on the type, size, illumination etc. of such signs. Particularly relevant might be the minimum setback for a freestanding sign along major throughfares including Benstein and Glengary (75 feet from the centerline of the right-of-way). Given the relatively tight site, this might put any proposed ground sign in the middle of Commerce Lake Market's parking lot. **Site plan approval should be conditioned upon review and approval of a Sign Permit from the Building Department for all proposed signs (wall signs, freestanding signs, fuel price signs, etc.) Site plan approval should also be conditioned upon any requirements discussed by the Planning Commission, and/or recorded within the conditional rezoning agreement.**

Landscaping

The Township's landscape architect (David Richards at Giffels Webster) provided his review of the landscape plan dated October 27, 2026. His conclusion was that the landscape plan complied with Article 29 of the Zoning Ordinance, albeit with some minor concessions and revisions.

Dumpster enclosure design and location

The site plan includes a dumpster and enclosure located on the north side on the site and on the west side of the building. No detail for the enclosure was shown on the plan that includes materials that match the exterior of the building. **Site Plan approval should be conditioned upon the inclusion of a detail of the dumpster enclosure, indicating that it will be a quality material to match the building and will otherwise meet the design requirements of Sec. 26.517.**

Outdoor sales area

The site plan includes a designated area on the west side of the building for outdoor sales of items including ice, propane exchange, etc. Staff appreciates the owner's effort in providing this designated area, which we assume indicates he has no desire to let his lovely new building be marred by pallets of firewood, ice melter, or windshield solvent.

Exterior Lighting

A photometric plan was included which indicates recessed lighting under the canopy, building/wall mounted fixtures, and four light poles 15 feet in height. All lighting fixtures are shown to be full shielded and downward directed to avoid any light trespass on the adjacent property (most importantly the adjacent residential properties) and comply with Article 31 of the Zoning Ordinance.

Phasing

The Planning Commission should be aware that, should Commerce Lake Market's site plan & special land use be approved, Mr. Bakko hopes to construct the new facility while keeping the existing store open for as long as possible. Doing so will require continued coordination with the Township's Fire Department and Building Department to ensure safe access is maintained. Mother Nature will likely play a role in the timing of the transition from existing store to new store.

Comments & Recommendations from Reviewing Agencies

Engineering – Giffels Webster letter dated November 10, 2026

- **Recommendation**: Approved as noted, subject to conditions.
- **Planning Department's comments**: The Township Engineer's comments had a fair amount of focus on the proposed project's stormwater management, which is to include underground containment chambers as well as a potential outlet into the Village of Wolverine Lake's existing ditch system along Glengary Road. The developer's engineer (Chad Holdwick with Umlor Group) has reviewed the Twp Engineers comments and has stated he is confident they can & will be addressed as part of the detailed civil engineering plans. Mr. Holdwick is in communication with Village Engineer Mike Powell on the Glengary Road ditch/outlet, and is

awaiting the results of testing that he expects will confirm existing soils will accept infiltration from the proposed stormwater containment chamber at the necessary rate.

Landscaping – Giffels Webster letter dated October 27, 2026

- **Recommendation**: Approved with conditions.
- **Planning Department's comments**: The LA is requiring minor revisions that could be reviewed and administratively review on the final stamping sets.

Fire Department – Fire Marshal's review letter dated November 3, 2026

- **Recommendation**: Revise & Resubmit
- **Planning Department's comments**: The Fire Marshal provided his review comments. There are still items that need to be addressed and can be done so administratively. **Site plan approval should be conditioned upon final review and approval of a revised plan addressing the Fire Marshal's comments.**

Village of Wolverine Lake – Village Engineer's review letter dated November 12, 2026

- Village Engineer Mike Powell (Powell Engineering & Assoc.) provided comments relative to the site's impact along Glengary Road, which is under the Village's jurisdiction. The Village would need to approve the design of Commerce Lake Market's driveway approach within the Glengary right-of-way, the eastward extension of Glengary's center left-turn lane, and the out letting of a portion of Commerce Lake Market's stormwater system into Glengary's ditch system. Mr. Powell's letter indicates that all of the issues noted can be addressed in the detailed civil engineering plans that would be submitted subsequent to site plan approval, and his office provided verbal confirmation that they recommend conditional approval of the site plan as submitted. **Site plan approval should be conditional upon detailed civil engineering plans being reviewed and approved by the Village of Wolverine Lake's Engineer (Powell Engineering).**

<u>Recommendation and Potential Motion Language</u>

The Planning Commission should hold the public hearing for the special land use (automobile fueling station in the B-3, General Business zoning district) consistent with the Township's Zoning Ordinance and the Michigan Zoning Enabling Act. Should the Planning Commission opt to approve the Commerce Lake Market's fueling station, two approvals would be required via two separate motions; one for approval of the special land use, and a second for site plan approval.

Special Land Use

If the Planning Commission determines the proposed automobile fueling station use satisfies the criteria of Section 34.08 of the Zoning Ordinance, and the specific use standards for an automobile fueling station of Sec. 26.302, the Planning Department offers the following motion language for the Planning Commission's consideration:

Move to approve PSU #26-06, a special land use for the Commerce Lake Market's automotive fueling station within the conditionally-rezoned B-3 (General Business) zoning district located at 1740 Glengary Road. Special land use approval is based on a finding that the applicant has

demonstrated to the satisfaction of the Planning Commission that the proposed use complies with the special land use criteria of Section 34.08 of the Zoning Ordinance, as well as the use standards of Sec. 26.302. Special land use approval is based on the following conditions:

1. ***Approval of a corresponding site plan by the Planning Commission;***
2. ***Limiting the alcohol sales area within the new building to no more than 2,800 square feet;***
3. ***A continued good faith effort by the Commerce Lake Market owner to acquire the adjacent property at 2762 Benstein Road if & when it becomes available for purchase;***
4. ***(any other conditions as determined by the Planning Commission)***

Site Plan

Subsequent to special land use approval, if the Planning Commission determines that the corresponding site plan for Commerce Lake Market satisfies the applicable criteria of the Zoning Ordinance for a new retail building, fueling station, and fuel canopy in the B-3 zoning district, the Planning Department offers the following motion language for the Commission's consideration:

Move to approve Site Plan #PSP26-09, a new 6,860 sq ft retail building along with a 4-pump fueling station and canopy for the rebuilt & expanded Commerce Lake Market located at 1740 Glengary Road. Approval is based on a finding that the site plan complies with the applicable standards of the Township Zoning Ordinance, so long as certain conditions of the Planning Commission noted below can be included on a revised plan to be administratively reviewed & approved. The Planning Commission further finds that the location of the loading and unloading space is an appropriate modification. Site plan approval is subject to the following conditions:

1. ***Review and approval of engineered construction plans by the Township Engineer, Village of Wolverine Lake Engineer, Township Fire Marshal, and Township Building Department to address all comments included in their respective reviews;***
2. ***All road improvements recommended by the traffic impact study be completed at the owner's expense including all necessary permits and approvals from the Road Commission for Oakland County (Benstein Road) and the Village of Wolverine Lake (Glengary Road);***
3. ***A land combination application to be reviewed and approved administratively subject to the applicable procedures of Commerce Township, Oakland County and the State of Michigan;***
4. ***A 5-foot concrete sidewalk along the site's Glengary Road frontage, or an in-lieu-of contribution to the Townships sidewalks & pathways fund proportionate to the estimated cost of construction;***
5. ***A revised plan to be reviewed and approved administratively showing the following:***
    a. ***A note at the Benstein Road driveway confirming the owner's recognition that, should a future crash pattern develop at the Benstein Road access, the RCOC could impose a "No Left Turn" restriction that could include alterations to the driveway at the owner's expense;***

   b. ***A total of 92 feet of additional storage in the center left turn lane along Benstein Road;***
   c. ***Details on the dumpster enclosure including materials to match the proposed building;***
   d. ***Note added to the site plan limiting the alcohol sales area to 2,800 square feet;***
   e. ***All bumper blocks and curb adjacent to parking spaces less than 20 feet deep are to be no higher than 4.***
   f. ***The fuel canopy roof to reflect the decision of the Planning Commission (either pitched or flat)***
6. ***Review and approval of a revised site plan addressing the comments in the Fire Marshal's second review dated 11-3-26;***
7. ***Any new signs to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;***
8. ***(any other conditions which the Planning Commission deems necessary).***

CHARTER TOWNSHIP OF COMMERCE
PLANNING DEPARTMENT
APPLICATION FOR SPECIAL LAND USE

Submitted 10-14-26 **Hearing Date:** 11-16-26

Case No. PSU26-06 **Zoning District:** B-3

APPLICANT: Saad Bakko

ADDRESS: 1740 Glengary Rd

CITY: Commerce Township ZIP: 48390 PHONE: 586-216-4943

E-MAIL ADDRESS: saadbakko@gmail.com

OWNER'S NAME: Same

ADDRESS:

CITY: ZIP: PHONE:

Address or location of subject property: 1740 Glengary

Tax Identification Number:

~~Legal Description~~:

~~List all Deed Restrictions~~:

Existing Land Use: Residential / Retail

Proposed Land Use: Fueling Station

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

X Applicant: Saad Bakko Date: 10-14-26

X Please Print: Saad-Bakko

Owner: Saad Bakko Date: 10-14-26

Please Print: Saad-Bakko

NOTE: All applications for Special Land Use must be accompanied by documentation indicating compliance with the requirements of Article 34 of the Zoning Ordinance and a Site Plan complying with Article 35 of the Zoning Ordinance.

Updated: 2-16-11

CHARTER TOWNSHIP OF COMMERCE
APPLICATION FOR SITE PLAN REVIEW

PROJECT# PSP26-09

Development Name: Commerce Lake Market **Date:** 10-14-26

Property Address/Location 1740 Glengary Rd

Present Use Commercial/Residential Proposed Use Fueling Center

Sidwell# Property Dimensions Area of Property

Gross Square Feet of Building Number of Buildings/Lots

Water Source Public System [X] Private/Well [ ]

Waste Disposal Public System [X] Private/Septic [ ]

Does this project involve an extension of the Municipal Water/Sewer systems? NO

Applicant's Name: Saad Bakko

Address: 1740 Glengary Rd City,State,Zip Commerce Township, Mi 48390

Phone: 586-216-4943 Direct # Cell

E-Mail saadbakko@gmail.com

Owner's Name: Same.

Address: City, State, Zip

Phone: Direct # Cell

E-Mail

Site Plan Prepared By: UMOR Group

Address: 45525 Grand River Ave Suite 100 City, State, Zip Novi, Mi 48374

Phone: Direct # Cell

E-Mail

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.

X Applicant Signature Saad Bakko Date 10-14-26

X Print name Saad. Bakko

Owner Signature Saad Bakko Date 10-14-26

Print name Saad. Bakko

Cameron Bakko Cell Phone #: 586-696-9747

CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

Notice is hereby given that the Commerce Township Planning Commission will conduct a public hearing in the Oak Conference Room of the Commerce Township Hall, located at 2009 Township Drive, Commerce Township, Michigan, for the following proposed Special Land Use on **Monday, November 16, 2026 at 7:00 p.m.**

PSU26-06



Commerce Lake Market of Commerce, MI is requesting Special Land Use approval to construct a new and larger market with a 4-pump fueling center in the B-3 (General Business) zoning district located on two parcels of land at 1740 Glengary & 2750 Benstein.

PIN#'s: 17-21-276-064 & 17-21-276-063

The proposed Special Land Use application, the Commerce Township Zoning Ordinance, and Zoning Map are available for public inspection in the Planning Department during regular office hours. You may also visit the Township's website at **commercetwp.com** to find the Commerce Township Zoning Ordinance and Zoning Map. Public comment will be taken during the designated portion of the public hearing; for those unable to attend the public hearing, public comment will be taken in writing by the Planning Department until 5:00 p.m. on the date of the hearing. For further information, please contact the Commerce Township Planning Department at (248) 960-7050, and/or visit the Township's website at commercetwp.com

David Campbell, AICP
Commerce Township Planning Director

November 10, 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: Commerce Lake Market
Project No.: 20854.00

Mr. Campbell:

Giffels Webster has completed our review of the Site Plan submittal dated October 16, 2026, for the proposed gas station and market development located in the northeast corner of the intersection of Glengary Road and Benstein Road, and offers following comments:

Existing Information

GENERAL

This property, PINs 17-21-276-063 and 17-21-276-064, is located in the northeast corner of the intersection of Glengary Road and Benstein Road and contains approximately 0.9 acres. The project is a gas station and convenience market development including water sanitary sewer leads as well as storm water management system. This site was conditionally re-zoned to B-3 in August 2026.

Existing Topography and Drainage: The existing topography is generally flat with a slight slope toward the low area toward the northwest property corner of parcel 17-21-276-064, into an existing catch basin in the existing market's parking lot, and into an existing county catch basin within the ROW of Glengary Road.

UTILITIES

Existing Sanitary Sewer: A 16" HDPE SDR 17 sanitary sewer force main runs along the north side of Glengary Road and the east side of Benstein Road within pump station district 5.3.

- Label the existing sanitary sewer sizes and materials on all sheets.

Existing Water Main: An existing 20" HDPE SDR 11 public water main exists on the south side of Glengary Road partially within the public ROW and partially within an easement.

- Label the existing water main sizes and materials on all sheets.

Proposed Development

GENERAL

Proposed Grading and Drainage: The proposed storm sewer system is shown on the plans and the developed area all flows into infiltration basins and ultimately into an underground infiltration cell on site. Preliminary storage calculations were provided, but not the correct ones for the proposed system and it is unclear whether there is enough storage capacity provided.

- The overflow and offsite flow routes are not indicated. The overflow routes must be shown and confirmed to not impact downstream properties for a 100-year rain event.
- Revise the calculation and verbiage of the detention system to be a retention system, as there is no proposed outlet, or revise the system to a detention system outletting to the Wolverine Lake system along the Glengary Road ROW.
    - If the system is revised to have an outlet, the Village of Wolverine will need to review and approve the plans prior to engineering plan approval. Plans have been provided to Wolverine Lake for site plan approval, and we are awaiting their comments.
- Provide information that confirms the proposed infiltration cell and basins have enough capacity to handle the required volume.
- A Storm Water Management Agreement is required for this site.

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

- Drainage district maps and detailed calculations for the stormwater system are required at the engineering review.
- Pipe sizing, slope, and calculations to confirm that the system design will conform with the approved storm water management requirements.
- Confirmation of infiltration rates from percolation testing.
- Wetland limits, and the contact information for the consultant that flagged the wetland limits.

Proposed Roads and Easements: No public or private roads are proposed by this project. A plan sheet was provided which appears to show that the Township's fire apparatus is capable of maneuvering the site.

UTILTIES

Proposed Sanitary Sewer: Only a sanitary lead is proposed.

- Since the lead is flowing to a force main, a grinder pump is required.

Proposed Water Main: Only a water lead is proposed at this time.

- The Fire Marshal will need to review the site plan and comment on the adequacy of fire protection and the hydrant coverage.
    - It appears a hydrant on site will be required due to the distance from the furthest proposed building corner and gas pump being greater than 225'.

Please see the marked-up plans for specific comments.

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

- A Soil Erosion and Sedimentation Control Permit from Commerce Township.
- A Storm Water Management Agreement
- EGLE Water Main Permit (Act 399)
- Right-of-way permit(s) from the Road Commission for Oakland County.
- All 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: Chad Holdwick – Umlor Group (via email)
Wes Lee O. Umlor, PE – Umlor Group (via email)
Jason Mayer, PE – Giffels Webster

Attachments Marked up plan set stamped Approved as Noted

October 27, 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 with Revisions

Project Name: Commerce Lake Market
Project No.: 20854.00

Mr. Campbell:

Giffels Webster has completed our review of the Landscape submittal dated October 27, 2026, for the proposed gas station and market development located in the northeast corner of the intersection of Glengary Road and Benstein Road, and offers following comments:

Existing Information

LANDSCAPE

- Please call out all existing trees that are to stay and count towards landscape requirements as “to be saved” on plan.

Proposed Development

LANDSCAPE

- Suggested: Add labeled dimensions (with LF) and labeled outlines (with SF) of required landscape areas for clarity.
- Call out the snow storage area and confirm that surrounding plant materials are hardy and salt tolerant.
- The greenbelt shows 2 total deciduous trees (1 existing) while 9 total deciduous trees are required. This will be waived as greenbelt does not allow room for additional deciduous trees along greenbelt or elsewhere on site. Please add note regarding waiver on plan for clarity.
- The interior landscape shows 2 total deciduous trees (1 existing) while 12 total deciduous trees are required. This will be waived as interior lot does not allow room for additional deciduous trees within lot or elsewhere on site. Please add note regarding waiver on plan for clarity.
- The ROW shows 4 total deciduous trees (1 existing) while 6 total deciduous trees are required. This will be waived as the ROW does not allow room for additional deciduous trees along ROW or elsewhere on site. Please add note regarding waiver on plan for clarity.

Please see the marked-up plans for specific comments.

Please contact me at 520.971.0551 or drichards@giffelswebster with any questions or concerns regarding this review.

Respectfully

GIFFELS WEBSTER



David Richards – Landscape Architect

THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT

James Dundas
Fire Chief

Marcus Leece
D.C. Training

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 560-0126
Fax: (248) 560-0127
www.commercetwp.com

Mark Gall
Fire Marshal

Stacy Gross
D.C. EMS

November 3, 2026

RE: Gas Station / Convenience Store – Second Fire Department Site Plan Review

Project Address: 1740 Glengary Road, Commerce Township, Michigan

Plan Reviewed: Revised 20-page plan package, 1740 Glengary Road Gas Station (file dated October 30, 2026); previous Fire Marshal review dated October 26, 2026.

FIRE DEPARTMENT SECOND SITE PLAN REVIEW COMMENTS

The revised submittal adds fire apparatus circulation, fire lane, KnoxBox, addressing, propane and outdoor display details. The following comments evaluate the revised material against the 17 original review items. “Partially addressed” means information is shown but requires confirmation or further documentation; no item is approved solely because a detail appears on a drawing. Sheet/page references refer to the submitted 20-page PDF.

1. Fire Apparatus Access Roads

ADDRESSED — Site circulation and fire apparatus notes are now depicted (sheets 2 and 8). Identify and dimension each designated apparatus access route, including clear width at pinch points, turning radii, grades, load-bearing pavement sections and unobstructed height. Reference: 2024 IFC 503.1–503.2.

2. Fire Apparatus Turning Analysis

ADDRESSED — A fire truck swept-path exhibit and apparatus detail are provided on sheet 8. Confirmed that the modeled apparatus matches the Commerce Township Fire Department’s approved vehicle specifications, including wheelbase, overall length, width, overhang and turning characteristics. Show clearance to canopy columns, pump islands, curbs, parked vehicles and the proposed outdoor displays for each entry/exit movement. Reference: 2024 IFC 503.2.4.

3. Fire Lanes, Red Curbs and Pavement Markings

ADDRESSED — Fire lane legends and a no-parking sign detail appear on sheets 2 and 8. Verify the layout does not conflict with fueling circulation or required access. Reference: 2024 IFC 503.3–503.4 and local Fire Department requirements.

4. Fire Hydrants and Water Supply

REQUIRES VERIFICATION — Utility information is included in the revised civil sheets, but the submitted review copy does not conclusively establish the approved hydrant location(s), available fire flow, water-main capacity and hose-route distances. Highlight existing/proposed hydrants on a dedicated exhibit and provide fire-flow documentation for review. Reference: 2024 IFC 507.1–507.5; Appendices B/C only where adopted.

5. Fuel Dispenser Emergency Shutoff

NOT VERIFIED — Identify the actual motor-fuel dispenser emergency shutoff device(s) on a dimensioned fueling equipment plan, with mounting locations, visibility, identification, accessibility and the dispensing equipment controlled. Provide the applicable equipment/control details. Do not confuse an electrical service disconnect with the required fuel-dispensing emergency shutoff. Reference: 2024 IFC 2303.2.

6. EV Charging Stations and Emergency Controls

REQUIRES CLARIFICATION — The revised package does not clearly establish whether EV charging is proposed. State explicitly whether EV charging stations will be installed. If yes, show charger quantities, locations, disconnecting means, equipment protection and any emergency-control requirements arising from the listed equipment and adopted electrical code. Reference: 2024 IFC Chapter 12 where applicable and adopted electrical code.

7. Fueling Station Vehicle Impact Protection

PARTIALLY ADDRESSED — Fueling islands and site circulation are depicted. Provide a dimensioned impact-protection detail for dispensers, canopy columns, emergency shutoffs and other exposed equipment, identifying the barrier type, placement and protection afforded. Reference: 2024 IFC 312 and Chapter 23 as applicable.

8. West-Side Parking Bumper Blocks

ADDRESSED — Now showing integral curbs where needed to prevent vehicle encroachment into pedestrian routes, storefront elements or equipment. Coordinate with accessibility design.

THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT

James Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 560-0126
Fax: (248) 560-0127
www.commercetwp.com

Mark Gall
Fire Marshal

Marcus Leece
D.C. Training

Stacy Gross
D.C. EMS

9. Fuel Canopy Vertical Clearance

ADDRESSED — Provided a dimensioned canopy elevation showing the minimum unobstructed height beneath the canopy after lights, signs and equipment are installed. Reference: 2024 IFC 503.2.1.

10. Outdoor Propane Cylinder Storage

ADDRESSED — A propane sales cabinet detail appears on sheet 9, and propane separation/notes appear on sheet 8. Reference: 2024 IFC Chapter 61 and NFPA 58 as applicable.

11. Windshield Washer Fluid Outdoor Display

ADDRESSED — A windshield washer fluid sales display detail is included on sheet 9. Reference: 2024 IFC Chapters 50 and 57 if the formulation is classified as a regulated flammable/combustible liquid.

12. Campfire Wood Bundle Storage

ADDRESSED — A firewood sales/display detail appears on sheet 9. Reference: 2024 IFC 315, 503 and Chapter 23 as applicable.

13. Fueling Area Signage and Obstructions

ADDRESSED — A no-parking/fire-lane sign detail is shown on sheet 8. Reference: 2024 IFC Chapter 23 and 503.3 as applicable.

14. Building Access, Addressing and KnoxBox

ADDRESSED — Building address and KnoxBox notes are now shown on sheets 2 and 8. Reference: 2024 IFC 505 and 506.

15. Building Addressing

PARTIALLY ADDRESSED — The project address is identified as 1740 Glengary Road, and an addressing note is provided. Confirm that permanent address numerals will be legible and visible from the approved fire apparatus access approach. If multiple tenant spaces are later proposed, submit the tenant/unit identification scheme. Reference: 2024 IFC 505.

16. Construction-Phase Fire Department Access

REMAINS OPEN — Add or confirm a construction-phase fire access note and phasing exhibit, as appropriate, requiring approved all-weather apparatus access and adequate fire protection throughout construction, without blocking necessary emergency response routes. Reference: 2024 IFC 503 and 3310 as applicable.

Please address the outstanding items and resubmit the revised sheets and supporting documents for Fire Department review. This review is limited to the submitted site/civil material and does not constitute approval of building, fuel system, electrical or other permit drawings.

Mark Gall

Mark Gall

Fire Marshal

Commerce Township Fire Department

Powell Engineering & Associates, LLC

4700 Cornerstone Drive
White Lake, MI 48383
Phone: (248)714-9895
Fax: (248)694-9222
Email: help@powelleng.net

November 12, 2026

Mr. David Gillam, Village Administrator
Village of Wolverine Lake
625 Glengary Road
Wolverine Lake, MI 48390

Re: Engineering Review for Commerce Market, 1740 Glengary Rd., Commerce Township.
Owner: Saad Bakko
Property Tax ID #17–21-276-063 & 064; P.E. Job #26-240

Dear Mr. Gillam,

We have completed our initial review of the conceptual engineering drawings for the proposed demolition of the existing convenience store and construction of a new combination gas station and convenience store at the intersection of Glengary and Benstein Roads.

Although the project is located entirely within Commerce Township, the plans include a proposed new driveway approach located off Glengary Road which includes widening of Glengary Road to extend the existing left-turn lane for access into the site as well as the request for stormwater outlet into the Glengary Road stormwater drainage system, which is under the jurisdiction of the Village of Wolverine Lake. Our review is specifically intended to evaluate the potential impacts of the proposed improvements on Village infrastructure and provide recommendations accordingly.

We reviewed the plans and contacted the owner's engineering consultant to discuss our assessment of the project's potential impacts on the Village, along with our recommended changes and additions to the plans we have the following comments:

Conceptually, we recommend that the Village of Wolverine Lake approve the proposed driveway approach off Glengary Road and the widening of Glengary Road, subject to the submission and approval of detailed construction plans, including grading and geometric design details. Our initial impression is that Village of Wolverine Lake approval should be added to General Notes No. 1 and No. 18. Additionally, no work within the Glengary Road right-of-way should begin until a Right-of-Way Work Permit has been obtained from the Village.

In addition, the conceptual stormwater management plan has merit; however, the following issues need to be addressed and resolved:

1. The Glengary Road roadside ditch cannot accommodate any additional stormwater runoff volume or discharge rate beyond what it currently receives.
2. The design engineer/surveyor needs to determine where the existing catch basin located in the middle of the existing parking lot currently discharges as well with current outlet volumes.
3. The design engineer/surveyor must also determine where the existing catch basins located within the Glengary Road curb line discharge. Depending on the capacity and downstream outlet conditions of the existing storm sewer system, it may be possible for the project to discharge additional stormwater into that system. Any proposed direct connection to the existing storm sewer system will require approval from the Village and, potentially, the Road Commission.
4. The design engineer, in coordination with the property owner, should calculate how long stormwater generated by both a 10-year and a 100-year storm event will remain ponded above the proposed catch basin rims within the new parking lot area.
5. The proposed stormwater ponding area within the new pavement is designed to reach an elevation of 930.70. As currently designed, storing water to this elevation will result in stormwater overflowing onto the properties to the east and north. This condition must be addressed.
6. The proposed screening wall along the north property line appears to obstruct the existing sheet flow of stormwater that currently drains southerly across the property line. This condition must be addressed to ensure that existing drainage patterns are not adversely affected.
7. The proposed stormwater management system could provide significantly greater infiltration capacity if the proposed storm sewer lines were constructed using perforated ADS-12 piping installed in washed stone bedding. The overall infiltration rate, of course, will depend on the soil conditions and the interface between the existing sand and the proposed stone infiltration trenches.
8. The proposed AquaCell stormwater detention system must be modified to allow for continuous infiltration beneath the system. As currently designed, the geotextile fabric proposed around and beneath the detention cells will likely become clogged with silt over time, preventing vertical infiltration into the existing sandy soils below the system. We recommend removing the geotextile fabric from around and beneath the system while maintaining the fabric above the system to provide protection for the parking lot structure.
9. The stormwater calculations must be revised to demonstrate that the proposed stormwater management system can accommodate and store runoff from at least a 100-year storm event, accounting for the calculated infiltration rate and any direct discharge that may be permitted into the Glengary Road stormwater drainage system.
10. The calculations should also determine how long it will take the on-site stormwater management system to completely dewater following a 100-year storm event.

All of the items identified above will have an impact on the approval of the Right-of-Way Work Permit required for the proposed new driveway approach and any stormwater outlet connection within the Glengary Road right-of-way.

With that understanding, it is important that the design engineer provide substantially more detail demonstrating how the proposed site improvements will minimize impacts on the Village's infrastructure and existing drainage conditions.

We look forward to receiving a more detailed engineering submittal for our review following approval of the conceptual site plan by the Commerce Township Planning Commission.

Sincerely,
POWELL ENGINEERING & ASSOCIATES

Michael C. Powell, P.E.
President

CC: Jason Mayer, Giffles Webster
Nancy McClain, Giffles Webster
Dave Campbell, Commerce Township Planner
Tabitha Linsenmeyer, VWL Administrative Assistant

File P:\2026\Village of Wolverine Lake\26-240 Commerce Market Drainage Design\ltr_2026-11-12 Site Plan Review.doc

MEMO

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

VIA EMAIL dcampbell@commercetwp.com

To:	**Charter Township of Commerce**
From:	**Jacob Swanson, PE, PTOE** **Aaron Wildrick, EIT** **Fleis & VandenBrink**
Date:	**July 28, 2026**
Re:	**Commerce Lake Market Redevelopment** **Commerce Township, Michigan** **Traffic Impact Study**

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed commercial development in Commerce Township, Michigan. The project site is located at 1740 Glengary Road and 2750 Benstein Road, generally in the northeast quadrant of the Benstein Road & Glengary Road intersection, as shown in the attached **Figure 1**. The proposed development includes the construction of a new Commerce Lake Market convenience store. The existing Commerce Lake Market (1740 Glengary Road) will be razed as part of this project and a new convenience store will be constructed on the same parcel; additionally, vehicle fueling is proposed with the new store operations, located on the adjacent property (2750 Benstein Road), northwest of the existing Commerce Lake Market site.

The property at 1740 Glengary Road is zoned B-2 (Community Business), with retail being a permitted use within that zoning district; however, vehicle fueling is only allowed as a special land use within the B-3 (General Business) zoning district. The property at 2750 Benstein Road is zoned R-1D (One Family Residential). The two properties are proposed to be combined and conditionally rezoned to B-3 (General Business), in order to accommodate the proposed development plan.

Site access for the existing Commerce Lake Market is currently provided via two (2) existing full access driveways on Glengary Road, which is under the jurisdiction of the Village of Wolverine Lake. The proposed development plan includes closing the west site driveway on Glengary Road and maintaining one (1) full access driveway; additionally, a new site access is proposed via one (1) driveway on Benstein Road, which is under the jurisdiction of the Road Commission for Oakland County (RCOC).

This TIS was prepared for this project pursuant to the Township requirements outlined in Section 28.12. 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, accepted traffic engineering practice, professional experience, and the 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), RCOC, the Southeast Michigan Council of Governments (SEMCOG), and ITE.

2 BACKGROUND DATA

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.

27725 Stansbury Blvd, Suite 195
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Glengary Road runs in the east / west directions, adjacent to the south side of the project site. The study section of roadway is classified as a *Minor Arterial* and provides a typical two-lane cross-section, with one (1) lane of travel in each direction. Additionally, Glengary Road widens at the signalized study intersection with Benstein Road, in order to provide exclusive left-turn lanes in both directions.

- East of Benstein Road: The study section of roadway is under the jurisdiction of the Village of Wolverine Lake, has a posted speed limit of 35-mph, and has an Annual Average Daily Traffic (AADT) volume of approximately 5,831 (MDOT 2025) vehicles per day (vpd).
- West of Benstein Road: The study section of roadway is under the jurisdiction of RCOC, has a posted speed limit of 45-mph, and has an AADT volume of approximately 7,877 vpd (MDOT 2025).

Benstein Road runs in the north / south directions, adjacent to the west side of the project site. The study section of roadway is classified as a *Minor Arterial*, is under the jurisdiction of RCOC, has a posted speed limit of 45-mph, and has an AADT volume of approximately 11,068 vpd (MDOT 2025). Benstein Road provides a typical two-lane cross-section, with one (1) lane of travel in each direction, and widens at the signalized study intersection with Glengary Road, in order to provide exclusive left-turn lanes in both the directions.

2.2 Existing Traffic Volumes

F&V subconsultant QC collected existing weekday Turning Movement Count (TMC) data on Tuesday, May 12, 2026, during the School PM (2:00 PM to 4:00 PM) and PM (4:00 PM to 7:00 PM) peak periods, at the following study intersections:

- Glengary Road & Benstein Road
- Glengary Road & E. Site Drive
- Glengary Road & W. Site Drive

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 each of the study intersections were utilized, then the traffic volumes were carried through the roadway network and balanced upwards at 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 School PM and PM peak hours for the adjacent roadway network were observed to generally occur between 3:00 PM to 4:00 PM and 5:00 PM to 6:00 PM, respectively.

F&V also obtained the current signal timing permits from RCOC for the signalized intersection of Glengary Road & Benstein Road. The signalized study intersection operates on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS); therefore, only the base timings (mins, clearance, peds, push buttons, etc.) from the permits were utilized in the study. The signal timings were optimized for each scenario studied, in order to reflect the real time optimizations performed to accommodate the traffic volumes observed by the approach lane detectors. The existing 2026 peak hour traffic volumes utilized in this TIS analysis are shown in the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 Existing Conditions (2026)

Existing 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 existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, 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 existing conditions analysis are attached and summarized in **Table 1**.

The results of the existing conditions analysis indicates that all approaches and movements at the existing study intersection and site driveways are currently operating acceptably, at LOS D or better, during both the School PM and PM peak periods.

Review of SimTraffic network simulations indicates periods of vehicles queues along the northbound and southbound approaches at the signalized study intersection of Glengary Road & Benstein Road, during the PM peak hour; however, these vehicle queues were typically processed within each cycle length and were not

observed to persist throughout the peak hour. Additionally, ingress and egress traffic at the existing site driveway intersections were observed to find adequate gaps within the through traffic along Glengary Road, without experiencing significant delays or excessive vehicle queueing.

Table 1: Existing Intersection Operations

Intersection		Control	Approach	Existing Conditions			
				School PM		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Glengary Road & Benstein Road	Signalized	EBL	37.6	D	36.2	D
			EBTR	38.0	D	32.7	C
			WBL	35.7	D	28.7	C
			WBTR	50.5	D	52.5	D
			NBL	14.8	B	23.5	C
			NBTR	22.9	C	36.9	D
			SBL	16.3	B	24.2	C
			SBTR	20.6	C	36.8	D
			Overall	**29.7**	**C**	**37.7**	**D**
2	Glengary Road & Dairy Twist Drive / W. Site Drive	Stop (Minor)	EBL	8.0	A	8.3	A
			WBL	7.5	A	7.8	A
			NB	9.7	A	12.1	B
			SB	10.3	B	12.8	B
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.4	A
			WB	Free			
			SB	13.2	B	19.9	C

4 BACKGROUND CONDITIONS (2028)

4.1 BACKGROUND GROWTH

Historical population and employment community profile data was obtained for Commerce Township from the SEMCOG community profile database, in order to calculate an annual background growth rate to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. Population and employment projections from 2020 to 2050 were reviewed and indicate 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 buildout year of 2028. At the time of this study, no planned background developments were identified within the vicinity of the project site.

Therefore, a conservative annual background growth rate of **0.5%** per year was applied to the existing peak hour traffic volumes, in order to forecast the background 2028 peak hour traffic volumes, ***without the proposed development***, shown in the attached **Figure 4**.

4.2 BACKGROUND OPERATIONS

Background peak hour vehicle delays and LOS ***without the proposed development*** were calculated at the study intersections based on the existing lane use and traffic control shown in the attached **Figure 2**, the background peak hour traffic volumes shown in the attached **Figure 4**, and the methodologies presented in the HCM7. The results of the background conditions analysis are attached and summarized in **Table 2**.

The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the existing conditions analysis, with minor increases in delays. Review of SimTraffic network simulations indicates periods of vehicle queues for the northbound and southbound Benstein Road approaches during the PM peak hour; however, these queues were observed to dissipate within the peak hour, similar to observations made during existing conditions.

Table 2: Background Intersection Operations

Intersection		Control	Approach	Existing Conditions				Background Conditions				Difference			
				School PM		PM Peak		School PM		PM Peak		School PM		PM Peak	
				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	Glengary Road & Benstein Road	Signal	EBL	37.6	D	36.2	D	37.6	D	36.4	D	0.0	-	0.2	-
			EBTR	38.0	D	32.7	C	37.8	D	32.7	C	-0.2	-	0.0	-
			WBL	35.7	D	28.7	C	35.5	D	28.6	C	-0.2	-	-0.1	-
			WBTR	50.5	D	52.5	D	50.4	D	52.6	D	-0.1	-	0.1	-
			NBL	14.8	B	23.5	C	15.0	B	23.8	C	0.2	-	0.3	-
			NBTR	22.9	C	36.9	D	23.3	C	37.8	D	0.4	-	0.9	-
			SBL	16.3	B	24.2	C	16.6	B	24.6	C	0.3	-	0.4	-
			SBTR	20.6	C	36.8	D	20.9	C	37.6	D	0.3	-	0.8	-
			Overall	**29.7**	**C**	**37.7**	**D**	**29.9**	**C**	**38.1**	**D**	**0.2**	**-**	**0.4**	**-**
2	Glengary Road & Dairy Twist Drive	Stop (Minor)	EBL	8.0	A	8.3	A	Free				N/A			
			WBL	7.5	A	7.8	A	7.5	A	7.9	A	0.0	-	0.1	-
			NB	9.7	A	12.1	B	9.6	A	11.6	B	-0.1	-	-0.5	-
			SB	10.3	B	12.8	B	N/A				N/A			
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.4	A	8.0	A	8.5	A	0.0	-	0.1	-
			WB	Free				Free				N/A			
			SB	13.2	B	19.9	C	11.5	B	15.5	C	-1.7	-	-4.4	-

Note: Decreased delays are the result from SCATS optimizations, improved progression, and/or HCM weighting methodologies

5 SITE TRIP GENERATION

5.1 PROPOSED SITE TRIP GENERATION

This project includes the reconstruction of a new Commerce Lake Market and the addition of fuel on the adjacent property. The number of weekday peak hour (School PM and PM) and daily vehicle trips that would be generated by the proposed development were calculated based on information published in the *ITE Trip Generation Manual, 12th Edition*.

The trip generation of existing store was calculated based on the TMC data collection performed at the existing site driveways on Glengary Road. The existing trip generation was then subtracted from the projected trips that will be generated by the proposed development, per ITE methodology, in order to determine the number of additional trips that would be generated by this site, with the addition of fueling and new store.

As is typical of commercial developments, a portion of the trips generated by the proposed developments are from vehicles already on the adjacent roadway that will pass the site on their way from an origin to their ultimate destination. Therefore, not all traffic at the site driveways is necessarily new traffic added to the street system. This percentage of the trips generated are considered “pass-by” trips and do not add new traffic to the adjacent street system. These trips are therefore reduced from the total external trips generated by the proposed development. The percentage of pass-by trips used in this analysis was determined based on the rates published in the *ITE Trip Generation Manual, 12th Edition.* The site trip generation forecast utilized for this study is summarized in **Table 3**.

Table 3: Site Trip Generation Summary

	Land Use	ITE Code	Amount	Units	School PM Peak (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Existing	Commerce Lake Market	N/A	3,762	SF	19	21	40	26	25	51
Proposed[1]	Gas Station w/ Convenience Market	945	8	VFP	77	76	153	77	76	153
Additional Site Trip Generation	Additional Site Generated Trips				58	55	113	51	51	102
	Pass-By (56%)				*31*	*31*	*62*	*28*	*28*	*56*
	New Trips				**27**	**24**	**51**	**23**	**23**	**46**

5.2 REZONING ANALYSIS

The proposed project includes the redevelopment of the existing Commerce Lake Market, in order to provide a new convenience store with fuel. As part of this project, the property is proposed to be conditionally rezoned to B-3 (General Business).

The existing Commerce Lake Market property is zoned B-2 (Community Business) and the proposed fueling is zoned R1-D (One Family Residential). The Commerce Township definition of uses permitted under the B-2 zoning includes: restaurant uses, drive-in banks, office uses, etc. Additionally, the only applicable land use permitted under the R1-D zoning consists of single-family detached units. Therefore, the highest potential trip generators were identified within the ITE land use descriptions and were considered for the project site, as part of this evaluation.

A trip generation comparison was performed to evaluate the maximum potential development permitted by right under the existing zoning classifications, as compared to the proposed development plan permitted under the requested conditional B-3 zoning. The estimated trips associated with both the existing and proposed zoning scenarios are summarized in **Table 4**.

Table 4: Rezoning Trip Generation Comparison

Zoning	Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Existing (B-2)	Fast Food Restaurant w/ out Drive Through	933	5,000	SF	2,067	89	109	198	88	96	184
Existing (R1-D)	Single-Family Detached	210	1	DU	9	0	1	1	1	0	1
Total Maximum Existing Zoning					**2,076**	**89**	**110**	**199**	**89**	**96**	**185**
Conditional Zoning (B-3)	Gas Station with Convenience Market	945	8	VFP	1,628	81	78	159	77	76	153
Difference					**-448**	**-8**	**-32**	**-40**	**-12**	**-20**	**-32**

- The results of the trip generation comparison indicates that the proposed conditional rezoning will generate ***less*** trips, as compared to the potential trip generation permitted by right for these properties under the existing zoning classifications.

6 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 configurations, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. 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, whereas pass-by trips will enter and exit the development in their original direction of travel. The site trip distributions utilized in the analysis are summarized in **Table 5.**

[1] The School PM peak hour trip generation data is limited, therefore the PM peak hour trip generation and pass-by rates were utilized, in order to provide a conservative analysis.

Table 5: Site Trip Distribution

New Trips					Pass-By Trips	
School PM	PM	To/From	Via	Direction	School PM	PM
24%	27%	North	Benstein Road	Northbound	42%	36%
33%	35%	South	Benstein Road	Southbound	25%	27%
18%	20%	East	Glengary Road	Eastbound	16%	17%
25%	18%	West	Glengary Road	Westbound	17%	20%
100%	**100%**	**Total**			**100%**	**100%**

The vehicular traffic volumes shown in **Table 3** were distributed to the study roadway network according to the distribution shown in **Table 5**. 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**.

7 FUTURE CONDITIONS (2028)

Future peak hour vehicle delays and LOS ***with the addition of the proposed development*** were calculated at the study intersections 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 HCM7. The results of the future conditions analysis are attached and summarized in **Table 6**.

Table 6: Future Intersection Operations

Intersection		Control	Approach	Background Conditions				Future Conditions				Difference			
				School PM		PM Peak		School PM		PM Peak		AM Peak		PM Peak	
				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	Glengary Road & Benstein Road	Signal	EBL	37.6	D	36.2	D	37.7	D	36.7	D	0.1	-	0.5	-
			EBTR	38.0	D	32.7	C	37.8	D	32.6	C	-0.2	-	-0.1	-
			WBL	35.7	D	28.7	C	35.2	D	28.4	C	-0.5	-	-0.3	-
			WBTR	50.5	D	52.5	D	50.2	D	52.7	D	-0.3	-	0.2	-
			NBL	14.8	B	23.5	C	15.3	B	24.3	C	0.5	-	0.8	-
			NBTR	22.9	C	36.9	D	24.0	C	39.3	D	1.1	-	2.4	-
			SBL	16.3	B	24.2	C	17.0	B	25.2	C	0.7	-	1.0	-
			SBTR	20.6	C	36.8	D	21.4	C	38.7	D	0.8	-	1.9	-
			Overall	**29.7**	**C**	**37.7**	**D**	**30.2**	**C**	**38.8**	**D**	**0.5**	**-**	**1.1**	**-**
2	Glengary Road & Dairy Twist Drive	Stop (Minor)	EB	Free				Free				N/A			
			WBL	7.5	A	7.9	A	7.5	A	7.9	A	0.0	-	0.0	-
			NB	9.6	A	11.6	B	9.6	A	11.7	B	0.0	-	0.1	-
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.5	A	8.1	A	8.5	A	0.1	-	0.0	-
			WB	Free				Free				N/A			
			SB	11.5	B	15.5	C	12.3	B	17.7	C	0.8	-	2.2	-
4	Benstein Road & N. Site Drive	Stop (Minor)	WB	N/A				18.9	C	26.4	D	N/A			
			NB					Free							
			SBL					9.4	A	9.9	A				

Note: Decreased delays are the result from SCATS optimizations, improved progression, and/or HCM weighting methodologies

The results of the future conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the background conditions analysis, with only minor increases in delay. Additionally, the existing and proposed site driveway intersections are expected to operate acceptably, at LOS D or better during both peak periods.

Review of SimTraffic network simulations indicates:

- Vehicle queues were observed along the northbound and southbound Benstein Road approaches at the signalized intersection with Glengary Road.
- The vehicle queues extended north past the proposed N. Site Drive on Benstein Road and are expected to block this driveway for 23% (~14 minutes) of the PM peak hour.
- The vehicle queues extended east past the proposed E. Site Drive on Glengary Road and are expected to block this driveway for 10% (~6 minutes) of the PM peak hour.

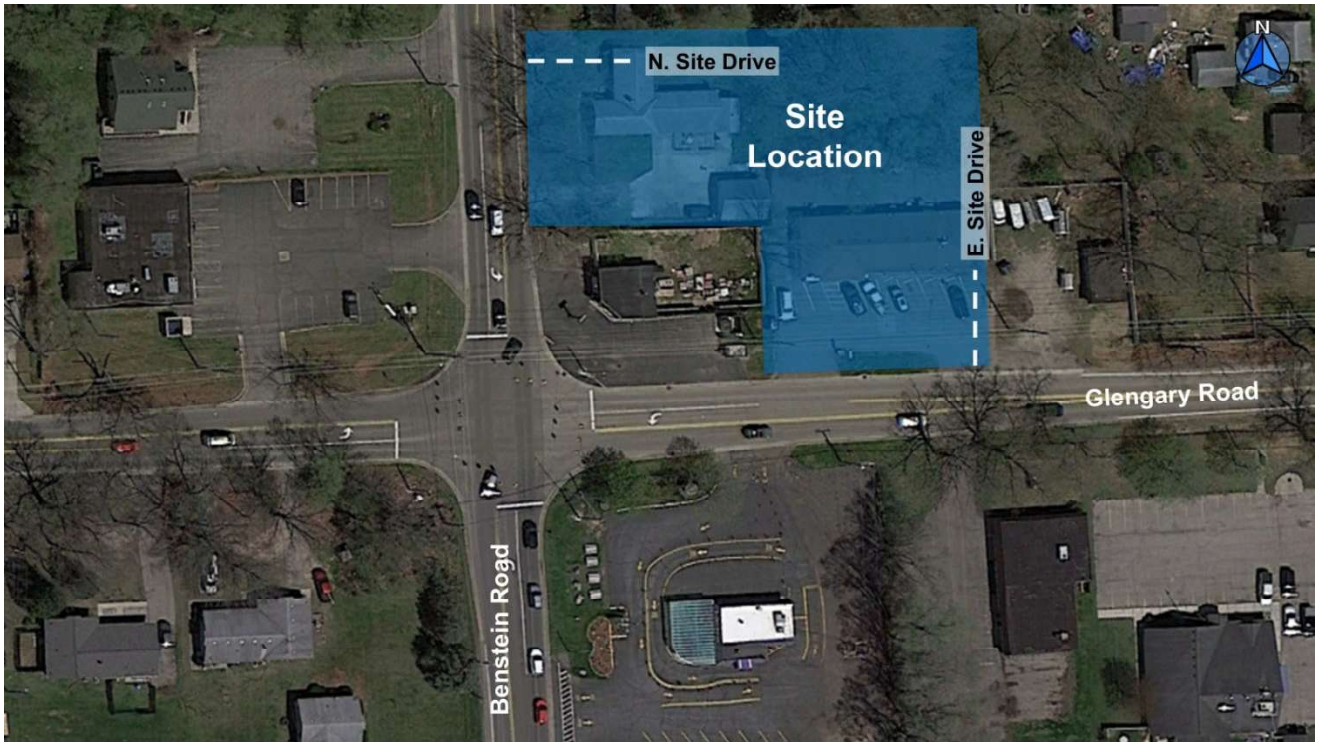
Overall, the results of the vehicle queueing evaluation showed that the vehicle queues on both Benstein Road and Glengary Road cleared the signalized intersection with each cycle length and vehicles were able to access the site driveway intersections.

8 ACCESS MANAGEMENT

8.1 DRIVEWAY LOCATION

The location of the proposed site driveways on Glengary Road and Benstein Road, in relation to the adjacent driveways and intersections in the area, is shown below in **Exhibit 1**.

Exhibit 1: Site Driveway Location Map



8.2 AUXILIARY TURN LANE EVALUATION

The RCOC auxiliary turn lane warranting criteria were utilized to evaluate the proposed site driveway intersections on Glengary Road and Benstein Road. This analysis was based on the future peak hour traffic volumes shown in the attached **Figure 6**. The results of the analysis are shown on the attached RCOC warranting charts and summarized in **Table 7**.

Table 7: Turn Lane Analysis Summary

Intersection	Evaluation	AM Peak Hour	PM Peak Hour	Warranted
Benstein Road & N. Site Drive	Right-Turn Treatment	Right-Turn Taper	Right-Turn Taper	**Right-Turn Taper**
	Left-Turn Treatment	No Treatment	No Treatment	**No Treatment**
Glengary Road & E. Site Drive	Right-Turn Treatment	No Treatment	No Treatment	**No Treatment**
	Left-Turn Treatment	Left-Turn Lane	Left-Turn Lane	**Left-Turn Lane**

- The results of the auxiliary turn lane evaluation indicates that a right-turn taper is warranted along northbound Benstein Road, at the proposed N. Site Drive.
- Additionally, a left-turn lane is recommended along eastbound Glengary Road, at the E. Site Drive. This left-turn lane can be accommodated by extending the existing left-turn lane to provide a shared center two-way left-turn lane at the site driveway.

9 FUTURE CONDITIONS WITH IMPROVEMENTS

Mitigation measures were investigated at the site driveways, in order to provide safe access and operations for the project site. The following recommended improvements were identified and evaluated to determine the projected operational impacts.

- Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
- Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, in order to provide additional storage for ingress left-turn traffic turning into the project site at the proposed N. Site Drive.
- Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, in order to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive.

The future peak hour vehicle delays and LOS, ***with the recommended improvements implemented***, were calculated based on the future peak hour traffic volumes shown in the attached **Figure 6**, the recommended lane use and traffic control shown in the attached **Figure 7**, and the methodologies presented in *HCM7*. The results of the future improvements analysis are attached and summarized in **Table 8**.

Table 8: Future Intersection Operations with Improvements

	Intersection	Control	Approach	Future Conditions				Future w/IMP				Difference			
				School PM		PM Peak		School PM		PM Peak		School PM		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.1	A	8.5	A	8.1	A	8.5	A	0.0	-	0.0	-
			WB	Free				Free				N/A			
			SB	12.3	B	17.7	C	12.3	B	17.6	C	0.0	-	-0.1	-
4	Benstein Road & N. Site Drive	Stop (Minor)	WB	18.9	C	26.4	D	18.9	C	26.2	D	0.0	-	-0.2	-
			NB	Free				Free				N/A			
			SBL	9.4	A	9.9	A	9.4	A	9.9	A	0.0	-	0.0	-

The results of the future improvements analysis indicates that all study intersection approaches and movements are expected to continue operating acceptably, at LOS D or better, during both peak periods.

Review of SimTraffic microsimulations also indicates generally acceptable operations throughout the study roadway network, during both peak periods. The addition of the extended storage lengths and center turn lanes provides adequate space for the vehicles to queue outside of the through lane, reducing the vehicle queues and potential impact to through vehicles on Benstein Road and Glengary Road, at the proposed site driveways.

10 CONCLUSIONS

The conclusions of this TIS are as follows:

1. Existing Conditions (2026)

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersections and site driveway intersections are currently operating acceptably, at LOS D or better, during both peak periods.
- Review of SimTraffic indicates periods of vehicles queues along the northbound and southbound approaches at the Glengary Road & Benstein Road intersection during the PM peak hour; however, these queues were typically processed within each cycle length.

2. Background Conditions (2028)

- A conservative annual background growth rate of **0.5%** per year was utilized to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. No background developments were identified within the vicinity of the proposed development.
- The results of the background conditions analysis indicates that all approaches and movements at the study intersection are expected to continue operating in a manner similar to the existing conditions analysis, with minor increases in delays.
- Review of SimTraffic network simulations indicates periods of vehicle queues for the northbound and southbound approaches during the PM peak hour; however, these queues were observed to dissipate and were not present throughout the entirety of the peak hour.

3. Future Conditions (2028)

- The future conditions analysis indicates that all study intersections will continue to operate similarly to background conditions, with only minor increases in delay. The proposed site driveways are also expected to operate at LOS D or better, during both peak periods.
- Vehicle queues were observed along the northbound and southbound Benstein Road approaches at the signalized intersection with Glengary Road.
    - The vehicle queues extended north past the proposed N. Site Drive on Benstein Road and are expected to block this driveway for 23% (~14 minutes) of the PM peak hour.
    - The vehicle queues extended east past the proposed E. Site Drive on Glengary Road and are expected to block this driveway for 10% (~6 minutes) of the PM peak hour.
- Overall, the results of the vehicle queueing evaluation showed that the vehicle queues on both Benstein Road and Glengary Road cleared the signalized intersection with each cycle length and vehicles were able to access the site driveway intersections.

4. Access Management

- A right-turn taper is warranted along northbound Benstein Road, at the proposed N. Site Drive.
- A left-turn lane is recommended along eastbound Glengary Road, at the E. Site Drive.

5. Future Conditions with Improvements

- Mitigation measures were investigated at the site driveway intersections, in order to provide safe access and operations for the project site. The following recommended improvements were identified and evaluated to determine the projected operational impacts.
    - Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
    - Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, in order to provide additional storage for ingress left-turn traffic at the proposed N. Site Drive.

  - Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive

- The results of the future improvements analysis indicates that all study intersection approaches and movements are expected to continue operating acceptably, at LOS D or better, during both peak hours.
  - Review of SimTraffic microsimulations also indicates generally acceptable operations throughout the study roadway network, during both peak periods. The addition of the extended storage lengths and center turn lanes provides adequate space for the vehicles to queue outside of the through lane, reducing the vehicle queues and potential impact to through vehicles on Benstein Road and Glengary Road, at the proposed site driveways.

11 RECOMMENDATIONS

The recommendations of this TIS are as follows:

- Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
- Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, to provide additional storage for ingress left-turn traffic at the proposed N. Site Drive.
- Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive.

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.

Digitally signed by Jacob Swanson
Date: 2026.07.28 12:10:25 -04'00'

Attachments: Figures 1 – 7
Proposed Site Plan
Traffic Volume Data
Signal Timing Permit
SEMCOG Data
Synchro / SimTraffic Results
Auxiliary Turn Lane Warrants



FIGURE 1

SITE LOCATION MAP

COMMERCE LAKE MARKET TIS

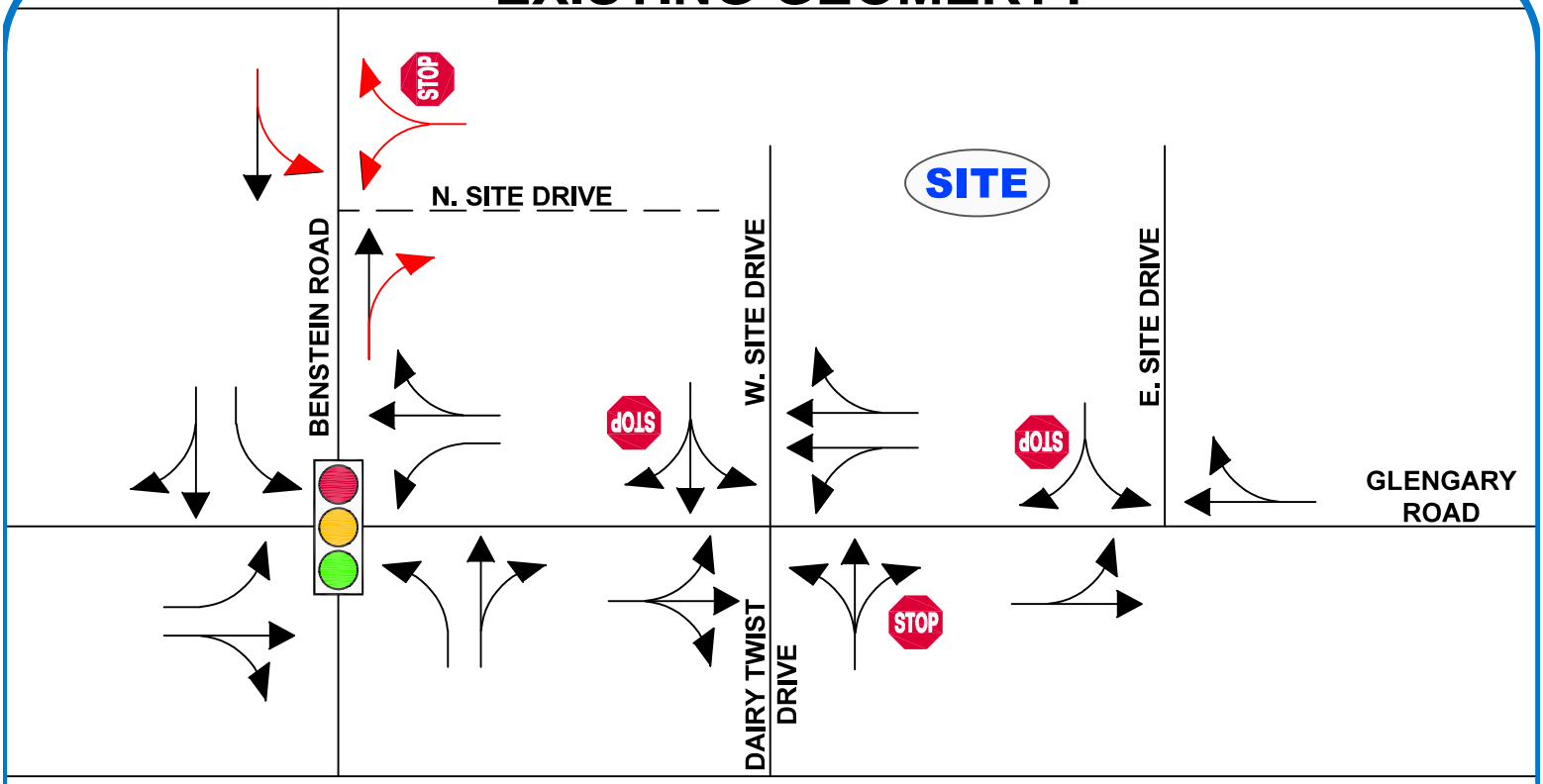
LEGEND

SITE SITE LOCATION

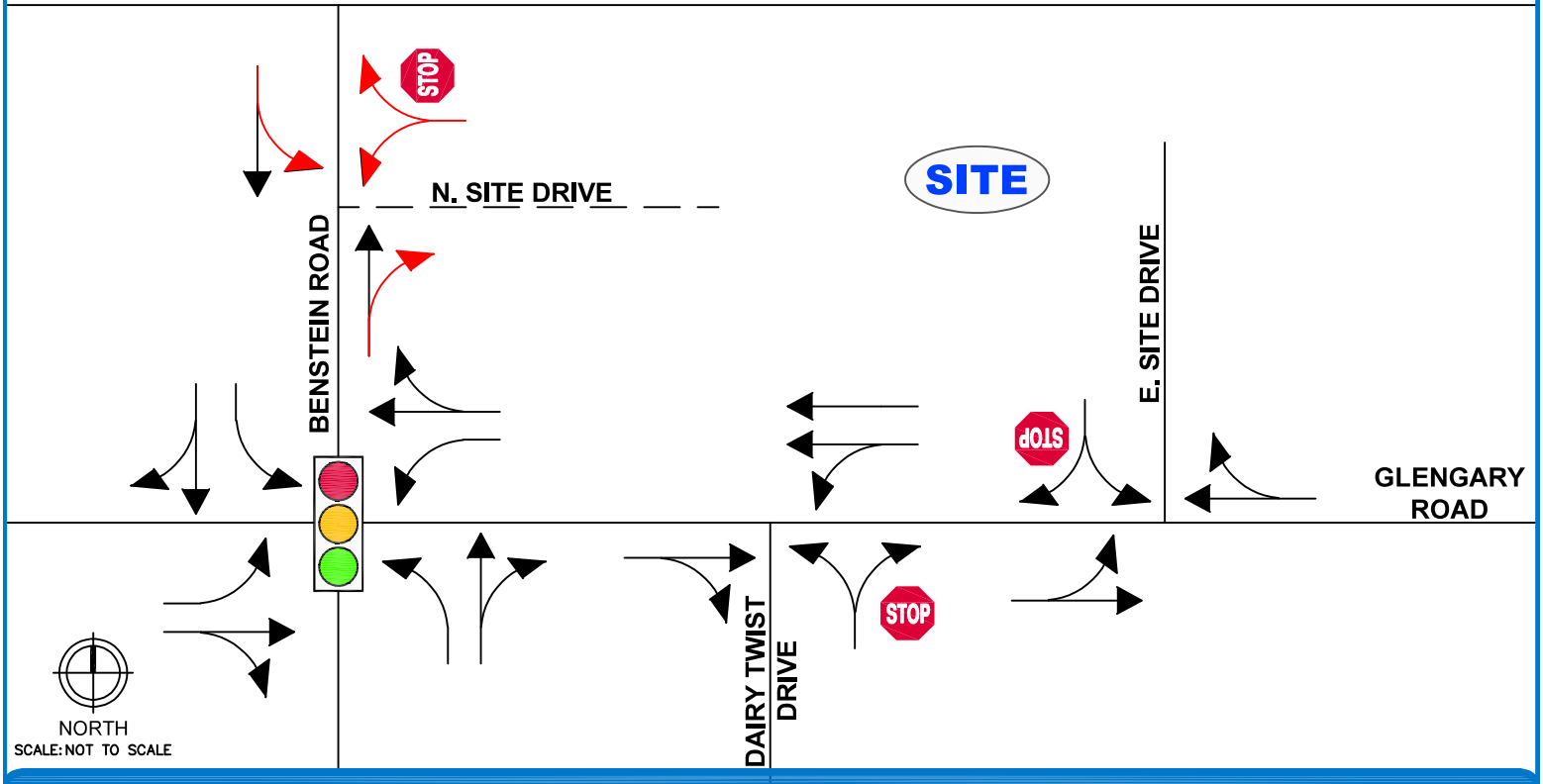
NORTH

SCALE: NOT TO SCALE

EXISTING GEOMERTY



BACKGROUND GEOMERTY



F&V

FIGURE 2
LANE USE AND TRAFFIC CONTROL

COMMERCE LAKE MARKET TIS

LEGEND

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

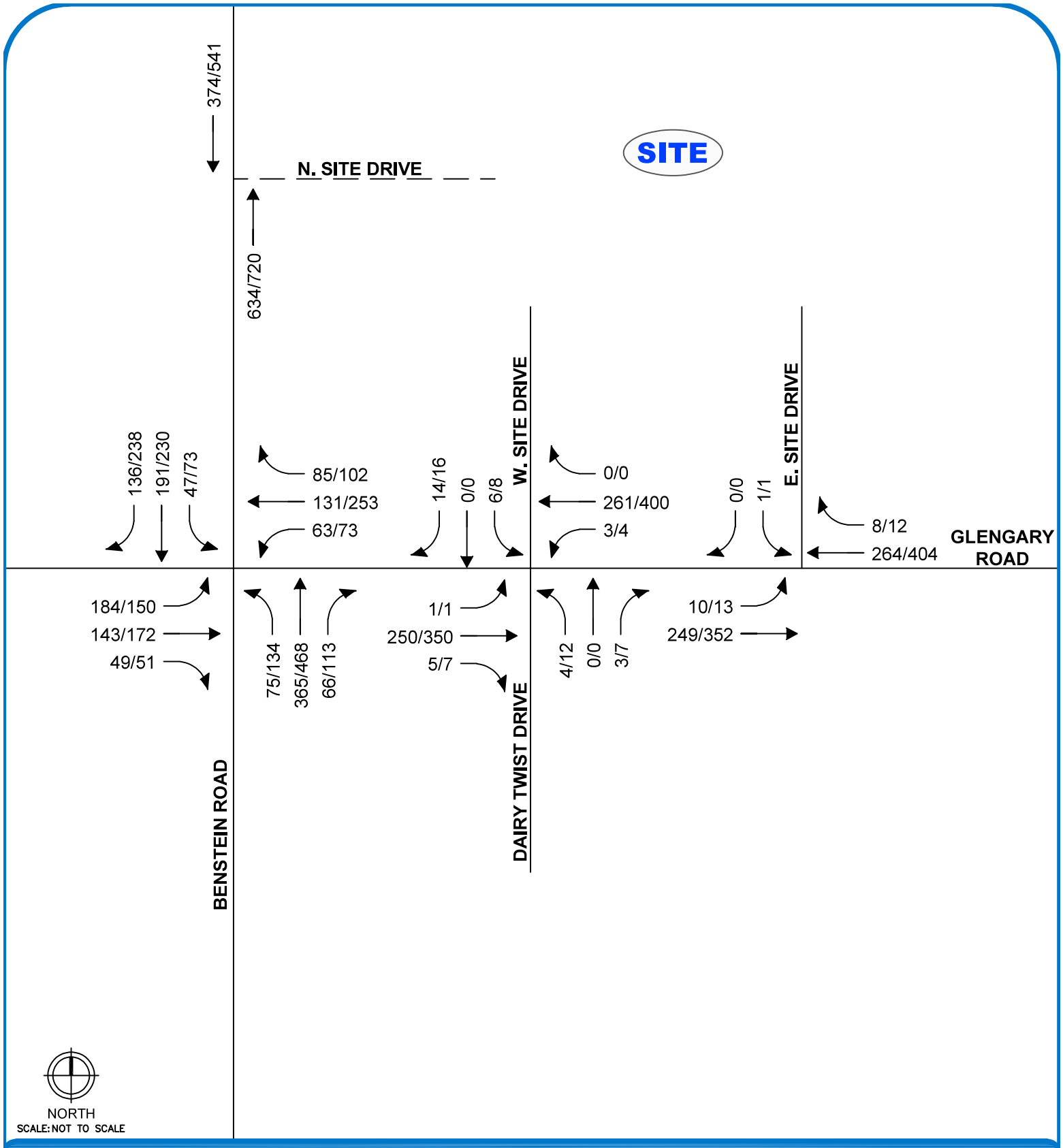


FIGURE 3
EXISTING (2026) TRAFFIC VOLUMES

COMMERCE LAKE MARKET TIS

LEGEND

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

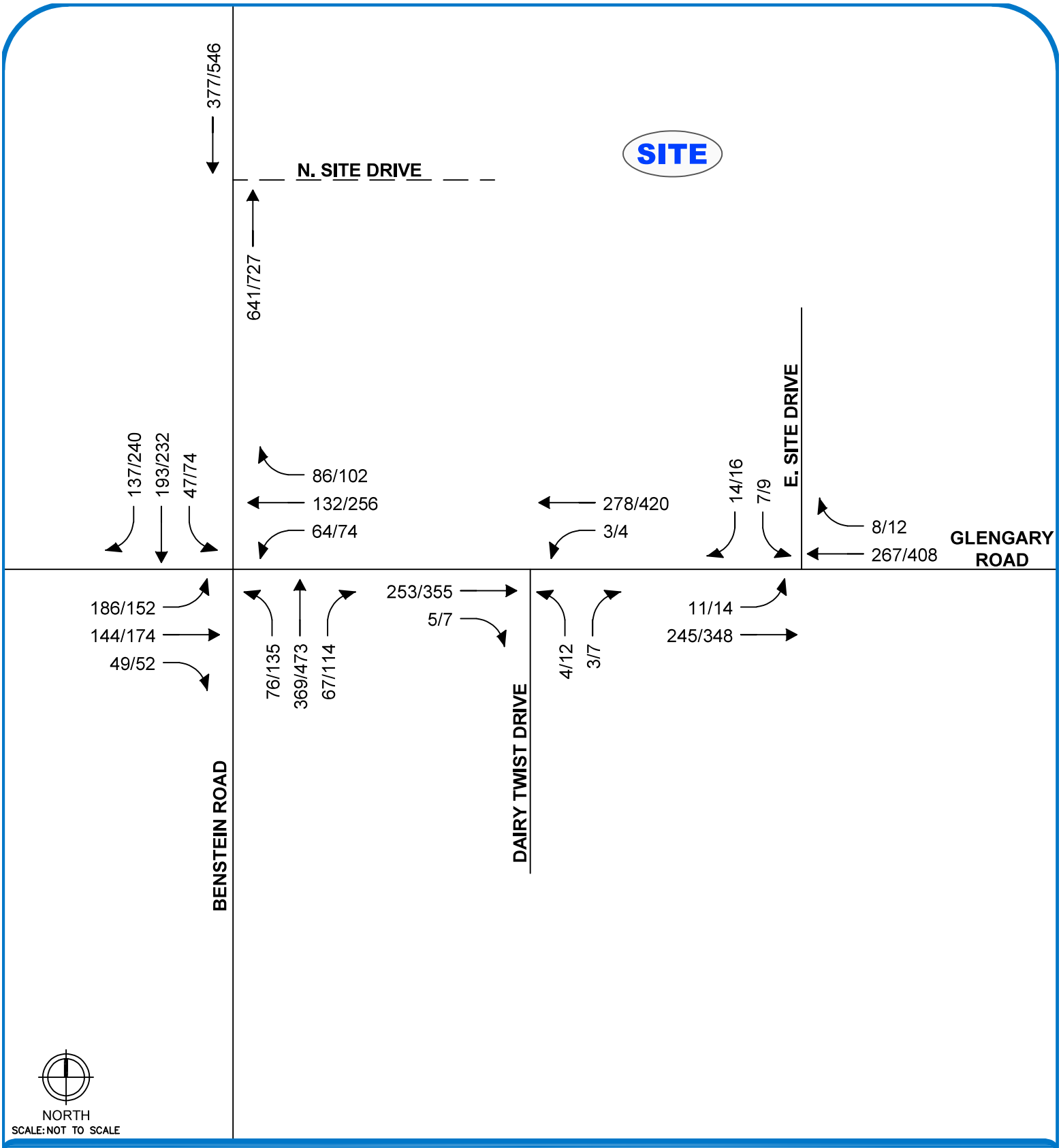


FIGURE 4
BACKGROUND (2028) TRAFFIC VOLUMES

COMMERCE LAKE MARKET TIS

LEGEND

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

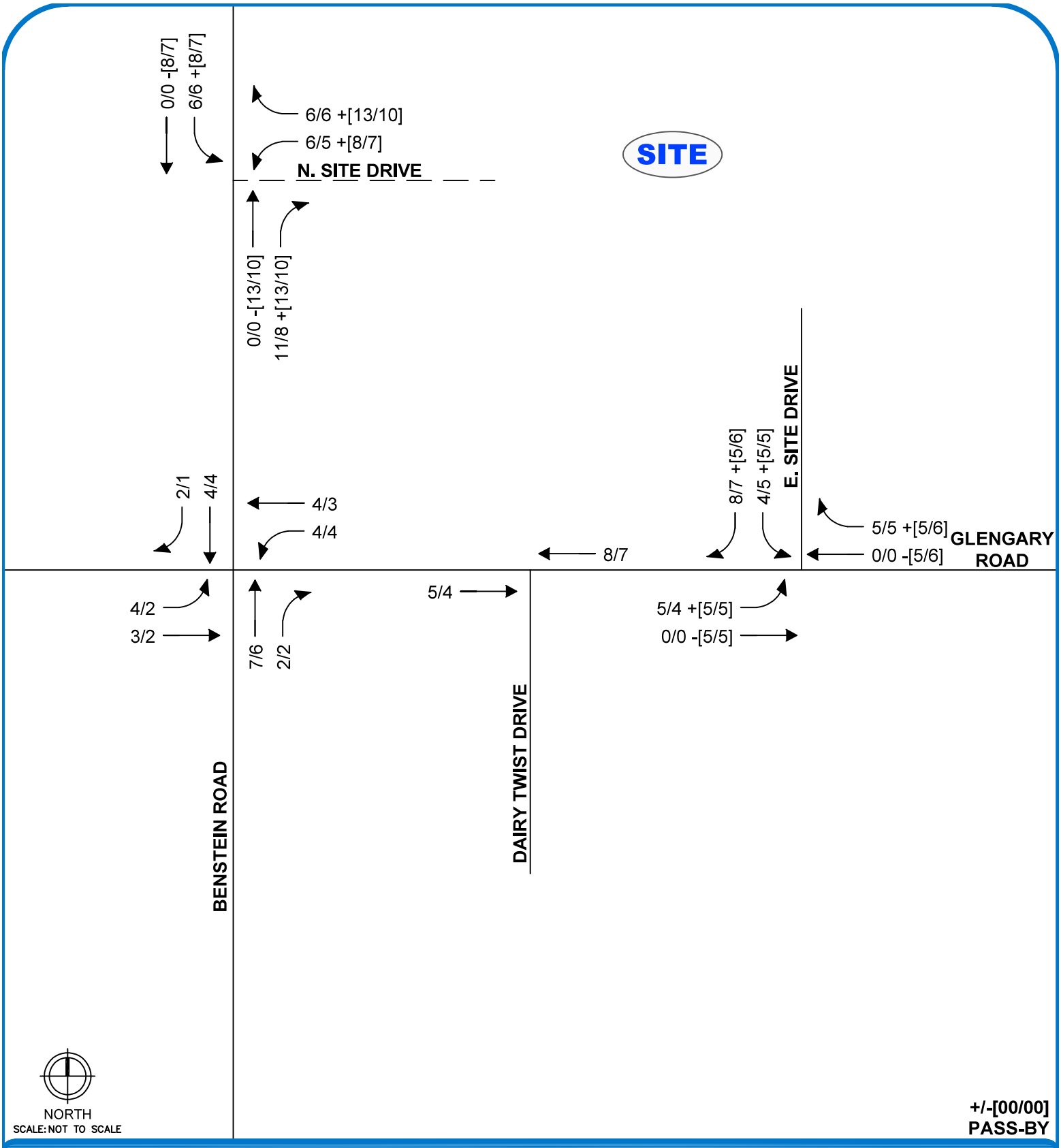


FIGURE 5
SITE-GENERATED TRAFFIC VOLUMES

COMMERCE LAKE MARKET TIS

LEGEND

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

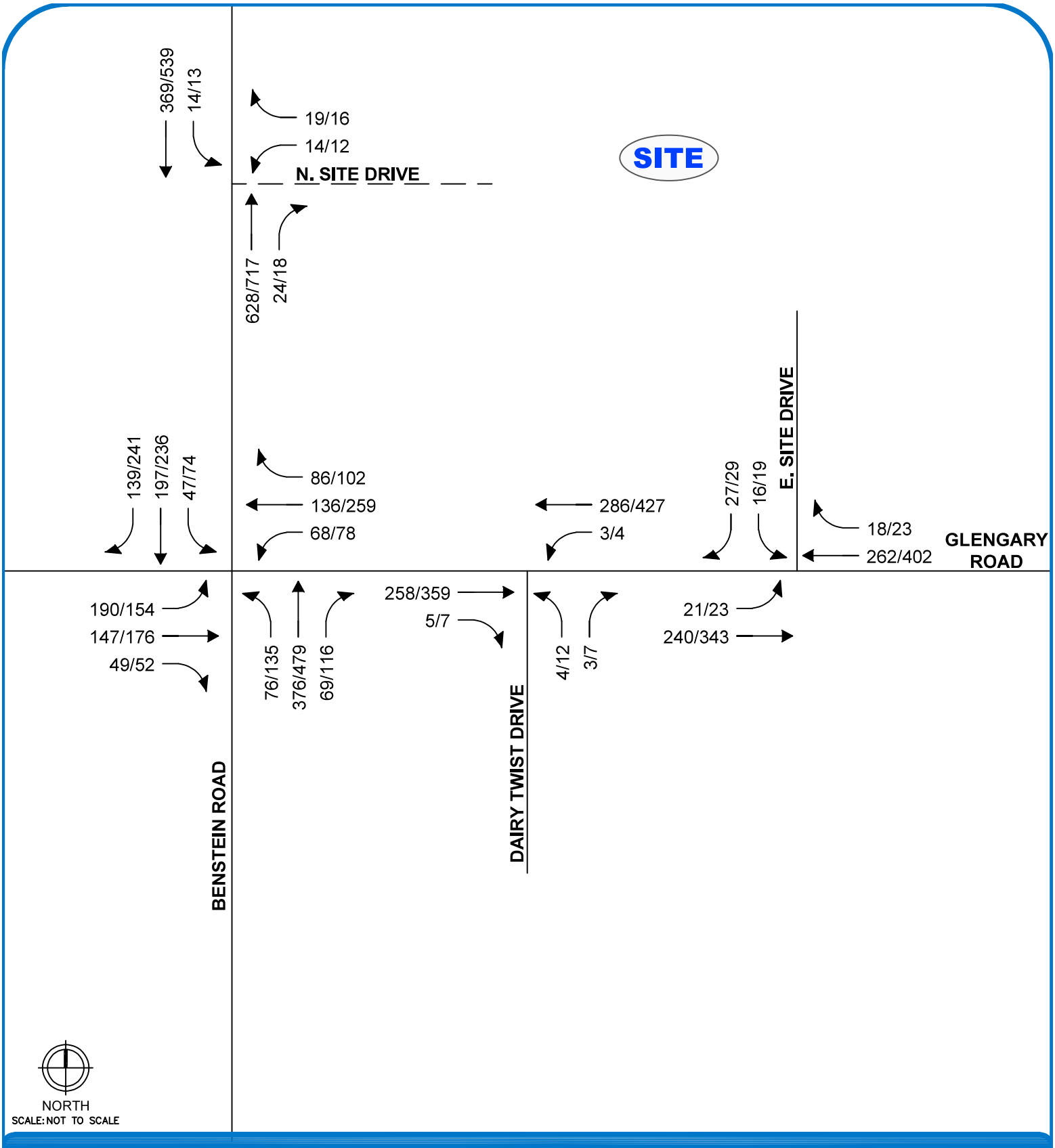


FIGURE 6
FUTURE (2028)
TRAFFIC VOLUMES

COMMERCE LAKE MARKET TIS

LEGEND

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

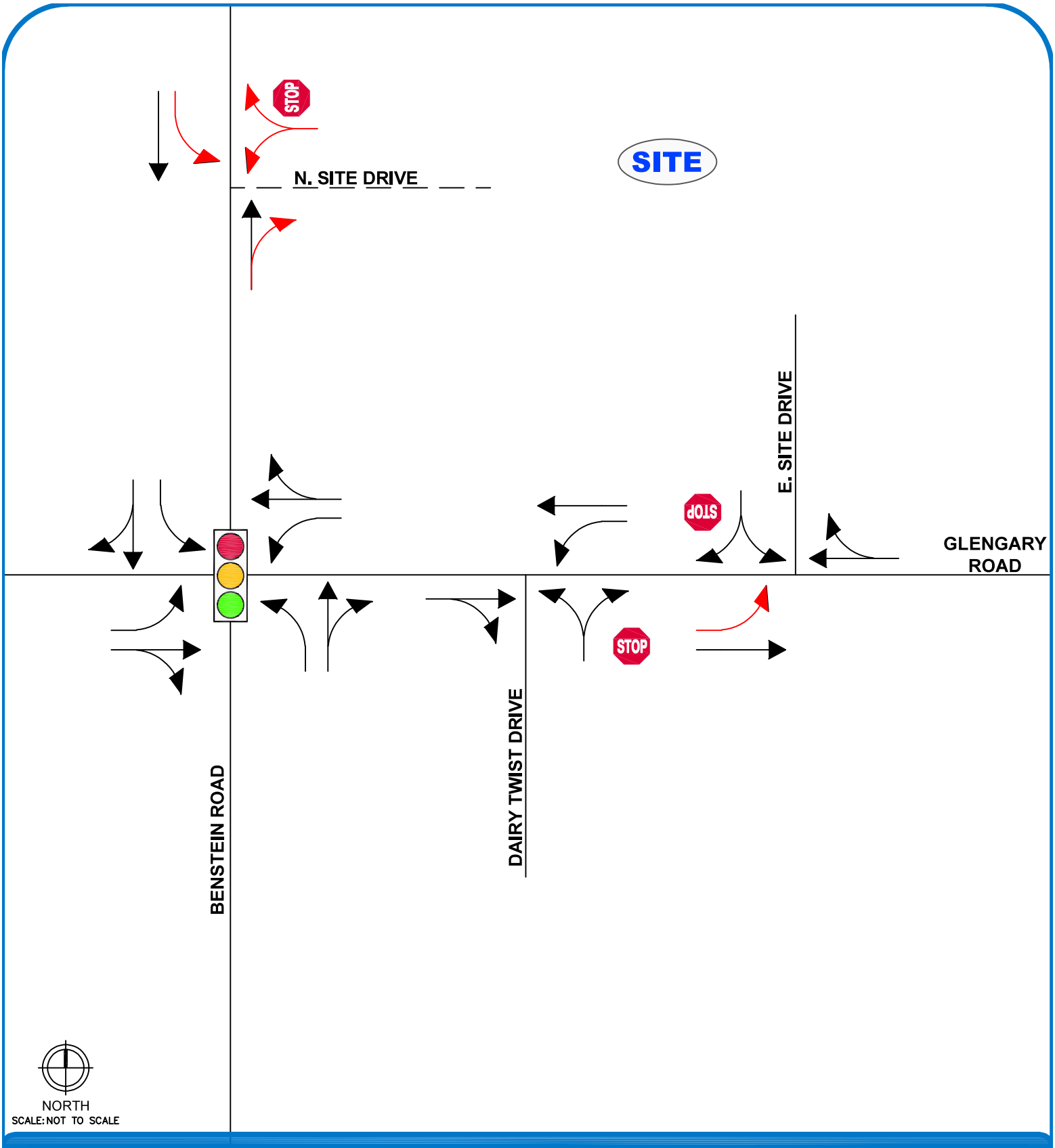


FIGURE 7

RECOMMENDED LANE USE AND TRAFFIC CONTROL

COMMERCE LAKE MARKET TIS

LEGEND

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



RECOMMENDED BENSTEIN ROAD LEFT-TURN LANE EXTENSION

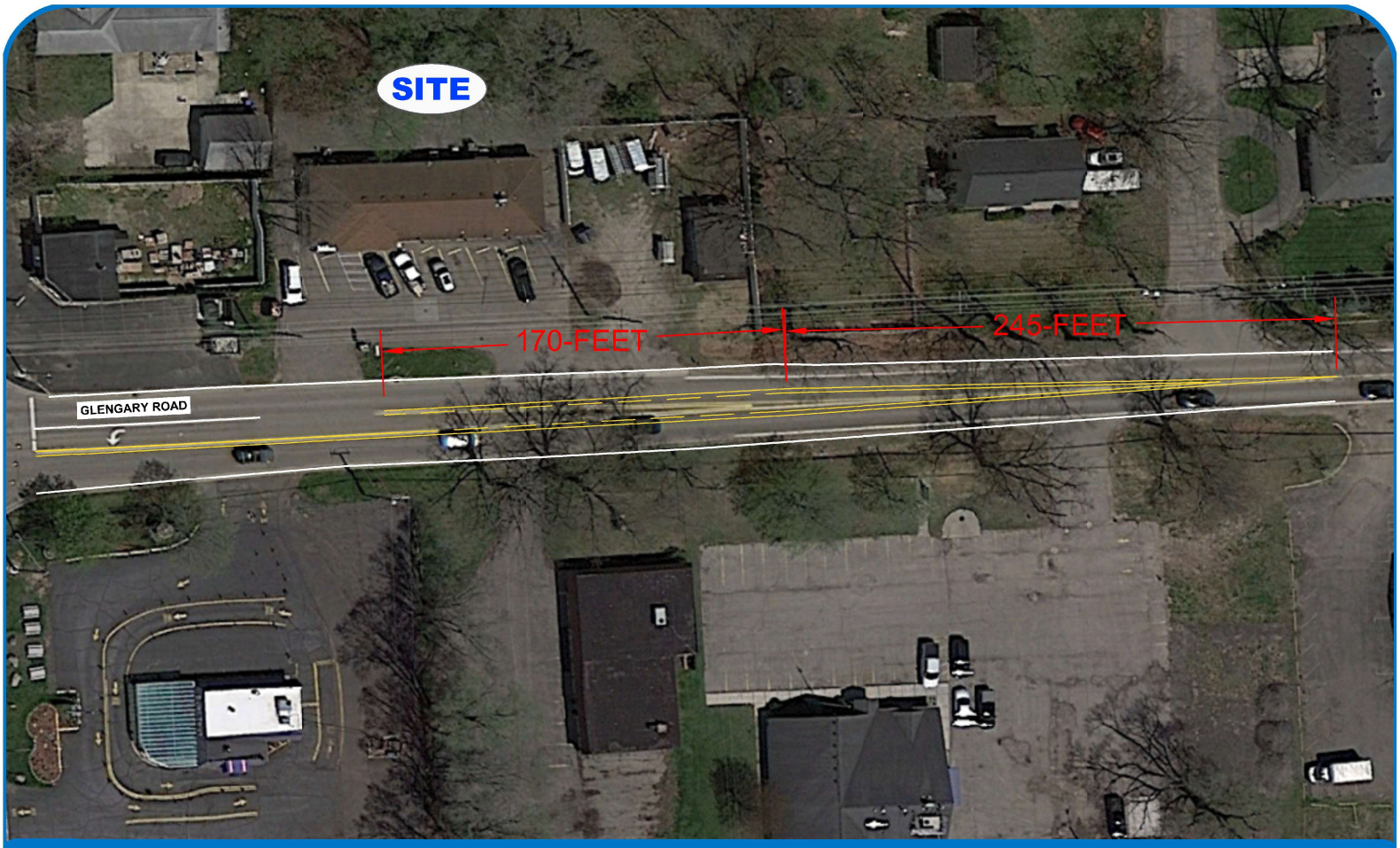
COMMERCE LAKE MARKET TIS

LEGEND

SITE SITE LOCATION

NORTH

SCALE: NOT TO SCALE



RECOMMENDED GLENGARY ROAD TWO-WAY LEFT-TURN LANE

COMMERCE LAKE MARKET TIS

LEGEND

SITE SITE LOCATION

NORTH

SCALE: NOT TO SCALE

Kalibrate

Single Site Analysis

1740 Glengary Road, Commerce Township, MI 48390

Order no. 7777

July 9, 2026

Overview

The analysis for 1740 Glengary Road indicates that the proposed development is well positioned to satisfy an immediate need for additional fuel retail and convenience services in Commerce Township. The subject site is currently an established standalone convenience store with no fuel offered. The proposed redevelopment adds branded fuel operations and expands the existing store into a modern convenience store format, creating a stronger retail offer for local customers.

Projected performance summary

Scenario	Fuel Brand	Gas Projection	C-Store Projection
Base Case	Mobil	112,000 gallons/month	$167,000/month
Case 2	Marathon	115,000 gallons/month	$171,000/month
Case 3	Shell	117,000 gallons/month	$173,000/month
Case 4	Mobil, expanded site	137,000 gallons/month	$192,000/month

Simulation results—page 5

Across the four simulations, projected gasoline volumes range from 112,000 to 137,000 gallons per month, with projected convenience store sales ranging from $167,000 to $192,000 per month. The base case alone demonstrates a viable fuel and convenience store opportunity, while the alternative branding and expansion scenarios show additional upside. These results support the conclusion that the Commerce Township trade area can absorb a new fuel offering at the subject site.

Market Opportunity and Volume Potential — Page 8

The detailed simulation results show consistent demand across all tested scenarios. In the base case, introducing a Mobil branded fuel station with 4 pumps / 8 fueling positions and upgrading the existing store is projected to deliver 112,000 gallons of monthly gasoline volume and $167,000 in average monthly store sales. The expanded Case 4 scenario increases projected performance to 137,000 gallons and $192,000 in monthly store

Source: Kalibrate Single Site Analysis NR7777, pages 5, 8 and 10.

sales, indicating meaningful upside if the site is developed with a larger forecourt and expanded store footprint.

Competitive Landscape — Page 10

The subject site is entering a competitive, but not oversaturated, local market. The ten nearest competitors are all located more than 1.50 miles from the subject site. The nearest overall competitor is a standalone 7-Eleven located 1.53 miles away, and the nearest fuel competitor is a BP located 1.86 miles away. This spacing provides the subject site with a meaningful opportunity to capture local demand, particularly because the site already has an established customer base before fuel is added.

Conclusion

Based on the projected fuel volumes, strong convenience store sales, established customer base, and favorable competitive spacing, the subject site demonstrates a compelling opportunity for fuel retail development. The findings support the conclusion that Commerce Township has an immediate need for an additional gas station in this trade area, and the subject site is well positioned to meet that demand while competing successfully against existing operators.

Source: Kalibrate Single Site Analysis NR7777, pages 5, 8 and 10.

Kalibrate

Kalibrate Site Analysis

1740 Glengary Road, Commerce Township, Michigan 48390

Order no. 7777

July 9th, 2026



singlesiteanalysis@kalibrate.com

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Kalibrate

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3 Subject Site Details

4 Simulation Details

5 Local Area Demographics

6 Main Competitors in Local Areas

7 Local Area Maps

8 Competitor Volume Impact

- Table view
- Dumbbell Graph

9 Competitor Photos and Attributes

10 Appendix

July 09, 2026

Kalibrate

Order no: 7777
Lat: 42.5618
Long: -83.5031

Mr. Bakko
1740 Glengary Road
Commerce Township, MI 48390

Mr. Bakko,

Attached you will find:
- A summary of four (4) simulation scenarios depicting gasoline and convenience store projections
- Detailed projection analyses
- Associated reports for your site located at 1740 Glengary Road, Commerce Township, MI 48390

The site was evaluated as a city street location that is currently an existing liquor store with no fuel offered. The study was based on site-specific information supplied by you as reflected in the site recommendation forms.

The attached volume projections are based upon competition as it existed at the time of the survey. If any existing competitive outlets are rebuilt or modernized, or new outlets are opened within the trading area, these projections could be negatively impacted.

Please note the subject site's potential gasoline volume projection and diesel fuel volume projection were derived independently of each other. The subject site's potential convenience store sales projection excludes revenues generated by lottery, any liquor other than beer, money orders, car wash and quick service restaurant sales. The quick service restaurant sales projections were generated independent of the convenience store

Please be advised that any deviation in the facility constructed compared to the attached site plan and site recommendation forms may impact this site's estimated volume potentials. These estimated volume potentials have been developed in accordance with Kalibrate's established procedures and Kalibrate does not warrant that the estimated volume projections will be achieved. Kalibrate recommends that the developer and financial provider for the project perform their own financial analysis for the subject site.

Do you want to test additional strategies? Competitor changes? Demand changes? Kalibrate can run additional tactics for you at this location for $500 per tactic, if purchased within 3 months of the original report.

We have enjoyed working with you on this study. If you have any questions then please contact us.

Sincerely,



Stephen Halliday
Kalibrate

Summary of scenarios and results

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Category	Volumes				Prices
Simulation	Gas		CStore		Gas
'	Brand	Projected Volume	Brand	Projected Volume	Price
NR7777 Base Case	Mobil	112	Commerce Lake Market	167	429.9
NR7777 Case 2	Marathon	115	Commerce Lake Market	171	429.9
NR7777 Case 3	Shell	117	Commerce Lake Market	173	429.9
NR7777 Case 4	Mobil	137	Commerce Lake Market	192	429.9

In total, four (4) simulations have been carried out to project gas and convenience store volumes. The simulations chosen were the result of thorough consultation with the site contact, Mr. Bakko.
These simulations are run within Kalibrate Planning®, utilizing detailed gas, diesel, car wash, quick service restaurant and c-store data across the US and specifically in the Commerce Township, Michigan area.

BASE CASE:

- Introduce a Mobil branded fuel station to the existing Subject's standalone liquor store offering
- Update and expand the existing liquor store's appearance and in store offerings
- Build a Mobil branded fuel station featuring a forecourt of 4 pumps / 8 fueling positions dispensing gas with 4 fueling positions also dispensing diesel
- Set the Subject's fuel prices to match the BP branded fuel station located at 2167 N Wixom Road
- Updated convenience store set to maintain the Commerce Lake Market brand while expanding its offerings
- Updated and expanded convenience store to include 11 parking spaces, 21 cooler doors, 3 cash registers, bakery items, hot food items, a beer cave, wine and self-serve coffee among its offerings
- Maintain the Subject's full liquor store offering, *please note the projected volumes above and throughout this report do not include any potential liquor sale volume*
- Set the Subject's hours of operation to; Monday-Friday: 17 hours per day, Saturday: 16 hours per day, Sunday: 14 hours per day
- Offer a Mediterranean Cafe branded quick service restaurant within the convenience store

CASE 2: Adopt the site characteristics and assumptions of the Base Case, except:

- Change the Subject's fuel brand to Marathon
- Increase Monday-Saturdays hours of availability by 1 hour per day

CASE 3: Adopt the site characteristics and assumptions of the Base Case, except:

- Change the Subject's fuel brand to Shell
- Increase Monday-Saturdays hours of availability by 1 hour per day

CASE 4: Adopt the site characteristics and assumptions of the Base Case, except:

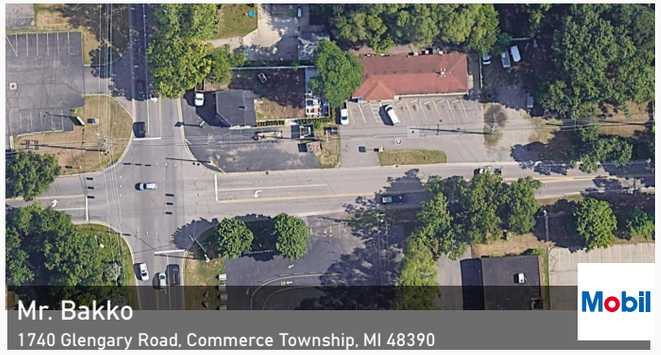
- Increase Monday-Saturdays hours of availability by 1 hour per day
- Increase the Subject's forecourt size by 2 pumps / 4 fueling positions for gas
- Expand the convenience store size to 8,000 sq ft with 8 additional parking spaces and 28 total cooler doors
- Expand the depth of the lot to 222 ft

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Subject site details

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



General

Visibility	Average
Site Name	Commerce Lake Market C-Store
Site Location	Inside
Site Direction	N
Operation Type	Independent
Date Survey	6/16/2026 3:37
Appearance	Above Average

Location/Ratings

Blockage	×

Location/Ratings

Stop Fuel Or Truck	×
Oasis	×
Low Small Sign	✓
Lot Front (m)	250
Lot Depth (m)	192
Location Type	City Street
Landscaping	Significant
Hi Rise Sign	×
Has Canopy	✓

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	6000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	0
Secondary St Remote Access	×
Secondary St Traffic Count	11000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	×

Fuel

Diesel Offered	✓
GasOffered	✓
Layout of Forecourt	Parallel
Diesel Brand Name	Mobil
GasBrand Name	Mobil
Bypass Lanes	2

Pumps/Fueling Positions

Diesel Pumps	4
Diesel SFP	8
Fueling Position Penalty	×
Gas Pumps	4
Gas SFPs	8
Pump Islands (info only)	2

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	609.9
DieselSelf Grade1 Price Posted	✓
Fuel Saturday Hours Open	16
Fuel Sunday Hours Open	14
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	429.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	17
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	3
Cooler Doors	21
Dedicated Park. Spaces	11
External Merchandising	Average
Hypermarket	×
Shop Brand	Commerce Lake Market
Shop Offered	✓

Products

Bakery	✓
Coffee Type Barista	×
Coffee Type Bean To Cup	✓
Coffee Type Dispense	✓
Cold Beer Size	Cave
Cstore Selling Area	6857
Deli	×
Has Kitchen	✓
Offers Wine Liquor	✓

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Brand Name	Mediteranean Café
QSR Has Drive Thru	×
Catering	✓

Other

Wash Competitors	0
Shop Competitors	3
QSR Distance to Nearest Competitor	1.53
Number of QSR Competitors	3
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	1
Distance to Nearest GasOffer (Kms)	1.86
Distance to Nearest Diesel Offer (Kms)	1.88
Distance to Nearest C-Store Offer (Kms)	1.53
Diesel Competitors	1
Auto Repair Bays	0

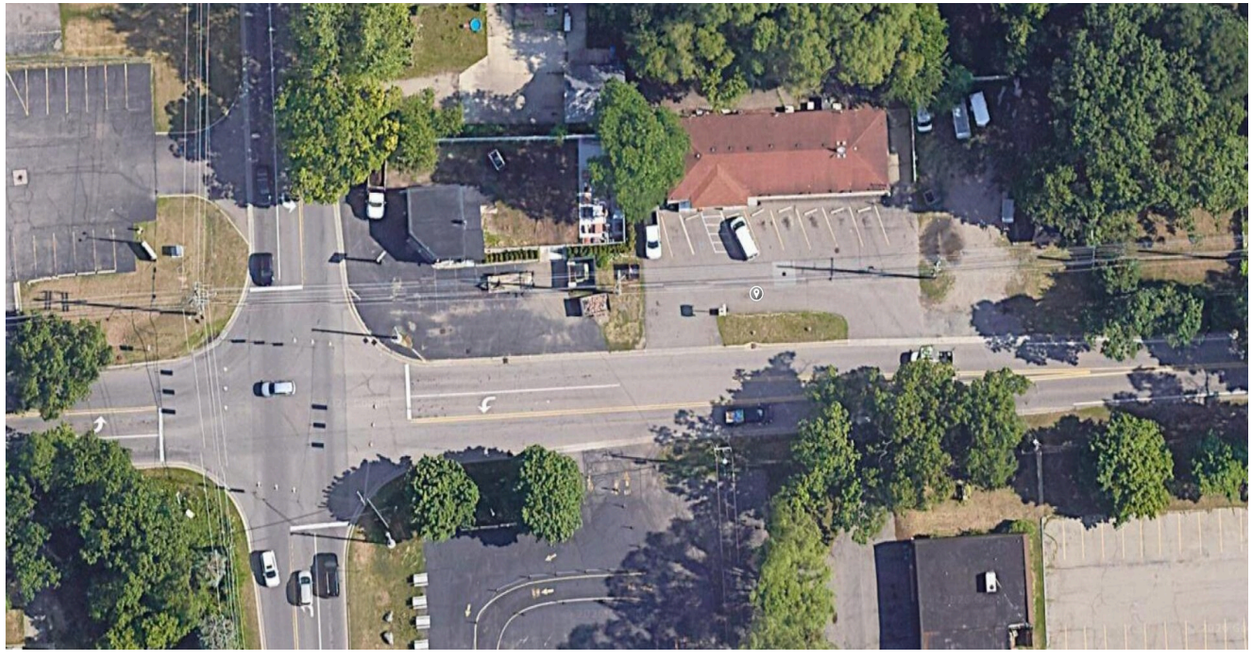
Volumes

Gas Volume	112
Shop Volume	167

Site Plan

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



Simulation Detail

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Attribute	Base Case	Case 2	Case 3	Case 4
GasBrand Name	Mobil	Marathon	Shell	Mobil
Gas Pumps	4	4	4	6
Gas SFPs	8	8	8	12
Gas Projection	112	115	117	137
Variance to Base		+3 [+3%]	+5 [+4%]	+25 [+22%]
Shop Brand	Commerce Lake Market	Commerce Lake Market	Commerce Lake Market	Commerce Lake Market
Cooler Doors	21	21	21	28
Dedicated Park. Spaces	11	11	11	19
Cstore Selling Area	6857	6857	6857	8000
CStore Projection	167	171	173	192
Variance to Base		+4 [+2%]	+6 [+4%]	+25 [+15%]

Comments: All site characteristics, except for the Subject's fuel brand, store size and forecourt size, remained constant across all simulations.

In the Base Case, when introducing a Mobil branded fuel station to the existing Subject's standalone liquor store offering, while also updating and expanding the existing liquor store's appearance and in store offerings to a full convenience store. More specifically, constructing a Mobil branded fuel station featuring a forecourt of 4 pumps / 8 fueling positions dispensing gas with 4 fueling positions also dispensing diesel and setting the Subject's fuel prices to match the BP branded fuel station located at 2167 N Wixom Road. The updated convenience store is proposed to maintain the Commerce Lake Market brand while expanding its offerings to include 11 parking spaces, 21 cooler doors, 3 cash registers, bakery items, hot food items, a beer cave, wine and self-serve coffee among its offerings and maintain its full liquor store offering *(please note the projected volumes above and throughout this report do not include any potential liquor sale volume)*, and accounting for the site operating Monday-Friday: 17 hours per day, Saturday: 16 hours per day, Sunday: 14 hours per day and offering a Mediterranean Cafe branded quick service restaurant within the convenience store,, the Subject's fuel station is projected to achieve a monthly average of 112,000 gallons of gas sold across its eight fueling positions and the Subject's convenience store is estimated to average $167,000 in monthly store sales, a projected increase of $65,000 in monthly sales from the changes made to the existing store and introduction of a fuel station to the Subject.

In Case 2, if setting the Subject's fuel brand to Marathon and increasing the site's Monday-Saturday hours of availability by 1 hour per day, the Subject's fuel station is projected to achieve a monthly average of 115,000 gallons of gas sold, showcasing a 3,000 gallon increase in expected volume. With both a change in fuel brand from Mobil to Marathon and an increase in the site's hours of operations, it would appear Marathon is likely a similar performing or slightly weaker brand in potential customers eyes with an increase in hours of operation producing a similar expected gas volume. The Commerce Lake Market branded store is expected to see a $4,000 increase to average monthly sales with the changes implemented in Case 2 of this report.

In Case 3, when changing the Subject's fuel brand to Shell and increasing the site's Monday-Saturday hours of availability by 1 hour per day, the Subject's fuel station is projected to achieve a monthly average of 117,000 gallons of gas sold across its eight fueling positions and the Subject's convenience store is estimated to average $173,000 in monthly store sales. In comparison to Case 2, where the only difference between the two Cases is the fuel brand utilized, it would appear Shell is the more favorable fuel brand to potential customers in the market. The Subject's convenience store is also benefitting from this added brand strength compared to Case 2.

In Case 4, by increasing the site's Monday-Saturday hours of availability by 1 hour per day while also increasing the Subject's forecourt size by 4 fueling positions along with a larger 8,000 sq ft convenience store with expanded parking and cooler doors, the Subject's Mobil fuel station is projected to achieve a monthly average of 137,000 gallons of gas sold across its twelve fueling positions and the Subject's convenience store is also projected to achieve its highest expected monthly volume among all four Cases provided in this report at an expected $192,000 in monthly sales. While Case 4 does represent the highest total fuel volume sold among all four Cases, the average number of gallons sold per fueling position does drop to the lowest efficiency of all four Cases in this report.

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

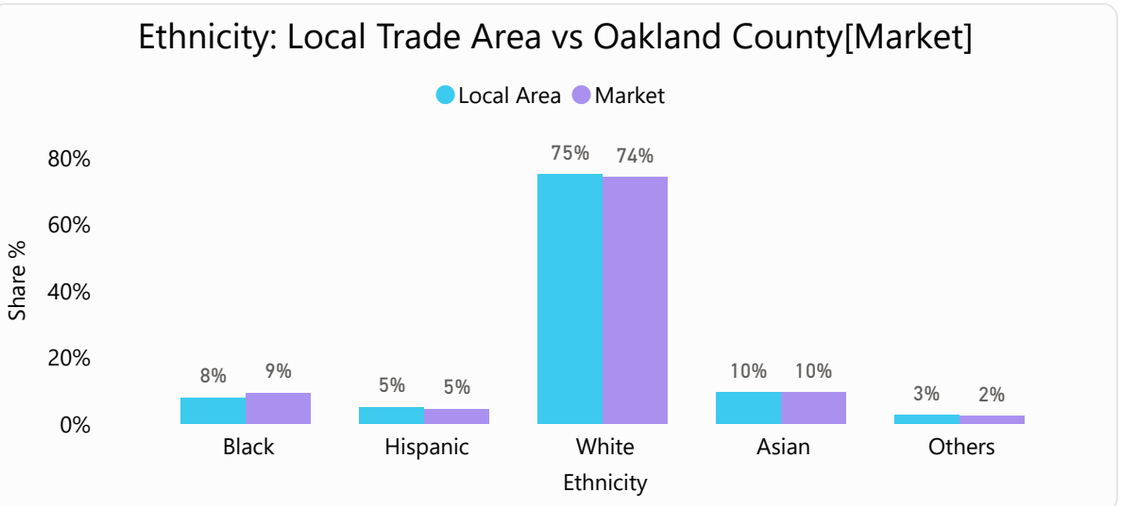
= Change from base case

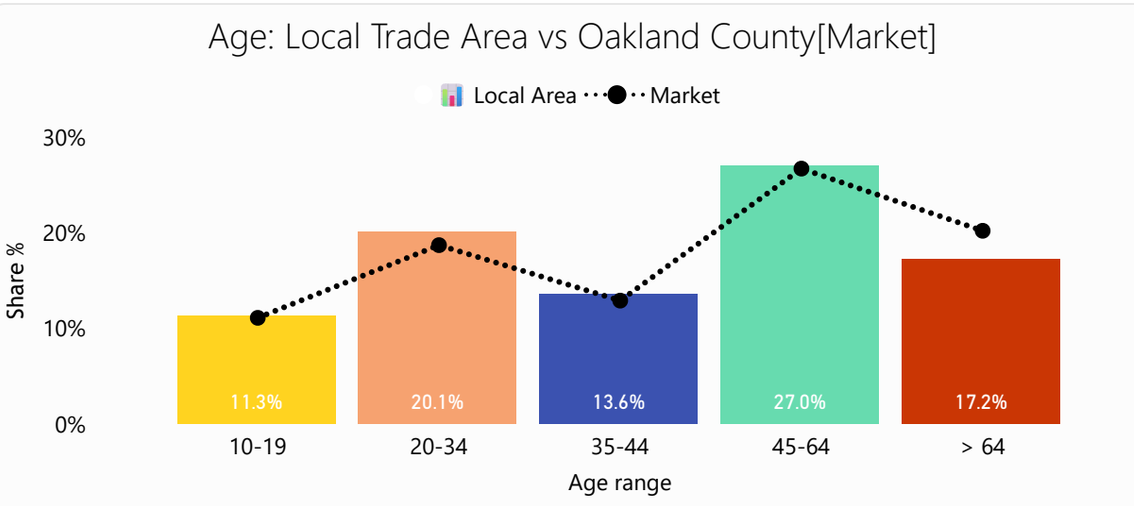
Demographics of the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

	Average Income	Households	Population per sq. mile	Workers per sq. mile
Local Trade Area	116,000	659	1,519	1,475
Oakland County	118,000	684	1,591	1,568





Comments: Commerce Township is located in Oakland County, Michigan. Within a 5 minute drive time of the Subject site the number of households per square mile, the population per square mile and the number of workers per square mile are all below the Oakland County averages. The median household income in the area is $116,000 per year, which comes in just below, $2,000 less than the County market average. Local residents are diverse while being predominantly Hispanic or White and most commonly aged 45-64 years old or second most commonly aged 20-34 years old.

Main competitor sites in the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Distance	Fuel Logo	Fuel Name	CStore Logo	CStore Name	Gas Pumps	Diesel Self Price	Gas Self Price	Gas Volume	CStore Volume
32415	1.53				7-Eleven	0	$0.00	$0.00		147
50055	1.86		BP		BP	4	$0.00	$4.40	77	115
32008	1.88		BP		BP	4	$6.10	$4.30	132	158
32408	2.01				7-Eleven	0	$0.00	$0.00		134
50053	2.01		Sunoco		Sunoco	3	$6.00	$4.30	42	24
50056	2.03		Citgo		Citgo	4	$5.80	$4.20	63	42
50054	2.05		Wow!		Wow	6	$5.80	$4.28	164	137
50008	2.18		Marathon		Commerce Market + Spirits	4	$0.00	$4.30	129	146
32413	2.32				7-Eleven	0	$0.00	$0.00		164
1003442	2.36		Speedway		Speedway	6	$0.00	$4.30	185	170

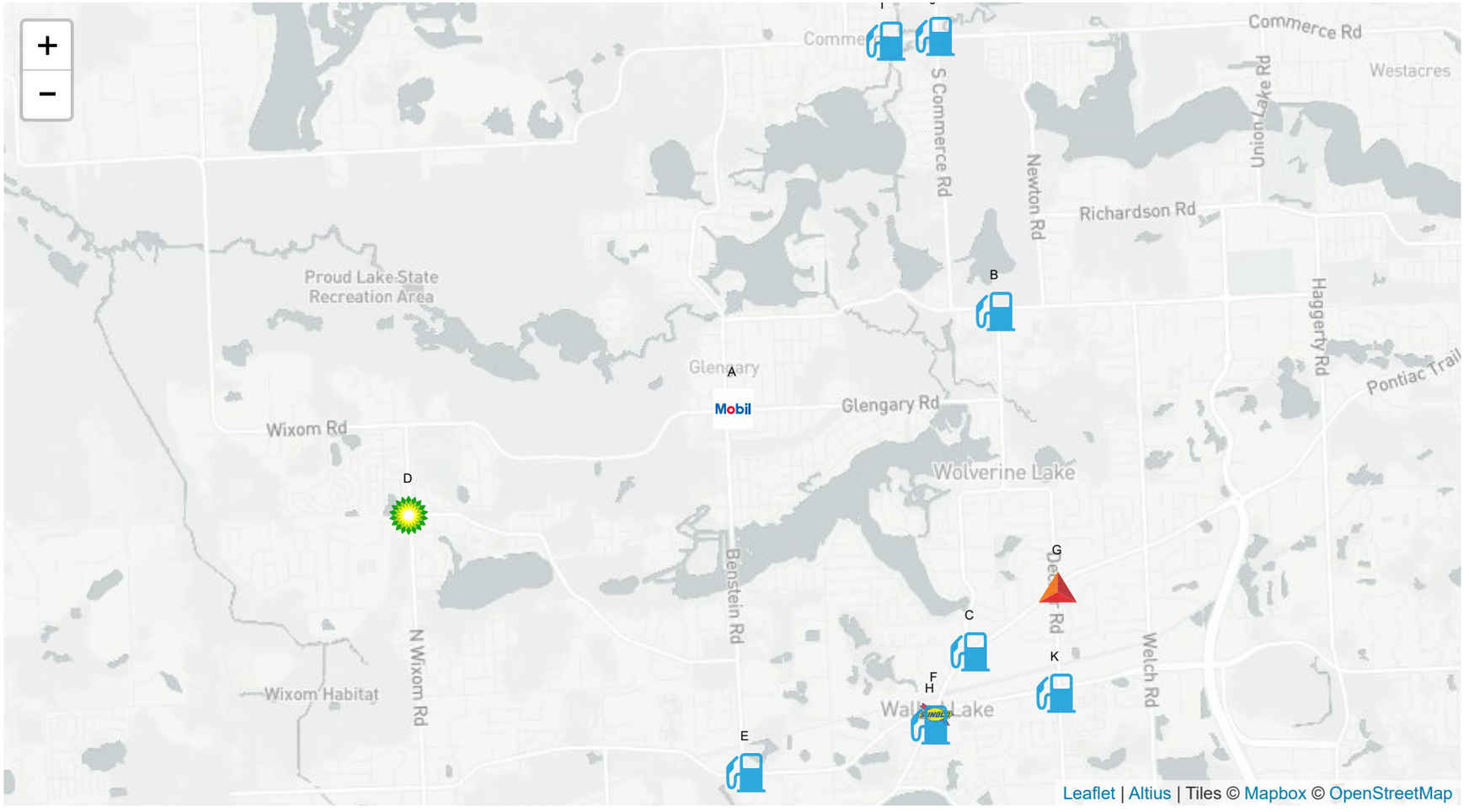
Comments:

Provided above are the ten nearest competitors to the Subject site, among the sites surveyed as part of this report. When taking a closer look at the distance of the competitors to the Subject, we can see that the Subject is set to open in to a mildly but still competitive market area with all ten nearest competitors located outside of 1.50 miles to the Subject. The Subject's nearest competitor is a standalone 7-Eleven (#32415) branded convenience store located 1.53 miles to the south at 710 Benstein Road that is averaging $147,000 in monthly store sales. This is one of three standalone convenience store operations among the Subject's ten nearest competitors, all three sharing the 7-Eleven branding. The Subject's nearest competitor to also offer fuel on site is the BP (#50055) located 1.86 miles west of the Subject at 2167 Wixom Road, averaging 77,000 gallons of gas sold per month across its 4 pumps / 8 fueling positions, in addition to an average of $115,000 in convenience store sales from its co-branded BP store. The highest performing convenience store and fuel station among the ten closest competitors is the Speedway (#1003442), achieving an average of 185,000 gallons sold and an average of $170,000 in monthly store sales. With the Subject an existing standalone liquor store with no fuel currently offered, with its own established customer base prior to the proposed fuel station being added to the site as part of this report, the Subject is poised to benefit from its established footprint and poised to compete strongly in the overall market and among its nearest competitors.

Map of fuel stations in the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



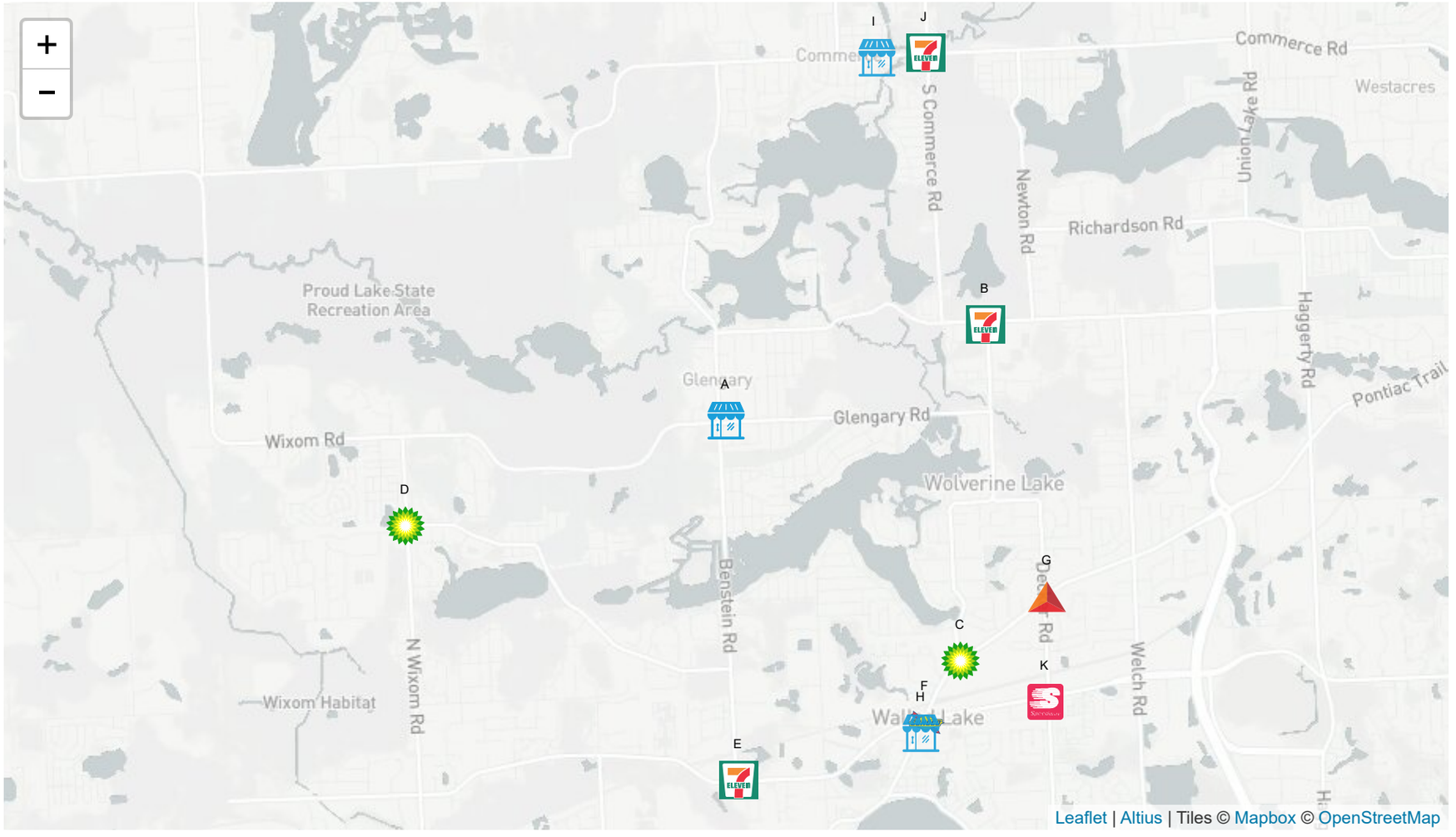
ID	Site ID	Distance	Brand	Name
A	1003441		Mobil	Mobil
B	32415	1.53		NA
C	50055	1.86		BP
D	32008	1.88		BP
E	32408	2.01		NA
F	50053	2.01		Sunoco
G	50056	2.03		Citgo
H	50054	2.05		Wow!
I	50008	2.18		Marathon
J	32413	2.32		NA
K	1003442	2.36		NA

Comments:
This map shows the Subject's ten nearest fuel competitors.

Map of convenience store sites in the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



ID	Site ID	Distance	Brand	Name
A	1003441			Commerce Lake Mar...
B	32415	1.53		7-Eleven
C	50055	1.86		BP
D	32008	1.88		BP
E	32408	2.01		7-Eleven
F	50053	2.01		Sunoco
G	50056	2.03		Citgo
H	50054	2.05		Wow
I	50008	2.18		Commerce Market + ...
J	32413	2.32		7-Eleven
K	1003442	2.36		Speedway

Comments:
This map shows the Subject's ten nearest convenience store competitors.

Base Case: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	Name	Change in Gasoline Volume			
			Projected	Actual	Vol Change	% Change
50047	Mobil	Mobil	64	74	-10	-13.50%
50008	Marathon	Marathon	112	129	-17	-13.20%
1003442	Speedway	Speedway	161	185	-24	-13.00%
50055	BP	BP	67	77	-10	-13.00%
32008	BP	BP	115	132	-17	-12.90%
50054	Wow!	Wow!	143	164	-21	-12.80%
50056	Citgo	Citgo	55	63	-8	-12.70%
50053	Sunoco	Sunoco	37	42	-5	-11.90%
1003441	Mobil	Mobil	112	0	112	0.00%

Site ID	Brand	Name	Change in Convenience Store Sales			
			Projected	Actual	Vol Change	% Change
50047	Mobil	Mobil	55	58	-3	-5.20%
50055	BP	BP	109	115	-6	-5.20%
32008	BP	BP	150	158	-8	-5.10%
50054	Wow	Wow	130	137	-7	-5.10%
32413	7-Eleven	7-Eleven	156	164	-8	-4.90%
32415	7-Eleven	7-Eleven	140	147	-7	-4.80%
50008	Commerce Market + Spirits	Commerce Market + Spirits	139	146	-7	-4.80%
50056	Citgo	Citgo	40	42	-2	-4.80%
1003442	Speedway	Speedway	162	170	-8	-4.70%
32408	7-Eleven	7-Eleven	128	134	-6	-4.50%
50053	Sunoco	Sunoco	23	24	-1	-4.20%
1003441	Commerce Lake Market	Commerce Lake Market	167	105	62	59.00%

Comments:

When analyzing the competitor impact on gas volumes from introducing a Mobil branded fuel station and updating and expanding the existing Subject's liquor store into a full convenience store (#1003441), we can see that the impact to competitor's gas volumes are projected to range from 5,000-24,000 gallons lost. The Speedway (#1003442) is projected to lose the highest total gallons to the Subject, an expected decrease of 24,000 gallons from their current average, but with their high overall fuel volumes, it is not projected to see the highest percentage of its current volume lost. Instead, the Mobil (#50047) is projected to lose the highest percentage of its current volume at a projected 13.50% decrease in monthly gallons sold.

When analyzing the competitor impact on convenience store volumes from updating, expanding and remodeling the existing Subject's liquor store into a convenience store while also introducing a Mobil branded fuel station to the lot, we can see that competitor's sales are projected to see decreases in volume ranging from $1,000-$8,000 lost. There are three differently branded convenience store competitors all tied for seeing the highest total sales lost to the Subject site at $8,000 in average monthly sales, a standalone 7-Eleven, a BP and the Speedway branded convenience store. With the Subject already an existing store in the market, the impact on competitor volumes is not as strong compared to the percentages of volume lost among fuel competitors. Please note, the Subject's projected volumes included throughout this report do not include any liquor sale volume from the Subject.

*Any sites that have been impacted by less than 1,000 gallons per month in fuel sales have been excluded from this page of the report.

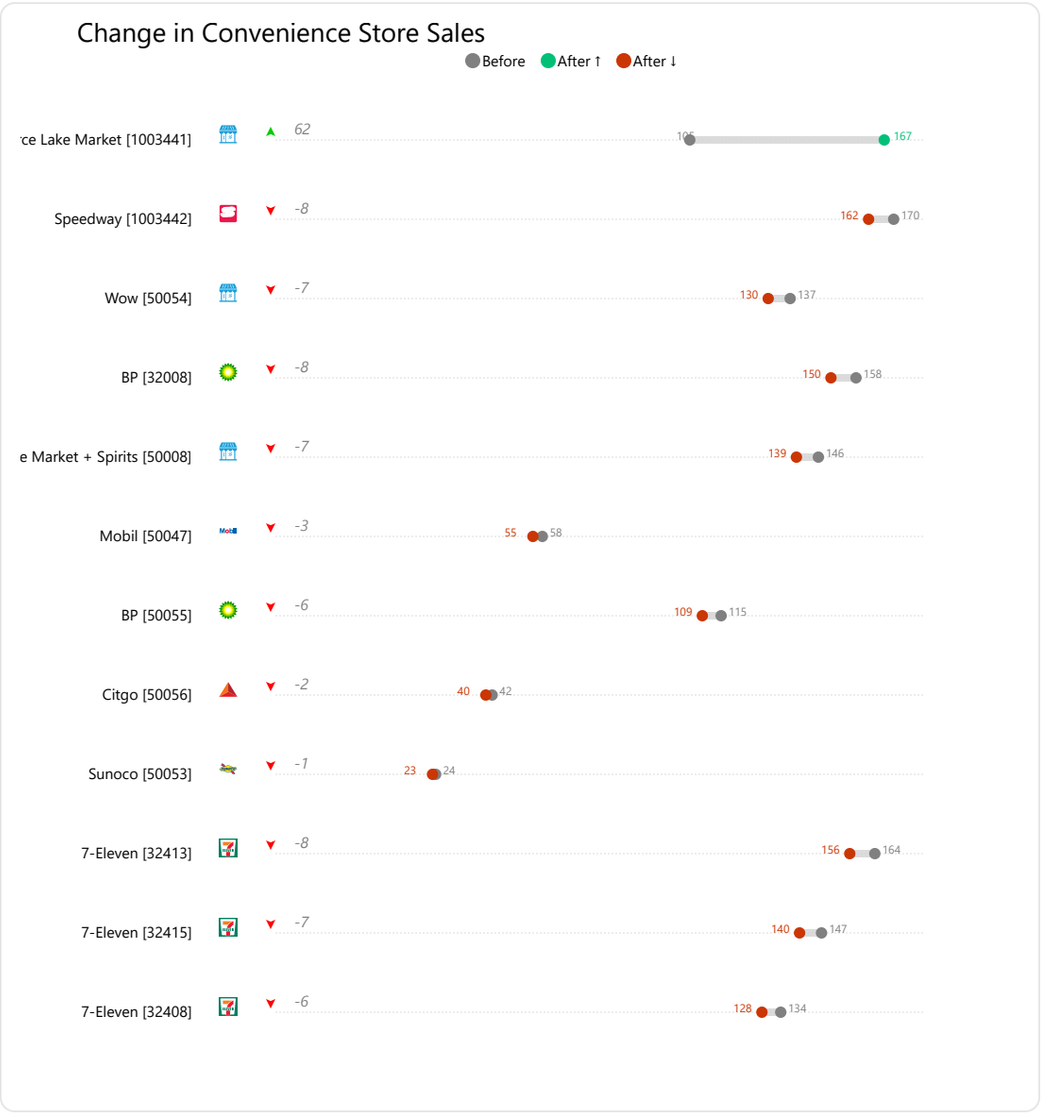
*Any sites that have been impacted by less than $1,000 per month in store sales have been excluded from this page of the report.

Base Case: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390





* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 2: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	. Name	Change in Gasoline Volume Projected	Actual	Vol Change	% Change
50053		Sunoco	36	42	-6	-14.30%
32008		BP	114	132	-18	-13.60%
1003442		Speedway	160	185	-25	-13.50%
50047		Mobil	64	74	-10	-13.50%
50054		Wow!	142	164	-22	-13.40%
50008		Marathon	112	129	-17	-13.20%
50055		BP	67	77	-10	-13.00%
50056		Citgo	55	63	-8	-12.70%
1003441		Marathon	115	0	115	0.00%

Site ID	Brand	. Name	Change in Convenience Store Sales Projected	Actual	Vol Change	% Change
32415		7-Eleven	139	147	-8	-5.40%
1003442		Speedway	161	170	-9	-5.30%
32408		7-Eleven	127	134	-7	-5.20%
50047		Mobil	55	58	-3	-5.20%
50055		BP	109	115	-6	-5.20%
32008		BP	150	158	-8	-5.10%
50054		Wow	130	137	-7	-5.10%
32413		7-Eleven	156	164	-8	-4.90%
50008		Commerce Market + Spirits	139	146	-7	-4.80%
50056		Citgo	40	42	-2	-4.80%
50053		Sunoco	23	24	-1	-4.20%
1003441		Commerce Lake Market	171	105	66	62.90%

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 2: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390





* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 3: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	. Name	Change in Gasoline Volume Projected	Actual	Vol Change	% Change
50053		Sunoco	36	42	-6	-14.30%
32008		BP	114	132	-18	-13.60%
1003442		Speedway	160	185	-25	-13.50%
50047		Mobil	64	74	-10	-13.50%
50054		Wow!	142	164	-22	-13.40%
50008		Marathon	112	129	-17	-13.20%
50055		BP	67	77	-10	-13.00%
50056		Citgo	55	63	-8	-12.70%
1003441		Shell	117	0	117	0.00%

Site ID	Brand	. Name	Change in Convenience Store Sales Projected	Actual	Vol Change	% Change
32413		7-Eleven	155	164	-9	-5.50%
50008		Commerce Market + ...	138	146	-8	-5.50%
32415		7-Eleven	139	147	-8	-5.40%
1003442		Speedway	161	170	-9	-5.30%
32408		7-Eleven	127	134	-7	-5.20%
50047		Mobil	55	58	-3	-5.20%
50055		BP	109	115	-6	-5.20%
32008		BP	150	158	-8	-5.10%
50054		Wow	130	137	-7	-5.10%
50056		Citgo	40	42	-2	-4.80%
50053		Sunoco	23	24	-1	-4.20%
1003441		Commerce Lake Market	173	105	68	64.80%

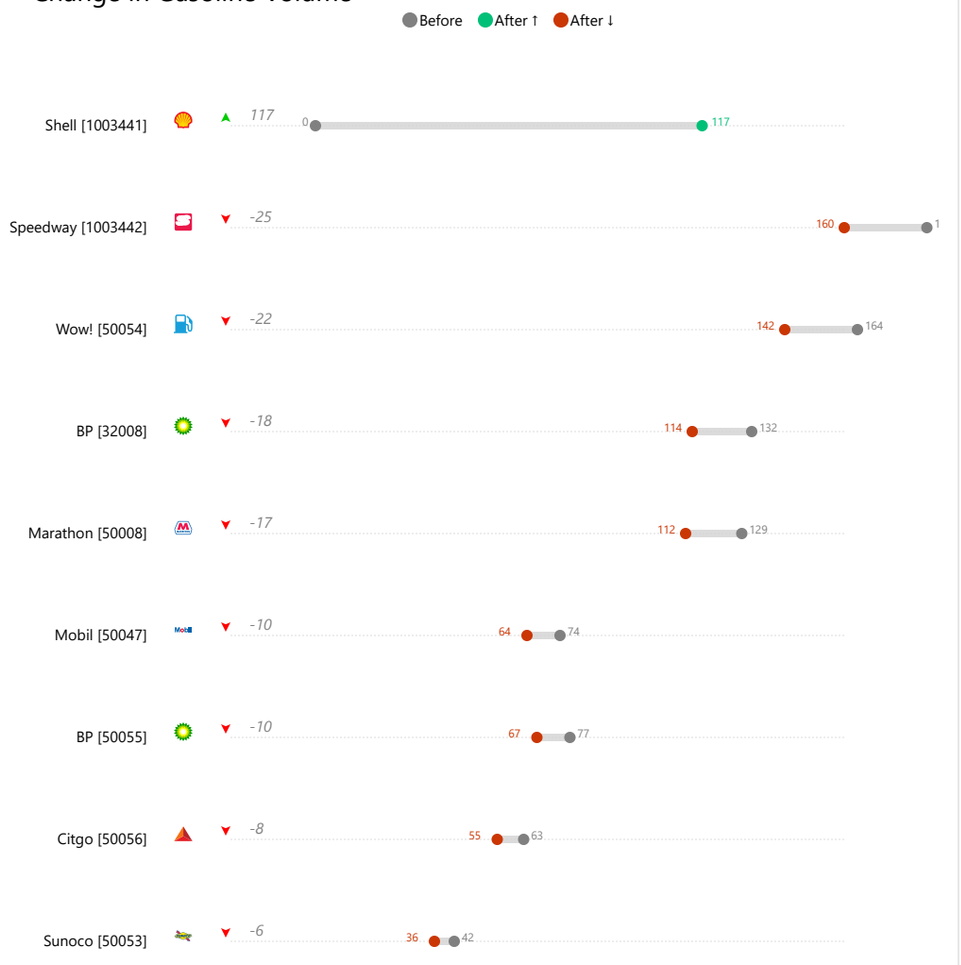
* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 3: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Change in Gasoline Volume



Change in Convenience Store Sales



* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 4: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	. Name	Change in Gasoline Volume Projected	Actual	Vol Change	% Change
50053		Sunoco	35	42	-7	-16.70%
50047		Mobil	62	74	-12	-16.20%
32008		BP	111	132	-21	-15.90%
50054		Wow!	138	164	-26	-15.90%
50056		Citgo	53	63	-10	-15.90%
1003442		Speedway	156	185	-29	-15.70%
50055		BP	65	77	-12	-15.60%
50008		Marathon	109	129	-20	-15.50%
1003441		Mobil	137	0	137	0.00%

Site ID	Brand	. Name	Change in Convenience Store Sales Projected	Actual	Vol Change	% Change
50053		Sunoco	22	24	-2	-8.30%
50056		Citgo	39	42	-3	-7.10%
32008		BP	147	158	-11	-7.00%
50055		BP	107	115	-8	-7.00%
50047		Mobil	54	58	-4	-6.90%
32415		7-Eleven	137	147	-10	-6.80%
50008		Commerce Market + Spirits	136	146	-10	-6.80%
32408		7-Eleven	125	134	-9	-6.70%
32413		7-Eleven	153	164	-11	-6.70%
50054		Wow	128	137	-9	-6.60%
1003442		Speedway	159	170	-11	-6.50%
1003441		Commerce Lake Market	192	105	87	82.90%

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Case 4: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390





* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: $(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: $

Kalibrate

Competitors in the Local Area



singlesiteanalysis@kalibrate.com

Competitor photo and attributes



General

Site ID	32415
Appearance	Average
Date Survey	6/13/2026 21:10
Operation Type	Standalone C-Store
Site Direction	SW
Site Location	T-intersection
Site Name	7-Eleven QSR (Standalone)
Visibility	Average

Location/Ratings

Has Canopy	×
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	126
Lot Front (m)	126
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	20000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	11000
Street1 Near Traffic Control	×
Street2 Near Traffic Control	✓

Location/Ratings

Blockage	×

Fuel

Bypass Lanes	0
Layout of Forecourt	N/A
Diesel Offered	×
GasOffered	×

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	0
Gas SFPs	0
Pump Islands (info only)	0

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	0
Fuel Sunday Hours Open	0
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	0
GasSelf Grade1 Price Posted	×
Opening Hours (Mon-Fri)	0
Pay At CStore	×
Pay At Pump	×

Cstore

Cash Registers	2
Cooler Doors	14
Dedicated Park. Spaces	8
External Merchandising	Average
Hypermarket	×
Shop Brand	7-Eleven
Shop Offered	✓
Shop Type	Standalone

Products

Bakery	✓
Coffee Type Barista	×
Coffee Type Bean To Cup	×
Coffee Type Dispense	✓
Cold Beer Size	Medium
Cstore Selling Area	2600
Deli	✓
Has Kitchen	✓

Prices/Service/Hours

Monday Sunday Hours Open	24

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	7-Eleven
Catering	✓

Other

Wash Competitors	0
Shop Competitors	4
QSR Distance to Nearest Competitor	1.55
Number of QSR Competitors	3
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	2
Distance to Nearest GasOffer (Kms)	1.54
Distance to Nearest Diesel Offer (Kms)	1.54
Distance to Nearest C-Store Offer (Kms)	1.53
Diesel Competitors	0
Auto Repair Bays	0

Volumes

Shop Volume	147

Competitor photo and attributes



General

Site ID	50055
Appearance	Average
Date Survey	6/13/2026 21:10
Operation Type	Jobber
Site Direction	NE
Site Location	T-intersection
Site Name	BP Gas Station
Visibility	Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	126
Lot Front (m)	126
Low Small Sign	×
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	2
Primary St Traffic Count	14000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	7000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	1
GasBrand Name	BP
Layout of Forecourt	Parallel
Diesel Offered	×
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	4
Gas SFPs	8
Pump Islands (info only)	2

Prices/Service/Hours

Attend Service	×
Average Discount	10
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	17
Fuel Sunday Hours Open	17
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	439.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	17
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	2
Cooler Doors	13
Dedicated Park. Spaces	2
External Merchandising	Average
Hypermarket	×
Shop Brand	BP
Shop Offered	✓
Shop Type	C-Store

Products

Offers Wine Liquor	✓
Has Kitchen	✓
Deli	✓
Cstore Selling Area	3500
Cold Beer Size	Large
Coffee Type Dispense	✓
Coffee Type Bean To Cup	×
Coffee Type Barista	×

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	Krispy Krunchy
Catering	✓

Other

Wash Competitors	0
Shop Competitors	7
QSR Distance to Nearest Competitor	0.46
Number of QSR Competitors	3
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	5
Distance to Nearest GasOffer (Kms)	0.39
Distance to Nearest Diesel Offer (Kms)	0.39
Distance to Nearest C-Store Offer (Kms)	0.39
Diesel Competitors	3
Auto Repair Bays	0

Volumes

Gas Volume	77
Shop Volume	115

Competitor photo and attributes



General

Site ID	32008
Appearance	Above Average
Date Survey	6/13/2026 21:10
Operation Type	Jobber
Site Direction	SW
Site Location	T-intersection
Site Name	BP Gas Station
Visibility	Below Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	Shopping Center
Lot Depth (m)	126
Lot Front (m)	176
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	16000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	3000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	×

Fuel

Bypass Lanes	2
Diesel Brand Name	BP
GasBrand Name	BP
Layout of Forecourt	Parallel
Diesel Offered	✓
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	1
Diesel SFP	2
Fueling Position Penalty	×
Gas Pumps	4
Gas SFPs	8
Pump Islands (info only)	4

Prices/Service/Hours

Attend Service	×
Average Discount	10
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	609.9
DieselSelf Grade1 Price Posted	✓
Fuel Saturday Hours Open	17
Fuel Sunday Hours Open	16
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	429.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	17
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	2
Cooler Doors	21
Dedicated Park. Spaces	12
External Merchandising	Average
Hypermarket	×
Shop Brand	BP
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	×
Coffee Type Barista	×
Coffee Type Bean To Cup	✓
Coffee Type Dispense	✓
Cold Beer Size	Cave
Cstore Selling Area	4500
Deli	×
Has Kitchen	✓

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	Saroki's
Catering	✓

Other

Wash Competitors	0
Shop Competitors	1
QSR Distance to Nearest Competitor	2.33
Number of QSR Competitors	0
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	0
Distance to Nearest GasOffer (Kms)	3.09
Distance to Nearest Diesel Offer (Kms)	3.09
Distance to Nearest C-Store Offer (Kms)	1.88
Diesel Competitors	0
Auto Repair Bays	0

Volumes

Gas Volume	132
Shop Volume	158

Competitor photo and attributes



General

Site ID	32408
Appearance	Average
Date Survey	6/19/2026 21:43
Operation Type	Standalone C-Store
Site Direction	NE
Site Location	Corner
Site Name	7-Eleven QSR (Standalone)
Visibility	Below Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	×
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	126
Lot Front (m)	126
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	11000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	13000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	0
Layout of Forecourt	N/A
Diesel Offered	×
GasOffered	×

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	0
Gas SFPs	0
Pump Islands (info only)	0

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	0
Fuel Sunday Hours Open	0
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	0
GasSelf Grade1 Price Posted	×
Opening Hours (Mon-Fri)	0
Pay At CStore	×
Pay At Pump	×

Cstore

Cash Registers	2
Cooler Doors	13
Dedicated Park. Spaces	15
External Merchandising	Average
Hypermarket	×
Shop Brand	7-Eleven
Shop Offered	✓
Shop Type	Standalone

Products

Bakery	✓
Coffee Type Barista	×
Coffee Type Bean To Cup	×
Coffee Type Dispense	✓
Cold Beer Size	Medium
Cstore Selling Area	3500
Deli	×
Has Kitchen	✓

Prices/Service/Hours

Monday Sunday Hours Open	24

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	7-Eleven
Catering	✓

Other

Wash Competitors	0
Shop Competitors	7
QSR Distance to Nearest Competitor	1.05
Number of QSR Competitors	2
Has Toilets For Customers	×
Has ATM	✓
GasCompetitors	6
Distance to Nearest GasOffer (Kms)	1.05
Distance to Nearest Diesel Offer (Kms)	1.05
Distance to Nearest C-Store Offer (Kms)	1.05
Diesel Competitors	3
Auto Repair Bays	0

Volumes

Shop Volume	134

Competitor photo and attributes



General

Site ID	50053
Appearance	Average
Date Survey	6/13/2026 21:10
Operation Type	Jobber
Site Direction	SE
Site Location	T-intersection
Site Name	Sunoco Gas Station
Visibility	Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	100
Lot Front (m)	100
Low Small Sign	×
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	2
Primary St Traffic Count	14000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	2
Secondary St Remote Access	×
Secondary St Traffic Count	22000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	1
Layout of Forecourt	Parallel
Diesel Brand Name	Sunoco
GasBrand Name	Sunoco
Diesel Offered	✓
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	1
Diesel SFP	2
Fueling Position Penalty	×
Gas Pumps	3
Gas SFPs	6
Pump Islands (info only)	3

Prices/Service/Hours

Attend Service	×
Average Discount	10
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	599.9
DieselSelf Grade1 Price Posted	✓
Fuel Saturday Hours Open	18
Fuel Sunday Hours Open	18
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	429.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	18
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	1
Cooler Doors	10
Dedicated Park. Spaces	2
External Merchandising	Average
Hypermarket	×
Shop Brand	Sunoco
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	×
Coffee Type Barista	×
Coffee Type Bean To Cup	×
Coffee Type Dispense	✓
Cold Beer Size	Small
Cstore Selling Area	800
Deli	×
Has Kitchen	×

Prices/Service/Hours

Monday Sunday Hours Open	18

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
Catering	×

Other

Wash Competitors	0
Shop Competitors	6
QSR Distance to Nearest Competitor	0.07
Number of QSR Competitors	3
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	5
Distance to Nearest GasOffer (Kms)	0.07
Distance to Nearest Diesel Offer (Kms)	0.07
Distance to Nearest C-Store Offer (Kms)	0.07
Diesel Competitors	2
Auto Repair Bays	0

Volumes

Gas Volume	42
Shop Volume	24

Competitor photo and attributes



General

Site ID	50056
Appearance	Average
Date Survey	6/13/2026 21:10
Operation Type	Jobber
Site Direction	NE
Site Location	Corner
Site Name	Citgo Gas Station
Visibility	Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	126
Lot Front (m)	126
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	14000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	9000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	2
Diesel Brand Name	Citgo
GasBrand Name	Citgo
Layout of Forecourt	Parallel
Diesel Offered	✓
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	1
Diesel SFP	1
Fueling Position Penalty	×
Gas Pumps	4
Gas SFPs	8
Pump Islands (info only)	2

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	579.9
DieselSelf Grade1 Price Posted	✓
Fuel Saturday Hours Open	17
Fuel Sunday Hours Open	17
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	419.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	17
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	1
Cooler Doors	8
Dedicated Park. Spaces	2
External Merchandising	Average
Hypermarket	×
Shop Brand	Citgo
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	×
Coffee Type Barista	×
Coffee Type Bean To Cup	×
Coffee Type Dispense	✓
Cold Beer Size	Small
Cstore Selling Area	1300
Deli	×
Has Kitchen	×

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
Catering	×

Other

Wash Competitors	0
Shop Competitors	6
QSR Distance to Nearest Competitor	0.6
Number of QSR Competitors	3
Has Toilets For Customers	×
Has ATM	✓
GasCompetitors	5
Distance to Nearest GasOffer (Kms)	0.56
Distance to Nearest Diesel Offer (Kms)	0.97
Distance to Nearest C-Store Offer (Kms)	0.56
Diesel Competitors	2
Auto Repair Bays	0

Volumes

Gas Volume	63
Shop Volume	42

Competitor photo and attributes



General

Site ID	50054
Appearance	Above Average
Date Survey	6/13/2026 21:09
Operation Type	Jobber
Site Direction	E
Site Location	Inside
Site Name	Wow! Gas Station
Visibility	Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Significant
Location Type	City Street
Lot Depth (m)	126
Lot Front (m)	176
Low Small Sign	×
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	2
Primary St Traffic Count	14000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	0
Secondary St Remote Access	×
Secondary St Traffic Count	0
Street1 Near Traffic Control	×
Street2 Near Traffic Control	×

Fuel

Bypass Lanes	1
Layout of Forecourt	Parallel
Diesel Brand Name	Wow!
GasBrand Name	Wow!
Diesel Offered	✓
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	1
Diesel SFP	2
Fueling Position Penalty	×
Gas Pumps	6
Gas SFPs	12
Pump Islands (info only)	3

Prices/Service/Hours

Attend Service	×
Average Discount	10
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	579.9
DieselSelf Grade1 Price Posted	✓
Fuel Saturday Hours Open	17
Fuel Sunday Hours Open	17
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	427.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	17
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	2
Cooler Doors	13
Dedicated Park. Spaces	2
External Merchandising	Average
Hypermarket	×
Shop Brand	Wow
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	×
Coffee Type Barista	×
Coffee Type Bean To Cup	✓
Coffee Type Dispense	✓
Cold Beer Size	Cave
Cstore Selling Area	5300
Deli	×
Has Kitchen	✓

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	Hot Chix
Catering	✓

Other

Wash Competitors	0
Shop Competitors	6
QSR Distance to Nearest Competitor	0.46
Number of QSR Competitors	2
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	5
Distance to Nearest GasOffer (Kms)	0.07
Distance to Nearest Diesel Offer (Kms)	0.07
Distance to Nearest C-Store Offer (Kms)	0.07
Diesel Competitors	2
Auto Repair Bays	0

Volumes

Gas Volume	164
Shop Volume	137

Competitor photo and attributes



General

Site ID	50008
Appearance	Above Average
Date Survey	6/19/2026 22:00
Operation Type	Independent
Site Direction	S
Site Location	Inside
Site Name	Marathon Gas Station
Visibility	Below Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	176
Lot Front (m)	176
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	15000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	0
Secondary St Remote Access	×
Secondary St Traffic Count	0
Street1 Near Traffic Control	×
Street2 Near Traffic Control	×

Fuel

Bypass Lanes	1
GasBrand Name	Marathon
Layout of Forecourt	Parallel
Diesel Offered	×
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	4
Gas SFPs	8
Pump Islands (info only)	2

Prices/Service/Hours

Attend Service	×
Average Discount	10
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	24
Fuel Sunday Hours Open	24
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	429.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	24
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	2
Cooler Doors	14
Dedicated Park. Spaces	4
External Merchandising	Average
Hypermarket	×
Shop Brand	Commerce Market + Spirits
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	×
Coffee Type Barista	×
Coffee Type Bean To Cup	✓
Coffee Type Dispense	✓
Cold Beer Size	Cave
Cstore Selling Area	1300
Deli	×
Has Kitchen	✓
Offers Wine Liquor	✓

Prices/Service/Hours

Monday Sunday Hours Open	17

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	Krispy Krunchy
Catering	✓

Other

Wash Competitors	0
Shop Competitors	2
QSR Distance to Nearest Competitor	0.27
Number of QSR Competitors	2
Has Toilets For Customers	×
Has ATM	✓
GasCompetitors	0
Distance to Nearest GasOffer (Kms)	3.13
Distance to Nearest Diesel Offer (Kms)	3.13
Distance to Nearest C-Store Offer (Kms)	0.27
Diesel Competitors	0
Auto Repair Bays	0

Volumes

Gas Volume	129
Shop Volume	146

Competitor photo and attributes



General

Site ID	32413
Appearance	Average
Date Survey	6/13/2026 21:10
Operation Type	Standalone C-Store
Site Direction	NW
Site Location	Corner
Site Name	7-Eleven QSR (Standalone)

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	×
Hi Rise Sign	×
Landscaping	Minimal
Location Type	Shopping Center
Lot Depth (m)	126
Lot Front (m)	126
Low Small Sign	✓
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	15000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	10000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	0
Layout of Forecourt	N/A
Diesel Offered	×
GasOffered	×

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	0
Gas SFPs	0
Pump Islands (info only)	0

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	0
Fuel Sunday Hours Open	0
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	0
GasSelf Grade1 Price Posted	×
Opening Hours (Mon-Fri)	0
Pay At CStore	×
Pay At Pump	×

Cstore

Cash Registers	2
Cooler Doors	12
Dedicated Park. Spaces	10
External Merchandising	Average
Hypermarket	×
Shop Brand	7-Eleven
Shop Offered	✓
Shop Type	Standalone

Products

Bakery	✓
Coffee Type Barista	×
Coffee Type Bean To Cup	×
Coffee Type Dispense	✓
Cold Beer Size	Small
Cstore Selling Area	3500
Deli	×
Has Kitchen	✓

Prices/Service/Hours

Monday Sunday Hours Open	24

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
QSR Brand Name	7-Eleven
Catering	✓

Other

Wash Competitors	0
Shop Competitors	2
QSR Distance to Nearest Competitor	0.27
Number of QSR Competitors	2
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	1
Distance to Nearest GasOffer (Kms)	0.27
Distance to Nearest Diesel Offer (Kms)	3.09
Distance to Nearest C-Store Offer (Kms)	0.27
Diesel Competitors	0
Auto Repair Bays	0

Volumes

Shop Volume	164

Competitor photo and attributes



General

Site ID	1003442
Appearance	Above Average
Date Survey	6/13/2026 21:08
Operation Type	Company
Site Direction	SW
Site Location	Corner
Site Name	Speedway Gas Station
Visibility	Average

Location/Ratings

Blockage	×

Location/Ratings

Has Canopy	✓
Hi Rise Sign	×
Landscaping	Minimal
Location Type	City Street
Lot Depth (m)	176
Lot Front (m)	226
Low Small Sign	×
Oasis	×
Stop Fuel Or Truck	×

Traffic

Primary St Barrier	None
Primary St Number of Thru Lanes	1
Primary St Traffic Count	22000
Primary Street Remote Access	×
Secondary St Barrier	None
Secondary St Number of Thru Lanes	1
Secondary St Remote Access	×
Secondary St Traffic Count	9000
Street1 Near Traffic Control	✓
Street2 Near Traffic Control	✓

Fuel

Bypass Lanes	2
Layout of Forecourt	Parallel
GasBrand Name	Speedway
Diesel Offered	×
GasOffered	✓

Pumps/Fueling Positions

Diesel Pumps	0
Diesel SFP	0
Fueling Position Penalty	×
Gas Pumps	6
Gas SFPs	12
Pump Islands (info only)	6

Prices/Service/Hours

Attend Service	×
Average Discount	0
DieselAttd Grade1 Price	0
DieselAttd Grade1 Price Posted	×
DieselSelf Grade1 Price	0
DieselSelf Grade1 Price Posted	×
Fuel Saturday Hours Open	24
Fuel Sunday Hours Open	24
GasAttd Grade1 Price	0
GasAttd Grade1 Price Posted	×
GasSelf Grade1 Price	429.9
GasSelf Grade1 Price Posted	✓
Opening Hours (Mon-Fri)	24
Pay At CStore	✓
Pay At Pump	✓

Cstore

Cash Registers	2
Cooler Doors	12
Dedicated Park. Spaces	10
External Merchandising	Average
Hypermarket	×
Shop Brand	Speedway
Shop Offered	✓
Shop Type	C-Store

Products

Bakery	✓
Coffee Type Barista	×
Coffee Type Bean To Cup	✓
Coffee Type Dispense	✓
Cold Beer Size	Cave
Cstore Selling Area	4500
Deli	✓
Has Kitchen	✓
Offers Wine Liquor	✓

Prices/Service/Hours

Monday Sunday Hours Open	24

Carwash

Wash Offered	×
Short Tunnel	×
Long Tunnel	×

Food

QSR Has Drive Thru	×
Catering	×

Other

Wash Competitors	0
Shop Competitors	6
QSR Distance to Nearest Competitor	0.53
Number of QSR Competitors	3
Has Toilets For Customers	✓
Has ATM	✓
GasCompetitors	5
Distance to Nearest GasOffer (Kms)	0.04
Distance to Nearest Diesel Offer (Kms)	0.59
Distance to Nearest C-Store Offer (Kms)	0.04
Diesel Competitors	3
Auto Repair Bays	0

Volumes

Gas Volume	185
Shop Volume	170

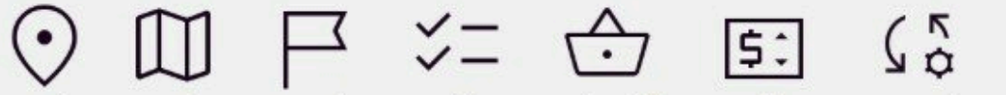
Kalibrate

Appendix



The 7 Elements for Fuel and Convenience Retail Success

The 7 Elements for Fuel and Convenience Retail Success are:



Best-practice fuel retailers maximize performance by considering the role of each element in the daily tactics and strategic horizon of their sites. Optimizing the 7 Elements depends on a fuel retailer's specific business, but only an integrated focus ensures that every area of value is leveraged.

Six of the 7 Elements act as **"volume magnets"** to bring customers to site.
Location | Market | Brand | Facility | Merchandising | Operations

The remaining element, Price, provides the ability to make a decision. When you perform well in the volume magnet areas, you earn the right to make a decision on pricing. The 7 Elements framework informs all Kalibrate strategies and solutions. The practical application of this perspective is underpinned by extensive market data and sophisticated analytical models.

Location

Selection of fuel retail locations is a complex process with many variables to consider.

Site location must be understood relative to consumers and their habits — where they live, work, go to school, run errands, and play. Concepts such as critical mass, demand, natural barriers, and competitive environment are just a few of the characteristics that distinguish marginal from exceptional site selections. Fuel retailers choosing new locations must also consider the impact on their existing network and current competitors. For example, a location that's great for one fuel retailer may be poor for another, because its cannibalization profile could be dramatically different.

Market

Every fuel retail site exists in the context of a broader competitive landscape.

Successful fuel retailers understand their competitors and have insight into how they might react to marketplace changes. They also know where their competitors are building, what they are building, how they operate, and how they price. Although hypermarkets have proven fierce competition to many, those who manage all 7 Elements are thriving even when competing with them.

Brand

Whether local hero or multinational giant, a company's ethos, quality, and consistency are reflected in its brand.

Retailers should understand the position of their brand relative to critical mass and saturation. Before a fuel retailer reaches critical mass, the network is vulnerable to competitive threats and acquisitions. Once critical mass is achieved, new sites added to the network will experience greater gains in market share than in outlet share. In other words, as new sites are added to the network, volume share increases at a greater rate than outlet share. On the other hand, once a brand moves beyond saturation, it risks cannibalizing other sites in its own network.

Facility

A facility must fulfill the needs and demands of customers. That goes well beyond considerations about the physical building.

Efficient flow through the purchase and shopping experience is crucial. For example, how easy is it to maneuver into the lot and around the property? Are there enough fueling positions to meet customer needs at peak times? Is parking space sufficient for the convenience store customer? What is the optimal number of cooler doors? Network consistency is also a factor, as it promotes familiarity with customers who like to know where to quickly pick up the products they need. Consistency is an often-overlooked challenge for fuel retailers with multiple channels of distribution.

Merchandising

Offering the right products and services, at the right time, at the right price, and with the right attitude, is the art and science of merchandising.

Success depends on the correct product and price mix, adequate inventory, fresh merchandise, and a clean, neat appearance. Retailers with best-in-class merchandising practices emphasize category killers. These low-priced, low-margin, popular items draw customers into the store, and the right merchandising strategy leads the consumer to make impulse, high-margin purchases.

Price

Thrift-conscious behavior has always existed, and now it's become standard for a small set of price-conscious customers to aggressively scout out the lowest priced sites.

As consumers, we all want to be sure that we're getting good value for our hard-earned dollar. But that doesn't translate into low pricing being the only tactic. Corporate strategies dictating pricing posture can be set to drive volume, profits, or a combination of the two. No matter what the strategy, the price must be perceived as competitive by customers.

Operations

Site-specific, personal, and intangible aspects of management and customer service should complement the investment at any given site.

Finally, it's important to note that even the best facility and location in the world will have difficulty maintaining volume with inadequate operations. Customers expect quick service, courteous employees, well-stocked shelves, well-functioning equipment, and fresh food offerings. The impact of employees can't be overestimated. Well-trained, quality people who are retained over time will contribute positively to the bottom line.

January 7, 2026

Attn: Kayla Doering Project Manager
SES Environmental
28287 Beck Road Suite D16
Wixom, MI 48393

SUBJECT: #26-13 Variance Request to the Michigan Underground Storage Tank Rules (MUSTR); 2018 AACS R 29.2101 et seq.; Bakko Petroleum, 1740 Glengary Road, Commerce, Oakland County, Facility ID #10000943

Ms. Doering:

I am writing in response to your request for a variance determination to Rule 9, Section 280.20(d)(1)(ii), of the MUSTR to operate underground storage tank (UST) systems within isolation zones for Type I/II/III drinking water wells. In your request you indicate that the system will consist of a current state of the art UST system with all of the MUSTR required equipment, including secondary containment and leak detection. The UST will be used for the storage of petroleum products. All UST systems will have double wall tanks with double wall pressurized underground fuel lines, automatic line leak detectors, utilizing secondary containment and interstitial monitoring.

Your request for variance to locate the UST system inside the well isolation zone for Type I/II/III drinking water wells based on hydrogeological data concludes that the water supply wells located within the minimum isolation distance, is at minimal risk of impact from operation of the proposed UST system, due the identification of clay layers in the area between the UST system and the wells in question and the wells being up or side gradient to the new tank system.

Following a review of all documentation submitted, the applicable rules, and correspondence with the Department of Environmental, Great Lakes, and Energy, as well as assigned Storage Tank Section (STS) staff, the variance request to allow the USTs to operate within the minimum isolation distance to the existing Type I/II/III drinking water wells per 2022 PA 160, is granted contingent upon:

1. Approved electronic sump sensors must be installed in every sump in accordance with manufacturer installation requirements.
2. Sumps must be maintained liquid free.

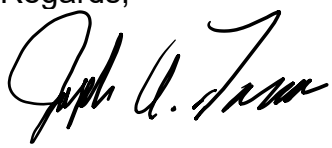
3. Sensors alert the owner/operator of an alarm and shut down the pumps/dispensers when liquid is detected within the sumps in addition to requirement of 280.44(a) – Automatic Line Leak Detector.
4. A Class B operator must conduct monthly visual inspection of the sensors to make sure they are properly located within the sumps.
5. Documentation of the Class B operator's visual sump sensor inspection retained.
6. Sensors must be tested annually in accordance with manufacturer's specifications.
7. UST system operational requirements must be maintained. Annual sensor report shall be retained on site and immediately made available for review by the Authority Having Jurisdiction (AHJ).
8. Well ID 63000073375 being properly closed by an approved contractor with required documentation submitted to the local AHJ.
9. Compliance with all other rules and regulations governing this system, and any violations must be remedied before approval of this variance can proceed.

Bureau of Fire Service Hazardous Materials Storage Inspector (HMSI) Michael Freed will verify that the UST installation is in accordance with the applicable rules and the requirements of this variance approval. He can be reached by telephone at (517)-582-2456. Also, please contact Fire Chief James Dundas with the Charter Township of Commerce Fire Department with regards to an inspection of the system after installation and the development of a pre-incident plan by telephone at (248)-560-0051.

Fire Chief Dundas, you are receiving this notification as a courtesy based on the Fire Fighter Right to Know, Section 14i of Act 154, as amended, the Michigan Occupational Safety and Health Act.

The Bureau of Fire Services, Storage Tank Section reserves the right to revisit the variance request should conditions change. If you have questions concerning this variance, please contact Jeremy Britten, Bureau of Fire Services Storage Tank Manager, by telephone at 517-242-7901, or by e-mail BrittenJ2@michigan.gov.

Regards,



Joseph Forro
Deputy Director
Bureau of Fire Services

cc: Brenda Davis, LARA/BFS Operations Chief
Jeremy Britten, LARA/BFS, Storage Tank Section Manager
Mike Charbonneau, LARA/BFS, Storage Tank Section Region 1 Supervisor
Michael Freed, LARA/BFS, Storage Tank Section HMSI
Brandon Morrill, EGLE/DW&EHD, Source Water Unit Supervisor

James Dundas, Charter Township of Commerce Fire Department

CONDITIONAL REZONING AGREEMENT BETWEEN
THE CHARTER TOWNSHIP OF COMMERCE AND GLENGARY GROUP, LLC

BACKGROUND:

The Michigan Zoning and Enabling Act provides in §405 that an owner of land may voluntarily offer in writing, and the local unit of government may approve, certain use and development restrictions as a condition to rezoning of land or amending the zoning map. Pursuant to the authority of §405 of the Michigan Zoning and Enabling Act, Glengary Group, LLC, has requested in writing that certain land described herein be conditionally rezoned in accordance with the terms and conditions of this Agreement.

AGREEMENT:

1. **Effective date.** The effective date of this Agreement shall be the latest date of execution of this Agreement by Glengary Group, LLC and the Charter Township of Commerce, as indicated on the signature page hereof.

2. **Parties.** The Parties to this Agreement are the Charter Township of Commerce whose address is 2009 Township Drive, Commerce Township, Michigan 48390 (hereafter "Township") and Glengary Group, LLC, a Michigan limited liability company, whose address is 1740 Glengary Road, Walled Lake, Michigan 48390, (hereafter "Owner").

3. **Property.** The land that is the subject of this Conditional Rezoning Agreement is described as:

   Land in the Charter Township of Commerce, County of Oakland, State of Michigan and more particularly described on **Exhibit A**.

   Tax ID Nos. 17-21-276-063 and 17-21-276-064 (collectively "Property").

4. **Zoning Request.** The Property is currently zoned B2, Community Business (17-21-276-064) and R-1D, One Family Neighborhood Residential (17-21-276-063). Owner has requested to rezone all the Property to a zoning classification of B3, General Business, subject to those terms and conditions set forth in this Agreement.

5. **Prohibited Uses.** Upon rezoning of the Property from B2 and R-1D to B3, Owner agrees that no principal permitted use, accessory use, or special land use permitted in the B3 District shall be permitted on the Property except for a gas station and convenience store consistent with the Conditional Rezoning Plan attached as **Exhibit B**.

6. **Specific Conditions.** Rezoning of the Property from B2 and R-1D to B3 is subject to all the following specific conditions:

   a. The Property shall be developed in accordance with the requirements of the Conditional Rezoning Plan submitted to and approved by the Planning Commission (**Exhibit B**).

   b. No variances shall be applied for or granted with respect to the Property.

   c. Compliance with all applicable Township ordinances.

d. Hours of operation for all uses on the Property shall be limited to 6:00 a.m. to 11:00 p.m. Monday through Friday, 7:00 a.m. to 11:00 p.m. Saturday, and 8:00 a.m. to 10:00 p.m. Sunday.

e. Elimination of the existing westernmost driveway servicing the Property which is located on the north side of Glengary Road, so long as the traffic impact study finds it to be advisable.

f. Fuel pump screens may be static or video, however there shall be no audio of any kind associated with the fuel pumps except for communication with the store attendant, if applicable.

g. Exterior seating on the Property including tables and benches for customers and residents from the neighborhood to have space for sitting and eating.

h. Enhanced landscaping along Benstein and Glengary roads.

i. Recessed and direct downward fuel canopy lighting.

j. Neutral canopy colors without advertising on the canopy.

k. The underside of the fuel canopy shall not exceed fourteen feet (14') above the ground surface.

l. The sale of alcohol shall be limited to 2,800 square feet of the gas station/convenience store. There shall be no consumption of alcohol on the Property.

7. **Modification.** During the term of this Agreement, the Township shall not add to or alter the conditions set forth herein.

8. **Authority.** The Owner acknowledges that it has the authority to enter into this Agreement and to permanently bind itself, its successors, and assigns.

9. **Voluntary Agreement.** The Owner acknowledges that it is entering into this Agreement voluntarily and that the Township has not required the Owner to offer conditions as a requirement for rezoning.

10. **Successors and Assigns.** This Agreement shall run with the land and shall be binding on Owner and all successors and assigns of the Property.

11. **Term of Agreement.** This Agreement shall terminate on June 1, 2029, unless a Certificate of Occupancy is issued for the building to be constructed on the Property satisfying the terms of this Agreement and the approved Site Plan for the Property. Upon termination, the zoning of the Property shall revert to the B2 and R-1D zoning classifications as applicable unless this Agreement is extended, in writing, by the Township Board as provided in the Zoning Ordinance of the Township. Upon issuance of a Certificate of Occupancy, this Agreement shall remain in effect until the Parties mutually agree to terminate or modify it or until any improvements made on the Property pursuant to this Agreement have been removed from the Property. Upon removal of all improvements made on the Property pursuant to this Agreement, the Property shall revert to the B2 and R-1D zoning classifications as applicable.

12. **Reversion.** Notwithstanding any provision herein to the contrary, any breach of this Agreement by the Owner, or its successors or assigns, including any tenant, shall at the discretion of the Township, void the rezoning, and shall result in the suspension of any and all rights to development and use not in conformance with the B2 and R-1D Zoning District

requirements as applicable. Any structures or use of the Property shall be deemed to be illegal non-conforming uses and such structures and the uses shall end, and the structure shall be removed.

CHARTER TOWNSHIP OF COMMERCE, a Michigan municipal corporation

Dated: _____

By: _____
Larry E. Gray
Its: Supervisor

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Larry E. Gray, Supervisor of the Charter Township of Commerce, a Michigan municipal corporation.

_____
, Notary Public
_____ County, Michigan
Acting in Oakland County
My Commission Expires: _____

[Signatures continue on following page]

OWNER:

GLENGARY GROUP, LLC, a Michigan limited liability company

Dated: _____

By: _____
Saad Bakko
Its: Managing Member

STATE OF MICHIGAN)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Saad Bakko who is the Managing Member of Glengary Group, LLC, a Michigan limited liability company, on behalf of the company.

_____
, Notary Public
_____ County, Michigan

Acting in _____ County

My Commission Expires: _____

Drafted by and when recorded return to:
G. Hans Rentrop, Esq.
Adkison, Need, Allen, & Rentrop, PLLC
39572 Woodward Avenue, Suite 222
Bloomfield Hills, Michigan 48304

EXHIBIT A

[See attached legal descriptions of Property]

Land situated in the Township of Commerce, County of Oakland, State of Michigan, described as follows:

> WEST ½ OF SOUTH ½ LOT 18 AND WEST ½ OF LOT 19, EXCEPT THE SOUTH 29 FEET THEREOF, LEMKE SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 28, PAGE 5 OF PLATS, OAKLAND COUNTY RECORDS.

Parcel ID No. 17-21-276-063

Commonly known as: 2750 Benstein Road, Commerce Township, Michigan 48390

Land situated in the Township of Commerce, County of Oakland, State of Michigan, described as follows:

> THE EAST ½ OF LOTS 19 AND 20 AND THE EAST ½ OF THE SOUTH ½ OF LOT 18, LEMKE SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN LIBER 28, PAGE 5 OF PLATS, OAKLAND COUNTY RECORDS.

Parcel ID No. 17-21-276-064

Commonly known as: 1740 Glengary Road, Commerce Township, Michigan 48390

EXHIBIT B

[See attached Conditional Rezoning Plan]

SIGN

CLEAR VISION ZONE

15'-0" SIDE SETBACK

10'x40' LOADING AREA

15' BUFFER YARD AND LANDSCAPING AREA

15'-0" REAR SETBACK

PROPOSED DUMPSTER ENCLOSURE

OUTDOOR SALES AREA
FIREWOOD & PROPANE
(VERIFY IN FIELD)

34'-0"

ZONED R-1D
ONE FAMILY RESIDENTIAL DISTRICT
VARIANCE REQUESTED TO BE ZONED
B-3 GENERAL BUSINESS DISTRICT

LOT: 2750

102'-0"

PROPOSED ONE
STORY BUILDING

LOT: 1740

6,857.5 S.F.

ZONED B-2
COMMUNITY BUSINESS DISTRICT
VARIANCE REQUESTED TO BE ZONED
B-3 GENERAL BUSINESS DISTRICT

69'-4"

4

10'-0" TYP.

NEW CURB CUT

29'-0"

32'-0"

29'-0"

20'-0"

15'-0"
SIDE SETBACK

10'-0"

46'-0"

21'-4"

10'-0"

30'-0" FRONT SETBACK

LINE OF CANOPY ABOVE

2 SIDED GAS PUMP, TYP.

40'-0"

15'-0"

10'x30'
LOADING AREA

8'-0"

8'-0"

8'-0"

10'-0"
TYP.

10'-0"

20'-0"

7

32'-10"

80'12'-0"

NEW ASPHALT PAVING

26'-5"

EXISTING BUILDING TO
BE DEMOLISHED

EXISTING BUILDING

10'-0"
TYP.

7

14'-7"

10'-0"
SIDE SETBACK

30'-0"

ZONED B-3
GENERAL BUSINESS DISTRICT

30'-0" FRONT SETBACK

NEW SITTING AREA

8'-0"

SIGN

EXISTING CURB CUT
TO REMAIN

BENSTEIN RD.

Benstein Rd

17-21-276-063

17-21-276-064

17-21-276-023

147.00

71.00

42.00

33

250.00

125.00

125.00

33

120

GLENGARY RD.

NORTH

1 SP.101 PROPOSED SITE PLAN
SCALE: 3/32" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26
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ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD

COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

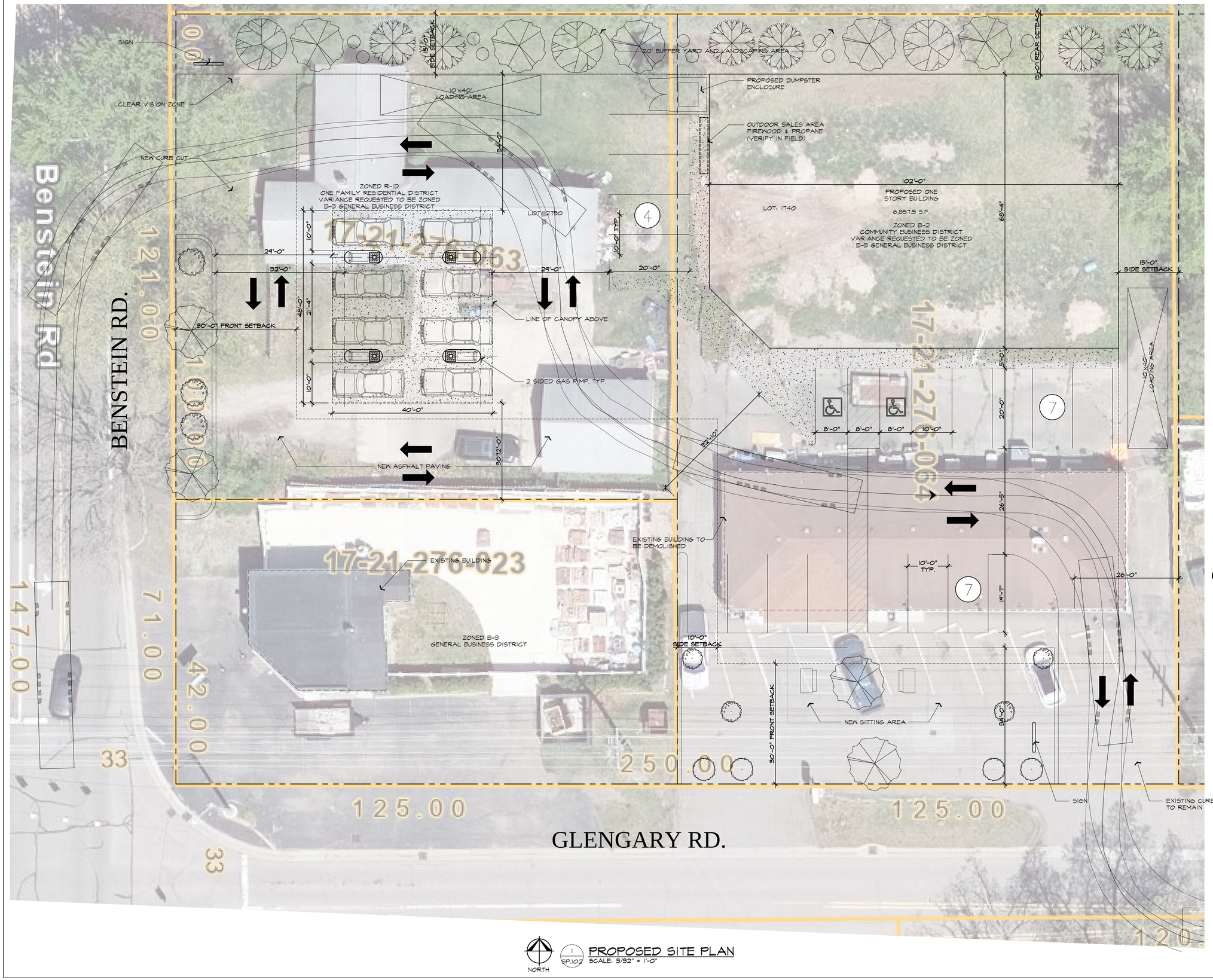
SCALE : 3/32" = 1'-0"

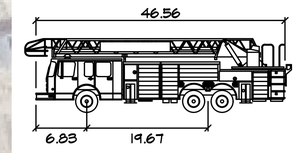
FILE NAME : 26034.A.101

JOB #: 26034

SHEET TITLE
SITE PLAN

SHEET #
SP.101





GAVI	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.00
Steering Angle	: 90.00

NORTH

1 SP.102 PROPOSED SITE PLAN
SCALE: 3/32" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26

ARCHITECTURAL DESIGN
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

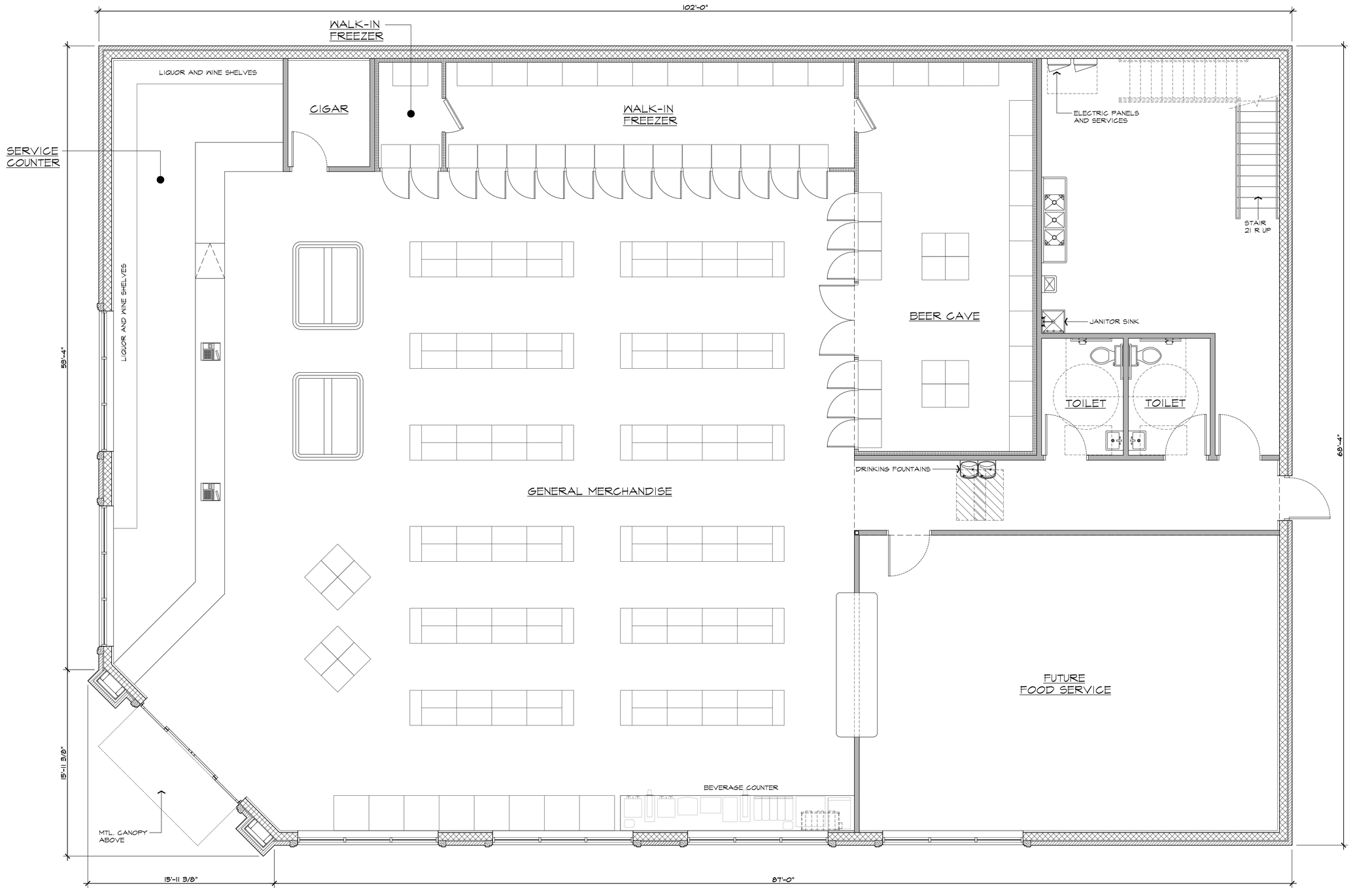
G.A.V. ASSOCIATES, INC
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FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/32" = 1'-0"
FILE NAME : 26034.A.101
JOB #: 26034
SHEET TITLE
SITE PLAN
SHEET #
SP.102



NORTH

1 A.101 PROPOSED MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"
6,857.5 S.F

PRELIMINARY NOT FOR CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24061 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

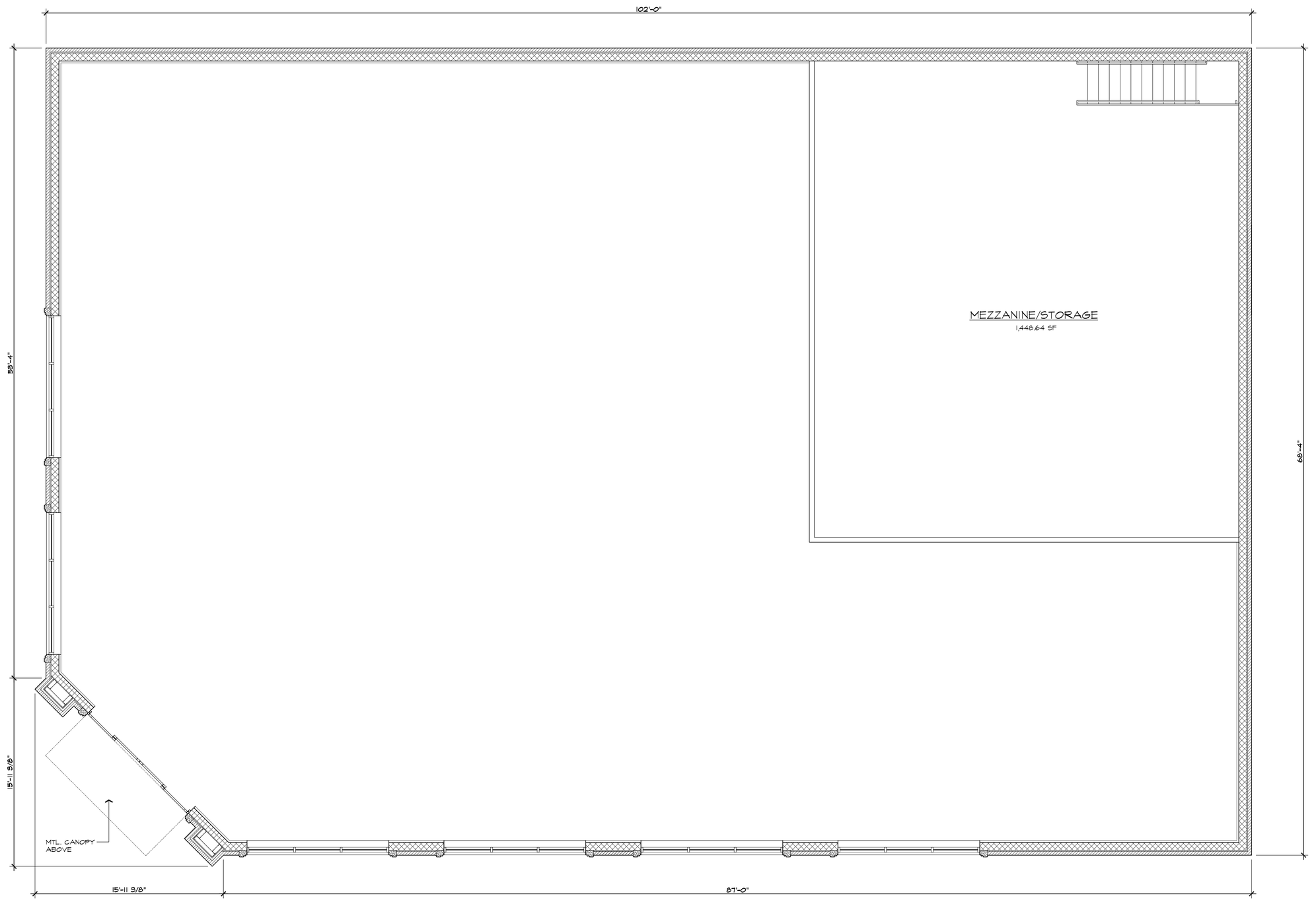
SCALE : 1/4" = 1'-0"

FILE NAME : 26034.A.101

JOB #: 26034

SHEET TITLE
PROPOSED MAIN FLOOR PLAN

SHEET #
A.101



NORTH

1 A.102

PROPOSED SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

6,857.5 S.F

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26
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GA ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

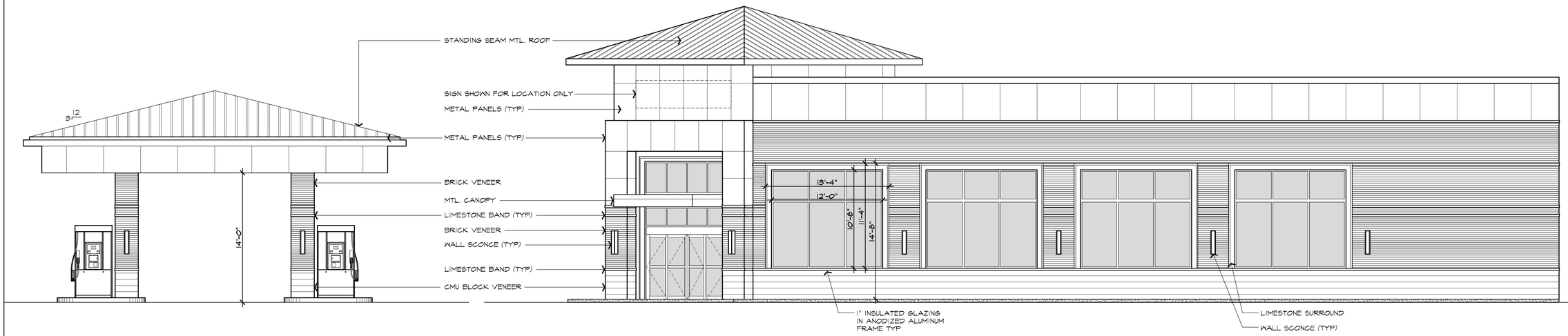
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FILE NAME : 26034.A.101

JOB #: 26034

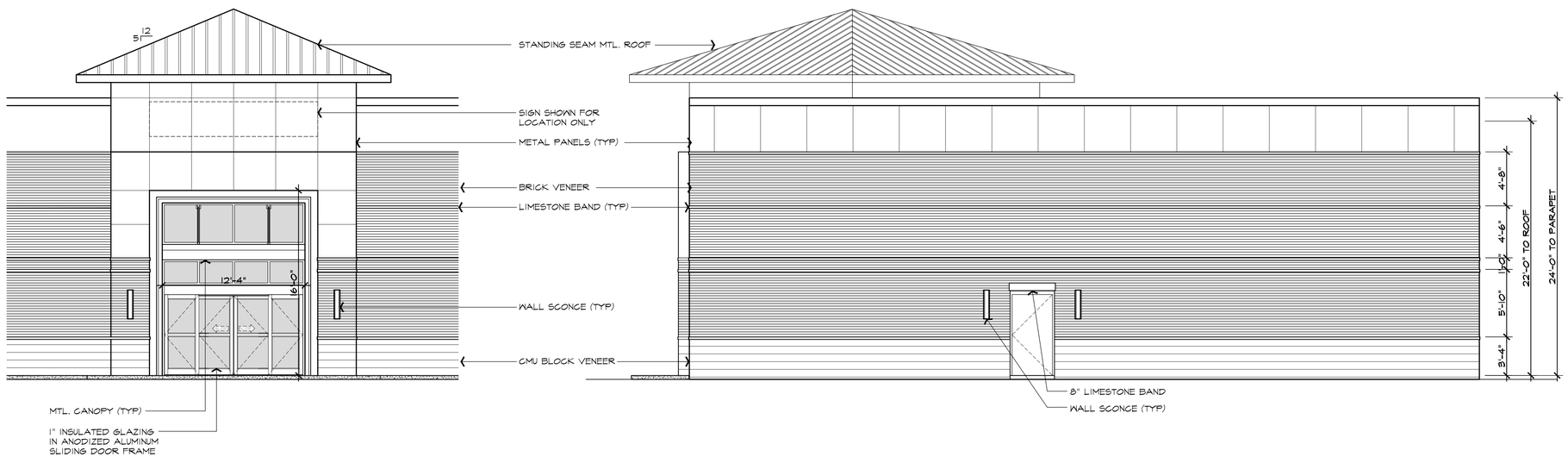
SHEET TITLE
PROPOSED
SECOND
FLOOR PLAN

SHEET #
A.102



GAS STATION CANOPY OPTION 1
SCALE: 3/16" = 1'-0"

1/A.20 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2/A.20 MAIN ENTRY ELEVATION
SCALE: 3/16" = 1'-0"

3/A.20 WEST ELEVATION
SCALE: 3/16" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

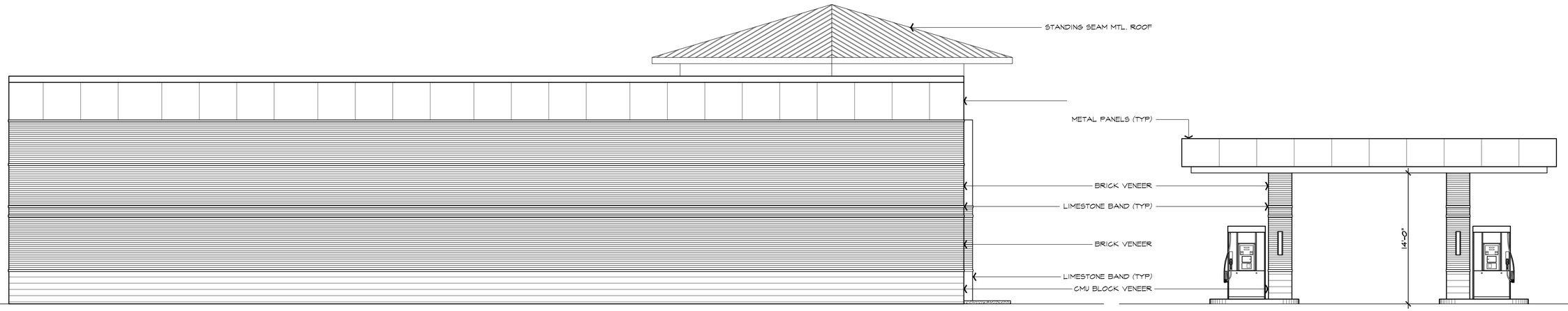
ISSUED FOR	DATE
CITY REVIEW	4-14-26

ARCHITECTURAL DESIGN
RESIDENTIAL
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G.A.V. ASSOCIATES, INC
24901 ORCHARD LAKE RD., STE. 130A
FARMINGTON, MICHIGAN 48336
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GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
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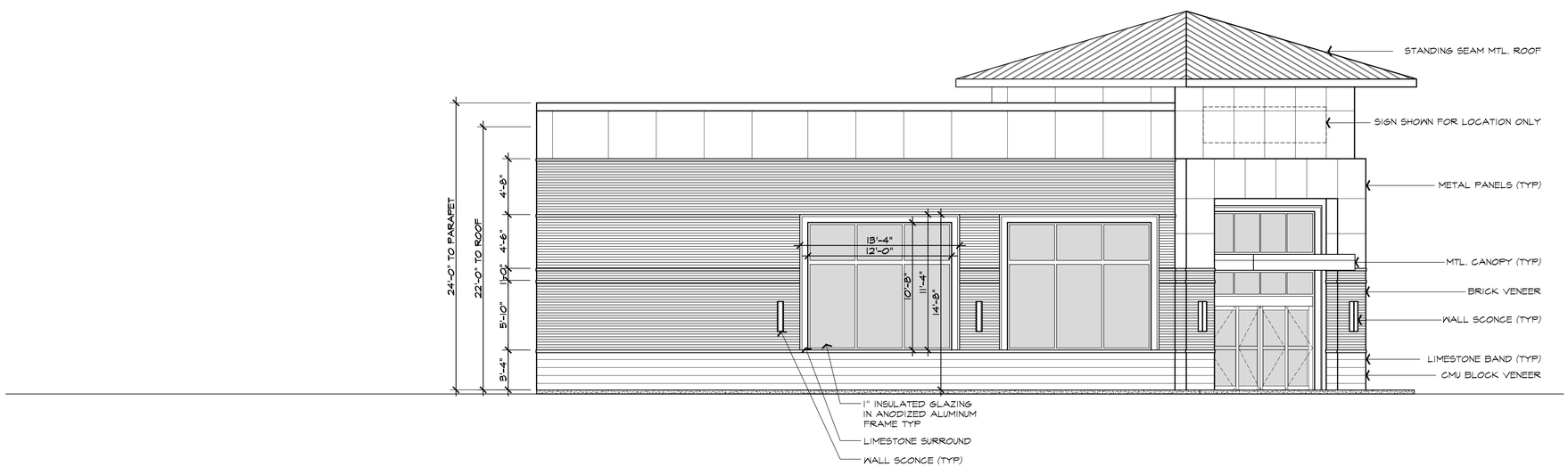
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WM	GA	GA

SCALE : 3/16" = 1'-0"
FILE NAME : 26034.A.201s
JOB #: 26034
SHEET TITLE
ELEVATIONS
SHEET #
A.201



1 A.202 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"



2 A.202 EAST ELEVATION
SCALE: 3/16" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26
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WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/16" = 1'-0"
FILE NAME : 26034.A.201s
JOB #: 26034
SHEET TITLE
ELEVATIONS
SHEET #
A.202



GAS STATION CANOPY OPTION 1
SCALE: 3/16" = 1'-0"

1 / A.203 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 / A.203 EAST ELEVATION
SCALE: 3/16" = 1'-0"

GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26
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ARCHITECTURAL DESIGN
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WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/16" = 1'-0"
FILE NAME : 26034.A.201s
JOB #: 26034
SHEET TITLE
ELEVATIONS
MCOLOR
SHEET #
A.203

October 13, 2026

Narrative in Support of Special Land Use Approval

Commerce Lake Market — Proposed Fueling Station

1740 Glengary Road

Commerce Township, Michigan 48390

Introduction

Commerce Lake Market respectfully requests Special Land Use Approval to add a fueling station to our existing market in Commerce Township, Michigan. Having served the neighborhood for decades, we are proposing an improved version of our established business that will offer convenient fuel service, quality food options, and everyday necessities in one location.

Our property is situated within a residential and commercial neighborhood surrounded by homes, retail businesses, dining establishments, and four nearby lakes, including Proud Lake State Park and its campgrounds. With no other gas station within approximately two miles in any direction, our proposal addresses a significant gap in convenient fuel access for local residents, businesses, and recreational visitors. We believe this project will strengthen an established neighborhood business, meet a genuine community need, and complement the surrounding area while supporting Commerce Township's long-term planning objectives.

1. A Documented Need Exists for the Proposed Use

There is a clear need for convenient fuel access in the area surrounding Commerce Lake Market, as no other gas station is located within approximately two miles in any direction of our proposed site. There, also, is no other fueling center that offers all regular gasoline, diesel and recreational fuel on the same site for over 3 miles in distance. This creates an inconvenience for residents, employees, and visitors traveling to the nearby lakes and Proud Lake State Park. Adding fuel service would allow customers to conveniently purchase fuel, food, and everyday necessities at one location, filling an existing service gap. **Please refer to the market study we submitted for further information regarding the documented and detailed need of the fueling station addition.**

2. Compatibility with Adjacent Uses

The proposed fueling station will complement the existing market and the surrounding residential and commercial neighborhood. The area already includes homes, retail businesses, restaurants, parks and recreational destinations that benefit from convenient access to everyday services. Through appropriate site layout, landscaping, lighting, signage, and traffic circulation, we will work to minimize impacts on neighboring properties and maintain compatibility with the surrounding community.

3. Compatibility with the Master Plan

We believe the project is consistent with the intent and objectives of Commerce Township's Master Plan by improving an established commercial property, expanding services available to the public, and supporting the long-term viability of a local business. The proposed use builds upon the property's existing commercial function and available infrastructure while addressing the needs of nearby residents and recreational visitors. We are committed to ensuring that the final design and operation comply with applicable Township planning policies and development standards.

4. Compliance with Applicable Regulations

The proposed fueling station will be designed and operated in accordance with applicable Township ordinances, building and fire codes, and county, state, and federal requirements. We will coordinate with the Planning Commission and relevant reviewing agencies to address fuel storage and dispensing, fire protection, environmental safeguards, stormwater management, lighting, signage, and other applicable standards. Our goal is to complete and operate the project responsibly and in full compliance with required regulations and conditions of approval.

5. Impact Upon Public Services

We will coordinate with the appropriate agencies to ensure that drainage, stormwater management, waste disposal, fire protection, and other applicable public services can adequately support the proposed use. Appropriate fuel-handling, spill-prevention, and emergency safety measures will be incorporated to help protect the community and avoid unreasonable burdens on public facilities.

6. Traffic Impacts

The proposed fueling station will provide a more convenient fuel option for nearby residents and visitors who currently must travel farther to purchase fuel. Customers may also combine fuel purchases with visits to the market, making more efficient use of their trips. The site will be designed to promote safe vehicle circulation, adequate maneuvering space, and appropriate access while addressing applicable requirements for driveways, sight distance, parking, and pedestrian safety. Our goal is to minimize traffic conflicts and maintain safe, orderly access for customers and neighboring properties. **Please refer to the traffic study conducted by the township's traffic engineer for further information regarding our commitment to the road improvements needed for this project.**

7. Environmental and Public Health, Safety, and Welfare Impacts

Protecting the surrounding community, nearby lakes, and natural resources is a priority. The fueling station will incorporate environmental protection and safety systems required by applicable state regulations, including double-wall fuel storage tanks, leak-detection sensors and alarms, inspections and ongoing monitoring, and automatic shutoff systems designed to stop fuel dispensing if a system failure or unsafe condition occurs. These measures help provide additional containment, identify potential problems, and reduce the risk of fuel releases and environmental contamination.

The facility will also incorporate applicable spill-prevention, fire protection, and stormwater management measures. Lighting and equipment placement will be designed to minimize unnecessary glare, noise, and other potential impacts on neighboring properties. Through proper design, required safeguards, routine inspections, and responsible operation, we are committed to protecting public health, safety, and welfare, particularly given the proximity of nearby lakes and recreational areas.

8. Isolation of Existing Uses and/or Form of Development

Commerce Lake Market has served the neighborhood for decades, and this proposal represents an investment in an improved version of an established community business rather than the introduction of an unrelated use. The expanded market will offer convenient fuel service, quality food options, and everyday necessities while continuing to serve local residents and visitors. Given the surrounding mix of residential, commercial, and recreational uses, the proposed improvements will complement the property's existing purpose and strengthen its role in the neighborhood. With appropriate site design and operational safeguards, we believe the project will integrate with the surrounding development without creating an isolated area or an incompatible pattern of land use.

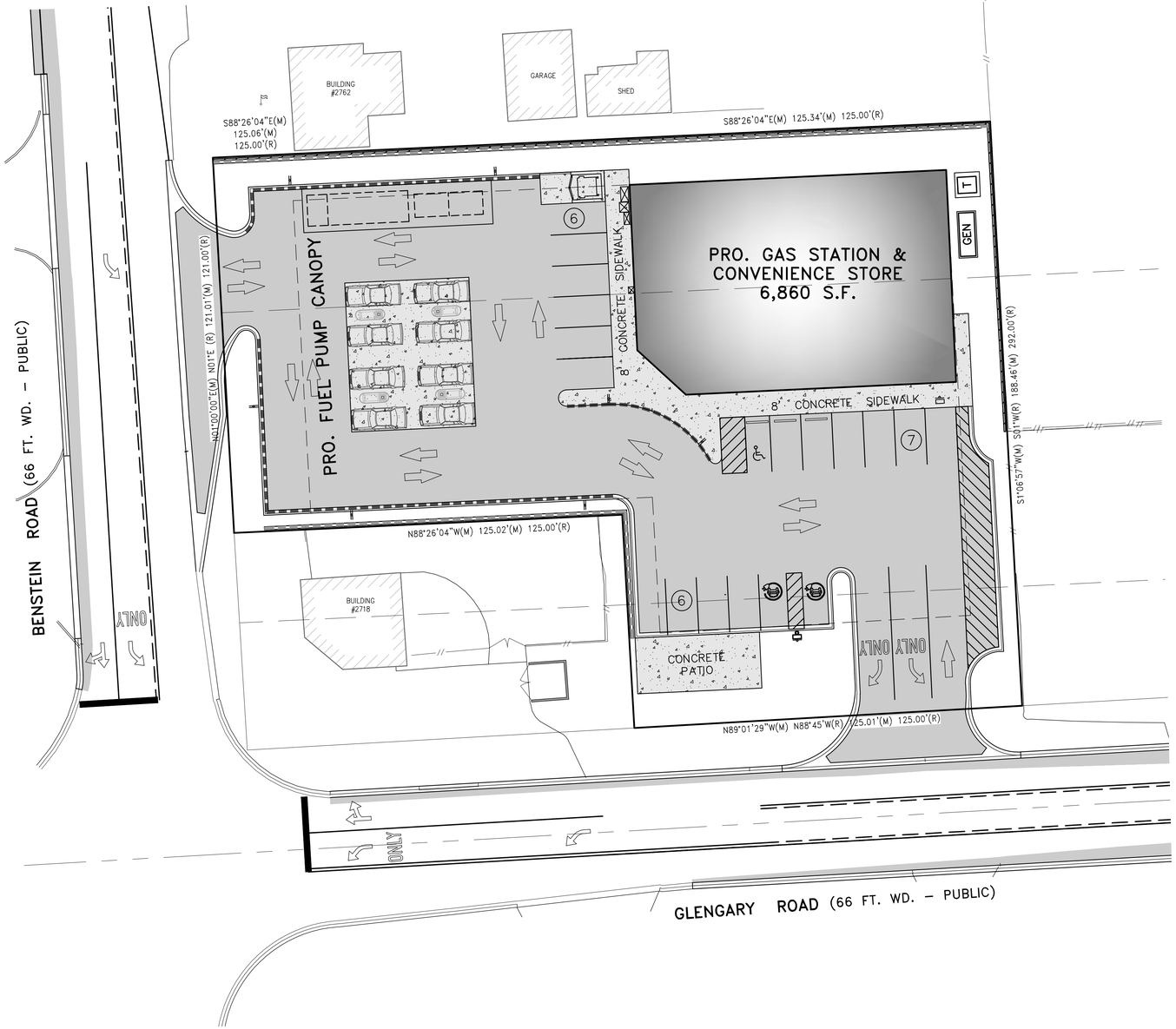
Conclusion

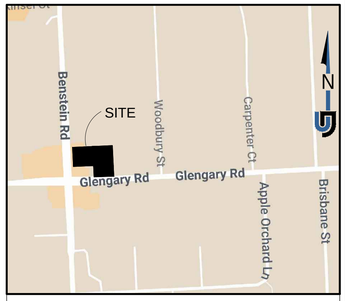
Commerce Lake Market respectfully requests the approval of the Planning Commission for the Special Land Use Request to add a fueling station to our existing market. The project addresses a demonstrated need for convenient fuel access, builds upon a business that has served the neighborhood for decades, and offers expanded fuel, food, and retail services to residents and visitors near the area's four lakes and Proud Lake State Park.

We believe the proposal meets the intent of all eight Standards for Special Land Use Approval through its community benefit, compatibility with surrounding uses, consistency with planning objectives, commitment to regulatory compliance, responsible use of public services, traffic considerations, environmental safeguards, and continuation of an established commercial use. We are committed to working cooperatively with the Township, the Planning Department and the Planning Commission to address applicable requirements and concerns. We respectfully submit that this project is a practical, responsible investment that will enhance convenience, strengthen a longstanding local business, and serve the Commerce Township community for years to come.

SITE PLAN
for
PROPOSED GAS STATION & CONVENIENCE STORE

1740 GLENGARY ROAD
COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN





VICINITY MAP
NOT TO SCALE

SHEET INDEX:

1.	COVER SHEET
2.	SITE / DIMENSION PLAN
3.	LANE WIDENING AND ROAD STRIPING
4.	EXISTING CONDITIONS
5.	DEMOLITION PLAN
6.	GRADING PLAN
7.	UTILITY PLAN
8.	TRUCK TURNING PLAN
9.	SITE DETAILS
L–1	LANDSCAPE PLAN
L–2	LANDSCAPE DETAILS
1 OF 2	PHOTOMETRIC PLAN
2 OF 2	LIGHTING DETAILS
A.101	PROPOSED MAIN FLOOR PLAN
A.102	PROPOSED SECOND FLOOR PLAN
A.201	ELEVATIONS
A.202	ELEVATIONS
A.203	ELEVATIONS MCOLOR

DEVELOPER/APPLICANT:

SAAD BAKKO
2650 INVITATIONAL DRIVE
OAKLAND TOWNSHIP, MI 48363
PHONE: (586) 216–4943
CONTACT: SAAD BAKKO

SITE CIVIL:

THE UMLOR GROUP
45525 GRAND RIVER AVENUE
NOVI, MI 48374
PHONE: (248) 773–7656
CONTACT: WES UMLOR, P.E.
CHAD HOLDWICK

STATE OF MICHIGAN — LICENSED PROFESSIONAL ENGINEER — WES LEE UMLOR — ENGINEER — 62071045

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.

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THE UMLOR GROUP
45525 GRAND RIVER AVE. STE. 100
NOVI, MI 48374 TEL 248.773.7656

SECTION 21 TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 10–16–2026

REVISIONS
2026–10–27 REV PER REVIEW

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17–21–276–063 & –064

COVER SHEET

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 1

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 – GAS STATION – 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\001 COVER SHEET 260517.DWG

HATCH LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED BUILDING
- EXISTING BUILDING

FIRE LANE LEGEND

- FIRE LANE SIGN (LR7-22) LOCATIONS DIRECTED BY THE FIRE MARSHALL
- RED FIRE LANE CURB RED PAINTED CURBS AND PAVEMENT LETTERING READING "NO PARKING FIRE LANE" AT LOCATIONS DIRECTED BY THE FIRE MARSHALL

RESTORATION NOTE:

THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.

EARTHWORK BALANCING NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPORTING OR EXPORTING ALL MATERIALS AS REQUIRED TO PROPERLY GRADE THIS PROJECT TO THE FINISHED ELEVATIONS SHOWN ON THE APPROVED PLANS. THE CONTRACTOR SHALL MAKE THEIR OWN DETERMINATION OF CUT AND FILL QUANTITIES AND ALLOW FOR REMOVAL OF EXCESS OR IMPORTATION OF ADDITIONAL MATERIAL AT NO ADDITIONAL COST TO THE OWNER.

BUILDING ADDRESS NOTE

BUILDING ADDRESS LOCATION TO BE COORDINATED WITH THE CHARTER TOWNSHIP OF COMMERCE FIRE DEPARTMENT.

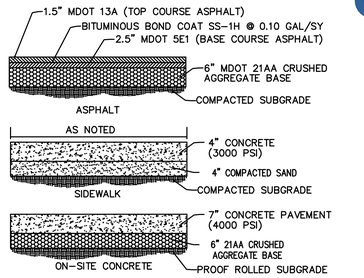
KNOX BOX NOTE

KNOX BOX LOCATION TO BE COORDINATED WITH THE CHARTER TOWNSHIP OF COMMERCE FIRE DEPARTMENT. THE KNOX BOX FOR THE SITE SHALL INCLUDE A KEY SWITCH FOR CONTROL & BYPASS OF THE ACCESS CONTROL OF THE BUILDING.

BENCHMARK'S:

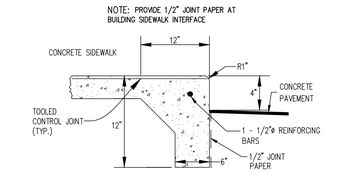
BM#594:
TOP OF RIM ON THE SANITARY MANHOLE ON THE EAST SIDE OF BENSTEIN ROAD ±60 FEET NORTH OF GLENGARY ROAD IN FRONT OF 2718 BENSTEIN ROAD.
ELEVATION: 930.79 (N.A.V.D. 88)

BM#699:
TOP NUT ON THE HYDRANT ON THE SOUTH SIDE OF GLENGARY ROAD ACROSS FROM 1720 GLENGARY ROAD.
ELEVATION: 933.75 (N.A.V.D. 88)



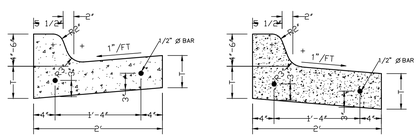
ON-SITE PAVEMENT CROSS-SECTIONS

NOTE: CONTRACTOR SHALL COORDINATE PAVEMENT SECTIONS WITH OWNER AND GEOTECHNICAL ENGINEER'S RECOMMENDATIONS PRIOR TO CONSTRUCTION



INTEGRAL SIDEWALK AND CURB

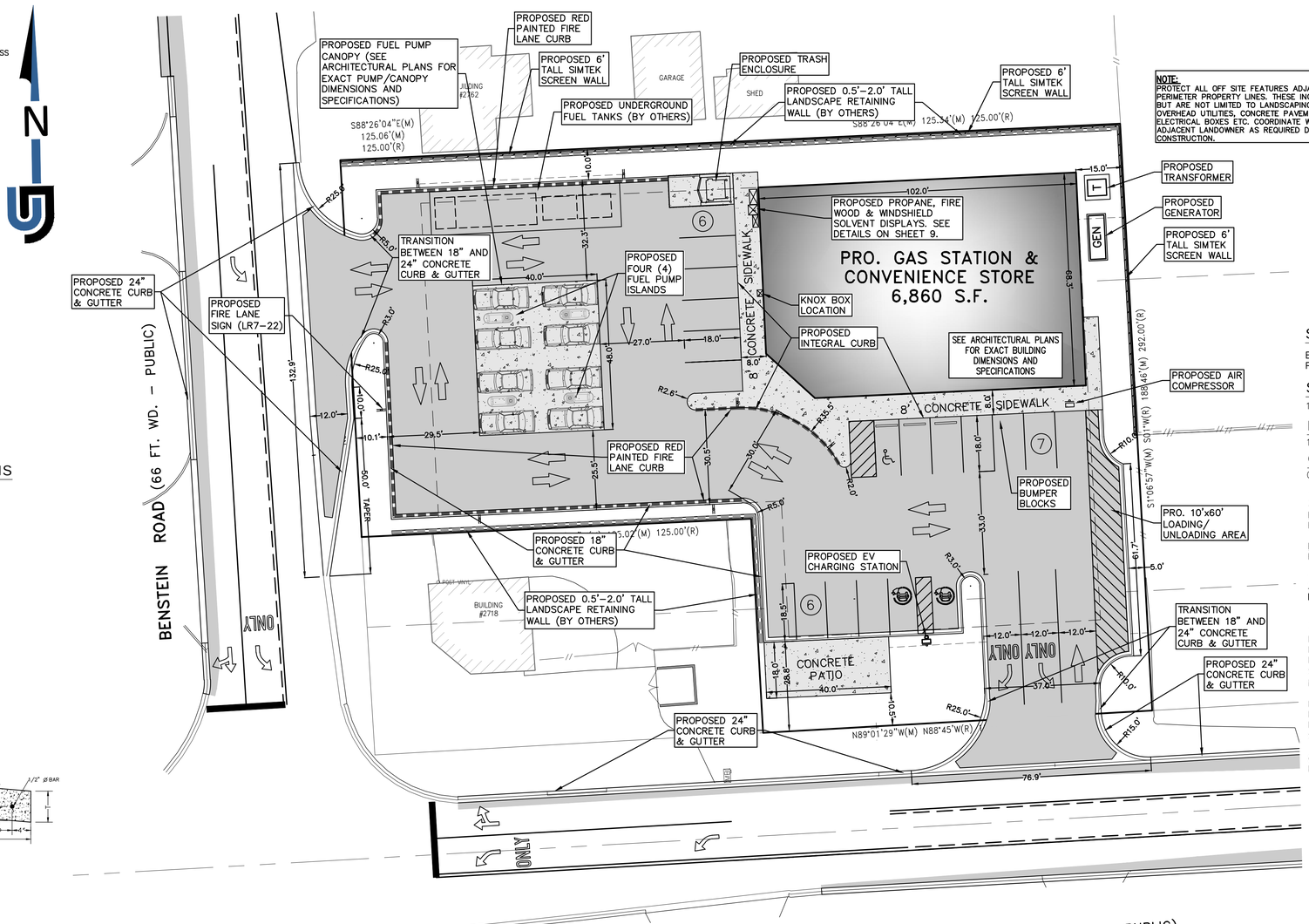
FOR USE ON PRIVATE PROPERTY ALONG THE FRONT OF PROPOSED BUILDING



NOTE:
T= TOTAL ASPHALT THICKNESS OR 8" MIN.

ON-SITE CURB

NOT TO SCALE



NOTE:
PROTECT ALL OFF SITE FEATURES ADJACENT TO PERIMETER PROPERTY LINES. THESE INCLUDE BUT ARE NOT LIMITED TO LANDSCAPING, OVERHEAD UTILITIES, CONCRETE PAVEMENT, ELECTRICAL BOXES ETC. COORDINATE WITH ADJACENT LANDOWNER AS REQUIRED DURING CONSTRUCTION.



VAN NOTE:
MAY ONLY BE USED AT 11' WIDE SPACES LOCATED ON THE LEFT SIDE OF A 5' WIDE AISLE OR 8' WIDE SPACES LOCATED TO THE LEFT OF 5' WIDE AISLES

12" x 18" (R7-8 MOD) GREEN BORDER AND LEGEND WHITE SYMBOL BLUE BACKGROUND. REFLECTORIZED

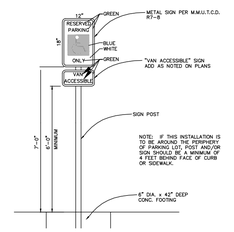
VAN ACCESSIBLE PARKING SIGN DETAIL
NOT TO SCALE

12" x 18" (R7-8) GREEN BORDER AND LEGEND WHITE SYMBOL BLUE BACKGROUND. REFLECTORIZED

BARRIER FREE PARKING SIGN DETAIL
NOT TO SCALE

12" x 18"
RED ON WHITE REFLECTORIZED
7'-0" MOUNTING HEIGHT
(R7-22)

NO PARKING SIGN DETAIL
NOT TO SCALE



BARRIER FREE SIGN

NOT TO SCALE

SITE DATA:

EXISTING USE: CONVENIENCE STORE AND RESIDENTIAL
PROPOSED USE: GASOLINE STATION & CONVENIENCE STORE

SITE ADDRESS:

1740 GLENGARY ROAD

PARCEL NUMBERS:

17-21-276-064 AND 17-21-276-063

GROSS LAND AREA:

0.90 ACRES

ZONING:

PARCEL NO. 17-21-276-063:
R-1D, ONE FAMILY RESIDENTIAL

PARCEL NO. 17-21-276-064:
B-2, COMMUNITY BUSINESS

ZONING-PROPOSED:

B-3 GENERAL BUSINESS

SETBACKS:

R-1D, ONE FAMILY RESIDENTIAL:
FRONT: 25 FEET
REAR: 35 FEET
SIDES: 4 FEET ONE SIDE, 14 FEET TOTAL BOTH (10 FEET MIN FROM ADJACENT DWELLINGS)

B-2, COMMUNITY BUSINESS:
FRONT: 30 FEET
REAR: 25 FEET
SIDES: 10 FEET ONE SIDE (k), 20 FEET TOTAL BOTH

(K) IN ALL O AND B DISTRICTS, NO SIDE YARDS ARE REQUIRED EXCEPT IN THE FOLLOWING CIRCUMSTANCES:
1. IF WALLS OF STRUCTURES FACING INTERIOR SIDE LOT LINES CONTAIN WINDOWS, OR OTHER OPENINGS, INCLUDING THOSE REQUIRED BY THE MICHIGAN BUILDING CODE OR FOR EMERGENCY INGRESS AND EGRESS, THE MINIMUM YARD REQUIREMENTS SHALL BE MET.
2. WHERE O AND B DISTRICTS ABUT ANY RESIDENTIAL ZONING AND SP DISTRICTS, THE MINIMUM SIDE YARD REQUIREMENT SHALL BE THIRTY (30') FEET.
3. IN O AND B DISTRICTS, THE MINIMUM SIDE YARD REQUIREMENT SHALL BE MET FOR THE EXTERIOR SIDE OF A CORNER LOT, AND FOR THE EXTERIOR SIDE OF A PARCEL OR LOT ON THE EXTERIOR OF THE DISTRICT.

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

PARKING CALCULATIONS:

REQUIRED:

AUTOMOBILE VEHICLE FUELING STATION
ONE (1) FOR EACH FUEL PUMP = 8 SPACES
ONE (1) FOR EACH EMPLOYEE (MAX. SHIFT) = 3 SPACES

CONVENIENCE RETAIL SALES
THREE (3) SPACE FOR EACH 1000 SQUARE FEET OF FLOOR AREA = (5,488 S.F. / 1000 S.F.) = 17 SPACES

TOTAL REQUIRED PARKING: 3 + 8 + 17 = 28 SPACES

PROVIDED: 16 REGULAR SPACES
1 BARRIER-FREE SPACE
2 EV CHARGING STATIONS
8 FUEL PUMP SPACES

TOTAL PARKING PROVIDED: 27 SPACES
(1 BARRIER-FREE SPACES)

SITE NOTES:

1. OPEN STORAGE OF VEHICLES, TRAILERS, AND MATERIALS SHALL NOT BE PERMITTED ON THE SITE.
2. ALL LIGHTING ON THE SITE SHALL BE SHIELDED AND NOT ENCROACH UPON ABUTTING PROPERTIES. THE LIGHT FIXTURES, POLE AND BASE, SHALL BE NO HIGHER THAN 20 FT. AS MEASURED FROM THE TOP OF THE LIGHT FIXTURE TO THE BOTTOM OF THE BASE AT GROUND LEVEL. ALL GLARE SHALL BE ELIMINATED FROM ALL LIGHT FIXTURES. UPWARD DIRECTED LIGHTING SHALL NOT BE PERMITTED.

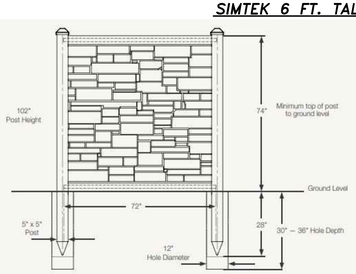
LEGAL DESCRIPTIONS (BY OTHERS):

PARCEL NO. 17-21-276-063:
THE WEST 1/2 OF THE SOUTH 1/2 OF LOT 18 & THE WEST 1/2 OF LOT 19 EXCEPT THE SOUTH 29 FEET THEREOF OF "LEMKE SUBDIVISION", OF THE SOUTHWEST PART OF THE EAST 1/2 OF THE NORTHEAST 1/4, SECTION 21, TOWN 2 NORTH, RANGE 8 EAST, COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN, AS RECORDED IN LIBER 28 OF PLATS, PAGE 5, OAKLAND COUNTY RECORDS.

PARCEL NO. 17-21-276-064:
THE EAST 1/2 OF THE SOUTH 1/2 OF LOT 18 & THE EAST 1/2 OF LOTS 19 & 20 OF "LEMKE SUBDIVISION", OF THE SOUTHWEST PART OF THE EAST 1/2 OF THE NORTHEAST 1/4, SECTION 21, TOWN 2 NORTH, RANGE 8 EAST, COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN, AS RECORDED IN LIBER 28 OF PLATS, PAGE 5, OAKLAND COUNTY RECORDS.

ROW PERMIT NOTE:
ALL WORK WITHIN THE GLENGARY AND BENSTEIN ROADS RIGHT-OF-WAYS IS UNDER THE JURISDICTION OF THE OCRC AND SHALL NOT BEGIN UNTIL A ROW PERMIT IS ISSUED.

SIMTEK 6 FT. TALL SCREEN WALL DETAIL



6 ft. High / 6 ft. Wide - Sections and Posts

QUANTITY	PRODUCT NUMBER / (COLOR)	DESCRIPTION
FENCE SECTIONS		
_____	FP72X72 ___	EcoStone Fence Panel 72 in. H x 72 in. W
Note: Fence section includes panel with steel reinforcement		
5 IN. X 5 IN. POSTS		
_____	LP102 ___	Line Post with Hardware 5 x 5 x 102 in.
_____	EP102 ___	End Post with Hardware 5 x 5 x 102 in.
_____	CP102 ___	Corner Post with Hardware 5 x 5 x 102 in.

Note: Posts include panel support brackets and screws. (LP) = two brackets and two 1.25 in. screws. (CP) = two brackets, two 1.25 in. screws and four 3 in. screws. (EP) and (GP) = one bracket, one 1.25 in. screw and two 3 in. screws.

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THE UMLOR GROUP
45525 GRAND RIVER AVE. STE. 100
NOVI, MI 48374 TEL 248.773.7656

SECTION 21 | TOWN 2 NORTH, RANGE 8 EAST | COMMERCE TOWNSHIP | OAKLAND COUNTY, MICHIGAN

DATE: 10-16-2026

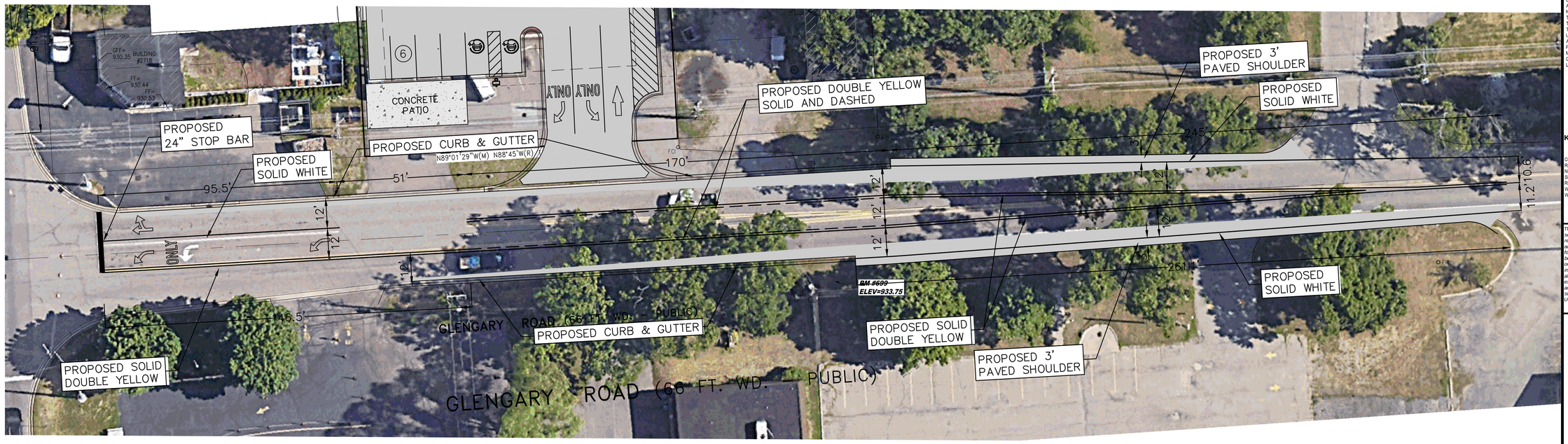
REVISIONS
2026-10-27 REV PER REVIEW

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064

SITE / DIMENSION PLAN

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 2

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\002 SITE - DIMENSION PLAN 260517.DWG



GLENGARY ROAD LANE WIDENING AND STRIPING DETAIL

SCALE: 1"=30'

HATCH LEGEND

PROPOSED ASPHALT



BENSTEIN ROAD LANE WIDENING AND STRIPING DETAIL

SCALE: 1"=30'

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DATE: 10-16-2026

REVISIONS

2026-10-27 REV PER REVIEW

CLIENT: SAAD BAKKO

LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064

LANE WIDENING AND PAVEMENT STRIPING

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 15 30
SCALE: 1"=30'
JOB NO. 260517
SHEET NO. 3

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\02 SITE - DIMENSION PLAN 260517.DWG

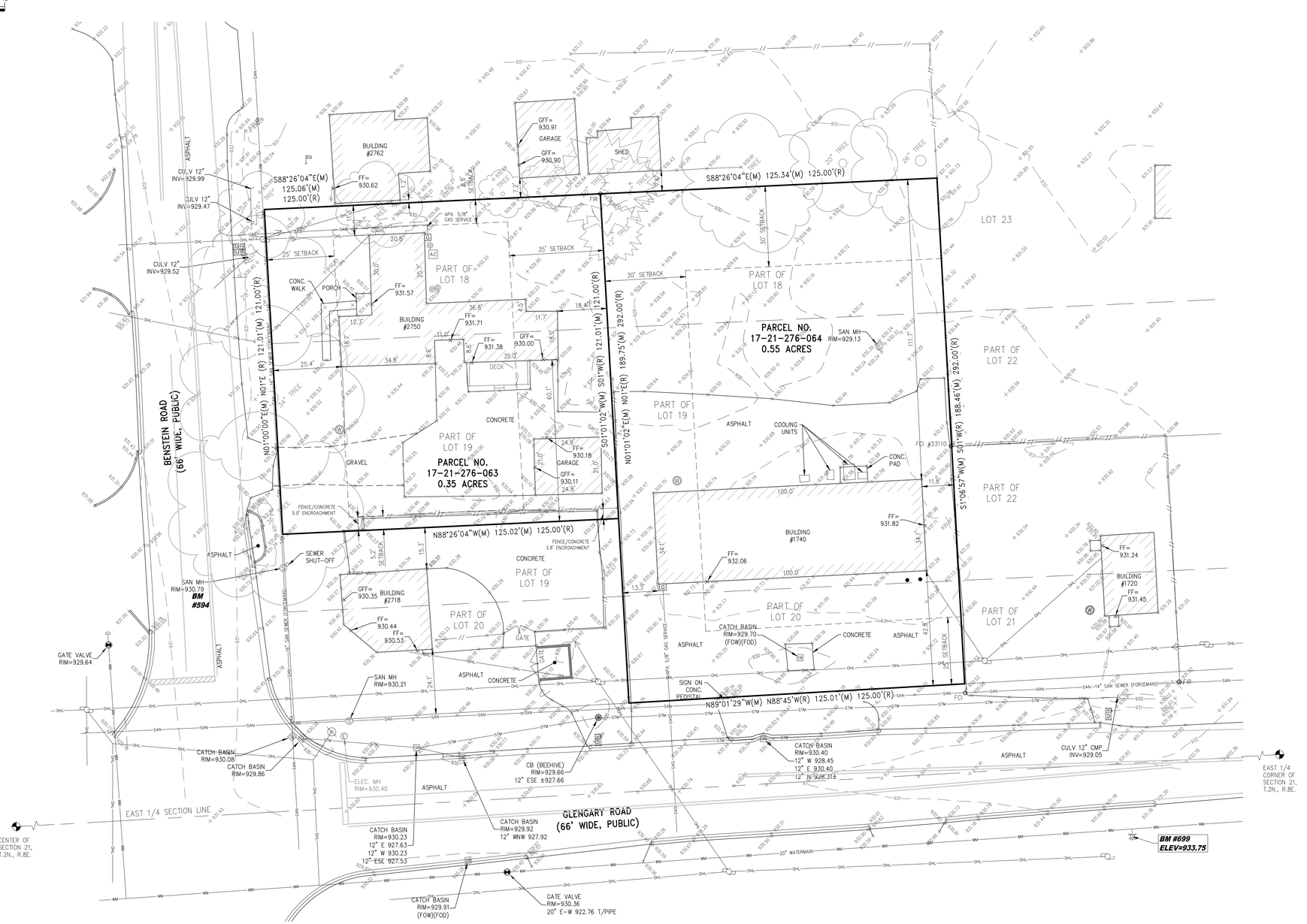
LEGEND

SYMBOL	DESCRIPTION
FIR / FCI	FOUND IRON ROD / FOUND CAPPED IRON
(R)	RECORDED BEARING
(M)	MEASURED BEARING
SAN / STM / WM	EX. FENCE / EX. SANITARY SEWER / EX. STORM SEWER / EX. UNDERGROUND GAS / EX. WATER MAIN
AC	EX. AIR CONDITIONER
CB	EX. CATCH BASIN BEEHIVE
CM	EX. CATCH BASIN/STM. INLET
	EX. CLEAN OUT
	EX. ELECTRIC METER
	EX. FLAGPOLE
G	EX. GAS METER
	EX. GUY ANCHOR
	EX. HYDRANT
MB	EX. MAILBOX
S	EX. SANITARY MANHOLE
	EX. SIGN
	EX. STORM CULVERT
	EX. TRAFFIC POLE
	EX. UTILITY POLE
W	EX. WELL
	EX. TREE (DECIDUOUS/CONIFER)

N

0 10 20 40

SCALE: 1 inch = 20 feet



ZONING:

PARCEL NO. 17-21-276-063:
R-1D, ONE FAMILY RESIDENTIAL

PARCEL NO. 17-21-276-064:
B-2, COMMUNITY BUSINESS

SETBACKS:

R-1D, ONE FAMILY RESIDENTIAL:
FRONT: 25 FEET
REAR: 35 FEET
SIDES: 4 FEET ONE SIDE, 14 FEET TOTAL BOTH (10 FEET MIN FROM ADJACENT DWELLINGS)

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3. IN O AND B DISTRICTS, THE MINIMUM SIDE YARD REQUIREMENT SHALL BE MET FOR THE EXTERIOR SIDE OF A CORNER LOT, AND FOR THE EXTERIOR SIDE OF A PARCEL OR LOT ON THE EXTERIOR OF THE DISTRICT.

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BENCHMARK'S:

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TOP OF RIM ON THE SANITARY MANHOLE ON THE EAST SIDE OF BENSTEIN ROAD ±60 FEET NORTH OF GLENGARY ROAD IN FRONT OF 2718 BENSTEIN ROAD.
ELEVATION: 930.79 (N.A.V.D. 88)

BM#699:
TOP NUT ON THE HYDRANT ON THE SOUTH SIDE OF GLENGARY ROAD ACROSS FROM 1720 GLENGARY ROAD.
ELEVATION: 933.75 (N.A.V.D. 88)

SURVEY NOTES:

1. TITLE WORK WAS NOT PROVIDED. ANY EXISTING EASEMENTS HAVE NOT BEEN SHOWN.
2. A WETLAND AND TREE SURVEY WERE NOT PERFORMED AS PART OF THIS SURVEY.
3. BEARINGS ARE BASED ON THE EAST RIGHT-OF-WAY OF BENSTEIN ROAD BEING S01°W PER PLAT.
4. LOT 20 MEASURES SUBSTANTIALLY SHORT TO THE SECTION LINE ALSO BEING THE CENTERLINE OF GLENGARY ROAD. HELD THE SECTION LINE FOR 66 FOOT WIDE RIGHT-OF-WAY.

LEGAL DESCRIPTIONS (BY OTHERS):

PARCEL NO. 17-21-276-063:
THE WEST 1/2 OF THE SOUTH 1/3 OF LOT 18 & THE WEST 1/2 OF LOT 19 EXCEPT THE SOUTH 29 FEET THEREOF OF "LEMKE SUBDIVISION", OF THE SOUTHWEST PART OF THE EAST 1/2 OF THE NORTHEAST 1/4, SECTION 21, TOWN 2 NORTH, RANGE 8 EAST, COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN, AS RECORDED IN LIBER 28 OF PLATS, PAGE 5, OAKLAND COUNTY RECORDS.

PARCEL NO. 17-21-276-064:
THE EAST 1/2 OF THE SOUTH 1/2 OF LOT 18 & THE EAST 1/2 OF LOTS 19 & 20 OF "LEMKE SUBDIVISION", OF THE SOUTHWEST PART OF THE EAST 1/2 OF THE NORTHEAST 1/4, SECTION 21, TOWN 2 NORTH, RANGE 8 EAST, COMMERCE TOWNSHIP, OAKLAND COUNTY, MICHIGAN, AS RECORDED IN LIBER 28 OF PLATS, PAGE 5, OAKLAND COUNTY RECORDS.

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) #26125C0467F (COMMUNITY ID NO. 260473 - COMMERCE TOWNSHIP, 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.



LOCATION MAP
NO SCALE

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

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NOVI, MI 48374 TEL 248.773.7656

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064
SECTION 21
TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 10-16-2026

REVISIONS
2026-10-27 REV PER REVIEW

EXISTING CONDITIONS

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 4

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\XREFS\260517 - TOPOBASE.DWG

BENCHMARK'S:

BM#594:
TOP OF RIM ON THE SANITARY MANHOLE ON THE EAST SIDE OF BENSTEIN ROAD ±60 FEET NORTH OF GLENGARY ROAD IN FRONT OF 2718 BENSTEIN ROAD.
ELEVATION: 930.79 (N.A.V.D. 88)

BM#699:
TOP NUT ON THE HYDRANT ON THE SOUTH SIDE OF GLENGARY ROAD ACROSS FROM 1720 GLENGARY ROAD.
ELEVATION: 933.75 (N.A.V.D. 88)

N



DEMOLITION LEGEND:

ITEM TO BE REMOVED	X
FENCE TO BE REMOVED	xxxxxxxxxxxxxxxxxx
CURB TO BE REMOVED	
GRAVEL TO BE REMOVED	
CONCRETE TO BE REMOVED	
ASPHALT TO BE REMOVED	
BUILDING TO BE REMOVED	
UTILITY REMOVAL	

NOTE:
PROTECT ALL OFF SITE FEATURES ADJACENT TO PERIMETER PROPERTY LINES. THESE INCLUDE BUT ARE NOT LIMITED TO LANDSCAPING, OVERHEAD UTILITIES, CONCRETE PAVEMENT, ELECTRICAL BOXES ETC. COORDINATE WITH ADJACENT LANDOWNER AS REQUIRED DURING CONSTRUCTION.

SEPTIC TANK NOTE:
IF SEPTIC TANK(S) ARE ENCOUNTERED ON SITE, EXISTING SEPTIC TANK(S) TO BE PUMPED AND REMOVED PER COMMERCE TOWNSHIP AND OAKLAND COUNTY STANDARDS AND SPECIFICATIONS.

WELL REMOVAL NOTE:
TWO (2) EXISTING WELLS ARE LOCATED ON SITE, EXISTING WELLS TO BE REMOVED AND OR ABANDONED PER COMMERCE TOWNSHIP AND OAKLAND COUNTY STANDARDS AND SPECIFICATIONS.

GENERAL DEMOLITION NOTES:

1. ALL WORK TO BE ACCOMPLISHED IN STRICT ACCORDANCE WITH ALL TOWNSHIP, COUNTY AND STATE REGULATIONS.
2. WITHIN THE SUBJECT PROPERTY, THE INTENT IS TO HAVE A CLEAN, CLEAR SITE, FREE OF ALL EXISTING ITEMS NOTED TO BE REMOVED IN ORDER TO PERMIT THE CONSTRUCTION OF THE NEW PROJECT.
3. ALL ITEMS NOTED TO BE REMOVED SHALL BE DONE SO AS PART OF THE CONTRACT FOR GENERAL CONSTRUCTION.
4. REMOVE AND DISPOSE OF ANY PAVEMENT, SIDEWALK, DEBRIS AND RUBBISH REQUIRING REMOVAL FROM THE WORK AREA IN AN APPROVED OFF SITE LANDFILL.
5. THE CONTRACTOR SHALL SECURE ALL PERMITS FOR HIS DEMOLITION AND DISPOSAL OF HIS DEMOLITION MATERIAL TO BE REMOVED FROM THE SITE. THE CONTRACTOR SHALL POST BONDS AND PAY PERMIT FEES AS REQUIRED.
6. THE DETAILED PLANS MAY NOT REFLECT ALL UTILITIES ON THE SITE OR SURROUNDING STREETS AND PROPERTIES. THE CONTRACTOR SHALL VERIFY LOCATIONS AND EXISTENCE OF UTILITY SERVICES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CALL MISS DIG, A MINIMUM 72 HOURS PRIOR TO CONSTRUCTION.
7. THE CONTRACTOR TO REMOVE ALL UTILITIES TO EXISTING STRUCTURES WHETHER SHOWN OR NOT OR ARRANGE FOR THE APPROPRIATE UTILITY COMPANY TO CUT AND CAP SERVICE PIPING AT THE PROPERTY LINE OR MAIN (AS REQUIRED). ALL SERVICES MAY NOT BE SHOWN ON THIS PLAN.
8. FOR ALL ITEMS NOTED TO BE REMOVED – REMOVE NOT ONLY THE ABOVE GROUND ELEMENTS, BUT ALL UNDERGROUND ELEMENTS AS WELL INCLUDING BUT NOT NECESSARILY LIMITED TO: FOUNDATIONS, GRAVEL FILLS, TREE ROOTS, OLD PIPES, ETC.
9. BACK FILL ALL EXCAVATIONS RESULTING FROM THE DEMOLITION WORK TO MEET THE REQUIREMENTS FOR FILL OUTLINED IN THE GEOTECHNICAL REPORT.
10. THE CONTRACTOR SHALL PROTECT ALL IRON PINS, MONUMENTS AND PROPERTY CORNERS DURING CONSTRUCTION. ANY CONTRACTOR DISTURBED PINS, MONUMENTS, ETC. SHALL BE RESET BY A LICENSED LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
11. THE CONTRACTOR SHALL RESTORE ANY UTILITY STRUCTURE, PIPES, PAVEMENT, CURBS, SIDEWALKS OR LANDSCAPED AREAS DISTURBED DURING DEMOLITION TO THEIR ORIGINAL CONDITION AND TO THE SATISFACTION OF THE OWNER.
12. ALL MATERIAL TO BE REMOVED, WHETHER SPECIFICALLY NOTED IN THE PLANS OR NOT, SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF OFF-SITE IN A LEGAL MANNER. NO ON-SITE BURY OR BURN PITS SHALL BE ALLOWED.
13. STAGING/PHASING OF DEMOLITION AND CONSTRUCTION IS TO BE COORDINATED WITH THE OWNER AND THE CONTRACTOR PRIOR TO CONSTRUCTION.
14. SPECIFIC DEMOLITION ITEMS HAVE BEEN INDICATED ON THE PLANS AS A GUIDE TO THE GENERAL SCOPE OF THE WORK. IT IS THE INTENT THAT THESE ITEMS SHALL BE COMPLETELY REMOVED BY THE CONTRACTOR ABOVE AND BELOW GROUND, UNLESS SPECIFICALLY NOTED OTHERWISE, AND THAT DEMOLITION WILL INCLUDE BUT WILL NOT NECESSARILY BE LIMITED TO THESE ITEMS. CONTRACTOR SHALL VISIT SITE TO VERIFY EXISTING CONDITIONS AND EXTENTS OF THE DEMOLITION THAT WILL BE REQUIRED PRIOR TO SUBMITTING A BID.
15. REMOVE ALL STRUCTURES DESIGNATED FOR REMOVAL ACCORDING TO THE DEMOLITION PLAN. THIS INCLUDES FOUNDATIONS, UNDERGROUND UTILITIES, CONCRETE, CURB, TREES, ETC.
16. THE CONTRACTOR SHALL, AS A MINIMUM, PROVIDE TREE PROTECTION FENCING AROUND EXISTING TREES TO BE SAVED THAT ARE WITHIN 15' OF CONSTRUCTION ACTIVITIES AND AS INDICATED IN THE PLANS OR PER LOCAL AGENCY REQUIREMENTS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN UP, NOISE, DUST CONTROL, STREET SWEEPING AND HOURS OF OPERATION IN ACCORDANCE WITH THE LOCAL CODES.
18. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADES, SIGNAGE, MARKINGS, LIGHTS AND OTHER TRAFFIC CONTROL DEVICES TO PROTECT THE WORK ZONE AND SAFELY MAINTAIN TRAFFIC PER CITY OF ANN ARBOR REQUIREMENTS AND IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) LATEST EDITION.
19. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES TO COORDINATE ALL UTILITY WORK.

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SECTION 21
TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 10-16-2026

REVISIONS
2026-10-27 REV PER REVIEW

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064

DEMOLITION PLAN

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 15 30
SCALE: 1"=30'
JOB NO. 260517
SHEET NO. 5

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\005_DEMOLITION PLAN 260517.DWG

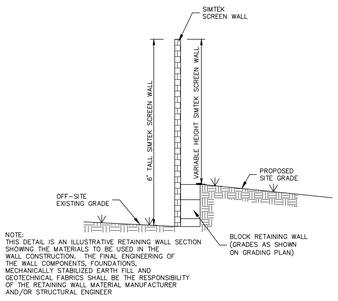
HATCH LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED BUILDING
- EXISTING BUILDING

BENCHMARK'S:

BM#594:
TOP OF RIM ON THE SANITARY MANHOLE ON THE EAST SIDE OF BENSTEIN ROAD ±60 FEET NORTH OF GLENGARY ROAD IN FRONT OF 2718 BENSTEIN ROAD.
ELEVATION: 930.79 (N.A.V.D. 88)

BM#699:
TOP NUT ON THE HYDRANT ON THE SOUTH SIDE OF GLENGARY ROAD ACROSS FROM 1720 GLENGARY ROAD.
ELEVATION: 933.75 (N.A.V.D. 88)



NOTE:
THIS DETAIL IS AN ILLUSTRATIVE RETAINING WALL SECTION SHOWING THE MATERIALS TO BE USED IN THE WALL CONSTRUCTION. THE FINAL ENGINEERING OF THE WALL COMPONENTS, FOUNDATIONS, MECHANICALLY STABILIZED EARTH FILL AND GEOTECHNICAL FABRICS SHALL BE THE RESPONSIBILITY OF THE RETAINING WALL MATERIAL MANUFACTURER AND/OR STRUCTURAL ENGINEER

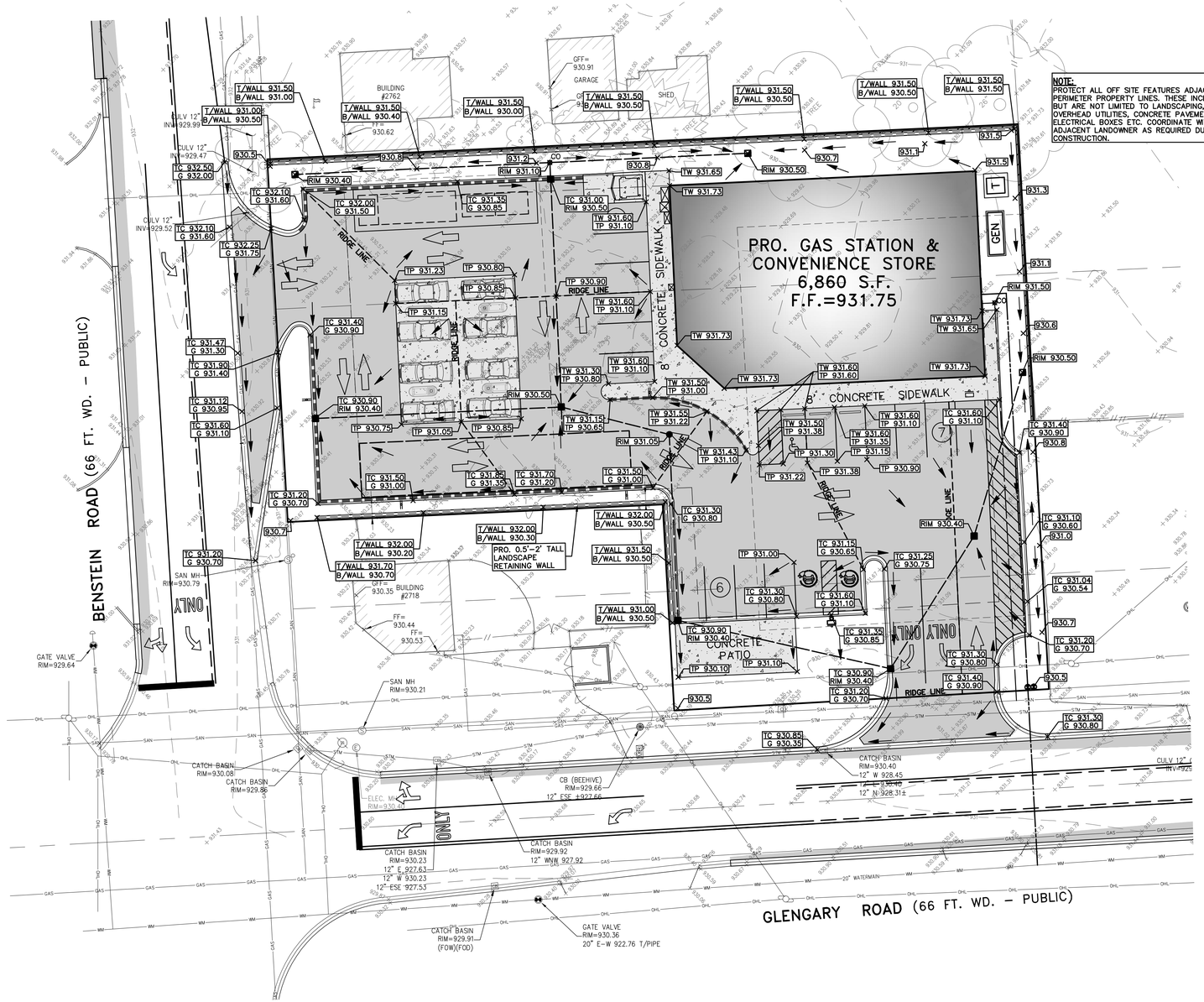
ILLUSTRATIVE WALL DETAIL
NOT TO SCALE

RESTORATION NOTE:

THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.

EARTHWORK BALANCING NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPORTING OR EXPORTING ALL MATERIALS AS REQUIRED TO PROPERLY GRADE THIS PROJECT TO THE FINISHED ELEVATIONS SHOWN ON THE APPROVED PLANS. THE CONTRACTOR SHALL MAKE THEIR OWN DETERMINATION OF CUT AND FILL QUANTITIES AND ALLOW FOR REMOVAL OF EXCESS OR IMPORTATION OF ADDITIONAL MATERIAL AT NO ADDITIONAL COST TO THE OWNER.



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SECTION 21
TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 10-16-2026

REVISIONS
2026-10-27 REV PER REVIEW

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064

GRADING PLAN

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 6

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\006 GRADING PLAN 260517.DWG

HATCH LEGEND

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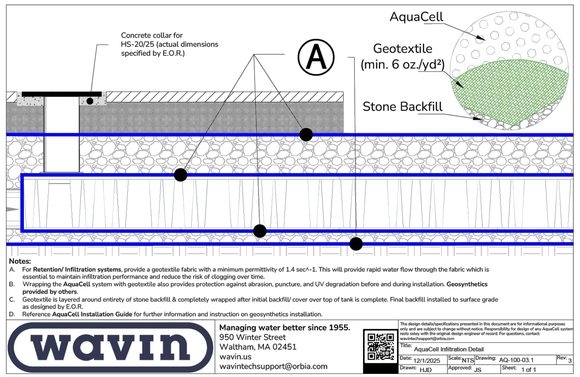
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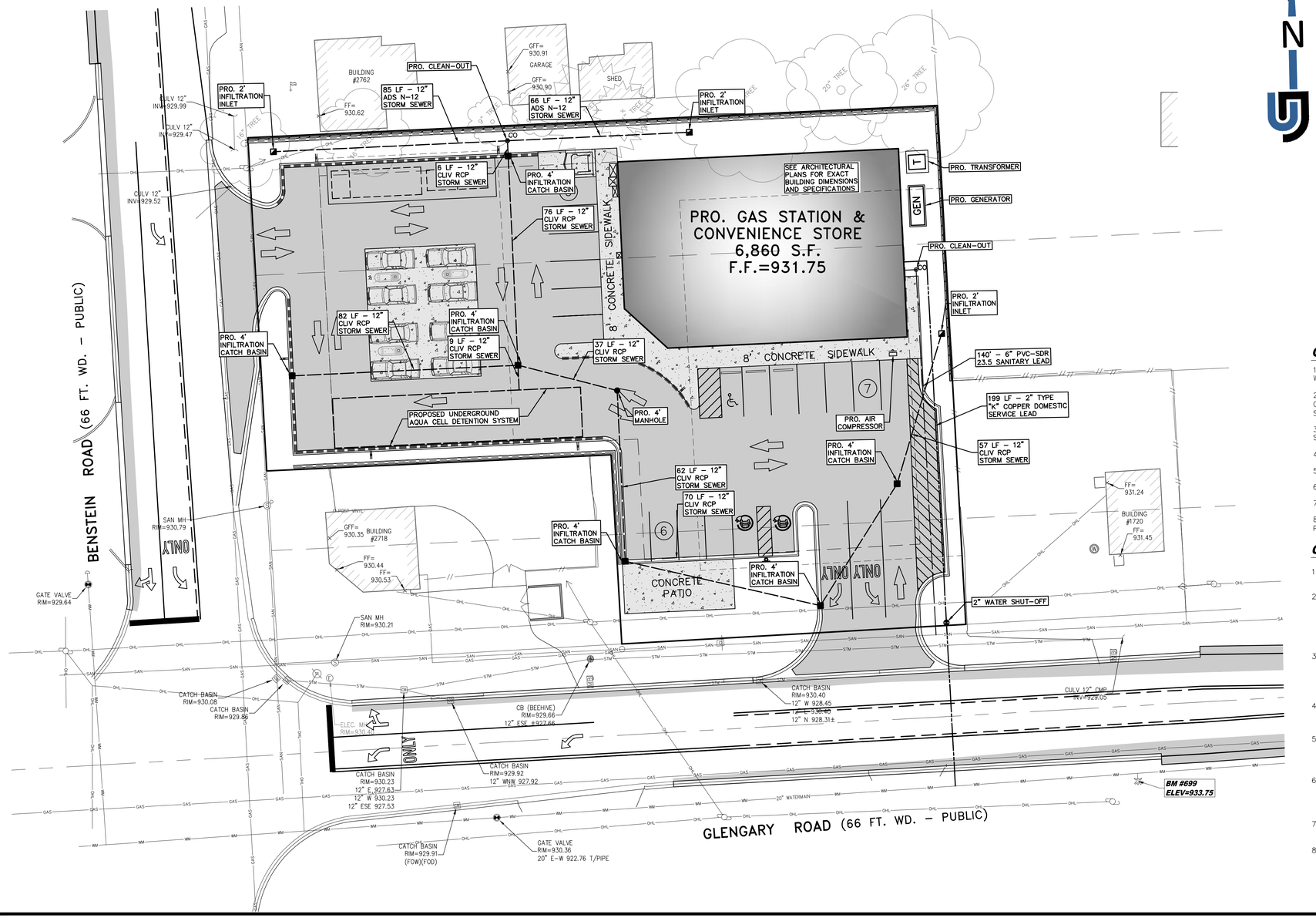
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DETENTION CALCULATIONS

UMLOR GROUP | WRC WATER RESOURCES COMMISSIONER Jim Nash

Project Name:	1740 Glengary Road		
Project Number:	260517		
Date:	10/14/2026		

Site Data

Area =	0.89	ac	Total Site Area Draining to Basin
C =	0.82		Composite C-Factor
T_c =	10.00	min	Time of Concentration

Channel Protection Volume Control (CPVC)

V_{CPVC} = 3,630 x 1.3 x C x A — V_{CPVC} = 3,435 ft³

Implement to Maximum Extent Practicable (MEP)

$V_{CPVC,P}$ = CPVC Volume Provided = 0 ft³

Channel Protection Rate Control-Extended Detention (CPRC/ED)

V_{ED} = 3,630 x 1.9 x C x A — V_{ED} = 5,021 ft³

CPRC/Extended Detention Volume

Flow Rate to Dewater in 48 Hours

$Q_{ED} = V_{ED} / 172,800$ — Q_{ED} = 0.03 ft³/s

Water Quality Volume (WQV)

V_{WQ} = 3,630 x 1.0 x C x A — V_{WQ} = 2,643 ft³

Sediment Forebay (15% WQV) — V_{FB} = 396 ft³

Water Quality Rate (for mechanical pretreatment)

$Q_{WQ} = C \times A \times 30.2 / (Tc + 9.17)^{0.81}$ — Q_{WQ} = 2.01 ft³/s

100-Year Detention Volume (Flood Control)

Rainfall Intensity

$I = 30.2 \times P^{0.22} / (Tc + 9.17)^{0.61}$ — I_{100} = 7.60 in/hr

100-Year Post-Development Peak Inflow Rate

$Q_{100IN} = C \times I_{100} \times A$ — Q_{100IN} = 5.54 ft³/s

Allowable Release Rate — *max 1.0 cfs/ac*

$Q_{rel} = 1.1055 - 0.206 \times \ln(A)$ — Q_{rel} = 1.00 cfs/acre

Restricted rate for outlet drain = — Q_R = n/a cfs/acre

Prorated share of outlet drain capacity = — Q_P = n/a cfs/acre

Allowable 100-year post-development peak flow rate

$Q_{100P} = A \times \text{Min}(Q_{rel}, Q_R, Q_P)$ — Q_{100P} = 0.89 ft³/s

Post-Development 100-Year Runoff Volume

$V_{100R} = 3,630 \times 5.23 \times C \times A$ — V_{100R} = 13,821 ft³

Storage Curve Factor

$R = 0.206 - 0.15 \times \ln(Q_{100P} / Q_{100IN})$ — R = 0.480

Required 100-Year Detention Volume

$V_{100D} = (V_{100R} \times R) - V_{CPVC,P}$ — V_{100D} = 6,635 ft³

Check that $V_{100D} >= V_{ED}$ — V_{ED} = 5,021 ft³

V_{100D} = 6,635 ft³

GENERAL UTILITY NOTES:

1. ALL UTILITY LINES, STRUCTURES AND TRENCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF COMMERCE TOWNSHIP.
2. ALL STORM SEWER 12" DIAMETER OR LARGER SHALL BE REINFORCED CONCRETE PIPE (RCP C-76) CLASS IV WITH MODIFIED TONGUE AND GROOVE JOINT WITH RUBBER GASKETS UNLESS SPECIFIED OTHERWISE (ASTM C-443).
3. PIPE LENGTHS ARE GIVEN FROM CENTER OF STRUCTURE AND TO END OF FLARED END SECTION UNLESS NOTED OTHERWISE.
4. ALL 6" SANITARY SEWER LEADS SHALL BE PVC SDR 23.5
5. ALL SANITARY SEWER LEAD SHALL BE BURIED A MINIMUM OF 5 FEET DEEP.
6. ELECTRICAL SERVICE TO LIGHT FIXTURES SHALL BE PLACED UNDERGROUND
7. FLASHING LIGHT SHALL NOT BE PERMITTED.
8. ONLY NECESSARY LIGHTING FOR SECURITY PURPOSES & LIMITED OPERATIONS SHALL BE PERMITTED AFTER A SITE'S HOURS OF OPERATION.

CONSTRUCTION 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 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. 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. 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.
5. 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.
6. 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.
7. OUTSIDE STORAGE CANNOT EXCEED 20' IN HEIGHT AND CAN BE NO CLOSER TO THE BUILDING THAN 15'.
8. DURING CONSTRUCTION BUILDING MATERIAL SHALL NOT BE STORED IN THE ROADWAYS.

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LOCATION: 1740 GLENGARY ROAD — PARCEL NO'S. 17-21-276-063 & -064
SECTION 21 | TOWN 2 NORTH, RANGE 8 EAST | COMMERCE TOWNSHIP | OAKLAND COUNTY, MICHIGAN

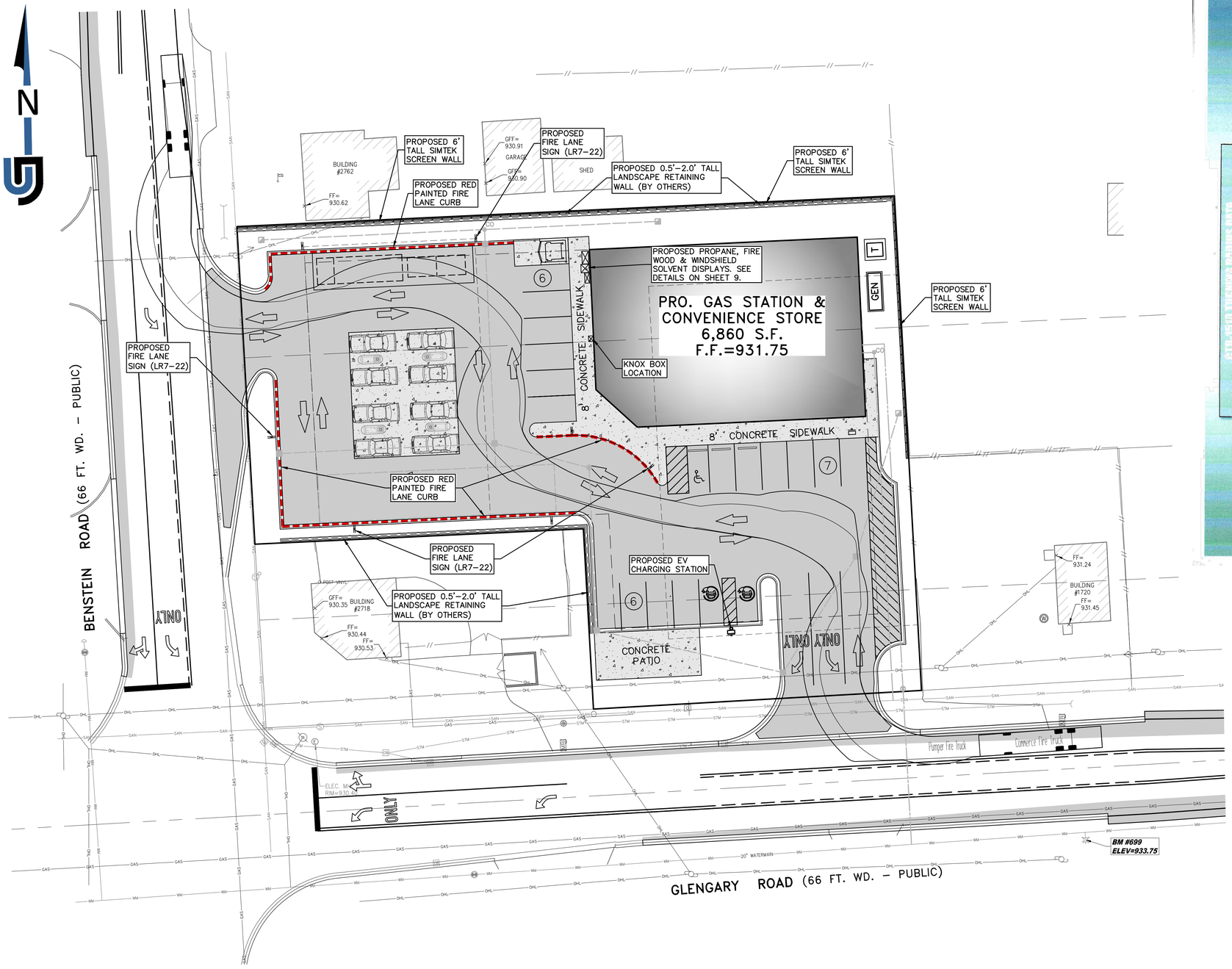
DATE: 10-16-2026

REVISIONS
2026-10-27 REV PER REVIEW

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 7

UTILITY PLAN

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\007 UTILITY PLAN 260517.DWG



FIRE LANE LEGEND

FIRE LANE SIGN (LR7–22)
LOCATIONS DIRECTED BY THE FIRE MARSHALL

RED FIRE LANE CURB
RED PAINTED CURBS AND PAVEMENT LETTERING READING "NO PARKING FIRE LANE" AT LOCATIONS DIRECTED BY THE FIRE MARSHALL

BUILDING ADDRESS NOTE

BUILDING ADDRESS LOCATION TO BE COORDINATED WITH THE CHARTER TOWNSHIP OF COMMERCE FIRE DEPARTMENT.

KNOX BOX NOTE

KNOX BOX LOCATION TO BE COORDINATED WITH THE CHARTER TOWNSHIP OF COMMERCE FIRE DEPARTMENT. THE KNOX BOX FOR THE SITE SHALL INCLUDE A KEY SWITCH FOR CONTROL & BYPASS OF THE ACCESS CONTROL OF THE BUILDING.

FIRE APPARATUS NOTE

APPROVED FIRE APPARATUS ACCESS SHALL BE PROVIDED AND MAINTAINED DURING CONSTRUCTION AS REQUIRED BY THE ADOPTED FIRE CODE. REQUIRED ACCESS ROADS SHALL BE CAPABLE OF SUPPORTING THE IMPOSED LOADS OF FIRE DEPARTMENT APPARATUS AND SHALL BE MAINTAINED AS ALL–WEATHER DRIVING SURFACES.

PROPANE SEPARATION DISTANCES:

QUANTITY OF LP–GAS STORED: 480 POUNDS
NEAREST STRUCTURE (PROPOSED BUILDING): 0.5'
NEAREST DOORWAY: 50.2'
NEAREST PROPERTY LINE (NORTH): 15.5'
COMBUSTIBLE MATERIALS (FIREWOOD): 3.5'
MOTOR VEHICLE FUEL DISPENSING: 63.3'

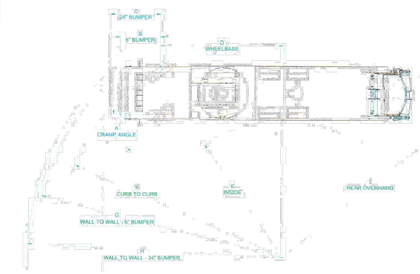
PROPANE NOTES:

1. LP–GAS CONTAINERS SHALL BE STORED IN A LOCKABLE, VENTILATED CABINET OF METAL CONSTRUCTION.
2. PROPANE STORAGE TO HOLD TWENTY FOUR (24) 20 POUND LP–GAS CONTAINERS

SUTPHEN CORPORATION

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"

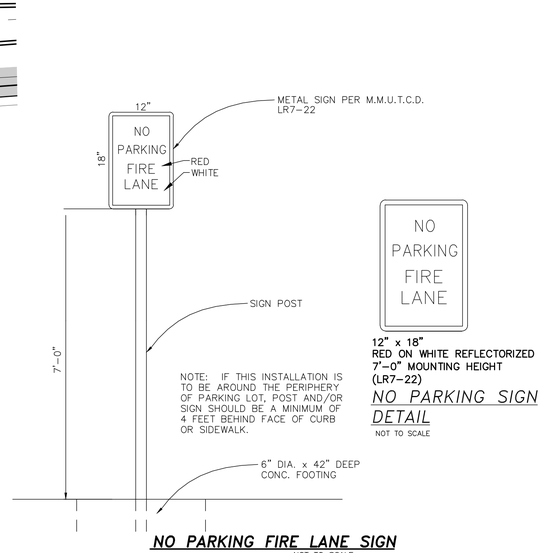
Calculated Results

E	Inside Turning Radius	20'-11"
F	Curb to Curb	34'-4"
G	Wall to Wall 6" Bumper	39'-3"
H	Wall to Wall 24" Bumper	40'-9"
I	Rear Overhang Swing	35'

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

Ron F Smith — P.E. — Rev'd 5/9/11

FIRE TRUCK DETAIL
NO SCALE



NOTE: IF THIS INSTALLATION IS TO BE AROUND THE PERIPHERY OF PARKING LOT, POST AND/OR SIGN SHOULD BE A MINIMUM OF 4 FEET BEHIND FACE OF CURB OR SIDEWALK.

12" x 18"
RED ON WHITE REFLECTORIZED
7'–0" MOUNTING HEIGHT
(LR7–22)

NO PARKING SIGN DETAIL
NOT TO SCALE

NO PARKING FIRE LANE SIGN
NOT TO SCALE

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
45525 GRAND RIVER AVE. STE. 100
NOVI, MI 48374 TEL 248.773.7656

CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064
SECTION 21, TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

TRUCK TURNING PLAN

DATE: 10–16–2026

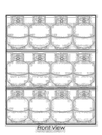
REVISIONS
2026–10–27 REV PER REVIEW

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 8

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 – GAS STATION – 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE PLANS\DGB TRUCK TURNING 260517.DWG

24 Propane Tanks (20 LB) - Outdoor - Vertical Storage - 2 Doors - Steel & Mesh - Gas Cylinder Cage





front view

Model #CB24402LDAAM

https://www.usasafety.com/CB24402LDAAM

The cabinet holds up to 24 propane tanks (20 LB) in a vertical position. The cabinet doors and side panels are made with formed galvannealed steel angles and galvanized expanded metal that is coated with hi-build electrostatic powder coating. The top and back of the cabinet is made from solid galvanized steel panels. This unit has two doors that have tamper resistant stainless steel hinges and a heavy duty lock receiver (lock is not included). Tanks sit vertically on three solid 14 gauge galvanized steel shelves. "Propane - No Smoking" and 2-4-0 OHSA Diamond signage is included. Each footpad on the cage has one 13/16" pre-drilled hole to accommodate an anchor bolt. Meets OSHA and NFPA requirements for LP fuel cylinder storage. Ships assembled. Shelf weight capacity 300 lbs each. Cabinet dimensions (WxDxH): External: 58" x 30" x 68", Estimated Internal per section: 57" x 26" x 18" (there is a door latch at the front between shelves)

Status: Built to order
Shipping: Ships 2-3 weeks from order date. You will be sent a tracking # upon shipment.

Cabinet capacity: 24 cylinders (20 lb) of 12.5" diameter
Cabinet dimensions: 58"w x 30"d x 68"h

Product Features:

- Made in the USA
- Gas cylinder locker meets OSHA 1910 and NFPA regulations
- Lockable doors with heavy duty lock receiver (lock not included)
- Four 8" stainless steel door hinges
- Mesh sides and door allow visibility into cabinet
- Door and sides painted white with hi-build electrostatic powder coating
- Top and back are solid galvanized steel
- Pre-drilled holes (13/16") for anchoring each foot pad
- Powder coated with outdoor grade paint for extra durability
- Safety signage included
- Ships assembled ready for use
- Product panels bolt together and can be disassembled
- Product Weight: 300 lbs

PROPANE SALES DETAIL

NO SCALE



FIREWOOD SALES DETAIL

NO SCALE



WASHER FLUID SALES DETAIL

NO SCALE

NOTE: OUTDOOR WASHER FLUID SALES HAS A CAPACITY OF 36 BOTTLES OF WASHER FLUID.

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THE UMLOR GROUP
45525 GRAND RIVER AVE. STE. 100
NOVI, MI 48374 TEL 248.773.7656

SECTION 21
TOWN 2 NORTH, RANGE 8 EAST
COMMERCE TOWNSHIP
OAKLAND COUNTY, MICHIGAN

DATE: 10-16-2026

REVISIONS

2026-10-27 REV PER REVIEW

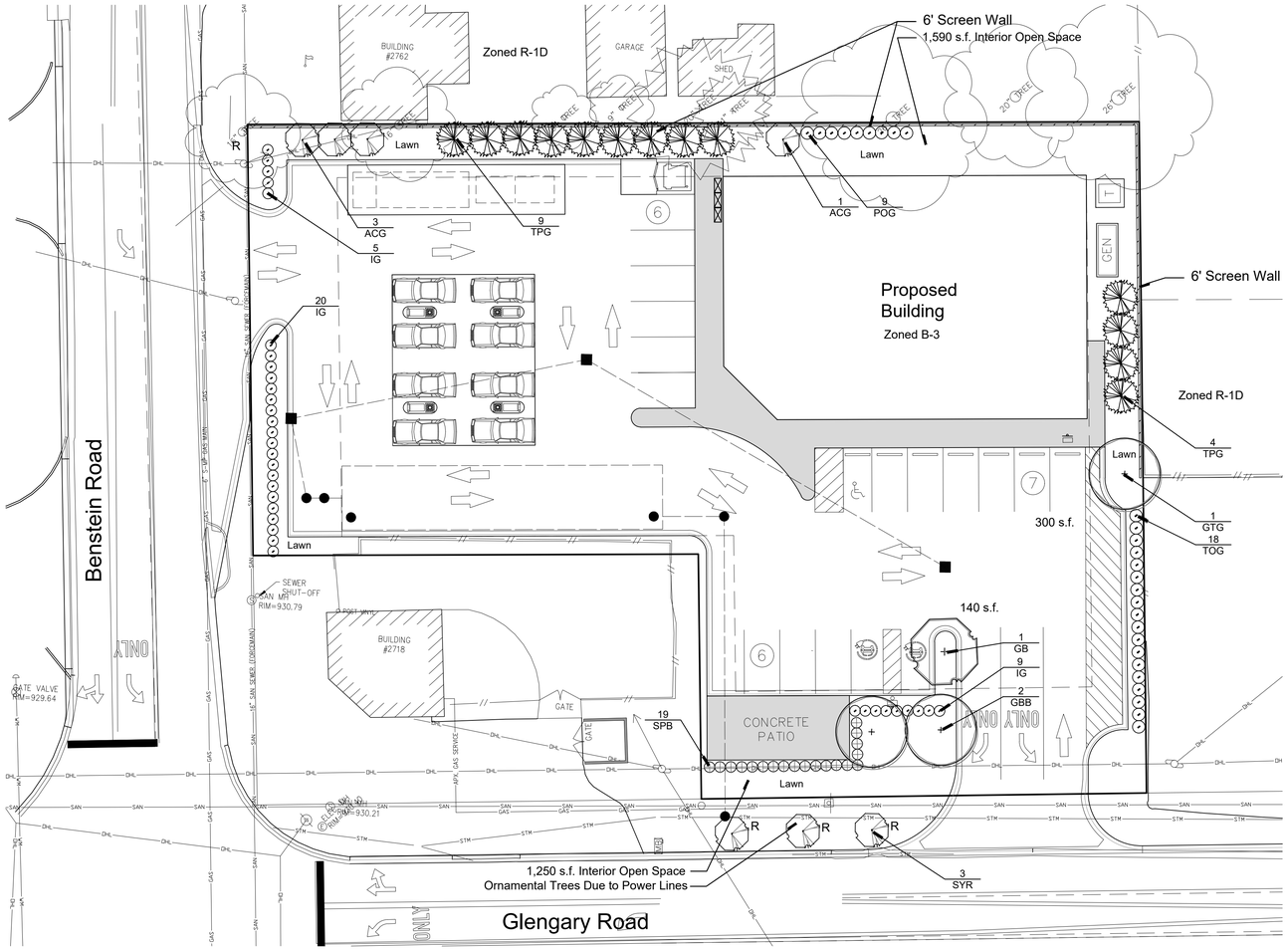
CLIENT: SAAD BAKKO
LOCATION: 1740 GLENGARY ROAD
PARCEL NO'S. 17-21-276-063 & -064

SITE DETAILS

DR BY: RMS
CK BY: CEH
P.M. CEH
SCALE 0 10 20
SCALE: 1"=20'
JOB NO. 260517
SHEET NO. 9

M:\UMLOR GROUP PROJECT FOLDERS\SAAD BAKKO\260517 - GAS STATION - 1740 GLENGARY ROAD\ENGINEERING AND DESIGN\DESIGN FILES & PLAN SETS\BASE\PLANS\009 SITE DETAILS 260517.DWG

ALLENDESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668



Landscape Summary

Greenbelt	
B-3 District - Buffer Yard D	
Greenbelt Length	438'
Deciduous Trees Required	9 Trees (438 / 100) x 2
Deciduous Trees Provided	2 Trees (1 Existing)
Ornamental Trees Required	4.4 Trees (438 / 100)
Ornamental Trees Provided	4 Trees
Evergreen Trees Required	13 Trees (438 / 100) x 3
Evergreen Trees Provided	13 Trees
Shrubs Required	26.3 Shrubs (438 / 100) x 6
Shrubs Provided	27 Shrubs
Parking Lot Landscaping	
Parking Lot Frontage	168'
Evergreen Shrubs Required	33.6 Shrubs (168 / 100) x 20
Evergreen Shrubs Provided	34 Shrubs
Parking Lot Area	8,193 s.f.
Interior Planting Area Required	819 s.f. (8,193 x 10%)
Interior Planting Area Provided	440 s.f.
Parking Lot Islands	1 Island
Trees Required	1 Tree (1 per Island)
Trees Provided	1 Tree
Buildings Fronts and Interior Landscaping	
Site Area	38,795 s.f.
Less Buffers, Greenbelts and Parking Lot Landscaping	6,617 s.f.
Net Site Area	32,178
Interior Landscaping Required	4,827 s.f (32,178 x 15%)
Interior Landscaping Provided	2,840 s.f.
Trees Required	12 Trees (4,827 / 400)
Trees Provided	2 Trees
Shrubs Required	19 Shrubs (4,827 / 250)
Shrubs Provided	19 Shrubs
Rights-of-Way	
"R" ROW Frontage	246 l.f.
Trees Required	6 Trees (246 / 40)
Trees Provided	4 Trees (1 Existing)

Plant List

sym.	qty.	botanical name	common name	caliper	spacing	root	height
Greenbelt Landscaping							
ACG	4	Amelanchier canadensis	Serviceberry	1.5"	as shown	B&B	
POG	9	Physocarpus o. 'Little Devil'	Little Devil Ninebark		as shown	cont.	24"
GTG	1	Gleditsia triacanthos var. Inermis	Honey Locust	2.5"	as shown	B&B	
TOG	18	Thuja occidentalis 'Techny'	Techny Arborvitae		as shown	B&B	5'
TPG	13	Thuja plicata 'Green Giant'	Green Giant Arborvitae		as shown	B&B	7'
	1	Deciduous Trees Provided					
	4	Ornamanetal Trees Provided					
	13	Evergreen Trees Provided					
	27	Shrubs Provided					
Parking Lot Perimeter							
IG	34	Ilex glabra 'Shamrock'	Shamrock Inkberry		as shown	cont.	24"
	34	Trees Provided					
Parking Lot Islands							
GB	1	Ginko biloba 'Princeton Sentry'	Princeton Sentry Ginko	2.5"	as shown	B&B	
	1	Tree Provided					
Buildings Fronts and Interior Landscaping							
GBB	2	Ginko biloba 'Princeton Sentry'	Princeton Sentry Ginko	2.5"	as shown	B&B	
SPB	19	Spirea j. 'Little Princess'	Little Princess Spirea		as shown	cont.	24"
	2	Trees Provided					
	19	Shrubs Provided					
Right of Way Trees							
SYR	3	Syringa reticulata 'Ivory Silk	Ivory Silk Lilac Tree	1.5"	as shown	B&B	
	3	Trees Provided					

Seal:



Title:

Landscape Plan

Project:

1740 Glengary
Commerce Township, Michigan

Prepared for:

Umlor Group
45525 Grand River Avenue, Suite 100
Novi, Michigan 48374

Revision:	Issued:
Review	October 13, 2026

Job Number:

26-020

Drawn By:	Checked By:
jca	jca

0' 5' 10' 20'

NORTH
1"=20'

Sheet No.

L-1

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

NOTE:
GUY DECIDUOUS TREES ABOVE 3"CAL.. STAKE DECIDUOUS TREES BELOW 3" CAL.

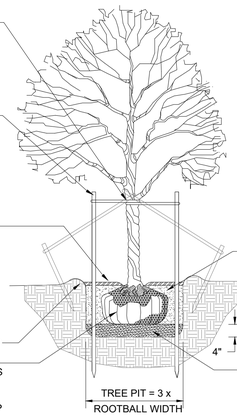
STAKE TREES AT FIRST BRANCH USING 2"-3" WIDE BELT-LIKE NYLON OR PLASTIC STRAPS. ALLOW FOR SOME MINIMAL FLEXING OF THE TREE. REMOVE AFTER ONE YEAR.

2" X 2" HARDWOOD STAKES, MIN. 36" ABOVE GROUND FOR UPRIGHT, 18" IF ANGLED. DRIVE STAKES A MIN. 18" INTO UNDISTURBED GROUND OUTSIDE ROOTBALL. REMOVE AFTER ONE YEAR.

MULCH 4" DEPTH WITH SHREDDED HARDWOOD BARK. NATURAL IN COLOR. LEAVE 3" CIRCLE OF BARE SOIL AT BASE OF TREE TRUNK. PULL ANY ROOT BALL DIRT EXTENDING ABOVE THE ROOT FLARE AWAY FROM THE TRUNK SO THE ROOT FLARE IS EXPOSED TO AIR.

MOUND EARTH TO FORM SAUCER

REMOVE ALL NON-BIODEGRADABLE MATERIALS COMPLETELY FROM THE ROOTBALL. CUT DOWN WIRE BASKET AND FOLD DOWN BURLAP FROM TOP 1/2 OF THE ROOTBALL.



PLANTING MIXTURE: AMEND SOILS PER SITE CONDITIONS AND REQUIREMENTS OF THE PLANT MATERIAL.

SCARIFY SUBGRADE AND PLANTING PIT SIDES. RECOMPACT BASE OF TO 4" DEPTH.

NOTE:
TREE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE ORIGINALLY OR SLIGHTLY HIGHER THAN FINISH GRADE UP TO 6" ABOVE GRADE, IF DIRECTED BY LANDSCAPE ARCHITECT FOR HEAVY CLAY SOIL AREAS.

DO NOT PRUNE TERMINAL LEADER. PRUNE ONLY DEAD OR BROKEN BRANCHES.

REMOVE ALL TAGS, STRING, PLASTICS AND OTHER MATERIALS THAT ARE UNSIGHTLY OR COULD CAUSE GIRDLING.

DECIDUOUS TREE PLANTING DETAIL

NOTE:
GUY EVERGREEN TREES ABOVE 12' HEIGHT. STAKE EVERGREEN TREE BELOW 12' HEIGHT.

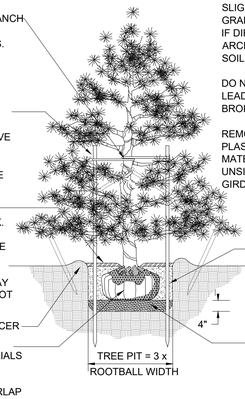
STAKE TREES AT FIRST BRANCH USING 2"-3" WIDE BELT-LIKE NYLON OR PLASTIC STRAPS. ALLOW FOR SOME MINIMAL FLEXING OF THE TREE. REMOVE AFTER ONE YEAR.

2" X 2" HARDWOOD STAKES, MIN. 36" ABOVE GROUND FOR UPRIGHT, 18" IF ANGLED. DRIVE STAKES A MIN. 18" INTO UNDISTURBED GROUND OUTSIDE ROOTBALL. REMOVE AFTER ONE YEAR.

MULCH 4" DEPTH WITH SHREDDED HARDWOOD BARK. NATURAL IN COLOR. LEAVE 3" CIRCLE OF BARE SOIL AT BASE OF TREE TRUNK. PULL ANY ROOT BALL DIRT EXTENDING ABOVE THE ROOT FLARE AWAY FROM THE TRUNK SO THE ROOT FLARE IS EXPOSED TO AIR.

MOUND EARTH TO FORM SAUCER

REMOVE ALL NON-BIODEGRADABLE MATERIALS COMPLETELY FROM THE ROOTBALL. CUT DOWN WIRE BASKET AND FOLD DOWN BURLAP FROM TOP 1/2 OF THE ROOTBALL.



PLANTING MIXTURE: AMEND SOILS PER SITE CONDITIONS AND REQUIREMENTS OF THE PLANT MATERIAL.

SCARIFY SUBGRADE AND PLANTING PIT SIDES. RECOMPACT BASE OF TO 4" DEPTH.

NOTE:
TREE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE ORIGINALLY OR SLIGHTLY HIGHER THAN FINISH GRADE UP TO 6" ABOVE GRADE, IF DIRECTED BY LANDSCAPE ARCHITECT FOR HEAVY CLAY SOIL AREAS.

DO NOT PRUNE TERMINAL LEADER. PRUNE ONLY DEAD OR BROKEN BRANCHES.

REMOVE ALL TAGS, STRING, PLASTICS AND OTHER MATERIALS THAT ARE UNSIGHTLY OR COULD CAUSE GIRDLING.

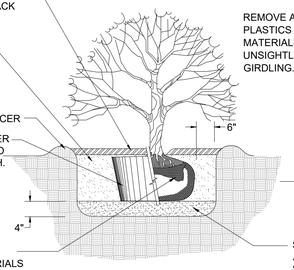
EVERGREEN TREE PLANTING DETAIL

MULCH 3" DEPTH WITH SHREDDED HARDWOOD BARK. NATURAL IN COLOR. PULL BACK 3" FROM TRUNK.

PLANTING MIXTURE: AMEND SOILS PER SITE CONDITIONS AND REQUIREMENTS OF THE PLANT MATERIAL.
MOUND EARTH TO FORM SAUCER

REMOVE COLLAR OF ALL FIBER POTS. POTS SHALL BE CUT TO PROVIDE FOR ROOT GROWTH. REMOVE ALL NONORGANIC CONTAINERS COMPLETELY.

REMOVE ALL NON-BIODEGRADABLE MATERIALS COMPLETELY FROM THE ROOTBALL. FOLD DOWN BURLAP FROM TOP $\frac{1}{3}$ OF THE ROOTBALL.



SCARIFY SUBGRADE AND PLANTING PIT SIDES. RECOMPACT BASE OF TO 4" DEPTH.

NOTE:
TREE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE ORIGINALLY OR SLIGHTLY HIGHER THAN FINISH GRADE UP TO 4" ABOVE GRADE, IF DIRECTED BY LANDSCAPE ARCHITECT FOR HEAVY CLAY SOIL AREAS.

PRUNE ONLY DEAD OR BROKEN BRANCHES.

REMOVE ALL TAGS, STRING, PLASTICS AND OTHER MATERIALS THAT ARE UNSIGHTLY OR COULD CAUSE GIRDLING.

SHRUB PLANTING DETAIL

NOT TO SCALE

PERENNIAL PLANTING DETAIL

Not to scale

NOTE:
ORIENT STAKING/GUYING TO PREVAILING WINDS, EXCEPT ON SLOPES GREATER THAN 3:1 ORIENT TO SLOPE.

USE SAME STAKING/GUYING ORIENTATION FOR ALL PLANTS WITHIN EACH GROUPING OR AREA

STAKING/GUYING LOCATION

GUYING DETAIL

STAKING DETAIL

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 two (2) full years 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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Know what's below. Call before you dig.

ALLENDESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668

Seal:

STATE OF MICHIGAN
JAMES C. ALLEN
Landscape Architect
No. 1301
REGISTERED LANDSCAPE ARCHITECT

Title:

Landscape Details

Project:

1740 Glengary Road
Commerce Township, Michigan

Prepared for:

Umlor Group
45525 Grand River Avenue, Suite 100
Novi, Michigan 48374

Revision:	Issued:
Review	October 13, 2026

Job Number:

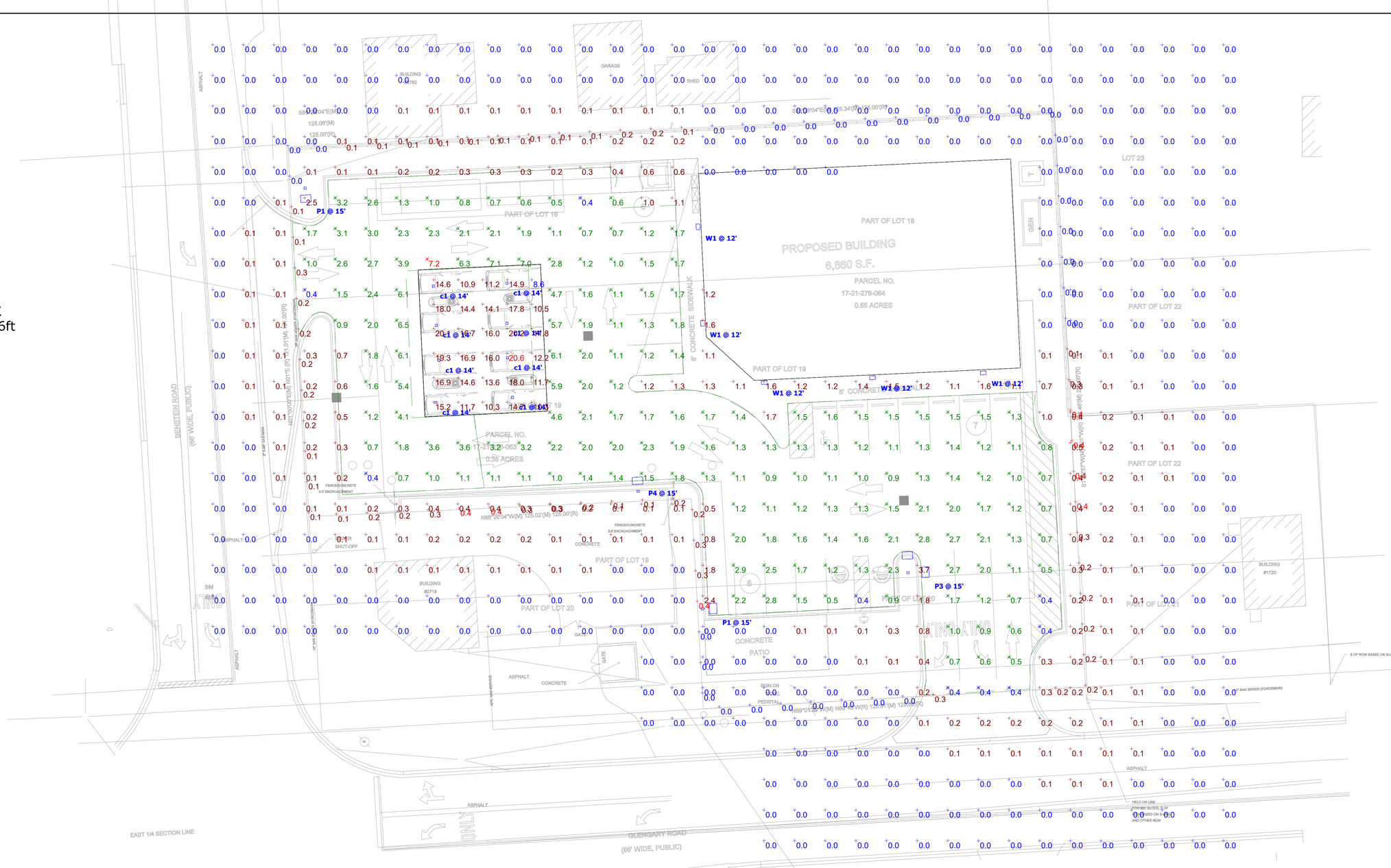
26-069

Drawn By:	Checked By:
jca	jca

Sheet No.

L-2

Plan View
Scale - 1" = 16ft



General Note
1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: GRADE

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1 2019. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.

Alternates Note
THE USE OF FIXTURE ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.

Ordering Note
FOR INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734--266-6705.

Drawing Note
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

Mounting Height Note
MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.

Schedule

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage
	c1	8	Lithonia Lighting	RCNY LED ALO1 @Setting4 40K 80CRI SYMC MVOLT	Recessed Canopy Symmetric Lens Glass Adjustable Lumen Output 2,000-10,000 Lumens 80CRI 4000K 120-277V	6466	0.9	40.5
	P1	2	Lithonia Lighting	DSX0 LED P1 40K 80CRI RCCO EGS	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 80 CRI Right Corner Cutoff Extreme Backlight Control External Glare Shield	3199	0.9	33.21
	P3	1	Lithonia Lighting	[...]	[...]	[. . .]	0.9	78.35
			Lithonia Lighting	DSX0 LED P1 40K 80CRI T2M EGS	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 80 CRI Type 2 Medium External Glare Shield	3625	0.9	33.21
			Lithonia Lighting	DSX0 LED P2 40K 80CRI T4M EGS	D-Series Size 0 Area Luminaire P2 Performance Package 4000K CCT 80 CRI Type 4 Medium External Glare Shield	4759	0.9	45.14
	P4	1	Lithonia Lighting	DSX0 LED P1 40K 80CRI BLC3 EGS	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 80 CRI Type 3 Extreme Backlight Control External Glare Shield	2963	0.9	33.21
	W1	5	Lithonia Lighting	WDGE2 LED P2 40K 80CRI TFTM	WDGE2 LED WITH P2 - PERFORMANCE PACKAGE, 4000K, 80CRI, TYPE FORWARD THROW MEDIUM OPTIC	2030	0.9	18.9815

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall/Grade	+	0.6 fc	7.2 fc	0.0 fc	N/A	N/A
Parking & Drive Lanes	X	1.8 fc	7.2 fc	0.4 fc	18.0:1	4.5:1
Property Line	+	0.1 fc	0.4 fc	0.0 fc	N/A	N/A
Under Canopy	+	14.7 fc	20.6 fc	8.6 fc	2.4:1	1.7:1

GAS STATION & CONVENIENCE STORE - 1740 GLENGARY RD
EXTERIOR PHOTOMETRIC PLAN
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
BK
Date
10/12/2026
Scale
Not to Scale
Drawing No.
#26-63210 V2



RCNY LED
Recessed LED Canopy/Ceiling Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The RCNY LED recessed luminaire is designed to provide exceptional energy savings and versatility in one fixture. With a compact design the RCNY provides superior illumination while blending into the canopy space seamlessly. The RCNY is unique in that as a recessed canopy it can be installed in both 12" and 16" canopy decks. Features such as Adjustable Lumen Output Dial with 8 Settings and forward throw distribution (ASYC) option make the RCNY one of the most versatile gas station canopies in the market. Lumen dial and driver are both accessible from below. With up to 179 LPW the RCNY LED delivers up to 90% in energy savings when replacing metal halide luminaires. With over 100,000 hour life expectancy (12+ years of 24/7 continuous operation), the RCNY LED luminaire provides significant maintenance savings over traditional luminaires. Wet location junction box available upon request.

Specifications

	RCNY LED
Width:	11.5"
Height:	5.9"
Length:	11.5"
Weight:	14lbs

Ordering Information

EXAMPLE: RCNY LED ALO2 50K 70CRI SYMC MVOLT BZS DWHXD

RCNY LED

Series	Package	Color Temperature	CRI	Lens
RCNY LED	ALO1 2,000-12,000 Lumens ALO2 4,000-24,000 Lumens	30K 3000K 40K 4000K 50K 5000K 57K 5700K AMBLW (Limited Wavelength) [1]	70CRI 80CRI 90CRI [2] AMCRI [3]	SYMC Symmetric Clear Lens ASYC Asymmetric Clear Lens SYMF Symmetric Frost Lens SYMG Symmetric Glass Lens

Voltage	Trim	Trim Finish	Option
MVOLT 120-277V HVOLT 347-480V	BZS 11.5" Square Bezel BZL 18.0" Square Bezel [4]	DWHXD White DBLXD Black DDBXD Bronze DNAXD Natural Aluminum	CCE Coastal Protection SPD10KV 10K Surge Protection DMG [5] 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)

Accessories

Ordered and shipped separately.

Catalog	Description	Use	Dimensions
FP12RM*	RCNY Backplate for 12" Decks	Covers Existing Hole if Larger than Fixture	11.5" x 24" x 18GA Galv Steel
FP16RM*	RCNY Backplate for 16" Decks	Covers Existing Hole if Larger than Fixture	15.5" x 24" x 18GA Galv Steel
BP18RM*	RCNY 18" Beautyplate	Covers Existing Footprint of Existing Fixture	18" x 18" x 16GA Aluminum
BP26RM*	RCNY 26" Beautyplate	Covers Existing Footprint of Existing Fixture	26" x 26" x 16GA Aluminum
WLJBX2	Waterproof J-Box 1/2 Inch with Cover	For Power Supply Wiring	2.8" x 4.6" x 2.0" Aluminum

* Add "U" to the end of the catalog number for individual unit pack or "J6" for packs of 6 units

NOTES

1. Only available with ALO2 and AMCRI.
2. 90CRI not available with 57K.
3. Only available with ALO2 and AMBLW.
4. BZL Only Available with SYMG Lens
5. FAO not included with fixture, ALO2 will be set at 24,000 lumens and ALO1 at 12,000 Lumens.

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D-Series Size 0
LED Area Luminaire

Catalog Number

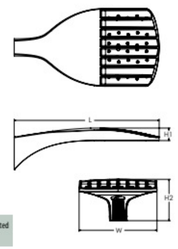
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Design Select options indicated by this color background.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature [2]	Color Rendering Index [3]	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10 [1] P12 [1] P11 [1] P13 [1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare [3] T4M Type IV medium T4LG Type IV low glare [3] TFTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control [3] BLC4 Type IV backlight control [3] LCCO Left corner cutoff [3] RCCO Right corner cutoff [3]	MVOLT (120V-277V) [4] HVOLT (347V-480V) [5,6] XVOLT (277V-480V) [7,8] 120 [16,24] 208 [16,24] 240 [16,24] 277 [16,24] 347 [16,24] 480 [16,24]	**Shipped included** SPA Square pole mounting (#8 drilling, 3.5" min. SQ pole) RPA Round pole mounting (#8 drilling, 3" min. RND pole) SPA5 Square pole mounting (#5 drilling, 3" min. SQ pole) [9] RPA5 Round pole mounting (#5 drilling, 3" min. RND pole) [9] SPA8N Square narrow pole mounting (#8 drilling, 3" min. SQ pole) WBA Wall bracket [10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [11,12,18,19] PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [11,18,19] PER NEMA twist-lock receptacle only (controls ordered separate) [14] PER5 Five-pin receptacle only (controls ordered separate) [14,19] PER7 Seven-pin receptacle only (controls ordered separate) [14,19] FAO Field adjustable output [15,19] BL30 Bi-level switched dimming, 30% [15,19] BL50 Bi-level switched dimming, 50% [15,19] DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) [17]	**Shipped installed** HS Houseside shield (black finish standard) [20] L90 Left rotated optics [1] R90 Right rotated optics [1] CCE Coastal Construction [21] HA 50°C ambient operation [22] BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) [24] DF Double fuse (208, 240, 480V) [24] **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

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WDGE2 LED
Architectural Wall Sconce Precision Refractive Optic

Catalog Number

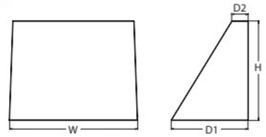
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	7"
Depth (D2):	1.5"
Height:	9"
Width:	11.5"
Weight: (without options)	13.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	--	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI T3M MVOLT SRM DDBXD

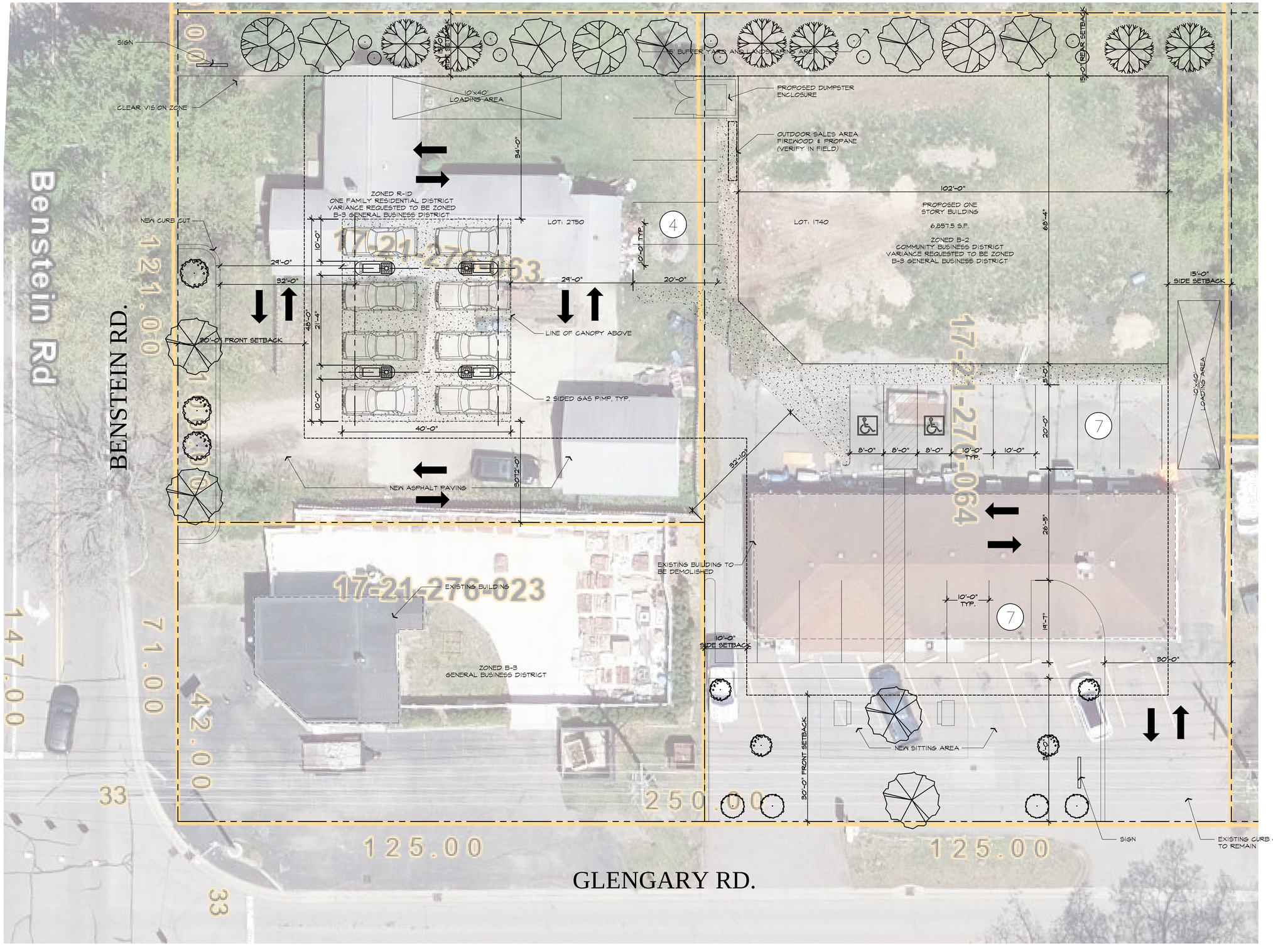
Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0 [1] P1 [2] P2 [2] P3 [2] P4 [2]	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K AMB [3] Amber	70CRI* 80CRI LW [4] Limited Wavelength	T1S Type I Short T2M Type II Medium T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT 347 [5] 480 [5]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only) [6] **Shipped separately** AWS 3/8inch Architectural wall spacer [7] PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available [7]

Options		Finish
E10WH Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 5°C min) E20WC Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min) PE Photocell, Button Type [8] DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) [9] BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points. CCE Coastal Construction [1]	**Standalone Sensors/Controls** PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching. PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation. PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation. **Networked Sensors/Controls** NLTAIR2 PIR Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights. NLTAIR2 PIRH Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights. NLTAIREM2 PIR Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights NLTAIREM2 PIRH Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights. See page 4 for out of box functionality	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

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GAS STATION & CONVENIENCE STORE - 1740 GLENGARY RD
EXTERIOR PHOTOMETRIC PLAN
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
BK
Date
10/12/2026
Scale
Not to Scale
Drawing No.
#26-63210 V2



NORTH

SP.101 PROPOSED SITE PLAN
SCALE: 3/32" = 1'-0"

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GA ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/32" = 1'-0"

FILE NAME : 26034.A.101

JOB #: 26034

SHEET TITLE
SITE PLAN

SHEET #
SP.101

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT

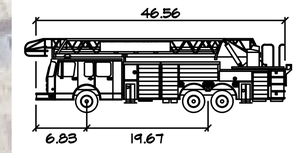
ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26

ARCHITECTURAL DESIGN

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COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24061 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

SIGN
CLEAR VISION ZONE
NEW CURB CUT
30'-0" FRONT SETBACK
ZONED R-1D
ONE FAMILY RESIDENTIAL DISTRICT
VARIANCE REQUESTED TO BE ZONED
B-3 GENERAL BUSINESS DISTRICT
10'x40'
LOADING AREA
LOT: 12750
10'-0" TYP.
29'-0"
32'-0"
46'-0"
21'-4"
10'-0"
40'-0"
LINE OF CANOPY ABOVE
2 SIDED GAS PMP, TYP.
NEW ASPHALT PAVING
80'12'-0"
EXISTING BUILDING TO
BE DEMOLISHED
EXISTING BUILDING
ZONED B-3
GENERAL BUSINESS DISTRICT
20' BUFFER YARD AND LANDSCAPING AREA
PROPOSED DUMPSTER
ENCLOSURE
OUTDOOR SALES AREA
FIREWOOD & PROPANE
(VERIFY IN FIELD)
102'-0"
PROPOSED ONE
STORY BUILDING
LOT: 1740
6,857.5 S.F.
ZONED B-2
COMMUNITY BUSINESS DISTRICT
VARIANCE REQUESTED TO BE ZONED
B-3 GENERAL BUSINESS DISTRICT
69'-4"
20'-0"
15'-0" REAR SETBACK
15'-0" SIDE SETBACK
10'x40'
LOADING AREA
15'-0"
20'-0"
8'-0"
8'-0"
8'-0"
10'-0"
81'-10"
29'-3"
10'-0" TYP.
14'-7"
26'-0"
10'-0" SIDE SETBACK
30'-0" FRONT SETBACK
NEW SITTING AREA
5'-0"
SIGN
EXISTING CURB CUT
TO REMAIN
BENSTEIN RD.
GLENGARY RD.
17-21-276-023
17-21-276-063
17-21-276-064
147.00
71.00
42.00
33
250.00
125.00
125.00
33
121.00



GAVI	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.00
Steering Angle	: 90.00

NORTH

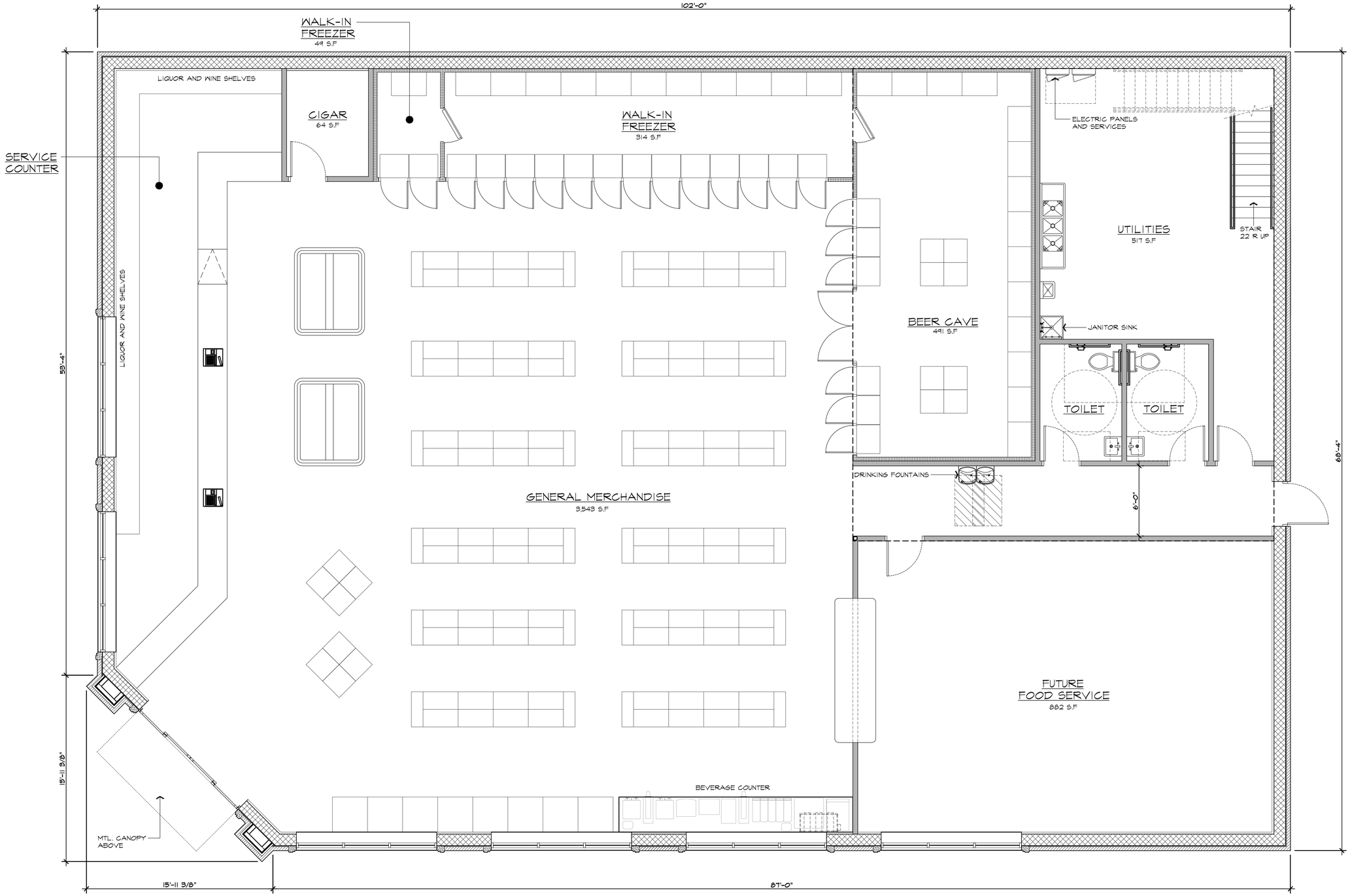
1 SP.102 **PROPOSED SITE PLAN**
SCALE: 3/32" = 1'-0"

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/32" = 1'-0"
FILE NAME : 26034.A.101
JOB #: 26034
SHEET TITLE
SITE PLAN
SHEET #
SP.102

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT



PROJECT DESCRIPTION

NEW 1 STORY COMMERCIAL BUILDING TO BE BUILD OUT INTO A CONVENIENCE MARKET. INTERIOR FIT-OUT DRAWINGS OF LEASE SPACE(S) TO BE SUBMITTED IN FUTURE. COORDINATE WITH OWNER FOR ANY FUTURE BUILD-OUT(S) AS PERMITTED PER CURRENT APPLICABLE LOCAL AND STATE CODES. THIS INCLUDES, BUT NOT LIMITED TO, THE CONSTRUCTION OF TENANT DEMISING WALL PER USE GROUP SEPARATION REQUIREMENTS.

PROJECT DATA:

EXIST ZONING	B-2 COMMUNITY BUSINESS
TOTAL SITE AREA	0.9 ACRES (39,204 SF.) GROSS
USE GROUP	M
CONSTRUCTION TYPE	IIB UNSPRINKLED

BUILDING DATA	GROSS FLOOR AREA
AREA OF WORK (GAS STATION AND MARKET)	6,857.5 GSF

GENERAL NOTES & CODE REVIEW:

GENERAL CONTR. TO COMPLY W/ ALL FEDERAL, STATE, CITY AND LOCAL CODES WHERE APPLICABLE

- MICHIGAN REHABILITATION CODE 2021
- MICHIGAN BUILDING CODE 2021
- ICC/ANSI A117.1, 2017 & MICHIGAN BARRIER FREE DESIGN LAW OF PUBLIC ACT 1 OF 1966 AS AMENDED.
- MICHIGAN MECHANICAL CODE 2021 (M.M.C.)
- MICHIGAN PLUMBING CODE 2021 (M.P.C.)
- INTERNATIONAL FUEL GAS CODE 2015 (I.F.G.C)
- ENERGY CODE: MBC 2021 (MICHIGAN BUILDING CODE 2021) - CHAPTER 13 & MEC 2021 (MICHIGAN ENERGY CODE 2021) - CHAPTER 4 & MICHIGAN ENERGY CODE PART 10a. RULES (ANSI/ ASHRAE 90.1-2017)
- MICHIGAN ELECTRICAL CODE BASED ON 2023 N.E.C. W/ PART 8 AMENDMENTS
- PROJECT SHALL COMPLY W/ MBC 2021 CHP. 35 REFERENCE STANDARDS

NORTH

1 / A.101 **PROPOSED MAIN FLOOR PLAN**

SCALE: 1/4" = 1'-0"

6,857.5 S.F

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24061 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GA ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 1/4" = 1'-0"

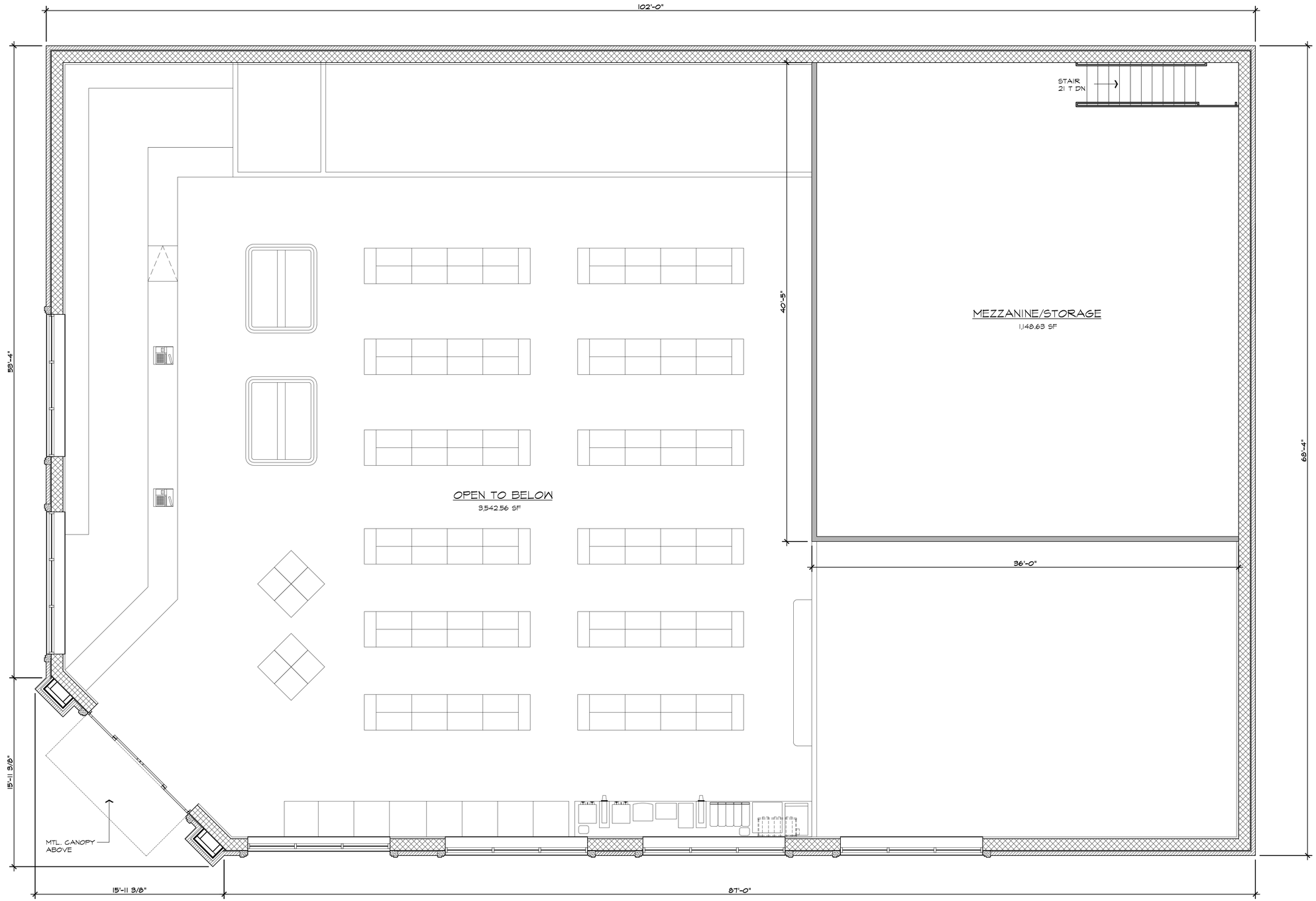
FILE NAME : 26034.A.101

JOB #: 26034

SHEET TITLE
PROPOSED MAIN FLOOR PLAN

SHEET #
A.101

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT



NORTH

1 A.102

PROPOSED SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

6,857.5 S.F

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26
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ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

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24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GA ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 1/4" = 1'-0"

FILE NAME : 26034.A.101

JOB # 26034

SHEET TITLE
PROPOSED
SECOND
FLOOR PLAN

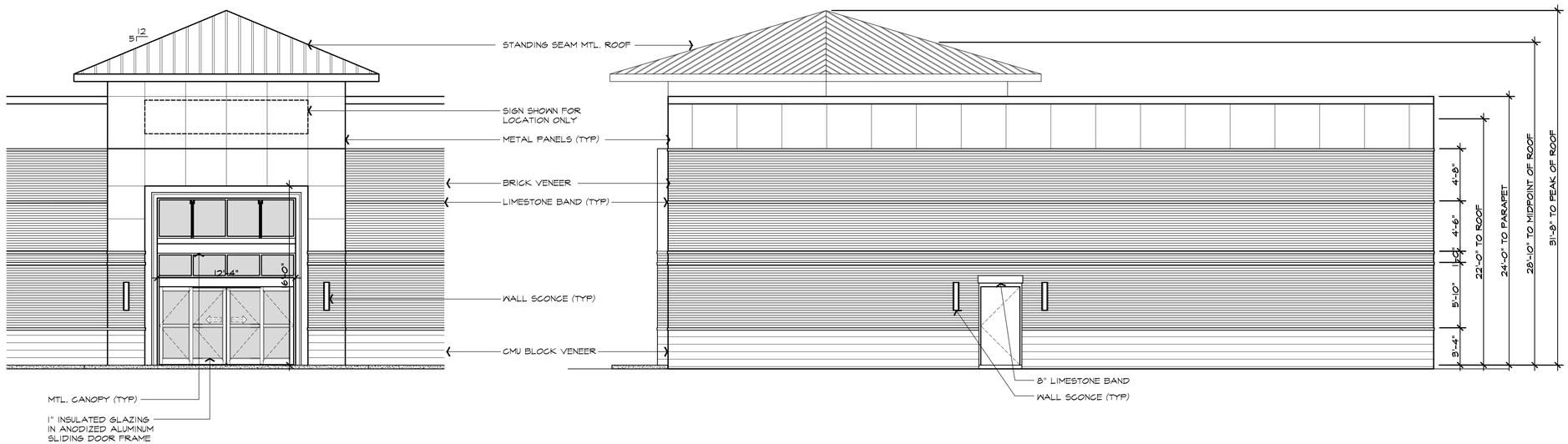
SHEET #
A.102

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT



GAS STATION CANOPY OPTION 1
SCALE: 3/16" = 1'-0"

1/A.20 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2/A.20 MAIN ENTRY ELEVATION
SCALE: 3/16" = 1'-0"

3/A.20 WEST ELEVATION
SCALE: 3/16" = 1'-0"

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26
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ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24901 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/16" = 1'-0"

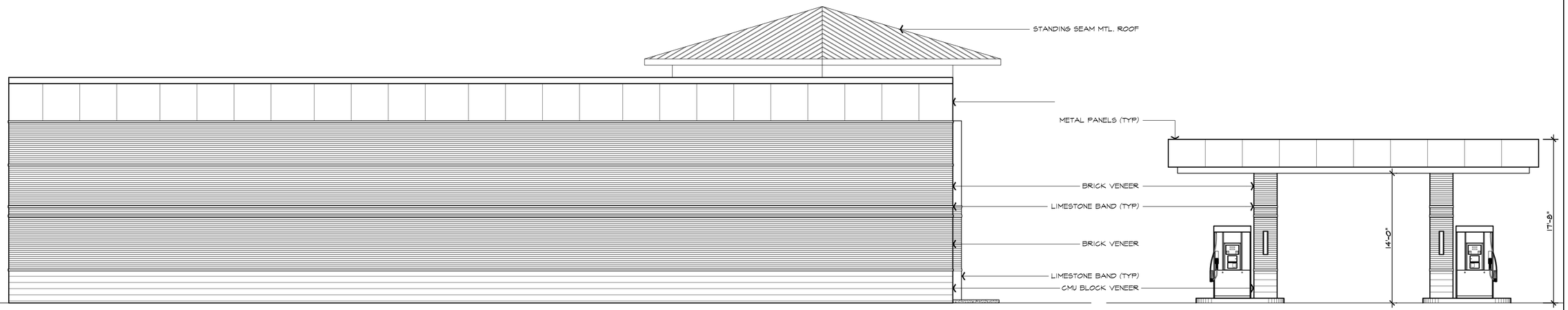
FILE NAME : 26034.A.201s

JOB #: 26034

SHEET TITLE
ELEVATIONS

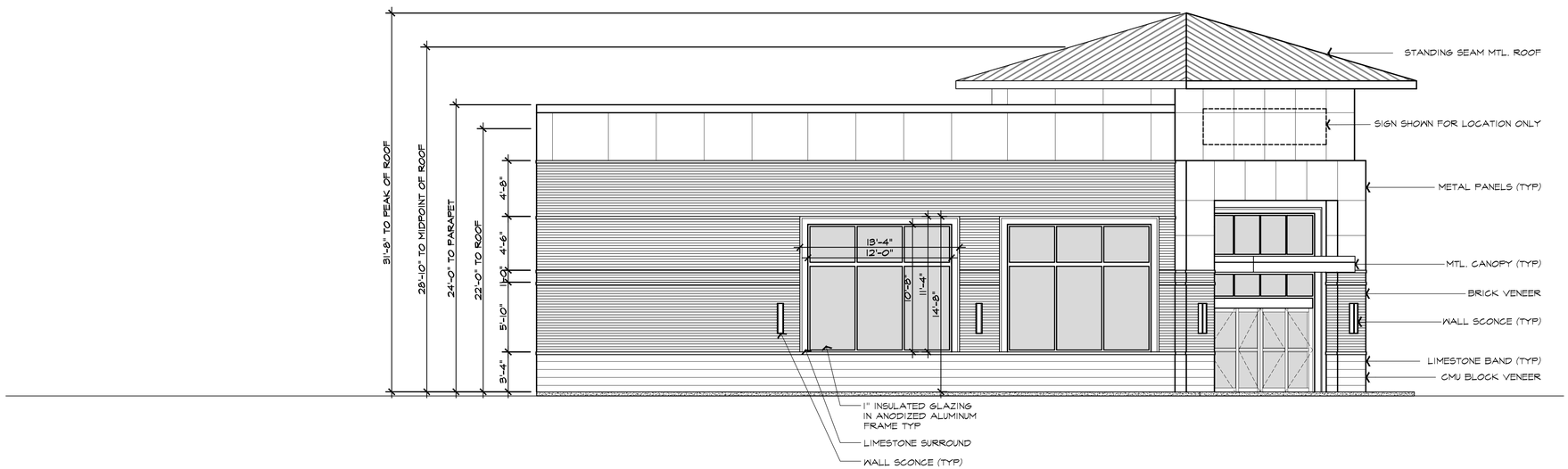
SHEET #
A.201

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301003845Z
LICENSED ARCHITECT



1 A.202 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"



2 A.202 EAST ELEVATION
SCALE: 3/16" = 1'-0"

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26
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ARCHITECTURAL DESIGN
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM
GAV ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	SA	SA

SCALE : 3/16" = 1'-0"
FILE NAME : 26034.A.201s
JOB #: 26034
SHEET TITLE
ELEVATIONS
SHEET #
A.202

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT



GAS STATION CANOPY OPTION 1
SCALE: 3/16" = 1'-0"

1 / A.203 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 / A.203 EAST ELEVATION
SCALE: 3/16" = 1'-0"

GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"

ISSUED FOR	DATE
CITY REVIEW	4-14-26
SITE PLAN APPROVAL	10-07-26
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ARCHITECTURAL DESIGN
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
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GA ASSOCIATES

NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
WM	GA	GA

SCALE : 3/16" = 1'-0"

FILE NAME : 26034.A.201s

JOB #: 26034

SHEET TITLE
ELEVATIONS
MCOLOR

SHEET #
A.203

STATE OF MICHIGAN
SAMIR M KARIM
ARCHITECT
No. 1301038452
LICENSED ARCHITECT

NEW BUSINESS

ITEM I1 – PSP26-09 – Commerce Lake Market – Site Plan - See ITEM H1

TO: **Commerce Township Planning Commission**

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

DATE: **November 12, 2026**

RE: **Conceptual Review – C.A. Hull Outside Storage Expansion**
8177 Goldie Road and 8225 Goldie Road

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. Michael Malloure from C.A. Hull Construction has requested that option for a proposed expansion of C.A. Hull's outside storage at 8177 & 8225 Goldie Road.

Property Background

C.A. Hull added a 2-story, 8,000 sq ft office addition to the front (north) side of their existing building around 2016, improved the area along the east side of the building with a paved/striped parking area including new landscaping along the site's frontage, and installed an improved fence along the south side of Goldie to better screen/delineate their outdoor storage area.

Along with approximately 180 properties around it, C.A. Hull's property was rezoned to the Township's then-new TLM (Technology & Light Manufacturing) zoning district in early 2016. TLM zoning allows for accessory outdoor storage subject to significant restrictions (location, screening, type of materials to be stored, etc.)

The property C.A. Hull is seeking to acquire, comprised of the southerly 8.6 acres of the 16-acre former Commerce Drive-In property, is currently zoned B-2 (Community Business). Since outdoor storage is generally not permitted in the B-2 zoning district, the Planning Commission's concept review of C.A. Hulls plan should include discussion on the potential to rezone that portion of the parcel from B-2 (Community Business) to TLM (Technology & Light Manufacturing). Even if rezoned, the Planning Commission would likely have to agree to deviations of the location of outdoor storage in the TLM zoning district, specifically its limit to being only in a site's defined rear yard.

Overview

C.A. Hull is interested in acquiring 8.9 acres to extend their existing outside storage to the north/northwest of their existing operation along the south side of Goldie Street, accessed via Haggerty Road. C.A. Hull, who is a heavy construction contractor whose primary business is highway bridge construction / re-construction for the Michigan Department of Transportation (MDOT), is outgrowing their current location and hopes to stay in Commerce Township because it's awesome here.

C.A. Hull Outside Storage Expansion – 8177 & 8225 Goldie Road
Planning Department Overview

Attached are conceptual plans of the outdoor storage area prepared by Jim Butler with PEA Group, along with a narrative describing C.A. Hull's proposal. Outdoor storage would consist of construction equipment, materials, and supplies. The site would not be used for storage of soil or mounds of debris. Mr. Malloure is proposing to add a 6-foot chain link fence along the western, northern and eastern property lines that will connect to the existing fences of the existing yard. On the northern perimeter privacy slats will be added to help screen views from Richardson Road. At this time, no buildings are being proposed on the new parcel, however Mr. Malloure may look into an office expansion in the future.

A regional detention basin is proposed along the northern perimeter of the proposed C.A. Hull expansion which would be shared by C.A. Hull and whatever eventually develops along the Commerce Drive-In site's frontage along the south side of Richardson. The Commerce Drive-In site's owners – Randy Thomas & family – have presented the Planning Commission with a concept of creating around 4 out lots along that frontage with uses consistent with the current B-2 zoning. How that frontage develops might in part be dictated by the pending roundabouts at Martin & Richardson and Richardson & Union Lake being targeted for 2028 construction. The roundabout planned for Union Lake and Richardson will be constructed with a stubbed approach on its south side that would eventually be extended as a private road/driveway leading to the future out lots. It is important to note that C.A. Hull is not proposing to connect to that roundabout, but will continue to utilize Goldie as its means of ingress & egress.

Mr. Malloure is looking to add the southern portion of the former drive-in property to expand his business. The current zoning for that parcel is B-2 (Community Business) which does not allow outside storage. In order for C.A. Hull to have the ability to add outside storage on that parcel, they are seeking the Planning Commissions comments to rezone to TLM (Technology & Light Manufacturing). Outside storage is allowed as a special land use as an accessory use in TLM. Mr. Malloure would likely be required to combine the newly acquired parcel with 8225 Goldie Road (possibly combine 8177 Goldie Road as well) to be able to seek special land use approval for the outside storage of the construction equipment.

The Township Engineer, Giffels Webster, provided preliminary comments regarding water and sewer and advised they do not have any engineering issues that would restrict the rezoning of the site. Their recommendation is that an easement for water and sanitary be preserved across the northern portion of the property for future possible use if/when the developer decides to do an office expansion.

Fire Marshal Mark Gall is good with the conceptual plan and the list of equipment being stored with one note for comment, reminding the developer that adding any stationary or temporary fuel station tanks will come with additional fire code requirements.

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. Malloure and the Planning Department begin the formal process of forming a new parcel, the

petitioner wanted to receive the Planning Commission's feedback on whether this proposal appears viable.

The Planning Department will be happy to answer any questions or provide any insight at the November 16, 2026 Planning Commission meeting.

Commerce Township E-Mail

Bethany Miller <bmiller@commercetwp.com>

C.A. Hull Outdoor Storage Expansion

1 message

Nancy McClain <nmcclain@giffelswebster.com> Tue, Nov 10, 2026 at 11:29 AM
To: Dave Campbell <dcampbell@commercetwp.com>
Cc: Jason Mayer <jmayer@giffelswebster.com>, Bethany Miller <bmiller@commercetwp.com>, Brooke McDonald <bmcdonald@giffelswebster.com>

Good Morning Dave,

We have looked over the concept for the CA Hull layout with regards to the request for rezoning. We have no engineering issues that would restrict the rezoning of this site.

As shown, the southern portion of the site does not have access to sanitary sewer as there is not currently sanitary sewer in Goldie Street. There will be access for the northern portion of the site to the gravity sewer in Richardson Road. The southern portion of the site also does not front on a water main, however there is a 12" water main stub and hydrant located approximately 200' east of the southeast property corner that could provide a connection if needed. The proposed use will not require service connections to water and sanitary sewer. The Fire Marshal should address the requirements for fire protection at the site and determine if a water main extension and hydrant will be required.

It is our recommendation that an easement for water and sanitary sewer be preserved across the northern portion of the property for future possible use.

The engineer has been in contact with us during their development of the plans to discuss the storm water flow. They site will need to meet the requirements of the storm water ordinance. The concept shows a storm water detention basin intended to serve both the north and south portions of the site. A detention basin requires an outlet for the storm water, which is not currently shown on the plans. In the event an outlet is not available, a retention basin will be required. For either basin an overflow route that does not flood any existing or proposed structures is required and must be shown on the plans. A drainage easement may be required from neighboring properties to accomplish this. The site appears to have sufficient area to accommodate either basin. Preliminary storm water calculations will be required at Site Plan submittal.

Please let us know if you have any questions.

Regards,

Nancy

Nancy McClain, PE
Project Manager

giffels webster

Giffels Webster
1025 E. Maple, Suite 100
Birmingham, MI, 48009
p: 248.852.3100
m: 313.590.5690

d: 248.598.5125
f: 313.962.5068

Crain's Best Places to Work in Southeast Michigan 2025

nmcclain@giffelswebster.com
www.giffelswebster.com
privacy policy

2026-11-10 C.A. Hull Outside Storage Expansion_Rezoning.pdf
1319K

Commerce Township E-Mail

Paula Lankford <plankford@commercetwp.com>

Re: C.A. Hull - Concept Review

1 message

Mark Gall <mgall@commercetwp.com> Thu, Oct 29, 2026 at 2:11 PM
To: Mike Malloure <Mike@cahull.com>
Cc: Bethany Miller <bmiller@commercetwp.com>, Randy Thomas <rthomas@insitecommercial.com>, John Houser <jhouser@peagroup.com>, David Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>, John Stebelton <jstebelton@peagroup.com>

Okay, that list looks fine. Just keep in mind that adding stationary or temporary fuel station tanks comes with additional fire code requirements along with large quantities of fluids and/or lubricants.

On Thu, Oct 29, 2026 at 12:44 PM Mike Malloure <Mike@cahull.com> wrote:

> Hi Bethany,
>
> Here is summary of the worst case for the most equipment in storage at one time on the Drive-in Movie property:

Category	Quantity
Pickup Truck	58
Truck (& Misc Trucks)	105
Trailer	180
Wheel Loader - 4.00 CYD	6
Telehandler 6000-9000 lb	15
Excavators, Dozer, Roller, Broom Tractor	25
Cranes	13
Pile Hammer	2
Bidwell – Concrete	6
Generator / Welder Generator	30
Light Plant	19
Air Compressor	40
Portable Welder 200 amps +	18
Inserno Heater / JetHeat Large	3
Attachments Misc	150

> We tend to keep one or two 55-gallon drums on hand of various oils and lubricants, but we intend to keep these stored on our existing property where the equipment maintenance takes place. We also have temporary, above ground diesel fuel tanks that will also stay in their current location on exiting property.
>
> If additional info is needed by the Fire Marshal I can be reached directly at 810-217-9358.

Thanks,

Mike

From: Bethany Miller <bmiller@commercetwp.com>
Sent: Wednesday, October 28, 2026 4:27 PM
To: Mike Malloure <Mike@cahull.com>
Cc: Randy Thomas <rthomas@insitecommercial.com>; John Houser <jhouser@peagroup.com>; David Campbell <dcampbell@commercetwp.com>; Paula Lankford <plankford@commercetwp.com>; John Stebelton <jstebelton@peagroup.com>; Mark Gall <mgall@commercetwp.com>
Subject: Re: C.A. Hull - Concept Review

ATTENTION: This email originates from outside the C.A. Hull organization. Use caution when following links as they could open malicious web sites.

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi Mike -

Our Fire Marshal has a couple of questions, I have added him to this email. Are you able to provide any insight into what he needs?

Fire Marshal - I just need clarification on the type and quantity of equipment, fluids, or fuels. I also need the quantities of fluids and fuels.

Sincerely,

--

Bethany Miller
Associate Planner.
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390
Phone: (248) 960-7050
bmiller@commercetwp.com
Mon-Thu 7:15 a.m. - 5:30 p.m.

The information contained in this electronic message is intended only for the use of the designated recipient(s). If the reader of this message is not the intended recipient, you are hereby notified that any review, use, dissemination,

forwarding or copying of this message is strictly prohibited, and we request that you delete the original message and all attachments.

On Wed, Oct 28, 2026 at 12:53 PM Bethany Miller <bmiller@commercetwp.com> wrote:

> Thank you Mike. I will get things started on our end to prepare for the November 16 meeting and reach out if I need anything additional from you.
>
> Sincerely,
>
> --
>
> *Bethany Miller*
> Associate Planner.
> Charter Township of Commerce
> 2009 Township Drive
> Commerce Township, MI 48390
> Phone: (248) 960-7050
> bmiller@commercetwp.com
> Mon-Thu 7:15 a.m. - 5:30 p.m.
>
> *The information contained in this electronic message is intended only for the use of the designated recipient(s). If the reader of this message is not the intended recipient, you are hereby notified that any review, use, dissemination, forwarding or copying of this message is strictly prohibited, and we request that you delete the original message and all attachments.*
>
> On Wed, Oct 28, 2026 at 12:44 PM Mike Malloure <Mike@cahull.com> wrote:
>
> > Bethany,
> >
> > Thanks again for your patience. Attached are the documents we would like to submit for the 11/16 meeting. Please let us know if we are missing anything critical.
> >
> > Thanks,
> >
> > Mike
> >
> > ---
> >
> > **From:** Bethany Miller <bmiller@commercetwp.com>
> > **Sent:** Tuesday, October 27, 2026 2:13 PM
> > **To:** Mike Malloure <Mike@cahull.com>
> > **Cc:** Randy Thomas <rthomas@insitecommercial.com>; John Houser <jhouser@peagroup.com>; David Campbell <dcampbell@commercetwp.com>; Paula Lankford <plankford@commercetwp.com>
> > **Subject:** Re: C.A. Hull - Concept Review

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Hi Mike -

No worries at all, tomorrow will work for me.

Thank you.

Sincerely,

--

Bethany Miller
Associate Planner.
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390
Phone: (248) 960-7050
bmiller@commercetwp.com
Mon-Thu 7:15 a.m. - 5:30 p.m.

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On Tue, Oct 27, 2026 at 2:07 PM Mike Malloure <Mike@cahull.com> wrote:

> Hi Bethany,
>
> Thanks for reaching out, and I'm sorry for the delay on our end… entirely my fault. We are putting things together and plan to submit documents tomorrow. I hope this works and sincerely appreciate any flexibility/forgiveness you have.
>
> Thanks,
>
> Mike

From: Bethany Miller <bmiller@commercetwp.com>
Sent: Tuesday, October 27, 2026 11:54 AM
To: Mike Malloure <Mike@cahull.com>
Cc: David Campbell <dcampbell@commercetwp.com>; Paula Lankford <plankford@commercetwp.com>
Subject: Re: C.A. Hull - Concept Review

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EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi Mike -

I hope you had a good trip out of the country.

I am checking in to see if you will be sending your documents today for the concept review regarding the outside storage expansion.

Thank you.

Sincerely,

--

Bethany Miller
Associate Planner.
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390
Phone: (248) 960-7050
bmiller@commercetwp.com
Mon-Thu 7:15 a.m. - 5:30 p.m.

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On Thu, Oct 15, 2026 at 12:23 PM Mike Malloure <Mike@cahull.com> wrote:

> Thanks. We will get you materials by EOB on 10/26
>
> On Oct 15, 2026, at 6:17 PM, Bethany Miller <bmiller@commercetwp.com> wrote:
>
> **ATTENTION: This email originates from outside the C.A. Hull organization. Use caution when following links as they could open malicious web sites.**
>
> EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.
>
> Hi Mike -
>
> How about by 10/26? This gives you an extra week.
>
> With yours being a concept plan, we don't need a lot of detail on your plans. Just show where and what will be stored in the expansion area, and indicate where any fences or buffering you are offering will be located. This is just to get feedback from the commissioners, no action will be taken yet.
>
> Please let me know if this works for you. Thank you.
>
> Sincerely,
>
> --
>
> *Bethany Miller*
> Associate Planner.
> Charter Township of Commerce
> 2009 Township Drive
> Commerce Township, MI 48390
> Phone: (248) 960-7050
> bmiller@commercetwp.com
> Mon-Thu 7:15 a.m. - 5:30 p.m.
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hereby notified that any review, use, dissemination, forwarding or copying of this message is strictly prohibited, and we request that you delete the original message and all attachments.

On Thu, Oct 15, 2026 at 12:09 PM Mike Malloure <Mike@cahull.com> wrote:

> Hi Beth,
>
> With the meeting pushed back a week, I'm hoping you can give us some extra time on getting our documents to you? I'm out of the country and returning on 10/23. Would it be possible to have you our materials by the end of the following week, 10/30?
>
> Thanks,
>
> Mike
>
> On Oct 8, 2026, at 9:22 PM, Bethany Miller <bmiller@commercetwp.com> wrote:
>
> **ATTENTION: This email originates from outside the C.A. Hull organization. Use caution when following links as they could open malicious web sites.**
>
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>
> You don't often get email from bmiller@commercetwp.com. Learn why this is important
>
> Sounds good Mike. If you can work with your team I will need your preliminary site plan and narrative by October 19.
>
> Thank you.
>
> Sincerely,
>
> --

Bethany Miller
Associate Planner.
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390
Phone: (248) 960-7050
bmiller@commercetwp.com
Mon-Thu 7:15 a.m. - 5:30 p.m.

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On Thu, Oct 8, 2026 at 12:49 PM Mike Malloure <Mike@cahull.com> wrote:

> Hi Bethany,
>
> Thanks for reaching out. Yes, we do plan on attending the Nov 9th meeting and appreciate you putting us on the agenda.
>
> Thanks,
>
> Mike
>
> On Oct 8, 2026, at 7:08 PM, Bethany Miller <bmiller@commercetwp.com> wrote:
>
> **ATTENTION: This email originates from outside the C.A. Hull organization. Use caution when following links as they could open malicious web sites.**
>
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>
> You don't often get email from bmiller@commercetwp.com.
> Learn why this is important

Hi Micheal -

I hope you have been doing well. It has been a little while since we met to discuss the expansion of C.A. Hull. I wanted to check in and see if you are still planning to attend the November 9 Planning Commission meeting with your concept plan? I am working on getting our agenda together and verify your plans.

Our next meeting is December 7 if you need more time. Please let me know if you have any questions. Thank you.

Sincerely,

--

Bethany Miller
Associate Planner.
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390
Phone: (248) 960-7050
bmiller@commercetwp.com
Mon-Thu 7:15 a.m. - 5:30 p.m.

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--

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

C.A. Hull Co., Inc.
8177 Goldie Street
Commerce, MI 48390
p 248 363 3813
f 248 363 2399
www.cahull.com

To: Dave Campbell, AICP

Director of Planning, Commerce Township

From: Mike Malloure

President, C. A. Hull Co., Inc.

Re: C. A. Hull's Proposed Purchase and Use of the Southern Portion of the Commerce Drive-In Property

Dear Mr. Campbell,

Please accept this letter as an introduction to C. A. Hull Co., Inc. and an overview of our proposed purchase and use of the southern portion of the former Commerce Drive-In property on Richardson Road. The property purchase would support our existing Commerce Township operations, provide space for continued growth, and create meaningful benefits for the Township.

C. A. Hull is a long-established heavy-highway construction contractor headquartered on Goldie Street in Commerce Township. We specialize in bridge construction and rehabilitation, perform projects throughout Michigan, and employ more than 400 people across the state.

C. A. Hull established operations at 8177 Goldie Street in 1967. In 2009, we purchased and occupied 8225 Goldie Street, which shares the southern boundary of the former drive-in property. Together, these locations support our office, warehouse, equipment-maintenance, steel-fabrication, and outdoor-storage functions, including the storage of construction equipment and steel products used in our projects.

C. A. Hull has grown significantly in recent years. During the past decade, we have more than doubled both our workforce and our equipment fleet. We have also expanded our capabilities, most notably by bringing fabrication of steel products for bridge construction in-house at our Goldie Street location.

Acquiring the southern portion of the former drive-in property would provide needed space for these current and growing operations. We propose to use the property primarily for outdoor storage of construction equipment, materials, and supplies, with the heaviest use occurring during winter when project activity slows. The site would not be used to store mounds of debris, soil, or aggregate that would be visible from Richardson Road.

The property is currently zoned B-2. We are seeking to rezone it to TLM so that its zoning is consistent with the Goldie Street properties we currently own and occupy and so that the proposed outdoor-storage use may be reviewed within the appropriate zoning framework.

The property would also create room for future office expansion near our existing facilities. If our projected growth continues, we expect to need additional office space within the next several years. Keeping that

growth on our Commerce Township campus would support the long-term continuity of our local operations; without adequate space, we may eventually be required to relocate some or all of those operations.

The additional outdoor storage will allow us to consolidate the winter inspection, maintenance, and repair of equipment to occur on site rather than at satellite yards rented throughout Michigan. It would also bring into Commerce Township an estimated $350,000 in annual personal property taxes that are currently paid to other municipalities where the equipment is stored at year-end.

All access to and from the proposed storage area would be through Goldie Street, and we do not anticipate a noticeable increase in traffic volumes in and out of our facility. During winter, traffic will decrease because equipment requiring maintenance or repair would already be stored at headquarters rather than transported repeatedly between our facility and remote yards.

The storage area would be managed as an extension of our existing headquarters operations. Equipment and materials would be stored in an orderly manner within the fenced area, access would be limited to authorized personnel, and site operations would comply with applicable Township requirements.

To prepare the property for this use, we propose to install a six-foot chain-link security fence along the western, northern, and eastern perimeters of the property and tie that fence into our existing fences. Privacy slats will be installed in the northern fence to screen views from Richardson Road. We would level the site and install a permeable driving and storage surface consisting of asphalt millings and/or 22AA road base. We are not currently proposing any buildings or impermeable asphalt or concrete surfaces on the acquired property. These improvements are intended to secure the storage area, reduce its visibility from Richardson Road, and preserve site permeability while accommodating the proposed use.

Overall, the proposal would help retain and support a long-established Commerce Township employer, accommodate continued growth near our existing headquarters, consolidate equipment and maintenance activities at one location, and generate additional personal property tax revenue for the Township.

The proposed purchase is contingent upon obtaining the Township approvals required for the rezoning and intended outdoor-storage use. C. A. Hull is prepared to submit the site plans, surveys, legal descriptions, and other supporting materials required as part of the Township's review process.

C. A. Hull respectfully requests the Township's support for the proposed rezoning, purchase, and use of the property for outdoor storage associated with our existing Commerce Township operations.

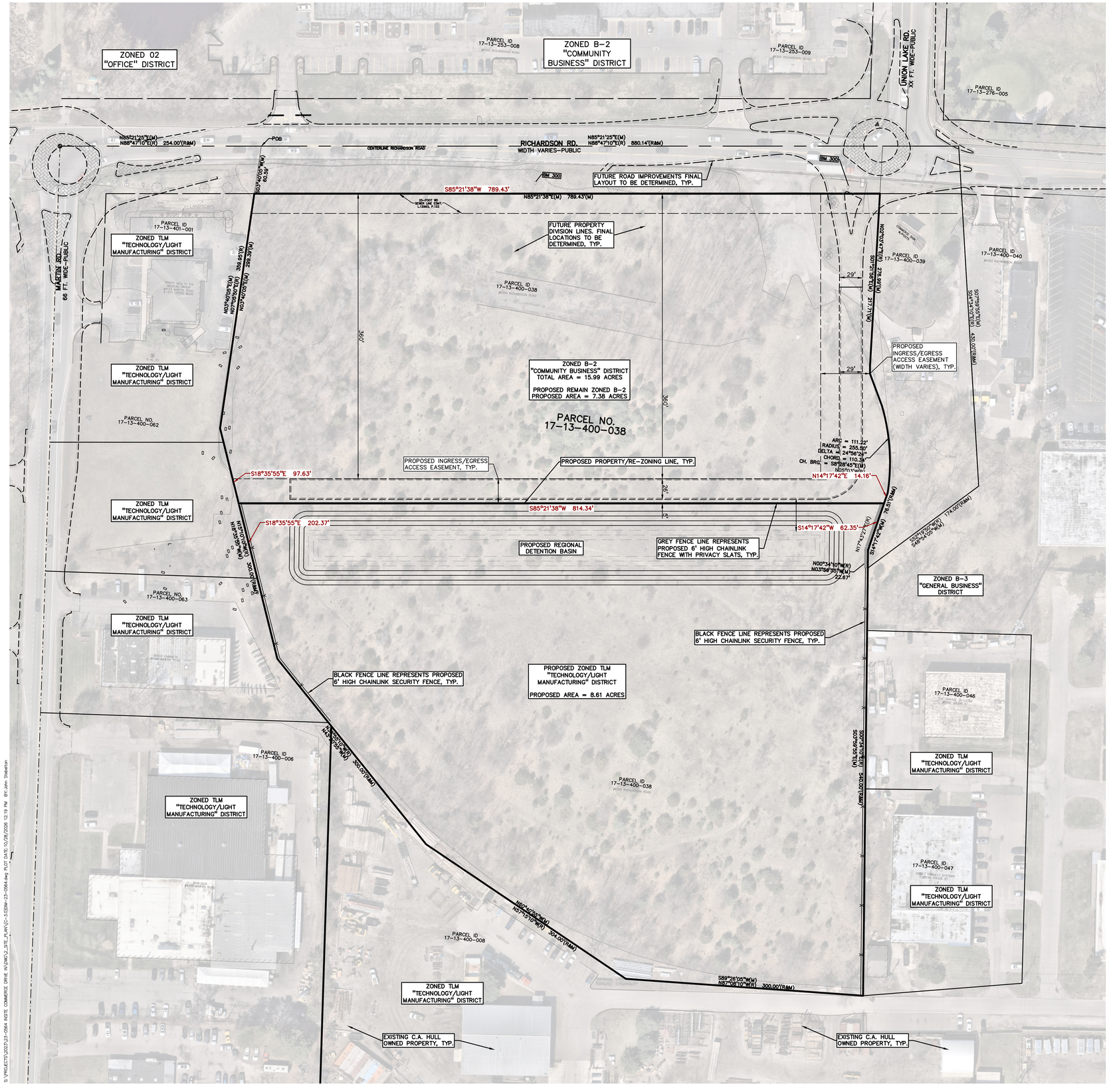
We appreciate the Township's consideration of this proposed use. We welcome the opportunity to discuss the project, address the Planning Commission's questions, and work with Township staff as the review proceeds.

Sincerely,



Mike Malloure

C. A. Hull Co., Inc.



STORMWATER MANAGEMENT NOTE:

DETENTION BASIN IS SIZED TO ACCOMMODATE THE 100-YEAR STORAGE FOR THE ENTIRE 15.99 ACRE SITE.

SITE DATA TABLE:

PARCEL ID: 17-13-400-038

SITE AREA: 15.99 ACRES (696,716 SF.) NET AND GROSS

ZONING: B-2, COMMUNITY BUSINESS
PROPOSED SOUTH PARCEL RE-ZONE: TLM, TECHNOLOGY/LIGHT MANUFACTURING

B-2 PARCEL AREA TO PROPOSED TO REMAIN: 7.38 ACRES (321488 SF.)
TLM PARCEL AREA PROPOSED: 8.61 ACRES (375,228 SF.)

PROPOSED TLM PROPERTY USE: OUTDOOR STORAGE OF CONSTRUCTION EQUIPMENT, MATERIALS AND SUPPLIES.

PEA GROUP
t: 844.813.2949
www.peagroup.com

STATE OF MICHIGAN
JOHN K STEBELTON
LICENSED PROFESSIONAL ENGINEER
License No. 6201311659

NORTH

0 30 60 120
SCALE: 1" = 60'

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

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE LOCATIONS AND ARE NOT GUARANTEED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

CLIENT
C.A. HULL
8177 GOLDIE STREET
COMMERCE TOWNSHIP, MI, 48390

PROJECT TITLE
CA HULL COMMERCE STORAGE YARD
8177 GOLDIE STREET
COMMERCE TOWNSHIP, OAKLAND COUNTY, MI

REVISIONS
- -

ORIGINAL ISSUE DATE:
OCTOBER 28, 2026

DRAWING TITLE
PRELIMINARY SITE PLAN - ZONING

PEA JOB NO.	23-0564.01
P.M.	JRH
DN.	JKS
DES.	JKS

DRAWING NUMBER:
C-3.0

NOT FOR CONSTRUCTION

S:\PROJECTS\2023\23-0564 INSITE COMMERCE DRIVE IN\DWG\3_SITE_PLAN\C-3.0\24-23-0564.dwg PLOT DATE:10/28/2026 12:19 PM BY:John Stebelton

ITEM I3: PLANNING COMMISSION HOUSEKEEPING 2027

To: **Commerce Township Planning Commission**

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

Date: **November 10, 2026**

RE: **Annual Review of Planning Commission Bylaws**

Section 19 of the Michigan Planning Enabling Act states "a planning commission shall adopt bylaws for the transaction of business". Once bylaws have been adopted, it is a prudent practice for a Planning Commission to regularly review their bylaws, and update as necessary. The Planning Commission's typical practice is to annually review the Bylaws at their November meeting as part of year-end "housekeeping" tasks that include the election of officers and approval of the next year's meeting calendar.

The PC Bylaws were last approved by the Planning Commission on November 3, 2025. No revisions are proposed by the Planning Department, and we recommend the Planning Commission review and consider approval of their Bylaws on November 16, 2026. If the Planning Commission finds the proposed Bylaws acceptable, the Planning Department offers the following motion:

Move to approve the **Charter Township of Commerce Planning Commission Bylaws** ***as presented (subject to the following revisions, if any)***
(List any revisions here)

CHARTER TOWNSHIP OF COMMERCE

PLANNING COMMISSION BYLAWS

Adopted November 16, 2026

The following rules of procedure are hereby adopted by the Commerce Township Planning Commission to facilitate the performance of its duties as outlined in the Michigan Planning Enabling Act (Public Act 33 of 2008, as amended), the Michigan Zoning Enabling Act (Public Act 110 of 2006, as amended), and the Michigan Open Meetings Act (Public Act 267 of 1976, as amended).

ARTICLE 1 - MEMBERS

1.1 Required Residency of Members – Members appointed to the Planning Commission shall be residents of the Township. Members of the Planning Commission who cease to be a resident of the Township shall be subject to removal under Article 6 of these Bylaws.

1.2 Election of Officers – At the first regular meeting each November, the Planning Commission shall elect from its membership a Chairperson, Vice-Chairperson and Secretary. The ex-officio member of the Planning Commission may not serve as an officer. All officers shall serve a term of one year, or until their successors are elected and assume office. All officers shall be eligible for re-election to consecutive terms for the same office.

1.3 Chairperson – The Chairperson shall preside at all meetings, appoint committees, and perform such other duties as may be ordered by the Planning Commission, including but not limited to those listed below:

A. Managerial Responsibilities – The Chairperson shall direct the official business of the Commission and request legal or staff assistance.
B. Reporting to the Commission – The Chairperson shall report to the Planning Commission on any Planning Commission business that has not otherwise come to their attention.

1.4 Vice Chairperson – The Vice Chairperson shall act in the capacity of the Chairperson in his/her absence. In the event the office of Chairperson becomes vacant, the Vice Chairperson shall succeed to the office of Chairperson for the unexpired term, and the Planning Commission shall select a successor to the office of Vice Chairperson for the unexpired term.

1.5 Secretary – The Secretary shall execute documents in the name of the Planning Commission, and shall perform such other duties as the Planning Commission may determine, including but not limited to those listed below:

A. Maintain Official Meeting Minutes – The Secretary shall be responsible for maintaining a permanent record of the minutes of each meeting and shall have them recorded in suitable permanent records maintained by the Township Clerk. The minutes shall contain a synopsis of the meeting, including a complete restatement of

all motions and record of votes, conditions, or recommendations made on any action and record of attendance.

B. Rules of Procedure – The Secretary shall maintain a "Rules of Procedure" book for the Planning Commission, which shall be kept current. Said "Rules of Procedure" book shall include a copy of the current Planning Commission bylaws, *Roberts Rules of Order* (11th Edition or later), and the most current copy of the "Planning Department Orders of Approvals".

C. Preside at Meetings – If the Chairperson and the Vice Chairperson are both absent from a meeting or are otherwise unable to preside, the Secretary shall act in the capacity of the Chairperson.

D. Submit Planning Commission's Annual Report – Within a reasonable time following the conclusion of each calendar year, the Secretary shall submit an annual report of the Planning Commission's operations and status of planning activities to the Township Board. The Secretary may seek the assistance of Township staff in preparation of the annual report.

1.6 Township Board Representative – One member of the Township's Board of Trustees shall serve as the ex-officio member of the Planning Commission. The Township Board Representative shall be responsible for informing the Planning Commission of all matters of their function as they relate to the Township Board, and conversely report to the Township Board any activities of the Planning Commission that are pertinent.

1.7 Zoning Board of Appeals Representative – One member of the Planning Commission shall serve on the Township's Zoning Board of Appeals. The Planning Commission's Zoning Board of Appeals representative shall be responsible for informing the Planning Commission of all matters of their function as they relate to the Zoning Board of Appeals, and conversely report to the Zoning Board of Appeals any activities of the Planning Commission that are pertinent.

ARTICLE 2 - MEETINGS

2.1 Regular Meetings – The Planning Commission shall hold not less than four (4) regular meetings each year and by resolution shall determine the time and place of such meetings. Other meetings may be held as necessary.

Regular meetings of the Planning Commission are generally held the first Monday of each month at the Commerce Township Hall, located at 2009 Township Drive, at 7:00 p.m. When a regular meeting falls on a legal holiday or upon a day resulting in a conflict, the Planning Commission shall, if possible, select a suitable alternate meeting date in the same month as the originally scheduled meeting. Regular or scheduled Planning Commission meetings that are conducted utilizing remote electronic means using telephonic conferencing or video conferencing technology may be held under the circumstances permitted in Section 2.3 and in accordance with the Planning Commission's procedures for remote electronic participation in meetings as described in this Article 2.

Notice of regular or scheduled special Planning Commission meetings, together with notice of any meetings to be conducted utilizing remote electronic means using telephonic conferencing or video conferencing technology, shall be posted at the principal Township office within ten (10) days after the Planning Commission's first meeting in each fiscal year in accordance with the Open Meetings Act. Any meetings held utilizing remote electronic means using telephonic conferencing or video conferencing technology are subject to the additional notice requirements set forth below in Section 2.6 of these Bylaws.

2.2 Special Meetings – Special meetings for any purpose may be held at the call of the Chairperson, or upon request of two (2) or more members of the Planning Commission. The Planning Commission may act on any item at a special meeting that they would normally act upon at a regular meeting, provided all noticing and quorum requirements have been met. The business the Planning Commission may perform shall be conducted at a public meeting held in compliance with the Open Meetings Act. All costs of special meetings held to consider requests of applicants for approvals under the Zoning Ordinance (or for such other purposes as may be necessary) shall be paid by the applicant for such requests.

Notice of special meetings shall be given to the members of the Planning Commission at least forty-eight (48) hours prior to the meeting. Such notice shall state the purpose, time and location of the special meeting and shall be posted in accordance with the Open Meetings Act.

2.3 Circumstances When Remote Electronic Meetings Are Permitted – The Planning Commission may meet and conduct any of its meetings utilizing remote electronic means using telephonic conferencing or video conferencing technology to accommodate members absent due to:

A. Military duty;
B. Other expressly permissible circumstances described in the Open Meetings Act, as amended.

2.4 Procedures for Conducting Remote/Electronic Meetings –

A. Military Duty. Planning Commission meetings may be held in part by remote electronic means for a member absent due to military duty as follows:
    1. Each meeting must be conducted in a manner that permits 2-way remote communications (e.g., telephonic conferencing, video conferencing technology, Facebook, Zoom, YouTube, and/or other live streaming platforms).
    2. Members of the Planning Commission must be able to hear each other and hear and be heard by other members of the Planning Commission and general public participants.
    3. Deliberations and voting must be live and interactive (not pre-recorded).
    4. At the outset of each meeting, the person chairing the meeting must state clearly, for the record, the reason why some or all members are participating in the meeting remotely.

5. The Planning Commission members participating remotely for military reasons shall give a statement verbally certifying that they are attending remotely, but need not declare their physical location.
6. Planning Commission members attending remotely according to this procedure may fully participate in the meeting and conduct Planning Commission business, including voting and attendance in any closed session of the Planning Commission. The Planning Commission member's remote electronic participation may be considered attendance for the purpose of establishing a quorum or receiving per diem.

B. Other Non-Military Related Circumstances. To the extent that participation in Planning Commission meetings is permitted via remote electronic means for non-military reasons under the circumstances described in Section 2.3, the Planning Commission shall follow the procedure set forth in subsections A.1. through A.6. above, and also as set forth below as follows:
   1. The Planning Commission members participating remotely for non-military reasons shall give a statement verbally certifying that they are attending remotely and shall also declare their physical location (Township/City and State/Country);
   2. For any wholly electronic meetings, public participation shall be governed as follows:
      a. The Planning Commission may use technology to facilitate typed public comments submitted by members of the public participating in the electronically held meeting, which comments shall be read aloud and shared with members of the Planning Commission and other participants.
      b. A member of the general public is not required to register or otherwise provide his or her name or other information or otherwise fulfill a condition precedent to attend an electronically-held meeting, other than mechanisms established and required by the Planning Commission necessary to permit the individual to participate in a public comment period of the meeting.
      c. Members of the general public attending the meeting, once recognized by the Chairperson, shall identify themselves for the record. Comments by the public during meetings held electronically will be limited to the portions of the meeting where public comments are permitted.
      d. Members of the general public otherwise participating in a wholly electronically-held meeting of the Planning Commission are excluded from participation in a closed session of the Planning Commission provided that the closed session is convened and held in compliance with the requirements of the Open Meetings Act applicable to closed sessions.
      e. A person shall not be excluded from a meeting otherwise open to the public except for a breach of the peace actually committed at the meeting.

2.5 Electronic Participation by One or More Excused Members – Individual Planning Commission members who will be absent from an otherwise in-person meeting due to military duty or another circumstance permitted under Section 2.3 of these Bylaws, may be

accommodated to participate in said meeting by remote electronic means under the following conditions:

A. The member shall notify the Planning Commission Chairperson or the Planning Commission Secretary of the expected absence and request remote participation at least 24 hours in advance of said proceeding to permit any necessary technology to be put in place to accommodate said remote electronic participation.
B. The remote electronic connectivity to the meeting is sufficient and will not interfere with the progress of the meeting.
C. There must be an announcement at the start of the meeting that the member attending remotely is in fact attending remotely, which must be reflected in the meeting minutes.
D. When the Chairperson must attend a meeting by telephonic or video conferencing for the circumstances permitted under Section 2.3 of these Bylaws, the Chairperson shall inform the Vice Chairperson and Secretary at least 24 hours before the meeting so as to permit any necessary technology to be put in place to accommodate participation of the absent Chairperson. A Chairperson participating by telephonic or video conferencing is not permitted to chair an otherwise in-person meeting but may do so when all Planning Commission members are participating by telephonic or video conferencing.
E. All other Planning Commission members must be physically present at the in-person meeting to be able to participate.

2.6 Notice Required for Remote Electronic Meetings - In addition to any other notice required by the Open Meetings Act, when an electronically-held meeting is permitted under Section 2.3, advanced notice shall be duly provided and posted on the Commerce Township website as fully accessible to the public. The public notice must be included on either the home page or a separate webpage dedicated to public notices for regular and special meetings held in-person or electronically-held public meetings, and that is accessible through a prominent and conspicuous link on the Commerce Township website homepage or Planning Commission's website page that clearly describes its purpose for public notification of regular and special meetings.

For any scheduled in-person meeting of the Planning Commission which may be held in whole or in part as an electronic meeting as permitted by the Open Meetings Act and/or under the circumstances set forth in Section 2.3 of these Bylaws, a notice consistent with these Bylaws shall be posted at least 18 hours before the meeting begins.

Any notice of the meeting of the Planning Commission held electronically in whole or part must clearly contain a statement as to why the Planning Commission, or any of its members are, participating remotely via electronic means.

Any notice of the meeting of the Planning Commission held wholly via remote electronic means when permitted under the circumstances described in Section 2.3 of these Bylaws, must clearly contain all of the following:

A. A statement as to why the Planning Commission meeting is being held wholly electronically;
B. How members of the public may participate in the electronic meeting (if a telephone number, internet address or both are required to participate, that information must be provided in the notice);
C. How members of the public may contact members of the Planning Commission to provide input or ask questions on any business that will come before the Planning Commission at the meeting; and
D. How persons with disabilities may participate in the meeting.

If an agenda exists for a wholly electronically held meeting of the Planning Commission the Planning Commission shall, on a portion of the Commerce Township website that is fully accessible to the public, make the agenda of the meeting available to the public at least 2 hours before the meeting begins. This publication of the meeting agenda does not prohibit subsequent amendment of the agenda at the meeting.

2.7 Public Records – All meetings, minutes, records, documents, correspondence, and other materials of the Planning Commission shall be open to public inspection in accordance with the Freedom of Information Act and Open Meetings Act, except as may otherwise be provided by law.

2.8 Quorum – Four (4) members of a seven-member Planning Commission shall constitute a quorum for transacting business and taking official action for all matters. Whenever a quorum is not present, those present may adjourn the meeting to another time and/or day, in accordance with the provisions of the Open Meetings Act, or hold the meeting to consider the matters on the agenda. No action shall be taken at a meeting at which a quorum is not present.

2.9 Voting – An affirmative vote of the majority of the Planning Commission membership is required to adopt any part of the Master Plan or amendments to the Plan. Unless required by statute, other actions or motions placed before the Planning Commission may be adopted by a majority vote of the membership in attendance, as long as a quorum is present. Voting shall be by voice vote; a roll call vote shall be required if requested by any Commission member or directed by the Chairperson. All Planning Commission members, including the Chairperson, shall vote on all matters, but the Chairperson shall vote last in a roll call vote. A tie vote shall constitute a failed motion or action.

ARTICLE 3 - DUTIES OF THE PLANNING COMMISSION

3.1 Duties - The Planning Commission shall perform the duties listed herein. The Planning Commission shall be assisted by the Planning Department in performing the Planning Commission's duties. The Planning Commission may be assisted by other professional or Township staff as needed, including but not limited to the Building Department, Township Attorney, Township Engineer, Fire Marshal, Traffic Engineer, Landscape Architect, or other person or agency. The Township Board shall be responsible for the professional and

administrative work in coordinating the functions of the Planning Commission. The duties of the Planning Commission include:

A. Take action on petitions, staff proposals, and Township Board requests for amendments to the Zoning Ordinance as required.
B. Take action on petitions, staff proposals and Township Board requests for amendments to or creation of a Master Plan as required.
C. Prepare an annual report to the Township Board, which will be transmitted to the Township Board within a reasonable time following the conclusion of the calendar year. This report will outline actions taken by the Planning Commission the preceding year, and goals for the upcoming year.
D. Take such actions as are required by the Michigan Zoning Enabling Act, Public Act 110 of 2006 (as amended) and the Michigan Planning Enabling Act, Public Act 33 of 2008 (as amended).
E. Take action on those requests under the Planning Commission's authority per the Commerce Township Zoning Ordinance.
F. Review subdivision and condominium proposals and recommend appropriate actions to the Township Board.
G. Prepare special studies and plans, as deemed necessary by the Planning Commission or Township Board and for which appropriations of funds have been approved by the Township Board, as needed.
H. Attend training sessions, conferences or meetings as needed to properly fulfill the duties of Planning Commissioner and for which appropriations of funds have been approved by the Township Board, as needed.
I. Annually review the Planning Commission Bylaws and revise as necessary.

ARTICLE 4 - AGENDA

4.1 Agenda – The agenda for each Commission meeting shall generally follow this order of business:

A. Call to Order
B. Approval of Meeting Agenda
C. Approval of Meeting Minutes
D. Updates of Activities in Commerce Township
E. Public Discussion of Matters for Which There is No Public Hearing Scheduled
F. Tabled Item(s)
G. Scheduled Public Hearings
H. New Business
I. Other Matters Not on the Agenda
J. Planning Director Report
K. Adjournment

4.2 Tabled Items - Tabled items shall be given priority over new items except where a majority of the Planning Commission finds that circumstances require a different order.

ARTICLE 5 - PUBLIC HEARINGS

5.1 Procedure - All public hearings held by the Planning Commission must be held as part of a regular or special meeting of the Planning Commission. The Planning Department shall be responsible for providing notice of the public hearing in accordance with the Michigan Zoning Enabling Act. The following rules of procedure shall apply to public hearings held by the Planning Commission:

A. Chairperson introduces the subject
B. Township Planning Department/Engineer/other consultants present their report(s).
C. Chairperson summarizes the procedures/rules to be followed during the hearing.
D. Chairperson opens the public hearing.
E. Applicant presents the main points of the application.
F. Comments from general public.
G. Chairperson closes public hearing and returns to the regular/special meeting.
H. Planning Commission begins deliberation and arrives at a decision.

5.2 Public Comments - The following shall apply to public comments heard during a public hearing before the Planning Commission:

A. To ensure everyone has the opportunity to speak, the Chairperson may elect to limit the time permitted for each person to speak, except that the applicant may be permitted additional time as the Chairperson allows. The Chairperson may also elect to allow persons to speak only once, until all persons have had the opportunity to speak, at which time the Chairperson, in his/her discretion, may permit additional comments.
B. All comments by the public, staff and the Planning Commission shall be directed to the Chairperson. All comments shall be related to the item being reviewed; unrelated comments shall be ruled out of order.
C. A written notice containing the decision of the Planning Commission will be sent to petitioners and originators of the request.

ARTICLE 6 - ABSENCES, REMOVALS, RESIGNATIONS, AND VACANCIES

6.1 Absences - To be excused, members of the Planning Commission shall notify the Township Supervisor, Planning Commission Chairperson, and/or Planning Department when they intend to be absent from a meeting. Failure to make this notification prior to the meeting shall result in an unexcused absence.

6.2 Removal – A member of the Planning Commission may be removed by the Township Supervisor, after a hearing, with the approval of the Township Board. Causes for removal of a member of the Planning Commission provided for by the Michigan Planning Enabling Act include misfeasance, malfeasance, nonfeasance, and moving from the Township.

6.3 Resignation - A member may resign from the Planning Commission by sending a letter of resignation to the Township Supervisor, Township Board, or Planning Commission Chairperson.

6.4 Vacancies - Vacancies shall be filled by the Township Supervisor, with the approval of the Township Board, within one month of resignation or removal of a Planning Commission member. Successors shall serve out the unexpired term of the member being replaced.

ARTICLE 7 - CONFLICT OF INTEREST

The Commission recognizes that in the performance of its duties, matters will be presented and considered upon which one or more members may have or perceive that they have a conflict of interest due to economic, personal or other reasons, the existence of which will or may be perceived by other members of the Commission or general public as having the potential for interfering with or influencing the member's unbiased consideration and vote. It is the policy of the Commission to require and encourage a full and accurate disclosure of such conflicts or potential conflicts at the earliest possible time so that the Commission may determine whether a member may or should abstain from participating and voting.

Consistent with this policy, each member has a duty to disclose any conflicts or potential conflicts and the relevant facts to the extent it does not violate a confidence, to the Commission at the first meeting at which the matter creating the potential conflict is considered. The member's disclosure shall include an indication of whether the potential conflict disclosed will interfere or influence their consideration and vote and whether the member wishes to be permitted to abstain from voting.

After a disclosure of potential conflict is made by a member and discussed by the Commission, whether the member may or shall abstain from discussion and voting shall be decided by motion and majority vote of the members in attendance at the meeting.

Any questions or claims that a member has failed to disclose a potential conflict of interest shall be presented at the first meeting when the matter alleged to create the conflict is considered by the Commission. If such questions or claims are made, and after the member with the alleged conflict has had the opportunity to respond, which shall include a statement on whether they wish to vote or abstain, the Commission shall resolve the claim and the member's voting rights by motion to permit or require the member to abstain from consideration and voting. If the member has indicated a desire to participate and vote on the matter, a concurring vote of at least five (5) members of the Commission is required to prohibit said participation and voting.

ARTICLE 8 - AMENDMENTS

These Bylaws may be amended at any meeting by a vote of four (4) or more members of the Planning Commission.

These Bylaws were adopted by the Commerce Township Planning Commission at a special meeting on November 16, 2026 and are effective immediately upon their adoption.

Brian Parel, Chairperson

Joe Loskill, Secretary

TO: **Commerce Township Planning Commission**

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

DATE: **November 10, 2026**

RE: **Election of Planning Commission Officers for 2027**

Sec. 1.2 of the Planning Commission's Bylaws states that the Planning Commission shall elect officers consisting of a Chairperson, Vice-Chairperson, and Secretary at their regular November meeting. The ex-officio member of the Planning Commission (Township Trustee George Weber) shall not be eligible to serve as an officer on the Planning Commission.

The current officers are Chairperson Brian Parel, Vice Chairperson Brian Winkler, and Secretary Joe Loskill. Along with the current officers, eligible members are Brady Phillips, Caitlin Bearer, and Mickey McCanham. A single motion electing/re-electing all three officers or separate motions for each new officer is necessary at the November 16 meeting to fulfill the requirement of the Bylaws.

If the Planning Commission opts to keep their existing officers in place, the Planning Department offers the following recommended motion language:

Move to retain Chairperson Brian Parel, Vice Chairperson Brian Winkler, and Secretary Joe Loskill as the officers of the Commerce Township Planning Commission for the year 2027.

To: **Commerce Township Planning Commission**

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

Date: **November 10, 2026**

RE: **2027 Planning Commission Meeting Calendar**

Attached please find the proposed 2027 meeting calendar for the Planning Commission. Please review and be prepared to make a motion recommending approval at the November 16, 2026 7pm PC meeting. If recommended for approval by the PC, the proposed schedule will be placed on the Township Board's December 8 meeting agenda for their review and approval (along with the calendars for all other boards & commissions). The Planning Department made every effort to avoid conflicts with Federal and/or religious holidays, and as of this date there are no elections scheduled for 2027. **The proposed calendar includes four dates outside of the Planning Commission's typical first Monday of the month schedule (January, April, July, and September)** to accommodate holidays and avoid spring break week of Walled Lake and Huron Valley Schools.

The Planning Department offers the following recommended motion language:

Move to recommend the Commerce Township Board approve the 2027 Planning Commission meeting calendar *(with the following changes, if any).*

CHARTER TOWNSHP OF COMMERCE
PLANNING COMMISSION
REGULAR MEETING SCHEDULE
JANUARY 1, 2027 through DECEMBER 31, 2027

NAME OF PUBLIC BODY:
Charter Township of Commerce Planning Commission
PRINCIPAL ADDRESS & LOCATION OF PLANNING COMMISSION MEETINGS:
Charter Township of Commerce, 2009 Township Drive, Commerce Twp, MI 48390
TELEPHONE NUMBERS FOR THE PLANNING COMMISSION:
(248) 960-7050 or (248) 624-0110
PERSON DESIGNATED BY THE PLANNING COMMISSION TO GIVE PUBLIC NOTICE
Melissa Creech, Township Clerk
REGULAR MEETINGS ARE HELD ON THE 1ST MONDAY OF EACH MONTH AT 7:00 P.M. AS FOLLOWS:

JANUARY
Monday, January 11, 2027 (moved; New Year's)

FEBRUARY
Monday, February 1, 2027

MARCH
Monday, March 1, 2027

APRIL
Monday, April 12, 2027 (moved; Spring Break)

MAY
Monday, May 3, 2027

JUNE
Monday, June 7, 2027

JULY
Monday, July 12, 2027 (moved; 4th of July)

AUGUST
Monday, August 2, 2027

SEPTEMBER
Monday, September 13, 2027 (moved; Labor Day)

OCTOBER
Monday, October 4, 2026

NOVEMBER
Monday, November 1, 2027

DECEMBER
Monday, December 6, 2027

This notice is posted in compliance with PA 267 of 1976 as amended (Open Meeting Act), MCLA 41.72a (2) (3) and the Americans with Disabilities Act (ADA).

The Charter Township of Commerce Board will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities at the meeting or public hearing upon 10 days notice to the Commerce Township Board.

Individuals with disabilities requiring auxiliary aids or services should contact the Commerce Township Board by writing or calling the Commerce Township Supervisor at (248) 624-0110.

_____
Melissa Creech, Township Clerk
Dated:

OTHER MATTERS

PLANNING DIRECTOR'S REPORT

ADJOURNMENT