



CHARTER TOWNSHIP OF COMMERCE PLANNING COMMISSION MEETING AGENDA

Commerce Township Hall
2009 Township Drive
Commerce Township MI 48390

Monday, August 10, 2026 at 7:00pm

A.	Call to Order
B.	Approval of the Meeting Agenda for August 10, 2026
C.	Approval of Regular Meeting Minutes from July 6, 2026 and Special Meeting Minutes from July 13, 2026
D.	Update of Activities in Commerce Township
E.	Public Discussion on matters for which there is no Public Hearing scheduled
F.	Tabled Items – NONE
G.	Old Business – NONE
H.	Scheduled Public Hearings – (3)
H1.	PCZ26-01 – COMMERCE LAKE MARKET – CONDITIONAL REZONING Commerce Lake Market (Steve Bakko, owner/operator) is requesting a Conditional Rezoning of two parcels of land from B-2 (Community Business) and R-1D (One Family Residential) to B-3 (General Business) located on the north side of Glengary Road east side of Benstein Road. The owner intends to rebuild and expand his existing building (1740 Glengary), demolish the existing residential home (2750 Benstein) and add a 4-pump (8 nozzles) fueling center. PIN#'s: 17-21-276-064 & 17-21-276-063
H2.	PSU26-03 – LUAI'S AUTOMOTIVE – SPECIAL LAND USE Luai's Automotive is requesting Special Land Use approval for an automotive repair shop within an existing building in the TLM (Technology & Light Manufacturing) zoning district located at 4224 Martin Rd. PIN#: 17-13-326-003
H3.	PSU26-04 – SQUEALS LANDSCAPING – SPECIAL LAND USE Squeals Landscaping is requesting Special Land Use approval for outdoor storage (topsoil, mulch, sand, rock, etc.) on vacant Lot 30 in the Homestead Industrial Park located adjacent to their existing building at 4184 Pioneer Dr in the TLM (Technology & Light Manufacturing) zoning district. PIN#: 17-13-326-021

I.	New Business – (3)
I1.	PSP26-06 – SQUEALS LANDSCAPING – SITE PLAN Squeals Landscaping is requesting Site Plan approval for outdoor storage (topsoil, mulch, sand, rock, etc.) on vacant Lot 30 in the Homestead Industrial Park located adjacent to their existing building at 4184 Pioneer Dr in the TLM (Technology & Light Manufacturing) zoning district. PIN#: 17-13-326-021
I2.	PROSPECTIVE ZONING ORDINANCE AMENDMENTS RELATIVE TO DATA CENTERS Potential series of Zoning Ordinance amendments relative to data centers within the I-Industrial and TLM-Technology & Light Manufacturing zoning districts. **NO DATA CENTER IS CURRENTLY PROPOSED; this will be a discussion on prospective amendments to the Zoning Ordinance to create standards for a data center if & when a data center is proposed**
I3.	OAKLEY PARK BUSINESS CAMPUS – USE DETERMINATION Jon Stewart of SPS Investment is requesting a use determination for “warehouse or wholesale establishment within a wholly enclosed building” as a Special Land Use within the TLM (Technology & Light Manufacturing) district. PIN#’s 17-24-201-009 & -008
J.	Other Matters to Come Before the Planning Commission
K.	Planning Director’s Report
L.	Adjournment

Next Regular Meeting Date: September 14, 2026

CALL TO ORDER

APPROVAL OF AGENDA

APPROVAL OF MEETING MINUTES

DRAFT
CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION MEETING

Monday, July 6, 2026
2009 Township Drive
Commerce Township, Michigan 48390

A. CALL TO ORDER: Chairperson Parel called the meeting to order at 7:00pm.

ROLL CALL: Present:

Brian Parel, Chairperson
Brian Winkler, Vice Chairperson
Joe Loskill, Secretary
George Weber
Brady Phillips
Caitlin Bearer
Mickey McCanham

Also Present:

Dave Campbell, Township Planning Director
Paula Lankford, Senior Planner
Bethany Miller, Associate Planner

B. APPROVAL OF AGENDA

MOTION by Loskill, supported by Phillips, to approve the Planning Commission Regular Meeting Agenda of July 6, 2026.

MOTION CARRIED UNANIMOUSLY

C. APPROVAL OF MINUTES

MOTION by Winkler, supported by Loskill, to approve the Planning Commission Regular Meeting Minutes of June 1, 2026, as written.

MOTION CARRIED UNANIMOUSLY

D. UPDATE OF ACTIVITIES

Caitlin Bearer – Zoning Board of Appeals

- No updates.
- We have not had a meeting, and our July meeting has not happened yet.

Dave Campbell – The ZBA meeting is on July 23rd and it's for a fence along the lakeside of a property.

Brian Winkler – Downtown Development Authority

- I have a summary from the June 16th DDA meeting.
- Insite Commercial Report: Regarding 5 & Main;
 - o A meeting with the potential gourmet market entity that took place at the ICSC convention in May reportedly went very well. This is anticipated to be a lease tenant.
 - o Engineering plans for the shopette have been submitted to the Township for review, and the project is currently out for construction bids.
- Finance Committee; Treasurer Phillips noted that Walmart is appealing their taxable values for 2024, 2025 and 2026. The Township is challenging the claims. This could be a substantial hit to the DDA's projected tax capture if Walmart is successful.
- Public Relations; Jose Mirkin reported that 4,139 people visited the Commerce Township Library during the K-12 Student Art Show last month, with 1,206 attending on the day of the reception for the Art Show. Great job by Jose.

- A resolution was presented to retiring Treasurer, Molly Phillips, thanking her for 11 years of service to the Township.

Chairperson Parel – Dave, typically we go to Jay for Building updates. Any report?

Dave Campbell – He asked if we needed him at tonight's meeting. I gave him the night off. He did not mention anything beyond what's in your standard report.

Chairperson Parel – Thank you. And last but not least, George.

George Weber – Township Board of Trustees

- We've had two Township Board meetings since our last Planning Commission meeting, on June 9th and June 17th.
- At the meeting on June 9th, we had a presentation and review and discussion with Plante Moran.
 - o The Township hires Plante Moran to do an independent financial audit. This is not just related to the finances of the Township, but also internal controls and overall fund management.
 - o By far, a great credit to Treasurer Phillips and to the Finance staff within the Township; it's by far the best audit, at least in my tenure here, that we've had. No comments at all on any control deficiencies, and all of our fund balances are well within standards.
 - o The bottom line is that the Township is being fiscally conservative. We have funds in place, and our debt is on track to be repaid accordingly. So, a great audit.
- We approved a roll resolution for Island Club Paving; it's an SAD for Island Club, which is located at Oakley Park and Benstein. They've had a lot of challenges in the last several years and had to have their sewer system repaired so that it could be decommissioned and basically turned over to the Township. The Township said we would be happy to take over the system, but only once it was repaired and in proper working condition. And on top of that, they needed to have their roads repaired. We've approved that and are moving forward.
- For the August 4th election, there will be a temporary polling location. If you're affected, you'll receive a notice that you will be moving to the Library. I think it's Oakley Park school that is having repairs done, and so that will not be a voting station for the August 4th primary.
- I think the only other item of note was that the Hayes Creek Pump Station is being retrofitted. It's the pump station near Byers Farm. People that have lived there for years stated that we have been periodically getting backup sewer smells from that pump station. We've been progressing through the repair cycle, trying to do the least costly to the most costly repairs. We have now moved into the most costly phase. We will be putting in a filter and fan system to create a negative pressure to keep the sulfur smells from permeating up in that area.
- Finally, and maybe most importantly, we held an interview process to replace Treasurer Phillips. Molly gave us her intention to retire many months ago, and on June 17th, we conducted interviews. It turned out to be one interview because the other two candidates withdrew. We selected Katelyn Massey as the appointed Treasurer to fulfill the rest of Molly's term, which will end in approximately 2½ years.

E. PUBLIC DISCUSSION ON MATTERS FOR WHICH THERE IS NO PUBLIC HEARING SCHEDULED

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

Chairperson Parel – This evening, we do not have a public hearing scheduled. This would be an opportunity for anyone in the audience to come up and speak, if there's anything on the docket, or outside of the docket, that you would like to speak to, we would welcome you up. A couple ground rules; first, make sure the microphone is on. State your name and address if you could. The theme here is, let's be respectful and let's try to keep it to two minutes for everybody.

Dave Campbell – If I may, Mr. Chair, I would like to remind all of you, and everybody in the audience. We do not have a Recording Secretary this evening as she is not feeling well. So, it is especially important that everybody speak loudly and clearly into the microphones, and to avoid anyone talking over each other, or catcalling from the audience, whatever it might be, for the sake of the Recording Secretary, and for the sake of making sure that we get good minutes transcribed for this meeting.

Chairperson Parel – I would also add that we hear all the comments. There's no need to repeat them. We may not respond, or we may not have time to respond. We hear you and we take your comments into account.

Victoria Loemker, 1941 Four Oaks, Commerce Township – Just commenting on Wingate Preserve. I've had a chance to look at the revised plan. I believe the developer has done his due diligence. He has reduced the amount of lots. A couple of comments I just wanted to add. At the Carey Road entrance; if there was a possibility to either put a permanent speed bump in there, or a wildlife culvert to allow that continuum, that wildlife connection to the wetlands that are just to the south of that proposed drive. And my second item, this is maybe a little premature, is in the covenants and restrictions; if dark sky friendly exterior lighting, both on the fronts and backs of the houses, could be incorporated into that as a requirement so there's no glaring lights or floodlights. That's it. I support the development and the rezoning. Thank you.

Chairperson Parel – Thank you very much. Dave, there were a couple emails. Do we want to read those into the public record?

Dave Campbell – No one who sent those emails specifically requested that. They just wanted to let their thoughts be heard by the Planning Commission, so we forwarded them onto you.

Ray Golota, 1595 Vanstone Drive, Commerce Township – This is just a public service announcement. About two months ago, George Weber made reference to a couple House bills that could affect the zoning of Commerce Township. Currently, there is a House bill that has already been passed in the House. It's House Bills 5872 to 5880. This affects all of us here. What it would do is to remove the increase in property taxes when a house transfers to the new owner. Just to give you an idea of why I think it's so important; my neighbor who is across from me, his house was a taxable value in 2026

of say \$150,000. His summer taxes were \$2900. He sold that house. The new owner is assessed at \$360,000 and their summer tax is close to \$7000. It's almost a \$4000 increase just by selling the house. I really believe, if this passes through, it would open up a lot of people selling their house. I'll give you a prime example. If I sold my house and downsized, I would pay more taxes on the downsized house than my current house. I just wanted everybody to call your State Senator and push like hell to get this passed. Thank you.

Chairperson Parel – Thank you, sir.

Steve Hartwig, 5261 Bridge Trail West, Commerce Township – I live in Bridge Pointe. I have not had a chance to see the revisions since the last meeting, so maybe this has been addressed, but I wanted to strongly ask that the connection road into Bridge Pointe not be completed and be kept as pedestrian only. That was the one thing, because I think we're just creating another cut-through. We had a lot of people from Juniper, Cooley and Turnberry at the last meeting. I hope that had been addressed. I hope to see the new map tonight. I don't know if we will return to comments after that.

Chairperson Parel – I don't know about comments, but we will take a look at it for sure.

Steve Hartwig – Okay, thank you.

Dave Campbell – Just as a reminder, this potentially is the one and only opportunity for public comment. In other words, there is not going to be another public hearing this evening. We did that back in June. So, this is your public comment opportunity right now.

Chairperson Parel – Thank you, Dave. Is there anyone else in the audience that would like an opportunity to come up and speak on any matter? Hearing none, we will close that discussion.

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

F. TABLED ITEMS

ITEM F.1. PCZ#26-02 – WINGATE PRESERVE – CONDITIONAL REZONING

Conditional Rezoning Petition for two parcels totaling approx. 75-acres. Proposed to be conditionally rezoned from R-1A (Large Lot One Family Residential) to R-1D (One Family Residential) on the north side of Commerce Road, east side of Carey Road. PIN#'s: 17-04-300-066 and 17-04-300-068

MOTION by Loskill, supported by Phillips, to remove Item PCZ#26-02 from the table.

MOTION CARRIED UNANIMOUSLY

Dave Campbell – At our June 1st meeting, it was the Planning Commission's first opportunity to formally consider the project upon the 75 currently undeveloped acres at the northeast corner of Commerce and Carey Roads. What's being proposed is a Conditional Rezoning. Both of the properties involved are currently zoned R-1A and the

prospective developer proposes to conditionally rezone the properties to R-1D in order to develop the properties with single-family homes.

What the Planning Commission saw at the June 1st meeting, when we did have a very well-attended, and very well-participated in public hearing, was a proposal for 168 single-family dwelling units upon the 75 combined acres of the two properties involved in the project. There was a lot of discussion at that meeting. With the number of units being proposed, the size of the units being proposed, the traffic that would be generated by the development, and the impacts to existing environmental features and impacts to neighboring properties and so forth. The developer, to their credit, took all of those comments, concerns and questions into account and revised their plan with what is before you this evening, which is a project that's comparable in its layout, but with some very significant changes.

As summarized in the Planning Department's review letter that the Planning Commission received in your packet, the number of dwelling units proposed has been reduced from 168 to 148. So that's a 12% reduction in the number of new homes that are being proposed. That reduces the density across those 75 acres from 2.24 units per acre to a little bit less than two, or 1.97 units per gross acre. That's a significant number because within the Township Master Plan, the property is designated rural residential with an envisioned density of 2 or less units per acre. So, they're just under that 2 with 1.97 units per gross acre.

They've reduced the number of lots that are 60-feet wide and increased the number of lots that are 70-feet wide. The 60-foot lots went from 101 on the plan that we saw back in June to now down to 34, and the number 70-foot lots went from 67 up to 114, for a new grand total of 148. What was also achieved by reducing the number of units is an increase in the amount of preserved green space, which went from a little under 23 acres to about 25½ acres. So that's an increase from 31 to 34% of the combined 75 acres.

The other change that was made, and I know the gentleman asked this question specifically, so if we look at the northeast corner of the development, what they're showing on their Conditional Rezoning plan is a nonmotorized pedestrian connection between the Bridge Pointe neighborhood and the proposed new neighborhood, named Wingate Preserve. This was never specifically addressed with the Planning Commission at our meeting back in June, so this might still be open for discussion of whether this should be a full-access vehicular connection, or whether it should be a nonmotorized connection. Hopefully that's something that could be discussed this evening if this project is to move forward.

Other than those changes in the proposed number of units, the size of the lots and the increase in the amount of greenspace and open space, the project is relatively unchanged relative to the access points; one on the east side of Carey Road, one on the north side of Commerce Road. The general internal street layout is very comparable to what we saw back in June, but again the number of units has been reduced and the size of most of the units has been increased.

So procedurally, because this is a Conditional Rezoning, the Planning Commission is required to hold a public hearing, which we did at the June 1st meeting. The Planning Commission, if you are prepared to do so, offers a formal recommendation to the Township Board, and then the Township Board has the authority to approve or deny the Conditional Rezoning, based in large part on the recommendation that they received from the Planning Commission. From a timeline perspective, if the Planning Commission were prepared to make a formal recommendation this evening, whether it

be a recommendation to approve or deny, if the Planning Commission is prepared to do that, then from a timeline perspective, this could go in front of the Township Board a week from tomorrow, for the Township Board meeting on July 14th, along with this Conditional Rezoning plan, which is what we have up on the big screen.

There is also a Conditional Rezoning Agreement that has been drafted by the Township Attorney and has been vetted by the petitioner's legal team. That agreement is mostly unchanged from what we saw back in June, other than making changes within that agreement to reduce the number of units and increase the amount of greenspace. Otherwise, the conditions being offered and the legalese within the Conditional Rezoning Agreement is unchanged.

I know the petitioner's team, led by Mr. Kassab is here to reintroduce himself, or introduce his team and the project, and go over some of the changes and updates since what you saw in June. So, I'll turn it over to Mr. Kassab, unless the Planning Commission has any questions for me before we do that.

Mr. Kassab – Good evening. Mark Kassab on behalf of Commerce Carey LLC and Commerce Carey East LLC, 31550 Northwestern Hwy, Ste 220, Farmington Hills, MI 48334. This is a very similar slide show to what the Planning Commission has already seen, and I recognize there are some new residents here, so if I may, I'll just go quickly through the slideshow and cover some of the changes that have been made to it.

A little bit of background on us and our partner, MJC Homes; both organizations have been in this Township for close to 35 years, and the companies have been around for well over 50 years based in southeastern Michigan.

Property details; As Dave pointed out, the property is approximately 77 gross acres with the right-of-way and so forth. The current zoning is R-1A, 20,000 square foot lots. The Master Plan that was adopted by the Township in 2023 calls for the vast majority of the parcels to be single-family, with the corner recognized as neighborhood commercial, which we will get into. There's a clip out of the Township's Master Plan as you can see right about here. There's the corner right here on the commercial and everything else is zoned residential.

So again, the Master Plan designation, by right, allows 122 lots. That's the parallel plan for the current land use. If the property were to get rezoned on the hard corner, it would accommodate approximately 75,000 square feet. If there were a combination plan, which is probably most likely, it would have approximately 75,000 square feet of retail and approximately 100 single-family lots.

This is a parallel plan showing the single-family and the multi-family again, with 100 foot lots in the back, and approximately 75,000 conceptual retail. We have not discussed this with any retail users. This is just from a conceptual standpoint, if the property were to get rezoned consistent with the Master Plan, and what the property could achieve based on the hard corner, and leaving the back as the current zoning of R-1A.

This is what is called a parallel plan; this is zoning by right. Certainly the Planning Commission recognizes, if the developer so chose, we can come to the Township, apply for permits and achieve 122 single-family lots.

As you can see, pay attention to the north boundary right here, there's approximately 26 lots, a small retention pond to the east, a connection road into Bridge Pointe. The entrances don't change much coming in. There are some impacts to the wetlands that would be mitigated through EGLE.

As stated last time, we had a couple neighborhood meetings, which I think were very beneficial, not only to us, but to the residents. I met with them in February and in March.

Further, those meetings had a number of discussions with some of the residents and we've quite frankly received some valuable input that was incorporated within the plans that we believe have made this plan what it is today.

This was the original plan that was presented. And just to recap on why some of the changes were made, the connection to Bridge Pointe, the vehicular connection, had about a dozen or so lots backing up. One of the residents called and said, Mark, I have three lots in my backyard and it doesn't sound right. We took that into consideration and made some changes. This particular plan had 168 single-family lots consisting of 60 and 70-foot lots.

We went to another plan. This was presented at the last Planning Commission hearing. We kind of left this open for discussion, whether it be vehicular or pedestrian, and as you'll see on the next plan, that was changed to pedestrian. This can go either way based on fire requirements from a distance standpoint. So, if the Township wanted to have a vehicular connection, that certainly can be had through Bridge Pointe, however keeping it pedestrian can also be had. Again, this particular plan was 168 lots, consisting of (101) 60-foot lots, and (67) 70-foot lots.

We had some great feedback from the residents and the Township at the last hearing and we came up with this plan. This particular plan consists of 148 lots. The significant changes are as follows. We went from (101) 60-foot lots to (29) 60-foot lots, and we went from (67) 70-foot lots to (93) 70-foot lots. We added (5) 75-foot lots and also added (21) 85 to 90-foot lots. So, there's a variety of homes. Quite frankly, if you also look to the northern perimeter, there's a total of only 7 lots that back up to the neighbors. This particular neighbor literally has nobody behind them.

Dave, can you zoom in on this area? Again, some of the changes that we've accomplished, and some of the setbacks. Now we're up to 85 feet from the property line to the back of the lot line. That dimension is approximately 290 feet from the back of the home to the back of the lot line of the individual's home shown there. That's the closest home to us. If you look out the windows here, that particular home is a little over 200 feet. So, with the existing trees and greenery there, certainly nothing should be seen. I understand during the fall and winter months, you might be able to see through the woods. The entrances stay consistent to where they were, but the increase in setbacks to the north have grown from the last plan as well.

A little summary of the various changes. The initial plan was 164 lots at (98) 60-footers, (66) 70-foot lots. The plan that was presented to the Planning Commission had (101) 60-footers, (67) 70-footers. This is the plan today; 148, which is a reduction of 20 lots. Heavily decreased the 60-foot lots and heavily increased the 70-foot lots, and added about (25) 75 to 90-foot lots total.

What was interesting when I was here last time, we showed this slide showing three homes for sale across the street in the development. This is based off Zillow. When I pulled it up before I went out of town, there was one home for sale. There is a definite need for attainable housing. Certainly at 100-foot lots, these homes would probably be north of a million dollars. We're proposing these homes probably start at \$600,000. Unfortunately, that's attainable today.

Our plan is looking to preserve the wetlands. There's a regular wetland right here. This is an old watering hole for the cattle, so it's not regulated. We're not impacting any of the wetlands and they've been verified by EGLE. The traffic study as presented, as prepared by the Township and reviewed by our engineer calls for some traffic improvements, one being at the hard corner right here, which you'll see with the cut-through that we'll talk about here shortly. Traffic was a big concern, has always been a

concern, and continues to be a big concern, not only at this site but throughout the Township. Commerce Road, as we discussed last time, is an arterial road. So, 70% of the traffic that comes down Commerce Road comes from outside the Township. It's not from the neighboring residents that are driving in and out. The hard corner would be improved as well where that cut-through currently sits, where people see cars and boats for sale.

The left turn lanes would be improved along with signalization on Commerce and Carey. The south side of East Commerce Road, fronting the Preserve subdivision, would be improved. We would be installing a westbound to northbound right-turn lane at the intersection of Commerce and Carey, and acceleration and deceleration lanes at both entrances. The gravel approach at the northeast corner of Commerce and Carey would be removed and improved with lush landscaping. That parcel, quite frankly, has been sitting out of the Township's tax rolls for a long time, so we probably have to file an action for quiet title, or procure some sort of license agreement if we're able to find the owner on this parcel.

The corner, as many of you know that live there, is somewhat unsightly. I didn't bring the aerials, but if you look back, Commerce Road used to cut-through right around here. The reroute of Commerce Road back in the 80s created this little orphan parcel, privately owned, and that's what we're pursuing.

I'll talk about density for a minute. We looked at the three neighboring communities, the Preserve, Bridge Pointe and Huron Hills. The current subject, Wingate, we're proposing roughly 1.9 homes per acre. The Preserve subdivision is currently at 2.75 homes per acre. Bridge Pointe is at 2.23 units per acre, and Huron Hills is a little over 3 units per acre. So, we're well below 3, and as Dave pointed out, we're well below the Master Plan for the Township.

As part of the Conditional Rezoning Agreement, there has to be some sort of public benefit. What are we doing for the Township to try to achieve what we want to achieve within our plan? Let's go through them briefly. The acquisition of the corner, whether it's going to be an outright acquisition of the parcel, or a licensing use of the parcel is yet to be determined, but that has to be pursued and it's probably going to take months to do that.

Interconnectivity of sidewalks, and/or roads; that will be discussed through the site plan process with the Township. Landscaping along Commerce and Carey; many of you know our organization and the type of landscaping that we put in. Approximately 32% of the property is considered open space within the plan. The lots along the north property line have a separation from 40 to 83 feet from the back of the lot line. We have a 290-foot separation from the closest home in the subdivision to the north to our proposed development.

We have 7 lots that we're proposing to back up to the existing development to the north. In our parallel plan, again zoning by right, would accommodate approximately 26 lots, so we're significantly reducing any sort of impact to the north. From the rear of the lot lines to the east of the property, we're about 140 feet away with the separation gap there. We've increased setbacks from Commerce Road. All natural open space to the north and to the east will be preserved, meaning not for future use for development. We're not impacting any wetlands. Also, within the Conditional Rezoning Agreement, we've added in there that the developer, the builder, or any future homeowner can't come in and ask for any sort of variance. I think that's very important for future control. Traffic improvements, signalization as we talked about, and furthermore, through the Conditional Rezoning Agreement, there will be assurance that no commercial or rental

units will ever be built on the parcel, in addition to, there would be no Airbnb's or rentals within this property. I think many of us heard of what happened in Birmingham recently, and we want to avoid that in Commerce Township.

And again, what I thought would be important to say is to look at the side by side. I think it's important to look at a Conditional Rezoning Agreement, where the Township can put some controls in place and certainly get a benefit to the Township with some of the developer contributions that we're making to the various aspects that we've talked about. We'll just go through them one by one and recap.

Again, the density, certainly by right, it's 122 homes, so we're about 26 higher. We're about 1.9 units per acre. At 122 lots, you're at approximately 1.6 units per acre. Open space, we're preserving approximately 1/3 of the property as open space. There is no requirement for open space as it's zoning by right. The natural buffers to the north and the east would be preserved. There is no requirement, it's zoning by right. The northern setbacks have been increased from approximately 40 feet to over 83 feet in key locations. There are no setback requirements from the lot line to the back of the lot. Certainly, there are rear yard setbacks to the home, but we are talking in addition to that from the lot lines.

Separation from homes to the existing homes, we showed approximately 290 feet. That would be significantly reduced if we're abutting the property lines shown on the parallel plan. The seven homes proposed on the plan that we are proposing this evening, compared to 26 homes on the northern lot line. On the east property line, we have 125-to-140-foot separation from Bridge Pointe. There would be no setbacks to Bridge Pointe. The connection to Bridge Pointe, based on feedback, we're proposing no vehicular connection, but it would be a pathway connection. Certainly, through zoning by right, more than likely it would be required based on the linear road pattern that we had shown.

Lot reductions; predominantly 70s, 75s, 85s and 90s. The final plan included 93 lots that were over 70, and certainly zoning by right would be 100 footers. Traffic improvements; the developer would be funding any sort of traffic improvements. If it was zoning by right, we would conduct a new traffic study and we would see if those traffic improvements would still be required based on the traffic. Signalization improvements on Commerce and Carey; the turn lane, acceleration, deceleration lanes, left-turn lanes and everything we discussed would be completed as part of the Conditional Rezoning Agreement. As part of zoning by right, none of that is guaranteed if the traffic study doesn't warrant it.

Hard corner improvements; we don't own that hard corner and we have no rights to it. We are pursuing it. We are going to be looking to make enhancements to the hard corner, making it a gateway feature to that part of the Township. Certainly there would be no requirements as zoning by right.

Wetland preservation; we're not looking to impact any wetlands on the property. As many of you know, through EGLE that governs the wetlands, if there's any mitigation that's required, it can be done through credits that you buy through EGLE, or mitigating it onsite or offsite within the same water pattern.

Rental restrictions; I've been at some of the Township Board meetings and I know there has been some discussion of setting up some rental restrictions. I'm not sure if that's ever passed, so I might be wrong on this one, but in our Conditional Rezoning Agreement, we're proposing that there are no rentals in this development. There would be no Airbnb's in this development. Again, if the Township still allows it, it would be allowed under zoning by right.

Future variances; as we discussed, we won't be seeking any, homeowners won't be seeking any, and the developer won't be seeking any. Future variances with zoning by right, a homeowner could come in and have a basketball court in their backyard, or per their lot line, do whatever they see fit.

The commercial development; again, it's Master Planned commercial. I know that was a concern to some of the residents. This removes that possibility and certainly, as an owner would have, you can attempt to rezone the property to commercial through the Township.

Parks and open space; Preserving 1/3 of it, some of it will be usable, and most of it will be preserved in its natural state. There would be no comparable amenity that's required. I think the important question is whether or not this development can accommodate 122 homes or 148 homes. I think the question is, which plan produces the better neighborhood and the greater public benefit? 148 with Conditional Rezoning preserves significantly more open space, greater setbacks from the neighboring homes, reduces the adjacent property impacts, improves the Commerce and Carey intersection, preserves the natural features, eliminates future commercial development potential, removes any sort of rental potential at this property, and furthermore, permanently binds us to these conditions through a Conditional Rezoning Agreement, all of which 122 built by right of use cannot do. That's all I have, Mr. Chairman. I'm happy to answer any questions.

Commission Comments:

McCanham – I'm pretty good at this point. There were a lot of changes compared to last time.

Weber –

- First, I appreciate what Mr. Kassab has done.
- I still have concerns on the density to a degree. My view is, I'm willing to trade density for eliminating the possibility of commercial on that corner for the better buffer that Mr. Kassab has proposed, for the increased greenspace that will be protected through the bylaw wording which will protect from potential future changes, versus what's described, and for the nonmotorized connection to the east. The number I had in my head was trading off 18 to 20 homes for those commitments, so you're close at the 148, but not quite what I'd prefer.
- Those are my comments.

Loskill – No comments from me.

Phillips – Yes, I actually have a lot of comments.

- In general, I agree that Commerce Carey LLC has made significant efforts to address the concerns expressed by the Commission and by the residents at the public hearing. I wish we could hear from all of those residents again regarding the changes that you've made, because I counted 29 people coming up to the podium to make statements, and 25 of those were negative, 4 were positive. I walked away from that meeting with a fairly negative conception of that.
- I think I tried to look at this from the perspective of all of the rezoning criteria, and then by the Conditional Rezoning.

- With respect to the Master Plan, I don't consider this consistent with the Master Plan R-1A zoning and the future land use for single-family residential on large lots. This is not what I envisioned when we did that Master Plan.
- With respect to environmental features, I do believe there's potential for an impact on wildlife based on the clustering of homes. Even though you could clear cut, you'd still end up with people with very large lots with deer running through them, and not being redirected.
- Most of the residents that spoke previously had great concerns on traffic impacts, the intensity and potential property values. But I think most of these comments really didn't take into consideration that R-1A development will probably cause the same impact.
- With respect to commercial service, Commerce already has existing constraints on its police and fire services. A lot of these are the result of the cost increases from Oakland County. We've had to reduce our level of support. But again, R-1A development would have a similar impact.
- With respect to road system capability, I know the traffic impact study made an assessment that it would be adequate with certain changes. I don't know if the residents would agree with that or not. But again, an R-1A development would have a similar impact.
- Demand for uses; I think there was one comment that talked about Kroger and it's overrun with people. And I think, again, R-1A development would still have that impact on that type of demand. Scale for future development I think is already limited.
- Isolation or incompatibilities. This is an R1-D zone that would be surrounded by R-1A properties, so I do view that as an isolation.
- With respect to Conditional Rezoning, the rezoning is to benefit public interest. I'm not sure if it does or not, again, based on comments received from residents previously.
- And then rezoning has potential impacts on public utilities, traffic and the environment. But again, I think the R-1A development would have a similar impact.
- What I am still concerned about is the future loss of R-1A property development. That every time a new developer comes in, they're going to look at R-1A and say, that doesn't work, this is a better idea. So, I'm concerned a bit about the future. I think this starts Commerce down a path of becoming another West Bloomfield or Farmington Hills, or just another large suburban development, and losing the rural culture that we were seeking.

Winkler – I like the decrease in density and everything else has been said.

Bearer –

- I have similar feelings to George.
- I was hoping for a slightly lower number, to split the difference, if not lower between 168 and 122.
- And with Brady, I struggle with the public benefit of it. I see the benefits that you've outlined being benefits to the people living within the neighborhood, but as far as the public benefit to Commerce as a whole, I'm struggling a bit.

Chairperson Parel – I'm not sure I can really add much to that. I always like to look at the alternative. In this case, the alternative potentially includes some commercial toward the corner, which I'm not a fan of. Kudos to the developer for working with us and taking in the comments from folks in this room, and the folks surrounding in our community. I think you've really knocked it out of the park to make this the best that I think it could be. I'm not sure in your eyes, but maybe it doesn't become economically viable with less homes, which I understand. That said, I'm not sure I have any more comments. This has been a tough one.

Mr. Kassab – Mr. Chair, could I respond to some of the comments?

Chairperson Parel – Yes.

Mr. Kassab – All great feedback and certainly recognizing the economics shouldn't have a play, but as in politics, it all comes down to money, right? So, to be very candid and frank with the Township, and take it for what you would. We acquired these parcels in two separate acquisitions. Everything to the west roughly at this line was acquired approximately 20 years ago, so roughly 2006. Believe it or not, we paid as much for this 20 years ago as we did for this a year and a half ago. Different times, different days, different age. So, there is an economic balance that we have to try to meet as well. But certainly, it shouldn't have any sort of play within the zoning or the use that we're proposing this evening.

To Brady, I'd like to comment on the Master Plan. One of the conditions that we looked at is what the Master Plan would allow, and it would allow 2 units per acre. That's what we really aimed for, roughly 2 units per acre, and being under 2 units per acre was critical for us because it would be consistent with the Master Plan that was adopted 2 or 3 years ago.

I've had a lot of communications with a lot of the residents. One of the residents that's here, she should be in every community and every development that's coming up, because she's a rockstar at communicating with some of her neighbors. So, the day I sent this over to Mr. Campbell, I sent it over to this resident, that may or may not want to be identified in public here, but out of the 25 residents that I believe spoke opposed, I probably spoke to a dozen of them afterwards to address their concerns. Many of them were adjacent to us, some were across the street, and some were just basic questions. One that is here this evening had some great points about the dark sky. I think that's great, but that would come later at site plan meeting. What we'd like to do is maybe move this to the Township Board level through a vote this evening, and work out some of those details. And certainly, at the Township Board, as we all know, this is a recommending body to the Township Board, we can address if there are any additional lots that needed to be removed, but it would be very difficult to bring it down to that 122 level. We did bring it down 20 lots, but it's quite frankly, an economic play while achieving some of the benefits that we're all seeking here this evening from a setback, open space, connectivity or lack of connectivity up in this part of the plan.

Chairperson Parel – I appreciate that. Brady, anything else?

Phillips – No.

Chairperson Parel – Yes, it's a good point that this is a recommending body and there will be an opportunity for you to speak again, potentially in a week.

Dave Campbell – If the Planning Commission is ready to make a recommendation this evening, then yes, this could potentially go to the Township Board as soon as July 14th, which is next week Tuesday.

One of the questions, if this were to advance to the Township Board, any opinions from the Planning Commission regarding the connection to the neighborhood to the east, which is Bridge Pointe? We've talked about whether that should be a full-access vehicular connection, or whether it should be a nonmotorized pathway. One of the options that's not on the table is for it to be a gated emergency-only connection. Our Fire Department no longer wants to be in the business of emergency connections, so it would either be a full-access vehicular public road connection, or it would be a nonmotorized pathway connection. And I'm just curious what the opinions of the Planning Commission members might be. It's one of these that you can argue it either way. There's certainly benefits to looking at it either way, and we can go through those arguments if you want, but I wanted to see if the Planning Commission has any strong opinions.

Weber – Just for clarification, the two entrances they're proposing now, off of Carey and off of Commerce, meet the fire standards.

Dave Campbell – That's correct. The Fire Department and the Fire Marshal looked at this and with the two points of access, they've determined that it meets the International Fire Code, so they are not requiring a third point of access. So, if we were to look at it, it would be more from a good planning perspective and thinking of things like school buses, garbage trucks, snowplows and postal delivery. You know, we'd be looking at it from that perspective.

Weber – I'll start off. My personal view is that I think we can achieve everything you've just described, in terms of garbage trucks and snowplows, with something similar with fewer homes on it than Mr. Kassab has presented. I think that having the road extended into this development is going to invite a lot of cut-through traffic from people heading south on Carey wanting to bypass the traffic signal, and the same thing with rush hour traffic going back, people heading north on Carey. As traffic gets backed up, it's an opportunity to cut-through. So, I think if it meets the safety standards and the Fire Code, my view is the nonmotorized connection, that would be my preference.

Chairperson Parel – Does anyone have a different opinion?

Phillips – No, I'm an advocate for that.

Chairperson Parel – Okay, so we've resolved one thing.

Dave Campbell – That's always a good thing.

Chairperson Parel – If we are ready for a vote, Dave, would you recommend a roll call in this situation?

Dave Campbell – Especially since we don't have a recording secretary here this evening, yes, I would.

Chairperson Parel – Okay. Any other comments before we do so? Would anyone care to make a motion?

MOTION by Winkler, supported by Loskill, that the Planning Commission recommends approval, to the Commerce Township Board of Trustees, of Item PCZ#26-02, a Conditional Rezoning petition by Commerce Carey LLC (Mark Kassab et al) for Wingate Preserve, a single-family residential site condominium of up to 148 dwelling units upon two adjacent parcels totaling approx. 75 acres on the north side of E. Commerce Road, east side of Carey Road. Both properties would be conditionally rezoned from R-1A (One Family Residential) to R-1D (One Family Residential). The Planning Commission's recommendation is based on a finding that the Conditional Rezoning petition meets the applicable criteria within Articles 3 and 36 of the Township's Zoning Ordinance, is consistent with the intent of the Commerce Township Master Plan, and will result in a land use compatible with the single-family residential neighborhoods surrounding it. The Planning Commission offers their recommendation with the expectation that the project will return to the Planning Commission for consideration of approval of a condominium site plan that demonstrates compliance with all applicable standards of the Zoning Ordinance and with the approved Conditional Rezoning plan.

This recommendation of approval is conditional upon the following:

1. The applicant enter into a Conditional Rezoning Agreement with conditions volunteered by the applicant and acceptable to the Planning Commission and Township Board, including any revisions required by the Planning Commission and/or Township Board during their respective reviews, and the executed Conditional Rezoning Agreement be recorded with the Oakland County Register of Deeds prior to any formal consideration by the Planning Commission of the condominium site plan;
2. The applicant shall apply for approval by the Planning Commission and Township Board of a condominium site plan and master deed consistent with the terms of the Conditional Rezoning Agreement and with the standards and procedures of Article 37 (Condominium Regulations) of the Township's Zoning Ordinance;
3. Any public road improvements committed to within the Conditional Rezoning Agreement and/or recommended by the Township's Traffic Engineer in their review of the petitioner's traffic impact study shall be:
 - a. Reviewed and approved by the Road Commission for Oakland County (RCOC)
 - b. Shown on a forthcoming condominium site plan.
4. The project will not connect to the road adjacent to the east, and instead, there will be a nonmotorized pathway connection to the Bridge Pointe subdivision.

ROLL CALL VOTE:

AYES: Winkler, Loskill, Bearer, Parel

NAYS: Phillips, Weber, McCanham

MOTION CARRIED (4-3)

Mr. Kassab – Thank you, Mr. Chairman. As this has been, it will continue to be a work in process. We look forward to taking some of the feedback, speaking with additional neighbors, and maybe some of the Township Board members until we find a plan that everybody is proud of.

Chairperson Parel – We do appreciate it.

Weber – Congratulations on Step #1.

Dave Campbell – So again, especially for the folks in the audience, this has the potential to be at the Township Board next week Tuesday for their consideration of final approval of the Conditional Rezoning. If the Board does approve the Conditional Rezoning, then they move onto the condominium site plan step of the process, which means they would come back with a site plan very comparable to this one, but with a lot more detail with respect to engineering, landscaping and so forth.

Chairperson Parel – We're grateful for everybody that came out and gave their opinion, and worked with the developer. Thank you. Feel free if you want to take off if you don't want to stay for the other two items on the agenda. We appreciate your participation.

G. OLD BUSINESS

None.

H. SCHEDULED PUBLIC HEARINGS

None.

I. NEW BUSINESS

ITEM I.1. PSP26-05 – NORTHERN POINTE (fka Bogie Lake Residential) – CONDOMINIUM SITE PLAN

Bogie Lake Holdings LLC of Walled Lake, MI is requesting Condominium Site Plan approval of a proposed single-family development of 46 new homes to be located on the south side of Bogie Lake Road between Walled Lake Northern High School and the Westlake Health Campus.

PIN#'s: 17-03-100-010, 17-03-100-004, 17-03-100-019, 17-03-100-020, 17-03-100-021, 17-03-100-022, & 17-03-100-024

Dave Campbell – This is a project that the Planning Commission has had multiple meetings on when it went through its own Conditional Rezoning review and approval process. Most recently this project came before the Planning Commission back at our meeting on February 2nd, where it got a recommendation of approval for a Conditional Rezoning for the seven properties that comprise the proposed project site. It took a couple of months because of some scheduling issues to get to the Township Board. The Township Board had some absences at their March and April meetings, and by state law for a rezoning to be approved by the Township Board, it has to be approved by a majority of the full board, not just a majority of the members present. So, when the Board had some meetings in March and April where I think they had 5 or 6 members present, the math was such that it didn't proceed to the Township Board until the May 12th meeting, when all 7 trustees were there, where the Board approved the Conditional Rezoning for the project that has since been named Northern Pointe. Up to that point, we were calling it Bogie Lake Residential. The petitioner is Jim Maher, with assistance from the Umlor Group.

Just to remind everyone, this is on the south side of Bogie Lake Road, the stretch of Bogie Lake Road that runs east to west. It is bookended on its west side by the Walled Lake Northern High School campus, and also bookended on its south side by Walled

Lake Northern, and then to its east side by the Westlake Assisted Living Health Campus.

What was conditionally approved per the Conditional Rezoning Agreement by the Planning Commission and the Township Board was a site condominium of 46 new homes on the south side of Bogie Lake Road. A lot of the discussion focused on the fact that the property would have one point of access along the south side of Bogie Lake Road, and because it would only have one point of access, per International Fire Code, this project will be somewhat unique in that every house within the development will be fire suppressed. That is compliant with the International Fire Code which says that anytime you have a residential neighborhood of 30 or more homes, there would either have to be two points of access, or every house has to be fire suppressed. The way this property is configured, only one point of access could be achieved consistent with the Fire Code, and so all 46 proposed homes would have their own fire suppression system.

As part of the Conditional Rezoning, properties were rezoned from a collection of R-1A zoning, but also R-2 duplex zoning, to one consistent zoning district with all 7 properties combined under one zoning, which would be R-1D, resulting in the 46 lots that are being proposed. The development would have a dedicated dog park here in this panhandle that's kind of jetting out toward Northern High School entrance, with its detention area up in the northeast corner.

There was a Conditional Rezoning Agreement that was approved by the Township Board and recorded with Oakland County. Now that the Conditional Rezoning has been approved, the final two steps for the project would be condominium site plan approval by both the Planning Commission and Township Board. The Planning Commission typically looks at the site plan, the landscaping plan, and confirmation that we have the sidewalks and road improvements that we need, and the Township Board focuses on the content of the proposed master deed and bylaws for the condominium.

So, the site plan is in front of you, and we can go to the landscape plan here in a moment. The site plan lays out exactly as it did when this was at the Conditional Rezoning plan stage of the review process. It has since had its preliminary engineering provided, and the landscape plan that I'm flipping to as we speak. We will look at those here in a moment.

There are some prospective renderings of the homes that would be developed within Northern Pointe. The landscape plan, if I can zoom in a little bit, so significant landscape plantings along the project's frontage along the south side of Bogie Lake Road, around the perimeter of the detention ponds, around the easterly perimeter adjacent to the Westlake campus, along the south adjacent to the one of the two driveways into the high school, and then with the street trees, two street trees per lot within the internal roadway network.

One of the things that I hope the Planning Commission could discuss this evening is there remains an occupied home on this property here, between the proposed development and the westerly of Northern's access points. One of the questions I might ask the Planning Commission to consider is whether it would make sense to, at least where the house is, which is around there, to add some landscape plantings along this perimeter to provide a little bit more of a green buffer from the proposed houses at the end of this cul-de-sac, and the existing house here. Whether that's adding new plantings or whether that's maybe just redistributing some of the plantings along the east side. That's something I hope the Planning Commission could discuss.

The review letter from the Planning Department noted a number of comments from the Township Attorney relative to the Master Deed. The developer has since made the revisions to the Master Deed that the Township Attorney is recommending. Those revisions will go back to the Attorney just to confirm it has everything in it that he needs. A couple key provisions that the Planning Commission typically wants to see, and the Township Board as well, is a prohibition on short-term rentals. The developer has volunteered, including that into the Master Deed, along with a preclusion for anyone seeking any dimensional variances for any of the future homes on these properties. So, this would hopefully prevent a builder from maximizing the building footprint and not leaving any space for an elevated deck, for example, such that someone would have to come to the Zoning Board of Appeals at a later date seeking a variance for a deck that encroaches into the rear yard.

The way that the master deed has been drafted, it kind of puts everyone on notice that everything has to be contained within the allowable building footprint. And the master deed is also to contain references to the Township's anti-monotony standards for single-family developments to try to ensure that we avoid something of a cookie cutter look of the houses within the new neighborhood. And it also includes the prohibition on vinyl siding. The homes within this development would have to have an upgraded siding material, usually the cement composite fiber cement siding material.

I think that covers everything that's relevant to the condominium site plan that the Planning Commission hasn't already looked at in some detail when you looked at this back in February at the Conditional Rezoning stage of the process. I'll take a pause here and see if there's any questions for me. Otherwise, I know Mr. Maher is here to speak on his own behalf, and so too is Steve Allen from Umlor Group.

I will mention quickly, one of the comments from the Township Engineer was that the preliminary engineering plan that I think went into your packet showed an 8-inch water main along the frontage of the project, and also looping through the project and connecting down to Walled Lake Northern High School. The developer has already agreed to, and the developer's engineer has updated the plans to reflect a 12-inch water main, which is what is required and what our Township Engineer was looking for. Between the comments of the Township Attorney and Engineer, a lot of the revisions are already in process or have been made.

Phillips – When we reviewed it early on, we talked about the possibility of a pedestrian connection from that subdivision into the high school. Is that not a possibility or undesirable for some reason?

Dave Campbell – I will let the development team speak to that. I know one of the concerns there is that you can see the slopes through here. There is a pretty decent drop-off. One of the concerns is, would they have to do some switchbacks here to make it ADA accessible. There were also questions of, is it desirable to have kind of a back door connection for high school students? I know what a knucklehead I was in high school and if I had a place where I could cut through a neighborhood, I might have done so and done knucklehead things. That might be something worth discussing, as to whether that connection makes sense. At the same time, students who live in this neighborhood who attend Walled Lake Northern, it would make sense for them to have an easy route to walk to school. You're correct we discussed it. I don't know that we came to a decision.

Phillips – Is there another sidewalk along Bogie Lake Road?

Dave Campbell – Yes, along the frontage. It's pretty clear on the landscape plan, but on some of the other versions of the site plan, it wasn't clear there was an 8-foot sidewalk, connecting to the sidewalk that already exists next door and at the Westlake campus. So, one of the conditions of approval, if the Planning Commission opts to make the motion, is that the site plan clearly shows that 8-foot sidewalk along the project's frontage on Bogie Lake Road. Then there's also 5-foot sidewalks along all of the internal roads.

Chairperson Parel – Excellent. Any other questions or comments before we invite the developer up? Welcome back.

Dave Campbell – Again, just make sure you take advantage of the microphones, please.

Steve Allen – Good evening. I appreciate you all being here tonight, Mr. Chairman and members of the Planning Commission. We're happy to be here tonight. We're very thankful for the support that this body has shown for this project to date. My name is. Steve Allen, I'm Director of Engineering for the Umlor Group. We are the civil engineer and land surveyor for the project. I'm here tonight with Mr. Jimmy Maher from Bogie Lake Holdings, Maher Construction.

Thank you, Mr. Campbell, for the thorough analysis and project introduction. I don't want to take up too much of your time tonight repeating what Dave has already so eloquently stated. I would just like to point out a few things that I'm hoping will get us a positive vote from each of you here tonight.

Foremost, you have seen this plan already. The plans that you see here tonight are in substantial conformance with the plan that this body recommended for approval for Conditional Rezoning to R-1D on February 2nd of this year, and which was subsequently approved by the Township Board of Trustees on May 12th.

The same single-family residential use, the same number of units, 46. The same lot sizes. The same open space. The same road layout. And all in accordance with the requirements of the R-1D zoning district, which is now the underlying zoning district of record.

Just to touch on something that Mr. Phillips stated about his concern about impacts on public safety. As Mr. Campbell stated, the plan before you tonight was approved for Conditional Rezoning, at least in part, with the requirement that all of the units be individually fire suppressed in accordance with the International Fire Code for developments containing more than 30 units on a single point of access. I think Mr. Campbell also pointed out that Fire Marshal Gall does not support the gated emergency access at this time, or any longer.

As already noted, this evening in discussion of the Wingate development, I think we've all seen the recent news regarding a short-term rental gone wrong elsewhere in Oakland County. So, although it hasn't been discussed with you previously, Mr. Maher has volunteered that through a provision being added to the master deed, none of the units will be allowed to be made available for short-term rentals, Airbnb's or the like. In my opinion, some very handsome houses were included with this package you're considering tonight. The master deed will contain the required anti-monotony provisions,

provisions for the exclusion of vinyl siding, and an additional provision that no variances will be allowed to be applied for on any unit.

That's about all I have to say. Again, thank you for being here tonight. We respectfully request your continued support of this project with a recommendation for approval.

Thank you.

Commission Comments:

Chairperson Parel – Thank you. Mickey?

McCanham – I got nothing.

Weber – Just maybe confirming one of Dave's comments on some additional/better screening on the northwest side. Other than that, I think everything is fine. Maybe I do have one question. This relates to Brady's question where we talked about a potential path to the high school through the dog park. What is the opportunity for a path? I don't know if there is a fence to the south of the third cul-de-sac. Is there any opportunity at the end of that cul-de-sac to have a sidewalk or path that would go onto the school property.

Steve Allen – Thank you, Mr. Weber. I think there's opportunity to extend the sidewalk from this development to the school's property; however, there's no sidewalk on the school property there right now. They would have to walk in the street to get to the school. So, that would be a point of concern.

Mr. Maher – Okay, and Mr. Weber, I can also talk on that too. We did meet with the school. They did not have a desire to connect.

Weber – I knew they didn't have a desire to connect to ...

Mr. Maher – To the sidewalk, exactly. We were willing to do that and there have been discussions on that in the past, but because they don't have sidewalks, they didn't want to have a connection with ours.

Weber – Whether you have it or not, if the kids want it, they'll find it.

Dave Campbell – From the school's perspective, this is a pretty busy stretch of road through here, and inviting pedestrians to cross through there, I can see where the school might have some safety concerns.

Weber – I will limit my comments to the screening to the west.

Loskill – Nothing from me.

Phillips – Nothing from me.

Winkler – No comment.

Bearer – Nothing.

Chairperson Parel – No comments from me. If someone would be so kind to make a motion, Dave, do we need to include #10, another condition for the upgraded landscaping buffer?

Dave Campbell – Yes, I'm trying to think if it already fits into any of the ...

Paula Lankford – Yes, it fits in with administrative review and approval of a revised site plan and landscaping, so #4.

Dave Campbell – Yes, I wonder if you could make it fit within the language that is already proposed for Item #4.

Chairperson Parel – Administratively, yes. Unless anyone disagrees, I think Dave's group has an idea of what we're trying to accomplish here.

Steve Allen – And Mr. Maher has agreed that placing some additional screening there will not be an issue.

Mr. Maher – No problem.

MOTION by Phillips, supported by Loskill, to recommend that the Commerce Township Board of Trustees approve PSP#26-05, a condominium site plan by Bogie Lake Holdings LLC (Jim Maher) for Northern Pointe, a 46-unit single-family residential condominium to be developed on approx. 14.9 acres on the south side of Bogie Lake Road. The Planning Commission's recommendation of approval is based upon a finding that the condominium site plan complies with the applicable standards of Articles 35 and 37 of the Commerce Township Zoning Ordinance, as well as the approved Conditional Rezoning agreement and Conditional Rezoning plan for Bogie Lake Residential.

The Planning Commission's recommendation of approval is subject to the following conditions:

1. Final approval of the condominium site plan and master deed and its exhibits by the Commerce Township Board of Trustees based on a recommendation of approval by the Township Attorney, with the master deed to be revised per the comments of the Township Attorney included in his review letter dated June 30, 2026;
2. Final review and approval of the master deed's Exhibit B documents by both the Township Attorney and the Township Engineer;
3. Review and approval of engineered construction plans by the Township Engineer, Fire Marshal, Building Department, and the applicable departments of the State of Michigan;
4. Review and administrative approval of a revised site plan and landscape plan that includes all "as noted" items of the respective engineering and landscape reviews of Giffels Webster, and including the upgraded screening to the west/northwest as discussed herein;
5. The final stamping sets to clearly show an 8-foot concrete frontage sidewalk along the project's Bogie Lake Road frontage;

6. Dedication to the Road Commission for Oakland County (RCOC) of a 60-foot half right-of-way along the site's frontage, consistent with the Conditional Rezoning agreement and the RCOC's Master Right-of-Way Plan;
7. The project's approach to Bogie Lake Road and the design of its acceleration/deceleration taper to be reviewed approved by the RCOC;
8. All roads within the new neighborhood to be reviewed, approved, dedicated to, and accepted by the Road Commission for Oakland County (RCOC);
9. Entrance sign and/or features to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;
10. There will be no short-term rentals in the development.

MOTION CARRIED UNANIMOUSLY

Dave Campbell – As far as scheduling, as long as the recent changes to the master deed are satisfactory to the Township Attorney, this could go to the Township Board for final approval next week, Tuesday, July 14th.

Mr. Maher – Thank you, everyone, very much.

ITEM 1.2.

•OAKLEY PARK BUSINESS CAMPUS – CONCEPTUAL REVIEW

Jon Stewart with SPS Investment is requesting a conceptual review for a development of light industrial warehouse suites on two parcels located on the south side of Oakley Park east of Martin Road.

•OAKLEY PARK BUSINESS CAMPUS – USE DETERMINATION

Jon Stewart of SPS Investment is requesting a use determination for “warehouse or wholesale establishment within a wholly enclosed building” as a Special Land Use within the TLM (Technology Light Manufacturing) district.

PIN#’s 17-24-201-009 & -008

Dave Campbell – So, there's two components this evening with this particular concept plan. One is somewhat of a standard conceptual review, where you give the prospective developer your first thoughts and let them know whether this is a project that you think is viable and something they should consider pursuing, or if there are any major hurdles to be cleared, to let them be aware of that now rather than having them find out after they've invested a lot in the project.

In addition to that, we're also looking for a use determination. Both the Planning Department and the petitioner are looking for a use determination to determine if what they're proposing is a use consistent with the existing zoning for the two properties, which is TLM, technology and light manufacturing, or whether it's a use that's not consistent with TLM zoning and therefore might require the property to be rezoned to a zoning district that does allow for the proposed uses.

So, the prospective developer is led by Jon Stewart and what's being proposed is a two-phased development along the south side of Oakley Park Road, between Martin and Haggerty. This is a pair of properties that the Planning Commission has seen before, or at least those of you who were around at the time. Back in, I want to say 2018, we had a prospective developer look at these properties for a potential restaurant/banquet center with an adjacent office building. And because the property is zoned TLM, which is not a

zoning district that would typically allow a restaurant or a banquet center, the petitioner sought rezoning the property, keeping the base zoning TLM but extending the Haggerty Road Corridor overlay over to the site, because the corridor overlay allowed the restaurant and the banquet center. That Conditional Rezoning was approved, both by the Planning Commission and Township Board; however, the developer, for his own reasons, never pursued the project. The property remained vacant and the Conditional Rezoning lapsed because the project never got developed.

Fast forward to today, what Mr. Stewart and his team hope to do is develop a site plan consistent with what you see in front of you. I'll try to zoom in a little bit more. Phase I would be 70 storage units, that's the red units that you see, and those units would be leased to businesses, contractors, plumbers, electricians, folks running an online business who need space for inventory. They would be heated storage units with a large overhead door and then also a man door. They would be marketed as warehouse units of about 1,000 square feet. The sizes vary a little bit, but they average about 1,000 square feet.

The word warehouse is key to the discussion because within the TLM zoning districts, warehouse and wholesale establishments are allowed as a Special Land Use under TLM zoning. However, self-storage units, or what are sometimes called mini warehouses, are only allowed in our industrial zoning districts or allowed in the Haggerty overlay. So, when we talk about self-storage and warehouses, you're talking about the public storages of the world.

This, I think Mr. Stewart could explain, is a different business model in that you're not renting to someone who is just needing a storage unit for a month or a couple of months because they're between houses, or they've just got too much junk in their garage and they need a place to put it all. These would be specifically marketed toward businesses, commercial businesses, that need additional space for warehousing. And so the use determination is the type of warehousing that they're proposing consistent with what the Township envisioned when we listed warehouse and wholesale establishments as a Special Land Use within the TLM zoning district. Is there a consistency there? If there is, then they would not need to rezone half of this property to a zoning district that allows for mini warehouses or self-storage. If the Planning Commission feels that the warehousing that it was intended to be allowed in TLM zoning district was meant to be larger warehouse establishments, single user warehouse establishments, then we might have to talk about rezoning this property, or at least half of this property, to a zoning district that allows for mini warehouse/self-storage.

Phase II to the West would be different in that it would be what they refer to as flex spaces. So, these would be finished units with a bathroom, office space, climate controlled, where you could fit your unit as necessary for your business, and you would operate out of these spaces. So, the red buildings would strictly be storage spaces. The orange buildings would be actual operation spaces, whether you have office, whether you have a showroom, or a shop or warehouse in the back. And, there would be flex spaces because it would be up to the tenants how they outfit their unit.

So long as those spaces are occupied by the types of land uses that are allowed in TLM zoning, then seemingly the orange flex units would be allowed in TLM zoning without the need for a rezoning. But again, the use determination is more specific to the red uses and whether they can be allowed under TLM zoning.

As you see, they're proposing two points of access along the south side of Oakley Park Road, and also connections going through the site to the private road to the south which is Ridgeway Court. That's a private road for the Pinewood industrial park. I know Mr.

Stewart and his team have been looking into the title and I think there's a question of whether or not these properties already have rights to use Ridgeway Court. If they do not, then they would seemingly have to buy into the Ridgeway Court and the Association for Pinewood in order to access Ridgeway Court. That would be something that the development team would have to work out on their end. Having that connection through would be necessary from the Fire Department's perspective. Otherwise, you'd be talking about having to fire suppress some or all of these units.

Within the prospective developer's package material, they did provide some perspective building elevations and renderings. What they're proposing, at least on these nice pictures, is what looks to be an attractive combination of materials. The faux wood siding, some masonry elements, lighting, landscaping and so forth. As we discussed with the team in our preliminary meeting here in-house, there would be an expectation, especially in the TLM zoning district, that these buildings would have a very attractive appearance throughout, but especially where they're most highly visible to Oakley Park. That is, there would be a nice face on these buildings where they would face Oakley Park Road. So, at least from these prospective renderings, it looks like that's what they're hoping to accomplish. They have provided some examples of comparable developments that they've done in Grand Blanc Township, although they acknowledge they would want to upgrade their building materials in order to meet the standards and the expectations of Commerce Township.

I guess in summary, they're looking for the Planning Commission's feedback on the use and whether this seems like an appropriate use for these properties along Oakley Park. I am remembering too that maybe a year or two ago, there was a group that was considering doing senior independent living on these properties and one of the concerns the Planning Commission had then was that right across the street on the north side of Oakley Park is the Detroit Gun Club. We've all heard the Detroit Gun Club when they're having their events, and all the sounds that come from that, and the concern was that the folks across the street would have to listen to that all day. That might be relevant here when you're talking about storage units and flex-based units. Are those more appropriate neighbors to a gun club maybe than an independent living facility would be?

So, some feedback for the developer on the use, but then more specifically, the use determination for the storage units and the warehouses that are proposed within TLM zoning, and whether or not TLM supports that or whether they would have to look to rezone the property in order to do those warehouse storage units. I'll take a pause there and see if there are any questions for me. Otherwise, Mr. Stewart and your team, if you want to introduce yourselves. I know there's some of us up here who are nerds and we want to watch the soccer game. I try to remind everybody this is the United States and we don't watch soccer, but some people don't want to believe me when I say that. So. I know there's a game going on right now, so everybody is going to be expeditious in their presentations.

Mr. Stewart – Thank you for your time this evening, Mr. Chair and Planning Commission. We're really excited about this project. David covered a lot of it. My name is Jon Stewart with Stewart Property Solutions. This is Ben Williams. He's a partner with Stewart Property Solutions. We're a small company. We've got a portfolio of properties, roughly 200,000 square feet of multifamily and industrial properties. We self-manage all of our properties, so we're really hands-on managers. We intend to do that with this development. We really see that as a core advantage for us. We continue to self-

manage and be hands-on owners of real estate. We have ties to Commerce Township. Ben is a resident of Commerce Township in Pine Cove. He's raising his family here. My siblings own Tim Horton's on Haggerty Road in Commerce. They opened that 15 years ago, so we've been in the area a while. We definitely care about the community. We want to succeed for ourselves, but also for the Township in this development. We look forward to your feedback and any questions you have.

I would just kind of point out on the warehousing development, as you can see in the picture here, each suite has a pedestrian door and a 12x14-foot overhead door. These are all heated units. They have two LED lights inside and basic electric, so a couple outlets inside. The ceiling height is 16 feet, so it allows for racking and storage for business inventory. The ceiling height is great for equipment storage as well.

Dave Campbell – Mr. Stewart, would you say that those features are part of what maybe makes it distinctive from your typical self-storage? The taller doors, the taller ceilings, that makes it more commercial oriented as opposed to just somebody who needs a place to store their stuff for a while.

Mr. Stewart – Absolutely. Yes, the physicality of these buildings, and the way we've designed the site for traffic maneuverability of larger trucks is definitely different than what you would see in a mini storage warehouse or typical self-storage. Our drive aisles are 65-feet wide, whereas some you see are 30-feet wide. The buildings themselves have 16-foot ceilings inside and 14-foot-high doors. So, you've got forklifts able to come in and drop pallets and trucks being able to deliver things. So yes, certainly in that aspect, and then also in the leasing aspect. Our lease terms are minimum 6 months to 12 months. It's typical lease terms. So, your self-storage are month to month leases. And then we're strictly leasing to businesses with an application process, so that's something that mini warehouse or self-storage doesn't see as well.

Mr. Williams – I just want to point out too that with our existing policies and what we have on our other sites, for a vetting process through that operational standpoint, everyone that we bring in is fully vetted through us. That's through multiple factors and checks that we do operationally that does differentiate between us and other storage spaces.

Dave Campbell – I think we've got to ask the question, with the warehouse space, how do you enforce or police avoiding someone actually running their operation from the space, as opposed to just using it for storage.

Mr. Stewart – Definitely a concern. Our leases state that a lease violation would be operating a business out of the space. We have to police it. As hands-on managers, we've got a security camera system. We're onsite; Ben is a mile up the road in Pine Cove, so daily sometimes, or at least a few times a week. So, we would be hands-on managers policing ourselves, and the lease would be the contractual agreement that we have.

Mr. Williams – I just want to point out too, how we're policing it is the use of security cameras, the 24/7 operations, save the feedback two months. So not only are we onsite, we're able to go back and look at prior use.

Phillips – Do you have other properties that are similar use?

Mr. Stewart – Yes, we've got a 31,000 square foot development in Grand Blanc that's similar size units, heated, and the typical users are mostly in the trades. We've got an electrician, a plumber, a core driller, a pool guy, a lot of service businesses.

Phillips – Do you have evidence of demand for this in Commerce Township?

Mr. Stewart – Yes, we opened in September of 2025 and we were full two months later. There we had a smaller building, it was 38 units, and here we have planned for 70. That's Grand Blanc Township, and I think Commerce Township would have further demand than there.

Dave Campbell – I mean that is an important question because if warehousing is determined to be what this use is and allowable in TLM, it's still what we call a Special Land Use. With any Special Land Use, you have to show that there's a documented and immediate need for the use. So, if we get to that stage of the process, you would have to answer that question and show us that there is a need for this use at this location. That is often done through market research or comparables in the area and so forth.

Mr. Stewart – Okay.

Mr. Williams – Just to add on to Jon's point, we'll consider anything we need to do and any information we need to provide, we can definitely do so. But for us, this existing development in Grand Blanc is a much more rural space. What we've noticed right now, and what made this site so appealing, is the traffic flow that we've all witnessed at the end of M-5, since prior to the roundabouts being put into place. We have a stalemate in this location that you guys have worked diligently to overcome through the use of roundabouts, that when people want to head north and head home, there is a huge demand of people that live just north of this facility. What we're trying to do is take advantage of that. When we looked back at some of the initial data from the initial search, it shows it as very viable. Right now, in Grand Blanc, we're seeing things where within our software, we have a waiting list of 7 or 8 different people who are ready to come in. When Jon first put this site in place, he was thinking it would be occupied in a matter of four months, and when he did all his proformas, he was done in two. So, I think that's a potential point as well.

McCanham – What about the storage of motor vehicles and hazardous materials?

Mr. Stewart – Yes, definitely. Hazardous materials are strictly prohibited and it's spelled out in the lease.

McCanham – How do you police that with hazmat stuff, like tradesmen with their supplies? You talked about a pool guy. He's got a ton of chlorine and such. How do you police all that stuff? You're not sprinklered, right?

Mr. Stewart – No, we're not sprinklered. We have fire walls when going over certain square footage. Our lease addresses hazardous materials, and we do get in the units once a year for inspection. If something is out of line, that's when we speak to the tenant and investigate further.

Mr. Williams – Through the vetting process we do, we also ask for SDS (safety data sheets) and quantities. So, a lot of that usage that we're actually going to obtain is going to be if it's potentially needed, but we don't typically allow anything like that, or anything that could require any kind of permit. So, anything that's in storage is usually regulated by DOT standards.

McCanham – The EPA has reporting requirements to the county, and we find in the county that there's about 60% compliance for that. So, it's a question. If you have a plumber with gas tanks in there. You've got all sorts of stuff and you don't have adequate ... Look at Clinton Township a couple years ago when the building blew up; a guy was storing all the vape stuff. Nobody knew about that, not even the building owner.

Mr. Williams – Yes, and I think that's part of where our policing and everything else kind of comes into play, right. We're constantly onsite, so we're reviewing it. We're within a half mile, so anything that we're addressing is immediate, and it is grounds for immediate ...

McCanham – You're pretty close to two underground major natural gas lines.

Mr. Williams – Absolutely.

Mr. Stewart – It's a real concern for us. The application does help weed out certain businesses that are heavier users, or more dangerous types of materials coming in. That's something that we can't say we have a perfect plan for, but it's something that's on our mind.

Chairperson Parel – But I guess you could argue other uses that would be allowable, maybe not at same level or number of users, would have the same concerns in this TLM zoning. And you're certain that these would not require fire suppression?

Weber – Not with the two access points coming in and out, they would not be required.

Dave Campbell – That's our understanding in conversations with the Fire Marshal. Granted, he looked at it very preliminarily, but yes, based on the access and size of the units, and so long as there are fire stops between each unit, fire suppression would not be required.

Weber – For me, if your concept was on Maple Road between Benstein and Beck Road, where there's a lot of vacant land but it's zoned industrial, I'd be 100% for this. I do like the Commerce Flex. I think it fits and I think it's perfect. One of the questions and one of the concerns I have on the warehousing is, 10 years from now, you sell it. What happens? Now somebody else comes in. The units are built. I might have concerns because they are glorified self-storage units. You are targeting a business unit, plumbers, electricians, trades, and I get all of that. But if you sell it, somebody else

might not have that same level of control or interest. It might be, whoever I can rent it to I'm going to rent it to.

I think we need to think about what protections might look like for that, because once it's built, it's there. You could be the greatest owners in the world, but the next person might not be. Obviously, the renderings look spectacular for what it is. My concern is more about 10 years from now. What happens with it and what's it look like. I'm not concerned with the Commerce Flex because it's a business unit. You have office space and full-time tenants. It's not somebody dropping off.

The only other comment I had was, in going through the list of restrictions that you have, it didn't just say something kind of point blank, "No Outdoor Storage". It had examples of what would not be allowed, but you didn't say something just as clearly as "Zero Outdoor Storage.", which would cover everything.

Mr. Stewart – Definitely no outside storage, so we will add to it.

Winkler – I think this is a good fit for the site, as well as complementary if not better than some of the other industrial properties adjacent to the east. I have to mention one thing. In the prohibited uses, you prohibit overnight vehicle parking and overnight trailer parking. Is your expectation that the tenants will park their cars inside the units, or just not park them there at all?

Mr. Stewart – Yes, they can certainly park their vehicles inside their unit, or just no overnight parking.

Winkler – The reason I bring that up is, I live in Foxtrot, along Benstein. Across from Foxtrot there is a multitenant industrial building that has dozens of cars that are abandoned sitting there. Some of them haven't been moved in years. I want to make sure that doesn't happen here. A car gets parked, it sits there, the tires get flat and it just sits there. It's not necessarily questioning what you're prohibiting, but how you enforce it. The enforcement also ties into what George mentioned. If you're enforcing it to a T, and a new person walks in and says that's all right, we'll have cars parked all over the place. The key is going to be enforcement.

Dave Campbell – It's interesting you mentioned the Benstein Business Park, because I think when these gentlemen first met with the Planning Department, they used that as a comparison. I said don't even use that as a comparison! Our code enforcement division is actively working on enforcement with the landlord, and I think we've been to court at least once recently with the landlord trying to get the Benstein Business Park cleaned up. So, that's a work in progress. But yes, we've had discussions with these gentlemen that the expectation here would be the opposite of what has been the practice for the Benstein Business Park, including the prohibition of any kind of marijuana grower, cultivator, processor, or anything like that. they volunteered to not even go down that road.

Winkler – As a footnote to what you're saying, Dave, the storage lot behind Benstein recently changed hands, because I store our RV there. And just to let you know, the new owners are cleaning it up substantially.

Dave Campbell – Okay, I'm glad to hear that.

Winkler – We've stored our RV there for 20 years, and finally somebody is doing something about the blight.

Dave Campbell – I will pass that along to our code enforcement folks because they're working on it. That's one of the top priorities, getting that site cleaned up once and for all.

Winkler – Thank you, Dave.

Mr. Williams – And just strictly standing to that enforcement code, the only thing we can speak to is how we manage at this point, and how we're going to manage the property. From an enforcement standpoint, we sticker or remove at any time. If anyone is ever parked overnight, we'll usually give them a few days to remove it or else it's towed at the owner's expense. We understand if something changes hands, given this use, so definitely understand that completely.

Weber – Dave, this is where we're kind of struggling on the zoning and how this fits. If there is an opportunity to move forward with something like that, maybe it is a Conditional Rezoning where we can then write into that agreement everything that we've talked about. Then the Township is protected from future owners of the property, and it maintains the concept that we're talking about today.

Dave Campbell – So a Conditional Rezoning Agreement would be, as we're all aware, a contract between the developer and the Township laying out exactly what is permitted, what's not, and what conditions they want to volunteer. Another way to look at it though is, if it is determined that these are warehouses that are allowed in TLM, they would only be allowed as a Special Land Use. So, you can condition the Special Land Use on certain conditions. And because it's a Special Land Use, there are kind of more teeth to those conditions, and those would run with the project regardless of ownership, turnover and so forth.

Weber – So, neither one of us then would have to pay more fees to the attorneys that way.

Dave Campbell – That is certainly part of a Conditional Rezoning is now you're talking about a contract, and when you're talking about a contract, you're talking about attorneys.

Weber – I think that answers my question with the Special Land Use.

Phillips – I don't have any other questions.

Loskill – My only concern is that when you look at this for heating and cooling, make sure it's not really visible from the road, whether you're using rooftop units or concealed units. The only other comment I had was that the buildings look great. Make sure the sign you put on the front complies with the requirements of the Zoning Ordinance. That's all I've got.

McCanham – The greenspace on the east end of the property; you have a prohibition against anything in that greenspace there, next to the cemetery?

Mr. Stewart – We wanted to supply as much building setback to the cemetery as possible out of respect. There are quite a few mature trees over there, so we would like to save as many as we can to add to that privacy. Right now, we're at about 80 to 85 feet setback from the property line to the buildings.

McCanham – But is there going to be a prohibition about what can go into that grass if somebody rents a unit right next to it?

Mr. Stewart – Yes, nothing would be planned for that space. Are you asking if something could be written in?

McCanham – I know how that works. I'm just saying, I could see that as ... You don't want somebody putting a bunch of pallets outside back there.

Dave Campbell – It might be a temptation to put a trailer back there or whatever.

Chairperson Parel – I'm not sure I have any further comments. It's a non-binding conversation. I think we had a good conversation today. Hopefully we gave you some information and feedback to help you in determining your next steps. Is there anything else that we can answer?

Dave Campbell – If you're prepared to do so, the use determination could come in the form of a motion. That use determination would be whether or not the warehouse uses that they're proposing are consistent with the warehouse uses that are allowed as a Special Land Use in TLM zoning as it stands today.

Chairperson Parel – So, from a conceptual standpoint though, on the warehouse suites, are we good with that? From a conceptual standpoint, are we leading them in the right direction?

Loskill – Right.

Dave Campbell – Yes, but the use determination, I would like to see it be in the form of a motion, if you're prepared to do so. And keep in mind, that use determination would be precedent setting. So, if these guys disappear and the next guys come along and want to do something comparable, that use determination would still apply.

Weber – I think I would like to read more on that before I made a motion tonight on having a conceptual discussion, I think specifically because of that point that it can be precedent setting. So, if we're going to move forward, I just want to make sure we all know what we're signing up for, not just today but 10 years from now.

Dave Campbell – So, fair enough. At least on a conceptual level though, if there's any guidance that they're on the right track, and if this is something that is worthy of them continuing to invest in. Those are the things I assume they would want to hear this evening.

Weber – I think it's worth moving forward with. Do I have some questions? Sure. I think we have some issues to iron out. But my view is that I don't see a showstopper on this.

Chairperson Parel – I think that's a good way to put it from my perspective.

Phillips – It seems like a good use to me.

Mr. Williams – Is there any feedback on the architectural we supplied?

Chairperson Parel – I like it.

Loskill – I like the architecture.

Weber – Can we make it look like that going forward? Obviously, pictures are always ...

Mr. Williams – Everything provided today as far as architectural is spec finish from different products that are already out there. The one thing I wanted to mention too, and it's important to me as a resident of Commerce, especially since we talked about providing statistics for small businesses, one of the things we see in this area that kind of makes the warehousing for us an important and viable solution is, part of our Master Plan states that we're trying to support small businesses. Small businesses need varying levels of space, whether it be 1,000 or 1,600 square feet.

What we're trying to do is possibly be almost like a stepping stone with this warehouse, promoting to the small businesses, and then reaching out and having them hopefully graduate into the flex spaces. With those flex spaces, you might have a little bit bigger business. Maybe the warehouse is a specific electrician who just wants to run one truck because he has decided that's how big his business is going to be. But, if they can step and step, we have warehousing for lease all over that could be potentially for them to graduate to. So to me, it's almost like a three-tiered stepping stone. The one is already developed and it's 4,000 to 5,000 square feet, and this comes in at the middle and it's 1,000 up to 1,700 square feet. Just something I wanted to point out as to why it's important and why we thought it was the right fit for us.

Phillips – Is there any potential to connect units if somebody needs the space?

Mr. Stewart – In the flex space development, yes. In the warehousing development, no.

Weber – I'm curious, why not? If somebody wanted 2,000 square feet ...

Mr. Stewart – Just the structure with the load bearing walls.

Mr. Williams – Yes, the aspect is also obviously anything fire related.

Chairperson Parel – Do you gentlemen have what you need from us tonight?

Mr. Stewart – Yes, absolutely. We appreciate it and all of your time.

Chairperson Parel – Looking forward to this. You have our support, and you've got Dave and his crew if you need anything. Thank you.

ITEM I.3. THE LEARNING EXPERIENCE – CONCEPTUAL REVIEW

Joey Jonna with Jonna Construction is requesting a conceptual review of a proposed 10,000 sq ft daycare center on the south side of W Wise Road just west of Carroll Lake Road PIN# 17-10-227-041

Dave Campbell – The subject corner is the southwest corner of Wise and Carroll Lake Road. It's about 4½ acres. It's this corner here. For those of you who have served on this Planning Commission for a little while, this might be a familiar corner. The prior owners looked at a few different options for what could be developed on this corner, none of which were consistent with what the property is zoned, which is R-1C single-family. This property is somewhat unique in the sense that if you can see this swath that comes across at an angle right here; this is actually dual parallel gas mains that cut across the whole Township and cut across Southeast Michigan. They kind of create this triangle shape to this property.

When the single-family neighborhood just adjacent, Augusta Woods, was developed, there's a reason why there's no houses on this side of the road, and that's because those houses would be sitting on top of a gas main, which is not a good idea for a lot of reasons. So, this property was not included as part of the Augusta Woods development, in part because of being cut off to some degree by the gas main, and therefore has remained vacant all these years.

The prospective buyer/developer of the property, Joey Jonna from the Jonna Group, is looking to acquire the property and develop it with some partners from The Learning Experience, which is a childcare center. It's a 10,000 square foot childcare center. Their concept plan shows it configured like this, with points of access along Wise Road and Carroll Lake Road. I'll talk in a minute about what the Road Commission's thoughts were on the driveway locations. It's a 10,000 square foot building, and then I think a 5,000 square foot outdoor play area to the south side of the building. And then this area here would remain with its current zoning of R-1C and potentially be developed with three single-family lots.

Because it's a daycare center, while family daycares are allowed under R-1C zoning, and while group daycare centers are allowed as a Special Land Use under R-1C zoning, a daycare center of 12 or more students, or 12 or more children is not a permitted use under R-1C zoning, either as a principal permitted use or as a Special Land Use. So, there are essentially 3 tiers to child daycare; family daycare, group daycare and then a daycare center. This is a daycare center and so for a daycare center to be achieved at this corner, the property would need to be rezoned.

There are a couple zoning districts that would be options for a rezoning. The zoning district that is probably the least intense that would allow for a daycare center would be Office zoning, so part of what the prospective developer would want to get some preliminary feedback from the Planning Commission about this evening is the viability of a rezoning or most likely, a Conditional Rezoning to Office in order to develop the daycare center. And then with the land that wouldn't be utilized for the daycare center, keep that under R-1C zoning and then it would potentially be three single-family lots fronting on Carroll Lake Road.

We did talk to the Road Commission very preliminarily about the driveways. Their preliminary response was that this Wise Road entrance would probably need to be limited to right-in/right-out operations only, and so the Carroll Lake Road entrance would be a full-access driveway, but that would require the existing center left-turn lane along

Carroll Lake Road to be extended further southward to create the additional storage and stacking necessary for the left turns into this driveway.

The Planning Department's understanding of the operation, and Mr. Jonna can explain this better than we can, is it's an all-day daycare, but then there is also a nursery school element to it with the scheduled morning and afternoon curriculum. So, seemingly in addition to the parents dropping off and picking up based on their own work schedule, there would also be a set drop off and pick up time for the school component of the facility.

Mr. Jonna's team did provide a narrative about The Learning Experience and their methods for childcare and for education. They provided some preliminary renderings of what the building could look like. I think if you look at the peaked roof element and the horizontal siding element, they were going for something of a residential look that would maybe be more consistent with the residential zoning and the residential land uses in the area.

When this was presented to the Planning Department, what we always think is the best first step is to come to the Planning Commission with the concept plan and get some preliminary feedback. It's certainly a busy corner at Wise and Carroll Lake Road. There are challenges to developing it with single family, which is probably a big reason why it hasn't been developed with single-family. So, anytime we have a conversation with someone who wants to do something on that corner, it's seemingly always something other than single-family homes. We've had folks ask about doing gas stations there, and car washes there, and we say that's not even worth bringing to the Planning Commission. We thought a daycare center might be worth a conversation with the Planning Commission to see if this is something that could be viable.

Another thing I'll mention and then I'll turn it over to questions and to Mr. Jonna's team, is with any daycare center, there is a requirement that, if there is another daycare center within 1,500 linear feet of the proposed location, the Planning Commission would have to make an exception for there to be a new daycare center within that 1,500-foot radius. In this case, there is a daycare center to the east. Is it called Rebecca's Learning Center?

Phillips – There's one to the east on the north side of Wise, and then there's one at the corner of Bogie and Wise.

Dave Campbell – Right, so the closer one is here. This is Rebecca's Learning Center. And then you're correct, Mr. Phillips, down here to the west, there's the Tutor Time at the corner of Bogie Lake and Wise Road. That might be more than 1,500 feet, but I think we measured that this was less than 1,500. So, another thing that would need to happen if this were to move toward approval is, in addition to amending the zoning, approving the use and approving the site plan, the Planning Commission would also have to make a determination that it would be allowable within that 1,500-foot radius. I think what Mr. Jonna and The Learning Experience team might contend is that their way of doing things is different than a lot of the other daycares in the area, and so that makes them unique. That might be what makes them distinct from some of the other centers within that area and within that 1,500-foot radius. So that's it for me unless there are any questions, and otherwise I'll invite Mr. Jonna and his team to make an introduction on their own behalf.

Mr. Jonna – Thank you guys for having us tonight. This process is an excellent one and not one that we see in a lot of municipalities, so we appreciate the opportunity to be here. My name is Joey Jonna from Jonna construction. We're a 60-year-old family business based in Metro Detroit. We've been around a long time and we'll be around a lot longer.

This is Eric Williams from Stonefield who put all of this together. This tenant, The Learning Experience, like they've alluded to, does pride themselves on being a little bit different in this new age. Their technology is what they believe sets them apart. We visited their facility in Florida. We're working on another deal in Auburn Hills currently. They're creeping on almost 200 million YouTube hits with their characters, with Bubbles being the main one. They talk a lot about Bubbles, but each character has a unique thing. One is for manners, one is for athletic activities, and one is for foreign languages. They feel that kids learning this way is a good way to do it, and they're into massive expansion, nationwide and worldwide actually. They're in the UK now. They're all over the place. This group over here did an extensive write-up of the issues that will probably concern you. I'm happy to answer questions about the franchise or us as a company.

Dave Campbell – Do you know, Mr. Jonna, or is it in the materials and I'm just not seeing it; the schedule for the school versus the daycare? Traffic is always going to be one of the first things we talk about. So, do you know those school scheduled drop off and pick up times?

Mr. Jonna – I do. It's in the attachment called the Operations Narrative, and the hours are 6:30am to 6:30pm. They laid it out in here, but 6:30 to 7:30am, there's about 13 kids. Let me back up. Up to 180 kids could attend the school from age 6 weeks to 5 years old. That's the age group. Back to the traffic; from 6:30 to 7, they estimate 13 kids. From 7 to 7:30am they estimate 32 kids, from 7:30 to 8, this kind of gets into prime time, 43 kids. From 8 to 8:30, 45, 8:30 to 9, 32, 9 to 9:30, 18. That's based on a school of 183 which is what they think this demographic supports. On the pickup side, starting again at 3:30 to 4, 13 kids, and 4 to 4:30, 32 kids, 4:30 to 5, 43 kids, 5 to 5:30, 45, 5:30 to 6, 32, and 6 to 6:30, 18 kids.

Dave Campbell – And none of these kids are old enough to go to elementary school yet. There's not like a latchkey component? You don't have school buses coming and going?

Mr. Jonna – No school buses, it's all parents. Drop off is about 5 minutes, and they think pick up is about 8 minutes. So, the evening traffic is going to be a little longer.

Chairperson Parel – Do we have any specific questions?

McCanham – I've got a question. You've got parking all the way around the building, up against the building. You don't have a drop off and pick up lane. So, you have cars pulling into a spot ...

Mr. Jonna – And walking them in, because they're very little. A parent walks them in and holds their hand. It's not a drop off where a teacher comes out and gets them. It's a hold hand and walk in.

Phillips – My concern is the traffic, because especially late in the afternoon, turning left from Carroll Lake Road onto Wise Road, that backs up all the time and it doesn't even have to be late in the afternoon. One of the problems with the left turn onto Wise is that the left turn slip is so short that it backs up. It's another chokepoint.

Mr. Jonna – We haven't done a traffic study yet. We would if a Conditional Rezoning is something you guys are open to, and obviously as part of the overall process.

Dave Campbell – Again, that was one of the comments from the Road Commission. Again, it's very preliminary. No one has done a traffic study yet, but they recognize what you're describing and the center left turn lane, northbound to westbound, would need to be extended.

Chairperson Parel – One of my biggest concerns and something we should consider is whether or not this fall within the Master Plan for this parcel. I guess it's my belief that I don't see it. Maybe I'm missing something, but to me, while its low intensity, we labeled this property as future land use residential.

Dave Campbell – Correct. So, its zoning is consistent with its Master Plan designation currently. So, there would be an argument that if you were to rezone it to Office that that would be inconsistent with the Future Land Use plan.

Chairperson Parel – Correct.

Dave Campbell – Yes, we're agreeing. Now, the counter argument is that we allow daycares in residential zoning, albeit smaller, the family daycares and group daycares.

Chairperson Parel – And schools, right.

Dave Campbell – And schools, that's a very interesting point. I mean if this site were big enough, an elementary school would be a use by right in this building. So, I think that's relevant. But you could also consider it relevant that we do allow daycares in residential zoning districts, just not daycares of 180 students.

Weber – One of the questions I have is on one of the demographic charts. This is really close to dead center of Commerce Township. You show 117,000 people in a 5-mile radius. I'm trying to wrap my head around that. All of Commerce Township has 43,000.

Mr. Williams – I don't know. This is The Learning Experience's demographics so I don't have an answer for that.

Weber – I guess I would have to wrap my head around a potential rezoning. I also probably wouldn't be in favor of split zoning, where you would have part of the property residential and part for this purpose. And there's some heavy lifting on the traffic side. That intersection is a disaster during rush hour, as it is now. So, the right-in/right-out only. I don't know that even extending the center turn lane would be ... You'd almost have to extend it a long way I think for potential stacking, especially based on when you're talking about your folks coming and going. Now, to try to balance that, I would say that the people that would be using this are probably already driving past this going

to work, or wherever they might be going. So, I don't know what the incrementality is of the traffic. But traffic, and I would not be in favor of split zoning, and I would really have to think about is it really the right thing for us to change what we thought about this piece of property in the Master Plan.

Mr. Jonna – One of my questions, since you brought up the split zoning, is would it be more appealing or a better scenario if we didn't do the residential? I need what I need for that use, but the residential is just the use of the balance of the land. It's not a critical part of the deal.

Weber – I think that might be a little bit easier on the traffic if you move the Carroll Lake Road entrance as far south as you can.

Dave Campbell – That seemingly would be one of the benefits of not doing the single-family lots is that you could push that driveway as far south as possible, and get it as far away from the intersection as possible.

Loskill – I think you go so far as ... I could see the one on Wise Road move farther to the west so that you get it further away from the intersection. The only other concern I have would be the detention pond. With 150-some-odd kids, I would rather see underground detention versus a live, wet pond in that area, because kids are going to get out and the last thing you want is a little kid running over there and falling into the detention pond.

Weber – You might be able to move that further south too.

Loskill – You might be able to do that. Well, it should be secured and gated.

Mr. Williams – If we move that driveway further west off Wise Road, the detention pond moves down to the area that is now residential property. I think that would check a few of those boxes.

Dave Campbell – Mr. Williams, to do that, are you going to have to make water run uphill?

Mr. Williams – I don't know that we have that level of detail, but it's definitely something to consider. I think the other important piece is obviously that the play area is gated with a 6-foot fence. So, in terms of kids getting out, I think the only opportunity is at pick up and drop off. At no other point are they out and about.

Loskill – Understood, but I have four kids and I know how kids get out. When you have that many kids, at some point, somebody is going to get away. I think it would be a better idea to have underground detention, or at least have a screen or fencing. There's nothing shown on the plan. If you have a 6-foot fence, I have to assume that kids can't get over that. That would be adequate protection. But something to make sure that kids can't accidentally get into that pond. I know once you fall in, they're tough to get out of. You see what grows up around the detention ponds; it's usually a mix of wildflowers with a soggy bottom. Kids are small, and they don't have the strength or physical abilities of an adult to rescue themselves. I even do that with senior centers and

dementia care centers, so in case somebody does get out, which they're not supposed to, but just in case. We do dry ponds or underground detention so that we don't have the potential for them to wander in.

Winkler – I have a couple items. It is an awkward site for sure. What would go there other than a facility like this is hard to imagine. Density aside, I think the density is ... Having more daycare centers is probably a good idea, compared to retailers and gas stations and things like that. That's the peculiar aspect of this project. I made some suggestions to the site plan. One is, don't have a dumpster along the front elevation of the building. Secondly, use a lot more brick, particularly on the north and east sides of the building where they're facing the roads.

Bearer – I have a question about whether or not you've looked into the documented need portion of that. I know with Childtime and Rebecca's, a few years ago when I was looking for childcare, they were not at capacity and they were not waitlisted. I know Commerce Elementary, right nearby, continues to have declined enrollment. So, my major concern would be, with those two centers so close, what have you looked into?

Mr. Williams – I didn't make the calls myself. According to The Learning Experience, they called in early June when they started vetting the site and there was a demand. So, things were full or at capacity and they were comfortable that there was a demand in the area. Beth and I talked about it a little bit. You recently looked for ...

Beth Miller – It was years ago when my kids were younger.

Mr. Williams – Okay, so a long time ago. The last time they called was in June and they believe there is a need. I could clarify if everything was full or at capacity, or wait listed, but they do believe there is a need.

Dave Campbell – Forgive me if this was already covered. Is it daycare, or is there a curriculum involved? And, does that maybe make it distinct from how Rebecca's operates as an example? When we're comparing what's in the area, is there going to be an argument that this place is distinct from what's in the area, maybe based in part on the curriculum aspect?

Mr. Williams – Potentially. I don't know anything about Rebecca's, but I can tell you between them and Tutor Time or KinderCare, absolutely there's a curriculum in place here. They believe in it very strongly; they invest heavily and they update it regularly. It was part of our tour when we went down there. They actually had that lady speak to us and show us the curriculum for each age, so it's something they've invested in quite a bit. They do believe that sets them apart.

Dave Campbell – Do we know where the nearest one is that is up and running?

Mr. Williams – There's one in Wixom that is the closest to this location.

Dave Campbell – I think we talked about that one and that is not a new build, correct? They occupied an existing space?

Mr. Williams – Correct. They're doing one on 12 Mile and Halsted area that's under construction. It will probably be open in the next couple of months. That's their new prototype, which I haven't shown here. That will be a lot different looking than this. It's yellow and beige metal panels, a lot louder and not conducive to a residential area in my opinion. But that's the newest if you want to go see one that is close.

Maybe one question. If we explore removing the residential lots to the south, in terms of situating the building and the parking, does anybody have a strong opinion on this? Obviously, we have the residential to the south, so we have a pretty good buffer there with the utilities. Obviously, the driveways moving as far from the intersection is one consideration, but the parking location – back of the site versus front of the site? Is there any strong opinion there if we do take another stab at how this is laid out?

Weber – I think keeping ... Even with the [DMZ] right there over the gas pipe, you know, that's a pretty quiet neighborhood right now and it has been for a long time. So, screening and buffering from the kids' play area I think would be an important consideration, because all of the sudden they're going from nothing to potentially having 183 kids screaming at lunchtime. It's something I think we need to be cognizant of as well if we do move forward.

Chairperson Parel – It's a tough one for me. From my opinion, I don't think this mirrors what we had suggested for this site.

Phillips – Maybe they could put it where Sally's Barn is.

Chairperson Parel – That's a great question. Why is there not another parcel in our community?

Weber – There's a great parcel just to the west owned by the school district that they have no use for.

Chairperson Parel – I like the concept. I think it sounds cool. I could even say that I could be convinced of a need for it, but for me, this isn't the right parcel. I'm just one person. And this would require approval from the Board of Trustees?

Dave Campbell – It would because we're talking about a rezoning. Again, this use is not a permitted use, or even a Special Land Use in the current R-1C zoning. They would have to rezone it. We've talked about Office zoning being probably the least intense zoning district where a daycare center is allowed. So yes, anytime you're changing the zoning, you have to get a formal recommendation from the Planning Commission, and then final action from the Township Board. We've talked a lot about Conditional Rezoning this evening, and this might be another good candidate for Conditional Rezoning, to potentially limit the use and what happens if a daycare center isn't viable at this location 10 years from now and someone else wants to do something different in that building. Maybe a Conditional Rezoning puts guardrails on the types of uses that could go into a building development on the site. To answer your question, yes, it would have to go through both the Planning Commission and the Township Board.

Chairperson Parel – I mean we talk about intensity on the site, and I always look at the alternatives. The alternative I see, if we kept it residential, would be, let's call it 6 residential lots.

Dave Campbell – We saw a concept plan years ago where I thought we saw 8 or 9.

Chairperson Parel – Okay, 8 or 9 lots, making a couple trips a day, as opposed to potentially 180 trips times 2, so 360 trips. Again, I'm one person, but this intensity just doesn't seem right.

Dave Campbell – To put you on the spot a little bit; the concerns are regardless of whether they're able to separate the driveways any more, or whether they're able to move detention ponds around and so forth, those concerns remain? Is that fair to say?

Chairperson Parel – Yes, the concerns remain. I think those are items that, if we were to allow this here, we could get around and find a path to solve them. But I drive that intersection a lot and it's already a disaster, and it backs up. You're absolutely right. Carroll Lake backs up significantly, and I'm sure it could help the problem if we had an entrance further south, but adding intensity to that corner when it's not master planned, in my mind, it just doesn't make sense.

Dave Campbell – Maybe a question to Mr. Jonna. Do you know if The Learning Experience, is there any possibility of capping their enrollment somehow, to something less than what they would normally strive for, when we're having these conversations about traffic, intensity and so forth?

Mr. Jonna – Sure, I can ask. I've never had that conversation with them.

Weber – I share some of Brian's concerns on changing this. It's feasible to do it, but I'm just not sure of the impact on that corner. There's no plan, at least the most recent from the Road Commission, and this is not on their radar to do anything, any kind of improvements at this intersection, such as a roundabout or anything like that.

Dave Campbell – Not that I've seen.

Weber – And intensity is the word we tend to use here a lot, because traffic in Commerce is a disaster.

Chairperson Parel – Hopefully that gave you some feedback, good and bad, positive and negative. Anything else that we can answer for you?

Mr. Jonna – No, I'm good.

Chairperson Parel – All right. Hopefully we helped you out. You've got Dave and you've got us if you need anything further. We do appreciate it.

Mr. Jonna – Sounds good. Thank you for your time.

Mr. Williams – Thank you.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

NEXT REGULAR MEETING DATE: MONDAY, AUGUST 10, 2026, AT 7:00PM.

SPECIAL MEETING DATE: MONDAY, JULY 13, 2026, AT 5:30PM

Dave Campbell – A reminder that we have a special Planning Commission meeting a week from tonight at 5:30. I asked Paula to send out a calendar invite so that hopefully it lands on your Google calendars. The item to be reviewed at the special meeting is a conceptual proposal for the southwest corner of Union Lake and Wise Road. We mentioned the Sally's Barn property earlier, and then the Union Lake Golf Course. The development team is looking to develop the hard corner, and to do so, they're going to need to fill in some wetlands. The tradeoff to that would be that they would create more wetlands within the Union Lake Golf Course property, and then they would donate the bulk of the Union Lake Golf Course property to Commerce Township as an extension of our Victory Park that we already have on the south side of Wise Road. Victory Park is where the Nike missile base was back during the Cold War, and now it's a Township Park. There are some pretty strict restrictions on what Commerce Township can do with Victory Park. Those restrictions were put in place by the DNR when they sold the Township the property, because they gave the Township a really good price on the property, but the tradeoff was that we were limited with what we can do with it. Whereas, if this project comes to fruition that I'm describing, the Union Lake Golf Course would be an extension of Victory Park, but it wouldn't have those restrictions on it. So, we may have more flexibility and more opportunity to be creative with what we could do on that portion of the park.

Phillips – So the properties are contiguous?

Dave Campbell – Victory Park and Union Lake Golf Course are contiguous. The developer, what they hope to do on the corner is an 80,000 square foot grocery store. They would contend, and I don't know that a lot of people would argue, that having another grocer in that vicinity may be a good thing. Kroger has something of a monopoly through there, so maybe having a competitor would be a good thing. Then, I think two out lot retail restaurant buildings, and also a car wash. Obviously, there are strong opinions about a car wash, but the perspective of the tradeoff has to be part of the consideration. So, they wanted to have a special meeting about this. It is certainly a big project. There are going to be a lot of steps to it. There will have to be a lot of cooperation with the State of Michigan as far as the trading of the wetlands. They're looking to do it as a Brownfield, and so that involves coordination with the Township, the County and the State. It will be a complicated project, and I guess the kickoff for it will be this meeting a week from tonight.

McCanham – Is Victory Park a Brownfield?

Dave Campbell – I don't know that anybody has ever analyzed it.

McCanham – I would be very surprised with the military installation of those missiles and everything they used in there.

Dave Campbell – I wonder if nobody really wants to know. A Brownfield comes into effect when somebody is looking to develop a property, and Commerce Township is never going to develop that property, so we have never had reason to evaluate its Brownfield eligibility. But yes, there are all sorts of legends about what went on back when that was a missile base.

So, that's what our special meeting will include, which is at 5:30pm a week from tonight. We will go over that concept and talk through the expectations, procedures and timelines. If this were to move forward, with the park in particular, we would probably want to have some coordination with our Parks & Recreation Department and Parks & Recreation Committee about what that former Union Lake Golf Course might look like when it becomes a Township Park. How would we want to use it, whether it's a passive park, or walking trails, or frisbee golf, or any of that fun stuff.

Chairperson Parel – You said when, and you meant if.

Dave Campbell – I did. It's a big, ambitious project so it will be interesting.

Chairperson Parel – Anything else?

Dave Campbell – I'll say that they did have a kickoff meeting with the neighbors to the south on Golf Lane. I think those neighbors were encouraged to hear that what is not being proposed is 500 apartments on the Union Lake Golf Course site, because that was always the rumor.

At our regular meeting on August 10th, you are likely to see a Special Land Use for auto repair at Martin and Pioneer. You are also likely to see a Special Land Use for outdoor storage along Pioneer. You are possibly going to see the Commerce Lake Market; the rezoning for the knock down and rebuild expansion of the Commerce Lake Market at Benstein and Glengary. And, while I hate to say it, we're going to continue our discussion on amending our Zoning Ordinance to provide standards for data centers, which I know is a topic that gets a whole lot of attention. That might be another late issue.

Chairperson Parel – Dave, when you talk about the Commerce Lake Market on Benstein, where did we land with the canopy and the building height? That was still outstanding last time we talked.

Dave Campbell – Last time we talked, it was still at a conceptual level. What they heard was that the canopy shouldn't be any taller than it absolutely has to be, it should be neutral colors, not any splashy logos or signage or illumination, and that it shouldn't be any brighter than it has to be. We've all seen gas station canopies that are meant to be beacons that you see from three miles up the road. The direction they got is that cannot be the illumination for this one. And then there was also talk of the hours of operation. This is not going to be a 24-hour or a late-night operation. They would need to close down at a reasonable hour and respect the neighbors around them.

Chairperson Parel – So they're coming back to us with all of that?

Dave Campbell – Yes, potentially. One of the things that they know they have to show the Planning Commission is that there is a documented and immediate need. Even if

they are successful at rezoning the corner to B-3, gas stations are a Special Land Use in B-3. Anytime you have a Special Land Use, you have to show documented and immediate need. So, what they're waiting on right now from a third-party consultant is a market study. That will hopefully show them and the Township that there is a documented and immediate need for a fuel option at that corner. I think they told us they're hoping to have it by the 10th of this month. That's something we have not seen yet is the actual market study that's meant to show the need for fuel at that corner.

Chairperson Parel – Okay.

L: ADJOURNMENT

MOTION by Weber, supported by Loskill, to adjourn the meeting at 9:37pm.

MOTION CARRIED UNANIMOUSLY

Joe Loskill, Secretary

DRAFT
CHARTER TOWNSHIP OF COMMERCE
***SPECIAL* PLANNING COMMISSION MEETING**
Monday, July 13, 2026
2009 Township Drive
Commerce Township, Michigan 48390

A. CALL TO ORDER: Chairperson Parel called the meeting to order at 5:30pm.

ROLL CALL: Present:

Brian Parel, Chairperson
Brian Winkler, Vice Chairperson
Joe Loskill, Secretary
George Weber
Caitlin Bearer
Mickey McCanham

Absent:

Brady Phillips (excused)

Also Present:

Dave Campbell, Township Planning Director
Paula Lankford, Senior Planner
Bethany Miller, Associate Planner

B. APPROVAL OF AGENDA

Chairperson Parel briefly explained the items on the agenda for the members of the public. He noted that if the conceptual item moves forward, there would be an opportunity for an official public hearing at a later date.

Dave Campbell agreed. The procedure that the project is likely to follow is a Planned Unit Development, a PUD. With any PUD there has to be a public hearing. A notice would be posted in the newspaper, and every property owner within 300 feet would get a letter in the mail for the official public hearing sometime in the near future.

MOTION by Loskill, supported by McCanham, to approve the Planning Commission Special Meeting Agenda of July 13, 2026, with the deletion of Item D., and the addition of another Public Discussion after Item I.1. **MOTION CARRIED UNANIMOUSLY**

C. APPROVAL OF MINUTES

None.

D. UPDATE OF ACTIVITIES (Item Deleted from the agenda)

E. PUBLIC DISCUSSION ON MATTERS FOR WHICH THERE IS NO PUBLIC HEARING SCHEDULED

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

No comments.

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

F. TABLED ITEMS

None.

G. OLD BUSINESS

None.

H. SCHEDULED PUBLIC HEARINGS

None.

I. NEW BUSINESS

ITEM I.1. SWC UNION LAKE & WISE ROADS – CONCEPTUAL REVIEW

U Wise LLC, represented by Mark Kassab & Jordan Jonna, are requesting a conceptual review of a mixed-use retail development to be located on the southwest corner of Union Lake and Wise Roads that would include a donation of approx. 50 acres of park land (the bulk of the former Union Lake Golf Course) to Commerce Township.

PIN#'s 17-01-451-003 & 17-01-451-010

Dave Campbell, Planning Director – First of all, I'd like to thank all of you and everyone in the audience for being willing and able to have a special meeting this evening. For the benefit of the audience, typically the Planning Commission meets on the first Monday of the month. So, we had our regular meeting last week, Monday, at 7:00pm. But this project is unique enough and important enough that we thought it warranted its own special meeting, and the development team agreed. That's why we scheduled this special meeting for 5:30pm today to go through what Mr. Parel correctly described as a concept plan. So, no decisions are being made this evening. It's simply for discussion purposes to let the development team introduce their project to the Planning Commission, and to the public, and get some very preliminary feedback so that they can take that feedback and work it into their proposal, which, if they feel it is a viable project, will be back in front of this Planning Commission in the near future with a more formal submittal for what they propose.

What they're proposing is upon the 65 acres at the southwest corner of Union Lake and Wise Roads. Up on the screen is the overall 65-acre site. What this includes is the recently decommissioned Union Lake Golf Course, and then at the corner itself, the Sally's Barn property. The development team, which is a partnership of M. Shapiro Real Estate and AF Jonna Development, proposes to develop the approximate 15 acres at the corner with a new commercial development, and leave the bulk of the Union Lake Golf Course, which is approximately 50 acres after they square off the developed portion of the site, and donate those 50 acres of the former golf course to Commerce Township to serve as an expansion and extension of the Township's existing Victory Park.

So, the Township has two parks along Wise Road. On the north side of Wise Road, to the west of this site, is what we call Wise Woods Park, and on the south side, on the former Nike missile base site, is what we call Victory Park. With the donation of these 50 acres of the former Union Lake golf course, we would have an expansion of Victory Park, and there would be significant development potential for the park in the sense that, when the Township bought the land from the Michigan Department of Natural Resources, the Wise Road properties that became Wise Woods and Victory Park, it came with a number of restrictions from the DNR. The DNR gave the Township something of a discount on the land, but subject to conditions. And those conditions were that the Township is limited to how we can utilize that park land. So, they can only be used for passive recreation; walking trails, hiking trails, biking trails. We recently installed a Dog Park within Victory Park. What the parks cannot be used for is more

active recreation, so whether that be ball fields, or an indoor building, those are the types of things that we are not currently allowed to do per our restrictions from the DNR when we purchased those parks. With this 50-acre expansion, this would not be subject to those restrictions. So, if this plan were to come to fruition, and if these 50 acres were to be added to Victory Park, it's significant in the sense that the opportunities for what the Township could do with these 50 acres are more expansive than what can currently be done with Victory Park.

So, if I go to the concept plan for what the development team wants to do, with the 15 acres that they propose to develop, there is a total of four buildings. The biggest of the four buildings would be a 75,000 square foot grocery store. There would be two retail buildings, one of about 11,000 square feet, one of about 14,000 square feet that would have multi-tenant retail within them. Those are the buildings that you see closer to Union Lake Road. Then, toward the north/northwest side of the site would be a car wash along the Wise Road frontage. So, the car wash would be here, retail building #1 here, retail building #2 here, and the 75,000 square foot grocery store here.

Two points of access are proposed; one along the south side of Wise Road, and one along the west side of Union Lake Road. We did have a preliminary traffic study conducted for this layout. What the traffic engineer is recommending is that this would need to be a signalized intersection. As you can see, the proposed new driveway would align with the existing driveway on the east side of Union Lake Road, which is the southernmost driveway for the restaurant, Aurora on the Lake. This would effectively become a four-legged intersection with a new traffic signal. And as I mentioned, a new driveway along the south side of Wise Road.

What you see here is a daylighting of the Hayes Creek. The Hayes Creek currently meanders through the golf course. You can see it up here, but when it gets to a point right about here, many years ago it was piped under the parking lot of the existing Sally's Barn site. So, if I go to the aerial you can see it. You can effectively see the swath coming through here. That is where the Hayes Creek is actually piped under the parking lot, and then you can see it daylight right about here. The development team has been working with the State of Michigan. They have jurisdiction over the water bodies and wetlands of the State. What the State is looking to have happen is for the Hayes Creek to be relocated closer to Wise Road and be daylighted through here. So, you'd have an open Hayes Creek running through here with a bridge underneath this Wise Road driveway.

Both of the retail buildings are proposed to have a drive-through or a pickup window on their end cap, presumably for restaurant users. So, you'd have a drive-through pickup window on that side of that building, and a drive-through pickup window on that side of that building, and then the car wash, by nature, would be an automated drive-through car wash. The development team will correct me if I'm wrong, but the grocer is anticipated to have a pharmacy component, which I think would also have a drive-through pickup window through this area here.

Given the mix of uses proposed, and given the complexities of the development, and having to work through the standards of the State of Michigan when you're talking about moving and relocating wetlands and daylighting the Hayes Creek, it's a complicated project. As I mentioned earlier, what the development team proposes to do is seek approvals from Commerce Township through our Planned Unit Development, or PUD process. What the PUD process does is it provides more flexibility, both to the Township and the developer, to have flexibility from the otherwise strict standards of the Township's Zoning Ordinance. So, when you have a project with a lot of complexities

and you have a project with a mix of uses, and with unique aspects such as wetlands, and donating a former golf course to a Township, it benefits both the Township and the developer to go through that process as a PUD. The whole goal with the PUD is that the outcome is a better project than what could have otherwise been achieved should the developer have sought to develop the site through the strict standards of the Zoning Ordinance.

When we talk about the Zoning Ordinance we talk about the zoning map. I want to go through what the properties are currently zoned. The bulk of the Union Lake Golf Course is this yellow which is zoned R-1C. The Township has four single-family zoning districts; R-1A, B, C and D. The difference from A to D is the size of the lots that are permitted within each of those R-1 zoning districts. So, R-1A is the largest minimum lot size, and then R-1D is the smallest minimum lot size. What's zoned on the bulk of the property covering most of the golf course is the R-1C zoning. But if you look at the Union Lake Road frontage, you can see that the northerly half is currently zoned B-2, that's our Community Business zoning district, and then the southerly half is zoned B-1, that's what we call our Neighborhood Business zoning district. The reason they're all under this speckled pattern is because both properties, and the bulk of the properties up and down the Union Lake corridor are in what we call the Union Lake Overlay. The Union Lake Overlay is an overlay district that allows for land uses that are not otherwise permitted in the underlying zoning, so long as you comply with the higher and better standards of the Union Lake Overlay.

What's relevant here is that the properties fronting Union Lake Road and a portion of Wise Road are currently zoned for some form of commercial development, either B-1 or B-2. B-2 is meant to be a little bit more intense than B-1, and then our most intense commercial zoning district is B-3. What the Zoning Ordinance already contemplates is for there to be some form of commercial development along the Union Lake and Wise Road frontage at the actual corner of the property, but for the property to otherwise be zoned and developed for single-family residential. But we also look at how the Township envisions this in the Township's Master Plan. We look at our Future Land Use Map and the future land use designation for this property is mostly consistent with the Zoning Ordinance and that is master planned for single-family. But then, it's also covered by what we call an area plan.

If we go to the Township's Master Plan, which we last updated in 2023, you'll see that this black line around the perimeter of this site indicates that it's the subject of an area plan. If we go to what's envisioned for that area plan, then we look at this particular section of our Master Plan, and there's a specific vision for what is to become of the Union Lake Golf Course site. It's envisioned within our Master Plan of being a mix of primarily residential, but with some potential for commercial that would serve the neighborhoods in the vicinity, hopefully developed in a walkable way so that folks in this adjacent neighborhood are able to walk and ride a bike to some of this commercial that would be oriented toward serving the needs of the folks in the vicinity.

So, the development team would contend that how they've laid this site out is consistent with the vision and with the intent of that area plan within the Township's Master Plan. The site is very challenged in the sense that its soil conditions are not particularly suitable for development. This land is effectively the overflow for Union Lake. Maybe folks who live in the area know that it's a very soggy piece of property during the springtime, and so there's a reason that all these decades have gone by and there has not been development on this site. It's a challenged site with respect to its ground conditions and soil conditions, and also due to the presence of wetlands.

If we go back to our aerial, you can see that much of this area in through here is regulated wetlands. When I say regulated, it's regulated by the State of Michigan. So, anytime a developer is looking to impact those wetlands, to fill them or change their boundaries and so forth, there is a very stringent permitting process that you need to go through with the State of Michigan, and particularly the Department of Energy, Great Lakes and the Environment, or what they call EGLE. There is an extensive permitting process that you have to go through with EGLE anytime you're looking to impact state regulated wetlands. The developer has already initiated that process with EGLE, and to allow them to alter some of the wetlands within this area, what they are going to have to do is, the wetlands that are going to be impacted in this area effectively have to be recreated in this area. So, the developer has to create 6 to 8 acres of new wetlands within the former golf course in order to mitigate the wetlands that they're going to impact over here. So, they've already started that process with the State, and as I mentioned, in addition to creating new wetlands within the golf course site, they are being required to daylight the Hayes Creek and mitigate where it was piped under the parking lot all those years ago.

In terms of land uses, we mentioned the car wash and drive-throughs. Those are land uses that are typically allowed in the Township's B-2 and B-3 zoning districts as Special Land Uses. The reason they're designated as Special Land Uses is because, due to their auto-oriented nature, they're considered to be more intense uses, and therefore they're designated Special Land Uses within the Township's Zoning Ordinance, which is another reason why the developer is likely to go forward with this project as a PUD to address the complexities that go along with a Special Land Use process.

I'm trying to think if there's anything else I want to cover before I introduce the developers and let them go through a presentation on their own behalf. They are proposing sidewalks along both the Union Lake and Wise Road frontages. We've talked to them a little bit about having pedestrian connectivity between the commercial development and the new park land to the west. I have discussed this a little bit with the Township's Parks & Recreation Director. She is certainly encouraged with the potential for expanding Victory Park and the opportunities that could be presented by having a 50-acre extension to Victory Park; a 50-acre expansion that doesn't come with the restrictions from the DNR that I spoke about earlier. I know we have had multiple meetings with Township Supervisor, Larry Gray, about this project. He certainly likes what he has seen so far, although he will have a lot of the same questions, I'm guessing the Planning Commission will have relative to intensity, traffic generation and mitigation of that traffic. With that, I will take a pause and see if the Planning Commission has any questions for me before we invite the development team up to give a presentation on their own behalf.

Chairperson Parel – Thank you, Dave. Any questions? I have a couple. Do you know how many acres the existing Victory Park is?

Dave Campbell – A couple hundred I think, 200+.

Weber – Wise Woods I think is 216 and Victory I believe is roughly half of that, if I recall correctly.

Chairperson Parel – It would be interesting to know.

Dave Campbell – So to help everyone get their bearings, Wise Woods is on the north side of Wise Road, so that's all that greenspace here. Victory Park is on the south side of Wise Road. What's notable though, the Township does not own all of that greenspace. If you can see that yellow line going across in a diagonal right there, everything south of that yellow line is owned by Walled Lake Schools. They bought this portion of the property when the DNR put it up for sale in anticipation of building a middle school there at some point. This goes back to the early 2000's. Based on the enrollment projected at the time, they thought they would have to build a middle school. Enrollment has since plateaued for Walled Lake Schools, so they're pretty sure they don't need to build any facilities there. They have looked at the potential to sell that property for development, however when they had a changeover of the superintendent, the new superintendent didn't see it as much of a priority. So, that parking lot is the parking area for the Township's new dog park within Victory Park, but then everything through this area is not part of the Township's Park. This is owned by Walled Lake Schools.

Chairperson Parel – Okay, appreciate that. One other clarification I was hoping to get. The north side of Wise Road used to be part of the golf course as well, right?

Dave Campbell – Yes, if we go far enough back in time, you'll see that there were 9 holes on the north side of Wise Road.

Chairperson Parel – I'm wondering, how is that zoned?

Dave Campbell – Here is what it looked like as far back as 2002 where you can see the golf course on both sides of Wise Road.

Chairperson Parel – For knowledge base, how many homes per acre, and was that the same zoning?

Dave Campbell – The north side of the road is also zoned R-1C.

Chairperson Parel – I think that's relevant. That's it for me. We can invite the developer up. For the audience's sake, we will have an opportunity afterward for public discussion.

Dave Campbell – I will remind everybody that we do not have a recording secretary. She is still not feeling well, so that's why we're recording. So, everyone, please take full advantage of the microphone, especially when the air conditioning is cranking.

Chairperson Parel – Welcome.

Mr. Jonna – Good afternoon. My name is Arkan Jonna. I'm filling in for my son, Jordan Jonna. Thank you for having us. This is Mark Kassab. This whole process with donating of the land started when I was working on a Union Lake Commerce parcel that the school board owns to do a new church. What we were doing at the time was squaring off the property and donating a portion of it to square off the school property where you see it's on an angle. We would have gotten a better yield trading off some of the land, and eventually we couldn't make that work. I went back to the golf course and had some plans done to try to eventually put a school with a church there. We got off that and

eventually ended up buying Bay Pointe to possibly do a school and the church. Right now, everything is on hold with the Chaldean Church simply because we want to wait until the Detroit Archdiocese comes up with what churches and schools they're going to close. That may be a more worthwhile endeavor for us. With that, I will turn things over to Mark. He has a presentation to deliver.

Mr. Kassab – Thanks, Arkan. Good evening, Planning Commission members, Mr. Chairman. As many of you know, we're big on PowerPoints and certainly many of the faces look familiar as we've had a neighborhood meeting which we'll go over. A brief table of contents that we'll go over on the slides. We will go over a number of points and certainly if the Planning Commission has questions, you can hold them to the end, or I'm happy to answer them as we go through. As Arkan mentioned, just a little bit of background; this is a joint venture with M. Shapiro Real Estate Group who has been in this town for well over 50 years, and AF Jonna company, who I believe has been in town just as long. Arkan is really our retail group, so we like to team up with Arkan as it pertains to retail. As you'll see, there were a number of different concepts that we've discussed over the years, as you can imagine, owning this for over 35 years. As we know, this is just the introduction meeting. Mr. Chairman, as you've stated, we're not expecting a vote. We're just trying to get some ideas. Certainly, I've had a number of phone calls with some of the residents, following the meeting that we had with the residents that we'll go over. We did meet with residents on June 8th at the Richardson Center to introduce some ideas and plans. As always, as you well know, I'm a big proponent of getting their input because they live there, and they live right behind it. We invited folks from Golf Lane because we felt they're most impacted because they're adjacent to the property. But certainly, as we get to the public hearings, it's going to be open to everybody.

As Dave mentioned, just a brief description; roughly 65 acres. The current zoning of the rear portion of the property is R-1C, and everything to the west, and if you roughly take the line and draw it south, to the west is R-1C, and then B-1 and B-2. Our proposed use is going to be passive recreation to the west, which we will get into, and then a retail component along the Union Lake and Wise Road hard corner.

As we've stated, we've owned this for 35 years. I've been with the company for 26 years, so some of these plans may have come to the Planning Commission before my time, but I'm not sure. Nothing was digital back then, so digging through some boxes, I was able to come up with some plans. Some of the prior conceptual plans that we had; again, single-family residential to the north. We did not own Sally's at that time. Sally's is roughly this line right here. We were not touching the Hayes Creek. We were proposing 125 single-family lots at one point in time. Here is another concept plan with 127 single-family lots. Again, respecting many of the wetlands that were onsite. Dave had mentioned that some portions of the site are challenged with the soils. It's nothing that we aren't already accustomed to in dealing with challenging soils; pilings, piers, removing bad soils, compacting good soils, certainly capable. We were not proposing relocating any of the Hayes Creek back then. This particular plan had 127 single-family lots.

Here is a little bit more intense use. This plan had some ranch condominiums proposed to the south of the development, and a couple north of the creek. As you can see, we had shown coming into Golf Lane on the prior plan here. With a more intense use here with 160 units, we showed access coming in off Wise Road. Again, I don't believe this plan ever made it to the Planning Commission or Township Board, but just some

concepts of what could exist in the residential district as zoned, as master planned, within the Township today.

As Arkan mentioned, he had approached us. We've been partners for many years. The Chaldean Church was looking for a site. I know this is difficult to see, but the main portion of the church would be here, senior housing would be here. We would develop these as single-family lots as we did with everything along Golf Lane, and put some duplex condominiums along the southern perimeter of the property. A block plan; this would be senior housing to the north, planned coming off Wise Road, and one connection off of Union Lake Road. Again, all concept plans over the years. It's not uncommon when you own a parcel this long to toss around ideas based on what's the latest and greatest during that time frame.

After much consideration, and review of the plan, and certainly we acquired the former Sally's about 2+ years ago now to square off the parcel, and we have now come up with what we refer to as Parkside Commons. As shown on the plan, this is the retail component. No access off Golf Lane. Access is off Wise Road to the west. You really can't move this any further to the east because of the right turn lane that's required along the easterly travel, and an access point off Union Lake Road, south of the hard intersection. Keeping approximately 50 acres to the west that would be dedicated to the Township for passive recreation. We first started taking stabs at a park plan, but then we realized that it's not going to be our park – it's going to be the Township's Park. We would like to work with Emily on creating a plan for the park that would benefit the Township and the residents for decades to come.

Again, the future development would be consistent with neighborhood commercial services, which is a specialty grocer that would take place in this approximate 75,000 square foot box here. A 10,400 square foot retail center with a drive-through, a pickup window, and a 14,000 square foot retail center. When we met with residents, it's important for the Planning Commission to know, this car wash was located right here. Good input from the residents was that they don't want to see it, hear it, be bothered by the vacuums, the noise, somebody with their radio up. So, we elected to swap it north of the box. That would have no visibility essentially from anybody living on Golf Lane. We're proposing a berm along the southern perimeter, between the retail and the single-family lot, ponds that would be utilized for retention with fountains alongside that as well.

As Dave mentioned, as part of this plan, we would be daylighting the drain. The drain currently goes this way. Any of you that live there know the amount of phragmites that are located within the drain as it sits today. Part of the plan with EGLE when we walked the site was that they want the entire drain cleaned out. The phragmites choke the stream and the water flow. So, any sort of flooding that occurs, water heads from the lake to the west and it's held up by phragmites. Those, as many of you know, are invasive species. That's an ongoing, reoccurring requirement of EGLE.

Retail visualization; Arkan and his group have done dozens of retail centers. We're anticipating this one to be one of the highest end proposed developments to date. We will see some of the renderings that we propose here. Stone and glass on the first story. This shows the drive-throughs on both sides. Again, these are concept elevations. Certainly, as we proceed through the Planning Commission and Township Board, we'd be bringing in material boards, but this is not going to be your typical retail center with vinyl siding, a flat roof and the air conditioner showing above. Recognizing these are neighborhood centers, Mr. Jonna also owns some retail within the area, so he has a good understanding of what sort of demand currently exists. For the most part, these

will not be spec, meaning build them and hope they'll come. We have tenants lined up that want to be here.

Passive recreation; we first started looking at how we were going to lay the park out. We engaged a group on the west side of Michigan that has done a number of these plans, and certainly we will continue to work with the Township, but we envision this to consist of further passive recreation uses. Again, passive recreation, nature trails, benches, butterfly gardens, streams, rivers and gazebos. Concept plans, again, just beautifying what's there today, utilizing the natural features that are there today, and adding to them.

Concept plans; Again, foot bridges. Somebody I believe at one of the neighborhood meetings said they've got some footbridges there. I don't think I would have driven a golf cart on some of those bridges, let alone walk on them. There's going to be quite a bit of improvements that are required on the park portion of the development. It's not uncommon, as many of us know, to transform a golf course into something else. Golf courses have seen their good days and bad days, and just an example of a few is a simple Google search; you've got Beechwoods in Southfield, Links of Pinewood, El Dorado within this Township, that's where 5 & Main exists today, and some apartments on the northwest corner of Pontiac Trail and M-5, the Cherry Hill course, that's where I live actually in Shelby Township, 183 single-family lots in addition to 100 homes, Hawthorne Valley Golf Course in Westland, where Cattails was recently announced for 127 single-family homes

Wetland summary; As Dave mentioned, the site contains some significant natural features that we believe can be utilized as an amenity. Certainly, the entire site was delineated from a wetland standpoint being flagged, understanding where the wetlands are. Wetlands are categorized by emergent, open water, riverine and approximate wetlands. So, you could certainly see the creek as shown as a river, or riverine, and there are some additional wetlands. The wetlands in this particular area would be mitigated onsite. EGLE is typically a very big hurdle to cross. EGLE came out and basically identified an area roughly about here to recreate the wetlands that were once on this property and testing the soils within this area determined that this is the best place for wetlands. There are some emergent wetlands roughly right here, meaning the plant species show that the soils aren't conducive towards wetlands. Mitigating approximately 6 to 8 acres of wetlands, to be very candid with you, I've been doing this for a long time, and I've never seen EGLE mitigate, or allow to mitigate, 6 to 8 acres. They're excited about this plan. They're excited to see some additional wetlands being created that can be utilized and be functional, not only to the Township, but to the natural wetland features themselves. So, any sort of overflow from the wetlands could flow into the creek, which flows to the west. This particular area here, and I think Dave had it up on our previous plan, is actually within an easement to collect stormwater off of all planes. So, this particular area here would not be touched. This is the stormwater collection area for Golf Lane.

Traffic improvements, I don't think we have much traffic issue here, so we'll just skip it ... I wanted to be sure everyone is paying attention. As Dave had mentioned, and as we shared within the resident meeting, this area here is gridlock. It's rated as an F. Traffic is rated from an A to an F. This particular area is rated as an F, complete failure, traffic gridlock. Certainly, with the type of development that we're proposing, it's going to require some improvements and we're going to talk about what those improvements do for a development such as this. The current situation; the roads are at peak capacity. Level of service, LOS, is at an F. We talked about that. Prior residential would have

increased traffic by 1600 trips a day with no commercial component at all. New retail adds roughly 800 to 1500 trips per day, with no residential component. As it is, if we did nothing and just went in for zoning, the roads couldn't handle it. The retailers would probably die because the improvements of traffic would be required and somebody would have to do them. There's a number of traffic improvements that are required and these were determined by the traffic study. What's interesting is that after the improvements are done, it goes from an F to a D. One of the prior developments we were here with a week ago, that was a Level B. In this particular area, it's a Level F and will be improved to a Level D after the improvements that are being made. One of the main improvements is traffic signalization that would be timed with the hard corner. Certainly, you're going to have acceleration/deceleration lanes, left turn lanes that are going to be added, improvements to the signalization along the hard corner of Union Lake and Wise Road. Both access sites would be aligned with the driveways across the street, the new northbound left turn lane, which removes the drivers turning from the through lane in its entirety, absorbs the evening surge heading home.

Again, there is a significant traffic study that was created. We're going to go based off the recommendation of the traffic study, which was reviewed by the Township and certainly will be reviewed by the Road Commission at the right time. But, very rarely do I see traffic improvement of this level with this amount or type of development. Typically, you're not seeing much change, but there are improvements that are required.

Public benefit, certainly as Dave mentioned, this is planned to be a PUD. The largest public benefit, obviously, is the dedication of the 50-acre park, as we'll call it. It goes from 49 to 51 depending on where we're drawing the line. As the parking lot has grown, some of the comments from the residents was to not have another curb cut along Wise Road, so we incorporated some parking. As we proceed, we'll show some sort of walking connection to the park area here, but this parking is specifically designed to be utilized by folks that are driving to the park, as opposed to coming in with another curb cut off Wise Road as that would create additional traffic. So, incorporating that with the plan, we can envision it; these are neighborhood retail centers here with a specialty grocer here, and the kids are going to go play in the park, somebody can walk in, grab an ice cream, grab coffee, pick up their groceries, leave their car parked back here and it serves both purposes.

This particular site with the dedication of the park as we talked about with the neighbors, very few developments can I candidly say will increase the value of the majority of the neighbors. We'll get into some of the comments. These particular neighbors here back up directly adjacent to Parkside Commons. Over the last couple of years, we've had inquiries from car dealerships. We've had inquiries from industrial users, office users, residential developers, and large national residential developers have come to us. This would solidify, in perpetuity, a park to the north of them. In my opinion, having a park to the north of you will increase your value, not decrease your value. This particular area is already zoned commercial, so there will be a commercial component along Union Lake Road, it's just a question of what. What we're proposing again is to draw the line roughly back to here. This is a very sensitive area, certainly to the residents, especially these folks here that live on Golf Lane that have nothing fronting them and proposing a berm, and heavily landscaping that berm, while incorporating some sort of walking connection in between the two. The Overlay district calls for some sort of connectivity, which we believe is important as well.

Passive recreation; Again, amenities include enhancing the community feel while increasing home values. We believe that's certainly going to happen with the dedication

of the park. Upgrades to the roadway and infrastructure, and traffic improvement circulation. Strategic placements of the essential retail; a great example is the car wash. You've heard me say it, I think it's critical to have these neighborhood meetings so we can get the input, which we did receive, and we acted upon relocating that car wash to the north. Furthermore, what this does is, we could certainly just develop the front as commercial and keep the back end as residential. We recognize this is an intense development. We recognize this is a big project for the Township. We believe that dedicating 50 acres to the Township would give the assurance that any future development to the west of the commercial will be prohibited in perpetuity, as the park would end up in the Township's hands. We do anticipate an appreciation of the values based on the infrastructure, integration and commercial accessibility. That's all I've got Mr. Chairman.

Chairperson Parel – Well, we appreciate that. To reiterate, we're having an informal conversation. Nothing is binding. Dave, anything else from you before we poll the Commissioners?

Dave Campbell – I don't know that I've come up with anything more than what I've already said, but I reserve the right to change my mind.

Chairperson Parel – We'll go down the line.

Commission Comments:

McCanham – Nothing yet.

Weber – When do you want to hear the public?

Chairperson Parel – I thought we'd go down the line, and then we can go back and forth to try to answer some questions before the public. We will have the public discussion after some quick conversation here.

Weber – I have a few comments. I think it's a very thoughtful first cut at this and I appreciate that you had the discussion with the residents, or at least had the opportunity for residents to weigh in on some of your earlier renderings. Pros and cons; obviously, not having a high density residential and retail component. I recognize that, even though I don't think you'd ever get 160 homes in there, but 120 homes would be right to use. Meaning, if they wanted to develop the residential as it's zoned R-1C, the Township really wouldn't have a say in it. It's their land, just like it's your home. If you want to sell your home, or put an addition on your home, a developer would have the right to do that. So, not doing that, coupled with whatever the retail or the business activity along Union Lake Road I think is a huge plus, not just for the residents, but for the Township as a whole.

I like the idea of an upscale or more of a boutique market, something to provide an alternative to Kroger. Something that would maybe remove their monopoly and improve their performance as well. I talked about preserving the greenspace, and having the flexibility I think is important. I can tell you discussions that have taken place on this in general. I don't want people to think about soccer fields and ball fields. I don't think there's any appetite at the Township to add anything like that in this area. I like the idea of having some restaurants. I think restaurants are a value to the community because I

think they help build community. I think this is the third version of this I've seen over the years. The first version was the market, a restaurant with a drive-through and a car wash. At that time, I was averse to the car wash, but it was relayed that the car wash was an integral part, meaning if we want the market, you have to have the car wash. At that time, my comment was, I could live with the car wash if the restaurant wasn't a drive-through.

I think the second version I saw was basically this, but it had two restaurants that were drive-through. And now this version, if my memory is correct, evolves that to having some level of retail with restaurants/drive-throughs. I would struggle with drive-through components, and my thoughts are related to, I personally don't feel that we need more drive-throughs. We have plenty of them along the Union Lake corridor and throughout the Township. I think drive-throughs develop the antithesis of community, meaning nobody is going into a drive-through to break bread. It's just truly pass through and probably a fair amount of that are not Commerce Township residents passing through to White Lake, Waterford, et cetera. Paula has challenged me on that. She asked me, well, what about carryout? I think I might be able to wrap my head around that; carryout meaning that there are no drive-up orders. You can either call, or do it on an app, but you don't have the McDonald's or Wendy's ordering onsite.

I liked your renderings. I thought those looked smart and upscale with high-end value. I was as sad as anybody to see Sally's go out of business because that's where I used to hang out 20 years ago, but this site is a blight. We have had several people talk to us about the challenges, engineering challenges, because of Hayes Creek. I'm excited to see something going through, but I'm against the drive-through concepts.

Loskill – A couple of comments I had. I understand the need for the car wash area. I think the area needs a little bit more development. It's a little convoluted. I'm afraid it's going to cause more confusion than necessary, and I don't know if there's an area where you're going to have vacuums at the car wash. That wasn't noted on the plan. I don't see how that's going to fit in somewhere. Dumpsters in general; I see two sets of dumpsters, one by the northern retail and one behind the grocer. I'd rather see those more off of Wise Road, located somewhere else so that's not something you see as you drive by. I think you're also going to need something for the southerly building, dumpsters for them as well.

My biggest concern is ... a question first. Those areas that are outlined on the south side of the grocery store; I'm assuming the far left one is a truck dock. What are the ones to the right of that? Is that outdoor sales? What is going on there?

Mr. Jonna – We don't have a grocer yet. We're just thinking about anything that a future grocer may need. That area would be used as flowers in the spring ...

Loskill – Outdoor sales.

Mr. Jonna – Christmas trees, seasonal sales, outdoor sales if possible.

Loskill – My only concern is trucks idling in the truck well. You're immediately adjacent to some residents there. I think that could possibly be a real sore spot for them if they had trucks idling for hours at a time there. My other things have already been mentioned by George, so those are my comments.

Weber – The first thing I had written down here that I skipped right over was traffic. We received a copy of the traffic study late this afternoon, so some of us just really kind of skimmed it. I think that's something we want to wrap our heads around, particularly if there's going to be a signal. Yes, anything that's going to improve traffic, I think everybody is in favor of in some way, shape or form. We know that's going to be a challenge, and we also know a lot of that is going to be out of our hands because the County Road Commission is going to have a big say in that.

Winkler – I look at this project and I see so many wins regarding this project, given the fact that there's going to be park land contributed to the Township, there's going to be road improvements, they're going to clean up a contaminated site, that given the input that we've seen from the Planning Commission today, I'm sure they're going to hear the concerns that are being mentioned. The other thing I want to mention is if the PUD is pursued, stay away from EIFS entirely, and make sure these buildings look really good. And then, I have to also mention, to the credit of the petitioner, that what a lot of people don't realize is the significant amount of work that's going to need to take place simply to make that part of the site buildable. I mean it's an incredible undertaking, and versus any of the other developments that petitioners proposed, they're really making an effort to make this site useful. It has been a dilapidated building, it has been an underutilized site for so long, and I'm glad to see something like this taking place.

Bearer – As everyone has said, I love the concept of a park. I love the direction this is going in. A couple of questions. One, did I see in one of the slides that you anticipate the possibility of having a drive-through pharmacy as part of the grocer as well?

Mr. Jonna – Like I said, we've combined all the things that we know the grocers of today need or want. We don't have a grocer signed up yet. We've put it all there. We just don't know yet.

Bearer – And then as far as the car wash component, as George said, previous iterations made it a deal breaker to not have the car wash. Even without a grocer, is that still a requirement to have the car wash?

Mr. Jonna – The car wash and the drive-throughs; this is a very expensive endeavor, and I know that finances are not supposed to take part of what we do here. The car wash is an integral part of what we'd like to do here. Let's address the car wash. The size of that building for the car wash is incorrect. It will actually possibly be double that size, and what will happen is we will incorporate the vacuums inside of the car wash, inside the building, so you're not going to see the vacuums like you see up on Richardson and Union Lake Road. This concept we came up with just in the last few months in Oak Park, and it's being done in Bloomfield Township. We're actually in the car wash business and we're not going to do one of ours because the bright red colors that we have are never going to pass through this road. I believe that enclosing the car wash, all the vacuums, and the building is going to mimic the rest of the center. It's very much less abusive than what you see at a typical car wash.

Drive-throughs; retail leasing today is very challenged. Most of the retail leasing that you're doing today in an upscale property like this will be the Chipotle's, the First Watch, the Starbucks. I'm using the names, but I don't want to use them simply because we don't know yet. They're not going to come here without a drive-through. Chipotle doesn't

want a drive-through, but it wants a pickup window. We need to have the options of being able to do these drive-throughs, but then again, we have the capacity today with the drive-throughs, with the screening that you can do adjacent to the drive-throughs, so by the time we get done with it, you're not going to see a typical drive-through. It's going to be screened, and noise factors are going to be taken care of. It's not a risk at all to have what we're talking about.

Mr. Kassab – I think to Arkan's point, the last thing anybody wants to see in this building or in this Township is a dark building once it's developed and built because it can't lease up. So, as it pertains to the pharmacy drive-through, we looked at what some of the large grocers are doing today. I've never used one, but it's a requirement with just about every one of them, so we incorporated it into the plan. As Jordan had mentioned in a prior meeting with the residents, I believe these windows were more the pickup windows. To Arkan's point, we developed a retail center with a drive-through that you can't see from the road, by design. Recognizing not having the drive-through creates the neighborhood feel of people walking in and out, but the reality is, as drive-through tenants will tell you, 60% of their business is conducted through the drive-through. We believe these windows would be more of a pickup window than a drive-through. Ironically enough, West Bloomfield had a prohibition on drive-throughs for a long time. When that ordinance was created, there wasn't the ability to sit at home and order 15 Whoppers and fries, because you'd have to go pick them up in a drive-through. But, times change, retailers change and the needs of retailers change. Again, our goal in partnering up with Arkan and his company is to drive a plan that works, not just for now but in perpetuity because if this fails from a retail standpoint, the dominoes start falling. Typically, the large retail tenants have a co-tenancy clause that somebody else has to be there; if one fails, the other fails, and so forth. I've seen it happen, the domino effect, so we want to prevent that.

Many of the site plan matters that you've mentioned, regarding dumpster locations and so forth, we can have those addressed during site plan as well. Excellent points; nobody wants to hear a garbage truck at 5:00 in the morning picking up a dumpster. We can strategically place those. I know the Township has some requirements of where they're facing and where they can be. We would certainly want to protect that and now is the time to do it as we get toward site plan. To Mr. Winkler's point, to get the site developable ready, meaning if it had no issues inclusive of the wetlands, about \$10 million. Not that it matters from a zoning standpoint or a review standpoint, but this site is going to need some help if it's ever going to be developed from a retail standpoint.

Mr. Jonna – To add on regarding dumpsters; these buildings will have integrally, combined within the buildings or next to the buildings ... We're not going to do dumpsters. We're going to do smaller compactors simply because an 8-yard dumpster compacted becomes 1¼ yard of waste. So, it saves us on pickup. We don't have a truck there 4 times a week. You have a truck there once every 10 days. When we get a final plan, we don't know what our ... This is proposed, but eventually we will bring that into play as far as what we're doing for pickup. I would also add that at the northern end, we've got a significant outdoor seating area. I would like to add some more outdoor seating with greenery like we have to the north and the south of this building, and to the north and south of the building to the south. It's not shown on there, but we will do a better job of screening the drive-throughs through the whole project.

Bearer – That was going to be one of my final questions, as far as outdoor eating space and greenspace. You have potential for part of the property to be backing up on what foreseeably will be a beautiful park, and the other half of the property having some type of view of Union Lake. If we were going on my wish list, I would love to see some use of those outdoor elements within the restaurant seating area.

Chairperson Parel – Speaking candidly myself, I anticipated coming in here ... I recall George and I met a couple weeks ago and we had a little disagreement over this. When Scooter's Coffee wanted to come onto Union Lake Road, they came in front of us, and I thought I was the only one that voted against it. I said I just cannot vote to add one more car to Union Lake Road traffic. What I meant was not to cause any further traffic concerns, which we know in this community, that's why a lot of people are here tonight. It's why our meetings fill up. It's the #1 concern I hear from residents. George told me that he also voted no on that, and I could see it because that's important to me. I know it's important to the folks up here too, to make sure that we take those traffic concerns into consideration.

That said, a few things came up this evening. One of them was the traffic evaluation slide that you had brought up. I did not expect it. You really made me pause when I read about our current situation, I was not surprised to hear that we got graded an F for the current situation there as it relates to what you call gridlock. I'm sure that's the term they use as well. Not surprising. What was surprising to me though was that the traffic engineers looked at this and their claim is that with the improvements that you gentlemen are proposing, we can move that from an F to a D. I'll be honest, we got this late today, the traffic portion of it. I haven't had a chance to study it. I don't understand it. I'm not a traffic expert. We're not going to solve that today. But for me, that's just really interesting. I honestly came here thinking that I was just going to say no, I can't participate in this and you can't get my vote. But I'd like to understand more about that and I'm open to it. This is just one person up here, obviously.

Originally, I was just looking at the alternatives, and my thoughts were similar to what George or Brian mentioned. I always like to look at what the alternatives are. George, I think you mentioned about 130 homes that by right the developer could put up here. A small shopping center on Union Lake Road. I look at that and I say, maybe that's a better alternative, but you could do that by right. The alternative that you're proposing is a grocer, car wash, some small retail and a park. There are definitely credible benefits there too. I'm really on the fence. I know this isn't a decision meeting. I know I'm not keying in on everything, but I'm just getting some of my thoughts out here. George also mentioned that our goal in development, and Dave's day job, is to help build community through development. I understand as well, we have Giffels up here educating us about how drive-throughs do exactly what George was talking about. They don't build community, you can't break bread with folks, you can't sit down and have a meal. But, as I'm watching this, I'm seeing some other things that you're proposing that I think make up for that.

I think you called it a specialty grocer. I think a specialty grocer would be incredible for this community. I've heard people in the community, my friends and people who know me have been bugging me since Day 1, ten years ago when I joined this Commission, to have a conversation about that. When the Farmer Jack's went vacant down the street, I can't tell you how many phone calls I got. Can we bring in Trader Joe's? To me, that's what you're proposing here. I think the park makes up for that. I think retailers like First Watch with an outdoor patio. I think even Starbucks; my daughters love it. Every

kid likes going to Starbucks, but we really don't have Starbucks in our community outside of ...

Mr. Jonna – Dunkin Donuts.

Chairperson Parel – I understand, but let me tell you something, teenagers are very particular. They want to go to Starbucks; they want to get their specialty drink and they want to sit there and do homework and have a community. We have them in the Kroger's, but they really don't have the ability to do that. I say we give them that, we give them outside seating. I'm all over the place and I apologize for that. I honestly did not anticipate moving off that needle where I thought I was originally. Maybe I just leave it with me, I would say that I'd like to learn more about the traffic study, the number of cars and the impact of cars before I get more into it and make my decision. I am appreciative of this. Dave, I understand now. You and I have talked about this and this is a big potential development for the community, and the park aspects are really interesting. It could be a really good thing for everyone. I know we talked a little bit about that today and that's my feeling.

Dave Campbell – I may have a question for the development team. In the context of drive-throughs, we're having conversations about drive-throughs, impacts, intensity and so forth. You mentioned brand names like Chipotle, Starbucks and First Watch. I guess, Mr. Jonna, in your experience, would those operators have data that shows in this day and age what percent of their drive-through business is traditional drive-through where you're ordering at the menu board and then picking up at the window, versus more of a pickup operation where you've already ordered on the app and then you're just picking it up? Do you think they have that data available because I think that might be relevant to this conversation? Traditional drive-through orders versus app for pickup orders.

Mr. Jonna – I think we could probably get that. I can tell you, at Square Lake and Woodward, we had a Starbucks without a drive-through and they moved across the street. In Grand Blanc we had a challenged drive-through and they moved down the street. The only one that they kept with us is at Long Lake and Telegraph; there's no drive-through, but there's nowhere else to go there so they're stuck.

Dave Campbell – I think we believe it. Here, there was a Panera Bread at 14 Mile and Haggerty that didn't have a drive-through in Commerce. They moved across the street on the east side of Haggerty and built a new store in West Bloomfield. We're having the same thing happening at 14 Mile and Decker. There was a Starbucks without a drive-through and now they're building a new one in the City of Walled Lake that will have a drive-through. So yes, we're seeing it, where these national retailers will only operate where they have a drive-through component.

Mr. Jonna – Again, let us go back to the drawing board and show you how we can screen these drive-throughs to make them look presentable. I go back years asking Paula, what do we want here? What can we do? Where can I do my next property? All I heard was, we need another grocery store. I'm a grocer at heart. I grew up in the grocery business, and a specialty grocery store here, a true grocer would just rock. I don't go to Kroger anymore. We had Hiller's. My wife would drive 8 miles away to

Hiller's and shop, but Kroger controlled that space and wouldn't lease it. There was nothing that could be done there.

Mr. Kassab – Mr. Chairman, for the residents here. One important fact, certainly traffic is the elephant in the room. It's difficult in that area. The traffic study was conducted by the Township traffic engineer, not the developer's traffic engineer. It will be commented on with our traffic engineer. And, to your point, I don't know how to read them, I just go to the conclusion and say what do we have to do? But if you've ever looked at one of these, they can put you to sleep pretty fast.

Chairperson Parel – I feel like I'm doing that too. But also, they're talking about additional ... I haven't had a chance to study it. They're talking about future traffic volumes, the number of cars and the increase. For me, I need to understand how those two things fit together. It's obviously going to generate more traffic, but how is it going to bring more traffic, and at the same time, improve the circulation?

Mr. Kassab – That's a good point, and certainly when we saw the report, but adding traffic signalization, which is an expensive venture to take on, timing it, expanding some of the roads, adding a left turn lane, alignment of some of the driveways, eliminating future curb cuts, that's critical. I think Mr. Weber stated, by rights, this thing would generate more traffic than what we're proposing, by rights of having residential, and whatever retail along the front of Union Lake, would generate more traffic, which is crazy. So, it's clear that for the retailers to be viable here, we've got to address the traffic. Forget what the Township wants, we've got to be sure this is accessible. I live on the east side. You want traffic, go on M-59, Hall Road. I stay off it because you're taking your life in your own hands out there. But in this particular area, it has to be done properly. The Road Commission has to be involved. The signalization has to be improved, the left lane has to be installed, acceleration lanes, right turn lanes along Wise Road have to be improved, and the locations of these driveways was not by chance. It was by careful review of traffic engineers.

Chairperson Parel – That's another interesting point, and I know you brought it up. What you're saying, I think it's important to note that if you developed, as the right you currently have, and that would be residential with retail on the east end, there would actually be more road trips by about 100 a day than what you're proposing.

Mr. Kassab – Yes, that's within the traffic study. New retail adds 800 to 1500 trips per day, and the proposed prior residential would increase it by roughly 1600, so it's a wash, but that's without the additional retail along Union Lake Road.

Chairperson Parel – I don't know if we can dive into those numbers, but it would also be interesting to know, again, post-COVID era is a little different, but the number of trips with a typical resident, at least it used to be pre-COVID, the mornings and the evenings. With a proposal like this, I think it would be spread out from the morning all the way into the evening with people going to the grocery store, so that's interesting too which I think is beneficial to the Township.

Mr. Kassab – We can bring our Traffic Engineer in. He can talk for hours.

Dave Campbell – Talking about the traffic study, it is worth reminding ourselves it was done a year ago, and this plan has been refined. The chess pieces have moved around. So, the traffic study might need to be refined to reflect what the latest proposal is with the building sizes and moving the car wash to the other end of the site.

Mr. Jonna – If you're living north and west of this property, you're shopping at Kroger, you're driving down Union Lake Road. If you're living to the west, you're going to come in from the west and you're going to go back out to the west, so you're not travelling on Union Lake Road. Union Lake Road is a beast, with two lakes between Commerce and Richardson causing this whole issue. The backup is because of that bottleneck there.

Chairperson Parel – I guess I'm thinking I love the idea of this type of grocer here. I think my wife would kill me if I voted against it, but where are those folks coming from. I would like to understand where those folks are coming from. Are they coming from the east side of West Bloomfield? Are they coming from the north? That's going to be a lot of the additional traffic that's coming to the site. I don't think people are going out of their way to go to your car wash, respectfully, I don't think people make a decision that this one is worth driving an extra five miles. Starbucks, similar thing. I can see First Watch or something like that. I just feel like we don't have a lot of these great specialty grocers in our area, and my concern would be where are these folks coming from. And I think it is important to note that the 5 & Main property also has the potential to put in one of these specialty grocers. Are these similar uses or tenants, Dave? Do we know?

Dave Campbell – I don't think a specific tenant has been identified at either project, but I would look to Mr. Jonna who knows more about the grocery business than I do, but I think there's enough separation between the two that I don't think they would necessarily compete with one another.

Chairperson Parel – I think you can make the argument that you're absolutely correct. We have nothing like this now. If they were to put this in here, and it were to happen, to me it feels like down the street at 5 & Main ... I mean, that may not be a possibility.

Mr. Jonna – You have enough; north, east and west of this site can support two and three grocery stores. Where is there between here and Milford? Where is there between here and White Lake? Where is there between here and all of Waterford. There's just nothing.

Chairperson Parel – And West Bloomfield with Meijer. Anything else from you gentlemen?

[Inaudible unidentified resident speaking].

Mr. Kassab – All set.

Chairperson Parel – Okay, can we open up to public discussion?

Mr. Jonna – Yes.

Chairperson Parel – We're going to open up to public discussion. If you gentlemen don't mind, maybe you can answer some questions if something comes up, and then you'll have the microphone.

Dave Campbell – Typically what works best, Mr. Chair, is if one person talks and everybody else listens. It can become very disorderly when it turns into a back and forth and there's different conversations going on at once. So, typically when we hold a formal public hearing, there is a 2-minute rule, and that's part of the rule, one person talks and everybody else listens. So, I think for the sake of making sure that we record this for the sake of our recording secretary, I recommend you apply that.

Chairperson Parel opened to public discussion.

Chairperson Parel – Okay, thanks for the recommendation and thanks for keeping the guardrails on me. With that, what we'd like to do is to open the public forum and give everybody an opportunity to speak on this matter. I would ask, as Dave mentioned, 2 minutes. We will allow everyone to speak. We may not have an opportunity to answer right away, but we will try to address everything at the end. We have the developers here. They can also address some things. It's not necessary to repeat anything. We get it. The last thing I always say is, I just ask that everyone please be respectful to yourselves, to the developer, to us and to staff. If you'd like to come to this microphone here behind the developers, we can even start a line just to save some time if there are a few people that would like to speak. We ask that you please start with your name and address, and we welcome you up, sir.

Dave Campbell – Please take advantage of the microphone.

Rick Utterback, 8285 Flagstaff, Commerce Township – I live on the west side of Union Lake Road. My concern is the car wash. You said you own some car washes?

Mr. Jonna – We own a franchise of car washes.

Rick Utterback – What's the name?

Mr. Jonna – We own Tommy's Express, it's a bright red building.

Rick Utterback – I know Tommy's. I used to [inaudible] ... I've been in the car wash business for many years. Tommy would tell you; I would tell you; you cannot run a car wash on less than 800 cars a day. Now, you're talking an automatic car wash, with a conveyor. I built a lot on the west side of the state, where Tommy's is headquartered out of, and I'm talking car washes that did 2000 cars a day. Do you know what traffic that is going to add to our road? My second part of the question, you have Jax Kar Wash down here. You're not going to compete with that. They have too much money. You have Zax up on Cooley Lake Road. Having the car wash there is the biggest waste of time.

James Jenkins – I live off Midwood Drive off of Cooley Lake Road, to the west side. I just want to make this statement. I moved out here 47 years ago and built a house. I just want to say that you had a bad traffic problem back then. I worked in Farmington and Livonia. Haggerty Road should have been widened 40 years ago.

Jim Lacari, 8424 Hummingbird, Commerce Township – I live on Hummingbird, which is just on the north side of Wise Road. I represent the HOA there. A lot of our residents were concerned about traffic. We appreciate the fact that the driveways are located where they are. It gives us easy access. We also appreciate the fact that the park is not the responsibility of the Township to develop. It's going to be developed, and we just have to maintain it. We appreciate that. I think the other piece here is, right now the roads are F status. If we don't do anything next month, next year, they'll still be F status, and we'll have this eyesore on the corner, so I appreciate the fact that they're going to develop it. Even though a D is not perfect, a D is better than an F. That certainly improves the entire corner which raises everybody's value. So, the roads are what they are. Let's do something about the eyesore that we already have.

Joe Miskell, 8241 Golf Lane, Commerce Township – I live at the front end of Golf Lane. I'm a 30-year resident. I've seen it change a lot. Some of my neighbors have been here longer than 30 years. We didn't have an Aurora and we didn't have all that traffic from Aurora. We certainly didn't have a boat launch. We didn't have two Urban Air jungle gym entertainment meccas bringing in traffic from all different cities. And, I have a question for the board right now. How many of you travel on Union Lake Road every day?

Chairperson Parel – I think the answer is probably all of us.

Joe Miskell – All of you travel on Union Lake Road every day?

Chairperson Parel – I think probably most do.

Joe Miskell – Okay. Well, you don't live on Golf Lane Road. I'm here to tell you what it's like to live on Golf Lane Road. Myself and my neighbors to the right of me, since we're in the front part of the entrance, we hear it all, we see it all. We could do the traffic study because we hear the loud motorcycles, we hear the loud cars, we hear the accidents. The accidents aren't pretty. I know it's a 60K per day traffic study. Well guess what the accident rate is on there? I don't know, but I'm telling you it's a lot because we have sirens all day long. Every day there's a siren, there's an emergency vehicle on Union Lake Road, between Willow and Wise. This is where the accidents are happening. You think a lot of accidents happen at Union Lake and Commerce, try the accidents that happen at Willow and Union Lake, and Wise and Union Lake. Serious, serious accidents. There's no skirting around the issue that if we put businesses right there that this is going to increase the traffic, no doubt about it. Now we've talked about the curb cut or the road cut, the driveway. If you have Aurora's driveway and you're going to put a road adjacent from it, and you're going to have all this traffic using that road to get in and out, I don't know how that reduces the traffic study from an F to a D when all you're doing is just adding more traffic and using that little road. The cut in, the road that you're also going to put on Wise Road, nobody's going to take that road. Everybody takes Union Lake Road. The people that travel on Wise Road are the residents that live on Wise, and maybe a few from Bogie Lake. A majority of the traffic is going to come Union Lake Road and very few are going to use that cut in off Wise. I don't see how that's going to reduce the traffic. Please consider all of us residents. Maybe some of us are going to retire there. Maybe some of us just want a better quality of life, but I don't think this is the answer.

Jim Zeimet – I live on Golf Lane. Concerning the 50 acres for the park, that's going to be donated to the Township, and it will be part of the Township property?

Chairperson Parel – That's my understanding.

Jim Zeimet – Who would be responsible for making the improvements to the park area? I got sort of that impression that the developer would do some improvements.

Mr. Kassab – As we work with the Township and work with Emily, the Parks & Rec Director, certainly we're going to need to make some improvements to the land based on our development of the storm pond that you see to the west of our development. Depending on what's needed, it's going to be predicated based on Emily and the Township requirements, with walking paths, and certainly the 6 to 8 acres wetland mitigation that has to take place. The developer will be doing that. Are we going to build an indoor soccer stadium? No. Walking paths, benches, gazebos will more than likely be done by the developer through the PUD agreement.

Russ LeFevre, 2032 Kratage Ct, Commerce Township – My question was, who is going to be responsible for developing the park. Coming here, I wasn't in favor of this. But listening to an F to a D, I'll listen. The park – I love the idea. I'm out in Wise Woods and Victory Park all the time. If that could be developed, you might get a vote.

Melanie Lacari, 8424 Hummingbird, Commerce Township – Just a couple quick things. In regards to the park, I understand it's going to be built but does our Township have the money in its budget to maintain it? Who's going to keep it up and everything? Another thing, because it accesses the other parks, we're already starting to see some deer coming around now. Is there anything that can be done to stop them from migrating over to that vicinity? Another consideration is, I believe there's a bus stop on the corner for Golf Lane, so just to be considered traffic wise. With the addition of the lanes, I don't know ... everybody who travels Union knows, it's really hard to merge back in at Dunkin Donuts over there. The same is going to happen with the other because there's just a lot of road rage. People don't want to let somebody else in because they've got to get to work.

The other day, I was driving north on Union Lake trying to turn west on Wise, and this comes to the truck situation too, coming in and out of the new development; there was a trailer with a pontoon on it and a big truck trying to make a turn southbound onto Union, and it almost toppled over on me because the lane was not wide enough for him to get around and I wasn't far enough back in the lane to allow them. Had I seen him, I would have stopped back further. That's a concern too. If you're going to have these big trucks, there's not enough radius for them to go around. An updated traffic study would benefit us, as the gentleman over there said this one is a year old. Oh, the car wash. I guess I'm not really clear on where it is. People often line up for the car wash; will they be lining up now on Wise Road to try to get into the car wash? I can't envision that.

Mr. Kassab – Mr. Chair, if I could make some comments and maybe to prevent some additional concern on the traffic. As one of the prior speakers had mentioned, the majority of the traffic is off Union Lake Road. Wise Road certainly has traffic, but Union Lake is the main thoroughfare heading north and south. The left turn lane would be

added, an additional added lane along Union Lake Road, signalization would be added right here. Again, this was strategically placed across from this. After an event, a spring day on a Sunday, and the grocer is hopping, the last thing we want is folks turning left and turning right out of this and creating an issue. What the prior speaker had mentioned, again being that we own this corner, any sort of improvements, giving away some of the right-of-way to the Road Commission for expansion of the right turn lane off Wise Road, heading southbound on Union Lake Road, adding a left turn lane, adding signalization. All of those combined would take it from the F to a D. Again, as the traffic study said, certainly it's a year old, but I don't think it's going to change much personally, but these are all very critical components. It's not just one item. It's not widening the road, it's not adding the acceleration lane. It's where the drivers are located. It's not adding additional future growth. I think as the Supervisor always says, I'm not looking at traffic today, I'm looking at traffic 25 years from now. For the sins of 25 years, we're paying the price today. Not having the residential in the back will prevent that from occurring 25 years from now.

Chairperson Parel – So just real quick, we're talking about expanding another lane, a left turn lane?

Mr. Kassab – It will terminate on Union Lake Road. When you read the traffic study, it talks about expanding the left turn lane, heading all the way down, more than likely, to the entrance of our site.

Chairperson Parel – Okay, because I know right now, it does get pretty backed up, and not only backed up, but it gets pretty heated around the entrance to Aurora. It's pretty chaotic there sometimes, but you're also proposing a signal there as well.

Mr. Kassab – Right, at the entrance. That's a requirement.

Chairperson Parel – I just wanted to further understand that, but it sounds like it's still [inaudible]-

Mr. Kassab – Let's just go back and look at some of the plans. Again, with the residential plan, it would make sense to access some of these residential developments off of Golf Lane. I've got to believe we would have a different audience here today if we were proposing coming in with 127 lots off Golf Lane and off of Wise Road, in addition to the 125-lot count. With the multi-family, we elected to keep it off of Golf Lane. Taking a look at a development of this scale, I would certainly see the concern if this area would be left out of the development and retained by the developer for future use. It is zoned residential. We're not looking to do any sort of multi-family on it, but is there a demand for single-family? I can tell you this because this board knows we have projects in front of you containing single-family at other locations. So, this site is certainly developable. I think I was reading the minutes and the Supervisor stated, the traffic concerns today didn't happen because of the bounce house up the road. It didn't happen because of the car wash up the road. It happened because nobody really paid attention 25 years ago of how to manage the traffic. Preventing the future growth here of development, adding the parking behind our retail center to accommodate, and future curb cuts along Wise Road all improve the traffic.

Kevin Hurley, 8635 Golf Lane, Commerce Township – I've been a resident of Commerce Township for almost 40 years, and all of it on Golf Lane Drive. I've been an attendee to a number of these types of meetings where various proposals were presented. The vast majority of them have been residential. This is the first one that has a real serious commercial component, with the vast majority of it ending up as a park. This is not really going to affect me because I'm at the extreme west end of the street. I'm more concerned about my neighbors who are going to have to look at this. My big concern is their properties are not impacted because of some visual aspect or noise aspect that they're going to have to deal with. The second concern that I have is that the park truly remains a park, so that the board and the Township understands, this is a nice property but we're not going to do anything other than a park. We're not going to put up some type of building and some of those other things. That is a huge concern for me. I moved to this community for one reason, it is a very natural, ruralist type community and that's the way I would like it to stay. Thank you for your time.

Jane Dietrich, 8259 Golf Lane, Commerce Township – I'm one of the first four houses on Golf Lane. We are construction weary. I do come from real estate development, so I understand your side of the table. I've gone before zoning boards and things, only if I truly believed in it. I think this one is workable. In 1995ish, we endured having the dewatering sanitary sewer, whatever that thing is, and It's a Matter of Taste being built all at the same time. During the dewatering, they wanted to also put in 20 some houses which is at the west end of Golf Lane. We also had to endure the sanitary sewer line going down, the water line going down, and I had the pleasure of losing water and losing my well for four months because they put the sewer line on top of my stream and my gate. On top of that, we were told, we had tapped in 30 some times for the sanitary sewer line, so we had to pay for the repaving of the road. Okay, fine, whatever. It was not pretty and trust me, I stood on the chair and Paula can attest. In around 2013 or so, we were told that Dr. Atchi and the property behind us was going to make it senior housing. Isn't this wonderful, a PUD, he wanted to give that to the community. But we don't have a PUD and we didn't get it at the time, or something similar, so we made it multi-family. I kept saying, don't do it because somebody is going to come in. Everybody wants multi-family, especially developers, they can make a lot of money. Oh, we'll make it multi-family. Sure enough, Dr. Atchi passes away, the property gets sold and I come home, I kid you not, I have pictures of three bulldozers clearing the property behind me putting in 99 apartments. Yay, that's us. So, now you want to put this in across the street from us. I respect that. I come from development. I'm not in development anymore. The auto industry and everything dropped that. We would like a 12-foot berm with evergreens on top of it, and a wall, and anything else you can put up to keep the noise from hitting us. We've already been through enough on this part, just these first 10 houses here. So, if you could just, please hear us. I'll be back at the public hearing, but if you could just listen to us and do whatever you can to spare us more construction nonsense.

Chairperson Parel – Thank you, and I'm sorry we're running into 3 minutes.

Jane Dietrich – The other thing is, I've been here since Union Lake Elementary was here. I went to kindergarten there. That kind of dates me a bit. This used to be golf Union Lake. It would be nice if we could still see it. We can't hear it anymore, but it

would be nice if we could see it. So, if there is any way you can have this available so we can have some benches, so we can enjoy it, that would be great.

Mark Nickin, 8227 Golf Lane, Commerce Township – I've lived in the first house on Golf Lane Drive for the past 39 years. Great community. Let me just say one thing. I'm glad that your Master Plan is for residential. That is exactly what that piece should be. If they want to build a nice grocery as you guys, have it, there's a nice 15½-acre parcel right next to the Jax Kar Wash where you could build a nice grocery store. I'm sure you could put that right there, not worry about the traffic and maybe worry about the traffic on Richardson and Haggerty Road. That's what you should be doing, not rezoning land that's not master planned to the benefit of Mr. Jonna, who happens to be a fantastic developer and a good man. He has done lots of good things. This is not the time and place, especially for the people who built those 20 homes, when they built those 20 homes, I can't imagine living and looking at the parking lot that's going to be the asphalt jungle you're going to create.

Jennifer Lyons – My mom actually lives on Golf Lane Drive. Moreso a comment to the Township to reiterate what both George and Dave were saying, and also the other gentleman. I think the park is a great idea. Again, you don't see that nowadays. It's pretty much that people are so quick to put in a development which I think would have added to the traffic in addition to the retail as well. It's their property, they're able to do what they want, so I think the fact that they're trying to compromise and do something for the neighborhood is a great thing. I do want to reiterate because the Township is saying with the traffic, how David did mention about possibly having that zoned for active sports, since the other parks are not available. You would just be, again, adding to the traffic by having additional sporting soccer fields, baseball fields, so the whole biz that they're going to put in all this time and money to make it a passive park, that it does stay a passive park. Thank you.

Andy Gignac, Hummingbird Lane, Commerce Township – I'm getting to know a couple neighbors here that I don't know, which is kind of cool. Just one, I appreciate the opportunity to be able to listen in and be made aware of the plans. Obviously, it's very much the draft phase of things. I think the park option, I would reiterate what the woman right before me just said; I think we've heard kind of a mix of whether it's going to be passive recreation, or because it's not land that was purchased from the State, it's unrestricted how it could be used as a park. I think we need to be very cautious, and maybe have a little bit better messaging that's consistent, because I heard both of those terms thrown out, being passive, or opportunities to build soccer fields and baseball fields.

I think one thing, just from experience I've had working in schools in the neighboring community developing new driveways and whatnot, I did hear a comment, and this would be a traffic engineer question probably, but where that north driveway is, going out onto Wise Road, it is going into the Kingfisher Court neighbor's backyard. I think it is, if you pull up where that driveway would be, it would be pointing right at the back of houses. So, I don't know if there is a way to angle or shift it so it isn't. We ran into that at the school I worked at where they were building a driveway. They ended up late in the project having to shift the driveway because they realized the headlights coming out of that driveway are shining in the back windows of the houses right there. So, it's something to take into consideration, which the Golf Lane neighbors to the south, I feel

it, and I hear the berm and I see the importance in that, protecting their privacy on that road. I think it's something to consider for the north side as well. Just capitalizing on the opportunity to make that Wise Road and Union Lake ... As a parent to two teenagers, well, one's 20 now, we've somehow managed to make it through Wise Road and Union Lake without any accidents with our teenage kids, but it is a very dangerous intersection, so being able to possibly truly study, how do we create the proper turn radius that we need there for the vehicle size that's coming through and capitalize on that opportunity. Thanks again for the opportunity as well.

Karen Svalya, 8323 Golf Lane, Commerce Township – I'm one of the residents who live in the first few houses off of Union Lake. I moved from the UP to here to see the view of the golf course, and a meadow, and birds, and willows, and trees. I'm a nature lover and I love my view. I've been here for 8 years and I'm just kind of so sad to see that I have to look into a parking lot, and I would request, for the noise factor, even as it is with the big willows and the trees, I hear the traffic constantly. I can't get out of the subdivision. I have to make a right turn, and then a left, and then a right turn to get out because I can never get out. I don't know how I will get out this way, even with a light, because I don't know how it will be. It's terrible and people use that left lane as a thoroughfare, and there's accident after accident. They won't even let me turn left into my street because they're just using it as a straight way to make their turn to Willow. It's horrible. Anyway, I also hear the noise from Aurora and parties on the lake, and they go on for weddings and receptions. Without the tree barrier, it's going to be even worse, and I don't want to see lights. I just hope that the greenbelt is really truly green, and they put mature trees and I can't see anything. Thank you.

Jason Hutchinson, 8681 Golf Lane Drive, Commerce Township – I've lived on Golf Lane for about 5 years now. I'm all the way at the far end, second house from the dead end. So, a lot of the development will not affect me. I did buy my house because it's across the street from a golf course. Having a park would, in my idea, be a good tradeoff. I am also one that is in favor of a high-end grocery store. I'm travelling to 14 and Orchard Lake, or to Livonia or somewhere else to get the things I want. And if we could get a Starbucks, again, I would be overjoyed, but I don't want to stand in the way of progress just for the sake of standing in the way of progress. I think this is a thoughtful plan of the residents, and I like the direction that it's in.

Tom Rossbach, 8307 Golf Lane Drive, Commerce Township – I worked at Hiller's Market for 46 years. They didn't make it. We had one on the corner there. I do believe that's a loading dock facing my house. I used to go in at 6:00 in the morning, and the trucks were fighting to get in, and all the trucks now have beepers on them so they don't run over anybody. We need noise abatement, bad. Would the board allow me to put a garage in my front yard? I know it's against all the rules, but I would appreciate a garage right in my front yard and not seeing all of this. Thank you.

[Maury Dade] 1846 Alsup Ave, Commerce Township – We're up Canal Road on the south shore of Long Lake. We're not here all the time. We know a little bit about traffic. I work out on Long Island; built the world's longest parking lot. We've got some traffic here that rivals Manhattan at my daughter's place. We love this place. We're on the side of the wildlife. We want the wildlife to be sustained. We'd like this place to look classy. That old Sally's Barn, that was nice, and there are memories there, and memories going

back to the Little Brown Jug. We bought the place in 1968, and so we've been here a long time. I always say, born and raised in south Detroit, and went to Dearborn High, and came out here. Anyhow, we love the plans and whatever business you come up with, a nice grocery store. If you've been to Matti's in Milford, or Zerbos or something like that, fine. Kroger needs some competition. I'm tired of standing at Kroger in the checkout line having to do it yourself. Good stuff otherwise, prices are right. And so, essentially, I'd just like to say, it's a river here that runs through it, and this river is important. We'd like to keep the views of the river. We like the idea of the park. Something classy is going to do it. There was a car wash right there at the end of Willow Road by the gas station and it failed. I don't know why. I used to go there now and then. The noise is something we're all used to, but to make the traffic easier, we have a conundrum here and it's never going to change. It has been 58 years or so. You have 4 lanes down there; they went into the two lanes by Bay Pointe. People were getting mad at each other for turning left. And up here, somehow, we've got three lanes going up into Union Lake. We've got that one in the middle. And the people of Golfside have problems similar to the ones at Golf Lane, but maybe not quite as bad. So, keep up the good work with the beautiful trees, birds and lakes and everything we have here. Come up with a classy business, and I'm all for progress. Hopefully it's something we all want.

Weber – If I could address one thing. There have been several comments on the park. Legally, I don't know what the process will be, whether it will be through a deed restriction, or whether it will be something else, but I think the intent of the developer, and the intent of what we're hearing is that it is a protected park land. Whatever that use is, Mr. Kassab has referenced Emily England. Emily is the Director of Parks & Recreation, and Senior Services, so she basically lives at the Richardson Senior Center. This will be a topic for the Parks board to really identify what the use of this land should be and how it best fits with the character of the Township. This is new. I don't think she has had a whole lot of time to wrap her head around it, nor has our Parks board. I would encourage you to keep an eye out on the Parks board minutes, if this does get approved in the future, and attend the Parks board meeting. That's where all of our parks are designed and protected, and we take the community input on what they need. There's no desire to throw ball fields and soccer fields, or splash pads, or anything like that. But should it just be a walking path? Should it be a disc golf course? Should it be more of just a natural wetland. I think that's to be determined, but I think the key is, their job is to protect it to make sure it stays within the character of the Township.

Chairperson Parel – Thank you, George. That's a good point. With that, we will give one last opportunity for anybody to come up and speak.

Macy Bell, 8374 Golf Lane Drive, Commerce Township – I'm the second house on Golf Lane Drive that backs up to the old golf course. I was at the first meeting and there wasn't a rendering of where the loading docks or the grocery store would be. And so, even with the residents that are at the very beginning of the street, even though I'm not the first house next to the berm, I'm the second, and still the noise is going to be a factor with the trucks, how loud they are when opening and closing things, unloading, talking, communicating. A berm is only going to do so much. So, I guess I would like to have the developers maybe think about if there's any other way to configure that building. I mean I know you don't want a loading dock facing Union Lake Road, I get that. But the houses on Wise Road on the back, they're much further away, so that building could be turned

and that loading dock is either facing the park or facing Wise Road, I don't know if that would maybe be any better since we're the closest to that building, our street and the houses around us. Even if it's just configured, if you bring the grocery store out closer to Union Lake, but figure out a different configuration for the other buildings.

And then someone had mentioned enjoying the view. That grocery store is covering the majority of the view of the park from the parking lot. So, if things could be reconfigured, you could put one of those smaller retail buildings in the back with outdoor seating or second story seating to actually enjoy the park view more, depending on how things are to enjoy the view of Union Lake from that top corner. It doesn't seem like a bad idea, but I think really thinking about the noise from dumpsters or compactors, the noise from a loading dock. Can it be placed in a different area where it's not going to be backed up to houses? Maybe backing up to Wise Road and the car wash, maybe they could make it pretty like how they've been describing different things so that it's not just right literally next to backyards and front yards.

My only other thing, there is a bus stop at the beginning of Golf Lane Drive. There's that cut in and the bus comes in out of the driving lane to cut in to allow kids time to load and unload from the bus. So, that would need to be taken into consideration when they're cutting the different lanes that there should still be a safe spot for a bus, because our street isn't going away and the kids aren't going away, so that bus still needs an area to stop to safely load and unload kids. Thank you.

Chairperson Parel – Great discussion. Thank you so much.

Chairperson Parel closed the public discussion.

Chairperson Parel – I can't anticipate we have any further questions up here. Anything else we can answer for you, gentlemen?

Mr. Jonna – Mr. Chair, if I may. At the southern end when you see the area that is supposed to be screening, I don't have the dimension counted right now, but if I'm measuring parking spaces, it looks like maybe 40 to 50 feet that runs along the residence. That area is to be a berm, exactly how high I don't know yet, but you wouldn't see the asphalt. The berm and then a lot of transplanted trees there will screen it even more.

Weber – Is there an opportunity just to have the loading dock on the north side? Is that feasible?

Mr. Jonna – We looked at that, and we've had that plan. The appearance ... we can look at flipping it, but you're going to see a truck dock from Wise Road and slightly, I don't know if you want that.

Weber – Maybe whoever the architect is who is doing it, maybe just show us. Once again, another bite at the apple on this, kind of show us alternatives.

Mr. Jonna – We looked at it, the accessibility. Here, it's out of sight. We need to look at the berm and greenery, and maybe do an elevation at grade to see what we see. If the grade is above the top of the truck, you're not going to see it. I agree, that's why I'm saying, I don't know how high it is.

Mr. Kassab – I think a cross section is what you're referring to on Golf Lane. Once we dive into the details ... I think at this point, we just want to circle on the use of right.

[Unidentified speaker] You're donating 60 acres to the Township. That's a lot.

Mr. Kassab – I think the key at this meeting is to circle on the uses. There are going to be a number of site plan matters that have to be discussed and details flowing. However, the compactors, one way to filter the sound is through fountains, which we will put in the ponds we create and they'll run 24/7. Certainly, that noise will help to reduce the noise of horns and whatever the noise might be. The cross section, and we've done this in a number of developments, showing what it's going to look like at Golf Lane and what it's going to look like from the homes on the south side of Golf Lane with that elevation that we have to the north.

And lights; lights are a big factor. Unfortunately, dark sky doesn't exist in Commerce Township. However, with a good photometric plan, we can eliminate any sort of lights that shine onto the neighbors. All that would be incorporated within the PUD agreement. Again, I think the key today is, does the Township want this. I think Mr. Weber's comments would be driven by the user. The user might say, I've got to have my truck wells here. I've got to have my entrance here. I've got to have the back of the store facing this way and the front facing that way. I emphasize, and we've seen them, we've been all around during the bad times, and we do not want a dark store here. That's the last thing anybody wants. This golf course didn't shut down. It filed bankruptcy. It's public information. So, it's critical to keep in mind that whatever use we come up with is a viable use that's going to continue for decades to come. The park is going to be dedicated, wetlands are going to be created, more conservation easement to EGLE, and those wetlands will probably never be moved in anybody's lifetime, ever again once they're created. So, many safeguards will be put in place. The key today is understanding the uses and how we fit those uses into a plan.

Chairperson Parel – With that, it sounds like we gave you everything you needed this evening. Anything else we can answer for you?

Mr. Kassab – Great input. We're going to take it back to the drawing board and come back to the Township at the right time.

Mr. Jonna – Thank you.

Loskill – Thank you.

Chairperson Parel – Thank you everyone for coming out. We're going to finish up in few. We will not be insulted if you'd like to take off before we move on.

J: OTHER MATTERS TO COME BEFORE THE COMMISSION:

None.

K: PLANNING DIRECTOR'S REPORT

NEXT REGULAR MEETING DATE: MONDAY, AUGUST 10, 2026, AT 7:00PM.

Dave Campbell shared the following with the Planning Commission.

- Just a couple quick updates, recognizing that we were just here a week ago.
- A couple meetings back, you heard from a property owner regarding a property on Glengary. She was the neighboring property owner, or more specifically, her late father was. The property she was concerned with next door came to this Planning Commission around 2023 seeking retroactive approval of an oversized pole barn. One of the conditions the Planning Commission imposed in Spring of 2023 was that in order for the property owner to keep that pole barn, all of the equipment on the property and all the construction material, debris and junk and everything else had to be moved inside the pole barn. They had a deadline to do it. After further research, we determined he did meet that deadline but then the property owner got ill and he kind of got lax with keeping his stuff inside. He has since cleaned everything up. Our code enforcement officer was out there today to confirm that everything has been put back in the pole barn. So, I just wanted to close the loop on that conversation. I know when she spoke during our public hearing, you asked me to get back to you. That situation has been resolved.
- We do have our next meeting coming up on August 10th. I can go through what we anticipate at that meeting, but I think I tried to do so already at our meeting last week. So, unless anybody has any specific questions for me, that's all I have.

L: ADJOURNMENT

MOTION by Loskill, supported by Bearer, to adjourn the meeting at 7:38pm.

MOTION CARRIED UNANIMOUSLY

Joe Loskill, Secretary

UPDATE OF ACTIVITIES IN COMMERCE

PUBLIC DISCUSSION

(on matters for which there is no public hearing scheduled)

TABLED ITEMS

OLD BUSINESS

PUBLIC HEARINGS

To: Commerce Township Planning Commission

**From: Commerce Township Planning Department
David Campbell, AICP - Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner**



Date: August 6, 2026

**RE: PCZ#26-01 – Commerce Lake Market
Conditional Rezoning Petition of two properties at
1740 Glengary Road & 2750 Benstein Road.
Proposed to be conditionally rezoned from B-2 (Community Business) and
R-1D (One Family Neighborhood Residential) to B-3 (General Business)**

Project Information

Site:	Commerce Lake Market 1740 Glengary Road & 2750 Benstein Road Commerce Twp, MI 48390 PIN's: 17-21-276-064 & 17-21-276-063
Applicant/Property Owner:	Mr. Saad Bakko 1740 Glengary Road Commerce Twp, MI 48390
Project Engineer	GAV Associates, Inc. Ghassan Abdelnour – CEO 24001 Orchard Lake Road, Suite 180A Farmington, MI 48336

Overview

Commerce Lake Market owner/operator Saad “Steve” Bakko proposes to redevelop/rebuild/expand his existing convenience store at 1740 Glengary Road. Mr. Bakko proposes to demolish the existing retail building at 1740 Glengary Road and the existing home at 2750 Benstein Road (which he owns), combine the two properties, and build a new larger convenience store that will include 6,857 square feet of retail space along with four fuel pumps (8 nozzles) under a canopy. The easterly of the two existing driveways along Glengary Road would remain, the westerly Benstein driveway would be eliminated, and a new driveway would be created along the east side of Benstein Road (effectively replacing the existing home’s residential driveway).

The property of the existing Commerce Lake Market at 1740 Glengary is currently zoned B-2 (Community Business) and the property of the existing home at 2750 Benstein is currently zoned

R-1D (One Family Neighborhood Residential). Because Mr. Bakko proposes to add fuel sales, and because retail sales and dispensing of automotive fuels (gas station) is permitted only as a special land use in the B-3 (General Business) zoning district, Mr. Bakko proposes to combine and conditionally rezone both properties to B-3.

The applicant appeared before the Planning Commission for an optional conceptual review on two occasions, the first being on October 7, 2024 for comments to demolish a portion of his existing building and construct an addition onto the north side of the building and secondly on March 3, 2025 for a total demolition of the retail building to construct a new larger building with four fuel pumps (8 nozzles) under a canopy. The PC's comments were mostly favorable to the redevelopment of that site but focused on the impacts to both Glengary and Benstein Roads and to the neighboring residential uses with respect to traffic, noise, lights, etc.

The applicant has opted to apply for approval of his proposed project under the Township's conditional rezoning procedures contained within Article 36 of the Zoning Ordinance. A conditional rezoning allows the petitioner to seek the zoning they require for the uses they propose, with a contractual commitment (a conditional rezoning agreement) that the proposed zoning is bound to a site plan (a conditional rezoning plan). The site could not be used for any other land use not expressly permitted in the agreement unless that agreement was amended. If the site is not developed consistent with the agreement or the corresponding plan, the properties would revert to their original zoning designations. The alternative would be a request to rezone to B-3 without any conditions, which would mean that any use allowed in B-3 would be allowed on the site so long as the use can meet all the Township's standards for setbacks, parking, landscaping, etc.

Mr. Bakko and his team have drafted a conditional rezoning petition that was received by the Planning Department on February 11, 2026. That petition includes a narrative which states the conditions the petitioner is prepared to offer. The Township Attorney created a draft conditional rezoning agreement (CRA), based on the conditions offered in the petition along with subsequent correspondence with the petitioner. The final signed CRA is not required until after the Planning Commission has made a recommendation on the conditional rezoning petition to the Township Board. However, it is advisable for the conditions of the CRA to be discussed by the Planning Commission before any final decision by the Township Board as they are the recommending body for the petition.

Mr. Bakko's architect Ghassan Abdelnour of GAV Associates created exhibits to the CRA, including a conditional rezoning plan, building elevations & renderings, and a floor plan. If the CRA and its exhibits are approved by the Planning Commission and the Township Board, Mr. Bakko would be committed to a final site plan and building elevations very consistent with those included as exhibits to the CRA.

Zoning and Future Land Use

As part of any request to rezone a property (conditional or otherwise), both the Planning Commission and the Township Board should refer to whether the request is consistent with the Township's 2023 Master Plan, and particularly the Future Land Use Map within that Master Plan. The properties proposed to be rezoned are described as follows:

Area	Existing Land Use	Zoning	Future Land Use
Subject Parcel 1 (1740 Glengary)	Retail Building	B-2 (Community Business)	Neighborhood Commercial
Subject Parcel 2 (2750 Benstein Rd)	Single family home	R-1D (One Family Residential)	Neighborhood Commercial
North (2762 Benstein)	Single family home	R-1D (One Family Residential)	Neighborhood Residential
South of 2750 Benstein (2718 Benstein)	Masonry contractor	B-3 (General Business)	Neighborhood Commercial
South of 1740 Glengary Village of Wolverine Lake	Dairy Twist & Shear Serenity Salon	C-1 Local Business, according to the Wolverine Lake Zoning Map	Neighborhood Commercial, according to the Wolverine Lake Master Plan Map
East (1720 Glengary & 2753 Woodbury)	Aurora Pro Painting & Single family home	Both are R-1D (One Family Residential)	Neighborhood Commercial & Single Family Residential
West (2711 & 2735 Benstein)	Retail Building & Dentist	B-2 (Commercial Business) & O (Office)	Both Neighborhood Commercial

The Planning Commission should consider whether a conditional rezoning to allow a use (fuel pumps) that is typically only allowed as a special land use in B-3 is consistent with the objectives

of the Neighborhood Commercial designation of the Township's Master Plan. The new/expanded retail store proposed does appear to be consistent with the Township's Master Plan which designates both properties as "Neighborhood Commercial" on the Future Land Use Map, a Master Plan designation most consistent with B-1 (Local Business) or potentially B-2 (Community Business). However, neither "Neighborhood Commercial" nor "Community Commercial" would include having fuel pumps (a use compatible with a designation of General Commercial and B-3 zoning). Mr. Bakko might contend the limited number of fuel pumps proposed are intended to serve a local customer base, as opposed to a more regional customer base served by a larger facility the likes of Costco, Kroger, Speedway, etc. The challenge for both the Planning Commission and the Township Board will be to determine whether the proposed improvements outweigh the impacts of allowing an auto-oriented special land use at this location.

It is worth noting that should this conditional rezoning be approved and the applicant moves forward with a site plan and special land use application, **the standards of Section 34.08 for a proposed special land use must be met.** The three most notable criteria are the requirement to demonstrate a "documented and immediate need", minimizing traffic impacts, and compatibility with adjacent uses. To address the criteria of demonstrating a documented and immediate need, Mr. Bakko contracted with a consultant (Kalibrate) to develop a site analysis of the proposed fuel sales (discussed further below). Mr. Bakko has also presented to the Planning Commission a petition with what looks to be around 500 signatures supporting his proposal, which could be considered a fair indicator of the immediate need amongst his existing customers. Traffic impacts and compatibility with adjacent uses, including a traffic impact study by the Township's Traffic Engineer (Fleis & Vandenbrink) are discussed further into this report. **While action on the special land use by the Planning Commission would not occur until after the Township Board has approved the conditional rezoning, it would be only fair for the Planning Commission to consider the special land use as part of their consideration of the conditional rezoning.** The Planning Department hopes the Planning Commission would agree it would be a disappointment for the conditional rezoning to be approved, only for the special land use to fail.

In compliance with the Michigan Zoning Enabling Act and Article 3 of the Commerce Township Zoning Ordinance, the Planning Department has scheduled a public hearing for the proposed conditional rezoning during the regular meeting of the Planning Commission on August 10, 2026. A public hearing notice was published in the Oakland Press on July 24, 2026, letters were mailed to the owners of all real properties within 300 feet of the subject properties, and a "Conditional Rezoning Proposed" sign was installed along both the Glengary and Benstein Road frontages at 1740 Glengary and 2750 Benstein. Because one of the properties proposed to be rezoned front upon the municipal boundary between Commerce Township and the Village of Wolverine Lake, the Michigan Zoning Enabling Act requires the proposed rezoning to go before Oakland County's Coordinating Zoning Committee for their recommendations after a formal recommendation from the Commerce Township Planning Commission. The Oakland County CZC has tentatively scheduled a meeting for September 2, 2026 on the assumption that the Township's Planning Commission would make a formal recommendation on the rezoning during their meeting on

August 10. If the Planning Commission and the CZC both provide their respective recommendations, the Commerce Lake Market conditional rezoning could potentially proceed to the Township Board during their meeting scheduled for September 8, 2026. Consistent with Sec. 36.06 of the Zoning Ordinance, Mr. Bakko and his team engaged in the “Optional Preliminary Review” for the project during the Planning Commission’s meeting on May 4, 2026. An excerpt from that meeting’s minutes is attached to this report.

Conditional Rezoning Procedure

Per Section 36.06 of the Township Zoning Ordinance, there are a minimum of four milestone steps in the conditional rezoning process, as follows:

- Preliminary conference – The applicant meets with the Township Supervisor, Township Attorney, and Planning Director to confirm the application’s validity, as well as to review the proposal and discuss potential conditions for rezoning. The preliminary conference was held on Tuesday, April 28, 2026
- Optional preliminary review – Following the preliminary conference, the petitioner has the option to present the petition to the Planning Commission for informal/nonbinding discussion. The optional preliminary review was held during the Planning Commission’s meeting on May 4, 2026.
- Formal Planning Commission review – The applicant’s petition goes before the Planning Commission for formal consideration, which includes holding a public hearing. The Planning Commission then forwards the petition to the Township Board with a recommendation to approve or deny. The formal Planning Commission review is scheduled for August 10.
- Oakland County Coordinating Zoning Committee (CZC) – The application for the rezoning is required to go before the County’s Coordinating Zoning Committee since 1740 Glengary fronts on the north side of Glengary Road which is the municipal boundary between Commerce Township and the Village of Wolverine Lake. Any time a rezoning is proposed adjacent to a municipal border, the State’s Zoning Enabling Act requires consideration by the County to ensure one municipality is not proposing a rezoning disparate to the zoning & land use of the adjacent municipality. If the Township’s Planning Commission opts to make a formal recommendation on Commerce Lake Market’s conditional rezoning during their meeting on August 10, the petition will be forwarded to Scott Kree in the Planning Division of the County’s Department of Economic Development. Mr. Kree has tentatively scheduled the conditional rezoning petition for the CZC’s agenda for September 2, 2026.
- Township Board review – The recommendation of the Township’s Planning Commission, that of the Coordinating Zoning Committee, and the conditional rezoning petition are forwarded to the Commerce Township Board for consideration of final approval. The date of this meeting is still to be determined, but could come as soon as the Board’s September 8 meeting if the Planning Commission makes a formal recommendation on August 10 and if the CZC makes their recommendation on September 2.

As discussed above, if the conditional rezoning is approved by the Planning Commission and Township Board, the project would have to come back before the Planning Commission at least one more time for approval of its site plan and special land use. Again, it is only fair for the

Planning Commission to think ahead to their consideration of the special land use during their consideration of the conditional rezoning.

Rezoning Criteria

Section 3.03 of the Zoning Ordinance includes the criteria the Planning Commission is to consider for any application to amend the Township Zoning Map, whether that rezoning is conditional or not. The language of Sec. 3.03.D.3 is as follows:

In considering an amendment to the Official Zoning Map (rezoning), the Planning Commission shall consider the following factors in making its findings and recommendations:

- a. Consistency with the Master Plan. Consistency with the Master Plan's goals, policies, and future land use map, including planned timing or sequence of development. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area shall be considered.*
- b. Environmental Features. Compatibility of all the potential uses allowed in the proposed zoning district(s) with the site's physical, geological, hydrological, and other environmental features.*
- c. Suitability with the Law. Compatibility of all the potential uses allowed in the proposed district(s) with surrounding uses and zoning in terms of suitability, intensity, traffic impacts, aesthetics, infrastructure and potential influence on property values.*
- d. Capacity of Public Services and Utilities. Capacity of available utilities and public services to accommodate the uses permitted in the district(s) without compromising the health, safety, and welfare of Township residents or burdening the Township or Oakland County with unplanned capital improvement costs or other unplanned public expenses.*
- e. Capability of Road System. Capability of the road system to safely and efficiently accommodate the expected traffic generated by uses permitted in the zoning district(s).*
- f. Demand for Uses. The apparent demand for the types of uses permitted in the district(s) in relation to the amount of land currently zoned and available in the Township and surrounding communities to accommodate the demand.*
- g. Scale of Future Development. The boundaries of the proposed district(s) in relationship to the surrounding area and the scale of future development on the site.*
- h. Isolation of Uses or Creation of Incompatibilities. The requested rezoning will not create an isolated or incompatible zone in the neighborhood.*
- i. Other Factors. Other factors deemed appropriate by the Planning Commission and Township Board.*

Conditional Rezoning Criteria

In addition to the criteria outlined above that apply to any rezoning (conditional or otherwise), Section 36.04 of the Zoning Ordinance includes criteria the Planning Commission is to consider specific to a conditional rezoning petition. Those criteria are as follows:

- A. The proposed rezoning will benefit the public interest, such that the expected*

- benefits of the rezoning, subject to the conditions offered, clearly outweigh any reasonably foreseeable detriment.*
- B. The proposed rezoning shall include conditions sufficient to assure the integration of the proposed development and use with the surrounding land uses and to protect the public health, safety, and welfare.*
- C. The specific uses proposed in conjunction with the rezoning do not adversely affect the public utility or traffic systems, drainage or the environment.*

The Planning Commission is encouraged to consider each of the above criteria when crafting any formal motion.

Conditional Rezoning Agreement

Two critical components of any conditional rezoning application are the conditional rezoning agreement (CRA) and the conditional rezoning plan (CRP). The CRA sets forth the terms and voluntary conditions of the conditional rezoning as offered by the applicant and accepted by the Township. As discussed above, a CRA is not required until after the Planning Commission has held the public hearing and made their recommendation, but before the conditional rezoning request goes before the Township Board. In the case of the proposal to redevelop the Commerce Lake Market site, it was agreed by both parties that it would be advantageous to have a preliminary draft of the CRA for the Planning Commission's consideration. The Township Attorney has prepared a preliminary draft of a conditional rezoning agreement, based on his understanding of the discussion held with the applicant during the Preliminary Conference on April 28. The applicant has reviewed the CRA and is ready to move forward. The list of conditions included in the draft CRA include:

- Limiting the development to the requirements of the Conditional Rezoning Plan
- Limiting the hours of operation to Monday-Friday 6:00 a.m. to 11:00 p.m., Saturday 7:00 a.m. to 11:00 p.m. and Sunday 8:00 a.m. to 10:00 p.m.
- The site to be developed without the need of any variances from the Zoning Board of Appeals
- Compliance with all applicable Township ordinances
- Elimination of the existing westernmost driveway on the north side of Glengary Road
- Fuel pumps screens may be static or video, however there shall be no audio of any kind associated with the fuel pumps except communication with the store attendant
- Exterior seating on the property including table and benches for customers and residents from the neighborhood to have space for sitting and eating
- Enhanced landscaping along Benstein and Glengary Roads
- Recessed and direct downward fuel canopy lighting
- Neutral canopy colors and without any advertising on the canopy

The Planning Commission should discuss these conditions, and any other conditions they feel would be appropriate for the applicant to volunteer during the formal Planning Commission review. While the Planning Commission cannot demand conditions, they can certainly offer suggestions that the applicant could choose to voluntarily offer.

Conditional Rezoning Plan

The conditional rezoning plan (CRP) is a preliminary site plan that includes enough detail to establish the general layout of the proposed development. This can include building locations and sizes, driveway locations, parking and circulation, stormwater systems, and building elevations. While the CRP is not intended to be a fully-developed site plan, it is intended to be included as an exhibit to the conditional rezoning agreement (CRA) to give a general layout of how the site will be developed and to demonstrate that the dimensional standards of the Zoning Ordinance can be complied with. As such, the developer and the Township would be committing to the CRP when entering into the CRA.

The Planning Department typically does not conduct a full review of the conditional rezoning plan to ensure compliance with all the applicable standards of the Zoning Ordinance; that level of review is conducted if and when a CRA is approved by the Township Board, such that the project returns to the Planning Commission for review & approval of its fully detailed site plan. However, with all that being said, below are some significant details of the proposed development to review.

Access and circulation – Access would be provided by retaining the existing easternmost driveway along the north side of Glengary (the westernmost driveway along Glengary will be eliminated to maximize separation from the intersection of Glengary and Benstein), as well as a new driveway along the east side of Benstein Road that would effectively replace the driveway of the existing house.

Traffic Impacts – In an effort to address the rezoning criteria of Sec. 3.03.D.3.e (“capability of the road system to safely and efficiently accommodate the expected traffic generated”) as well as thinking ahead to special land use criteria 34.08.6 (“Traffic Impacts”), Mr. Bakko agreed to have the Township’s Traffic Engineer (Fleis & Vandenbrink) prepare a traffic impact study for the proposed redevelopment of the Commerce Lake Market. The study evaluated operations and levels of service at the project’s two proposed driveways (north side of Glengary and east side of Benstein), the existing signalized intersection of Benstein & Glengary, and the existing driveway of Dairy Twist on the south side of Glengary Road (within the Village of Wolverine Lake). Dairy Twist’s driveway was evaluated because, while completely out of Mr. Bakko’s control, the summer evening ice cream rush is legendary.

The traffic impact study (TIS) is attached to this report for the Planning Commission’s consideration. It finds that the expansion of Commerce Lake Market’s existing store and the addition of four double-loaded fuel pumps (8 nozzles) will add **102 new trips during the weekday peak hour**. Of those, 56% would be “pass by” trips consisting of vehicles already travelling Benstein and/or Glengary that would stop into Commerce Lake Market on their way elsewhere. As such, **the Commerce Lake Market’s expansion/addition is anticipated to generate 46 new trips during the weekday PM peak hour**. Based on the pattern of existing traffic volumes along Benstein and Glengary Roads, the TIS’s trip distribution model anticipates a fairly even distribution of traffic coming & going via the Glengary Road and Benstein Road driveways.

In order to mitigate the impacts of the traffic to be generated by the proposed expansion of

Commerce Lake Market, as well as to provide safe & efficient access to & from Commerce Lake Market's proposed driveways, the traffic impact study makes the following recommendations:

- Extend the existing center left turn lane along Benstein Road north of Glengary to provide an additional 60 feet of storage of southbound vehicles making an inbound left into Commerce Lake Market's proposed driveway on the east side of Benstein Road
- Extend the existing center left turn lane along Glengary Road east of Benstein Road to provide an additional 170 feet of storage of eastbound vehicles making an inbound left into Commerce Lake Market's existing easternmost driveway on the north side of Glengary Road (the existing westernmost driveway would be eliminated in an effort to maximize separation from the Glengary & Benstein intersection)
- Provide a right-turn deceleration taper at the proposed Benstein Road driveway

With specific road improvements recommended, the overall level of service (LOS) of the existing signalized intersection of Benstein and Glengary Road would remain the same, with a slight (1.1 second) overall increase in delay during the weekday evening peak hour. The movement most effected would be the northbound through/right along Benstein, with an increase in delay of 2.4 seconds during the evening peak hour.

It is notable that while Benstein Road is under the jurisdiction of the Road Commission for Oakland County (RCOC), Glengary Road is under the jurisdiction of the Village of Wolverine Lake. Village Administrator/Clerk Dave Gillam and Village Engineer Mike Powell have both been provided with the TIS, and have met with Mr. Bakko on June 18 to discuss the recommended improvements to Glengary Road. While the recommended improvements are certainly not insignificant from a cost standpoint for Mr. Bakko, they would likely be a relatively simple mill & overlay with new pavement striping. In other words, it does not appear the recommended improvements to either Benstein or Glengary would necessitate a major road reconstruction.

If the Planning Commission and the Township Board opt to approve the conditional rezoning for Commerce Lake Market, they should do so on the condition that the road improvements recommended by the traffic impact study be completed at the developer's expense. This could also be a condition of special land use and site plan approval if & when the project advances to that stage.

Building Design – The applicant has submitted some conceptual building elevations with the conditional rezoning application. Those elevations will be reviewed in detail if and when the proposal advances to submittal of a site plan and special land use. As currently shown at a conceptual level, the building is proposed to include a majority of brick with metal panel accents along the roof line and front entrance with some limestone bands running through the brick on all four elevations. The two prominent sides facing Glengary and Benstein will also have glass windows and accent lighting. The building's primary front entrance is angled with glass windows and a metal peak corner cap. The elevations include a two-foot parapet wall extending above the roofline, which would ideally shield any rooftop mechanical equipment from view.

The elevations for fuel canopy show an option for a peaked metal roof and masonry-clad

columns both to match the convenience store's building materials. The Planning Commission has expressed concern with the potential height of the proposed canopy and ensuring it is not out of scale with the surrounding neighborhood. The Planning Department's understanding is both the Michigan Building Code and the International Fire Code require a minimum clearance under the canopy of 13'6". Commerce Lake Market should be prepared to limit their canopy height to that minimum clearance. The Planning Commission might consider the option for a peaked roof feature atop the canopy. While it would give the canopy a more decorative and finished appearance to match the building, it would also increase its height. The proposed "skin" of the canopy shown on the elevations appears to be a neutral color to match the building, something the Planning Commission hoped to see. The new building along with the gas pump canopy will need to meet the architectural standards of Article 27 if & when the project advances to site plan review.

Signage – No proposed signage is shown on the preliminary elevations included with Commerce Lake Market's conditional rezoning plan; however, the plan does depict an area for a proposed wall sign above the front entrance along with a notation on the site plan showing a monument sign on both Glengary and Benstein Roads. The Zoning Ordinance would allow for a freestanding monument sign on both the Glengary and Benstein Road frontages (noting that Article 30 of the Zoning Ordinance does not allow digital gas pricing signs but would allow a scroll-type sign where prices are displayed). The Ordinance would also allow for one wall sign, or more than one if the building is to house one or more additional tenants (such as a food operator). Since signs are typically reviewed and approved by the Township's Building Department under a separate permit neither the CRA or CRP designated any specific details to signage. However, being adjacent to residential it might be worth a discussion by the Planning Commission on the type, size, illumination etc. of such signs. Particularly relevant might be the minimum setback for a freestanding sign along major thoroughfares including Benstein and Glengary (75 feet from the centerline of the right-of-way). Given the relatively tight site, this might put any proposed ground sign in the middle of Commerce Lake Market's parking lot.

Landscaping - The CRP shows prospective site landscaping, primarily in the form of screening along the north property line. The Township's landscape architect will do a review of a landscape plan if & when the project advances to formal site plan review. The site appears to offer adequate space to comply with the Township's landscaping standards. If & when the project advances to site plan approval, particular attention will need to be made relative to screening & buffering the adjacent residential.

Impact to Adjacent Residential

The proposal is adjacent to residential to the north and east. The Township has screening & buffering standards for any commercial use where it is adjacent to a residential district, as well as requirements for any use allowed in the B-3 zoning district when adjacent to a single-family zoning district. Two homes – 2762 Benstein Road and 2753 Woodbury – would be immediately adjacent to the proposed development.

When considering the conditional rezoning criteria of Section 36.04 of the Zoning Ordinance, the

Planning Commission should closely consider Sec. 36.04.B, which requires a finding that *“The proposed rezoning shall include conditions sufficient to assure the integration of the proposed development and use with the surrounding land uses and to protect the public health, safety, and welfare.”* This could prove to be a challenging finding for the Planning Commission to make, given the close proximity of the fuel pumps and canopy use to the single-family homes. Potential detrimental impacts of a fueling facility use in close proximity to a single-family residential use could include noise (loud vehicles, loud car stereos, etc.) vehicle headlights, and odors. The applicant is taking measures to reduce the impact by eliminating the audio feature on the fuel pump toppers (TV’s), installing a solid obscuring fence along the north and east property lines along with a landscaping buffer, proposing a lower profile canopy over the fuel pumps, and proposing what they believe are reasonable hours of operation (closing at 11pm M-Sat and 10pm on Sunday). The Michigan Building Code and the International Fire Code both require an unobstructed height of 13’-6” for fuel canopies, the elevation plan shows the proposed canopy to be 16’ to the underside of the canopy, the Planning Commission should determine whether the 2’-6” difference of the canopy height will still comply with the special land use criteria mentioned above.

Alcohol Sales

Commerce Lake Market is an existing lawful off-premises alcohol sales outlet (OPASO) with both SDM (packaged beer & wine) and SDD (packaged spirits) licenses. If Mr. Bakko were expanding his OPASO, he would require special land use approval from the Planning Commission per the standards and procedures of Sec. 26.316 of the Zoning Ordinance. Commerce Lake Market potentially could not meet those standards based on the Limitations of Sec. 26.316.D (2-per-mile rule, spacing from residential, parks, schools, places of worship, daycare, etc.) based on the store’s proximity to residential zoning. The Planning Commission could make a determination – and that determination could be memorialized in a conditional rezoning agreement – that the floor area of the existing store dedicated to the sale of alcohol could not be expanded within the proposed new store. For example, if the existing store has 2,000 sq ft dedicated to alcohol sales, the expanded store could not have more than 2,000 sq ft dedicated to alcohol sales without special land use approval for the expansion. (The Planning Commission and Township Board took a similar approach with a conditional rezoning for the expansion of the Marathon station at 519 W. Commerce Rd.) It has always been Mr. Bakko’s intention to not expand his inventory/floor area dedicated to alcohol sales but to offer more variety of groceries, prepared/hot foods, and non-alcoholic beverages. The Planning Commission should discuss whether or not this is something that should be included within the CRA and should discuss with Mr. Bakko the current square footage allotted to alcohol sales in the existing store. **Limiting alcohol sales area to that which currently existing would be a condition of special land use approval if & when the project advances to that stage.**

The Planning Department searched the MLCC’s database and did not find any records of any violations for the Commerce Lake Market for at least the last five years. The Oakland County Sheriff’s Department confirmed they have no records of any violations for Commerce Lake Market. All indications are Mr. Bakko has a history of running a clean operation.

Market study

In anticipation of demonstrating a “documented and immediate need” (a criteria for special land use approval), Commerce Lake Market commissioned Kalibrate to conduct a site analysis/market study. The full study as well as an executive summary are attached to this report. The market study concludes that the expanded Commerce Lake Market would generate between 112K and 137K gallons of fuel sales per month (depending on branding and hours) which appears to be a healthy business compared to the volumes currently being sold at comparable competitors in the vicinity. The study further concludes that the vicinity does not have a direct fuel competitor closer than 1.86 miles away (the BP station at Wixom & Loon Lake), demonstrating a “competitive but not oversaturated” market for fuel sales. The study also projects healthy revenues for the proposed store itself, but the Planning Commission should be reminded that the store would be a principal permitted use (not a special land use) in the B-2 or B-3 zoning district. The criteria to demonstrate a documented and immediate need is due to the fuel sales being a special land use in B-3 zoning. **Mr. Bakko and Kalibrate would contend that, if & when their project advances to consideration of the special land use, the market study demonstrates a documented and immediate need based on projected volumes of fuel sales.**

Agency and Consultant Reviews

The conditional rezoning application and the conditional rezoning plan was reviewed to a varying degree of detail by the typical reviewing agencies for a site plan (Township Engineer, Fire Marshal, Traffic Engineer, landscape architect, etc). A more thorough series of reviews would be required if & when the proposal receives Township Board approval of a conditional rezoning and from there advances to formal submittal of a site plan with special land use. All reviewers are aware of the conditional rezoning application and the conditional rezoning plan, and none have noted any shortcomings that cannot be overcome. The Township Engineer provided comments in an email dated April 5 and the Township’s Fire Chief provided comments in an email dated April 28. As already mentioned, the Township’s traffic engineer conducted a traffic impact study dated July 28, 2026. All letters/emails are attached for reference.

Recommendation and Recommended Motion Language

The Planning Commission should hold the public hearing for PCZ#26-01 consistent with the Michigan Zoning Enabling Act and the Commerce Township Zoning Ordinance during their regular meeting on August 10, 2026. The Planning Commission’s role per Article 36 is to offer a recommendation to the Township Board to approve or deny the conditional rezoning petition. Should the Planning Commission opt to forward the conditional rezoning petition to amend the Zoning Map to the Township Board with a recommendation to approve, the Planning Department offers the following motion language for the Planning Commission’s consideration:

Move to recommend the Township Board approve PCZ#26-01, a conditional rezoning petition by Saad Bakko for the redevelopment & expansion of Commerce Lake Market at 1740 Glengary Road for a convenience store with fuel pumps upon a site consisting of two parcels at 1740 Glengary Road and 2750 Benstein Road. The subject properties would be conditionally rezoned from B-2 (Community Business) and R-1D (One Family Residential) to B-3 (General Business). The Planning Commission’s recommendation is based on a finding that the conditional rezoning

petition meets the applicable criteria within Articles 3 and 36 of the Township's Zoning Ordinance, is consistent with the intent of the Commerce Township Master Plan, and is an opportunity to realize significant improvements to the site and to the vicinity. The Planning Commission offers their recommendation with the expectation that the project – if its conditional rezoning is approved by the Township Board - would return to the Planning Commission for consideration of approval of a site plan and special land use that demonstrates compliance with all applicable standards of the Zoning Ordinance and with the approved conditional rezoning plan. The Planning Commission offers their recommendation on the conditional rezoning with a reasonable expectation that the project can satisfy the applicable requirements for special land use approval, including the requirement that the project will demonstrate a documented and immediate need for fuel sales.

The Planning Commission's recommendation of approval is conditional upon the following:

- 1. The applicant enter into a conditional rezoning agreement with conditions volunteered by the applicant and acceptable to the Planning Commission and Township Board, and the executed conditional rezoning agreement be recorded with the Oakland County Register of Deeds prior to any formal consideration by the Planning Commission of the site plan and special land use;*
- 2. The petitioner to consider volunteering to revise the conditional rezoning agreement prior to consideration by the Township Board to limit to the area of alcohol sales to that which currently exists within the existing store;*
- 3. The petitioner to apply for approval by the Planning Commission of a site plan and special land use consistent with the terms of the conditional rezoning agreement subsequent to approval and recording of the agreement;*
- 4. Any public road improvements committed to within the conditional rezoning agreement, shown on the conditional rezoning plan, and/or recommended by the Township's Traffic Engineer within the traffic impact study to be reviewed and approved by the Road Commission for Oakland County (RCOC) and the Village of Wolverine Lake;*
- 5. (any other conditions the Planning Commission deems appropriate)*

EXCERPT OF THE PLANNING COMMISSION MAY 4, 2026 MINUTES

ITEM I.1. COMMERCE LAKE MARKET – OPTIONAL PRELIMINARY REVIEW

Property/business owner Steve Bakko is requesting an optional preliminary review for the redevelopment/expansion of the Commerce Lake Market at 1740 Glengary to include fuel pumps, including the residential lot at 2750 Benstein Road.

PIN#'s: 17-21-276-064 & 17-21-276-063

Dave Campbell – This is a project that the Planning Commission has seen before in some of its earlier iterations. This is the northeast corner of Benstein and Glengary. It's a picture taken very recently and that's why everything looks all brown and dormant. The Commerce Lake Market is the existing party/convenience store here at 1740 Glengary, on the north side of Glengary Road. The owner, Steve Bakko, has come to the Planning Commission, I want to say at least twice, with evolutions of a concept to expand his store, or replace his store, and most recently to replace the store with a newer, bigger store, but also add gas pumps to the facility, and that's what we're going to talk about tonight. I think the last time we saw Mr. Bakko, it may have been long enough ago that we've got a couple of new faces on our Planning Commission since then. So, we thought it would make sense for Mr. Bakko to be here this evening and reintroduce his project.

As I mentioned, the existing store at 1740 Glengary; what Mr. Bakko has also done is acquired this existing home at 2750 Benstein. What he is proposing to do is combine these two pieces of property to develop it with the site plan that I'm about to show you here in a moment. What's key about the conversation we're about to have is the existing store at 1740 Glengary is zoned B-2 Community Commercial, and the existing home at 2750 Benstein is zoned R-1D Single Family Residential.

To do what Mr. Bakko hopes to do, which is to replace his store with a new store and add fuel pumps, the properties would have to collectively be rezoned to B-3. While a convenience store could be allowed in B-2, the gas station is only allowed in B-3, and only then as a Special Land Use in the B-3 zoning district. So, what we're going to talk about this evening, and potentially in the meetings subsequent to tonight, is a Conditional Rezoning of both of these properties from their current zoning designations of B-2 and R-1D to B-3 zoning and to do so via Conditional Rezoning.

The Conditional Rezoning, if it were to be approved, the outcome would be a layout like the one we have on the screen, so I'm going to zoom in a little bit. This is a concept plan at this point, so not the level of detail that we would see if and when this project gets to the site plan portion of the process. As you can see, the existing store, which sits here, would be replaced by parking for the new store, which would sit on the currently undeveloped land behind the store. And then the house along Benstein Road would be demolished and replaced with a fuel canopy for four double loaded fuel pumps, so a total of eight fuel nozzles. The existing points of access along the north side of Benstein Road would remain. Hopefully they'll be better defined than what they are now, with some better curbing and so forth, but maintaining two points of access along the north side of Glengary Road, along with a new commercial driveway along the east side of Benstein Road.

The driveway for the existing home already exists, but this would be a new commercial driveway a little bit further north than the existing residential driveway. Keep in mind that

there is an existing building at the actual corner, 2718 Benstein. That's an existing building that has had a few users through the years, including at one point, a gas station. What's in there now is a masonry contractor's showroom, Geary Masonry. This site would wrap around the Geary Masonry site, which would remain in place.

Chairperson Parel – Dave, can I ask, what is the masonry property zoned?

Dave Campbell – It is zoned B-3.

Chairperson Parel – I think it's relevant to the conversation.

Dave Campbell – So, in terms of the rezoning, as I mentioned, Mr. Bakko is hoping to take advantage of the Township's Conditional Rezoning process, which as the Planning Commission is well aware, is effectively when the petitioner asks the Township for the zoning that he needs for the project that he hopes to accomplish, and would guarantee that I only need the zoning to build this and only this, so he would not be allowed to get a B-3 zoning and then do anything that's allowed in B-3. He would only be allowed, via a contract with the Township, to develop a site that looks like what's up on the screen currently. So this site plan, or an enhanced version of this site plan, would be included as an exhibit to a Conditional Rezoning agreement, which is a contract between the developer and the Township, memorializing the idea of give me the zoning I need, and I promise I will build this and only this.

Within a Conditional Rezoning, there are meant to be conditions. The petitioner is meant to volunteer conditions within the Conditional Rezoning agreement, and it is within the Township's discretion to accept or not accept those conditions. So, we did have a preliminary meeting with Mr. Bakko and his team last week, with the Township Attorney, to start roughing out the framework of a Conditional Rezoning agreement. We can talk a little bit more on that, and it is summarized in our review letter what some of those conditions that were discussed included.

What's important to note with the Conditional Rezoning process is the Township is not meant to compel the developer of what conditions they are to offer. The developer is to volunteer those conditions, and then the Township either accepts, or does not accept. Some of the conditions that we did discuss were the hours of operation. With the store that would be a replacement of what already exists, but then with the addition of the fuel pumps, one of the points of discussion was the hours of operation. So, the Conditional Rezoning agreement is potentially going to limit those hours, I think to 11:00 PM on weekdays and 10:00 PM on weekends.

We talked about a condition including where and how they could have any outdoor storage or sales or displays of the things that we often see with gas stations; firewood, the propane exchange, windshield washer fluid, and so forth. We discussed limiting that to a specific area on the site. We discussed the fuel canopy itself and how tall it needs to be, what level of illumination it's going to have, and what sort of an aesthetic it is going to have. What the developer has offered preliminarily is something of a generic, what they call a skin, which goes around a gas station canopy. I think we've all seen the canopies that have bright colors that are meant to draw the eye. I think Sunoco has the whole NASCAR rainbow thing going with checkered flags and so forth that are meant to

be eye catching. One of the things we discussed was that probably is not consistent with the surrounding neighborhood in this case, and we want this site, if it were to be developed, to be harmonious with the surrounding neighborhood. So, what they offered is something of a generic canopy without any adornment in the form of signage, logos, neon lights or anything like that. We did talk about the height of the canopy and trying to keep it in scale again with the surrounding neighborhood, understanding that there does need to be a certain level of clearance under that canopy for large vehicles and vehicles pulling trailers and so forth.

It's notable that there's nowhere on the site shown for a detention or retention pond, and what the developer intends to do is underground stormwater detention with underground chambers to collect its stormwater. Another point that's important with kind of the history and the evolution of this project is Mr. Bakko had to go to the State of Michigan, the Office of Licensing and Regulatory Affairs, to get what they call a variance from the State of Michigan. The variance is relative to the underground fuel storage tanks. So, when underground fuel storage tanks are within so many feet of domestic wells, which most of the folks in this part of the Township are on wells, there have to be additional layers of protection or fail safes with those underground tanks when they are within that isolation zone for the residential wells. So, Mr. Bakko was successful in getting his variances from the State, under a whole host of conditions. The tanks themselves have to be double walled. The lines servicing those tanks have to be double walled. There have to be sensors, alarms and regular monitoring and reporting. Therefore, so long as the underground tanks and the operation of them meet those criteria, then he would comply with the variance that he received from the State of Michigan back in January. I remember talking to Mr. Bakko about when in the process he should seek those variances from the State and a conversation of it being a chicken or the egg scenario. Does he get his approvals from the Township first, or does he get his approvals from the State of Michigan first? He opted to go to the State of Michigan first.

Another thing that's notable about this location is with it being on the north side of Glengary Road, Glengary Road is not an Oakland County road. It is actually a Village of Wolverine Lake road. So, Glengary Road is under the jurisdiction of the Village. So, when we talk about traffic impacts, driveway access and turning movements in and out, and how those impact existing and future traffic, usually that's a conversation that is had with Road Commission, and it will be in this case too because Benstein Road is under the jurisdiction of the Road Commission for Oakland County, but those conversations will also be with the Village of Wolverine Lake since they have jurisdiction over Glengary Road. We've already had preliminary emails back and forth with Dave Gillam, who is the Village Administrator for Wolverine Lake, and he did express some concerns with traffic, and particularly left turns in and left turns out via those Glengary Road driveways. We did talk to the petitioner that with any rezoning there has to be an analysis of traffic in the form of a traffic impact study, so we are having our traffic engineer develop a scope for a traffic impact study for this development, and assuming that scope gets accepted, approved and funded, then we would we would proceed with the traffic impact study.

Another thing that's maybe unique about this location is being right across the street from the Dairy Twist. Let's go back to the aerial for a moment. I think a lot of us have

seen the Dairy Twist when it's really hopping on a warm summer evening and some of the traffic conditions that already exist through there. And so, when we do a traffic impact study, typically we look at the afternoon peak hour from 4:00 PM to 6:00 PM, and try to collect traffic data during the evening rush hour. On this one, we may have the traffic engineer go a little later into the evening to try to pick up some of the traffic from the Dairy Twist, given that it's a unique animal in terms of how much traffic it generates at certain times of the day.

One more thing I'll mention, relative to this being next door to the Village of Wolverine Lake, anytime you have a rezoning proposed on a property that borders another community, by State law, you have to go to Oakland County's Coordinating Zoning Committee. So, we had this happen with the project recently up on Bogie Lake Road; that project bordered on White Lake Township. In this case, this project borders on Village of Wolverine Lake. So, if and when the Planning Commission makes a formal recommendation to the Township Board on the Conditional Rezoning, before this project would proceed to the Township Board, it would first have to go to Oakland County's Coordinating Zoning Committee. Their job is to try to have some oversight and ensure that one community is not approving a rezoning that's completely contrary to what's going on across the municipal border in the other community. So, that would be another step in the process that the developer would have to go through if he opts to proceed with this Conditional Rezoning.

I'll mention one last thing and then I'll take a break to see what questions or comments you may have for me, and I know the development team is here and hopefully wants to speak on their own behalf. This is going to be a significant process for the developer. I mean a significant number of meetings, and studies, and contracts, all of which are going to have a cost to the developer. The developer understands that, but what I want to avoid is the developer going too far into that process and incurring too much of that cost, only for concerns to be raised later in the process. In other words, if there are significant concerns, I would hope that some of those could get brought up and fleshed out this evening, just so the developer knows what those concerns are and has an opportunity to address them sooner rather than later. Tonight's meeting is what we call the optional preliminary review of a Conditional Rezoning. It's the developer's option whether they want to have this meeting. The developer in this case, I think wisely said yes, I'd like to get in front of the Planning Commission at the May meeting to get their thoughts and any concerns they might have, so that if we're able to get right back in front of you at the June meeting for a public hearing on the Conditional Rezoning, we've heard their comments and had a chance to address them. Again, I don't want anyone wasting their time, their money or their effort if this project seemingly doesn't have legs. With that, I'll take a pause and see if there's any questions or comments for me. Otherwise, Mr. Bakko is here with his son Cameron, and his architect, Mr. Abdelnour. I would think they'd want to come up and reintroduce themselves to the Planning Commission and touch on any points that I may have missed.

Weber – Dave, can you pull up the satellite image again, and just go to the north a little? Okay, I just wanted to see the property that was north of Mr. Bakko's two properties.

Dave Campbell – I think what he will tell you is that property is unoccupied and it has some signs of neglect. I think I've heard that it went to the County's foreclosure auction, and then was pulled at the last moment. I think Mr. Bakko has made efforts to acquire that property and assemble it as part of this project, but he has not gotten cooperation from the property owner in his efforts to do so.

Chairperson Parel – Maybe I could kick off the conversation by asking a question. Dave, in order to rezone this, the Township Trustees would have to approve it, right?

Dave Campbell – Yes.

Chairperson Parel – My assumption is that our Township Supervisor has seen this, along with another Board member, George, has also seen this. Do we have any feedback, or has anybody else at the Township Board taken a look at this?

Dave Campbell – As I mentioned, we've had several meetings with Mr. Bakko, which are always a pleasure, and I don't remember anyone beyond Mr. Weber or Supervisor Gray being a participant in those meetings. I think the last time we met with Mr. Gray on this was a little while ago. And I mentioned that we had what we call the preliminary conference last week for the Conditional Rezoning, and by Zoning Ordinance, the Township Supervisor is to attend that meeting. Mr. Gray did attend that meeting virtually via Zoom. He was asking questions and making comments during the meeting. They were all good questions and productive comments, but none of those were anything that I interpreted to say I don't like this at all.

Chairperson Parel – The reason I'm asking, back to your point, I don't want to spend our time, but more importantly, I don't want to waste the developer's time or his money for something that the Township Board is not supporting.

Dave Campbell – We have had that happen, not very often, but we have had it happen where the Planning Commission makes a recommendation to approve or deny, and when it gets to the Township Board, the Board takes the opposite action. Another thing to consider on this one is that even if this property were successfully rezoned to B-3, a gas station in the B-3 zoning is still a Special Land Use. So, another scenario that I hope we all want to avoid is some scenario where the rezoning gets approved, but then the Special Land Use is somehow denied. That would be another example of a waste of a lot of people's time. The other thing I would hope is that the Planning Commission, when considering the rezoning, is also thinking ahead to the Special Land Use and not inadvertently putting us in that predicament of approving the zoning, but then later on denying the Special Land Use.

Chairperson Parel – That Special Land Use is based on those seven or eight criteria, such as immediate need, their traffic implications, et cetera. And we know that there are some questions we still have to answer as it relates to traffic. Again, we'd also have to take into consideration other things.

Dave Campbell – Yes, you're correct. There are kind of generic criteria that apply to any Special Land Use, including the hurdle that's often hard to clear, which is demonstration of a documented and immediate need. Those are the more generic criteria, and then there are also use specific criteria for gas stations; how big the site has to be, how much frontage they have, how far they are away from residential driveways and so forth. So, we as a staff are looking at all those things. It's early to try to do a site plan review, but again, we don't want this to go too far only to run into a pitfall. So yes, there are criteria for the Special Land Use that I hope we would think ahead on.

Chairperson Parel – When you say think ahead, I just want to be cognizant of the time and money everyone is putting into this. As it relates to just thinking through traffic from my own perspective, you mentioned that the supervisor or mayor next door has some concerns about traffic. We're going to do a traffic study. I don't know if it's possible, but I would suggest that study be run prior to doing a lot of the work behind the scenes and incurring the cost. We know that traffic implications could be one of the criteria required to meet the Special Land Use.

Dave Campbell – Before this Planning Commission could make a formal recommendation, we would need to have the results and the recommendations of the traffic impact study.

Chairperson Parel – But what does the developer have to do to get to that point? Does he have to go through the entire process to get a site plan that's presentable?

Dave Campbell – No, the developer wouldn't have to produce a whole lot more than what has already been produced. When I say produce, I'm referencing this concept plan. Now I know the architect is working on making revisions to this concept plan, and I think he will be able to talk to some of those this evening. For example, I know they were trying to find a way to reconfigure the store and the footprint to have there be a kitchen component, a hot, prepared foods component. He's working on that and maybe he'll be able to update us on where he is with that.

The other thing the developer and the architect want to have within the Conditional Rezoning agreement is some preliminary conceptual building elevations so the Planning Commission and the Township Board both have an idea of what this building is going to look like and be convinced that this is a quality building with quality materials, and that is going to be included within the language of the Conditional Rezoning agreement. They will indicate the materials that will be permitted, and those that won't be used, as they are well aware of how the Planning Commission feels about EIFS, so that will not be included.

Chairperson Parel – We have some preliminary renderings in here. I don't think that is going to be the challenge, and I'm not necessarily set that there is going to be a challenge. For me, just to kick it off, if there is going to be a traffic impact that is significant enough to not move forward, I think it would be respectful and nice to know ahead of time. And, if there is a path to knowing how the Township Board feels about

this prior, I'd personally like to have that out of respect for the developer as soon as possible.

Dave Campbell – I'll do my best and maybe Mr. Weber can help me to try to gauge the receptiveness of some of the Trustees.

Weber – I'm not sure I'm comfortable with gauging Township Trustees with something that's not a little further along.

Chairperson Parel – Let's be honest, my concern is that the Township Trustees don't want a gas station here. I'm not worried about the quality of the building. I think we can get past that. Traffic is what it is and we will resolve that. And maybe there isn't a path to getting it now.

Weber – I'm not aware of Township Trustees ... We don't want to be Walled Lake which is putting in their 6th gas station within one square mile. But the concerns have always been that the gas stations are demanding alcohol sales. So, it's either an existing or a new station, and they don't want to put the station in unless they can get alcohol. We have Zoning Ordinance restrictions already on so many liquor stores per square mile. This is a bit of a unicorn because it's an establishment that already has liquor sales. So, you're not proliferating more liquor sales. And Mr. Bakko has said he is not expanding his liquor square footage within the store. I think that's an important differentiation in this. I think the other factor for us to consider is that there is not another gas station within 2 miles or more of this location. But I don't have a feel for what any of the other Trustees would have on this, because I don't think we've had a gas station go to the Board of Trustees. We've had gas stations die here at the Planning Commission, but I'm not aware of others, with the exception of Costco which really wasn't new. It was ginormous, but it wasn't new.

Dave Campbell – That one did not have to go to the Board either.

Weber – Yes. So, has there been a gas station discussion that has gone to the Board?

Dave Campbell – One that comes to mind, and I think they're with us this evening, is the Marathon, formerly Clark Station, in the Commerce Village. As part of their knock down and rebuild expansion, they did something quite comparable, which was they were assembling other properties with it and had to rezone those properties through a Conditional Rezoning.

Weber – But that wasn't a new station.

Dave Campbell – If you're talking brand new from scratch, I can't think of any right now. If I may, I'm glad the alcohol component came up. I failed to bring that up. It is correct that if this were a new alcohol retail sales outlet, it would be subject to the Special Land Use criteria within our Zoning Ordinance. In this case, and again similar to how it was handled with the Marathon Station, so long as there is a commitment to not expand their

alcohol sales, then they would not be subject to the Special Land Use criteria. Again, similar to how we did it with Marathon, we would make a determination of how much square footage or volume of alcohol sales currently exists in the existing store, and if it were 1,500 square feet, we would say that the new store cannot have more than 1,500 square feet of sales area dedicated to alcohol sales. And the developer has agreed to that, and has agreed to have that as part of their Conditional Rezoning agreement. I'll let them speak on their own behalf, but their intent, and part of the reason they're agreeable to that is they want this to function more as a neighborhood market and less as a party store. Going back to the hot food offerings, that's part of why they want to have a kitchen, to have pizza or pitas, or whatever it might be so that it does function as a neighborhood market.

Winkler – Dave, a question I had is, you've mentioned that Benstein Road is owned Wolverine Lake.

Dave Campbell – Glengary Road is owned by Wolverine.

Winkler – Now, would any changes to the entryways fall under the same requirements? Will Wolverine Lake follow the same requirements that the Road Commission has as far as locations of entries from intersections?

Dave Campbell – My understanding, and I asked this question of the traffic engineer, unless Wolverine Village has standards that are different from the Road Commission, then the Road Commission standards would otherwise apply. For example, the Road Commission has standards for when a left turn lane is warranted. It's based on how many left turns are expected to be made versus how much through traffic it conflicts with.

Winkler – I think the standard that I'm referring to, that the Road Commission has, is how far can a driveway be from an intersection. If my memory is not failing, I think that is 150 feet.

Dave Campbell – I would want to double check that number, but yes, in general, the Road Commission absolutely has standards for how far apart commercial driveways can be.

Winkler – So, if the Road Commission standards apply to that particular issue, the west entrance to the site, from Glengary, is too close to the intersection. You have 125 feet for that parcel from the corner to that western property line, so it might not be 150 feet away from the intersection.

Dave Campbell – So we will look at that. It's also possible, given that they are keeping driveways that already exist, then the Road Commission will often say, we will let you keep that driveway, but we need to improve it; define it better, or maybe put a turn restriction on it. It's tough from a legal standpoint for the Road Commission or the

Village of Wolverine Lake to say, you don't get to have that driveway anymore. The intent would be to improve on the existing access.

Winkler – On issues regarding the Special Land Use and the rezoning, I would like to suggest to the developer and his architect to get rid of that western drive. He can then pull that southern band of parking south to the property line, and then he can widen the eastern drive, as well as, by bringing the parking down to the south, he widens the area between the parking at the building and the parking to the south. Then he is able to add more parking, two or three more spaces. So, if there is an issue with the 150 feet, it takes care of that, and it also gets rid of the conflict with the Dairy Twist because you're eliminating that drive that could conflict with the Dairy Twist drive across the street.

Dave Campbell – It's something we want to look at.

Winkler – It's just a suggestion.

Dave Campbell – The other thing to consider, and it's kind of hard to see, is that this driveway is something of a shared curb cut with the building next door. It looks like one big open driveway. We would have to make sure that we're not somehow severing access for one property by doing what you're suggesting. But yes, it's something we should take a look at.

McCanham – If you got rid of the driveway Brian is talking about, you could still get fire apparatus through there it looks like.

Dave Campbell – That's another question, any time you're talking about moving, changing or eliminating driveways, we always want to go back to the Fire Department and have them look at it.

McCanham – It looks like he's got fire trucks in there.

Dave Campbell – We did have them do what's called auto-turn. It's important that they use the proper vehicle when they do that. It has to match up with the ladder truck that the Fire Department has.

McCanham – Have there been any issues with all of the other left hand turn driveways in that area, the ice cream place, Little Caesars, et cetera. Both of them have two left turn driveways. Have there been any traffic issues with that?

Dave Campbell – I'm not personally familiar with any issues. I'm sure folks who live in that area could probably tell you all sorts of stories. That's part of why we would want to do a traffic impact study is to try to evaluate what those issues are and what those issues could be.

Weber – There were periodic traffic issues. This intersection is not horrible, except for during rush hour, and then it gets backed up from both ways.

Chairperson Parel welcomed the development team.

Mr. Bakko, owner of Commerce Lake Market, was present along with Cameron Bakko and Mr. Ghassan Abdelnour, Architect, GAV & Associates, 24001 Orchard Lake Road, Farmington, MI 48336.

Mr. Abdelnour – Thank you for having us here for the study session. We did meet with the Planning Department and they've been very helpful, back and forth, exchanging drawings with the Fire Department, showing them the drives, showing them the schematics. You're absolutely right, we'd like to know where we are in the project, what we're doing right, or something we need to fix, or something that is never going to be fixed. It's a good thing that we're here tonight.

The whole idea is to create a new project. It's a nice intersection. The existing building is working, but it's always nice to renew it and make it better for the neighborhood, and make it unique. We do have retail on four sides of this intersection, so it would make it more attractive to have more retail around it. What we're proposing to do is to build a new 6,000 square foot market. Like David said, we are limiting the number of square feet to what we have for the liquor sales, but we're making the market a little bigger. We're adding more space for milk, eggs, and all types of market items. Plus, this actually came as a suggestion; the owner and the Planning Department wanted to create that extra food component of the market. So, we are creating it to do a type of restaurant, maybe pizza, maybe chicken, or any type of product that makes it more attractive for the neighbors.

We're proposing a nice, clean building that goes with the neighborhood and looks more residential. We're keeping the colors beige, with limestone and brick. The lighting creates a nice walkable area next to the building. On top of the building, we're using some metal panel or siding, and that also goes to the front at the top of the main entrance with a darker metal seam. We didn't want to put a lot of different materials. We wanted to make it look more residential and clean. At the same time, we created a lot of big windows in the building. The windows make it light and makes it safer for people to walk around. The more windows you see through the building, the more people feel like it's better to walk around. From one side, it's all more like retail. We have the parking, we have the entrances, and the building can act still as a market.

That's why we ended up putting the gas on the other side. So, if people don't need gas and they're just coming to the market, we kept it to one area and made it more accessible. At the same time, part of the project is to create more walkability in the neighborhood. We have the front part on Glengary Road. We're creating a seating area with benches for people walking around, if they want to come, even from the ice cream place on the other side, or if they're buying sandwiches, and they could sit in that area. We're trying also to create that neighborhood look at the same time by clearing that existing building and cleaning up the site in general to make it more attractive.

The gas station itself, we have four pumps. After we met with David, the attorney and everybody, we said we don't want to have any signs on the canopy. We're trying to use the same materials that we have on the building. We're thinking about different colors; one may be silver or something very simple. No signage on the canopy and don't make

a big deal about what you're buying from the gas station. We're trying to make more of a big deal about the market itself.

The size of the building could end up being around 6,500 square feet, so there's a lot of product that's going to help in the neighborhood, because we're limiting the alcohol. That's what I have and I can take any questions, unless Cameron would like to add anything.

Cameron Bakko – I'm more than happy to answer any questions you might have.

Chairperson Parel – Thank you very much. We appreciate you guys coming in. I see Brady has his microphone on, so we will go to you sir.

Phillips – Okay. I was trying to think of when we actually first sat down and talked about this concept. It was January 22nd of last year when I first got exposed to it. At the time, we were talking about Special Land Use and having an immediate need for the gas station there. Part of that discussion was, what data do you have, or can you collect some data, or get some input from the community demonstrating the need for the gas station? I'm just wondering if you were able to do that.

Mr. Bakko – Hi everyone. I collected about 600 signatures and I gave a copy to Paula, and I still have a copy. If anybody wants to see it, I'd be more than happy to provide it. About 95% of my customers were happy with the project. Maybe two or three didn't want to see anything new because the store has been there for 40 years, but just about everybody else was happy with it. We do the best we can to work with Dave and make everybody proud of the project.

Phillips – I recall that you did have a number of signatures. I'm not sure what question or proposal was presented to them, and whether it specifically addressed the addition of gas availability.

Cameron Bakko – What was presented to them was obviously preliminary, but it was more the idea of adding gas, an expanded building and food. Food is a big one really. That was one of the highest requests added on, on top of the gas. Based off of the basic ideas we presented to them, their feedback was positive for the most part.

Dave Campbell – Mr. Phillips, can I piggyback off your question?

Phillips – Of course.

Dave Campbell – Cameron, my understanding is that you're talking to different fuel suppliers. You guys call them jobbers.

Cameron Bakko – Yes.

Dave Campbell – I think that often with gas stations in particular, the jobbers are able to provide data that helps answer this question about the need. They provide market

research that shows, here is what is available in the area, here is how much traffic is passing this site, and it's more databased than anecdotal, than people just saying, yes, that would be nice. I wonder if that is something you could talk about with the jobber. Could they create a market analysis to help answer the question of, is there a need at this location?

Cameron Bakko – Yes, it shouldn't be a problem. The last jobber we were considering working with, they're no longer part of the plans anymore, but I think they did a preliminary estimate of 70,000 to 130,000 gallons a month would move through there. But it shouldn't be a problem to speak to the current rep we're working with.

Dave Campbell – That was when you were with Corrigan?

Cameron Bakko – Yes, that was from the March meeting last year and I believe he presented that to the panel.

Weber – I can't recall the specific data, but when the gas station representative was here, he referenced data that he had specific to this. As I recall, it was fairly generic, but it was based upon the number of automobiles within three square miles of this location, or the number of registrations by it, that would dictate this much demand or capacity. It wasn't perfect data, it was generic, but it was something for us to look at.

Phillips – I just think if you have some data behind it, your chance of success in getting the rezoning is going to be a lot better.

Cameron Bakko – That shouldn't be a problem. We can provide whatever you request.

Mr. Abdelnour – I have another item I'd like to talk about. We've been talking with Dave about part of what we'd like to do; we're planning to put a screen wall all around the building for the neighbors. That would be a 6 foot wall, plus adding all types of landscaping to create a good buffer. And, the back wall of the building itself, we're going to finish it with nice brick and nice details, like the front, but there are no windows or doors in it that could affect the neighbors in the back, on two sides. We're trying to work with the neighbors not to create sound at the back. The building would create a buffer between the street and the neighborhood. We thought that would be something good.

Dave Campbell – Yes, we talked about the impact on the neighborhood residential. We also talked about exterior lighting and being smart about how the site is illuminated, including illumination under the canopy so that you're not shining light into the neighbor's backyard and into their windows. In addition, we talked about lighting that is more consistent with a residential setting as opposed to a highway setting.

Chairperson Parel – Brady, are you good?

Phillips – I'm good.

Bearer – I feel like I remember when you were here previously that you discussed providing rec fuel as well for boating. Is that still part of the plan?

Cameron Bakko – Yes, we did, and yes, it is. And so is diesel. And those two are more per the request of the feedback that we got. We have a lot of customers that do a lot of commercial work and they use diesel for their trucks. And obviously with the lakes around us, people probably prefer to get their rec fuel from there and bring it back to their homes on the lakes.

Bearer – And where is the nearest gas station? Is that on Wixom?

Cameron Bakko – I think the nearest one is about two miles west of us, which is the Wixom Saroki's gas station.

Bearer – Okay, that's all. Thank you.

Dave Campbell – Cameron, with the rec fuel and the diesel fuel, is that dispensed from the four pumps that you're showing under the canopy? Sometimes you see rec fuel dispensed from a separate pump somewhere else on the site.

Cameron Bakko – If I'm not mistaken, I'm pretty sure it's part of the same area. Any fuel dispenses from that canopy.

Dave Campbell – You're showing four pumps there.

Mr. Bakko – There are some pumps, they use diesel, and also gas. But the rec, I don't know how they're going to do that. It could be a separate pump.

Dave Campbell – So, it would be important to know where that separate pump might be.

Mr. Bakko – We can talk to the jobber and he could explain everything.

Dave Campbell – Okay.

Winkler – One other thing did come to mind and that is sidewalks. But I don't see any sidewalks along Glengary or along Benstein north of Glengary as part of the Township's sidewalk program, so it's a moot point. Just something I wanted to mention to consider.

Mr. Bakko – There is no sidewalk.

Cameron Bakko – Yes, if we create a sidewalk, it would be the only ... I don't know how long it takes for the rest of the neighborhood to follow suit, but if we were to put a sidewalk over there, you're looking at just that corner that has a sidewalk. There's no traffic light that allows pedestrians to cross.

Dave Campbell – It's something we want to look at. Keep in mind, I will go back to Geary Masonry for a moment. When you look at their site and their corner, it's just one big, paved area. If there were to be a sidewalk, seemingly it would just be paint, a crosshatching over top of existing pavement. So, we can look at that potential. Going southward a little bit, and here's what I'm talking about, instead of having actual physical sidewalk, it's paint going across the driveway of the Dairy Twist. One of the things we need to look at is the potential for having a legitimate crosswalk across this easterly leg of Glengary Road. You mentioned earlier, folks may be going back and forth between the Dairy Twist and the new store. Maybe we would want to look at the potential for having an actual signalized crosswalk across that leg at least to make sure that's a safe movement.

Chairperson Parel – It's a very good idea. I can foresee people doing that. I'm hoping people do that.

Mr. Bakko – That would be nice.

Chairperson Parel – Thank you, Brian.

Loskill – The only comment I had that has not already been mentioned would be to look at your merchandising plan, because you've got a lot of liquor bottles in windows, and coffee bars in front of windows, and sometimes those aren't the most attractive things to look at. Short of that, good luck.

Dave Campbell – Cameron, maybe this is a question for you. Ghassan talked about having these windows and I agree, those could be a nice feature to let some daylight into the store and so forth. What there is often temptation to do though is block those windows, either with racks of merchandise on the inside of the store, or with a lot of signage advertising beer specials and whatever it might be. When we're showing these very nice windows, are they truly going to be clear windows that people can see through, or are they going to be blocked off on the inside, with merchandise or shelving, or posters and advertising?

Maybe it's not something that you're going to want to commit to one way or the other right here, right now, but I think the hope of the Township would be that these are real functional windows that are complementary to the building.

Cameron Bakko – What I can say right now is, our goal is to try to let in as much natural light as possible through the windows. We want bigger windows for a reason, it makes people more comfortable to be in a store where there's more that natural light, more visibility outside. As far as the commitment part, that might be a little early, but we would like to let as much natural light in as possible.

Dave Campbell – They're windows. They're not billboards.

Cameron Bakko – All right. We're not putting any advertisements in the windows. That's for sure.

Mr. Bakko – We might have the “Open” neon sign.

Cameron Bakko – Of course an “Open” sign which is standard for everybody.

Dave Campbell – We’ve all seen the stores where they cover their windows with signage.

Mr. Bakko – No.

Cameron Bakko – No, we’re looking for a more modern, neighborhood friendly approach.

Mr. Bakko – Maybe you’re going to see a slushie machine or a coffee machine in front of one of the windows so we can line them up. Nothing big deal.

Cameron Bakko – Nothing that will interrupt anyone’s view or anything major.

Dave Campbell – It’s a safety thing too, right. You want them to be able to see inside your store, particularly law enforcement. You want them to be able to make sure everything is going okay inside.

Mr. Abdelnour – Most of the shelving will be like 3 to 4 feet. These windows are 14 feet.

Weber – First, I love the idea of creating more of a market. I think there is a need for that. There isn’t anything else that’s close within the Village or the Township right there. I applaud you for upgrading the facility. Traffic is obviously a big concern. We will see what comes out of the traffic study; the ability to make the turns in and out, and it is close to the intersection. I will reserve judgment based on the traffic engineers. They will tell us what the smart thing to do is with that.

It’s not lost on me that the corner is zoned B-3 already. Obviously, I have concerns any time we’re going to have a somewhat high-intensity usage like a gas station next to residential. That’s always going to be a concern. I would want to see a little more detail once we get to that point; what is the wall and what is the buffering actually going to look like. The lighting is easy, I get that. That’s something I will be interested to see. It is a neighborhood commercial corner. You have the Dairy Twist, and even Geary Masonry, the way he has designed it, he made that building much improved over the previous gas station that was there, and the old auto shop that was there.

My first question is, do you have to have a canopy over the pumps? You’re right next to residential and you’re going to have a 16 foot high canopy. I appreciate the comments that say we’re going to tone it down and not light it up, but it’s still going to be 16 feet in the air.

Mr. Bakko – It’s very important to have it. There are so many reasons; snow, rain, sun. You don’t want to stand for two minutes pumping gas in the direct sun when it’s 90 degrees outside, or if it’s raining.

Cameron Bakko – There's also a safety concern about that.

Weber – For fire suppression.

Mr. Bakko – Yes.

Cameron Bakko – Yes, the canopy hangs those extinguishers. Without a canopy, I don't think that's ...

Weber – That is something I think would be important to me, and once we get further along, what does the elevation look like? If I'm sitting at the Dairy Twist, or across the street, or if I'm a neighbor, what does that canopy look like in proportion to Geary Masonry and the surrounding area? Is it going to stick out like a sore thumb? With the renderings so far, I can't see that.

Mr. Abdelnour – As a proportion, the building will be 20 to 23 feet, and the canopy is only 17 feet, so it's actually shorter than the building itself. What we're planning to do for the canopy columns, we will be using the same materials as the building itself; the limestone, brick, metal. And on the top of the canopy, we're recessing all the lighting inside the canopy itself and we're using a natural material on the top for the metal that doesn't make a big statement. So, when you look at it, you're really looking more at the building than just the canopy. And we will provide the information.

Weber – The first hurdle to get past is traffic.

Mr. Abdelnour – The traffic is the big issue because if the traffic doesn't approve it ...

Weber – Right, I don't want Steve and Cam to spend money until we get the traffic feedback, so we understand if it is viable from that standpoint.

Mr. Abdelnour – That's the plan.

Weber – Once we get to that, it would help me to see those elevations so we can see what the street view will look like and how the canopy intersects with the residential and the market, et cetera.

Dave Campbell – Mr. Abdelnour, I think we talked about providing an updated version of this rendering, but with the canopy included, which helps show the scale of the canopy relative to the building.

Mr. Abdelnour – I will do that, yes.

Weber – My last comment is, I'm probably not a fan of adding a fifth pump for rec fuel. If it can be incorporated into the four ...

Mr. Abdelnour – With our experience, I think with the four, there's going to be one pump that is dual.

Weber – So I would assume that one of the pumps would have rec fuel rather than having diesel.

Cameron Bakko – From what I've seen at other gas stations, and I don't know if this is a standard in the industry, but you have 1, 2, 3, 4 and then in between two of them, there is typically another one, a standalone pump, but it's in between so it's not standing off on the side and it's not another dispenser on a different side of the lot. It's still part of the square.

Weber – I get what you're saying. That would be helpful if you could show us.

Cameron Bakko – We will speak with our jobber about that, and about the statistics of gallons per month or the need.

Dave Campbell – You have to demonstrate that there is a need. That often comes in the form of a market study, and in your case, the jobber is often the one who can provide it.

Mr. Abdelnour – They do check a lot of traffic counts too for that.

Dave Campbell – It has to do with traffic, population, rooftops, and there's all sorts of ...

Weber – They've done it before.

Cameron Bakko – Yes, it shouldn't be a problem.

Mr. Bakko – And if I'm not mistaken, Dave, we spoke about the traffic study.

Dave Campbell – Yes, we're hoping to get a scope back from our traffic engineer, and a price tag.

Mr. Bakko – Okay.

Cameron Bakko – So we wait to hear that from you before the traffic study.

Dave Campbell – I just said to Paula, we're going to remind the traffic engineer that we are hoping to see that scope. Her office is busy like everybody else, so we will try to get that going.

Chairperson Parel – Dave, back to George's comment, do we know the height of the masonry building?

Dave Campbell – Next door?

Chairperson Parel – Yes, on the corner.

Dave Campbell – I don't, off the top of my head. I can go to Google street view.

Chairperson Parel – Yes.

Mr. Bakko – It's like somewhere around 14 feet high, because mine is about 10.

Cameron Bakko – It's probably slightly taller than ours.

Chairperson Parel – So 12 to 14 feet. Okay, are you all set, George?

Weber – Yes.

Chairperson Parel – Thank you, sir. Mickey?

McCanham – You guys have asked all the big questions.

Mr. Bakko – Basically, our canopy is going to be maybe 3 or 4 feet higher than the masonry building.

Chairperson Parel – Yes, I think it would be nice to see that and have that view of the canopy as mentioned. What was the rationale for having later hours during the week than on the weekend?

Dave Campbell – Unless I had that backwards. It was 11:00 PM on weekdays, and 10:00 PM on weekends I thought.

Mr. Bakko – I don't know ... Was it 11:00 PM weekdays, 12:00 AM on Friday, 10:00 PM on Saturday.

Cameron Bakko – No. Do you have my original conditions?

Dave Campbell – That's in the Planning Commission packet. *Hours of operation will be limited to 6:00 AM to 11:00 PM Monday through Friday, 8:00 AM to 10:00 PM Saturday and Sunday.* I guess the question is, why close earlier on the weekend?

Chairperson Parel – I would have thought it would have been the opposite.

Cameron Bakko – I might have been mistaken. Can that be amendable?

Dave Campbell – It can, but you've got to do it because you have an attorney who is going to put it into an agreement. We need to make sure we've got it.

Cameron Bakko – We can go over that tomorrow.

Dave Campbell – What makes sense to you? Keeping in mind ...

Cameron Bakko – Closing earlier on Sundays is something we've done. That is a given. That schedule for Sunday alone would make sense. On Saturday ...

Dave Campbell – Keep in mind that, again, part of the idea here is that this is more of a neighborhood setting, a neighborhood market, and this isn't meant to be a place that's open late into the night, and I don't think that's what you guys want either. That's part of what the Township is going to consider.

Cameron Bakko – We are always open to feedback with what you guys feel is appropriate for hours scheduled, I just ask that you take into account that our hours of operation right now are based off of people that we serve in the area, and we're more than happy to provide that. We do still get a lot of people between the hours of 9:00 PM and 11:00 PM when we close because that's when a lot of people get off work. Believe it or not, most of those sales aren't even alcohol; people come in for milk, snacks, cereal. In the summertime, we have the campground, Proud Lake, and we get a lot of people who come in when they're camping there. We sell a lot of merchandise for that, and they're happy that we're open because nobody else around us is open. It's 11:00 PM and they need charcoal fluid, charcoal, firewood. That's why we're open until 11:00 PM because it's more accommodating.

Chairperson Parel – So your current operation is open what hours?

Cameron Bakko – We're 9:00 AM to 11:00 PM Monday through Saturday, and on Sunday, we're 9:00 AM to 10:00 PM.

Chairperson Parel – So I guess the question is what do we want for the neighborhood feel of this new operation? Does it differ? Is the marketplace portion potentially different than the gas? Is there a rationale to further limit the time in which the operation is open for gas? Is there a scenario in which the market is open different hours than the gas pumps?

Cameron Bakko – I've never seen something like that done.

Chairperson Parel – We've had that conversation. The building is being expanded closer to residential, and that's I think what triggered this conversation originally regarding hours of operation, to reduce impact on the neighbors. I don't know if we have to resolve that now.

Cameron Bakko – What I can tell you is that we have no interest in expanding it late into the night, later than we already have. If we were to continue with what we have now, that's more than enough right now. Anything past 11:00 PM, we have no interest in that. That's a given.

Chairperson Parel – A question for the Commission is do we think 11:00 PM on a weeknight is what we want to see?

Phillips – I personally think it would be fair that they could maintain the same hours they have today, with the addition of gas. Also, if I'm a customer and I see the store is open, and I want gas and I pull in, I'm going to be upset when you tell me you're closed.

Mr. Bakko – Yes, you can't shut off the pumps. You might shut the kitchen at 10:00 PM at night, but not the pumps.

Dave Campbell – Is it fair to say that 11:00 PM is the upper threshold of what the Township and the Planning Commission would think is ... Are they kind of scraping the ceiling with 11:00 PM? I'm an old man. I'm in bed by 9:00 PM.

Chairperson Parel – I'm the wrong person to ask.

Cameron Bakko – Again, we're only accommodating people who have been coming to us for the last 11 years during those hours. For them to see that we start closing at 10:00 PM and they would come there one day and be ...

Chairperson Parel – I understand where you're coming from and I completely understand the business aspect of it. From my perspective, and I want to have the conversation, I think the reason we're even talking about the proposed hours is because of the expanded building and making it closer to residential, and we wanted to potentially limit the hours of operation to help out the neighbors.

Dave Campbell – You're pushing the intensity further north. You want to keep that in mind as you're making your case to the Township. Part of that case is, what are the hours?

Cameron Bakko – We're open to that conversation.

McCanham – Will there be sound, music and TVs at the pumps, and would that come to a stop at a certain time of night?

Mr. Bakko – We spoke about this before. You can always put the volume down, or you can put it up.

McCanham – Okay, so you've looked at that.

Mr. Bakko – Yes, that's not a big deal for us.

Cameron Bakko – I don't think people want to hear stuff like that at nighttime, and that's not a problem for us.

Weber – I think when we talked about it last time, you said you were not going to have the pumps running TV commercials on them.

Cameron Bakko – Are you talking about the modern pumps that are a full screen now?

Weber – Yes, where they're literally blasting a TV commercial while you're pumping gas.

Cameron Bakko – I have seen new gas stations that have the big screens, and I think Sheetz has those now, but they don't have TV or anything blasting. It's just a touchscreen.

Weber – That screen is fine.

Dave Campbell – Maybe you want to think about committing to that, that the screens will not have an audible advertising component to them.

McCanham – If you go to a Meijer station, on that big screen, they're trying to get you to come inside to buy a drink.

Mr. Bakko – They advertise.

Cameron Bakko – Yes, we don't have to do that.

Mr. Bakko – No, no, we're not going to say yes or no. Why? Because the new pumps, you don't know how they're going to come in. What are you going to tell the jobber? Okay, I don't want the screen, and then they have to redo the whole pump.

Chairperson Parel – I just want to make sure we're talking about the same thing. What you were talking about was an LED or LCD screen that will show you what you're paying for your gas per gallon, and it has the counter on it. Those I don't think we're challenging. It's the television sets that sit up on the pump scrolling through advertisements.

Dave Campbell – Is it specifically the audio?

Chairperson Parel – No, I think it's video as well.

Weber – It's bright.

McCanham – It's both.

Cameron Bakko – As long as the jobber says it's optional, we don't have to have the option.

Weber – And I'm sure it's optional.

McCanham – I would imagine those can be programmed the way you want.

Cameron Bakko – I would hope so.

Mr. Bakko – Yes, we can advertise chicken, pizza, or Pepsi.

Chairperson Parel – We are hoping for no advertisements. When we talk about pushing the intensity further north, is there an option or a plan ... What happens if you're closing your operation at 10:00 PM or 11:00 PM, do the lights in the canopy shut off?

Mr. Bakko – Yes.

Chairperson Parel – Do you keep lights on outside the building?

Mr. Bakko – You keep lights on for safety.

Cameron Bakko – Those are on a timer. That's more for employees to walk out. Lights are on for an hour after that, and then they turn off.

Chairperson Parel – In regard to parking, how many spots were you looking at total? Do we have that number?

Cameron Bakko – 26?

Mr. Bakko – About 26 spots.

Mr. Abdelnour – We have 18, plus 8 at the pumps. We have enough parking.

Chairperson Parel – Part of the reason I'm asking is because with hot food offerings, I think it's going to be successful with outdoor seating, and you need that parking.

Mr. Bakko – Especially on the market side.

Cameron Bakko – That's why we put the outdoor seating on that side, away from the gas pumps, to make it more appropriate.

Chairperson Parel – Then they'll go across the street for ice cream.

Mr. Bakko – Or get ice cream and come over here.

Cameron Bakko – We thought that was neighborhood appropriate and friendly.

Chairperson Parel – Which goes back to our conversation about safely getting people across the street. I'm good. Any other comments from anybody? Hearing none, did we help you to get closer to your decision?

Mr. Abdelnour – I think we're on the right track. The main thing, as we've said, is that the traffic study is very important. After that, maybe we can meet every requirement.

Chairperson Parel – Dave, anything else?

Dave Campbell – I know they've talked about getting back in front of you June 1st, which is going to be here before we know it, so there is a lot of work to be done if that deadline is going to be met.

Mr. Abdelnour – The main thing is getting the traffic study quickly. We're doing one right now and it has taken 3 to 4 months.

Dave Campbell – Again, you're hearing a lot of comments, suggestions and questions, many of which would want to be incorporated into the agreement that we talk with the attorney about. Some of these, such as hours of operation; if you're going to adjust what we talked to the attorney about, we need to get that information to the attorney. That's just one example.

Mr. Bakko – As Brady said, if we maintain the same hours, we're okay with that. If we have to shrink it on a weekend, it's not going to kill us. It is what it is.

Dave Campbell – Again, you would have to offer that, and the attorney would have to insert it into the agreement.

Mr. Bakko – Sure, let's maintain it the way it is.

Dave Campbell – I would say, let's talk tomorrow and we will go over what we heard tonight.

Chairperson Parel – So we will continue the conversation about hours of operation.

Dave Campbell – Yes. And assuming we are going to have a public hearing on this, sometime in the near future, whether it's June or not, one of the items I think would be included in the Conditional Rezoning agreement was them volunteering to limit their hours to X-Y. What I hope they're hearing is that's very important to the Planning Commission.

Chairperson Parel – Anything else we can answer?

Mr. Abdelnour – No, thank you for having us.

Mr. Bakko – Thank you.

Cameron Bakko – Yes, thank you for your feedback.

Mr. Bakko – We want to make sure everybody will be proud. We're going to make it look good.

Chairperson Parel – Thank you, gentlemen. Have a great evening.

COMMERCE TOWNSHIP CONDITIONAL REZONING PETITION

APPLICATION # PCZ 26-01

HEARING DATE:

APPLICANTS NAME: Saad D. Bakko

APPLICANTS ADDRESS: 1740 Glengary rd / 2750 Bernstein rd

ZIP 48390

TELEPHONE: (248) 624-1611

E-MAIL: Saadbakko@gmail.com

OWNER'S NAME: Saad D. Bakko

PHONE# (586) 216-4943

ADDRESS 1740 Glengary rd / 2750 Bernstein rd

ZIP 48390

A) REQUEST FOR CHANGE OF ZONING 1740 Glengary rd.

FROM B-2 TO B3

2750 Bernstein rd.

1740 Glengary rd

Common Property Address or Location 2750 Bernstein rd

Sidwell Number 17-21-276-0164 / 17-21-276-0163

List all Deed Restrictions and Easements

Property Dimensions

Area

Date: 02/11/2026

Saad Bakko

Applicant's Signature

Saad Bakko

Applicant's Printed Name

Saad Bakko

Property Owner's Signature

Saad Bakko

Property Owner's Printed Name



CHARTER TOWNSHIP OF COMMERCE PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Notice is hereby given that the Commerce Township Planning Commission will conduct a public hearing in the Oak Conference Room of the Commerce Township Hall, located at 2009 Township Drive, Commerce Township Michigan, for the purpose of hearing the following petition for a Conditional Rezoning and associated Map Amendment, on **Monday, August 10, 2026 at 7:00 p.m.**

PCZ26-01

Commerce Lake Market is requesting a Conditional Rezoning of two parcels of land totaling approx. .9 acres from B-2 (Community Business) and R-1D (One Family Residential) to B-3 (General Business) located on the north side of Glengary Road east side of Benstein Road. The owner intends to rebuild and expand his existing building (1740 Glengary), demolish the existing residential home (2750 Benstein) and add a 4-pump fueling center.



Sidwell No's: 17-21-276-064 & 17-21-276-063

The proposed zoning amendment, the Commerce Township Zoning Ordinance, and Zoning Map are available for public inspection in the Planning Department during regular office hours. You may also visit the Township's website at commercetwp.com to find the Commerce Township Zoning Ordinance and Map. Public comment will be taken during the designated portion of the public hearing; for those unable to attend the public hearing, public comment will be taken in writing by the Planning Department until 5:00 p.m. on the date of the hearing. For further information, please contact the Commerce Township Planning Department at (248) 960-7050, and/or visit the Township's website at commercetwp.com

David Campbell, AICP
Commerce Township Planning Director



Bethany Miller <bmillier@commercetwp.com>

Commerce Lake Market - Conditional Rezoning Submittal

Nancy McClain <nmcclain@giffelswebster.com>

Wed, Apr 15, 2026 at 4:30 PM

To: Bethany Miller <bmillier@commercetwp.com>

Cc: Jason Mayer <jmayer@giffelswebster.com>, Dave Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>, Mark Gall <mgall@commercetwp.com>

Good Afternoon Bethany,

We have looked at the submittal for the Commerce Lake Market and have the following comments & concerns:

1. The plan doesn't show the existing edge of road or any of the utilities that exist on the site or adjacent ROW, including catch basins, overhead wires, etc.
2. It also doesn't show the existing fences on the adjoining parcels that would restrict the traffic flow, especially at the inside corner of the lot. We don't feel that the current layout is feasible due to the drive aisle widths and turning radii. The plan seems to assume the use of the property on the corner to complete the access for the site. It may be that they wish to acquire that parcel, but the site doesn't currently work as shown in the submittal.
3. The bulk of the lot is paved or building. There is little room for the storm water management without it impacting the neighbors. The site is essentially flat.
4. There is a lack of hydrant coverage for fire protection. The nearest hydrant to the building is roughly 190' to the closest point on the building. The gas pumps will be over 300' by hose run. We feel that the fire department will probably require at least one additional hydrant on site.

Our opinion is that the plan as presented is not feasible for these reasons.

I have attached a marked up copy of the submittal for your use. Please let us know if you have any questions.

Regards,

Nancy

Nancy McClain, PE
Project Manager



Giffels Webster
1025 E. Maple, Suite 100
Birmingham, MI, 48009



Commerce
Township
E-Mail

Paula Lankford <plankford@commercetwp.com>

Fwd: FW: 26034 Gas Station

1 message

David Campbell <dcampbell@commercetwp.com>

Tue, Apr 28, 2026 at 2:32 PM

To: Paula Lankford <plankford@commercetwp.com>, Bethany Miller <bmillier@commercetwp.com>

David Campbell, AICP

Planning Director

Charter Township of Commerce

2009 Township Drive

Commerce Township, MI 48390

Ph (248)960-7050



----- Forwarded message -----

From: **James Dundas** <jdundas@commercetwp.com>

Date: Tue, Apr 28, 2026 at 2:10 PM

Subject: Re: FW: 26034 Gas Station

To: David Campbell <dcampbell@commercetwp.com>

Dave,

I have reviewed the preliminary site plan for the market and gas station at 1740 Glengary Rd.

The access for emergency vehicles looks acceptable based on the turning radius drawing provided.

Other notes for the meeting on behalf of the Fire Department are as follows:

They must follow all of the code requirements using the IFC 24 and NFPA 30A

Consider requirements such as emergency shutoffs, spill control measures, required fire extinguishers, warning signage and crash protection.

We will review all these items when the official drawings are submitted.

The market may require sprinklers depending on the square footage.

Regarding the canopy question,

A canopy is not required by the fire code, however if one is present, it must use non-combustible materials and have a suppression (extinguishing) system installed.

Again we will compare the code to the final drawings when submitted.

Let me know if you have any questions or need additional information.

Chief Dundas

On Tue, Apr 28, 2026 at 1:20 PM David Campbell <dcampbell@commercetwp.com> wrote:

----- Forwarded message -----

From: **Ghassan Abdelnour** <ghassan@gavassociates.com>

Date: Fri, Apr 24, 2026 at 9:53 AM

Subject: FW: 26034 Gas Station

To: David Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>, saad bakko <saadbakko@gmail.com>

Cc: Ghassan Abdelnour <ghassan@gavassociates.com>, Melad Beba <mel@gavassociates.com>



October 15, 2024

Commerce Township
Attn: Paula Lankford
2009 Township Drive
Commerce Twp, MI 48390

This preliminary review and the comments below are provided as a courtesy by the Road Commission for Oakland County (RCOC), to identify obvious or potential concerns at the conceptual stage of a project. Preliminary Review comments are based on a general, high-level review of the proposed land use and related trip generation, with consideration to the existing roadway condition, background traffic and crash patterns, and RCOC ROW needs AT THE TIME OF THE REVIEW. Any changes that occur to any of these factors between the time of the preliminary review and the time of permit application may alter or invalidate the comments herein. Any comments or communications are considered provisional until a detailed review of the final plans is completed during the permit application process. Any development decisions are made at the Applicant's sole risk.

RE: R.C.O.C. PRELIMINARY PLAN REVIEW 24P0038
LOCATION: BENSTEIN RD, COMMERCE TWP
PROJECT NAME: PROPOSED RETAIL BUILDING

Dear Ms. Lankford:

At your request, the Road Commission for Oakland County (RCOC) has completed a preliminary review for the above referenced project. Enclosed you will find one set of plans with our comments in green and red, and below a listing of the comments generated by the RCOC review:

- A) The RCOC Master ROW Plan indicates a 60-foot wide half width ROW for Benstein Rd. The existing ROW is shown to be 33-foot wide half width. Please contact Right-of-Way Department, at (248) 645- 2000 to discuss dedicating the ROW or establishing a dedicated highway easement.
- B) Benstein Rd Driveway approach shall have radii, and must follow RCOC commercial driveway design standards.
- C) Glengary Rd is under the jurisdiction of Wolverine Lake Village. However, it is recommended to Remove the Westerly approach or make right out only. It is good practice to try to avoid lefts into a site when there is not a dedicated turning space or where a signal queue may be negatively impacted by the movement.
- D) Remove or relocate all fixed objects prior to excavation. Fixed objects shall be no nearer than 6 feet from back of curb, or 12 feet from lane line.
- E) Driveway must have sufficient corner sight distance (see enclosed RCOC policy).
- F) Right of way shall be ditched/graded to provide positive drainage across the property frontage.

Board of Road Commissioners

Eric D. McPherson
Commissioner

Andrea LaLonde
Commissioner

Nancy Quarles
Commissioner

Dennis G. Kolar, P.E.
Managing Director

Gary Piotrowicz, P.E., P.T.O.E.
Deputy Managing Director
County Highway Engineer

**Department of
Customer Services
Permits**

**2420 Pontiac Lake Road
Waterford, MI 48328**

248-858-4835

**FAX
248-858-4773**

**TDD
248-858-8005**

www.rcocweb.org



Paula Lankford
October 15, 2024
Page 2

- A) Site drainage shall not drain directly into road right of way.
- B) Pavement cross section shall consist of a minimum 9 inches of MDOT 35-P concrete, with epoxy coated rebar lane and curb ties over a suitable base, as determined in the field by RCOC.

Once the comments above are addressed, plans should be submitted via email to permits@rcoc.org with completed RCOC permit application(s) Form 64a, signed by the owner (or his agent), and the appropriate application fee(s).

All future correspondence related to the above referenced project will be sent to the address provided by the applicant. Separate applications will be required for:

- a) Drive approach
- b) Utility connections

Upon receipt of the appropriate application packet, RCOC will provide a more detailed review. Please contact this office at (248) 858-4835 if you have any questions, or if we may be of further assistance.

Respectfully,

A handwritten signature in blue ink that reads "Simon Yousif".

Simon Yousif, P.E.
Permit Review Engineer
Department of Customer Services

MEMO

VIA EMAIL dcampbell@commercetwp.com

To: Charter Township of Commerce

From: Jacob Swanson, PE, PTOE
Aaron Wildrick, EIT
Fleis & VandenBrink

Date: July 28, 2026

Re: Commerce Lake Market Redevelopment
Commerce Township, Michigan
Traffic Impact Study

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed commercial development in Commerce Township, Michigan. The project site is located at 1740 Glengary Road and 2750 Benstein Road, generally in the northeast quadrant of the Benstein Road & Glengary Road intersection, as shown in the attached **Figure 1**. The proposed development includes the construction of a new Commerce Lake Market convenience store. The existing Commerce Lake Market (1740 Glengary Road) will be razed as part of this project and a new convenience store will be constructed on the same parcel; additionally, vehicle fueling is proposed with the new store operations, located on the adjacent property (2750 Benstein Road), northwest of the existing Commerce Lake Market site.

The property at 1740 Glengary Road is zoned B-2 (Community Business), with retail being a permitted use within that zoning district; however, vehicle fueling is only allowed as a special land use within the B-3 (General Business) zoning district. The property at 2750 Benstein Road is zoned R-1D (One Family Residential). The two properties are proposed to be combined and conditionally rezoned to B-3 (General Business), in order to accommodate the proposed development plan.

Site access for the existing Commerce Lake Market is currently provided via two (2) existing full access driveways on Glengary Road, which is under the jurisdiction of the Village of Wolverine Lake. The proposed development plan includes closing the west site driveway on Glengary Road and maintaining one (1) full access driveway; additionally, a new site access is proposed via one (1) driveway on Benstein Road, which is under the jurisdiction of the Road Commission for Oakland County (RCOC).

This TIS was prepared for this project pursuant to the Township requirements outlined in Section 28.12. The scope of work for this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice, professional experience, and the methodologies published by ITE. The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), the Michigan Department of transportation (MDOT), RCOC, the Southeast Michigan Council of Governments (SEMCOG), and ITE.

2 BACKGROUND DATA

2.1 EXISTING ROAD NETWORK

The lane use and traffic control at the study intersections is shown in the attached **Figure 2** and the study roadways are further described below. For the purposes of this study, all minor streets and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

27725 Stansbury Blvd, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

Glengary Road runs in the east / west directions, adjacent to the south side of the project site. The study section of roadway is classified as a *Minor Arterial* and provides a typical two-lane cross-section, with one (1) lane of travel in each direction. Additionally, Glengary Road widens at the signalized study intersection with Benstein Road, in order to provide exclusive left-turn lanes in both directions.

- **East of Benstein Road:** The study section of roadway is under the jurisdiction of the Village of Wolverine Lake, has a posted speed limit of 35-mph, and has an Annual Average Daily Traffic (AADT) volume of approximately 5,831 (MDOT 2025) vehicles per day (vpd).
- **West of Benstein Road:** The study section of roadway is under the jurisdiction of RCOC, has a posted speed limit of 45-mph, and has an AADT volume of approximately 7,877 vpd (MDOT 2025).

Benstein Road runs in the north / south directions, adjacent to the west side of the project site. The study section of roadway is classified as a *Minor Arterial*, is under the jurisdiction of RCOC, has a posted speed limit of 45-mph, and has an AADT volume of approximately 11,068 vpd (MDOT 2025). Benstein Road provides a typical two-lane cross-section, with one (1) lane of travel in each direction, and widens at the signalized study intersection with Glengary Road, in order to provide exclusive left-turn lanes in both the directions.

2.2 EXISTING TRAFFIC VOLUMES

F&V subconsultant QC collected existing weekday Turning Movement Count (TMC) data on Tuesday, May 12, 2026, during the School PM (2:00 PM to 4:00 PM) and PM (4:00 PM to 7:00 PM) peak periods, at the following study intersections:

- Glengary Road & Benstein Road
- Glengary Road & E. Site Drive
- Glengary Road & W. Site Drive

During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for each of the study intersections were utilized, then the traffic volumes were carried through the roadway network and balanced upwards at the proposed site driveway. Therefore, the traffic volumes used in the analysis and shown in the attached traffic volume figures may not match the raw traffic volumes shown in the data collection. The weekday School PM and PM peak hours for the adjacent roadway network were observed to generally occur between 3:00 PM to 4:00 PM and 5:00 PM to 6:00 PM, respectively.

F&V also obtained the current signal timing permits from RCOC for the signalized intersection of Glengary Road & Benstein Road. The signalized study intersection operates on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS); therefore, only the base timings (mins, clearance, peds, push buttons, etc.) from the permits were utilized in the study. The signal timings were optimized for each scenario studied, in order to reflect the real time optimizations performed to accommodate the traffic volumes observed by the approach lane detectors. The existing 2026 peak hour traffic volumes utilized in this TIS analysis are shown in the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 EXISTING CONDITIONS (2026)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual, 7th Edition* (HCM7).

Descriptions of LOS "A" through "F" as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in **Table 1**.

The results of the existing conditions analysis indicates that all approaches and movements at the existing study intersection and site driveways are currently operating acceptably, at LOS D or better, during both the School PM and PM peak periods.

Review of SimTraffic network simulations indicates periods of vehicles queues along the northbound and southbound approaches at the signalized study intersection of Glengary Road & Benstein Road, during the PM peak hour; however, these vehicle queues were typically processed within each cycle length and were not

observed to persist throughout the peak hour. Additionally, ingress and egress traffic at the existing site driveway intersections were observed to find adequate gaps within the through traffic along Glengary Road, without experiencing significant delays or excessive vehicle queueing.

Table 1: Existing Intersection Operations

Intersection		Control	Approach	Existing Conditions			
				School PM		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Glengary Road & Benstein Road	Signalized	EBL	37.6	D	36.2	D
			EBTR	38.0	D	32.7	C
			WBL	35.7	D	28.7	C
			WBTR	50.5	D	52.5	D
			NBL	14.8	B	23.5	C
			NBTR	22.9	C	36.9	D
			SBL	16.3	B	24.2	C
			SBTR	20.6	C	36.8	D
			Overall	29.7	C	37.7	D
2	Glengary Road & Dairy Twist Drive / W. Site Drive	Stop (Minor)	EBL	8.0	A	8.3	A
			WBL	7.5	A	7.8	A
			NB	9.7	A	12.1	B
			SB	10.3	B	12.8	B
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.4	A
			WB	Free			
			SB	13.2	B	19.9	C

4 BACKGROUND CONDITIONS (2028)

4.1 BACKGROUND GROWTH

Historical population and employment community profile data was obtained for Commerce Township from the SEMCOG community profile database, in order to calculate an annual background growth rate to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. Population and employment projections from 2020 to 2050 were reviewed and indicate average annual growth rates of approximately 0.40% and 0.22%, respectively.

In addition to the background traffic growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that are currently under construction or will be within the buildout year of 2028. At the time of this study, no planned background developments were identified within the vicinity of the project site.

Therefore, a conservative annual background growth rate of **0.5%** per year was applied to the existing peak hour traffic volumes, in order to forecast the background 2028 peak hour traffic volumes, **without the proposed development**, shown in the attached **Figure 4**.

4.2 BACKGROUND OPERATIONS

Background peak hour vehicle delays and LOS **without the proposed development** were calculated at the study intersections based on the existing lane use and traffic control shown in the attached **Figure 2**, the background peak hour traffic volumes shown in the attached **Figure 4**, and the methodologies presented in the HCM7. The results of the background conditions analysis are attached and summarized in **Table 2**.

The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the existing conditions analysis, with minor increases in delays. Review of SimTraffic network simulations indicates periods of vehicle queues for the northbound and southbound Benstein Road approaches during the PM peak hour; however, these queues were observed to dissipate within the peak hour, similar to observations made during existing conditions.

Table 2: Background Intersection Operations

Intersection	Control	Approach	Existing Conditions				Background Conditions				Difference			
			School PM		PM Peak		School PM		PM Peak		School PM		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Glengary Road & Benstein Road	Signal	EBL	37.6	D	36.2	D	37.6	D	36.4	D	0.0	-	0.2	-
		EBTR	38.0	D	32.7	C	37.8	D	32.7	C	-0.2	-	0.0	-
		WBL	35.7	D	28.7	C	35.5	D	28.6	C	-0.2	-	-0.1	-
		WBTR	50.5	D	52.5	D	50.4	D	52.6	D	-0.1	-	0.1	-
		NBL	14.8	B	23.5	C	15.0	B	23.8	C	0.2	-	0.3	-
		NBTR	22.9	C	36.9	D	23.3	C	37.8	D	0.4	-	0.9	-
		SBL	16.3	B	24.2	C	16.6	B	24.6	C	0.3	-	0.4	-
		SBTR	20.6	C	36.8	D	20.9	C	37.6	D	0.3	-	0.8	-
		Overall	29.7	C	37.7	D	29.9	C	38.1	D	0.2	-	0.4	-
2 Glengary Road & Dairy Twist Drive	Stop (Minor)	EBL	8.0	A	8.3	A	Free				N/A			
		WBL	7.5	A	7.8	A	7.5	A	7.9	A	0.0	-	0.1	-
		NB	9.7	A	12.1	B	9.6	A	11.6	B	-0.1	-	-0.5	-
		SB	10.3	B	12.8	B	N/A				N/A			
3 Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.4	A	8.0	A	8.5	A	0.0	-	0.1	-
		WB	Free				Free				N/A			
		SB	13.2	B	19.9	C	11.5	B	15.5	C	-1.7	-	-4.4	-

Note: Decreased delays are the result from SCATS optimizations, improved progression, and/or HCM weighting methodologies

5 SITE TRIP GENERATION

5.1 PROPOSED SITE TRIP GENERATION

This project includes the reconstruction of a new Commerce Lake Market and the addition of fuel on the adjacent property. The number of weekday peak hour (School PM and PM) and daily vehicle trips that would be generated by the proposed development were calculated based on information published in the *ITE Trip Generation Manual, 12th Edition*.

The trip generation of existing store was calculated based on the TMC data collection performed at the existing site driveways on Glengary Road. The existing trip generation was then subtracted from the projected trips that will be generated by the proposed development, per ITE methodology, in order to determine the number of additional trips that would be generated by this site, with the addition of fueling and new store.

As is typical of commercial developments, a portion of the trips generated by the proposed developments are from vehicles already on the adjacent roadway that will pass the site on their way from an origin to their ultimate destination. Therefore, not all traffic at the site driveways is necessarily new traffic added to the street system. This percentage of the trips generated are considered “pass-by” trips and do not add new traffic to the adjacent street system. These trips are therefore reduced from the total external trips generated by the proposed development. The percentage of pass-by trips used in this analysis was determined based on the rates published in the *ITE Trip Generation Manual, 12th Edition*. The site trip generation forecast utilized for this study is summarized in **Table 3**.

Table 3: Site Trip Generation Summary

	Land Use	ITE Code	Amount	Units	School PM Peak (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Existing	Commerce Lake Market	N/A	3,762	SF	19	21	40	26	25	51
Proposed¹	Gas Station w/ Convenience Market	945	8	VFP	77	76	153	77	76	153
Additional Site Trip Generation	Additional Site Generated Trips				58	55	113	51	51	102
	Pass-By (56%)				31	31	62	28	28	56
	New Trips				27	24	51	23	23	46

5.2 REZONING ANALYSIS

The proposed project includes the redevelopment of the existing Commerce Lake Market, in order to provide a new convenience store with fuel. As part of this project, the property is proposed to be conditionally rezoned to B-3 (General Business).

The existing Commerce Lake Market property is zoned B-2 (Community Business) and the proposed fueling is zoned R1-D (One Family Residential). The Commerce Township definition of uses permitted under the B-2 zoning includes: restaurant uses, drive-in banks, office uses, etc. Additionally, the only applicable land use permitted under the R1-D zoning consists of single-family detached units. Therefore, the highest potential trip generators were identified within the ITE land use descriptions and were considered for the project site, as part of this evaluation.

A trip generation comparison was performed to evaluate the maximum potential development permitted by right under the existing zoning classifications, as compared to the proposed development plan permitted under the requested conditional B-3 zoning. The estimated trips associated with both the existing and proposed zoning scenarios are summarized in **Table 4**.

Table 4: Rezoning Trip Generation Comparison

Zoning	Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Existing (B-2)	Fast Food Restaurant w/ out Drive Through	933	5,000	SF	2,067	89	109	198	88	96	184
Existing (R1-D)	Single-Family Detached	210	1	DU	9	0	1	1	1	0	1
Total Maximum Existing Zoning					2,076	89	110	199	89	96	185
Conditional Zoning (B-3)	Gas Station with Convenience Market	945	8	VFP	1,628	81	78	159	77	76	153
Difference					-448	-8	-32	-40	-12	-20	-32

- The results of the trip generation comparison indicates that the proposed conditional rezoning will generate **less** trips, as compared to the potential trip generation permitted by right for these properties under the existing zoning classifications.

6 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan and driveway configurations, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The ITE trip distribution methodology assumes that new trips will enter the network and access the development, then leave the development and return to their direction of origin, whereas pass-by trips will enter and exit the development in their original direction of travel. The site trip distributions utilized in the analysis are summarized in **Table 5**.

¹ The School PM peak hour trip generation data is limited, therefore the PM peak hour trip generation and pass-by rates were utilized, in order to provide a conservative analysis.

Table 5: Site Trip Distribution

New Trips					Pass-By Trips	
School PM	PM	To/From	Via	Direction	School PM	PM
24%	27%	North	Benstein Road	Northbound	42%	36%
33%	35%	South	Benstein Road	Southbound	25%	27%
18%	20%	East	Glengary Road	Eastbound	16%	17%
25%	18%	West	Glengary Road	Westbound	17%	20%
100%	100%	Total			100%	100%

The vehicular traffic volumes shown in **Table 3** were distributed to the study roadway network according to the distribution shown in **Table 5**. The site-generated peak hour trips shown in the attached **Figure 5** were added to the background peak hour traffic volumes shown in the attached **Figure 4**, in order to calculate the future peak hour traffic volumes, **with the addition of the proposed development**. Future peak hour traffic volumes are shown in the attached **Figure 6**.

7 FUTURE CONDITIONS (2028)

Future peak hour vehicle delays and LOS **with the addition of the proposed development** were calculated at the study intersections based on the proposed lane use and traffic control shown in the attached **Figure 2**, the future peak hour traffic volumes shown in the attached **Figure 6**, and the methodologies presented in the HCM7. The results of the future conditions analysis are attached and summarized in **Table 6**.

Table 6: Future Intersection Operations

Intersection	Control	Approach	Background Conditions				Future Conditions				Difference				
			School PM		PM Peak		School PM		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Glengary Road & Benstein Road	Signal	EBL	37.6	D	36.2	D	37.7	D	36.7	D	0.1	-	0.5	-
			EBTR	38.0	D	32.7	C	37.8	D	32.6	C	-0.2	-	-0.1	-
			WBL	35.7	D	28.7	C	35.2	D	28.4	C	-0.5	-	-0.3	-
			WBTR	50.5	D	52.5	D	50.2	D	52.7	D	-0.3	-	0.2	-
			NBL	14.8	B	23.5	C	15.3	B	24.3	C	0.5	-	0.8	-
			NBTR	22.9	C	36.9	D	24.0	C	39.3	D	1.1	-	2.4	-
			SBL	16.3	B	24.2	C	17.0	B	25.2	C	0.7	-	1.0	-
			SBTR	20.6	C	36.8	D	21.4	C	38.7	D	0.8	-	1.9	-
			Overall	29.7	C	37.7	D	30.2	C	38.8	D	0.5	-	1.1	-
2	Glengary Road & Dairy Twist Drive	Stop (Minor)	EB	Free				Free				N/A			
			WBL	7.5	A	7.9	A	7.5	A	7.9	A	0.0	-	0.0	-
			NB	9.6	A	11.6	B	9.6	A	11.7	B	0.0	-	0.1	-
3	Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.0	A	8.5	A	8.1	A	8.5	A	0.1	-	0.0	-
			WB	Free				Free				N/A			
			SB	11.5	B	15.5	C	12.3	B	17.7	C	0.8	-	2.2	-
4	Benstein Road & N. Site Drive	Stop (Minor)	WB	N/A				18.9	C	26.4	D	N/A			
			NB					Free							
			SBL					9.4	A	9.9	A				

Note: Decreased delays are the result from SCATS optimizations, improved progression, and/or HCM weighting methodologies

The results of the future conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the background conditions analysis, with only minor increases in delay. Additionally, the existing and proposed site driveway intersections are expected to operate acceptably, at LOS D or better during both peak periods.

Review of SimTraffic network simulations indicates:

- Vehicle queues were observed along the northbound and southbound Benstein Road approaches at the signalized intersection with Glengary Road.
- The vehicle queues extended north past the proposed N. Site Drive on Benstein Road and are expected to block this driveway for 23% (~14 minutes) of the PM peak hour.
- The vehicle queues extended east past the proposed E. Site Drive on Glengary Road and are expected to block this driveway for 10% (~6 minutes) of the PM peak hour.

Overall, the results of the vehicle queueing evaluation showed that the vehicle queues on both Benstein Road and Glengary Road cleared the signalized intersection with each cycle length and vehicles were able to access the site driveway intersections.

8 ACCESS MANAGEMENT

8.1 DRIVEWAY LOCATION

The location of the proposed site driveways on Glengary Road and Benstein Road, in relation to the adjacent driveways and intersections in the area, is shown below in **Exhibit 1**.

Exhibit 1: Site Driveway Location Map



8.2 AUXILIARY TURN LANE EVALUATION

The RCOC auxiliary turn lane warranting criteria were utilized to evaluate the proposed site driveway intersections on Glengary Road and Benstein Road. This analysis was based on the future peak hour traffic volumes shown in the attached **Figure 6**. The results of the analysis are shown on the attached RCOC warranting charts and summarized in **Table 7**.

Table 7: Turn Lane Analysis Summary

Intersection	Evaluation	AM Peak Hour	PM Peak Hour	Warranted
Benstein Road & N. Site Drive	Right-Turn Treatment	Right-Turn Taper	Right-Turn Taper	Right-Turn Taper
	Left-Turn Treatment	No Treatment	No Treatment	No Treatment
Glengary Road & E. Site Drive	Right-Turn Treatment	No Treatment	No Treatment	No Treatment
	Left-Turn Treatment	Left-Turn Lane	Left-Turn Lane	Left-Turn Lane

- The results of the auxiliary turn lane evaluation indicates that a right-turn taper is warranted along northbound Benstein Road, at the proposed N. Site Drive.
- Additionally, a left-turn lane is recommended along eastbound Glengary Road, at the E. Site Drive. This left-turn lane can be accommodated by extending the existing left-turn lane to provide a shared center two-way left-turn lane at the site driveway.

9 FUTURE CONDITIONS WITH IMPROVEMENTS

Mitigation measures were investigated at the site driveways, in order to provide safe access and operations for the project site. The following recommended improvements were identified and evaluated to determine the projected operational impacts.

- Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
- Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, in order to provide additional storage for ingress left-turn traffic turning into the project site at the proposed N. Site Drive.
- Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, in order to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive.

The future peak hour vehicle delays and LOS, **with the recommended improvements implemented**, were calculated based on the future peak hour traffic volumes shown in the attached **Figure 6**, the recommended lane use and traffic control shown in the attached **Figure 7**, and the methodologies presented in *HCM7*. The results of the future improvements analysis are attached and summarized in **Table 8**.

Table 8: Future Intersection Operations with Improvements

Intersection	Control	Approach	Future Conditions				Future w/IMP				Difference			
			School PM		PM Peak		School PM		PM Peak		School PM		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
3 Glengary Road & E. Site Drive	Stop (Minor)	EBL	8.1	A	8.5	A	8.1	A	8.5	A	0.0	-	0.0	-
		WB	Free				Free				N/A			
		SB	12.3	B	17.7	C	12.3	B	17.6	C	0.0	-	-0.1	-
4 Benstein Road & N. Site Drive	Stop (Minor)	WB	18.9	C	26.4	D	18.9	C	26.2	D	0.0	-	-0.2	-
		NB	Free				Free				N/A			
		SBL	9.4	A	9.9	A	9.4	A	9.9	A	0.0	-	0.0	-

The results of the future improvements analysis indicates that all study intersection approaches and movements are expected to continue operating acceptably, at LOS D or better, during both peak periods.

Review of SimTraffic microsimulations also indicates generally acceptable operations throughout the study roadway network, during both peak periods. The addition of the extended storage lengths and center turn lanes provides adequate space for the vehicles to queue outside of the through lane, reducing the vehicle queues and potential impact to through vehicles on Benstein Road and Glengary Road, at the proposed site driveways.

10 CONCLUSIONS

The conclusions of this TIS are as follows:

1. Existing Conditions (2026)

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersections and site driveway intersections are currently operating acceptably, at LOS D or better, during both peak periods.
- Review of SimTraffic indicates periods of vehicles queues along the northbound and southbound approaches at the Glengary Road & Benstein Road intersection during the PM peak hour; however, these queues were typically processed within each cycle length.

2. Background Conditions (2028)

- A conservative annual background growth rate of **0.5%** per year was utilized to project the existing 2026 peak hour traffic volumes to the site buildout year of 2028. No background developments were identified within the vicinity of the proposed development.
- The results of the background conditions analysis indicates that all approaches and movements at the study intersection are expected to continue operating in a manner similar to the existing conditions analysis, with minor increases in delays.
- Review of SimTraffic network simulations indicates periods of vehicle queues for the northbound and southbound approaches during the PM peak hour; however, these queues were observed to dissipate and were not present throughout the entirety of the peak hour.

3. Future Conditions (2028)

- The future conditions analysis indicates that all study intersections will continue to operate similarly to background conditions, with only minor increases in delay. The proposed site driveways are also expected to operate at LOS D or better, during both peak periods.
- Vehicle queues were observed along the northbound and southbound Benstein Road approaches at the signalized intersection with Glengary Road.
 - The vehicle queues extended north past the proposed N. Site Drive on Benstein Road and are expected to block this driveway for 23% (~14 minutes) of the PM peak hour.
 - The vehicle queues extended east past the proposed E. Site Drive on Glengary Road and are expected to block this driveway for 10% (~6 minutes) of the PM peak hour.
- Overall, the results of the vehicle queueing evaluation showed that the vehicle queues on both Benstein Road and Glengary Road cleared the signalized intersection with each cycle length and vehicles were able to access the site driveway intersections.

4. Access Management

- A right-turn taper is warranted along northbound Benstein Road, at the proposed N. Site Drive.
- A left-turn lane is recommended along eastbound Glengary Road, at the E. Site Drive.

5. Future Conditions with Improvements

- Mitigation measures were investigated at the site driveway intersections, in order to provide safe access and operations for the project site. The following recommended improvements were identified and evaluated to determine the projected operational impacts.
 - Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
 - Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, in order to provide additional storage for ingress left-turn traffic at the proposed N. Site Drive.

- Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive
- The results of the future improvements analysis indicates that all study intersection approaches and movements are expected to continue operating acceptably, at LOS D or better, during both peak hours.
 - Review of SimTraffic microsimulations also indicates generally acceptable operations throughout the study roadway network, during both peak periods. The addition of the extended storage lengths and center turn lanes provides adequate space for the vehicles to queue outside of the through lane, reducing the vehicle queues and potential impact to through vehicles on Benstein Road and Glengary Road, at the proposed site driveways.

11 RECOMMENDATIONS

The recommendations of this TIS are as follows:

- Provide a right-turn taper along northbound Benstein Road, at the proposed N. Site Drive.
- Extend the storage area for the southbound left-turn lane at the Benstein Road & Glengary Road intersection, to provide additional storage for ingress left-turn traffic at the proposed N. Site Drive.
- Provide a center two-way left-turn lane (TWLTL) along Glengary Road, east of Benstein Road, to facilitate ingress left-turn movements between the Dairy Twist driveway and E. Site Drive.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

A handwritten signature in black ink that reads "Jacob Swanson".

Digitally signed by
Jacob Swanson
Date: 2026.07.28
12:10:25 -04'00'

Attachments: Figures 1 – 7
Proposed Site Plan
Traffic Volume Data
Signal Timing Permit
SEMCOG Data
Synchro / SimTraffic Results
Auxiliary Turn Lane Warrants



FIGURE 1 SITE LOCATION MAP

COMMERCE LAKE MARKET TIS

LEGEND

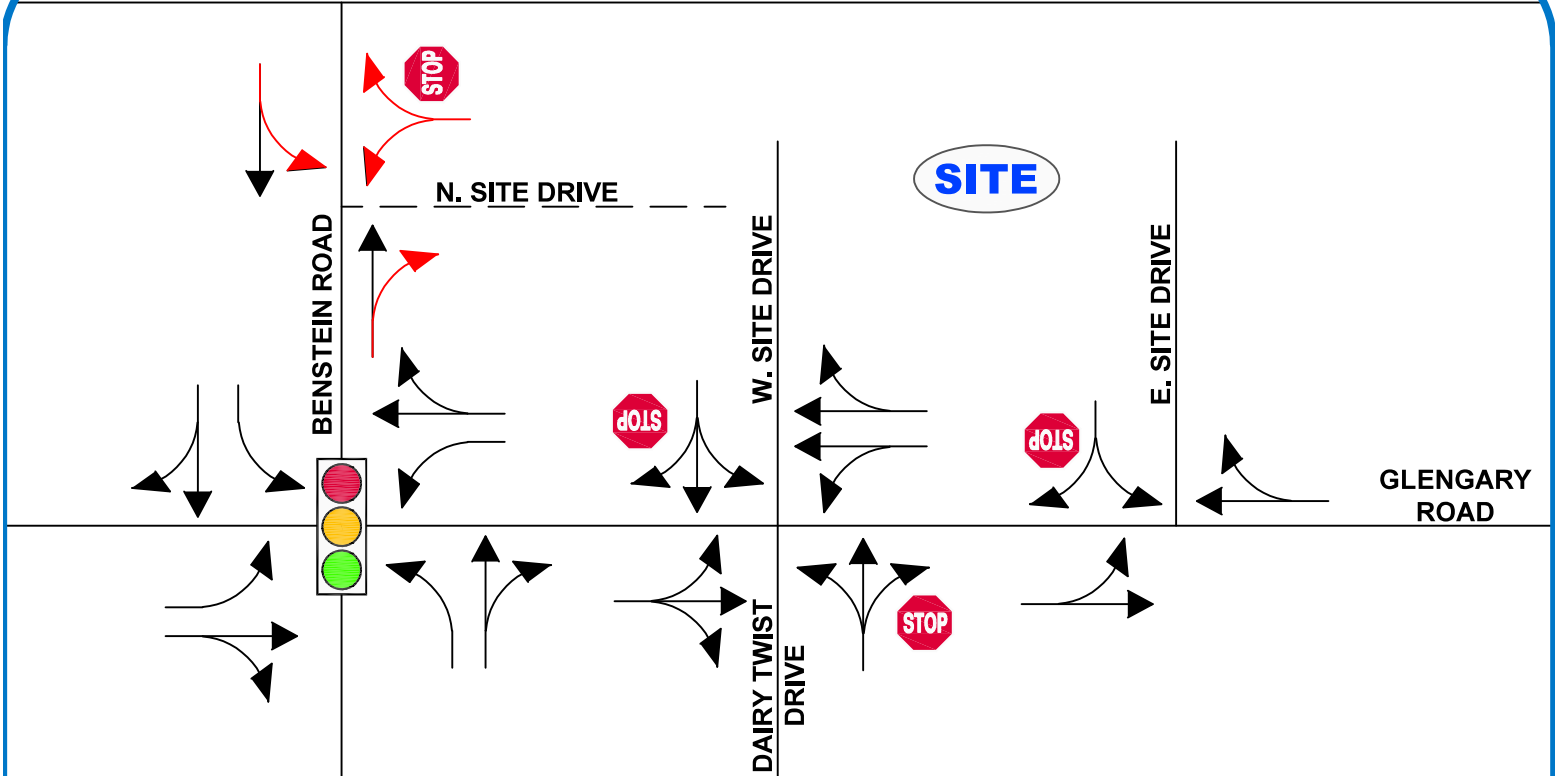


SITE LOCATION



NORTH
SCALE: NOT TO SCALE

EXISTING GEOMERTY



BACKGROUND GEOMERTY

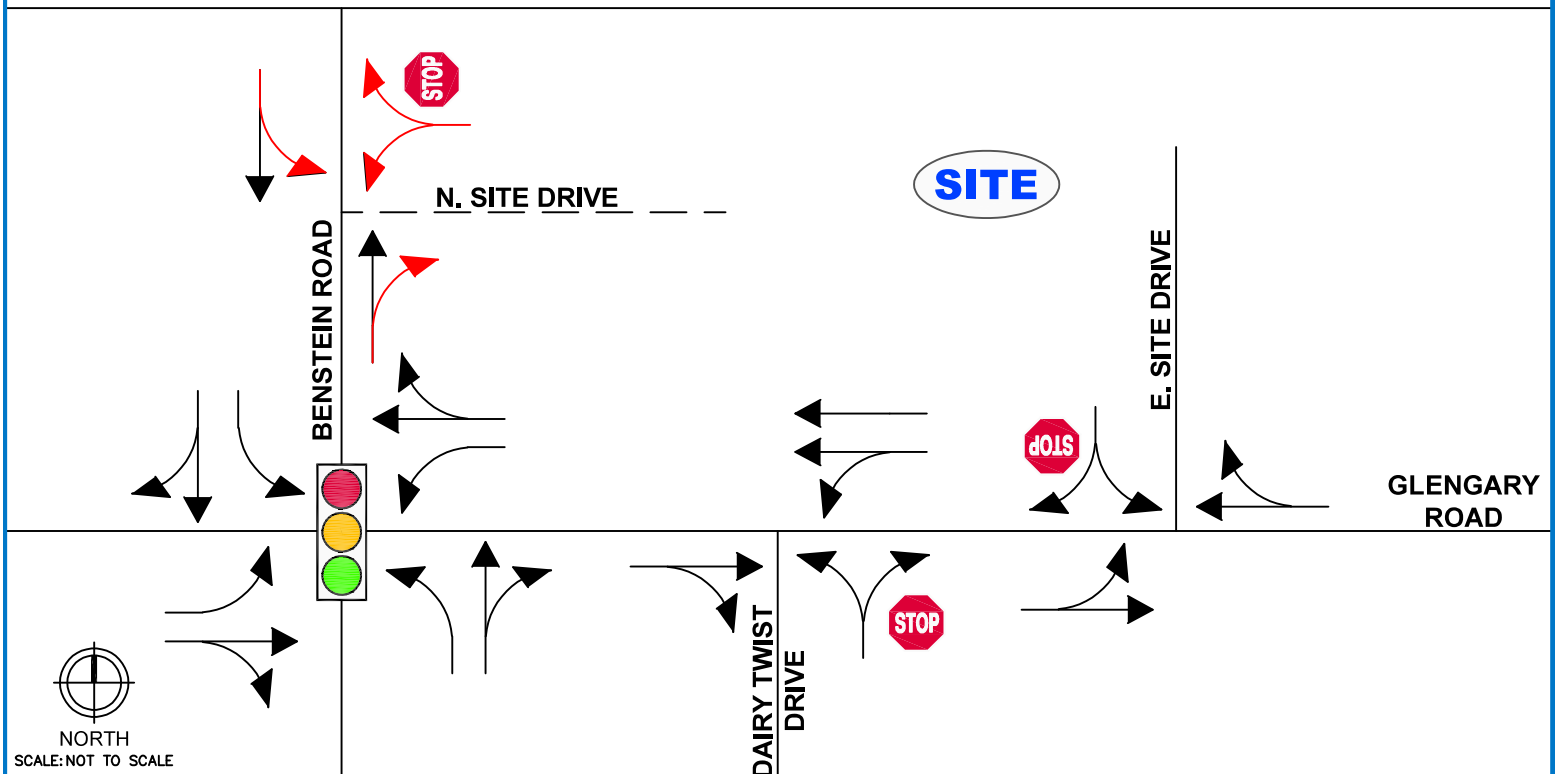


FIGURE 2 LANE USE AND TRAFFIC CONTROL

COMMERCE LAKE MARKET TIS

LEGEND

	ROADS		PROPOSED ROADS
	LANE USE		PROPOSED LANE USE
	SIGNALIZED INTERSECTION		
	UNSIGNALIZED INTERSECTION		

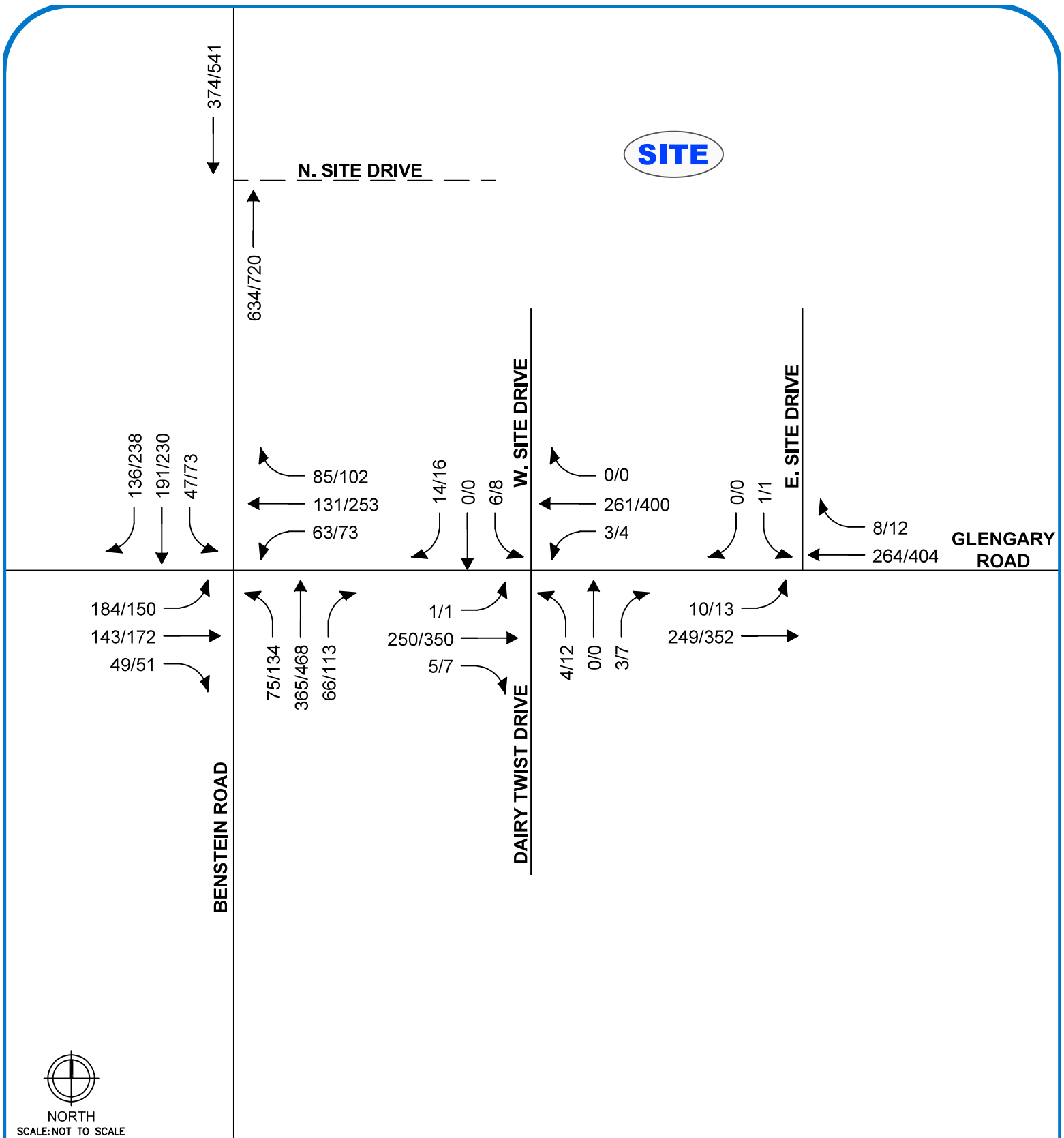


FIGURE 3
EXISTING (2026) TRAFFIC
VOLUMES

COMMERCE LAKE MARKET TIS

LEGEND

- ROADS
- - - PROPOSED ROADS
- (Arrows with numbers) TRAFFIC VOLUMES (SCHOOL PM/PM)

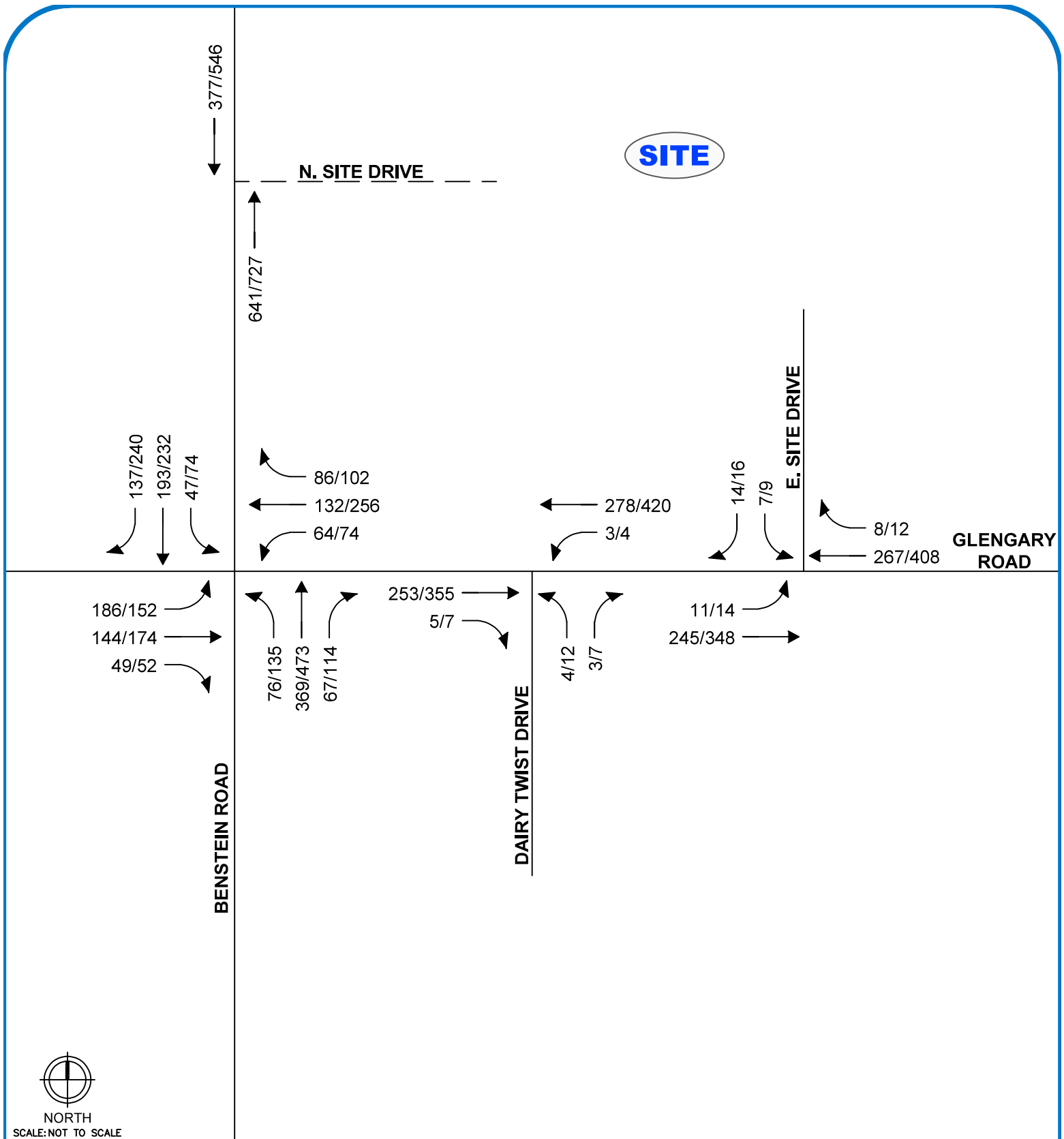
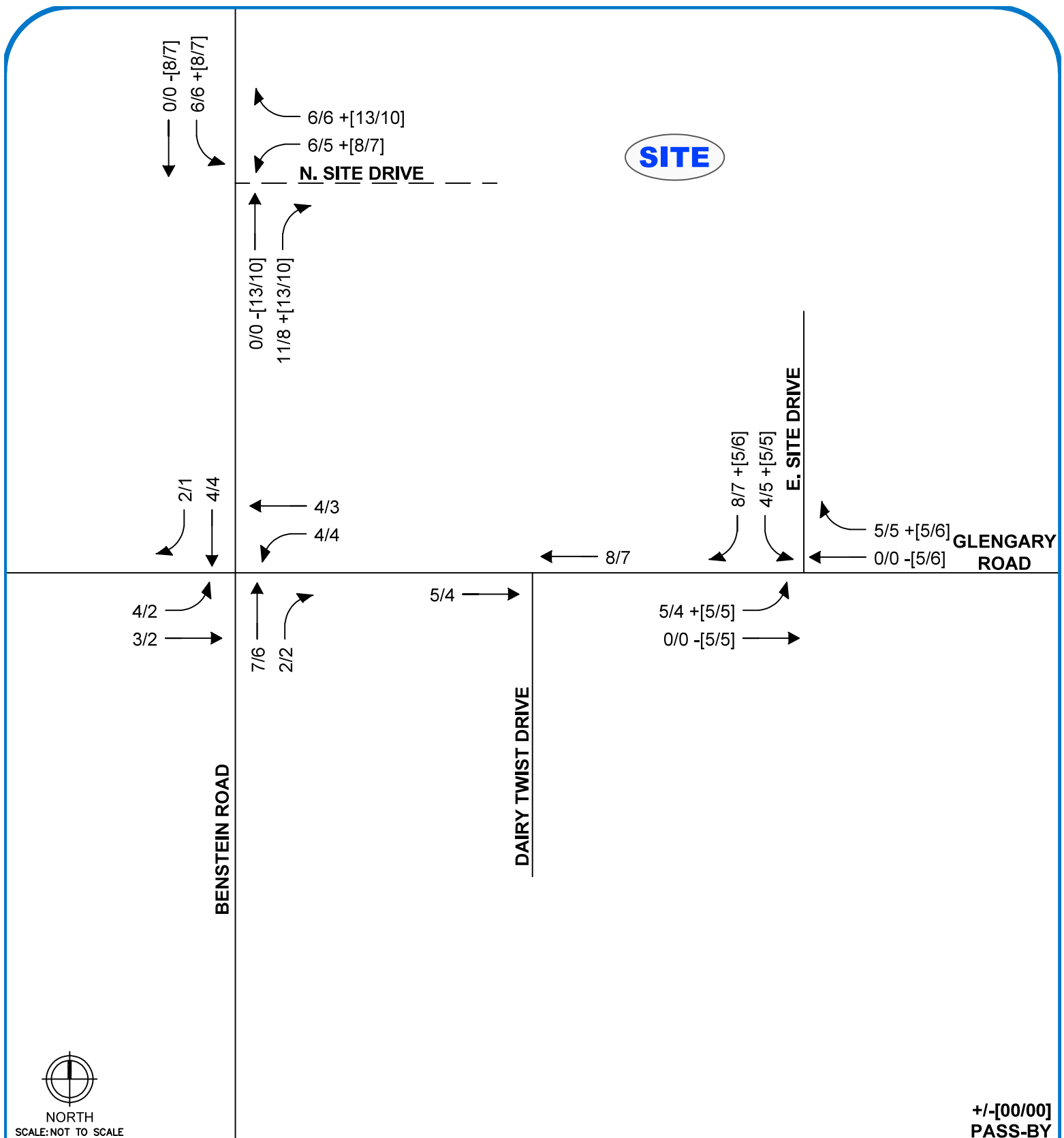


FIGURE 4
BACKGROUND (2028)
TRAFFIC VOLUMES
 COMMERCE LAKE MARKET TIS

LEGEND

- ROADS
- - - - - PROPOSED ROADS
- ↑↑↑↑↑ TRAFFIC VOLUMES (SCHOOL PM/PM)

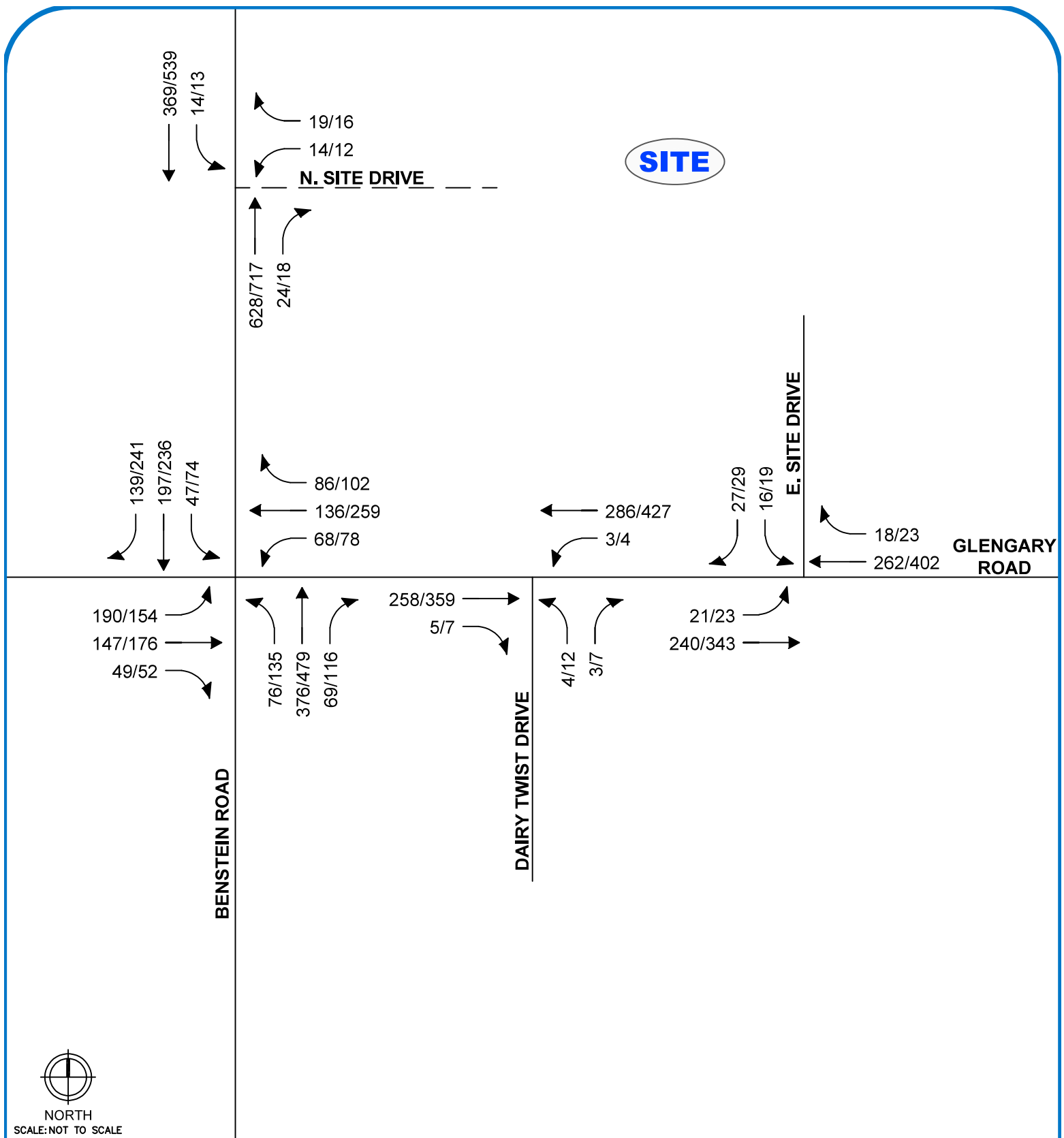


+/-[00/00]
PASS-BY



FIGURE 5
SITE-GENERATED
TRAFFIC VOLUMES
 COMMERCE LAKE MARKET TIS

LEGEND
 — ROADS
 - - - PROPOSED ROADS
 [Arrow with numbers] TRAFFIC VOLUMES (SCHOOL PM/PM)



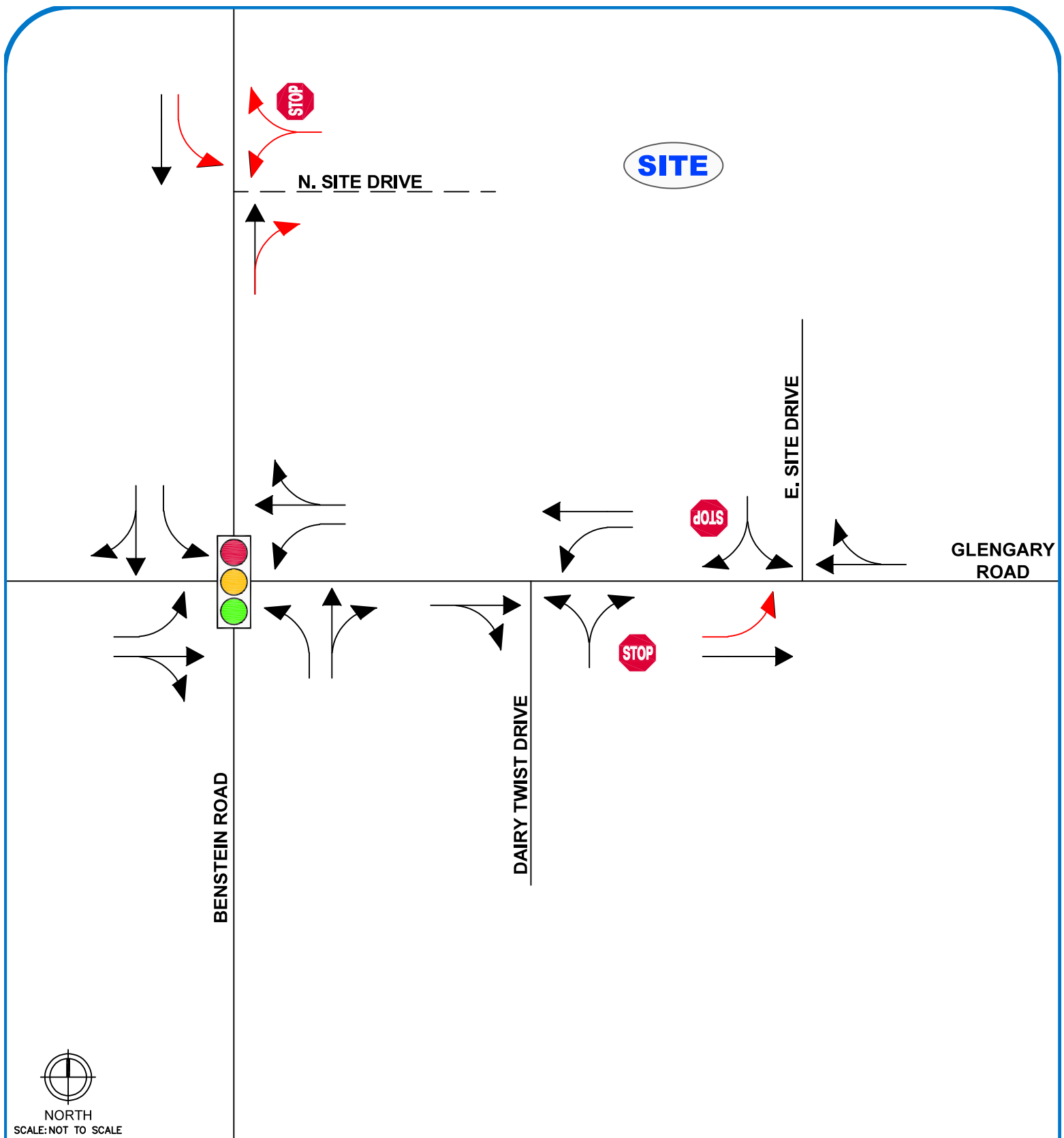


FIGURE 7 **RECOMMENDED LANE USE** **AND TRAFFIC CONTROL**

COMMERCE LAKE MARKET TIS

LEGEND

- ROADS:** Solid line for existing roads, dashed line for proposed roads.
- LANE USE:** Black arrow for existing lane use, red arrow for proposed lane use.
- SIGNALIZED INTERSECTION:** Traffic signal icon.
- UNSIGNALIZED INTERSECTION:** Stop sign icon.



RECOMMENDED BENSTEIN ROAD LEFT-TURN LANE EXTENSION

COMMERCE LAKE MARKET TIS

LEGEND

 SITE LOCATION



NORTH
SCALE: NOT TO SCALE



RECOMMENDED GLENGARY ROAD TWO-WAY LEFT-TURN LANE

COMMERCE LAKE MARKET TIS

LEGEND

 SITE LOCATION



Single Site Analysis

1740 Glengary Road, Commerce Township, MI 48390

Order no. 7777

July 9, 2026

Overview

The analysis for 1740 Glengary Road indicates that the proposed development is well positioned to satisfy an immediate need for additional fuel retail and convenience services in Commerce Township. The subject site is currently an established standalone convenience store with no fuel offered. The proposed redevelopment adds branded fuel operations and expands the existing store into a modern convenience store format, creating a stronger retail offer for local customers.

Projected performance summary

Scenario	Fuel Brand	Gas Projection	C-Store Projection
Base Case	Mobil	112,000 gallons/month	\$167,000/month
Case 2	Marathon	115,000 gallons/month	\$171,000/month
Case 3	Shell	117,000 gallons/month	\$173,000/month
Case 4	Mobil, expanded site	137,000 gallons/month	\$192,000/month

Simulation results—page 5

Across the four simulations, projected gasoline volumes range from 112,000 to 137,000 gallons per month, with projected convenience store sales ranging from \$167,000 to \$192,000 per month. The base case alone demonstrates a viable fuel and convenience store opportunity, while the alternative branding and expansion scenarios show additional upside. These results support the conclusion that the Commerce Township trade area can absorb a new fuel offering at the subject site.

Market Opportunity and Volume Potential — Page 8

The detailed simulation results show consistent demand across all tested scenarios. In the base case, introducing a Mobil branded fuel station with 4 pumps / 8 fueling positions and upgrading the existing store is projected to deliver 112,000 gallons of monthly gasoline volume and \$167,000 in average monthly store sales. The expanded Case 4 scenario increases projected performance to 137,000 gallons and \$192,000 in monthly store



sales, indicating meaningful upside if the site is developed with a larger forecourt and expanded store footprint.

Competitive Landscape — Page 10

The subject site is entering a competitive, but not oversaturated, local market. The ten nearest competitors are all located more than 1.50 miles from the subject site. The nearest overall competitor is a standalone 7-Eleven located 1.53 miles away, and the nearest fuel competitor is a BP located 1.86 miles away. This spacing provides the subject site with a meaningful opportunity to capture local demand, particularly because the site already has an established customer base before fuel is added.

Conclusion

Based on the projected fuel volumes, strong convenience store sales, established customer base, and favorable competitive spacing, the subject site demonstrates a compelling opportunity for fuel retail development. The findings support the conclusion that Commerce Township has an immediate need for an additional gas station in this trade area, and the subject site is well positioned to meet that demand while competing successfully against existing operators.

Kalibrate

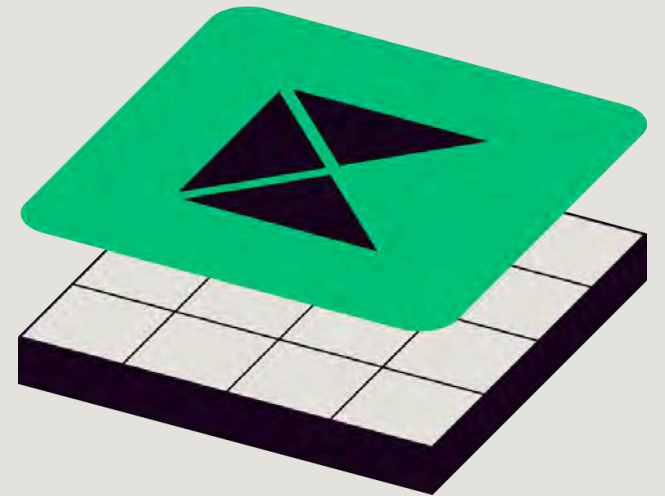
Kalibrate Site Analysis

1740 Glengary Road, Commerce Township, Michigan 48390

Order no. 7777

July 9th, 2026

singlesiteanalysis@kalibrate.com



Confidentiality and copyright statement

This report contains information that is confidential and proprietary to Kalibrate and the Client. No part of it may, in any form or by any means, be copied, reproduced, stored in a retrieval system, transmitted, or disclosed to third parties without prior written permission from the respective owner. Breach of confidentiality or misuse of information could result in serious consequences including legal actions.

KALIBRATE® is a registered trademark of Kalibrate Technologies Ltd. All third parties products, brands and company names are IP rights belonging to their respective owners. Reference to any trade name or trademark is for identification purposes only and does not imply any association, endorsement, sponsorship or promotion of the trademark holder or their products/brands.

Contents

1	Letter	5	Local Area Demographics	9	Competitor Photos and Attributes
2	Simulation Results and Summary	6	Main Competitors in Local Areas	10	Appendix
3	Subject Site Details	7	Local Area Maps		
4	Simulation Details	8	Competitor Volume Impact		
			Table view		
			Dumbbell Graph		

July 09, 2026

Mr. Bakko
1740 Glengary Road
Commerce Township, MI 48390



Order no: 7777
Lat: 42.5618
Long: -83.5031

Mr. Bakko,

Attached you will find:

- A summary of four (4) simulation scenarios depicting gasoline and convenience store projections
- Detailed projection analyses
- Associated reports for your site located at 1740 Glengary Road, Commerce Township, MI 48390

The site was evaluated as a city street location that is currently an existing liquor store with no fuel offered. The study was based on site-specific information supplied by you as reflected in the site recommendation forms.

The attached volume projections are based upon competition as it existed at the time of the survey. If any existing competitive outlets are rebuilt or modernized, or new outlets are opened within the trading area, these projections could be negatively impacted.

Please note the subject site's potential gasoline volume projection and diesel fuel volume projection were derived independently of each other. The subject site's potential convenience store sales projection excludes revenues generated by lottery, any liquor other than beer, money orders, car wash and quick service restaurant sales. The quick service restaurant sales projections were generated independent of the convenience store

Please be advised that any deviation in the facility constructed compared to the attached site plan and site recommendation forms may impact this site's estimated volume potentials. These estimated volume potentials have been developed in accordance with Kalibrate's established procedures and Kalibrate does not warrant that the estimated volume projections will be achieved. Kalibrate recommends that the developer and financial provider for the project perform their own financial analysis for the subject site.

Do you want to test additional strategies? Competitor changes? Demand changes? Kalibrate can run additional tactics for you at this location for \$500 per tactic, if purchased within 3 months of the original report.

We have enjoyed working with you on this study. If you have any questions then please contact us.

Sincerely,



Stephen Halliday
Kalibrate

Category	Volumes				Prices
Simulation	Gas		CStore		Gas
' ▲	Brand	Projected Volume	Brand	Projected Volume	Price
NR7777 Base Case	Mobil	 112	Commerce Lake Market	 167	 429.9
NR7777 Case 2	Marathon	 115	Commerce Lake Market	 171	 429.9
NR7777 Case 3	Shell	 117	Commerce Lake Market	 173	 429.9
NR7777 Case 4	Mobil	 137	Commerce Lake Market	 192	 429.9

In total, four (4) simulations have been carried out to project gas and convenience store volumes. The simulations chosen were the result of thorough consultation with the site contact, Mr. Bakko. These simulations are run within Kalibrate Planning®, utilizing detailed gas, diesel, car wash, quick service restaurant and c-store data across the US and specifically in the Commerce Township, Michigan area.

BASE CASE:

- Introduce a Mobil branded fuel station to the existing Subject's standalone liquor store offering
- Update and expand the existing liquor store's appearance and in store offerings
- Build a Mobil branded fuel station featuring a forecourt of 4 pumps / 8 fueling positions dispensing gas with 4 fueling positions also dispensing diesel
- Set the Subject's fuel prices to match the BP branded fuel station located at 2167 N Wixom Road
- Updated convenience store set to maintain the Commerce Lake Market brand while expanding its offerings
- Updated and expanded convenience store to include 11 parking spaces, 21 cooler doors, 3 cash registers, bakery items, hot food items, a beer cave, wine and self-serve coffee among its offerings
- Maintain the Subject's full liquor store offering, *please note the projected volumes above and throughout this report do not include any potential liquor sale volume*
- Set the Subject's hours of operation to; Monday-Friday: 17 hours per day, Saturday: 16 hours per day, Sunday: 14 hours per day
- Offer a Mediterranean Cafe branded quick service restaurant within the convenience store

CASE 2: Adopt the site characteristics and assumptions of the Base Case, except:

- Change the Subject's fuel brand to Marathon
- Increase Monday-Saturdays hours of availability by 1 hour per day

CASE 3: Adopt the site characteristics and assumptions of the Base Case, except:

- Change the Subject's fuel brand to Shell
- Increase Monday-Saturdays hours of availability by 1 hour per day

CASE 4: Adopt the site characteristics and assumptions of the Base Case, except:

- Increase Monday-Saturdays hours of availability by 1 hour per day
- Increase the Subject's forecourt size by 2 pumps / 4 fueling positions for gas
- Expand the convenience store size to 8,000 sq ft with 8 additional parking spaces and 28 total cooler doors
- Expand the depth of the lot to 222 ft

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Subject site details

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

General		Location/Ratings		Traffic	
Visibility	Average	Stop Fuel Or Truck	x	Primary St Barrier	None
Site Name	Commerce Lake Market	Oasis	x	Primary St Number of Thru Lanes	1
	C-Store	Low Small Sign	✓	Primary St Traffic Count	6000
Site Location	Inside	Lot Front (m)	250	Primary Street Remote Access	x
Site Direction	N	Lot Depth (m)	192	Secondary St Barrier	None
Operation Type	Independent	Location Type	City Street	Secondary St Number of Thru Lanes	0
Date Survey	6/16/2026 3:37	Landscaping	Significant	Secondary St Remote Access	x
Appearance	Above Average	Hi Rise Sign	x	Secondary St Traffic Count	11000
		Has Canopy	✓	Street1 Near Traffic Control	✓
				Street2 Near Traffic Control	x
Location/Ratings					
Blockage	x				

Fuel		Prices/Service/Hours		Cstore		Carwash		Other	
Diesel Offered	✓	Attend Service	x	Cash Registers	3	Wash Offered	x	Wash Competitors	0
GasOffered	✓	Average Discount	0	Cooler Doors	21	Short Tunnel	x	Shop Competitors	3
Layout of Forecourt	Parallel	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	11	Long Tunnel	x	QSR Distance to Nearest Competitor	1.53
Diesel Brand Name	Mobil	DieselAttd Grade1 Price Posted	x	External Merchandising	Average			Number of QSR Competitors	3
GasBrand Name	Mobil	DieselSelf Grade1 Price	609.9	Hypermarket	x			Has Toilets For Customers	✓
Bypass Lanes	2	DieselSelf Grade1 Price Posted	✓	Shop Brand	Commerce Lake Market			Has ATM	✓
		Fuel Saturday Hours Open	16					GasCompetitors	1
		Fuel Sunday Hours Open	14	Shop Offered	✓			Distance to Nearest GasOffer (Kms)	1.86
		GasAttd Grade1 Price	0					Distance to Nearest Diesel Offer (Kms)	1.88
		GasAttd Grade1 Price Posted	x					Distance to Nearest C-Store Offer (Kms)	1.53
		GasSelf Grade1 Price	429.9					Diesel Competitors	1
		GasSelf Grade1 Price Posted	✓					Auto Repair Bays	0
		Opening Hours (Mon-Fri)	17						
		Pay At CStore	✓						
		Pay At Pump	✓						
Pumps/Fueling Positions				Products		Food			
Diesel Pumps	4			Bakery	✓	QSR Brand Name	Mediterranean Café		
Diesel SFP	8			Coffee Type Barista	x	QSR Has Drive	x		
Fueling Position Penalty	x			Coffee Type Bean To Cup	✓	Thru			
Gas Pumps	4			Coffee Type Dispense	✓	Catering	✓		
Gas SFPs	8			Cold Beer Size	Cave				
Pump Islands (info only)	2			Cstore Selling Area	6857				
				Deli	x				
				Has Kitchen	✓				
				Offers Wine Liquor	✓				
				Prices/Service/Hours				Volumes	
				Monday Sunday Hours Open	17			Gas Volume	112
								Shop Volume	167

Site Plan

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



Simulation Detail

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Attribute	Base Case	Case 2		Case 3	Case 4	
GasBrand Name	Mobil	Marathon		Shell	Mobil	
Gas Pumps	4	4		4	6	
Gas SFPs	8	8		8	12	
Gas Projection	112	115		117	137	
Variance to Base		+3 [+3%]		+5 [+4%]	+25 [+22%]	
Shop Brand	Commerce Lake Market	Commerce Lake Market		Commerce Lake Market	Commerce Lake Market	
Cooler Doors	21	21		21	28	
Dedicated Park. Spaces	11	11		11	19	
Cstore Selling Area	6857	6857		6857	8000	
CStore Projection	167	171		173	192	
Variance to Base		+4 [+2%]		+6 [+4%]	+25 [+15%]	

Comments: All site characteristics, except for the Subject's fuel brand, store size and forecourt size, remained constant across all simulations.

In the Base Case, when introducing a Mobil branded fuel station to the existing Subject's standalone liquor store offering, while also updating and expanding the existing liquor store's appearance and in store offerings to a full convenience store. More specifically, constructing a Mobil branded fuel station featuring a forecourt of 4 pumps / 8 fueling positions dispensing gas with 4 fueling positions also dispensing diesel and setting the Subject's fuel prices to match the BP branded fuel station located at 2167 N Wixom Road. The updated convenience store is proposed to maintain the Commerce Lake Market brand while expanding its offerings to include 11 parking spaces, 21 cooler doors, 3 cash registers, bakery items, hot food items, a beer cave, wine and self-serve coffee among its offerings and maintain its full liquor store offering (*please note the projected volumes above and throughout this report do not include any potential liquor sale volume*), and accounting for the site operating Monday-Friday: 17 hours per day, Saturday: 16 hours per day, Sunday: 14 hours per day and offering a Mediterranean Cafe branded quick service restaurant within the convenience store,, the Subject's fuel station is projected to achieve a monthly average of 112,000 gallons of gas sold across its eight fueling positions and the Subject's convenience store is estimated to average \$167,000 in monthly store sales, a projected increase of \$65,000 in monthly sales from the changes made to the existing store and introduction of a fuel station to the Subject.

In Case 2, if setting the Subject's fuel brand to Marathon and increasing the site's Monday-Saturday hours of availability by 1 hour per day, the Subject's fuel station is projected to achieve a monthly average of 115,000 gallons of gas sold, showcasing a 3,000 gallon increase in expected volume. With both a change in fuel brand from Mobil to Marathon and an increase in the site's hours of operations, it would appear Marathon is likely a similar performing or slightly weaker brand in potential customers eyes with an increase in hours of operation producing a similar expected gas volume. The Commerce Lake Market branded store is expected to see a \$4,000 increase to average monthly sales with the changes implemented in Case 2 of this report.

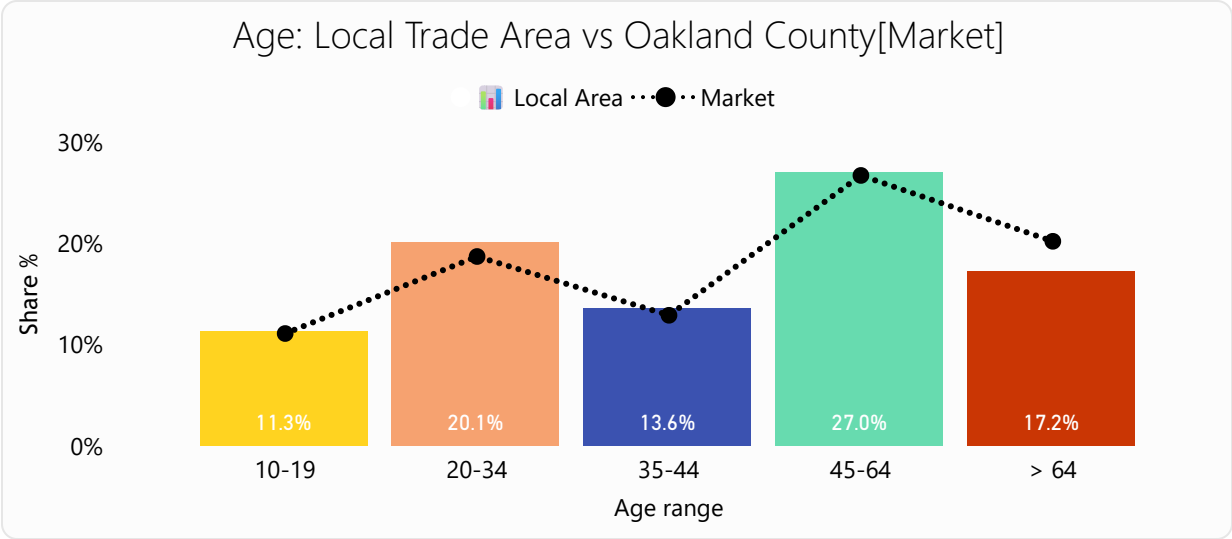
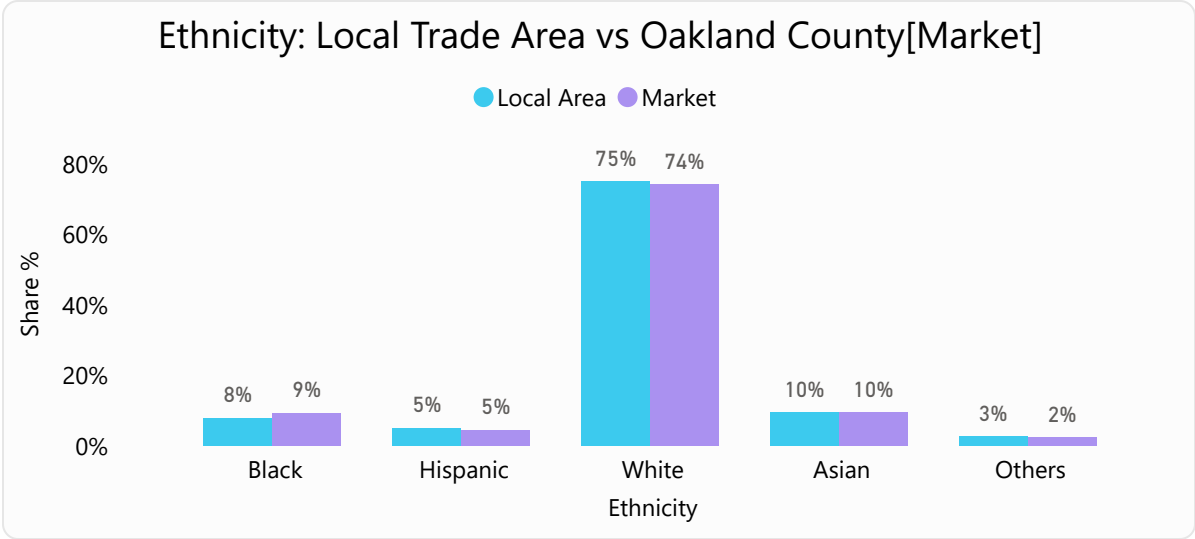
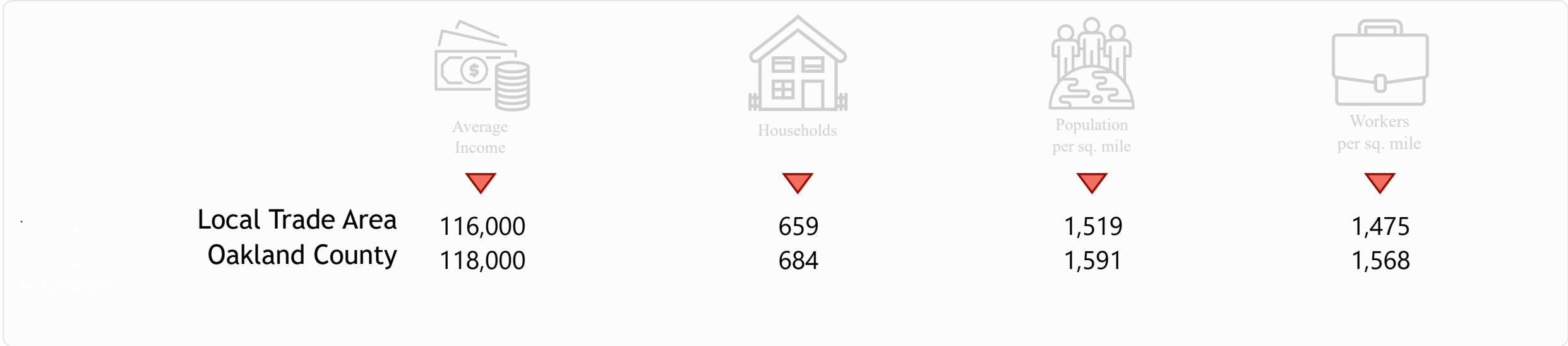
In Case 3, when changing the Subject's fuel brand to Shell and increasing the site's Monday-Saturday hours of availability by 1 hour per day, the Subject's fuel station is projected to achieve a monthly average of 117,000 gallons of gas sold across its eight fueling positions and the Subject's convenience store is estimated to average \$173,000 in monthly store sales. In comparison to Case 2, where the only difference between the two Cases is the fuel brand utilized, it would appear Shell is the more favorable fuel brand to potential customers in the market. The Subject's convenience store is also benefitting from this added brand strength compared to Case 2.

In Case 4, by increasing the site's Monday-Saturday hours of availability by 1 hour per day while also increasing the Subject's forecourt size by 4 fueling positions along with a larger 8,000 sq ft convenience store with expanded parking and cooler doors, the Subject's Mobil fuel station is projected to achieve a monthly average of 137,000 gallons of gas sold across its twelve fueling positions and the Subject's convenience store is also projected to achieve its highest expected monthly volume among all four Cases provided in this report at an expected \$192,000 in monthly sales. While Case 4 does represent the highest total fuel volume sold among all four Cases, the average number of gallons sold per fueling position does drop to the lowest efficiency of all four Cases in this report.

Demographics of the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



Comments: Commerce Township is located in Oakland County, Michigan. Within a 5 minute drive time of the Subject site the number of households per square mile, the population per square mile and the number of workers per square mile are all below the Oakland County averages. The median household income in the area is \$116,000 per year, which comes in just below, \$2,000 less than the County market average. Local residents are diverse while being predominantly Hispanic or White and most commonly aged 45-64 years old or second most commonly aged 20-34 years old.

Main competitor sites in the local area

Site ID	Distance	Fuel Logo	Fuel Name	CStore Logo	CStore Name	Gas Pumps	Diesel Self Price	Gas Self Price	Gas Volume	CStore Volume
32415	1.53				7-Eleven	0	\$0.00	\$0.00		147
50055	1.86		BP		BP	4	\$0.00	\$4.40	77	115
32008	1.88		BP		BP	4	\$6.10	\$4.30	132	158
32408	2.01				7-Eleven	0	\$0.00	\$0.00		134
50053	2.01		Sunoco		Sunoco	3	\$6.00	\$4.30	42	24
50056	2.03		Citgo		Citgo	4	\$5.80	\$4.20	63	42
50054	2.05		Wow!		Wow	6	\$5.80	\$4.28	164	137
50008	2.18		Marathon		Commerce Market + Spirits	4	\$0.00	\$4.30	129	146
32413	2.32				7-Eleven	0	\$0.00	\$0.00		164
1003442	2.36		Speedway		Speedway	6	\$0.00	\$4.30	185	170

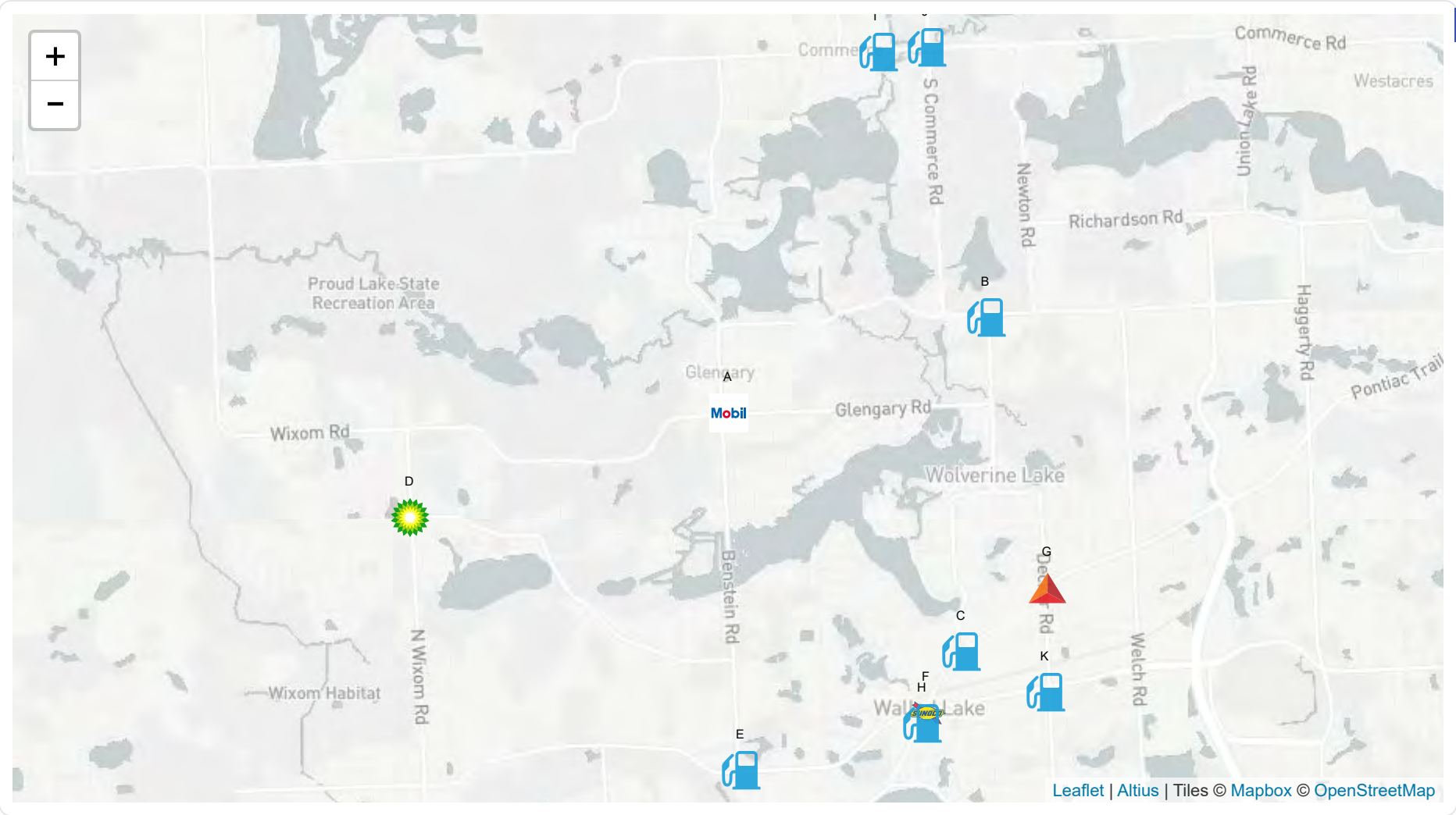
Comments:

Provided above are the ten nearest competitors to the Subject site, among the sites surveyed as part of this report. When taking a closer look at the distance of the competitors to the Subject, we can see that the Subject is set to open in to a mildly but still competitive market area with all ten nearest competitors located outside of 1.50 miles to the Subject. The Subject's nearest competitor is a standalone 7-Eleven (#32415) branded convenience store located 1.53 miles to the south at 710 Benstein Road that is averaging \$147,000 in monthly store sales. This is one of three standalone convenience store operations among the Subject's ten nearest competitors, all three sharing the 7-Eleven branding. The Subject's nearest competitor to also offer fuel on site is the BP (#50055) located 1.86 miles west of the Subject at 2167 Wixom Road, averaging 77,000 gallons of gas sold per month across its 4 pumps / 8 fueling positions, in addition to an average of \$115,000 in convenience store sales from its co-branded BP store. The highest performing convenience store and fuel station among the ten closest competitors is the Speedway (#1003442), achieving an average of 185,000 gallons sold and an average of \$170,000 in monthly store sales. With the Subject an existing standalone liquor store with no fuel currently offered, with its own established customer base prior to the proposed fuel station being added to the site as part of this report, the Subject is poised to benefit from its established footprint and poised to compete strongly in the overall market and among its nearest competitors.

Map of fuel stations in the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



ID	Site ID	Distance	Brand	Name
A	1003441		Mobil	Mobil
B	32415	1.53		NA
C	50055	1.86		BP
D	32008	1.88		BP
E	32408	2.01		NA
F	50053	2.01		Sunoco
G	50056	2.03		Citgo
H	50054	2.05		Wow!
I	50008	2.18		Marathon
J	32413	2.32		NA
K	1003442	2.36		NA

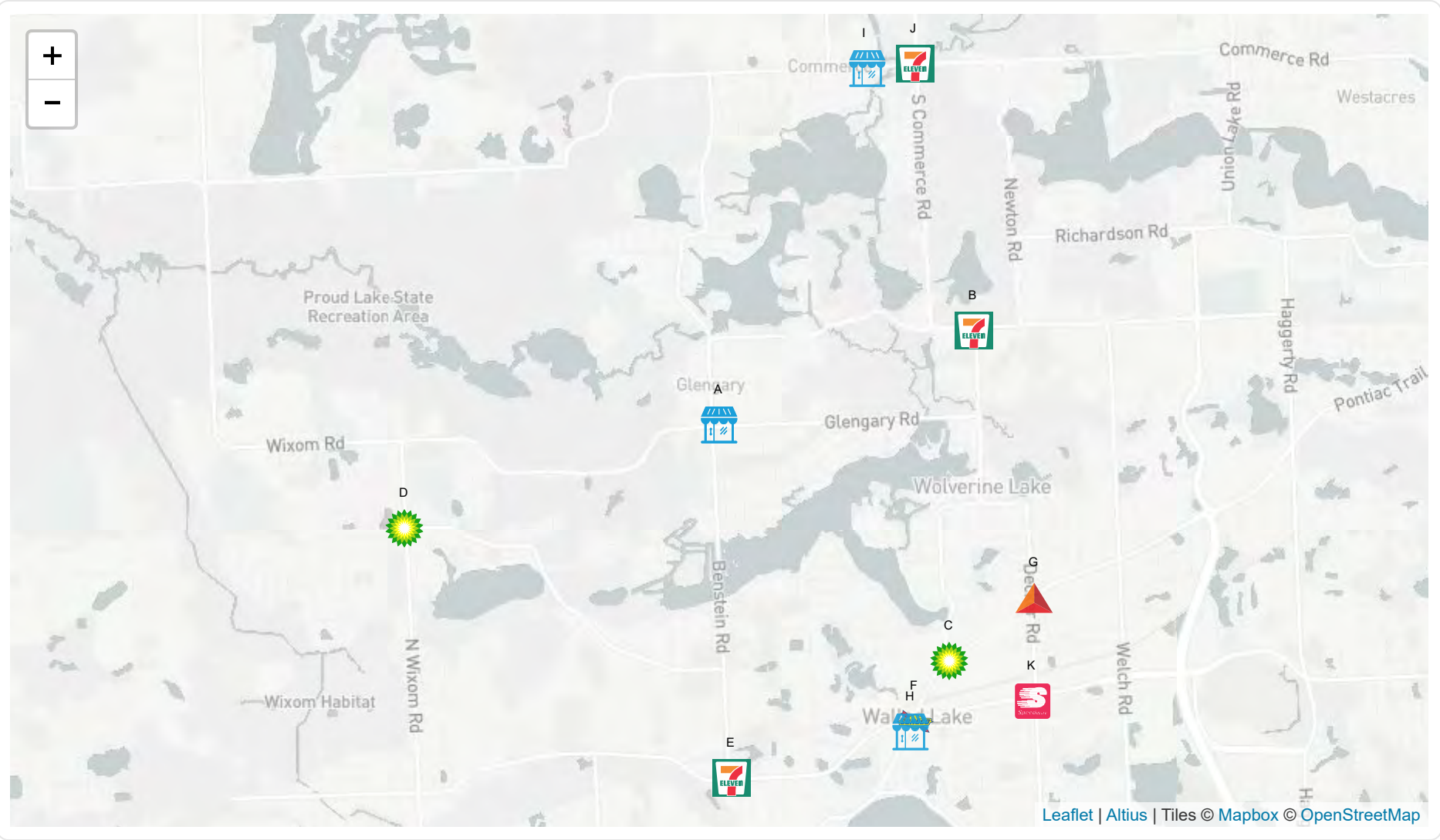
Comments:

This map shows the Subject's ten nearest fuel competitors.

Map of convenience store sites in the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390



ID	Site ID	Distance	Brand	Name
A	1003441			Commerce Lake Mar...
B	32415	1.53		7-Eleven
C	50055	1.86		BP
D	32008	1.88		BP
E	32408	2.01		7-Eleven
F	50053	2.01		Sunoco
G	50056	2.03		Citgo
H	50054	2.05		Wow
I	50008	2.18		Commerce Market + ...
J	32413	2.32		7-Eleven
K	1003442	2.36		Speedway

Comments:

This map shows the Subject's ten nearest convenience store competitors.

Base Case: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	Name	Change in Gasoline Volume			
			Projected	Actual	Vol Change	% Change
50047		Mobil	64	74	-10	-13.50%
50008		Marathon	112	129	-17	-13.20%
1003442		Speedway	161	185	-24	-13.00%
50055		BP	67	77	-10	-13.00%
32008		BP	115	132	-17	-12.90%
50054		Wow!	143	164	-21	-12.80%
50056		Citgo	55	63	-8	-12.70%
50053		Sunoco	37	42	-5	-11.90%
1003441		Mobil	112	0	112	0.00%

Site ID	Brand	Name	Change in Convenience Store Sales			
			Projected	Actual	Vol Change	% Change
50047		Mobil	55	58	-3	-5.20%
50055		BP	109	115	-6	-5.20%
32008		BP	150	158	-8	-5.10%
50054		Wow	130	137	-7	-5.10%
32413		7-Eleven	156	164	-8	-4.90%
32415		7-Eleven	140	147	-7	-4.80%
50008		Commerce Market + Spirits	139	146	-7	-4.80%
50056		Citgo	40	42	-2	-4.80%
1003442		Speedway	162	170	-8	-4.70%
32408		7-Eleven	128	134	-6	-4.50%
50053		Sunoco	23	24	-1	-4.20%
1003441		Commerce Lake Market	167	105	62	59.00%

Comments:

When analyzing the competitor impact on gas volumes from introducing a Mobil branded fuel station and updating and expanding the existing Subject's liquor store into a full convenience store (#1003441), we can see that the impact to competitor's gas volumes are projected to range from 5,000-24,000 gallons lost. The Speedway (#1003442) is projected to lose the highest total gallons to the Subject, an expected decrease of 24,000 gallons from their current average, but with their high overall fuel volumes, it is not projected to see the highest percentage of its current volume lost. Instead, the Mobil (#50047) is projected to lose the highest percentage of its current volume at a projected 13.50% decrease in monthly gallons sold.

When analyzing the competitor impact on convenience store volumes from updating, expanding and remodeling the existing Subject's liquor store into a convenience store while also introducing a Mobil branded fuel station to the lot, we can see that competitor's sales are projected to see decreases in volume ranging from \$1,000-\$8,000 lost. There are three differently branded convenience store competitors all tied for seeing the highest total sales lost to the Subject site at \$8,000 in average monthly sales, a standalone 7-Eleven, a BP and the Speedway branded convenience store. With the Subject already an existing store in the market, the impact on competitor volumes is not as strong compared to the percentages of volume lost among fuel competitors. Please note, the Subject's projected volumes included throughout this report do not include any liquor sale volume from the Subject.

*Any sites that have been impacted by less than 1,000 gallons per month in fuel sales have been excluded from this page of the report.

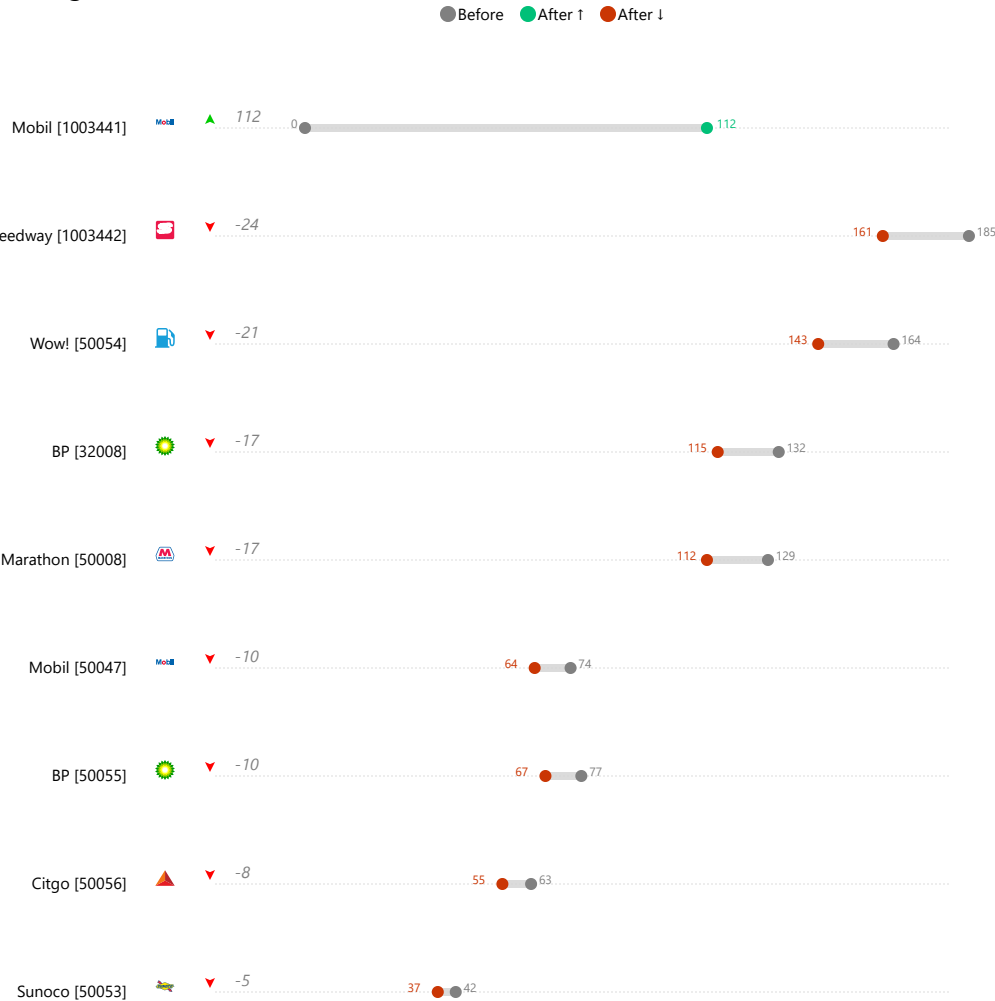
*Any sites that have been impacted by less than \$1,000 per month in store sales have been excluded from this page of the report.

Base Case: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Change in Gasoline Volume



Change in Convenience Store Sales



* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 2: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Site ID	Brand	Name	Change in Gasoline Volume			
			Projected	Actual	Vol Change	% Change
50053		Sunoco	36	42	-6	-14.30%
32008		BP	114	132	-18	-13.60%
1003442		Speedway	160	185	-25	-13.50%
50047		Mobil	64	74	-10	-13.50%
50054		Wow!	142	164	-22	-13.40%
50008		Marathon	112	129	-17	-13.20%
50055		BP	67	77	-10	-13.00%
50056		Citgo	55	63	-8	-12.70%
1003441		Marathon	115	0	115	0.00%

Site ID	Brand	Name	Change in Convenience Store Sales			
			Projected	Actual	Vol Change	% Change
32415		7-Eleven	139	147	-8	-5.40%
1003442		Speedway	161	170	-9	-5.30%
32408		7-Eleven	127	134	-7	-5.20%
50047		Mobil	55	58	-3	-5.20%
50055		BP	109	115	-6	-5.20%
32008		BP	150	158	-8	-5.10%
50054		Wow	130	137	-7	-5.10%
32413		7-Eleven	156	164	-8	-4.90%
50008		Commerce Market + Spirits	139	146	-7	-4.80%
50056		Citgo	40	42	-2	-4.80%
50053		Sunoco	23	24	-1	-4.20%
1003441		Commerce Lake Market	171	105	66	62.90%

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 2: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Change in Gasoline Volume



Change in Convenience Store Sales



* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 3: Impact on competitor volumes within the local area

Site ID	Brand	Name	Change in Gasoline Volume			
			Projected	Actual	Vol Change	% Change
50053		Sunoco	36	42	-6	-14.30%
32008		BP	114	132	-18	-13.60%
1003442		Speedway	160	185	-25	-13.50%
50047		Mobil	64	74	-10	-13.50%
50054		Wow!	142	164	-22	-13.40%
50008		Marathon	112	129	-17	-13.20%
50055		BP	67	77	-10	-13.00%
50056		Citgo	55	63	-8	-12.70%
1003441		Shell	117	0	117	0.00%

Site ID	Brand	Name	Change in Convenience Store Sales			
			Projected	Actual	Vol Change	% Change
32413		7-Eleven	155	164	-9	-5.50%
50008		Commerce Market + ...	138	146	-8	-5.50%
32415		7-Eleven	139	147	-8	-5.40%
1003442		Speedway	161	170	-9	-5.30%
32408		7-Eleven	127	134	-7	-5.20%
50047		Mobil	55	58	-3	-5.20%
50055		BP	109	115	-6	-5.20%
32008		BP	150	158	-8	-5.10%
50054		Wow	130	137	-7	-5.10%
50056		Citgo	40	42	-2	-4.80%
50053		Sunoco	23	24	-1	-4.20%
1003441		Commerce Lake Market	173	105	68	64.80%

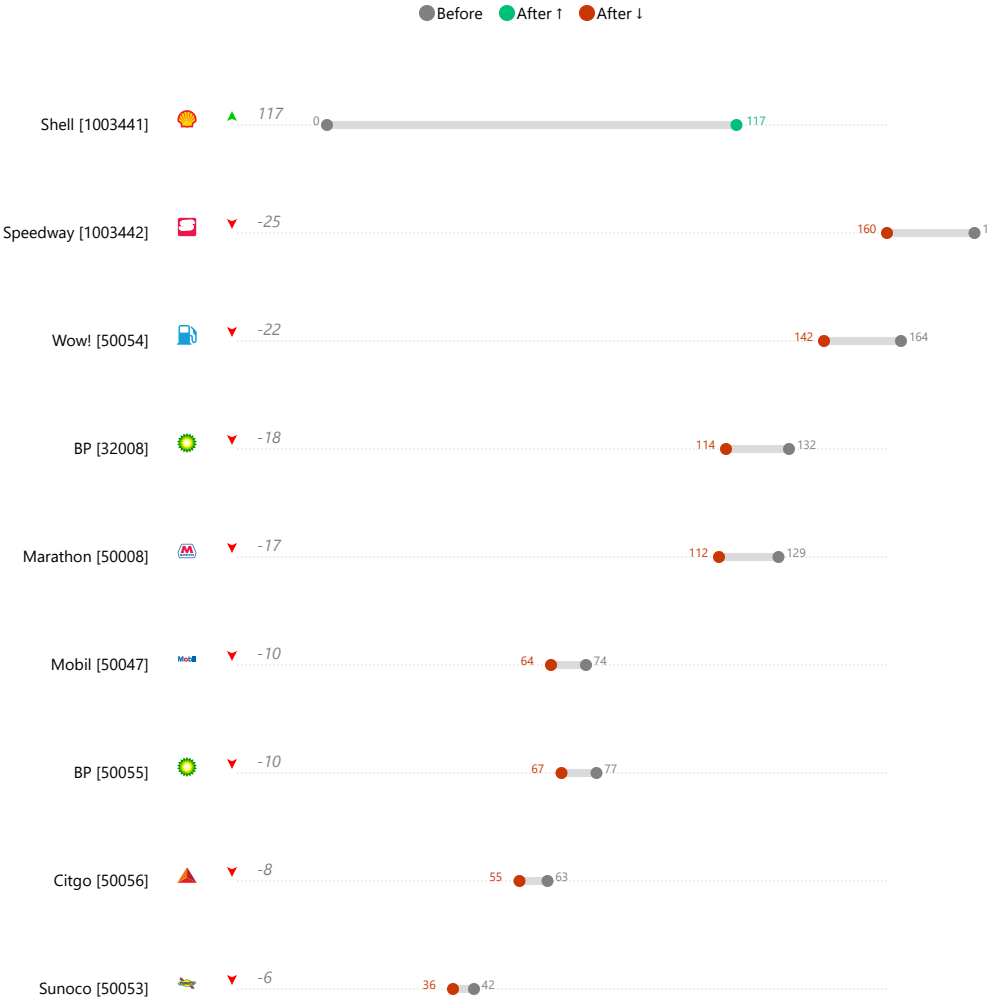
* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 3: Impact on competitor volumes within the local area

Mr. Bakko

1740 Glengary Road, Commerce Township, MI 48390

Change in Gasoline Volume



Change in Convenience Store Sales



* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 4: Impact on competitor volumes within the local area

Site ID	Brand	Name	Change in Gasoline Volume			
			Projected	Actual	Vol Change	% Change
50053		Sunoco	35	42	-7	-16.70%
50047		Mobil	62	74	-12	-16.20%
32008		BP	111	132	-21	-15.90%
50054		Wow!	138	164	-26	-15.90%
50056		Citgo	53	63	-10	-15.90%
1003442		Speedway	156	185	-29	-15.70%
50055		BP	65	77	-12	-15.60%
50008		Marathon	109	129	-20	-15.50%
1003441		Mobil	137	0	137	0.00%

Site ID	Brand	Name	Change in Convenience Store Sales			
			Projected	Actual	Vol Change	% Change
50053		Sunoco	22	24	-2	-8.30%
50056		Citgo	39	42	-3	-7.10%
32008		BP	147	158	-11	-7.00%
50055		BP	107	115	-8	-7.00%
50047		Mobil	54	58	-4	-6.90%
32415		7-Eleven	137	147	-10	-6.80%
50008		Commerce Market + Spirits	136	146	-10	-6.80%
32408		7-Eleven	125	134	-9	-6.70%
32413		7-Eleven	153	164	-11	-6.70%
50054		Wow	128	137	-9	-6.60%
1003442		Speedway	159	170	-11	-6.50%
1003441		Commerce Lake Market	192	105	87	82.90%

* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Case 4: Impact on competitor volumes within the local area

1740 Glengary Road, Commerce Township, MI 48390

Change in Gasoline Volume

Before After 1 After 2



Change in Convenience Store Sales

Before After 1 After 2

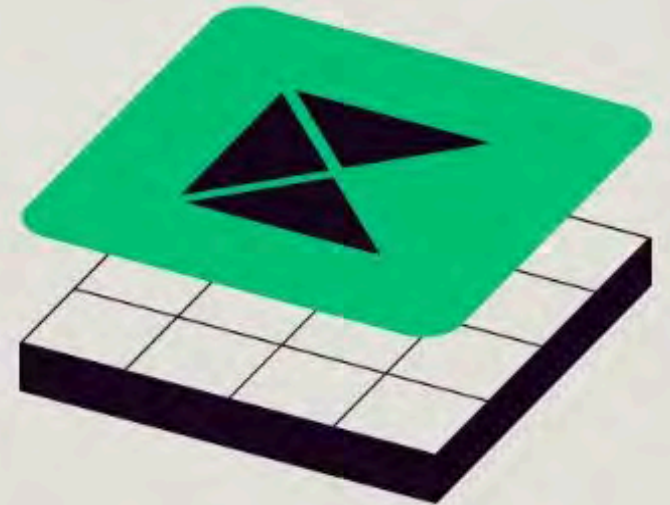


* Gasoline & Diesel Volumes: Gallons (000s)/Month. Convenience store & QSR Volumes: \$(000s)/Month. Car Wash Volume: Car Washed/Month. Distances: Miles. Prices: \$

Kalibrate

Competitors in the Local Area

singlesiteanalysis@kalibrate.com





General		Location/Ratings		Traffic			
Site ID	32415	Has Canopy	x	Primary St Barrier	None		
Appearance	Average	Hi Rise Sign	x	Primary St Number of Thru Lanes	1		
Date Survey	6/13/2026 21:10	Landscaping	Minimal	Primary St Traffic Count	20000		
Operation Type	Standalone C-Store	Location Type	City Street	Primary Street Remote Access	x		
Site Direction	SW	Lot Depth (m)	126	Secondary St Barrier	None		
Site Location	T-intersection	Lot Front (m)	126	Secondary St Number of Thru Lanes	1		
Site Name	7-Eleven QSR (Standalone)	Low Small Sign	✓	Secondary St Remote Access	x		
Visibility	Average	Oasis	x	Secondary St Traffic Count	11000		
		Stop Fuel Or Truck	x	Street1 Near Traffic Control	x		
				Street2 Near Traffic Control	✓		
Location/Ratings							
Blockage		x					
Prices/Service/Hours		Cstore	Carwash	Other			
Pump Price	x	Cash Registers	2	Wash Offered	x	Wash Competitors	0
Self Service Pump Price	0	Cooler Doors	14	Short Tunnel	x	Shop Competitors	4
Self Service Pump Price Posted	0	Dedicated Park. Spaces	8	Long Tunnel	x	QSR Distance to Nearest Competitor	1.55
Self Service Pump Price	x	External Merchandising	Average			Number of QSR Competitors	3
Self Service Pump Price Posted	0	Hypermarket	x			Has Toilets For Customers	✓
Hours Open	x	Shop Brand	7-Eleven			Has ATM	✓
Hours Open	0	Shop Offered	✓			GasCompetitors	2
Price	0	Shop Type	Standalone			Distance to Nearest GasOffer (Kms)	1.54
Price Posted	x					Distance to Nearest Diesel Offer (Kms)	1.54
Price	0					Distance to Nearest C-Store Offer (Kms)	1.53
Price Posted	x					Diesel Competitors	0
(Mon-Fri)	0	Bakery	✓			Auto Repair Bays	0
	x	Coffee Type Barista	x				
	x	Coffee Type Bean To Cup	x				
		Coffee Type Dispense	✓				
		Cold Beer Size	Medium				
		Cstore Selling Area	2600				
		Deli	✓				
		Has Kitchen	✓				
Prices/Service/Hours						Volumes	
		Monday Sunday Hours Open	24			Shop Volume	147

[illegible]

Competitor photo and attributes



General		Location/Ratings		Traffic	
Site ID	32008	Has Canopy	✓	Primary St Barrier	None
Appearance	Above Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	1
Date Survey	6/13/2026 21:10	Landscaping	Minimal	Primary St Traffic Count	16000
Operation Type	Jobber	Location Type	Shopping Center	Primary Street Remote Access	×
Site Direction	SW	Lot Depth (m)	126	Secondary St Barrier	None
Site Location	T-intersection	Lot Front (m)	176	Secondary St Number of Thru Lanes	1
Site Name	BP Gas Station	Low Small Sign	✓	Secondary St Remote Access	×
Visibility	Below Average	Oasis	×	Secondary St Traffic Count	3000
		Stop Fuel Or Truck	×	Street1 Near Traffic Control	✓
				Street2 Near Traffic Control	×

Location/Ratings	
Blockage	×

Fuel		Prices/Service/Hours		Cstore		Carwash		Other			
Bypass Lanes	2	Attend Service	×	Cash Registers	2	Wash Offered	×	Wash Competitors	0		
Diesel Brand Name	BP	Average Discount	10	Cooler Doors	21	Short Tunnel	×	Shop Competitors	1		
GasBrand Name	BP	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	12	Long Tunnel	×	QSR Distance to Nearest Competitor	2.33		
Layout of Forecourt	Parallel	DieselAttd Grade1 Price Posted	×	External Merchandising	Average	Food		Number of QSR Competitors	0		
Diesel Offered	✓	DieselSelf Grade1 Price	609.9	Hypermarket	×			Has Toilets For Customers	✓		
GasOffered	✓	DieselSelf Grade1 Price Posted	✓	Shop Brand	BP			Has ATM	✓		
		Fuel Saturday Hours Open	17	Shop Offered	✓			GasCompetitors	0		
Pumps/Fueling Positions		Fuel Sunday Hours Open	16	Shop Type	C-Store	QSR Has Drive Thru QSR Brand Name Catering		Saroki's ✓	Distance to Nearest GasOffer (Kms)	3.09	
		GasAttd Grade1 Price	0	Products					Distance to Nearest Diesel Offer (Kms)	3.09	
		GasAttd Grade1 Price Posted	×						Distance to Nearest C-Store Offer (Kms)	1.88	
		GasSelf Grade1 Price	429.9						Diesel Competitors	0	
		GasSelf Grade1 Price Posted	✓						Auto Repair Bays	0	
Diesel Pumps	1	Opening Hours (Mon-Fri)	17	Bakery	×	Volumes					
Diesel SFP	2	Pay At CStore	✓	Coffee Type Barista	×						
Fueling Position Penalty	×	Pay At Pump	✓	Coffee Type Bean To Cup	✓	Gas Volume				132	
Gas Pumps	4			Coffee Type Dispense	✓	Shop Volume				158	
Gas SFPs	8			Cold Beer Size	Cave						
Pump Islands (info only)	4			Cstore Selling Area	4500						
				Deli	×						
				Has Kitchen	✓						
				Prices/Service/Hours							
				Monday Sunday Hours Open	17						



710 Benstein Rd / W Maple Rd

[illegible]

Competitor photo and attributes



General		Location/Ratings		Traffic	
Site ID	50053	Has Canopy	✓	Primary St Barrier	None
Appearance	Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	2
Date Survey	6/13/2026 21:10	Landscaping	Minimal	Primary St Traffic Count	14000
Operation Type	Jobber	Location Type	City Street	Primary Street Remote Access	×
Site Direction	SE	Lot Depth (m)	100	Secondary St Barrier	None
Site Location	T-intersection	Lot Front (m)	100	Secondary St Number of Thru Lanes	2
Site Name	Sunoco Gas Station	Low Small Sign	×	Secondary St Remote Access	×
Visibility	Average	Oasis	×	Secondary St Traffic Count	22000
Location/Ratings		Stop Fuel Or Truck	×	Street1 Near Traffic Control	✓
Blockage				Street2 Near Traffic Control	✓
Fuel		Prices/Service/Hours		Carwash	
Bypass Lanes	1	Attend Service	×	Wash Offered	×
Layout of Forecourt	Parallel	Average Discount	10	Short Tunnel	×
Diesel Brand Name	Sunoco	DieselAttd Grade1 Price	0	Long Tunnel	×
GasBrand Name	Sunoco	DieselAttd Grade1 Price Posted	×	Food	
Diesel Offered	✓	DieselSelf Grade1 Price	599.9		
GasOffered	✓	DieselSelf Grade1 Price Posted	✓		
Fueling Position Penalty	×	Opening Hours (Mon-Fri)	18		
Gas Pumps	3	Pay At CStore	✓	QSR Has Drive Thru Catering	×
Gas SFPs	6	Pay At Pump	✓	Other	
Pump Islands (info only)	3				
Products					
Bakery	×				
Coffee Type Barista	×				
Coffee Type Bean To Cup	×				
Coffee Type Dispense	✓				
Cold Beer Size	Small				
Cstore Selling Area	800				
Deli	×				
Has Kitchen	✓				
Prices/Service/Hours				GasCompetitors	
Monday Sunday Hours Open				18	
				Distance to Nearest GasOffer (Kms)	
				0.07	
				Distance to Nearest Diesel Offer (Kms)	
				0.07	
				Distance to Nearest C-Store Offer (Kms)	
				0.07	
				Diesel Competitors	
				2	
				Auto Repair Bays	
				0	
				Volumes	
				Gas Volume	
				42	
				Shop Volume	
				24	

Competitor photo and attributes



General		Location/Ratings		Traffic	
Site ID	50056	Has Canopy	✓	Primary St Barrier	None
Appearance	Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	1
Date Survey	6/13/2026 21:10	Landscaping	Minimal	Primary St Traffic Count	14000
Operation Type	Jobber	Location Type	City Street	Primary Street Remote Access	×
Site Direction	NE	Lot Depth (m)	126	Secondary St Barrier	None
Site Location	Corner	Lot Front (m)	126	Secondary St Number of Thru Lanes	1
Site Name	Citgo Gas Station	Low Small Sign	✓	Secondary St Remote Access	×
Visibility	Average	Oasis	×	Secondary St Traffic Count	9000
Location/Ratings		Stop Fuel Or Truck	×	Street1 Near Traffic Control	✓
Blockage				Street2 Near Traffic Control	✓
Fuel		Prices/Service/Hours		Cstore	
Bypass Lanes	2	Attend Service	×	Cash Registers	1
Diesel Brand Name	Citgo	Average Discount	0	Cooler Doors	8
GasBrand Name	Citgo	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	2
Layout of Forecourt	Parallel	DieselAttd Grade1 Price Posted	×	External Merchandising	Average
Diesel Offered	✓	DieselSelf Grade1 Price	579.9	Hypermarket	×
GasOffered	✓	DieselSelf Grade1 Price Posted	✓	Shop Brand	Citgo
Pumps/Fueling Positions		Fuel Saturday Hours Open	17	Shop Offered	✓
		Fuel Sunday Hours Open	17	Shop Type	C-Store
		GasAttd Grade1 Price	0	Products	
		GasAttd Grade1 Price Posted	×	Bakery	×
		GasSelf Grade1 Price	419.9	Coffee Type Barista	×
Diesel Pumps	1	GasSelf Grade1 Price Posted	✓	Coffee Type Bean To Cup	×
Diesel SFP	1	Opening Hours (Mon-Fri)	17	Coffee Type Dispense	✓
Fueling Position Penalty	×	Pay At CStore	✓	Cold Beer Size	Small
Gas Pumps	4	Pay At Pump	✓	Cstore Selling Area	1300
Gas SFPs	8			Deli	×
Pump Islands (info only)	2			Has Kitchen	×
		Prices/Service/Hours		Carwash	
		Monday Sunday Hours Open		Wash Offered	×
				Short Tunnel	×
				Long Tunnel	×
				Food	
				QSR Has Drive Thru	×
				Catering	×
				Other	
				Wash Competitors	0
				Shop Competitors	6
				QSR Distance to Nearest Competitor	0.6
				Number of QSR Competitors	3
				Has Toilets For Customers	×
				Has ATM	✓
				GasCompetitors	5
				Distance to Nearest GasOffer (Kms)	0.56
				Distance to Nearest Diesel Offer (Kms)	0.97
				Distance to Nearest C-Store Offer (Kms)	0.56
				Diesel Competitors	2
				Auto Repair Bays	0
				Volumes	
				Gas Volume	63
				Shop Volume	42

Competitor photo and attributes



General		Location/Ratings		Traffic	
Site ID	50054	Has Canopy	✓	Primary St Barrier	None
Appearance	Above Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	2
Date Survey	6/13/2026 21:09	Landscaping	Significant	Primary St Traffic Count	14000
Operation Type	Jobber	Location Type	City Street	Primary Street Remote Access	×
Site Direction	E	Lot Depth (m)	126	Secondary St Barrier	None
Site Location	Inside	Lot Front (m)	176	Secondary St Number of Thru Lanes	0
Site Name	Wow! Gas Station	Low Small Sign	×	Secondary St Remote Access	×
Visibility	Average	Oasis	×	Secondary St Traffic Count	0
Location/Ratings		Stop Fuel Or Truck	×	Street1 Near Traffic Control	×
Blockage				Street2 Near Traffic Control	×
Fuel		Prices/Service/Hours		Cstore	
Bypass Lanes	1	Attend Service	×	Cash Registers	2
Layout of Forecourt	Parallel	Average Discount	10	Cooler Doors	13
Diesel Brand Name	Wow!	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	2
GasBrand Name	Wow!	DieselAttd Grade1 Price Posted	×	External Merchandising	Average
Diesel Offered	✓	DieselSelf Grade1 Price	579.9	Hypermarket	×
GasOffered	✓	DieselSelf Grade1 Price Posted	✓	Shop Brand	Wow
Pumps/Fueling Positions		Fuel Saturday Hours Open	17	Shop Offered	✓
		Fuel Sunday Hours Open	17	Shop Type	C-Store
		GasAttd Grade1 Price	0	Products	
		GasAttd Grade1 Price Posted	×	Bakery	×
		GasSelf Grade1 Price	427.9	Coffee Type Barista	×
Diesel Pumps	1	GasSelf Grade1 Price Posted	✓	Coffee Type Bean To Cup	✓
Diesel SFP	2	Opening Hours (Mon-Fri)	17	Coffee Type Dispense	✓
Fueling Position Penalty	×	Pay At CStore	✓	Cold Beer Size	Cave
Gas Pumps	6	Pay At Pump	✓	Cstore Selling Area	5300
Gas SFPs	12			Deli	×
Pump Islands (info only)	3			Has Kitchen	✓
		Prices/Service/Hours		Carwash	
		Monday Sunday Hours Open		Wash Offered	×
				Short Tunnel	×
				Long Tunnel	×
				Food	
				QSR Has Drive Thru	×
				QSR Brand Name	Hot Chix
				Catering	✓
				Other	
				Wash Competitors	0
				Shop Competitors	6
				QSR Distance to Nearest Competitor	0.46
				Number of QSR Competitors	2
				Has Toilets For Customers	✓
				Has ATM	✓
				GasCompetitors	5
				Distance to Nearest GasOffer (Kms)	0.07
				Distance to Nearest Diesel Offer (Kms)	0.07
				Distance to Nearest C-Store Offer (Kms)	0.07
				Diesel Competitors	2
				Auto Repair Bays	0
				Volumes	
				Gas Volume	164
				Shop Volume	137

Competitor photo and attributes



General		Location/Ratings		Traffic	
Site ID	50008	Has Canopy	✓	Primary St Barrier	None
Appearance	Above Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	1
Date Survey	6/19/2026 22:00	Landscaping	Minimal	Primary St Traffic Count	15000
Operation Type	Independent	Location Type	City Street	Primary Street Remote Access	×
Site Direction	S	Lot Depth (m)	176	Secondary St Barrier	None
Site Location	Inside	Lot Front (m)	176	Secondary St Number of Thru Lanes	0
Site Name	Marathon Gas Station	Low Small Sign	✓	Secondary St Remote Access	×
Visibility	Below Average	Oasis	×	Secondary St Traffic Count	0
Location/Ratings		Stop Fuel Or Truck	×	Street1 Near Traffic Control	×
Blockage				Street2 Near Traffic Control	×
Fuel		Prices/Service/Hours		Cstore	
Bypass Lanes	1	Attend Service	×	Cash Registers	2
GasBrand Name	Marathon	Average Discount	10	Cooler Doors	14
Layout of Forecourt	Parallel	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	4
Diesel Offered	×	DieselAttd Grade1 Price Posted	×	External Merchandising	Average
GasOffered	✓	DieselSelf Grade1 Price	0	Hypermarket	×
Pumps/Fueling Positions		DieselSelf Grade1 Price Posted	×	Shop Brand	Commerce Market
		Fuel Saturday Hours Open	24		+ Spirits
		Fuel Sunday Hours Open	24	Shop Offered	✓
		GasAttd Grade1 Price	0	Shop Type	C-Store
		GasAttd Grade1 Price Posted	×	Products	
		GasSelf Grade1 Price	429.9	Bakery	×
		GasSelf Grade1 Price Posted	✓	Coffee Type Barista	×
		Opening Hours (Mon-Fri)	24	Coffee Type Bean To Cup	✓
		Pay At CStore	✓	Coffee Type Dispense	✓
		Pay At Pump	✓	Cold Beer Size	Cave
				Cstore Selling Area	1300
				Deli	×
				Has Kitchen	✓
				Offers Wine Liquor	✓
				Prices/Service/Hours	
				Monday Sunday Hours Open	17
				Carwash	
				Wash Offered	×
				Short Tunnel	×
				Long Tunnel	×
				Food	
				QSR Has Drive Thru	×
				QSR Brand Name	Krispy Krunchy
				Catering	✓
				Other	
				Wash Competitors	0
				Shop Competitors	2
				QSR Distance to Nearest Competitor	0.27
				Number of QSR Competitors	2
				Has Toilets For Customers	×
				Has ATM	✓
				GasCompetitors	0
				Distance to Nearest GasOffer (Kms)	3.13
				Distance to Nearest Diesel Offer (Kms)	3.13
				Distance to Nearest C-Store Offer (Kms)	0.27
				Diesel Competitors	0
				Auto Repair Bays	0
				Volumes	
				Gas Volume	129
				Shop Volume	146



110 E Commerce Rd / Carroll Lake Rd

[illegible]

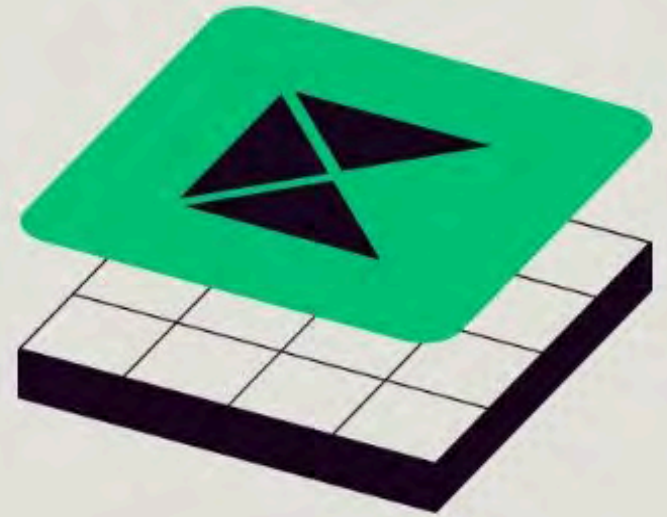
Competitor photo and attributes



1700 E West Maple Rd / Decker Rd

General		Location/Ratings		Traffic	
Site ID	1003442	Has Canopy	✓	Primary St Barrier	None
Appearance	Above Average	Hi Rise Sign	×	Primary St Number of Thru Lanes	1
Date Survey	6/13/2026 21:08	Landscaping	Minimal	Primary St Traffic Count	22000
Operation Type	Company	Location Type	City Street	Primary Street Remote Access	×
Site Direction	SW	Lot Depth (m)	176	Secondary St Barrier	None
Site Location	Corner	Lot Front (m)	226	Secondary St Number of Thru Lanes	1
Site Name	Speedway Gas Station	Low Small Sign	×	Secondary St Remote Access	×
Visibility	Average	Oasis	×	Secondary St Traffic Count	9000
		Stop Fuel Or Truck	×	Street1 Near Traffic Control	✓
				Street2 Near Traffic Control	✓
Location/Ratings					
Blockage	×				
Fuel		Prices/Service/Hours		Cstore	
Bypass Lanes	2	Attend Service	×	Cash Registers	2
Layout of Forecourt	Parallel	Average Discount	0	Cooler Doors	12
GasBrand Name	Speedway	DieselAttd Grade1 Price	0	Dedicated Park. Spaces	10
Diesel Offered	×	DieselAttd Grade1 Price Posted	×	External Merchandising	Average
GasOffered	✓	DieselSelf Grade1 Price	0	Hypermarket	×
		DieselSelf Grade1 Price Posted	×	Shop Brand	Speedway
		Fuel Saturday Hours Open	24	Shop Offered	✓
		Fuel Sunday Hours Open	24	Shop Type	C-Store
		GasAttd Grade1 Price	0		
		GasAttd Grade1 Price Posted	×	Products	
		GasSelf Grade1 Price	429.9	Bakery	✓
		GasSelf Grade1 Price Posted	✓	Coffee Type Barista	×
		Opening Hours (Mon-Fri)	24	Coffee Type Bean To Cup	✓
		Pay At CStore	✓	Coffee Type Dispense	✓
		Pay At Pump	✓	Cold Beer Size	Cave
				Cstore Selling Area	4500
				Deli	✓
				Has Kitchen	✓
				Offers Wine Liquor	✓
Pumps/Fueling Positions		Prices/Service/Hours		Carwash	
Diesel Pumps	0			Wash Offered	×
Diesel SFP	0			Short Tunnel	×
Fueling Position Penalty	×			Long Tunnel	×
Gas Pumps	6			Food	
Gas SFPs	12			QSR Has Drive Thru	×
Pump Islands (info only)	6			Catering	×
				Other	
				Wash Competitors	0
				Shop Competitors	6
				QSR Distance to Nearest Competitor	0.53
				Number of QSR Competitors	3
				Has Toilets For Customers	✓
				Has ATM	✓
				GasCompetitors	5
				Distance to Nearest GasOffer (Kms)	0.04
				Distance to Nearest Diesel Offer (Kms)	0.59
				Distance to Nearest C-Store Offer (Kms)	0.04
				Diesel Competitors	3
				Auto Repair Bays	0
				Volumes	
				Gas Volume	185
				Shop Volume	170
				Prices/Service/Hours	
				Monday Sunday Hours Open	24

Appendix



The 7 Elements for Fuel and Convenience Retail Success

The 7 Elements for Fuel and Convenience Retail Success are:



Location



Market



Brand



Facility



Merchandising



Price



Operations

Best-practice fuel retailers maximize performance by considering the role of each element in the daily tactics and strategic horizon of their sites. Optimizing the 7 Elements depends on a fuel retailer's specific business, but only an integrated focus ensures that every area of value is leveraged.

Six of the 7 Elements act as **"volume magnets"** to bring customers to site.
Location | Market | Brand | Facility | Merchandising | Operations

The remaining element, Price, provides the ability to make a decision. When you perform well in the volume magnet areas, you earn the right to make a decision on pricing. The 7 Elements framework informs all Kalibrate strategies and solutions. The practical application of this perspective is underpinned by extensive market data and sophisticated analytical models.



Location

Selection of fuel retail locations is a complex process with many variables to consider.

Site location must be understood relative to consumers and their habits — where they live, work, go to school, run errands, and play. Concepts such as critical mass, demand, natural barriers, and competitive environment are just a few of the characteristics that distinguish marginal from exceptional site selections. Fuel retailers choosing new locations must also consider the impact on their existing network and current competitors. For example, a location that's great for one fuel retailer may be poor for another, because its cannibalization profile could be dramatically different.



Market

Every fuel retail site exists in the context of a broader competitive landscape.

Successful fuel retailers understand their competitors and have insight into how they might react to marketplace changes. They also know where their competitors are building, what they are building, how they operate, and how they price. Although hypermarkets have proven fierce competition to many, those who manage all 7 Elements are thriving even when competing with them.



Brand

Whether local hero or multinational giant, a company's ethos, quality, and consistency are reflected in its brand.

Retailers should understand the position of their brand relative to critical mass and saturation. Before a fuel retailer reaches critical mass, the network is vulnerable to competitive threats and acquisitions. Once critical mass is achieved, new sites added to the network will experience greater gains in market share than in outlet share. In other words, as new sites are added to the network, volume share increases at a greater rate than outlet share. On the other hand, once a brand moves beyond saturation, it risks cannibalizing other sites in its own network.



Facility

A facility must fulfill the needs and demands of customers. That goes well beyond considerations about the physical building.

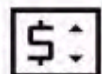
Efficient flow through the purchase and shopping experience is crucial. For example, how easy is it to maneuver into the lot and around the property? Are there enough fueling positions to meet customer needs at peak times? Is parking space sufficient for the convenience store customer? What is the optimal number of cooler doors? Network consistency is also a factor, as it promotes familiarity with customers who like to know where to quickly pick up the products they need. Consistency is an often-overlooked challenge for fuel retailers with multiple channels of distribution.



Merchandising

Offering the right products and services, at the right time, at the right price, and with the right attitude, is the art and science of merchandising.

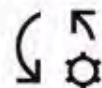
Success depends on the correct product and price mix, adequate inventory, fresh merchandise, and a clean, neat appearance. Retailers with best-in-class merchandising practices emphasize category killers. These low-priced, low-margin, popular items draw customers into the store, and the right merchandising strategy leads the consumer to make impulse, high-margin purchases.



Price

Thrift-conscious behavior has always existed, and now it's become standard for a small set of price-conscious customers to aggressively scout out the lowest priced sites.

As consumers, we all want to be sure that we're getting good value for our hard-earned dollar. But that doesn't translate into low pricing being the only tactic. Corporate strategies dictating pricing posture can be set to drive volume, profits, or a combination of the two. No matter what the strategy, the price must be perceived as competitive by customers.



Operations

Site-specific, personal, and intangible aspects of management and customer service should complement the investment at any given site.

Finally, it's important to note that even the best facility and location in the world will have difficulty maintaining volume with inadequate operations. Customers expect quick service, courteous employees, well-stocked shelves, well-functioning equipment, and fresh food offerings. The impact of employees can't be overestimated. Well-trained, quality people who are retained over time will contribute positively to the bottom line.

Commerce Lake Market
1740 Glengary Rd
Commerce Township, Mi 48390

March 25, 2026

Charter Township of Commerce
David Campbell, Paula Lankford
2009 Township Dr
Commerce Township, Mi 48390

Petition for Conditional Rezoning:
North-East corner of Glengary and Benstein Roads
1740 Glengary Rd, Commerce Township, Mi 48390 from B2 to B3
And
2750 Benstein Rd, Commerce Township, Mi 48390 from R-1D to B3

To Mr. David Campbell and Mrs Paula Lankford,

We ask that you consider this request to petition the Charter Township of Commerce for a conditional rezoning in regards to the two addresses listed above.

With respect, we request that these two properties be rezoned to B-3 General Business through a conditional rezoning agreement for the reasons listed below:

Proposed Conditions:

- We will build, and only build, a gas station and new c-store, as agreed with the planning department.
- Hours of operations will be limited, from 6AM to 11PM (Monday thru Friday) and 8AM to 10PM (Saturday and Sunday).
- Up to date brick and stone elevation from the required code requirements.
- We will design and lay out a section for tables and benches for customers and residents from the neighborhood to have a space for sitting and eating, and to make it more walkable in the warmer months.

- Enhanced landscaping planning and designing along Benstein and Glengary Roads.
- The new building will have an enhanced flat roof design.

How this helps the community:

- Build a gas station into the neighborhood, with positive feedback and support from customers and the neighborhood who agree that one is needed here based on the nearest gas station being at least 2 miles away in one direction. Our location would service rec fuel to provide convenience for the residents with boats and PWC.
- A brand new building will be constructed from the ground up in the farther corner of the lot and the current building will be demolished. The current building is getting too old to continue to keep up with the township's standards and will be built with all brick, and no other materials, for longevity, curb appeal and consistency with the township's standards and expectations for new development.
- The parking lot will be increased from 9 parking spaces to 28 combined total parking spaces available to accommodate all customers who wish to stop at our location (this includes parking at the gas pumps). There will be increased space for customers, employees and delivery drivers to enter and exit the property safely with the extra space on the lot and entrances and exits on both sides of the corner.
- The building's exterior and the parking lot will be properly lit in the evening and night times for the safety and comfortability for everyone, especially customers with children.
- The landscaping will be thoughtfully designed with the proper shrubs, trees, flowers, etc. for curb appeal.
- Pull the majority, if not all, liquor off the floor and behind the counter. Place the wine in a separate section. This will increase floor space for grocery and/or essential needs and inventory.
- Higher ceiling and a more well lit store and more space for customers to maneuver without bumping or coming into contact with each other or delivery drivers as often.
- This increased space the new building brings will allow us to increase our charity work, such as clothing drives, food drives, fundraisers with the Eagles Club, etc.
- We plan on breaking ground as soon as we have the approval from the appropriate departments.

Breakdown of the property with a picture of the aerial view and a number key shown below:

1. Current party store to be developed into a gas station and new c-store.
2. Commercial property to the east of the current party store (1740 Glengary Rd). Will provide as a buffer property between proposed gas station/c-store and the residential closest to the east.
3. Commercial property west of the current party store between the building and the intersection of Glengary and Benstein Roads.
4. Commercial property south of the current party store with more commercial properties immediately south and east of it. They are also south of the current party store.
5. Commercial retail property with a parking lot capacity of approximately 20 cars located west of the current party store and residential property where the proposed gas station/c-store will be located.



Any questions you may have, please feel free to contact us.

Thank you,

Saad Bakko

CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Bernstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Christina Wolan & Co

Branna Shonia
PRU/Marky

W.C.V. BROWN

Irina Vasenetskaya

ROBERT ARMSTRONG

Karen Dacey

Gay Buck

20/11

Dana Hatfield

Dan Ricardo

Scott Palmer

1200 Saratoga Rd

1875 Kinsel Ct

295 AVANT F LN

3185 FORTUNE LAKE

1945 Applebrook Dr. Comm.

1177 POLVADEIRA ST., COMMERCE TWP., MI

1921 Harland Crt S Commerce, m.

3225 ROYAL BLVD. COMMERCE MI

2798 Bernstein RJ 48340

3075 Benglow rd 48390

22241 S. Commerce 48390

1460 Southern Yord walked Lake UH3Eo

COMMERCE LAKE MARKET

CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Anantha Norman
 Shantoria Stacey-Arnold
 Leah Bett
 MARK BAKER
 Rachelle Lup
 Brandi Zemp
 William FREDERICKS
 Scott Setterington
 David Gonzalez
 Dan Smith
 [Signature]
 Tom Perkins
 Matt Gutsch
 Tim GEORGE
 DEAN FRELOCK
 Wanda NIPOM
 G. J. Sch
 [Signature]
 Jeff [Signature]

2142 Paulette Dr. Wolverine Lk. 48390
 394 Meadows Cir S Wixom 48393
 206 Lincoln St of Milford Mi 4834
 301 Beck Rd 48393
 2519 Bell Ct Wixom MI 48393
 2210 Benstein Rd Wolverine Lake, MI 48390
 2050 SHURE CT. Commerce Twp 48382
 3035 Reservoir Commerce 48390
 4415 DRIFTWOOD Commerce 48382
 725 Fair St Commerce 48382
 2980 Main Wixom MI 48393
 8230 HEARTHSTONE CT 48382
 32655 Blarcrest Lk FA 48334
 4856 FOOTHILLS DR. Commerce Twp 48382
 4670 DRIFTWOOD DR 48382
 8035 E EVA 48393
 2185 Glen Iris 48382
 9486 Charent Commerce Twp
 1472 Lakeside Wolv. Lk 48390
 2012 Nacon Commerce 48382

COMMERCE LAKE MARKET CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Paul Camp

Ann Nelson

Cory Sturr

Martene Wiczorek

Dennis A. Kendall &

DONNA JOHNSON

DEREK HANSEN

Jeremy Rolston

Tom Mullen

BRAD HAVK

JEFF HANLEY

AL DURAND

Karen Harkins

John M. Green

Michelle D.

Alex Harkins

Gerry J. Hall

Tom Story

Halley Cohen

1503 Vanstone Dr Commerce MI 48106

2279 Parnell

2100 Qualla Wixom MI

2494 Bovin Ct Commerce

1844 Megan's Meadow Dr Commerce

2422 TERRY ST WALLED LAKE MI

707 LAGUNA DR.

3 meadows Circle Wixom MI

1544 Glengary.com Twp MI

2557 Woodlawn St Wolverine Lake

2932 W. L. K. Dr. Walled Lake

1934 TERRY CIR - Commerce

216 Meadows Circle Wixom

2380 Benstein Rd, Wolverine Lake

6136 Silverbrake W West Bloomfield

740 Benstein Rd

815 Manzano Dr. Wolverine Lake 48390

1932 Hampshire Ct Commerce

2814 Brisbane St Comm

5620 Valentine St West Bloomfield

COMMERCE LAKE MARKET

CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Paul K. Zing

~~Mick Miller~~

Mick Miller

DS

~~John~~

John

Joe Lani

Chris Babo

DAN MERRITT

TRICIA LALATE

Dan Peterson

Kimberly Mayer

~~John~~

Holly Bembo

Elizabeth L. Latta

Jennifer Lasker

Nem D. Dosselle

1906 STAFFORD ST MILFORD 48381

2605 Northview Wolverine LK

1726 Lyra Commerce

1015 Glengary Rd Wolverine LK 48398

1322 Keonapoint, Wixom 48393

2951 Seymour Lake Rd #7, Oxford, MI 48371

3112 Terry Ave Commerce 48390

2040 McDevitt Milliken

610 E. Grand Traverse, Commerce Twp

2945 BRISBANE, Wolverine LK 48390

2381 Marchar Dr.

1444 Vanstone Dr Commerce Twp

3086 Beach Lake Motor

3829 Canude Commerce 48382

1830 Luneta Ct Commerce Twp

1861 Ladd Wolverine LK

1505 Boulder LK Dr. Milford

3187 Woodlawn Commerce Twp

193 Pepperidge Dr. Wixom

568 First, Milford

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein, which will include a new gas station with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Allison Green

Eugene Dupuis

Don / Kim

Tracy

Matthew Miller

John E. Smith

Sarah Eakle

Jan Clark

John

John

John

John

Michael Glick

John

Kenn Smith

Allison Bishop

Greg

Adam

John

Sebastian Kern

Kimberly Kern

1894 Benstein Rd. Commerce Twp

2540 Sherwood Road

3159 CINDY

2711 Benstein RD

5813 Garthby

2413 E. McGregor

311 W. Woodstone Lane MI

2408 Carlisle Wilson MI

1724 HARRY ST COMMERCE

9798 ALORINGTON CINDY

1064 TARTAN Ln Commerce Twp

48 Almond Dr. Wilson MI

2950 Woodlawn St. Commerce MI

2234 Maple North Tr Wilson MI

2901 Woodlawn Ave. 48390

1388 APPLE ORCHARD

318 Glengary Rd

41911 Ginter State St Searcy Dr

785 Polvadera St Commerce MI

785 Polvadera St Commerce MI

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

RAY HOKSTAD

STEVEN P. DEGRANDE

David WUTCZYK

Andrew Yano

Dan Thiesen

Ray Smed

Ken Kuhl

Tyler Hughes

THOMAS MARTIN

John Sear

Robert Krauer

Ashleigh Kerby

Michael

Gary MacLean

NICK SCHULTZ

RICH GLADWIN

BRANDI GLADWIN

DAVID L. RYAN

RONNIE RYAN

D. J. RYAN

2164 BRIAR CT, Commerce Twp.

1999 GLEN IRIS DR. Commerce Twp.

3449 Glenhaven Commerce

6025 Birchcliff Ln Commerce

3280 Maple Ridge Heights

3572 Russ Drive

2069 Maple North & Wixom

182 Abbey Lane, Milford

2377 ELLINGTON, WILKINSON, MI

4412 Lotus Dr Waterford

2882 BENSTEIN RD

218 Meadows Cir, Wixom, MI 48393

2302 Fir St Wixom

1726 W Oakley Park Dr

2270 BENSTEIN ROAD, 48390

2270 BENSTEIN ROAD, 48390

3528 WORTHMAN ST 48398

3528 WORTHMAN ST 48398

1445 Apple Orchard Ln 48390

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Jim Scott

STEVE TETTER

Kendall Walton

CHRIS SAARI

Nick Mroz

Joe Prevost

MARC LOREN

Bill Bishop

Curt Williges

Jessie Carnish

Joshua Klein

Kevin Watters

Joyce Ann Cleave

Jesse McCre

Kellie Hett

Kelley Rios

Charles Guerin

DAMIAN CREWSON

Shannon Kerby

Bob Briody

35315 FENDT FARMINGTON HILLS

ALTOONA, WIS.

2566 Tamper

3178 FORTUNE LANE, C. Twp.

1625 WINDHAM TWP WOLVERINE

1854 Miggins Road Commerce Twp

2638 Benstein Wolan Lake

2901 WOODLAWN Commerce MI 48390

708 E LAKE ST S. Lyon 48390

2105 Darnell St, W. Lake 48390

2386 Brisbane St. Wolverine Lake MI 48370

831 N. Pontiac Tr. Lot 65 Walled Lake MI 48390

1725 Wickham Commerce Twp 48380

1725 Wickham Commerce Twp 48380

2885 Woodbury Commerce Twp 48390

1749 Mccoy Commerce Twp 48390

2750 Benstein Rd, Commerce Twp 48390

PO Box 605 Commerce Hill TN 37642

1386 Tellus Wolverine LK MI 48390

2128 Lake Shore Dr, Commerce Twp 48380

CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Bonstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Sheila Strimatter

Jasmine Colon

Ryan Kern

JOE BENOSKI

Pam Wietecha

Wiring Card

Brian Robinson

Alex Huernon

Carrie Bissen

Aidan Jennings

ANDREW DEFillipi

12 House

Jennifer O'Brien

Paul Coro

RONALD BLOCK

Brett Billin

Forrest C. Lewis

Ind. Zell

Joseph O'Conne||

Emily Lowe

3646 Benstein Rd Commerce ^{TX} ₇₅₃₉₀

2465 Benstein Rd Commerce
Twp

1837 Glen Iris Dr. Commerce M.

4326 DRANE DR. SWARTZ CREEK,

828 Los Arboles Wolv LK^m

8236 Hidden Hollow Fenton

11500 VANITONE Commerce

1400 Connecticut St. Wolverine Lake MI 48091

3175 E Comanche Rd

2741 TALL PINES WAY COMMERCIAL, 46382

575 Lough Wolverine 4850

2780 wooden Commex 48390

2757 BRISBANE Com Trp 485903

1715 LYKA COMMERCIAL TRADING

1775 Medler, Commerce trip

2240 HAL L L w 'row' 40393

2841 Woodlawn Commerce

490 Polvadera, Commerce, MI, 48382

5039 Ona lake Dr white lake 48383

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood

Brennan Chambers
ZEKE Lobert
MUM OBRADY
Lynke Lure
Tate Turner
Brian Mobley
TERRY DALIAN
Brendan Spehar
Jo Champaign
ERIC McDONALD
MIKIE MACMULAY
Richard Corp
Cari H. Carl -
Helena Carl -
Alissa Hote
Shane Lyons
Michael Riley
GARY SWICK
Matthew Busa

8475 Lakeshore Rd, Lexington MT 48450
1827 Glengary Commerce
1473 McG St Commerce
1473 McG St Commerce
738 Manzano Dr.
1740 Botkin Commerce
1433 DELMONT WOODSIDE LK MI
2376 Woodlawn St Wolverine Lake MI 48390
7649 McCoy Commerce Twp MI 48390
155 Meadow Circle W Wixom MI 48393
44750 RAYVIEW DR. #12 NOLI MI 48377
2322 ROSE LAWN WOLVERINE LAKE MI 48390
3049 WOODBURY ST Commerce Twp MI
2644 Birch Lane
2644 Birch Lane
1023 Glengary Rd. Wolverine Lake
1023 Glengary Rd. Wolverine Lake
2713 Woodbury St. Commerce MI 48390
2786 WOODBURY CT. 48390
3035 Brisham St. 48390

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glangary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

<u>KATHLEEN Chapman K. Chapman</u>	<u>2610 Oakview Dr Wolverine lake MI 48392</u>
<u>JAMES BALL</u>	<u>2508 MCENAB CT WOODBINE LK</u>
<u>JAMES WOLF</u>	<u>6412 Laguna Dr Wolverine LK</u>
<u>Bryan Karpulis</u>	<u>22170 POMPOUR Nov, MI 48375</u>
<u>John R. Lipchik</u>	<u>1568 Apple ORCHARD WOLVERINE LAKE</u>
<u>Deborah Fisher</u>	<u>1455 West Dr Walled IK MI 48390</u>
<u>STEVE Kovich</u>	<u>1400 Longfellow Canton MI 48187</u>
<u>BRYAN TERRILL</u>	<u>771 HILLDALE C.R. MILFORD, MI 48381</u>
<u>Tim Reamer</u>	<u>5274 Oak Hill Trail Commerce Twp 48382</u>
<u>Tordan Bano Lutz</u>	<u>29613 Cheshire St garden city 48135</u>
<u>MIKE WOLF</u>	<u>1441 Old Road Run, Milford, MI 48381</u>
<u>CHARLES BURCH</u>	<u>1275 VANSTONE COMM. 48382</u>
<u>Craig Williams</u>	<u>1880 Bradshaw CT Commerce 48390</u>
<u>Michael Pytel</u>	<u>22840 BrookForest Nov, MI 48375</u>
<u>Dalshen</u>	<u>3838 Vagstone Dr, Commerce Twp 48382</u>
<u>Cheryl</u>	<u>428 Briarcliff Dr Wixom 48393</u>
<u>James Hume</u>	<u>637 Napa Valley Dr Milford MI 48381</u>
<u>Laura Belanger</u>	<u>16917 Apple Orchard Ln Wolverine lake 48390</u>
<u>Vaughn Dunleavy</u>	<u>2245 McIntire St Wolverine Lake MI 48390</u>
	<u>2753 Alerington Ct, Commerce, 48327</u>

COMMERCE LAKE MARKET CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 3 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Haydin Daley

JR Calk

Sean McArthur

Tim Goeback

Jeff Snelling

Susan Dalry

Ryan JARCHASKI

Rob Bony

Kim Brunette

Tina Chapdelaine

Grant Luzynski

Timothy Flores

Farrow White

George Hamel

Nicole LaPoint

Rob Czarnicki

Darinda O'Boyle

Suzanne Beckman

Lori Mason

Jim Mason

23812 Roselawn St. Wolverine LK 48390

1111 Delmonte St. Adlai Lake 48390

3188 Moravia Abbot Lake

1540 Vanstone Dr. Commerce Township 48352

2591 Paloma Wolverine Lake 48390

1387 N. Creek Dr. Wixom 48393

3129 Linda Park Dr. Commerce 48390

3140 BIRSBANE W. 48390

2105 Glenouge Rd Wolverine Lake 48390

2066 Shire Ct. Commerce

780 Laguna Wolverine Lake 48390

1440 Tellico street, Wolverine lake MI

3759 Candor, Commerce Twp

2811 Woodlawn st commerce

323 S. Lake Dr Wixom

30977 Stone Dr Wixom MI 48392

2590 Avery Ct

1245 Woodlawn Court Abbot Lake 48390

3801 Thomas Ct Commerce MI

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

<u>Jonathan Harvey</u>	<u>1407 Trimont St Wolverine Lake,</u>
<u>Chris Dufresne</u>	<u>9375 Pino Knob Clarkston, MI</u>
<u>Milo Kittenberry</u>	<u>2395 Terra Park St Wolverine MI 48390</u>
<u>KEN GUSTAFSON</u>	<u>6969 Almond Lane CLARKSTON MI 48346</u>
<u>AOSS Sami</u>	<u>2869 Alorington Ln Commerce</u>
<u>Sabrina Sami</u>	<u>2869 Alorington Ln Commerce</u>
<u>Wisam Sami</u>	<u>2433 Yasmine Dr Commerce Township</u>
<u>Ghada Sami</u>	<u>2433 Yasmine Dr Commerce Township</u>
<u>Mais Najor</u>	<u>1581 Angela Rd Commerce Township</u>
<u>Marvin Najor</u>	<u>1581 Angela Rd Commerce Township</u>
<u>Anthony Warr</u>	<u>3565 Mohrly Rd Commerce</u>
<u>Derek Summers</u>	<u>3565 Mohrly Rd Commerce</u>
<u>JACOB HUBBARD</u>	<u>1485 Forest Bay Court Wixom 48393</u>
<u>JASON WOOD</u>	<u>3754 Clayl Dr Commerce Twp 48382</u>
<u>Kyle Kilby</u>	<u>2065 Glengary Rd, Commerce Twp, 48382</u>
<u>Alex Phelan</u>	<u>3005 Fish Ave Commerce Twp, 48390</u>
<u>Honah Press</u>	<u>447 Pinecliff Ct. Waterford 48327</u>
<u>LARRY W. KIM SAWYER</u>	<u>1612 Connecticut, Wolverine 48390</u>
<u>Elise Schwartz</u>	<u>1500 Connecticut Wolverine 48390</u>
<u>Jessica Lamoureux</u>	<u>2349 Ellington Street Wolverine Lake MI 48390</u>

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Alb Cur

Tim Galt

Phil D'Amico

Minni Vincent

Keith & Cath

Ray Ah

M. VanDulke

Alan VanDulke

Beverly Breckley

Paula

Jeffery

DO

Jonathan Griego

Fahiana Felici

STAN GULARSKI

PHIL METCALF

RICHARD WORTH

Joe Walker

Mike

Joe Miller

Joe Miller

2240 EVERGREEN WIXOM

445 ASPEN DR WIXOM

2590 Woodlawn St.

360 O Sage Dr Wixom MI

1904 Winding Dr Wixom MI

2466 Gage St Wixom

2466 Gage St Wixom

2466 GAGE ST WIXOM

3230 Glen Iris Dr Commerce

625 Whispering Meadows Dr.

2870 Benstein Rd Commerce

388 meadows cir S Wixom, MI

328 meadows cir S Wixom.

1650 CONNECTICUT WOLVERINE LAKE

835 SEAGER ST. COMMERCE, MI

43826 ARINGTON LANTON MI

1820 Luneta Ct commerce MI

2735 Ironstar Drive

3176 Benstein rd Commerce, 48350

2-7-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Jim Paul

Janora M. Leten

Chris Dampier

Walter F. Frazier

Debra

Amy Dineen

Deeek mazzari

1412

Jo D. Le

Marisa Hawn

Dalton Kretzer

Cheryl Lewis

Melinda Glick

1111

1111

1111

1111

1111

1111

1111

48455

2615 E SUTTON RD. MONTICELLO, MI.

3336 Glen Iris Dr.

2465 Terry St

20107 Chesapeake Cir

1255 Thurston St. Wolverick

4255 Delphine Dr.

4529 Chadworth St

3336 GLEN IRIS DR

36440 Glen

435 Beechdale St.

1790 Connecticut

1790 Connecticut

1790 Connecticut

3046 Southwind

3870 VANSTONE DR

1730 HARRY ST

410 AUSTIN ST.

3315 Tiquemond Cir. Commerce Twp.

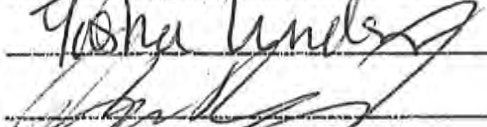
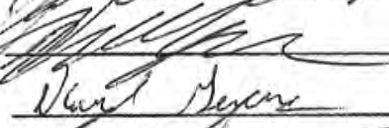
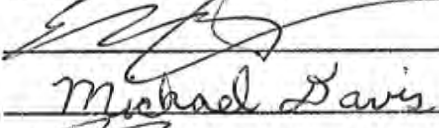
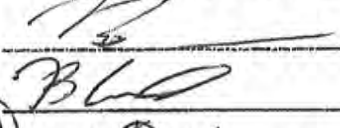
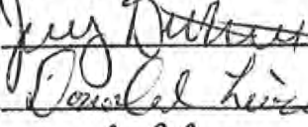
1195 S Creek Dr

2500 Gage St

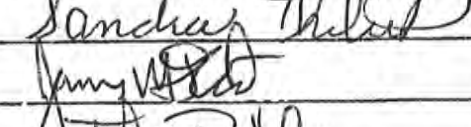
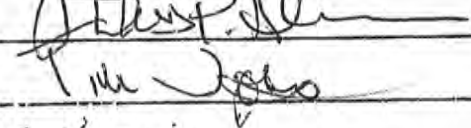
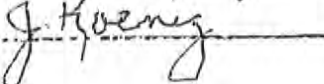
2-7-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.


John Davis


John Davis

Michael Davis

John Davis

John Davis

John Davis

John Davis

John Davis

John Davis

John Davis

2645 CHILDS (KRD) 48381
2574 Rosclawn St, Wolverine Kt. MI 48390
38605 Latson Howell Rd
3925 S. STONE RD. Cam. MI 48382
222 Rustic Circle White Lake 48386
2494 Benstein RD
332 Greenwood DR Wixom 48393
1790 Sadie St dr.
2280 Benstein Rd Wolverine, MI 48390
18297 Brentwood St. Livonia MI 48152
3075 Woodbury 48390
13305 Spruce Rd. Milford MI 48380
924 Adelaide Dr Wolverine Lake
28819 EDWARDS MAD. HGT 48071
230 Arrowood dr. Wixom
3140 WOODHAWK Commerce Twp.
840 MANZANO Wolverine Lake MI 48390
7632 VANCO DR. WATERFORD
1910 Tiley Cir Waterford
715 Manzana Wolverine Twp.

2-7-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Brenda Rappin

Michael Lach -

Ken Rapp

Donna Rapp

Jim Bilt

Scott Sill

Bob Pritchett

Tony Dekarske

Ralph DeVellis

Mark A. Vass

Reese M. Nagy

William W. W. W.

Mary Ann Thayer

Robert J. Lach

Jennifer Sinner

Pat Beyer

Tim Vega

Paul Sinner

Paul Sinner

2686 Los Angeles Wolverine Lake

2444 Br: bone -

2686 Los Angeles wolverine - LK -

2162 Torrey Pines (Wolverine) St.

315 Spruce St MT Morris MI

1723 Borkins Commerce

2530 S. Commerce Rd

3508 AN KENNEDY CT Commerce 48382

3111 Br: bone Rd Commerce MI.

2132 Carb (Warren MI 48091

819 CHURCH PK N. 48390

2882 Brisbane 48390

3557 Woodbury St, 48390

2674 Los Angeles 48390

1946 Tiley circle 48382

1430 West Hall University

2067 Windsor Way Wixom 48397

2756 BRISBANE com 48390

8073 FARRANT Com 48382

4332 Portene Dr, 48382

2-7-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Virginia Vess
Suzanne Seck
Michelle Harris
Miguel Ortiz
Maly Roodley
Shirley Lee

Andrea Hyl
Breanna Schwartz
Cora Oley
Steph McMill
Crista
Mina M
Stacy D

Chris
Karen E. Rose
Cheryl Johnson
Kurt Jones
Wes
Denise Martin

819 Oakley Park Dr.
2860 Tall Pines Way
5 Meadows Cir Dr.
6737 N Wayne Rd.
1790 Sadie Shore
1650 Lookout
775 Charlton White Lake MI.
829 Laguna Dr.
1500 E. Wolverine Lake
1625 Loneta Ct
730 Mannano Dr. Wolverine
3100 Fisher Ave AL.
1315 Van Stone Dr.
2207 Crumb Rd Commerce Twp
193 Pepperidge Way
1860 Megan's Meadow Commerce
2060 Blue Stone Lane
31831 Grand River B Farmington MI 48336
2116 Glen Iris Ct, Commerce MI 48382
2454 Terry Washed Lake 48390

2-6-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Giengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Ryan Decker	1764 Botkins 48390
DEAN ZUBE	1201 PENARTH 48382
Mike Corley	2861 Rosem Dr 48382
Jeff Guller	3488 Bull run rd Howell MI
Joe Lawrence	3120 Brisbane St Commerce MI 48380
CAROL LUZYNSKI	2815 BENSTEIN Commerce 48390
Dan Bailey	2066 SHIRE COMMERCE
Brian	2142 Paulette Wolverine LK -
Jerri Ziller	2609 Los Angeles Wolverine LK
Zach Lobert	271 Meadows circle east Wixom 48393
Kasey Bulm	1827 Glengary Rd, Commerce Twp
Cassandra Kaplan	2210 King St Wixom MI 48382
Dan	62 Buckthorn W. Xom 48393
Carol Roberts	1724 HAPPY ST- COMMERCE 48382
Terry Harrison	3221 MANDARINE Commerce 48382
Scott	2072 Chickas - Wixom MI 48393
Rusty Russum	1854 CLEVER DR Commerce 48382
	1430 Knob Hill Commerce MI 48382
	780 LAGUNA DR

2-6-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

[Signature]
[Signature]
[Signature]
Barry W.
M H [Signature]
Kristin Irwin
[Signature]
[Signature]
[Signature]
Jammy Schluchter
Ken Schluchter
Michael P Bowman
[Signature]
Joe Mahe-
Paul A. Szumny
Wallace Waters
Mally K [Signature]
[Signature]
Dan Power
Robert Hatfield

442 Bayberry Dr. Wixom MI 48393
2442 Park Ct Wixom 48393
035 Laguna Dr. Wolverine Lake
4315 DRIFWOOD
860 Alberton Wolverine Lake
2525 Brisbane Wolverine Lk 48390
17 Meadows Cir, Wixom, MI 48393
475 Bayberry Dr.
4756 Driftwood drive Commerce Twp
4756 Durban Dr Commerce Twp 48382
2929 Central Blvd Milford
3156 Rosclaw St Commerce 48380
2725 Childs Lk Rd
2480 Trillium Hills Dr
1615 Killbuck Way Wall Lake
8712 Buffalo Dr Commerce 48383
1200 mallow St Wolverine Lake MI 48390
311 Greenwood Dr Wixom MI 48393
2592 S Commerce Wall Lake 48390

2-6-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Maureen Mero

Julia Jacia

Wisam Sami

John Anolick

Matt Ellis

Jennifer Waites

Stephene Inglis Dubin

Niann Fenner

TIM FENNER

Kory Schaar

KEVIN JOHNSTON

Roy McCallum

Quinn Jorgensen

Paul G. Galt

Mike Sider

Chuck Roda-Sage

Mike Hines

Tracy Sexton

Conni Culp

2830 Carpenter Ct Commerce Twp

1682 Lander Lane Wolverine Lake

2433 YASMIN DR Commerce Twp.

1550 CARPENTER CT Commerce Twp

2620 Roselawn St

3141 Woodlawn St. Commerce Twp.

1282 Sherwood Forest Ct Witherford.

2825 Captains Cove Commerce 48390

234 Arrowood Wixom 48393

234 Arrowood Wixom 48393

2960 Fisher Commerce Twp

4198 HEATHCROWD MIL. MI 4881

2730 Woodbury Commerce Twp 48390

1726 Burnett Rd. Commerce 48382

4515 MARCELLO DR Commerce Twp 48382

3115 Long Ln White Lake 48383

427 Bayberry Dr Wixom 48393

2757 Alorington Ct. Commerce 48384

546 Nine Back Wixom, MI 48393

2152 Menthone, Wolverine LK

48390

2-5-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Chad Faurte
Mark Tarosian

Sheri Collins
Kevin Kolb Kim
Gary Luther

Oscar Conry
Rob Waldick

Matthew L Conly
Brandon Thomas

Jason Farr
Jordan Harris Jordan Harris

THOMAS A H
DIANE T RINNY

Denise Theek
Danice Dehmel

Nike Sals
Jim Pust

Patricia Herrin
MAA Brett
Curtis

DOUGLAS ROSS

1305 Glengary, Wolverine Lake MI
3350 Glen Iris Dr

684 Laguna Dr Wolverine Lk.
2630 Benstein Rd Wolverine Lk 48396

2785 FISHER COMMERCE T 600
3880 Calmory 4839

11792 Farmington Rd Livonia
16245 S. Truax Rd Dr Eaton

1527 Truax St Wolverine Lake MI 48390
4996 RACBERRY TRAIL Novi 48324

2160 Darnell St, Wolverine Lake, MI 48390
1510 TRIMONT ST

2202 Woodbury Wy Wixom MI 48390
1000 Bird Song Rd. Milford

750 Foxwind Tr. Orionville MI 48462
2317 Sage St Wixom MI

3120 Woodbury St
2180 Algonquin Dr Commerce

2555 Crumb Rd Commerce
231 ARROWOOD WIXOM, MI. 48393

2-5-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

~~Matt Staley~~
Paul E. [Signature]
Joan Brazgala
Melissa D. [Signature]
Kathy Prosser
[Signature]
Sue Doty
[Signature]
[Signature]
John [Signature]
Dale E. [Signature]
Ed [Signature]
Roy H. John III
Ray Devonker
John [Signature]
Nahla [Signature]
L. [Signature]
Brian Moore
Craig Ostrone
[Signature]

2765 BENSTEIN RD. (MATT STALEY)
1920 Bass Lk Rd Commerce
1187 mallow st wolverine MI
465 Achilla Commerce
2811 woodlawn commerce
2661 Benstein
2781 Fall Pines Way
456 Aspen Dr Wixom, MI
3586 Mobel yard Commerce
2965 Woodlawn Commerce 48390
2325 Darnell St.
11952 Nottingham Ct 1632
2422 TERRY
2727 BRISBANE
2909 Blue Heron
4485 Cooley Lake rd
2320 BENSTEIN
766 Palmdale 48352
3326 Abbey lane 48393
2070 EDWARDS

2-5-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

John Adams
William Anderson
E K Carter
Gae Allen
Care
Tom Riddle
Tom Robert
Cam Nixon
AARON ZIGLER
Ronald Combs
Stephanie Ellemdt
John Lee
Jamie Smith
Danielle Ashley
Craig Minolletti
Amara Pascoe
Jamie Kubice
CHARLES CRAFT
John
John

3464 Benstein Rd, Commerce Twp 48382
2336 DARNELL ST WOLVERINE LAKE 48390
1534 CURTIS ST COMMERCE TWP 48382
2548 E. McGregor Rd 48880
3019 ROSELAWN AVE 48390
3843 Grove land Rd, Detroit
3181 Fisher, Commerce Twp, MI 48390
1885 Luneta Ct
3480 Red Pine DR Commerce Twp
3005 Brisbane St, Walled Lake MI 48390
1652 meadowlark St, Walled Lake MI 48390
2650 LOS ANGELES DR, Walled Lake MI 48390
496 Tamarack Ct Wixom MI 48393
2855 Fisher Av Commerce M. 48390
1641 Delmonte Wolverine LK MI 48390
Amara Pascoe
2515 Brisbane St. Wolverine Lake MI 48390
24252 DREAMFIELD
Novi, MI 48374
3125 Commerce St Commerce Twp
871 Sweet Briar Hill Farm MI 48381

2-5-2025

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Benstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

<u>Mr. John</u>	<u>3181 Linda Marie Ct Commerce MI</u>
<u>Jack Carter</u>	<u>1953 Baywood Dr Wixom</u>
<u>Mark Carter</u>	<u>456 Aspenda Wixom MI</u>
<u>Harry Kordell</u>	<u>2655 Palomas Dr Wolverine Lake MI</u>
<u>Brooklyn Fuller</u>	<u>305 Greenwood Dr Wixom</u>
<u>Walt Lacey</u>	<u>137 McCarty & Whitehake</u>
<u>Michael Gern</u>	<u>3724 Cheryl Dr Commerce</u>
<u>Kim Gern</u>	<u>3724 Cheryl Dr Commerce</u>
<u>John Lth</u>	<u>3328 Benstein Rd Commerce MI</u>
<u>John Kestel</u>	<u>828 Bird Song Dr Milford, MI</u>
<u>Bill Korfot</u>	<u>31155 Wellington Dr</u>
<u>Rebecca</u>	<u>4525 PANDORA ST Commerce MI</u>
<u>Gabriel Pope</u>	<u>3011 Roselawn</u>
<u>Ly 28</u>	<u>200 CADILLAC</u>
<u>John Graft</u>	<u>2548 Montrose & Wolverine Lake, MI</u>
<u>William</u>	<u>20-3 Pepperidge Dr Wixom</u>
<u>Al</u>	<u>1527 Tormont St - Wolverine Lake 48320</u>
<u>Charles M. King</u>	<u>1538 Pawlowsky Cir, Commerce Twp</u>
<u>Jim</u>	<u>2811 Benstein rd Commerce Twp</u>
	<u>1770 Sadie Shore Dr. 48382</u>

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Banstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

Brandon Montes

John Milio

JANICE BARRY

Grant Fohl

Scott Dykman

Carrie Beck

Tamara Thompson

Tracey Dudley

Paul Oblak

Bobby Smith

John Craft

1801 Shankin Dr Wolverine Lake, MI 48390

1400 DELMONT ST 48390

2251 Inwood BLVD 48390

3183 Woodlawn CT 48390

1433 SHANK, 48390

3136 Jennella Dr Commerce Twp 48390

3158 Mulberry Ct Wixom 48390

1555 DELMONT WOLVERINE LK MI 48390

3150 Terry Commerce Twp 48390

3057 TERRY COMMERCE TWP 48390

2242 Glen Iris CT, Commerce 48390

1565 Apple Orchard Wixom 48390

1549 West Lk. Wolverine LK 48390

COMMERCE LAKE MARKET
CONCEPT PLAN FOR REDEVELOPMENT

By signing the below petition you are in agreement with the redevelopment of 1740 Glengary and 2750 Denstein to demolish the existing store and build new retail store with 4 fueling stations consisting of 8 fueling nozzles. This will provide a much needed service for the local residents and an improved look for the neighborhood.

4457 Crestdale Ave
W. Bloomfield MI
Mike May
Julie H
Dan Rooney
Sage/S. Gault
Dan M
Mark Lerner
Jenna Lewis
Al B.
Aminda Gray
R. P.
Lanette Mink
Gott B. B.
Thay McGugin
Angela Brewer
Terri Turner
Nemaj Behrens
LOP. Ry
M. Morales
Analisa Milio

1136 QUINIF DRIVE, WALLED LAKE MI 48390
2002 Meadow Ridge Dr. Walled Lake MI 48390
1721 Glengary Rd Commerce LK MI 48390
1555 Del Monte St, Wolverine Lake, MI 48390
1136 Quinf Drive Walled Lake MI 48390
2002 Meadowridge Dr Commerce 48390
2002 MEADOW RIDGE DR, COMMERCE 48390
1136 Quinf Walled Lake MI 48390
2097 Hoeft Dr Commerce MI 48390
2097 Hoeft dr commerce MI 48390
1167 Steddie St Walled Lake 48390
1290 Thurston W.L. MI 48390
2446 Diamond St 48393
3183 Woodlawn Commerce 48390
4618 Newcroft St Commerce 48380
4618 Newcroft St Commerce 48380
1649 DELMONTE, WOLV. LAKE MI 48390
1801 Shankin Dr Wolverine Lake 48390
1400 Del Monte St 48390

**CONDITIONAL REZONING AGREEMENT BETWEEN
THE CHARTER TOWNSHIP OF COMMERCE AND GLENGARY GROUP, LLC**

BACKGROUND:

The Michigan Zoning and Enabling Act provides in §405 that an owner of land may voluntarily offer in writing, and the local unit of government may approve, certain use and development restrictions as a condition to rezoning of land or amending the zoning map. Pursuant to the authority of §405 of the Michigan Zoning and Enabling Act, Glengary Group, LLC, has requested in writing that certain land described herein be conditionally rezoned in accordance with the terms and conditions of this Agreement.

AGREEMENT:

1. **Effective date.** The effective date of this Agreement shall be the latest date of execution of this Agreement by Glengary Group, LLC and the Charter Township of Commerce, as indicated on the signature page hereof.
2. **Parties.** The Parties to this Agreement are the Charter Township of Commerce whose address is 2009 Township Drive, Commerce Township, Michigan 48390 (hereafter “Township”) and Glengary Group, LLC, a Michigan limited liability company, whose address is 1740 Glengary Road, Walled Lake, Michigan 48390, (hereafter “Owner”).

3. **Property.** The land that is the subject of this Conditional Rezoning Agreement is described as:

Land in the Charter Township of Commerce, County of Oakland, State of Michigan and more particularly described on **Exhibit A**.

Tax ID Nos. 17-21-276-063 and 17-21-276-064 (collectively “Property”).

4. **Zoning Request.** The Property is currently zoned B2, Community Business (17-21-276-064) and R-1D, One Family Neighborhood Residential (17-21-276-063). Owner has requested to rezone all the Property to a zoning classification of B3, General Business, subject to those terms and conditions set forth in this Agreement.
5. **Prohibited Uses.** Upon rezoning of the Property from B2 and R-1D to B3, Owner agrees that no principal permitted use, accessory use, or special land use permitted in the B3 District shall be permitted on the Property except for a gas station and convenience store consistent with the Conditional Rezoning Plan attached as **Exhibit B**.
6. **Specific Conditions.** Rezoning of the Property from B2 and R-1D to B3 is subject to all the following specific conditions:
- a. The Property shall be developed in accordance with the requirements of the Conditional Rezoning Plan submitted to and approved by the Planning Commission (**Exhibit B**).
 - b. No variances shall be applied for or granted with respect to the Property.
 - c. Compliance with all applicable Township ordinances.

- d. Hours of operation for all uses on the Property shall be limited to 6:00 a.m. to 11:00 p.m. Monday through Friday, 7:00 a.m. to 11:00 p.m. Saturday, and 8:00 a.m. to 10:00 p.m. Sunday.
 - e. Elimination of the existing westernmost driveway servicing the Property which is located on the north side of Glengary Road, so long as the traffic impact study finds it to be advisable.
 - f. Fuel pump screens may be static or video, however there shall be no audio of any kind associated with the fuel pumps except for communication with the store attendant, if applicable.
 - g. Exterior seating on the Property including tables and benches for customers and residents from the neighborhood to have space for sitting and eating.
 - h. Enhanced landscaping along Benstein and Glengary roads.
 - i. Recessed and direct downward fuel canopy lighting.
 - j. Neutral canopy colors without advertising on the canopy.
7. **Modification.** During the term of this Agreement, the Township shall not add to or alter the conditions set forth herein.
8. **Authority.** The Owner acknowledges that it has the authority to enter into this Agreement and to permanently bind itself, its successors, and assigns.
9. **Voluntary Agreement.** The Owner acknowledges that it is entering into this Agreement voluntarily and that the Township has not required the Owner to offer conditions as a requirement for rezoning.

10. **Successors and Assigns.** This Agreement shall run with the land and shall be binding on Owner and all successors and assigns of the Property.
11. **Term of Agreement.** This Agreement shall terminate on June 1, 2029, unless a Certificate of Occupancy is issued for the building to be constructed on the Property satisfying the terms of this Agreement and the approved Site Plan for the Property. Upon termination, the zoning of the Property shall revert to the B2 and R-1D zoning classifications as applicable unless this Agreement is extended, in writing, by the Township Board as provided in the Zoning Ordinance of the Township. Upon issuance of a Certificate of Occupancy, this Agreement shall remain in effect until the Parties mutually agree to terminate or modify it or until any improvements made on the Property pursuant to this Agreement have been removed from the Property. Upon removal of all improvements made on the Property pursuant to this Agreement, the Property shall revert to the B2 and R-1D zoning classifications as applicable.
12. **Reversion.** Notwithstanding any provision herein to the contrary, any breach of this Agreement by the Owner, or its successors or assigns, including any tenant, shall at the discretion of the Township, void the rezoning, and shall result in the suspension of any and all rights to development and use not in conformance with the B2 and R-1D Zoning District requirements as applicable. Any structures or use of the Property shall be deemed to be illegal non-conforming uses and such structures and the uses shall end, and the structure shall be removed.

CHARTER TOWNSHIP OF COMMERCE, a
Michigan municipal corporation

Dated: _____

By: _____
Larry E. Gray
Its: Supervisor

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Larry E. Gray, Supervisor of the Charter Township of Commerce, a Michigan municipal corporation.

_____, Notary Public
_____, County, Michigan
Acting in Oakland County
My Commission Expires: _____

[Signatures continue on following page]

OWNER:

GLENGARY GROUP, LLC, a Michigan limited liability company

Dated: _____

By: _____

Saad Bakko

Its: Managing Member

STATE OF MICHIGAN)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Saad Bakko who is the Managing Member of Glengary Group, LLC, a Michigan limited liability company, on behalf of the company.

_____, Notary Public
_____, County, Michigan
Acting in _____ County
My Commission Expires: _____

Drafted by and when recorded return to:
G. Hans Rentrop, Esq.
Adkison, Need, Allen, & Rentrop, PLLC
39572 Woodward Avenue, Suite 222
Bloomfield Hills, Michigan 48304

EXHIBIT A

[See attached legal descriptions of Property]

Land situated in the Township of Commerce, County of Oakland, State of Michigan, described as follows:

WEST ½ OF SOUTH ½ LOT 18 AND WEST ½ OF LOT 19, EXCEPT THE SOUTH 29 FEET THEREOF, LEMKE SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 28, PAGE 5 OF PLATS, OAKLAND COUNTY RECORDS.

Parcel ID No. 17-21-276-063

Commonly known as: 2750 Benstein Road, Commerce Township, Michigan 48390

Land situated in the Township of Commerce, County of Oakland, State of Michigan, described as follows:

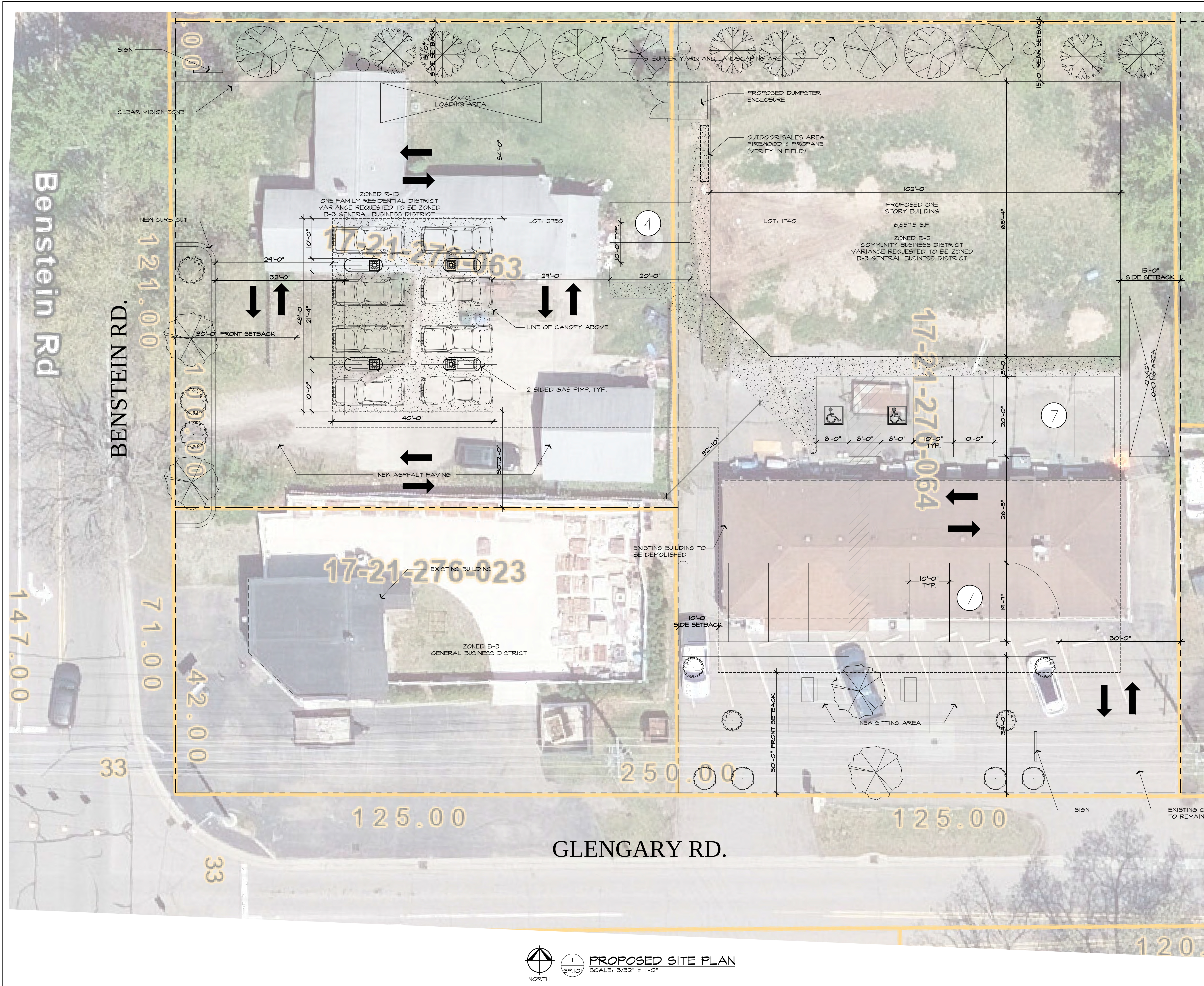
THE EAST ½ OF LOTS 19 AND 20 AND THE EAST ½ OF THE SOUTH ½ OF LOT 18, LEMKE SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN LIBER 28, PAGE 5 OF PLATS, OAKLAND COUNTY RECORDS.

Parcel ID No. 17-21-276-064

Commonly known as: 1740 Glengary Road, Commerce Township, Michigan 48390

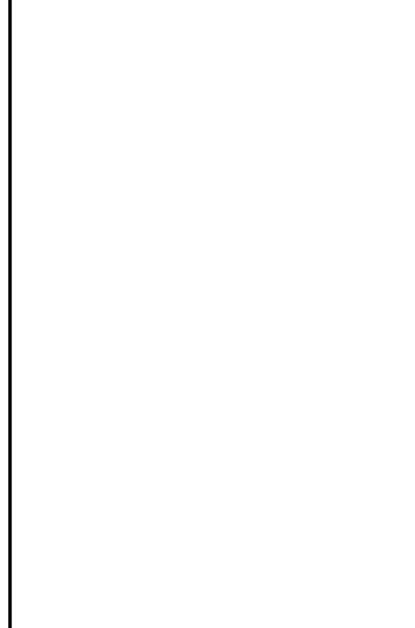
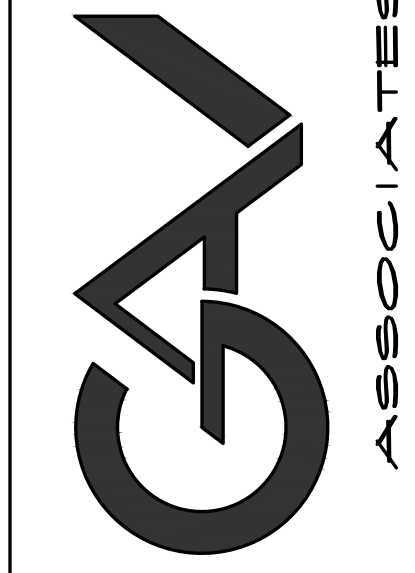
EXHIBIT B

[See attached Conditional Rezoning Plan]



ISSUED FOR	DATE
CITY REVIEW	4-14-26

ARCHITECTURAL DESIGN
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD., STE. 100A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	GA	GA

SCALE : 3/32" = 1'-0"

FILE NAME : 26034.A101

JOB # : 26034

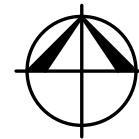
SHEET TITLE

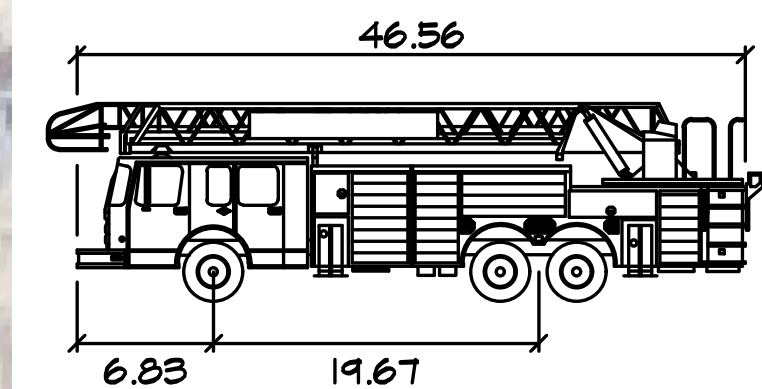
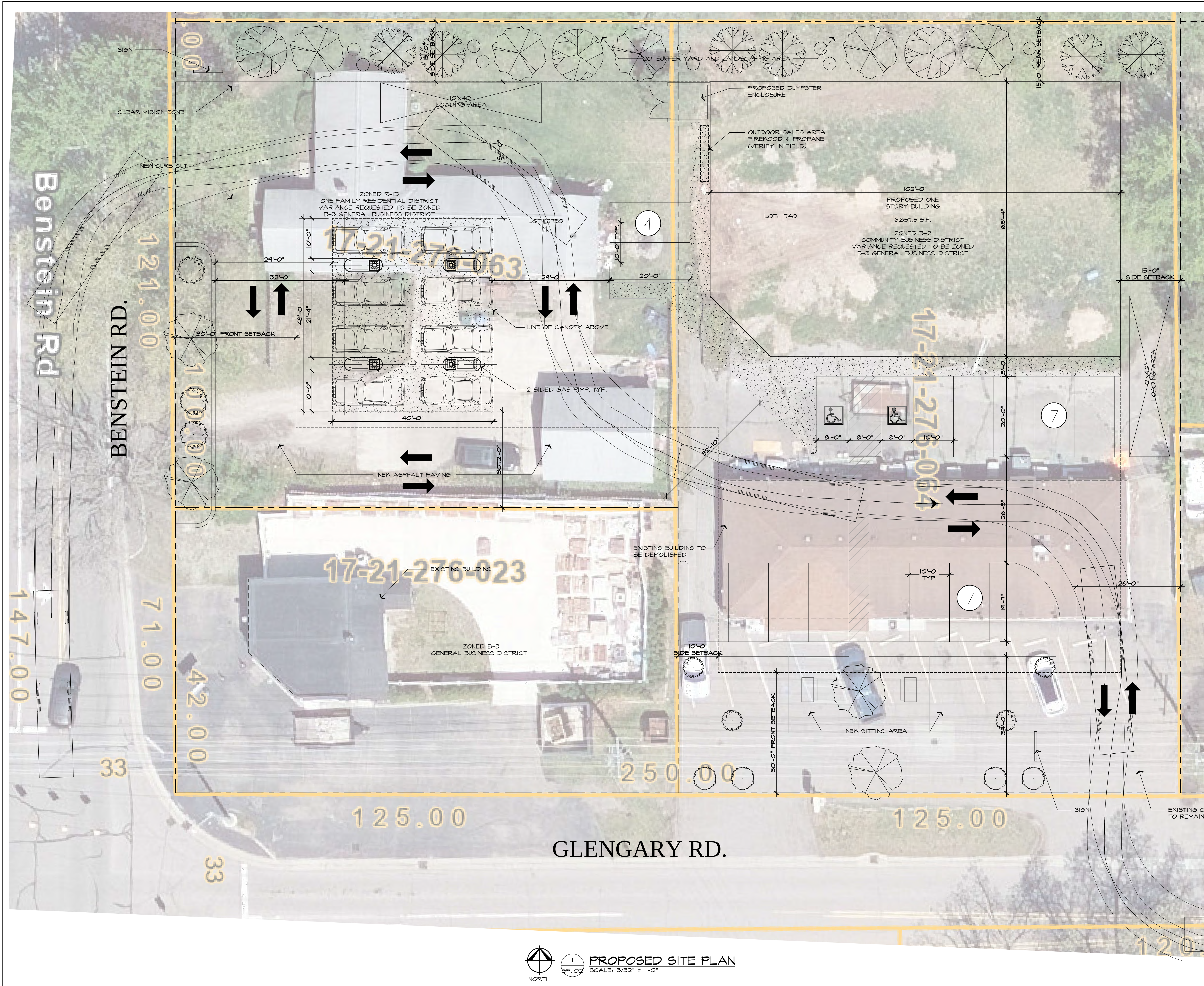
SITE PLAN

SHEET #

SP.101

**PRELIMINARY
NOT FOR
CONSTRUCTION**

 **PROPOSED SITE PLAN**
SCALE: 3/32" = 1'-0"

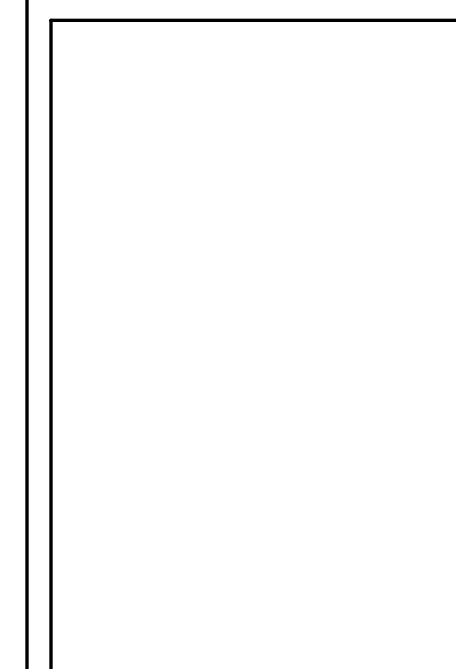
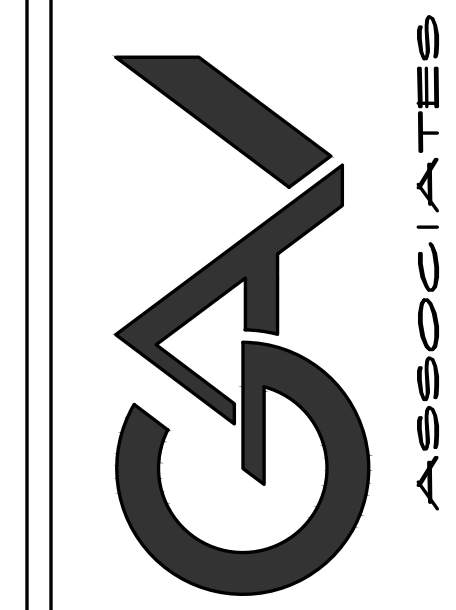


GAVI	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.00
Steering Angle	: 90.00

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26

**ARCHITECTURAL
DESIGN**
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD. STE. 100A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	GA	GA

SCALE : 3/32" = 1'-0"

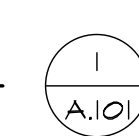
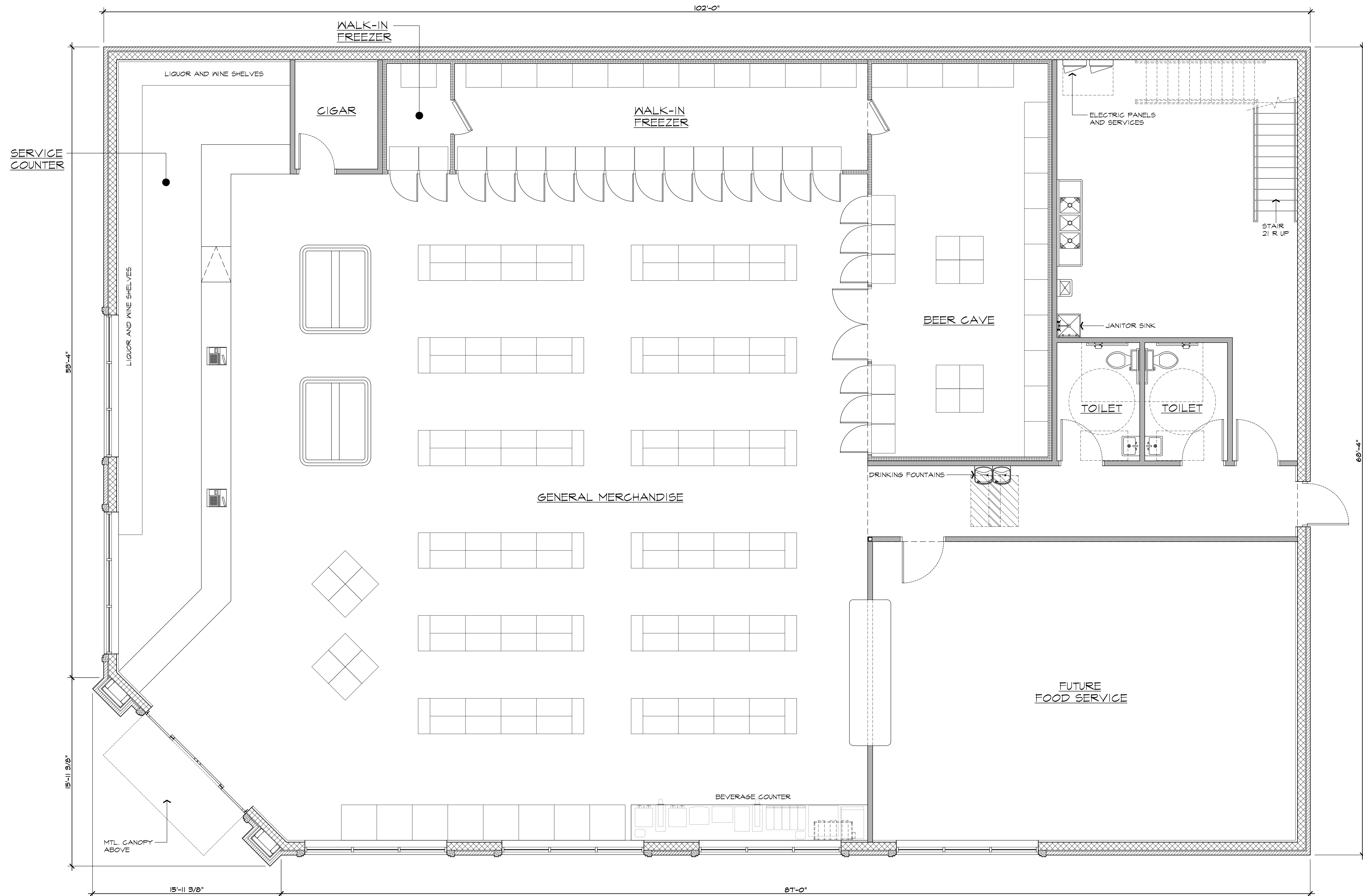
FILE NAME : 26034.A101

JOB # : 26034

SHEET TITLE
SITE PLAN

SHEET #
SP.102

 **PROPOSED SITE PLAN**
SCALE: 3/32" = 1'-0"



PROPOSED MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"
6,857.5 S.F.

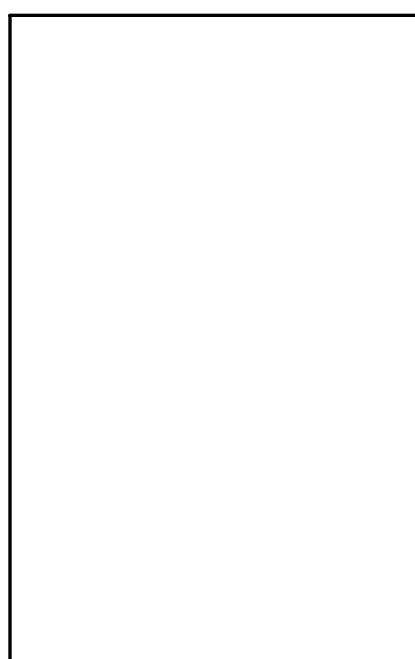
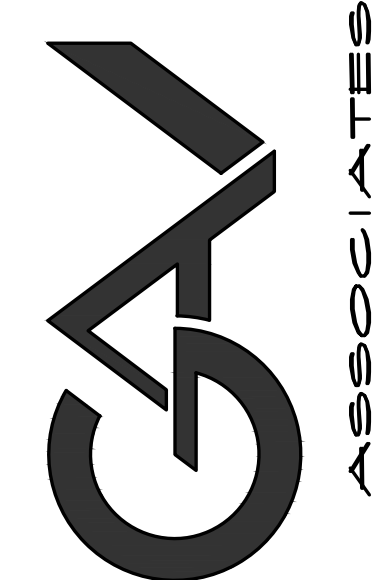
**PRELIMINARY
NOT FOR
CONSTRUCTION**

ISSUED FOR	DATE
CITY REVIEW	4-14-26

**ARCHITECTURAL
DESIGN**

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD., STE. 100A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9191
WEB: WWW.GAVASSOCIATES.COM



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	GA	GA

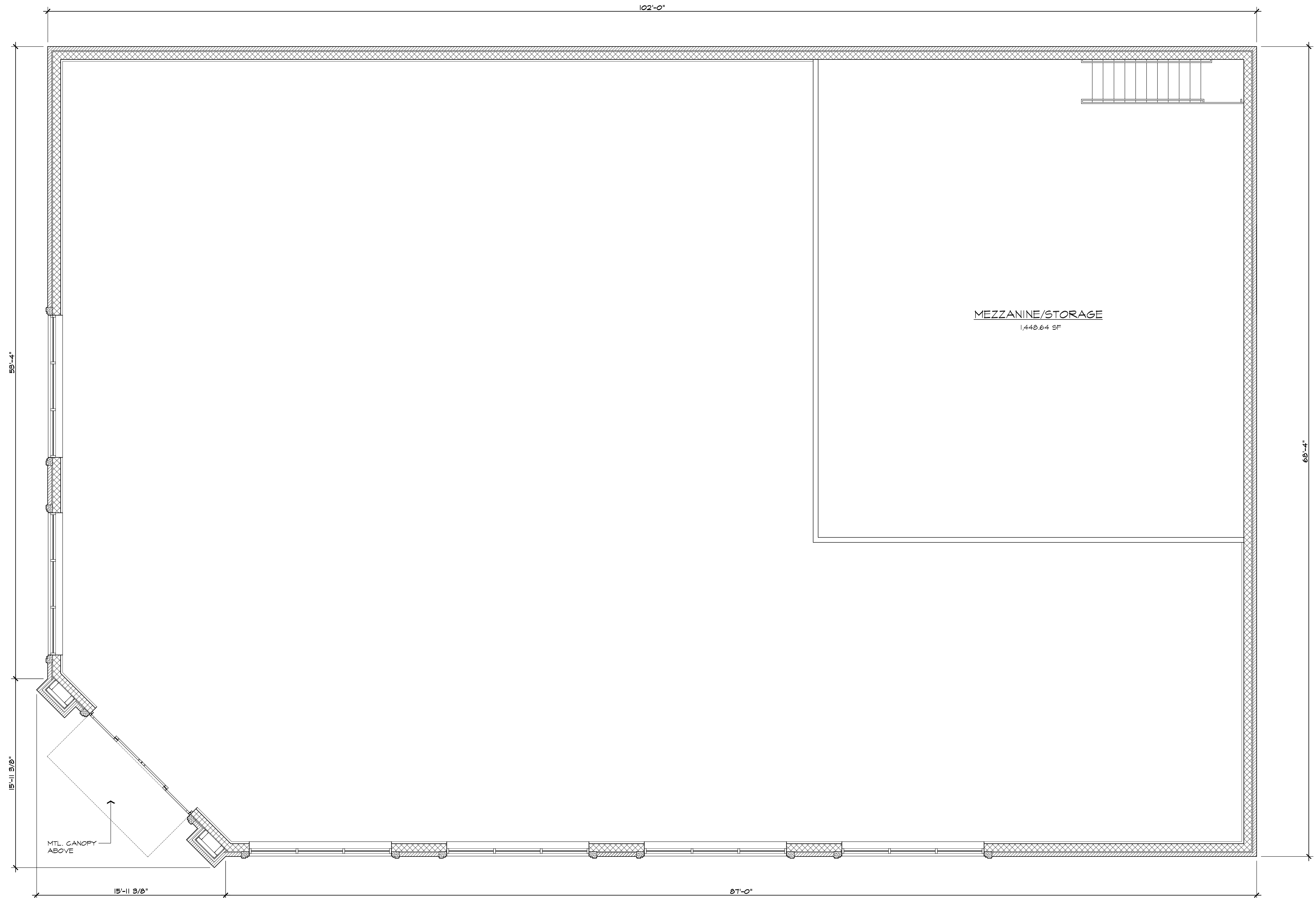
SCALE : 1/4" = 1'-0"

FILE NAME : 26034.A101

JOB # : 26034

SHEET TITLE
PROPOSED MAIN
FLOOR PLAN

SHEET #
A.101



1
A.102

PROPOSED SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"
6,857.5 S.F.

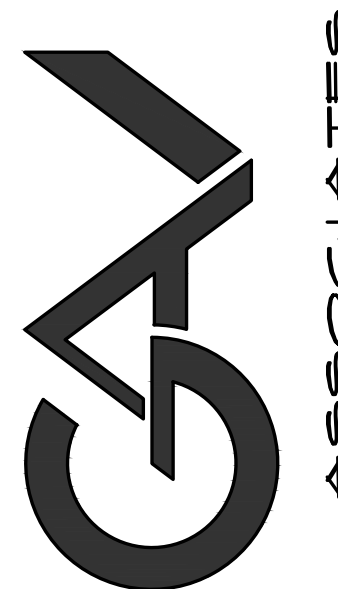
PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26

ARCHITECTURAL
DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9191
WEB: WWW.GAVASSOCIATES.COM



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD

COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	SA	SA

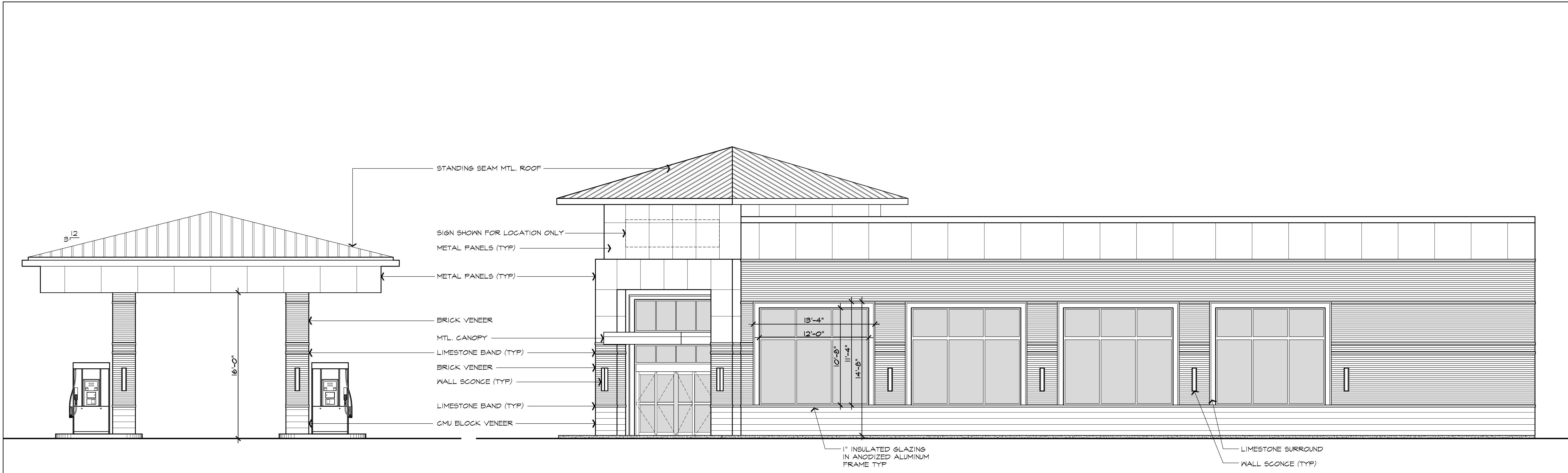
SCALE : 1/4" = 1'-0"

FILE NAME : 26034.A.101

JOB # : 26034

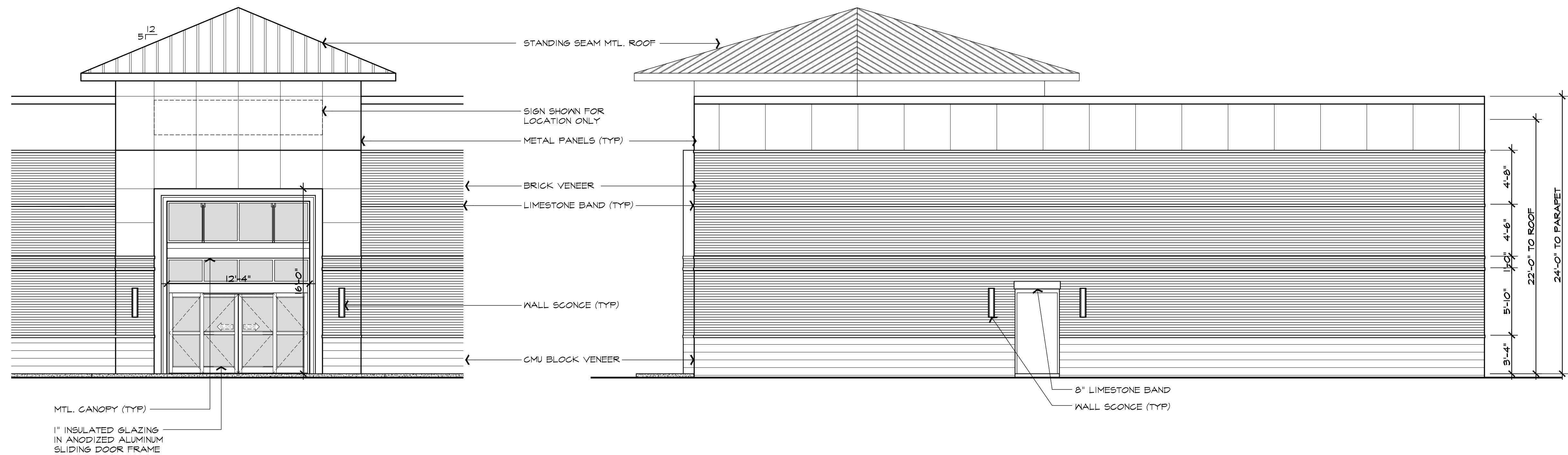
SHEET TITLE
PROPOSED
SECOND
FLOOR PLAN
SHEET #

A.102



GAS STATION CANOPY OPTION I
SCALE: 3/16" = 1'-0"

1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2 MAIN ENTRY ELEVATION
SCALE: 3/16" = 1'-0"

3 WEST ELEVATION
SCALE: 3/16" = 1'-0"

**PRELIMINARY
NOT FOR
CONSTRUCTION**

ISSUED FOR	DATE
CITY REVIEW	4-14-26

**ARCHITECTURAL
DESIGN**

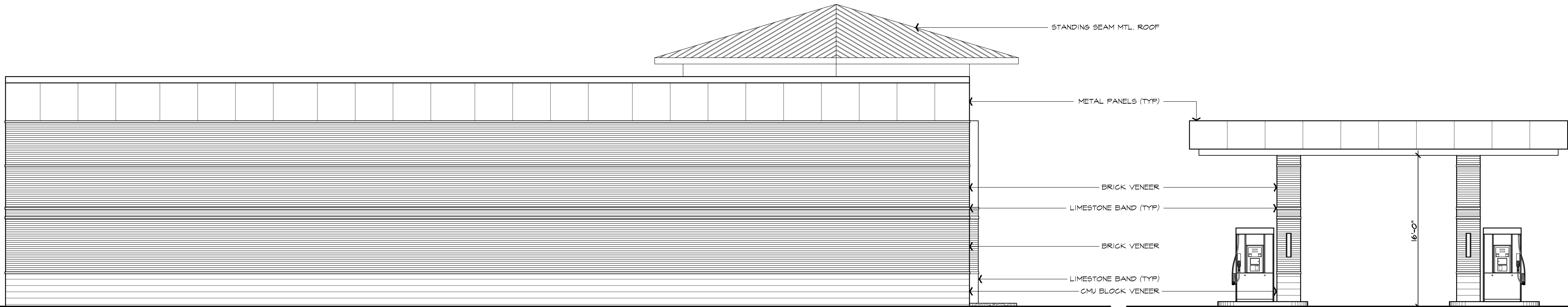
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9191
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

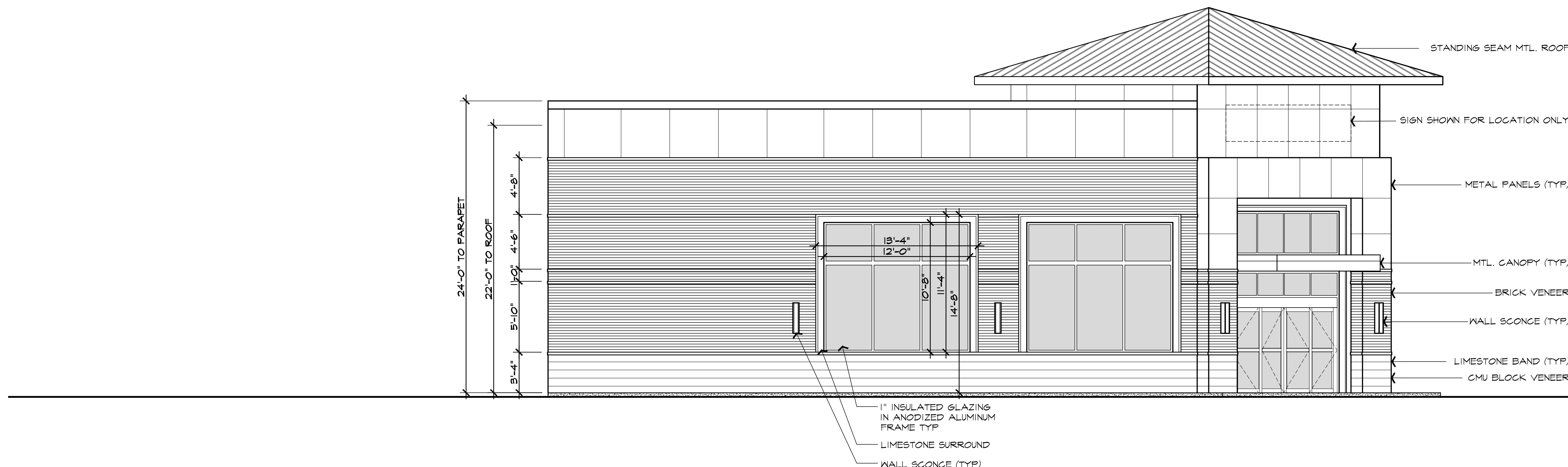
NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	GA	GA
SCALE : 3/16" = 1'-0"		
FILE NAME : 26034.A.2016		
JOB # : 26034		
SHEET TITLE ELEVATIONS		
SHEET # A.201		



1 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"



2 EAST ELEVATION
SCALE: 3/16" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

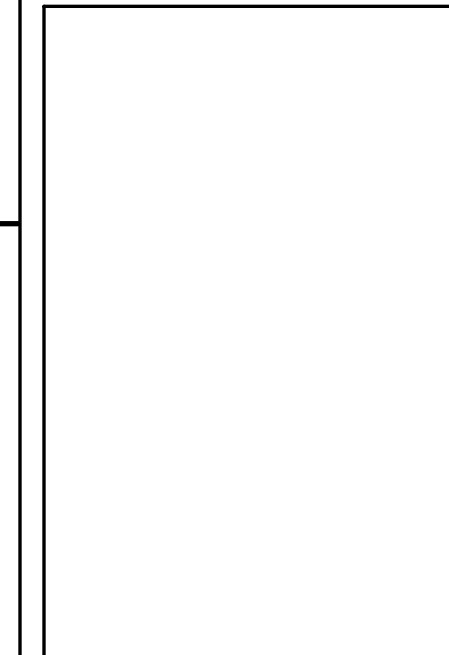
ISSUED FOR	DATE
CITY REVIEW	4-14-26

**ARCHITECTURAL
DESIGN**

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD. STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9191
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN: NM	DESIGNED: GA	CHECKED: GA
SCALE : 3/16" = 1'-0"		
FILE NAME : 26034.A.2016		
JOB # : 26034		
SHEET TITLE ELEVATIONS		
SHEET # A.202		



GAS STATION CANOPY OPTION 1
SCALE: 3/16" = 1'-0"

SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



EAST ELEVATION
SCALE: 3/16" = 1'-0"

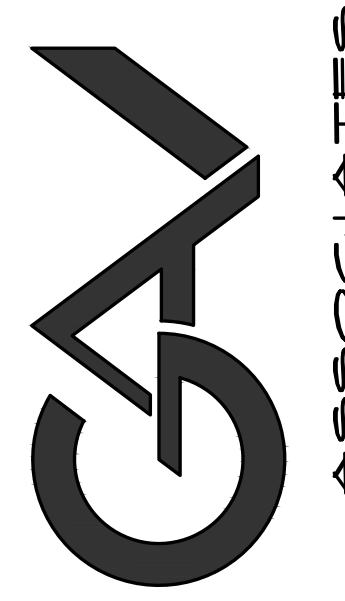
GAS STATION CANOPY OPTION 2
SCALE: 3/16" = 1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUED FOR	DATE
CITY REVIEW	4-14-26

**ARCHITECTURAL
DESIGN**
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC.
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9191
WEB: WWW.GAVASSOCIATES.COM



NEW RETAIL AND GAS STATION FOR:
1740 GLENGARY ROAD
COMMERCE TOWNSHIP, MI 48390

DRAWN:	DESIGNED:	CHECKED:
MM	SA	SA

SCALE : 3/16" = 1'-0"

FILE NAME : 26034.A.203

JOB # : 26034

SHEET TITLE
ELEVATIONS
MCOLOR

SHEET #
A.203

To: Commerce Township Planning Commission

From: Commerce Township Planning Department
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner

Date: August 3, 2026

RE: PSU #26-03
Luai's Automotive, 4224 Martin Road
Vehicle repair establishment in the TLM zoning district



Project Information

Site: PIN 17-13-326-003
4224 Martin Road
Commerce Township, MI 48382
0.8 acres zoned Technology & Light Manufacturing (TLM)

Applicant: Luai's Automotive (Luai Poota)
6872 Arlington Dr.
West Bloomfield, MI 48322

Property Owner: Martin Equities LLC (Gina Iacobelli)
5645 Sashabaw Road
Clarkston, MI 48346

Project Overview

Luai's Automotive (Luai Poota) proposes to re-purpose the existing building at 4224 Martin Road for vehicle automotive repair. The site is approximately 0.8 acres with two existing driveways on the north side of Pioneer Drive (no driveways along Martin Road). The site is zoned TLM (Technology & Light Manufacturing), and vehicle/automotive repair is a special land use in the TLM zoning district per Sec. 22.02 of the Township's Zoning Ordinance. Consistent with the Michigan Zoning Enabling Act and the Commerce Township Zoning Ordinance, a 15-day public hearing notice for the special land use appeared in the Oakland Press on July 24, and notices were mailed to all property owners within 300 feet. The Zoning Ordinance's requirement to install a 4ft x 8ft "Special Land Use Proposed" sign along the property's Martin Road frontage was complied with and installed.

The existing 9,700 sq ft building was built in 1988 on Unit 5 of the Homestead Industrial Park. The most recent use was Mastec an in-home technology installation and smart home system integration company. Luai's Automotive would re-purpose the existing building into an automobile repair garage with all work being done inside the building. The services that will be offered include diagnostics, brake work, suspension work, tire service, exhaust repair, and other

general mechanical repairs. The site will not offer oil changes or fuel sales. **There will be no outdoor storage of tools, salvage cars, parts, tires, vehicle sales, dismantling off vehicles, fluids, waste materials, or other related equipment,** although Luai's Automotive is requesting "outdoor storage" in the form of temporary drop-off of vehicles. This would be drop-off that happens during non-business hours in a designated area with the vehicle being moved indoors upon opening on the following business day. The site has 26 existing paved parking spaces (one of which appears to be striped as ADA-compliant barrier-free van-accessible space) which will remain, and two overhead doors on the rear (west) elevation with a loading and unloading area.

Special Land Use Criteria

Section 34.08 of the Zoning Ordinance includes eight (8) criteria by which the Planning Commission is to evaluate an application for any special land use. The criteria specific to the two special land uses being sought are discussed further below. The language of Section 34.08 is provided as follows:

SECTION 34.08. Standards for Special Land Use Approval

Approval of a special land use shall be based upon the determination that the proposed use complies with all applicable requirements of this Ordinance, and all of the following standards as deemed applicable to the use by the Planning Commission:

1. **A documented need exists for the proposed use.** *A documented and immediate need exists for the proposed use within the community.*
2. **Compatibility with adjacent uses.** *The special land use is compatible with adjacent uses and the existing or intended character of the surrounding neighborhood, and will not have an adverse impact upon or interfere with the development, use or enjoyment of adjacent properties, or the orderly development of the neighborhood.*
3. **Compatibility with the Master Plan.** *The special land use location and character is consistent with the general principles, goals, objectives and policies of the adopted Master Plan.*
4. **Compliance with applicable regulations.** *The proposed special land use is in compliance with all applicable provisions of this Ordinance other county, state, and federal requirements, and conditions imposed by the Planning Commission.*
5. **Impact upon public services.** *The special land use's impact upon public services will be served adequately by essential public facilities and services, and will not exceed the existing or planned capacity of such services. For purposes of this Section, such services shall include, but are not limited to police and fire protection, drainage and stormwater management facilities, municipal water and sanitary sewer facilities, refuse disposal, recreational facilities, and educational services.*
6. **Traffic impacts.** *The special land use is designed and located in a manner that minimizes any adverse traffic impacts caused or exacerbated by the use.*
7. **Environmental and public health, safety, welfare impacts.** *The location, design, activities, processes, materials, equipment, and operational conditions of the special land use will not be detrimental or injurious to the environment or the public health, safety, and welfare by reason of traffic, noise, vibration, smoke, fumes, odors, dust, glare, light, drainage, topographic changes or other adverse impacts.*

8. ***Isolation of existing uses and/or form of development.*** Approval of the special land use location will not result in a small residential or non-residential area being substantially surrounded by incompatible uses or form of development.

If the Planning Commission were to approve the special land use, they would need to do so based in part on a finding that the proposed special land use satisfies the eight criteria of Sec. 34.08.

PSU #26-03 – Vehicle Repair Establishment in the TLM zoning district

Luai’s Automotive at 4224 Martin Road is applying to be a vehicle repair establishment, which is a special land use in the TLM zoning district, based on staff’s understanding the vehicles will be serviced and repaired inside the existing building. **Vehicle repair establishments in the TLM zoning district are subject to the Use Standards of Sec. 26.303 for an Automobile Repair Garage.** It should be noted that several of the Use Standards of Sec. 26.303 include criteria specific to an automotive gas station, which Luai’s Automotive is not, making those particular Use Standards not relevant. All 14 Use Standards for an Automobile Repair Garage are as follows:

Section 26.303. Automobile Repair Garages

- A. *Automobile repair garages for the minor and major repair of automobiles, trucks, recreational vehicles, and other motor vehicles shall be subject to the following:*
1. *The minimum lot area shall be as follows: If fuel is served: one (1) acre. If fuel is not served: one half (½) acre. There shall be a minimum of 200 feet of frontage on a public road classified as a collector, arterial or thoroughfare by either the Township’s Master Plan, or county or state road authorities.*
 2. *Any fueling structures or operations shall be subject to the conditions of Article 26 Automobile Fueling Stations above.*
 3. *Curb openings for drives shall not be permitted where the drive would create a safety hazard or traffic nuisance for other ingress and egress drives, traffic generated by other buildings or uses, or adjacent pedestrian crossings.*
 - a. *Vehicle access to local streets shall be prohibited.*
 - b. *The edge of any access drives shall be set back a minimum of 100 feet from the intersections of two (2) road right-of-way lines. No more than one access drive curb opening shall be permitted per road.*
 - c. *Permitted curb cuts shall have a minimum width of 24 feet at the road right- of-way line, and a maximum width of 30 feet.*
 4. *Overhead doors shall not face residential districts or uses. The Planning Commission may modify this requirement upon determining that there is no reasonable alternative, and that adequate screening has been provided per Article 29 (Methods of Screening and Buffering).*
 5. *All lighting fixtures under the canopy shall be fully recessed into the canopy structure. The Planning Commission may permit a maximum intensity of 20.0 footcandles for lighting under the canopy, provided that site lighting is otherwise in compliance with this Ordinance.*
 6. *All equipment and service bays shall be entirely within an enclosed building, and all*

repair work shall be conducted completely within an enclosed building. Repair stations shall not be permitted on sites immediately adjacent to any residential zoning district or use.

- 7. The storage, sale, rental or display of new or used cars, trucks, trailers, and any other vehicles, vehicle components and parts, materials, commodities, supplies or equipment on the premises is prohibited except in conformance with the requirements of this Section and Ordinance.*
- 8. Inoperable vehicles shall not be stored or parked outside for a period exceeding 30 days. The storage of vehicles shall be obscured from view with an obscuring wall or fence in accordance with the provisions of Screening in Article 29. No stored vehicle shall occupy a required parking space.*
- 9. Partially dismantled vehicles, damaged vehicles, new and used parts, and discarded parts shall be stored within a completely enclosed building.*
- 10. Such uses shall be screened from all road rights-of-way and abutting residential districts or uses in accordance with Article 29 (Methods of Screening and Buffering – buffer type C).*
- 11. Accessory uses shall conform to the standards for such uses, as specified in this Ordinance.*
- 12. There shall be no external evidence of service and repair operations, in the form of dust, odors or noise, beyond the interior of the service building. Buildings containing service and repair activities shall have appropriate filtering systems to prevent emission of paint odors. Building walls facing any residential districts or uses shall be of masonry construction with soundproofing.*
- 13. There shall be no releasing of toxic gases, liquids or materials in any form into the atmosphere, the earth, or the public water or sewer systems. The applicant shall submit a Pollution Incidence Protection Plan (PIPP) describing measures to prevent groundwater contamination caused by accidental gasoline spills or leakage, such as special check valves, drain back catch basins, and automatic shut off valves.*
- 14. A traffic impact study may be required by the Planning Commission or Planning Director, per Article 28 (Traffic Impact Studies).*

Should the Planning Commission opt to approve the special land use for a Vehicle Repair Establishment in the TLM zoning district, they should do so conditional upon Luai’s Automotive operating consistently with the Use Standards of Section 26.303. It shall be the Planning Commission’s determination whether a traffic impact study should be required; part of the Planning Commission’s determination might be based upon the traffic that can reasonably be expected to be generated by a vehicle repair facility versus that that could be generated by any of the other uses that could be permitted within the existing building.

Access

There are two full movement driveways on the north side of Pioneer Drive that will remain unaltered, thus not requiring any reviews from the Road Commission for Oakland County (RCOC).

Parking, Loading, Circulation, and Design

There are 26 parking spaces that exist on both the south side and west side of the building. There is no new parking spaces proposed. As mentioned above there is an existing loading and unloading area at the rear of the building. **Consistent with ADA requirements, at least one of the existing parking spaces with the most direct route to the building's public entrance should be kept as a barrier-free van accessible parking space.**

The existing driveways currently appears to meet the dimensional standards of Article 28 of the Zoning Ordinance relative to driveway width and curve radius.

Sidewalks

Sec. 32.04 of the Zoning Ordinance provides the Planning Commission the authority to require a frontage sidewalk/pathway as a condition of site plan approval. No sidewalk/pathway currently exists along either side of Martin Road north of Oakley Park. An 8ft sidewalk/pathway exists along both sides of Martin Parkway from Oakley Park to Pontiac Trail, such that it is reasonable to anticipate a future 8ft sidewalk/pathway along at least one side of Martin from Oakley Park to Richardson as noted in the Township's Non-Motorized Plan. **In lieu of requiring installation of an 8ft sidewalk/pathway along the Martin Road frontage of 4224 Martin Road, the Planning Commission could opt for the applicant to deposit an amount into the Township's sidewalks & pathways fund in an amount proportionate to the cost to construct a frontage sidewalk/pathway.**

Signs

The site plan does not include a sign detail for a ground sign or any changes being made to the existing ground sign. Luai's Automotive is not proposing or planning on any type of signage at this time, although it is assumed they would want to repurpose/reface the existing freestanding sign along Martin Road. The Planning Commission typically defers approval of Sign Permits to the Building Department. All signage must meet the requirements of Article 30 of the Commerce Township Zoning Ordinance. Signs are only permitted as a building wall sign, or as a freestanding ground sign. **If the existing ground sign is to be re-purposed, the Planning Commission might consider as a condition of site plan approval an upgrade of the existing sign to "skin" the base such that it has the appearance of a monument sign on a base.**

Dumpster enclosure design and location

The site currently has a dumpster in the rear of the property that is not in an enclosure. Per Sec 26.517 (B) of the zoning ordinance, all large outdoor collection receptacles shall be completely enclosed and secured by a decorative screen wall on three sides, and steel reinforced, opaque and lockable wooden gates with the enclosure material designed to match the building. **Any Planning Commission approval should be conditioned upon administrative review of a planned dumpster/enclosure.**

Exterior Lighting

No exterior lighting plan was submitted for the parking lot. While the Zoning Ordinance does not require commercial sites/parking lots be illuminated, if sites are proposed to be illuminated that

illumination must comply with the exterior lighting standards of Article 31 (height, intensity, light trespass, etc.). **If the Planning Commission opts to approve the special land use, they should do so conditionally upon an administrative review & approval of any planned exterior lighting, which would include manufacturers details on the proposed light fixtures.**

Comments & Recommendations from Reviewing Agencies

With this site already having an existing building and no changes being made to the exterior, only the Fire Marshal was asked to review the new use proposed.

Fire Department – Fire Marshal’s review dated July 13, 2026

- **Recommendation:** Recommend approval
- **Planning Department’s comments:** The Fire Marshal provided what are his mostly standard comments.

Recommendation and Potential Motion Language

The Planning Commission should hold the public hearing on the special land use (vehicle repair establishment in the TLM zoning district) consistent with the Township’s Zoning Ordinance and the Michigan Zoning Enabling Act. If the Planning Commission determines the proposed use satisfies the respective criteria of Section 34.08 and 26.303 of the Zoning Ordinance, they should approve the special land use conditional upon any direction the Planning Commission provides. The Planning Department offers the following motion language for the Planning Commission’s consideration:

Move to approve PSU #26-03, a special land use for Luai’s Automotive, to allow a vehicle repair establishment within the TLM – Technology & Light Manufacturing zoning district at 4224 Martin Road. Special land use approval is based on the following findings:

- 1. The applicant has demonstrated to the satisfaction of the Planning Commission that the proposed use complies with the general standards for special land use approval within Sec. 34.08 of the Zoning Ordinance;***
- 2. The applicant has demonstrated to the satisfaction of the Planning Commission that the proposed vehicle repair establishment satisfies the intent of the Use Standards of Sec. 26.303 of the Zoning Ordinance so long as the conditions of approval listed below are satisfied.***
- 3. A traffic impact study for the proposed use shall not be required because the traffic anticipated for a vehicle repair facility is consistent with other land uses that could be permitted within the existing building and within the TLM zoning district.***

Special land use approval for a vehicle repair establishment is subject to the following conditions:

- 1. Perpetual compliance with the requirements of Sec. 26.303 of the Zoning Ordinance, including but not limited to:***
 - a. All repair work to be conducted within an enclosed building;***

- b. Vehicles shall not be stored beyond temporary overnight parking of vehicles dropped off after business hours;*
 - c. Absolutely positively no outdoor storage including but not limited to outdoor storage of partially dismantled vehicles, damaged vehicles, new and used parts, and discarded parts;*
 - d. No vehicle sales, rental/lease, and/or display.*
- 2. Any installation of a dumpster/enclosure to be administratively approved by the Planning Department;*
- 3. A base to be installed under the existing freestanding sign to give it the appearance of a monument sign;*
- 4. A contribution to the Township's sidewalks & pathways fund in an amount proportionate to the installation of an 8ft concrete sidewalk along the site's Martin Road frontage;*
- 5. Signs to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;*
- 6. Any exterior lighting – including security lighting – to be administratively approved by the Planning Department and consistent with the height & cutoff standards of Article 31 of the Zoning Ordinance;*
- 7. (any other conditions as determined by the Planning Commission)*

CHARTER TOWNSHIP OF COMMERCE
PLANNING DEPARTMENT
APPLICATION FOR SPECIAL LAND USE

Submitted 6-15-2026 Hearing Date: 8-10-2026

Case No. PSU26-03 Zoning District: TLM

APPLICANT: Luai's Automotive

ADDRESS: 6872 Arlington Dr

CITY: West Bloomfield ZIP: 48322 PHONE: 2484166755

E-MAIL ADDRESS: jacob@hustlerswarehouse.com , Luaipoota@gmail.com

OWNER'S NAME: Martin Equities LLC

ADDRESS: 5645 Sashabaw Rd.

CITY: Clarkston ZIP: MI PHONE: 48346

Address or location of subject property: 4224 Martin Rd., Commerce Twp, MI 48382

Tax Identification Number: 17-13-326-003

Legal Description: See attached

List all Deed Restrictions: None

Existing Land Use: Light Industrial

Proposed Land Use: Automotive Repair

I hereby grant Commerce Township personnel, involved with the review of this request, permission for reasonable entry onto the above referenced property for investigations specifically related to this request.

Applicant: [Signature] Date: 06-11-2026

Please Print: Luai Poota

Owner: Martin Equities LLC Date: 6/12/26

Please Print: Gina Iacobelli, [Signature]

NOTE: All applications for Special Land Use must be accompanied by documentation indicating compliance with the requirements of Article 34 of the Zoning Ordinance and a Site Plan complying with Article 35 of the Zoning Ordinance.

TO
BE
FILED
BY
OWNER

Property Owner Authorization

Property: 4224 Martin Road, Commerce Township, MI 48390

Parcel / Tax ID: 17-13-326-003 (verify with Township / Assessing before final filing)

I / We, the undersigned owner(s) or authorized representative(s) of the above-referenced property, authorize Jacob Allos, Luai Poota, and/or Luai's Automotive to submit, pursue, revise, and discuss a Special Land Use application and related planning / zoning materials for an indoor automobile repair garage at 4224 Martin Road.

This authorization includes permission for the applicant or designated agent to communicate with Township staff, attend review meetings and public hearings, submit supporting materials, and receive comments related to the application.

This authorization is for the Special Land Use application process only and does not authorize any use of the property unless and until all required Township approvals, permits, and conditions are satisfied.

Property Owner / Entity Name: Martin Equities LLC

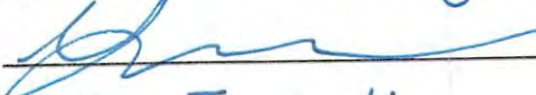
Authorized Signer Name: Gina Iacobelli

Title / Authority, if entity-owned: Co-manager

Owner Mailing Address: 5645 Sashabaw Rd.

City / State / ZIP: Clarkston, MI 48346

Phone: 248-625-1188 Email: gina@imc-group

Signature:  Date: 6/12/26

Printed Name: Gina Iacobelli



CHARTER TOWNSHIP OF COMMERCE PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Notice is hereby given that the Commerce Township Planning Commission will conduct a public hearing in the Oak Conference Room of the Commerce Township Hall, located at 2009 Township Drive, Commerce Township Michigan, for the following proposed Special Land Use on **MONDAY, AUGUST 10, 2026 at 7:00 p.m.**

PSU26-03

Luai's Automotive is requesting Special Land Use approval for an automotive repair shop within an existing building in the TLM (Technology & Light Manufacturing) zoning district located at 4224 Martin Rd.

Sidwell No: 17-13-326-003



The proposed Special Land Use application, the Commerce Township Zoning Ordinance, and Zoning Map are available for public inspection in the Planning Department during regular office hours. You may also visit the Township's website at commercetwp.com to find the Commerce Township Zoning Ordinance and Map. Public comment will be taken during the designated portion of the public hearing; for those unable to attend the public hearing, public comment will be taken in writing by the Planning Department until 5:00 p.m. on the date of the hearing. For further information, please contact the Commerce Township Planning Department at (248) 960-7050, and/or visit the Township's website at commercetwp.com

David Campbell, AICP
Commerce Township Planning Director

**THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT**

James Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 624-5326
Fax: (248) 560-0053
www.commercetwp.com

Mark Gall
Fire Marshal

TO: Paula Lankford, Bethany Miller

7-13-2026

FROM: M. Gall, Fire Marshal

**RE: Lua's Automotive LLC
4224 Martin Rd.
Commerce Twp. 48390**

This review is conducted using the 2024 *International Fire Code* with amendments as adopted by the Charter Township of Commerce.

Project Information: Proposed Special Land Use. Existing industrial building. Approximately 8,500-10,000 sq ft. All repair work will be completed inside the building.

General Site Information: This site is located on the northwest side of Martin and Pioneer Dr.

I am recommending approval of this site plan with the following conditions:

1. Fuel sources for construction equipment must have approved secondary containment. Accidental discharge of fuel onto the ground is to be avoided.
2. The most important factor in making construction sites safe is making all the employees fire safety minded. The requirements of the 2024 *International Fire Code*, Chapter 33 FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION, and NFPA 241 shall be followed during construction and or demolition. **2A:10BC fire extinguishers shall be available during demo/construction operations. If using any equipment for "HOT WORK" additional fire extinguishers will need to be present where work is being completed.**
3. It is recommended that smoking areas be established outside of the structures during the construction phase.
4. The largest fire department apparatus requires an outside turning radius of 50 feet and inside turning radius of 33 feet to negotiate a turn or intersection of a private or public roadway or cul-de-sac. Fire apparatus shall have a minimum clearance of 14 feet from the road surface to any overhead obstruction, such canopies or marquees.
5. Fire hydrants and public or private roadways dedicated as fire lanes shall remain open at all times.

**THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT**

James Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 624-5326
Fax: (248) 560-0053
www.commercetwp.com

Mark Gall
Fire Marshal

6. Hydrants shall be marked with a Standard 3/8" diameter white laminar matrix fiberglass shaft with red and white highly reflective tape stripes that provide instant day and night visibility in all weather conditions and situations of heavy snow fall and seasonal vegetation overgrowth. The resilient 3/8" diameter white laminar matrix fiberglass shaft is attached to a heavy duty MIL SPEC zinc plated carbon steel spring mount that allows for 360-degree total flexibility and installed using one of the bonnet's bolts and nuts. **This will be required for the hydrant at the corner of Martin and Pioneer on the property.**
7. State and Federal agency requirements for storage, spill prevention, record keeping, emergency response, transport and disposal of hazardous substances and polluting materials shall be met.
8. All waste materials shall be removed in a manner, which prevents injury or damage to persons, adjoining property and public rights of way. Where the removal of any material will cause an excessive amount of dust, such material shall be wet down to prevent the creation of a nuisance.
9. Provide scheduled daily cleanup of scrap lumber, paper products corrugated cardboard and other debris. Portable trash bins located a minimum of 15' from a structure is a convenient method of handling the problem. If debris is stored in a pile, it must be at least 15' from any structure.
10. Outside storage cannot exceed 20' in height and can be no closer to the building than 15'
11. During construction building material shall NOT be stored in the roadways.
12. All entrances and exits (including any boulevard or emergency) shall maintain the minimum fire lane unobstructed width of 20 feet at all times.
13. Construction and contractor vehicles shall park on the non-fire hydrant side of the street to prevent double parking situations and allow for a fire lane to be maintained along with access to all the fire hydrants at all times.
14. A knock box will be required if one is not already on the existing building along with the current keys for all access of the building.

Respectfully,



Mark Gall, Fire Marshal
Commerce Township Fire Department

Special Land Use Narrative - Article 34 Standards

- 1. Documented need.** The proposed use provides a local automotive repair option for Commerce Township residents, employees, and businesses. The operation reuses an existing industrial building and is intended to provide repair services from an enclosed building without adding a new outdoor storage use.
- 2. Compatibility with adjacent uses.** The site is in a TLM / industrial context and the proposed operation is designed as an indoor repair use. The proposed conditions prohibit outdoor repair, outdoor dismantling, vehicle sales, salvage, junkyard, towing storage, and outdoor storage of vehicle parts, tires, scrap, fluids, waste, damaged vehicles, dismantled vehicles, abandoned vehicles, or parts vehicles.
- 3. Compatibility with the Master Plan.** The request is consistent with continued productive use of an existing industrial / light manufacturing property. The request does not propose a residential use, outdoor storage yard, or site expansion inconsistent with the industrial character of the property.
- 4. Compliance with applicable regulations.** The applicant will comply with Township zoning, building, fire, parking, signage, stormwater, waste disposal, and environmental requirements, together with any conditions imposed by the Planning Commission. Required building permits, fire inspections, or business approvals will be obtained before operation if required.
- 5. Impact on public services.** The proposed use will operate from an existing building served by existing road access, utilities, and refuse service. The applicant does not anticipate a demand on public services beyond normal commercial / industrial use of the site. Fire lanes, access drives, parking spaces, and building entrances will remain accessible as required.
- 6. Traffic impacts.** Customer traffic is expected to be controlled through normal business operations and appointment-based service where practical. Customer and employee vehicles will park only in approved designated spaces. Vehicles will not queue or wait in the public road. Any tow drop-off activity will be limited to customer vehicles associated with repair work and will not operate as a tow yard or impound yard.
- 7. Environmental and public health / safety impacts.** All repair work will occur inside the enclosed building. No oil changes, fuel sales, outdoor repair, outdoor dismantling, or outdoor storage of repair-related waste are proposed. Parts, tires, scrap, fluids, and waste materials will be stored indoors and removed by approved vendors. Spill prevention measures, spill kits, proper containers, and indoor waste handling will be used to prevent impacts from fluids or repair materials.
- 8. Isolation of existing uses / development pattern.** Approval of the proposed indoor repair use will not isolate or surround another use with incompatible development. The request is for reuse of an existing industrial building with operational controls intended to keep the activity indoors and compatible with the surrounding area.

Description of Request

Requested approval: Special Land Use approval for an indoor automobile repair garage at 4224 Martin Road, Commerce Township, MI 48390.

Current zoning identified by Township: TLM - Technology & Light Manufacturing.

Existing site: Existing industrial / warehouse building and existing paved parking / drive areas. Final parking count, striping, access, and circulation are to be shown on the submitted site plan or certified survey.

Proposed services: General automobile repair and maintenance services, including diagnostics, brake work, suspension work, tire service, exhaust repair, electrical diagnostics, and other general mechanical repairs. No oil changes are included in this request. No fuel sales are proposed.

Indoor operation: Repair work, service work, tools, equipment, parts, tires, repair materials, and waste-handling areas will be kept inside the enclosed building. No outdoor repair work is proposed.

Not proposed: Outdoor storage yard, salvage yard, junkyard, impound yard, towing storage yard, vehicle sales lot, outdoor dismantling operation, fuel sales, or outdoor storage of parts, tires, scrap, fluids, waste materials, or repair-related equipment.

Parking / drop-off request: The applicant requests that the approval distinguish normal customer and employee parking, plus limited temporary customer drop-off / pick-up and limited after-hours tow drop-off in designated spaces / areas, from prohibited outdoor storage. Temporary drop-off vehicles would be associated with active service or customer pick-up and would not be stored as inventory, salvage, parts vehicles, abandoned vehicles, or a tow lot.

Operations Plan and Proposed Conditions

The following operating commitments are proposed to address the Township's concern about outdoor storage while preserving normal customer drop-off and pick-up functions needed for a repair business.

- All repair work, service work, diagnosis, dismantling, tools, equipment, parts, tires, repair materials, and repair-related waste handling will occur inside the enclosed building.
- No outdoor repair work will occur.
- No outdoor storage yard, salvage yard, junkyard, impound yard, towing storage yard, vehicle sales lot, or outdoor dismantling operation will occur.
- No vehicle parts, tires, scrap, fluids, waste materials, or repair-related equipment will be stored outside.
- No wrecked, dismantled, abandoned, parts, or salvage vehicles will be stored outside.
- Customer and employee vehicles will be parked only in approved designated parking spaces and will not block drive aisles, fire lanes, sidewalks, or access points.
- Temporary customer drop-off / pick-up parking is requested for vehicles associated with active repair service or customer pick-up.
- Limited after-hours tow drop-off is requested only for customer vehicles being brought to the shop for repair. If a towed vehicle is damaged or inoperable, it will be moved inside during business hours and the site will not be used for long-term outdoor storage.
- Used tires, scrap parts, cores, and other waste materials will be temporarily stored inside the building and removed by approved recycling / disposal vendors.
- Any exterior refuse enclosure or trash receptacle location will be shown on the site plan if required by Township staff.

Suggested condition language for staff review:

The Special Land Use approval may permit normal customer and employee parking, temporary customer drop-off / pick-up parking, and limited after-hours tow drop-off in approved designated parking / staging areas, provided that the site is not used for outdoor vehicle storage, a towing storage yard, an impound yard, a salvage yard, a junkyard, vehicle sales, outdoor repair, or outdoor dismantling. All repair work and repair-related storage shall occur inside the enclosed building.

Pollution Incidence Protection Plan (PIPP) - Draft

This draft PIPP is intended to support the Special Land Use narrative and may be revised if requested by the Township, Fire Department, Building Department, or other reviewing agency.

General operations. No fuel sales are proposed. No oil changes are included in this request. Repair activities will be conducted inside the enclosed building.

Fluid and material controls.

- Automotive fluids, if generated by repair activity, will be stored indoors in closed, labeled containers.
- Used fluids, parts, tires, scrap, cores, and waste materials will not be stored outside.
- Containers will be kept away from exterior doors, storm drains, and unprotected floor drains where practical.
- Secondary containment, drip pans, absorbent material, and spill kits will be kept on site.
- Employees will be instructed not to discharge automotive fluids, solvents, or waste materials to the ground, storm drains, septic systems, sanitary sewers, or open yards.
- Waste materials will be removed by appropriate disposal or recycling vendors on a regular schedule.
- Any spill will be contained, cleaned promptly, and reported to the appropriate agency if required by law or permit conditions.

Interior storage areas to show on floor plan.

- Service bay / work areas.
- Interior parts and tire storage area.
- Interior used tire / scrap / core holding area.
- Spill kit and absorbent material location.
- Refuse / recycling handling area.
- Fire extinguishers / fire protection equipment, as directed by Fire Department review.

Public Hearing and Special Land Use Sign Notes

These notes are for planning purposes. Confirm the exact sign timing, location, and wording with the Township before ordering or installing any sign.

- Public hearing notice must be published and mailed according to Article 34 timing requirements.
- Owners and occupants within 300 feet are noticed as part of the public hearing process.
- Special Land Use signage must be installed at least 15 days before the Planning Commission public hearing.
- For parcels with less than 700 feet of road frontage, the sign is generally placed at the midpoint of the property frontage; corner lots require at least one sign per frontage.
- Sign location, number, and content must be approved by the Building Department before installation.
- Sign wording generally includes: PROPOSED SPECIAL LAND USE, Proposed Use, Information phone number, and Commerce Charter Township.
- Sign size is generally minimum 4 feet vertical by 6 feet horizontal, with a total height of 6 feet above grade including posts.
- The sign must be removed within 7 days after final action or withdrawal.

Detailed Conceptual Site Plan / Operational Layout

4224 Martin Rd, Commerce Township, MI 48390 – Proposed Special Land Use – Automotive Repair Shop

Conceptual planning exhibit only – not a certified survey



LEGEND

- Approximate Subject Property Boundary
- Existing Industrial Building Footprint
- Temporary Customer Drop-Off / Pick-Up (active service only)
- Limited After-Hours Tow Drop-Off (entirely offsite repair – not a tow/storage yard)
- Illustrative Circulation Flow
- Existing Paving / Asphalt
- Lawn Area
- Existing Landscaping / Trees
- Trash Enclosure / Dumpster

PLAN NOTES / KEY NOTES

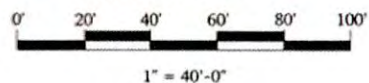
1. Conceptual layout only – not a certified survey.
2. Exact property lines, dimensions, parking count, drive locations, and building dimensions to be field verified.
3. Public records / aerial references indicate approx. 0.86 acres and roughly 27'-29' parking spaces (verify).
4. Proposed use: indoor automotive repair shop within existing building.
5. All major work and service activity to occur inside the enclosed building.
6. No outdoor repair work.
7. No outdoor storage of parts, tires, scrap, fluids, waste material, or customer vehicles.
8. Temporary customer drop-off / pick-up and limited after-hours tow intake requires as-part of SLU conditions.
9. Fire lanes and drive aisles to remain unobstructed.
10. Sign location and content subject to Township approval.
11. All site improvements shown are existing unless otherwise noted.

SITE DATA (approximate)

Address:	4224 Martin Rd, Commerce Township, MI 48390
Zoning:	TLM
Proposed Use:	Automotive Repair Shop
Parcel ID:	17-13-326-003 (verify)
Lot Area:	approx. 0.86 ac (verify)



Approximate Scale



Lua's Automotive LLC – Proposed Special Land Use – 4224 Martin Rd

Page 1

To: Commerce Township Planning Commission

From: Commerce Township Planning Department
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner



Date: August 3, 2026

RE: PSU#26-04 and PSP#26-06
Squeals Landscaping with outdoor storage of landscape materials
and a parking lot
Units 30 & 32 Homestead Industrial Park; 17-13-326-021 & 4184 Pioneer Dr.
Site plan & special land use in TLM (Technology & Light Manufacturing)

Site: PIN: 17-13-326-021 & 17-13-326-023
4184 Pioneer Dr & vacant lot
Approx. 2.4 gross acres

**Applicant &
property owner:** Squeals Landscaping Inc
David Biel - Owner
4224 Martin Road
Commerce Twp, MI 48390

Property Owner: Same

Project Engineer: Orman Engineering, LLC
Alexander Orman, PE
5476 Vivian Lane
Waterford, MI 48327

Project Architect: Squeals Landscaping
Leslie McShane
4184 Pioneer Drive
Commerce Twp, MI 48390

Project Overview

Squeals Landscaping (David Biel) proposes to combine his two parcels, Units 30 & 32 of the Homestead Industrial Park, to add a parking lot and extend his outdoor storage of landscape materials. The vacant lot is approx. 1.2 acres, when combined the two lots will be approx. 2.4 acres. Currently there is one existing driveway on the south side of Pioneer Drive and one pathway of decorative pavers for display on Lot 32. Both lots are zoned TLM (Technology & Light Manufacturing); outdoor storage is a special land use in the TLM zoning district per Sec. 22.02 of the Township's Zoning Ordinance. Consistent with the Michigan Zoning Enabling Act and the

Commerce Township Zoning Ordinance, a 15-day public hearing notice for the special land use appeared in the Oakland Press on July 24, and notices were mailed to all property owners within 300 feet. The Zoning Ordinance's requirement to install a 4ft x 8ft "Special Land Use Proposed" sign along the property's Pioneer's Drive frontage was complied with and installed.

The existing 5,600 sq ft building was built in 1994 and has historically served as a light industrial building, most recently a landscaping company. Squeals Landscaping will continue to use the building for landscaping sales. The current site has 14 paved parking spaces (none of which appear to be striped as ADA-compliant barrier-free van accessible spaces) which will remain and one overhead door on the rear (south) elevation with a loading and unloading area. The rear yard is currently used as outside storage for landscape materials.

The Unit 30 property is zoned TLM (Technology & Light Manufacturing), and per Sec. 22.02 of the Township's Zoning Ordinance, "landscape, building supply yards, and similar uses that involve outdoor storage" are a special land use in the TLM zoning district. Squeals Landscaping proposes to utilize the 1.2 acres of undeveloped lot for outdoor storage of landscape materials and a parking lot categorized as follows:

- Vehicle/trailer/equipment parking/storage
- Area for block bins storing stone, mulch, topsoil, etc.
- Additional paved & curbed customer/employee parking (18 spaces)

The rear yard ground cover will be gravel. The outdoor storage area will be screened by existing landscape buffer, 6' high wooden privacy fence along the southern and western property lines as well as 6' faux-stone privacy fence on the southerly portion of the new parking lot.

Squeals Landscaping is therefore seeking two approvals from the Planning Commission as follows:

- 1. Special land use approval for outdoor storage of landscape materials/ equipment, and supplies in the TLM – Technology & Light Manufacturing zoning district**
- 2. Corresponding site plan approval for the layout & screening of the outdoor storage and addition of a parking lot area in the TLM – Technology & Light Manufacturing zoning district**

The authority to approve a special land use and a corresponding site plan both rest with the Commerce Township Planning Commission. Like many petitioners, Squeals Landscaping is seeking those approvals from the Planning Commission concurrently; if the Planning Commission approves the special land use, they could potentially approve the corresponding site plan at the same meeting via two separate motions. Squeals Landscaping is seeking both approvals as part of the Planning Commission's agenda on August 10, 2026, an agenda that will include the public hearing for the special land use.

Special Land Use (Sec. 34.08)

Any special land use is reviewed by the Planning Commission based on the "Standards for Special Land Use Approval" applicable to any proposed special land use contained within Sec. 34.08 of

the Zoning Ordinance.

The Standards for Special Land Use approval are as follows:

SECTION 34.08. Standards for Special Land Use Approval

Approval of a special land use shall be based upon the determination that the proposed use complies with all applicable requirements of this Ordinance, and all of the following standards as deemed applicable to the use by the Planning Commission:

1. **A documented need exists for the proposed use.** *A documented and immediate need exists for the proposed use within the community.*
2. **Compatibility with adjacent uses.** *The special land use is compatible with adjacent uses and the existing or intended character of the surrounding neighborhood, and will not have an adverse impact upon or interfere with the development, use or enjoyment of adjacent properties, or the orderly development of the neighborhood.*
3. **Compatibility with the Master Plan.** *The special land use location and character is consistent with the general principles, goals, objectives and policies of the adopted Master Plan.*
4. **Compliance with applicable regulations.** *The proposed special land use is in compliance with all applicable provisions of this Ordinance other county, state, and federal requirements, and conditions imposed by the Planning Commission.*
5. **Impact upon public services.** *The special land use's impact upon public services will be served adequately by essential public facilities and services, and will not exceed the existing or planned capacity of such services. For purposes of this Section, such services shall include, but are not limited to police and fire protection, drainage and stormwater management facilities, municipal water and sanitary sewer facilities, refuse disposal, recreational facilities, and educational services.*
6. **Traffic impacts.** *The special land use is designed and located in a manner that minimizes any adverse traffic impacts caused or exacerbated by the use.*
7. **Environmental and public health, safety, welfare impacts.** *The location, design, activities, processes, materials, equipment, and operational conditions of the special land use will not be detrimental or injurious to the environment or the public health, safety, and welfare by reason of traffic, noise, vibration, smoke, fumes, odors, dust, glare, light, drainage, topographic changes or other adverse impacts.*
8. **Isolation of existing uses and/or form of development.** *Approval of the special land use location will not result in a small residential or non-residential area being substantially surrounded by incompatible uses or form of development.*

If the Planning Commission were to approve the special land use, they would need to do so based in part on a finding that the special land use satisfies the eight criteria of Sec. 34.08.

PSU #26-04 - Accessory Outdoor Storage in the TLM zoning district

In addition to the general special land use criteria of Sec. 34.08, Sec. 22.02.K (1 through 5) provides the Planning Commission discretion in requiring appropriate screening for outdoor storage in the TLM zoning district. Screening can be in the form of fencing, landscaping,

separation, or a combination thereof. Planning Commission approval of the special land use should be based on a finding that the criteria of Sec. 34.08 have been satisfied, and the proposed outdoor storage has been adequately screened to the satisfaction of the Planning Commission.

Sec. 22.02.K reads as follows (**emphasis** added where deemed appropriate):

K. Accessory outdoor storage shall be limited and further subject to the following conditions:

- 1. Evidence satisfactory to the Planning Commission shall be provided that demonstrates the outdoor storage is essential to the permitted use and cannot be reasonably enclosed in a building.*
- 2. Outdoor storage of raw materials, junk vehicles which are wrecked, disabled, partially assembled, worn out, abandoned or incapable of movement, waste materials, parts, and similar items shall be prohibited.*
- 3. **All outdoor storage areas shall be completely screened on all sides by a decorative masonry wall which complements the main building or a landscaped berm that will completely screen the storage area within three years of planting. The wall or berm shall be a minimum of six feet in height or the height of the stored materials, whichever is greater. But in no instance shall the materials stored outdoors exceed eight feet in height.***

Planning Department note – The site plan corresponding to the special land use for outdoor storage proposes a 6ft decorative faux-stone along the entirety of the north perimeter of the outdoor storage area, and a 6ft wooden privacy fence along the east, west, and south sides (including retaining the existing wooden fence along the south and east sides of the existing storage yard). **The Planning Commission could make a determination that the existing proposed fencing satisfy the intent and are an acceptable alternative to the requirement of a decorative masonry wall.**

- 4. **Outdoor storage shall only be permitted in the rear yard and shall not encroach into any required rear or side yard setback.***

Planning Department note – The existing outdoor storage yard for Squeals extends to the rear (southerly) property line and therefore is within the required rear yard where it abuts the Boulder Industrial Park to the south. For outdoor storage to not extend into the required rear yard, storage could only extend up to 35 feet from the rear property line. **The Planning Commission could deviate from the use-specific standards of Sec. 22.02.K and allow outdoor storage to extend to the rear property line based upon a finding that the 35 feet of separation is not warranted.**

- 5. Outdoor storage shall be stored in manner that ensure it will not spill, blow, leak or otherwise leave the outdoor storage area and encroach on other areas of the permitted use or adjacent properties.*

Access

There is one existing full movement driveway on the south side of Pioneer Drive on Squeals Landscaping current parcel that will remain unaltered, thus not requiring any reviews from the Road Commission for Oakland County (RCOC). A new full movement driveway will be added on the vacant parcel on the south side of Pioneer Drive. Pioneer Drive is a private road thus still not requiring any reviews from the Road Commission for Oakland County (RCOC).

Parking, Loading, Circulation, and Design

There are 14 parking spaces that exist on the east side of the existing building. There are 18 proposed new parking spaces on the vacant lot to the west of the existing building shown to be 10 feet wide x 20.50 feet long. **Consistent with ADA requirements, at least one of the existing parking spaces with the most direct route to the building's public entrance should be restriped as a barrier-free van accessible parking space.**

The existing driveway currently appears to meet the dimensional standards of Article 28 of the Zoning Ordinance relative to driveway width and curve radius. The proposed new driveway and new parking area also meets the applicable requirements of the Zoning Ordinance.

The proposed new parking area will be paved with curb & gutter as required by Sec. 28.07 whereas the existing parking and driveway is original (1994) with what appears to be curb and gutter. The plan does not show any improvements to the existing paved parking area.

Landscaping/buffering

The landscaping plan dated July 13, 2026 has been reviewed and recommended for approval by the Township's landscape architect (Giffels Webster). The large existing oak tree in front of the building is proposed to remain and add an additional three more trees on the frontages Right of Way (ROW). They are proposing a 6-foot wooden privacy fence along the west and south property lines to buffer the Industrial building to the west and the warehouse-office building to the south. On the south part of the new parking lot, a 6' faux-stone privacy fence with a gate will be installed to buffer the outside storage from the parking lot. The 6' faux-stone privacy fence will be extended east across the existing parcel to buffer the current outside storage and enhance the current site. The existing 6' wooden privacy fence on the east property line of the vacant lot will be removed to allow for the expansion of the outside storage.

Sidewalk

Sec. 32.04 of the Zoning Ordinance provides the Planning Commission the authority to require a frontage sidewalk/pathway as a condition of site plan approval, including as part of bringing an existing improved site (like 4184 Pioneer) into "reasonable compliance" with current development standards. 4184 Pioneer Dr has approx. 150 feet of frontage along the south side of Pioneer Dr. The Township's Nonmotorized Plan does not call for sidewalks/pathways along Pioneer Drive, which is a private road.

Signs

The site plan does not include a sign detail for a ground sign. Squeals Landscaping is not proposing or planning on any type of signage at the vacant parcel at this time. If that changes the Planning Commission typically defers approval of Sign Permits to the Building Department. All signage must meet the requirements of Article 30 of the Commerce Township Zoning Ordinance. Signs are only permitted as a building wall sign, or as a freestanding ground sign

Commercial signs – both wall signs and freestanding signs – should be reviewed and approved by the Building Department under a separate Sign Permit.

Dumpster enclosure design and location

The existing site currently has a dumpster in the rear of the property but is not within an enclosure. Squeals Landscaping would prefer to not add an enclosure since the existing and new site will be fully enclosed with 6' high privacy fence. Squeals Landscaping is extending the 6' faux-stone privacy fence from the new site to the existing site just south of the building to make improvements to the site intended to bring it into compliance with current Ordinance standards.

If Squeals Landscaping is going to have a dumpster and enclosure the Ordinance requires it to be a material designed to match the building. **Any Planning Commission approval should be conditioned upon administrative review of a planned dumpster/enclosure.**

Exterior Lighting

No exterior lighting plan was submitted for the proposed outdoor storage or parking lot. While the Zoning Ordinance does not require commercial sites/parking lots be illuminated, if sites are proposed to be illuminated that illumination must comply with the exterior lighting standards of Article 31 (height, intensity, light trespass, etc.). **If the Planning Commission opts to approve the site plan, they should do so conditionally upon an administrative review & approval of any planned exterior lighting, which would include manufacturers details on the proposed light fixtures.** Squeals Landscaping should understand that their proposed storage yard and parking lot cannot be illuminated with unshielded flood lights.

Stormwater/retention pond

Homestead Industrial Park, where Unit 30 is located, infrastructure includes gravity sanitary sewer, water main, storm sewer, storm water detention basins, and asphalt roads. On site detention is not required as the regional detention pond was sized to account for drainage from the site and the engineer has provided preliminary calculations that show the site will not exceed the approved discharge rate as proposed. The Township Engineer's review letter dated July 24, 2026 (attached) recommends site plan approval subject to conditions that can be addressed as part of the engineered construction plans.

Comments & Recommendations from Reviewing Agencies**Engineering – Giffels Webster letter dated July 24, 2026**

- **Recommendation:** Approved as noted, subject to conditions.
- **Planning Department's comments:** The Township Engineer's comments were fairly straightforward, and included a mark-up of some minor corrections to be made. The Engineer also noted the necessity of a stormwater management agreement to ensure future maintenance of the storm water system.

Landscaping – Giffels Webster letter dated July 27, 2026

- **Recommendation:** Recommended for approval.
- **Planning Department's comments:** The Township Landscape Architect comments were fairly straightforward with one minor adjustment, the parking lot screening, the row of yews north of the parking lot needs to extend to screen all parking stalls.

Fire Department – Fire Marshal’s review dated July 27, 2026

- **Recommendation:** Recommend approval
- **Planning Department’s comments:** The Fire Marshal provided what are his mostly standard comments.

Master Deed Amendment

In order for this development to move forward after approvals, Mr. Biel will be required to combine Units 30 & 32 of Homestead Industrial Park. Combining the Lots will involve the Association and their lawyer to amend the latest Master Deed and Exhibits. The Associations lawyer will draw up the amended Master Deed & Exhibits and provide a copy for the Township consultants to review. **If the Planning Commission opts to approve the site plan, they should do so conditionally upon a recorded copy of the amendment of the latest Master Deed and Exhibits being turned into the Township.**

Recommendation and Potential Motion Language

The Planning Commission should hold the public hearing for the special land use (outdoor storage in the TLM, Technology & Light Manufacturing zoning district) consistent with the Township’s Zoning Ordinance and the Michigan Zoning Enabling Act. Should the Planning Commission opt to approve Squeals Landscaping, two approvals would be required via two separate motions; one for approval of the special land use, and a second for site plan approval.

Special Land Use

If the Planning Commission determines the proposed outdoor storage use satisfies the criteria of Section 34.08 of the Zoning Ordinance, the Planning Department offers the following motion language for the Planning Commission’s consideration:

Move to approve PSU#26-04, a special land use for Squeals Landscaping, to allow outdoor storage within the TLM – Technology & Light Manufacturing zoning district located at 4184 Pioneer Drive. Special land use approval is based upon the following findings:

- 1. The applicant has demonstrated to the satisfaction of the Planning Commission that the proposed use complies with the special land use criteria of Sections 34.08 and 22.02.K of the Zoning Ordinance, particularly as it applies to adequate screening of outdoor storage of a landscaping storage yard in the Technology & Light Manufacturing zoning district;***
- 2. The existing and proposed outdoor storage may extend to the southerly property line, including into the 35ft required rear yard;***
- 3. The combination of existing and proposed fencing is an acceptable alternative to a decorative masonry wall.***

Special land use approval is based on the following conditions:

- 1. Approval of a corresponding site plan by the Planning Commission;***
- 2. (any other conditions as determined by the Planning Commission)***

Site Plan

Subsequent to special land use approval, if the Planning Commission determines that the corresponding site plan for Squeals Landscaping satisfies the applicable criteria of the Zoning Ordinance for an office/warehouse with outdoor storage in the TLM-Technology & Light Manufacturing zoning district, the Planning Department offers the following motion language for the Commission's consideration:

Move to approve Site Plan #PSP26-06, a continued use of an existing 5,600 sq ft building for landscaping sales and office with accessory outdoor storage of landscaping material and equipment upon 2.4 acres at 4184 Pioneer Drive, a property zoned TLM – Technology & Light Manufacturing. Approval is based on a finding that the site plan proposes improvements in reasonable proportion to the scale of the existing building and the impact of the expansion of the outdoor storage yard, consistent with the goals of Sec. 39.05 of the Zoning Ordinance relative to nonconforming sites, so long as certain conditions of the Planning Commission noted below can be included on a revised plan.

Site plan approval is subject to the following conditions:

- 1. Review and approval of engineered construction plans by the Township Engineer, Fire Marshal, and Building Department;***
- 2. An executed agreement for stormwater management;***
- 3. Administrative approval of a revised site plan to include the following:***
 - a. The details of a dumpster enclosure if a dumpster is proposed;***
 - b. Any planned exterior lighting to ensure consistency with the standards of Article 31, particularly relative to fixture height and design;***
 - c. Inclusion of a barrier-free/van-accessible parking space.***
- 4. Any new signs to be reviewed and approved under a separate Sign Permit by the Building Department subject to the requirements of Article 30 of the Zoning Ordinance;***
- 5. Final stamping sets to be reviewed and approved by all reviewing agencies;***
- 6. The two subject properties to be combined, including a recorded copy of the latest amended Master Deed & Exhibits.***
- 7. (any other conditions which the Planning Commission deems necessary).***

CHARTER TOWNSHIP OF COMMERCE
PLANNING DEPARTMENT
APPLICATION FOR SPECIAL LAND USE

Submitted 7-13-2020 Hearing Date: 8-10-2020
Case No. PSU20-04 Zoning District: TLM
APPLICANT: SQUEALS LANDSCAPING INC.
ADDRESS: 4184 PIONEER DR.
CITY: COMMERCE TWP. ZIP: 48390 PHONE: 248.360-7000
E-MAIL ADDRESS: DBIEL@SQUEALS LANDSCAPING.COM

OWNER'S NAME: DAVID BIEL
ADDRESS: 4184 PIONEER DR
CITY: COMMERCE TWP. ZIP: 48390 PHONE: 248.762-3500
Address or location of subject property: 4184 PIONEER DR
Tax Identification Number: 17-13-326-021
Legal Description: UNIT 30
List all Deed Restrictions: NONE
Existing Land Use: VACANT LOT
Proposed Land Use: PARKING LOT & STORAGE AREA

I hereby grant Commerce Township personnel, involved with the review of this request, permission for reasonable entry onto the above referenced property for investigations specifically related to this request.

Applicant: David Biel Date: 7-10-2020

Please Print: David Biel

Owner: David Biel For KB Pavers LLC Date: 7-10-2020

Please Print: David Biel For KB Pavers LLC

NOTE: All applications for Special Land Use must be accompanied by documentation indicating compliance with the requirements of Article 34 of the Zoning Ordinance and a Site Plan complying with Article 35 of the Zoning Ordinance.

CHARTER TOWNSHIP OF COMMERCE
APPLICATION FOR SITE PLAN REVIEW

PROJECT#

PSP26-06

Development Name: Proposed Lot Expansion

Date: 7-10-2026

Property Address/Location 4184 Pioneer Dr.

Present Use Vacant

Proposed Use Parking Lot and Storage Area

Sidwell# 17-13-32-021

Property Dimensions 350'x150'

Area of Property 1.205 Acres

Gross Square Feet of Building N/A

Number of Buildings/Lots N/A

Water Source Public System ☐

Private/Well ☐

Waste Disposal Public System ☐

Private/Septic ☐

Does this project involve an extension of the Municipal Water/Sewer systems? No

Applicant's Name: Squeals Landscaping Inc.

Address: 4184 Pioneer Dr.

City, State, Zip Commerce Twp, MI 48390

Phone: 248.360-7000

Direct #

Cell 248.762-3500

E-Mail dbiel@squealslandscaping.com

Owner's Name: David Biel

Address: 4184 Pioneer Dr.

City, State, Zip Commerce Twp, MI 48390

Phone: 248.360-7000

Direct #

Cell 248.762-3500

E-Mail dbiel@squealslandscaping.com

Site Plan Prepared By: Orman Engineering LLC

Address: 5476 Vivian Lane

City, State, Zip Waterford, MI 48327

Phone:

Direct #

Cell 248.425-4828

E-Mail alex@ormanengineering.com

I hereby grant Commerce Township personnel involved with the review of this request, permission for reasonable entry onto the above property for investigations specifically related to this request.

Applicant Signature

David Biel

Date

7-10-2026

Print name

DAVID BIEL

Owner Signature

David Biel for KB Pioneer LLC

Date

7-10-2026

Print name

David Biel for KB Pioneer LLC

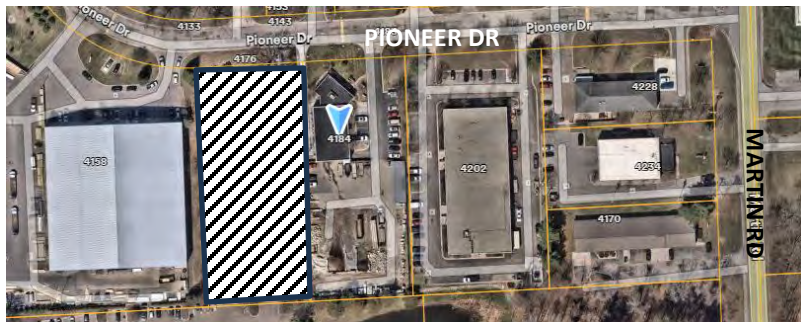


**CHARTER TOWNSHIP OF COMMERCE
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Commerce Township Planning Commission will conduct a public hearing in the Oak Conference Room of the Commerce Township Hall, located at 2009 Township Drive, Commerce Township, Michigan, for the following proposed Special Land Use on **MONDAY, AUGUST 10, 2026 at 7:00 p.m.**

PSU26-04

Squeals Landscaping is requesting Special Land Use approval for outdoor storage (topsoil, mulch, sand, rock, etc.) on vacant Lot 30 in the Homestead Industrial Park located adjacent to their existing building at 4184 Pioneer Dr in the TLM (Technology & Light Manufacturing) zoning district.



PIN#: 17-13-326-021

The proposed Special Land Use application, the Commerce Township Zoning Ordinance, and Zoning Map are available for public inspection in the Planning Department during regular office hours. You may also visit the Township's website at commercetwp.com to find the Commerce Township Zoning Ordinance and Zoning Map. Public comment will be taken during the designated portion of the public hearing; for those unable to attend the public hearing, public comment will be taken in writing by the Planning Department until 5:00 p.m. on the date of the hearing. For further information, please contact the Commerce Township Planning Department at (248) 960-7050, and/or visit the Township's website at commercetwp.com

David Campbell, AICP
Commerce Township Planning Director

July 24, 2026

David Campbell, AICP
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390

RE: Site Plan – 1st Submittal
Approved as Noted

Project Name: Squeals Landscaping Expansion
Project No.: 20835.00

Mr. Campbell:

Giffels Webster has completed our review of the Site Plan submittal received July 13, 2026, for the proposed expansion of Squeals Landscaping (Unit 32) onto Unit 30 of the Homestead Industrial Park Subdivision.

The site is located on the south side of Pioneer Drive east of the curve in Pioneer Drive and contains approximately 1.21 acres. The lots west and east of the site are developed. The Homestead Industrial Park infrastructure includes gravity sanitary sewer, water main, storm sewer, storm water detention basins, and asphalt roads.

A new parking lot with stormwater management and expanded outdoor storage are proposed on the site. No new buildings or water or sanitary sewer is proposed. The regional detention pond was sized to account for drainage from this site and the engineer has provided preliminary calculations that show that the site will not exceed the approved discharge rate as proposed, thus on site detention is not required.

We recommend that the site plan be approved as noted:

- A Storm Water Management Agreement will be required for this site to ensure future maintenance of the storm water system.
- Detailed storm calculations will be provided during the engineering plan submittal.
- The applicant should show grades in the gravel storage area to illustrate that it won't drain offsite.
 - Also, they should add a note to the plans which says, "if storage area is paved in the future, on-site detention will be required," or similar.
- The applicant shall perform soil testing to confirm a leaching catch basin will drain properly and share results with the township.
 - At engineering submittal, they must show the area flowing to the proposed leaching basin and the overland flow route for large storms.
- The applicant shall confirm that no wetlands are present on the site and the wetland consultant's name and contact information must be provided.
- A few other minor comments for the applicant can be found on the attached marked up plans.

A detailed review of the construction plans will be required if the site plan is approved by the Planning Commission. It is the responsibility of the applicant to ensure that the construction plans meet all of the requirements of any site plan approval by the Planning Commission.

Please contact us with any questions or concerns regarding this review.

Respectfully,

GIFFELS WEBSTER



Jason Mayer, PE
Partner



Brooke McDonald, PE
Senior Engineer

cc: Nancy McClain, PE – Giffels Webster
Alexander Orman, PE – Orman Engineering LLC

Attached: 2026-07-14 Squeals Landscaping Expansion Site Plan AAN

July 27, 2026

David Campbell, AICP
Charter Township of Commerce
2009 Township Drive
Commerce Township, MI 48390

RE: Site Plan – Landscape Review

Project Name: Squeals Landscaping Expansion
Project No.: 20835.00

Mr. Campbell:

Giffels Webster has completed our landscape review of the Site Plan submittal received July 13, 2026, for the proposed expansion of Squeals Landscaping (Unit 32) onto Unit 30 of the Homestead Industrial Park Subdivision, and offer comments below:

The proposed landscape generally satisfies Right of Way Requirements, Parking Lot Requirements. Parking Lot Perimeter Screening needs one correction to satisfy requirements.

For the parking screening, the row of yews north of the parking lot needs to extend to screen all parking stalls.

Note, the plan states there are 5 trees provided for ROW frontage – the existing Oak tree is counted as 2 trees, per prior approval from Paula Lankford, Senior Planner for Charter Township of Commerce, and noted on plan.

Although there is no specific woodland protection/replacement ordinance, we suggest re-introducing native species or other ecologically beneficial plant material elsewhere on site to offset the 8200 SqFt of existing woods to be removed.

Respectfully,

GIFFELS WEBSTER



David Richards *PLA, ASLA, LEED Green Associate*
Landscape Architect Manager

**THE CHARTER TOWNSHIP OF COMMERCE
FIRE DEPARTMENT**

James A. Dundas
Fire Chief

2401 Glengary Road
Commerce Township, Michigan 48382
Phone: (248) 624-5326
Fax: (248) 560-0053
www.commercetwp.com

Mark W. Gall
Fire Marshal

TO: Paula Lankford, Bethany Miller

7-27-26

FROM: M. Gall, Fire Marshal

RE: Site Plan Squeals Landscaping

This review is conducted using the 2024 *International Fire Code* with amendments as adopted by the Charter Township of Commerce.

Project Information: Proposed construction new parking lot for additional 18 spaces.

General Site Information: This site is located on the south side of Pioneer Drive south of Richardson Road and West of Martin Road.

Building Information: Currently the summited plans are for additional parking and material storage outside.

I am recommending approval of this site plan with the following conditions:

1. Portable fire extinguishers shall be made available on site with crews trained in their proper operation.
2. Fuel sources for construction equipment must have approved secondary containment. Accidental discharge of fuel onto the ground is to be avoided.
3. State and Federal agency requirements for storage, spill prevention, record keeping, emergency response, transport and disposal of hazardous substances and polluting materials shall be met.
4. All waste materials shall be removed in a manner, which prevents injury or damage to persons, adjoining property and public rights of way. Where the removal of any material will cause an excessive amount of dust, such material shall be wet down to prevent the creation of a nuisance.
5. All entrances and exits shall maintain the minimum fire lane unobstructed width of 20 feet at all times.

Respectfully,

Mark Gall

Mark W. Gall, Fire Marshal
Commerce Township Fire Department

ORMAN ENGINEERING, LLC
Civil Engineering

SPECIAL USE PERMIT NARRATIVE

SQUEALS LANDSCAPING INC.

4184 Pioneer Dr. Unit 30 Commerce Township, Michigan

Squeals Landscaping Inc. is an established small business owned by Mr. David Biel.

The proposed location for this type of business is uniquely located in an already next-door unit 32 with existing outside storage area.

The following addressed Section 34.08, Standards for Special Use Approval of the Commerce Township Zoning Code:

1. **NEED TO EXIST FOR PROPOSED USE** – The nature of the Landscaping company requires the storage area for the materials and equipment.
2. **COMPATIBILITY WITH ADJACENT USES** – This Technology/Light Manufacturing Zoning was designed with the expectations that would facilitate outdoor storage for the businesses who locate there. We agree with the need to properly screen from the public the outside storage equipment and materials used by this company.
3. **COMPATIBILITY WITH THE MASTER PLAN** – These Units with the proposed use are compatible with the Township's Master Plan.
4. **APPLICABLE REGULATIONS** – The property will be following all requirements approved by the Planning Commission and the Township Ordinance.
5. **PUBLIC SERVICE IMPACT** – There is no negative impact on Public Services such as police, ambulance and fire protection. The newer parking lot will have no issues with drainage and storm water management. There are no recreational or educational services in the area. The properties are located on interior Pioneer Drive frontage and there is minimal use by the public.
6. **TRAFFIC IMPACT** – No Impact.
7. **ENVIRONMENTAL AND PUBLIC HEALTH, SAFETY, WELFARE IMPACTS** – The site will be maintained daily and will have no environmental impact.
8. **ISOLATION OF EXISTING USES, AND/OR FORM OF DEVELOPMENT** – The use of the storage yard will not create or isolate any incompatible land uses surrounding the property.

Orman Engineering, LLC, Representing Squeals Landscaping Inc. 248.425-4828

Email: alex@ormanengineering.com

5476 Vivian Lane, Waterford, Michigan 48327
Telephone: 248.425-4828 **E-mail: alex@ormanengineering.com**

PROPOSED LOT EXPANSION
Charter Township of Commerce,
Oakland County, MI
SITE PLAN PACKAGE
Prepared For
MR. DAVID BIEL

OWNER

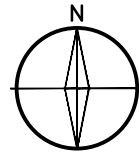
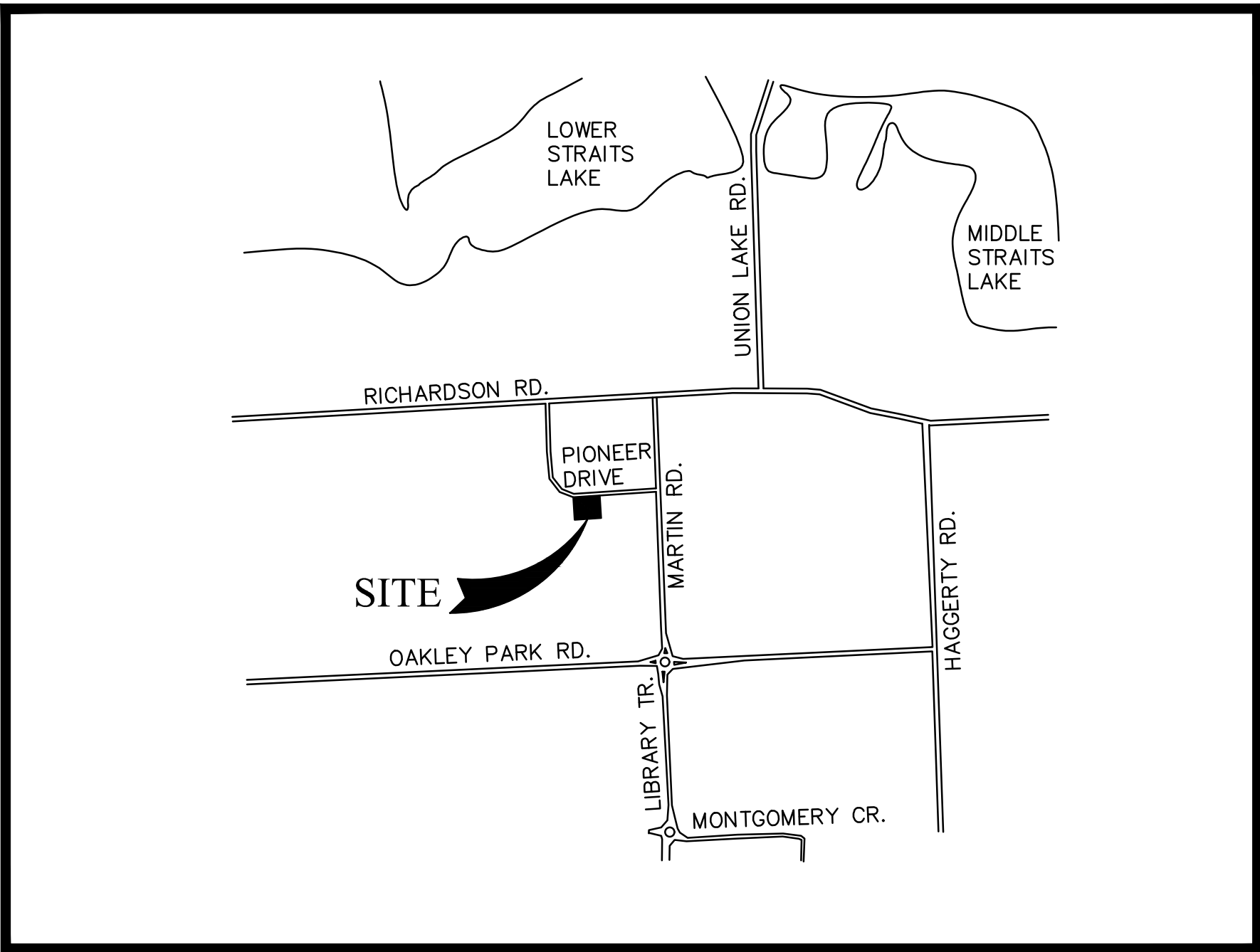
Mr. David Biel
4184 Pioneer Dr.
Commerce Twp., MI 48390
Office: (248) 360-7000
Fax: (248) 360-7824
Cell: (248) 762-3500

Contact: Mr. David Biel

CIVIL ENGINEER

Orman Engineering, LLC
5476 Vivian Lane
Waterford, MI 48327
Phone (248) 682-6001
Email: alex@ormanengineering.com

Contact: Mr. Alexander Orman, P.E.



Location Map
N.T.S.

SHEET INDEX

NO.	SHEET NAME
SP-1	COVER SHEET
SP-2	SITE PLAN
SP-3	DETAILS
1	TOPOGRAPHIC SURVEY
LS-1	PROPOSED SITE LANDSCAPE PLAN
LS-2	PLANTING DETAILS & INFORMATION PROFILES

ISSUANCE DATE:

DATE	REVISION OR SUBMITTAL
07-13-26	SLU AND SPA SUBMITTAL

LANDSCAPE ARCHITECT

Squeals Landscaping Inc.
4184 Pioneer Drive
Commerce Twp., MI 48390
Phone: (248) 935-8504
Email: Lmcshane@squealslandscaping.com

Contact: Leslie McShane

DATUM NOTE:

All elevations are based on North American Vertical Datun 1988 (NAVD88)

LEGAL DESCRIPTION

PARCEL 1:
T2N, R8E, SECTION 13, OAKLAND COUNTY MICHIGAN, CONDOMINIUM PLAN NO. 453 HOMESTEAD INDUSTRIAL PARK; UNIT 32; LIBER 9426 PAGE 72

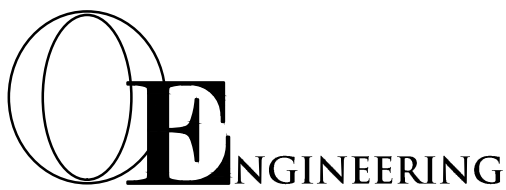
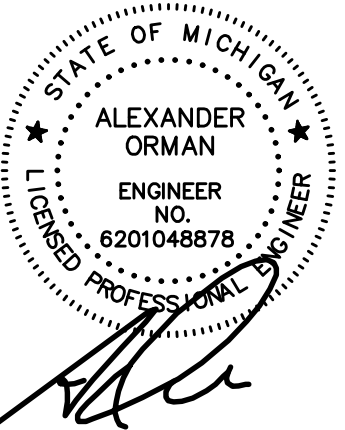
TAX ID#: 17-13-326-022
4184 PIONEER DR.

PARCEL 2:
T2N, R8E, SECTION 13, OAKLAND COUNTY MICHIGAN, CONDOMINIUM PLAN NO. 453 HOMESTEAD INDUSTRIAL PARK; UNIT 30; LIBER 9426 PAGE 72

NO ADDRESS AVAILABLE
TAX ID#: 17-13-326-021

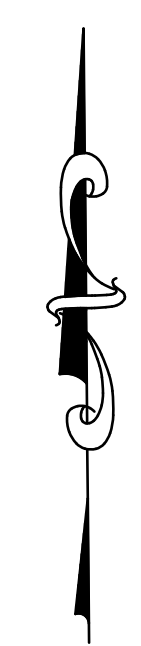
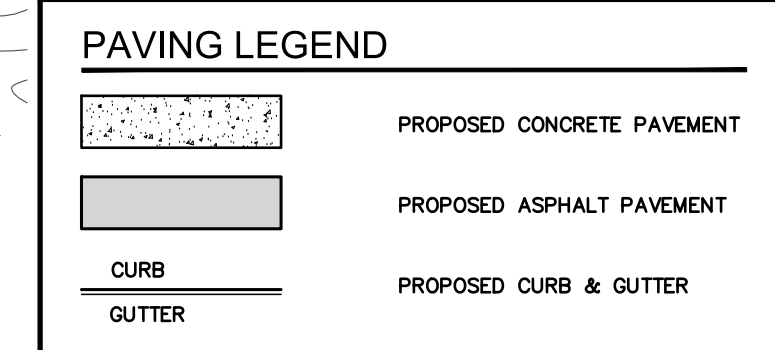
PROPOSED COMBINED PARCEL:
T2N, R8E, SECTION 13, OAKLAND COUNTY MICHIGAN, CONDOMINIUM PLAN NO. 453 HOMESTEAD INDUSTRIAL PARK; UNITS 30 & 32; LIBER 9426 PAGE 72

ALL WORK MUST BE DONE IN ACCORDANCE
WITH THE CURRENT STANDARDS, SPECIFICATIONS AND
GENERAL CONDITIONS OF COMMERCE TOWNSHIP.

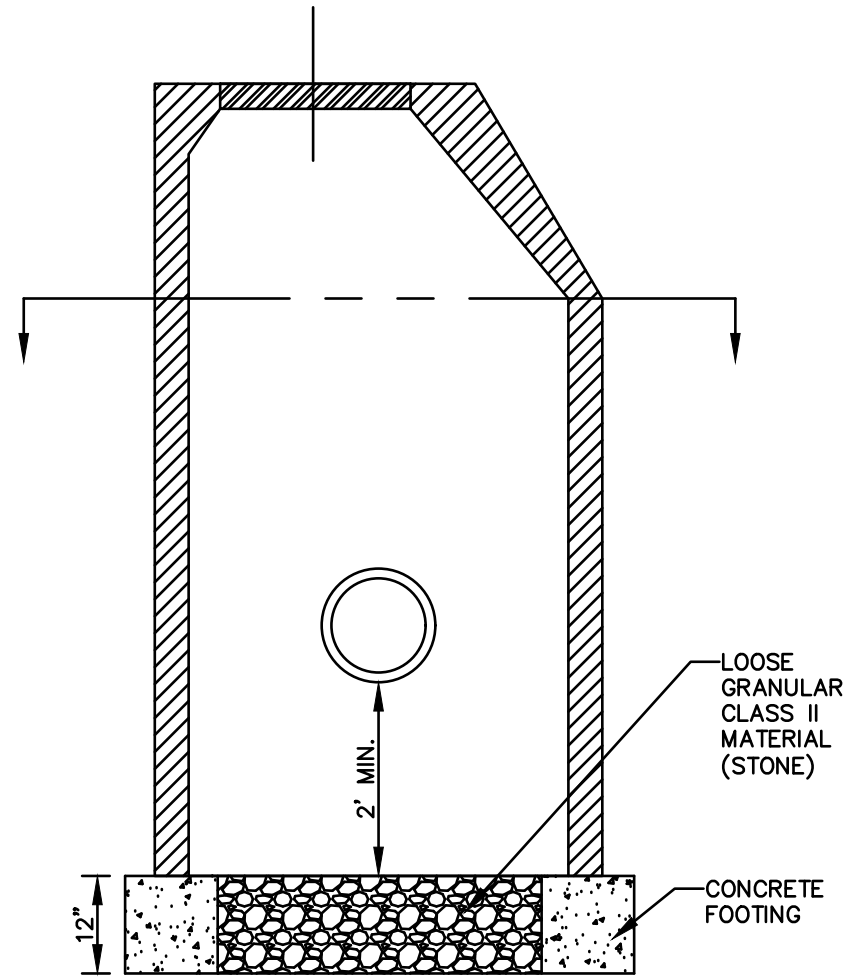
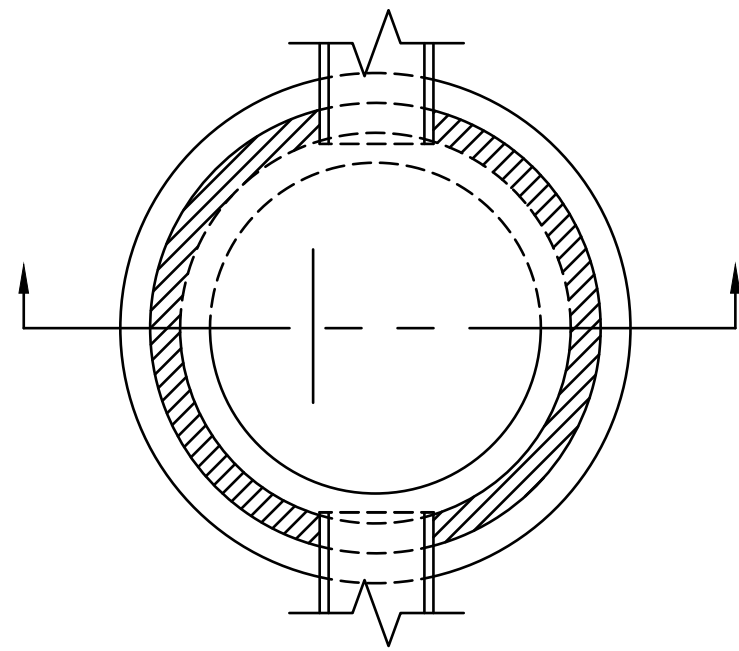
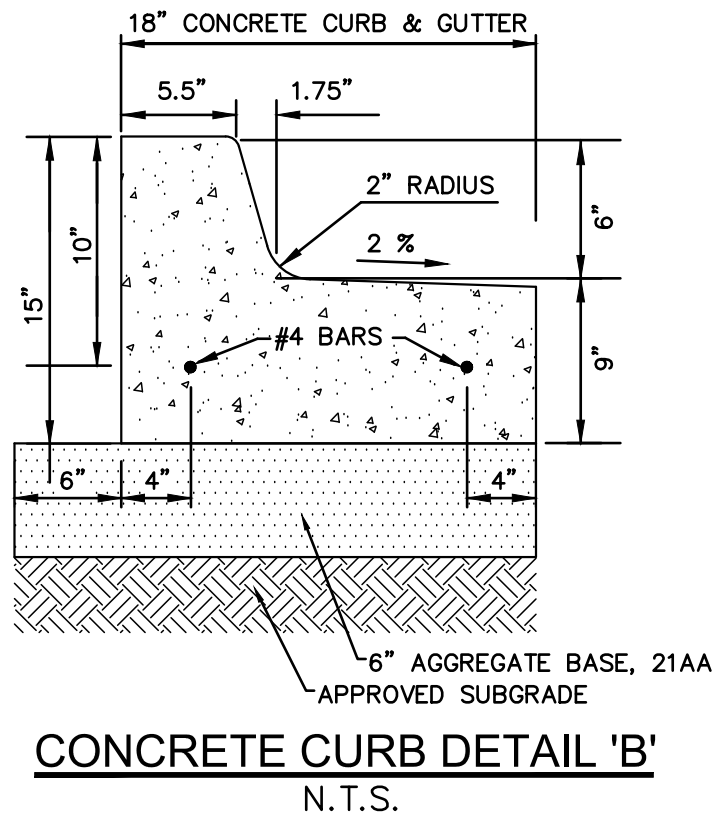
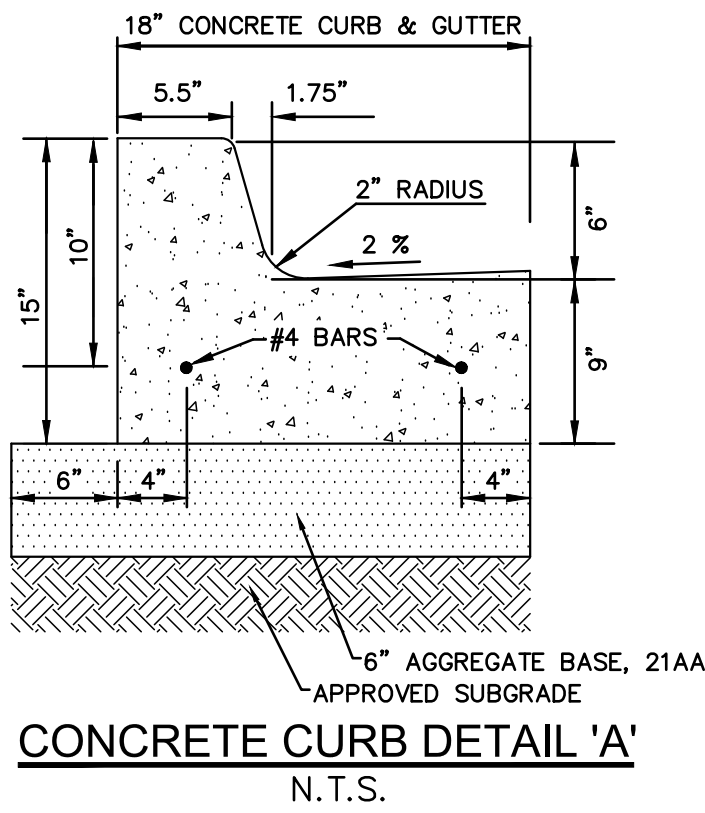
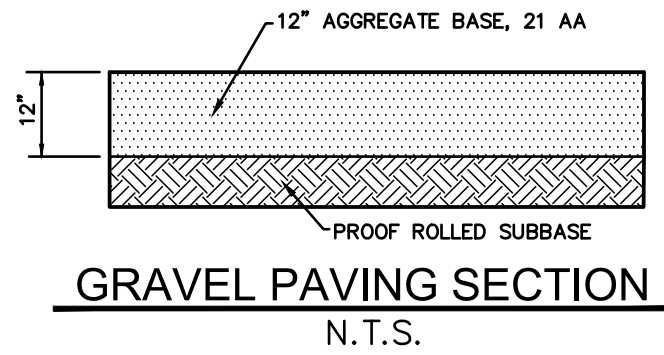
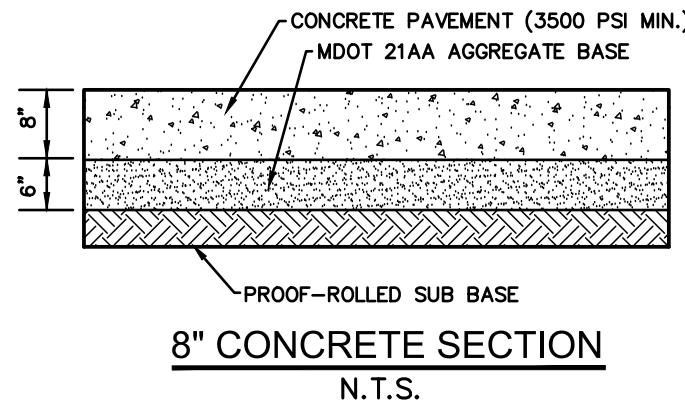
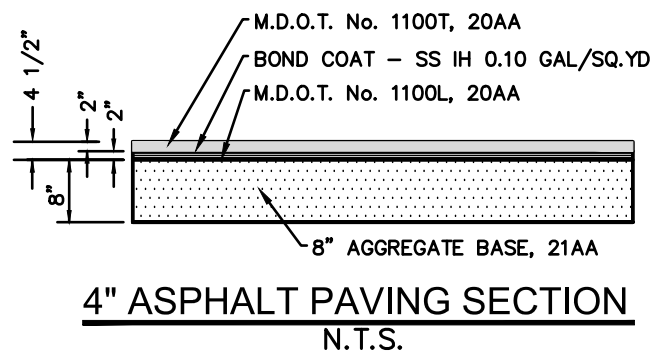


Civil Engineers • Land Planning
Land Surveying

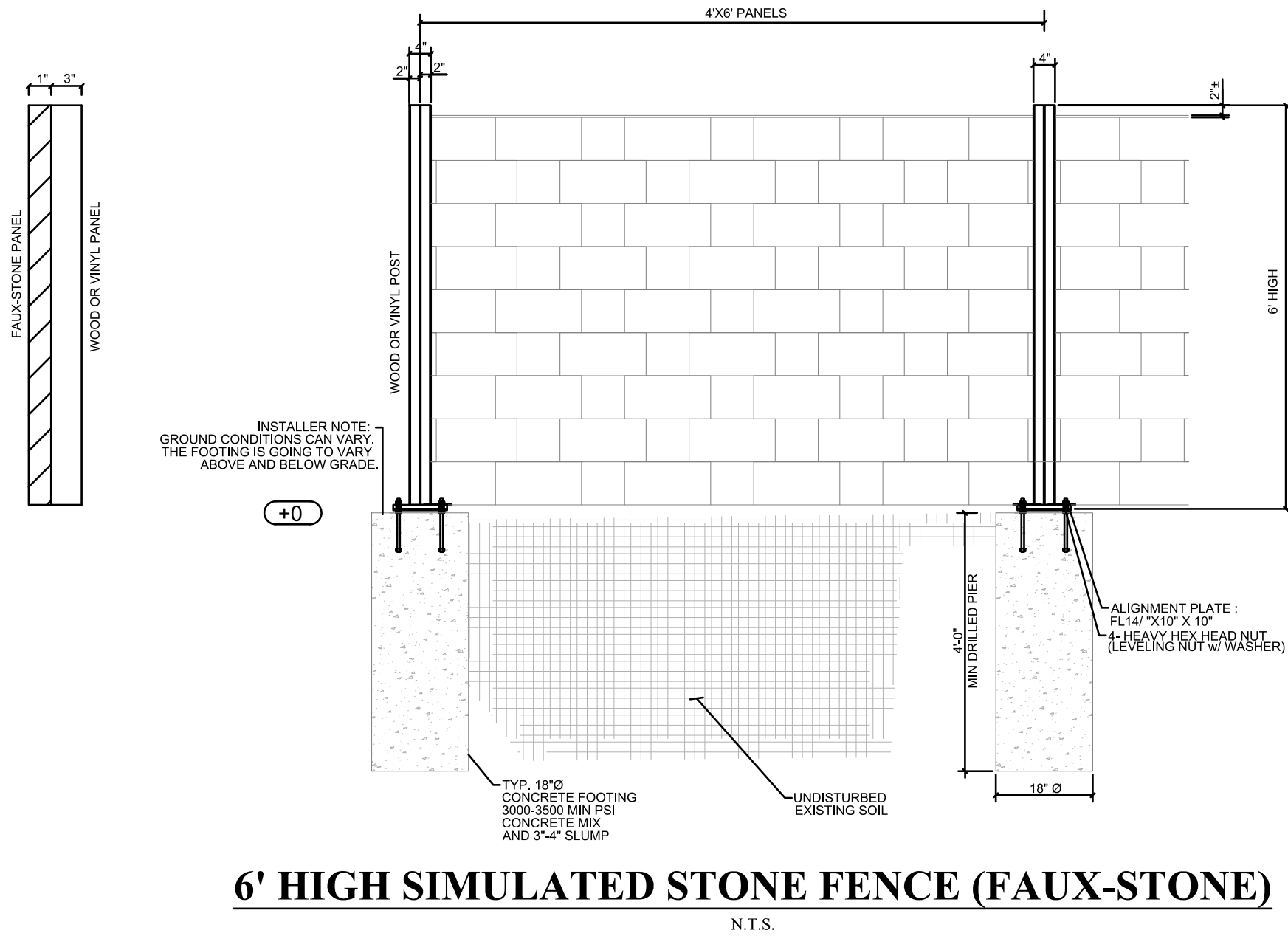
Orman Engineering, LLC
5476 Vivian Lane
Waterford, MI 48327
phone: 248.682.6001
email: alex@ormanengineering.com



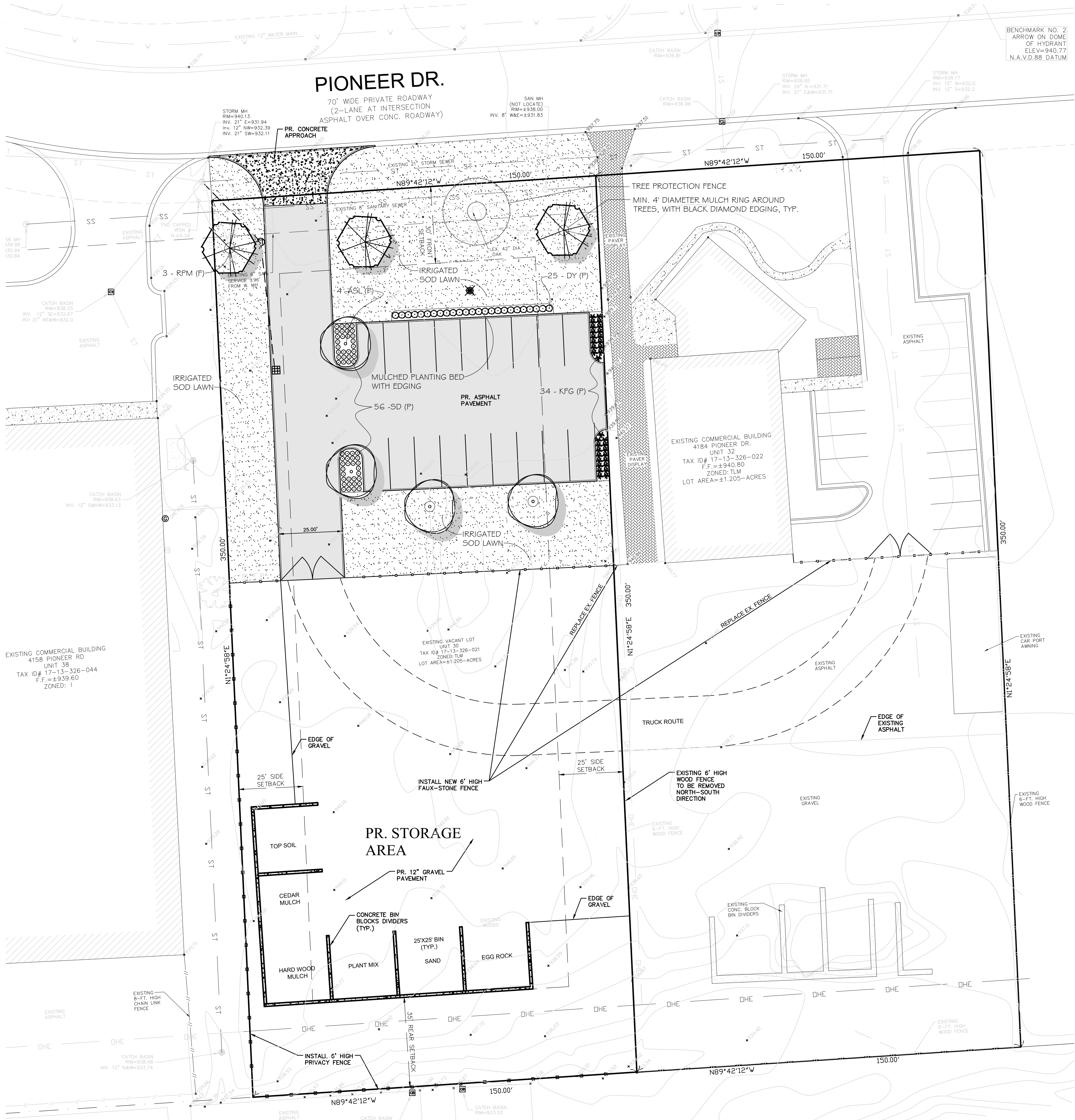
SP-2



FENCE ON ADJACENT PROPERTIES
LUMBER 84



PROPOSED 6' HIGH WOOD
PRIVACY FENCE



LANDSCAPE REQUIREMENTS SUMMARY:

R.O.W. STREET FRONTAGE REQUIREMENTS:
1 Street Tree per 40 LF of Frontage= 150 LF/40= 3.75 Trees
Trees Required: 4 Trees Provided: 5
1 Exist. 42" Oak= 2 Trees
3 Redpointe Maple

PARKING LOT REQUIREMENTS:
1 Tree per Parking Lot Island
Trees Required: 2 Trees Provided: 4
4 American Sentry Linden

Groundcover/Perennial Plantings in remainder of Islands:
56 Stella D'oro Daylily
34 Karl Foerster Feather Reed Grass

PARKING LOT PERIMETER R.O.W. SCREENING:
20 Evergreen Shrubs per 100LF= 105 LF/100 = 1.05 x 20= 21
Evergreen Shrubs Required= 21 Evergreen Shrubs Provided = 25
25 Dense Yew

TOTAL PARKING AREA= 5895 SQ. FT.
10% Interior Landscape Area Required= 590 SQ. FT.
Interior Landscape Area Provided= 735 Sq Ft. (12.4%)

GENERAL NOTES

- ALL LANDSCAPE INSTALLATION SHALL CONFORM TO THE LANDSCAPE REQUIREMENTS AS OUTLINED IN THE ORDINANCES FOR COMMERCE TOWNSHIP, MICHIGAN.
- ALL PLANT MATERIAL TO BE INSTALLED PER PLANTING DETAILS & SPECIFICATIONS.
- ALL LAWN AREA (AS INDICATED) ARE TO BE SODDED, UNLESS NOTED OTHERWISE, WITH A MINIMUM 2" OF TOPSOIL.
- ALL LAWN AND LANDSCAPE PLANTING BED AREAS (AS INDICATED) WILL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. WATERING WILL ONLY OCCUR BETWEEN THE HOURS OF 12AM AND 5AM.
- ALL EDGING (AS INDICATED) TO BE AS SPECIFIED ON DRAWINGS & DETAILS, INSTALL PER MANUFACTURERS SPECIFICATIONS.
- SIZE AND QUALITY OF LANDSCAPE MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- LANDSCAPE CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT IN WRITING OF ANY PROPOSED CHANGE IN PLANT MATERIAL AND OR LOCATION. LANDSCAPE ARCHITECT TO APPROVAL ALL SUBSTITUTIONS AND OR CHANGES IN WRITING, PRIOR TO INSTALLATION.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THE DOES NOT MEET THE OWNER, LANDSCAPE ARCHITECT, OR INDUSTRY STANDARDS.
- LANDSCAPE ARCHITECT TO APPROVE ALL PLANT LOCATIONS PRIOR TO INSTALLATION, ALL CONSTRUCTION AND PLANT MATERIAL LOCATIONS MAY BE ADJUSTED ON SITE IF NECESSARY.
- PLANT TREES AND SHRUBS GENERALLY NO CLOSER THEN THE FOLLOWING DISTANCES FROM SAFETY PATHS, SIDEWALKS, CURBS, PARKING STALLS & FIRE DEPARTMENT CONNECTIONS (HYDRANTS): DECIDUOUS TREES - 5 LF., ORNAMENTAL & CONIFEROUS TREES - 10 LF., SHRUBBERY LESS THAN 12" HT. x 12" WD. (AT MATURITY) - 2 LF.
- NO DECIDUOUS OR CONIFEROUS TREES ARE TO BE INSTALLED OVER ANY PROPOSED OR EXISTING UNDERGROUND UTILITY LINES AS SHOWN ON THE OVERALL SITE LANDSCAPE PLAN. REFER TO CIVIL ENGINEERING PLANS FOR EXACT LOCATIONS AND DETAILS.
- THE LANDSCAPE CONTRACTOR SHALL DEVELOP & IMPLEMENT A LANDSCAPE MAINTENANCE PROGRAM & SHALL GUARANTEE ALL PLANT MATERIAL FOR A MINIMUM OF ONE (1) YEAR AFTER THE DATE THE WORK IS ACCEPTED IN WRITING BY CONROY & ASSOCIATES, INC. THE CONTRACTOR SHALL REPLACE, WITHOUT COST TO THE OWNER, ALL DISEASED, DAMAGED OR DEAD PLANTS, IN ACCORDANCE WITH THE STANDARDS OF THE COMMERCE TOWNSHIP ZONING ORDINANCE. REPLACEMENT MATERIAL SHALL CONFORM TO THE ORIGINAL SPECIFICATION.

PLANTING TREES & SHRUBS

- DIG PLANT POCKET MINIMUM 24" WIDER THAN BALL.
- DIG PLANT POCKET FOR SHRUBS A MINIMUM OF 6" WIDER THAN BALL OR CONTAINER.
- LOOSEN SOIL ON SIDES OF POCKET TO BREAK GLAZING CAUSED BY DIGGING. THOROUGHLY COMPACT SUBGRADE.
- CONTRACTOR TO VERIFY PERCOLATION OF PLANTING BED OR POCKET PRIOR TO INSTALLATION.
- COMPLETELY REMOVE ALL CONTAINERS AT THE TIME OF PLANTING.
- ALL UNSUITABLE SOIL TO BE REMOVED FROM SITE.
- ALL HEIGHTS SHOWN ON DETAILS ARE BEFORE PRUNING.
- ALL DEPTHS SHOWN ON DETAILS ARE BEFORE SETTLING.
- SET 7/8 OF BALL IN POCKET, EXPOSING 1/8 OF BALL AT GRADE MINIMUM.
- BACKFILL PREPARED SOIL TO 1/3 THE DEPTH & COMPACT THOROUGHLY, BACKFILL SECOND 1/3 & COMPACT THOROUGHLY, FINISH BACKFILL & COMPACT THOROUGHLY.
- LOOSEN & REMOVE ALL LACING FROM BALL.
- BACKFILL WITH PREPARED SOIL.
- COVER TREE PLANT POCKET AREAS & ALL PLANTING BEDS WITH A MINIMUM 3" DEPTH SHREDDED BARK MULCH. LEAVE 3" RING EXPOSED AT BASE OF ALL INDIVIDUAL TREES. MULCH TO BE NATURAL IN COLOR.
- ALL ANNUAL & PERENNIAL BEDS ARE TO BE EXCAVATED TO A DEPTH OF 6" & REPLACED WITH A PLANTING MIX CONSISTING OF 50% SANDY SOIL & 50% LEAF COMPOST.
- ALL PLANTS ARE TO BE PLUMB PRIOR TO STAKING. STAKING IS NOT TO BE USED TO STRAIGHTEN LEANING MATERIAL.
- ALL STAKING & GUYING MATERIAL TO BE REMOVED BY LANDSCAPE CONTRACTOR ONE (1) YEAR AFTER INSTALLATION.



Patrick S. Conroy

PROPOSED SITE LANDSCAPE PLAN

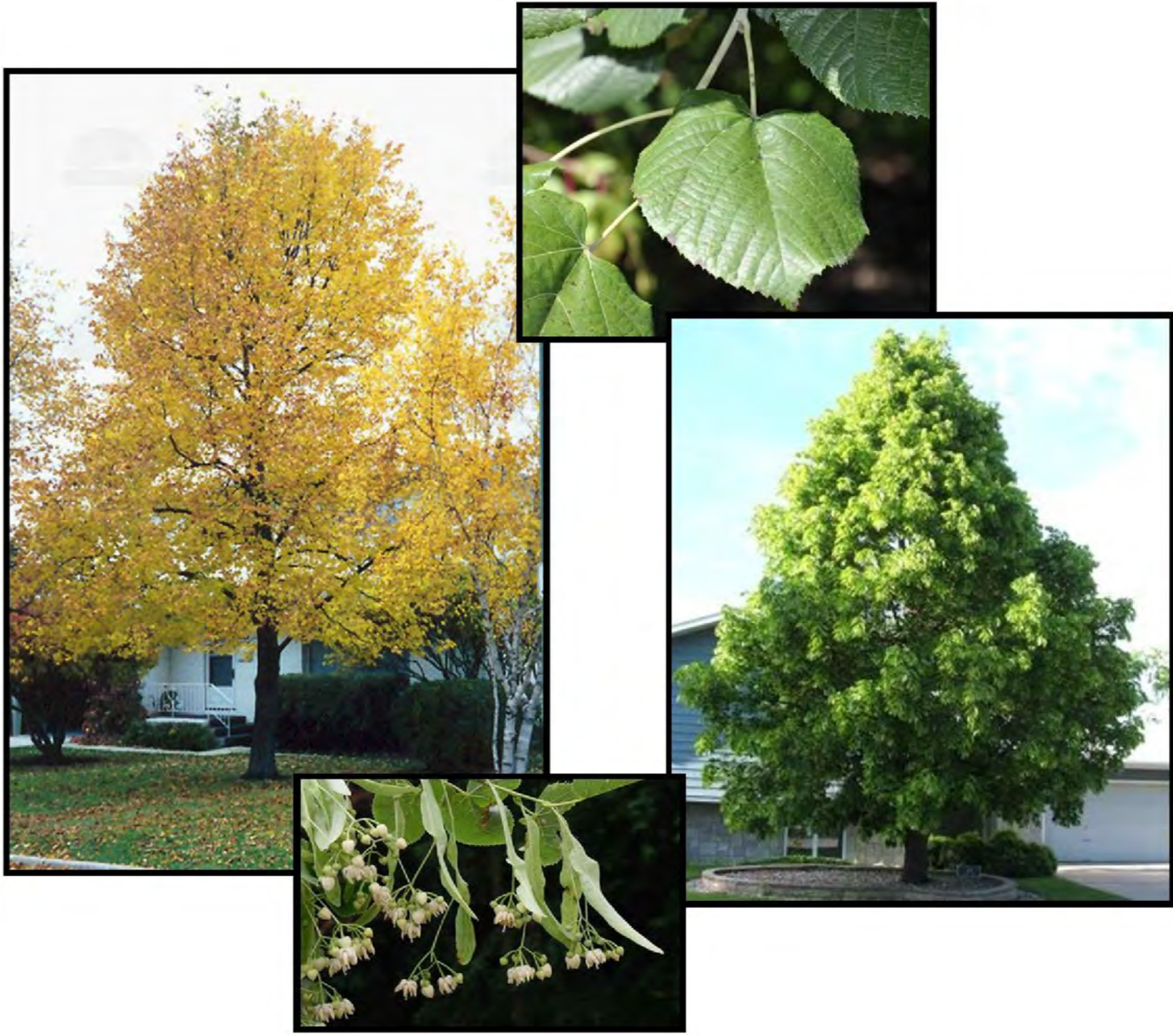
PROPOSED LOT EXPANSION

PROJECT	SHEET TITLE	ISSUED FOR	DATE	ISSUED FOR	DATE
PROPOSED LOT EXPANSION	PROPOSED SITE LANDSCAPE PLAN	CLIENT REVIEW	06-25-2026	DATE	
4184 PIONEER DR., COMMERCE TWP., MI 48390		SPR AND SUBMITTAL	07-15-2026		
CLIENT	MR. DAVID BIEL				
	4184 PIONEER DR.				
	COMMERCE TWP., MI 4830				
DRAWN BY	LKM	DRAWING DATE	06-23-2026		
PROJECT No.	26.108				
SHEET No.	LS-1				



KEY: RPM

Botanical Name: Acer rubrum 'Frank Jr.' PP 16769
Hardiness Zone: 5
Tree Type: Shade
Size Range: Large Tree (more than 40 feet)
Mature Height: 45'
Mature Spread: 30'
Shape: Broadly Pyramidal
Foliage Color: Dark Green
Fall Color: Brilliant Red
Decorative Fruit: None
Landscape Uses: Shade | Parkway/Street
Growth Rate: Rapid
Plant Tolerance: Adaptable
Standout Feature: Superior form & fall color, Strong branching



KEY: ASL

Botanical Name: Tilia americana 'McKsentry'
Hardiness Zone: 3
Tree Type: Shade | Ornamental & Flowering
Size Range: Large Tree (more than 40 feet)
Mature Height: 45'
Mature Spread: 30'
Shape: Pyramidal
Foliage Color: Medium Green
Fall Color: Yellow/Gold
Flower Color: Creamy-white
Decorative Fruit: N/A
Landscape Uses: Accent | Shade | Parkway/Street
Growth Rate: Moderate
Plant Tolerance: Very Adaptable
Standout Feature: Strong branching, Symmetrical form



KEY: DY

Family: Yew
Foliage Color: Green
Genus: Taxus
Growth Rate: Slow
Hardiness Zone: 4a
Landscape Uses: Massing, Screening, Garden, Topiary
Light Needs: Full Sun, Shade
Mature Height: 3 feet
Mature Width: 5 feet
Prune Time: Can Prune At Anytime
Water Needs: Average to Moist



KEY: SD

Hemerocallis Stella D'oro Daylily
Common Name: Daylily

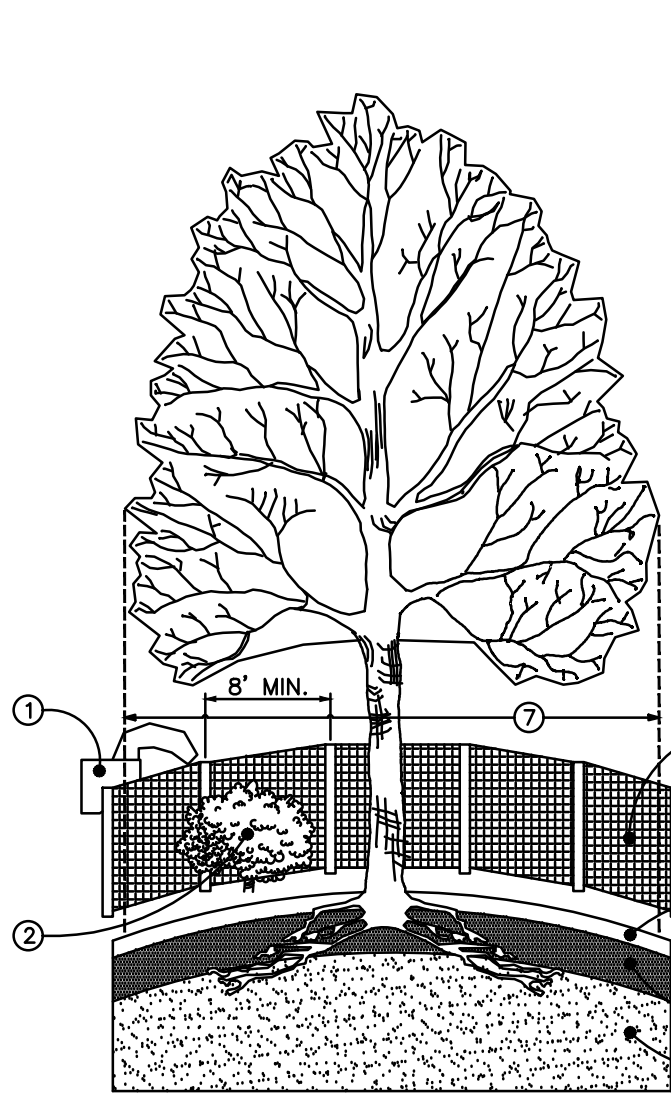
2.75", bright gold complete self with mild pie crust edging and a subtle fragrance

Begins blooming in early summer followed by waves of rebloom into early fall (Reblooms best if plants are deadheaded)
Extended bloom--flowers last at least 16 hrs. each
Performs superbly in the landscape; great for edging



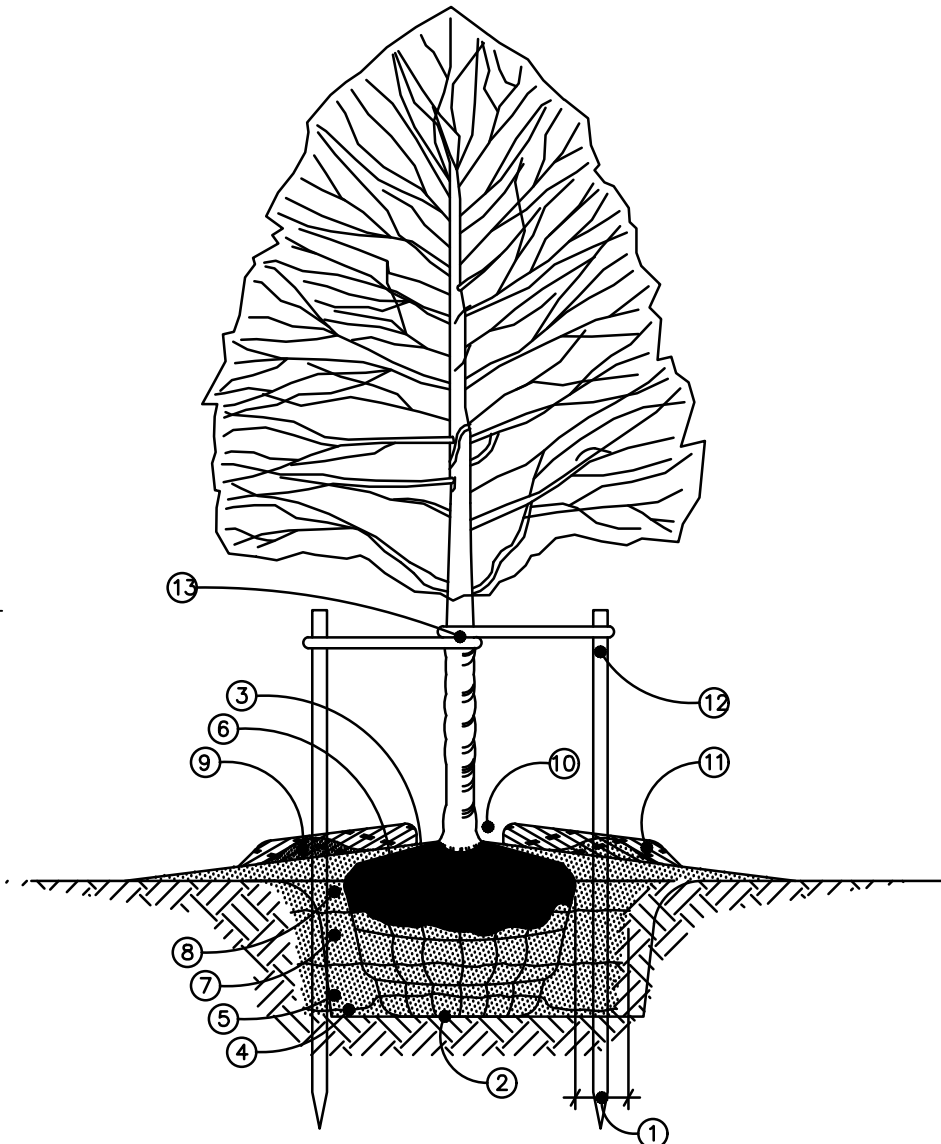
KEY: KFG

Feather Reed Grass/ Karl Foerster
Upright clump with long, slender foliage
Tall stalks of red-bronze plumes in late summer
Scientific Name: Calamagrostis x acutiflora 'Karl Foerster'
Zone: 4 Mature Height: 2-3' Mature Spread: 2-3'
Size: Average Bloom Time: Summer Fruiting: None
Flower Color: Red, Maroon
Fall Color: Yellow



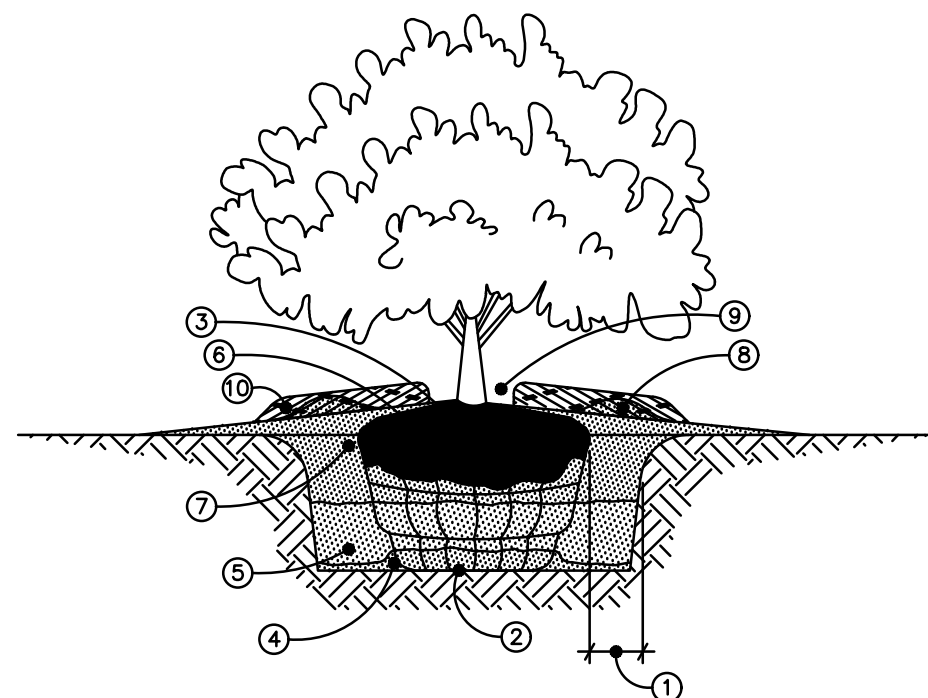
- TREE PROTECTION NOTES:**
- APPROVED TREE PROTECTION SHALL BE ERECTED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, & SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED. THE FORESTRY DIVISION SHALL BE NOTIFIED AFTER THE PROTECTION IS IN PLACE PRIOR TO CONSTRUCTION ACTIVITIES, INCLUDING DELIVERY OF MATERIALS.
 - NO PERSON SHALL CONDUCT ACTIVITIES INSIDE THE DRIP LINES OF ANY TREE DESIGNATED TO REMAIN, INCLUDING, BUT NOT LIMITED TO, PLACING SOLVENTS, BUILDING MATERIALS, CONSTRUCTION EQUIPMENT OR SOIL DEPOSITS WITHIN THE DRIP LINES OF SAID TREES.
 - GRADE CHANGES MAY NOT OCCUR WITHIN THE DRIP LINES OF ANY PROTECTED TREE.
 - DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY DEVICE OR WIRE OF ANY KIND TO ANY REMAINING TREES.
 - ALL UTILITY SERVICE REQUESTED MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE THE PROTECTIVE FENCING.
 - SWALES SHALL BE ROUTED TO AVOID THE AREA WITHIN THE DRIP LINES OF PROTECTED TREES.
 - IF THE PROTECTION CAN NOT BE MAINTAINED FOR A TREE THROUGHOUT THE CONSTRUCTION PERIOD, REPLACEMENT OF THAT TREE MAY BE REQUIRED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
 - REGULATED TREES LOCATED ON ADJACENT PROPERTIES THAT MAY BE AFFECTED BY ACTIVITIES MUST BE PROTECTED.
- 1 CONSTRUCTION DEBRIS.
2 UNDER STORY PLANTS.
3 4' HIGH, PLASTIC MESH PROTECTIVE FENCE.
4 ORGANIC LAYER.
5 TOPSOIL.
6 MINERAL SOIL.
7 DRIP LINE.

TREE PROTECTION FENCE DETAIL
NOT TO SCALE



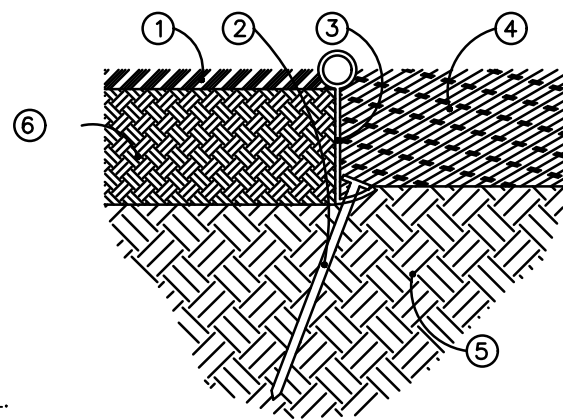
- INSTALLATION NOTES:**
- DIG PLANT POCKET 12" WIDER THAN EDGE OF ROOTBALL.
 - THOROUGHLY COMPACT BOTTOM OF PLANT POCKET.
 - REMOVE ALL TWINE FROM TOP OF ROOTBALL. EXAMINE TRUNK COLLAR & REMOVE EXCESS SOIL FROM TOP OF ROOTBALL DOWN TO THE UPPER LEVEL OF THE ROOT SYSTEM. SET ROOTBALL WITH TOP 1/8 OF BALL ABOVE FINISH GRADE.
 - PLACE BACKFILL UNDER & ALONGSIDE BASE OF BALL TO STRAIGHTEN TREE. THOROUGHLY COMPACT TO FILL ALL VOIDS.
 - BACKFILL PLANT POCKET 1/3 WITH PLANTING MIX CONSISTING OF 50% TOPSOIL & 50% NATIVE SOIL & COMPACT THOROUGHLY, ASSURING TREE IS STILL STRAIGHT.
 - BEFORE CONTINUING WITH BACKFILL, REMOVE TOP WIRE LOOPS, OR BEND DOWN UNTIL THEY TOUCH SIDE OF BALL. REMOVE EXCESS BURLAP.
 - BACKFILL PLANT POCKET SECOND 1/3 WITH PLANTING MIX & COMPACT THOROUGHLY, ASSURING TREE IS STILL STRAIGHT.
 - BACKFILL PLANT POCKET LAST 1/3 WITH PLANTING MIX & COMPACT THOROUGHLY, ASSURING TREE IS STILL STRAIGHT. SLOPE GRADE AWAY FROM TREE.
 - IF PLANTED IN NON-IRRIGATED AREAS, FORM A SAUCER WITH SOIL AT OUTSIDE EDGE OF ROOTBALL.
 - SHREDDED BARK MULCH, 3" DEPTH. MULCH TO BE NATURAL IN COLOR. LEAVE 2-3" RING EXPOSED AT BASE OF TRUNK.
 - MULCH RINGS TO BE CONSISTENT WITH PLANT TYPE/SIZE THROUGHOUT PROJECT & SHOULD NOT EXTEND BEYOND PLANT POCKET.
 - MINIMUM 2"x2"x6" HARDWOOD STAKES TO EXTEND INTO UNDISTURBED SOIL UNDER PLANT POCKET. STAKE LOCATIONS PER TREE TO BE CONSISTENT THROUGHOUT PROJECT.
 - 1" WIDE BELT LIKE NYLON, PLASTIC, OR OTHER ACCEPTABLE MATERIAL, NO WIRE OR ROPE TO BE USED TO GUY TREES. TWO (2) GUYS PER TREE.

DECIDUOUS TREE PLANTING DETAIL
TREE 3" CAL. & UNDER
NOT TO SCALE

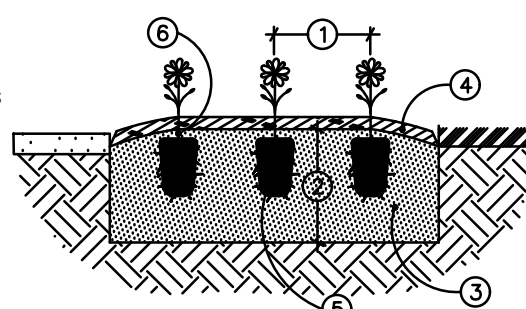


- INSTALLATION NOTES:**
- DIG PLANT POCKET 6" WIDER THAN EDGE OF ROOTBALL.
 - THOROUGHLY COMPACT BOTTOM OF PLANT POCKET.
 - REMOVE ALL TWINE FROM TOP OF ROOTBALL. EXAMINE TRUNK COLLAR & REMOVE EXCESS SOIL FROM TOP OF ROOTBALL DOWN TO THE UPPER LEVEL OF SYSTEM. SET ROOTBALL WITH TOP 1/8 OF BALL ABOVE FINISH GRADE.
 - PLACE BACKFILL UNDER & ALONGSIDE BASE OF BALL TO STRAIGHTEN SHRUB. THOROUGHLY COMPACT TO FILL ALL VOIDS.
 - BACKFILL PLANT POCKET 1/2 WITH PLANTING MIX CONSISTING OF 50% TOPSOIL & 50% NATIVE SOIL & COMPACT THOROUGHLY, ASSURING SHRUB IS STILL STRAIGHT.
 - BEFORE CONTINUING WITH BACKFILL, REMOVE EXCESS BURLAP. IF APPLICABLE, REMOVE TOP WIRE LOOPS, OR BEND LOOPS DOWN UNTIL THEY TOUCH SIDE OF BALL.
 - BACK FILL REMAINING 1/2 OF PLANT POCKET WITH PLANTING MIX & COMPACT THOROUGHLY, ASSURING SHRUB IS STILL STRAIGHT.
 - IF PLANTED IN NON-IRRIGATED AREAS, FORM A SAUCER WITH SOIL AT OUTSIDE EDGE OF ROOTBALL.
 - SHREDDED BARK MULCH, 3" DEPTH. MULCH TO BE NATURAL IN COLOR. LEAVE 1-2" RING EXPOSED AT BASE OF TRUNK.
 - IF NOT PLANTED WITHIN A LANDSCAPE BED, MULCH RINGS TO BE CONSISTENT IN SIZE WITH PLANT TYPE/SIZE THROUGHOUT PROJECT AND SHOULD NOT EXTEND BEYOND PLANT POCKET.

BALLED & BURLAPED SHRUB PLANTING DETAIL
NOT TO SCALE



PLASTIC EDGING DETAIL
NOT TO SCALE



- NOTES:**
INSTALL PER MANUFACTURER'S SPECIFICATIONS
EDGING SHOWN IS 'BLACK JACK' EDGING AS MANUFACTURED BY OLY-OLA SALES, INC.
- 1 TURF / LAWN
2 6" METAL STAKE.
3 PLASTIC EDGING.
4 BED MEDIA, AS SPECIFIED ON PLANS.
5 UNDISTURBED SOIL.
6 TOPSOIL / EXISTING SOIL, COMPACT GRADES ADJACENT TO EDGING TO AVOID SETTLING.
- INSTALLATION NOTES:**
- SEE DRAWING FOR PLANT SPACING.
 - EXCAVATE BED TO A MINIMUM 6" DEPTH. BACKFILL WITH PREPARED PLANTING MIX.
 - PLANTING MIX TO CONSIST OF 50% TOPSOIL & 50% LEAF COMPOST.
 - SHREDDED BARK MULCH, 1" DEPTH. MULCH TO BE NATURAL IN COLOR.
 - REMOVE ALL CONTAINERS. IF ROOTBOUND, DISRUPT ROOT PLUG TO LOOSEN ROOT MASS.
 - PLANT THE PERENNIAL OR GROUND COVER PLANT THROUGH THE MULCH INTO THE PLANTING MIX ASSURING THAT PLANTING MIX COVERS ENTIRE ROOT MASS OF PLANT.

PERENNIAL & GROUND COVER PLANTING DETAIL
NOT TO SCALE

PLANT MATERIAL LIST

QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
3	RPM (F)	ACER RUBRUM 'FRANK JR.'	REDPOINTE MAPLE	2.5" CAL.	B&B	
3	ASL (P)	TILIA AMERICANA 'MC SENTRY'	AMERICAN SENTRY LINDEN	2.5" CAL.	B&B	
25	DY (P)	TAXUS M. 'DENSIFORMIS'	DENSE YEW	24"	B&B	SPACE @ 36" O.C.
56	SD (P)	HEMEROCALLIS 'STELLA D'ORO	STELLA D'ORO DAYLILY	1 GAL.	CON'T.	SPACE @ 24" O.C.
34	KFG (P)	CALAMAGROSTIS 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL.	CON'T.	SPACE @ 24" O.C.

Plant Material Requirement Key:

- (F) R.O.W. Frontage
(P) Parking Lot Landscaping & Perimeter Screening

PLANTING DETAILS & INFORMATION PROFILES

SHEET TITLE	DATE	ISSUED FOR	DATE
CLIENT REVIEW	06-25-2026	DATE	
SPR AND SUBMITTAL	07-13-2026	DATE	
		DATE	
		DATE	
		DATE	

PROPOSED LOT EXPANSION

PROJECT: 4184 PIONEER DR., COMMERCE TWP., MI 48390

CLIENT: MR. DAVID BIEL, 4184 PIONEER DR., COMMERCE TWP., MI 4830

DRAWN BY: LKM
DRAWING DATE: 06-23-2026

PROJECT No. 26.108

SHEET No. LS-2

NEW BUSINESS

ITEM I1 – PSP26-06 – Squeals
Landscaping – Site Plan See
ITEM H3

To: Commerce Township Planning Commission

**From: Commerce Township Planning Department
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner**



Date: August 6, 2026

RE: Prospective Zoning Ordinance amendments for “hyperscale” data centers

On February 10, 2026, the Commerce Township Board adopted a six-month moratorium on the acceptance of any petitions to develop a data center in Commerce Township. The moratorium was intended to provide the Township’s Planning Department, Planning Commission, and Township Board the opportunity to research modern “hyperscale” data centers and their potential impacts, and create land use standards and procedures within the Township’s Zoning Ordinance to guide the development of data centers. The original six-month moratorium would have expired on August 10, 2026.

At the Township Board’s meeting on July 14, the Board extended the moratorium by four months to December 10, 2026. The four-month extension should allow the following tentative schedule:

- Preliminary discussion on proposed Zoning Ordinance amendments at the Planning Commission’s August 10, 2026 meeting
- Public hearing for the amendments at the PC’s September 14, 2026 meeting (the PC’s September meeting is late because the first Monday – September 7 – is Labor Day).
- If the PC is prepared to do so, they could make a formal recommendation to the Township Board to approve the amendments during the PC’s September 14 meeting
- The Township Board could potentially take action and adopt the amendments to the Zoning Ordinance at the Board’s October 13, 2026 meeting

The moratorium’s extension through December 10 would provide a two-month “cushion” for the prospective schedule above should the Planning Commission or Township Board need additional time.

It should be clearly and unambiguously stated here that NO DATA CENTERS ARE CURRENTLY PROPOSED IN COMMERCE TOWNSHIP, nor is the Planning Department aware of any consideration by anyone of a data center in Commerce Township. The Zoning Ordinance amendments are being considered in order to have standards and procedures in place for if & when a data center is proposed.

The Planning Department has drafted a series of prospective text amendments (attached) defining “tiers” of data centers, and creating standards for the tiers within specific zoning districts. Tier 1 data centers would be those less than 20,000 sq ft, and would be designated a principal permitted use in the Technology & Light Manufacturing (TLM) and Industrial (I) zoning

districts. **Tier 2 data centers would be those 20,000 sq ft or greater and would be designated as a special land use within the Industrial zoning district subject to several new Use Standards within Article 26. The new Use Standards would be** relative to municipal water & sewer connections, dimensional standards (height, setbacks. etc.), noise & vibration, cooling & humidity-control systems, utility facilities, lighting, landscaping & screening, etc.

The Planning Department hopes to have a productive discussion with the Planning Commission during the meeting on August 10, in anticipation of potentially holding a public hearing for the proposed Zoning Ordinance amendments during the PC's meeting on September 14.

The following are the proposed changes to Articles 2 (Definitions), 5 (Land Use Table), 22 (Technology & Light Manufacturing District), and 23 (Industrial District) of the Township's Zoning Ordinance relative to data centers. Existing language to remain is shown in black, proposed changes are shown in red. If deemed agreeable to the Planning Commission during the preliminary discussion on August 10, 2026, the amendments will be reformatted by the Township Attorney's office into amending ordinance form in anticipation of a public hearing potentially on September 14, 2026.

- DRC

Article 2 - Definitions

Add the following definitions:

Data Center - A facility or campus whose primary purpose is the centralized storage, processing, management, or dissemination of digital data, information, or applications, which typically includes supporting infrastructure such as backup generators, cooling systems, and uninterruptible power supplies.

- **Tier 1 Data Center** – A data center facility or campus of less than 20,000 combined square feet. Typical examples include corporate or enterprise data centers dedicated to a single organization (financial institution, health system, corporation, etc.), colocation or multi-tenant data centers, and telecom data centers. Includes data processing and computer centers, including service and maintenance of electronic and data processing equipment.
- **Tier 2 Data Center** – A data center facility or campus of 20,000 combined square feet or greater, often developed in multiple phases. Sometimes referred to as a “hyperscale” data center.

Article 5 – Land Use Table

Amend Section 5.02 Table of Permitted uses by District:

Section 5.02 Table of Uses Permitted by District (excerpt)

Uses	Symbol	Key																					
	P	Principal Use																					
	S	Special Land Use																					
	A	Accessory Use	R-1A	R-1B	R-1C	R-1D	R-2	RM	PRD	MHP	CV	TC	HRC	O	B-1	B-2	B-3	ULR	I	TLM	HF	HOS	Supplemental Performance Standards
Tier 1 Data Center																		P	P				
Tier 2 Data Center																		S					Sec. 26.403

Article 22 – TLM, Technology & Light Manufacturing District

Replace “Data processing and computer centers” with “Tier 1 data center” as a principal permitted use:

Sec. 22.01 – Principal Uses Permitted

E. ~~Data processing and computer centers, including service and maintenance of electronic~~

~~data processing equipment.~~ Tier 1 Data Center (less than 20,000 square feet)

Article 23 – I, Industrial District

Add “Tier 1 data center” as a principal permitted use, and add “Tier 2 data center” as a special land use

Sec. 23.01 Principal Uses Permitted

Section 23.01 Table of Permitted Uses			
Use	P = Principal Permitted Use SP = Special Land Use		Conditions
Tier 1 Data Center	P		
Tier 2 Data Center		SP	Subject to the requirements in Article 26

Article 26 – Use Standards

Add new sub-section 26.403 within Sec. 26.400 – Industrial, Research, and Laboratory Uses

Sec. 26.403 Tier 2 Data Center

- A. Purpose – It is the intent of this section to protect the health, safety, and general welfare of persons, property, and public infrastructure by minimizing and/or mitigating the potential impacts of Tier 2 data centers. Among those potential impacts are buildings of a size, height, location, and/or scale inconsistent with surrounding land uses, overburden of public and private utilities and infrastructure, noise, vibration, emissions, odor, traffic, exterior lighting (light pollution / light trespass), neglect, abandonment, and loss of property values of residential neighborhoods and businesses in close proximity to such uses.
- B. Tier 2 data centers may be permitted subject to the following:
1. Dimensional standards
 - a. Building(s) – Except where adjacent to a residential zoning district or use, the applicable Dimensional Standards (building setbacks, height, etc.) of this Zoning Ordinance shall apply.
 - b. Mechanical equipment and/or freestanding utility equipment – Except where adjacent to a residential zoning district or use, the same dimensional standards applicable to a building shall apply to all mechanical equipment and utility equipment.
 - c. Parking - The applicable Dimensional Standards for commercial parking areas of this Zoning Ordinance shall apply.
 - d. Minimum separation from residential zoning districts or uses – Where adjacent to a residential zoning district or use, Tier 2 data center buildings, mechanical equipment, and/or utility equipment shall maintain a minimum setback of 100 feet from the property line.
 2. Public utility connection standards

- a. Municipal water
 - i. Tier 2 data centers shall be connected to Commerce Township's public water system.
 - ii. The applicant shall submit a water usage and system capacity analysis to be reviewed by the Township Engineer and the agency designated to operate Commerce Township's municipal water system.
 - iii. Any upgrades to the public water system necessitated by the operations of the Tier 2 data center, including the cost of the upgrades, shall be the sole responsibility of the data center property owner.
- b. Municipal sanitary sewer
 - i. Tier 2 data centers shall be connected to Commerce Township's public sanitary sewer system.
 - ii. No on-site wastewater treatment and/or storage shall be permitted, with the exception of any pretreatment deemed required by the State of Michigan's Industrial Pretreatment Program (IPP) or its successor.
 - iii. Applicant shall maintain compliance with the State of Michigan's Industrial Pretreatment Program (IPP) or its successor.
 - iv. A pollution incident prevention plan (PIPP) shall be submitted and reviewed by the Township Engineer and the agency designated to operate Commerce Township's sanitary sewer system and wastewater treatment plant (WWTP)
 - v. Any upgrades to the public sanitary system necessitated by the operations of the Tier 2 data center, including the cost of the upgrades, shall be the sole responsibility of the data center property owner.
3. Temperature control system – Tier 2 data centers shall utilize a closed-loop (sealed) system for temperature (cooling) and humidity control.
4. Landscaping/screening standards – Tier 2 data centers shall comply with all applicable landscaping/screening/buffering/buffer yard standards of Article 29 of this Zoning Ordinance.
5. Exterior lighting standards – Tier 2 data centers shall comply with all applicable exterior lighting standards of Article 31 of this Zoning Ordinance.
6. Stormwater management standards – Tier 2 data centers shall store and manage their stormwater onsite per the applicable standards of the Township, County, and/or State. The outlet of stormwater to adjacent properties and/or public facilities shall be prohibited.
7. Building form, architecture, and materials standards – All buildings associated with a Tier 2 data center shall be designed per the applicable standards of Article 27 of this Zoning Ordinance.
8. Parking standards – Tier 2 data centers shall be required to provide one parking space per employee on peak shift, plus three visitor spaces, plus required barrier-free and van-accessible spaces.
9. Noise & vibration – Applicant shall submit a noise & vibration abatement plan confirming compliance with the General Performance Standards of this section of the Zoning Ordinance.

10. Emissions – Applicant shall submit an emissions abatement plan confirming compliance with the General Performance Standards of this section of the Zoning Ordinance.
11. Access & circulation standards – Tier 2 data center shall be designed to the satisfaction of the Township’s emergency responders to ensure adequate access and circulation, including but limited to standards for driveway location and spacing, access to secured/gated area, fire lanes, fire department connections (FDC’s), hydrant location and spacing, etc.
12. Decommissioning and environmental remediation plan, and performance guarantee - Applicant shall submit a decommissioning and environmental remediation plan and commensurate financial guarantee to ensure to the satisfaction of the Township that the Tier 2 data center will be returned to its pre-development state should it become functionally obsolete as determined by the Township.
13. (others?)

TO: Commerce Township Planning Commission

**FROM: Commerce Township Planning Department
David Campbell, AICP – Planning Director
Paula Lankford – Senior Planner
Bethany Miller – Associate Planner**



DATE: August 3, 2026

**RE: Use Determination
Oakley Park Business Campus (two phases)**

- Phase 1 – Commerce Modern Warehouse
- Phase 2 – Commerce Flex

**Approximately 8.32 vacant acres comprising two undeveloped properties
South side of Oakley Park Road, between Martin and Haggerty Roads**

At the July 6, 2026 meeting the Planning Commission heard a presentation for a conceptual plan for a two-phased development called Oakley Park Business Campus. Phase one would include for-lease warehouse suites and requires a “use determination” by the Commission as discussed in detail in the report below, with the most relevant section highlighted. Discussion was had at the July 6 PC meeting about the use determination, however, the Commission wanted to research this further before making any form of motion since this determination would be precedent setting. Attached to this report is an excerpt from the July 6 PC minutes for review of this discussion. If the Commission chooses to make a motion on the use determination at their August 10 PC meeting the Planning Department provided language in the report below.

PLANNING COMMISSION CONCEPTUAL REVIEW STAFF REPORT FROM JULY 6, 2026

Section 35.04.A.1 of the Zoning Ordinance provides an option for a potential applicant to appear before the Planning Commission to hear their informal and non-binding comments on a conceptual site plan. Jon Stewart, President of SPS Investments has requested that option. The proposed use is a two-phased development to include for-lease warehouse suites (“Commerce Modern Warehouse”) and multi-purpose flex space (“Commerce Flex”) to be collectively branded as the Oakley Park Business Campus. The subject site is comprised of two properties, both of which are zoned TLM (Technology Light Manufacturing). The uses envisioned to lease/occupy the suites (shops for building trades, professional offices, incubator spaces, etc.) are typically permitted land uses within the TLM zoning district so long as operations are conducted completely within an enclosed building (i.e. no outdoor storage).

The proposed site is comprised of two properties currently under single ownership by SPS Investments (Jon Stewart):

- PIN# 17-24-201-009 – 5.32 acres (zoned TLM)
- PIN# 17-24-201-008 – 3.0 acres (zoned TLM)

The old-timers on the Planning Commission might recall that the two properties were conditionally rezoned to be within the Haggerty Road Corridor (HRC) overlay in 2018. The prospective developer wished to develop a banquet center/restaurant on the site, a land use that is not typically permitted in TLM zoning but is permitted within the HRC overlay. The development never came to fruition, the conditional rezoning was voided, and the property reverted to its base zoning of TLM.

Mr. Stewart's submittal includes a package of materials including a cover letter describing the development, conceptual elevations, and a highly-developed conceptual site plan detailing Phase 1 and Phase 2 developments. Phase 1 would include 70 attached for-lease warehouse units of varying sizes within four linear buildings; three buildings with eighteen units and one building with sixteen units. Proposed units range in size from 810 sq ft to 1,080 sq ft. Each unit will be fully insulated, have a primary pedestrian front entrance and a 12' x 14' insulated overhead door with one loading/unloading space per unit. Mr. Stewart's operational standards are targeted toward high-standard professionally managed business warehouse suites. All prospective applicants will complete an application that will include a screening process verifying the intended use. The lease agreements will include provisions for permitted uses and establishing enforcement for violations. Mr. Stewart has included a list of prohibited activities in his narrative.

Phase 2 would include adaptable flex-space totaling 34,980 sq ft within 22 attached units, including two buildings with six units and two buildings with five units. All 22 units will be 1,590 sq ft, including office space, showroom, light warehouse, and a private restroom. Each unit comes with a primary pedestrian front entrance with an awning and a 12' x 14' insulated overhead door and designated parking. Dumpsters/enclosures are located throughout the site and no outdoor storage will be permitted for either the warehouse suites or the flex spaces. Phase 2 will include similar lease application practices as Phase 1.

Properties in the TLM zoning district are required to comply with the standards of Article 27, Building Form and Composition which lists exterior building material requirements. Mr. Stewart has provided some conceptual elevations; proposed building materials are shown to be premium masonry materials, architectural metal wall panels, and decorative lighting. The buildings will be situated with their overhead doors facing inward toward one another with the front elevations facing Oakley Park Road to include/continue the premium building materials in an effort to be consistent with an office appearance. Freestanding and wall signage would be required to meet the applicable standards of the Zoning Ordinance with approved sign permits from the Building Department.

The site would have greenspace around the perimeter with deciduous shade trees within the proposed areas and enhanced landscaping in an effort to create an attractive development. The development is immediately adjacent to the Township's Oakley Park cemetery and would likely include a privacy fence along the west side of the Cemetery to provide screening. A more formal review of the landscaping would be included if & when a formal site plan is submitted. Review

of the landscape plan would include buffer yards, required plantings around the perimeter of the detention basins, and plantings along E Oakley Park Road and Ridgeway Court.

Site access is proposed via two new full-access driveways along the south side of Oakley Park Road and two new full-access driveways along the north side of Ridgeway Court. Ridgeway Court is a private road; the developer will need to work with Pinewood Industrial Park HOA to gain access to the road. If & when the development team proceeds with submittal of a formal site plan, a traffic impact study may be required which would include an analysis of the new traffic to be generated from the 92 proposed units, and whether road improvements are warranted. Typically, 750 projected new daily trips are the threshold for the requirement of a traffic impact study.

Township Engineer Giffels Webster provided their conceptual-level comments. The Pinewood Industrial Subdivision Storm Water Master Plan is designed to take stormwater from the subject site into the existing storm system via a storm manhole in the southwestern corner of the site. The Engineer's other main comment was confirming appropriate hydrant coverage with the Fire Marshal because that can dictate the routing of any public water main through the site.

Fire Marshal Mark Gall provided what are his mostly standard comments and does not see any fire access issues. The Planning Department is seeking confirmation of whether the proposed buildings/units will require fire suppression.

Use determination

The site is comprised of two properties both zoned TLM (Technology & Light Manufacturing). Sec. 22.02 of the Zoning Ordinance lists "Warehouse and wholesale establishments within a fully enclosed building" as a special land use in TLM. The Planning Department speculates this is meant to address a single tenant/operator occupying a single warehouse building, whereas what is proposed for Phase 1 of the Oakley Park Business Campus are 70 warehouse units occupied by up to 70 different tenants within four buildings. Some might contend the 70 warehouse units are more consistent with "Self-storage/mini-warehouse" which is a principal permitted use in the Industrial zoning district and a special land use in the Haggerty Road Corridor (HRC) overlay. The prospective developer might contend that his operation is distinct from a typical self-storage facility in that the tenants are usually businesses rather than individuals, would sign commercial leases, and would be seeking climate-controlled space with higher ceilings and larger garage openings than typical self-storage. The developer says their "bread & butter" tenant would be building trades (electrician, plumber, finish carpenter, etc.) seeking warehouse space for building material/equipment, and e-commerce tenants seeking climate-controlled warehouse space for inventory. There would be facility standards within the lease agreements prohibiting uses and activities, and most tenants would have typical business hours of operation. The proposed warehouse suites are not intended for an individual to store their own belongings as is typical in most self-storage facilities.

The prospective developer is seeking a Use Determination from the Planning Commission to determine whether the “warehouse suites” within Phase 1 can be considered a use consistent with “warehouse or wholesale establishment within a wholly enclosed building” a use listed as a special land use within the TLM (Technology Light Manufacturing) district. Mr. Stewart would contend that his proposed development within Phase 1 differs from a traditional mini-warehouse/self-storage facility because the warehouse suites he proposes will be utilized by the same type warehouse users that would be permitted within TLM zoning but are smaller in scale to cater to the smaller businesses that don’t have a need for a large single-tenant warehouse building. The alternative would be for the developer to seek to rezone the property to a zoning district that specifically allows “mini-warehouses / self-storage”, such as the Haggerty Road Corridor overlay or Industrial.

If the Planning Commission agrees that the proposed “warehouse suites” is a use consistent with “warehouse or wholesale establishment within a wholly enclosed building” as permitted as a special land use in the TLM zoning district, then the Planning Department offers the following recommended motion language:

Move to determine that “warehouse suites” as proposed for the Oakley Park Business Campus is a use consistent with Sec. 22.02.I “warehouse or wholesale establishment within a wholly enclosed building” within Article 22 – Technology & Light Manufacturing of the Zoning Ordinance, and is distinct from “mini-warehouse / self-storage” as permitted in other zoning districts, and can be reviewed by the Planning Commission at a future date as an application for approval of a special land use in the TLM zoning district per the standards & procedures of Article 34 – Special Land Uses of the Zoning Ordinance.

PLANNING COMMISSION EXCERPT OF THE DRAFT MINUTES OF JULY 6, 2026

•OAKLEY PARK BUSINESS CAMPUS – USE DETERMINATION

Jon Stewart of SPS Investment is requesting a use determination for “warehouse or wholesale establishment within a wholly enclosed building” as a Special Land Use within the TLM (Technology Light Manufacturing) district.

PIN#’s 17-24-201-009 & -008

Dave Campbell – So, there's two components this evening with this particular concept plan. One is somewhat of a standard conceptual review, where you give the prospective developer your first thoughts and let them know whether this is a project that you think is viable and something they should consider pursuing, or if there are any major hurdles to be cleared, to let them be aware of that now rather than having them find out after they've invested a lot in the project.

In addition to that, we're also looking for a use determination. Both the Planning Department and the petitioner are looking for a use determination to determine if what they're proposing is a use consistent with the existing zoning for the two properties, which is TLM, technology and light manufacturing, or whether it's a use that's not consistent with TLM zoning and therefore might require the property to be rezoned to a zoning district that does allow for the proposed uses.

So, the prospective developer is led by Jon Stewart and what's being proposed is a two-phased development along the south side of Oakley Park Road, between Martin and Haggerty. This is a pair of properties that the Planning Commission has seen before, or at least those of you who were around at the time. Back in, I want to say 2018, we had a prospective developer look at these properties for a potential restaurant/banquet center with an adjacent office building. And because the property is zoned TLM, which is not a zoning district that would typically allow a restaurant or a banquet center, the petitioner sought rezoning the property, keeping the base zoning TLM but extending the Haggerty Road Corridor overlay over to the site, because the corridor overlay allowed the restaurant and the banquet center. That Conditional Rezoning was approved, both by the Planning Commission and Township Board; however, the developer, for his own reasons, never pursued the project. The property remained vacant and the Conditional Rezoning lapsed because the project never got developed.

Fast forward to today, what Mr. Stewart and his team hope to do is develop a site plan consistent with what you see in front of you. I'll try to zoom in a little bit more. Phase I would be 70 storage units, that's the red units that you see, and those units would be leased to businesses, contractors, plumbers, electricians, folks running an online business who need space for inventory. They would be heated storage units with a large overhead door and then also a man door. They would be marketed as warehouse units of about 1,000 square feet. The sizes vary a little bit, but they average about 1,000 square feet.

The word warehouse is key to the discussion because within the TLM zoning districts, warehouse and wholesale establishments are allowed as a Special Land Use under TLM zoning. However, self-storage units, or what are sometimes called mini warehouses, are only allowed in our industrial zoning districts or allowed in the

Haggerty overlay. So, when we talk about self-storage and warehouses, you're talking about the public storages of the world.

This, I think Mr. Stewart could explain, is a different business model in that you're not renting to someone who is just needing a storage unit for a month or a couple of months because they're between houses, or they've just got too much junk in their garage and they need a place to put it all. These would be specifically marketed toward businesses, commercial businesses, that need additional space for warehousing. And so the use determination is the type of warehousing that they're proposing consistent with what the Township envisioned when we listed warehouse and wholesale establishments as a Special Land Use within the TLM zoning district. Is there a consistency there? If there is, then they would not need to rezone half of this property to a zoning district that allows for mini warehouses or self-storage. If the Planning Commission feels that the warehousing that it was intended to be allowed in TLM zoning district was meant to be larger warehouse establishments, single user warehouse establishments, then we might have to talk about rezoning this property, or at least half of this property, to a zoning district that allows for mini warehouse/self-storage.

Phase II to the West would be different in that it would be what they refer to as flex spaces. So, these would be finished units with a bathroom, office space, climate controlled, where you could fit your unit as necessary for your business, and you would operate out of these spaces. So, the red buildings would strictly be storage spaces. The orange buildings would be actual operation spaces, whether you have office, whether you have a showroom, or a shop or warehouse in the back. And, there would be flex spaces because it would be up to the tenants how they outfit their unit.

So long as those spaces are occupied by the types of land uses that are allowed in TLM zoning, then seemingly the orange flex units would be allowed in TLM zoning without the need for a rezoning. But again, the use determination is more specific to the red uses and whether they can be allowed under TLM zoning.

As you see, they're proposing two points of access along the south side of Oakley Park Road, and also connections going through the site to the private road to the south which is Ridgeway Court. That's a private road for the Pinewood industrial park. I know Mr. Stewart and his team have been looking into the title and I think there's a question of whether or not these properties already have rights to use Ridgeway Court. If they do not, then they would seemingly have to buy into the Ridgeway Court and the Association for Pinewood in order to access Ridgeway Court. That would be something that the development team would have to work out on their end. Having that connection through would be necessary from the Fire Department's perspective. Otherwise, you'd be talking about having to fire suppress some or all of these units.

Within the prospective developer's package material, they did provide some perspective building elevations and renderings. What they're proposing, at least on these nice pictures, is what looks to be an attractive combination of materials. The faux wood siding, some masonry elements, lighting, landscaping and so forth. As we discussed with the team in our preliminary meeting here in-house, there would be an expectation, especially in the TLM zoning district, that these buildings would have a very attractive appearance throughout, but especially where they're most highly visible to Oakley Park. That is, there would be a nice face on these buildings where they would face Oakley Park Road. So, at least from these prospective renderings, it looks like that's what

they're hoping to accomplish. They have provided some examples of comparable developments that they've done in Grand Blanc Township, although they acknowledge they would want to upgrade their building materials in order to meet the standards and the expectations of Commerce Township.

I guess in summary, they're looking for the Planning Commission's feedback on the use and whether this seems like an appropriate use for these properties along Oakley Park. I am remembering too that maybe a year or two ago, there was a group that was considering doing senior independent living on these properties and one of the concerns the Planning Commission had then was that right across the street on the north side of Oakley Park is the Detroit Gun Club. We've all heard the Detroit Gun Club when they're having their events, and all the sounds that come from that, and the concern was that the folks across the street would have to listen to that all day. That might be relevant here when you're talking about storage units and flex-based units. Are those more appropriate neighbors to a gun club maybe than an independent living facility would be?

So, some feedback for the developer on the use, but then more specifically, the use determination for the storage units and the warehouses that are proposed within TLM zoning, and whether or not TLM supports that or whether they would have to look to rezone the property in order to do those warehouse storage units. I'll take a pause there and see if there are any questions for me. Otherwise, Mr. Stewart and your team, if you want to introduce yourselves. I know there's some of us up here who are nerds and we want to watch the soccer game. I try to remind everybody this is the United States and we don't watch soccer, but some people don't want to believe me when I say that. So. I know there's a game going on right now, so everybody is going to be expeditious in their presentations.

Mr. Stewart – Thank you for your time this evening, Mr. Chair and Planning Commission. We're really excited about this project. David covered a lot of it. My name is Jon Stewart with Stewart Property Solutions. This is Ben Williams. He's a partner with Stewart Property Solutions. We're a small company. We've got a portfolio of properties, roughly 200,000 square feet of multifamily and industrial properties. We self-manage all of our properties, so we're really hands-on managers. We intend to do that with this development. We really see that as a core advantage for us. We continue to self-manage and be hands-on owners of real estate. We have ties to Commerce Township. Ben is a resident of Commerce Township in Pine Cove. He's raising his family here. My siblings own Tim Horton's on Haggerty Road in Commerce. They opened that 15 years ago, so we've been in the area a while. We definitely care about the community. We want to succeed for ourselves, but also for the Township in this development. We look forward to your feedback and any questions you have.

I would just kind of point out on the warehousing development, as you can see in the picture here, each suite has a pedestrian door and a 12x14-foot overhead door. These are all heated units. They have two LED lights inside and basic electric, so a couple outlets inside. The ceiling height is 16 feet, so it allows for racking and storage for business inventory. The ceiling height is great for equipment storage as well.

Dave Campbell – Mr. Stewart, would you say that those features are part of what maybe makes it distinctive from your typical self-storage? The taller doors, the taller ceilings, that makes it more commercial oriented as opposed to just somebody who needs a place to store their stuff for a while.

Mr. Stewart – Absolutely. Yes, the physicality of these buildings, and the way we've designed the site for traffic maneuverability of larger trucks is definitely different than what you would see in a mini storage warehouse or typical self-storage. Our drive aisles are 65-feet wide, whereas some you see are 30-feet wide. The buildings themselves have 16-foot ceilings inside and 14-foot-high doors. So, you've got forklifts able to come in and drop pallets and trucks being able to deliver things. So yes, certainly in that aspect, and then also in the leasing aspect. Our lease terms are minimum 6 months to 12 months. It's typical lease terms. So, your self-storage are month to month leases. And then we're strictly leasing to businesses with an application process, so that's something that mini warehouse or self-storage doesn't see as well.

Mr. Williams – I just want to point out too that with our existing policies and what we have on our other sites, for a vetting process through that operational standpoint, everyone that we bring in is fully vetted through us. That's through multiple factors and checks that we do operationally that does differentiate between us and other storage spaces.

Dave Campbell – I think we've got to ask the question, with the warehouse space, how do you enforce or police avoiding someone actually running their operation from the space, as opposed to just using it for storage.

Mr. Stewart – Definitely a concern. Our leases state that a lease violation would be operating a business out of the space. We have to police it. As hands-on managers, we've got a security camera system. We're onsite; Ben is a mile up the road in Pine Cove, so daily sometimes, or at least a few times a week. So, we would be hands-on managers policing ourselves, and the lease would be the contractual agreement that we have.

Mr. Williams – I just want to point out too, how we're policing it is the use of security cameras, the 24/7 operations, save the feedback two months. So not only are we onsite, we're able to go back and look at prior use.

Phillips – Do you have other properties that are similar use?

Mr. Stewart – Yes, we've got a 31,000 square foot development in Grand Blanc that's similar size units, heated, and the typical users are mostly in the trades. We've got an electrician, a plumber, a core driller, a pool guy, a lot of service businesses.

Phillips – Do you have evidence of demand for this in Commerce Township?

Mr. Stewart – Yes, we opened in September of 2025 and we were full two months later. There we had a smaller building, it was 38 units, and here we have planned for 70. That's Grand Blanc Township, and I think Commerce Township would have further demand than there.

Dave Campbell – I mean that is an important question because if warehousing is determined to be what this use is and allowable in TLM, it's still what we call a Special Land Use. With any Special Land Use, you have to show that there's a documented and immediate need for the use. So, if we get to that stage of the process, you would have to answer that question and show us that there is a need for this use at this location. That is often done through market research or comparables in the area and so forth.

Mr. Stewart – Okay.

Mr. Williams – Just to add on to Jon's point, we'll consider anything we need to do and any information we need to provide, we can definitely do so. But for us, this existing development in Grand Blanc is a much more rural space. What we've noticed right now, and what made this site so appealing, is the traffic flow that we've all witnessed at the end of M-5, since prior to the roundabouts being put into place. We have a stalemate in this location that you guys have worked diligently to overcome through the use of roundabouts, that when people want to head north and head home, there is a huge demand of people that live just north of this facility. What we're trying to do is take advantage of that. When we looked back at some of the initial data from the initial search, it shows it as very viable. Right now, in Grand Blanc, we're seeing things where within our software, we have a waiting list of 7 or 8 different people who are ready to come in. When Jon first put this site in place, he was thinking it would be occupied in a matter of four months, and when he did all his proformas, he was done in two. So, I think that's a potential point as well.

McCanham – What about the storage of motor vehicles and hazardous materials?

Mr. Stewart – Yes, definitely. Hazardous materials are strictly prohibited and it's spelled out in the lease.

McCanham – How do you police that with hazmat stuff, like tradesmen with their supplies? You talked about a pool guy. He's got a ton of chlorine and such. How do you police all that stuff? You're not sprinklered, right?

Mr. Stewart – No, we're not sprinklered. We have fire walls when going over certain square footage. Our lease addresses hazardous materials, and we do get in the units once a year for inspection. If something is out of line, that's when we speak to the tenant and investigate further.

Mr. Williams – Through the vetting process we do, we also ask for SDS (safety data sheets) and quantities. So, a lot of that usage that we're actually going to obtain is going to be if it's potentially needed, but we don't typically allow anything like that, or anything that could require any kind of permit. So, anything that's in storage is usually regulated by DOT standards.

McCanham – The EPA has reporting requirements to the county, and we find in the county that there's about 60% compliance for that. So, it's a question. If you have a plumber with gas tanks in there. You've got all sorts of stuff and you don't have adequate ... Look at Clinton Township a couple years ago when the building blew up; a guy was storing all the vape stuff. Nobody knew about that, not even the building owner.

Mr. Williams – Yes, and I think that's part of where our policing and everything else kind of comes into play, right. We're constantly onsite, so we're reviewing it. We're within a half mile, so anything that we're addressing is immediate, and it is grounds for immediate ...

McCanham – You're pretty close to two underground major natural gas lines.

Mr. Williams – Absolutely.

Mr. Stewart – It's a real concern for us. The application does help weed out certain businesses that are heavier users, or more dangerous types of materials coming in. That's something that we can't say we have a perfect plan for, but it's something that's on our mind.

Chairperson Parel – But I guess you could argue other uses that would be allowable, maybe not at same level or number of users, would have the same concerns in this TLM zoning. And you're certain that these would not require fire suppression?

Weber – Not with the two access points coming in and out, they would not be required.

Dave Campbell – That's our understanding in conversations with the Fire Marshal. Granted, he looked at it very preliminarily, but yes, based on the access and size of the units, and so long as there are fire stops between each unit, fire suppression would not be required.

Weber – For me, if your concept was on Maple Road between Benstein and Beck Road, where there's a lot of vacant land but it's zoned industrial, I'd be 100% for this. I do like the Commerce Flex. I think it fits and I think it's perfect. One of the questions and one of the concerns I have on the warehousing is, 10 years from now, you sell it. What happens? Now somebody else comes in. The units are built. I might have concerns because they are glorified self-storage units. You are targeting a business unit, plumbers, electricians, trades, and I get all of that. But if you sell it, somebody else might not have that same level of control or interest. It might be, whoever I can rent it to I'm going to rent it to.

I think we need to think about what protections might look like for that, because once it's built, it's there. You could be the greatest owners in the world, but the next person might not be. Obviously, the renderings look spectacular for what it is. My concern is more about 10 years from now. What happens with it and what's it look like. I'm not concerned with the Commerce Flex because it's a business unit. You have office space and full-time tenants. It's not somebody dropping off.

The only other comment I had was, in going through the list of restrictions that you have, it didn't just say something kind of point blank, "No Outdoor Storage". It had examples of what would not be allowed, but you didn't say something just as clearly as "Zero Outdoor Storage.", which would cover everything.

Mr. Stewart – Definitely no outside storage, so we will add to it.

Winkler – I think this is a good fit for the site, as well as complementary if not better than some of the other industrial properties adjacent to the east. I have to mention one thing. In the prohibited uses, you prohibit overnight vehicle parking and overnight trailer parking. Is your expectation that the tenants will park their cars inside the units, or just not park them there at all?

Mr. Stewart – Yes, they can certainly park their vehicles inside their unit, or just no overnight parking.

Winkler – The reason I bring that up is, I live in Foxtrot, along Benstein. Across from Foxtrot there is a multitenant industrial building that has dozens of cars that are abandoned sitting there. Some of them haven't been moved in years. I want to make sure that doesn't happen here. A car gets parked, it sits there, the tires get flat and it just sits there. It's not necessarily questioning what you're prohibiting, but how you enforce it. The enforcement also ties into what George mentioned. If you're enforcing it to a T, and a new person walks in and says that's all right, we'll have cars parked all over the place. The key is going to be enforcement.

Dave Campbell – It's interesting you mentioned the Benstein Business Park, because I think when these gentlemen first met with the Planning Department, they used that as a comparison. I said don't even use that as a comparison! Our code enforcement division is actively working on enforcement with the landlord, and I think we've been to court at least once recently with the landlord trying to get the Benstein Business Park cleaned up. So, that's a work in progress. But yes, we've had discussions with these gentlemen that the expectation here would be the opposite of what has been the practice for the Benstein Business Park, including the prohibition of any kind of marijuana grower, cultivator, processor, or anything like that. they volunteered to not even go down that road.

Winkler – As a footnote to what you're saying, Dave, the storage lot behind Benstein recently changed hands, because I store our RV there. And just to let you know, the new owners are cleaning it up substantially.

Dave Campbell – Okay, I'm glad to hear that.

Winkler – We've stored our RV there for 20 years, and finally somebody is doing something about the blight.

Dave Campbell – I will pass that along to our code enforcement folks because they're working on it. That's one of the top priorities, getting that site cleaned up once and for all.

Winkler – Thank you, Dave.

Mr. Williams – And just strictly standing to that enforcement code, the only thing we can speak to is how we manage at this point, and how we're going to manage the property. From an enforcement standpoint, we sticker or remove at any time. If anyone is ever parked overnight, we'll usually give them a few days to remove it or else it's towed at the owner's expense. We understand if something changes hands, given this use, so definitely understand that completely.

Weber – Dave, this is where we're kind of struggling on the zoning and how this fits. If there is an opportunity to move forward with something like that, maybe it is a Conditional Rezoning where we can then write into that agreement everything that we've talked about. Then the Township is protected from future owners of the property, and it maintains the concept that we're talking about today.

Dave Campbell – So a Conditional Rezoning Agreement would be, as we're all aware, a contract between the developer and the Township laying out exactly what is permitted, what's not, and what conditions they want to volunteer. Another way to look at it though is, if it is determined that these are warehouses that are allowed in TLM, they would only be allowed as a Special Land Use. So, you can condition the Special Land Use on certain conditions. And because it's a Special Land Use, there are kind of more teeth to those conditions, and those would run with the project regardless of ownership, turnover and so forth.

Weber – So, neither one of us then would have to pay more fees to the attorneys that way.

Dave Campbell – That is certainly part of a Conditional Rezoning is now you're talking about a contract, and when you're talking about a contract, you're talking about attorneys.

Weber – I think that answers my question with the Special Land Use.

Phillips – I don't have any other questions.

Loskill – My only concern is that when you look at this for heating and cooling, make sure it's not really visible from the road, whether you're using rooftop units or concealed units. The only other comment I had was that the buildings look great. Make sure the

sign you put on the front complies with the requirements of the Zoning Ordinance. That's all I've got.

McCanham – The greenspace on the east end of the property; you have a prohibition against anything in that greenspace there, next to the cemetery?

Mr. Stewart – We wanted to supply as much building setback to the cemetery as possible out of respect. There are quite a few mature trees over there, so we would like to save as many as we can to add to that privacy. Right now, we're at about 80 to 85 feet setback from the property line to the buildings.

McCanham – But is there going to be a prohibition about what can go into that grass if somebody rents a unit right next to it?

Mr. Stewart – Yes, nothing would be planned for that space. Are you asking if something could be written in?

McCanham – I know how that works. I'm just saying, I could see that as ... You don't want somebody putting a bunch of pallets outside back there.

Dave Campbell – It might be a temptation to put a trailer back there or whatever.

Chairperson Parel – I'm not sure I have any further comments. It's a non-binding conversation. I think we had a good conversation today. Hopefully we gave you some information and feedback to help you in determining your next steps. Is there anything else that we can answer?

Dave Campbell – If you're prepared to do so, the use determination could come in the form of a motion. That use determination would be whether or not the warehouse uses that they're proposing are consistent with the warehouse uses that are allowed as a Special Land Use in TLM zoning as it stands today.

Chairperson Parel – So, from a conceptual standpoint though, on the warehouse suites, are we good with that? From a conceptual standpoint, are we leading them in the right direction?

Loskill – Right.

Dave Campbell – Yes, but the use determination, I would like to see it be in the form of a motion, if you're prepared to do so. And keep in mind, that use determination would be precedent setting. So, if these guys disappear and the next guys come along and want to do something comparable, that use determination would still apply.

Weber – I think I would like to read more on that before I made a motion tonight on having a conceptual discussion, I think specifically because of that point that it can be

precedent setting. So, if we're going to move forward, I just want to make sure we all know what we're signing up for, not just today but 10 years from now.

Dave Campbell – So, fair enough. At least on a conceptual level though, if there's any guidance that they're on the right track, and if this is something that is worthy of them continuing to invest in. Those are the things I assume they would want to hear this evening.

Weber – I think it's worth moving forward with. Do I have some questions? Sure. I think we have some issues to iron out. But my view is that I don't see a showstopper on this.

Chairperson Parel – I think that's a good way to put it from my perspective.

Phillips – It seems like a good use to me.

Mr. Williams – Is there any feedback on the architectural we supplied?

Chairperson Parel – I like it.

Loskill – I like the architecture.

Weber – Can we make it look like that going forward? Obviously, pictures are always ...

Mr. Williams – Everything provided today as far as architectural is spec finish from different products that are already out there. The one thing I wanted to mention too, and it's important to me as a resident of Commerce, especially since we talked about providing statistics for small businesses, one of the things we see in this area that kind of makes the warehousing for us an important and viable solution is, part of our Master Plan states that we're trying to support small businesses. Small businesses need varying levels of space, whether it be 1,000 or 1,600 square feet.

What we're trying to do is possibly be almost like a stepping stone with this warehouse, promoting to the small businesses, and then reaching out and having them hopefully graduate into the flex spaces. With those flex spaces, you might have a little bit bigger business. Maybe the warehouse is a specific electrician who just wants to run one truck because he has decided that's how big his business is going to be. But, if they can step and step, we have warehousing for lease all over that could be potentially for them to graduate to. So to me, it's almost like a three-tiered stepping stone. The one is already developed and it's 4,000 to 5,000 square feet, and this comes in at the middle and it's 1,000 up to 1,700 square feet. Just something I wanted to point out as to why it's important and why we thought it was the right fit for us.

Phillips – Is there any potential to connect units if somebody needs the space?

Mr. Stewart – In the flex space development, yes. In the warehousing development, no.

Weber – I'm curious, why not? If somebody wanted 2,000 square feet ...

Mr. Stewart – Just the structure with the load bearing walls.

Mr. Williams – Yes, the aspect is also obviously anything fire related.

Chairperson Parel – Do you gentlemen have what you need from us tonight?

Mr. Stewart – Yes, absolutely. We appreciate it and all of your time.

Chairperson Parel – Looking forward to this. You have our support, and you've got Dave and his crew if you need anything. Thank you.

Memorandum

To: David Campbell, AICP Date: June 24, 2026

From: Jason Mayer, PE Project: Oakley Park Luxury Storage

RE: Oakley Park Luxury Storage Project No.: 19167
Concept

Mr. Campbell,

We have reviewed the concept plan for the proposed luxury storage project just east of the intersection of Oakley Park and Martin Road. Our comments are listed below:

- Not all water main and sanitary sewer lines are shown on the plan. A GIS print showing the facilities around the site is attached.
- Per the Pinewood Industrial Subdivision Storm Water Master Plan, this site can discharge a maximum of 6.8 cfs of storm water into the existing storm system. There is a storm manhole they can connect to in the southwestern corner of this site. The Storm Water Master Plan sheets are attached for additional information.
- There is no proposed water or sanitary service to the eastern parcel. Will there be an onsite rental office for the storage units in one of the buildings? If so, a water & sewer connection will be required.
- The Fire Marshal will need to confirm appropriate hydrant coverage for the proposed buildings during the site plan approval process.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Mayer".

Jason Mayer, PE
Partner

Attachments: Marked up concept plan
GIS Print
Pinewood Industrial Subdivision Storm Water Master Plan



Bethany Miller <bmillier@commercetwp.com>

Preliminary Concept Review - Commerce Luxury Storage

Mark Gall <mgall@commercetwp.com>

Wed, Jun 10, 2026 at 2:04 PM

To: Bethany Miller <bmillier@commercetwp.com>

Cc: David Campbell <dcampbell@commercetwp.com>, Paula Lankford <plankford@commercetwp.com>

Hi Bethany -

I reviewed the attachment and it does not appear to have any fire access issues.

Mark Gall

[Quoted text hidden]

--

Mark Gall - Fire Marshal

Commerce Township Fire Department

[2401 Glengary Road](#)

[Commerce Township, MI 48382](#)

Office: 248-624-5326

Fax: 248-560-0053

Cell: 248-318-1093

mgall@commercetwp.com

<http://www.commercetwp.com/>

www.knoxbox.com/7298



CONCEPTUAL REVIEW

OAKLEY PARK BUSINESS CAMPUS



June 17th, 2026

Commerce Township Planning Commission
2009 Township Drive
Commerce Township, MI 48390

RE: Parcel 17-24-201-008 & 17-24-201-009: Oakley Park Business Campus, Development
Conceptual Review Submission

Dear Planning Commissioners and Township Staff:

On behalf of the development team, I am pleased to submit the proposed Oakley Park Business Campus Development for your review and consideration.

The proposed development consists of two projects: Commerce Warehouse which includes 70 high-quality warehousing suites varying in size from 810 to 1,080 Sq. Ft. and Commerce Flex which consists of 22–1,590 Sq. Ft. suites of modern flex space for business use. The development is designed to provide modern, functional space for local entrepreneurs, small businesses, and contractors. Our infrastructure provides small businesses with an affordable space for their business to take root as well as be used as a stepping stone for growing businesses to graduate to larger warehousing or industrial space within Commerce Township as needed.

This project supports several objectives identified within the Commerce Township Master Plan, including encouraging economic investment, providing opportunities for small-business growth, expanding the local tax base, and promoting high-quality commercial development. The proposed buildings incorporate contemporary architectural materials, enhanced landscaping, efficient site circulation, and modern infrastructure intended to create a long-term asset for the community.

The development represents a significant private investment in Commerce Township and will provide flexible commercial opportunities that are currently limited within the local market. By accommodating small and growing businesses, the project helps retain local economic activity while supporting future employment opportunities within the Township. The development has been thoughtfully planned to create an attractive and well-maintained business environment while complementing the surrounding area.

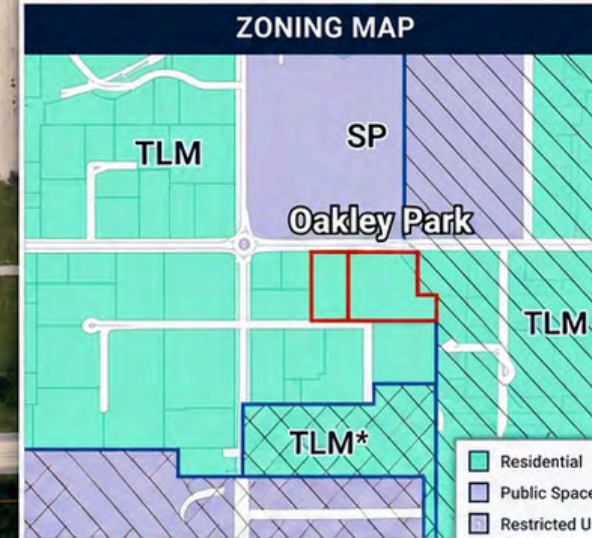
Included with this submission are the site plans, architectural renderings, supporting studies, and individual project information for your review. We appreciate the Township's time and consideration and look forward to working collaboratively with Township staff and the Planning Commission throughout the review process.

Thank you for your consideration.

Sincerely,



Jonathan Stewart
Stewart Property Solutions, LLC
Applicant, Prospective Purchaser, Developer



OAKLEY PARK DEVELOPMENT

Commerce Township, MI


PRIME LOCATION

- Easy access to Oakley Park and M-5
- Minutes to I-275


FLEXIBLE USE

Zoned TLM/TLM* – supports a variety of commercial and industrial uses


SURROUNDING AREA

Established industrial subdivisions and businesses


TOTAL ACRES

8.32 AC
(2 Parcels)

 **SUBJECT PROPERTY**

PARCEL 2: 3.00 AC
PARCEL 3: 5.32 AC

 **NORTH**

Commerce Warehouse

Project Narrative & Development Overview

Property Information

Project Name	Commerce Warehouse
Property Address	0 Oakley Park, Commerce Township, MI 48390
Parcel ID	1724201009
Site Size	Approx. 5.32 Acres
Zoning	TLM



COMMERCE WAREHOUSE

PROJECT NARRATIVE

Special Land Use Application for Warehousing

Oakley Park Road, Parcel: 17-24-201-009
Commerce Township, Michigan

Prepared for:
Commerce Township Planning Commission

Submitted by:
Stewart Property Solutions, LLC

June 2026

Project Overview

Commerce Warehouse is a purpose-built warehouse development proposed in Commerce Township, Michigan. The project is designed to provide high-quality heated warehouse suites that support the retention and growth of local small businesses, service providers, and entrepreneurs within the Township. Through offering secure, flexible, and professionally managed warehouse space, the development addresses the growing demand for small-scale industrial and warehousing facilities often unavailable in today's market.

This development fills an important gap between traditional self-storage facilities and larger industrial warehouse buildings by providing functional warehouse suites specifically tailored to the needs of small and growing businesses. These suites offer the space, accessibility, and operational flexibility necessary for inventory storage, equipment storage, business supplies, and other warehousing needs, while maintaining an affordable occupancy cost for local businesses. By creating a modern and professionally managed warehousing environment, Commerce Warehouse will provide an opportunity for businesses to establish, expand, and remain within Commerce Township while supporting the Township's long-term economic development objectives.

Site Location

The proposed development is located on Oakley Park Road within the TLM (Technology, Light Industrial, and Manufacturing) Zoning District in Commerce Township. The site is situated within an established industrial corridor and is surrounded by a mix of industrial, institutional, and undeveloped properties that are compatible with the proposed warehousing use.

The Detroit Gun Club is located directly north of the site across Oakley Park Road. The Richardson Cemetery borders the property to the east, while the Pinewood Industrial Subdivision is located immediately south of the site. A vacant parcel lies to the west. The surrounding land

uses and zoning pattern establish the area as an appropriate location for light industrial and warehousing activities.

Architectural Design and Building Layout

The architectural design of Commerce Warehouse has been intentionally developed to exceed the appearance standards typically associated with traditional warehouse developments. The project incorporates a combination of premium masonry materials, architectural metal wall panels, modern building forms, decorative lighting, and enhanced landscaping to create an attractive development which complements the character of the Oakley Park industrial corridor and aligns with the design expectations of Commerce Township.

The proposed development consists of three modern warehouse buildings totaling approximately 64,000 square feet. The project will provide individual warehouse suites ranging in size from approximately 810 square feet to 1,080 square feet. Each suite will include a 12-foot by 14-foot insulated overhead door, a pedestrian entrance, LED interior lighting, basic electrical service, individual heating units, and fully insulated exterior walls.

Site improvements have been designed to support safe and efficient vehicle circulation while maintaining an attractive and well-organized site layout. Existing mature vegetation will be preserved where practical, and additional landscaping will be installed throughout the development to enhance the property's appearance, soften building elevations, and provide visual screening where appropriate. Decorative landscape beds, foundation plantings, and enhanced entrance features will further contribute to the overall character of the development.

Exterior lighting has been designed to provide a safe and secure environment for tenants and visitors while highlighting key architectural features, signage, and landscaped areas. All site lighting will be designed to meet or exceed Township standards while minimizing light spillover onto adjacent properties through the use of modern fixtures and appropriate photometric controls.

Operational Standards and Tenant Restrictions

Commerce Modern Warehouse will be owned and professionally managed by Stewart Property Solutions (SPS), a Michigan-based real estate company with nearly two decades of experience owning, operating, and managing commercial real estate. As long-term owners of the development, SPS is committed to maintaining a clean, attractive, and well-managed property that reflects positively on Commerce Township and the surrounding business community.

To ensure the development operates in accordance with warehousing use, all prospective tenants will be required to complete an application and screening process to verify that their intended use complies with the operational standards of the facility. Lease agreements will contain provisions that establish and enforce the permitted use of each warehouse suite.

To maintain compatibility with surrounding properties and preserve the quality of the development, the following activities will be prohibited:

- Outdoor storage of inventory, equipment, materials, trailers, or vehicles.
- Exterior display of merchandise or business materials.

- Overnight outdoor parking of commercial equipment, trailers, or business vehicles.
- Manufacturing, fabrication, assembly, or production activities.
- Vehicle repair, maintenance operations.
- Retail sales or customer-facing commercial operations.
- Storage of hazardous, combustible, or otherwise regulated materials not permitted by applicable codes.
- Residential occupancy, living quarters, or overnight accommodations.
- Workshops, business operations, or other activities inconsistent with the approved warehousing use.
- No Marijuana users
- No tenant exterior signage.

Users of the facility are expected to access their suites periodically for the warehousing and retrieval of inventory, equipment, and business-related materials. As a result, the proposed use generates relatively low traffic volumes and limited outdoor activity.

Consistency with the Commerce Township Master Plan

Commerce Warehouse supports the goals of the Commerce Township Master Plan through providing employment-supporting warehousing space designed for small businesses, service companies, and local entrepreneurs. The project preserves land planned for industrial use while providing a modern and professionally managed development that strengthens the Township's commercial tax base. The Early-Stage company segment of the market is often underserved by traditional industrial properties. Small businesses frequently require warehouse space but cannot efficiently utilize larger industrial buildings. The proposed warehouse suites provide an opportunity for businesses to remain and expand within Commerce Township rather than relocate to neighboring communities. Being located within an established industrial corridor, this project concentrates industrial activity in an area planned for such uses while avoiding and reducing impacts and on residential neighborhoods located further to the North.

Economic Benefits to Commerce Township

Commerce Modern Warehouse represents a significant private investment in Commerce Township of an estimated \$7,100,000 and will contribute to the Township's long-term economic development objectives through expanding the inventory of high-quality industrial and warehousing space available to local businesses.

The development is specifically designed to serve small businesses, trades, service providers, e-commerce operators, and entrepreneurs who often struggle to find appropriately sized warehouse space within the local market. By providing modern, flexible warehouse suites, the project creates opportunities for businesses to expand their operations, improve efficiency, and remain within Commerce Township as they grow. In addition, the development will provide existing businesses within the Oakley Park industrial corridor with nearby options for inventory, and equipment warehousing; helping to retain business activity and investment within the community.

The project supports the goals of the Commerce Township Master Plan by encouraging economic growth, supporting entrepreneurship, strengthening the Township's industrial tax base,

and promoting investment within an established industrial area. Through thoughtful site design, quality architecture, and long-term professional management, Commerce Modern Warehouse will provide lasting economic benefits to the Township while enhancing the overall character of the Oakley Park industrial corridor.

Traffic

The proposed warehouse use is anticipated to generate low traffic volumes and limited outdoor activity compared to many industrial, manufacturing, office, and commercial uses. Tenant visits are expected to occur intermittently throughout the week rather than on a continuous basis. Most site traffic is expected to consist of passenger vehicles, pickup trucks, cargo vans, and light commercial vehicles accessing individual warehouse suites for the warehousing and retrieval of business-related materials.

Conclusion

Stewart Property Solutions has strong ties to Commerce Township and is committed to the long-term ownership and management of the proposed development. We respectfully submit that the proposed use satisfies the intent of the Special Land Use standards, is compatible with surrounding land uses, advances the economic development goals of Commerce Township, and will serve as a valuable asset to the Township and local business community for decades to come.

For these reasons, we respectfully request approval of the Special Land Use application for warehousing and look forward to continuing to work collaboratively with Township staff, the Planning Commission, and the community throughout the development process.

Respectfully Submitted,

A handwritten signature in black ink that reads "Jonathan Stewart". The script is cursive and fluid, with the first letter of each word being capitalized and prominent.

Jonathan Stewart
President
Stewart Property Solutions, LLC



Building & Unit Mix

Building	Unit Size	Dimensions	# of Units	Total SF
1	1,080 SF	18' x 60'	18	19,440 SF
2	900 SF	18' x 50'	36	32,400 SF
3	810 SF	18' x 45'	18	14,580 SF
Total			72 Units	66,420 SF

Features

- 16-foot clear ceiling heights
- 12' x 14' overhead doors
- Dedicated pedestrian entry doors
- 50-Amp Panels
- Natural Gas Heaters
- Fully insulated and heated spaces for year-round usability
- Durable concrete floors and steel construction
- Wide drive aisles for truck and trailer maneuverability
- Mailbox access for tenants
- Security cameras and site lighting
- Professional property management and on-site trash service

PROJECT 1 - COMMERCE WAREHOUSE

COMMERCE TOWNSHIP, MI

PROJECT

PROJECT 1
CONCEPT

SPS DEVELOPMENT
FLEX

Scale

1/0" = 1'-0"

Date

3/23025

Drawd By

BW

Checked By

NA

Project Number

2026 - 001

No.	Description	Date

Project 1 -
Commerce Warehouse
Architectural Elevations

A1.1



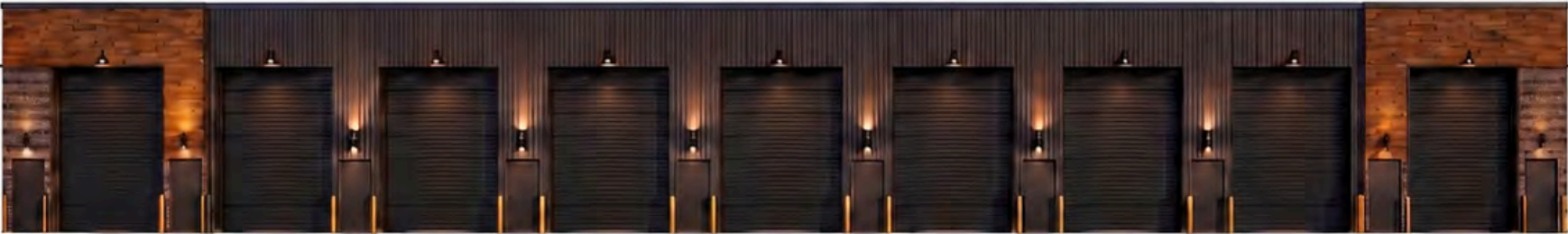
ELEVATION

1/8" = 1'-0"



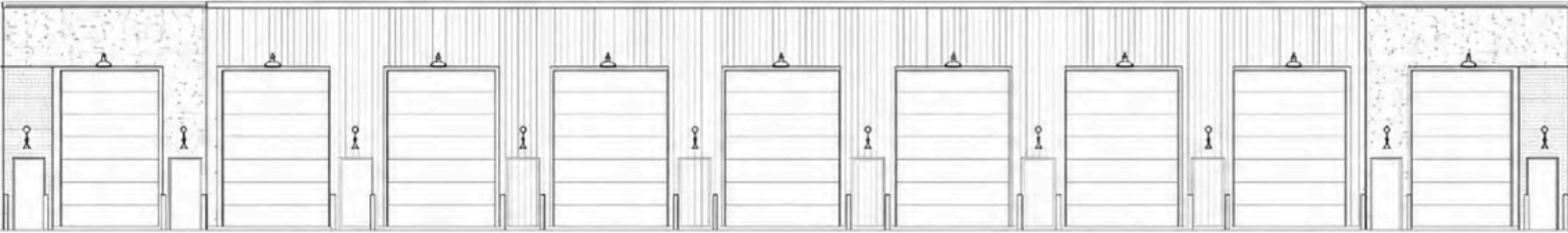
ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"

Comparable Project

The images below reflect SPS's existing business warehouse development located at 3151 Tri Park Drive, Grand Blanc, Michigan. The proposed development in Commerce Township will have a significant upgrade in finishes.

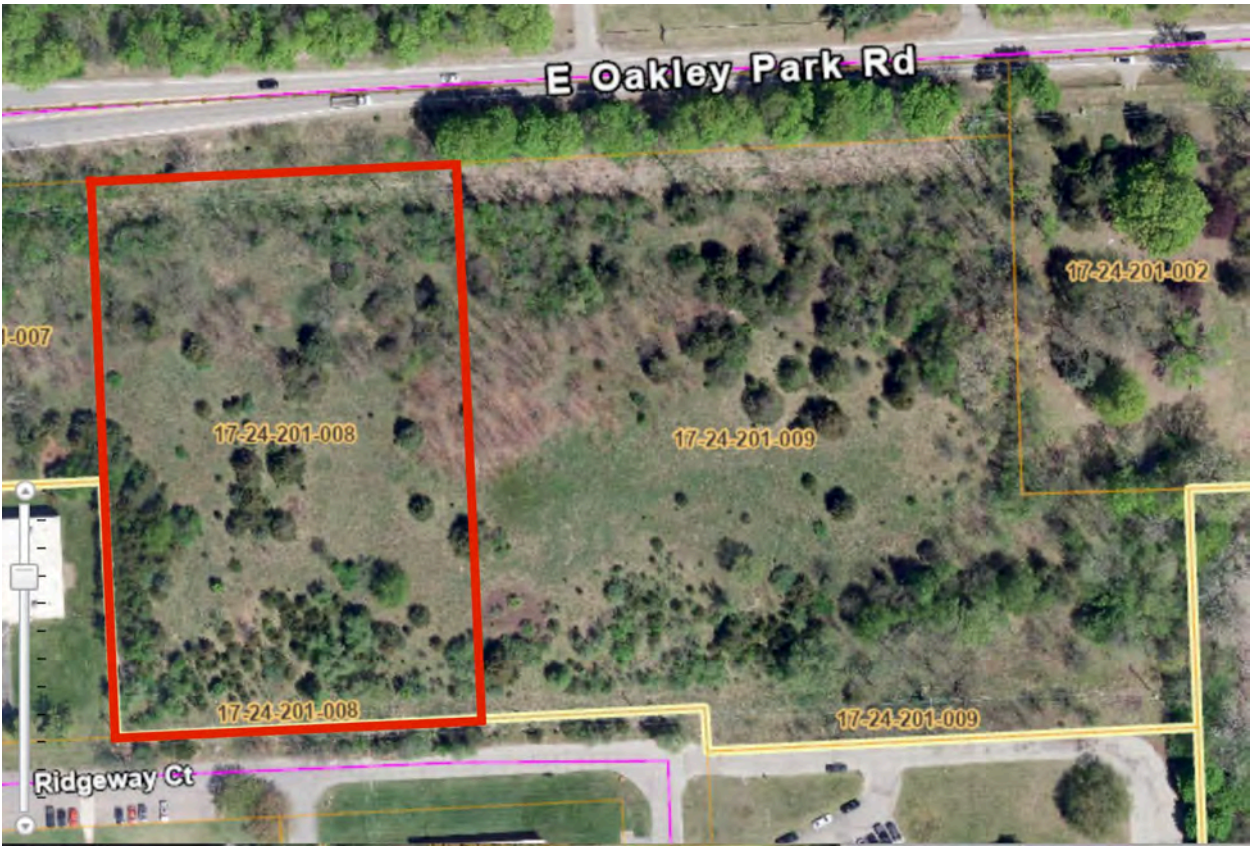


Commerce Flex

Project Narrative & Development Overview

Property Information

Project Name	Commerce Flex
Property Address	0 Oakley Park Rd, Commerce Twp., MI 48390
Parcel ID	1724201008
Site Size	Approx. 3.0 Acres
Zoning	TLM



COMMERCE FLEX

PROJECT NARRATIVE

Oakley Park Road, Parcel: 17-24-201-008
Commerce Township, Michigan

Prepared for:
Commerce Township Planning Commission

Submitted by:
Stewart Property Solutions, LLC

June 2026

Project Overview

Commerce Flex is a modern flex-space development proposed in Commerce Township, Michigan. The project is designed to provide high-quality, professionally managed commercial space for small businesses, service providers, and entrepreneurs seeking flexible office, showroom, and warehouse space within the Township. The proposed development will consist of approximately 34,980 square feet of flex space distributed among four buildings on a 3.0-acre site.

Commerce Flex fills an important gap in the local commercial real estate market by providing modern, appropriately sized business spaces that offer greater flexibility than traditional office buildings while remaining more accessible and efficient than larger industrial facilities. The development is intended to support local business growth, encourage entrepreneurship, and provide businesses with an opportunity to establish or expand operations within Commerce Township.

Site Location

The proposed Commerce Flex development is located within the TLM (Technology, Light Industrial, and Manufacturing) Zoning District in Commerce Township and occupies approximately 3.0 acres immediately adjacent to the proposed Commerce Warehouse development. The site is situated within an established industrial and employment corridor along Oakley Park Road, surrounded by compatible industrial, commercial, and institutional land uses.

The location provides excellent regional accessibility through its proximity to M-5 and the surrounding transportation network, making it an attractive location for growing businesses seeking a centrally located base of operations. We believe the surrounding development pattern and zoning establish the site as an appropriate location for flex-space uses that support employment, investment, and economic growth within the Township.

Architectural Design and Building Layout

The architectural design of Commerce Flex is aimed to create a high-quality commercial environment that complements the character of the Oakley Park business corridor and aligns with the design expectations of Commerce Township. The exterior of the buildings will incorporate premium masonry materials, architectural metal wall panels, modern lighting, enhanced landscaping, and contemporary building elements to establish a professional and visually appealing development that exceeds the appearance typically associated with conventional flex and industrial buildings.

The proposed development consists of four flex-space buildings totaling approximately 34,980 square feet, divided into 22 suites. Each suite is 1,590 SF and measures 26.5' wide by 60' in depth. Individual suites are designed to accommodate a variety of office, showroom, light warehouse, and service-based business uses. Each suite will include a private restroom, dedicated utility services, fully insulated walls, windows, floor drain, individual heating units, premium 12'x14' overhead door, entrance door with awning, uniform signage, and designated parking in front of the suites.

Site improvements are planned to promote safe and efficient vehicle circulation, adequate parking, attractive landscaping, and a cohesive site design. Existing mature vegetation will be preserved where able, while new landscape plantings, decorative landscape beds, and enhanced entrance features will be incorporated throughout the development to soften building elevations and enhance the overall appearance of the site. Collectively, these design elements reflect a commitment to long-term quality, durability, and responsible development while ensuring compatibility with surrounding businesses and the broader Commerce Township community.

Consistency with the Commerce Township Master Plan

Commerce Flex supports the goals and objectives of the Commerce Township Master Plan through promoting economic development, encouraging business retention and expansion, and providing high-quality employment-supporting commercial space within an established industrial corridor. The project represents a productive use of land planned for business and industrial activity while strengthening the Township's commercial tax base.

The development provides opportunities for small businesses and entrepreneurs to establish or expand operations within Commerce Township rather than relocating to neighboring communities. The size of the proposed units is an attractive affordable option for early-stage businesses to expand in to and use as either a permanent location or a stepping stone to eventually occupy a larger industrial space. By providing modern and flexible commercial space, the project contributes to a diverse and resilient local economy while supporting long-term investment within the Township.

Economic Benefits to Commerce Township

Commerce Flex represents a significant private investment in Commerce Township of an estimated \$4,800,000 and will contribute to the Township's long-term economic development goals by increasing the supply of high-quality commercial space available to local businesses. The development will create opportunities for business formation, expansion, and retention while

generating additional taxable value for the Township.

By supporting small businesses, service providers, and entrepreneurial ventures, the project strengthens the local economy and helps maintain Commerce Township's position as an attractive location for business investment. The development complements nearby industrial and commercial uses and contributes to the continued growth of the Oakley Park business corridor.

Operational Standards and Users

Commerce Flex will be owned and professionally managed by Stewart Property Solutions (SPS). All prospective tenants will be subject to an application and screening process to ensure that their intended use is compatible with the development and the operational standards established for the property.

Commerce Flex is intended to serve a diverse mix of professional office users, service-based businesses, trades, technology companies, showroom users, and light industrial tenants seeking modern, flexible commercial space. Typical tenants may include engineering firms, contractors, designers, technology companies, distributors, e-commerce businesses, building product suppliers, and other employment-generating enterprises that operate with limited outdoor activity and are compatible with the intent of the TLM District. Please see Exhibit A for a list of intended uses.

The project is not intended to accommodate heavy manufacturing, truck terminals, outdoor storage yards, vehicle repair facilities, or other intensive industrial uses. Nor is it intended for retail uses, marijuana related businesses, smoke shops or massage businesses. All business activities to occur within the enclosed buildings, creating a clean and professional business environment consistent with the intent of the TLM District. Please see Exhibit B for a list of prohibited uses.

Lease agreements will prohibit outdoor storage, contractor yards, exterior overnight storage of equipment, vehicle repair operations, hazardous materials, residential occupancy, unapproved exterior signage, and other activities inconsistent with the approved use of the development. Through active management and enforcement of lease provisions, SPS will maintain a clean, attractive, and professionally operated business environment that reflects positively on Commerce Township.

Traffic and Operational Characteristics

Commerce Flex is anticipated to generate traffic volumes similar to other small-business office and flex-space developments and significantly less traffic than many industrial uses permitted within the TLM District. The majority of site traffic is expected to consist of passenger vehicles, pickup trucks, service vehicles, and light commercial vehicles associated with tenants, employees, and occasional business visitors.

Conclusion

Commerce Flex represents a thoughtfully planned commercial development which we believe is consistent with the intent of the TLM District and the goals of the Commerce Township Master Plan. Through quality architecture, professional management, operational controls, and a focus on supporting local businesses, the project will provide a valuable addition to the Township's inventory of employment-supporting commercial space.

Stewart Property Solutions is committed to the long-term ownership and management of the development and respectfully requests approval of the proposed project. Commerce Flex will serve as a high-quality, professionally managed business environment that supports economic growth, business development, and continued investment within Commerce Township.

Respectfully Submitted,

A handwritten signature in black ink that reads "Jonathan Stewart". The script is fluid and cursive, with the first letters of "Jonathan" and "Stewart" being capitalized and prominent.

Jonathan Stewart

President

Stewart Property Solutions, LLC

Exhibit A

Intended Users:

Professional & Office Users

- Engineering firms
- Architects
- Surveying companies
- Land planners
- Environmental consultants
- Insurance agencies
- Property management companies
- Construction management firms
- IT service providers
- Software development companies
- Marketing agencies
- Graphic design firms
- Photography and media studios
- Business consulting firms

Trades & Service Businesses

- Electrical Contractor
- Plumbing Contractor
- HVAC Contractor
- Fire suppression contractors
- Low-voltage and security contractors
- Landscaping companies
- Irrigation contractors
- Painting contractors
- Flooring contractors
- Roofing contractors
- Insulation contractors
- Window and door companies
- General contractors
- Restoration companies
- Pest control companies
- Detailing Services
- Cleaning and janitorial services

Technology & Light Industrial Users

- Technology startups
- Robotics companies
- Electronics assembly businesses
- Product development companies
- Research and development firms
- Prototype design companies
- Testing laboratories
- Medical equipment distributors
- Telecommunications contractors
- Audio/visual integration companies

E-Commerce & Distribution Users

- E-commerce businesses
- Online retailers
- Fulfillment businesses
- Product distributors
- Inventory storage operations

Building Products & Home Services

- Cabinet suppliers
- Countertop companies
- Tile distributors
- Lighting distributors
- Appliance distributors
- Kitchen and bath design firms
- Building material suppliers
- Door and hardware suppliers
- Flooring showrooms
- Interior design firms

Specialty Commercial Users

- Print and sign companies
- Event equipment suppliers
- Medical supply companies
- Educational service providers
- Training companies

Exhibit B

Prohibited Users:

- Automotive repair facilities
- Collision repair and body shops
- Vehicle painting operations
- Tire sales and service facilities
- Automotive dismantling or salvage operations
- No Car Dealerships
- No Smoke Shops
- Cannabis/Marijuana cultivation facilities
- Cannabis/Marijuana dispensaries including medical marijuana
- Massage businesses
- Truck terminals and freight transfer facilities
- Trucking companies requiring fleet parking
- Logistics hubs with regular semi-truck activity
- Contractor yards
- Landscape supply companies requiring outdoor material storage
- Excavation and earth-moving contractors requiring outdoor equipment storage
- Concrete, asphalt, paving, or aggregate companies
- Equipment rental businesses requiring outdoor equipment storage
- Lumber yards and building material yards
- Stone, mulch, topsoil, or bulk material suppliers
- Recycling centers
- Scrap metal operations
- Waste transfer or disposal facilities
- Heavy manufacturing operations
- Industrial processing facilities
- Large-scale fabrication operations
- Chemical processing facilities
- Fuel storage or distribution businesses
- Hazardous material storage facilities
- Firearms manufacturing facilities
- Ammunition manufacturing facilities
- Indoor firing ranges
- Auction houses
- Event venues or banquet facilities
- Restaurants, Nightclubs, bars, or entertainment venues
- Primary retail use businesses
- Residential occupancy or live-work units
- Hotels, motels, or lodging uses
- Any business requiring outdoor storage, outdoor display, or outdoor operations as a primary component of its business model.

Development Overview

Concept Review



Building & Unit Mix

Building	Unit Size	Dimensions	# of Units	Total SF	Utilities
1-4	1,590 SF	26.5' x 60'	22	34,980	Electric, Heat, Domestic Water

Features

- 16-foot clear ceiling heights
- 12' x 14' overhead doors
- Dedicated pedestrian entry doors
- Bathrooms
- Ample Parking
- Fully insulated and heated spaces for year-round usability
- Durable concrete floors and steel construction
- Wide drive aisles for truck and trailer maneuverability
- Mailbox access for tenants
- Security cameras and site lighting
- Professional property management and on-site trash service
- 100-Amp Panels

PROJECT 2 - COMMERCE FLEX

COMMERCE TOWNSHIP, MI

SPS
DEVELOPMENT
www.spsmgt.com

PROJECT
PROJECT 2 -
COMMERCE FLEX

PROJECT
PROJECT 2
CONCEPT

SPS DEVELOPMENT
FLEX

Scale 1/8" = 1'-0"

Date 5/26/26

Drawn By BW

Checked By NA

Project Number 2026 - 001

No.	Description	Date

Project 2 -
Commerce Flex
Architectural Elevations

A1.2



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"



ELEVATION

1/8" = 1'-0"

Comparable Project

The images below reflect SPS's existing flex development located at 3235 Reid Rd, Grand Blanc, Michigan and our additional development currently underway in Davison, MI. The proposed development in Commerce Township will have a significant upgrade in finishes.



Attachment A - Conceptual Layout

OAKLEY PARK RD



DEVELOPER:
CONTACT: JON STEWART
EMAIL: JON@SPSPMT.COM

ENGINEER/DESIGNER:
NAME: V BALLARD CONSULTING LLC
CONTACT: VANESSA BALLARD
EMAIL: VANESSA@BALLARDCONSULTING.COM
PHONE: (757) 277-2757

JURISDICTION: COMMERCE TOWNSHIP
ZONING: TECHNOLOGY LIGHT MANUFACTURING (TLM)

SITE AREA:
PARCEL 3: ± 231,726 SF (± 5.32 AC)
PARCEL 2: ± 130,830 SF (± 3.00 AC)
TOTAL BUILDING FOOTPRINT:
PARCEL 3: ± 66,420 SF (± 1.52 AC)
PARCEL 2: ± 34,980 SF (± 0.80 AC)

PROPERTY NOTES:
ADDRESS: 3140 RIDGEWAY CT, COMMERCE TOWNSHIP, MI 48390
PARCEL 3: 1724201008
PARCEL 2: 1724201008
SOILS ON SITE:
- 100% SPINKS LOAMY SAND, 0-6% SLOPE
(WEBB SURVEY)

- LEGEND**
- PROPOSED ASPHALT PAVEMENT
 - PROPOSED CONCRETE
 - PROPOSED LANDSCAPE
 - SS PROPOSED SANITARY SEWER
 - W PROPOSED WATERLINE
 - SD PROPOSED STORM DRAIN
 - LOD LIMITS OF DISTURBANCE
 - PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - BUILDING SETBACK
 - ROAD CENTERLINE
 - PROPOSED SHRUBS
 - PROPOSED TREES
 - FLEX SPACE BUILDINGS
 - STORAGE BUILDINGS

V BALLARD
CONSULTING LLC

4910 Leland Ct.
Suite 100, V.A. 23165
www.vballardconsultingllc.com

PROCESS DRAWINGS
DO NOT USE FOR CONSTRUCTION

Revision	Date	By	Check
1	2/2/24	JMS	JMS
2	2/2/24	JMS	JMS

Revision	Date	By	Check
1	2/2/24	JMS	JMS
2	2/2/24	JMS	JMS

FLEX SPACE & STORAGE DEVELOPMENT

CONCEPTUAL SITE PLAN

811

1

ZONE: TECHNOLOGY/LIGHT MANUFACTURING (TLM)	REQUIRED	PROPOSED	VARIANCE NEEDED
MAX. BUILDING HEIGHT	35 FT / 2 STOREYS	16-20 FT	NO
MIN. LOT WIDTH	100 FT	573 FT	NO
MIN. LOT AREA	20,000 SF	231,726 SF	NO
MAX. LOT COVERAGE	(B)	27.3%	NO
MIN. FRONT YARD	30 FT (A)	45 FT	NO
MIN. SIDE YARD (1 SIDE)	25 FT (CD)	25 FT	NO
MIN. SIDE YARD (2 SIDES)	50 FT	86.9 FT	NO
REAR SETBACK	35 FT	75 FT	NO
MIN. GROSS FLOOR AREA	N/A	N/A	NO

ZONE: TECHNOLOGY/LIGHT MANUFACTURING (TLM)	REQUIRED	PROPOSED	VARIANCE NEEDED
MAX. BUILDING HEIGHT	35 FT / 2 STOREYS	16-25 FT	NO
MIN. LOT WIDTH	100 FT	294 FT	NO
MIN. LOT AREA	20,000 SF	130,830 SF	NO
MAX. LOT COVERAGE	(B)	28	NO
MIN. FRONT YARD	30 FT (A)	26.7%	NO
MIN. SIDE YARD (1 SIDE)	25 FT (CD)	25 FT	NO
MIN. SIDE YARD (2 SIDES)	50 FT	99 FT	NO
REAR SETBACK	35 FT	77 FT	NO
MIN. GROSS FLOOR AREA	N/A	N/A	NO

ZONING REGULATION NOTES:

- REQUIRED FRONT YARDS, AND ROAD SIDE YARDS ON CORNER LOTS, SHALL NOT BE USED FOR PARKING, LOADING OR ANY OTHER USE EXCEPT FOR DRIVES NECESSARY FOR ACCESS TO AND FROM THE SITE FROM THE ROAD AND EXCEPT AS OTHERWISE PROVIDED HEREIN.
- THE MINIMUM FLOOR AREA PER UNIT AND MAXIMUM PERCENTAGE OF LOT COVERAGE BY ALL BUILDINGS SHALL BE DETERMINED BY THE USE OF THE LOT, THE PROVISION OF OFF-STREET PARKING, LOADING AND STORAGE AREAS, AND REQUIRED YARDS.
- WHERE THE LOT OR PARCEL LIES WITHIN THE INTERIOR OF THE INDUSTRIAL DISTRICT, THE SIDE YARD MAY BE REDUCED TO FIFTEEN (15) FEET WHERE NO OPENINGS OR WINDOWS ARE CONTAINED IN THE WALL PARALLEL TO THE SIDE LOT LINE, BUT WHERE THERE ARE ANY OPENINGS OR WINDOWS, OTHER THAN THOSE REQUIRED BY MICHIGAN BUILDING CODE OR FOR EMERGENCY INGRESS AND EGRESS, THE SIDE YARD SHALL NOT BE LESS THAN TWENTY-FIVE (25) FEET. IN THE INDUSTRIAL DISTRICTS, A MINIMUM 50-FOOT SIDE YARD SETBACK SHALL BE PROVIDED FROM THE BOUNDARY OF ANY ADJUTING RESIDENTIAL ZONING DISTRICT.
- IN DISTRICTS, REQUIRED SIDE OR REAR YARDS MAY BE UTILIZED FOR PARKING AND LOADING AND UNLOADING PROVIDED THAT IN SUCH INSTANCES THE PLANNING COMMISSION SHALL REVIEW THE PLANS FOR SUCH AREA TO ASSURE SUFFICIENT ACCESS TO THE BUILDING, OR ANY STORAGE OR RELATED AREAS, TO PROVIDE FOR THE HEALTH, SAFETY AND GENERAL WELFARE OF EMPLOYEES IN THE BUILDING.

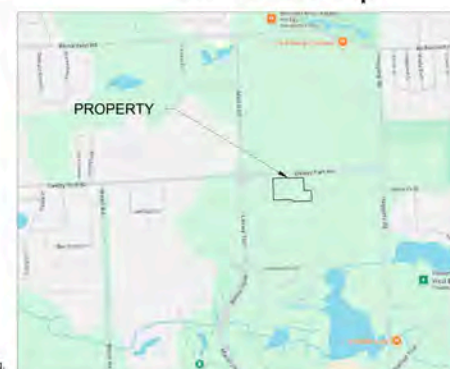
PARCEL 3 - POST-DEVELOPMENT PROPERTY COVERAGE			
BUILDING =	63,180 SF	1.45 AC	27.3 %
ASPHALT =	56,263 SF	1.29 AC	24.3 %
CONCRETE =	576 SF	0.01 AC	0.2 %
LANDSCAPING =	111,707 SF	2.56 AC	48.2 %
			100.0 %

PARCEL 2 - POST-DEVELOPMENT PROPERTY COVERAGE			
BUILDING =	34,980 SF	0.80 AC	26.7 %
ASPHALT =	33,331 SF	0.77 AC	25.5 %
CONCRETE =	3611 SF	0.08 AC	2.8 %
LANDSCAPING =	58,908 SF	1.35 AC	45.0 %
			100.0 %

PARKING CALCULATIONS			
Building Use			
Self-Storage Warehouse (Parcel 3)	1 spaces per 70 units/10 * 1 =	10 storage units	7 Spaces Required 7 Spaces Provided
Wholesale and Warehouse Establishments (Parcel 2)	2 spaces per 34,980/1,000 * 2 =	1,000 sf	70 Spaces Required 51 Spaces Provided 22 Reserved Tenant Spaces Provided 73 TOTAL SPACES PROVIDED

PARCEL 2			
BUILDING	TOTAL AREA	UNIT SIZE	UNITS
FLEX SPACE BLDG 1	9,540 SF	1,590 SF	6
FLEX SPACE BLDG 2	9,540 SF	1,590 SF	6
FLEX SPACE BLDG 3	7,950 SF	1,590 SF	5
FLEX SPACE BLDG 4	7,950 SF	1,590 SF	5
TOTAL	34,980 SF		22

LOCATION MAP (NTS)



811
Know what's below.
Call before you dig.

Attachment B - Feasibility Analysis



CUSTOMER INFORMATION

Date : 5/1/26

Client Name : Stewart Property Solutions

Property Address : 0 Ridgeway Ct, Commerce Township, MI 48390 (Adjacent to 3160 Ridgeway Ct)

Building Model : Warehousing, Flex Space

Customizations (footprint, utilities, etc. that affect feasibility): Optimize building area

MUNICIPAL/JURISDICTION INFORMATION

County or city name : Township of Commerce

Website : [Home The Charter Township of Commerce](http://HomeTheCharterTownshipofCommerce)

Contact person : Melissa Creech

Email address : mcreech@commercetwp.com

Phone number : 248-960-7020

PARCEL INFORMATION

PIN	Area (acres)	Area (square feet)	Zoning
1724201009	Approx. 5.43	236,530	TLM
1724201008	Approx. 2.74	119,354	TLM

Legal description : FOXFIRE PH 1, BLOCK 1, LOT 1, ACRES 2.39

Subdivision name : N/A

Road access type : [rough dirt road] [graded dirt road] [gravel road] [paved road]

Zoning code : TLM

Zoning description : Technology/ Light Manufacturing

Land use: Industrial

GIS: [Property Gateway | Access Oakland](#)

Zoning map: [2024-04-22-commerce-zoning-map-24x36.pdf](#)

UTILITY

Electrical availability : [on the land] [at the road] [off-grid] [unknown]

Water availability : [municipal available] [existing well] [well needed] [not available]

Sewage availability : ☒ municipal available ☐ [existing septic] ☐ [septic needed] ☐ [not available]

TERRAIN

Parcel slope : ☐ [flat] ☒ mild slope ☐ [steep slope] ☐ [varying terrain]

Trees : ☐ [no tree removal needed] ☒ mild tree removal ☐ [heavy tree removal]

Rocks : ☒ no rock removal needed ☐ [mild rock removal] ☐ [heavy rock removal]

Earthwork : ☒ minimal ☐ [heavy] ☐ [retaining walls needed]

Soil : ☐ [no test needed] ☒ soil test needed ☐ [soil test performed]

Web soil survey notes:

Soil	Percent area	Slope	Water table depth	Hydrologic soil group
Spinks loamy sand	100%	0-6%	More than 80 inches	A

- Well drained



SURVEY

Survey available : ☐ [No] ☒ Yes Survey

date of completion: 02/07/2007

Surveyor name : Nowak and Fraus

Surveyor contact info : N/A

Does Survey include topography and easements? Easements, yes

REGULATIONS

TLM	
Building Height (feet)	35
Building Height (stories)	2
Min. Width (feet)	100
Min. Area (square feet)	20,000
Max. Coverage (%)	(B)
Min. Front Yard (feet)	30 (A)
Min. Side Yard one side (feet)	25 (C,D)
Min. Side Yard two sides (feet)	50
Min. Rear Yard (feet)	35
Min. Gross Floor Area (sf/unit)	N/A
Min. Land Area per Principal Dwelling Unit (sf/unit)	N/A

A. Required front yards, and road side yards on corner lots, **shall not be used for parking, loading or any other use except for drives** necessary for access to and from the site from the road and except as otherwise provided herein.

B. The minimum floor area per unit and maximum percentage of lot coverage by all buildings shall be determined by the use of the lot, the provision of off-street parking, loading and storage areas, and required yards.

C. Where the lot or parcel lies within the interior of the industrial district, the side yard may be reduced to **fifteen (15') feet** where no openings or windows are contained in the wall paralleling the side lot line, but where there are any openings or windows, other than those required by Michigan Building Code or for emergency ingress and egress, the side yard shall not be less than twenty-five (25') feet. In the I (Industrial) Districts, a minimum 50-foot side yard setback shall be provided from the boundary of any abutting residential zoning district.

D. In I Districts, **required side or rear yards may be utilized for parking and loading and unloading** provided that in such instances the Planning Commission shall review the plans for such area to assure sufficient access to the building, or any storage or related areas, to provide for the health, safety and general welfare of employees in the building.



HOA

Is there an HOA? : [No] [Yes]

HOA Name & Contact Info : Pinewood Association, Bill Arthurs

Yearly HOA dues : \$0, Not collecting at current time

Has the HOA seen the proposed design? [No] [yes]

Has the HOA approved the proposed design? [yes] [Under Review]

Are there any concerns with using modern materials with the HOA? [yes] [no]

ENVIRONMENTAL

Is the land subject to any special restrictions and protections, such as wetlands?

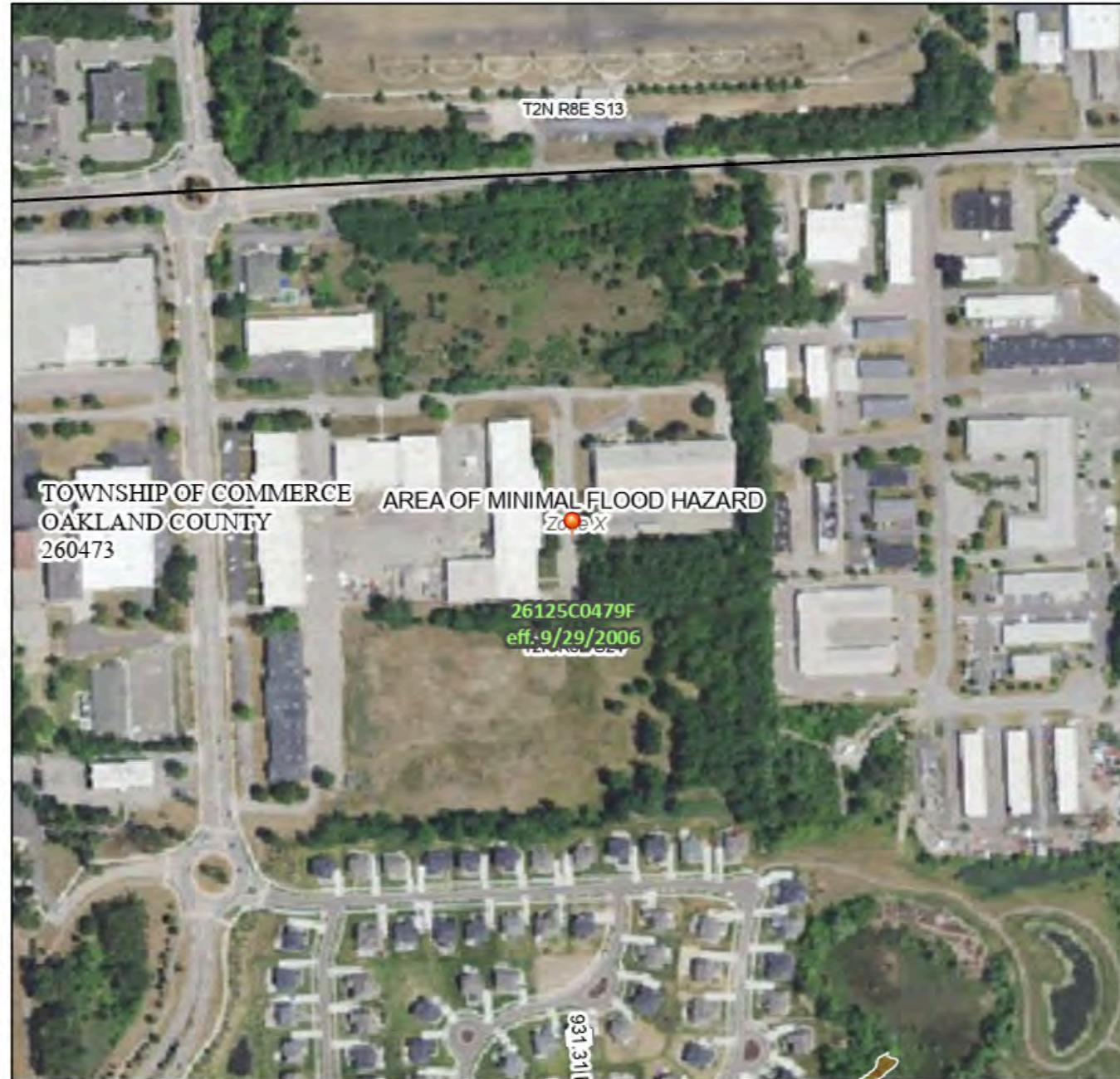
The property is situated within Flood Zone X. Flood considerations are not needed.

No wetlands have been identified within the property.

National Flood Hazard Layer FIRMette



83°27'6"W 42°34'18"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

83°26'28"W 42°33'52"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/3/2026 at 11:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

OTHER MATTERS

PLANNING DIRECTOR'S REPORT

ADJOURNMENT