



PLANNING COMMISSION
MINUTES
CITY OF NOVI
Regular Meeting
January 9, 2019 7:00 PM
Council Chambers | Novi Civic Center
45175 W. Ten Mile (248) 347-0475

CALL TO ORDER

The meeting was called to order at 7:00 PM.

ROLL CALL

Present: Member Anthony, Member Avdoulos, Chair Greco, Member Hornung, Member Maday

Absent: Member Lynch, Chair Pehrson

Also Present: Barbara McBeth, City Planner; Sri Komaragiri, Planner; Rick Meader, Landscape Architect; Thomas Schultz, City Attorney

PLEDGE OF ALLEGIANCE

Member Anthony led the meeting attendees in the recitation of the Pledge of Allegiance.

APPROVAL OF AGENDA

Member Anthony said I would like to request that we add a short request for the Master Planning and Zoning Committee to consider options for screening in areas of our City where it abruptly goes from Industrial to Single-Family homes and what options we have there.

City Planner McBeth said we can add that to Matters for Consideration.

Moved by Member Avdoulos with a Friendly Amendment by Member Anthony, seconded by Member Maday.

VOICE VOTE TO APPROVE THE JANUARY 9, 2019 AGENDA WITH AMENDMENT MOTION MADE BY MEMBER AVOULDOS AND SECONDED BY MEMBER MADAY.

Motion to approve the January 9, 2019 Planning Commission Agenda, as amended.
Motion carried 5-0.

AUDIENCE PARTICIPATION

Nobody in the audience wished to speak.

CORRESPONDENCE

There was no correspondence.

COMMITTEE REPORTS

There were no Committee Reports.

CITY PLANNER REPORT

City Planner McBeth said I want to report that on Monday evening, the City Council approved the request of Erhard Motor Sales for a Special Development Option (SDO) Agreement in the GE, Gateway East District. That is for the property located at the southwest corner of Grand River Avenue and Meadowbrook Road. The applicant is proposing a 58,663 square foot car sales facility for Jaguar Land Rover. The next step in the process is for the Preliminary Site Plan will be considered by the City Council.

CONSENT AGENDA

There were no items on the consent agenda.

PUBLIC HEARINGS

1. STARBUCKS EXPANSION DRIVE-THROUGH JSP18-33

Public hearing at the request of Ramco West Oaks II LLC for JSP 18-33 Starbucks Expansion with a Drive-Through for Planning Commission's recommendation to the City Council for approval of Special Land Use, Preliminary Site Plan with a PD-2 option and Storm Water Management plan. The subject property is located on the west side of Novi Road south of Twelve Mile Road in West Oaks Shopping Center in Section 15. The applicant is proposing an expansion of the existing Starbucks coffee shop with an addition of a drive-thru facility.

Planner Komaragiri said as you mentioned, the applicant is proposing an expansion of the existing Starbucks coffee shop at the northeast corner of the West Oaks Shopping Center. It is located on the west side of Novi Road south of Twelve Mile Road. It is currently zoned RC, Regional Center and surrounded by the same zoning on all sides. The Future Land Use map indicates a Planned Development Option for the subject property and surrounding properties. A PD Option allows alternative means of land use development within the designated PD areas. The application will be utilizing the option to propose a drive-thru.

The property is currently developed and there are no regulated wetlands or woodlands on the property. The expansion includes replacing about 130 existing parking spaces with a 1,300 square foot building expansion and a drive-thru. A bypass lane is proposed along with the drive-thru lane.

As part of the PD-2 Option, any deviations from the Ordinance Standards are subject to City Council's approval based on your recommendation. The applicant is requesting to waive the requirement for Community Impact Statement and Noise Impact Statement, as the proposal is for an expansion of an existing facility in a fully developed shopping center. Staff agrees that the impacts would be no more than the existing.

Planning and Traffic have requested a couple of minor changes for the traffic to flow better. The revised plan referred to in the motion sheet addresses those concerns. The changes include adding additional maneuvering space at the U-Turn as indicated in red, adding a pedestrian connection from the northern parking lot to the coffee shop, and some minor changes indicated in red. Landscape has identified a couple of waivers for shortage in building foundation landscape as noted in the motion, which are supported by Staff. Additional screening for the loading area is requested at the time of Final Site Plan, which the applicant agreed to comply with.

Planner Komaragiri said due to the nature of the drive-thru operation, our Traffic consultant recommended the applicant to provide a Queuing Study in lieu of a Traffic Impact Study to identify whether additional stacking spaces than the Ordinance minimum are required. The Ordinance requires a total of 10 stacking spaces. The study recommended 13 spaces during peak hours, and the current plan provides 12 stacking spaces. Staff is in agreement with the proposed number, as the peak hours for the drive-thru is during morning rush hour where the rest of surrounding businesses are operating at off-peak hours. Traffic is in support of the basic findings of the study, but is requesting some additional background data at the time of Final Site Plan.

Except for relocation of existing utility services, there are no changes to the existing Stormwater Management Plan. The proposed Façade extension is in full compliance with the Ordinance standards. A sample façade board is provided, which is placed in front of the podium.

All reviewers are recommending approval with additional comments to be addressed at the time of Final Site Plan. The Planning Commission is asked tonight to hold the public hearing and make a recommendation to City Council to either approve or deny the Special Land Use, Preliminary Site Plan with a PD-2 Option, and the Storm Water Management Plan. The Planning Commission is requested to make their findings based on conditions listed in Section 6.1.2.C and 3.31.4, which are listed in the Planning review letter.

Planner Komaragiri said the applicant, Ross Gallentine, is here tonight with his engineer, Michael McPherson and architect, Matt Niles, if you have any questions for them. Staff is also here to provide any clarification you may need.

Ross Gallentine, with RPT, said as you're aware with the retail environment that exists today, we're thrilled to have been able to maintain Starbucks here. I'm sure you've all been into that Starbucks and it's got to be one of the smallest and tightest Starbucks I've ever been in. We're looking at doubling the size and doing the drive-thru, and are very excited to have the opportunity with your approval to keep this moving and keep Starbucks in our shopping center. And again, like Sri said, we also have Dave Warner here from Starbucks, as well as our architect and civil engineer. If you have any questions, we're here to answer them.

Chair Greco asked if there was anyone in the audience that wished to address the Planning Commission regarding this project.

Dorothy Duchesneau, 125 Henning, said my print-off from the packet online is a little more descriptive of what my issue is. Living on the north and having to go south to get on 96, I've very happy to see Starbucks expand. I'm happy to have someplace to pick up a cup of coffee before getting on the expressway. It is a very, very tight location there so I'm fully in support of that part – you don't have to get out of your car to fight the people inside to go get your coffee.

However, having worked in a retail mall both at Oakland Mall and ever since Twelve Oaks mall opened, and also at West Oaks Mall, I am really concerned about how most of the people going to the expressway are going to be heading south, they're going to make that right turn, they're going to come into here, and they're going to want to go right

back out where they came in. This distance between the two parking spaces is not enough for two-way traffic, stacking traffic, and "hi I want to turn left or I want to turn right" traffic.

There's got to be a better plan of some type, because this is just going to be fender benders and backups. It's not as easy because you've got to wiggle here, to wiggle, to wiggle, to get out to the light. I'm telling you, people are going to come in, and they're going to want to go out where they came in. And in the meantime, you're going to have people lined up here at 7 o'clock in the morning trying to get their coffee ordered. I think the ingress-egress layout of that needs to be looked at a little bit further.

David Hurlbert, 44831 Larkspur, said I'm actually really happy to see that they're going to be doing an expansion because a lot of times on the way to work, that would be the Starbucks that I would go into, but there are times where it's so backed up that I would pass by there and actually go to the one at Orchard Lake and Twelve Mile instead of the one in Novi because it's so busy and backed up. Some of the things I'm going to bring up are almost the same as the last woman that spoke.

The traffic flow going in and out of there, I don't think it's going to be fair to a lot of the other businesses that are there because that traffic flow going in in front of all those other businesses and coming down – even though it's predominantly morning traffic, it is going to be all day. Is there a way they could straighten it out where that loop is, so that when traffic would come in off of Novi Road they would come right straight down? That would address the problem of the two-way traffic backing up. So it would be more of a straight shot in, they'd curve around the building, and then when they go out if they'd open up that other opening, it's only about a car and a half width where you'd be going out at the light. I don't know if anyone has ever gone in and out of that opening, it's horrible. Two people cannot use that opening at the same time, people always have to wait to get in and out – I don't know what the name of the street is that goes to the light. But if they'd open that up, then they'd have a nice flow through the parking lot. You'd get away from the backup with the two-way traffic.

I just think that it's a great spot to be, it's too bad they couldn't do a free standing building. I don't know if anyone has gone to the one on Twelve Mile and Cabot Drive or the one on Twelve Mile and Orchard Lake and watched the traffic flow and how many customers they have. This location really could do so much more business if they had a larger store and a better traffic flow in and out. Because for myself in the morning, if I went to a drive-thru and I know that it's going to be hard to get in and out of there, I'm going to do the same thing I've been doing which is to pass by and go to a different location. Other than that, I really hope that something does happen there because it's a phenomenal location. And it really is too bad there's not enough space that they could do a free-standing building in the area. Thank you.

Chair Greco asked if there was anyone else that wished to address the Planning Commission regarding this project. Seeing no one, he said I believe there is no correspondence.

Chair Greco closed the public hearing and turned it over to the Planning Commission for their consideration.

Member Anthony said kind of echoing the same comments, I like the expansion, I'm glad there's going to be a drive-thru. This isn't the Starbucks that I would use, I'm hoping that the other proposed in the City will come with the drive-thru soon. I'm going to bring this to Staff – the review on Queuing Study. So it's not often that we see that, I guess it's not often that we have drive-thru's that come in so that's probably why we don't see them. The one thing on traffic control that I think benefits this is that it's West Oaks Drive, and that has a light and is able to control traffic. I think people approaching from the north will end up using that light in order to get in. It's not a practical thing to try to turn left further north up near the UPS building itself. But that one light will, I think, be able to help traffic.

But it is unusual – I wondered how the queuing would work within the parking lots and what the thought is on traffic. And I saw that you needed additional information on queuing. So first, to our Staff, what are your impressions and what is the additional information that you'd be looking for on the queuing study?

Planner Komaragiri said a Traffic Impact Study is required for a site plan that does a PD-2 Option, but in this case our Traffic consultant made an exception and asked to do a Queuing Study instead. The reason being, a Queuing Study would allow us to potentially identify how many stacking spaces would be required because the Ordinance only requires for ten, but sometimes based on the demand of the use they may need more stacking spaces. So we didn't want to allow a site plan with the minimum required and then have additional cars stacking up into parking lot driveways. So that's the intent of the Queuing Study.

Member Anthony said so anything that would be approved here today would have a condition of still complying with City Staff's request on a Queuing Study?

Planner Komaragiri said so the conclusions based on the study that was provided, our consultants are confident that the twelve spaces they provided are enough for the site. Worst case scenario, if more cars stack up than twelve, the comfort level is that the congestion would be within the parking lot and they wouldn't be backing out into Novi Road. That's one of the reasons why the drive-thru lane was designed the way it was designed, so that the stacking will be contained within the parking lot but it doesn't overflow into Novi Road.

And the data we are requesting is because there are some conclusions made in the study where it talked about, for example, a confidence level of 80% that this is the peak hours and this is the requirement. In a sense, we agree with that, but we are asking for background data as to how they came up with that percentage number.

Member Anthony said and you're satisfied with how they came up with their data and analyzed it?

Planner Komaragiri said we agree with the findings but we want more information just for the record. But our consultant believes that the background data wouldn't affect the conclusions that have been made, it's just providing extra support.

Member Anthony said so what would happen in the event that we approve today, and you get that additional data and you want a modification?

Planner Komaragiri said based on the conversation I had with our Traffic consultant this afternoon, they feel pretty comfortable that the findings wouldn't change. Worst case, if that happens, I believe we would work with the applicant to address those concerns.

Member Anthony said ok, and I think traffic here is the worst during the national shopping season at the end of the year. I'm not sure the infrastructure can really adapt to that.

The concern about fairness to the other businesses – I just think of my own behavior, and I think I would end up choosing to go to some of those other businesses simply because I could go through the Starbucks Drive-Thru on the way. So I think the fairness might actually work against some of the other businesses that compete with this area. So I think that kind of works itself out.

Novi has an important retail district to our communities and our business center, and retail is always difficult because of its seasonality. But I'm glad that we have that and that you could convert it to a queuing study, you're preventing traffic from building up in Novi Road, we do have a traffic light on West Oaks Drive that can help navigate traffic that is heading north. The façade, the structure, what they're doing is all in compliance. So again, I would support this and it's something I look forward to in our community.

Member Hornung said my first question has to do with the queuing study, and I think I would direct this to Staff. Do you know where the 45 seconds mark came from, as far as speed of service?

Planner Komaragiri said I'll take a shot at the question but I think the engineer, Mike, may want to expand on that. When we prepared the scope of the study for the Queuing Study, we asked the applicant to look at their existing Starbucks Drive-Thru's throughout the nation and try to get data from that. And I believe that number came from that data.

Mike McPherson, with Atwell, said to Sri's point, that is correct. The 45 seconds as a cycle time was information that was provided by Starbucks, and that's kind of a typical cycle time that they see in their operations. So that's where that information came from to use in the Queuing Study.

Member Hornung said I feel like that 45 seconds was fundamental to the results of the Queuing Study, and to tell us how many cars would line up. Is there any other way you can demonstrate that data or prove to us that that is a real number and not just something you made up?

Mr. McPherson said that's something that points back to Sri's request for additional backup when we get to Final Site Plan, hypothetically if we get through tonight and with City Council. We would provide that additional information at that point.

Member Hornung said in some of my own research, I've seen some speed of service numbers that did not align with the 45 seconds, which is why I had some significant concerns about that. Do you have any more data you can tell me about the 45 seconds? Is this when there is nobody else in line? Is this when there are twelve cars are in line? Is there any other information?

Mr. McPherson said not really, that is their typical turnover rate that they strive to operate

at. I can tell you that once you get to twelve cars or thirteen cars stacking, that's when – as was said by a gentleman previously – people start to pass by. You can't ever design to a 100% confidence level, because then you're going to get thirty cars stacked or something very unrealistic. So typically, you're designing to an 80% confidence level, which in this case equates to twelve cars stacking, which is longer than the typical requirement in the City. We feel that it's more than adequate to serve this store, especially given that the peak times in the morning won't likely have a lot of customers using the parking lots to the north or south. So if there happens to be thirteen or fourteen cars, which is probably unlikely because nobody is going to wait that long, but they are going to be backed up in the parking lot and not affecting Novi Road or any public Right-of-Way.

Member Hornung said thank you. I'm glad you mentioned the customers that might opt out of the drive-thru and choose to go into the store. One of the main places that those customers currently park is in the place that this new development is going. Where would you anticipate this overflow of customers to park?

Mr. McPherson well obviously you've got parking on the east, west, south, and north sides and we've provided more pedestrian access headed to the north so there will be a sidewalk with a pedestrian crossing to get to the store if you park north of the drive-thru stack area.

On the plan, there is a parking study totality for the shopping center itself, showing a surplus of parking spaces overall, so there should be plenty of parking in totality and in the vicinity of this facility here. And again, peak parking is going to be in the morning, which the jewelry store is not their peak time and most of the shops directly north, it's not their peak time. So there should be plenty of parking during peak time close to the Starbucks itself.

Member Hornung said my concern there is if somebody saw the drive-thru line, decided to park there, they're going to park right at the entry or exit of that drive-thru line, which is that tight point where we're noticing that there's not a lot of width. That's my concern with this particular plan.

Mr. McPherson said to speak to the width, all of the drive aisles out there are the 24-foot typical City-minimum standard for drive aisle. So they're wide enough for two-way traffic and given that you're in a parking lot like that, you're actually given a lot of alternatives. If you see that there's congestion going one direction, there are multiple different directions that you can go through the parking lot and exit to the north or the south back out to Novi Road. In my opinion, after it's operating for a couple of weeks, people will figure out the best process and it tends to clean up the function.

Member Hornung said I agree, I think repeat customers would kind of get to know the system, for sure. But I still do see some concerns about that particular flow right at the mouth of that opening. Thank you.

Mr. Gallentine said if I could just add, the entrance that is on the side now is now going to be facing Novi Road, so the entrance is actually moving. So people aren't going to be going in where it is facing north, it is going to be facing east. So if people want to park by the front door, they're really going to go down by Jared the jeweler in that area. I just

wanted to bring that fact up, where the front door is moving to.

Member Maday said everything that everybody said I'm in agreement with. I think we're all sensitive to traffic issues in Novi, given how much traffic there is in Novi, which is why I think it's been a topic of discussion here tonight. But given what Sri said and given what I've heard you say, I would support it. I'm in support of this.

Member Avdoulos said I think the reason also to add the concerns about the traffic is because at least in my opinion, the parking here at West Oaks is not the greatest. There's just huge expanses of parking without a lot of breaks, and so there's not an easy flow. And we have entrances that are close to each other. I do agree that one entrance that goes out to West Oaks Drive just to the west of this development is kind of tough to get in and out of. The concern of having a drive-thru system within a parking area is a big concern, too, because I know a lot of people will just travel pretty quickly down the aisle. So that is one of the big concerns.

We're indicating, and I don't know if this is part of this project or this development, but we're indicating this pork chop right there on the north. There is not one there right now. And so I don't know if we're trying eliminate left hand turns out of that development, which I would be in favor of because of the proximity to that intersection and I've been going up and down there at various times of the day and there's a lot of people that speed out of there so that they can make the right onto Twelve Mile Road and then make the Michigan U-Turn to go westbound. So I don't know if that was there by accident, but physically right now there is no island there.

Planner Komaragiri said that is correct.

Member Avdoulos said so I don't know if we have to address that or have anybody adjust it. And I don't have all of the engineering drawings, we just have whatever was in the package.

The other thing that would've actually been helpful, and I know Starbucks has their industry standards and the queuing process and that's all something that is part of their business and that's why they are what they are, but it would have been nice to see how the traffic flow into the site and to this particular location would have been delineated just to get a little better feel of how this all would work. And I guess that's my question – is that pork chop there?

City Planner McBeth said thank you for bringing that up. So we checked the photos and the pork chop is not there now, but it was a few years ago. So I'm not sure of the history of that, if it came out as part of a road project or another project. We could certainly look into that and report back to you on that.

Member Avdoulos said and only because I know that we, as the Planning Department and Commission, are looking to make sure we spread a lot of these out and so if you have a left hand turn at West Oaks Drive and then another left hand turn. And trust me, I've seen a lot of people turn left at pork chops, which they shouldn't be doing. But it's just like Member Maday said, Novi Road is going to get busier and busier as we go along and so anything we can do to avoid some of that happening would be beneficial to the project.

So I do have my concerns, it's just that this particular development and the parking issues and the way people get in and out of here is difficult and then to add this to that will be adding some more difficulty to the process already. But I think if we can do our homework and make sure we stay on top of it, I think I'm in support of it. I think there's a similar situation, not here in Novi, but I think in Livonia at Six and Haggerty there's a Wendy's within a parking lot and so it's very busy and they have the drive-thru that comes off the parking lot so that gets kind of tricky.

And then the applicant noted that the main entry will be facing Novi Road, but if people do park on the other side, on the west side, they do have an entrance that they could access? Or do they have to go around?

Mr. Gallentine said they have to go around.

Member Avdoulos said can you indicate that? Because on the site plan, it was a little bit fuzzy. So if I park there, I have to go all the way around. Ok. That's not convenient, and I don't think I'd want to go through the queuing the other way. So what is that walk there? Is that just for service?

Mr. Gallentine that is just for service, at the back of house.

Member Avdoulos said ok. That's all I have.

Chair Greco said my comment having reviewed this is that it seems to make sense for what people want for the area. I think from the point that was just raised by Member Avdoulos – perhaps only having a door on the other side of the building eliminates the issue of people parking in those spots to the west of the building that Member Hornung potentially brought up with people coming out of the queue after the drive-thru. I think probably with Starbucks in the morning, you're going to have a lot of frequent customers that once they figure out where the door is and how to get in and out, they should be able to deal with it.

As far as the queuing, I appreciate and like that it's within the parking area. I'm not there at 9 o'clock in the morning. I'm there in that area from time to time on the weekends, sometimes during the week, and there's a lot of open area and open space in the parking lot. Generally, I'm in favor of the project. That being said, are there any other comments?

Member Anthony said I would be prepared to make a motion but I would like to ask one question of the applicant. So the one piece of information that Staff has asked for is to support the data that was input into the Queuing Study. So that in the event, as this data is reviewed and brought to them, if there is a change in that data which ultimately brings then a change in the number of cars that would need to be considered in the queue, are you willing to work with staff?

Mr. Gallentine said absolutely.

Member Anthony said and with our approval motion, do I need to add anything conditional within that?

City Planner McBeth said no.

Member Anthony said ok. I'd like to make a motion.

Motion made by Member Anthony and seconded by Member Maday.

ROLL CALL VOTE TO RECOMMEND APPROVAL OF SPECIAL LAND USE MOTION MADE BY MEMBER ANTHONY AND SECONDED BY MEMBER MADAY.

In the matter of the request of Ramco West Oaks II LLC for JSP 18-33 Starbucks Expansion with a Drive-Through, motion to recommend approval to the City Council for Special Land Use based on and subject to the following:

1. The proposed use will not cause any detrimental impact on existing thoroughfares *(based on Traffic review)*;
2. The proposed use will not cause any detrimental impact on the capabilities of public services and facilities *(based on Engineering review)*;
3. The proposed use is compatible with the natural features and characteristics of the land *(because there are no regulated natural features on site)*;
4. The proposed use is compatible with adjacent uses of land *(because the proposed use is an expansion to an existing use)*;
5. The proposed use is consistent with the goals, objectives, and recommendations of the City's Master Plan for Land Use *(as it fulfills one of the Master Plan objectives to retain existing businesses within City of Novi)*;
6. The proposed use will promote the use of land in a socially and economically desirable manner *(as it fulfills one of the Master Plan objectives to retain existing businesses within City of Novi)*;
7. The proposed use is (1) listed among the provision of uses requiring special land use review as set forth in the various zoning districts of this Ordinance, and (2) is in harmony with the purposes and conforms to the applicable site design regulations of the zoning district in which it is located.

This motion is made because the plan is otherwise in compliance with Article 3, Article 4, Article 5, and Article 6 of the Zoning Ordinance and all other applicable provisions of the Ordinance. *Motion carried 4-1 (Hornung).*

ROLL CALL VOTE TO RECOMMEND APPROVAL OF STORMWATER MANAGEMENT PLAN MOTION MADE BY MEMBER ANTHONY AND SECONDED BY MEMBER MADAY.

In the matter of the request of Ramco West Oaks II LLC for JSP 18-33 Starbucks Expansion with a Drive-Through, motion to recommend approval to the City Council for Storm water Management Plan based on and subject to the findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan. This motion is made because it is otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance. *Motion carried 5-0.*

ROLL CALL VOTE TO RECOMMEND APPROVAL OF PRELIMINARY SITE PLAN MOTION MADE BY MEMBER ANTHONY AND SECONDED BY MEMBER MADAY.

In the matter of the request of Ramco West Oaks II LLC for JSP 18-33 Starbucks Expansion

with a Drive-Through, motion to recommend approval to the City Council for Preliminary Site Plan with a PD-2 Option based on and subject to the following:

- a. Findings that the standards of Section 3.31.4 of the Zoning Ordinance are adequately addressed, as identified in the Planning Review Letter;
- b. City Council approval of an ordinance deviation to waive the requirement for a Community Impact statement as listed in the Section 3.31.4.A.iii. of our Zoning Ordinance, as the proposed development is an extension to an existing business and does not create additional impacts;
- c. City Council approval of an ordinance deviation to allow a Queuing study in lieu of Traffic Study as listed in the Section 3.31.4.A.iii. of our Zoning Ordinance, as the proposed development is an extension to an existing business;
- d. City Council approval of an ordinance deviation to waive the requirement for a noise impact statement as listed in Section 5.14.10.B. of our Zoning Ordinance, as the proposed development is an extension to an existing business and does not create additional impacts;
- e. Landscape waiver for not meeting the minimum requirements for building foundation landscaping as listed in Section 5.5.3.D. for less than 60% of building frontage facing Novi Road not being landscaped, provided the applicant provides most of the required landscaping subject to Landscape Architects approval at the time of Final Site Plan approval, it is hereby granted;
- f. Landscape waiver for not meeting the minimum requirements for building foundation landscaping as listed in Section 5.5.3.D. for placing some of the required foundation landscape away from the building, subject to Landscape Architects approval at the time of Final Site Plan approval, is hereby granted;
- g. The applicant shall work with the landscape architect to identify alternate options to completely screen the loading areas from Novi Road at the time of Final Site Plan approval;
- h. The applicant shall revise the Final Site Plan as shown in the revised Preliminary Site Plan provided via e-mail dated December 17, 2018;
- i. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.

This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance. *Motion carried 4-1 (Hornung).*

MATTERS FOR CONSIDERATION

1. RECONSIDERATION OF APPOINTMENTS TO COMMITTEES

City Planner McBeth said Mr. Chair, you may remember that this matter was brought forward at the last meeting for possible reconsideration of the decisions that were made back in last July for appointments to various Planning Commission committees. Member Hornung is a new member, just joining us since the end of last year and requested that if any member wishes to give up their position on a committee for the remainder of the fiscal year, he may be willing to accept that position.

Chair Greco asked if any member would like to give up a committee position.

Member Anthony said I'll throw into the basket either the alternate spot for the Environmental and Walkable Novi, and the Implementation Committee. That would leave me with just one, which is Master Plan and Zoning.

Member Avdoulos said Member Hornung seems to be very detail-oriented, so I would give up the Rules Committee position. And then if Member Anthony gives up one, we will each have two.

Chair Greco said Member Hornung, would you like to take positions on the Rules and Implementation Committees?

Member Hornung said yes.

City Planner McBeth said thank you, I will send out an updated list tomorrow.

2. APPROVAL OF THE DECEMBER 12, 2018 PLANNING COMMISSION MINUTES

Motion made by Member Avdoulos and seconded by Member Hornung.

ROLL CALL VOTE TO APPROVE THE DECEMBER 12, 2018 PLANNING COMMISSION MEETING MINUTES MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER HORNUNG.

**Motion to approve the December 12, 2018 Planning Commission Meeting Minutes.
*Motion carried 5-0.***

3. SCREENING BETWEEN RESIDENTIAL AND NON-RESIDENTIAL USES

Chair Greco said this Matter for Consideration was added to the agenda by Member Anthony to potentially assign to the Master Planning and Zoning Committee.

Member Anthony said yes. At one point a few years, this concept had been talked about. It has to do with areas within the City, and these are the most difficult when citizens come in, when you have abrupt zoning changes with Industrial right up against Single Family. That happens most often in the older part of our town, which is the east side. It is one thing that I look at and trying to think twenty years down the line when my grandkids are out of high school in Novi, it's fighting blight. We see blight around – Livonia has been doing considerable work on their east side to address blight issues there, the whole concept that you see from SEMCOG which is the donut growing outward. So the east side being our oldest neighborhoods, the areas where it's more frequent to have industrial right up against Single Family. Generally I believe we'd like to have some kind of buffer zoning in between, whether it's Multi-Family, whether it's Office, or something similar.

And I started thinking about it again last year when we rezoned the area at Cherry Hill and Meadowbrook for one of the dealerships being a parking lot. What we did is we rezoned the property on the southern side of it that was actually Office, and that provided a buffer for the beginning of Single-Family on Cherry Hill and then across the street on Clermont. When we originally met with them to rezone that, we had originally talked about some kind of equivalency in buffering and what we can do. And I would like us to take some time to explore that in those areas where we have the change.

We've had times where old, existing Industrial has come in for a new use and we look at it and say it's old and grandfathered in. But perhaps there's a way that we can look at these specific situations that we can look at what type of buffering that works for four seasons. Often, we look at it and say 'hey, we've got a creek or woodland' – that's great, except for the four months a year where there are no leaves or any sound barrier. I've been driving by Huntley Manor right near that area, and they did an incredible job with buffering and landscaping. I realize that they did that predominantly so that they can maintain the value of their product, but it demonstrated to me that that can be done.

Member Anthony said so we have a bunch of legal steps that we'd have to work around, as we're dealing around citizens' property rights based on the Zoning Ordinance, Master Plan, and the Future Land Use Plan, which is partly why I hesitated on changing that buffering zoning in the first place. Where you have the property owner, who has their own property rights. So what can we do that can take advantage, especially in our older areas, that we can put in a buffering that is also sustainable so that it makes those residential neighborhoods desirable for a long period of time and not susceptible to blight. I look to see if we can have the Master Planning and Zoning Committee look at that.

Member Avdoulos said would it be the task of the Planning Department to identify those areas and the biggest areas of concern?

Member Anthony said I went through our Zoning Map and I highlighted all the areas in the City where it goes from Industrial to Multi-Family where there's no transition.

Member Avdoulos said as you were speaking, I was trying to picture in my head where in the City those areas are where there is no transition.

Member Anthony said it happens mostly east of Novi Road, either along the Railroad track or on Grand River. That's where it most frequently occurs. Now there are a couple of spots on the west side, but based on linear feet not as much as there is on the east side. And again, if you look at how western suburbs fight blight, it's their eastern side that faces blight first. So I see this as a long-term vision of blight fighting.

Member Avdoulos said it's good to be proactive about that.

Chair Greco said thank you, Member Anthony. Would this be something for a committee to consider?

City Planner McBeth said I think it's a good idea to present some ideas to the Master Planning and Zoning Committee. In fact, we have one of those coming up in two weeks. So I think there'd be room on the agenda to discuss that, at least in a preliminary sense.

But if we're talking about locations, I think that would be ideal for the Master Planning and Zoning Committee and Staff to look at that, but if it comes down to Zoning Ordinance text amendments, we might recommend it go to the Implementation Committee, the committee that looks at Zoning Ordinance changes. So maybe it could start at the Master Plan and Zoning Committee, and then either come straight back to the Planning Commission or go to the Implementation Committee.

Member Anthony said great, thank you. I want us to take a look at it because it's

something that we'll really see the benefit twenty years from now.

SUPPLEMENTAL ISSUES

1. PLANNING COMMISSION ANNUAL REPORT 2018

City Planner McBeth said we've prepared this report at the end of the year just to highlight the numerous activities that the Planning Commission as a whole took a look at last year and made recommendations on or approved. As you can see, it goes on for quite a while. After it was sent out, it occurred to me that we didn't really have any discussion of what the Planning Commission committees worked on last year, so I think I might add a few more items that would discuss what the committees had worked on, such as the Master Planning and Zoning Committee.

Chair Greco said thank you.

AUDIENCE PARTICIPATION

Michel Duchesneau, 1191 South Lake Drive, said I know that Chairperson Pehrson and Commissioner Lynch are not here tonight but these comments apply to them significantly, actually. I'd like to thank the Planning Commission for the work that you do. You do a good job of balancing residential input and the rights of neighboring residents with the property owners rights to develop according to our Master Plan, the Ordinances, and the intent of our Ordinances. I want to thank you for what you do. As you can see, not a lot of audience participation. So that is a positive compliment to the group and to our leadership throughout the City.

As I was alluding to earlier, the longevity of the members on the boards including yourselves, Council members – you've served for years and years, and I think that's part of the consistency in our City that makes us what we are, that being a wonderful City. So I appreciate the result of your work, the discussions you've had, the recommendations you've made, and I know that the developers listen to what you suggest and quite often we see changes that are very significant. As a resident here, just want to say thank you.

ADJOURNMENT

Moved by Member Avdoulos and seconded by Member Anthony.

VOICE VOTE ON THE MOTION TO ADJOURN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER ANTHONY.

Motion to adjourn the January 12, 2019 Planning Commission meeting. *Motion carried 5-0.*

The meeting was adjourned at 7:52 PM.