

**CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
OCTOBER 17, 2024, 7:30 P.M.**

CALL MEETING TO ORDER

The Planning Commission Regular Meeting was called to order by Chair Trafelet at 7:30 p.m.

ROLL CALL

Commissioners present: Aspinall, Brickner, Mantey, Trafelet, Varga, Ware, Countegan, Stimson

Commissioners Absent: Grant

Others Present: Planning and Community Development Director Kettler-Schmult, Staff Planner Canty, Planning Consultants Tangari and Upfal (Giffels Webster), Staff Engineer Alexander, City Attorney Schultz

APPROVAL OF THE AGENDA

MOTION by Aspinall, support by Brickner, to approve the agenda as published.

Motion passed unanimously by voice vote.

PUBLIC HEARING

A. ZONING TEXT AMENDMENT 2, 2024

CHAPTER OF CODE: 34, Zoning Ordinance

PROPOSED AMENDMENT: Amend Zoning Ordinance to reclassify various principal permitted and special approval uses within the B-3, General Business District, and LI-1, Light Industrial District, and to add and remove various use standards

ACTION REQUESTED: Recommendation to City Council

SECTIONS: 34-3.1.25, 34-3.1.29, 34-4.28, 34-4.31, 34-4.35, 34-4.36, and 34-4.40

Purpose of the Amendment

Referencing City Planner Perdonik's October 11, 2024 memorandum, Planning Consultant Tangari introduced Zoning Text Amendment 2, 2024, which proposes changes to the B-3 General Business District and LI-1 Light Industrial District. The amendment reclassifies various uses, shifting some uses from principal permitted uses to special approval uses to better align with the city's development goals. Notable changes include:

- Drive-in restaurants, gasoline service stations, automobile repair facilities, veterinary hospitals, commercial kennels, and vehicle washes are all currently principal permitted uses in the B-3 District. This amendment changes these uses to special approval uses.
- In the B-3 District, gasoline service stations and vehicle washes will be limited to ongoing use and redevelopment of existing sites.

- B-3 and LI-1 Districts are amended to include cigar bars and lounges as a principal permitted use, as well as coin operated amusement devices, arcades, billiard parlors, and other similar indoor recreation uses. Currently these uses are special approval uses.
- Vehicle wash and indoor recreation facilities over 5,000sf are currently special approval uses in the LI-1 District. These will become principal permitted uses.
- The text amendment will also amend certain standards associated with gasoline service stations in Section 428, automobile repair in Section 431, drive-in restaurants in Section 435, outdoor space for sale or rental of new or used motor vehicles, trailers, mobile homes, boats, recreation vehicles, and other similar uses in Section 436, and vehicle washes in Section 440.
- Regarding Section 436, it has been longstanding policy of the City to require that the display area of vehicle sale uses meet the front setback of the building; this is now explicitly stated.

Clarification on Non-Conforming Uses

Director of Planning and Community Development Kettler-Schmult explained that the ordinance includes new language, developed with the assistance of the City Attorney, to address the issue of non-conforming properties. The new language ensures that existing businesses, like gas stations and vehicle washes, will remain **legally conforming** despite the zoning text changes.

Public Hearing

Chair Trafelet opened the public hearing.

Sam Jaafer, Re/Max Leading Edge, spoke on behalf of local business owner Rawad Haddad, who has been working with the City to obtain approval for a used car dealership at 28975 Grand River. Mr. Haddad has spent over \$20,000 to comply with City requirements. He requested that the city consider the efforts his client has made to meet expectations, as the approval process has been adjourned twice.

As no other public indicated they wished to speak, Chair Trafelet closed the public hearing and brought the matter back to the Commission.

Commission Discussion

- Seating Requirements for Drive-Throughs
Commissioner Brickner asked why the Ordinance was requiring 8 seats or any seats at drive-through restaurants. Outdoor seating is only useful for a few months each year. Making outdoor seating mandatory could discourage businesses from developing drive-throughs. While he supports allowing outdoor seating, requiring it is too restrictive.

Director Kettler-Schmult explained that the seating requirement aligns with the city's Master Plan goals, which emphasize walkability and creating spaces where people can linger and enjoy the area. Additionally, several drive-through restaurants have provided outdoor seating of their own volition, without seeking city approval because the current standards for outdoor seating would be difficult to meet.

Planning Consultant Tangari added that without outdoor seating, a drive-through is purely car-focused, which conflicts with the City's vision. The purpose of the requirement is to promote a balance between car use and pedestrian-friendly spaces.

- **Clarification on Relaxed Outdoor Space Standards**
Commissioner Mantey asked for clarification regarding the reference to Section 34-4.32, which sets standards for outdoor seating. Planning Consultant Tangari explained that the proposed text amendment exempts drive-through seating areas from the requirements in this section, allowing businesses to use simpler setups, such as picnic tables. Commissioner Mantey noted that this requirement is not an undue burden and pointed out that existing businesses, like the A&W Restaurant on Grand River, successfully use picnic tables to provide outdoor seating. However, a single picnic table can usually sit 6 people comfortably; perhaps the requirement should be reduced to 6 outdoor seats.
- **Concerns About Flexibility and Providing a Waiver Option**
Commissioner Stimson suggested including waiver language in the amendment to give the Planning Commission the flexibility to waive the seating requirement in certain circumstances. He noted that some site layouts might not allow for outdoor seating without compromising safety or access. Director Kettler-Schmult confirmed that the Board of Appeals would need to handle requests for relief from this requirement unless waiver language is explicitly included in the ordinance.

Commissioner Countegan agreed with Commissioner Brickner that the language was too restrictive.

- **Non-Conforming Uses and Gasoline Stations**
In response to a question from Commissioner Ware, City Attorney Schultz provided further clarification on how existing uses would be classified under this text amendment. The amendment ensures that existing gas stations and vehicle washes in the B-3 District can continue operating as lawfully conforming uses as long as they exist at the time of ordinance adoption – that is, they would not become non-conforming. The proposed language allows these businesses to lawfully redevelop existing sites but prevents the establishment of new gas stations or vehicle washes in the District. This ensures that existing businesses can operate smoothly and retain access to commercial financing while the City modifies the ordinance to meet goals for future development.

MOTION by Stimson, support by Mantey, to recommend to the City Council that Zoning Text Amendment 2-2024, which proposes to amend the Farmington Hills Code of Ordinances, Chapter 34 Zoning, Article 3.0 Zoning Districts and Article 4.0 Use Standards, Sections 34-3.1.25, 34-3.1.29, 34-4.28, 34-4.31, 34-4.35, 34-4.36, and 34-4.40 to reclassify various principal permitted and special approval uses and to add and remove various use standards, be approved with the following changes:

- **Section 34-4.35, Item 1(c), shall reduce the required seating from eight seats to six.**
- **Provide language to allow the Planning Commission the ability to waive this requirement.**

Motion discussion:

Commissioner Ware was concerned that adding a waiver option could encourage deviation from the ordinance, and conflict with the Master Plan goals. Commissioner Stimson explained that including the possibility of a waiver provided the Commission flexibility where unusual site constraints exist.

City Attorney Schultz added that before this amendment goes to City Council, the language regarding a waiver option will say that the Planning Commission can waive the requirement if certain conditions exist, and there will be limitations written in the language that make the waiver option not applicable if there is plenty of room for the seating.

Commissioner Countegan thought this text amendment represented an attempt to micromanage sites and peculiar situations that might be encountered. He felt the amendment was somewhat anti-Master Plan relative to the Plan's larger vision of providing flexibility and being open to different opportunities and proposals.

Roll Call Vote

Ayes – Stimson, Ware, Aspinall, Varga, Mantey, Trafelet

Nays – Brickner, Countegan

Motion passed 6-2.

REGULAR MEETING

A. AMEND PLANNED UNIT DEVELOPMENT (PUD) 1, 2015

LOCATION:	28050 Grand River Avenue
PARCEL I.D.:	22-23-36-404-010
PROPOSAL:	Construction of freestanding and wall signs within B-3, General Business District, and SP-2, Special Purpose District
ACTION REQUESTED:	Schedule for Public Hearing
APPLICANT:	Signworks of Michigan, Inc.
OWNER:	Robert Mount

Chair Trafelet introduced this agenda item, which was a request to amend PUD 1, 2015, Corewell Health.

Applicant Presentation

Claire McCready, Senior Project Manager, Signworks of Michigan, Inc., was present on behalf of this request to amend PUD 1, 2015. Ann Frass, Signworks owner, was also present, as was Derk Pronger, President, Corewell Health Farmington Hills.

Ms. McCready highlighted the following regarding the proposed PUD amendment:

- The signage update will align with the hospital's rebranding and visibility needs
- The signage update will legitimize all the existing signage on the hospital campus as requested by city staff and will amend the PUD for two specific signs: the monument sign located at the front entrance of the hospital campus, and the main wall sign, on the south elevation of the main building.

- The hospital – formerly Botsford Hospital – was founded in 1965 with 220 beds. Today, the hospital has 330 beds, 682 physicians, and 1445 employees. The hospital is the largest employer in Farmington Hills.

Planning Consultant Report

Referencing his October 9, 2024 memorandum, Planning Consultant Tangari explained that the applicant proposed to amend the PUD to permit greater sign area and height. As this is a PUD, deviations from ordinance standards are permitted via the development agreement and cannot be obtained via the Zoning Board of Appeals.

The Planning Commission must make a determination as to whether the proposed PUD amendment constitutes a minor or major amendment to the PUD. In this case, the proposed new signage is not ordinance-compliant, and therefore requires approval of deviations from ordinance standards. Staff therefore believes this is a major amendment to the PUD, since it requires modifying the development agreement, something only the City Council can approve.

Sign details include:

- Monument Sign:
 - Existing: 10 feet, 8 inches tall; 7 feet wide (74.67 sq ft).
 - Proposed: 12 feet tall; 6 feet wide (72 sq ft).
 - Ordinance allows: 6 feet height; 32 sq ft area.
- Wall Sign:
 - Existing: 73.33 sq ft.
 - Proposed: 40.15 sq ft (reduced size but still above the 25 sq ft allowed by ordinance).

Ms. McCready briefly explained that the monument sign is being updated for visibility and rebranding alignment, and the wall sign’s placement is in the most feasible location, given the glass and metal structure of the building.

In response to comments. City Attorney Schultz confirmed that due to the requested ordinance deviations, this request is a major amendment to the PUD, and a public hearing and recommendation to City Council is required.

MOTION by Countegan, support by Aspinall, that the proposed Amendment to PUD 1, 2015, submitted by Signworks of Michigan, Inc., be set for public hearing for the Planning Commission’s next available regular meeting agenda.

Motion passed unanimously by voice vote.

B. PUD PLAN 2, 2024, INCLUDING SITE PLAN 56-8-2024

LOCATION:	South side of Thirteen Mile Road, just west of Middlebelt Road
PARCEL I.D.:	22-23-11-201-001, -002, -004, -005, -006, -020, and -021
PROPOSAL:	Construction of multiple-family dwellings within RA-1, One Family Residential District
ACTION REQUESTED:	Schedule for Public Hearing
APPLICANT:	Steven Schafer

OWNER: Detroit Baptist Manor and MOBI Investments

Chair Trafelet introduced this agenda item and invited the applicant to make their presentation.

Applicant presentation

Spencer Schafer, Schafer Development, gave an overview of this proposed development:

- The subject site is located on the south side of 13 Mile between Middlebelt Road and Orchard Lake Road. The development site is directly east of the Baptist Manor facility. To the north is Westgate Subdivision, and to the south is Holly Hills Farms.
- The project is a planned unit development, with two different residential communities within the single PUD.
 - The Mulberry Way Townhouses will feature two-story, for sale units, directly east of property owned by the Baptist Manor.
 - The Tabernacle Community will feature one-story ranch homes, rented to active adults, on property owned by and directly adjacent to the Baptist Manor.
 - There will be 76 total units: 40 townhouses and 36 age-restricted rental homes.

Community Engagement

The development team has held seven or eight meetings with the local HOAs and residents to receive feedback. Several modifications have been made to the original proposal as the result of this feedback, including a permanent open space preservation buffer between this project and Holly Hills Farms.

Project Details

The Planning Commission granted unanimous approval for PUD qualification at its April 18, 2024 meeting. The plan remains substantially the same. In the interim Schafer Development has assisted the Baptist Manor in choosing an architect who has helped develop floor plans, and Schafer Development has also substantially completed their site plans, which they have shared with the neighbors.

Response to review letters:

Regarding height:

- The townhouses will be 27' high, below the 30' maximum.
- The ranch homes will be 17' high.
- The heights meet ordinance requirements.

Regarding zoning and future land use:

- The site is currently zoned RA-1, which allows only single-family detached housing.
- The new Master Plan classifies this area as flex residential, supporting attached housing options for both younger individuals and downsizing seniors, providing "missing middle" housing.

Regarding stormwater management:

- A modified plan shown this evening includes a third detention basin that may be needed in the southeast corner of the site. The development team will collaborate with city engineers to refine stormwater management as needed.
- The buildings will have pitched roofs, allowing water to run off into the front and rear yards. The water draining off the rear roof will be channeled into the main stormwater system.

Regarding traffic and access:

- In response to the City Engineer's review, the applicant is studying the feasibility of creating a boulevard entrance to align ingress and egress with the entrance to the Westgate Subdivision.
- Baptist Manor has a signal to the west. The applicants will work to ensure that what they propose will be the best means of access to that community.

Lot coverage ratio:

- Maximum allowed lot coverage ratio is 25%; the applicant is proposing 21%.

Fire and Life Safety Improvements:

- A T-intersection in the southwest corner has been reconfigured based on feedback from engineers and the Fire Marshal to improve access for emergency vehicles.
- A traffic study will hopefully be available before the public hearing.

Tree Replacement and Preservation:

- The City requires 234 replacement trees. The developer will plant 200 new trees, with monies placed in the township's tree replacement fund for the shortfall.
- The landscape plan prioritizes maintaining the existing tree canopy, while focusing on filling gaps where trees have fallen or been removed.

Architectural and Design Overview

- The townhouses and ranch homes will feature harmonized but distinct design elements to ensure architectural continuity across the development.
- Preliminary renderings of townhouse interiors were shared to give the Commission a sense of the design.
- Baptist Manor's architect is still working on the final design for the ranch homes.

Response to Giffels Webster review comments:

- Fleis and VandenBrink, will conduct a traffic study to ensure compliance, and to evaluate the feasibility of the single boulevard entrance.
- The development will feature private roads managed by a homeowner's association.
- Regarding installing a road stub to the east, where there are four single-family lots between this project and Cove Creek condominiums, one of the four lots sold earlier this year, with the buyer intending to build a single-family home. Additionally, the topography and the status of the other property owners makes acquisition and combination of those properties very unlikely. Last, the HOA is going to be managing the private roads in this development, and the applicant would prefer not to burden them with future maintenance involving traffic from the east.
- Most of the ranch units and townhomes will be slab on grade, though some walkout basements may replace retaining walls to minimize environmental impact.

Mr. Schafer concluded that they will have changes submitted to the Planning Department within the next week, and he asked for the Commission to schedule a public hearing on this project.

Commission questions and discussion

In response to questions, Mr. Schafer gave the following further information:

- While there was some change in the configuration of the units on the Baptist Manor site, the number of units will remain the same.

- Bogaerts Design is working on the Baptist Manor development, while a different architect is responsible for the townhouses.
- A joint development agreement with Baptist Manor will work out the details of phased development. The horizontal portion (road infrastructure, etc.) will be done at the same time. Construction is likely beginning summer or fall 2025.
- The applicant will explore using a tree conservation easement or similar designation of the landscape buffer area. Commissioner Mantey noted the importance of enforcing against homeowner encroachment in the buffer area.

Commissioner Mantey emphasized the need for a pedestrian walkway connecting the senior development to Baptist Manor, promoting walkability. Seniors often did not find pleasure walking along busy roadways.

Mr. Schafer agreed to explore the feasibility of adding an internal sidewalk.

Commissioner Aspinall expressed concern about the single entrance for two distinct developments, finding such a single entrance potentially confusing.

MOTION by Countegan, support by Brickner, that PUD 2, 2024, including Site Plan 56-8-2024, submitted by Steven Schafer, be set for public hearing for the Planning Commission’s next available regular meeting agenda.

Motion passed unanimously by voice vote.

C. PUD QUALIFICATION 3, 2024

LOCATION: 29150 Twelve Mile Road
PARCEL I.D.: 22-23-12-376-035
PROPOSAL: Construction of multiple-family dwellings within RA-1A, One Family Residential District
ACTION REQUESTED: Qualification of PUD
APPLICANT: Schafer Development, LLC
OWNER: Mike H. Yousif

Applicant presentation

Aaron Schafer, Schafer Development, was present on behalf of this application for PUD qualification.

Mr. Schafer explained that the goal of this for sale owner-occupied townhome project is to attract first-time homebuyers, including singles, couples, and young families, thereby addressing the “missing middle” housing need. The townhomes will include two and three bedroom units with two-car garages.

The 4.55-acre site is north of 12 Mile Road, about a quarter mile west of Middlebelt Road. The site is zoned RA-1A for single-family residential. The Woodcreek subdivision is directly to the north, zoned RA-1A and RA-1B. To the east is the Levy property, a single-family residence zoned RA-1A. To the south, Timbercrest is a single-family condominium community zoned RA-2. To the west, the AIM

High School property is a private school use zoned RA-1A, with potential for a Knox Box access to provide shared emergency access.

Communication with neighbors:

- Schafer Development has met with the neighbors, including several meetings with the Wood Creek HOA President, resulting in over 110' setback to the northern property line, preserving the mature vegetation that has grown around the creek.
- Schafer Development has also been in contact with their eastern neighbors, the Levy and Cole families. Based on those conversations, Schafer is working to plant additional native tree species in the areas where there are gaps and shifted the townhome units to the west to create more separation from the Levy residence, losing 2 units.
- Schafer Development has met with Headmaster Earls at AIM Academy, to discuss the possibility of granting Knox Box access to the property, thereby providing two means of emergency access to the AIM property as well as to the proposed development property. This had been requested by City Engineer Cubera.

Design Revisions, Specifications, and Access Plan

- Original plan with 30 units was reduced to 28 units, allowing for larger end-cap units and providing more open space. Open space had increased from 21% to 29%.
- The proposed layout with two T-shaped stubs on either property line will be discussed further with engineering and Fire, who had shared concerns about this layout. The proposed Knox Box emergency access via the AIM Academy may alleviate those concerns. In any event, the applicant will coordinate with the Fire Marshal to develop a plan that does not require emergency vehicles to back up or turn around.
- The Road Commission for Oakland County is planning on expanding 12 Mile Road in this area with a dedicated left-turn access to Middlebelt Road. Schafer Development will collaborate with the Road Commission to align the development's ingress/egress with the planned road expansion.
- The height of the buildings will be approximately 27'; the height limit in the RA-1A District is 30'. Renderings showed elevation examples. The larger units will permit a 3rd bedroom. The smaller 24' units will provide 2 bedrooms and a den, which could be converted to a 3rd bedroom.

In response to comments, Mr. Schafer confirmed that discussions were ongoing with the Fire Marshal about ensuring safe access with either Knox Box access or a secondary open entrance from AIM high school. A cul-de-sac design for the eastern end will be considered if the T-shaped roadway is deemed insufficient.

Planning Consultant report

Referencing the October 10, 2024 Giffels Webster memorandum, Planning Consultant Tangari gave the background for this request for PUD qualification. Highlights from the review letter included:

- The project proposes 28 attached townhomes with two-car garages in eight buildings. All units have 2-car garages.
- The T-shaped roadway will stub to both the east and west property lines for future access. As noted, Engineering and Fire have expressed concerns with this design. If the project is

qualified for a PUD, discussions should be held with these departments prior to submitting a final site plan.

PUD Qualification criteria

Under Section 34-3.20.2, the Planning Commission may make a determination that the site qualifies for a PUD based on criteria and procedures in the ordinance. Pages 2-4 of the review memorandum address the criteria relative to this proposal. Per Section 34-3.20.2.E., the Planned Unit Development must meet, as a minimum, one of the 8 objectives listed. The applicant has provided information regarding 4 of the objectives, including:

- i. To permanently preserve open space or natural features because of their exceptional characteristics or because they can provide a permanent transition or buffer between land uses.

The applicant notes that the northern portion of the site is reserved as open space and a detention basin, and that this design was chosen to separate the units from single family development to the north.

- iii. To accept dedication or set aside open space areas in perpetuity.

The applicant cites permanent buffers along the northern and eastern property lines.

- iv. To provide alternative uses for parcels which can provide transition buffers to residential areas.

The applicant proposes that the development would provide a transition between single-family housing and the school use to the west.

- v. To guarantee the provision of a public improvement which could not otherwise be required that would further the public health, safety, or welfare, protect existing or future uses from the impact of a proposed use, or alleviate an existing or potential problem relating to public facilities.

The applicant primarily cites the dedication of a large area in the north of the site as open space.

Planning Consultant Tangari said that the PUD did not appear to be requested solely as a means of increasing density or as a substitute for a variance request. The applicant is seeking an increase in density, but the proposed use is not generally permitted in the underlying district, so the request is not simply to increase density.

Regarding the conceptual plan:

As presented, the plan appeared to be in line with the RC-1 district. The Master Plan designates the area as single family low density. No deviations from the dimensional standards of the RA-1A district are being requested. Parking requirements are being met. Lot coverage will be provided during final site plan review.

Relief sought from ordinance standards

The only relief sought from ordinance standards is to permit attached single family residences at RC-1 density.

Commission questions and discussion

- Commissioner Mantey was hesitant to accept using townhomes as a buffer for school locations, noting that often schools were located adjacent to residential neighborhoods with no buffer, and he did not want to set a precedent that there should be one. He would support the project based on the preservation of open space, as noted in criteria ii, iii, and v.
- Commissioner Stimson asked how many units could be provided under the cluster option. Planning Consultant Tangari said that the site could accommodate 8 or 9 units under a cluster option.

MOTION by Brickner, support by Countegan, to make a preliminary finding that PUD 3, 2024, submitted by Schafer Development, LLC, qualifies for the Planned Unit Development option under Section 34-3.20.2.A through D. of the Zoning Chapter. It is further determined that the proposal meets at least one (1) of the objectives as outlined Section 34-3.20.2.E.i. thru viii., and that it be made clear to the applicant that final granting of the PUD plan and agreement requires approval by City Council, after recommendation by the Planning Commission.

1. **The proposed plan preliminarily meets the following qualification standard(s) of Section 34-3-20-2.E.i through viii.:**
 - i. **To permanently preserve open space or natural features because of their exceptional characteristics or because they can provide a permanent transition or buffer between land uses.**
 - iii. **To accept dedication or set aside open space areas in perpetuity.**
 - iv. **To provide alternative uses for parcels which can provide transition buffers to residential areas.**
 - v. **To foster the aesthetic appearance of the city through quality building design and site development, the provision of trees and landscaping beyond minimum requirements; the preservation of unique and/or historic sites or structures; and the provision of open space or other desirable features of a site beyond minimum requirements.**

Motion passed unanimously by voice vote.

D. SITE PLAN 53-7-2024

LOCATION:	28975 Grand River Avenue
PARCEL I.D.:	22-23-36-306-011
PROPOSAL:	Establishment of outdoor space for sale or rental of new or used motor vehicles, trailers, mobile homes, boats, recreational vehicles and other similar products within B-3, General Business District
ACTION REQUESTED:	Site Plan approval
APPLICANT:	Rawad Haddad
OWNER:	Papv, Inc.

Applicant presentation

Rawad Haddad, Quattro Motors, was present on behalf of this application for site plan approval for a used car establishment at 28975 Grand River Avenue. Mr. Haddad explained that Quattro Motors currently has locations in Redford and Farmington Hills. The new location will be a sales-only location. All vehicles will be prepped and serviced at the Redford location; no repairs, car washes, or detailing will occur at this site. This location will focus solely on sales operations, similar to their other Farmington Hills site.

Planning Consultant Report

Referencing the October 9, 2024 Giffels Webster memorandum, Planning Consultant Upfal gave the background and review for this application for site plan review:

- Site details:
 - Zoned B-3 (General Business District) with a GR-1 overlay; however, the overlay does not apply to used car sales.
 - The 1.9-acre site contains a 5,610-square-foot building (formerly a wireless retailer) between Middlebelt Road and Rockwell Street. The site is adjacent to other B-3 uses, with RA-3 in the rear.
 - Two existing curb cuts on Grand River will remain. A marginal access drive would not be feasible.
- Site Plan Issues:
 - Existing nonconformities:
 - There are existing side yard and front yard nonconformities, with reduction in the nonconformity planned for the front yard.
 - The loading area is 10sf short and will need to be expanded.
 - Parking:
 - The applicant must clarify discrepancies in the customer parking layout to show how they meet the 20-space minimum requirement.
 - Landscaping:
 - Clarification is needed regarding tree removals, although it appears as if there will not be any. Some tree caliper sizes must be adjusted to meet ordinance requirements.
 - Lighting:
 - The photometric plan contains inaccuracies and needs revision to meet illumination standards.
 - Berm/Walls:
 - No berm or wall separates the site from adjacent residential property to the south. The Planning Commission may waive this requirement if it is deemed unnecessary.
 - Pedestrian connection:
 - The Planning Commission should consider whether the proposed pedestrian facilities are compliant.

Commission Questions and Discussion

- Commissioner Mantey questioned the 650sf loading space requirement for a car dealership, suggesting the ordinance may need to be revised.

- Commissioner Brickner confirmed with Consultant Upfal that meeting Giffels Webster’s recommendations would satisfy them that this is an appropriate plan.

MOTION by Countegan, support by Brickner, that Site Plan 53-7-2024, submitted by Rawad Haddad, BE APPROVED, because it appears to meet all applicable requirements of the Zoning Chapter, subject to addressing each of the outstanding items in Giffels Webster’s review, and including correcting notes on the plan per staff and consultant review.

Motion passed unanimously by voice vote.

Mr. Haddad will meet with Director Kettler-Schmult to discuss the timeline of this project.

E. SITE PLAN 59-9-2024

LOCATION: 24300 Drake Road
PARCEL I.D.: 22-23-21-351-032
PROPOSAL: Construction of vehicle wash within B-3, General Business District
ACTION REQUESTED: Site Plan approval
APPLICANT: BMW Kar Wash, LLC (Todd Gesund)
OWNER: Boxoffice Theaters, LLC

Applicant presentation

Todd Gesund, Vice President and Director of Expansion, Jax Kar Wash, noted that Jax Kar Wash has 30 locations across 18 cities in Michigan. Civil Engineer Jim Butler from the PEA Group, and Alyssa Cook from Cunningham Limp were also present this evening.

Mr. Gesund made the following points:

- The proposed site is at the northeast corner of Drake and Grand River. 15,000 people live in a one-mile radius of this site, with 72,000 in a 3-mile radius. Other businesses are nearby, including restaurant and retail uses.
- The project will eliminate a curb cut on Drake Road, with the main entry using the same curb cut that AutoZone uses off of Drake. Customers will turn into the queuing area, which will have 3 pay stations, and with stacking for 30 cars if necessary, with an escape lane. After the wash, the cars will move into the vacuum area.
- Vacuums will be free. There will be a mat cleaning room with restrooms. Conveyor belt technology will make it easier for cars to pass through the car wash. Hand towel drying is available – a unique service at Jax Kar Wash.
- The building elevations will use masonry, brick veneer, and cementitious siding, with a classic, park-like setting.
- Hours of operation will be Monday through Saturday 7am to 8pm, and Sunday 8am to 6pm.
- 15 – 20 employees will be hired to staff this location.
- The applicant is buying the property.
- Regarding storm water management, the car wash will connect to the existing storm sewer system, which was sized for this development. Stormwater management will include

additional stormwater pretreatment to remove oils and solids before discharging into the basin.

- They will work with the Fire Marshal to provide acceptable emergency vehicle access, including providing a gate instead of the breakaway bollards shown at the entrance to the car wash.

Chair Trafelet pointed out that there is a no-left turn restriction for south-bound traffic at the Drake access to AutoZone.

Planning Consultant report

Referencing the October 6, 2024 Giffels Webster memorandum, Planning Consultant Upfal highlighted the following:

- A Jax Car Wash is proposed for the 2.7-acre vacant site, located in a B-3 General Business District. Car washes are principal permitted uses in the B-3 District, with Planning Commission review.
- Access will be via a marginal access drive to the south, which connects to AutoZone. As already noted, the curb cut on Drake Road is being eliminated.
- There is also an ingress-only cross-access easement from the car dealership to the east.
- Both the access drive to the south and the easement from the car dealership need to be documented.
- The site meets all dimensional requirements, but a 260sf loading space must be added to the plans.
- Rooftop and ground equipment must be identified and appropriately screened.
- The turning radius at both entrance and exit is 20'; the ordinance requires 25'.
- The drive-through lane should be clearly marked and delineated on the plans.
- While there is sufficient space available, both ingress and egress stacking need to be documented.
- The Planning Commission shall review the dead-end aisles in the parking area to consider whether the two-way maneuvering is adequate for traffic flow.
- The Planning Commission shall determine whether existing vegetation along the ROW provides adequate screening, or if a wall or hedge shall be provided.
- The applicant should provide notes regarding lighting after operating hours as outlined in the lighting section of the review letter. Elevation illumination plans are required for building mounted fixtures. Building mounted lights over entrances exceed the 2,000-lumen maximum. Lighting in the bypass lane exceeds the required average to minimum lighting ratio (5:1).

Access issues

Commissioner Stimson pointed out that the property to the north (Enterprise Rent-a-Car) had two curb cuts to Drake Road, and currently there appeared to be cross-access to that property which is being removed. Discussion followed:

- Staff Engineer Alexander noted that two-way traffic on the ring road was the main priority; engineering was not requiring a second curb cut on Drake Road.
- Commissioners discussed the possibility of retaining the northern access to Enterprise to ensure connectivity between properties, as typically encouraged by the City. Southbound

drivers on Drake could make a left turn onto the southern Enterprise curb cut to get to the car wash property. Without that, drivers will have to turn left onto Grand River and enter the site from the south.

- Commissioner Mantey pointed out that the entrance in question was directly across the street from Busch’s Market, this would be a very problematic arrangement at that intersection. There would be conflicting left turns – going north and turning left to Busch’s, and going south turning left to the car wash, at a very busy intersection.
- Director Kettler-Schmult said that the engineering review letter noted that the City had asked for a traffic study specific to the circulation and use at that location.
- Commissioner Stimson felt that north-south access was essential for future development, particularly involving the Enterprise site.
- After discussion, and as the applicants acknowledged they had not been aware of the no-left-turn restrictions for drivers heading south on Drake, and as the traffic pattern at this corner needed further study, and as a smooth traffic flow was critical to the success of the applicant’s request, the following motion was offered:

MOTION by Mantey, support by Stimson, that action on Site Plan 59-9-2024, submitted by BMW Kar Wash, LLC, be postponed until the next available meeting, to give the applicants time to address access issues and present a more comprehensive plan regarding traffic patterns relative to this site.

Motion passed unanimously by voice vote.

Commissioner Countegan requested that staff investigate the original approval that resulted in the cement barrier (‘pork chop’) design restricting left turns.

F. LOT SPLIT 4, 2024 (FINAL)

LOCATION:	South side of Kentfield Avenue, just east of Tuck Road
PARCEL I.D.:	22-23-35-402-056 and 057
PROPOSAL:	Split two (2) parcels into three (3) parcels within RA-3, One Family Residential District
ACTION REQUESTED:	Lot Split approval (final)
APPLICANT:	Terry Sever
OWNER:	Crosswinds Court, Inc.

Commissioner Brickner disclosed that he had previously represented Mr. Sever in a legal matter but that this would not influence his participation relative to tonight’s request. City Attorney Schultz confirmed there was no conflict as long as Commissioner Brickner could remain fair and unbiased, which Brickner assured he could.

Applicant presentation

Terry Sever was present on behalf of this application for lot split approval.

The proposal was to combine two existing parcels and then split them into three parcels to facilitate the construction of three single family homes. The two subject parcels were part of a lot split in January 2024, and this division would result in the original parent parcel being split into four separate lots, the maximum number of parcels that may be split from the parent parcel within a 10-year period.

Mr. Sever made the following points:

- The proposed lot split is consistent with ordinance requirements.
- Some of the engineering comments did not consider the fact that the owner of the property has received approval to build the road extension and construction has started on this project. The road is being installed up to the westerly lot line of the proposed split.

Planning Consultant report

Referencing the October 9, 2024 Giffels Webster memorandum, Planning Consultant Upfal highlighted the following:

- Maps indicate the presence of hydric soils in the area. This will not affect the lot splits but does indicate a wetland determination may be required before the applicants are issued a building permit.
- The three new parcels will be 0.85, 0.63, and 0.63 acres, all meeting RA-3 district standards. All parcels will have access on Kentfield Avenue.
- The Subdivision of Land Ordinance 27-110(2)(e) lists standards that must be met for a lot to be split. The standards appear to be met.
- The Land Division Act limits parent parcels to four splits every ten years, and the applicant is compliant with this requirement.

Commission Questions and Discussion

Chair Trafelet asked if the owner was opposed to extending the road to Tuck Road. Mr. Sever explained that extending the road was unnecessary, as water and sewer are already extended to the lot line, and city ordinances do not require further road extension.

City Attorney Schultz suggested adding conditions to any approving motion requiring final engineering review and assessor's confirmation of compliance.

MOTION by Countegan, support by Mantey, that (Final) Lot Split 4, 2024, submitted by Terry Sever, BE APPROVED, because it appears to meet the applicable provisions of Chapter 34, "Zoning," and Chapter 27, "Subdivision of Land," of the City Code and will result in land parcels generally compatible with surrounding parcels in the vicinity; and that the City Assessor be so notified, subject to:

- **Final engineering review and approval.**
- **The City Assessor determine that the parcel is eligible for the requested splits.**

Motion passed unanimously by voice vote.

APPROVAL OF MINUTES

Approval of September 16, 2024, City Council-Planning Commission Joint Meeting, and September 19, 2024, Regular

Meeting

MOTION by Aspinall, support by Ware, to approve the September 16, 2024 City Council-Planning Commission Joint Meeting minutes and the September 19, 2024 Regular Planning Commission meeting minutes as submitted.

Motion passed unanimously by voice vote.

PUBLIC COMMENT

None

COMMISSIONER/STAFF COMMENTS

Commissioner Mantey pointed out that the Planning Commission's bylaws specify the correct sequence for different types of meetings. He expressed concern that the Commission may not be consistently following this prescribed order and requested that the meeting order be reviewed to ensure compliance with the bylaws.

Commissioner Ware raised concerns about maintaining consistency with the city's Master Plan redevelopment vision. She noted that the Grand River Corridor was intended to transform over time into entertainment spaces. However, incoming developments may disrupt broader redevelopment goals. She asked if the City had a plan to accelerate progress beyond joint meetings with the City Council.

Planning and Community Development Director Kettler-Schmult acknowledged the challenges of transition timing. Plans are in motion to address the direction of key corridors, starting with 12 Mile Road. The focus on the 12 Mile corridor is due to existing momentum, including a market study already underway for the 12 Mile and Orchard Lake Road area.

A market study for Grand River Avenue will follow within the next couple of months, though contracts for it are not yet finalized. Director Kettler-Schmult emphasized the importance of using these studies to make well-informed decisions about the corridors before implementing changes. She also mentioned upcoming study sessions to align the Planning Commission's work with the master plan, focusing on corridor development, flexible uses, and expanded opportunities for these areas.

The Grand River Corridor Authority is meeting on October 25 to explore consultant options. The Authority is contributing substantial funding to support the study, underscoring their active role in shaping the corridor's future. The Authority and the Planning Commission will work together regarding development in this area.

ADJOURNMENT

Motion by Ware, support by Varga, to adjourn the meeting.

Motion passed unanimously by voice vote.

The meeting was adjourned at 10:16pm.

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Approved 11-25-2024

Respectfully submitted,
Kristen Aspinall,
Planning Commission Secretary

/cem