

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

Monday, June 3, 2024
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
Bill McKeever
George Weber
Brady Phillips
Sam Karim

Also Present:

Dave Campbell, Township Planning Director
Paula Lankford, Senior Planner
Mark Gall, Township Fire Marshal

B. APPROVAL OF AGENDA

MOTION by Loskill, supported by Phillips, to approve the Planning Commission Regular Meeting Agenda of June 3, 2024.

MOTION CARRIED UNANIMOUSLY

C. APPROVAL OF MINUTES

MOTION by Winkler, supported by Weber, to approve the Planning Commission Regular Meeting Minutes of May 6, 2024, as written.

MOTION CARRIED UNANIMOUSLY

D. UPDATE OF ACTIVITIES

George Weber – Township Board of Trustees

- The Trustees had a Board meeting on May 14th. For this Commission, I think there are three items of note.
- First, we approved the ordinance that Dave and Jay were interested in for the 10 feet of separation between detached structures.
- Next, just as a public service announcement; Kickstand Brewery received a temporary liquor license for their Oktoberfest, which will take place in September. It's generally a good time if anybody in the community wants to attend that.
- Finally, we had a significant discussion and we approved three SADs to kick start the 5 & Main project. Those were specifically for the Continental Properties. They are 15-year SADs for water, sewer and capital charges.

Dave Campbell – And Township Board is still going to see it again in June for the Roll Resolution?

Weber – Yes.

Dave Campbell – It's something of a formality at that point.

Chairperson Parel – Regarding Kickstand's Oktoberfest, was anybody here in attendance last time?

Weber – They hold it in the parking lot. They put a tent up. It's a good time.

Chairperson Parel – Wonderful, I'll try to make my way there. Thank you, George.

Brian Winkler – Downtown Development Authority

- The following is a summary of the May 21st DDA meeting.
- Oakland County Sheriff's Office Update: Lt. Reyes provided a significant update to the DDA. She mentioned that there were 300 more calls in April 2024 than April 2023, with only one additional sergeant added to the Commerce Township substation staff. Traffic/speeding enforcement has also been improved.
- Insite Commercial Report: Parcel B1 - Phase 1; Aikens, Five & Main: Continental applied for three SAD's totaling \$1.6M at the May Township Board meeting, which were tentatively approved. The final roll resolution will take place at the June 11th Township Board meeting and closing for both Continental and the .44-acre parcel is tentatively set for June 12th.
- Attorneys Report:
 - Counsel presented and the Board approved extending the closing date for the .44-acre parcel needed for Continental's residential component of the Five & Main development.
 - The RCOC Drainage Easement and the AT&T Easement for work at the east end of Glengary and South Commerce were also discussed.
- DDA Annual Meeting: DDA Officers and Committee Chairs were maintained without change.
- Committee Reports - Finance: Molly Phillips noted that a number of MTT judgments have taken place on properties within the DDA area.

Chairperson Parel – There were 300 extra calls for the OCSO, year over year, in the month of April?

Vice Chairperson Winkler – Yes.

Chairperson Parel – Were they able to tie that to anything?

Vice Chairperson Winkler – It's 10 more calls a day.

Dave Campbell – I think when the DDA asked that question, Lt. Reyes, who is our substation commander, didn't give the indication that it was any sort of troubling trend.

Weber – Those are 911 calls, so I think some of that is even if somebody is calling for a medical emergency, frequently a deputy is going to go out on those runs, unless the Fire Department calls them off.

Chairperson Parel – My only concern is that we sometimes approve assisted living facilities, and during our approval, we consider the load it will put upon our first responders. I just want to make sure that we take that into consideration. I think that's good information. But then also, it relates to the Master Plan that we updated and the aging of the community.

Bill McKeever – Zoning Board of Appeals

- At the May 16th ZBA meeting, there were two variance requests granted.
- One was for a deck to remain in the canal side front yard at 6101 Ashland.
- The other was for two variances from Article 6 of the Ordinance to construct an addition that would encroach into the required minimum side and front yard setbacks at 509 Sherbrooke.

Jay James – Building Department

In Jay's absence, Dave Campbell provided the following:

- I think Jay typically gives you his report of Building Department activity.
- Nothing comes to mind that is earthshattering, which is part of the reason we gave Jay the night off.
- I know Jay is actually helping out in Lyon Township where their Building Official is on extended medical leave. So, Jay is serving as their Interim Building Official, so he is getting pulled in a lot of directions, but luckily he has a good staff that will keep up with all of the summer building activity.

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.

Dave Campbell – I think some people here are interested in the Costco project. There is a public hearing specifically for that project.

There were no comments.

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

F. TABLED ITEMS

MOTION by Loskill, supported by Phillips, to remove Item PSP24-05 from the table.

MOTION CARRIED UNANIMOUSLY

ITEM F1. PSP24-05 – LOWE'S – SITE PLAN AMENDMENT – TABLED FROM MAY 6, 2024

Lowe's of Commerce MI is requesting a site plan amendment for year-round and seasonal outdoor storage & display within Lowe's existing parking lot located at 2745 E. West Maple Road. PIN#: 17-25-376-034

Dave Campbell – We saw the site plan at the May 6th meeting and at that time, Lowe's was seeking an amendment to their originally approved site plan from late 2003. They wanted formal approval for their outdoor storage and displays. It is something that has been expanding in the years since Lowe's opened, and to the point where the Township was starting to issue warnings and citations for the outdoor storage that was never approved on the original site plan. Lowe's was hoping to get their site plan approved to include that storage so that they would be in compliance.

The plan has been scaled back considerably and consistent with what the Planning Commission discussed at the May meeting. The shed display area was relocated from the east side to the far west side of the parking lot. This was to avoid conflict with incoming traffic at the southeast entrance. In addition, they are proposing to add additional landscape screening between that shed area and the prominent view from northbound M-5.

To the north of the shed display area, it remains their drive-through seasonal mulch, topsoil and bagged materials pickup area. They've extended it a little bit, so it meets up with the shed display area; that's the teal color area.

To the west of the existing garden center is another seasonal storage area, presumably for garden material; mulch, topsoil, flower racks and so-forth.

A lot of discussion in May was regarding the area north of the store, which is overflow parking that Lowe's has historically been using for outdoor storage. Based on discussion in May, they are scaling that back and reducing it to just two areas here, both of which would be seasonal and/or temporary, with a duration being called out on the plan from March through July, with a portion of it to remain through September. There is also a note indicating temporary storage with a 48-hour turnaround time.

There continues to be an area in the front of the store for items such as grills, flowers, lawn mowers, riding mowers, et cetera. There is a note on the plan now stating that the area for what they call the sidewalk sales will not impede barrier-free access and will not impede emergency response as they're going to stay out of the fire lane. Sidewalk sales are meant to be year-round, but the items displayed would obviously reflect the time of year, flowers in the spring and snowblowers in December.

That is a summary of the changes made since the Planning Commission reviewed this in May. If the Planning Commission is agreeable to the proposal, or with some revisions, the option this evening is to take action on an amendment to the 2003 Lowe's site plan to include seasonal and year-round outdoor storage and displays.

There were some conversations regarding how this relates to the similar process with Home Depot. I would contend that this plan is pretty on par with what the Planning Commission required for Home Depot in terms of duration, square footages, et cetera. Contrary to Lowe's, Home Depot also has the rental component for trucks, equipment, and trailers. That is a notable distinction between the two plans.

Lashonda Hawk, Store Manager, Lowe's store #1814, 2745 E. West Maple Road, was present to address the request.

Commission Comments:

Phillips – With the additional screening, with white spruce trees, that's so we are covered during the winter months? I went through there today, with the summertime foliage, it's pretty well screened. But there was no screening added further up for the temporary storage in the yellow area. Don't we have the same concern there in the winter?

Lashonda Hawk – We don't have product there during the winter. That is a temporary area. I believe from our last meeting that the concern was the sheds that are permanently there all year long.

Dave Campbell – I think we pulled up the aerial photos. There's more of an evergreen screen along that portion of M-5, as opposed to when you move southward toward

Maple where it gets into more of a deciduous species which obviously lose their leaves for half the year.

Chairperson Parel – That yellow area that we're referencing, that's temporary storage, but is it seasonal? Does it relate to soil, mulch, et cetera?

Lashonda Hawk – Correct, storage for mulch, soils, stones.

Dave Campbell – Is that meant to still be the drive-through?

Lashonda Hawk – No.

Dave Campbell – Okay, so the drive-through is that teal color?

Lashonda Hawk – Correct.

Chairperson Parel – I think that answers my question.

Lashonda Hawk – So the drive-through is teal, until the sheds that are at the end of the lot. The yellow would be storage that would be used to fill the quick load area.

Phillips – The other question or concern I had was with respect to the building materials storage, the sidewalk storage; I know everywhere else, there's no encroachment on the fire lane, but that content is adjacent to a drive lane. I think we had issues with Home Depot forcing pedestrians into a drive lane potentially. I guess I would like to see sufficient space cleared so that pedestrians do not have to enter a drive lane.

Lashonda Hawk – We did discuss that last month when we were here, and the competitor actually does come into that sidewalk and extends into that emergency lane. We don't. We do keep space back from the emergency lanes. I believe Dave pulled it up.

Phillips – I'm okay that the emergency lane is clear, but if you go farthest right, you're showing inventory going all the way out to the drive lane, which implies pedestrians would be in the drive lane potentially. I'm suggesting that you ensure that there is sufficient space for a pedestrian to view or pick up that material without standing in the drive lane.

Lashonda Hawk – We can change what it shows on the grid, but that is a canopy that drives-through for the pros. We are not extended into the drive lane. I don't know if you can see that area from the aerial view because it's covered.

Phillips – I think a portion of it to the left is not under the canopy. But, with the material you have there today, I think you have space to do what I've requested. I don't think it will impact your operations.

Lashonda Hawk – It's probably the widest space that we have to walk around

Dave Campbell – So Mr. Phillips, if I understand your request, it's that since you don't have the crosshatched area, because it tapers off and ends right there, you'd like to keep some space open along the sidewalk portion that is open for pedestrians so they are not forced to walk into the drive aisle?

Phillips – Yes.

Lashonda Hawk – So what you see there now is exactly what that is year-round. We don't come out to the drive.

Phillips – Then show it on the plan.

Dave Campbell – On the plan, it shows it coming right out to the curb.

Lashonda Hawk – Right, so we can modify it on the plan. We can modify it on paper we can, but physically, we don't have product there.

Phillips – I could tell you had space, but I didn't want to approve a plan that says you could do that.

Dave Campbell – That might be an example of something that, if you were to approve this tonight, it would be conditional on her team making that change.

Chairperson Parel – Lashonda, did you have anything else to add?

Lashonda Hawk – I think we tried to make modifications based on the conversation that we had last month.

Chairperson Parel – Yes, and I think you've done a great job so far.

Vice Chairperson Winkler – No comments.

Karim – No comments.

Loskill – I looked over what we approved for Home Depot. I think being that it's over on the west side, it does its best to screen it from view.

Weber – Dave, could you pull the aerial up and just go to the southwest corner where the sheds are going to be? And first of all, Lashonda, I appreciate everything that you've done. You're giving us what we asked for, so much appreciated. The only question I have is regarding the screening of the sheds from that corner of Maple and M-5. If you go to where the evergreens are going to end, is there an opportunity to move some of those new evergreens southeast?

Dave Campbell – You want them to wrap around a little bit?

Weber – Yes, or if you probably just added one, it would fix that. Our concern was the sides and the backs of the sheds to screen a little bit from that prominent corner.

Dave Campbell – I'm assuming that is your ground sign right there where I'm moving the cursor.

Lashonda Hawk – It is, yes.

Dave Campbell – I can see where they might not want to block their ground sign.

Weber – Agreed, and maybe administratively approve that, Dave.

Chairperson Parel – And as long as we're talking about the monument sign, I don't know if you've driven by it lately, but it could probably use a brush hogging. You can't really see your sign.

Lashonda Hawk – Agreed.

McKeever – No comment.

Chairperson Parel – Dave, if you could pull up the main plan. In the back, I think we cleaned it up a lot and I think it's the right thing. I agree with you that this is a fair comparison to what we did with Home Depot. I just wanted to point out that there's two different types of storage back here. One is temporary storage that is on hold for up to 48 hours for contractors to pick up trusses and larger items. We did that for Home Depot. I don't believe we gave temporary lumber storage to Home Depot.

Dave Campbell – I can pass this out if you'd like. Mr. Parel, you and I talked about this when I was driving so I didn't have this in front of me. We did have both behind Home Depot. We had the 48-hour staging area, but then there was an oversized lumber area, for lumber 20 feet or longer.

Chairperson Parel – Okay, so it's a similar thing, so we really are comparing apples to apples. I want to make sure we're being fair to both parties.

Phillips – On the east side of the building and the parking lot, there is currently storage.

Dave Campbell – Through here?

Phillips – Yes. Is that now parking? Is that inventory there being moved or eliminated?

Lashonda Hawk – Correct.

Dave Campbell – Yes, and that was based on the discussion we had in May. They did have all of this parking occupied with lumber storage. They listened to the Planning Commission and that's no longer being proposed.

Chairperson Parel – Excellent. With that, any other comments or questions?

Lashonda Hawk – What is the date that every change would need to be made if approved? When do the spruce need to be planted?

Dave Campbell – Planting of the trees ... Well, you work at Lowe's. You don't want to do it in the heat of summer. Is it reasonable to do it in the fall?

Lashonda Hawk – Okay.

Discussion continued regarding when to plant the trees. Weber noted that you want the plantings to take root prior to the freeze, so he suggested planting in October. Dave Campbell confirmed that trees should be planted by November 1, 2024. Lashonda Hawk agreed.

Chairperson Parel – I think we could take a motion, with the condition that we need to add regarding the point to give clearance between the storage and the southeast frontage and the driveway.

Dave Campbell – And I think I heard Mr. Weber say that he would like to see the trees shifted around, subject to administrative approval.

MOTION by Loskill, supported by Phillips, that the Planning Commission **approves, with conditions**, Item PSP24-05, the request by Lowe's of Commerce MI for a site plan amendment for year-round and seasonal outdoor storage & display within Lowe's existing parking lot located at 2745 E. West Maple Road. PIN#: 17-25-376-034. Move to approve PSP #24-05, a site plan amendment for Lowe's (Store #1814) at 2745 E. West Maple Rd, for both year-round and seasonal outdoor storage and display at specific locations on the site.

The Planning Commission bases their approval on a determination that the site plan amendment is consistent with the intent of the Planning Commission's use determination of Aug. 7, 2023, that limited outdoor storage is an accessory use customarily incidental to a home improvement store with indoor lumber yard of 100,000 square feet or more, and further is consistent with the intent with the applicable standards of the Commerce Township Zoning Ordinance as they pertain to outdoor storage.

Site plan approval is subject to the following conditions:

1. A revised site plan to be administratively reviewed and approved by the Planning Department to include:
 - a. A walk area under the canopy in front of the building materials to allow people to traverse without going into drive aisle;
 - b. One additional tree at the southeast corner and wrap trees around that corner to screen the sheds;
 - c. And, as noted herein, trees are to be planted by November 1, 2024.

MOTION CARRIED UNANIMOUSLY

G. OLD BUSINESS

None.

>>Items H1. and I1. were discussed concurrently.

H. SCHEDULED PUBLIC HEARINGS

ITEM H1. PSU24-03 – COSTCO FUEL FACILITY – SPECIAL LAND USE – PUBLIC HEARING

Larry Dziurdzik with The JNL Design Group representing Costco Wholesale Corp. of Commerce Township MI, is requesting approval for a special land use for the relocation and expansion of an existing gas station to a new location on the property located at 3000 Commerce Crossing Road. PIN#: 17-36-200-036

I. NEW BUSINESS

ITEM I1. PSP24-06 – COSTCO

Larry Dziurdzik with The JNL Design Group representing Costco Wholesale Corp. of Commerce Township MI, is requesting site plan approval for the relocation & expansion of an existing gas station and for 4 warehouse additions to the existing store located at 3000 Commerce Crossing Road. PIN#: 17-36-200-036

Dave Campbell – There are two components to what Costco is proposing tonight. One is relocation and expansion of the fuel center, and that is what triggers the requirement for Special Land Use approval. In the B-2 zoning district a fuel center is permitted as a Special Land Use accessory to a shopping center. When the original fuel center was approved in 2003, it was a Special Land Use approval by the Planning Commission. Now, Costco is proposing to relocate and expand the fuel center. Anytime you expand a Special Land Use, it requires a new public hearing. We sent out the public hearing notices to all property owners within 300 feet, and we published a notice in the Oakland Press. In addition, Costco installed a sign along their Loop Road frontage saying, “Special Land Use Proposed”.

The existing fuel center is in this corner. Costco would demolish and remove that and replace it with the new fuel center in this area here. The Planning Commission will remember that this area was a long, undeveloped outlot along Loop Road that Costco purchased and developed with more service parking. They did so because they knew that they would need the additional surface parking because shortly thereafter, their intent at that time was to remove the fuel center and build a new one to the east. Costco got as far as to bring that plan to the Planning Commission last fall and received site plan and Special Land Use approval for that relocated fuel center in this area.

Costco did create more parking in the undeveloped outlot, and now after reevaluation of the site and their objectives, Costco agreed from a circulation and traffic flow standpoint, it would make more sense for the new fuel center to be located in this area which means they will have to rip out the brand new parking lot.

Also, they are proposing to demolish and repurpose the pad that currently occupies the Ghost Taco restaurant. Ghost Taco is the third operator within that building. It’s my understanding that Costco has a purchase agreement in place with the owner of the Ghost Taco property. I would assume that is contingent upon Costco getting their site plan and Special Land Use approval, which would lead to them demolishing Ghost Taco and resurface with additional surface parking to account for parking they lose with the new fuel center.

Costco would also need additional surface parking because they’re proposing to expand the store. There is the existing store and the proposal for the expansion. The bulk is along the south side, with three smaller expansions to the west and north. As part of

this, they would lose some of their existing perimeter parking along the west and north perimeter. Part of what they're hoping to do as part of the relocation and expansion of the fuel center is to provide additional surface parking to account for the expansion of the store and the loss of parking spaces. The expansion of the store itself is not a Special Land Use, but it does still need site plan approval.

In speaking with a few of you leading up to tonight's meeting, there were questions regarding the landscaping of the site if both projects were to be approved. Costco has provided a landscape plan and it's broken into different regions so you can see some of the detail. There is a significant amount of new landscape plantings wrapping around the corner of Loop Road and Commerce Crossing Road. If we shift to the Ghost Taco site, the restaurant sits right about there. It would be removed and replaced with parking, again with considerable new landscaping around the perimeter and within the interior. If you look at the new fuel center, there's not a lot of opportunity within the fuel center site for interior landscaping, but again a good amount along the perimeter.

In addition to expanding the fuel center, they are going to have to reconfigure some of these landscape islands which define the existing drive aisle, separating the store from the outlots. The landscape plan takes that into account. There's also new landscaping along the south side of the proposed expansion to the existing store.

As far as the architectural building materials, it would be consistent with what exists currently with Costco; the same materials and color palette. The proposed gas station canopy would be comparable to the canopy they currently have on the existing fuel center. We did note that the columns for the fuel center will be clad in brick which is something the Planning Commission typically requires for any gas station.

Some questions came up with the Costco design team regarding signage and the maximum number of signs they could have for the new fuel canopy. They could have a maximum of two signs on the canopy. At one time, they were hoping for four. We discussed the potential for them to seek a variance from the ZBA. It does not sound like that is the route they want to go, and they will be happy with the two signs they're entitled to per Article 30 of the Zoning Ordinance.

I know Larry Dziurdzik, representing Costco's design team, would like to give a presentation on his own behalf. And as we mentioned, we're going to hold a public hearing. Mr. Dziurdzik would probably want an opportunity to address any questions that may come up.

Larry Dziurdzik, JNL Design Group, 1955 Raymond Dr., Ste 119, Northbrook, IL, was present on behalf of Costco to address the request.

Larry Dziurdzik – Thank you, Dave. It was about a year ago when we appeared here for a public hearing to relocate the gas station to the east side of the existing gas location. At that time, that was the best location. We had several meetings about the size of the drive-through lanes, spacing of the pumps, and generally speaking, how we were going to increase service to our members, and that's the bottom line here. I spent a good deal of time this afternoon looking at the current gas situation and it hasn't changed in my three and a half years of visiting the property and looking at the long lines. This is a much needed improvement as everybody could agree with.

That's a great aerial photograph showing the stacking that I witnessed today at the fuel station. Dave hit a lot of points that I wanted to make. I don't want to repeat myself. I'm here to answer questions.

During our planning last year, the property at 500 Loop Road was not available. I know Costco's brokers were talking to the owner of that property at that time and they just weren't interested in selling. Therefore, we went ahead with the best plan that we put forward and you approved. We were very excited to get started with that, but we hit pause and our lead broker started discussions again with that property owner. We are under contract as Dave mentioned. We took a step back from a planning standpoint to determine if the location we proposed last year was the best location, now with the additional land of about 1.88 acres.

There was quite a bit of discussion amongst our real estate team and the new CEO of Costco. It was determined that we would place this new fuel station where we just built our \$1.5 million parking lot, unfortunately. It's the best location. We like this location, but in order to do it, it would take some land from the restaurant parcel, which is proposed to have parking. There is also the exit lane and some of the landscaping that would encroach into that restaurant parcel. Basically, we need both parcels to make this work. There have been a lot of new developments in gas operations for Costco across the Midwest. Our previous gas station was a 4x4 layout with 16 pumps. We just completed one in Shelby, MI, which is doing unbelievably well. It's moving cars just like we had hoped, but we have more business here. We also have more business at the project we're working on in Green Oak Township, which will necessitate a 20-pump layout. These are some of the larger gas stations that Costco is looking at doing. We have done several in Los Angeles on the West Coast and in Washington. These two properties would be the largest fuel facilities in the Midwest.

A couple new warehouses where we put in 4x4, 16 pumps, with the possibility to expand in the future, within less than a year, we're expanding already to the 5x4. So, it just makes sense to put in 20 pumps from the get-go. It's more cost-effective. This will be a 20-pump layout. We have 16 pumps today. It's a significant increase and our hope is that we're going to be processing Costco members through the station quicker with no backups.

This is a simplistic aerial photograph showing the various components that we're looking for tonight. In the red box, that would be our relocated fuel station. In the blue box, that is the approximate boundary of 500 Loop Road where the Ghost Taco restaurant is today. Dave mentioned some building improvements. Last time I was here about a year ago, I said that Costco was considering doing some upgrades and additions, and those are materializing and moving forward with the significant expansion to the south, "D". We have the tire expansion on "C". We have a cart storage area on "A", and then we have a walk-in cooler expansion on "B".

I think we went through the property background. In 2022, we had the parking lot approved. In 2023, we had the relocation of the fuel. We are under contract to purchase 500 Loop Road. The additional land created new planning opportunities for the fuel facility. We're here before you tonight in 2024 for the Special Land Use application and site plan approvals. We talked about why we're doing this; improving the fuel facility operations and overall traffic for the property. I'll talk more about the warehouse additions and upgrades.

I believe everybody is familiar with the current site. This plan does have the new 55-car parking lot, and the 500 Loop Road Ghost Taco site is at the southwest corner of Center Drive and Loop Road.

Dave talked a little bit about the site plan. We are placing the gas south of the current fuel facility. That really opens up a lot of opportunities to get members in from Commerce Crossing as well as Loop Road and basically funnel them in from the north.

What we like is the exit. The exit is really important to funnel people back into the main parking lot, or they can make a decision to go north or south. A lot of times our exits are on a main road or a busy road, or the entrance is on a busy road as it is now currently on Commerce Crossing. We believe this is a really great location on this property. It's going to solve a lot of problems. And with the 40 pumps we will be processing these cars much quicker. I do have a stacking plan. I'll get into the fuel facility specifics. With this plan, we are losing parking. Dave mentioned that we're moving the drive. It's a pretty significant improvement modification. That diagonal road that connects Commerce Crossing to Center is moving to the east. In doing so, we're losing almost 50 parking spaces. In order to accommodate the fuel truck drop off and the gas station size, we have to move the entire parking lot to the east. That's why we're looking at proposing approximately 70+/- spaces at 500 Loop Road. There's only a net increase in parking of 17 parking spaces. When we were planning this, we hoped to break even and we only gained 17. We lose 23 spaces around the building. So, even by putting 70 spaces where the current fuel facility is, and 71 where Ghost Taco is, when we subtract the 55, 23 and 48, there's a gain of 17 spaces. This project is primarily a fuel facility expansion project. Costco is not gaining parking.

I think this aerial will give you a better idea of where the current drive is, and how far east we're moving it to accommodate the larger fuel facility. This is a summary of the parking. We currently have 841 spaces. We have about 136,000 square foot building. We are adding about 20,000 square feet to the building, for a total of 156,000. I know that your ordinance has a maximum amount of 20% of the minimum required. We actually fall within that maximum amount of spaces at 858. That's basically where we want to be. Our newest warehouses are 850-900 parking spaces for about the same size building.

Chairperson Parel – How do you feel about the current parking situation? Is it currently overparked? Is the lot pretty full there on Sunday mornings? Do we have issues with people not being able to find parking?

Larry Dziurdzik – There have been times. I think during the holiday season, November 1st to January 1st, and that's really how we look at planning these sites for parking. And of course during the summer, the weekends are really busy with plants, appliances, et cetera. There will be months where it looks like there aren't a lot of cars out there, but we have to plan for the seasonal increases in parking.

More specifics about the fuel facility plan. We've talked about the width of the drive lanes and bypass lanes. We did increase the bypass lanes from 11' to 11'8". That's based on a lot of studies we've done on the west coast. So, our template has changed since the last time I appeared before you. What else has changed is the spacing of the pumps. Right now, you have 24' from pump to pump. Last year's plan was 28', and this plan is 30'. Therefore, we needed more real estate to accommodate. That really is for that additional row of pumps and to make sure that somebody could get around a couple cars and pull in; 30' is going to be adequate. Costco has been doing a lot of studies on this and it's the latest and greatest layout plan for us.

Dave Campbell – In terms of nozzles and not necessarily pumps, can you tell us how many nozzles are on the existing fuel center, versus how many were approved for the east location, versus how many are proposed in this version?

Larry Dziurdzik – Right now we have 16 nozzles or dispensers. Last year's approval was 16 pumps or 32 nozzles, and now we have 20 pumps, 40 nozzles.

Dave Campbell – Thank you.

Larry Dziurdzik – So when I looked at it today and I saw the stacking was 2 cars in front of the pumps and 6 cars behind, so you have 8. Here's a general stacking plan of how the cars would layout. Today I saw 8 cars stacked, 2 cars are in front. In red, for example, that's our existing fuel facility. You had 6 cars waiting in line to use those 2 pumps. With this plan, you have 3 cars waiting in line to use those 5 pumps. So, you can see the increase in services.

Dave Campbell – Has Costco built enough of these and is there enough data to be able to say, at full capacity, the average wait time with the 16 dispenser model was X, and now with the 40 dispenser model is Y. Does that data exist yet?

Larry Dziurdzik – I don't have it with me Dave. That's a good question and I could provide something like that.

Dave Campbell – So when we talk about how much quicker customers are going to move through.

Larry Dziurdzik – I timed it today. The average wait time was about 8 minutes for the car last in line to get to the front. So, with this plan, I could say we're going to cut that time in half, or more than half, with 5 pumps.

These are some notes I put together. I think I covered most of these. We talked about the current facility and what the new facility is going to bring. The lanes, improved circulation, shorter wait times, eliminate backups and congestion; that's all going to happen with the investment in this new facility.

I'm asked a lot about gas demand. There are a lot of members. I think we talked about that maybe some of you no longer Costco fuel because it's too long of a wait. With this new facility we will attract those members that we've lost, but it's only a small increase. So really, traffic doesn't change. The traffic is there; we're just putting more cars in front of a pump and processing them.

Dave talked about the architecture. It's essentially the same as we have there today, with the masonry columns and ribbed, vertical metal. Signs will just be on the north and south sides. Then we have the red light/green light on the lower picture. Those are on each column and tell you what pump is available that's open if you can't really see around the car parked in front of you.

Chairperson Parel – Is that new?

Larry Dziurdzik – That is relatively new.

Chairperson Parel – So the current one doesn't have it?

Larry Dziurdzik – That's correct. This will be one of the first facilities to have this and it works really nice. It's working great in Los Angeles.

Dave Campbell – What talks to the red and green lights to tell them what's available? Does a human have to monitor it, or are there sensors in the pavement?

Larry Dziurdzik – That's a very good question. It may be when the dispenser is dislodged. Our guest attendant does not do anything with that.

Of course, everything is ADA accessible with the latest technology so if somebody is in a wheelchair, they're able to punch in their card or Costco membership. Then we talk a little bit about the warehouse expansion. As Dave mentioned, on the south side of the building is the tire center, and on the west side is the cart storage area. Right now, we have quite a bit of carts in an uncovered location, so we're just going to extend the roof over the carts on the north side. Then on the north east is a larger produce cooler.

This is an interior space plan. Again, but expanding 28 feet to the south, we increase our sales space and we're also going to expand the hearing pharmacy. We're putting in a family restroom, and a couple new refrigerators, and we have rotisserie chicken and chicken prep inside the building that will be redone. We also have the carts and the cooler. On the other side, we're going to add three more bays. Tire sales are quite high at this property, so we do need the additional room to work on tires. And, we're providing a new break room for our employees, so that's almost a 4,000 square foot addition. The total is about 20,000 square feet.

As to the architecture, nothing is different. It will look and feel exactly the same way it looks today with the same masonry, except on the west elevation you've got three new roll-up doors highlighted with the masonry, and then you've got the breakroom to the right side. When the whole building gets extended out, it's going to repeat what's there today with the same materials, vertical architectural panels, and masonry, same colors. Dave talked about the landscape plan. We are providing almost 93 canopy, ornamental and evergreen trees. We're planting more than we are taking out to reconfigure those islands. If we can, we're transplanting trees. There will be adequate screening, and along Loop Road is a mixture of evergreens and ornamental shrubs, and the plantings on the south side of the new addition. We've really turned this into a nice campus. On the lighting plan, we are adding new light poles in the parking lot and along the drive. They will match the 36' height we have there today. We are repeating the wall fixtures on the building. We're not adding. I think it's an updated wall pack fixture and there's detail on the slide. In terms of quantities, the foot candles are the same and they are LED's.

That's what I have for you tonight. I'm happy to answer any questions.

Chairperson Parel – When you go up to the pump, do you physically type in your Costco number or do you scan a card?

Larry Dziurdzik – You insert your card like a credit card reader.

Chairperson Parel – I heard that they're moving a lot over to the app, so now you can show your phone at the door with your Costco membership. Is that true?

Larry Dziurdzik – Yes, it is.

Chairperson Parel – I'm wondering if there is something new in the pumps which will allow you to use the app on your phone?

Larry Dziurdzik – I don't know about that.

Chairperson Parel opened the public hearing.

Robin Sweet, 29827 Rousseau Dr, Novi, MI – I work at Ghost Taco. As employees, we're concerned about our jobs. When are you starting the demolition if this starts? And, has JRA already ... We're getting different stories from our owners. We're not being told.

Chairperson Parel – Are you busy at Ghost Taco?

Robin Sweet – Most of the time, mostly Friday and Saturdays, and Sundays are pretty busy. Lunches are slow, but I think part of that is advertisement. We have been open a year. I opened the store. It was really busy; it was like a 2-hour wait and an hour to get your food. It has slowed down, but we have good nights and I average really good money. This isn't the first job that has done this to me.

Chairperson Parel – If it would be helpful to you, we could have the petitioner maybe go through the timeline.

Dave Campbell – I just want to make sure we hear all of the public comments.

Robin Sweet – I'm standing for our staff, all of the employees. We're all wondering when is the demolition and when do we need to start looking for new jobs. My boss is telling us that Costco isn't in negotiation with them about the purchase agreement. They are, but they're going back and forth.

Chairperson Parel – We will see if anyone else would like to speak, but maybe we can go through the timeline.

Robin Sweet – I would appreciate that.

Ray Golota, 1595 Vanstone Drive, Commerce Township, MI – I'm curious, are there any plans to relocate Ghost Taco someplace else, like next to Applebee's. The other thing I'm curious on is that I would like to see more detail on the traffic pattern getting to those pumps. I've been at Sam's in Florida and I understand how more pumps work, but looking at this, I can see the traffic coming in, but exiting looks like it would be a problem to me.

Chairperson Parel closed the public hearing.

Chairperson Parel – The two issues were the timeline and just touch quickly on the traffic pattern.

Weber – I think we're going to have some detailed discussion on the traffic pattern.

Chairperson Parel – Okay, how about the timeline?

Larry Dziurdzik – I can't really get into the specifics of the contract negotiations, but you are correct; the owner and Costco are still going back and forth on the contract. We would not look at demolishing the restaurant until spring. This is a Spring 2025 project in Costco's eyes.

Chairperson Parel – No guarantees, but that is their plan as of tonight, assuming they get the approval they need.

Dave Campbell – Larry and Robin, correct me if I'm wrong. My understanding is that the owner of Ghost Taco is not the property owner. My guess is that Costco is negotiating with the property owner and not necessarily the business owner. So, maybe there is a disconnect in terms of who is hearing what with regard to these negotiations. To Mr. Golota's question; we have not heard from the Ghost Taco ownership, and maybe because there is some confusion. We can certainly offer any advice we might have in terms of finding another spot that could work. I would be happy to do that if they want to have those conversations.

Larry Dziurdzik – Yes, I'd like to clarify. Costco is not discussing with the Ghost Taco owner. Ghost is a tenant of the seller that we are negotiating with.

Commission Comments:

McKeever – I have no questions.

Weber – First of all, Joe and I had a discussion earlier on location of the pumps and traffic flow. The concern is, it's easy to get in the queue. People now are having to exit into the parking lot, so you're introducing a high traffic count, probably looking to exit the location, back into your parking lot. With that as a backdrop, why wouldn't you move the gas pumps to the southwest, literally the Ghost Taco property, where people could then exit right onto Loop Road, either heading north or south.

Larry Dziurdzik – We looked at different locations and we thought about the future development south of Center, the theater property. Eventually that is going to be redeveloped. Right now, there's not a lot of traffic on Center. So we looked at putting the gas directly where Ghost Taco is. We looked at an entrance coming off of Center, entering from the north, and then exiting into the parking lot, similar to what we have today. Then we looked at reversing it and coming in. Our objective was to put the exit as far away from a main entrance, from Commerce Crossing or from Center as possible. As I mentioned, a lot of traffic would be going directly into the parking lot, but not 100%. I believe it would probably be one-third going north, one-third going south, and one-third into the parking lot. So, I think it's going to be evenly dispersed. We did not like the possible backups that could occur if we did enter off of Center. Also, when that theater becomes redeveloped, the queue and stacking at Loop and Center, exiting that property is going to be quite extensive. So, moving our current entrance where it's shown in this aerial to the east, by almost 40 feet, is going to help with that eventual stacking that's going to be along Center. Our traffic consultant is concerned with that. We use a national traffic consultant, Kittelson, out of Florida. They're very familiar with the site. In terms of circulation and site traffic, everything is reviewed by them. We've gone back and forth regarding where the best location is and we really like how that exit and entrance work with the proposed location.

Weber – Dave, can you pull up the site plan? What you're saying is that, as it queues going north to south, once people are finished, you expect a third to loop around and head north, a third south to Center, and another third to enter Costco?

Larry Dziurdzik – Approximately. I could not tell you that 90% of our traffic will go straight east into the parking lot. I don't think that's going to happen, and not based on what I witnessed today on how the traffic movement works.

Weber – Okay, that makes sense to me.

Phillips – So everybody exiting has to turn left to go out of that single exit. George, I thought you said, why don't you have an exit onto Loop Road? Why wouldn't you offer that as well as an exit.

Weber – You're going to turn left and you'll be heading east, and then a large number of people are going to turn left, and a bunch are going to turn right to Center to get to Loop Road.

Phillips – I may have said it wrong. Instead of turning left to get to the exit, why can't they turn right, get onto Loop Road and give them that alternative?

Dave Campbell – Mr. Phillips, I think you're punching a new driveway right about there?

Phillips – Yes.

Larry Dziurdzik – Commissioner Phillips, that's a very good question. We're going through similar planning at Green Oak Township with that exact same question. It's confusing for the members to have an option like that as you come out. You really want to direct all of the traffic in one direction. You do not want to split it. We have had facilities on the West Coast where traffic does crisscross. If somebody is on the far right that wants to get onto Loop Road they're going to have to cut across. It's better to have everybody queue and exit at the same location.

Chairperson Parel – Is it better to have them going out onto the road instead of into the parking lot? But then you have 100% of the people going out on that road. With the alternative currently laid out, you have at least a third of them going into the store.

Weber – What you have now at Costco is some people turning west to head to the road. You have other people turning east into Costco, or to go into the drive to go to Ghost Taco. You do have a crisscross and it can be chaotic. I've witnessed near misses. I do see the logic in having everybody turn left and then turn left or right when you're in a single lane queue.

Loskill – I'm a Costco member. My concern is, coming home in the evenings, not only are all of the queue lines backed up, but it's backed up around the corner. That whole road is backed up all the way to the cross street. I'm afraid that even with your additional pumps and the space you have, you're going to create a problem with people coming in, both from the Costco parking lot and from Loop Road. You're going to have two sets of

people coming in and you're going to have backups onto Loop Road now instead of on Commerce Crossing.

My other concern is that, as people are exiting, a lot are going to turn left and they will run into people who are backing up waiting to get into the queue. You're going to have a cluster. I think moving this thing down to the south would alleviate a lot of those problems. You wouldn't have backup coming in off of Loop Road because everybody would be coming in and having to queue up along the parking lot, between the drive and where the gas station would be. Going out, you'd be able to turn right onto Center, and then back out onto Loop Road. You'd eliminate a lot of congestion in your parking lot.

Larry Dziurdzik – Those are some very good points, Commissioner. Keep in mind, we have 16 pumps there today. We're going to have 20 pumps, 40 dispensers. For whatever reason, if traffic does back up on Loop, we would have to put cones up and you could not enter off of Loop. You would have to come around through Commerce Crossing and come around that way. I don't like saying that because ...

Loskill – Why not design it so you eliminate the problem, rather than trying to solve it on a piecemeal basis?

Larry Dziurdzik – I don't know if I agree that we have a problem. I see your point, and I've seen what's going on out there, but we're standing behind this plan. We really are. We're going to process these members and get them through this gas station quickly.

Loskill – I have no issues with anything you want to do with the building. I think that's all fine. I really think the gas station isn't going to work. I think you're going to wind up with big congestion on that drive aisle and the exit onto Loop Road. You're going to have cars coming in from every direction. I think it's going to be a disaster right at that corner, your interior corner, the intersection will be a disaster. You're going to have cars coming in from all 4 directions trying to get in and out at the same time, and I think that's going to be an absolute cluster to try to navigate at a busy time. If you slid that south, all your queueing will come in and be internal to the site. There's no way you're going to wind up with external queueing. You're going to have an easy exit out onto Center, then to Loop. I think it would function a lot better. You'd eliminate the possibility of people queueing up and trying to go different directions.

Larry Dziurdzik – Are you suggesting that the queue length we're showing right now, extend that?

Loskill – No, I would just take the whole thing and slide it south.

Larry Dziurdzik – So, there's a greater distance between our entrance and the first pump. You want to extend that?

Loskill – Right, just take that whole area and slide it south. That way you've eliminated all the possibility of backup onto any of the public roads, and you've got people exiting immediately adjacent to an exit with a road that can handle the exit traffic. People wouldn't be tempted to go north. You're going to have a lot of people who live north, and they're going to come out of there and go north as well, not thinking I should go south to go north. I think you're going to wind up gridlock at that point.

Phillips – Yes, I'm still concerned about the exit. With the backups Joe is talking about, I'm not sure how heavy the traffic is through that area for parking, but it only takes a few cars to block that exit. You're going to get four cars in line and then nobody else can get out from the pumps?

Larry Dziurdzik – Are you referring to the exit?

Phillips – If you put four cars waiting to get out of that exit, you're essentially blocking other people that are at the pumps that also want to exit. Essentially, that's your bottleneck. Then, even though you have so many pumps, you're not going to be able to get the flow through there.

Larry Dziurdzik – We've looked at that. We have other facilities designed just like this. We don't believe there will be a bottleneck here, but I do understand the Commissioner's point about longer queues, so that point is well taken about trying to alleviate any congestion at that intersection there.

Loskill – You won't have to tear up your new parking lot, or as much of it.

Weber – Do you have any aerials of existing facilities? You talked about an LA facility, Washington, Shelby Township. Do you have another facility that has the same footprint that you're proposing here?

Larry Dziurdzik – Shelby Township is close. It's a 16-pump layout.

Chairperson Parel – You mentioned Green Oak.

Larry Dziurdzik – Yes, that's still under planning, but Shelby is built.

Weber – The question I have is; do you have a model that replicates what you're proposing here that funnels a similar traffic count through the facility that could alleviate the questions of queueing?

Larry Dziurdzik – Dave, can you zoom in?

Dave Campbell – I'm at 23 and Van Dyke. I don't know where the store is in Shelby Township.

Larry Dziurdzik – Market Street and Hall Road.

Paula Lankford – 45460 Market Street, Shelby Township.

Larry Dziurdzik – The entrance is to the left, exit is to the right, very similar.

Loskill – But you're not in the middle of your parking lot. You're completely behind it.

Larry Dziurdzik – Correct, it's a little different.

Dave Campbell – Is it worth taking into account the existing situation and the conflicts that exist? A lot of the conflict points that are being brought up this evening are internal to the Costco site, but I might ask that we keep in mind that with the existing configuration, with the limited number of pumps and constricted bypass lanes and so forth, you actually have traffic spilling out onto public roads, which I would contend is a whole different set of concerns. We've got the backup spilling out onto public roads, as opposed to the backup spilling into the internal site.

Chairperson Parel – I don't think there's any dispute on the need to solve that issue. I think Joe is just saying, is the solution to move it further south, right?

Loskill – Yes, that you bring all the traffic internal and you give people an exit, a place to go when they're coming out of the gas station. On the weekdays, they're not only queued up through that whole area, they are backed up around and past that corner sometimes. I go there and there's no way I'm going to wait. If they are backed that far up, then with your current proposed plan, you're going to get cars backed up onto Loop Road again. I don't know why we would want to perpetuate a problem. You don't have much stacking space once that area gets filled up.

Weber – I'm of the opinion that a higher priority should be placed on the exit plan than the entrance plan. In the entrance plan, people can make choices on whether they are going to queue up in Costco's parking lot, or potentially, we don't have a queueing issue because we have a higher number of pumps. To me, the greater concern is a logical exit plan; having people be able to flow north and south, or where they want to go and not funnel them only onto Center Street. If you funnel them only onto Center Street, and they have to head west on Center to get to Loop Road, if there is traffic on Loop Road going north, you're going to have backup on Center Street, which then is going to back into the pump itself. I'm more concerned with a multiple choice exit plan to be able to get traffic through, versus prioritizing the entrance.

Phillips – I have a thought on that, going back to the Loop Road exit. There's concern about confusion and crossover. Can you put a divider so that the only exit for the east side pumps is to turn left, and for the west side pumps to turn right to get onto Loop Road? That way, either exit you could go north or south, and either exit you can re-access the parking lot. Then you're basically forcing 50/50.

Weber – But you have to make your choice which lane you're going to get into.

Phillips – Well, put up a sign and once you've been there a couple times, you'll figure it out.

Weber – But the lane that's free is the one that I ... I want to go the other way.

Phillips – You know there's going to be a queue of people. You're going to have to select your lane before there's something open. Most of the time, it's probably all full. You're not going to be able to maneuver.

Chairperson Parel – What's the worst case? You get in the wrong lane and you end up on the service drive and you have to come back around.

Dave Campbell – There are a lot of different scenarios that are being discussed. I think we all want to respect the fact that Costco certainly has done this before and has a professional traffic engineer that evaluated all of these options. I don't think any of us want to try to redesign this here at the table tonight. I'm trying to think of the best path forward. Larry, you mentioned that your traffic consultant is out of Florida. If there is enough concern with the layout, traffic flow and circulation, that the Planning Commission is not comfortable taking action tonight, is it worth coming back to this in July and having your traffic consultant in tow so they can speak to some of this and maybe answer some of the Planning Commission's questions?

Larry Dziurdzik – Yes. I'm not going to ask for a vote tonight because there are a lot of questions. I do appreciate those comments. We can table and come back to the next Planning Commission in July. Dave, we can correspond back and forth. I can have our traffic engineer talk to the Planning Commission. I do know that we have never done a divider for a fuel site.

Phillips – If it would work, then you should consider it.

Larry Dziurdzik – It's a very interesting point. The exit onto Loop is an interesting concept, and extending the queue lines is another thing we can take a look at. I can have my traffic consultant with me at our next meeting.

Dave Campbell – Or in the time in between, if they could draft some sort of a narrative explaining the logic of placing the fuel center where it's being proposed, versus some of these other alternatives that have been discussed this evening. If such narrative could be drafted, we could get it to the Planning Commission members ahead of time, rather than trying to sort it all out at the July meeting.

Larry Dziurdzik – Exactly. We could submit beforehand.

Weber – What's our July meeting?

Dave Campbell – July 1st.

Chairperson Parel – Does that delay your timetable at all?

Larry Dziurdzik – I don't think so. I think we'll be okay. I don't want to push anything tonight.

Chairperson Parel – Regardless of how the vote would go, I think it's probably the best thing to hear them out.

Dave Campbell – If the question were to be asked, did the Township's traffic consultant take a look at this, we did not ask them to. The Planning Commission could certainly go that route as well. Typically, our consultant looks at offsite impacts. We don't look at internal circulation. We figure that's the developer's issue to work through. Given that they weren't proposing to move any of the existing drives along Loop or Commerce Crossing Drive, we did not have our consultant look at this. And also because there's not a lot of new traffic being generated. As Larry mentioned, it's meant to accommodate

the fuel center traffic that's already there. There may be some logic to having Costco's traffic consultant talk through some of these concerns.

Chairperson Parel – I could see additional traffic. You mentioned that more people may be coming back to Costco because the flow will be better and they can get gas quicker. They're expanding the building and there's potentially new development coming to the south of there. So, I could make that argument that there will be more folks, and your numbers are growing in customers. Is that something we agree that we should have our consultant look at as well?

Dave Campbell – The first question is, does it make sense for Costco's traffic consultant to provide a better explanation for how they laid this out? Our traffic consultant is going to tell you, you need another traffic signal here, and a center left turn here. They're not going to look at internal circulation.

Chairperson Parel – So the first step is to have Costco's traffic consultant ...

Weber – I would add to that the feedback you've heard here; these were some of the alternatives that were discussed. Have your traffic consultant not only talk about why they proposed what they originally did, but also take into consideration Brady and Joe's ideas on movement and managing flow to Loop Road, to Center, and to the parking.

Dave Campbell – Larry, is it fair to say that Costco looked at every option that would have avoided ripping up your new \$1.5 million parking lot?

Larry Dziurdzik – We did.

Dave Campbell – I assume Costco did not come to this layout blindly.

Larry Dziurdzik – But point taken. Mr. Weber, I don't want to come back in July with the same plan, with a justification memo and you still don't feel comfortable. I want to look at a couple different options and then have my traffic consultant weight those options, and we can talk about it. We'd like to submit that several weeks before our July 1st meeting so you'll have an opportunity to take a look at his reports and we have a meaningful discussion on July 1st.

Dave Campbell – And if that's where we're going, we obviously spent a lot of time talking about traffic circulation. Is there anything else about the site plan, the landscape plan, the building plan, the expansion of the store plan? I want to be fair. I don't want them to come back in July and say, okay, we're good with traffic, but now let's talk about something else.

Loskill – I have no issues with the building or anything with the structure itself. I'm fine with all of that.

Weber – Do we want to move forward with PSP24-06 as a separate item for the expansion of the building?

Dave Campbell – I might ask Mr. Dziurdzik. Does that gain anything for you if they were to take action on the building expansion this evening?

Larry Dziurdzik – Probably not. I think we can wait until July.

Weber – If you're getting people nodding that we're likely okay with the facility expansion, I would take that. There are still questions, but we could knock that out.

Chairperson Parel – Do any of the other changes affect the building approval?

Loskill – Not really. It doesn't change the building at all.

Chairperson Parel – I'm okay either way, Dave, unless you disagree.

Dave Campbell – I'm thinking of tracking for me and Paula. We call this one site plan. If we broke it out ...

Weber – I'm looking for simplicity here.

Dave Campbell – I am too.

Phillips – I think it's with high confidence that we're going to approve the building when they bring it back, so it's not time consuming.

I did have a couple other questions on the fuel site. You've got a 150% increase in capacity. I assume you also have 150% increase in underground fuel storage.

Larry Dziurdzik – Correct. I don't know the specifics of the tanks, but I do know our gas operators have 3 tanks I believe, so 30,000 or 40,000 gallons.

Phillips – What happens to the old tanks at the current site? Will they be removed and tested?

Larry Dziurdzik – Oh yes, the soil has to be tested and the State is involved. It's very rigorous. That's another consultant Costco uses to make sure that we get a "no further remediation" letter.

Phillips – Okay. What is the distance from the furthest parking lot to the front door of the building? I only ask that because I think you might want to consider a Disney World type trolley system.

Larry Dziurdzik – Mr. Phillips, I'm asked that quite a bit. We are looking at moving our employees to that far northwest lot.

Phillips – I'm joking but it's a good, healthy walk.

Larry Dziurdzik – It is.

Dave Campbell – It's about 800 feet from the far corner of what will be the parking lot to the front door. Larry, you're saying this would be employee parking, where the fuel center currently is?

Larry Dziurdzik – That's right.

Discussion continued regarding employee parking. Phillips inquired about having senior parking in addition to handicap parking.

Vice Chairperson Winkler – I agree with Bill, I have no comments. But I do have to remind the Planning Commission that this plan that they're proposing, with fewer pumps, is the exact same plan they were proposing on the north side of the property. There was one way to get out of the fuel center, and there was one way to get in. I don't think it's our place to be telling them how to design the fuel center.

Karim – I think the location is more than good. I did have a question on the in and out, but I think by working the detail, that can be solved. I lived in Ann Arbor for 40 years, so I used the Costco gas station there. I liked the way you go out, instead of what you have in here with parking at the exit of the gas station. Instead of east/west, it would be north/south, so people can go through that parking and out, just like Ann Arbor. I think it's good. There are a lot of possibilities to solve the problem of getting in and out.

Larry Dziurdzik – You mentioned Ann Arbor and you liked the exit?

Karim – Yes.

Larry Dziurdzik – Thank you.

Chairperson Parel – Dave, one comment before we make a decision on where we're going with this. The sidewalks; I know you and I talked about it earlier. You had a potential resolution to account for potential sidewalks.

Dave Campbell – I'm not reinventing the wheel. It's the same resolution that we came to when Costco got their fuel center approved up in this area, and that is Costco stating in writing that they would not object to a special assessment district, if and when the Township tries to pursue a sidewalk network around the Commerce Crossing development, including Home Depot, Staples, et cetera.

Part of the reason we want to kick the can on that a little bit is, as Larry mentioned, the theater site is almost certainly going to get redeveloped sometime in the next few years. When that happens, that would likely determine how to best route the sidewalk network through Loop Road for example. Is it going to be on the east or west side of the road? We did not commit to one side of the road when we did our nonmotorized plan because this piece of the puzzle is still to be determined.

To the south, you can see where the hotels have sidewalks along their frontage, along the west side of Loop Road. It is still to be determined if that is the correct side of the road for the sidewalks. And, by the time we get up to this roundabout at Commerce Crossing, how best to get pedestrian traffic across that roundabout and northward to Maple Road. When we did the gas station approval last fall, we punted and said, have Costco commit to participating in an SAD for sidewalks, if and when that day comes.

And Larry, correct me if I'm wrong, I know Costco had a little bit of heartburn about that because their lawyers never like committing to an unknown, and no lawyers do. But, we said we could come up with some mutually agreeable language that Costco would be a willing partner when the day comes to put in sidewalks through this area.

Chairperson Parel – We will get the commitment from Costco during this plan, and then when somebody comes in to redevelop the property to the south, we will have their buy in as well, but do we have the buy in from the other property owners in this proposed special assessment district? Or, is it going to come down to only having 2 of the 5 or 6?

Dave Campbell – It's a fair question and I don't have a crystal ball. I can say, whoever redevelops this site, they will be obligated to put in sidewalks as part of their site plan approval, or possibly a PUD approval, given the size of the property. It's notable that along the Haggerty Road frontage, Home Depot, Target and some of these restaurant outlots, we already have the sidewalk along the west side of Haggerty. I know when McDonald's did their reface, we had them pull it as far as their frontage. The big pieces of the puzzle are the big box users; Costco, Target, Home Depot. If we know that Costco, which has probably more frontage than any other big boxes, if we know that they're going to be a willing participant in the SAD, it would likely be a successful SAD.

Chairperson Parel – Could you split an SAD?

Dave Campbell – Every SAD is different, and usually we base it on frontage. Costco has the most frontage because they're on a corner.

Chairperson Parel – I'm trying to avoid Home Depot saying that they didn't commit.

Discussion continued regarding sidewalks, a potential future SAD, and potential contributions from participants. Everything is speculative until a specific layout is determined.

Chairperson Parel – Are we going to address and potentially take a motion on the site plan tonight?

Dave Campbell – If you're asking me and Paula, being selfish, it would be cleaner for us to keep it as one site plan. I did not hear from Larry that it would be gainful, but I hope he hears that everybody is good with the warehouse addition. Does the landscape plan look acceptable?

Loskill – I think the landscape plan looks good.

Chairperson Parel – Yes, it's good. Okay, so we have a plan, and we need a motion to table both items.

Dave Campbell – Yes, and I think you could do that in one motion, to table action on the Special Land Use for the gas station expansion, as well as the site plan for the gas station expansion and the warehouse expansion.

Chairperson Parel – Larry, does that make sense to you?

Larry Dziurdzik – Yes it does.

MOTION by Weber, supported by Loskill, to **table** Items PSU24-03, Costco Fuel Facility, Special Land Use, and PSP24-06, Costco, Site Plan.

MOTION CARRIED UNANIMOUSLY

ITEM I2. PLANNING COMMISSION'S ANNUAL REPORT

Dave Campbell – This is something that we do every year, consistent with the Michigan Planning Enabling Act. This is the report that the Planning Commission submits to the Township Board on an annual basis, summarizing your activities from the prior calendar year. Our format has gotten pretty standard. One of the big changes on the last couple reports was future goals, which included updating the Township's Master Plan. We completed that task over the course of last year, so that's probably the most significant change that you'll see in your annual report that you submit to the Township Board.

Chairperson Parel – Any questions, comments or feedback? With that, Dave, do we need a motion to approve?

Dave Campbell – Yes, and assuming you approve it, it would get submitted to the Township Board at their meeting next week Tuesday.

MOTION by Loskill, supported by Weber, to approve the Charter Township of Commerce Planning Commission 2023 Annual Report as presented.

MOTION CARRIED UNANIMOUSLY

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

- **NEXT REGULAR MEETING DATE: MONDAY, JULY 1, 2024, AT 7:00pm.**
- Costco will return at the July 1st meeting.
- The Oakland County Sheriff's Office is doing an Open House to celebrate their new substation next door. I believe it is on Saturday, July 20th. They're going to have food trucks and lots of cool stuff. I'm assuming you can take a tour of the new facility if you haven't already.
- I think Mr. Winkler mentioned in his DDA report, 5 & Main and hopefully all of the items pertaining to that are falling into place over the next week or so, including Mr. Aikens closing on the sale of the property to Continental Properties, the residential developer out of Wisconsin. Part of that is a chunk of land that Mr. Aikens is purchasing from the DDA, but then is going to flip right to Continental. The site condominium for the 5 & Main project would get recorded as part of that. The 5 & Main PUD would get recorded as part of that. The amendment to the Commerce Towne Place condominium would get recorded. So, all of these dominoes are going to fall. June 12th is the closing date. The Continental group told the Township Board that they're going to break ground in June. They will likely start grading their site, and hopefully by the time they get that done, their permitting from the State of Michigan for water and sewer will be approved, so they can go straight into installing underground infrastructure, most notably the 30-foot deep sanitary sewer.

Weber – Adding onto that, the timeline they gave us was that they would have their first building completed in 11 months. That means having all of the infrastructure in place and their first building in 11 months, then it was every 3 weeks I believe that they would finish another building.

Dave Campbell – Continental, the residential part, is going to be a full buildout two years from when they start, so by June 2026 they will have their residential component completed and fully occupied. The deep sewer has kind of been the sticking point on this project for years and now that we finally have a path forward, I hope everything else falls in place right behind it.

Chairperson Parel – Dave, any updates with the boat guy?

Dave Campbell – Lakeside Marine has their engineering approved. They had to reconfigure their storm water management which required a permit from the RCOC to outlet into the existing drainage system along Haggerty. Then they had to redo their landscape plan because the detention basin moved. The landscape plan has been approved. They are making progress. The Township Supervisor is obligating the owner to have his work substantially completed before all of the boats start rolling in, which is in the October timeframe.

Before we adjourn, is there anyone who will not be attending the July 1st meeting? It is leading into a holiday week.

No comments.

Dave Campbell – Thank you.

L: ADJOURNMENT

MOTION by Loskill, supported by Phillips, to adjourn the meeting at 8:57pm.

MOTION CARRIED UNANIMOUSLY

Joe Loskill, Secretary