

GENOA CHARTER TOWNSHIP BOARD
Special Joint Meeting with Planning Commission
December 10th, 2019
6:30 p.m.

AGENDA

Call to Order

Pledge of Allegiance

Call to the Public (Public comment will be limited to two minutes per person)*

Approval of Agenda

- 1. Special Topics Work Session (Discussion Only) – S. Latson Versa Development PUD**
 - a. Presentation by applicant’s project team**
 - b. Review by Township consultants**
 - c. Member Discussion and Q & A**

Member Discussion

Adjournment

*Citizen’s Comments- In addition to providing the public with an opportunity to address the Township Board at the beginning of the meeting, opportunity to comment on individual agenda items may be offered by the Chairman as they are presented.



GENOA CHARTER TOWNSHIP APPLICATION Planned Unit Development (PUD)

APPLICANT NAME: Todd Wyett

APPLICANT EMAIL: todd@versacos.com

APPLICANT ADDRESS & PHONE: 326 E. 4th St., Royal Oak 4806 , (248) 770-8484

OWNER'S NAME: Todd Wyett

OWNER ADDRESS & PHONE: 326 E. 4th St., Royal Oak 48067 , (248) 770-8484

TAX CODE(S): _____

QUALIFYING CONDITIONS (To be filled out by applicant)

1. A PUD zoning classification may be initiated only by a petition.
2. It is desired and requested that the foregoing property be rezoned to the following type of PUD designation:

- Residential Planned Unit Development (RPUD)
- Planned Industrial District (PID)
- Mixed Use Planned Unit Development (MUPUD)
- Redevelopment Planned Unit Development (RDPUD)
- Non-residential Planned Unit Development (NRPUD)
- Interchange Commercial Planned Unit Development (ICPUD)
- Interchange Campus Planned Unit Development (CAPUD)

3. The planned unit development site shall be under the control of one owner or group of owners and shall be capable of being planned and developed as one integral unit.

EXPLAIN The property is currently under single ownership via three separate entities:
Latson Partners LLC, Latson Farms LLC, and Covenant Faith LLC who's address is
326 E. 4th Street, Royal Oak MI 48067

4. The site shall have a minimum area of twenty (20) acres of contiguous land, provided such minimum may be reduced by the Township Board as follows:
 - A. The minimum area requirement may be reduced to five (5) acres for sites served by both public water and public sewer.
 - B. The minimum lot area may be waived for sites zoned for commercial use (NSD, GCD or RCD) where the site is occupied by a nonconforming commercial, office or industrial building, all buildings on such site are proposed to be removed or rehabilitated and a use permitted within the underlying zoning district is to be established. The Township Board shall only permit the PUD on the smaller site where it finds that the flexibility in dimensional standards is necessary to allow for innovative design

in redeveloping the site and an existing blighted situation will be eliminated. A parallel plan shall be provided showing how the site could be redeveloped without the use of the PUD to allow the Planning Commission to evaluate whether the modifications to dimensional standards are the minimum necessary to allow redevelopment of the site, while still meeting the spirit and intent of the ordinance.

C. Interchange Commercial and Campus PUDs: the Township Board may waive the minimum lot area where the design elements of a proposed development are integrated into and consistent with the broader Master Plan Latson Road Subarea Plans with compatible land uses

5. The PUD site plan shall provide one or more of the following benefits not possible under the standards of another zoning district, as determined by the Planning Commission:

- preservation of significant natural or historic features
- a complementary mixture of uses or a variety of housing types
- common open space for passive or active recreational use
- mitigation to offset impacts
- redevelopment of a nonconforming site where creative design can address unique site constraints.

6. The site shall be served by public sewer and water. The Township may approve a residential PUD that is not served by public sewer or water, provided all lots shall be at least one (1) acre in area and the requirements of the County Health Department shall be met.

Size of property is +/- 193 _____ acres.

DESCRIBE BELOW HOW THE REQUESTED PUD DESIGNATION COMPLIES WITH AFOREMENTIONED MINIMUM LOT SIZE REQUIREMENTS.

The total project area of just under 200 acres exceeds the minimum 20 acre requirement.

STANDARDS FOR REZONING TO PLANNED UNIT DEVELOPMENT (RESPOND HERE OR WITHIN THE IMPACT STATEMENT)

1. How would the PUD be consistent with the goals, policies and future land use map of the Genoa Township Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area;

The majority of the property within the PUD lies west of Latson Rd and consists of a large portion of the property designated as CAPUD in the Zoning Ordinance and Master Plan.

The remaining area within the PUD is located east of Latson Rd and is generally planned for ICPUD, all of which is consistent with the vision of the Master Plan.

2. The compatibility of all the potential uses in the PUD with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values;

The Latson Rd interchange was built in 2013, which provided an opportunity to create a well planned mixed use area in accordance with the vision of the Master plan. The proposed PUD carries out that vision, as described in further detail in the proposed PUD design guidelines and impact assessment.

3. The capacity of infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township;

The development team has worked closely with the Township, MHOG and County to fund the design and construction of water and sewer utility extensions to serve the area. The capacity of the public utility system to serve development in this area has been studied and planned for.

Recent improvements to the waste water treatment facility have also been performed to accomodate development of the area.

4. The apparent demand for the types of uses permitted in the PUD;
Given the newly constructed interchange on I-96, which is a highly traveled express way transportation corridor, and proximity to Ann Arbor, Lansing and metro Detroit market, there is significant demand for the uses proposed.

AFFIDAVIT

The undersigned says that they are the owner (owner, lessee, or other specified interest) involved in this petition and that the foregoing answers and statements herein contained and the information herewith submitted are in all respects true and correct to the best of his/her knowledge and belief.

BY: _____

ADDRESS: 326 E. 4th St., Royal Oak 48067

Contact Information - Review Letters and Correspondence shall be forwarded to the following:
Todd Wyett of Versa Real Estate at todd@versacos.com
Name Business Affiliation E-mail

ERIC LOLO *HOWEN* *ELORD@ATWELL-GROUP.COM*
BRAD STRADER *MKS* *BSTRADER@MKSSTUDIOS.COM*

FEE EXCEEDANCE AGREEMENT

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

PROJECT NAME: _____

PROJECT LOCATON & DESCRIPTION: Latson Road south of I-96

SIGNATURE: _____ DATE: 7/31/19

PRINT NAME: Todd Wyett PHONE: (248) 770-8484

COMPANY NAME & ADDRESS: Versa Real Estate, 326 E 4th Street, Royal Oak 48067



GENOA CHARTER TOWNSHIP
Application for Re-Zoning

APPLICANT NAME: Todd Wyett ADDRESS: 326 E 4th St, Royal Oak 48067
OWNER NAME: Todd Wyett ADDRESS: _____
PARCEL #(s): 4711-08-400-004, 006, 012-014, 020, 031 PRIMARY PHONE: (248) 770-8484
EMAIL 1: todd@versacos.com EMAIL 2: elord@atwell-group.com

We, the undersigned, do hereby respectfully make application to and petition the Township Board to amend the Township Zoning Ordinance and change the zoning map of the township of Genoa as hereinafter requested, and in support of this application, the following facts are shown:

A. REQUIRED SUBMITTAL INFORMATION

1. A legal description and street address of the subject property, together with a map identifying the subject property in relation to surrounding properties;
2. The name, signature and address of the owner of the subject property, a statement of the applicant's interest in the subject property if not the owner in fee simple title, and proof of consent from the property owner;
3. It is desired and requested that the foregoing property be rezoned from:

CE to CAPUD and ICPUD

4. A site plan illustrating existing conditions on the site and adjacent properties; such as woodlands, wetlands, soil conditions, steep slope, drainage patterns, views, existing buildings, sight distance limitations, relationship to other developed sites, and access points in the vicinity;
5. A conceptual plan demonstrating that the site could be developed with representative uses permitted in the requested zoning district meeting requirements for setbacks, wetland buffers access spacing, any requested service drives and other site design factors;
6. A written environmental impact assessment, a map of existing site features as described in Article 18 describing site features and anticipated impacts created by the host of uses permitted in the requested zoning district;
7. A written description of how the requested rezoning meets Sec. 22.04 "Criteria for Amendment of the Official Zoning Map."
8. The property in question shall be staked prior to the Planning Commission Public Hearing.

B. DESCRIBE HOW YOUR REQUESTED RE-ZONING MEETS THE ZONING ORDINANCE CRITERIA FOR AMENDING THE OFFICIAL ZONING MAP:

1. How is the rezoning consistent with the goals, policies and future land use map of the Genoa Township Master Plan, including any subareas or corridor studies. If not consistent, describe how conditions have changed since the Master Plan was adopted?

The majority of the property within the PUD lies west of Latson Rd and consists of a large portion of
the property designated as CAPUD in the Zoning Ordinance and Master Plan. The remaining area
within the PUD is located east of Latson Rd and is generally planned for ICPUD, all of which is
consistent with the vision of the Master Plan.

2. Are the site's physical, geological, hydrological and other environmental features suitable for the host of uses permitted in the proposed zoning district?

Yes. The area will be served by public utilities and comply with County requirements for stormwater management.

Topography is not severe, so reasonable development conditions are expected.

3. Do you have any evidence that a reasonable return on investment cannot be received by developing the property with one (1) of the uses permitted under the current zoning?

Given the construction of the Latson Road interchange, it is not reasonable to assume the area would be developed in its current designation of CE (Country Estate).

4. How would all the potential uses allowed in the proposed zoning district be compatible with surrounding uses and zoning in terms of views, noise, air quality, the environment, density, traffic impacts, drainage and potential influence on property values?

The intensity of the uses will reduce as development progresses south from the interchange. The proposed design guidelines of the PUD places certain restrictions on lighting and buffers between adjacent uses.

5. Are infrastructure capacity (streets, sanitary sewer, water, and drainage) and services (police and fire protection, etc.) sufficient to accommodate the uses permitted in the requested district?

Upgrades to water and sewer infrastructure including extension to the area is needed and design/construction is underway in anticipation of development of the area.

Traffic conditions are being analyzed and anticipate some intersection improvements.

6. Is there a demonstrated demand in Genoa Township or the surrounding area for the types of uses permitted in the requested zoning district? If yes, explain how this site is better suited for the zoning than others which may be planned or zoned to accommodate the demand.

There is demand for the types of uses proposed at this site. The fact that such a large land area under single ownership at a newly constructed interchange to I-96 presents a unique opportunity than elsewhere in the community.

7. If you have a particular use in mind, is another zoning district more appropriate? Why should the Township re-zone the land rather than amend the list of uses allowed in another zoning district to accommodate your intended use?

The Township has a vision in mind for development of this area, as described in the Master Plan which anticipates a mixture of uses. The proposed rezoning and PUD will allow a high quality development in accordance with that vision.

8. Describe any deed restrictions which could potentially affect the use of the property.

None.

C. AFFIDAVIT

The undersigned says that they are the owner (owner, lessee, or other specified interest) involved in this petition and that the foregoing answers and statements herein contained and the information herewith submitted are in all respects true and correct to the best of his/her knowledge and belief.

BY: Todd Wyett

ADDRESS: 326 E 4th Street, Royal Oak MI 48067

SIGNATURE

The following contact should also receive review letters and correspondence:

Name: Eric Lord Email: elord@atwell-group.com

Business Affiliation: Engineer

FEE EXCEEDANCE AGREEMENT

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

PROJECT NAME: _____

PROJECT LOCATON & DESCRIPTION: Latson Road south of I-96

SIGNATURE: _____

DATE: 7/31/19

PRINT NAME: Todd Wyett

PHONE: (248) 770-8484

COMPANY NAME & ADDRESS: Versa Real Estate



GENOA CHARTER TOWNSHIP
Application for Site Plan Review

TO THE GENOA TOWNSHIP PLANNING COMMISSION AND TOWNSHIP BOARD:

APPLICANT NAME & ADDRESS: Todd Wyett, 326 E 4th Street, Royal Oak 48067

If applicant is not the owner, a letter of Authorization from Property Owner is needed.

OWNER'S NAME & ADDRESS: SEE APPLICANT

SITE ADDRESS: _____ PARCEL #(s): 4711-08-400-004, 006, 012, 014, 020, 031
4711-09-300-001
4711-17-200-008

APPLICANT PHONE: (248) 770-8484 OWNER PHONE: (248) 770-8484

OWNER EMAIL: todd@versacos.com

LOCATION AND BRIEF DESCRIPTION OF SITE: Developer is the owner of approximately 200 acres of land located on the west side and east side of Latson Road, south of the I-96 expressway. The property is primarily vacant farm land.

BRIEF STATEMENT OF PROPOSED USE: The area west of Latson Road is intended for high tech/light industrial use. The area east of Latson Road is intended for supportive commercial use.

THE FOLLOWING BUILDINGS ARE PROPOSED: To be determined.

I HEREBY CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE PART OF THIS APPLICATION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

BY: Todd Wyett

ADDRESS: 326 E. 4th Street, Royal Oak MI 48067

Contact Information - Review Letters and Correspondence shall be forwarded to the following:

1.) Eric Lord of Atwell, LLC at elord@atwell-group.com
Name Business Affiliation E-mail Address
BRAO STRADER MKS bstrader@MKSSTUDIOS.COM

FEE EXCEEDANCE AGREEMENT

As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.

SIGNATURE: _____ DATE: _____
PRINT NAME: Todd Wyett PHONE: (248) 770-8484
ADDRESS: 326 E. 4th Street, Royal Oak MI 48067



November 14, 2019

Planning Commission
Genoa Township
2911 Dorr Road
Brighton, Michigan 48116

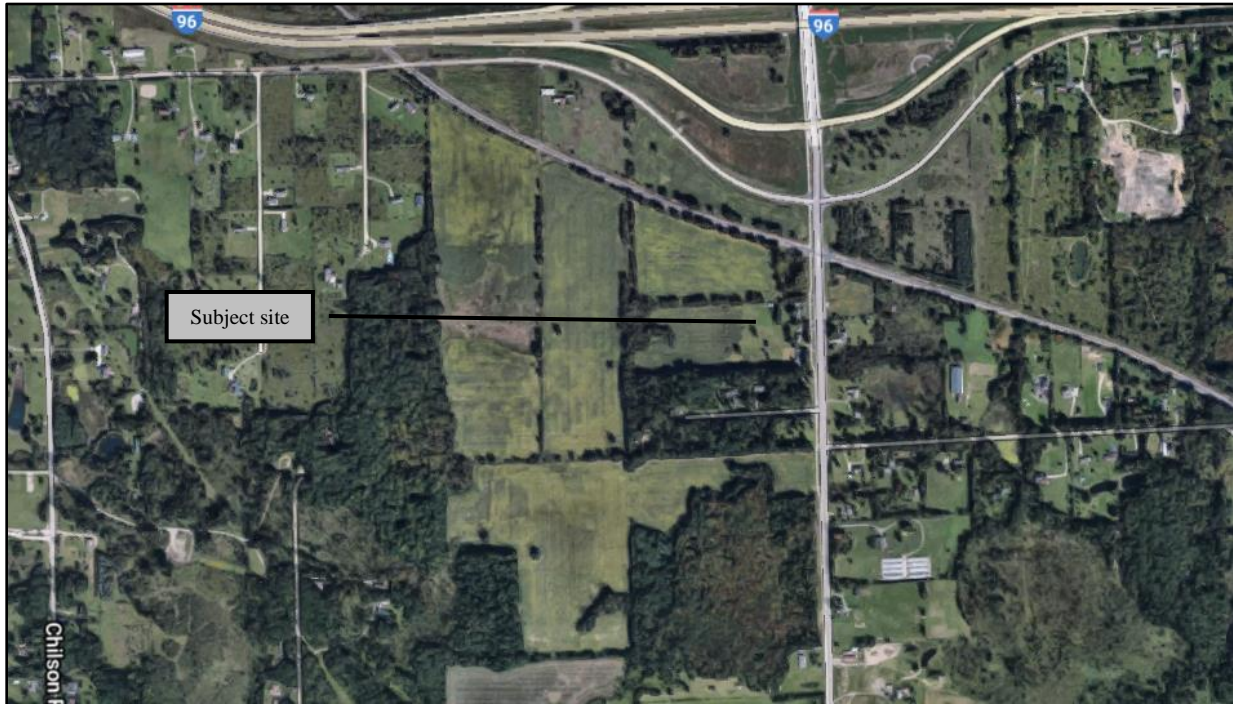
Attention:	Kelly Van Marter, AICP Planning Director and Assistant Township Manager
Subject:	Versa Development – PUD Rezoning and Conceptual Plan Review #2
Location:	Latson Road, south of I-96 (approximately 193 acres)
Zoning:	CE Country Estate

Dear Commissioners:

At the Township’s request, we have reviewed the revised submittal from Versa Development requesting PUD rezoning and conceptual plan review for approximately 193 acres of undeveloped land along Latson Road, south of I-96.

A. Summary

1. PUD Qualifying Conditions:
 - a. Utility extensions will be required as part of this project.
2. Rezoning Criteria:
 - a. Further discussion is warranted as to how the proposed list of allowable uses correlates to the Plan and how such uses will be compatible with the Zoning Ordinance.
3. Conceptual PUD Plan:
 - a. Further discussion is necessary regarding the proposed list of uses.
 - b. Proposed building heights and internal setbacks are subject to approval by the Planning Commission.
 - c. The request entails 2 dimensional deviations – front and side yard setbacks for the commercial areas.
 - d. Additional detail is needed for certain site design elements, including signage, Township entranceway landmark, pedestrian gathering/seating plazas and other site amenities.
 - e. The material standards of the Ordinance are not entirely met by the design guidelines. This aspect of the request warrants further discussion with the Commission.
 - f. The streetscape plan does not include details for the property along Beck Road.
 - g. The applicant must confirm that the 2 access points on the west side of Latson Road are separated by at least 500 feet.
 - h. Easements are required to allow cross-access for vehicular and pedestrian traffic in each of the project areas.
4. The Commission should consider any technical comments provided by the Township Engineer, Utilities Director and/or Brighton Area Fire Authority.



Aerial view of site and surroundings (looking north)

B. Proposal/Process

The request is to establish an Interchange Planned Unit Development for approximately 193 acres of land generally along Latson Road, south of the I-96 interchange.

This includes 177 acres on the west side of Latson Road and 10 acres on the east side of Latson Road that are proposed under the Interchange Campus PUD (CAPUD), as well as 6 acres along Beck Road proposed as Interchange Commercial PUD (ICPUD).

The concept plan identifies the majority of the land on the west side of Latson Road as an “innovation park,” with a limited amount of office and protection of a large wetland area. The land on the east side of Latson Road includes a gas station, restaurants and a hotel. The area along Beck Road is not depicted, though the draft PUD Agreement indicates that a stand-alone project sign is proposed for this area with the potential for additional development in the future.

Procedurally, following the required public hearing, the Planning Commission is put forth a recommendation to the Township Board on the PUD rezoning, conceptual PUD plan, Environmental Impact Statement and draft PUD Agreement.

C. Qualifying Conditions

We have reviewed the proposal for compliance with the PUD Qualifying Conditions (Section 10.02), as follows:

- 1. Single Ownership.** The PUD application form indicates that the property is under single ownership via 3 separate, yet affiliated LLCs.
- 2. Initiated by Petition.** The request has been initiated appropriately.
- 3. Minimum Site Area.** The total land area is noted as approximately 193 acres, which exceeds the minimum standard of 20 acres.

4. **Benefits.** The Impact Assessment notes that the approximately 27-acre wooded wetland on the west side of Latson Road will be preserved. In general, the overall project also incorporates a complementary mixture of uses.
5. **Sewer and Water.** The property is not currently served by public sewer and water. Utility extensions will be required as part of this project. The Commission should consider any technical comments provided by the Township Engineer and/or Utilities Director under this criterion.

D. Rezoning Criteria

We have reviewed the proposal for compliance with the Criteria for Amendment of the Official Zoning Map (Section 22.04), as follows:

1. ***Consistency with the goals, policies and future land use map of the Genoa Township Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area.***

The Township Master Plan and Future Land Use map identify the areas along Latson Road as Interchange Campus, while the Beck Road property is planned as Interchange Commercial. Both of these designations are consistent with the request.

The revised submittal includes a proposed list of allowable uses within the “commercial” and “innovation park” areas along Latson Road. The proposed uses and their respective locations are not entirely consistent with the Plan. For instance, commercial uses within the Interchange Campus area are to have a direct connection to the principal use. Additionally, the Plan also references high-tech research and development uses, as opposed to the more intensive industrial-like uses proposed.

Further discussion is warranted as to how the proposed list of allowable uses correlates to the Plan.

Lastly, the Plan also includes a host of streetscape, and building and site design recommendations that are generally reflected in the submittal.

2. ***Compatibility of the site's physical, geological, hydrological and other environmental features with the host of uses permitted in the proposed zoning district.***

The project area includes an approximately 27-acre wooded wetland along Latson Road that will be preserved.

The Impact Assessment also notes an approximately 6-acre wooded wetland in the southeast corner of the project area that is intended to be included in the stormwater management plan for the development. The Assessment does state that the intent is to avoid impacts to the wetland itself and to retain a buffer from the adjacent properties, but that trees will need to be removed.

The remainder of the project area is expected to be compatible with the site’s environmental features, though the Commission should consider any comments provided by the Township Engineer under this criterion.

3. ***The ability of the site to be reasonably developed with one (1) of the uses permitted under the current zoning.***

With the construction of the Latson Road interchange several years ago, the Master Plan was updated to include an I-96/Latson Road Subarea Plan.

The Plan was developed with an understanding that the new interchange would create development opportunities not allowed under CE zoning (which is how much of the area is currently zoned). As such, the Township's vision for this area cannot be accomplished under current zoning.

4. *The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.*

The potential uses allowed in the Interchange PUD designations (CAPUD and ICPUD) are listed in Section 10.03.06(c) of the Zoning Ordinance.

The revised submittal includes a detailed list of uses proposed by the applicant, along with those that will be prohibited. This list proposes several deviations from the Zoning Ordinance, including uses that are not permitted, as well as uses that would be allowed by right, where they otherwise would require special land use review/approval.

For instance, neither gas stations nor outdoor storage are allowed in a CAPUD and the building size threshold between a by right and special land use is 40,000 square feet per Ordinance, but proposed at 650,000 square feet.

The Ordinance does include a provision whereby "compatible uses" that are not explicitly listed can be considered by the Township. As previously noted, the proposed list of allowable uses warrants further discussion.

5. *The capacity of Township infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township.*

As noted under our review of the PUD Qualifying Conditions, utility extensions will be required to serve the proposed development.

The Impact Assessment states that a traffic impact study is being prepared. For the applicant's reference, the requirements for such a study are found in Section 18.07.09 of the Township Zoning Ordinance.

The applicant must also address any comments provided by the Township Engineer, Utilities Director and/or Brighton Area Fire Authority related to this criterion.

6. *The apparent demand for the types of uses permitted in the requested zoning district in the Township in relation to the amount of land in the Township currently zoned to accommodate the demand.*

There currently is no land zoned CAPUD or ICPUD. As referenced above, the Township has planned for this area to be developed as an Interchange PUD in accordance with the Subarea Plan.

7. *Where a rezoning is reasonable given the above criteria, a determination the requested zoning district is more appropriate than another district or amending the list of permitted or Special Land Uses within a district.*

Similar to comments above, based on the Master Plan, we believe a rezoning is reasonable. The proposed zoning designations correspond to the respective Future Land Use categories.

8. *The request has not previously been submitted within the past one (1) year, unless conditions have changed or new information has been provided.*

No rezoning requests for the project area have been submitted in the past year.

E. Conceptual PUD Plan

We have reviewed the proposal for compliance with the Interchange PUD standards (Section 10.03.06), as follows:

- 1. Land Use.** As previously noted, a detailed use table is included with the revised submittal. The table includes a comparison of the proposal in relation to Ordinance requirements.

Ultimately, the proposal would require several deviations from Ordinance requirements (similar to previous comments) and further discussion is necessary to refine this list, confirm that the uses are compatible per Ordinance requirements, or determine if Ordinance amendments are needed (if they are warranted and the Township is amenable).

- 2. Dimensional Standards.** The Ordinance requires buildings, structures and parking areas within the CAPUD to provide setbacks from the exterior boundaries of the site in accordance with the dimensional requirements of the IND. Internal setbacks and maximum building heights are to be determined by the Planning Commission.

The submittal includes a design guide for the project, which identifies dimensional standards based on use (industrial and commercial).

The table provided for industrial uses is consistent with the setback requirements of the IND, while the table for commercial uses is consistent with the setback requirements of the RCD, though it includes a taller building height.

The Commission has the authority to approve the building heights – 55’/3 stories for the industrial area and 65’/5 stories for the commercial area – however, dimensional deviations are needed for the front and side yard building setbacks in the commercial area.

If granted, these deviations need to be identified within the PUD Agreement. Additionally, internal setbacks need to be established and identified within the PUD Agreement.

- 3. Site Design.** The streetscape plan and design guidelines include extensive site design requirements for the development in terms of landscaping and lighting. However, they are somewhat lacking in detail for signage. The draft PUD Agreement references a concept sign plan that is not included in the submittal.

Furthermore, additional detail is needed with respect to a Township entranceway landmark (if desired), pedestrian gathering/seating plazas and other site amenities (such as bike racks, benches, information kiosks, etc.).

- 4. Architecture.** The design guidelines included with the submittal provide detailed descriptions of the building design and material requirements for the development.

In general, the design guidelines meet or exceed Ordinance standards, though the Ordinance states that the predominant material on facades visible from the roadway or parking lots shall be brick.

The industrial design standards mention the use of high quality, durable products and note that glass will be used on primary facades. Meanwhile, the commercial design standards require 75% brick for front facades and 50% brick for side facades. The latter also excludes hotels and gas stations. The material standards of the Ordinance are not entirely met by the design guidelines. This aspect of the request warrants further discussion with the Commission.

- 5. Access Management and Connectivity.** The submittal includes streetscape plans (dated June 20, 2019), which include 2 drives on the west side of Latson and a single access point on the east side. This part of the submittal does not provide any details for the area along Beck Road.

The Ordinance requires alignment with Sweet Road, though exact alignment is not possible given current property ownership/configuration. The plans depict an intersection that is as close as possible to alignment given current ownership.

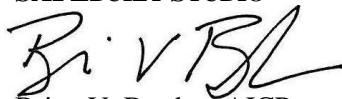
Access points on the same side of the road are to be separated by at least 500 feet. This standard appears to be met along the west side of Latson Road; however, the applicant needs to identify the spacing proposed.

Lastly, cross-access easements will need to be provided for both vehicular and pedestrian traffic in each of the project areas.

- 6. Utilities.** The Impact Assessment includes conceptual utility plans. We defer technical review to the Township Engineer and Utilities Director.
- 7. Future Transition Area.** The project area is entirely within the area planned for an Interchange PUD.

Should you have any questions concerning this matter, please do not hesitate to contact our office. I can be reached by phone at (248) 586-0505, or via e-mail at bborden@safebuilt.com.

Respectfully,
SAFEBUILT STUDIO



Brian V. Borden, AICP
Planning Manager



August 21, 2019

Ms. Kelly Van Marter
Genoa Township
2911 Dorr Road
Brighton, MI 48116

**Re: Latson Road PUD
Conceptual Site Plan Review No. 1**

Dear Ms. Van Marter:

Tetra Tech conducted a site plan review of the South Latson PUD conceptual plans and impact assessment submitted on July 31, 2019. The plans and impact assessment were prepared by MKSK, Atwell LLC, and Fleis & Vandenbrink on the behalf of Todd Wyett and Latson Partners LLC. The petitioner is proposing to rezone and develop about 200 acres south of the I-96 interchange off Latson Road. We offer the following comments:

GENERAL NOTES

1. The site plan provided is very conceptual and all future developments within the PUD will need to have their own site plan review and approval.

SANITARY AND WATER SERVICES

1. The impact assessment notes that the PUD will be serviced by water and sewer services through MHOG and GO-SWATH. The extension of water and sanitary sewer to the south side of the CSX railroad is accurately described in the impact assessment and corresponds with the plans that have been created for the Township by Tetra Tech. Furthermore, the conceptual plan for the PUD is consistent with the assumptions made in the basis of design for the South Latson Road Water and Sewer improvements' design.

DRAINAGE AND GRADING

1. The impact assessment states that a stormwater management plan will be prepared for the entire development. The master plan will have central detention facilities. The detention sizing should be determined based on the entire site to ensure that there will be proper storm management as the property develops rather than developing individual stormwater management plans for each new building. The site naturally drains to the Marion Genoa Drain that is a county maintained and operated drain. The LCDC office will need to be included in the stormwater master plan development process.

TRAFFIC AND ROAD CONCEPTS

1. The developer has been discussing the project with the Livingston County Road Commission and is in the process of preparing a traffic impact study for the project. The general layout of the on-site roadways and intersections with Latson Road appear to be well thought out and provide for circulation through the site.

Tetra Tech

401 South Washington Square, Suite 100, Lansing, MI 48933
Tel 517.316.3930 Fax 517.484.8140 www.tetrattech.com

The final layout may vary from this concept once end users of the sites are determined. A thorough review of the traffic study will be performed once it is submitted.

- 2 Improvements to Latson Road are subject to LCRC approval and should be submitted for review and comment by the Township. Since this parcel is the first major development on the south side of Latson and as such is the gateway to Genoa Township, we recommend additional concepts be considered to promote the township with either monument signage or landscaping details as part of the overall development plan.

Given the conceptual nature and limited detail of the plans, it is difficult to perform an engineering review. Our general findings are presented above. These should be discussed with the applicant and planning commission and any comments incorporated in future submittals.

Please call or email if you have any questions.

Sincerely,



Gary J. Markstrom, P.E.
Vice President



Shelby Scherdt
Project Engineer



BRIGHTON AREA FIRE AUTHORITY

615 W. Grand River Ave.
Brighton, MI 48116
o: 810-229-6640 f: 810-229-1619

August 19, 2019

Kelly VanMarter
Genoa Township
2911 Dorr Road
Brighton, MI 48116

RE: Latson Road PUD (Conceptual)
Genoa Twp., MI

Dear Kelly:

The Brighton Area Fire Department has reviewed the above-mentioned site plan. The plans were received for review on August 5, 2019, and the drawings are dated July 22, 2019. The project is for a proposed change in zoning district of approximately 200+/- acres of property located along Latson Rd. on the western side, from the railroad to Sweet Rd. and an additional small portion located on the northeast side. The proposed uses of the property would be for light industrial, technology, restaurant/mercantile, and transient residential. The plan is very conceptual at this point, therefore, BAFA comments will be vague in nature until site submittals are received. The plan review is based on the requirements of the International Fire Code (IFC) 2018 edition.

1. The water main connection locations are shown, however, the location of the proposed water main is not. The locations of fire hydrants along the water main and throughout the development shall be approved by the fire authority and MHOG.
2. It is recommended that the entire southwestern development be provided with a high-pressure/flow fire pump creating a high-pressure district to protect the future developments. This will limit the impact on individual sites, thus providing greater flexibility of use to the structures and sites.
3. It is the recommendation that all proposed structure within the development is provided with an automatic sprinkler system in accordance with NFPA standards.

IFC 903

 - A. Revise the PUD agreement to include that structures within the development will be provided with an approved automatic sprinkler system in accordance with NFPA standards.
 - B. The FDC of each structure shall be located on the front of the building.
 - C. The locations, sizes, gate valves, and connections of the fire protection leads shall be indicated on the utility site plan.
4. There are concerns with northbound Latson Rd. traffic and the lack of turn lanes across the boulevard at what appear to be at least two access drives on the west side of Latson. The 15-foot median makes the most sense from a safety/collision standpoint unless the 30-foot median incorporates the "Michigan-left" turn for the west-side drives, which it does not appear to. I believe a hybrid of the two concepts should be looked into.



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Latson Road PUD
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5. All structures shall be provided with an address. The numbers shall be located on the building, a **minimum of 6"** high letters of contrasting colors and be clearly visible from the street. The location and size shall be verified and approved prior to installation.

IFC 505.1

6. Exclusive of Latson Rd. which must meet county road requirements, the access roads throughout the site shall be a minimum of 26-feet wide FOC. With a width of 26-feet wide, one side of the street (typically the side provided with hydrants) shall be marked as a fire lane. The recommended road width for the development is 32-feet FOC or greater. This dimension allows for street-side parking on both sides, except where driveways, fire hydrants or otherwise marked. Include the location of the proposed fire lane signage and include a detail of the fire lane sign in the submittal. Access roads to the site shall be provided and maintained during construction. Access roads shall be constructed to be capable of supporting the imposed load of fire apparatus weighing at least 84,000 pounds.

IFC D 103.6
IFC D 103.1
IFC D 102.1
IFC D 103.3

7. Access throughout the site shall provide emergency vehicles with an inside turning radius of 30-feet and an outside radius of 50-feet.
8. The north-south traversing access drive dead-ends at a vacant field. This intention for this future connection creating this dead-end shall be described. The dead-end shall be provided with a compliant minimum 96-foot diameter cul-de-sac, until the time it connects.
9. A minimum vertical clearance of 13½ feet shall be maintained throughout all developments and access drives. This includes, but is not limited to; landscape plantings, overhangs, porte-cochere, signage, and fixtures.
10. The fire authority has no objection to increasing the building height limitation for the PUD beyond 3-stories, however, the maximum limit would be between 6 & 10-stories, dependant upon occupancy type, access, and building construction type.
11. Each structure shall be equipped with at least a single Knox Box located at the main entrance of the building. The location of the Knox Box and any other required Knox boxes shall be indicated as identified on future submittals. The Knox box can be ordered from www.knoxbox.com.

IFC 506.1

12. Future project submittals shall include the address and street name of the project in the title block. This applies to individual developments as construction begins.

IFC 105.4.2

13. Provide names, addresses, phone numbers, emails of owner or owner's agent, contractor, architect, on-site project supervisor.



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Additional comments will be given during the building plan review process (specific to the building plans and occupancy). The applicant is reminded that the fire authority must review the fire protection systems submittals (sprinkler & alarm) prior to permit issuance by the Building Department and that the authority will also review the building plans for life safety requirements in conjunction with the Building Department. If you have any questions about the comments on this plan review please contact me at 810-229-6640.

Cordially,

A handwritten signature in black ink, appearing to read "R. Boisvert".

Rick Boisvert, CFPS
Fire Marshal

PLANNED UNIT DEVELOPMENT AGREEMENT

(LATSON ROAD)

This Planned Unit Development Agreement (the “Agreement”) is made as of _____, 2019 (the “Effective Date”), by and between Latson Partners, LLC, Latson Farms, LLC and Covenant of Faith, LLC (collectively, the “Developer”), whose address is 326 E. Fourth Street, Suite 200, Royal Oak, Michigan 48067, on the one hand, and the Charter Township of Genoa (the “Township”), whose address is 2911 Dorr Road, Brighton, Michigan 48116, on the other hand.

RECITATIONS

A. Developer is the owner of approximately 200 acres of land located on the west and east sides of Latson Road, south of the I-96 expressway, as depicted on the Project Area Plan and Survey attached hereto as **Exhibit 1** (the “Property” or “Project Area”). The Property is more particularly described as follows: (1) tax identification nos. 4711-08-400-004, 4711-08-400-006, 4711-08-400-012 through -014, 4711-08-400-020 and 4711-08-400-031, owned by Latson Properties; (2) tax identification no. 4711-09-300-001 owned by Covenant of Faith; and (3) tax identification no, 4711-17-200-008 owned by Latson Farms.

B. The Latson Road/I-96 interchange was completed in approximately 2013. This new interchange provided the Township with the opportunity to create a new development district for coordinated, well-planned, large-scale mixed-use business, light industrial, high tech, office and related development, and commercial uses as described in, among other things, the Township’s 2013 Master Plan Update. While all of the Property is currently zoned CE (or Country Estate) under the Township’s Zoning Ordinance, the Ordinance designates the Property for development as a new Campus Planned Unit Development (or “CAPUD”). Zoning

Ordinance, Section 10.03.06. The intent of the CAPUD is to promote comprehensive and long-term planning of appropriate land uses, innovative architectural design, high quality building materials and updated access management strategies.

C. The Property consists of virtually all of the land designated as CAPUD in Article 10 of the Zoning Ordinance (or approximately ___% of the land so designated). Having one Developer in control of such a large portion of the CAPUD project area, provides the community with a unique opportunity to plan and coordinate the long-term uses and designs and interrelationship of the uses for the benefit of the Township and its residents.

D. In order to carry out a proposed long-term development plan of high quality light industrial, high tech, commercial and other business development, with consistent high-quality design standards, public amenities and improvements and inter-connectivity of land uses, Developer submitted a request to conditionally rezone all of the Property to CAPUD (the “Project”), in accordance with Article 10 of the Zoning Ordinance and the Michigan Zoning Enabling Act, MCL 125.3405, subject to the terms and conditions of this Agreement.

E. The Township Planning Commission reviewed the rezoning request, the Conceptual PUD Site Plan and Impact Statement and conducted a public hearing a required under the Zoning Ordinance and, at its meeting held on _____, 2019, recommended approval of the Project to the Township Board and Livingston County Planning Commission as satisfying the requirements of the review standards set forth in the Zoning Ordinance.

F. At its meeting held on _____, 2019, the Livingston County Planning Commission considered the Project and recommended approval of same to the Township Board.

G. At its regular meeting held on ____, 2019, the Township Board conducted another public hearing on the Project and thereafter approved the PUD rezoning, the Conceptual PUD Site Plan and execution of this PUD Agreement, as reflected in the minutes of said meeting attached hereto as **Exhibit 2**, subject to the conditions of this Agreement and other conditions reflected in the meeting minutes.

NOW, THEREFORE, in consideration of the foregoing premises, which the Township and Developer represent to be true and accurate, and which shall be incorporated into the parties' obligations set forth herein, the parties intending to be legally bound by this Agreement, agree as follows:

1. **Designation of Development Areas.** The Project shall be divided into three development areas or neighborhoods as follow—(a) the approximate 177 acres located on the west side of Latson Road as depicted on the Project Area Plan shall be designated as the “West Area” or the “High Tech/Light Industrial Area”; (b) the approximate 10 acres located on the east side of Latson Road as depicted on the Project Area Plan shall be designated as the “East Area” or the “Commercial Area”; and (c) the approximate 6 acres located on the east of Latson Road and north of the railroad tracks as depicted on the Area Plan shall be designated the “North Area.”
2. **Conceptual PUD Plan.** The Plan attached hereto as **Exhibit 3** is hereby approved by the Township as the conceptual or preliminary PUD Plan for the Project (the “PUD Plan”). The PUD Plan is conceptual and illustrative in nature and depicts the general nature and interrelationship of uses in the development areas. The specific size and nature of any particular building or use and the relationship of such uses and buildings to each other within

the development areas will be subject to revisions based on the specific uses and businesses that may be attracted to the development areas over time.

3. **Permitted Uses.** Notwithstanding anything contained in the Zoning Ordinance to the contrary, but subject to all of the terms and conditions of this Agreement and Exhibits hereto:
 - (a) the West Area may be developed for any of the uses or combination of uses set forth in **Exhibit 5** hereto, including for light industrial, high tech research and development, office and any combination of such uses and accessory uses; (b) the East Area, which consists of only 5% of the total Project area, may be developed for any of the uses or combination of uses set forth in **Exhibit 4** hereto, including for a hotel, retail uses and a gas station with accessory retail and food services, with the proviso that no more than one gas station shall be developed on the entirety of the Property. This area is intended to provide commercial services to the much larger high-tech and light industrial businesses located in the West Area, as well as existing and planned residential areas south of I-69; and (c) the North Area may be used for the erection of a stand-alone project sign for the entire development visible from I-96, which shall include a reference to Genoa Township. The North Area may also be developed in the future, either separately or in combination with adjacent properties, for uses authorized in the Interchange Commercial PUD (ICPUD) provisions of the Zoning Ordinance. Any future use and development of the North Area beyond the use of the land for the project sign described above, shall be accomplished, at the discretion of the Developer, either as an amendment to this Agreement or through a separate PUD agreement. A concept sign plan acceptable to the parties is attached as **Exhibit 6** hereto. The final sign plan shall be subject to administrative review and shall be approved if it contains the same quality and nature of materials and is no larger than the concept sign plan and contains the Genoa

Township messaging in the same general character, size and design shown in **Exhibit 6**. In addition, Developer shall be permitted to install off-premises signage, including a freeway sign and a sign at each entrance to any part of the Project.

4. **Development Standards.** The Project is intended to be a focal point of inter-change oriented high-tech, light industrial, commercial and other business activity in the community and to attract various high tech, light industrial and commercial businesses that would take advantage of synergy of location and the expressway access and desire to be a part of a high quality, integrated business development plan. Individual buildings and site amenities and landscaping are intended to be of high quality and diverse building materials and thoughtful design. All development within the Project shall adhere to the PUD Design Guidelines set forth in the **Exhibit 7** hereto. No single building may be in excess of 650,000 square feet of usable space except that the Township Board has discretion to allow a variance from this standard if a larger building and use would otherwise satisfy the intent and conditions of this Agreement.
5. **Latson Road Streetscape and Future Road Improvements.** In that comprehensive traffic studies were undertaken in connection with the development of the Latson Road/I-96 interchange, no further traffic studies will be required in connection with any final site plan request for any future single building or group of buildings or uses submitted in the future as described below. As part of the development of any initial phase in the East Area, Developer shall install the Latson Road Streetscape Improvements as depicted in the PUD Design Guidelines along the Developer's entire property frontage on the east side of Latson. As part of the development of any initial phase in the West Area, Developer shall install the Latson Road Streetscape Improvements as depicted in the PUD Design Guidelines along the

Developer's entire property frontage on the west side of Latson. Developer shall also dedicate to Livingston County any planned future right-of-way for Latson Road along its Property at no cost to the County or Township in connection with the first phase of any proposed development. In the event that the County Road Commission ever determines to (a) improve Latson Road adjacent to the Property, such as by widening the road and installing center landscaped islands ("Road Improvements"), and/or (b) install a traffic signal at the intersection of Latson and Sweet Road. Developer agrees to participate in a special assessment district, corridor improvement authority or other mechanism mutually agreed upon by the parties to pay its pro rata share of the costs of the Road Improvements and/or traffic signal and for ongoing maintenance of the landscaping and other improvements (i.e. walkways) in the right-of-way or within the medians, if constructed. This Agreement constitutes the Developer's approval of such a special assessment district or corridor improvement authority and purpose of the assessments, but Developer retains the right to object to or challenge the allocation of costs to pay for the Road Improvements and ongoing maintenance of the landscaping and walkways. The Developer's obligations hereunder shall be reflected in any condominium or other association agreement and shall run with the land.

6. **Project Amenities.** As depicted on the Concept Plan, approximately ___ acres of the Project shall be preserved as open space, including a large wetland with 1,000 feet of frontage along Latson Road. In addition to the Latson Road Streetscape Improvements, right-of-way dedications, the architectural and design guidelines and standards attached hereto, the Developer shall participate in the expansion of utility services as described further below.
7. **Public Utilities.** The Project will be served by public sewer and water. The Township, through its consulting engineers, TetraTech, has developed a South Latson Road Water and

Sanitary Sewer Improvement Plan (the “Utility Plan”) in order to extend public sewer and water to serve the new Interchange Planned Unit Development districts described in the Zoning Ordinance, and which districts include the Property. Developer is working with the Township on the planning, engineering and construction of sewer and water service extensions from north of I-96 from Grand Oaks Drive and Kohl’s to points south of the railroad tracks abutting the Property as depicted on Exhibit 8. Developer has agreed to contribute the sum of \$_____for such off-site Utility improvements (the “Payment”). The parties agree that the expansion of the Utilities as described above shall be completed on or before _____. The time period may be extended by the Township in the case of unforeseen circumstances. The Utility Plan provides for _____ residential equivalent units (REU) to serve the Project. The Township agrees to reserve such capacity for the Project so long as this Agreement remains in effect. If requested by Developer, REUs reserved for one part of the Property may be used for development of another part. If Developer acquires any expansion area as described further below, Developer shall be entitled to any REUs allocated to such expansion area. In consideration of, among other things, the Payment, Developer shall be entitled to a discounted sewer and tap fee in the amount of \$4,947 per REU for sewer taps and \$4,770 per REU for water taps for a period of ten (10) years following the Township’s grant of final site plan and final engineering plan approval for the first phase of any development in the Project. Thereafter, the cost of sewer and water taps shall be the ordinary fee in effect at the time such additional water and sewer taps are requested.

8. **Perimeter and Internal Building Setbacks; Height Limitations.** All setback and height standards are set forth in the PUD Design Guidelines. Variances from such standards in connection with the final site planning and engineering for any building or group of buildings

may be granted in the exercise of reasonable discretion by the Township Board upon a showing that such variances will result in a development consistent with the terms of this Agreement, the Exhibits hereto and the CAPUD Zoning District.

9. **Final Site Plan/Project Phasing.** The Project may proceed in multiple phases, with any phase being a single building or multiple buildings, and multiple phases may proceed at the same time (for example, separate building projects may occur in the High Tech/Light Industrial Area while a building is being constructed in the Commercial Area). It is the intent that the Project will be established as one or more business/commercial condominiums. Condominium units or sites may be leased by Developer or sold to other parties, including end-user businesses. But any site or unit leased, sold or developed shall be subject to the terms and conditions of this Agreement, which shall run with the land as described below, and will be subject to condominium documents and/or an agreement regarding covenants, easements and restrictions, in forms approved by the Township for consistency with this Agreement and applicable Township ordinances. The Township shall review such condominium or covenant agreements administratively, and shall approve them to the extent they are consistent with the terms and conditions of this Agreement and other applicable Township ordinances. Any final site plan for a building or phase within the Development shall contain the information required in Article 10.08.02 of the Zoning Ordinance, and such final site plan shall be approved if it is consistent with the terms of this Agreement and satisfies other ordinance requirements not inconsistent with this Agreement. In the event of any inconsistency or conflict (implicit or explicit) between the terms of this Agreement and the Township's Zoning Ordinance or other applicable ordinances, this Agreement shall control.

10. Maintenance Obligations. The internal roads, signage, entry features, storm drainage, sidewalks, landscaping and other common elements installed within the interior of development areas shall be initially maintained by the Developer until a condominium or other property owners' association is created and until such condominium or association takes over such maintenance responsibilities in accordance with the condominium or association agreements. Upon assumption of the association's responsibility of such maintenance, the Developer shall have no further obligation hereunder with respect to maintenance of the common improvements. Separate associations may be established with respect to the maintenance and repair of the common elements for each Project Area.

11. Timing of Development. Because of the size, scope and diversity of the proposed Project, the parties understand that this will be a long-range development and that the PUD Plan shall operate in effect as a master future land use plan for the Project. If no final site plan for an initial building or phase is submitted within _____ years of the Effective Date, this Agreement shall expire and automatically terminate. Final site plan approval for a building or phase shall be effective for three (3) years and, if construction of the building or phase is not commenced within said three year period, the final site plan approval for that building or phase shall expire. If a building or phase is first commenced in the Commercial Area, no further site plan approval for a second building or phase in the Commercial Area shall be approved unless a building in the High/Tech/Light Industrial Area has been approved and/or submitted for approval at the same time of the request for an additional building or phases in the Commercial Area. As provided in the Zoning Ordinance, further submittals for final site plan reviews and approvals shall be accepted for review and approval in accordance with this Agreement and other applicable ordinances provided that "substantial progress in

development of previously approved phases, or upon a showing of good cause for not having made such progress.” (Zoning Ordinance, Sec. 10.09.02.) For purposes of this Agreement, a lack of substantial progress means that no development activities have occurred for a period of five (5) or more years on the Project. For purposes of this Agreement, a showing of good cause includes a showing of lack of market demand due to economic recession or other conditions, despite good faith and reasonable efforts by the Developer to market such units or sites within the Project areas. In the event the PUD Plan has expired for lack of progress as defined below, the expiration shall only apply to the undeveloped areas of the Project. Developer may at any time after expiration of the PUD Plan submit and pursue a new PUD Plan for the remaining undeveloped areas of the Project in accordance with the procedural requirements of the Zoning Ordinance in effect at the time of such submission.

12. **Addition of Other Property.** The Zoning Ordinance contemplates the future expansion of the Latson Road/I-96 planned area to land located south of Property for transitional land uses. If Developer acquires or enters into agreements to acquire any such lands to the south of its Property and submits a concept plan and request to amend this Agreement to extend the Project to include such expansion lands, the parties agree to work together to amend this Agreement in the exercise of reasonable discretion and enter into an amendment of this Agreement to reflect any mutual agreement on the nature and scope of such development of transitional land uses (including without limitation, various residential land uses) to the south of the Property. In addition, the North Area may be expanded to include adjacent properties located east of Latson and north of the railroad tracks which are acquired by or under control of Developer. Such expansion may, at Developer’s discretion, be reflected in a revised North

Area concept plan which will be adopted as an amendment to this Agreement or may be pursued as a separate PUD.

13. **Agreement Consistent With Police Powers.** The action of the Township in entering into this Agreement is based upon the understanding that many of the land use and environmental objectives of the City are reflected in the design of the development as proposed and the Township is thus achieving its police power objectives and has not, by this Agreement, bargained away or otherwise compromised any of its police power objectives.

14. **Entire Agreement.** This Agreement, the exhibits attached hereto, if any, and the instruments which are to be executed in accordance with the requirements hereof set forth all the covenants, agreements, stipulations, promises, conditions, and understandings between the Township and the Developer concerning the Project as of the date hereof, and there are no covenants, agreements, stipulations, promises, conditions or understandings, either oral or written, between them other than as set forth herein.

15. **Relationship Of The Parties.** The relationship of the Township and the Developer shall be defined solely by the expressed terms of this Agreement, including the implementing documents described or contemplated herein, and neither the cooperation of the parties hereunder nor anything expressly or implicitly contained herein shall be deemed or construed to create a partnership, limited or general, or joint venture between the Township and the Developer, nor shall any party or their agent be deemed to be the agent or employee of any other party to this Agreement.

16. **Modification.** Except as provided below, this Agreement can be modified or amended only by a written instrument expressly referring hereto and executed by the Township and the

Developer. The PUD Design Guidelines are in effect a living document and may be updated or revised as follows to reflect specific site conditions, special projects or users, changes in market conditions and future trends and best practices in planning and design: minor changes as determined by the Township's professional staff in the exercise of reasonable discretion may approved administratively; and major changes as determined by the Township's professional staff in the exercise of reasonable discretion shall be submitted to the Township Board for consideration and decision. Any change requires the mutual consent of the Township and Developer.

17. **Michigan Law To Control.** This Agreement and the rights and obligations of the parties hereunder shall be construed in accordance with Michigan law.

18. **Due Authorization.** The Township and the Developer each warrant and represent to the other that this Agreement and the terms and conditions thereof have been duly authorized and approved by, in the case of the Township, its Board of Trustees, and as to the Developer, by the appropriate officers or members of the companies constituting the Developer, and that the persons who have executed this Agreement below have been duly authorized to do so.

19. **Agreement To Run With The Land; Recording.** This Agreement shall be binding upon and inure to the benefit of the parties to this Agreement and their respective heirs, successors, assigns and transferees, and shall run with the Property. This Agreement shall be recorded by Developer at its expense with the office of the Livingston County Register of Deeds and a copy provided to the Township.

20. **Counterparts.** This Agreement may be signed in counterparts.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first set forth above.

[Signatures on following pages]

The parties hereto have executed this Agreement as of the year and date set forth above.

“DEVELOPER”

Latson Partners, LLC
a Michigan limited liability company

By: _____

Its: _____

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____ of Latson Partners, LLC on behalf of the company.

Notary Public
_____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

“DEVELOPER”

Latson Farms, LLC
a Michigan limited liability company

By: _____

Its: _____

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____ of Latson Farms, LLC on behalf of the company.

Notary Public
_____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

“DEVELOPER”

Covenant of Faith, LLC
a Michigan limited liability company

By: _____

Its: _____

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____ of Covenant of Faith, LLC on behalf of the company.

Notary Public
_____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

“TOWNSHIP”

GENOA TOWNSHIP,
a Michigan municipal corporation

By: _____

Its: Supervisor

STATE OF MICHIGAN)
) ss.
COUNTY OF LIVINGSTON)

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____, Supervisor of Genoa Township, a Michigan municipal corporation, on behalf of the corporation.

Notary Public
Livingston County, Michigan
Acting in Livingston County, Michigan
My Commission Expires: _____

and

By: _____

Its: Clerk

STATE OF MICHIGAN)
) ss.
COUNTY OF LIVINGSTON)

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____, Clerk of Genoa Township, a Michigan municipal corporation, on behalf of the corporation.

Notary Public
Livingston County, Michigan
Acting in Livingston County, Michigan
My Commission Expires: _____

Kelly VanMarter

From: Greene, Alan <AGreene@dykema.com>
Sent: Thursday, November 28, 2019 8:50 AM
To: Kelly VanMarter
Cc: Todd Wyett; Bradley Strader
Subject: Latson Road PUD--Revised Use Table
Attachments: VersaDevelopment_Use Table_11-27_19.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Happy Thanksgiving Kelly. Per our last meeting, I am enclosing a revised use table for the Latson Road PUD. While the changes will be evident, in summary we did the following:

- Added more explanatory titles to each use category and included maps depicting the lands to which each category applies to avoid any confusion that the commercial uses are limited to the 10 acre piece.
- Eliminated references to the manufacturing and simply provided light industrial uses as defined in the Township's zoning ordinances.
- Reorganized the uses in distinct categories so that the accessory medical uses were tied to the medical facilities.
- Specified with respect to the distribution category that it is a permitted use if located 500 feet away from Latson Road and a special land use if located, in whole or in part, less than 500 feet from Latson Road.
- Specified that any use in excess of 200,000 square feet would be a special land use.
- Added truck stops to the list of prohibited uses.
- Designated accessory outdoor storage of materials as a special land use.

Let me know if you have any further comments or questions. I will also be updating the draft PUD agreement to include various items discussed in the last couple of meetings and will circulate that probably at the beginning of the week. Thank you. Alan.



Alan M. Greene
Member
AGreene@dykema.com

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313-530-7547 Mobile

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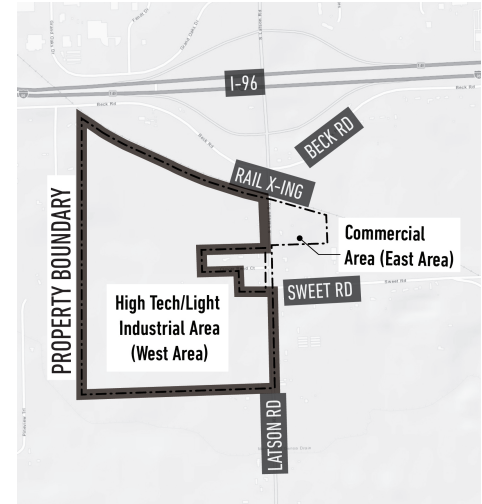
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VERSA PUD: Permitted Land Uses in 177 acres of Innovation Park (see map)

November 25, 2019

P= Permitted; SLU= Special Land Use

Types of Uses (see also regulation by size as noted at the bottom of the table)	Versa PUD: Innovation Park
OFFICE, RESEARCH & DEVELOPMENT, LIGHT INDUSTRIAL	
Offices, including: executive, medical, administrative, and professional, including architecture, planning, and engineering	P
Conference Centers	P
Multimedia production facilities	P
Corporate and technical education and training facilities	P
Data processing and computer centers, including computer programming and software development, training, and service of electronic data processing equipment	P
Research and Development, Pilot or Experimental Product Development	P
Distribution facilities, air freight forwarders, expediting and delivery services, and warehousing establishments, including wholesale trade (includes whole sale and industrial distributors, warehousing, freight forwarders, wholesale assemblers) if located at least 500 feet from Latson Road	P
Distribution and other facilities listed above when within 500 feet of Latson Road	SLU
Light industrial as defined in the Genoa Township Zoning Ordinance	P
MEDICAL	
Hospitals, medical urgent care facilities/centers/clinics, medical research facilities, diagnostic, optical, and pharmaceutical and other laboratories	P
Educational facilities for training of interns, nurses, and allied health care personnel	P
Multiple family housing for use by physicians, interns, nurses, allied health personnel and their families	P
Ambulance service and maintenance facilities	P
Helipads, heliports, and helistops	SLU
Accessory mobile medical technology unit	P
OTHER	
Day care centers	P
Pet Day Care and overnight boarding	P
Indoor recreation facilities, health clubs, and studios	P
OTHER USES, ACCESSORY USES	
Public facilities and uses to serve the district including police, fire, EMS, public utilities, and communications	P
Accessory Outdoor storage of vehicles	P
Accessory Outdoor storage of materials used in the operation of the Principal Use screened from view along public roads or the expressway	SLU
Accessory parking of vehicles, trucks, trailers and equipment	P
Accessory buildings and accessory uses customarily incidental to any of the above principal uses permitted; however, accessory uses shall not exceed 50% of the gross building area (e.g., general office, child care, food service, health/workout rooms intended for use by employees, not the general public).	P
SIZE RESTRICTIONS	
Any permitted use over 200,000 square feet	SLU
Uses similar to, and compatible with, other permitted uses and not listed as Prohibited, as determined by the Planning Commission	P

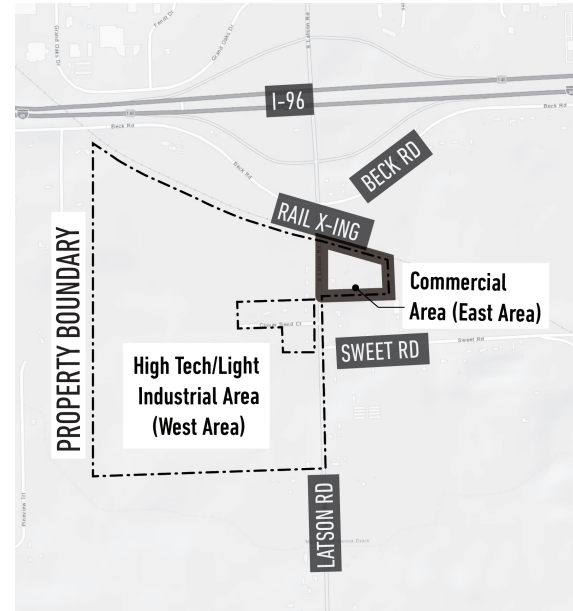


VERSA PUD: Commercial Use Table

Permitted uses for Accessory Commercial Area (10 acres east side of Latson Road - see map)

P= Permitted; SLU= Special Land Use

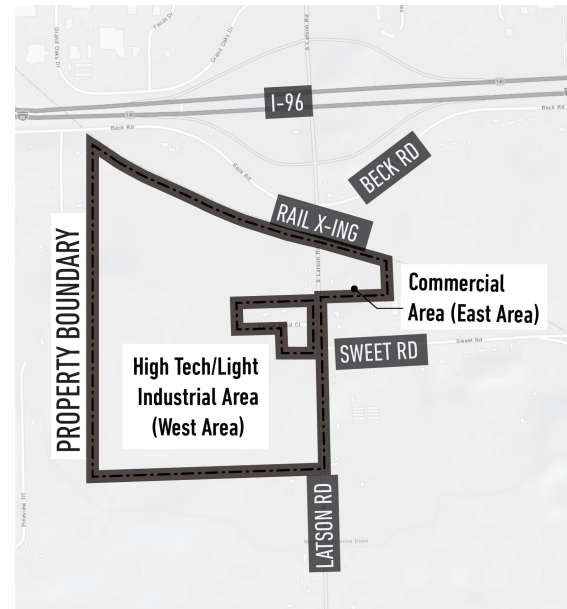
Types of Uses	Versa PUD: Commercial
COMMERCIAL AND SERVICE	
Limit of one Auto/gasoline service stations of any type, principal or accessory and accessory retail and food services	P
Conference Centers	P
Entertainment (movie theaters, indoor commercial recreation, etc.)	P
Financial Institutions	P
Groceries including specialty foods or beverage that may include seating or take out service	P
Hotels	P
Indoor commercial recreation or fitness centers (excluding dome structures)	P
Microbrewer or small distiller, pubs and growler stores	P
Pet supplies or grooming, pet day care	P
Personal Service establishments such as dry cleaners, cellular phone, nail or beauty salons, consulting services	P
Pharmacies which may include drive through service	P
Restaurants and coffee shops including take out, fast casual and sit down with or without drive-through service	P
Retail/Service (General, not listed above)	P
Offices, including: executive, medical, administrative, and professional, including architecture, planning, and engineering	P
Urgent Care Centers	P
ACCESSORY USES	
Accessory uses, buildings, and structures customarily incidental to any of the above. Examples include security work, administration offices, and storage and distribution incidental to the primary use of the site	P



VERSA PUD: Prohibited Uses (applies throughout the project)

Versa would agree not to include any of the following uses:

Types of Uses	Prohibited
Assembling and or manufacture of automobiles and bodies, trucks, engines, batteries, etc.	X
Blast furnace, steel furnace, blooming or rolling mill; smelting of copper, iron, or zinc ore	X
Painting, sheet metal and welding shops, metal and plastic molding and extrusion shops	X
Production, refining, storage of petroleum and other flammable or combustible materials	X
Deep well injection of hazardous waste or non-hazardous waste	X
Incineration of garbage or refuse	X
Junk yards and salvage yards	X
Hazardous waste recycling, incineration, treatment, transfer, storage or disposal	X
Non-hazardous waste transfer stations, treatment, storage or disposal facilities	X
Sludge composting	X
Truck Terminals	X
Truck driving schools	X
Lumber and planning mills	X
Metal plating, buffing, and polishing	X
Sheet metal stamping operations	X
Self-storage facilities	X
Automobile repair	X
Commercial kennels	X
Storage facilities for building materials, sand, gravel, stone, lumber, open storage for construction contractor's equipment and supplies	X
Truck Stops	X
Laundry, dry-cleaning establishments or pick-up stations	X
ACCESSORY USES	
Accessory outdoor storage of raw materials, supplies, equipment, and products - occupying an area exceeding 25% of the floor area of the principal building	X



COMMUNITY IMPACT ASSESSMENT

LATSON ROAD PLANNED UNIT DEVELOPMENT

July 30, 2019



Prepared By:



In accordance with Section 18.07 of the Genoa Township Zoning Ordinance, this impact assessment describes the Versa property, the intended land uses, the potential impacts, and design features to minimize the negative impacts. Given the size of the property and the range of potential land uses, some portions of this report are general in nature. More specific assessments will be provided when more detailed site plans are submitted for a specific project or phase.

While most of the PUD will be designated as an employment center for office, research, light industrial and warehousing uses, there is a small area on the east side of Latson Road designated for commercial uses. The scale of the commercial development is intended to meet the needs of employees and visitors to the employment center, while also cater to the existing and planned residential areas to the south, and quick on-and-off trips by motorists along I-96.

18.07.01 Preparer.

This statement was prepared by Bradley Strader, AICP, Principal Planner, MKSK and Eric Lord, P.E., Vice President, Atwell. A separate traffic impact study will be submitted separately, prepared by Julie Kroll of Fleis & Vandenbrink.

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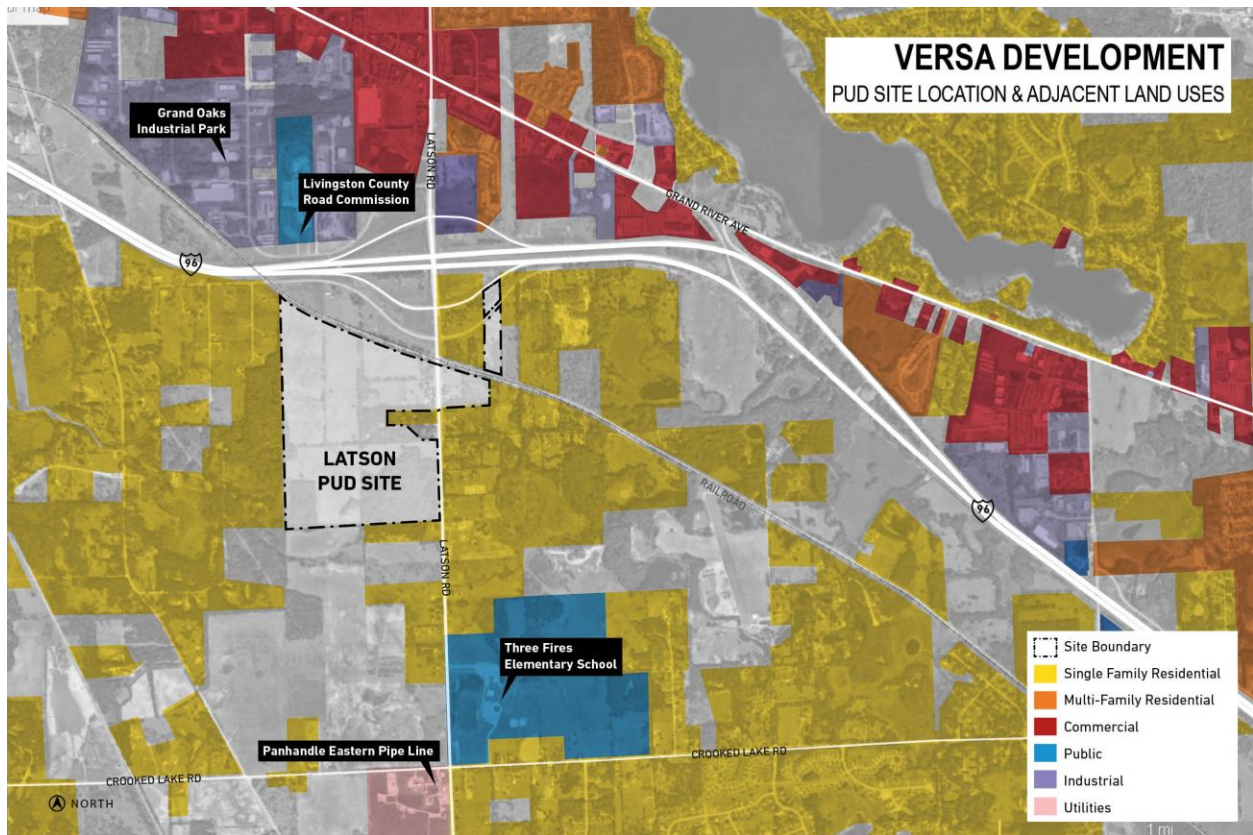
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Julie Kroll, Traffic Services
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18.07.02 Location.

The project site includes ±195 acres and is located south of the I-96 Interchange and the railroad tracks, primarily along the western side of Latson Road. The site wraps around several properties that front the west side of Latson Road that are not part of the PUD. There is also ±10 acre area the fronts the east side of Latson Road (please refer to site location and land use map on the following page). The areas north of the site along Latson and extending along Grand River Avenue includes an extensive amount of regional type commercial developments and some higher density residential. Properties adjacent to the PUD site are primarily large lot single-family homes. Further south of the PUD is a Pipeline plant and elementary school, as illustrated on the location and land use map.

The following parcels are included in the PUD:

- 11-17-200-008
- 11-08-400-004
- 11-08-400-006
- 11-08-400-012
- 11-08-400-013
- 11-08-400-014
- 11-08-400-015
- 11-08-400-020
- 11-09-300-001
- 11-09-300-031



18.07.03 Impact on Natural Features.

The subject property is comprised of approximately 195 acres of land, of which 178 acres is situated west of Latson Road and 17 acres is located east of Latson Road. Much of the ± 178 acre area west of Latson Road is active farmland. The topography generally slopes from north to south across approximately 50 feet of fall, with typically moderate slopes of 2-5%. The Marion Genoa Drain is located approximately 500 feet south of the subject property and ultimately receives runoff from much of the site.

The primary natural feature asset of the property is a ± 27 -acre wooded area located along the west side of Latson Road at the southeast corner of the property. Within the wooded area is a low-lying State regulated wetland that appears to connect through the adjacent property to the south before merging with the Marion Genoa County Drain approximately 500 feet south of the subject site. This large area provides a natural buffer and screening from the rear of the proposed development to Latson Road. We view this wooded wetland area as a natural asset to the development that is intended to be preserved.

A second wooded area approximately six acres in size is located west of Latson Road at the southwest corner of the site, a portion of which contains a wetland. The regulatory status of this wetland is unknown currently. Topography within this wooded area slopes to the southwest corner of the property, which is where a large portion of surface runoff exits the site on its way to the Marion Genoa Drain. Because this is a low point of the site, a detention basin in this general area is anticipated to contain runoff from the developed site prior to discharge. We anticipate that several of the trees will be impacted in this area as a result, though efforts will be made to maintain a buffer to the neighboring properties. The intent of the development is to avoid impacts to this wetland area.

A low-lying area also exists west of Latson Road along the west property line toward the middle of the site. An approximately 0.8-acre wetland of unknown regulatory status exists in this area, which collects localized runoff prior to exiting the site to the west. The intent of the development is to avoid impacts to this wetland area.

A single-family home exists on the property immediately east of Latson Road. The property is primarily open, with some evidence of prior farming activity. A few small stands of trees exist on the property, and there is no evidence of wetland. Topography generally and gradually slopes from north to southeast across the property. We anticipate this property to be developed for commercial use, and as such will likely see impacts to the trees located in the interior of the site, though opportunities will be explored to preserve trees around perimeter property lines where possible.

18.07.04 Impact on Stormwater Management.

The topography west of Latson Road is such that there are three primary drainage patterns for surface runoff. The northwest portion of the property drains south to the existing wetland pocket along the middle of the west property line. From there runoff will enter the neighboring site to the west on its way ultimately to the Marion Genoa Drain. The lower middle area of the subject property contains a high point from which water is diverted to the southwest corner of the property and to the southeast corner. Both drainage patterns result in water running through adjacent parcels to the south and ultimately ending in the Marion Genoa Drain, which is under Livingston County jurisdiction.

The topography east of Latson Road generally drains from north to south and continues south to and through a series of low-lying areas and potential wetlands on adjacent property. This area is part of the drainage district for the Marion Genoa Drain.

According to the USDA Natural Resources Conservation Service Soils information, the subject area west of Latson Road is primarily comprised of Wawasee and Miami Loam soil, which is classified as a soils group C. Soils of this type experience low to moderate infiltration with stormwater typically saturating the soil before running off toward lower areas. High groundwater is not anticipated. These soil types do not generally limit development of land.

As previously described, there is a fair amount of grade change to the property particularly west of Latson Road. Development of the property will be designed to maintain similar drainage patterns to what occurs now. A stormwater management system will be designed for the development in accordance with the requirements of the Livingston County Drain Commissioner's office, which will include:

- Water quality measures
- Stormwater detention sized for the 100-year storm event
- Soil erosion control

We anticipate the detention basins will be strategically located at or near the existing low points of the property where stormwater is currently leaving the site. The basins will retain the water for a period with a restricted release to maintain the current drainage patterns from the property. As mentioned earlier, the subject area is tributary to the Marion Genoa Drainage District which is the ultimate receiving water course.

A soil erosion control permit will be obtained prior to construction from Livingston County which will require the site to be managed to control erosion created by construction activity. Examples of erosion control measures that are typically deployed during site development include:

- Silt fencing and vegetative buffer strips to keep soil contained within the construction area.

- Mud Mats at construction entrances to avoid tracking onto public roads.
- Inlet protection – silt sacks in catch basins to avoid sediment buildup in storm pipes and ponds.
- Stone Rip Rap – at culvert outlets to reduce scour and erosion.
- Seed and mulch – of graded areas to promote vegetation growth, which is key to controlling erosion. established.

18.07.05 Impact on Surrounding Land Use.

The Genoa Township Master Plan (2015) designates the Latson Road corridor south of the new I-96 Interchange as an area to concentrate new development, with a goal of an “Interchange Campus.” Uses contemplated in the Master Plan include research and development facilities, corporate offices, a conference center and hotel, and restaurants and other services that are complementary to the overall development. The site is within the Growth Boundary and designated as a “Primary Growth Area” in the Master Plan.

The proposed PUD accommodates those types of uses but with the addition of some light industrial and warehousing uses. The developer notes that there is significant demand in Livingston County for such uses, and that this location in Genoa Township is very appealing given the proximity to the well-designed I-96 interchange (as compared to many complex freeway interchanges in the county). These types of light industrial uses can also be designed to promote a campus setting, with a median along Latson road, entryways, quality architecture, landscaping, pathways, consistent signage, and other attractive features. In addition, these types of uses can help stimulate development of some of the other uses desired by the Township, such as corporate offices and R & D centers.

As shown on the concept plan, described in the Design Guidelines, and as prescribed in the PUD Agreement, a number of provisions are included to help ensure the development is compatible with the surrounding area. These include:

- Preserved or landscaped buffers adjacent to residential areas.
- Most of the anticipated traffic to and from future development will use the I-96 interchange and higher density development will occur closer to the interchange, helping to minimize traffic impacts to the surrounding area.
- An extensive streetscape and potentially a median along Latson Road to provide an attractive gateway to the PUD and Southern Genoa Township
- Standards for high quality architectural design for facades visible to the public, including from I-96.
- Lighting standards to help preserve the existing “dark sky” environment.

All of the development is intended to comply with the operational requirements and performance measures in the Genoa Township Zoning Ordinance. More details regarding types of proposed uses, hours of operation, noise for particular uses, activity during construction periods, etc. will be provided once individual site plans are submitted for development.

18.07.06 Impact on Public Facilities and Services.

This section covers the anticipated broad impacts of the Development. Individual uses and site plans submitted in the future may need to provide more information on their particular impacts, depending upon the use. For example, water and sewer needs may vary for a particular use.

Generally, the main impacts will be traffic and public water and sewer, as noted in the sections below. In terms of employees, this will vary depending upon the types of sizes of the individual site plans. It is expected that the impacts on police, fire, emergency response and other Township or County services will be minimal. The tax benefits of the development will provide a high benefits-to-impact ratio, which will benefit the Township. Since the project does not contain any residential uses, any impact on the school system should be positive in terms of tax base.

18.07.07 Impact on Public Utilities.

To provide public water and sanitary sewer service to the subject area south of I-96, public extension of those utilities is required. Utility service exists north of the I-96, and the proposed utility extension will need to extend across I-96 to the south. As of the date of this document, the design and permitting of the utility extension is underway which will bring both water and sewer to the north boundary of the subject property. Those plans are being prepared by Tetra Tech and are referred to as the South Latson Road Water and Sanitary Sewer Improvements. Water service will be provided by the Marion, Howell, Oceola & Genoa Sewer and Water Authority (MHOG). Sanitary sewer service will be provided by the Genoa Oceola Sewer and Water Authority (GO).

A 12-inch water main, serviced by MHOG, will be extended in two locations: from Grand Oaks Drive across I-96 to the northwest corner of Latson Farm parcel south of the railroad tracks and from Kohl's across I-96 to Beck Road then west to Latson and south to the northeast corner of the Latson Farms parcel south of the railroad tracks. Once the developments in the South Latson Road area are constructed, the internal watermain will complete the loop.

Sanitary sewer within the proposed South Latson Road development area will consist of gravity sewers that flow to a proposed pump station located along the west side of Latson Road approximately 2,500 feet south of the railroad tracks. A forcemain will extend north from the pump station along the west line of the subject property and cross under I-96 before tapping into the existing sanitary system at Grand Oaks Drive. The area is ultimately serviced by the GO WWTP, which has recently received system capacity upgrades and is able to service the anticipated load from the South Latson Road development area.

Each development proposed within the South Latson Road area will be serviced by public water and sewer, designed to local, County and State requirements. Approximately 750 Residential Equivalent Units (REU) is anticipated for the South Latson Road development area, with an additional 750 REUs available for future expansion south of the subject area. MHOG standards equate one REU to 250 gallons per day for average daily demand.

Franchise utilities serving the South Latson Road area will include gas, electric, telephone and data. Coordination with those utility providers to bring service the area will continue as development plans progress.

Please see the Water Distribution Infrastructure and Sanitary Sewer Collection Infrastructure Maps in Appendix.

18.07.08 Storage and Handling of any Hazardous Materials.

The development area west of Latson Road is primarily anticipated for light industrial and office use, subsequently there are no specific plans for storing of significant hazardous materials. The proposed gas

station east of Latson Road will contain underground fuel storage tanks which will comply with all local, County, State and Federal requirements. Each development proposed within the subject area will be responsible for meeting all storage and handling requirements, as applicable.

18.07.09 Traffic Impact Study.

Note: A separate traffic impact study is being prepared and will be submitted separately. The study area and contents of this study are being coordinated with the Livingston County Road Commission with a focus on the potential cross section for Latson Road (such as a median), its design, and the preferred location for access points to the PUD.

The relatively new I-96 interchange at Latson Road was designed for future volumes including potential new development to the south. Recent counts indicated Latson Road had average daily traffic volumes of 10,650 trips per day, so it has ample capacity to accommodate traffic for the early phases of the Development. New counts are being conducted as part of the traffic impact study process.

The PUD will accommodate a range of uses including a small commercial area and various types of office, R&D and light industrial uses. Using the ITE Trip Generation manual, the average trips per day that can be expected are approximately 3,000 trips per day for the commercial zone and approximately 5,000-16,000 trips per day for the employment center. The office and R&D uses would be at the high end of the scale, light industrial and warehousing at the lower end.

Given the site's proximity to the new interchange, most of its traffic is expected to travel to or from that interchange. Therefore, the focus of the traffic analysis is on the future design of Latson Road to meet the daily and peak hour volumes when the PUD and other nearby areas are developed. This will include the future cross section, including the right-of-way required, to meet the future traffic volumes while also serving as an attractive gateway to the Development and Southern Genoa Township. In addition to the aesthetic benefits of a median, it would ease pedestrian crossings and improve safety.

There are pros and cons to various longer-term options for Latson Road. Two concepts for a Latson Road median are shown. One is a narrow median that would replace the center turn lane for segments where left turns would not need to be accommodated. The second shows a wider 30-foot median which would provide more room for queueing turning vehicles but would require more right-of-way. Other options could include an even wider median to allow for indirect left turns, or a typical center turn lane with no median. Preferred locations of access points and potential traffic signals or roundabouts will be described. Results of the traffic analysis may suggest adjustments to the access points shown on the concept plan. In some cases, there may need to be a short and a longer-term design when dealing with features such as the offset from the intersection at Sweet Road.

18.07.10 Historic and Cultural Resources.

Three of the homes in the proposed development area were built in 1958 and thus are more than 50 years old. However, those homes are not included on the State or National Historic Registers.

18.07.11 Special Provisions.

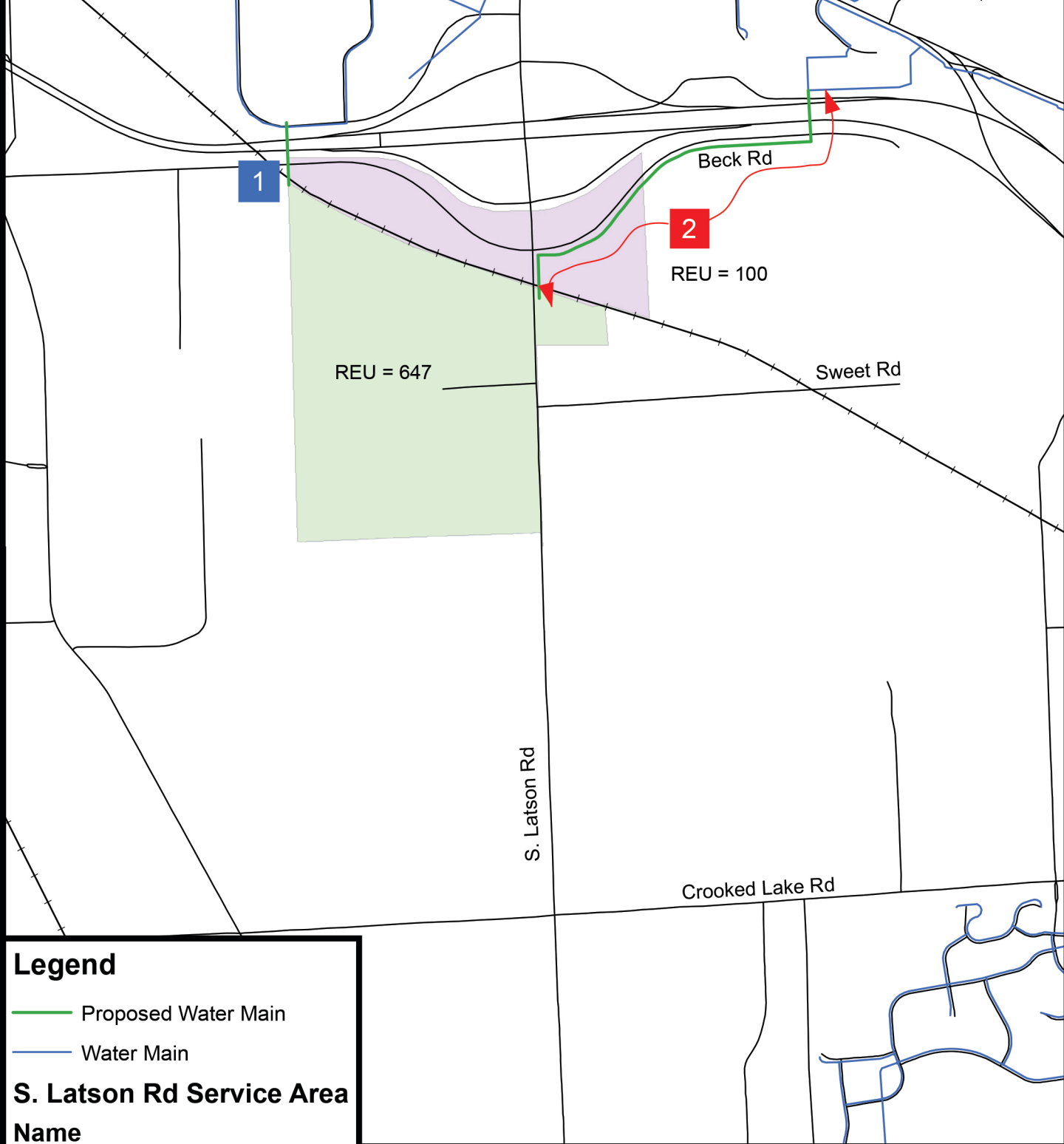
The PUD Agreement contains several provisions regarding the uses, operations, design and other standards that will apply to the Development and future site plans and owners.

Sources:

- Genoa Township Master Plan
- I-96 Interchange Environmental Impact Statement
- Conversations with the Township and Livingston County Road Commission staff

Appendix:

- Figure 1: Water Distribution Infrastructure Map
- Figure 2: Sanitary Sewer Collection Infrastructure Map



Legend

- Proposed Water Main
- Water Main

S. Latson Rd Service Area Name

- Area B
- Area D

ID	Description	Developer	Oversize	Total Opinion of Probable Cost
1	655 feet of 12-inch Water Main	\$151,000	-	\$151,000
2	4300 feet of 12-inch Water Main	\$989,000	-	\$989,000
Total				\$1,140,000

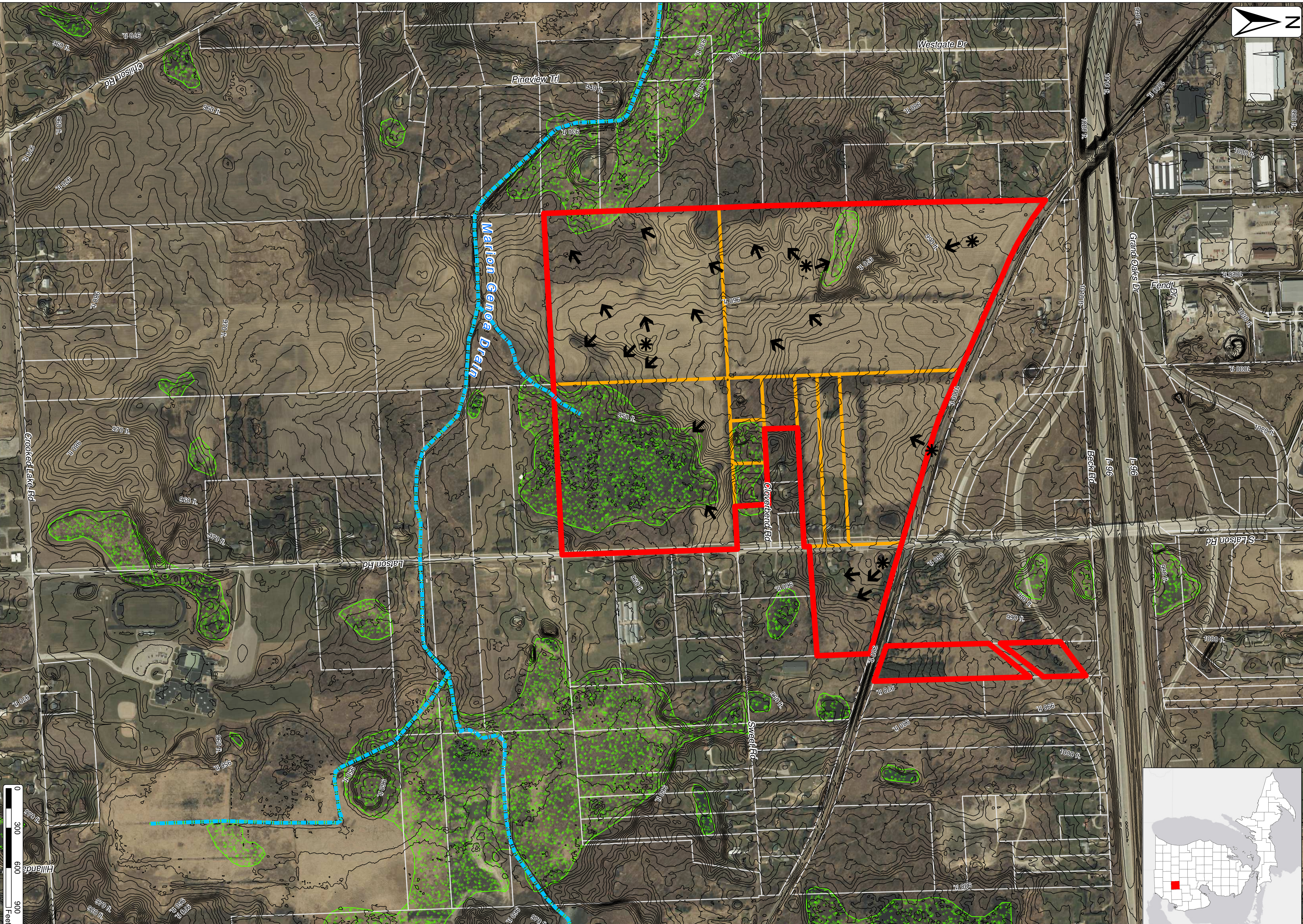
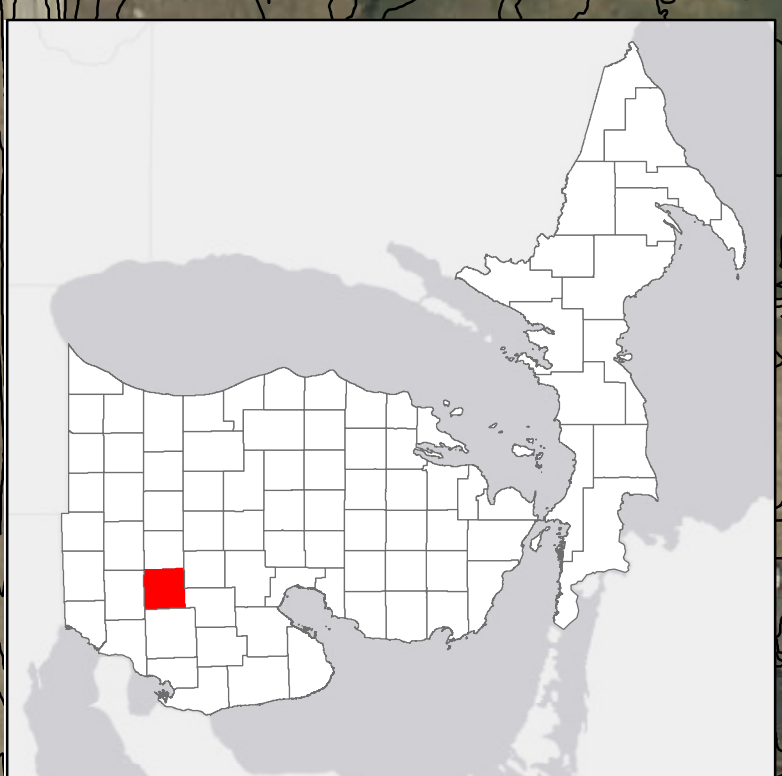
1 inch = 1,500 feet









Figure 1
Water Distribution Infrastructure

Date: 3/2/2018



Note: This is a graphical representation of the required improvements. Final routing and location will be required during the design phase.

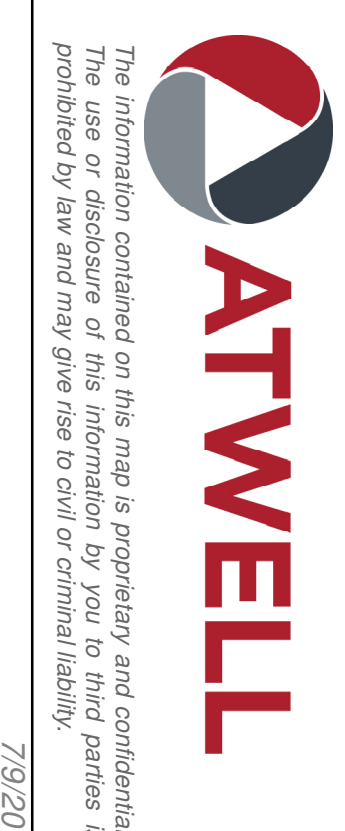


-  Area of Interest
-  Latson Partners LLC Owned Parcel
-  NWI Wetlands
-  Parcel Boundary
-  Local High Point
-  Estimated Flow Direction
-  2ft Contours
-  NHD Watercourse

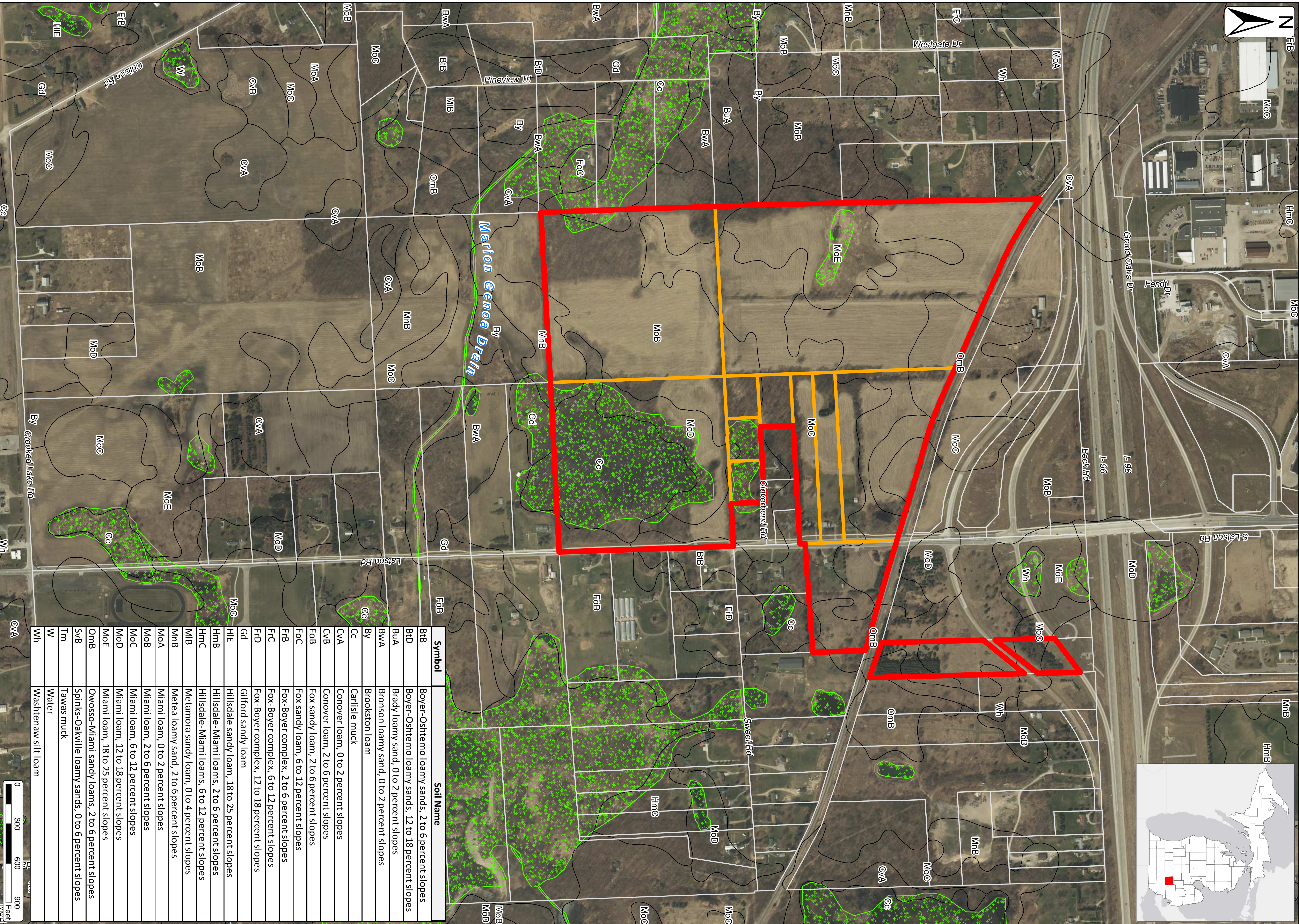
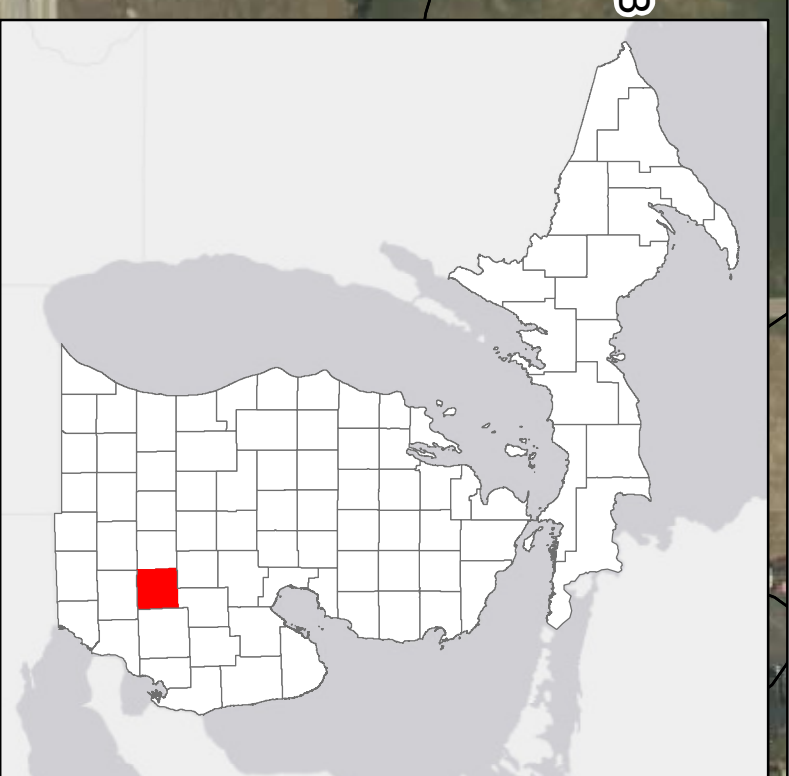
Versa Development - Latson Road

Topography & Natural Features

Genoa Township, Livingston County, Michigan



The information contained on this map is proprietary and confidential. The use or disclosure of this information by you to third parties is prohibited by law and may give rise to civil or criminal liability.



Symbol	Soil Name
BIB	Boyer-Oshterno loamy sands, 2 to 6 percent slopes
BHD	Boyer-Oshterno loamy sands, 12 to 18 percent slopes
BUA	Brady loamy sand, 0 to 2 percent slopes
BWA	Bronson loamy sand, 0 to 2 percent slopes
By	Brookston loam
Cc	Carlisle muck
CVA	Conover loam, 0 to 2 percent slopes
CVB	Conover loam, 2 to 6 percent slopes
FOB	Fox sandy loam, 2 to 6 percent slopes
FoC	Fox sandy loam, 6 to 12 percent slopes
FRB	Fox-Boyer complex, 2 to 6 percent slopes
FC	Fox-Boyer complex, 6 to 12 percent slopes
FDD	Fox-Boyer complex, 12 to 18 percent slopes
Gd	Gilford sandy loam
HIE	Hillsdale sandy loam, 18 to 25 percent slopes
HMB	Hillsdale-Miami loams, 2 to 6 percent slopes
HMC	Hillsdale-Miami loams, 6 to 12 percent slopes
MIB	Metamora sandy loam, 0 to 4 percent slopes
MNB	Meta loamy sand, 2 to 6 percent slopes
MOA	Miami loam, 0 to 2 percent slopes
MOB	Miami loam, 2 to 6 percent slopes
MOC	Miami loam, 6 to 12 percent slopes
MOD	Miami loam, 12 to 18 percent slopes
MOE	Miami loam, 18 to 25 percent slopes
OMB	Owosso-Miami sandy loams, 2 to 6 percent slopes
SVB	Spinks-Oakville loamy sands, 0 to 6 percent slopes
Tm	Tawas muck
W	Water
Wh	Washnaw silt loam



- Area of Interest
- Latson Partners LLC Owned Parcel
- Parcel Boundary
- NWI Wetlands
- Soil Types

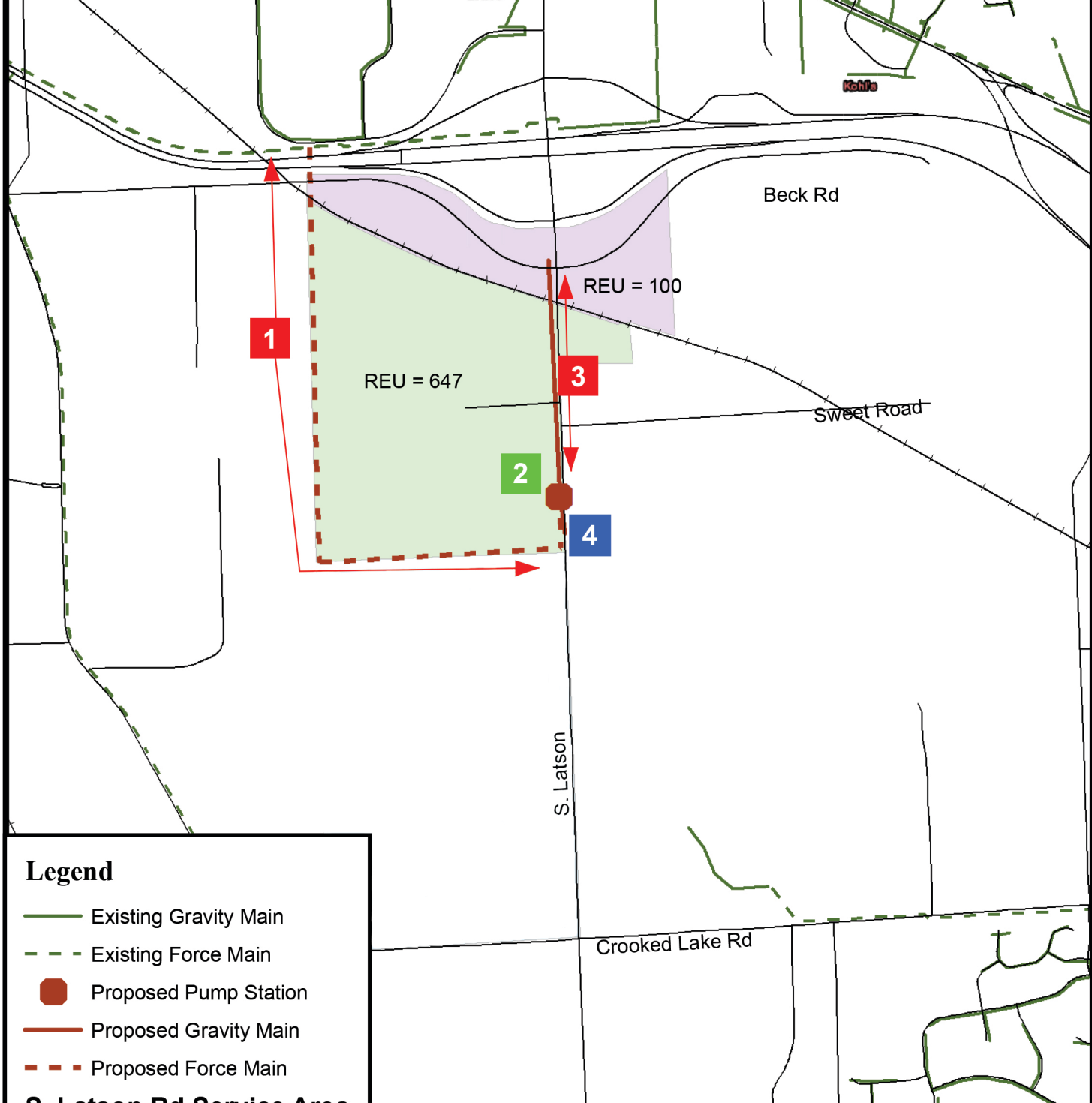
Versa Development - Latson Road

Site Map - Soils and Wetlands

Genoa Township, Livingston County, Michigan

The information contained on this map is proprietary and confidential. The use or disclosure of this information by you to third parties is prohibited by law and may give rise to civil or criminal liability.

7/9/2019



Legend

- Existing Gravity Main
- - - Existing Force Main
- Proposed Pump Station
- Proposed Gravity Main
- - - Proposed Force Main

S. Latson Rd Service Area

Name

- Area B
- Area D

ID	Description	Developer	Oversize	Total Opinion of Probable Cost
1	7,300 feet of 8-inch Force Main	\$938,000	\$172,000	\$1,110,000
2	1,050 gpm Pump Station	\$652,000	\$96,000	\$748,000
3	2,200 feet of 8-inch Sanitary Sewer	\$320,000	-	\$320,000
4	20 feet of 12-inch Sanitary Sewer	\$56,000	-	\$56,000
			Total	\$2,234,000

1 inch = 1,500 feet

Figure 2

Date: 3/2/2018

Sanitary Sewer Collection Infrastructure

Note: This is a graphical representation of the required improvements. Final routing and location will be required during the design phase



VERSA DEVELOPMENT TRAFFIC IMPACT STUDY

Executive Summary

GENOA TOWNSHIP, MICHIGAN

SEPTEMBER 9, 2019

PREPARED FOR:



Versa Lamont Ventures

25900 WEST 11 MILE ROAD, SUITE 250
SOUTHFIELD, MI 48034

PREPARED BY:



27725 STANSBURY BLVD., SUITE 195
FARMINGTON HILLS, MI 48334

EXECUTIVE SUMMARY

This report presents the results of a Traffic Impact Study (TIS) for the proposed development in Genoa Township, Michigan. The project site is located on undeveloped property generally in the southwest quadrant of the Latson Road and I-96 Interchange in Genoa Township, Michigan as shown on **Figure E1**. The proposed project includes the construction of approximately 1.2 Million SF of mixed-use development. Site access is proposed via two proposed roadway connections to Latson Road.

FIGURE E1: SITE LOCATION



The scope of 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 and information published by the Institute of Transportation Engineers (ITE). In addition, the Livingston County Road Commission (LCRC) and the Michigan Department of Transportation (MDOT) provided information regarding the scope of work included herein. The LCRC and MDOT both requested an evaluation of the impact of the proposed development program in accordance with the requirements outlined in MDOT Geometric Design Guidance Section 1.2.4.

BACKGROUND DATA

The existing weekday turning movement traffic volume data at the study intersections were collected by F&V subconsultant TDC on Tuesday, September 12, 2017 and Thursday, August 1, 2019. Additional traffic counts data provided by LCRC were performed on Thursday, June 6, 2019. The Southeast Michigan Council of Governments (SEMCOG) travel demand forecast model was used to determine the projected annual growth to the horizon year analysis in 2039.

Table E1: SEMCOG Growth Rates

Road	Limits	Growth Rate
Grand River Avenue	Chilson Road to I-96 Ramp	0.58%
Latson Road	Golf Club Rd to Crooked Lake Road	0.80%

The resulting 20-year growth rate on Latson Road is 17%. It is expected that a high percentage of the growth on Latson Road will be generated by the proposed development. However, through discussions with LCRC it was requested that this 17% growth rate be applied to Latson Road and assumed as background traffic and that the trips generated by the proposed development are in addition to this background growth.

TRIP GENERATION

The number of AM and PM peak hour, and daily vehicle trips that would be generated by the proposed development was forecast based on data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 10th Edition* and the ITE *Trip Generation Handbook, 3rd Edition*. The trip generation analysis made several assumptions regarding the projected land uses since there are no specific plans yet determined for this site. The trip generation is summarized in **Table E1** below and was used in the study to evaluate the impact of the proposed development on the adjacent roadway system.

Table E1: Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Industrial Park	130	700,000	SF	2,583	227	53	280	59	221	280
High-Cube Transload and Short-Term Storage	154	400,000	SF	560	25	7	32	11	29	40
Hotel	310	100	Rooms	702	27	18	45	25	24	49
General Office Building	710	75,000	SF	803	83	14	97	14	73	87
Research & Development	760	300,000	SF	3,274	95	31	126	22	125	147
Shopping Center	820	10,000	SF	1,256	6	3	9	48	51	99
<i>Pass-By</i>		34%		628	2	1	3	16	17	33
<i>New Trips</i>		66%		628	4	2	6	32	34	66
High turnover (Sit-Down) restaurant	932	5,000	SF	561	28	22	50	30	19	49
<i>Pass-By</i>		43%		241	12	9	21	13	8	21
<i>New Trips</i>		57%		320	16	13	29	17	11	28
Coffee Shop w/ Drive-Thru	937	1,500	SF	1,231	68	65	133	33	32	65
<i>Pass-By</i>		49% AM, 50% PM		616	33	32	65	17	16	33
<i>New Trips</i>		51% AM, 50% PM		615	35	33	68	16	16	32
Gas Station w/ Convenience Store	944	8	VFP	1,376	41	41	82	56	56	112
<i>Pass-By</i>		58% AM, 42% PM		688	24	24	48	24	24	48
<i>New Trips</i>		42% AM, 58% PM		688	17	17	34	32	32	64
Total Trips				12,346	600	254	854	298	630	928
<i>Total Pass-By</i>				<i>2,173</i>	<i>71</i>	<i>66</i>	<i>137</i>	<i>70</i>	<i>65</i>	<i>135</i>
Total New Trips				10,173	529	188	717	228	565	793

SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roads based on existing peak hour traffic patterns in the adjacent roadway network and the methodologies published by ITE. The trip distribution used in this study was reviewed and approved by LCRC prior to use in the analysis. The trip distribution is summarized in **Table E2**.

Table E2: Trip Distribution

New Trips			
To/From	Via	AM	PM
North	Latson Road	11%	12%
South	Chilson Road	5%	4%
East	Grand River Avenue	7%	9%
	I-96	25%	26%
	Crooked Lake Road	2%	1%
West	Grand River Avenue	7%	11%
	I-96	37%	31%
	Crooked Lake Road	1%	1%
Between	Internal	5%	5%
Total		100%	100%
Pass-by Trips			
From / To	Via	AM	PM
North to South	Latson Road	61%	44%
South to North	Latson Road	39%	56%
Total		100%	100%

OPERATIONAL ANALYSIS SUMMARY

The existing AM and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 10) traffic analysis software. The results of the analyses were based on the existing and proposed lane use, traffic control shown, and traffic volumes shown, and the methodologies presented in the *Highway Capacity Manual, 6th Edition* (HCM6).

- The existing 2019 conditions analysis indicates that all study intersections currently operate acceptably, with a LOS D or better during both AM and PM peak periods. With the exception of the following intersections:
 - Latson Road & Grand River Avenue
 - Latson Road & Crooked Lake Road
 - Latson Road & Chilson Road
- In addition to delays currently experienced at the intersections noted in the existing conditions, the background 2039 conditions analysis indicates that the following additional study intersections are expected to experience operations at LOS E or F:
 - Latson Road & Grand Oaks Drive
 - Latson Road & Beck Road
- In addition to delays currently experienced at the intersections noted in the existing conditions and the background 2039 conditions analysis, the following additional study intersections are expected to experience operations at LOS E or F with the addition of the proposed development:
 - Latson Road & WB I-96 Ramp
 - Latson Road & EB I-96 Ramp
 - Latson Road & N. Site Drive
 - Latson Road & Sweet Road / S. Site Drive

ACCESS MANAGEMENT

Latson Road Geometry

The roadway geometry for Latson Road adjacent to the site was reviewed for safety and operations. The geometry options include the following:

- **Five Lanes:** Four Lanes + center left-turn lane
- **Narrow Median:** Direct Left-turns at intersections
- **Wide Median:** Indirect Left-turns

Key findings of this analysis include:

- The projected traffic volumes associated with this development does not require a wide boulevard section and median U-turns to accommodate the traffic operations.
- A narrow median would have the same operations at the site driveway intersections; however, residential driveways and other parcels along the corridor will be impacted by a median. Bi-directional median openings are not recommended.
- A wide boulevard section would require indirect left-turns. The railroad tracks are too close to the north site driveway to accommodate a median U-turn.
- A center left-turn lane will work well through this section of Latson Road. A center left-turn lane can be a potential concern if there is a high density of commercial driveways along the corridor. If future development is proposed to the west of the site, further evaluation of Latson Road should be considered at that time.
- Maintenance and snow removal of a median section on the corridor is more difficult and costly as compared to a five-lane roadway.

North Site Drive

The proposed North Site Drive is located approximately 340 feet south of the railroad tracks, with an effective southbound queue length of 240 feet. Improvements at this intersection are recommended, including a traffic signal and a southbound right-turn lane. This intersection was further evaluated to ensure that operations at the proposed site drive will not impact the railroad tracks. The results of the analysis are summarized below in **Table E3**.

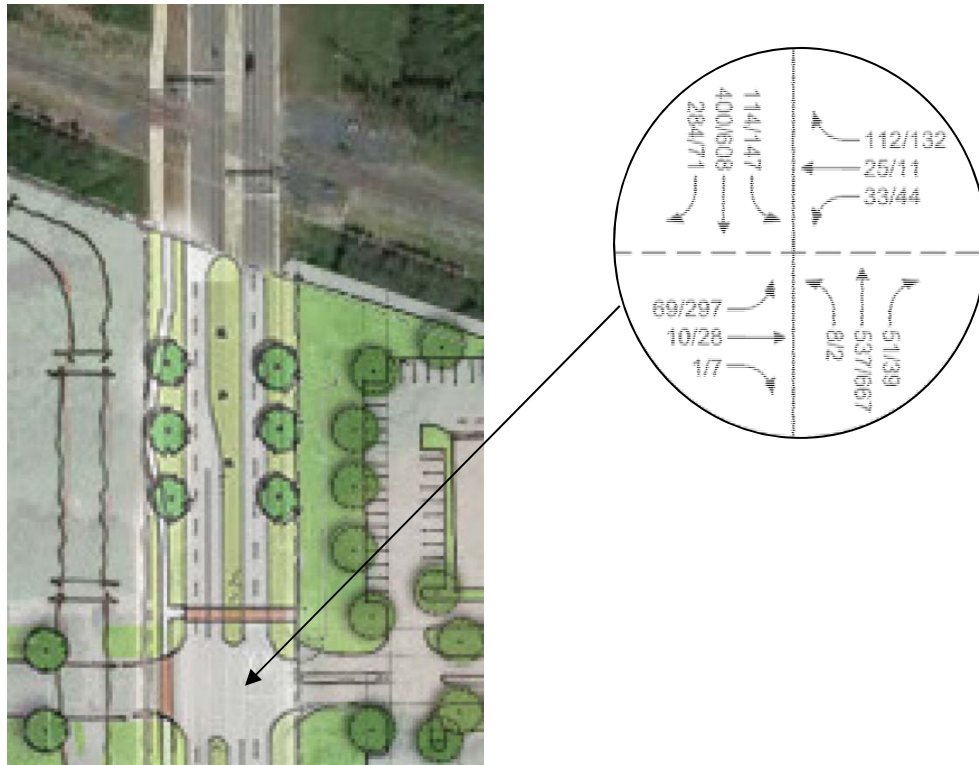
Table E3: North Site Drive Queue Length

Approach	Future Conditions (With Improvements)				Available Queue Length (ft)	Exceeds Queue Length
	AM Peak		PM Peak			
	Average Queue (ft)	95% Queue (ft)	Average Queue (ft)	95% Queue (ft)		
SBL	47	95	56	124	240	No
SBT	20	58	25	67	240	No
SBR	59	119	47	85	240	No

Key findings from this evaluation:

- The proposed North Site Drive location has adequate distance from the influence area of the railroad tracks to accommodate the projected southbound queue lengths on Latson Road.
- The recommended improvements include signalization. This signal should include communication and pre-emption with the railroad crossing operations.

FIGURE E2: NORTH SITE DRIVE



South Site Drive/Sweet Road

The proposed S. Site Drive is offset from the existing Sweet Road intersection. The operations and safety of this was reviewed and in general, it is preferable to align existing and proposed access. Due to limitations of the site, alignment is not feasible. Therefore, the operations and safety of the offset was considered. Key findings of this review are summarized below:

- The volume of traffic on Sweet Road is relatively low.
- The ingress left-turn volumes are *not* conflicting.
- The egress left-turn volumes will have conflicting movements; however, the volume of egress left-turns on Sweet Road is very low. Therefore, the chances of this conflict occurring are minimal.

Overall, the proposed intersection and the offset with Sweet Road is expected to operate acceptably. As the development progresses, additional improvements at this intersection may be considered to mitigate operational delay and the intersection offset, including: signalization or a roundabout.

FIGURE E3: SOUTH SITE DRIVE/SWEET ROAD



RECOMMENDATIONS

The recommendations for this study include improvements that should be considered by LCRC and MDOT to improve the operations of the existing system and should be considered with or without the addition of the proposed development. These improvements are summarized in **Table E4**.

Table E4: Existing and Background (No Build) Recommended Improvements

Intersections and Recommended Mitigation Measures	Existing	Background
1. Latson Road & Grand River Avenue		
• Optimize traffic signal timings during both peak periods	X	
2. Latson Road & Grand Oaks Drive		
• Optimize traffic signal timings during PM peak period (Provide more NB/SB green time)		X
8. Latson Road & Chilson Road		
• Construct a single lane roundabout	X	

With the addition of the proposed development program, further evaluation of Latson Road and the site driveway intersections was performed to provide recommendations for future planning purposes. These recommendations are summarized below and shown on **Figure E4**.

1. Latson Road Geometry

- Provide a five-lane roadway (2-lanes in each direction with a center left-turn lane) between the North and South Site Drives
- Taper down to 1-lane each direction, south of the development

2. Site Drive Geometry

- Provide three egress lanes at for the N. Site Drive (exclusive left, through and exclusive right)
- Provide two egress lanes at for the S. Site Drive (exclusive left and exclusive right)
- Provide southbound right-turn lanes on Latson Road at both site drives.
- Provide northbound left-turn lanes on Latson Road at both site drives.

3. Site Drive Intersection Operations

- A traffic signal at the N. Site Drive intersection should be provided. The addition of a traffic signal at this intersection should be determined based on the development program and should be further evaluated as the development progresses.
- No operational improvements are recommended at the S. Site Drive. The intersection should be monitored as the development progresses to determine if/when operational improvement should be implemented. These may include traffic signal or roundabout.

Additional intersection mitigation is anticipated at the adjacent study intersections prior to the build out year. These improvements are summarized in **Table E5**.

Table E5: Future Adjacent Intersection Improvements

Intersections and Recommended Mitigation Measures
3. Latson Road & WB I-96
<ul style="list-style-type: none"> • Upgrade to a fully actuated traffic signal • Provide permissive/protected left-turn phasing for the northbound approach
4. Latson Road & EB I-96
<ul style="list-style-type: none"> • Upgrade to a fully actuated traffic signal • Provide permissive/protected left-turn phasing for the northbound approach

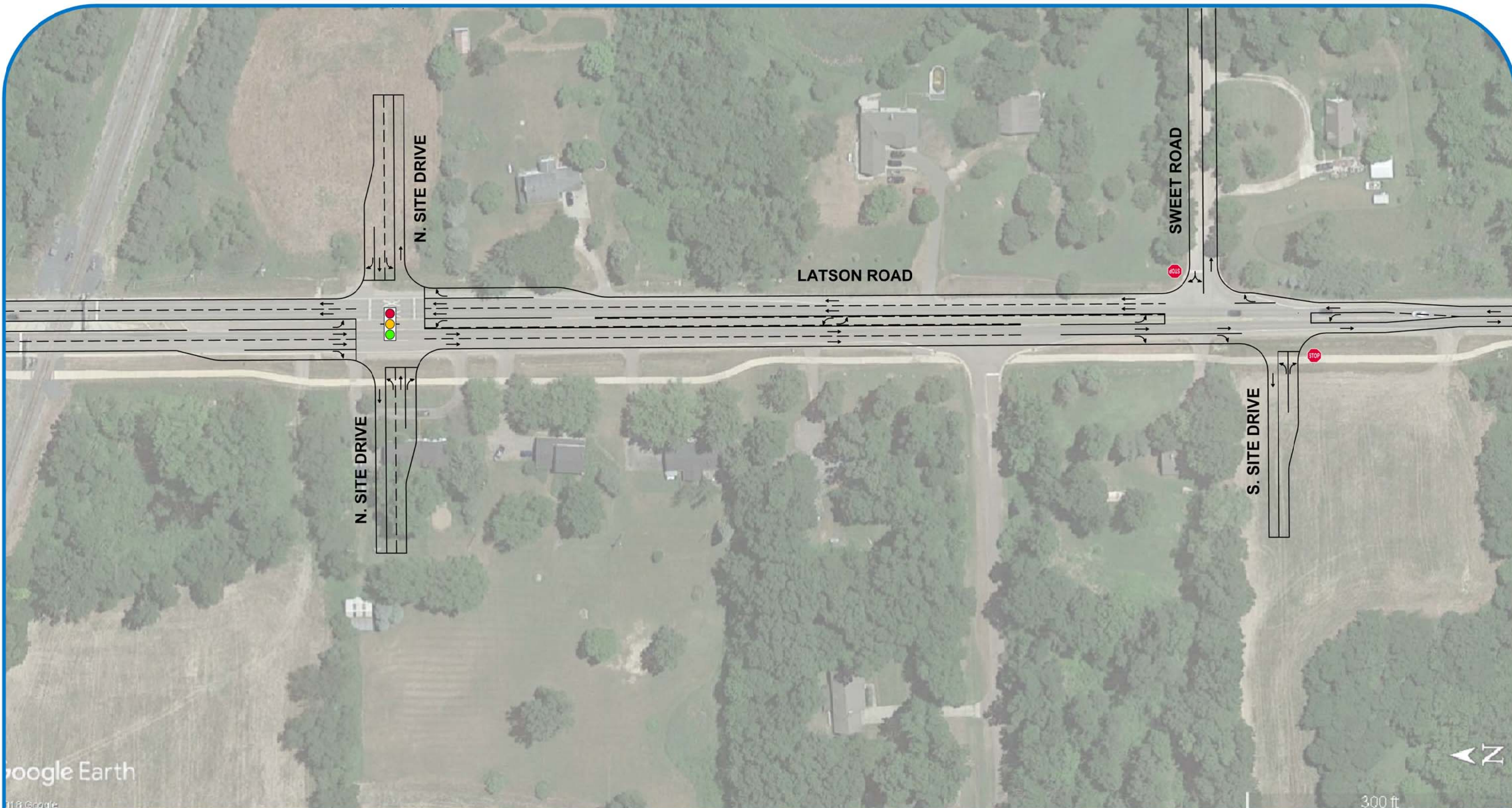


FIGURE E4
SITE DRIVEWAY
RECOMMENDATIONS
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND
 ——— ROADS


 NORTH
 SCALE: NOT TO SCALE

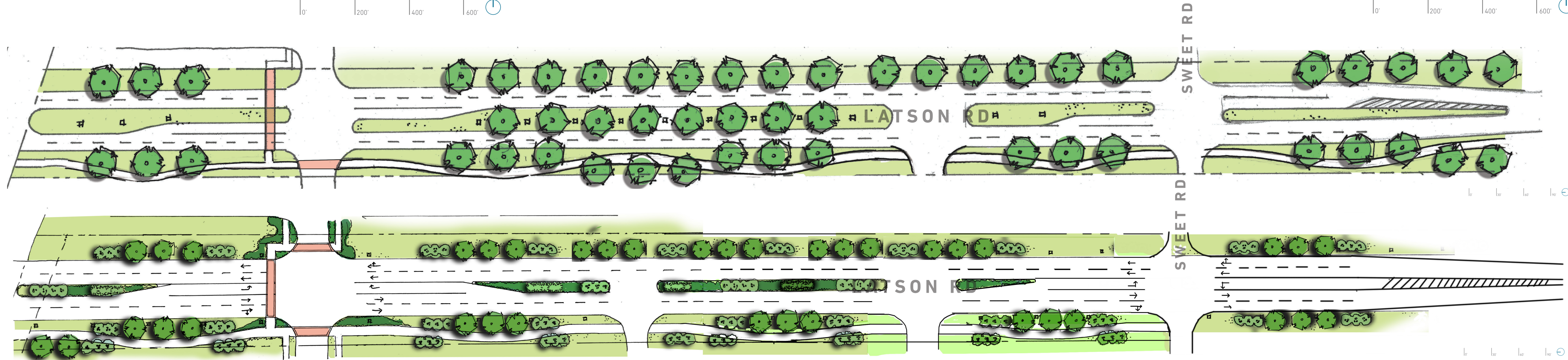


OVERALL PLAN

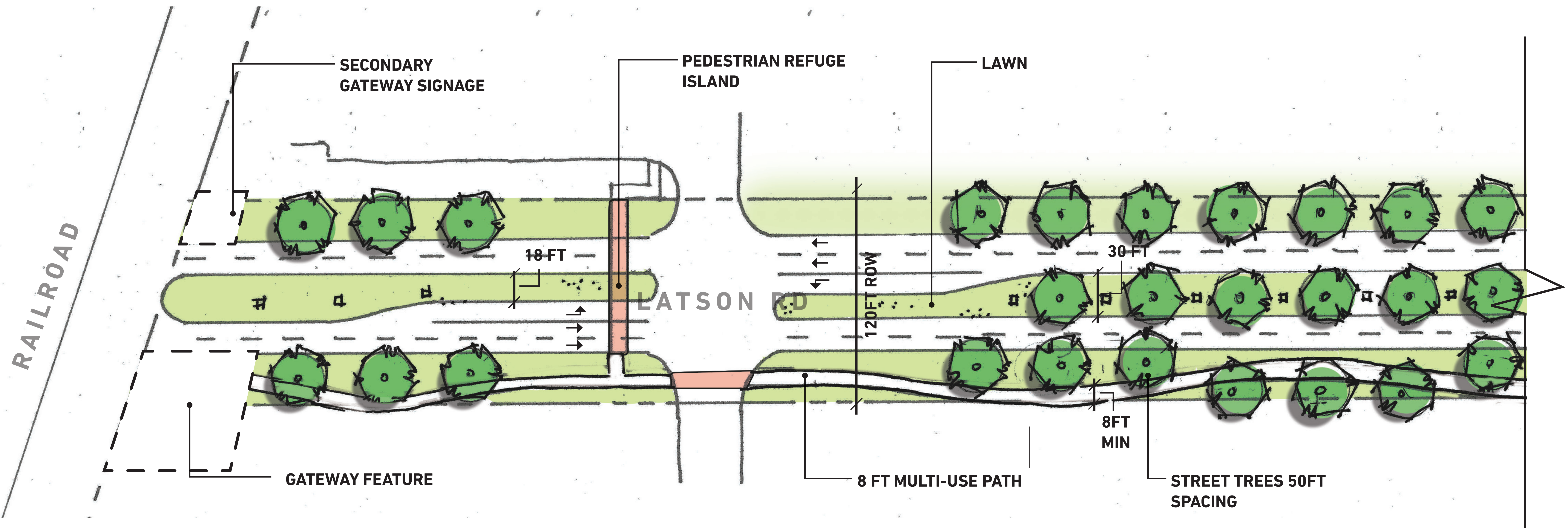


Option 1:
30 ft median

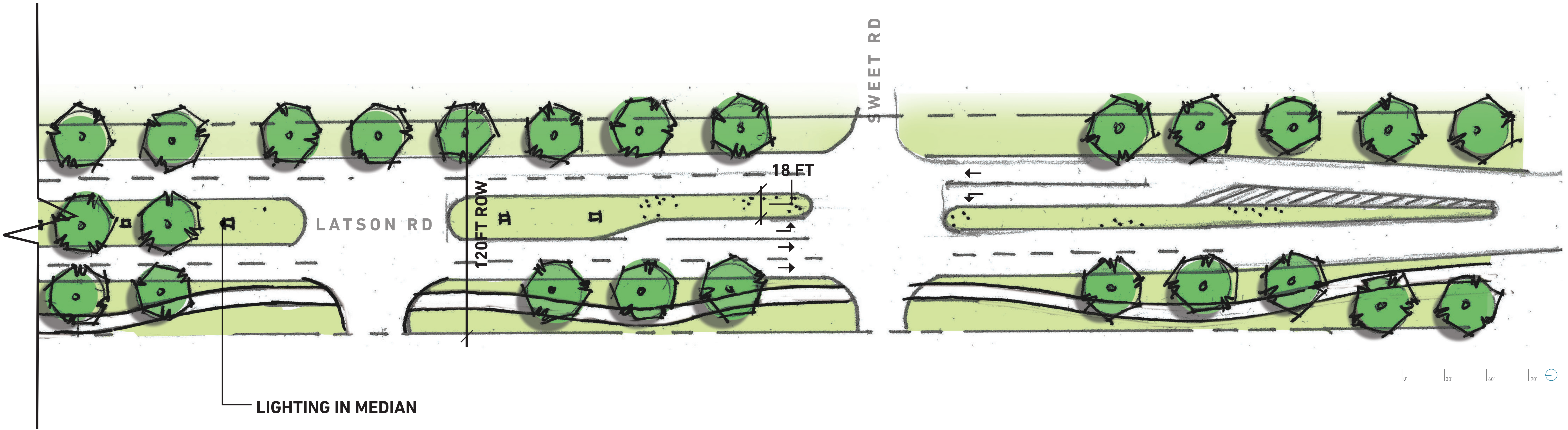
Option 2:
15 ft median



LATSON ROAD LANDSCAPE : Option 1

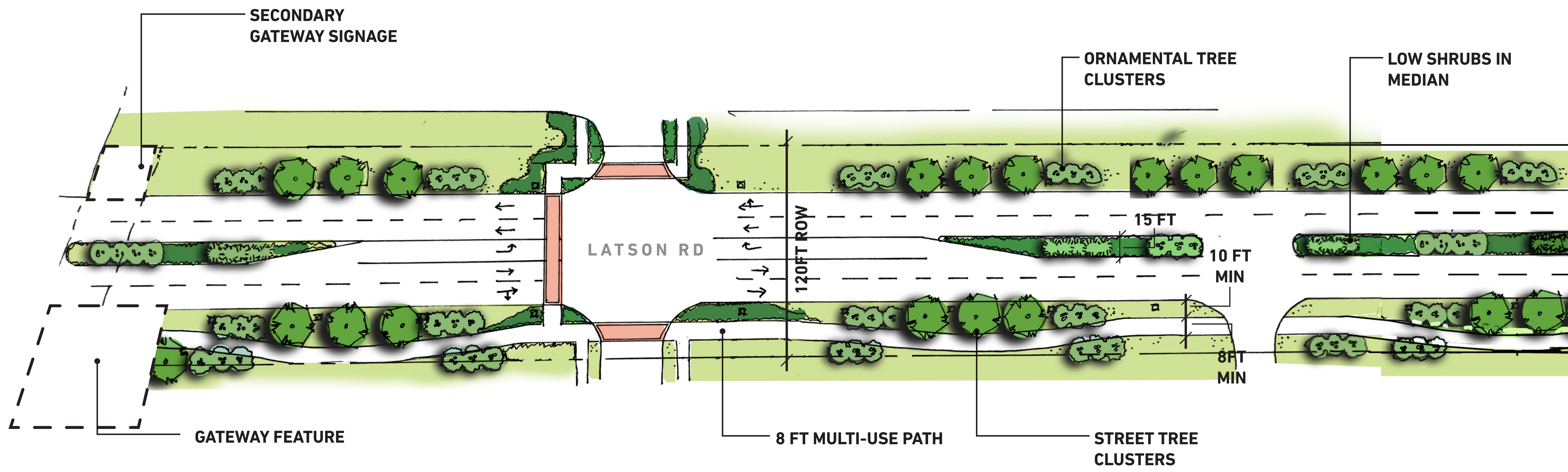


10' 30' 40' 50'

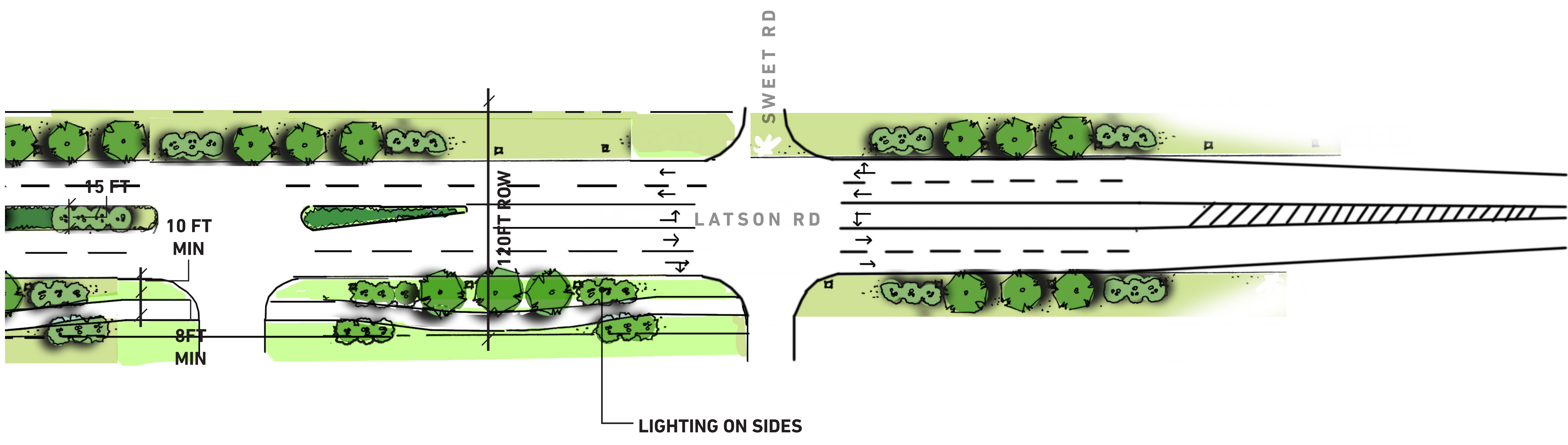


10' 30' 40' 50'

LATSON ROAD LANDSCAPE : Option 2



10' 30' 40' 90' ⊕



10' 30' 40' 90' ⊕

VERSA DEVELOPMENT

PUD DESIGN GUIDELINES

PRELIMINARY DRAFT: JULY 22, 2019

OVERVIEW

Generally, the design of the Versa Development Planned Unit Development will follow the standards described in the Genoa Township Zoning Ordinance and the applicable specifications of other agencies involved in the approval process. These guidelines are considered as a supplement to those standards. Generally, the more restrictive standard between the Zoning Ordinance and these guidelines will apply.

Some of the standards herein are more restrictive, such as certain landscape and lighting specifications. In other cases, the dimensional standards in the guidelines are more generous than the ordinance would otherwise allow, as permitted by the “Flexibility in Design” provisions in Section 10.01.03 of the PUD Article.

A comparison of existing zoning ordinance standards to the PUD is shown on the table on the next page.

Key elements of the guidelines are listed below. These guidelines may be modified as the specific types of uses and site plans are developed for each development or PUD phase.



GENOA TOWNSHIP, MI

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PROJECT TEAM:



INTENT

These guidelines are intended to illustrate the design quality anticipated with the commercial and light industrial portions of the PUD. The "Owner" of the PUD or subsequent purchaser of land will be responsible for providing these guidelines to design professionals who will be involved in the preparation of site plans. Specific compliance will be described in more detail with a site plan that will be submitted to the Township for approval.

In general these guidelines include the following components:

1. A description of architecture supplemented with photographs to illustrate the general outcomes expected consistent with the standards.
2. Specific parking requirements associated with the intended uses along with a provision to permit a reduction for shared parking when uses have different peak parking occupancy hours.
3. Efforts to share access to reduce the number of driveways along Latson Road.
4. Provision of additional height for modern-style light industrial and R+D buildings, and a hotel, up to 5 stories.
5. Some flexibility in the building setbacks.
6. A higher level of design elements as part of the "Benefit" to support the PUD approval.
7. A greenbelt along Latson Road that exceeds Genoa Township requirements and plant sizes that are larger than required at installation.
8. A reduction in street trees along the internal industrial streets.
9. Additional lighting standards to reduce lighting impacts on adjacent homes to the west.
10. Provision for two project entry signs, one at each entrance. These signs may include name plates for major buildings or businesses in the PUD.
11. Allowance for a project identification sign visible to traffic along I-96. The height and design shall be negotiated with Genoa Township.

The following table provides a comparison summary between the zoning requirements of the Genoa Township Zoning Ordinance and the proposed Versa PUD standards. The standards listed here provide a snapshot of where there are differences between the Township's standards and the PUD standards, including for setbacks, height, and landscaping requirements.

VERSA DEVELOPMENT PUD ZONING COMPARISON TABLE		
	<i>Existing Zoning Requirements</i>	<i>PUD Standards:</i>
Commercial	Setbacks	
	Regional Commercial Side Yard: 20 feet	Side Yard: 20 feet for each side plus an additional 0.5 feet per foot of height over 45 feet tall
	Maximum Height	
	Regional Commercial: 45 feet or 3 stories	All other uses in commercial: 45 feet, 3 stories Hotel: 65 feet or 5 stories, whichever is less
Industrial	Existing Zoning Requirements	
	Setbacks	
	Front Yard: 85 feet if parking is located in the front yard; 50 feet if no parking is located in the front yard Side Yard: 25 feet (or 50 feet if adjacent to residential)	Front Yard: 85 feet (50 feet if no parking is located in the front yard and/or building height is 30 feet or less) Side Yard: 25 feet (or 50 feet if adjacent to residential) & 25 plus an additional 0.5 feet per foot of height over 30 feet (if not adjacent to residential)
	Maximum Height	
	30 feet or 2 stories	55 feet or 3 stories, whichever is less
Landscaping	Existing Zoning Requirements	
	PUD Standards:	
	Frontage- Greenbelt along Latson Road	
	Minimum Width of Greenbelt: 20 feet with one canopy tree planted every 40 feet of frontage	Minimum width of Greenbelt: 30 feet with one canopy tree planted every 40 feet of frontage
Frontage - Tree Sizes		
Minimum Required Plant Sizes: Deciduous Canopy Tree: 2.5" caliper Deciduous Ornamental Tree: 2" caliper Evergreen Tree: 6' height Deciduous Shrub: 2' height Upright Evergreen Shrub: 2' height Spreading Evergreen Shrub: 18" - 24" spread	Minimum Required Plant Sizes (along Latson Road only): Deciduous Tree: 3-4 inch caliper (with minimum average size of 3.5 inches) Ornamental Tree: 2.5 - 3.5 inch caliper Evergreen Tree: 10 - 14 feet tall (with minimum average size of 12 feet tall) Shrubs and Hedges: 30-36 inches tall Canopy Tree: 2.5 inch caliper Deciduous Ornamental Tree: 2 inch caliper Evergreen Tree: 6 feet height Deciduous Shrub: 2 feet height Upright Evergreen Shrub: 2 feet height Spreading Evergreen Shrub: 18 inch - 24 inch spread	
Other	Existing Zoning Requirements	
		See Design Guidelines for additional standards related to: Parking Lighting Architecture Signs (currently no off-premise signs are permitted, this PUD proposes some with specific guidelines)

LIGHT INDUSTRIAL BUSINESS PARK DESIGN GUIDELINES

The primary purpose of the building design standards is to promote and enforce high-quality architectural design for building sides visible from Latson Road to enhance the Township's entryway from the I-96 interchange.

The design and materials on building sides visible from the interior roads are not required to meet the more stringent standards but should still utilize some of these elements to promote an attractive appearance.

A. Facade Plane and Material Delineation

- **Horizontal delineation.** Long lengths of building facade wall planes shall be broken up using different materials and offset of planes, to serve as a visual breakup of long exterior walls. The following criteria shall be applied to the horizontal plane of walls with a minimum building length of 100 feet:
 - » Buildings with frontages 100 feet to 500 feet in length
 - Require a major material change at a rate of 1.5 times the height of the building.
 - Require a shift in wall façade a minimum of 2 feet in dimension every 40 feet.
 - » Buildings with frontages over 500 feet in length
 - Require a major material change at a rate of 1.75 times the height of the building.
 - Require a shift in wall façade a minimum of 2 feet in dimension every 40 feet and a shift in wall façade a minimum of 4 feet in dimension every 80 feet.
 - If side and/or rear building walls face primary roadways, the same regulations as the guidelines apply to the secondary facades. If the building's side and/or rear walls face internal lots, rates for planar variation can double guidelines.
- **Vertical delineation.** To create visual interest and encourage an active street frontage, interruption in the vertical plane should be prevalent on tall buildings. Primary entrances and exits should be highlighted through planar variation and/or difference in height.
 - » Buildings up to 30 feet in height
 - Require a change in material color or texture in a minimum of 3 locations. Height of change is required to be a minimum of 5 feet high.
 - Require a shift in wall façade or provide a visual break in wall façade (through canopies or accent bands) at a minimum of two locations.
 - » Buildings over 30 feet in height
 - Require a change in material color or texture in a minimum of 5

locations. Height of change is required to be a minimum of 10 feet high.

- Require a shift in wall façade or provide a visual break in wall façade (through canopies or accent bands/recesses) at a minimum of four locations.
- **Corner Articulation.** To ensure that building corners that face or can be viewed from Latson Road shall be distinctive in the use of architectural elements, materials, and design.
 - » The continuation of architectural elements that are required for horizontal and vertical material delineation shall also wrap the corners of the building extending at least 50 feet around the corner of the building.
 - » Corner articulation may be provided in the form of glass or other types transparent materials.

EXTERIOR BUILDING MATERIALS

- Exterior façade materials shall consist of high quality, durable products at least on the building frontage (or the part of the building facing Latson Road) and corner articulations.
- Varying patterns and textures shall be introduced to give the building smaller scale relationships of materials vs. monotonous and large surfaces without visual variations.
- Glass shall be used on primary facades to provide transparency.

SITELINE REQUIREMENTS AND DOCK DOORS

- All mechanical installations and/or features shall be adequately screened from street view or view from nearby public space. The choice of screening shall complement or enhance the building's dominant color and overall character.
- Dock doors must be located in the side or rear yard and have appropriate buffers to minimize impacts from abutting residential and commercial uses. In order to limit uses with higher truck volumes, there shall not be more than one truck dock door per 4,000 square feet of building footprint provided this may be relaxed for sites within the interior for walls not visible from a public street or I-96. Dock doors shall be set back at least 50 feet from the lot line (or 75 feet from the lot line if adjacent to residential). Buffer Zone Type A is required for any dock doors located adjacent to residential, and Buffer Zone Type B is required for any dock doors located adjacent to commercial.

- Accessory uses that include outdoor storage (including for trucks and trailers and loading areas) shall indicate the location of such areas on the site plan. These areas shall not be located in the front yard and shall be no larger than 40% of the total square footage of the building on site. Sites shall also not have outdoor storage visible from I-96. Outdoor storage must have appropriate buffering between adjacent residential and commercial areas; Buffer Zone Type A is required for any outdoor storage area located adjacent to residential, and Buffer Zone Type B is required for any outdoor storage area located adjacent to commercial.

INDUSTRIAL DESIGN GUIDELINES

Examples of building that meet the Industrial Building Design Standards are shown on the following page.

INDUSTRIAL DESIGN DIMENSIONAL STANDARDS	
<i>Minimum setbacks:</i>	
Front Yard	85 feet (or 50 feet if no parking is located in the front yard and/or building height is 30 feet or less) ¹
Side Yard	25 feet (or 50 feet if adjacent to residential) 25 feet plus an additional 0.5 feet per foot of height over 30 feet (if not adjacent to residential) ²
Rear Yard	40 feet (or 80 feet if adjacent to residential)
Parking Lot	20 feet front, 10 feet side and rear
Maximum Height	55 feet or 3 stories, whichever is less ³

1 Proposed addition to front yard setback with lesser building height.
 2 Proposed standard to provide for a greater side yard set back for taller buildings.
 3 Existing maximum height in the Zoning Ordinance is 30 feet or 2 stories

MINIMUM PARKING REQUIREMENTS	
Light Industrial	1.5 spaces per 1,500 square feet of gross floor area or 1.2 spaces per employee at peak shift, whichever is greater; plus 1 for each corporate vehicle, with the ability to reduce the amount of parking required to "bank" an area for future parking, as permitted in the Township's Zoning Ordinance.



Mando, Novi, Michigan



BLM Group, Novi

LIGHT INDUSTRIAL BUSINESS PARK
REPRESENTATIVE PHOTOGRAPHS THAT MEET INDUSTRIAL BUILDING DESIGN STANDARDS



Rapid Packaging, Grand Rapids



EPIC Equipment and Engineering, Shelby Parkway Corporate Park



5253 Broadmoore Ave, Kentwood



COMMERCIAL DESIGN GUIDELINES

A. Setbacks

- Design for development needs to ensure that building placement is generally oriented towards the street to encourage walkability and a pedestrian-friendly environment.

B. Parking and Access

- Development within such areas should occur within a planned, integrated commercial setting. Site design for parking areas and access points will promote safe and efficient circulation throughout the site.
- The access shown on the concept below may be adjusted with input from the Livingston County Road Commission.
- The amount of parking required for individual uses may be reduced to be efficient so that the peak parking demand is accommodated.

- Parking lots should be connected to promote shared parking and reduce the overall amount of impervious surface area.

C. Pedestrian Amenities

- Uses shall be connected with an interior sidewalk system so that pedestrians can walk between the uses.

D. Landscaping

- Plant consistent and plentiful native vegetation to provide an attractive entry into the southern part of Genoa Township and provide generous interior landscape that serves as a buffer between the buildings and parking lots as well as adjacent land uses.
- Provide a wider landscaped greenbelt than required along the Latson Road frontage.

E. Architecture

- Commercial architecture design guidelines are described in detail on the following page.

COMMERCIAL DESIGN GUIDELINES

COMMERCIAL DIMENSIONAL STANDARDS

Minimum setbacks:

Front Yard	70 feet (or 35 feet if no parking is located in the front yard)
Side Yard	20 feet for each side plus an additional 0.5 feet per foot of height over 45 feet tall ¹
Rear Yard	50 feet
Parking Lot	20 feet front, 10 feet side and rear
Maximum Height	65 feet or 5 stories, whichever is less ²

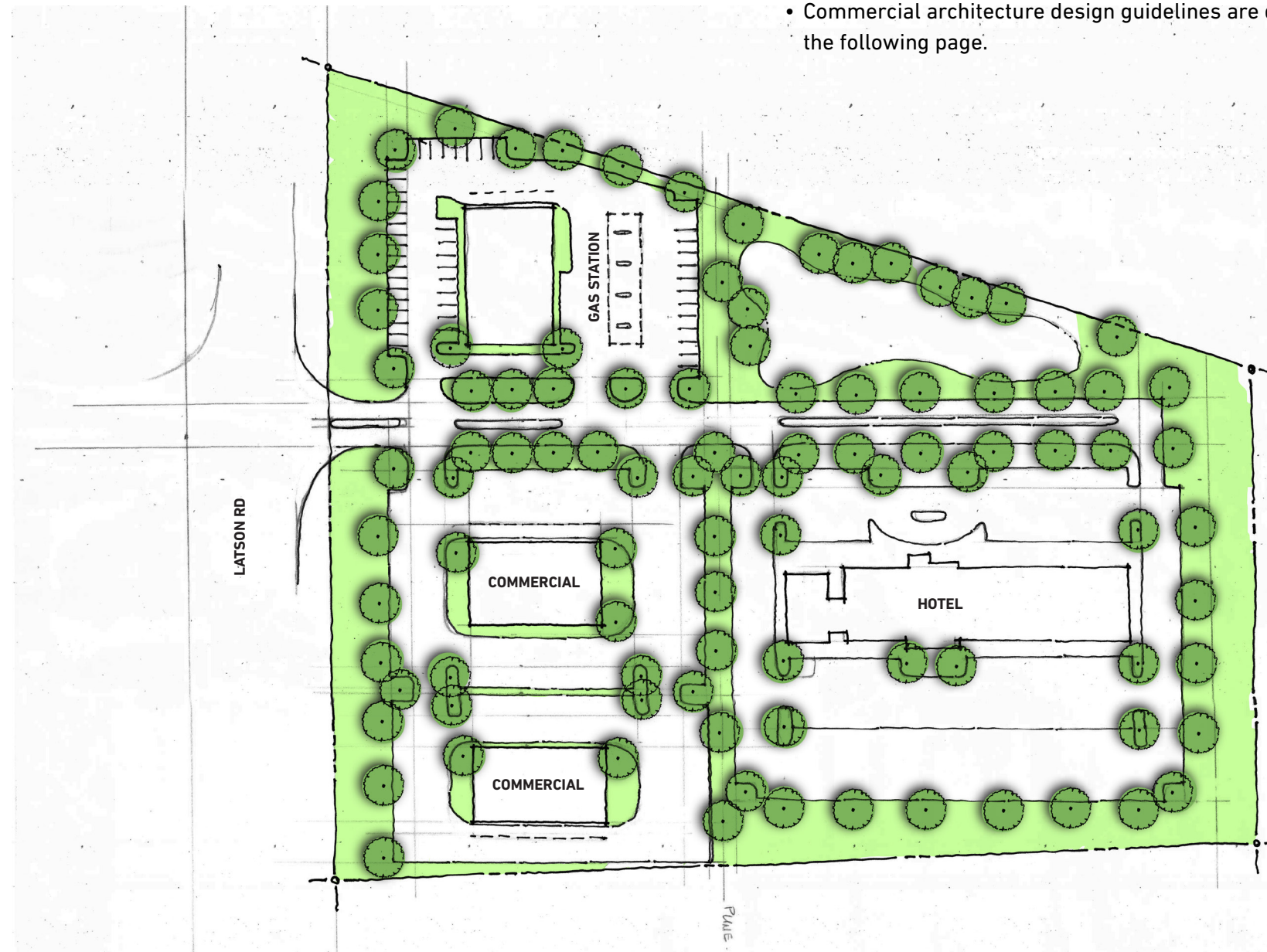
¹ Proposed new standard to provide greater side setbacks for taller buildings.

² Proposed new standard to accommodate taller buildings. Existing height maximum in the Zoning Ordinance is 45 ft or 3 stories.

MINIMUM PARKING REQUIREMENTS

Retail Stores	1 space per 250 square feet
Gas Station	2 spaces per service bay, plus 2 spaces per employee, plus 1 space per tow truck, plus 1 space per 500 square feet designated for sale items
Hotel	1 space per guest room, plus 1 space per 100 square feet of lounge, restaurants, conference or banquet rooms

*Cumulative parking may be shared to reduce overall parking provided



COMMERCIAL ARCHITECTURAL DESIGN GUIDELINES

The following guidelines apply to all commercial types within the Versa Development PUD. Retail uses are anticipated to be predominantly 1 to 2 story flat roofed buildings.

A. General Design Theme.

- These architectural requirements are generally intended to provide consistent architectural quality among buildings and other improvements within the Latson Road corridor and Versa Development.
- These guidelines are intended to generate architectural cohesion.
- Architectural variation is encouraged.
- All structures shall be thoughtfully designed in a manner that visually and functionally complements the existing context.

B. Building Elevations.

- If more than one story, a different architectural treatment may be employed on the ground floor facade than on the upper floors to enhance the experience of visitors/patrons.
- All building facades shall have a defined base or foundation, a middle or modulated wall, and a top formed by a pitched roof or three-dimensional cornice.
- Excluding windows, doorways, and associated decorative trim, 75% of the total area (square feet) of the front facade of commercial buildings, excluding hotels and gas stations, shall be brick.
- Excluding windows, doorways, and associated decorative trim, 50% of the total area (square feet) of the side facades of commercial buildings, excluding hotels and gas stations, shall be brick.
- The following items are prohibited: Texture 1-11, aluminum siding or asbestos or asphalt shingles shall not be used on the exterior walls.
- Building facades, which are ninety (90) feet or greater in length, shall be designed with offsets (projecting or recessed) at intervals of not greater than sixty (60) feet.
- Offsets may be met with setbacks of the Building Facade and/or with architectural elements (i.e. arcades, columns, piers, and pilasters), if such architectural elements meet the minimum offset requirements of this requirement.

C. Roofs.

1. Pitched Roofs:

- Shall be simply and symmetrically pitched and only in the configuration of gables and hips, with pitches ranging from 4:12 to 14:12.
- If standing seam panels are used then they shall be: 1) gray, black,

dark blue, dark green, barn red or dark brown; and 2) made of a non-reflective material.

- Modulation of the roofs and/or roof lines shall be required in order to eliminate the appearance of box-shaped buildings.

2. Flat Roofs

- Flat roofs are permitted if edged by a parapet wall on the front and side facades with an articulated, three dimensional cornice.
- Parapet walls shall be fully integrated into the architectural design of the building to create seamless design transitions between the main building mass and roof-mounted architectural elements (which may include screening elements for roof-mounted equipment).

D. Site Development Standards.

1. Site Lighting

- Site lighting, within the commercial area, shall be LED based, consistent in style, color, and design and in accordance with the Township zoning ordinance standards..
- All site lighting fixtures shall have a maximum height of twenty-five (25) feet.
- With the exception of low intensity architectural lighting, exterior wall mounted lights and pole mounted lights shall incorporate overhead cutoffs or fixtures that direct the light downward.

2. Retail signs and other signs shall conform with the Township Ordinances.

COMMERCIAL DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS



LATSON ROAD FRONTAGE STREETScape GUIDELINES

- Generally a 30-foot landscaped greenbelt (see illustration).
- Larger trees than the minimum sizes typically required:
 - » Deciduous Tree: 3-4 inch caliper (with minimum average size of 3.5 inches)
 - » Ornamental Tree: 2.5 - 3.5 inch caliper
 - » Evergreen Tree: 10 - 14 feet tall (with minimum average size of 12 feet tall)
 - » Shrubs and Hedges: 30-36 inches tall
 - » Canopy Tree: 2.5" caliper
 - » Deciduous Ornamental Tree: 2" caliper
 - » Evergreen Tree: 6' height
 - » Deciduous Shrub: 2' height
 - » Upright Evergreen Shrub: 2' height
 - » Spreading Evergreen Shrub: 18" - 24" spread

PARKING LOT LANDSCAPING

- **Required Parking Area Landscaping** shall be in accordance with Section 12.02.04 Required Parking Area Landscaping of the Genoa Township Zoning Ordinance.
- Off-street parking areas containing ten (10) or more parking spaces shall be provided with landscaping in accordance with the following table. A minimum of one-third (1/3) of the trees shall be placed on the interior parking area and the remaining may be placed surrounding the parking lot within 18 feet.

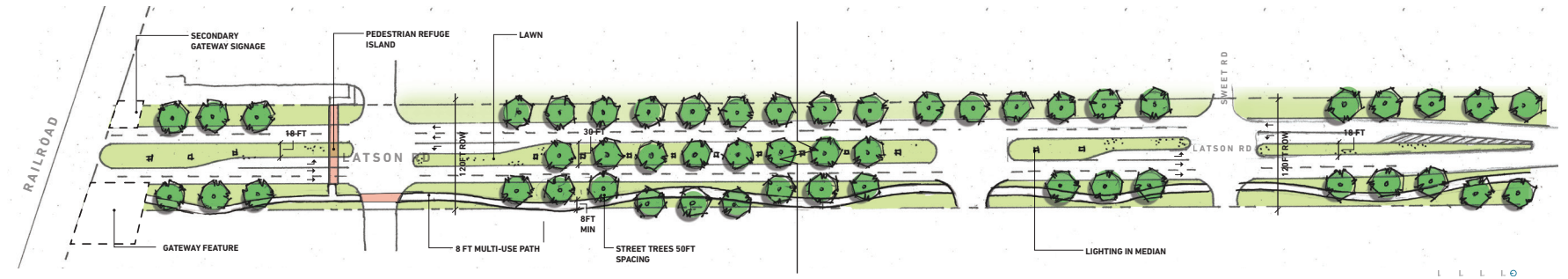
MINIMUM TREES IN THE PARKING AREA	
10 - 100 spaces:	1 Canopy tree and 100 sq. ft. of landscaped area per 10 spaces.
101 - 200 spaces:	1 Canopy tree and 100 sq. ft. of landscaped area per 12 spaces.
201 spaces or more:	1 Canopy tree and 100 sq. ft of landscaped area per 15 spaces.

REQUIRED GREENBELT ALONG STREET FRONTAGE

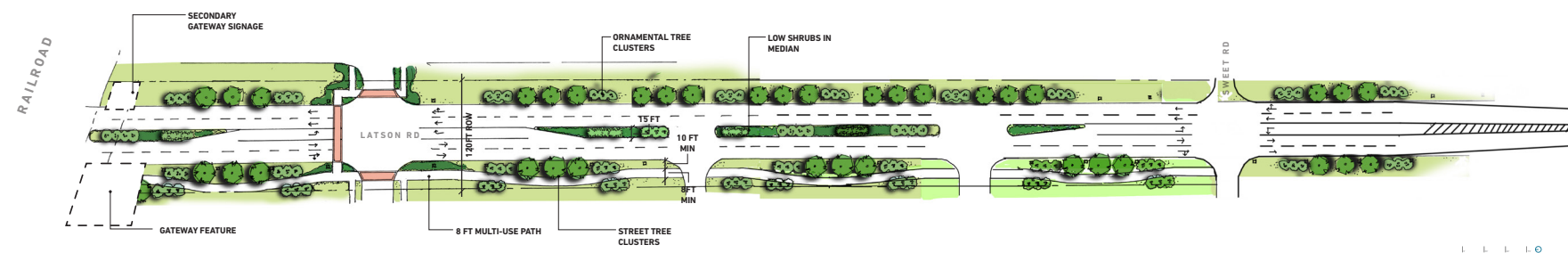
A twenty (20) foot wide greenbelt shall be planted along each public street right-of-way including the equivalent of one (1) canopy tree, rounded upward, for every sixty (60) linear feet of frontage. The Planning Commission may approve clustering of trees or substitution of evergreen trees for up to fifty percent (50%) of the required trees. All greenbelt trees shall be arranged to simulate a natural setting such as staggered rows or massings.

LATSON ROAD STREETScape AND LANDSCAPE GUIDELINES

OPTION 1



OPTION 2



OVERALL MINIMUM STREETScape SIZES

- **Outside of the Latson Road Greenbelt, the minimum required plant sizes shall be as follows:**
 - Deciduous Canopy Tree: 2.5" caliper
 - Deciduous Ornamental Tree: 2" caliper
 - Evergreen Tree: 6' height
 - Deciduous Shrub: 2' height
 - Upright Evergreen Shrub: 2' height
 - Spreading Evergreen Shrub: 18" - 24" spread

BUFFER ZONE LANDSCAPING

- **Buffer Yard Standards** shall be in accordance with Tables 12.02.03 A and B “Buffer Zone Requirements” and “Description of Required Buffer Zones” as required by the Genoa Township Zoning Ordinance.
- Buffers and landscaping may be reduced or waived if woodlands are preserved to achieve the intent.

Commercial Buffer Yard Requirements:

- For commercial uses adjacent to residential uses:
 - Minimum width: 20 feet
 - 6 foot high continuous wall or 3 foot high berm
 - 1 canopy tree, 1 evergreen tree and 4 shrubs per each thirty (30) linear feet along the property line, rounded upward
- For commercial uses adjacent to other commercial uses:
 - Minimum width: 10 feet
 - 1 canopy or evergreen tree or 4 shrubs per each twenty (20) linear feet along the property line, rounded upward

Buffering Between Industrial and Residential or Commercial Uses.

- For industrial uses adjacent to residential uses:
 - Minimum width: 50 feet
 - 6 foot high continuous wall or 4 foot high berm
 - 1 canopy tree, 2 evergreen trees and 4 shrubs per each twenty (20) linear feet along the property line, rounded upward
- For industrial uses adjacent to commercial uses:
 - Minimum width: 20 feet
 - 6 foot high continuous wall or 3 foot high berm
 - 1 canopy tree, 1 evergreen tree and 4 shrubs per each thirty (30) linear feet along the property line, rounded upward

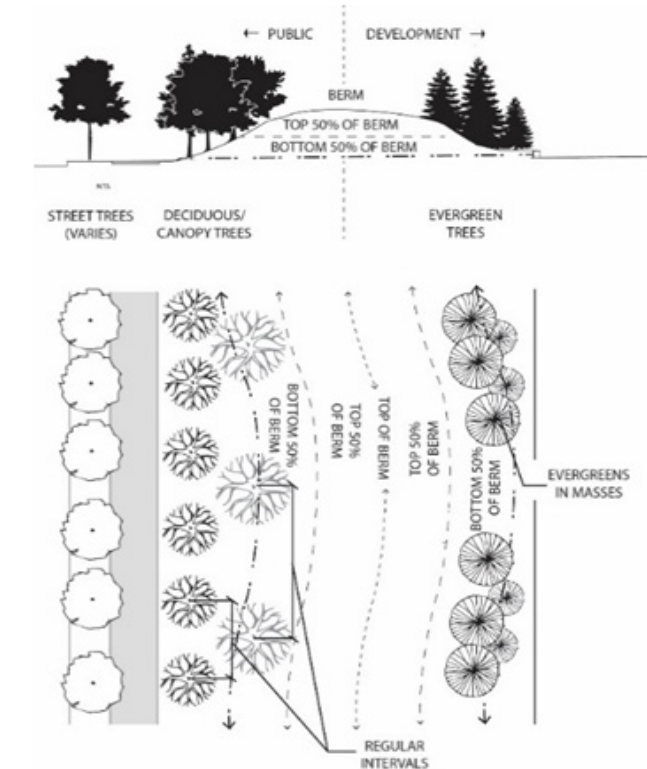
Notes:

- Existing quality trees (hickory, oak, maple) with a caliper of at least eight (8) inches shall count as two (2) trees toward the buffer requirements.
- Canopy trees shall have a minimum caliper of 2.5 inches at the time of planting.
- Evergreens shall have a minimum height of six (6) feet at the time of planting.
- At least 50% of the shrubs shall be 24 inches tall at planting, with the remainder over 18 inches.

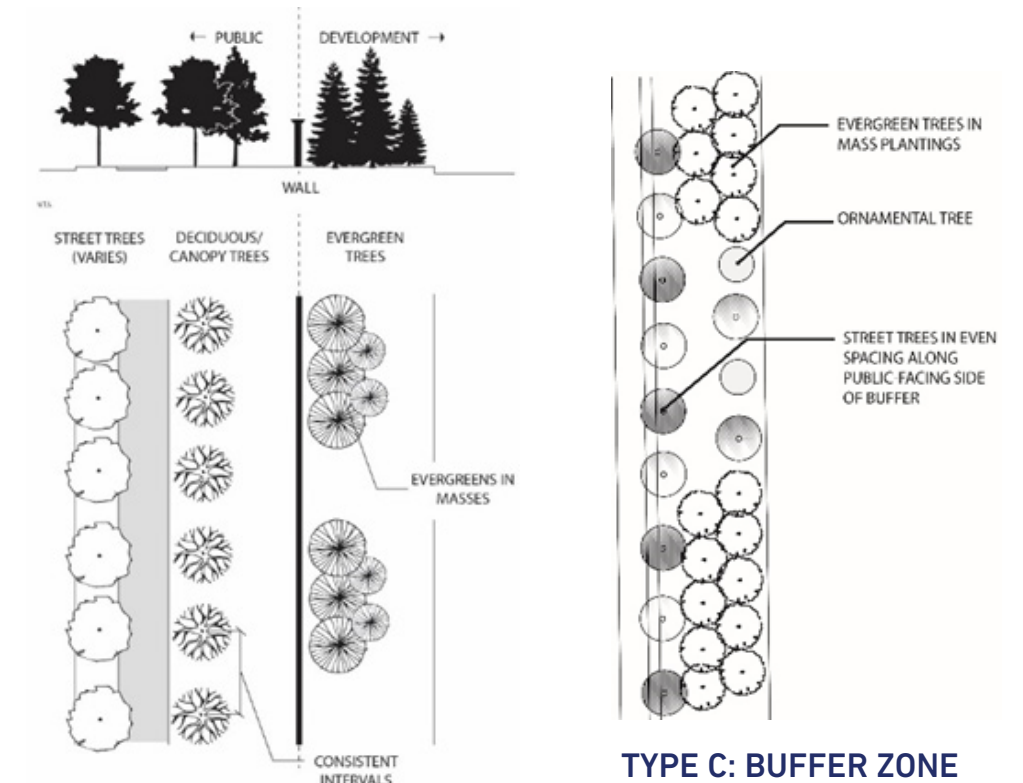
BUFFER ZONE REQUIREMENTS			
Adjacent District for Use			
Proposed Use	SF	MF or MHP	Commercial
Commercial/Office	C	C	C
Industrial	A/B	A/B	B/C

DESIGN GUIDELINES

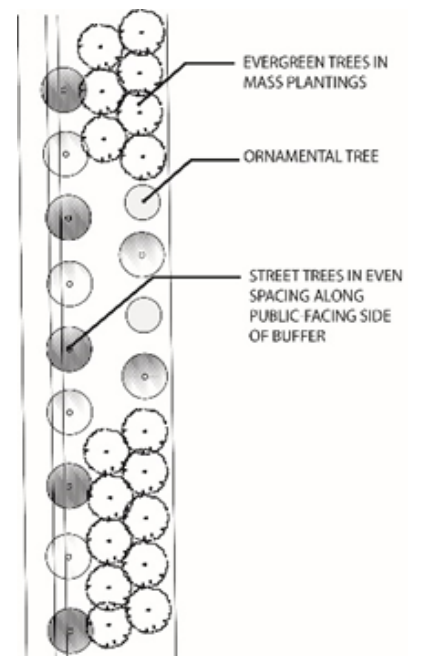
BUFFER ZONE



TYPE A: BUFFER ZONE WITH BERM



TYPE B: BUFFER ZONE WITH WALL



TYPE C: BUFFER ZONE BETWEEN STREET AND BUILDING

OUTDOOR LIGHTING STANDARDS FOR THE BUSINESS PARK

The purpose and intent of the Outdoor Lighting standards is to:

- Minimize light trespass onto adjacent properties
- Help eliminate artificial lighting that contributes to “sky glow “and disrupts the natural quality of the nighttime sky
- Provide a safe nighttime environment

Any future site plan within the PUD shall be required to submit an outdoor lighting plan to abide by the standards set forth in this section. The site plan shall contain a photometric layout for the exterior lighting which may subsequently be waived if there is no parking area present on the site. These standards generally apply throughout the PUD, but flexibility may be allowed when the development is not adjacent to residential areas, and for the commercial area.

The following outdoor lighting types shall be exempt from the provisions of this section:

- Emergency lighting
- Temporary lighting for performance areas, construction sites and community festivals.
- Seasonal and holiday lighting provided that the lighting does not create direct glare onto other properties or upon the public rights-of-way.

The following outdoor lighting types shall be prohibited:

- Floodlights or swivel luminaires designed to light a scene or object to a level greater than its surroundings unless aimed downward. No fixtures may be positioned at an angle to permit light to be emitted horizontally or above the horizontal plane.
- Unshielded lights that are more intense than 2,250 lumens or a 150 watt incandescent bulb.
- Search lights and any other device designed solely to light the night sky except those used by law enforcement authorities and civil authorities.
- Laser source light or any similar high intensity light when projected above the horizontal plane.
- Mercury vapor lights.
- Metal halide lights, unless used for outdoor sport facilities.
- Quartz lights.

Outdoor Lighting Design Standards – Internal to the Site:

- Direct or reflected outdoor lighting shall be designed and located to be confined to the site for which it is accessory. The maximum lighting levels at the property lines of any other property shall not exceed 0.2 footcandles.
- Lighting of building facades shall be from the top and directed downward with full cut-off shielding.
- The average lighting values for areas intended to be lit on commercial and industrial parcels shall not exceed 1.0 footcandles on average. The uniformity ratio (maximum to minimum) for all parking lots shall not exceed the current IESNA RP-20 uniformity ratio guideline. (Note: Current guideline is 15:1)
- Gas station service areas for filling fuel shall not exceed 12.5 footcandles on average.
- Site lighting for non-residential uses shall not exceed 1.0 footcandles on average when a use is not open for business.

Outdoor Lighting Design Standards – Public Street Lighting:

- Streetlights in the public rights-of-way shall be the minimum necessary to provide adequate illumination for public safety and be designed to direct lighting downward onto the public rights-of-way.
- Luminaires installed up to the edge of any bordering property are permitted.
- Public street illumination shall use the most current American National Standard Practice for Roadway Lighting ANSI/IESNA RP-08 for all public street lighting.

OUTDOOR LIGHTING STANDARDS

