

**CHARTER TOWNSHIP OF NORTHVILLE  
PLANNING COMMISSION  
July 26, 2022**

**DATE:** July 26, 2022  
**TIME:** 7:00 PM  
**PLACE:** Township Hall

**APPROVED:** August 30, 2022

**CALL TO ORDER:** The meeting was called to order by Chair Wilk at 7:06 pm.

**ROLL CALL:**

**Present:** Edward McCall  
Jayne Watson  
Matthew Wilk  
Gary Yang  
Tim Zawodny

**Excused:** Mindy Herrmann  
Milan Gandhi

**Staff:** Jennifer Frey, Township Planner

**APPROVAL OF MINUTES:** Planning Commission – May 16, 2022 and May 31, 2022

**MOTION by McCall, support by Yang,** to approve the May 16, and May 31, 2022 Planning Commission meeting minutes as published.

**Motion approved unanimously.**

**CORRESPONDENCE:**

Several letters had been submitted regarding Item #2, PSLU22-0001; this correspondence was included in the packets.

**BRIEF PUBLIC COMMENTS:**

Mary Lou Posa, 20560 Wintergreen Circle, spoke regarding her disappointment that last night the Commission had approved the site plan for the Meadowbrook Country Club, and the residents of Wintergreen Circle continued to be very disappointed in the activities of Meadowbrook Country Club.

**NEW BUSINESS:**

**1. Public Hearing**

**PSLU22-0003**

**Special Land Use**

Representative: Jon Hutto  
 Owner: JDS Old Buildings, LLC  
 Location: 807 Doheny Dr.  
 Request: Self Storage (Gaslight Storage)  
 Action: Approve, Approve with Conditions, Postpone, Deny

**Planner's comments**

Referencing her written comments dated July 19, 2022, Township Planner Frey gave her review for this request for special land use at 807 Doheny Drive. The applicant was requesting a special land use approval to renovate a portion of the building located at 807 Doheny Drive to a self-storage facility. The occupied portion of the building contains Davis Auto Care & Oil Change.

The property was zoned consumer industrial. Self-storage is a special land use in the consumer industrial district. A preliminary site plan was provided, and final site plan approval will follow special land use approval.

The primary non-conforming situation for this site is the lack of a landscaped greenbelt and no parking setback from Doheny. The proposal includes creating a 12' wide landscaped greenbelt/parking setback along Doheny Drive (subject to Wayne County approval since a portion of the greenbelt improvements are located in the R.O.W). For new development, a 25' wide greenbelt/parking setback is required.

Comments and outstanding issues included:

- The proposed use appears to be compatible with adjacent issues, and the planned improvements will be a significant upgrade to the site.
- The construction of defined driveways for access from Doheny is a significant operational traffic improvement.
- The addition of a sidewalk is recommended.
- The preliminary site plan indicates the site can be designed to meet the intent of the zoning ordinance. In fact, the proposed modifications bring some non-conforming conditions into greater compliance with the current ordinance. As identified in the traffic engineer's review letter, if the existing auto repair use changes, consideration should be given to future closure of one of the three site access driveways.
- The site modifications will reduce the amount of impervious surface and introduce some landscape area along Doheny.
- Self-storage, in the proposed location, does not create any additional impacts to consider.

**CONDITIONS**

The Planning Commission should consider the following conditions for special land use approval.

The conditions shall be shown graphically or by text on the special land use plan.

1. The width of the western driveway shall be reduced, to be consistent with the width of the other site driveways.

2. If the auto uses on site change, the Township shall review the number and location of driveway access points from Doheny to determine if closing one of the three driveways is merited.
3. Sixteen parking spaces are required for the auto repair and self-storage uses; 47 spaces are provided. The majority of the parking spaces are behind a security fence on the east and south side of the building and are used by the auto repair facility. If the auto related use changes in the future, the number of parking spaces may need to be reduced and converted to landscape area to better comply with setback and interior landscape requirements.

#### FINAL SITE PLAN REVIEW COMMENTS

- 1) Lighting shall comply with Article 21, Lighting Standards.
- 2) The parcel abuts an existing sidewalk at the west end of the site and there is room on the east side of the parcel to construct a future sidewalk to Silver Springs. Since the majority of the proposed greenbelt is located within the road R.O.W, it appears a 5' wide sidewalk could be constructed along the south side of the new greenbelt (abutting the curb). This would provide a portion of a critical connection from the homes in Highland Lake to downtown Northville.
- 3) If the pavement on the west side of the building is not used to access the back of the building, it should be converted to grass to bring the building into compliance with the required setback and greater compliance with interior landscape.

The Fire Department finds no problems with the use. It does have items identified for site plan review.

The traffic engineer has confirmed that a traffic impact study is not warranted; other traffic issues were incorporated in the planner's review comments.

#### **Applicant presentation**

Eric Williams, Stonefield Engineering and Design, was present on behalf of this application, as was Jon Hutto, 333 N. Rogers, Northville, the applicant for this project.

The applicants made the following points:

- They were seeking special land use approval for the proposed self-storage.
- The self-storage would be utilizing the western portion of the building.
- Right now there was no physical barrier between the parking spaces and the roadway. They would construct a concrete curb and establish landscaping, and would work with the County regarding whether they could install a sidewalk.
- Additional green space would be provided by this project, and they would not be adding significant traffic to the site. They would be improving that section of the roadway by better defining the driveways, protecting parked cars, and potentially adding a sidewalk.

#### **Commission comments and questions**

In response to questions from the Commission, the applicants gave further information:

- The self-storage portion will be about 50% of the building. The existing tenant has an existing lease and will remain.



**2. Public Hearing**

**PSLU22-0001**

**Special Land Use**

Representative: Anthony Vittiglio  
Owner: JS Beck Rd., LLC w/option, Hardies Family Trust  
Location: 47500 Six Mile Rd. and Parcel ID# 77 032 99 0017 0005  
Request: New childcare facility  
Action: Approve, Approve with Conditions, Postpone, Deny

Commissioner Zawodny disclosed that his firm was working on a project where Nowak & Fraus, the engineers for this project, were consultants. The two projects did not interlap, and he did not feel he had a conflict of interest in this instance.

**Planner's Comments**

Referencing her June 28, 2022 review letter, Township Planner Frey gave the review for this request for a special land use approval for a new childcare facility at 47500 Six Mile Road and Parcel ID#77 032 99 0017 0005.

There was a similar request at the March 2022 Planning Commission meeting, when there was a public hearing and full review. The applicant requested the item be tabled to allow for a fuller Commission to vote on the matter. The project was back before the Commission this evening.

Anthony Vittiglio, on behalf of Premier Academy, was requesting special land use approval to construct a one story child care center at the northwest corner of 6 Mile and Beck Roads. Currently the property consisted of two single family lots. One lot had a home on it and the other was vacant. There was also a third single family lot abutting the west side of the proposed project which was not part of the project. The Hickory Creek neighborhood wraps around the three parcels.

Modifications since March 2022 Public Hearing: The elevation of the site has been lowered approximately 1.5 feet and the development envelope has been shifted approximately 18' to the north property line that abuts the Hickory Creek condominium. The modifications increase the setback from 6 Mile and decrease the setback to the adjacent homes to the north.

Planning Commission Review: The primary question before the Planning Commission was whether or not a child care facility is an appropriate land use for this location with respect to the existing development in the area and the visual character/appearance from the roadway and adjacent residential properties.

The Township has just started the process of updating the Township Master Plan and will be looking at future land use designations across the Township. At the project kickoff meeting on July 12, 2022, some planning commissioners and board members expressed concerns with introducing non-residential land uses at residential corners and identified it as something that needs to be discussed and evaluated during the master plan process. It would be more appropriate to evaluate the future land use of the subject site as part of the overall land use discussion and master plan process.

There was also a lot of discussion and concerns about traffic at the March meeting. The Township Traffic Engineer evaluated the site and feels confident that most of the traffic impacts can be mitigated. That does not mean he endorses the project from the land use standpoint but empirically, from a data standpoint, he thinks that the traffic can be handled. However, as just mentioned, this then becomes a land use question for the Planning Commission.

The meeting minutes from the March Planning Commission meeting were provided for review.

#### Special land use review.

- Compatibility with adjacent uses. The proposed special land use shall be designed and constructed in a manner that is harmonious with the character of the adjacent property and the surrounding area. The special land use shall not create a significant detrimental impact, as compared to the impacts of permitted uses.
  - All of the property in the immediate area is developed as residential. The northeast and southwest corners are single family residential and the southeast corner is multi-family residential. There will be more activity at this location, primarily in terms of people, traffic and lighting, if the site develops as a child care facility instead of single family residential. The appearance at the intersection will have a non-residential/commercial character. A one story child care center is proposed.
  - The elevation of the proposed child care building is 9.08' - 12.11' higher than the ground elevations of the homes to the north. The majority of the proposed child care building is 18' tall.
  - At the highest point, the proposed building is approximately 42' tall resulting in the highest portion of the proposed building being 51.08' - 54.11' taller than ground elevation of the adjacent residential homes. Thirteen parking spaces are approximately 8.34' higher than the deck elevation of the home to the north.
  - A minimum 50' setback is required from any proposed improvements on the subject site to the west and north property lines; 50' setback is provided to the west and 50'-70' setback is provided to the north. The setback areas allow for a landscape buffer to be planted.
  - If the subject site is developed as residential, similar to the adjacent homes, the units could be as close as 35' to the north property line and 20' for decks.
- Compatibility with the master plan. The proposed special land use shall be compatible with and in accordance to the goals and objectives of the Township Master Plan and any associated sub-area and corridor plans.
  - The master plan was last updated in 2007. In 2017, the Planning Commission reviewed the future land use map and specifically looked at remnant and transitional parcels to confirm or modify the future land use designations. The single family use was confirmed for the subject properties, along with the third single family parcel on the northwest corner of 6 Mile and Beck Roads. It was further discussed in 2017 that the future development of the parcels should mirror the density of Hickory Creek which abuts the subject property along the north.

- In the past, and most recently when two of the three parcels were listed for sale, the Township has received inquiries about changing the land use designation of these parcels to commercial use. The direction has consistently been that the Master Plan designates the properties as single family. Land use goals and strategies identified in the master plan that support the single family residential future land use designation include:
  1. Provide a range of housing options. Given the size of the parcels, a smaller footprint unit is likely possible at this location which would provide a different type of housing than larger single family homes that are typically on the west side of the Township.
  2. The Master Plan recognized the need for some smaller commercial on the west side of the Township to serve the needs of the residents. In the 2007 plan, it was concluded this had been met, in part, by limited commercial planned or approved at the following locations: corner of 5 Mile/Sheldon, 6 Mile/Ridge (including a day care) and 7 Mile/ Napier. Since 2017, commercial has been approved at 5 Mile/Beck as part of the Village at Northville PUD and a day care on Beck Road, north of the subject site. A condition of the special land use for the daycare to the north was that the existing house converted to a daycare maintain the residential character and keep the size of the business small (as opposed to demolishing the house and rebuilding a larger facility).
  3. Accommodate additional commercial or regional commercial only at locations on the periphery of the Township where traffic can best be accommodated. The intent has been to not have non-residential uses at every intersection in the Township. As evidenced by the existing land use, the Township has successfully adhered to minimizing non-residential land uses at intersections within residential areas.

In June, the Township started a comprehensive update to the Master Plan. A primary area of study will be remnant and transitional parcels to evaluate the most appropriate future land uses and if a change is desired, what is the most appropriate use from the Township's perspective. An outcome of the Master Plan may also be updates to zoning ordinance standards and special land uses, if applicable. The Planning Commission may still find it valuable to go through the master plan process, and look at land uses as part of the bigger Township-wide picture, before committing to developing the subject parcels as a child care facility.

- Traffic Impact. The proposed special land use shall be located and designed in a manner that will minimize the impact on traffic, taking into consideration pedestrian access and safety, vehicle trip generation, types of traffic, access location and design, circulation and parking design, street capacity and traffic operations at nearby intersections and access points.
  - Information regarding trip generation for the proposed child care facility, current traffic operations and expected traffic operations was provided in the July 11 review letter by Pete LaMourie, the Township's traffic engineer. The peak hour traffic generated for a child care facility, as proposed, is much greater than the

amount of residential that could be developed on the site, including multiple family residential.

- The Traffic review letter also identifies concerns with creating poor driveway offset to the residential street to the south and signal timing at the 6 Mile/Beck intersection.
- Impact on Public Services. The proposed special land use shall be adequately served by essential public facilities and services such as streets, pedestrian or bicycle facilities, police and fire protection, drainage systems, refuse disposal, water and sewerage facilities and schools.
  - The site can be served by essential public services.
- Compliance with Zoning Ordinance Standards. The proposed special land use shall be designed, constructed, operated and maintained to meet the intent of the zoning districts and the site shall be able to comply with all applicable ordinance requirements.
  - In order to provide greater visual and physical buffer between higher intensity uses, non-residential uses require a greater setback from residential uses.
  - Thirteen parking spaces facing toward the abutting home are approximately 8.5' higher than the northern property line.
- Impact on the Environment. The proposed special land use shall not unreasonably impact the quality of the natural features and the environment in comparison to the impacts associated with typical permitted uses.
  - The site does not contain much existing or high quality vegetation. Impact on natural features appear to be similar for construction of detached residential as for the proposed child care facility.

Specific Special Land Use Requirements. The proposed special land use shall comply with the use specific requirements for child care. These requirements include:

1. Facilities must be registered with the State of Michigan.
2. Use shall not be permitted in the interior of a residential block or within a multiple family development.
3. Buildings and parking must be setback at least 50' from an adjacent residential district/use.
4. Outdoor play areas must be setback at least 25' from an adjacent residential district/use.

The Planning Commission shall also consider the following factors when reviewing a special land use.

- The nature and character of the activities, processes, materials, equipment or conditions of operation typically associated with the use.
- Vehicular circulation and parking areas.
- Outdoor activity, storage and work areas.
- Hours of operation.
- Production of traffic, noise, vibration, smoke, fumes, dust, glare and light.



The question before the Planning Commission is if the proposed child care facility is an appropriate land use for this location or if additional land use analysis is needed on a broader scale as part of the future land use study and master plan update.

### CONCLUDING REMARKS

Due to the current review of the future land use plan, as part of the master plan process, the reduced setback (for the previous plan) to the adjacent residential properties, concerns with respect to the poor offset of the proposed driveway location and the existing entrance to the residential development to the south, the special land use request should be denied.

Conditions. If the Commission finds the child care facility meets the special land use criteria identified herein, the following conditions should be considered.

1. Eliminate the parking facing the residential to the north, while maintaining the total number of parking spaces required.
2. If the 13 parking spaces are not eliminated, the height of the proposed evergreens along the property line shall be increased to 12'-14' to provide a more effective, immediate buffer.
3. A decorative brick or stone wall should be considered along the northern property line to provide privacy to the adjacent units at ground level.
4. Prohibit a ground sign (or require ground sign to be unlit) to reduce commercial appearance.
5. Compliance with all other applicable zoning ordinance requirements.
6. Access shall align with Horseshoe Drive to the south, to reduce left turn conflicts.
7. The timing of the signal shall be adjusted for better traffic operations at the intersection. Confirmation of approval from Wayne County will be required.
8. Provide a right turn deceleration lane at the site driveway.

The Traffic Engineer's comments had been incorporated in the Planners' review. The Fire Department had comments relative to a future site plan.

### Applicant presentation

Anthony Vittiglio, 1175 West Long Lake, Troy, was present on behalf of the applicant and this application for a special land use for a day care at the northwest corner of 6 Mile and Beck. Other members of the development team present this evening included:

Angela Innaimo, Director of Premier Academy  
Mike Labadie, Traffic Consultant  
Jeff Klatt, Kreiger Klatt Architects, Royal Oak

Mr. Vittiglio made the following points:

- The record before the Commission satisfies the criteria for the special land use permit, notwithstanding the Township Planner's letter of recommendation that the request be denied.
- They did not see any significant detrimental impact to the other uses that are adjacent to this property.

- The facility would be significantly similar in character to the facility that the Planning Commission approved and is operating at Seven Mile in the Township, adjacent to single family homes.
- Premier Academy had a facility in Rochester Hills at another busy intersection (Tienken/Adams Road)
- His client did make documented efforts to reach out to homeowners in the area, including but not limited to the Hickory Creek subdivision to the north, but there was no response that any neighbor was actually willing to meet to discuss whatever their concerns might be above and beyond what was stated at the prior meeting.
- Again, they believed that the first criteria was fulfilled because this use will not create a significant detrimental impact to the neighboring properties which are residential in character and zoned residential.
- The footprint of the building moved to the north because there were comments made at the prior hearing about a concern from the Hickory Creek homes to the north and the impact that parking spaces would have with headlights shining onto those homes. Other comments were made about how the elevation of this site is naturally higher based on its natural topography, as compared to the Hickory Creek subdivision. When the site was topography-lowered, based on civil engineering standards, the building did have to move a bit to the north. But the setback comparison between the building as proposed here vs. what a single family residential development may look like is the same, if not further back than what a single family development would be.
- The parking spaces that are to the north of this site as proposed face north into the actual roadway and don't face into any rear yard of any existing home.
- They believed the use is compatible with the Master Plan. Daycare is a special land use associated with R1- R4 districts. The last time the Master plan was officially adopted was in 2007. At that time a commercial needs analysis was performed, and the Township did recognize the need for more commercial zoning by the year 2030. The granting of a special land use here would fit and be in furtherance of a specific finding in the existing Master Plan for the Township from 2007.
- A daycare such as this also provides for a need for residents in the community. In addition, the planner has recognized in review letters that the Master Plan, or iterations thereof, has recognized the need for some smaller commercial uses on the west side of the Township.

Responding to the 3 stated reasons to deny this request on page 4 of the Planner's review, Mr. Vittiglio said that:

1. The reduced setback to the homes to the north resulted from lowering the site in order to address the concern of car headlights causing a disturbance to the homes to the north and in Hickory Creek. The parking spaces that the Commission will see on the site plan don't shine light into any existing homes, but will instead shine light into the roadway that leads into Hickory Creek.
2. The poor offset between the proposed ingress/egress into the site as opposed to the subdivision to the south will be addressed in the PowerPoint presentation. This issue will be confronted by any potential developer because it's nearly impossible, if not impossible, to fully align the ingress/egress onto the northwest corner as opposed to the subdivision to the south because of the existing property lines.

3. They believed this special land use is fully compatible and consistent with the Master Plan, and they requested that the Planning Commission grant this application.

Utilizing a PowerPoint presentation, Mr. Klatt, architect for this project, pointed out modifications since the March meeting, as well as traffic study information:

- The site was lowered 18" to mitigate the grade difference between their neighbors to the north and this site.
- Pushing the building to the north was a function of lowering the site.
- The driveway location remained the same, and they met or exceeded the zoning regulations imposed upon the site.
- Landscaping exceeds what is required from an ordinance standpoint. As the building was pushed back the landscaping moved as well, and the trees became a bit more dense to the north.
- The 13 parking spaces on the north side of the site do not impact any of the homes to the north.
- In terms of dimensional standards, the front yard was required to have a 35-foot setback; they were proposing 121.5 feet. The east setback was required to have 35 feet; they were proposing 97.4 feet. The side setback was required at 50 feet; they were proposing 90.2 feet. The rear setback was required at 50 feet; they were proposing 140.1 feet (all references to setbacks are to the building, not the pavement). Land coverage was 11.7%; 25% was the maximum. The overall development was minimal when compared to the size of the lot.
- Regarding landscaping, 84 trees were required; they were proposing 126 trees. 162 shrubs were required; they had 348.
- Regarding parking, 65 spaces were required; they had 67.

The applicant's traffic consultant Mike Labadie offered the following information:

- Wayne County had approved their traffic study, including the offset driveway, and had accepted recommendations for improving the timing of the traffic signal.
- ITE (Institute of Traffic Engineers) calculated a certain amount of trips for a daycare.
- The Oakland Township and Rochester Hills Premier Academy sites generated significantly less traffic during am and pm peak hours than suggested by ITE, pointing to the conclusion that ITE calculations are very conservative.
- Currently, westbound 6 mile road has LOS (level of service) F, because the left turn phase does not have proper timing. With an improvement in timing, the LOS will improve to D or better, even with the new traffic from the daycare.

Chair Wilk pointed out that the proposed traffic mitigation of traffic signal timing optimization was dependent on Wayne County.

Mr. Labadie emphasized that Wayne County has approved the traffic study and the suggested improvements, and will make the improvements as recommended for this project.

- Regarding the offset, there was room to make left turn maneuvers based on the traffic forecasts and the revised signal timing.

Angela Innaimo, Director of Premier Academy, 155 Romeo Road, Rochester, made the following points:

- With any new project, they performed a complete market analysis, trying to see where there was need. They wanted to blend in seamlessly within the community.
- In Rochester Hills, 80 of their families live within a one-mile radius of their facility. They were located at the busy corner of Tienkin and Adams, and kitty-corner from Rochester High School. Because of their staggered opening times from 6:30 am to 9:30 am, they had no issue with traffic at the Rochester Hills campus.
- Both the Rochester Hills and Oakland campus were licensed to hold around 200 children. 50% of the student population has a sibling. Some professional parents booked spots just so they would have the flexibility to come and go as they needed.
- Their Oakland campus backs directly to a residential neighborhood, and they have had no issues, partly because Premier Academy keeps a pristine campus.
- Both campuses generated less traffic than ITE standards.
- The Northville Township 7 Mile campus had been open 6 months, and their infant and toddler program was waitlisted for at least 1.5 years. The preschool classes had reached capacity.
- They felt strongly that the proposed 6 Mile/Beck location was a great fit for residents who needed childcare.

### **Commission questions and discussion**

In response to Commission questions, the applicants provided the following information:

- Proposed capacity at the 6 Mile/Beck location would be approximately 200 children. The final numbers would come from the State.
- They serve children as young as 6 weeks to Kindergarten. They provide a pre-K and young 5's program.
- Ms. Innaimo showed arrival and departure traffic numbers. There would be no traffic on weekends.
- The traffic study had to take into consideration existing conditions, addition of the new facility, and new and future development in the area being studied.
- The Traffic Study showed 237 cars arriving and 268 cars departing. What caused this difference those numbers?

Mr. Labadie said the numbers were counted by their staff, and were just to show that their facilities generate less trips than ITE forecasts for day care centers.

Commissioner Yang said the 6 Mile/Beck corner was the most congested area in the Northville Township. Why pick this spot?

Mr. Innaimo said that keeping their facilities close to public schools and areas where families lived was a benefit they offered.

Commissioner McCall said that currently in Northville Township, Beck from 8 Mile to 5 Mile was a congested area. People used Beck for shortcuts between I-96 to the north and M-14 to the south. He loved the concept of Premier Academy, but this location had the potential to create a perfect storm, and that was a major detriment to this possibility.

## **Public hearing**

Chair Wilk opened the public hearing at 8:48 pm.

Dennis Pepino, 17555 Lake View Circle, Northville Township, represented the Hickory Creek Board. Hickory Creek had 94 units just to the north and west of the proposed site. Any proposed special land use should be located and designed in a manner that will minimize the impact of traffic. Yet this facility would add 180 trips in the morning between 7:30 am and 8:30 am, and 182 trips in the afternoon between 4:30 pm and 5:30 pm. Per the traffic engineer's statement in a previous meeting, if this was residential development, perhaps 12 homes on the 3 lots, there would be 15-20 incremental trips during the same time period. Traffic was a big issue in this area. There were 5 schools within one mile of 6 Mile/Beck.

Mr. Pepino reviewed other information given at previous meetings. He mentioned that when he received contact from the developer's representative he immediately wrote back and never got a response. The applicant's modifications and cover letter did not address the traffic issue.

Chair Wilk noted that the Board had received the July 6 letter from the Hickory Creek Condominium Board of Directors.

Anthony Manno spoke of his experience in seeking child care. Their child was now attending the 7 Mile Premier Care facility. They were within walking distance of this proposed location, and the point about families living close was very important. There was not a daycare facility in the area. They dropped off their child at 9:30 and did not add much to location. The 7 Mile location was a beautiful facility. Families who were choosing to live in Northville because of the excellent schools needed day care for their young children.

Dave Sherman, 17696 Lakeview Circle, was concerned that this would be a commercial enterprise inside a totally residential area. There was commercial property very close by, that would serve families in the same area, but would also provide easier access and not adding traffic to this corner. The proposed building would still be on an 8.5' pedestal, and moving it 18 feet closer to the Hickory Creek homes will result in the building looking as large or larger than previously. The slope will be steeper. No one questions that this will be a good childcare facility, but it should not be in this location.

Lawrence Gadd, 621 S. Main, Plymouth, was an attorney representing Rodger Spencer, 47471 Arbor Trail. Mr. Spencer has a particularly vested interest in this situation as his home is one of the three that are directly adjacent to the proposed project, and will be 50 feet away from the parking lot. First, this project is not compatible with the established residential use in the area, and could lead to further commercial development on the other corners of the 6 Mile/Beck intersection. Secondly, there would be noise from children outside playing, as well as noise from children being dropped off and picked up, that will be heard by Mr. Spencer and his neighbors. Third is the traffic issue, specifically that Arbor Trail is essentially a cut-thru between 6 Mile and

Beck to avoid the intersection there. They were also concerned with drainage due to the elevation of the site, illumination spillover, and negatively impacted property values. Most of the people in the Hickory Creek development were older people, who would be faced with burden and no benefit. They were asking the Commission to deny this request.

Ashley Peper, 19450 Smock, lived on the road adjacent to the 7 Mile Premier Academy site. She agreed there was space for this facility in the MITC corridor. Northville was a residentially focused community. Regarding age of children, Premier did summer camps for up to 12 years of age. She lived about a quarter mile from the 7 Mile facility and could hear the kids playing outside. Landscaping is great if it is planted, but there were numerous trees and other landscaping at the 7 Mile location that were in the original landscape plan that have never been planted. Light pollution will be an issue. At the 7 Mile location, the 3 and 5 Mile radius included Novi. Regarding a beautifully kept campus, the weeds at the back of the 7 Mile property line along the residential side do not represent a beautifully kept campus.

Vanessa, 4260 Northville Place Drive, spoke of the difficulty of finding child care in this area. In her opinion the benefit to the people in the area greatly outweighed the minimal impact to the residential area. There is a hardship to working families who struggle to find child care.

Sherman Weber, 47814 Arbor Trail, was also concerned about Arbor Trail being a cut-thru. The HOA paid for the road and they were not interested in people using it as cut-thru. There were locations nearby that could accommodate this child care.

Mary Lou Posa, 2560 Wintergreen Circle was concerned about allowing a commercial operation within a residential setting. Statements regarding minimal impact to local residents were hard to take. There was impact.

Seeing that no other public indicated they wished to speak, Chair Wilk closed public comment at 9:15 pm, and brought this matter back to the Commission for discussion and/or a motion.

### **Commission discussion**

Commissioner Watson remained concerned about eastbound traffic from Ridge Road to the highway, which was horrible. She had expressed concern at the previous meeting regarding the elevation, and the changes to the elevation did not change her concern. She felt this project was not compatible and would have much impact on traffic

Commissioner McCall was concerned about traffic, and about the down slope from north to south, so that the elevation would loom over residential homes and cast shadows where they weren't before, especially in the winter. He hoped that Premier Academy could come back with a more compatible location.

Commissioner Yang said the same concerns expressed by Commissioners at the March meeting still existed. He appreciated the effort to meet the need for child care in Northville. He would like to see this proposal at another location. If he was a parent picking up a child, he would likely have no hesitation to turn right to get on to Ann Arbor Trail. That corner was saturated with traffic, and had many accidents. He was also concerned with changing a residential use, but his main concern was safety and traffic.

Commissioner Zawodny reiterated concerns regarding traffic. This came back to land use planning. Premier's other locations were not the same as this residential corner. Relative to the Planner's recommendations and concerns, the residential character should be maintained and respected for the residents that live there and the community at large. He supported Premier's program. However, the proposed project at this location would strongly impact the surrounding neighborhood. He was not able to support this location for this use.

Chair Wilk said he took a very formulaic view of these sorts of issues. Adhering to the ordinance sets reasonable expectations. Regarding traffic, he could not envision worse traffic than during peak time school hours, and it was an atrocious location to add traffic during those hours. He did not feel this was an appropriate request for a special land use at this corner, and felt it was more like a re-zone work-around. He did not believe this use was compatible with the adjacent uses, nor had it met the requirements of the special land use criteria in the ordinance.

**MOTION by Yang, support by McCall**, in the matter of PSLU22-0001, Special Land Use, 47600 Six Mile Road, that the application for special land use be denied.

Roll call vote:           Ayes: McCall, Watson, Zawodny, Yang, Wilk  
                              Nays: None.

**Motion approved 5-0.**

Chair Wilk called a brief break at 9:27 pm and re-convened the meeting at 9:34 pm.

**3. PSPR22-0005**

**Site Plan Review**

Representative:       Matthew Stein, Signscapes  
Owner:                 39700 5 Mile Road, LLC  
Location:              39700 5 Mile Rd.  
Request:                2nd wall sign and elevation changes

**Planner's Comments**

Township Planner Frey explained that the applicant was requesting modifications to the building elevations and a 2nd wall sign on the east side of the building at 39700 5 Mile Road. At the discretion of the Planning Commission, conditions of approval may be subject to an administrative staff review. For resubmittals, a transmittal detailing what is being submitted and a written response to each reviewer's comments is required.

Modifications were proposed for the south and east building elevations. The proposed modifications include replacing the vertical dark grey EIFS elements with brick to match the existing brick, and replacing the horizontal tan EIFS with an aluminum grid detail at the top of the building. Since EIFS is not permitted, eliminating some of the EIFS will bring the building closer to compliance with the ordinance.

#### Review Comments

1. For continuity, the proposed facade modifications shall also be made to the west and north elevations.
2. A material and color sample for the aluminum grid is required.

#### 2ND WALL SIGN

The Planning Commission may approve a 2nd wall sign for the following circumstances:

- a. Where a non-residential building is oriented such that more than one side of the building can be seen from a road, provided the sign is less than 60 % of the maximum sign area allowed or each sign is no greater than 80% of the size permitted for the sign district in which it is located.
- b. Where a non-residential property abuts I-275 right-of-way, provided the sign does not exceed the maximum area permitted for the sign on the front of the building. Perspective or section drawings may be required to demonstrate visibility.

#### Review Comments

1. Historically, 2nd wall sign requests have received limited approval. When approved, they have been for buildings located on a corner or when buildings within a multi-tenant development face both parking and a roadway. She could not recall a 2nd wall sign being approved for a free-standing building on an interior lot.
2. This type of site configuration is common throughout the Township; approving this request for a 2nd wall sign will very likely result in future requests and set a precedence.
3. Individual internally illuminated letters are required, panel/box signs are only permitted as an accessory "capsule" and provided the capsule does not exceed 15% of the allowable sign area. As proposed, the sign does not comply with the ordinance.

In response to questions, Township Planner Frey gave the following information:

- The first sign was on the south side of the building facing Five Mile and the second sign would be on the east side over the previous entrance.
- They would be permitted one ground sign.
- There were limited options for window signage, and for a small informational sign.

#### Applicant Presentation

Richard Binder, representing the owner, was present on behalf of this application for a 2<sup>nd</sup> wall sign and elevation changes. He explained the following:



- The proposed elevation changes were to put brick where the EIFS was, and then also to put the anodized aluminum on the upper portion. Due to the expense, they would likely not carry the brick around to the unseen sides of the building.
- He understood that the 2<sup>nd</sup> sign would have to be compliant.

Commissioner Watson suggested that a single impactful sign would be better than a second sign in this case. Commissioner Zawodny agreed, and noted that the building could also have a ground sign.

In response to questions, Township Planner Frey said if a single sign was used it would be allowed on either façade. If it was on the front side, the sign would be smaller due to the percentage of facade ratio. If it was on the side, it could be larger, because there's a much larger facade from which to calculate the area.

The Commission discussed ordinance requirements and how that related to sign options. Township Planner Frey clarified that the question before the Commission was whether to allow the second sign, and it would be up to the applicant to decide how he wanted to place that.

Chair Wilk pointed out that this was a long thin building where one of the sides of the building cannot be seen by anyone.

Chair Zawodny said if there was a ground sign in front, a second sign on the building would not really serve a purpose.

The Commission felt it was difficult to approve a second wall sign without knowing more precisely what the applicant wanted in terms of location and size.

After discussion with the applicant, the following motions were offered:

**MOTION by Zawodny, support by McCall**, in the matter of PSPRR22-0005, Site Plan Review, 39700 Five Mile Road, to approve the proposed elevation changes relative to the use of brick and the aluminum panel system.

Roll call vote:           Ayes: McCall, Watson, Yang, Zawodny, Wilk  
                                  Nays: None.

**Motion approved 5-0.**

**MOTION by Watson, support by McCall**, to postpone action on the second wall sign portion of PSPRR22-0005, 39700 5 Mile Road.

Roll call vote:           Ayes: McCall, Watson, Yang, Zawodny, Wilk  
                                  Nays: None.

**Motion carried 5-0.**

<b>4. PSKPR22-0003</b>	<b>Sketch Plan Review</b>
Representative:	Tristan Larson, PEA Group
Owner:	Consumers Power Energy EP10
Location:	9440 Napier Rd.
Request:	New IT/SCADA building
Action:	Approve, Approve with Conditions, Postpone, Deny

Tristan Larson, civil engineer for this project, was present on behalf of this request to add an IT/SCADA (Supervisory Control and Data Acquisition) building to the Consumers Power Energy site located at 9440 Napier Road. This was a pre-manufactured building with an exposed aggregate concrete finish. The building is located more than 1,000 feet off the road behind their existing garage. This was a secure facility with a locked gate.

In response to questions from Commissioner Watson, Mr. Larson said the building would house computers that would be monitoring information for Consumers. He did not think there would noise exterior to the building, such as a computer hum.

Township Planner Frey said she had communicated with the property owner to the south, and her only request was to ensure that the trees are planted at least 10 feet from the property line, in order to protect her horses. The condition would be that that the trees are as far away from the property line as possible, with placement to be approved administratively.

**MOTION by Yang, support by McCall**, that in the matter of PSKPRWW-0003, Consumers Power Energy EP10, the Planning Commission approve the sketch plan review in order to construct a new IT/SCADA building at 94490 Napier Road, with the condition that the trees be planted as far from the southern property line as possible, with their placement to be approved administratively.

Roll call vote: Ayes: McCall, Watson, Yang, Zawodny, Wilk  
Nays: None.

**Motion carried 5-0.**

**OTHER BUSINESS:**

None

**DEPARTMENT REPORTS:**

Township Planner Frey

- Master Plan Project – Joint meeting held on July 12. Listening sessions with Homeowners Associations held July 13. Town hall meeting will be held on September 19.

- Pathway Subcommittee update – focusing on three “fill in the gaps” projects for 2022. Engineering feasibility study will identify costs and how those would relate to priorities for 2022 budget and construction:
  1. East and west side of Beck north side of 6 Mile, fill the gap to allow kids walking to school to cross at a signal
  2. Arcadia Ridge into Marv Gans Community Park
  3. Bradner Road east side sidewalk construction, again filling a gap for kids walking to school

### **EXTENDED PUBLIC COMMENTS**

Mary Lou Posa 20560 Wintergreen Circle, found the Master Plan kick-off meeting helpful and informative, and asked that information be posted on the website.

Linda Malec, 20557 Wintergreen Circle, could not find information on the Master Plan update on the website.

### **ADJOURNMENT**

**MOTION by McCall, support by Zawodny, to adjourn the meeting at 10:26 pm.**

**Motion carried by voice vote.**