

Charter Township of Lyon
Planning Commission
Meeting Minutes
February 13, 2017

Approved: February 27, 2017

The meeting was called to order by Mr. Conflitti at 7:00 p.m.

Roll Call: Patricia Carcone, Board Liaison
Jim Chuck, Secretary
Michael Conflitti, Chairman
Stephan Hoffman
Ron Pennington
Kurt Radke
Carl Towne, Vice-Chairman

Guests: 80+

Also Present: Leann Kimberlin, Township Attorney
Chris Doozan, McKenna Associates
Leslie Zawada, Civil Engineering Solutions

APPROVAL OF AGENDA

**Motion by Chuck, second by Towne
To approve the agenda as presented.**

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

APPROVAL OF CONSENT AGENDA

A. Approval of the January 9, 2017 Minutes

**Motion by Towne, second by Chuck
To approve the minutes of January 9, 2017 as presented.**

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

COMMENTS FROM PUBLIC ON NON-AGENDA ITEMS

Frank Sakorafos, 24233 Tara Drive – Mr. Sakorafos is concerned with the increase in

business at Dandy Acres. He stated they are housing more than 3 dogs at a time. It's been over a year, and all they hear are dogs barking. They have heard nothing about how this will be handled. He is concerned over this devaluing his property, and they are only licensed to house 3 dogs. Mr. Doozan explained he has a meeting next week and will bring that up.

DDA REPORT – Ms. Archer brought the Planning Commission up to date regarding the DDA.

PUBLIC HEARINGS

1. **AP-16-39, Hasenclever Farms PD Amendment. Property located on the north side of 8 Mile Road, west of Griswold Road. Public Hearing to consider a proposed amendment to the approved planned development to eliminate a road connection on 8 Mile Road.**

Mr. Doozan reviewed the McKenna Associates memo dated January 11, 2017. It was recommended that the Planning Commission recommend approval of the revised plans for Hasenclever Farms Planned Development, subject to the following conditions:

1. The developer shall construct a 5-foot wide concrete sidewalk along Oak Tree Drive, between Stedmann Drive and Eight Mile Road.
2. In the event that a special assessment district is established to fund improvements to Stedmann Drive, property owners in Hasenclever Farms shall be assessed a proportional amount for the expense of improving the portion of Oak Tree Drive that lies between Stedmann Drive and Eight Mile Road.
3. A left turn lane shall be constructed on Eight Mile Road at Oak Tree Drive, as required by the Washtenaw County Road Commission.

Ms. Zawada referenced the CES memo dated January 16, 2017. She made note of the following items:

General Items

1. An MDEQ permit has been issued for this development for work in regulated wetlands related to fills, discharges, crossings, and culverts needed to complete this project. Any impact changes will require a permit amendment.
2. The applicant's letter states he has assurance from the Washtenaw County Road Commission for the proposed temporary construction entrance on Eight Mile Road and a copy of the approval/permit must be provided to CES prior to final approval. The onsite roads will required Road Commission for Oakland County Approval.
3. We have received copies of the 2006 WCRC approval for the drainage into the Eight Mile Road right of way. The applicant will need to obtain current approvals and permits for the new plans.
4. Existing Water Main Act 399 Permit will need to be modified and the Sanitary Part 41 may need to be modified as well.

She noted all other items pertain to detailed engineering review.

Ms. Kimberlin referenced her memo dated January 17, 2017 and provided the following comments:

1. Although the number of detached residential site condominium units proposed for construction remains at the approved number of 50, the total area of the development has been slightly reduced from 42.85 acres to 41.65 acres. This reduction relates to the removal of property which was intended to contain the boulevard entrance. This area is now proposed to contain the temporary construction entrance for both phase, but this use will terminate upon completion of development.
2. Information should be provided regarding the ultimate intended use for this property.
3. As this property will not be part of the PD, an easement must be provided to ensure continued temporary access during construction of the development.

Mr. Mancinelli stated this plan has been going for a long time. They applied for permits from WCRC on July 8, 2016 using a traffic report which stated a right turn taper should be provided and that left turn passing lane was not required. At the end of August they received an email from WCRC that a warrant analysis must be performed which was done. It became obvious that the boulevard entrance could not be built. They attempted to obtain more easements from the 3 homes on Eight Mile Road. It became obvious that those families would like the entrance to the sub be on Oak Tree Drive and not pursue additional right-of-way. He tried many ways to make it work. He is aware of the residents' concerns and has offered to install a sidewalk from Eight Mile to Stedmann Drive. The left turn lane he will be installing will make it easier to get in and out. He offered that the Park Woods residents have known from the beginning that there would be a sub in this area and that most likely the entrance would be from Stedmann Drive. The impact on homes should be minimal since the increase in homes is not very high. Park Woods has three entrances and exits, which will help with traffic flow. He is also providing permission to have the temporary access drive for construction traffic. He also noted to alleviate residents' concerns about road improvements, Clay Development will contribute \$15,000 each to Park Woods and Lyon Trail HOA for road and subdivision maintenance. If he can't get approval or additional right-of-way, he will be forced to submit a parallel plan which will be based on zoning requirements, and the amenities that are being proposed will no longer be affordable. The safest way to go is to approve the new plan.

Mr. Mancinelli provided a PowerPoint presentation of the proposed plan.

Greg Donnan reviewed the requirement of the left turn lane from Washtenaw County Road Commission. He explained everything had to move to the north and with the existing 33' right of way there is not enough room to fit everything in the existing Eight Mile right of way. Mr. Mancinelli explained that he did not think the 3 parcel owners wanted to give right-of-way, but he would try to meet with them to find out. He noted that one of the parcel owners obtained a lawyer already.

Mr. Towne asked if there is such a thing as imminent domain. Ms. Kimberlin stated she would need to research it, but this is a private development. Mr. Towne questioned if

they wanted to pursue the right-of-way. This is going to be a tough decision, and they shouldn't be so harsh in making a decision.

**Motion by Chuck, second by Towne
To open the public hearing at 7:45 p.m.**

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

Charles Wallin, 21106 Greenbriar Lane – Mr. Wallin commented that they are assuming all the traffic will turn south towards Eight Mile Road, but some will turn north and go through the subdivision. He did not support Oak Tree as a way into the sub. A partial sidewalk is stupid; go back to the drawing room. Spend the money and have them do the entrance on 8 Mile Road.

Marc Fasbinder, 21079 Greenbriar Lane – Mr. Fasbinder had the same issue, that cars will turn left and come his way. He added when you turn left onto Eight Mile even if there is a left turn lane there, at peak time it is very difficult and unsafe. Add 50 more homes and over time ,it will be worse. It is a public safety issue since the Township is still growing.

Kevin Mason, 26912 Bluegrass Court – Mr. Mason does not have the same skin in the game since he doesn't live on this side of the Township, but his general concern is that public funds would be used to take away the rights of property owners. He would not be in support of that at all. He questioned infrastructure and didn't think there was a future plan in place. Overall this is an ongoing issue. If they go to with the Great Lakes Water Authority plan with the continued development and infrastructure needs, he sees costs going up for the homeowners. He urged care for the infrastructure needs. Looking at the Future Land Use Map everything is residential; water and sewage needs to be taken care of before more homes are approved.

Abe Ayoub, 21962 N Lyon Trail – History is just that, it doesn't matter. Right now they are talking about an amendment to something that was approved. There wasn't fighting before because there was an Eight Mile entrance. He can't support this. Oak Tree is a short right-of-way, and that is not a good alternative. Every avenue needs to be explored before an amendment to this PD is done. He didn't understand why everything is not done before even a spoonful of dirt is moved.

Jeff Schonder, 21218 Greenbriar Lane – Mr. Schonder has been here 16 years, and a lot of us moved out here due to the atmosphere. He accepts the growth, but we are always in a big hurry to build the homes but not the infrastructure. He has been driving on Eight Mile, and it's a piece of crap. As far as sharing an entrance with Hasenclever Farms, it would seem expedient but it is dark, crumbly, the lines are absent. Eight Mile Road in front of Park Woods Drive and Oak Tree are passing lanes, and that shouldn't be allowed; it's very dangerous. The Road Commissions are always at it about who is responsible for Eight Mile Road and yet they allow it to be a dangerous road that jeopardizes everyone. Take a look at this and see if it's really safe to be adding 200

more cars to the roadway, we don't have the infrastructure in place to hold all the homebuilding. Do it with sense and make sure our roadways are safe.

Jim Hill, 20940 Oak Tree Drive – Mr. Hill's property would be the most affected property, and he does not think the sidewalk proposal is a band aid to the situation and he would not like to see it. He believes his neighbors would feel the same. It is not something that meets the concerns. There would be traffic coming in from the north side as well, and he expressed his discontent with the plan.

Donald Ringel, 20903 Greenbriar Circle – Mr. Ringel lives in phase 1, and he has seen phase 2 and 3 go in. He saw Stedmann Road go in, and the builder told him it was to go out to Griswold Road eventually. He wondered if that has been discussed.

Thomas Reedy, 59875 Mulberry Lane – Mr. Reedy explained that Stedmann is the only east/west drive coming off of Oak Tree that is proposed for the major access. If you go to the east side, there are 3 roads coming off of Griswold that could be used. He didn't believe the development has investigated using those. Should that be possible it would drastically reduce the usage of Stedman and Oak Tree. He also had concerns regarding the traffic on Eight Mile Road and the dangerous situation it causes pulling out onto Eight Mile Road, and he felt that they needed to consider that.

Stephen Emsely, 51824 Eight Mile – Mr. Emsley explained Washtenaw controls Eight Mile and Oakland County picks up at Currie Road. He found it amazing how easily Washtenaw shut this entrance down. Everything that we've heard on Eight Mile he has been told Oakland can do nothing. We haven't heard what has been offered to people to obtain these easements, all we've heard is that one has hired an attorney. It may be time to have the Township step in and work something out. He didn't like the implicit threat to safety with the parallel plan and didn't find that appropriate.

Jennifer Pohl-Propps, 20983 Oak Tree Drive – Ms. Pohl-Propps explained she has two young children, and there is no sidewalk off of Pontiac Trail or on Eight Mile; the kids are stuck in their subdivision. She has written letters because she wants sidewalks. There are no stop signs and no lights. Their sub is a cut through to avoid Pontiac Trail. You add another 200 cars, that is another 200 cars that will be coming through Oak Tree Drive. Do sidewalks through the whole subdivision, not for 6 homes. She thought someone should see the traffic, they have elderly people that walk all day long and kids that play in the street and bike; it is a safety concern. The extra traffic should be considered.

Damon Ferraiuolo, 20931 ParkWoods Drive – In Phase 3 there are younger families, and in Phase 1 their kids are in high school and moving on. He questioned if this wasn't a boulevard entrance. Talk about frontage on the Eight Mile, look at the south side for easements. Park Woods are not against the development, but there needs to be an entrance to 8 Mile.

Mark Hannon, 59488 8 Mile Road – Mr. Hannon supports the removal of the 8 Mile Road access to this planned development. Now that the requirements of the Washtenaw Road Commission have been vetted, this road access would require seizure of 27' of his front yard across the entire 355' width of his property. This would

require the removal of 9 large trees from his front yard, remove the natural embankment, and will reduce the distance from his house to the edge of the right of way by over 50% from 57' to 30'. This puts the trucks and cars traveling 55 mph closer to his front door. Seizure of personal property for public use in this case would be a detriment to the motoring public at large by creating an additional access point onto a main artery road from a small local road. He provided information regarding the US Dept. of Transportation hierarchy definition of roads. This revised plan is more like the original plan that was presented 2006 without access to 8 Mile. For the safety of the motoring public they wanted to limit local roads accessing major arterial roads. The small amount of road frontage owned by the developer should also be considered, he owns less than 20% of the road frontage and did not acquire enough land for 8 Mile Road access. He is glad to see the developer return with this earlier plan that had been approved. If 8 Mile Road is still required by Lyon Township, then Lyon Township would be the entity that would have to defend the need for seizure of private property.

Brian Salenik, 60592 Gary Court – Mr. Salenik is a deputy for the Sheriff Department, and the traffic is just awful and the accidents are horrible. If we don't have another entrance there, it will be flat out crazy. People are getting frustrated, and they are getting T-boned. He didn't know what it would take, another 200 hundred vehicles will be crazy and cut throat. There are not traffic lights or stop signs.

Craig Karlson, 59660 8 Mile Road - Eight Mile has a bunch of hills and the last one is at Hannon's house. At that point they pass someone who is going too slow. He has witnessed this many times where people hit the trees and are killed. He has had cars in his yard. The trucks going into this road, he witnessed this summer, they picked up some equipment, he was going to make a left and he gunned it and took a chance because he couldn't see. If they are going to have trucks going in there, it's a blind spot and they can't see. He didn't know how they would manage more card, what are they going to need, a 5 lane road?

Thomas Schlaff, 59891 Mulberry Lane – Mr. Schlaff hears a lot of talk about going north but he hasn't heard about going south. There are 3 large expensive subs by Beck Road. The eastbound land diverts right, and there is a center lane which should be considered. He felt all viable options should be considered before not putting in an 8 Mile entrance.

Eric Stidham, 20908 Oak Tree Drive –Mr. Stidham has a few problems. Nick Mancinelli came to them and asked for their support and said that the 8 Mile entrance wouldn't have any problem getting approved. The plan was approved with the 8 Mile entrance, construction started, and now all of a sudden the entrance is off the table. Washtenaw County Road Commission has not told him no; there was a set of conditions he had to meet, and he understood that. He has no problem building the property. The problem he has is the amount of children that live in Park Woods. They have two full buses of children and more on the way. There is no place for their children to ride their bikes and scooters; there is no safe place for them to do that. Their sub is used a pass through. He witnessed someone coming through his sub at 50 mph, and this happens day and night. He doesn't want to add 200 more cars through a subdivision that doesn't have the ability to play safely as it is. He doesn't know what the solution is. He has an issue with developers that cry poor. If you want to build that

property, has the south side of 8 Mile been explored? If this is approved, a condition should have to be safety first for the children that are already there above the profits of a builder and larger tax base for the Township. If the builder wants to do this, put sidewalks through both subs. Dumping more cars onto his street is not safer for his children. They are not for this development if that's the cost.

Robert Cameon, 21075 Parkwoods Drive – There are 3 phases of Park Woods, and without an entrance onto 8 Mile it's like a Phase 4. He is not for this at all for many of the reasons that have already been stated. The developer said because Stedmann was already there they should have known it would lead to another sub, but they also felt this would not be the only main entrance to the sub. It's unfortunate that they are at this point; someone did not do their due diligence because this should have been addressed before a shovel hit the ground. He asked them not to approve this.

Chris Schaecher, 59878 Mulberry Lane – Mr. Schaecher is rather disappointed. Park Woods has worked hard with the developer, and it is disappointing he would threaten them the way he did. He talked about how this is a possible violation of a PD since there is not one filed. This is the only sub in all of Lyon Township that would be like this; he encouraged them to look at that. He talked to the Road Commission many times and never once was Nick Mancinelli told no. He was only provided conditions that had to be met, and anyone who built on 8 Mile would have to adhere to those conditions. He asked them to look into every option out there. He encouraged them to come out to his neighborhood and see what's at risk. The Township Board approved this plan with the 8 Mile entrance, and now the developer wants use Park Woods as the main entrance and exit without exploring other options. He has filed with the Road Commission asking them to expunge the 8 Mile entrance. They are not in support of Stedmann as the main entrance; please support them.

**Motion by Towne, second by Chuck
To close the public hearing due to no further comment.**

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

Mr. Mancinelli explained that they have money allocated for the entrance onto 8 Mile, and he never thought it would be a problem having the entrance approved. For some reason there are circumstances surrounding this entrance that make it impossible to do without right-of-way. He has the money to do it he just has to come up with a plan to purchase the right of way from the 3 homes on 8 Mile. Regarding the 3 east/west roads that a resident mentioned, those are all private roads.

Ms. Zawada provided some information regarding roads and explained that all the roads are owned by the either Oakland or Washtenaw County Road Commissions, not the Township.

Mr. Mancinelli stated he planned on putting stop signs at Stedmann and Gary Court, and he cannot imagine the County not wanting that. Respectfully, a special assessment

could be done in order to put in sidewalks. He explained he didn't threaten the sub. If he can't get the right-of-ways and can't get approved to go through Oak Tree Drive, then he would have to do the parallel plan. Lyon Trail East is a sub where you went from Lyon Trail to get to it, and that's how it was built. He has over a million dollars invested in this now. If he thought the access would be an issue he wouldn't have invested it.

Treasurer Carcone asked if he looked at other options as far as vacant property. Mr. Mancinelli stated he would investigate that.

Mr. Towne stated they liked Stedmann Drive because the main entrance was out to 8 Mile. When this was recommended to the Board there was a boulevard entrance. He cannot give a recommendation to the Board without that 8 Mile entrance. The Road Commission turned it down, but there are ways to work through it. This Commission as a whole voted for the entrance to 8 Mile Road. They have to find out the best way to work through this. He suggested tabling this and working through the problem.

Mr. Mancinelli questioned what happens after all the options are explored, and they still can't get right-of-way. He explained the Road Commission did talk about condemnation and it could take at the minimum 6 months, it is a possibility but he has to explore it further.

Nick Canzano apologized for putting everyone in this position; they never anticipated this. They really want to go out to 8 Mile, if anyone here can put any pressure on Washtenaw Road Commission to waive some of these conditions.

Treasurer Carcone stated she has no sidewalks either and has lived here 30 years. She does have an additional sub called Erwins Estates behind her, and she wasn't happy when it was built. She didn't get a construction entrance; she understands that. The contract has now changed, and they have to figure it out. They have learned a lesson; in the future she will never vote for another development until everything is done. She apologized, but this is the normal way people do business and has opened all of their eyes. She cannot support this plan without the 8 Mile entrance.

Mr. Chuck stated that something went wrong here, and it's tough. Safety is an issue. He understood the fear with the traffic inside the subdivisions.

Mr. Radke also agreed and could not support this since safety is a big issue.

Motion by Chuck, second by Carcone

To table AP-16-39 based on new information provided by McKenna Associates memo dated January 11, 2017, CES memo dated January 16, 2017 and the township attorney memo dated January 17, 2017.

**Roll Call Vote: Ayes: Chuck, Hoffman, Conflitti, Carcone, Radke, Pennington
Nays: Towne**

MOTION APPROVED

OLD BUSINESS

- 2. AP-16.09a, Country Storage – Site Plan. Property located on the north side of 9 Mile Road, east of Griswold Road. Continue site plan review of a proposed expansion of the existing RV storage area.**

Mr. Doozan reviewed the McKenna Associates memo dated February 7, 2017. He recommend approval of the site plan for Country Storage, subject to the following conditions:

1. A photometric plan must be provided.
2. The location where rental trucks will be parked must be noted on the plan.
3. Landscaping requirements noted in the memo must be addressed on revised plans.
4. Engineering considerations shall be addressed.

Ms. Zawada referenced the CES memo dated February 8, 2017. The north storage area did not have detention provided for it, and in this submittal all of the improvements are on the south side of the drain. Her concern was that the north side never had any type of detention. The applicant proposed some piping on the north side of the drain so the stormwater runoff can be treated through what they are proposing on the south side. The Engineering Standards do allow that, and she is in support of that. The applicant has done what they can do to meet the Engineering Standards. The final sets should show a 2 foot sump in the forebay to collect sediment.

Ms. Kimberlin referenced her memo dated February 9, 2017 which requested that additional information be provided regarding the covered parking and building materials that will be used. The plans should include a note clearly indicating that special land use approval is for RV storage and truck rental only, and outside storage of contractor's equipment or supplies ns not permitted.

Mr. Hutto explained they have done their best to clear up the review comments from the consultants. He has no issues with McKenna Associates comments, and the photometric plan will be provided; he has no issues with complying. There is a second spigot, and that should be within 300'. Regarding the engineering comments, he had no problems with the sump; they will do it. Regarding the attorney comments, they are very careful and do not allow any contractor equipment in there; they only want residential type people in there. As far as building #12, they will be just like the current buildings with the exception of the face of the building will have a brick face façade that faces 8 Mile. The carports are at a minimum height of 14' with a minimal structure that holds them up. There is a small pitch to the roof, not gabled. The requests for covered storage is in high demand.

Mr. Chuck asked how many additional spots are proposed. Mr. Hutto stated 105. They are doing 46 covered spots, and as the market demands they will continue covering. Ms. Kimberlin reminded the applicant of the site plan expiration time. Mr. Hutto stated everything will happen at once.

Motion by Towne, second by Radke

To approve the site AP-09a Country Storage with the McKenna Associates memo dated February 13, 2017, CES dated February 8, 2017 and the approval includes the plan for storage units 8, 9 and 11.

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

- 3. AP-16-38, Magna International Expansion – Site Plan. Property located at the southeast corner of Grand River Avenue and South Hill Road. Site plan review of a proposed 231,000 square foot expansion of an existing manufacturing warehouse building.**

Mr. Doozan reviewed the McKenna Associates memo dated February 13, 2017. The review revealed the following key findings:

1. Landscaping concerns must be addressed.
2. Proposed building façade improvements should be added to the plan.

Mr. Doozan recommended approval of the reviewed plans for Magna International, subject to the above items being addressed on revised plans, and subject to any concerns identified by the Township Engineer or Township Attorney.

Mr. Chuck confirmed with Mr. Doozan that the berm will be irrigated. Treasurer Carcone questioned if there is a plan for replacement if something dies. Mr. Doozan stated the plan would be for maintenance in perpetuity.

Ms. Zawada referenced the CES memo dated February 13, 2017 with the following concerns:

The Road Commission would not allow a truck curb cut onto South Hill so they have revised their site plan and that was placed in the packet. Moving forward under General Comments, a new easement will be needed for the “New Hudson No. 1 Drain” per request from the O.C.W.R.C. Sanitary sewer capital charges are due per the Township Utility Ordinance.

Sheet SP-1 Site Layout Plan

1. Fire Department approval required. The following are some of the items of concern:
 - a) Fire lanes and fire lane signs.
 - b) Hydrant locations.
 - c) Site maneuvering.
 - d) Knox box location.

Sheet C-1 Site Demolition Plan

1. Paving materials for Grand River Avenue and South Hill Road within right of ways to meet Road Commission requirements with approvals and permits from

their office.

Sheet C-3 Site Storm Water Management Plan

1. The final width for the basin overflow spillway to be reviewed during detailed engineering review.

Mr. Towne questioned fire department approval. He questioned what kind of time frame are they looking at for approval. Ms. Zawada stated they think it's approvable, but they are requesting the fire department sign off on it. Mr. Towne stated he would like to see the approval letter for this from the fire department.

Ms. Kimberlin referenced her memo dated February 7, 2017 and explained she was looking for expiration of site plan approval and to make sure the applicant is aware of that.

Mr. Thurston representing the developer introduced Ms. Mills as well as representation from Magna. Mr. Thurston provided an overview summary of the project. He confirmed phase 1 and phase 2 irrigation will be installed in the spring. The façade improvements were briefly touched on as well as signage which will help to improve the appearance of the building. Parking setbacks were redesigned to fit within the setbacks. There are no additional trash compactors proposed at this time. The DTE sub station is very important for Magna, and the solution they proposed is to build a pre-case wall that mimics the façade of the building and no one would ever know what's behind the wall. The wall is proposed at 22' tall, three sided and connected into the side of the building.

Mr. Thurston continued that a photometric plan was submitted. A traffic consultation was done and indicated there are no more additional improvements required and no traffic signal would be warranted at South Hill and Grand River based on this use. 360 parking spaces are available, and they feel it is adequate for the proposed use. The docks facing Grand River will be shielded with the extra trees and the use of larger trees as well as adding to the height of the berm. They also removed the South Hill Road curb cut.

Treasurer Carcone questioned the size of the arborvitaes that are being proposed. Ms. Mills stated she believed they would either be 8-10' high at the time of installation. Mr. Thurston stated that they took their comments to heart at the last meeting.

Mr. Crawford from Magna explained all the trucks heading east will use Wixom Road and they have asked them to travel to Kensington Road instead of Milford and they have agreed to that. Mr. Doozan didn't think an interchange would be possible at South Hill but possibly at Old Plank. Ms. Archer stated it's been on her radar for a while.

Mr. Towne questioned the outside storage. Mr. Thurston stated once they are in full production, they won't be an eyesore as they currently are. Mr. Thurston stated they are open to added landscaping or screening ideas.

Mr. Chuck stated they indicated 330 employees, is that an influx from other plants? A Magna representative answered that a large amount will come from the local area.

Mr. Hoffman commented that he didn't like the first phase, and we touted this is a gateway to our community. You have an opportunity, and your building wants to make me put graffiti all over it. Take a different approach and take the sub-station and make something architecturally out of it instead of trying to hide it. Make a presence. He suggested making the sub-station red, or put a clock on it, something. Magna agreed to seek advice in adding an architectural detail.

Motion by Towne, second by Chuck

To approve the site plan AP-16-38 Magna International expansion with addition to the 3 consultant letters, the Planning Commission approves the 28' light pole instead of the 22' and agrees with the 360 parking spaces instead of the required 389 and future consideration of the electrical wall.

**Roll Call Vote: Ayes: Unanimous
 Nays: None**

MOTION APPROVED

NEW BUSINESS

- 4. AP-17-01, Light Source, Inc. – Site Plan. Property located at the northeast corner of Research Drive and Lyon Industrial Drive, north of Grand River Avenue. Site plan review of a proposed 23,100 square foot warehouse building with office space in the I-1 (Light Industrial).**

Mr. Doozan reviewed the McKenna Associates memo dated February 7, 2017. The review letter has revealed that the revised plans for light Source, Inc., are in compliance with the Zoning Ordinance. Thus, it was recommended that the Planning Commission approve the project subject to resolving any concerns of the Township Engineer or Township Attorney.

Ms. Zawada referenced the CES memo dated February 2, 2017. They recommended approval as noted with the items that should be addressed during detailed engineering. Two of the items should be addressed on the final site plans as follows:

Sheet #3 – Site Layout

1. There is a hydrant coverage gap of +/- 80 feet along the back of the building. Minimum distance from any part of the building to a hydrant is 250 feet. This must be corrected.
2. The minimum intersection radii for industrial sites is 35 feet. This should be adjusted.

Ms. Kimberlin referenced her memo dated February 2, 2017 and asked that the applicant provide information to verify ownership of the property. And there were some issues with regard to the parking of the truck and trailer.

Mr. LeClair gave a brief overview of the project. He did say he would like to hear from the Fire Department regarding the hydrant requirement. He explained this is a 2 million dollar investment into the community.

Mr. Vollmar gave a brief account of the building materials that are being proposed.

Mr. Towne confirmed everything will be ADA accessible. He would like to know what they are going to do on the site in regards to the truck and trailer. Mr. LeClair stated trucks come in load the trucks and pull out, set up and bring it back. There is no place on the site for trucks to be parked or stored, it is in and out. There is room to expand if need be.

Motion by Radke, second by Towne

To approve AP-17-01 Light Source Inc. Site Plan based on McKenna Associates memo dated February 7, 2017 the CES memo dated February 2, 2017, and the attorney letter dated February 2, 2017 and it met all 9 criteria in the Township Zoning Ordinance.

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

ADDITIONAL BUSINESS

5. Community reports

Treasurer Carcone provided an update regarding the last Board meeting.

ADJOURNMENT

Motion by Chuck, second by Towne

To adjourn the meeting at 10:52 p.m.

**Voice Vote: Ayes: Unanimous
Nays: None**

MOTION APPROVED

The Planning Commission meeting was adjourned at 10:52 p.m. due to no further business.

Respectfully Submitted,

Kellie Angelosanto

Kellie Angelosanto
Recording Secretary