

**CHARTER TOWNSHIP OF NORTHVILLE
PLANNING COMMISSION
April 30, 2019**

DATE: April 30, 2019
TIME: 7:00 PM
PLACE: Northville Township Hall
44405 Six Mile Road

APPROVED: May 28, 2019

CALL TO ORDER: 7:00 PM

ROLL CALL:

Present: Lisa Anderson (left 9:12 pm), Timothy Guerriero, Eric Lark, George McCarthy, Fred Shadko, Jayne Watson (left 9:10 pm), Tim Zawodny

Excused: None

Staff: Jennifer Frey, Township Planner
Thomas Casari, Department of Public Services Director
Peter LaMourie, Traffic Consultant

Approval of Minutes:

Planning Commission – March 26, 2019

MOTION by McCarthy, support by Shadko, to approve the March 26, 2019 Planning Commission minutes as published.

Voice vote: Ayes: All
Nays: None

Motion approved unanimously.

Correspondence:

April 29, 2019 letter was received regarding JSPR19-0001, Chick-fil-A. from Bryan L. Amann PLLC, 1777 Stonebridge Way Ct., Canton MI, representing the Owner of Unit 2 in the Woodridge Grove Condominium. Mr. Amann referenced certain agreements in the Master Deed for the Condominium. Since the Township was not party to the Master Deed, the Commission directed Township Planner Frey to forward the letter to the Township Attorney.

Brief Public Comments: None.

New Business: None.

1. JSPR19-0001 Chick-fil-A

Representative: Jason Hill, Chick-fil-A
Location: 20155 Haggerty Road
Request: Site Plan Approval
Action: Recommend to the Board of Trustees

Referencing her April 12, 2019 review letter, Township Planner Frey gave the background for this request for a recommendation for site plan approval to the Board of Trustees.

Township Planner Frey explained that the current development (Kohl's, the former Babies R Us and the outlot building that contains Starbucks) was approved via a consent judgment in 1997 with the approved site plan as an exhibit. To go forward, tonight's request would need an amendment to the consent judgment, in order to increase the amount of retail square footage and to allow a drive-thru restaurant. Any consent judgment amendment would need Board of Trustees Approval, and the consent judgment also required that the Board of Trustees approve any site plan modifications.

At the December 13, 2018 Board of Trustees meeting, the Board took action to amend the consent judgment to allow a Chick-fil-A drive-thru restaurant to be constructed as an outlot in front of Kohl's, subject to providing additional information regarding traffic operations and impacts of the project, site plan review by the Planning Commission, and approval of the amendment and the site plan by the Board of Trustees. The Board requested the Planning Commission review the site plan and make a recommendation regarding approval. Additionally, the Board required a traffic impact study be prepared to document the current levels of service for the two driveways on the subject site and at nearby intersections.

The proposal was for a 4,988 square foot drive-thru restaurant along with its associated landscape, parking and infrastructure improvements. The property would be split from the Kohl's parcel and developed as a separate parcel.

The applicants were citing the overall east/west width of the parcel as a constraint, and were requesting four site requirement modifications as follows:

1. To allow 15' wide parking lot islands on the west property line where 20' was required.
2. To allow a 7' and 9' wide parking lot island between the parking lot and the drive-thru lane where 10' was required.
3. To allow a 13.2' minimum setback from the edge of the site's main access to the parking lot in front of Starbuck's where 20' was required, in order to provide two exit lanes onto Haggerty Road.
4. Allow the canopy near the drive-thru menu boards to encroach into the water main easement by approximately 2', where structures were not permitted to encroach into any easements.

In addition to the requested modifications, the Township was asking that the following be included in the consent judgment amendment:

1. The 15 parking spaces on the south side of the site be designated as employee parking, as those parking spaces were not functional for customers.

Outstanding issues included:

Site layout/dimensions

1. The dumpster location was problematic. Alternatives suggested by the Township for a less visible location did not prove viable.
2. The triangular area along the east side of the parking lot identified by pavement markings should be made into a parking lot island in order to increase the visibility and define the transition from angled parking to 90 degree parking.

Landscape

1. The applicant desired to contribute to the township's woodland replacement fund for replacement trees that could not be accommodated on site. Twenty-six replacement trees were required. The plans should identify how many replacement trees would be planted on site and how many would be contributed to the tree fund.
2. The landscape plans must be prepared and sealed by a registered landscape architect.

Building elevations.

The initial elevations had been revised to incorporate window outlines, with alternate colored brick, to help break up the wall plane and provide additional interest. An additional window was also added on the east elevation.

1. A note stating full brick and the dimension of the brick should be added to the exterior finishes chart.
2. A small material sample board was required.

Signs

Chick-fil-A was requesting consideration for a second wall sign. Signs were proposed on the north and south building elevations. The existing ground sign for Kohl's and the former Babies R Us would be modified to add Chick-fil-A.

1. The Planning Commission could authorize a second wall sign under the following circumstances. If authorized by the Planning Commission, both signs must comply with the requirement of being less than 60% of the maximum size permitted.
 - Where a non-residential building was oriented such that more than one side of the building could be seen from a road, providing the sign was less than 60% of the maximum sign area allowed or each sign was no greater than 80% of the size permitted for the sign district in which it was located.
 - Where a non-residential property abutted an I-275 right-of-way, provided the sign did not exceed the maximum area permitted for the sign on the front of the building. Perspective or section drawings could be required to demonstrate visibility.
2. The rest of the sign information from Anchor Signs was not required for site plan approval and should be removed from future submittals.
3. The modified ground sign must comply with the size regulations contained in the ordinance.

Fire Department

Township Planner Frey said that most of the Fire Department comments listed in their April 24, 2019 review letter had been addressed, though some items could not be finalized until there was greater clarification on type of construction.

Lighting

Township Planner Frey said there were a number of outstanding items listed in the April 22, 2019 Stantec review letter that would need to be resolved.

Township Planner Frey concluded her review.

In response to a question from Chair Zawodny, Township Planner Frey explained that under paragraph (4) of the consent judgment, the Planning Commission would need to approve all signage on the building. Both building signs were well under zoning requirements for wall signs.

In response to questions from the Commission, Township Planner Frey explained that the canopy for the northwest corner of the menu board was encroaching into the utility easement that contained the water line. Menu boards themselves would be reviewed for ordinance compliance when building permits were submitted.

Commissioner Anderson suggested that any approving motion should be conditioned on the applicant accepting any risk to their menu board should the water line need to be repaired.

Traffic

Referencing his April 24, 2019 review letter, Traffic Consultant LaMourie gave the traffic impact review for this application.

Mr. LaMourie explained that his responsibility included reviewing the site plan from a traffic perspective, and also reviewing traffic studies when they were required.

In previous communications, the applicants had addressed several of the original concerns with the site plan. Outstanding issues included:

- Additional pavement markings were needed at the adjacent internal intersection at the southwest corner of the site.
- A potential adjustment to the proposed main driveway left-turn lane.
- Inclusion of the delivery truck schedule limitations/information in the final consent judgment language.

Regarding the required traffic study:

Mr. LaMourie said that a traffic impact assessment had been completed by Rowe Professional Services, Farmington Hills MI; the April 1, 2019 memorandum from Rowe to the applicant summarizing the results were included in the Commissioners' packets. The traffic impact study compared peak hour traffic on weekdays and Saturdays before and after the proposed development, thus providing a comparison and helping to determine what mitigation should be required of the applicant.

Revisions to the original study were required; the revised report was acceptable with the inclusion of the following:

- With the inclusion of slightly revised signal operations at the Haggerty Road/Meijer driveway intersection, particularly the eastbound left-turn movement during the weekday afternoon and Saturday peaks, that intersection would function close to, or better than, projected 2020 background conditions (without the project).
- The addition of the left-turn lane on the overall site's main driveway would provide much needed additional capacity during peak hours. Until recently, this driveway had remained a concern, even with the additional mitigation. However, last Friday (April 3) Wayne County had indicated they were installing a new signal at the Kohl's/Target intersection, to be installed in the next 3-4 months. Having a signal there would make a significant improvement in current conditions as well as future projections with Chick-fil-A traffic. The levels of service would be acceptable with the new signal.

Discussion included the following:

- Per Wayne County, the new signal on Haggerty Road would be synchronized so that the progression on Haggerty Road would be maintained.
- The applicant's traffic study by Rowe Professional Services was based on driveway counts generated at a similarly sized store in South Bend, Indiana. Chick-fil-A was required to use a similar store on a similarly busy road for comparison counts, because Chick-fil-A did not operate as a standard fast-food restaurant, and had its own higher-traffic characteristics compared to the industry standard for fast-food traffic generation.
- The question was asked as to whether the internal drive-thru exit should be posted no-left turn, with a right-turn arrow directing traffic to the Meijer/Haggerty exit, thereby forcing drivers to the existing light if they followed the signs. Traffic Consultant LaMourie was cautious about forcing drivers who wanted to travel south on Haggerty to turn right at the drive-thru exit, thereby making them drive north before they headed south.
- Traffic patterns would stabilize after the initial grand opening.
- Township staff was waiting confirmation from Wayne County that the new light was being constructed; they would continue to monitor that situation.
- The traffic study had taken into account the new Starbucks drive-thru. As shown in Tables 12 and 13 in the Rowe memorandum, the eastbound Starbucks driveway would not be significantly impacted by the Chick-fil-A traffic.
- It was unknown whether the new traffic signal would provide a left-turn arrow.
- Wayne County was planning on striping the Target/Costco exit.

Traffic Consultant LaMourie concluded his review.

Jason Hill, Chick-fil-A, 5200 Buffington Road, Atlanta GA, was present on behalf of this request for a positive site plan recommendation to the Board of Trustees. Michael J. Labadie, Rowe Professional Services Company, 27280 Haggerty Road, Suite C-2, Farmington Hills, MI and Lee Vander Meulen, progressiveae, 1811 4 Mile Road NE, Grand Rapids MI, were also present.

Mr. Hill reviewed the history, franchise models, and philosophy of Chick-fil-A, and explained that they were just entering the Detroit market. They had 3 priorities: hospitality, food quality, and involvement in the community, with operator/owners being present daily in the restaurants.

Mr. Hill said they had worked with Township Staff to reduce the requested site modifications to the four presented this evening. They felt the proposed site layout met the intent of Township ordinances as well as provided efficient traffic flow, with the least impact to the surrounding area.

Utilizing an aerial of the site, Mr. Vander Meulen showed the location of the proposed restaurant, which was east of the Kohl's store and north of Starbucks. Kohl's would still be in compliance with the parking required for their site.

From a north/south direction the project met dimensional requirements. From the east/west direction the situation was tighter, and Chick-fil-A was asking for the 4 site requirement modifications as already explained. The modifications allowed them to meet the 68-space parking requirement.

Regarding the reduced parking lot islands, Chick-fil-A felt they were meeting the intent of the landscape ordinance by planting the required planting material as if the islands were full-sized.

Regarding the stacking lane, there were 25 stacking spaces from drive-thru entry to food pick-up; this met ordinance requirements.

There was an out-door dining area along the east side of the building: 4 tables and 16 seats. Those were taken into consideration for the parking counts.

Chick-fil-A had tried to find a different location off-site for the dumpsters, as well as different placement on site, but there was no better location than that shown. The brick dumpster enclosure would be landscaped.

A sidewalk from Haggerty Road provided a pedestrian connection to the front of the store. Pedestrians would go in and return back on the same sidewalk; it did not loop.

In response to a question from Commissioner Shadko, Township Planner Frey said there was an existing bike path along Haggerty. The retaining wall and grade change prohibited looping the sidewalk.

Mr. Vander Meulen explained storm water management as shown on the site grading plan. Storm water would empty into the existing storm system within the development. The amount of impervious surface would be reduced slightly by adding the landscape islands.

Regarding the utility plan, Mr. Vander Meulen showed where the canopy was encroaching 2 feet on the 20-foot wide water main easement.

Regarding fire hydrants, one hydrant would be placed on the southeast corner and one on the southwest corner of the building, as requested by the Fire Department.

Mr. Vander Meulen reviewed the landscape plan, which showed the required 4 levels of landscaping:

- Street trees along Haggerty Road
- Front yard landscaping between the parking and the property line. There was significant existing landscape material there and they were adding lower landscape material to shield the drive-thru vehicles from Haggerty.
- Between the drive-thru and parking area, landscaping was required to shield the view to the parking lot.
- Tree and shrub requirements in the parking area and around the building itself.

Mr. Vander Meulen said they were meeting landscape ordinance requirements. They would be removing 16 evergreens and 26 deciduous trees that could not be replaced on site; they would contribute funds for those to the Township's Woodland Replacement Fund.

The photometric plan would be revised to comply with ordinance standards.

The dumpster enclosure would be constructed of full brick, with height of 7-8 feet. There would be gates along the front,

Regarding the elevations, brick patterns primarily on the front façade simulated windows at the kitchen area. The two sign locations were shown. The elevations also showed the parapets that shielded the rooftop equipment from views at grade level. Two windows were added to the east elevation, and on the west elevation there was another simulated window. The exterior finishes and colors were shown, and a sample board would be submitted to the Building Department.

Mr. Vander Meulen showed a rendering of the reconstructed monument sign with Chick-fil-A shown in the middle panel.

Commissioner Lark asked what part of the dumpster wall would be visible as customers utilized the drive-thru. Would wall or landscaping be visible? Mr. Vander Meulen said shrubs that would grow to 6 feet tall would be planted at 30". While the shrubs would not grow to the full 8 feet, they would cover the majority of the dumpster wall. There were trees along the drive also.

Chair Zawodny thought the plantings would provide a reasonable screen for the dumpster enclosure.

In response to questions from Commissioner Shadko, Mr. Vander Meulen said the facility owner/operator would be responsible for maintaining the dumpster, including replacing the gates when they became damaged or worn. There was a water hook-up at the enclosure to provide ease of cleaning. Mr. Hill added that the water hook-up was for a

hose and also for a power washer. The water from cleaning the inside of the enclosure drained to the grass area behind it. The apron in front of the enclosure would be power-washed; that water would go across the pavement to the storm system.

In response to a question from Commissioner Watson, Mr. Hill said there would be a slope toward the grass on the inside of the dumpster. There were knock-outs in the wall that allowed the water to filter through to the landscaping there. There was a 6 inch reveal for the enclosure's apron.

In response to a question from Commissioner Shadko, Township Planner Frey said it was not typical of dumpsters to include a water hook-up. Public Services Director Casari said the hook-up was probably a good thing in that that the dumpster could be cleaned out regularly. However, the applicants needed to be careful regarding what debris found its way into the storm sewer system. The catch basin system would probably need extra maintenance. Chick-fil-A staff should clean the ground of any loose trash before washing the area with water, so that debris would not be washed into the catch basin system and from there into the pond.

Commissioner Anderson asked what was in the storage space next to the dumpster. Mr. Hill said the storage space would typically hold such things as the power washer, snow blower, promotional items like a cow suit, cleaning supplies, etc. The space was fully enclosed with a roof. Commissioner Anderson noted that the Township did not normally have outdoor storage of items that could be stored within the facility.

Township Planner Frey said that the ordinance did not allow uncontained or unsecured outdoor storage. There were some office buildings that had something similar to this storage facility in their rear yards.

Showing a table entitled *Future SAT Peak Hour Level of Service Analysis for Haggerty Road and Kohl's/Target Driveway*, Mr. Labadie addressed traffic mitigation for the site. Once Chick-fil-A understood that Wayne County was going to construct a signal at the Kohl's exit, they did an analysis of traffic mitigation with the new light, based on the timing of the Meijer traffic signal.

With just a stop sign, the queue at Kohl's driveway needed a length of about 137 feet, and cars would still sit there a long time. Adding the traffic signal reduced the queue length to 37 feet. The site plan might change somewhat if only the shorter queue was needed.

Mr. Labadie reminded the Commission that all traffic analysis assumed the worst day and the worst traffic possible.

Commissioner Guerriero asked if the left lane improvement on the Kohl's driveway simply involved striping. Mr. Labadie said the width of the driveway would be expanded somewhat. They would be able to offer a left turn lane that would be adequate with the proposed signal.

Commissioner Shadko asked if the parking for the adjacent strip center would be impacted by this development. Township Planner Frey said the parking was considered for Kohl's, the former Babies R Us, and the strip center as a collective site. There was enough parking on site for all those uses, and there were cross easements in place for all the existing uses. Presumably Chick-fil-A would be party to those easement agreements as well. The analysis used the same square footage and retail use as had been used for Babies R Us.

Mr. Vander Meulen said the site plan showed property lines and ownership of the different buildings and the parking that was associated with those buildings. Sheet C.2.0 showed the placement of the left turn lane at the Kohl's exit.

Township Planner Frey said that one of the exceptions requested had to do with that left turn lane: *To allow a 13.2' minimum setback from the edge of the site's main access to the parking lot in front of Starbuck's, where 20' is required in order to provide two exit lanes onto Haggerty Road.*

In response to a question from Commissioner Guerriero, Mr. Vander Meulen said that the left turn improvement was within the common space of the overall development. They would, however, need to discuss the requested modification with the owner of the strip mall because they would need a construction easement in order to construct the left turn lane.

Commissioner Shadko asked about snow removal and storage on the site. Mr. Vander Meulen said they typically tried to find locations to store snow off the parking areas. However, there could be lost parking spaces during the snow season. If snow storage became too severe, they would remove the snow from the lot.

Commissioner Watson asked why the left center lane could not come further back, to provide more room for stacking there. Mr. Vander Meulen said the length of the left turn lane was based on the traffic analysis. With the new signal, the left turn lane could be reduced close to half of what was shown on the submitted drawing and still function well. However, they would work with the County and the Township Traffic Engineer regarding the final configuration of the new left turn lane, and if required, they would make the traffic lane longer.

In response to a question from Commissioner Shadko, Mr. Labadie addressed the timing of the existing signals and the proposed signal, although the timing of the proposed signal would be a Wayne County decision.

Commissioner Watson said it was important to get traffic mitigation right the first time, including the left turn stacking lane.

In response to further questions from the Commission, Mr. Hill gave the following information:

- Deliveries would involve 53-foot semi-trucks. A truck would back up on the west end, and stick out in the aisle, but this would not occur during business hours. The deliveries came during the night.
- Business hours would be 6:30 am to 10:00 pm Monday-Saturday. Chick-fil-A was closed on Sunday.
- It was noted that if a car stalled on the corner of the stacking lane there would be no way to by-pass the stalled car. Mr. Hill said that had not been an issue at other locations. Team members were trained what to do if a car broke down in the drive-thru.
- A typical drive-thru customer count in the drive-thru would be 100-150 cars per hour.
- During grand opening stacking might back up into the road on the west side, but after the honey-moon phase was over, stacking should not even go into the current overflow lane. A 24-25 car stack was substantial for them.
- Responding to a concern about the impervious surface necessitated by such a long stacking lane, Mr. Hill said 60% of their business utilized the drive-thru. They would need every bit of the stacking space at times.
- Regarding canopy placement, during peak hours they would have team members outside the drive-thru taking orders with an Ipad. The canopy provided refuge for team members during inclement weather; there were areas specifically striped for team members to go from car to car. The order boards were used when team members were not outside. Heaters and fans would be under the canopies as well, thereby increasing the days team members could be outside taking orders.
- On the pickup side, team members would be outside under a similar canopy, with heaters and fans, delivering orders to customers.

Commissioner Shadko asked if canopies were allowed to have heaters and fans. Township Planner Frey said there were no restrictions regarding heaters and fans under canopies. The building permit review process would ensure that any regulating requirements were met.

Chair Zawodny asked if a sample board had been provided this evening. Mr. Hill said they had not brought a sample board; they would provide this. They understood that when the elevations showed "brick veneer" this was actually a term that meant "full brick." Colors were as shown on the exterior elevations page of the handout.

Commissioner Lark asked if this was a style and size of building that had been used at different locations. Mr. Hill said this was the "latest and greatest" prototype, and they had just started using the prototype last year. In the Midwest they had approximately 15 buildings of this type. They had several different layouts to choose from, and this one was chosen due to the layout of this site, in order to maximize parking, building visibility, traffic flow, etc.

Commissioner Lark asked what the advantages were for this prototype. Mr. Hill said this prototype provided a larger space for team members to have breaks and store coats. This prototype also modified food flow, providing a better distinction between types of food (raw meat products vs. fresh vegetable products). Additionally they had streamlined the entire food preparation process. The drive-thru "cockpit" had been

expanded to allow more team members and equipment. Seating optimization occurred in the dining room as well.

In response to a question from the Commissioner Shadko, Mr. Hill said there was a play area in the eastern portion of the building. All their facilities had play structures.

Commissioner Anderson thought the project was too big for the site. This was the most congested area of the Township and the traffic was very difficult already. She welcomed Chick-fil-A, but she would like to see a smaller building. The Board of Trustees December minutes showed that they authorized a Chick-fil-A with drive-thru but they did not specify square footage. She would like to see a smaller building with perhaps fewer interior seats since the majority of the business was drive-thru. She was also concerned that the sidewalk encouraged people to cross directly in front of the drive-thru lane.

Township Planner Frey said the sidewalk was at the best location at the far west end of the drive-thru lane. Commissioner Anderson thought it was important to not encourage pedestrians to go across the drive aisle.

Commissioner McCarthy thought the sidewalk would not get used much as there were few pedestrians on Haggerty Road. He felt making the building smaller would not affect the number of people who visited the restaurant and would not ease traffic flow.

Commissioner McCarthy continued that he supported the two signs as presented this evening. Commissioner Lark agreed, noting that the facility was close to a main road and each sign would be on a side of the building, either facing north or south. Commissioner Shadko referenced another building that had been allowed extra signage; in that case the signs overwhelmed the site. Chair Zawodny noted that no sign was proposed on the front of the building facing Haggerty; there would be a monument sign at the driveway. Only one wall sign could be seen at a time, and the signs were not overdone.

Chair Zawodny suggested incorporating stone and/or natural material in the elevations to add interest to the design. Commissioner Lark agreed.

In response to questions from Commissioner Shadko and Watson, Mr. Hill described the awnings as eyebrow awnings, with the awnings over the main entrance extending 3-4 feet from the building, and the C1-C awnings extending about 18 inches. There were no fabric awnings.

Chair Zawodny indicated he was ready to entertain a motion.

MOTION by Guerriero, support by McCarthy, in the matter of JSPR19-0001/PSPR19-0002 – Chick-fil-A, Inc., that the Planning Commission recommend approval to the Board of Trustees the site plan as presented, with the following conditions:

- Compliance with the issues called out in the April 3 and April 24, 2019 Traffic Engineer review letters, to be reviewed and approved administratively.
- Resolution of issues called out in all other staff review letters, including the April 12, 2019 Township Planner review letter, April 22, 2019 Stantec review

letter, and April 24, 2019 Fire Department review letter, to be reviewed and approved administratively.

- Determination by the Township Attorney that the April 29, 2019 letter from Woodridge Grover Condominium representative Bryan L. Amann does not pose any obstacle to the Planning Commission's deliberation or decision.
- Granting of the site requirement modification for canopy encroachment into the utility easement be subject to assumption of all liability by the applicant for repairs and/or damages caused by future use of the easement rights for utility repairs.
- Left-turn lane extension on the Kohl's parking lot entrance be revised to reflect the final opinion of the Traffic Consultant, based on final traffic analysis incorporating the new traffic light.
- Should a new traffic light not be installed at the Kohl's entrance by Wayne County, the applicant must return to the Commission for further traffic analysis and consideration.
- Additional site requirement modifications be approved as follows:
 - Allow 15' foot wide parking lot islands on the west property line where 20' was required.
 - Allow a 7' and 9' wide parking lot island between the parking lot and the drive-thru lane where 10' was required.
 - Allow a 13.2' minimum setback from the edge of the site's main access to the parking lot in front of Starbuck's where 20' was required, in order to provide two exit lanes onto Haggerty Road.
- A sample board be submitted to the Building Department.

Chair Zawadony opened the motion for discussion.

Mr. Hill asked for flexibility to come to an amicable resolution regarding the staff comments in the review letters, since they had only received those on Monday.

Commissioner Guerriero said the intent of the motion was to allow staff review and approval. If Township staff did not feel that resolution of issues could be reached, the applicants would need to return to the Planning Commission for further discussion.

Commissioner Anderson said she would oppose the motion because she would like to see a smaller building.

Roll Call Vote: Ayes: Guerriero, Lark, McCarthy, Shadko, Watson, Zawodny

Nays: Anderson

Motion approved 6-1 (Anderson opposed).

The Commission acknowledged that the Township's Traffic Consultant and Chick-fil-A's traffic consultant worked in different departments at Progressive ae, and that the Township's Traffic Consultant had represented the Township's best interest in his review and recommendations.

Commissioner Watson left the meeting at 9:10 p.m.

Commissioner Anderson disclosed that she had dealings with Robertson Brothers in another community, and felt she should be recused from the next agenda item.

MOTION by Lark, support by McCarthy, that Commissioner Anderson be recused from discussion of PAM 19-0001, Mill Ridge.

Motion carried unanimously.

Commissioner Anderson left the meeting at 9:12 pm.

Chair Zawodny noted that there were 5 members still present, which constituted a quorum, and the meeting could proceed.

2. PAM19-0001	Mill Ridge
Representative:	Tim Loughrin, Robertson Brothers Homes
Location:	6 Mile Road; west of Ridge Road
Request:	Site Plan Amendment for detached condominiums
Action:	Approve, Approve with Conditions, Postpone, Deny

Referring to her March 25, 2019 review letter, Township Planner Frey gave the review for this request for site plan amendment for detached condominiums for Mill Ridge development.

The plans reflected the conversion from duplexes to detached units. The detached units had first floor master bedrooms as required. To offset the appearance of the units along the straight road on the west side of the site, the setbacks were staggered and driveways were flipped in a couple locations. The landscape plans and the woodland replacement calculations had been updated accordingly.

General

1. Millstone Way was actually a "court" and the name "Millstone Court" had already been used. The name Parkview Court should be considered, since the court was a continuation of Parkview Way. The Fire Department endorsed this change.

Landscape

1. The detail on sheet L-14 indicated the transformer screening was optional. The word "optional" should be removed.

Building elevations

1. The applicant's narrative indicated three additional elevations would be provided, for a total of six. The additional elevations were required to be approved with the site plan.

2. A table of the exterior color packages and color copies of each material was provided in matrix form. The Planning Commission should determine if this was sufficient in lieu of six material sample boards.
3. In addition to the colors, the exterior package table should identify the building material for each element.
4. On the elevations, the proposed shake, siding and trim materials should be identified as "Hardie" siding or equal.
5. On the elevations, wood board and batten siding was proposed. Consistent with previous Planning Commission comments, this material should be a "Hardie" product or equal.
6. On the elevations, the trim and soffits were identified as wrapped aluminum. Consistent with previous Planning Commission comments, this material should be a "Hardie" product or equal.
7. Full dimensional brick and stone was required and should be specified on the exterior package table and the elevations.

Building Department.

The April 25, 2019 Building Department memorandum noted that the proposed elevations appeared to have material that the Planning Commission did not approve to be used:

- The fascia were wrapped with aluminum.
- The freeze board material was not identified; this was assumed to be aluminum or wood.
- The proposed side elevations showed the use of plywood wood baton boards.
- Not enough proposed elevations were provided to determine compliance with the dissimilar elevation ordinance requirements.

Fire Department.

The January 18, 2019 review letter noted that:

- Street name for Millstone Court should be changed, and Parkview Court was suggested.
- Lots 71 and 44 needed to be aligned with the street they fronted, not the driveway.
- The water main need to be looped.
- The hydrant location on Parkview Way should be relocated as noted.

Lighting

The April 10, 2019 review letter listed 3 items that needed to be addressed:

- Pedestrian crossing adjacent to #38 needed to be illuminated.
- Provide clarification on how the luminaries were to be controlled.
- Were the building luminaries to be controlled automatically by photocell, or manually by switch?

Engineering

Referring to the April 3, 2019 Engineering review letter, Director of Public Services Casari addressed outstanding issues as follows:

- Address the numbering of the units, which seemed odd.
- Add a note to identify the 12" looped water main out to Ridge Road.
- Identify all building leads (sumps, water, sanitary).

- Relocate the water lead for units #64 and #65 to show it coming off the street main.
- Clean up the grading plan and verify 1:4 maximum slope tie in.
- Verify all units were out of easements. #45 appeared to have an issue.

Director of Public Services Casari noted that building numbers would not be an issue once addresses were assigned.

In response to a question from Commissioner Lark, Township Planner Frey explained that the narrative provided by the applicant referred to a total of 6 elevations; only 3 had been provided. It was unclear how many actual elevations there were and how many options were available for each elevation. There was not a requirement for 6 elevations; there was a requirement from a design standpoint that no two elevations would be the same within a specific number of units on each side and across the street.

Chair Zawodny invited the applicant to make his presentation.

James Clarke, Robertson Brothers Homes, 6905 Telegraph Road, Suite 200, Bloomfield Hills MI was present on behalf of this application for site plan amendment.

Mr. Clarke made the following points:

- The odd numbering of the building envelopes resulted from numbering requirements during the phased development process for the condominium development. The addresses would be consistent with traditional practice.
- Regarding the lighting, the request was to put a street light at the crosswalk by # 38, where units #17 and #19 were close. Mr. Clarke noted that there had not been a light requirement when the buildings were going to be duplexes, and he asked for the same consideration for this revised plan.
- They would rename the street as requested by the Fire Department.
- Building materials would all be brick, stone, or Hardie product for siding, soffit, fascia, and trim, as required.
- Under their prior approval, the applicants had provided one color pack with different door and shutter colors. When they presented three elevations and 6 color packs and received PUD approval, they assumed that those would suffice for this application for site plan amendment, and would provide the variety needed to meet the dissimilar elevation ordinance.
- They were requesting eliminating the board and batten siding on elevation (A), in order to use horizontal siding as had been approved on the other elevations. Mr. Clarke distributed a handout that showed the approved side elevation (A), and the now proposed side elevation (A).
- The handout also showed Elevation (B) with rounded windows at the upper roof level, as had been approved, and not with squared windows, which had been erroneously included in the preliminary site plan submittal.

Mr. Clarke emphasized that they were proposing 3 elevations with 6 color packs. The narrative letter provided by Tim Loughrin, Robertson Homes, had been in error when it stated there would be 6 elevations.

Township Planner Frey said her review comments were in response to comments in Mr. Loughrin's letter. Also, the Building Department had not seen the 6 color packs when they made the comment about not having enough information to confirm compliance with the dissimilar elevation ordinance requirements. The Planning Commission should discuss whether they were comfortable with the 3 elevations and the 6 color packs.

Commissioner discussion included:

- Flipping some of the driveways from right to left had added interest to the street.
- In addition to flipping some driveways, the developer had responded to design concerns regarding the homes seen first as someone entered the subdivision, by modifying site layout, landscaping and materials.
- Since pricing differences for different color packs might skew the placement of elevations and thereby affect compliance with the dissimilar elevation ordinance, Mr. Clarke said that location of elevations would be pre-determined on the site.

Commissioner Lark asked for more information regarding the requested lighting for the crosswalk at the crosswalk near #38. Mr. Clarke explained that the original PUD agreement had not required a streetlight there. All garages would have photo-sensitive LED lights that would be on all night; the lights were not dependent on motion detection and could not be turned off.

Commissioner Lark noted that the light was required because the sidewalk crossed a street. Township Planner Frey added that the light at that location was an ordinance requirement. When duplexes were planned the street was more of a driveway. With the changed plans Stantec believed a light was necessary.

Chair Zawodny noted that nearby buildings had garages remote from the walk area and their lights might not illuminate the crossing.

After further discussion, Mr. Clarke agreed to install the light as requested.

In response to questions from Chair Zawodny, Mr. Clarke reiterated that each of the 3 elevations could have 6 different color options, providing 18 total choices. The colors would be controlled for compliance with the dissimilar elevation ordinance.

Township Planner Frey explained that her review comment about six elevations was included because the narrative submitted by Mr. Loughrin had mentioned six elevations. Without that narrative, the number of elevations might not have been an issue, especially with the number of color pack choices. The three elevations had been previously approved.

Chair Zawodny asked that a sample/color board for each option be submitted.

In response to a question from Chair Zawodny, Mr. Clarke said all Hardie materials were primed, and some colors including white were pre-finished. Depending on the color choice, they might need to paint some of the Hardie materials on site.

Commissioner Shadko noted that on Sheet L7 Tree and Woodland Preservation Plan, the fence protecting the tree line was shown infringing on a neighbor's property. Mr. Clarke said that would be corrected.

Chair Zawodny indicated he was ready for a motion.

MOTION by Shadko, support by McCarthy, in the matter of JSR17-0001/PAM19-0001 – Mill Ridge that the Planning Commission approve the site plan amendment for detached condominiums as presented this evening, with the following findings and conditions:

- Issues called out in the March 25, 2019 Township Planner review letter be resolved as follows:
 - A total of three elevations with six color schemes is acceptable.
 - On elevation (A) as presented this evening, horizontal siding rather than board and batten on the 2nd floor is acceptable.
 - PUD Amendment approved Elevation B with rounded windows be constructed, as presented this evening, rather than Elevation B with squared windows as submitted with the preliminary site plan.
 - Color/sample boards for each elevation and color scheme is required.
 - On the elevations, the proposed shake, siding, trim, fascia and soffit materials be identified as Hardie material.
 - Full dimensional brick and stone be specified on the sample boards and the elevations.
 - Street light be added to the pedestrian crossing adjacent to Property #38.
- All other issues called out in the March 25, 2019 Township Planner review letter, the April 10, 2019 Stantec review letter, the April 3, 2019 Township Civil Engineer review letter, and the January 18, 2019 Fire Department review letter, be resolved with administrative review and approval.
- The maintenance of the entire length of the pedestrian path along Six Mile Road, including the section of the path not on the subdivision property, be maintained by the Homeowner's Association.

Roll Call Vote: Ayes: Guerriero, Lark, McCarthy, Shadko, Zawodny

Nays: None

Recused: Anderson

Motion approved 5-0-1 (Anderson recused, Watson absent).

OTHER BUSINESS:

1. Zoning Ordinance Discussion – Building Materials

As it was 10:10 pm, Commissioner Shadko offered the following motion:

MOTION by Shadko, support by McCarthy to amend the agenda to postpone discussion of the Zoning Ordinance – Building Materials until the next meeting.

Motion carried unanimously.

Department Reports:

Township Planner Frey

- The street trees along Six Mile Road from Haggerty to Northville Road would be completed soon. 100 trees total would have been planted last fall and this spring.
- The Village at Northville hotel submitted an amendment for administrative review to shift the entry element and canopy approximately 40 feet to the west, thereby centering the canopy and entry element.

Eric Lark, Zoning Board of Appeals

- There was no ZBA meeting in April and none scheduled for May.

Director of Public Services Casari

- The hospital project was wrapping up; the area would be seeded as soon as the ground was not so muddy.
- Haggerty Road improvements between Five and Six Mile Roads would start soon. Ditching would continue on both sides of Napier Road between Six and Eight Mile Roads. The gravel portion of Main Street would also be ditched this summer.
- Concrete and slab replacements would take place in some subdivisions. Wayne County would use their contractor for concrete slab replacement on public roads in subdivisions, and the Township would not have to provide matching funds. The County did some of this each year, after the Township prioritized what needed the most repair.
- SEMCOG had agreed to place the widening of Beck Road on its 2045 plan, which listed projects to be completed from now until 2045. This was a necessary step in order to get Federal funding.
- There was an MITC (Michigan International Technology Center) meeting on Monday with the joint Brownfield Committee. The Committee was pursuing State loans and grants to improve, in phases, the MITC corridor from Beck to Napier Road, in order to spur economic development there.
- One of the listed Wayne County projects was to overlay the section on Six Mile Road from where they had previously stopped to the Northville/Six Mile Road intersection, including the intersection of Cascade and Six Mile. That work should be done this year.

Fred Shadko, Board of Trustees

- The re-signalization of Six Mile and Beck Roads could happen this year.
- Three weeks ago, approximately 340 people had attended a townhall regarding the issues at the landfill. Their State Senator and Representative had introduced legislation in Lansing that would multiply landfill fines by 10.

Extended Public Comments: None.

Adjournment: 10:25 pm