

**FINAL
CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION MEETING**

Monday, March 7, 2022
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
Chelsea Rebeck, Secretary
Bill McKeever
George Weber
Sam Karim

Absent:

Joe Loskill (excused)

Also Present:

Dave Campbell, Township Planning Director
Paula Lankford, Township Planner
Randy Thomas, Insite Commercial
Debbie Watson, DDA Director

B. APPROVAL OF AGENDA

MOTION by Weber, supported by Rebeck, to approve the Planning Commission Regular Meeting Agenda of March 7, 2022, as presented.

C. APPROVAL OF MINUTES

MOTION by Rebeck, supported by Karim, to approve the Planning Commission Regular Meeting Minutes of February 7, 2022, with one correction to the motion on Page 12, for Item PCZ21-02, to reflect, ***Motion Carried 6-1.***

MOTION CARRIED UNANIMOUSLY

D. UPDATE OF ACTIVITIES

George Weber – Township Board of Trustees

- We had a regularly scheduled Township Board meeting on February 8th. While the agenda was somewhat light, we'll make up for that at tomorrow's meeting I'm told.
- Of note, we had three board appointments. Keith Mayer was appointed to the Board of Review with a partial term ending in December of this year. Susan Spelker was reappointed to the DDA for a 4-year term, and Robert Mistele was appointed to the Zoning Board of Appeals for a 3-year term ending in 2025.
- We agreed to spend roughly \$75,000 to \$100,000 to build sidewalks at the Richardson Center and make the entire property accessible for Concerts in the Park, etc., specifically for anyone who has trouble getting around. We're noticing that, on a weekly basis, material costs are going up. It continues to increase at an escalating rate.

Chairperson Parel – George, where are the sidewalks located? Within the property?

Weber – Yes, sidewalks might be the wrong term. They're concrete paths which will be going around the Center, down towards Reed Lake, as part of the first step in the overall design of making improvements to the Richardson Center.

Chairperson Parel – At one point, Commerce Township was doing Concerts in the Park at Dodge Park. Have they been permanently moved to Richardson now?

Weber – Yes, they're permanently at Richardson.

- We also introduced an ordinance to amend Ordinance 1.059 regarding encroachment on Commerce Township land. It's an ever-increasing battle where we have property owners that abut Township parks who start to take over the park land, whether it's parking boats and RVs, or actually taking large pieces of property and putting fences around them. This ordinance will allow our enforcement officers to legally identify those people, speak with them and provide a background, so that if we have to go to court, we have the appropriate documentation in place.
- Regarding the Horse Farm, the Board made a decision to go out to bid with that business. While the existing concessionaire will also be invited to bid on it again, we want to get other ideas. We're looking for somebody who can take that property and maybe better promote it to Commerce Township residents.
- I think the only other thing I would note is that the Library millage ballot language was approved, and it will go on the ballot in November.

Bill McKeever – Zoning Board of Appeals

- We did not have an agenda since our last Planning Commission meeting.

Brian Winkler – Downtown Development Authority

- At the DDA meeting on February 15th, we were introduced to the new DDA Administrative Assistant, Sandy Bowers, and her contract was approved at the meeting.
- Regarding the Insite Commercial updates:
 - Today, we will see one of the proposals for Parcel C, which is the gateway site at the corner of Pontiac Trail and Haggerty.
 - The purchaser of Parcel L, which is directly east of Merrill Park, we have a purchase agreement with them and they're doing their due diligence.
- Per the DDA budget for 2022, we were scheduled to borrow another \$2 million from the Township for ongoing operations. Susan Spelker, the Finance Chair, realized that we only had to ask for \$1.5 million. I believe that request will take place at the Township Board meeting tomorrow.
- Deb, anything to add?

Debbie Watson – No, I think you've covered it. Randy, did you have anything else to add right now?

Randy Thomas – We will, probably a month from now.

Chairperson Parel – Okay, thank you. Dave, I know Jay is not here. Anything that you can think of from Building that would be of relevance?

Dave Campbell – Just to remind that within your packet is the Building Department's monthly report for permits issued. I don't know of anything pressing that Jay wanted me to share.

E. PUBLIC DISCUSSION OF MATTERS NOT ON THE AGENDA

Chairperson Parel opened to Public Discussion of Matters Not on the Agenda.

No comments.

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

F. TABLED ITEMS

None.

G. OLD BUSINESS

None.

H. SCHEDULED PUBLIC HEARINGS:

None.

I. NEW BUSINESS (2):

ITEM 11. LAFONTAINE AUTOMOTIVE GROUP – CONCEPTUAL REVIEW

LAG (Lafontaine Automotive Group) Development of Hartland, MI is requesting a conceptual review for three inter-related projects including a new automobile dealership, service center, and surplus inventory storage. The subject properties for each are the northwest corner of Pontiac Trail and Haggerty, 2199 Haggerty (former Dick Morris Chevrolet), and the south side of Oakley Park between Martin & Haggerty. Sidwell No.'s: 17-24-401-033 & 17-24-201-008 & -009

Dave Campbell, Planning Director, gave a review.

Dave Campbell – The first item is a concept plan, which is usually on the end of a busier agenda, but we didn't have any action items that were ready for tonight. I think it makes sense because this particular concept plan is pretty significant in terms of the three properties that it involves. The prospective petitioner is Lafontaine Automotive Group, represented this evening by Gary and Elizabeth, who are going to come up in a minute and speak on their own behalf. They are looking at three separate properties for three interrelated projects.

The first is the undeveloped property at the northwest corner of Pontiac Trail and Haggerty Road. (Shown on the overhead, with Walmart next door). For this property, Lafontaine proposes a dual-branded new car dealership; a Hyundai dealership and a Hyundai Genesis dealership. Genesis is Hyundai's luxury brand, as Lexus is Toyota's luxury brand. They have provided a concept plan, that I'll show here in a moment, for that property with two buildings, and they would share the vehicle display lot. This is the full color concept plan. This would be the Hyundai dealer and this would be Genesis. As you can see, they've pushed both buildings up closer to the corner of Haggerty and Pontiac Trail, with the display lot to the rear.

The property is currently owned by the Commerce Township Downtown Development Authority, which they market as Parcel C. The property is currently zoned B-2, community business, and a new car dealership such as what's being proposed, or at least considered, is only permitted as a Special Land Use, and only in the B-3 General Business zoning district. For a new car dealership like this to move ahead, the property would need to be rezoned from B-2 to B-3.

In our preliminary discussions with the Lafontaine Group, we felt that this might be an opportunity to work collaboratively to have the outcome be a better development potentially than what could otherwise be developed on property zoned B-2. The potential for a better development might include upgraded building materials and upgraded architecture. Both the Township and the DDA consider the intersection of Pontiac Trail and Haggerty to be something of a gateway into both Commerce Township and into the Commerce Towne Place development area for visitors coming from West Bloomfield and other communities to the east.

One of the things that Lafontaine has suggested on their concept plans is something of an entry feature, with a wall ... and this is not intended to be a final design, but some sort of landmark wall feature welcoming visitors to Commerce Township. You can see that they're proposing some nice landscape features, including a gazebo sitting area, and sidewalk features along both Pontiac Trail and Haggerty Road frontage. The renderings do show prototypes for the Hyundai and Genesis dealerships. Because it is a prospective rezoning, and probably the route that would make the most sense is a Conditional Rezoning, then that is an opportunity for Lafontaine to offer conditions to the Planning Commission and the Township Board of what they would be willing and able to develop if the property were rezoned.

The second piece of this puzzle is 2199 Haggerty Road, which is the former Dick Morris Chevrolet dealership, at the corner of Haggerty and Walnut Lake Road. That property has been more or less vacant for the last 8-10 years. There were a couple second tier used car dealerships that have come and gone, but it has been vacant for a few years now and could certainly use some reuse and TLC. Lafontaine has already acquired that property. They would utilize that property, the existing building and the equipment that is already installed in that building as the Hyundai-Genesis Service Center. If you purchase a Hyundai or Genesis vehicle, this would be the facility you take it to for your regular service and repairs.

In addition to that use, Lafontaine also would intend to use a portion of the property for used car sales. This particular property is zoned B-3, so it is consistent with allowing a new and/or used car dealership. One of the things Lafontaine could discuss with the Planning Commission this evening is their intention for making improvements to the property, both to the site and the building. We have discussed with them, and as I mentioned in my report, this is always an opportunity to bring a property more into compliance with the development standards of today. On this property, some of the opportunities might be sidewalks along the Walnut Lake Road and Haggerty Road frontages, additional landscaping around the perimeter and possibly in the interior of the property, and potential upgrades to the building's façade to make it more consistent with the Hyundai-Genesis brand.

The third property, or a pair of properties that Lafontaine is evaluating are properties that the Planning Commission is familiar with. This is the south side of Oakley Park, between Martin Road and Haggerty Road. These are two undeveloped properties. At one point, there was a prospective developer who wanted to do a banquet center on this property, but that deal fell through. Later, there was a proposal for independent living, but they couldn't make the numbers work in terms of how many units they would be permitted to build. Now, Lafontaine is looking at this property as a surplus vehicle inventory lot. They provided a concept plan of how they laid it out, but it would effectively be a large parking lot. I think they counted about 680 spaces for their excess vehicle inventory.

My understanding is the only vehicles that would be parked on this lot would be new Hyundai and/or Genesis vehicles that would be transported back and forth to the dealership at the corner of Haggerty and Pontiac Trail. In discussing this property with Lafontaine, they said that their intent would be to keep this property well screened so that anyone driving by on Oakley Park would not have a straight-ahead view of a wide-open parking lot. That might include maintaining the existing vegetation along Oakley Park Road, and also potentially supplementing it with new landscape screening. The property is zoned TLM. That is not a zoning district that allows for outdoor storage, or vehicle storage in a parking lot that doesn't otherwise have a principal use. While parking lots are allowed in the TLM zoning district, they are parking lots that would be accessory to a principal use, whether it be an office building, or medical office, or research and development, something along those lines. What Lafontaine is proposing is strictly a parking lot. So, there would likely have to be an adjustment, either to the property zoning, or to the zoning ordinance, and the uses that are allowed in the TLM zoning district, in order to allow strictly a paved parking lot for surplus vehicles on these properties.

The three projects are certainly interrelated. The dealership site is something of a centerpiece at the corner of Pontiac Trail and Haggerty. The former Dick Morris dealership to the south will be the service center, and then the Oakley Park properties to the north would be the surplus vehicle overflow lot. I'll take a pause there and see if there are any questions for me. Otherwise, I'll turn it over to Gary and Elizabeth to make a presentation on their own behalf.

There were no questions.

Chairperson Parel invited the prospective petitioners to deliver their presentation.

Gary Laundroche and Elizabeth Marchese were present to address the request on behalf of Lafontaine Automotive Group.

Gary Laundroche – Mr. Campbell, thank you very much for your guidance and intuition into all of this. Just a quick background for you. First I want to say thanks for your patience with us on the Dick Morris property. I know it's a real eyesore and we definitely are looking forward to doing improvements on that property.

One of the things that we have to deal with as an automotive dealer is proximity to other dealers. There's a minimum radius that they'll allow you to be. There's a Hyundai dealership in New Hudson and there's one in Southfield. Coincidentally, those 9-mile radiuses are right at the crux of this. It's uncanny how close it is. We bought that with the intent of doing Hyundai at this location, and then we were awarded the Genesis line, which is Hyundai's high-end line. Our plan was that we could fit them in there and make it work, but Genesis decided that they would not allow us to be in the same building as Hyundai. They wanted separate buildings. We had the same problem in Dearborn with a Hyundai that we had there. So, that set us on a path to try to find another location. We wanted to keep it close and keep our operations in one central location as much as possible. Really, this property north of Walmart works out almost ideally for us because we can put two boutique stores there.

What's represented in those renderings is pretty accurate with the current image programs of these manufacturers mandate, with the design panels and the façade. These boutique stores, for us it's an ability to put a dealership there, which really is not

your typical row of chrome bumpers and headlights on the front of the road. We do have the minimum facility standards that would have to be met in order to get approved for the manufacturers, so we would still have a service reception lane, and a couple of bays for if we had to do an onsite service or delivery. Really, our intention would be to do the service for these vehicles at the Dick Morris property. That would keep used cars off this site, and keep service vehicles off the site. It makes sort of an ideal, new era of automotive sales because it's not the traditional dealership marketing.

Per Mr. Campbell's guidance, he indicated to us that you weren't looking for something like that at this location. We thought we would present something like this that was really cutting edge, new age. Something that could really help to identify this as a gateway. Again, these are just concept plans that we've done. We're more than willing to accommodate any other concerns or interests that you would like to see in this.

We're concerned with connectivity, bringing walks through there and having a park-like location in the center of this. The site will eventually house some electric vehicle charging stations, which is another place that this country is going, in that direction of EV. People are going to be looking for places to be able to charge their vehicles when they're driving. This area of Commerce is not exactly straight, grid roads. You have to navigate.

This is what we feel is a really good opportunity. We're excited to come into this community, be good corporate citizens, and bring what we can to run that kind of classy operation that you're looking for.

With regard to the Dick Morris property, it does need some work. It's a challenge. It had some natural skylights in the back. We love the idea of really doing a nice job with landscaping, and bringing sidewalks across both frontages for connectivity, along with upgrading the site lighting to a much more friendly, black-sky-creating, LED, cut-off fixture. It's what we're incorporating nowadays in a lot of our lighting; it's really not so much about the lights as the control systems. We can have these lights turn down after hours or turn off completely. It's so much nicer for the neighborhood that you don't have that glaring effect. From a security standpoint, we equip the light poles with motion sensors. We found that to be very welcome by law enforcement as well; with a dark lot, everything is good.

Running two franchises, with the current status of vehicles, obviously you know used cars are really hot right now with the chip shortage and everything else. That's something that we could display more at the Dick Morris property and not have all that congestion. Car dealers like to display their products, no secret to that. It really affords us the ability to keep this Pontiac Trail location a classier operation and something that is more inviting.

With all of these used cars, new cars, and lease turn-ins, which is the norm, we find ourselves with a lot of vehicles. So that would be the intent of the Oakley Park property. To be able to have that additional storage. That lot would be used totally for working vehicles. There's no junk cars stored there. We could design that as an opportunity to have car haulers there and not on the main road or at the Pontiac Trail intersection. We're completely flexible and open. We're considerate of the concerns and we know the things that communities don't like, like 50-foot gorillas, banners and balloons. The only thing we're interested in displaying is the American flag. We're not really doing all of the glitz and glamour anymore, with hoods open and sale signs and whatever. It has been a challenge to keep the Lafontaine group, as far as all dealerships, in compliance with municipalities, because they always want to get up in the right-of-way. They've done a really good job at reeling that in and being respectful of local ordinances. If

you've seen any of our other locations, you're probably aware of that. The biggest challenge we have is typically shortage of space, and that's a way to address all of those issues here. Elizabeth, anything to add?

Elizabeth Marchese – No.

Gary Laundroche – Any comments or questions for us?

Chairperson Parel – Sure, we'll go down the line and I'm sure we'll have some questions and comments for you. I'll add to Dave's comments; everything is non-binding for this conversation. Our goal is to just have open communication.

Gary Laundroche – Yes, 100%. We just want to introduce this to you.

Chairperson Parel – My hope is that you'll get some good questions and feedback, and we can work toward next steps.

Dave Campbell – I just want to mention, especially when we talk about non-binding, on the concept plan on the screen, they're showing preliminary driveway locations. One of the things that we agreed in our meeting with the Lafontaine team is that we want to get this in front of the Road Commission and talk about potential access points. That's going to drive, to some degree, how they lay out the site. What is hopefully certain is that there is a connection to the frontage road along the front of the Walmart property. There is an easement that would allow this connection to be made. That was always the intent, that whatever gets developed on this corner would have cross-access with the Walmart property. But as far as driveway locations and the way they operate, whether they be along Haggerty or Pontiac Trail, and whether they be right-in, right-out, those are things we want to have discussions with the Road Commission on. Depending on how much traffic this facility is anticipated to generate, we may have our traffic engineer take a look at it as well. Don't necessarily take it as gospel where those driveway locations are being shown.

Gary Laundroche – This is just concept, and we're open to everything. We would of course hire a traffic consultant to do a traffic impact study. That would be required of the agencies regulating driveways. We would certainly be considerate of that. We just assumed cross-access was a natural thing to add to the Walmart property.

Chairperson Parel – That's a good way to kick it off and hopefully we can help you out. Sam?

Karim –

- I really like the project. I have a few comments.
- I'm looking at the elevation of the buildings, and one of them has a lot of glass and flashy things. The other one, which is for Genesis, I don't know what the material is. It doesn't look like it's all glass. It's just an idea, we want something flashy here. We want something to show that this is an important corner.
- I like the concept of having the services somewhere else. This is really great. One of the things I hate about car dealers is to go there and see junk somewhere.

- Where you are going to store the cars, on the parking lot you have proposed, I think we should do something to prevent that from turning into a junkyard in the future. Somehow, we need to be sure in the language that will be used only for new cars.

Gary Laundroche – Yes, and I think to Mr. Campbell's point, if these were Special Land Use, we can do conditions on that which would be attached to that approval and that use on that property.

Karim – Thank you.

Winkler –

- I've taken a good look at this, so bear with me because I've got a few comments here. These are observations, suggestions, comments. Certainly, as Dave had mentioned, none of them are binding.
- In general, regarding all three sites, if we could maintain connection to the trailways and sidewalk extensions. Possibly repeat building design elements and site signage at all three development sites.
- Landscaping has to be significant on each site as well, and obviously on Parcel C. You've certainly done the job there.
- Then there's a possibility of a ground directional sign at Oakley Park and Haggerty Road for the Oakley Park site, as a suggestion.
- Regarding Parcel C:
 - Other than a municipal building or a courthouse, it's hard to envision a more appealing facility to serve as the gateway into the Township. I don't think retail or a restaurant would have the same impact as what is being proposed here. I'm really excited about it.
 - I'd like to see the Welcome to Commerce Township signage include the logo.
 - I love the greenspace and the pedestrian-friendly amenities on the Parcel C site. And then there's the connection to the railway stub behind Walmart.
 - I'd like to suggest maybe introducing some breaks or offsets in the long roof slabs, via some curved or slanted roof elements.
 - Then as Dave had mentioned, coordination of the final locations of the site entrances with the Road Commission for Oakland County.
- Regarding the Dick Morris site:
 - Having that serve as the service center and used car sales site; I love that you're bringing a long-vacant building back to life. It's a win for everybody because we've been looking at that building for a long time.
 - Of course, it needs significant exterior upgrades.
- On the Oakley Park parcel:
 - The all-parking option that you're proposing is not that desirable to me.
 - I'd suggest maybe introducing a body shop facility on that site, to go along with the larger parking area.
 - I know you bought the Walled Lake Collision. I don't know if that's intended to serve both dealerships, but I just wanted to suggest that.
 - I'm a little uncomfortable with an all-parking site. We have to strictly enforce the outside storage restrictions within the ordinance.

- The intended use is a good fit with the existing adjacent uses, because it's all industrial around there. It's actually a better fit than some of the previous proposals we've seen for that Oakley Park site.

Chairperson Parel – Great comments, Brian. Chelsea?

Rebeck –

- I like the dealerships and the conceptual plan. It looks really nice.
- I don't personally mind the storage facility for the cars, as long as we keep that landscape buffer. As Brian said, that's what is over in that area right now, but we don't want to drive by and see a whole bunch of cars parked there. I think you've got that concept.
- As far as Dick Morris, I really hope that you take this opportunity to maybe coordinate the outside appearance of that facility to go with these two new locations. Dick Morris looks horrible and I think it's a reflection on us as a Township and you to have it looking like that. I hope when we see conceptual plans for that, it looks much closer to what we're seeing here.
- Otherwise, I don't have any issues with this.

Weber –

- For better or for worse for you, my most recent job was global market representation director for Ford, so you're a bit in my wheelhouse here.
- I think the design you have is great. You answered most of my questions with your introduction regarding market area, design standards, etc.
- I have a couple of operational questions. Both stores have to have a couple of service bays, or at least someplace to drop off. Is that where you're going to do new car prep? If it is, great, if that's on the Parcel C facility. I'm concerned with jockeying of cars from these facilities over to Dick Morris. When I saw the stub road going into Walmart, I thought that was great because in theory, you can loop around to Walnut Lake Road, which in a few years will have a traffic light. That's still the plan, right Dave?

Dave Campbell – That is the plan whenever this property's development comes to fruition. (Indicated the Five & Main development on the overhead.)

Weber – So that's one potential service, although you will be jockeying through Walmart traffic there. So, new car prep; I'm assuming deliveries are going to take place at the Parcel C site.

Gary Laundroche – We're not sure yet. That has to do with the traffic impact study and with the ingress/egress, whether we're going to have one or two approaches. How does it impact that intersection? Ideally for us, we'd like to get cars delivered there, and we'd like to do the prep right there and leave the cars on the site. Really, we'd like to focus the service vehicles and the used car sales at the Dick Morris location. So, there would still be some jockeying of service vehicles. But, to your point, if we can go through cross-access and stay off of the main road to minimize the impact and congestion there, that's a win-win for all of us. We've been through that exact same thought process.

Weber – Another question; your first concept has the Hyundai dealership on the corner, and the Genesis further north, up on Haggerty. With Hyundai trying to build Genesis and trying to promote it more, what was the rationale with Hyundai being in the more prestigious location, versus the Genesis store?

Gary Laundroche – It was simply a matter of, when we first scribbled down the concept plan, the shape of the site, Hyundai is a little bit larger building, and there's a little bit more room on that side. It doesn't mean they couldn't be reversed. We'll look at that. The architect we've got on this is so creative. He just does a fabulous job, as you can see. Some of his concepts are just very inviting. I'm going to talk to him about the potential for gable roofs and something, to Mr. Winkler's point, that perhaps we can do within the manufacturer's allowance for what their image standards are, of course. McDonald's wants golden arches and Pizza Hut wants a red roof. We do have things to comply with, but they can be a little bit more flexible too, especially when we have something exciting to show them. They seem to be a little more lenient with us if they're onboard with what we're trying to propose. There's no reason that Genesis can't be on the corner as more of a forefront. We can even look at doing the concept that way.

Weber –

- Regarding the building designs, I think they look great. One potential thought might be, particularly around the service areas where you have brick or some other material around the doors, introducing some stone. We're seeing more and more of that, whether it's a cultured stone, or something else versus just block. It can add to the look and feel of this, and complement the look of what the Five & Main development will be. I don't know if you've seen renderings of that, but it will tie that in. I think the rest of it looks stunning.
- The comments on the Oakley Park site, I've got concerns with that and I don't know what the rest of the Township Board's view will be. Paving eight acres right next to the oldest cemetery in the Township, and across the street from the gun club; are there other opportunities? I know in Walled Lake, across from your Chrysler store there, I know there's parking. I don't know what lot that is, if you own it or if you're just leasing space.

Gary Laundroche – We do own that one.

Weber – I don't know if there are other opportunities. I did think Brian's comment was quite interesting to put a body shop there, but that would probably negate a significant purchase that you just made off of Maple Road. But, something other than just paving over paradise and putting up a parking lot. I have some concerns. If you do this, I'm assuming you would fence this in as well.

Gary Laundroche – Well, honestly with the density of the landscaping, I don't think a fence would be necessary, certainly along the frontage. Maybe along the industrial corridor in the back.

Weber – That's the only concern I have is that much asphalt.

Gary Laundroche – We understand that. I know it's almost a shocking proposal to see that. As you said, it's the landscape. I'll be honest with you, the reality is, as you

mentioned earlier, what we're dealing with right now is a 25% increase in construction costs, shortages of materials, delays in shipping, just the sheer cost with materials and labor right now. We're putting a significant investment in here and I think we're trying to take bites that we could swallow, as opposed to choking on too much. To propose a building on that site, we could kick that around. We could do some kind of a used car reconditioning hub, or a body shop, or something, but we're just not quite ready to commit to that investment just yet. We've really got some pretty good, high-end plans for Parcel C, and believe me, Dick Morris needs a ton of work.

Weber – Do you have a backup plan for the offsite storage?

Gary Laundroche – Yes, and I guess I'll be up front with you about this. This is not necessarily a deal breaker for us. We feel like we have enough property with Parcel C and the Dick Morris property that we can make this work. We were just trying to find a parking location that was within the proximity. You lose a lot of time with longer road trips and you get damages. Would we even have to pave it all initially? It's hard to buy eight acres and not do anything with it. This isn't a deal breaker for us. We would still want to proceed forward with this project, even if this became another proposal or a different proposal. Again, we're not set in stone on anything. That's why we're here tonight, and we appreciate you taking the time to let us introduce this to you. We want to listen, we want to work with you and we want to be good neighbors.

Weber – That's all I've got. I appreciate all the work you've put into this.

McKeever – Actually, I think everything has been covered pretty well. I am on the fence about the storage lot. I'm torn between all of the asphalt, but then simply using it to park the cars on is going to generate very little traffic for the area, which I'm a big fan of.

Dave Campbell – Can you speak to traffic? Would it be almost exclusively car haulers coming and going from this facility? Or would there be porters bringing cars back and forth?

Gary Laundroche – It would be a combination of porters. The other thing we're seeing a lot these days is the manufacturers have hired a bunch of independent contractors. You've seen these, they're pickup trucks with a trailer on them. They're not really like the big car haulers; they're just a truck with a trailer hauling two or three vehicles. That's typically what you'd see, and it would mostly be porters.

The interesting thing that a lot of communities don't think about with dealerships in general is that a dealership is a good neighbor to have in the community for traffic reasons. Really, our business hours are like 9am-6pm through the week, except Monday and Thursday they're open until 9pm. They're 10am-4pm on Saturday, and they're closed on Sunday. It's not a late-night operation. There's no Sunday traffic there. It really doesn't impact peak traffic hours much in the morning or in the afternoon because of our hours of operation. It's something to consider. We don't do the loudspeaker system on the outside. We're controlling our lighting. Nowadays, you don't have the glare anymore. Back in the day, they used to want 1,000-watt metal halide 35 feet in the air.

Lafontaine is also very big on sustainable buildings. We have five LEED certified dealerships within our organization, and even if we aren't actually going for LEED

certification, we're still implementing a lot of those sustainable, green practices into our stores because it's better for the environment, it's better for our building and for our energy, and it's better for communities. A lot of this is mandated. ASHRAE standards are so much more restrictive nowadays, fresh air makeup that you have to have in the building, you have to pretreat your storm water before it's discharged so you're improving quality and quantity of storm water. These are all things that we're incorporating anyway to help improve things for employees, neighbors, building functions, etc. It's really the way to go. We're big on that. I wanted to take away some of the negative connotations that dealers have.

Weber – One last question. If everything went as planned for you, when would you put a shovel in the ground?

Gary Laundroche – It would take probably 3-6 months to get drawings done and approved, manufacturer's approvals, get pricing in, materials ordered, and that would be very aggressive. It's hard to get anything done in less than a year these days, from the time we get in front of a municipality and go through the process, but we're anxious to go. We've been trying to figure out how to get Dick Morris to work for a quite a while already.

Chairperson Parel –

- I'm one of many, including the Board of Trustees, but I'm very anxious to see this corner get developed. Dave and I talk frequently about the Haggerty corridor and the mish-mosh of properties we're trying to clean up, and this helps us with that problem.
- I've got a laundry list of questions, in no particular order.
- Dave, I see in the picture that we're doing yet another "Welcome to Commerce Township" sign. My personal preference is that we have enough of those, especially down that corridor including Martin Parkway. I don't know if that was our idea or theirs. I'm one person, just a comment.

Gary Laundroche – It can say anything you want it to.

Dave Campbell – I don't know that anybody is committing to that sign, or even there being a sign. I think they were trying to represent that they are willing to do some sort of an entry feature.

Chairperson Parel –

- I wanted to make sure it wasn't at our request. I feel like we have enough of those.
- In regard to the parking lot, it's an interesting one for me. A lot of people made good comments. I think Joe made a comment when we originally looked at that site. We had somebody here a few months ago looking to do independent living on the property. The comment Joe had made was, "You're across from the gun club. What else could you really do there? Should you be doing independent living? Those people don't want to be hearing that." You can't do single-family there. There's a lot of limitations. I'm not saying a parking lot is a perfect solution but I always like to look at the alternatives for the Township.

Gary Laundroche – I thought we were a pretty good fit actually, across the street from the gun club.

Chairperson Parel –

- I don't disagree. I also understand George's concerns, and I understand that if this does get rezoned, our Trustees will have to approve that rezoning. You might have an uphill battle. From my perspective, as long as it's well-buffered, also in the wintertime with evergreens and things, I would actually be okay with it.
- I don't see a huge difference between a parking lot with a building, or just a parking lot. Regarding impervious materials, maybe there's some type of a solution. I don't know if it helps us, and I know this is preliminary, but maybe there could be more landscaping on the property and less parking spaces.
- I'm very interested to see what you're going to come back with on the Dick Morris building.
- Sidewalks are very important for me on all properties. We're making a good connection there.

Gary Laundroche – Yes, and with the trail in the back.

Chairperson Parel –

- I won't get into the traffic because we definitely have a challenge at the corner.
- On Parcel C, is there any plan for security fencing on that property?

Gary Laundroche – There is not.

Chairperson Parel – Great.

- Dave, can you pull up the rendering?
- You've already addressed the lot lighting.
- We talked about the car haulers.
- My last question is regarding the service doors. Those are facing a main road. I don't love that. I don't know if there's another solution for that.

Gary Laundroche – That's a tough one for us because that is actually manufacturer's mandate. That's one of those things where they really dig their teeth in. It would be hard for us to get out of that.

Chairperson Parel – Not just the signage for service, but the actual doors.

Gary Laundroche – They want the entrance facing. It's one of their things, but this is kind of tucked back and designed not to be on the road. That's a tough one because I've dealt with this in other communities, especially if we're proposing a ground-up store. We have no hardship to say, "Well, we can't do it because it's an existing building," or something. We can try to dress it up somehow with natural stone and some other features.

Chairperson Parel – My bigger concern is that the doors remain open and they're a bit of an eyesore. We're saying this is going to be a flagship property for the community. Dave, don't we have some codes regarding bay doors facing the main road?

Dave Campbell – We do have standards and it kind of depends on the zoning district. In general, we try to avoid the overhead doors facing the main road. I could see where it's more of a challenge when you're at a corner, and an oddly configured corner at that. I don't doubt that the manufacturer is going to push for that. Oil change places are an example where we try to orient the building so that the bay doors aren't facing the main road.

Chairperson Parel – We did it with the credit union and the drive through.

Dave Campbell – So we're talking about overhead doors, we have some general automotive base uses, like you're saying, drive-throughs, et cetera. We had the credit union pivot their whole operation so that the drive-through would not be so prominent to another awkward corner of Pontiac Trail and Walnut Lake Road.

Chairperson Parel – I'm not saying it's a deal killer for me, but if you wanted to talk hardships, I suppose if it's against our community standards, that may be something. Other than that, and I should have led with this, I think the buildings are beautiful. I'm excited to develop this corner, and cleaning up the Dick Morris building will be great.

Dave Campbell – Maybe this is a question for both entities, Lafontaine and the Planning Commission. When we look at the Oakley Park parking lot, we heard some comments that there's concern there with the idea of a large, paved parking lot. Is there any opportunity to offset those concerns with some green sustainable features? I don't know, maybe electric vehicle ready. I don't know Hyundai's position as far as electric vehicles. Solar panels could be incorporated, if they were carports with solar panel roofs. Permeable surfaces potentially. Are those things that you could look at as sustainable features that might offset the concerns of another big, paved parking lot.

Gary Laundroche – Yes, actually you stole my thunder there. This was just a first rough draft of a parking lot. It's absolutely a worst-case scenario. It's just a pure open parking lot, utilizing all the space. There's a lot of things that could be done to this. We haven't had a lot of success with permeable asphalt because of our climate in Michigan. We have over 75 freeze/thaw cycles a year. When water gets down in there and freezes and pops, you've seen what happens with potholes in February. We could do things like bioswales, where we're directing water through some natural features to pre-clean that water. Electric vehicle charging stations would be part of plan because we know that's where America is going, with electric vehicles. If we're going to have a storage here, we would need to have a way to charge those. I love the idea of solar panels as a source to generate that. They don't really do enough to charge a vehicle, but it could be something that's back fed into the grid and still producing something. We do have a full 125,000-watt solar system on one of our buildings. We're experimenting with that technology for solar in Michigan and how it impacts our energy usage and reduction. This could even be tightened up quite a bit. It could be more of a park-like setting with meandering edges. This is a worst-case scenario and the first rough draft. I just wanted a concept for discussion.

Chairperson Parel – That's great. I appreciate you being open with us on that. You mentioned LEED certification. I've been to the Lafontaine Cadillac dealership on M-59. It's really impressive.

Gary Laundroche – It's LEED Gold.

Chairperson Parel – Do you have a plan for the Hyundai?

Gary Laundroche – We haven't really discussed that yet. The problem that we're finding now is to actually get LEED certification, which really is a rating system through the U.S. Green Building Council, an independent third-party, some of the stuff sounds nice, but it is not as practical. It depends on what you're doing. We don't want to commit that it's the only thing we're going to do. We feel like there's a lot of other things we can do at this location to your benefit. Right now, we're an open book. We can switch the buildings. We are completely willing to accommodate any other ideas, thoughts and designs that you'll like. That's where we're at in this development. We're appreciative to have this opportunity to share this with you. I guarantee we will be incorporating LEED type design elements into these facilities, whether we actually get the certification or not. It's too early for me to tell. I'll have to see the feasibility. If I can make it happen, I know Ryan Lafontaine would really be happy with it.

Weber – Are there any of the Genesis stores with their corporate design standards in the area that we could go look at? I want to see it at night to see how it's lit. It's hard to tell how this looks. The Hyundai store looks much warmer than the Genesis store.

Gary Laundroche – I think the glass is shaded as they're requiring and it's sort of semi-opaque. I know there's a Genesis in Troy that I think fits the current design standards. I can find out.

Weber – Same thing with the Hyundai store.

Gary Laundroche – This is their newest design standard. I'm not sure if they've been done. We are doing this to our Livonia and Dearborn stores as well. I'll look into that and shoot an email.

Chairperson Parel – I would definitely be interested.

Dave Campbell – I know Deb does a great job, both as the Planning Commission's Recording Secretary, but also as our DDA Director. Parcel C is owned by the DDA so they're the prospective seller. I don't know if Deb wanted an opportunity to say anything or ask any questions.

Debbie Watson – Thank you, Dave. I think most everything has been covered, especially in Brian's thorough commentary that he provided. I would note, I think you're going to have a lot easier time presenting to the Township Board for the Oakley Park site if you do have a building on there, some type of function. I can't say what that would be, but in addition to everything you've discussed here about that parking lot, that site is also DDA capture area. So, the Township Board would be much more open to hearing about that development if there is something in addition to a parking lot there. That's my feelings on that.

When it comes to the design on Parcel C, I keep envisioning two-story buildings, with lots of glass, versus just one-story. Then you could have more display area on the first level possibly. Some of the dealerships I've looked at had a fake second story. I would

think you'd want to make it usable so you'd have that additional space, but you could go up with these buildings. It is certainly appropriate for this area in the DDA. I think those were the only things I needed to add. Everything else has been covered.

Dave Campbell – One of the comments we heard from some of the folks around Township Hall was, "Could they do one of those car vending machines that Novi just did with Carvana?" I think that's a little over the top, but what I think is interesting about that structure is the way the glass, the new vehicle and the lighting all play off each other. A shiny car behind glass is a good look, so if there's ways to incorporate some of that into these buildings, I think that's something you could look at.

Gary Laundroche – I like it. Thank you.

Chairperson Parel – Last thing, Deb just kind of hinted at something. The cemetery George was referring to. Can you show where that's located?

Dave Campbell – It's there and in the March picture without leaves on the trees, you can probably make it out. It's a very subtle cemetery. If you look closely, you can see some headstones.

Chairperson Parel – I guess I have a couple comments about that. One, the interesting thing is that our canopy of trees in front of the parking lot seems to potentially disappear in the winter, the buffer. It's an aerial, but that tells me we may need to add trees in to gain the buffer.

Dave Campbell – You're correct. It's primarily deciduous trees out along Oakley Park.

Chairperson Parel – And the second thing, and I don't know if there's any value to this, but it sounds like in a lot of people's comments here, and in the comments Deb just made as well, there's going to have to be a convincing job if we want to get this through the Board of Trustees. I wonder, would there be an opportunity for this group to come in and offer a piece of this parcel to be gifted, adjacent to the cemetery, for some type of park setting? Would that be beneficial to the community? Is that a benefit that helps us get there?

Weber – Dave and I have gone through how sensitive development is next to our cemeteries.

Gary Laundroche – Quiet neighbors.

Weber – Very quiet neighbors, and I get that the parking lot is a quiet neighbor, but it is very emotional for those who have loved ones in there. I would say that the buffer would need to be extensive.

Gary Laundroche – Substantial.

Weber – Having just gone through this with another cemetery in the Township, a wall between the two, a fake stone wall, or something along that line I think might help with some of the convincing on this. So, a larger buffer.

Gary Laundroche – It could be a combination of a buffer with a berm, a wall and landscaping.

Weber – Not trying to make an already expensive parking lot more expensive, those would be things that would be almost a prerequisite.

Gary Laundroche – No, I get it.

Chairperson Parel – And I know we're trying to keep the automobiles clean, but I think you also mentioned that maybe initially, it's not all asphalt. I don't know if that helps sell it either. I did hear the comment, it might have been from Sam, that we don't want to have a vacant parking lot years down the road. The only benefit I see is that at that point, you would have a property that's already graded and, in theory, ready for development maybe.

Gary Laundroche – Maybe even utilities stubbed. Gravel would not work great because it's hard to pile snow in the winter, and it's muddy when it rains. It's not a great option, but less parking lot, more greenspace; that makes more sense.

Chairperson Parel – But again, it's a preliminary plan. We understand. Do you have any other questions? We've given you some feedback and asked some questions.

Gary Laundroche – I really appreciate it.

Chairperson Parel – Is there anything else we can answer for you?

Gary Laundroche – I don't think so. We're appreciative to have the time, get some feedback and be able to introduce this to you.

Chairperson Parel – It sounds like you're using Dave, he's a great resource.

Gary Laundroche – He has been a wonderful resource, and his guidance has been appreciated.

Dave Campbell – You're correct that the process of whatever happens on Parcel C, and whatever may happen on Oakley Park, is going to have a good amount of lead time. Is there any scenario where work can get going on the Dick Morris dealership in advance of that? I presume you're going to want to know that you have an entitled property on Parcel C before you put a lot of investment into the Dick Morris site.

Gary Laundroche – Yes, we're going to want to know how we're proceeding with this so that we know how to brand Dick Morris. Maybe this doesn't work out for Hyundai-Genesis here if this Parcel C project doesn't work for us, because they really don't fit on the Dick Morris property. Maybe we'll have to come up with a different proposal for that. We would just as soon run with this program, and as soon as we know that we're headed down the path toward potentially having Hyundai-Genesis at this location, then we'll be able to start branding the Dick Morris to follow suit. As soon as we can get approvals to get that going, they're anxious to get it moving.

Discussion continued regarding maintenance of the Dick Morris site in the interim.

Chairperson Parel – Regarding the Conditional Rezoning that's required for one of the two parcels on the screen, would we ever tie them together, and is that even possible?

Dave Campbell – It's a good question. It might be a legal question. A Conditional Rezoning is a contract between the developer and the Township. I would want to get the attorney's opinion regarding, could that contract be tied to a separate property.

Chairperson Parel – I think a lot of people here have interest in knowing what the plan is for that Dick Morris property. I understand that you guys aren't there yet. I feel confident. I've seen your work. I think it's first-class. What I don't want to see is just a little bit of paint and a new roof and call it a day.

Gary Laundroche – Right. No, it needs extensive work.

Chairperson Parel – Okay, I appreciate you recognizing that. I think I'm good. Personally, I'm looking forward to this. I think it's going to be great.

Debbie Watson – Dave, did you let them know that we don't do EIFS?

Dave Campbell – I don't remember if I did or not, but we don't do EIFS.

Gary Laundroche – Okay.

Chairperson Parel – I didn't see any in this proposal, but thank you. We should mention that at every meeting.

Dave Campbell – I don't think we're to the point where we're deciding on architectural materials, but I assume that these were some sort of a metal panel system.

Gary Laundroche – They are aluminum composite panels, yes.

Dave Campbell – And is Hyundai going to have some say of how the Dick Morris facility is branded?

Gary Laundroche – They will if we use that as a certified used vehicle location for Hyundai. They will make us follow their same image standards.

Dave Campbell – Okay, so the Dick Morris service center won't necessarily be a Hyundai? It might just be a Lafontaine general service center?

Gary Laundroche – No, we would rather have it be Hyundai-Genesis branded, and that way we get support from the manufacturer as well.

Chairperson Parel – The concept is a little interesting to me. Typically, my recollection from going into dealerships is, when you go in for service, they put all the nice, new cars by you and they'd have a salesperson there talking to you about them. This might be a little different.

Gary Laundroche – We'll have the same opportunity with pre-owned vehicles. And nowadays, shoppers have already done their homework. They've been online and they know what they're looking for before they visit a dealership. We're also finding that we're doing a lot of pickup and delivery. They'll pick up somebody's car, bring it in for service and then bring it back to them. Things are changing and we're always evolving.

Weber – Out of interest, what is the contribution of the manufacturer? If you spend \$2, do they spend \$1 if you meet their...

Gary Laundroche – No, we don't get any direct money as far as imaging.

Weber – It's margin?

Gary Laundroche – Yes, it's margin and allocation.

Weber – Okay.

Chairperson Parel – Great. I love the project.

Gary Laundroche – Thanks so much guys.

ITEM 12. MASTER PLAN REVIEW

Chairperson Parel – Dave, we chatted a little on this. The idea was that we're in the process of updating our Master Plan for 2015, and I think we agreed that during each monthly meeting, we will make this an agenda item to chat on the subject. I think you're bringing something to the table in regard to the scope that Giffels is proposing for next steps.

Dave Campbell – We've been having regular meetings, starting with the kickoff in November, and one of those meetings was a joint meeting with the Township Board. We've been talking about our objectives with reviewing the Master Plan and whether the outcome of this endeavor is an update or an entirely new Master Plan. What's being proposed by Giffels and supported by the Planning Department is an update, and the focus would be a series of area plans, focused on specific properties or collections of properties that we all know are likely to be developed or redeveloped in the foreseeable future.

An example of that is the Beaumont property at M-5 and Maple Road. Different prospective developers through the years have brought different concepts to the Planning Commission. That's obviously a big property and a big, prominent location. As we know, it's zoned for a hospital because that was the intent of Beaumont at one time. In fact, they started building the hospital there, and then that fell through. So, unless someone comes along with another hospital proposal, the Planning Commission and the Township Board are going to have to reconsider the zoning for that property. Part of that reconsideration would be for that property to be one of a series of area plans within this Master Plan update.

The scope that Giffels has provided is meant to encompass that. They say up to 10 area plans. With that in mind, the Planning Department created this spreadsheet with 13 properties that might be candidates for an area plan.

This might be a decision we want to make when Giffels is able to be here. I know Jill wanted to be here this evening, but she got pulled away to a conference up in Traverse City. If the Planning Commission is agreeable to that approach, then I'd like to go through this list and get something of a consensus that these are the properties that you would like to focus on with a series of area plans, and with the scope as proposed by Giffels. If you're favorable toward that, then I have to go to the Township Board and get the budget approved to go through that process.

Weber – Dave, what is the definition of an area plan?

Dave Campbell – Looking at a specific property, looking at its future land use designation, and typically instead of having a generic future land use designation, coming up with a specific set of goals, criteria and land uses that we envision for that property, and potentially the land uses that we don't envision on the property. We've had discussions on density and what is appropriate for each location. We would look at these properties individually and come up with a set of recommendations, goals and visions for each property. We wouldn't focus on the areas of the Township that are already fully developed and occupied. The intent is to look at the properties that we know are on the development community's radar, and try to get ahead of what they might want to do on those properties. We want to be more proactive than reactive.

Weber – Personally, I can't think of anything more important than that, looking at large acreage that's presently not developed, and making sure that it's zoned appropriately with some level of a vision that meets the guiding principles that we had put together.

Debbie Watson – Dave, I know you and George had a subcommittee for the Township owned land. Is that something we need to have for this? For these properties in particular.

Dave Campbell – It's something worth considering and I might want to think through what that looks like, whether it's a different subcommittee for different properties, and what we would be committing everyone to if we took that route. But that might be a chance to have a smaller group that's looking specifically at different properties, rather than the whole group trying to go through the whole list. It's an interesting idea. As part of that, and whether we decide tonight or if you need more time to think it through, this is a significant list.

Paula and I have gone through the exercise of which ones we think are more pressing than others. I wanted to see if the Planning Commission had any thoughts in that regard, whether some of these properties don't belong on the list. One of the things that we're discussing with Giffels is that each of these area plans comes with a certain price tag in terms of their efforts. If some of these properties don't warrant their own area plan, that would be reflected in the cost.

Chairperson Parel – Maybe part of that answer is, we look at a big parcel like this and we look at the future land use as currently slated, and we just say we don't think that's going to change. I'm looking at Bay Pointe for instance. I think we're good there. I don't know if we need to spend money to work out a new plan for future land use there. A couple others I saw; the Walled Lake Schools property adjacent to Commerce Elementary, the Long Farm property, and the Union Lake Golf Course, to me, those all

scream single-family and I think they're currently zoned for that. I know the Beaumont property came up and Commerce Village. I think those are more critical. Maybe we can open up and see if anybody else agrees or disagrees.

Dave Campbell – I'm open to ideas as well. One of the things that Paula and I have the advantage of is that we get the phone calls to the Planning Department. Certainly, there are properties on here that we field a lot more phone calls on than others, so we have a sense of which of these properties are being considered.

Maybe it would help if Paula and I memorialize what we think are the higher priority properties, a ranking system perhaps. I have a check mark next to the Williams International property, the Beaumont property, the northeast corner of Commerce and Carey, the Bay Pointe property, the first of the Walled Lake Schools properties listed here on the north side of Commerce Road adjacent to Victory Park, and the Union Lake Golf Course.

Chairperson Parel – These are critical ones?

Dave Campbell – These are the ones that I think are strong candidates for an area plan. My next four are; Long Farm, the gravel pits, the second of the Walled Lake Schools properties, and the properties owned by Piecemeal Properties, LLC. I would say if we had to skim some off, those would be my candidates to exclude.

I do want to do an area plan for the Village, and the bottom two properties could be delayed. I think Phase II of Five & Main, it might be too early to say. Without really knowing what's going to happen on Phase I, it might be too early to put too much effort into Phase II.

Then, the Rock Road properties, although I would love to remove what is considered to be an eyesore, those properties are probably zoned and master planned appropriately. It's just a matter of the owner finding the incentive to do something better with those properties.

Weber – Maybe I'm really not clear on the area plan. Let's just take the Union Lake Golf Course. Right now, it's R-1C, but it's residential. It probably makes sense that it's residential. Now, whether it's R-1C versus R-1B there, but do we need an area plan for that? If the Commission says it's going to be residential, maybe we can have a discussion on density. What is Giffels going to bring to the process that's going to get us to a better place?

Dave Campbell – I think part of the answer to that is the steps that they include in their scope. When you look at Phase 3 and the steps that are included in there. With that property in particular, given that it's at the corner of Union Lake Road and Wise Road, with some interesting companion land uses nearby; the Union Lake boat launch, commercial surrounding it, but then you've got Township park land adjacent to it as well. Is that something where we could look specifically at that property and come up with some thoughts of whether more of a mixed use is appropriate, with something other than residential along the road frontages of Wise or Union Lake Roads? The Sally's Bar property is on that corner, and there's a reason that property has been sitting vacant for as long as it has. There are some challenges with this property overall in terms of the soil conditions, the flood plain and so-forth. I guess, Mr. Weber, when you ask what we could be looking at on that property, I might attempt to throw the question back to the

Planning Commission, but the question would be, “Does a strictly single-family designation remain appropriate, or is it an opportunity to come up with ideas of doing something more creative, given that it’s a unique property in a unique location?”

Rebeck – How does the area plan interact with the existing overlays? Are these going to be sub-plans within the overlays? I know most of them aren’t in there, but what I was envisioning from their presentation is that we would adjust those overlays and maybe put them on top of some of these to make sure that we don’t end up with too much development within specific areas that might all be residential already.

Dave Campbell – The overlays are more of a zoning designation, and the zoning is meant to be the law by which you accomplish your vision, and the vision is the Master Plan. So, if the Master Plan evolves into a vision that’s different than what’s allowed in the overlay district, then maybe the next step would be to amend the overlay districts.

Rebeck - I feel like that’s where we’re at from all the conversations, that all of the overlays were not allowing things that we actually want now, allowing things that we don’t want now, and not giving enough specifications about apartment buildings and things like that.

Dave Campbell – If that’s the case, then one of the recommendations that would come out of an area plan would be adjustments and amendments to the standards within the overlay districts.

Rebeck – So this is not adjusting anything with the overlays at this stage?

Dave Campbell – Correct, this would not be amending the Zoning Ordinance, but one of the outcomes might be recommendations to amend the Zoning Ordinance in order to better achieve the vision within the Master Plan.

Weber – Dave, what’s your opinion on Phase 1 & 2 of their scope document?

Dave Campbell – Phase 1 is something that we talked about at our last meeting, literally pulling sheets of plastic down over the aerial with different layers on it. It’s a great exercise. I prefer to do that exercise in a digital format. That’s what they’re proposing here, what I took from our last meeting as something the Planning Commission wanted to see, which is a base of a current aerial of the Township, and then the opportunity to add and take away different layers, such as zoning, future land use, parcel lines and so forth. They’re including in their scope that GIS tool so on the big screen, we can turn layers on and off. The phases beyond that are standard steps within a master plan update process. Sending out notices is necessary and scheduling public hearings. Some of the public engagement aspects are more digital and interactive now. Jill mentioned student engagement is one of those things that can be beneficial to get younger minds involved. For the most part, these are fairly standard steps and we would need the consultant’s help with scheduling open houses, whether they be digital or in-person, and in creating the GIS tools. Our department simply doesn’t have the software and resources to do a GIS project like that.

Weber – My view when I went through the document, Phase 1, 2 and 4 I think we need all of that. It was the Phase 3 that was not clear to me whether we needed everything on that. Maybe this group figures out how to pair that down, just through the ways that were described. Let's look at what development areas we really need reviewed. We won't have all of the input for Phase 3 until we get community input.

Dave Campbell – So, kind of the chicken or the egg.

Weber – So we have an existing future land use that's in play. Somehow it would seem disingenuous for us to go to Phase 3 and put a lot of work into these areas, and then have the community come in and say, we don't like any of that. We think it should be X, Y and Z.

Dave Campbell – Or you picked the wrong locations, if we're doing...

Weber – I think either picking the wrong locations, or starting work on those locations prior to community input.

Dave Campbell – Okay.

Chairperson Parel – I'm wondering if that's a question for Jill.

Dave Campbell – I was going to say something similar, and it's a question we don't have to wait a month to ask. I will ask her tomorrow or the next day. I need to look at these phases again, but something along the lines of completing Phase 2, and only then, knowing what the scope would be, moving ahead to Phase 3.

Weber – I think somewhat, and I have no idea what the cost is and what can be thrifted. If we said, rather than doing these 15 properties, we want their help with 7 of them.

Dave Campbell – I can help with that. Giffels did provide one version of the scope with costs and one without. The reason I didn't provide the one with costs is that I didn't necessarily want the Planning Commission to be basing their decision on cost. I think that's more of a Township Board consideration. I wanted the Planning Commission to decide on what they thought was the best direction, not necessarily the cheapest option. Jill said the area plans, depending on the scale of each property, are anywhere from \$3000 to \$5000 each. If that helps give you any kind of gauge on what the appropriate number of area plans might be.

Winkler – Dave, with what you just said about the cost per area plan, we wouldn't necessarily have to decide on which of those development areas we want Giffels to investigate further until after Phase 2.

Dave Campbell – I want to agree with you. However, I want to talk about that with Jill before I say with certainty that, yes, that would be the way it would go.

Paula Lankford – Maybe have the public input before we pick those properties, which is all in Phase 3 anyway. We would just hold the public open house before we pick the area plans.

Winkler – I would like to email to you those area plans that I think are less important.

Dave Campbell – I would appreciate that and I might ask that of everyone. For the sake of consistency, do we want to come up with a ranking or scoring system of 0-10 or something like that?

Weber – I think high, medium and low might be easier. I think to get to a scope and a contract with them, if we can do some level of prioritization, then we can say, Jill, we are going to want to do 7 or 10, whatever that number is. Which ones those are, we'll have our own internal thoughts, and we might change that when we get community involvement.

Dave Campbell – It makes sense to me. I want to confirm with her before I say with certainty. Does that sound like something all of you could do, go through this list and give each a high, medium or low ranking?

Chairperson Parel – Yes, I think that's reasonable, 30 minutes of time or so.

Dave Campbell – How long did it take you, Paula?

Paula Lankford – 5 minutes.

Chairperson Parel – Dave, I found your answer interesting about Bay Pointe. It definitely contradicts mine. Maybe I'm missing something. Why do you think Bay Pointe requires an area plan?

Dave Campbell – For a number of reasons. Bay Pointe is certainly relevant in the bigger conversation of traffic. This idea of more efficiently moving traffic north to south, and more so north, through Commerce Township. We've had plenty of conversations about all of the traffic coming up M-5 and then it gets bottlenecked at Martin and Richardson, Richardson and Union Lake, and north from there. Whatever happens on Bay Pointe is going to be essential to the future of that traffic pattern. Bay Pointe is also complicated by the fact that it straddles the municipal boundary between Commerce and West Bloomfield Townships. If we did an area plan with that one, we might want to involve our peers from West Bloomfield in that effort as well. Traffic, and also access; I know the Fire Marshals for both Townships have different opinions on where the points of access should be to that development. I don't necessarily know that land use is the main question with that, but maybe it's more about coming up with an area plan that addresses these questions of traffic, access, circulation, and cooperation with our neighbors in West Bloomfield.

Weber – Isn't that more site plan than area development? Would we back track on what we've discussed with the developer?

Dave Campbell – I've been trading phone calls with Herb Lawson today, the prospective buyer and developer of the Bay Pointe property, and the contract he was under has expired. My understanding is that Bay Pointe is back on the open market. I may hear differently when I talk to him tomorrow.

Chairperson Parel – That makes more sense to me. Up until now, I thought we had a plan and we were working toward that.

Dave Campbell – From a legal standpoint, what our Township Attorney has told us is, until they have a shovel in the ground, they are not entitled to whatever you've approved. On the Bay Pointe property, there have been no commitments by either side and certainly no approvals.

Weber – I would tell Mr. Lawson tomorrow that we're in the middle of a Master Plan and that property is scheduled to have a whole new critique.

Dave Campbell – I will tell him that.

Rebeck – I know it doesn't have to be broken down by parcel, because some of these have multiple. Are any of these close enough, or within the same scope of what we're trying to do, or the same side of the Township, where we could consolidate them and make them a larger area plan? If our goal is the same for any of these areas...

Paula Lankford – Williams and Beaumont maybe.

Dave Campbell – Yes.

Debbie Watson – Dave, did you get Chelsea her map?

Rebeck – If I had a map in front of me, I would be so much better at this. I can picture everything in my head, but trying to connect them and figure out what's in between, I can't visualize it.

Dave Campbell – The easiest one where they're directly across from each other is Williams International and the Beaumont property.

Rebeck – Right, so our area plan would be almost like an overlay; such as, we only want one gas station and no apartments, or one hotel, or something like that for the area.

Dave Campbell – I think there's definitely some logic in that being one plan. I always thought it would be awesome if there were some sort of a corporate or other user that could utilize both sides of the property and a put pedestrian bridge over the top.

Debbie Watson – Another bridge, Dave?

Weber – Will it be lit, with wave panels?

Rebeck – Only temporarily.

Paula Lankford – The residential pieces, like Bay Pointe and the Union Lake Golf Course; if you do a special area plan on top of them, even though they're residential, and they're future land use residential, I can hear your comments like, "What more can you do?" But couldn't you say that on the Union Lake Golf Course or Bay Pointe that

they're zoned R-1A, but the special area plan requires less density? You're not going to do 20,000 square foot lots. We want 30,000 to 40,000 square foot lots. Are we allowed to do that?

Dave Campbell – We would need to amend the Zoning Ordinance to do that. That would be one of the recommendations of the area plan, adjusting the minimum lot size or density, or whatever it might be.

Paula Lankford – So, you couldn't just say, we want Bay Pointe to be larger than half-acre parcels?

Dave Campbell – We would have to amend the Zoning Ordinance. The Master Plan is the vision, the Zoning Ordinance is the law. The Zoning Ordinance has to implement the law consistent with the vision.

Rebeck – The area plan is us saying, here's what we want and now the lawyers get to decide how we implement that for future development. We're not necessarily changing any of the zoning unless that's part of the plan that we come up with.

Dave Campbell – Right, part of the plan might be that we need to amend the zoning of these properties, or we need to amend this zoning district.

Paula Lankford – R-1A is the least dense zoning, so where do you go from there if you want...

Dave Campbell – I suppose we could potentially create another zoning district, R-1A+ or something.

Rebeck – So the plan is just a plan. I think you can go and consolidate some of these that are in the same general area where we have the same intention. Maybe we can get it down to a smaller amount and it will cost less.

Dave Campbell – At the risk of repeating, I want to check with the consultant.

Weber – When is your plan to take it to the Board to get funding?

Dave Campbell – As soon as the Planning Commission says, this is the direction we want to go.

Weber – Should we target April?

Dave Campbell – If in April, the Planning Commission says this is the direction we want to go, it would be either the April or May Township Board meeting when I would be seeking a budget amendment for a Master Plan update.

Chairperson Parel – Isn't it reasonable that within a week from today you'd have our input on this?

Dave Campbell – It seems reasonable to me.

Paula Lankford – Township Board is the next night after the April Planning Commission.

Chairperson Parel – Dave, it's interesting, like Williams; you mentioned that the northwest corner is renovated and we'd anticipate keeping it a light industrial user. I don't know when they're vacating that, but that's almost a no-brainer. Unless I'm missing something, I don't know why it wouldn't continue to be a light industrial operator with the market the way it is. I don't think anybody is tearing that down to put in residential.

Dave Campbell – I have had at least two meetings with residential developers who want to do just that. Williams put a lot of money into this building five years ago. I've been in this building and it is a top-tier, light-industrial facility, other than they still have to do the parking lot. The rest of these buildings are eventually going to be removed from the site. Paula tells me that the Building Department just approved a demo permit for one of the buildings. Williams is slowly but surely moving to their other facility and will demo all of these buildings, except for this one. This building is not owned by Williams. It's a completely different owner, so that building is not going anywhere either. Keep in mind, the Williams property extends all the way down to Long Park.

Weber – What is that at the end of the cul-de-sac there?

Dave Campbell – I don't know. I've never been invited onto this property, other than into that building we just talked about. There was some intense military testing activity that used to go on at this property.

Chairperson Parel – Well, it will be an interesting development and I think it's a good candidate for this. I think the other two that are critical to matching up with the comments from our Trustees are Beaumont and the Village. Dave, I don't know if you want to send an email out with instructions, but I think it's reasonable that we could have an answer back to you on high, medium and low within a week if not sooner.

Paula Lankford – Please copy me on the email.

Dave Campbell – I will send out the email, and anything you send to me, please copy Paula.

Weber – When you send it, can you send us an Excel sheet with a column so we can type in an H, M or L?

Dave Campbell – Yes.

Chairperson Parel – That's a good next step.

Dave Campbell – I think I have what I need. I will send out the email tomorrow and we will go through this high, medium, low exercise. In the meantime, I will also discuss with Jill how we can incorporate some of the comments I heard tonight into her scope.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

- **NEXT REGULAR MEETING DATE: MONDAY, APRIL 11, 2022**
- Valvoline's Conditional Rezoning will go in front of the Township Board at their meeting tomorrow night. If the Township Board agrees with the Planning Commission's 6-1 decision and approves the Conditional Rezoning, then they still have to come back to the Planning Commission seeking Special Land Use approval and site plan approval.
- We want to bring sign amendments to you, as requested by the Zoning Board of Appeals. They have requested that the Planning Commission and Township Board take a look at these amendments in an effort to not have those same requests coming to the ZBA repeatedly, which has happened over the last few years with specific examples of sign exceptions.
- Next month, Paula tells me you're going to see a pole barn. That's something else I might want to amend in our Zoning Ordinance. Currently, anytime somebody wants to build a pole barn over 900 square feet, they can only do it on 2 acres and only with approval from the Planning Commission. I like to believe that the Commissioners are more important than having to look at every pole barn over 900 square feet that comes to Commerce Township. I would love an opportunity to have those determinations kept amongst the Planning and Building Departments, but I want to see your opinion on that. So, we may have a discussion about our pole barn approval process in the near future.

Rebeck – Can it be put on a consent agenda? We all review it beforehand and maybe they wouldn't actually have to come and present.

Dave Campbell – Currently, they have to have a public hearing.

Rebeck – Oh, that's excessive.

Weber – I didn't realize that.

Dave Campbell – We haven't had one in a while, but they're interesting.

Weber – I can only recall two requests in the time I've been on the Planning Commission. I wouldn't want to lose the ability of reviewing the surrounding area. If it's under 900 square feet, it doesn't have to come to us?

Dave Campbell – Correct.

Weber – I don't know if that's the right threshold, and if that should change. If somebody wants to put a 10,000 square foot pole barn, I think the surrounding public might have a view. Maybe the 900 is the problem.

Rebeck – I think it's the size and relation to the acreage and the setback. It depends on who is going to be seeing it.

Weber – I would agree with that.

Dave Campbell –

- I mentioned Bay Pointe. It's on my list and I do plan to talk to Mr. Lawson to get updated information on where he's at.
- The last one I will mention is Oakley Park and Haggerty Road, another DDA owned property. This is where the self-storage facility, rebranded as Public Storage, is located. Half the property is undeveloped. This diagonal going through it is a high-pressure gas main cutting through the property. The primary interest the DDA gets on this property is a gas station. There is a particular interested party looking at it right now, and while I have not talked to that party yet, I have reason to believe that one of the things they will want to ask the Township is to take another look at the alcohol regulations, the spacing requirements for off-premises alcohol retailers. Would we look at it one way if they only sold beer and wine? The Planning Commission has been approached on this topic by other gas station operators in recent memory, but I suspect that the prospective buyer/developer of this property is going to want to have that conversation again.

Weber – The problem with that is, we would open it up to every other gas station that's not currently selling beer and wine. If we allowed it for the DDA property, there's no way we could say no to the others.

Dave Campbell – I don't disagree. That concludes my report.

L: ADJOURNMENT

MOTION by Weber, supported by Rebeck, to adjourn the meeting at 9:00pm.

MOTION CARRIED UNANIMOUSLY

Chelsea Rebeck, Secretary