

GENOA CHARTER TOWNSHIP BOARD
Regular Meeting
August 3, 2020
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 Consent Agenda:

1. Payment of Bills.
2. Request to Approve Minutes: July 20, 2020

Approval of Regular Agenda:

3. Consideration of a recommendation for approval of a rezoning (adoption of Ordinance Z-20-03), PUD Agreement, Impact Assessment, and conceptual PUD Plan for a proposed rezoning request from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 195 acres along S. Latson Road south of I-96. The subject property includes 177 acres on the west side of S. Latson Road, 10 acres on the east side of S. Latson Road and 6 acres on Beck Road east of S. Latson Road. The properties include the following parcels requested to be rezoned to CAPUD: 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031 and 4711-17-200-008. Parcel 4711-09-300-040 (formerly 001) is requested to be rezoned to ICPUD. The request is petitioned by Todd Wyatt.

- A. Call the Public
- B. Disposition of Rezoning Ordinance Z-20-03 (ROLL CALL)
- C. Disposition of PUD Agreement last updated on July 20, 2020.
- D. Disposition of Environmental Impact Assessment dated July 30, 2019.
- E. Disposition of Conceptual PUD Plan dated May 20, 2020

Correspondence

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.

CHECK REGISTERS FOR TOWNSHIP BOARD MEETING

DATE: August 3, 2020

TOWNSHIP GENERAL EXPENSES: August 3, 2020	\$161,999.68
July 24, 2020 Bi Weekly Payroll	\$101,486.52
OPERATING EXPENSES: Thru August 3, 2020	\$408,725.39
TOTAL:	<u>\$672,211.59</u>

Check Date	Check	Vendor Name	Amount
Bank FNBCK CHECKING ACCOUNT			
07/14/2020	36114	BLUE CROSS & BLUE SHIELD OF MI	42,881.82
07/14/2020	36115	COMCAST	1,354.08
07/14/2020	36116	EHIM, INC	2,031.27
07/14/2020	36117	US BANK EQUIPMENT FINANCE	1,931.57
07/14/2020	36118	VERIZON WIRELESS	460.77
07/20/2020	36119	UNITED STATES TREASURY	167.64
07/20/2020	36120	2/42 COMMUNITY CHURCH	200.00
07/22/2020	36121	MICHIGAN TAX TRIBUNAL	25.00 V
		Void Reason: DUFFY DOES NOT NEED.PER MICHIGAN TAX	
07/28/2020	36122	ADVANCED DISPOSAL	90,677.72
07/28/2020	36123	ALLSTAR ALARM LLC	345.00
07/28/2020	36124	AMERICAN GENERAL LIFE INSURANC	296.50
07/28/2020	36125	MICHAEL ARCHINAL	500.00
07/28/2020	36126	CHASE CARD SERVICES	828.52
07/28/2020	36127	CONSUMERS ENERGY	172.71
07/28/2020	36128	DELTA DENTAL	3,793.76
07/28/2020	36129	DTE ENERGY	197.51
07/28/2020	36130	DYKEMA GOSSETT, PLLC	111.00
07/28/2020	36131	GIFFELS WEBSTER	6,880.00
07/28/2020	36132	IMAGE 360	590.00
07/28/2020	36133	LIVINGSTON COUNTY CLERK	10.00
07/28/2020	36134	MASTER MEDIA SUPPLY	384.78
07/28/2020	36135	MICHIGAN OFFICE SOLUTIONS	160.94
07/28/2020	36136	MUTUAL OF OMAHA	2,088.59
07/28/2020	36137	PRINTING SYSTEMS	179.41
07/28/2020	36138	QUADIENT FINANCE USA, INC	5,292.25
07/28/2020	36139	WALMART COMMUNITY	316.24
07/28/2020	36140	WELLNESS IQ	147.60
FNBCK TOTALS:			
Total of 27 Checks:			162,024.68
Less 1 Void Checks:			25.00
Total of 26 Disbursements:			161,999.68

Check Date	Check	Vendor Name	Amount
Bank FNBCK CHECKING ACCOUNT			
07/01/2020	36090	U.S. POSTMASTER	
07/02/2020	36091	DTE ENERGY	120.98
07/02/2020	36092	HART INTERCIVIC, INC.	24.33
07/02/2020	36093	MASTER MEDIA SUPPLY	66.00
07/02/2020	36094	MEI TOTAL ELEVATOR SOLUTIONS	22.12
07/02/2020	36095	MICHIGAN TOWNSHIP ASSOCIATION	124.38
07/09/2020	36096	AMERICAN AQUA	57.50
07/09/2020	36097	AMERICAN AQUA	1,050.00
07/09/2020	36098	CONTINENTAL LINEN SERVICE	50.00
07/09/2020	36099	COOPER'S TURF MANAGEMENT LLC	125.87
07/09/2020	36100	DTE ENERGY	1,059.00
07/09/2020	36101	DUST CONTROL LLC- BIG BARNEYS	382.30
		Void Reason: WRONG CHECKING ACCOUNT	200.00 V
07/09/2020	36102	DYKEMA GOSSETT, PLLC	643.50
07/09/2020	36103	GORDON FOOD SERVICE	374.45
07/09/2020	36104	LIVINGSTON COUNTY CLERK , ELECTIONS	3,184.00
07/09/2020	36105	NETWORK SERVICES GROUP, L.L.C.	100.00
07/09/2020	36106	PACKERLAND RECORDS MANAGEMENT	100.00
07/09/2020	36107	PERFECT MAINTENANCE CLEANING	565.00
07/09/2020	36108	PONTEM SOFTWARE	510.00
07/09/2020	36109	SBS GROUP, LLC	7,800.00
07/10/2020	36110	ICMA	1,056.00
07/10/2020	36111	MASTER MEDIA SUPPLY	495.04
07/10/2020	36112	ETNA SUPPLY COMPANY	31,396.00
07/10/2020	36113	NORTHWEST PIPE & SUPPLY	22.88
FNBCK TOTALS:			
Total of 24 Checks:			49,529.35
Less 1 Void Checks:			200.00
Total of 23 Disbursements:			49,329.35

**General Fund
 Check Register 07/20/2020**

Check Register Report For Genoa Charter Township
For Check Dates 07/24/2020 to 07/24/2020

Check Date	Bank	Check Number	Name	Check Gross	Physical Check Amount	Direct Deposit	Status
07/24/2020	FNBCK	13171	MCINTYRE, LINDA L	195.00	180.08	0.00	Open
07/24/2020	FNBCK	13172	WENNERBERG, VIRGINIA M	168.75	155.84	0.00	Cleared
07/24/2020	FNBCK	EFT472	FLEX SPENDING (TASC)	826.79	826.79	0.00	Cleared
*07/24/2020	FNBCK	EFT473	INTERNAL REVENUE SERVICE	24,471.87	24,471.87	0.00	Void
07/24/2020	FNBCK	EFT474	PRINCIPAL FINANCIAL	3,331.00	3,331.00	0.00	Cleared
07/24/2020	FNBCK	EFT475	PRINCIPAL FINANCIAL	2,181.07	2,181.07	0.00	Cleared
07/24/2020	FNBCK	EFT476	INTERNAL REVENUE SERVICE	23,774.05	23,774.05	0.00	Cleared
Totals:				54,948.53	54,920.70	0.00	
		Number of Checks:	007	<u>54,948.53</u>			
Total Physical Checks:		2		<u>-24,471.87-void</u>	<u>-24,471.87-void</u>		
Total Check Stubs:		5		30,476.66	30,448.83		
					Direct Deposit		
					<u>71,037.69</u>		
					\$101,486.52		

Check Date	Check	Vendor Name	Amount
Bank 503FN DPW-UTILITIES #503			
07/14/2020	5010	VERIZON WIRELESS	704.77
07/14/2020	5011	UNITED STATES POSTAL SERVICE	1,427.85
07/22/2020	5012	GENOA TOWNSHIP	400,000.00
07/22/2020	5013	WEX BANK	3,474.68
07/27/2020	5014	HOME DEPOT CREDIT SERVICES	2,355.28
503FN TOTALS:			
Total of 5 Checks:			407,962.58
Less 0 Void Checks:			0.00
Total of 5 Disbursements:			407,962.58

07/28/2020 01:27 PM
 User: Angie
 DB: Genoa Township

CHECK REGISTER FOR GENOA TOWNSHIP
 CHECK NUMBERS 4962 - 6000

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Check Date	Check	Vendor Name	Amount
Bank 592FN OAK POINTE OPERATING FUND #592			
07/27/2020	4962	AT&T LONG DISTANCE	51.38
07/27/2020	4963	AT&T	206.08
07/27/2020	4964	BRIGHTON ANALYTICAL LLC	185.00
07/27/2020	4965	CONSUMERS ENERGY	172.35
592FN TOTALS:			
Total of 4 Checks:			614.81
Less 0 Void Checks:			0.00
Total of 4 Disbursements:			614.81

07/28/2020 01:28 PM
 User: Angie
 DB: Genoa Township

CHECK REGISTER FOR GENOA TOWNSHIP
 CHECK NUMBERS 3811 - 6000

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Check Date	Check	Vendor Name	Amount
Bank 593FN LAKE EDGEWOOD OPERATING FUND #593			
07/27/2020	3811	BRIGHTON ANALYTICAL LLC	134.00
07/27/2020	3812	CONSUMERS ENERGY	14.00
593FN TOTALS:			
Total of 2 Checks:			148.00
Less 0 Void Checks:			0.00
Total of 2 Disbursements:			148.00

Pine Creek Checks
No A/P checks issued for this Board Packet



August 2020						
S	M	T	W	T	F	S
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

New Balance
\$828.52
 Minimum Payment Due
\$165.00
 Payment Due Date
08/10/20

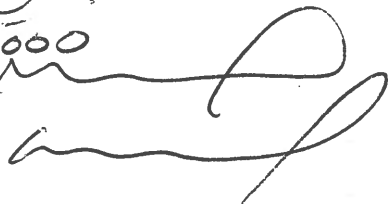
Late Payment Warning: If we do not receive your minimum payment by the due date, you may have to pay a late fee, and existing and new balances may become subject to the Default APR.

Minimum Payment Warning: Enroll in Auto-Pay and avoid missing a payment. To enroll, go to www.chase.com

ACCOUNT SUMMARY

Account Number:	[REDACTED]
Previous Balance	\$382.79
Payment, Credits	-\$382.79
Purchases	+\$828.52
Cash Advances	\$0.00
Balance Transfers	\$0.00
Fees Charged	\$0.00
Interest Charged	\$0.00
New Balance	\$828.52
Opening/Closing Date	06/17/20 - 07/16/20
Credit Limit	\$20,000
Available Credit	\$19,171
Cash Access Line	\$4,000
Available for Cash	\$4,000
Past Due Amount	\$0.00
Balance over the Credit Limit	\$0.00

ENTERED JUN 28 2020

R+M. 679.78 101-265-775-000
 OFFICE SUPPLIES 148.74 - 101-284-727-000

 7/21/2020



Manage your account online at :
www.chase.com/cardhelp



Customer Service:
1-800-945-2028



Mobile: Download the
Chase Mobile® app to

ACCOUNT ACTIVITY

Date of Transaction	Merchant Name or Transaction Description	\$ Amount
06/27	Payment ThankYou Image Check	-382.79
06/18	LANDS END BUS OUTFITTERS 800-332-4700 WI	148.74
06/25	AMZN Mktp US*MS9XF5U81 Amzn.com/bill WA	350.00
07/12	AMZN Mktp US*MV5331CR1 Amzn.com/bill WA	65.99
07/12	AMZN Mktp US*MJ8HX5812 Amzn.com/bill WA	13.99
07/14	AMZN Mktp US*MJ1S52R60 Amzn.com/bill WA	68.90
07/15	IN *PROPET DISTRIBUTORS I 407-8884627 FL MICHAEL C ARCHINAL TRANSACTIONS THIS CYCLE (CARD 3223) \$445.73 INCLUDING PAYMENTS RECEIVED	180.90

2020 Totals Year-to-Date

Total fees charged in 2020	\$0.00
Total interest charged in 2020	\$0.00

Year-to-date totals do not reflect any fee or interest refunds you may have received.

INTEREST CHARGES

Your **Annual Percentage Rate (APR)** is the annual interest rate on your account.

Balance Type	Annual Percentage Rate (APR)	Balance Subject To Interest Rate	Interest Charges
PURCHASES			
Purchases	13.24%(v)(d)	- 0 -	- 0 -
CASH ADVANCES			
Cash Advances	19.24%(v)(d)	- 0 -	- 0 -
BALANCE TRANSFERS			
Balance Transfer	13.24%(v)(d)	- 0 -	- 0 -

30 Days In Billing Period

- (v) = Variable Rate
- (d) = Daily Balance Method (including new transactions)
- (a) = Average Daily Balance Method (including new transactions)

Please see Information About Your Account section for the Calculation of Balance Subject to Interest Rate, Annual Renewal Notice, How to Avoid Interest on Purchases, and other important information, as applicable.



Manage your account online at : www.chase.com/ardhelp

Customer Service: 1-800-945-2028

Mobile: Download the Chase Mobile® app today

August 2020						
S	M	T	W	T	F	S
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

New Balance
\$1,171.80
 Minimum Payment Due
\$35.00
 Payment Due Date
08/01/20

INK CASH(SM) POINT SUMMARY

Previous points balance	30,830
+ 1 Point per \$1 earned on all purchases	1,172
+ 2Pts/\$1 gas stns, rstnts, ofc sply, hm impr	256
Total points available for redemption	32,258

Late Payment Warning: If we do not receive your minimum payment by the due date, you may have to pay a late fee, and existing and new balances may become subject to the Default APR.
Minimum Payment Warning: Enroll in Auto-Pay and avoid missing a payment. To enroll, go to www.chase.com

ACCOUNT SUMMARY

Account Number: [REDACTED]

Previous Balance	\$4,574.65
Payment, Credits	-\$4,691.20
Purchases	+\$1,288.35
Cash Advances	\$0.00
Balance Transfers	\$0.00
Fees Charged	\$0.00
Interest Charged	\$0.00
New Balance	\$1,171.80
Opening/Closing Date	06/08/20 - 07/07/20
Credit Limit	\$20,000
Available Credit	\$18,828
Cash Access Line	\$4,000
Available for Cash	\$4,000
Past Due Amount	\$0.00
Balance over the Credit Limit	\$0.00

ENTERED
 7/14/20
 SW

ALL SYS - 503 - 000 - 084 - 000

UTILITY DEPT
 JUL 13 2020
 RECEIVED

[Signature]
 07/13/2020

ACCOUNT ACTIVITY

Date of Transaction	Merchant Name or Transaction Description	\$ Amount
07/02	AMZN Mktp US Amzn.com/bill WA <i>MHOG</i>	-116.55 ✓
06/12	ZORO TOOLS INC 855-2899676 IL <i>MHOG</i>	157.15 ✓
06/12	STAPLES 00107730 BRIGHTON MI <i>MHOG</i>	118.93 ✓
06/14	AMZN Mktp US*MY0ZV4UL2 Amzn.com/bill WA <i>MHOG</i>	111.56 ✓
06/15	MEIJER # 172 HOWELL MI <i>MHOG</i>	57.22 ✓
06/30	SHARE CORPORATION 414-362-2115 WI <i>MHOG</i>	408.52 ✓
07/01	HI TECH SAFE & LOCK HOWELL MI <i>MHOG</i>	12.00 ✓
07/02	MEIJER # 172 HOWELL MI <i>MHOG</i>	44.37 ✓
07/04	LOWES #00779* HOWELL MI <i>MHOG</i> ALEX CHIMPOURAS TRANSACTIONS THIS CYCLE (CARD 2501) \$802.24	9.04 ✓
06/10	DUNHAMS 051 HOWELL MI <i>G.O</i>	127.18 ✓
06/10	HOEFLING TRUCK & TRACTOR 812-254-3970 IN <i>LES</i> JAMES AULETTE TRANSACTIONS THIS CYCLE (CARD 7653) \$303.67	176.49 ✓
06/18	Payment ThankYou Image Check	-4,574.65
07/04	RINGCENTRAL, INC 650-4724100 CA <i>DPLW phone</i> GREG TATARA TRANSACTIONS THIS CYCLE (CARD 9747) \$4508.76- INCLUDING PAYMENTS RECEIVED	65.89 -

2020 Totals Year-to-Date	
Total fees charged in 2020	\$0.00
Total interest charged in 2020	\$0.00

Year-to-date totals do not reflect any fee or interest refunds you may have received.

INTEREST CHARGES

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Balance Type	Annual Percentage Rate (APR)	Balance Subject To Interest Rate	Interest Charges
PURCHASES			
Purchases	13.24%(v)(d)	- 0 -	- 0 -
CASH ADVANCES			
Cash Advances	24.99%(v)(d)	- 0 -	- 0 -
BALANCE TRANSFERS			
Balance Transfer	13.24%(v)(d)	- 0 -	- 0 -

(v) = Variable Rate
(d) = Daily Balance Method (including new transactions)
(a) = Average Daily Balance Method (including new transactions)

30 Days in Billing Period

Please see Information About Your Account section for the Calculation of Balance Subject to Interest Rate, Annual Renewal Notice, How to Avoid Interest on Purchases, and other important information, as applicable.

GENOA CHARTER TOWNSHIP BOARD
Regular Meeting and Public Hearing
July 20, 2020

MINUTES

Supervisor Rogers called the Regular Meeting of the Genoa Charter Township Board to order at 6:30 p.m. at the Township Hall with the Pledge of Allegiance. The following members were present constituting a quorum for the transaction of business: Bill Rogers, Paulette Skolarus, Robin Hunt, Jean Ledford, Terry Croft, Jim Mortensen and Diana Lowe. Also present were Township Manager Michael Archinal, Township Attorney Joe Seward and seven persons in the audience.

A Call to the Public was made with the following response: Ty Cole, I am the future vice-president of Lake Chemung riparian association, - I am here to express concern about property lines infringement and the Township's neglect to enforce ordinances. There are multiple six foot fences out on the lake property along with back lot owners intended as access with no rights to docks or to moor boats. Examples include Lake Chemung Outdoor Resort 68 mooring with permission for 32, Sunrise Park 12 docks where there should be 7, the Green Belt on Glen Echo 63 docks but 81 boats docked and the Genoa Township easement off Hughes with 6 boats and no marina license. The Sheriff's office has stated that it is a civil matter for the courts. Please enforce your ordinance. We have regulation with no enforcement.

Michael Siterlet – Genoa Township has a process of planning and public participation, but does it have any effect on the result. Bill Rogers – You may opine on concerns that are raised, but that depends on your argument.

Approval of Consent Agenda:

Moved by Ledford and supported by Lowe to approve all items under the Consent Agenda, noting that there is a missing check register for the General Fund and that should be included in the next regular meeting of the board. The motion carried unanimously.

1. Payment of Bills.

2. Request to Approve Minutes: July 6, 2020

3. Request for approval of a recommendation from the Election Commission for poll workers tentatively scheduled to work the Aug. 4, 2020 Primary Election.

Approval of Regular Agenda:

Moved by Skolarus and supported by Hunt to Amend Agenda Item 5 adding reference to Pine Summit. The amended agenda was voted and carried unanimously.

4. Consideration of a recommendation for approval of a rezoning (Ordinance Z-20-02) and impact assessment involving approximately 46.5 acres from Rural Residential (RR) to Low Density Residential (LDR) for parcel #11-05-200-002. The parcel is located at 3850 Golf Club Road on the southwest corner of Golf Club Road and Latson Road. This request is petitioned by Bible Baptist Church.

A. Call to the Public

A call to the public was made with Michael Siterlet responding. The dam maintenance easement is not included in the environmental impact assessment or the site plan. I am most concerned with traffic and the affect this development will have on our quality of life. I need an acknowledgement of the easement concern. Mortensen - These issues should be discussed at the site plan. The property could put 25 homes there as a matter if right – 2-acres per home. Siterlet – This property has rights and at what point are the right considered. Skolarus – Is your concern the future church? Siterlet – My concern is the lake environment.

B. Disposition of Rezoning Ordinance Z-20-02

Moved by Hunt and supported by Lowe to adopt Ordinance Z-20-02. This approval is made because the proposed amendment to the Zoning Map and reclassification as a Low Density Residential (LDR) has been found to comply with the criteria stated in Section 22.04 of the Township Zoning Ordinance. The motion carried by roll call vote as follows: Ayes – Ledford, Croft, Hunt, Lowe, Mortensen, Skolarus and Rogers Nays – None.

C. Disposition of Environmental Impact Assessment dated February 24, 2020

Moved by Lowe and supported by Hunt to approve the Environmental Impact Assessment dated Feb. 24, 2020 as submitted. The motion carried unanimously.

5. Consideration of a recommendation for approval of a preliminary site plan and impact assessment requesting preliminary site condominium approval for a proposed 10-unit site condominium. The property in question is located at 3850 Golf Club Road on approximately 46.5 acres on the southwest corner of Golf Club Road and Latson Road known as Pine Summit. The request is petitioned by Bible Baptist Church.

Brent LaVanway of Boss Engineering addressed the Board. The petitioner is proposing 10-single family residential site condominium units, which will be located on the west side of the property and south of the pond. The access point to the residential lots is from Golf Club road and has been approved by the Livingston County Road Commission. The proposed utilities include on-site septic systems and well water. A water main to the subdivision will provide fire protection. Skolarus asked that refuse collection be reviewed with our hauler and that allowance for mail boxes at the entrance included in the next site plan. Hunt was pleased with the

water and sewer proposal. Ledford asked about the acreage of the pond. LaVanway – The pond is 3 acres with building sites between 15' and 20' above the lake level.

A. Disposition of Environmental Impact Assessment (3-30-2020)

Moved by Skolarus and supported by Mortensen to approve the impact assessment dated 03/30/2020 with the understanding that all lots will be served by private wells. The motion carried unanimously.

B. Disposition of Preliminary Site Plan

Moved by Lowe and supported by Hunt to approve the preliminary site condominium plan for Pine Summit dated May 20, 2020, subject to the following:

1. The existing residence, park/nature preserve, and future church site are not included in the condominium. These properties must be separated from the existing parcel.
2. Condominium documents (Master Deed and By-Laws) must be provided with the final plan submittal. Language must be included ensuring protection of the wetlands, natural features, setbacks, and undisturbed wooded areas. Use and maintenance provisions for the park must also be provided.
3. The existing accessory building will become non-conforming as it will be located in a front yard via construction of the private road. If the applicant unable to obtain a variance for this condition the building will need to be removed.
4. The requirements of the Township Engineer's letter dated April 23, 2020 and the BAFA letter dated April 9, 2020 will be met.
5. The applicant must provide a Private Road Maintenance Agreement, as required by the Township. This document must include provisions for access, maintenance, and financial obligations for use by parcels not included in the condominium.
6. Final plan submittal must include a detailed landscape plan demonstrating compliance with the street tree requirements.
7. During construction, protection fencing must be provided around wooded areas/trees to be preserved.
8. Special land use approval is required for the encroachments into the 25-foot natural features setback (private road, landscape wall, grading, and storm water management structures).
9. Any activities within the wetland areas are subject to review and approval by EGLE.

10. The easement reflected in Section 2 of the Deed and Grant of Easement be included in the site plan and condominium documents. The current easement provides access to the dam for a maintenance, etc., over an access easement (paragraph 2-c. The existing easement should be modified to provide access over Summit Place Drive (the existing easement is a straight line from Golf Club Drive).
- 11.11. The impact assessment should address the impact of the development of the pond level and should demonstrate that storm water is not being diverted from the pond.

The motion carried unanimously.

6. Introduction of a proposed rezoning and authorization of statutory notice for a public hearing on August 3, 2020 concerning a rezoning request from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 195 acres along S. Latson Road south of I-96. The subject property includes 177 acres on the west side of S. Latson Road, 10 acres on the east side of S. Latson Road and 6 acres on Beck Road east of S. Latson Road. The properties include the following parcels requested to be rezoned to CAPUD: 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031 and 4711-17-200-008. Parcel 4711-09-300-040 (formerly 001) is requested to be rezoned to ICPUD. The request is petitioned by Todd Wyett.

Moved by Skolarus and supported by Lowe to introduce and conduct the first reading on proposed ordinance number Z-20-03 and to set the second reading, public hearing and consideration for adoption before the Township Board on Monday, August 3, 2020 for the purpose of considering the proposed zoning map amendment. The motion carried unanimously.

7. Consider approval of a request to modify the Township Attorney's rate of compensation from \$160 per hour to \$190 per hour.

Moved by Mortensen and supported by Croft to approve the compensation rate as requested for Attorney Joe Seward. The motion carried unanimously.

Member Discussion:

Mortenson – I would like to hear an overview of crime and law enforcement within our township. Rogers – I receive regular correspondence and will provide that information to the board.

Skolarus – a little more than 30% of our voters have now received absent voter ballots. The Big Red Barrel will be collection used needles and unused prescription drugs this coming Saturday the 25th.

Rogers – The basketball pads are underway. A well is being bored at the hill for irrigation of our soccer fields. Landscape is being placed at the entrance of the township hall.

Archinal - We have set a clean -up date for Suburban Mobile Estates. Muirfield Manor has been cape sealed.

Moved by Ledford and supported by Mortensen to adjourn the regular meeting and public hearing of the board at 7:20 p.m.



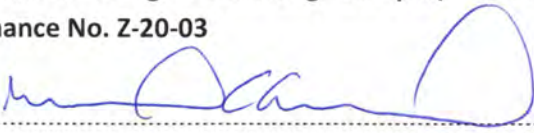
Paulette A. Skolarus, Clerk
Genoa Charter Township



MEMORANDUM

2911 Dorr Road
Brighton, MI 48116
810.227.5225
810.227.3420 fax
genoa.org

TO: Honorable Board of Trustees
FROM: Kelly VanMarter, Assistant Township Manager/Community Development Director
DATE: July 28, 2020
RE: **S. Latson Rezoning – Interchange Campus/Interchange Commercial PUD Ordinance No. Z-20-03**

MANAGERS REVIEW: 

In consideration of the approval recommendations by the Township Planning Commission on June 11, 2020 and the Livingston County Planning Commission on July 15, 2020 please find the attached proposed rezoning ordinance, planned unit development (PUD) agreement, environmental impact assessment and conceptual PUD plan for your review. The applicant is requesting to rezone approximately 195 acres involving the parcels in the table below from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD). The request is petitioned by Todd Wyett, Versa Development.

Parcel ID No.	Address	Acreage	Proposed Zoning
4711-08-400-004	1908 S. Latson	4.79	CAPUD
4711-08-400-006	1896 S. Latson	5.18	CAPUD
4711-08-400-012	vacant Cloverbend Ct.	2.29	CAPUD
4711-08-400-013	vacant Cloverbend Ct.	1.87	CAPUD
4711-08-400-014	vacant Cloverbend Ct	1.87	CAPUD
4711-08-400-015	vacant Cloverbend Ct	1.87	CAPUD
4711-08-400-020	1882 S. Latson Road	18.82	CAPUD
4711-09-300-040*	vacant Beck Road	6.96	ICPUD
4711-09-300-031	1895 S. Latson Road	10.44	CAPUD
4711-17-200-008	vacant S. Latson Road	140.3	CAPUD

(*formerly 001)

Procedurally, the applicant is at the last step of the rezoning and conceptual PUD approval phase. Following conceptual approval, the applicant may then proceed to the Final PUD site plan phase. My review of the revised submittal was focused on compliance with the outstanding items discussed at the Planning Commission and in response I suggest Board consideration of the following:

SUPERVISOR

Bill Rogers

CLERK

Paulette A. Skolarus

TREASURER

Robin L. Hunt

TRUSTEES

Jean W. Ledford

H. James Mortensen

Terry Croft

Diana Lowe

MANAGER

Michael C. Archinal

REZONING – REQUIRES CALL TO PUBLIC AND ROLL CALL VOTE

Moved by _____, Supported by _____ to **APPROVE AND ADOPT** Ordinance No. Z-20-03. This approval is made because the proposed amendment to the Zoning Map and reclassification as Interchange Campus and Interchange Commercial Planned Unit Development (CAPUD and ICPUD) with the related development agreement including use restrictions, design guidelines, utility extensions and conceptual plan has been found to comply with the criteria stated in Sections 10.02 10.03.06 and 22.04 of the Township Zoning Ordinance. This finding includes the following supporting statements:

1. The rezoning promotes comprehensive and long term planning of appropriate land uses, innovative architectural design, high quality building materials, and a walkable environment for pedestrians;
2. The rezoning encourages innovative and beneficial land uses with streetscape, building and site design elements which are consistent with the goals, objectives, and land use map of the master plan and are compatible 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;
3. The rezoning is compatible with the site's physical, geological, hydrological and other environmental features with the host of uses permitted in the proposed zoning district and will serve to protect the large wooded wetland located west of S. Latson Road;
4. The rezoning will provide the required utility extensions necessary to serve the proposed development and will further promote efficient provision of public services and utilities without compromising the "health, safety and welfare" of the Township;
5. Safe, convenient, uncongested, and well-defined vehicular and pedestrian circulation within and to the site is provided. The development provides for inter-connection of roads and the future integration of circulation between adjacent sites which will reduce adverse vehicular and pedestrian traffic impacts;

PUD AGREEMENT

Moved by _____, Supported by _____ to **APPROVE** the PUD Agreement received on July 20, 2020 subject to the following:

1. The comments from staff and the Township Attorney in the marked up Agreement on 7/29/20 shall be incorporated with the exception of changes to Section 20 related to Timing of Development which shall be further negotiated and approved by Township staff and the Township Attorney prior to signing.
2. The comments from staff and the Township Attorney on the marked up Utility Construction Agreement (Exhibit 12) referenced in PUD Agreement shall be incorporated into the document. Any changes shall be reviewed and approved by the Township Attorney and staff.
3. The PUD Agreement final draft with all Exhibits shall be reviewed and approved by Township staff and Township Attorney prior to signing.
4. The fully executed document including all Exhibits shall be recorded at the Livingston County Register of Deeds office and a copy of the recorded document shall be provided to the Township.

IMPACT ASSESSMENT

Moved by _____, Supported by _____, to APPROVE the environmental impact assessment dated July 30, 2019.

CONCEPTUAL PUD PLAN

Moved by _____, Supported by _____, to APPROVE the Conceptual PUD Plan dated May 20, 2020 subject to the following:

1. The requirements of the Township Engineer the letter dated June 3, 2020 shall be met.
2. The requirements of the Brighton Area Fire Authority's letter dated March 26 , 2020 shall be met
3. Easements will be required to allow cross access for vehicular and pedestrian traffic in each of the project areas and to adjacent parcels.
4. Details will be required for the highway sign, uses, dimensional standards, building and site design, etc. prior to development of the north area.

Should you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

Kelly VanMarter
Assistant Township Manager/Community Development Director

ORDINANCE NO. Z-20-03

AN ORDINANCE TO AMEND THE ZONING MAP OF THE CHARTER TOWNSHIP OF GENOA BY REZONING PARCELS 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031 and 4711-17-200-008 INTERCHANGE CAMPUS PLANNED UNIT DEVELOPMENT (CAPUD) AND PARCEL 4711-09-300-001 TO INTERCHANGE COMMERCIAL PLANNED UNIT DEVELOPMENT (ICPUD).

THE CHARTER TOWNSHIP OF GENOA HEREBY ORDAINS that the Zoning Map, as incorporated by reference in the Charter Township of Genoa's Zoning Ordinance, is hereby amended as follows:

1. Real property containing 5 acres with parcel ID number 4711-08-400-004 located at 1908 S. Latson Road on the west side of S. Latson Road north of Cloverbend Court which is more particularly described as follows:
A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: The north 5 acres of the south 20 acres of the east half of the southeast quarter
shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.
2. Real property containing 5 acres with parcel ID number 4711-08-400-006 located at 1896 S. Latson Road on the west side of S. Latson Road north of Cloverbend Court which is more particularly described as follows:
A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: The north 5 acres of the south 25 acres of the east half of the southeast quarter
shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.
3. Real property containing approximately 2.29 acres with parcel ID number 4711-08-400-012 located at 3799 Cloverbend Court (vacant land) on the north side of Cloverbend Court west of S. Latson Road which is more particularly described as follows:
*A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC 8 T2N R5E BEG AT A POINT N 252.46 FT ALONG THE E LINE OF SEC 8 & S 88*44'11"W 899 FT FROM THE SE COR OF SEC 8, TH CONT S 88* 44'11"W 394.80 FT, TH N 00*04'39"E 252.53 FT, TH N 88*44'11"E 394.46 FT, TH S 252.52 FT TO POB*
shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.
4. Real property containing approximately 1.87 acres with parcel ID number 4711-08-400-013 located at 3796 Cloverbend Court (vacant land) on the south side of Cloverbend Court west of S. Latson Road which is more particularly described as follows:
*A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC 8 T2N R5E BEG AT A POINT ON THE S LINE OF SAID SEC, DISTANT S 88*44'11"W 970.62 FT FROM SE COR, TH CONT ALONG THE S LINE, S 88* 44'11"W 323.54 FT, TH N 00*04'39"E 252.47 FT, TH N 88*44'11"E 323.45 FT, TH S 00*03'29"W 252.47 FT TO THE POB*
shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.
5. Real property containing approximately 1.87 acres with parcel ID number 4711-08-400-014 located at 3854 Cloverbend Court (vacant land) on the south side of Cloverbend Court west of S. Latson Road which is more particularly described as follows:

A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC 8 T2N R5E BEG AT A POINT ON THE S LINE OF SAID SEC, DISTANT S 88°44'11"W 647.08 FT FROM SE COR, TH CONT ALONG THE S LINE, S 88° 44'11"W 323.54 FT, TH N 00°03'29"E 252.47 FT, TH N 88°44'11"E 323.45 FT, TH S 00°02'20"W 252.46 FT TO POB shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.

6. Real property containing approximately 1.87 acres with parcel ID number 4711-08-400-015 located at 3912 Cloverbend Court (vacant land) on the south side of Cloverbend Court west of S. Latson Road which is more particularly described as follows:

A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC 8 T2N R5E BEG AT A POINT ON THE S LINE OF SAID SEC, DISTANT S 88°44'11"W 323.54 FT FROM SE COR, TH CONT ALONG THE S LINE, S 88° 44'11"W 323.54 FT, TH N 00°02'20"E 252.46 FT, TH N 88°44'11"E 323.45 FT, TH S 00°01'10"W 252.46 FT TO POB shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.

7. Real property containing approximately 18.97 acres with parcel ID number 4711-08-400-020 located at 1882 S. Latson Road on the west side of S. Latson Road north of Cloverbend Court which is more particularly described as follows:

A part of the Southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC. 8 T2N, R5E, COMM AT SE COR TH N01°46'00"E 841.83 FT TO POB TH N89°29'06"W 1293.30 FT TH N01°51'05"E 912.72 FT TH S62°03'36"E 88.07 FT TH S65°50'11"E 526.88 FT TH S69°36'45"E 765.54 FT TH S01°46'00"W 400.43 FT TO POB shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.

8. Real property containing approximately 10.372 acres with parcel ID number 4711-09-300-031 located at 1895 S. Latson Road on the east side of S. Latson Road north of Sweet Road which is more particularly described as follows:

A part of the Southwest quarter of Section 9, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC 9 T2N R5E BEG 542.26 FT N01°46'E FROM SW COR TH N01°46'E 700 FT TH S69°36'45"E 400.78 FT TH S01°46'W 559.96 FT TH S89°53'30"W 380 FT TO POB AND ALSO BEG 380 FT N89°56'30"E TH N01°46'E 542.26 FT FROM SW CORNER TH N01°46'E 559.96 FT TH S69°36'45"E 469.33 FT TH S01°46'W 395.96 FT TH S89°56'30"W 445 FT TO POB shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.

9. Real property containing approximately 140.79 acres with parcel ID number 4711-17-200-008, vacant land located on the west side of S. Latson Road north of Beck Road which is more particularly described as follows:

A part of the Northeast quarter of Section 17 and southeast quarter of Section 8, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows SEC. 17 T2N, R5E, THE N 1/2 OF NE 1/4 AND ALSO SEC 8 T2N R5E THE W 1/2 OF THE SE 1/4 LYING SOUTH OF C & O RR shall be rezoned from the Country Estate (CE) to Interchange Campus Planned Unit Development District (CAPUD) zoning classification.

10. Real property containing approximately 5.7 acres with parcel ID number 4711-09-300-040 (formerly 09-300-001), vacant land located on the south side of Beck Road east of S. Latson Road which is more particularly described as follows:

*A part of the Southwest quarter of Section 9, Town 2 North, Range 5 East, Genoa Township, Livingston County, Michigan, described as follows: SEC. 9 T2N, R5E, BEG AT W 1/4 COR TH N86*45'25"E 768.85 FT TH S01*28'50"E 855.68 FT FOR POB TH N39*34'08"E 398.76 FT, TH S01*29'40"E 1148.99 FT TH N72*52'20"W 276.61 FT TH N01*28'50"W 760 FT TO POB*

shall be rezoned from the Country Estate (CE) to Interchange Commercial Planned Unit Development District (ICPUD) zoning classification.

The Township Planning Commission and Township Board, in strict compliance with the Township Zoning Ordinance and with Act 184 of the Public Acts of 1943, as amended, reclassified the Property as General Commercial District/Redevelopment Planned Unit Development District (GCD/RDPUD) finding that such classification properly achieved the purposes of Section 22.04 of the Township's Zoning Ordinance (as amended).

Severability If any provision of this Ordinance is found to be invalid, than the remaining portions of this Ordinance shall remain enforceable.

Effective Date This Ordinance shall be effective upon publication in a newspaper of general circulation as required by law.

On the motion to adopt the Ordinance the following vote was recorded:

Yeas:

Nays:

Absent:

I hereby approve the adoption of the foregoing Ordinance this _____ day of _____, 2020.

Paulette A. Skolarus
Township Clerk

Bill Rogers
Township Supervisor



GENOA CHARTER TOWNSHIP
Application for Re-Zoning

APPLICANT NAME: Todd Wyett ADDRESS: 326 E 4th St, Royal Oak 48067
OWNER NAME: Todd Wyett ADDRESS: _____
11-08-400-004; 006, 012-015, 020
PARCEL #(s): 11-09-300-001; -031 11-17-200-008 PRIMARY PHONE: (248) 370-8494
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 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:

<u>Todd Wyett</u>	of <u>Versa Real Estate</u>	at <u>todd@versacos.com</u>
<small>Name</small>	<small>Business Affiliation</small>	<small>E-mail</small>

*ERIC LLOYD
 BRAD STRAVER
 ATWELL
 MKS
 ELWOOD ATWELL - GROUP, LLC
 B STRAVER & MKS STUDIOS, LLC*

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 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): 11-08-400-004; 006, 012-015, 020
11-09-300-001; -031 11-17-200-008

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

This Meeting was Conducted Via Zoom Meeting

**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
PUBLIC HEARING
JUNE 11, 2020
6:30 P.M.
MINUTES**

CALL TO ORDER: Chairman Grajek called the meeting of the Genoa Charter Township Planning Commission to order at 6:33 p.m. Present were Marianne McCreary, Chris Grajek, Eric Rauch, Jim Mortensen, Jeff Dhaenens, Jill Rickard and Glynis McBain. Also present was Kelly VanMarter, Community Development Director/Assistant Township Manager, Joseph Seward, Township Attorney, Shelby Scherdt and Gary Markstrom of Tetra Tech, and Brian Borden of Safebuilt Studio.

PLEDGE OF ALLEGIANCE: The pledge of allegiance was recited.

Chairman Grajek reviewed the process for this evening's Planning Commission meeting and how public comment can be given via Zoom Meeting.

APPROVAL OF AGENDA:

Moved by Commissioner Dhaenens, seconded by Commissioner Mortensen, to approve the agenda as presented. **The motion carried unanimously with a roll call vote.**

CALL TO THE PUBLIC: The call to the public was made at 6:38 pm with no response.

CONFLICT OF INTEREST

There were no members with a conflict of interest this evening.

OPEN PUBLIC HEARING #1... Review of a request of a rezoning application, Planned Unit Development application, PUD agreement, impact assessment and conceptual PUD plan. The rezoning request is from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 195 acres along S. Latson Road south of I-96. The subject property includes 177 acres on the west side of S. Latson Road, 10 acres on the east side of S. Latson Road and 6 acres on Beck Road east of S. Latson Road. The properties include the following parcels requested to be rezoned to CAPUD: 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031 and 4711-17-200-008. Parcel 4711-09-300-001 is requested to be rezoned to ICPUD. The request is petitioned by Todd Wyett.

- A. Recommendation of Rezoning and PUD Application
- B. Recommendation of PUD Agreement
- C. Recommendation of Impact Assessment (6-19-19)
- D. Recommendation of Conceptual PUD Plan (5-20-20)

Mr. Todd Wyett, the property owner, Eric Lord, the engineer, Alan Greene, the developer's attorney, and Brad Strader, the landscape architect, were present.

Mr. Strader showed a map of the parcels proposed to be rezoned and what uses are anticipated to be developed on the sites. A concept plan video was shown.

He provided a review of the details of their plan, which included the open space concept, the Sweet Road intersection, commercial area layout, hotel setback study, permitted and prohibited uses, detailed design and architectural guidelines, and two separate options for the Latson Road design, one of which would include a boulevard, but narrower than the one that was originally proposed. He showed a site-line study of their proposed hotel and how what they are proposing would be compatible with the area.

Mr. Eric Lord reviewed the Impact Assessment. They focused on the impacts of the development on the topography and natural features of the site, the public utilities, and the traffic. He provided details of the impact of their development on these three areas and how they plan to address and ease these impacts. He noted that this project will take many years to complete so all of these improvements will be done when they are needed based on what is developed and at what time.

Mr. Alan Greene started by noting that the Township's Master Plan was updated to include this type of development in this area after the Latson Road / I-96 Interchange was installed. This was not planned to be residential neighborhoods. He reviewed the PUD Agreement stating that all of the details of the plan are included in the PUD. It is a legal and binding document that runs with the land, regardless of who owns or develops the property. The applicant has worked with Township staff and the Township attorney on the PUD and he believes it is mostly complete. There is one portion that needs to be addressed, which is regarding the construction of the utilities. The developer is going to finance all of the water and sewer upgrades, but it needs to be determined if they will reimburse the Township for the upgrades or pay up front to have them installed.

Mr. Borden reviewed his letter dated June 3, 2020.

- The ordinance standards for the PUD are generally met, though utility extensions will be required as part of this project.
- The proposed zoning designations are consistent with the Master Plan and Future Land Use Map. He believes the rezoning is appropriate and necessary to implement the vision and goals of the I-96/Latson Road Subarea Plan. It cannot be accomplished under the current Country Estates Zoning.
- The applicant seeks deviations from the conventional use requirements, dimensional standards, lighting intensity, and building material standards of the Zoning Ordinance. He provided details of what deviations the applicant is proposing.
- Proposed building heights and internal setbacks are subject to approval by the Planning Commission.
- Easements are required to allow cross-access for vehicular and pedestrian traffic in each of the project areas.
- Aside from the highway sign, details (uses, dimensional standards, building and site design, etc.) will be needed prior to future development in the North Area.

Mr. Markstrom reviewed his letter dated June 3, 2020.

They do not have any objections to the Impact Assessment that has been developed from an engineering perspective. 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.

The Impact Assessment notes that the PUD will be serviced by water and sewer services through MHOOG 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 on the basis of design for the South Latson Road Water and Sewer improvements design.

The installation of a sanitary pump station will eventually be necessary to provide sanitary service to the PUD. The petitioner added language in the PUD Agreement to note that landscaping and existing trees will be used to screen the pump station site and that building materials may consist of block, metal siding, or other materials used on the nearby research and industrial structures. The Agreement also notes that all building and landscaping plans will be submitted to the Township for review and approval, and he finds these changes acceptable.

The Impact Assessment states that a storm water 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 storm water management plans for each new building. The site naturally drains to the Marion Genoa Drain, which is maintained and operated by Livingston County. The Livingston County Drain Commissioner's office will need to be included in the storm water master plan development process.

The developer has prepared a traffic impact study and a traffic improvement timing analysis that have been provided in this submittal. 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. The final layout may vary from this concept once end users of the sites are determined.

Improvements to Latson Road are subject to Livingston County Road Commission 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 Road and, as such, is the gateway to Genoa Township, he recommends additional concepts be considered to promote the Township with either monument signage or landscaping details as part of the overall development plan.

Chairman Grajek asked the applicant if they have seen the Brighton Area Fire Authority's review letter. Mr. Lord stated they have reviewed the letter and will comply with their requirements.

Commissioner Mortensen questioned the change in The PUD regarding how the improvements to the water and sewer systems will be done. It was noted that different plans were discussed between the Township and the developer and it was decided that the developer would solely finance and manage the construction of the utilities. The details of this plan are being negotiated and will be available by the time this item is presented to the Township Board. Commissioner Rickard agrees as it is common for developers to handle the upgrades and installation of water and sewer. Ms. VanMarter noted that the Township's Utilities Director, Greg Tatara, is in support of this plan as well.

Commissioner Rickard asked the petitioner why they are not able to comply with the ordinance with regard to the lighting. She would like to stay within the ordinance with regard to the pole height and the brightness. Mr. Strader stated they will have the lower pole height and “night sky” provisions when the lights are next to the residential neighborhood. He noted their proposal is consistent with other communities who have updated their lighting ordinances. If they met the Township Ordinance, they would require more poles. He also suggested that this be addressed at each site plan review process. Commissioner Rickard would like to see a proposal where the ordinance is met. Mr. Borden stated that the pole heights meet the requirements on the east side, but they are asking for a deviation from the ordinance on the height on the west side, but they have proposed smaller poles close to the existing residential areas.

Commissioner Mortensen asked the Township Attorney to review the three changes he proposed in the recent version of the PUD. Mr. Seward reviewed the reasons for his proposed changes. The Commissioners, the petitioner’s attorney, Ms. VanMarter, and Mr. Seward discussed the items. All Commissioners agreed to have the attorneys and staff determine the best language to address these issues.

Commissioner Dhaenens asked the applicant to provide details of how the residential neighborhood in the middle of this development will be protected. Mr. Strader advised they will meet the ordinance standards when industrial developments abut residential properties.

Commissioner McBain wants to ensure that all of the plants and green areas will be maintained after the development is complete. Mr. Greene stated this maintenance agreement is put in the PUD Agreement and all of the users will pay towards the maintenance of the common areas. Mr. Seward stated the maintenance of the landscaping is not defined in this PUD Agreement. Commissioner McBain would like it to be included. Mr. Borden advised that there is a section of the ordinance that requires the owners to maintain the site after it is developed; however, it can also be included in the PUD Agreement. The petitioner agreed that they will have the maintenance obligation for plantings in the right of way, but they do not want to maintain the sidewalk that is being required to be installed by the Township. Commissioner Rickard would like the developer to include the maintenance of the sidewalk in the Agreement as well. All Commissioners agreed to have the attorneys and staff to discuss and determine the best way to address the maintenance of the sidewalk.

The call to the public was made at 8:38 pm.

Ms. VanMarter stated she received an email from Alan Rankin of 3876 Clover Bend Court. He is concerned with the format of tonight’s meeting, his home being placed in the middle of a commercial area, the credibility of the developer, and his property values decreasing. He asked the Planning Commission to delay making a decision until an in-person meeting can be held.

Ms. Brenda Daniels of 1947 S. Latson Road stated that the property adjacent to -031 was not mentioned this evening. There are four properties that are not in the subject area. How are these properties going to fit into the plan? How are these residential properties going to be accommodated? She has not been approached about having her property purchased and included in this plan. Mr. Wyett advised Ms. Daniels that she could contact him as he may be interested in purchasing her property. She wants to understand what is being developed, how it will impact them, and when the development will occur. Mr. Wyett advised Ms. Daniels that the future land use map shows her property as Interchange Campus so it will increase the value of her property.

Mr. Roy Hibbs of 20919 Greenbriar Circle, South Lyon is concerned with the situation around his brother- and sister-in-law's house, who are Mr. and Mrs. Rankin of 3875 Clover Bend Court. They have their dream home in a Country Estates zoned property and will now be surrounded on three sides by light industrial uses. He knows that development happens but it doesn't make any sense that they were not made an offer to have their property purchased by the developer.

Chairman Grajek asked if Mr. Rankin was ever able to attend any meetings during the development of the I-96 Interchange and the changes in land use were discussed. This was all part of this process. Mr. Hibbs advised Mr. Rankin is with him, but he was never made aware of any meetings until this meeting this evening.

Ms. VanMarter recalls discussions with Mr. Rankin during the Master Plan process and he spoke out in opposition to the change in Campus. She noted that the interchange has been planned since the late 1990's and was in former versions of the Master Plan. Initially commercial development was supposed to stop at the railroad tracks, and when the amendment was proposed, many residents in the area were opposed to converting it to something other than Country Estates zoning.

Mr. Alan Rankin of 3875 Clover Bend Ct. is very upset because Mr. Wyett's contractor tore up Clover Bend Ct. and never repaired it. Mr. Wyett never contacted him about purchasing his property as part of this development and now he will be surrounded by industrial on three sides. He does not want to live with the construction for ten years.

Chairman Grajek advised Mr. Rankin that this did not happen overnight and Mr. Rankin lived in the area during the time the Master Plan was being revised. Mr. Rankin said he never knew about the industrial zoning until he received the letter regarding tonight's meeting. Chairman Grajek understands Mr. Rankin's concerns, but the Township staff conducted many public meetings advising the planned changes. These meeting notices are always published in the newspaper and on WHMI.

Mr. Rankin is asking the Township for consideration and help with his and his neighbors' property. He doesn't believe that he will be able to even sell his home now.

Chairman Grajek called for a five minute break at 9:10 pm to allow members of the public to call in to speak to the Commission.

The meeting resumed at 9:15 pm.

The call to the public was closed at 9:16 pm.

Commissioner Dhaenens asked the Commissioners and staff if they have reviewed the use table provided by the petitioner. Mr. Borden stated the list has been updated after the previous joint meetings held between the Planning Commission and the Township Board and has been vetted thoroughly.

Moved by Commissioner Dhaenens, seconded by Commissioner Rickard, to recommend to the Township Board approval of the Rezoning and PUD Application from County Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 175 acres. The properties include the following parcels requested to be rezoned to CAPUD: 4711-08-400-004, 006, 012, 013, 014,

015, 020, 4711-09-300-031, 4711-17-200-008 and Parcel 4711-09-300-001 is requested to be rezoned to ICPUD, for the following reasons:

- The rezoning criteria for Section 22.04 of the Zoning Ordinance have been met.
- The proposed zoning is 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 rezoning is compatible with the site's physical, geological, hydrological and other environmental features with the host of uses permitted in the proposed zoning district.
- The site is able to be reasonably developed with one of the uses permitted under the current zoning.
- All of the potential uses allowed in the proposed zoning district are compatible 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 Township's infrastructure and services are sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the Township.
- 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 is able to accommodate the demand.
- The 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.
- The request has not previously been submitted within the past one year and there is a conceptual PUD Plan.

The motion carried unanimously with a roll call vote.

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board approval of the PUD Agreement dated May 18, 2020 and as amended by the Township Attorney on June 11, 2020, subject to the following:

- The Township Attorney will work with the developer's attorney to clarify expiration dates of site plans.
- The Township Attorney will coordinate with the developer's attorney to develop language regarding the maintenance of the plantings in the right-of-way and the sidewalk on S. Latson Road to assure that the maintenance continues over time.
- Planning Commission shall review the requested lighting deviation at the time of the first site plan submittal where additional information and detail can be provided to the Planning Commission to see more clearly the deviation between what is being proposed and the ordinance requirements.
- The utility construction arrangements will be coordinated between the Township Attorney, the petitioner's attorney, and Township Staff prior to submission to the Township Board.

The motion carried unanimously with a roll call vote.

Moved by Commissioner Mortensen, seconded by Commissioner McBain, to recommend to the Township Board approval of the Impact Assessment dated June 19, 2019 for the following properties: 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031, 4711-17-200-008, and 4711-09-300-001. **The motion carried unanimously with a roll call vote.**

Moved by Commissioner Mortensen, seconded by Commissioner Dhaenens, to recommend to the Township Board approval of the Conceptual PUD dated May 20, 2020 for the following properties: 4711-08-400-004, 006, 012, 013, 014, 015, 020, 4711-09-300-031, 4711-17-200-008, and 4711-09-300-001, with the following conditions:

- The requirements of the Township Engineer in his letter dated June 3, 2020 shall be met.
- The requirements of the Brighton Area Fire Authority's letter dated March 26 , 2020 shall be met
- Easements will be required to allow cross access where vehicular and pedestrian traffic in each of the project areas.
- Details will be required for the highway sign, uses, dimensional standards, building and site design, etc. prior to development of the north area.

The motion carried unanimously with a roll call vote.

ADMINISTRATIVE BUSINESS

Staff Report

Ms. VanMarter stated there may be an item for the July Planning Commission Meeting.

The minutes from this meeting and last week's meeting will be on the next meeting's agenda.

Member Discussion

Commissioner Rauch is excited that vacant properties are being developed; however, he would like to focus on existing buildings in the Township. He would like the Planning Commission to think about the Township becoming proactive and creative with regard to redevelopment opportunities. The Township could promote redevelopment, especially along the Grand River Corridor.

Commissioner Mortensen noted that the Master Plan is going to be updated shortly and this can be addressed during that time.

Ms. VanMarter agrees. There are organizations and associations in the area that she can reach out to for assistance.

Commissioner McBain agreed that young adults are not interested in large, expensive homes. They want to have smaller homes and be close to cities.

Adjournment

Moved by Commissioner Rickard, seconded by Commissioner Dhaenens, to adjourn the meeting at 9:54 pm. **The motion carried unanimously with a roll call vote.**

Respectfully Submitted,

Patty Thomas, Recording Secretary



Livingston County Department of Planning

July 16, 2020

Genoa Charter Township Board of Trustees
c/o Polly Skolarus, Township Clerk
Genoa Charter Township Hall
2911 Dorr Road
Brighton, MI 48116

Kathleen J. Kline-Hudson
AICP, PEM
Director

Robert A. Stanford
AICP, PEM
Principal Planner

Scott Barb
AICP, PEM
Principal Planner

**Re: Planning Commission Review of Zoning Amendment Z-11-20
Rezoning, CE Country Estate to ICPUD Interchange Commercial and
CAPUD Interchange Campus in Sections 8,9,17 – Todd Wyatt, Latson
Partners LLC, Latson Farms LLC and Covenant of Faith**

Dear Board Members:

The Livingston County Planning Commission met on Wednesday, July 15, 2020 and reviewed the zoning amendment referenced above. The Livingston County Planning Commissioners made the following recommendation:

Z-11-20 Approval.

The proposed rezoning to ICPUD and CAPUD actualizes the 2013 master planning for this interchange area of Genoa Township. The Township prepared for the construction of the I-96/Latson Road interchange by adopting new master plan language for the S. Latson Road area approximately seven years ago.

Copies of the staff review and draft Livingston County Planning Commission meeting minutes are enclosed. Do not hesitate to contact our office should you have any questions regarding this county action.

Sincerely,

Kathleen J. Kline-Hudson

Kathleen J. Kline-Hudson
Director

Enclosures

c: Chris Grajek, Chair Genoa Charter Township Planning Commission
Kelly VanMarter, Assistant Township Manager/Community Development
Director, Genoa Charter Township

Meeting minutes and agendas are available at:
<https://www.livgov.com/plan/Pages/meetings.aspx>

Department Information

Administration Building
304 E. Grand River Avenue
Suite 206
Howell, MI 48843-2323

(517) 546-7555
Fax (517) 552-2347

Web Site
co.livingston.mi.us

6. **CALL TO THE PUBLIC:** None.

7. **ZONING REVIEWS:**

A. Z-11-20: GENOA TOWNSHIP – REZONING

Current Zoning: CE Country Estates

Proposed Zoning: ICPUD and CAPUD

Section 8, 9, 17 / Genoa Township

Township Master Plan:

The Future Land Use Plan of the Genoa Township Master Plan (2013) designates this site as Interchange Commercial and Interchange Campus.

The intent of Interchange Commercial is stated as follows: Rather than typical interchanges where gas stations and fast food establishments are built piecemeal with little consideration for aesthetics, the intent of this designation is to promote planned development of these interchange commercial uses with high quality architecture. The new Latson interchange is envisioned to be the premier exit for travelers along I-96: a destination where they can get out of their vehicles to walk around, dine, and shop.

The intent of Interchange Campus is stated as follows: With the creation of a new interchange at Latson/Nixon in 2013, development pressures may exist for largescale users seeking large parcels of land with convenient access to I-96. The intent is to create a district that will accommodate largescale institutional campuses close to the interchange without leapfrog development further south.

The site is also in a designated Primary Growth Area of Genoa Township. Primary growth areas are currently served or available to be served by public sewer and water. These areas include single family and multiple family residential at higher densities with public water and sewer, commercial centers, industrial parks and mixed-use centers.

County Comprehensive Plan:

The 2018 Livingston County Master Plan does not direct future land use patterns, or development within Livingston County. Alternatively, it offers a county-wide land use perspective when reviewing potential rezoning amendments. The Land Use & Growth Management chapter of the plan includes decision-making recommendations regarding potential land use conflicts and promoting good land governance.

Township Planning Commission Recommendation: Approval; at the June 11, 2020 public hearing residents expressed concerns over the development wrapping around existing residential properties; the developer; property values; road conditions; future construction; and the Planning Commission meeting being held remotely.

Staff Recommendation: Approval. The proposed rezoning to ICPUD and CAPUD actualizes the 2013 master planning for this interchange area of Genoa Township. The Township prepared for the construction of the I-96/Latson Road interchange by adopting new master plan language for the S. Latson Road area approximately seven years ago.

Commission Discussion: None.

Public Comment: None.



**LIVINGSTON COUNTY PLANNING DEPARTMENT
REZONING REQUEST - | -
STAFF REPORT**

**CASE NUMBER:
Z-11-20**


COUNTY CASE NUMBER:	Z-11-20	TOWNSHIP:	Genoa
REPORT DATE:	July 6, 2020	SECTION NUMBERS:	8,9,17
STAFF ANALYSIS BY:	Kathleen Kline-Hudson	TOTAL ACREAGE:	193 (approximate)

APPLICANT / OWNER:	Todd Wyatt/ Latson Partners LLC, Latson Farms LLC, Covenant of Faith
LOCATION:	East and West sides of Latson Road, south of I-96 and a portion of Beck Road
LAND USE:	Vacant, agricultural and residential

CURRENT ZONING:	REQUESTED ZONING:
CE Country Estates	Interchange Commercial Planned Unit Development (ICPUD) and Interchange Campus PUD (CAPUD)
PERMITTED/SPECIAL USES (Not all inclusive):	PERMITTED/SPECIAL USES:
Permitted: Single family detached dwellings; accessory home occupations; accessory uses; keeping of pets; farms; horticultural enterprises; storage, packaging and processing of farm produce; accessory roadside stands and commercial cider mills selling only produce grown on premises; accessory keeping of equine and livestock; adult foster care family home; foster family home, family day care home; essential public services; and publicly owned parks & rec. areas.	Permitted ICPUD: Restaurants (fast food, sit-down, and take out), auto/gasoline service stations, retail/ service, hotels, entertainment (movie theaters, indoor commercial recreation, etc.), conference centers, financial institutions, and offices. The Township may permit additional compatible uses as part of the approval process. The list of permitted uses proposed for a dev. shall be included in the PUD agreement.
Special: Bed and breakfast inns; commercial cider mills selling only produce not grown on premises; commercial stables; commercial kennels; adult foster care small group home; group day care home; places of worship; public and private schools; essential public service/utility buildings; underground pipeline storage.	Permitted CAPUD: Research and development facilities; research and support laboratories; offices for professional occupations; hospitals, clinics and medical research facilities; colleges, universities, and other institutions of higher learning; and corporate and technical education and training facilities.
Minimum Lot Area: 5 Acre	Minimum Lot Area: Twenty (20) Acres

TOWNSHIP PLANNING COMMISSION RECOMMENDATION AND PUBLIC COMMENTS:	ESSENTIAL FACILITIES AND ACCESS:
Approval; at the June 11, 2020 public hearing residents expressed concerns over the development wrapping around existing residential properties; the developer; property values; road conditions; future construction; and the Planning Commission meeting being held remotely.	Water: Domestic well; Municipal water extensions are required
	Sewer: Septic; Public sewer extensions are required
	Access: Access to the property(s) is via S. Latson Road, a paved primary roadway.

EXISTING LAND USE, ZONING AND MASTER PLAN DESIGNATION:

		Land Use:	Zoning:	Master Plan:
Subject Site:		Vacant (majority) and 4 residential properties	CE Country Estates	Interchange Campus (majority), Interchange Commercial
	To the North:	Railroad, Agriculture, Residential and I-96	CE Country Estates	Interchange Commercial, Office
	To the East:	Residential	CE Country Estates	Interchange Campus, Large Lot Rural Residential
	To the South:	Residential	CE Country Estates	Interchange Campus, Large Lot Rural Residential, and Agriculture/Country Estate
	To the West:	Residential	CE Country Estates and Rural Residential	Low Density Residential, Interchange Campus

ENVIRONMENTAL CONDITIONS:

Soils / Topography:	<p>The majority of the site (on both sides of S. Latson Road) consists of well-drained Miami Loam and Owosso-Miami sandy loam soils on nearly level to gently rolling topography of 2 - 12 percent. These soil types present only slight limitations for nonfarm development.</p> <p>A couple of exceptions are present on the parcels to the west side of S. Latson Road and they include: an area of Miami Loam soils at the western boundary on steeper topography of 18-25% and an area of Carlisle Muck soils at the southeast corner that is surrounded by Miami Loam soils on steeper topography of 12-18% slope (near Clover Bend Ct.). The steeper topography in these areas may contribute to rapid surface water run-off and pose the potential for erosion. The muck soils present on-site are wet areas that are not suitable for non-farm development.</p>
Wetlands:	<p>There are three wetlands on the portion of the site that is on the west side of S. Latson Road. Two of the wetlands are approximately 2 and 3 acres in size and therefore, would not be regulated. The third wetland is present in the southeast corner of the site where muck soils are present. This wetland is 28 acres in size and it would be regulated by the State of Michigan.</p>
Vegetation:	<p>Vegetation varies from former open agricultural fields, to forested areas, to residentially landscaped areas.</p>
County Priority Natural Areas:	<p>According to the map "Livingston County's High Quality Natural Areas", there is a 48 acre Priority 2 natural area that skims the western edge of the portion of the site on the west side of S. Latson Road. There is also a 29 acre Priority 3 natural area where the wetland and muck soils are present at the southeast corner of the site.</p>

TOWNSHIP MASTER PLAN DESIGNATION:

The Future Land Use Plan of the Genoa Township Master Plan (2013) designates this site as Interchange Commercial and Interchange Campus.

The intent of Interchange Commercial is stated as follows: Rather than typical interchanges where gas stations and fast food establishments are built piecemeal with little consideration for aesthetics, the intent of this designation is to promote planned development of these interchange commercial uses with high quality architecture. The new Latson interchange is envisioned to be the premier exit for travelers along I-96: a destination where they can get out of their vehicles to walk around, dine, and shop.

The intent of Interchange Campus is stated as follows: With the creation of a new interchange at Latson/Nixon in 2013, development pressures may exist for largescale users seeking large parcels of land with convenient access to I-96. The intent is to create a district that will accommodate largescale institutional campuses close to the interchange without leapfrog development further south.

The site is also in a designated Primary Growth Area of Genoa Township. Primary growth areas are currently served or available to be served by public sewer and water. These areas include single family and multiple family residential at higher densities with public water and sewer, commercial centers, industrial parks and mixed-use centers.

COUNTY COMPREHENSIVE PLAN:

The 2018 Livingston County Master Plan does not direct future land use patterns, or development within Livingston County. Alternatively, it offers a county-wide land use perspective when reviewing potential rezoning amendments. The Land Use & Growth Management chapter of the plan includes decision-making recommendations regarding potential land use conflicts and promoting good land governance.

COUNTY PLANNING STAFF COMMENTS:

The Petitioner is requesting a rezoning of approximately 193 acres on the south side of Interstate 96 from Country Estates (CE) to Interchange Commercial Planned Unit Development (ICPUD) and Interchange Campus PUD (CAPUD) for the purposes of developing "Innovation Interchange PUD." The property encompasses the following land areas: 177 acres on the west side of S. Latson Road where high tech/light industrial uses in a light industrial park are proposed, 10 acres on the east side of S. Latson Road where commercial uses such as a gas station, hotel and restaurant are proposed and 6 acres on Beck Road east of S. Latson Road where a highway sign is proposed.

Two access points to the PUD are proposed along Latson Road. The northern access will align on the east and west sides of S. Latson south of the railroad where the 22 acre commercial land area is present. Additionally, a southern access point to the 177 acres on the west side of S. Latson will align as much as possible with the existing Sweet Road on the east side of S. Latson Road.

The Township has held pre-application meetings with the petitioner to develop a conceptual PUD plan and draft PUD agreement. A list of uses has been negotiated to allow some uses that are not otherwise permitted and to allow certain uses by right as opposed to requiring special land use approval. Design guidelines have also been established. Aside from a conceptual highway sign, no information has been provided with respect to the north area off of Beck Road. The draft PUD agreement notes that the future development of this area will be done either via an amended or separate PUD.

The Township Planning Consultants from SAFE Built Studio, note that the benefits of this Planned Unit Development would be: The overall project incorporates a complementary mixture of uses, enhanced streetscaping, pedestrian and vehicular connectivity, and open space amenities per the Township Master Plan and Zoning Ordinance. Additionally, a 27-acre wooded wetland at the southeast corner of the western land area will be preserved.

The ICPUD and CAPUD forms of Planned Unit Developments are not overlay districts with an underlying zoning; instead they are separate zoning districts. This area of the Township contains the only land area zoned ICPUD (70 acres) and CAPUD (520 acres). With the development of the I-96 interchange at Latson Road it is not reasonable to assume that the area would be appealing for new residential development under the current CE Country Estate zoning with minimum 5 acre lot sizes.

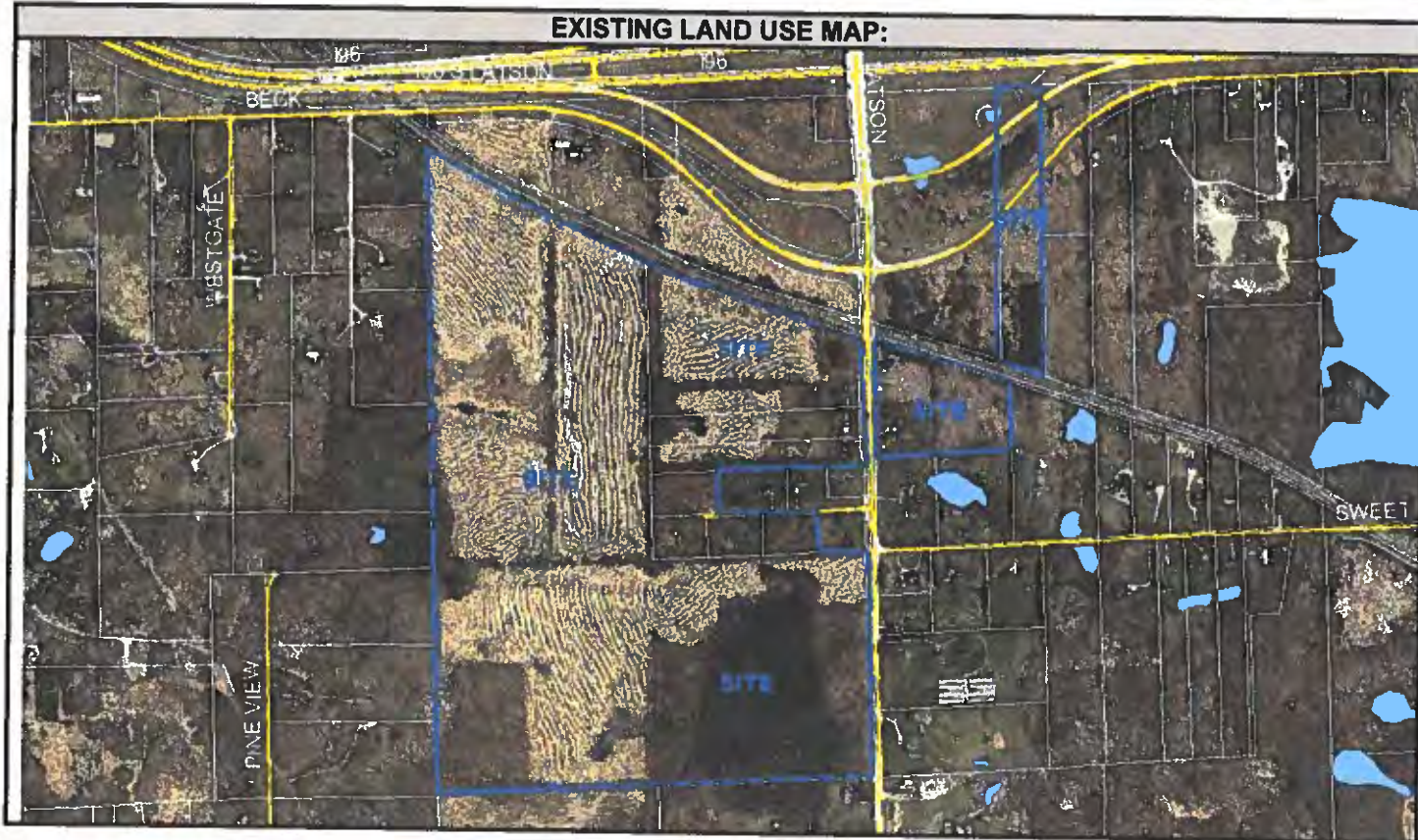
When the I-96/Latson Road interchange was constructed in 2013, the land area next to the interchange was master planned for ICPUD and CAPUD and the vision for this area was further articulated in the I-96/Latson Road Subarea Plan of the Master Plan. The Subarea Plan addresses the following planning considerations: the management of traffic and access around the interchange; the creation of a community gateway with distinctive character; a diversified mixture of land uses; high quality architecture; streetscape and landscaping improvements along Latson and Grand River; the protection character of rural residential neighborhoods south of I-96; and the reevaluation of the plan on an annual basis to respond to development and market factors.

The requested rezoning amendment to Interchange Commercial Planned Unit Development (ICPUD) and Interchange Campus PUD (CAPUD) is necessary to implement the vision and goals of the I-96/Latson Road sub-area plan of the 2013 Master Plan. However, it is important to note that the western portion of the site wraps around approximately 4 residential properties that front the west side of S. Latson Road. This is not a preferable development scenario for these Township residents, so landscape buffers that visually and audibly buffer them from the future light industrial park should be included in the PUD plan and PUD agreement.

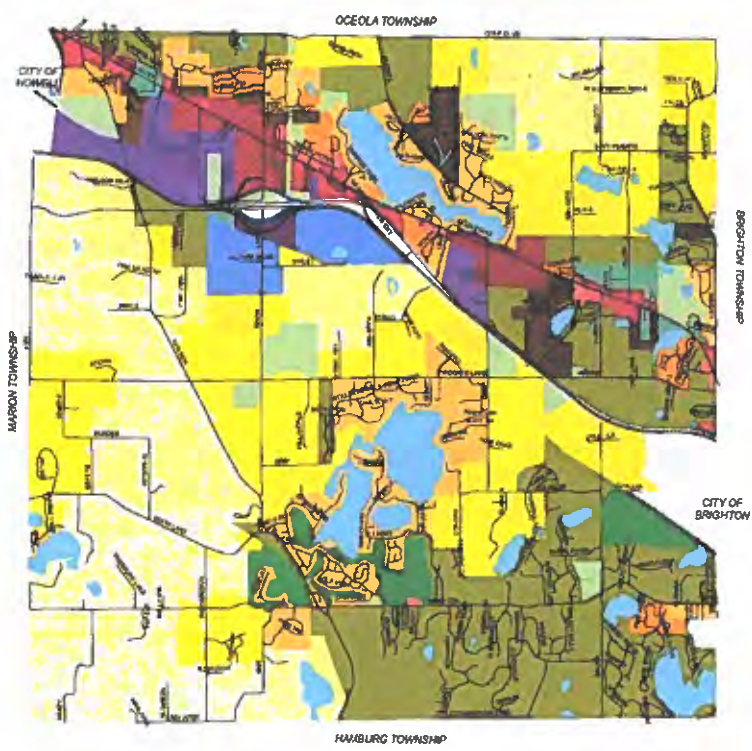
COUNTY PLANNING STAFF RECOMMENDATION:

APPROVAL; The proposed rezoning to ICPUD and CAPUD actualizes the 2013 master planning for this interchange area of Genoa Township. The Township prepared for the construction of the I-96/Latson Road interchange by adopting new master plan language for the S. Latson Road area approximately seven years ago.

EXISTING LAND USE MAP:



FUTURE LAND USE MAP:

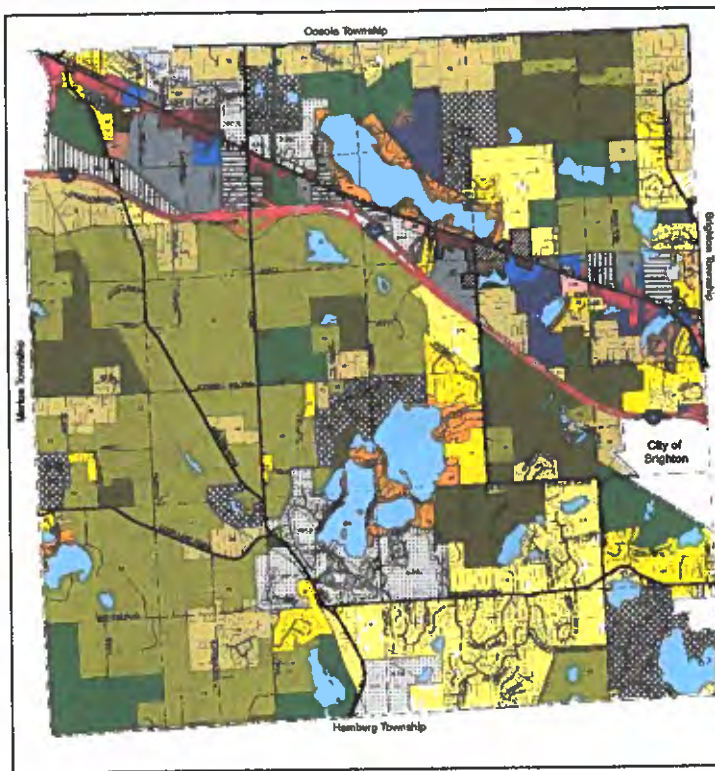
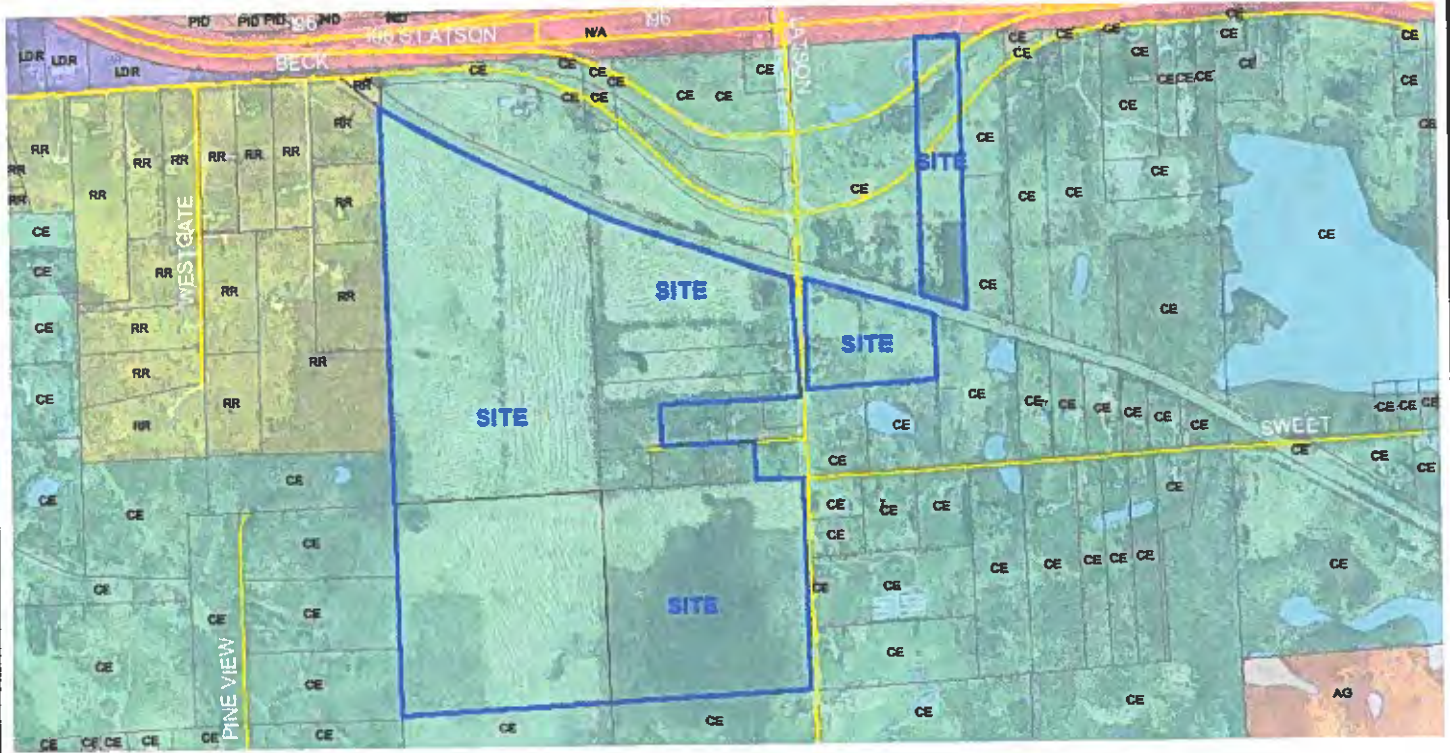


MAP 7
Future Land Use
Marion Planning Services
Oceola Township
Nowata County, OK

- AGRICULTURE/COUNTRY ESTATE - 5 acres per unit
- LARGE LOT RURAL RESIDENTIAL - 2 acres per unit
- LOW DENSITY RESIDENTIAL - 1 acre per unit
- SMALL LOT SINGLE FAMILY RESIDENTIAL - 2 to 5 units per acre
- MEDIUM DENSITY RESIDENTIAL - 6 units per acre
- HIGH DENSITY RESIDENTIAL - 8 units per acre
- MANUFACTURED HOUSING
- NEIGHBORHOOD COMMERCIAL
- GENERAL COMMERCIAL
- REGIONAL COMMERCIAL
- MIXED-USE TOWN CENTER
- OFFICE
- INDUSTRIAL
- RESEARCH AND DEVELOPMENT
- PUBLIC INSTITUTIONAL UTILITIES
- PRIVATE RECREATION
- INTERCHANGE CAMPUS
- INTERCHANGE COMMERCIAL

December 2015

ZONING OF SITE:



Zoning Map
Genoa Charter Township
Livingston County, Michigan

Legend

	AG		RC
	CE		GC
	RR		NS
	LDR		OS
	SR		NRPU
	LRR		IND
	UR		PID
	MDR		PRF
	HDR		MUPUD
	RPUD		RDPUD
	MHP		Town Center

Revisions:
 02/1/06 - Multiple Revisions (42 parcels)
 02/1/06 - 4489 & 4490 One Power Drive - RR
 02/28/11 - Limited Area Over Zoning Submittal (C-10)
 02/2/12 - Conditional Map re. South Submittal for Pitt Ring from 02/18/2008 (A-1)
 11/22/12 - Conditional Map re. South property approval (S-14) (M-1)
 01/07/13 - Database (14-168-014) Conditional Rezoning (C-10)
 10/14/13 - Conditional Map re. 020-000-000 - not received 01/30/2014 (R-10)
 11/13/2014 - Rezoned using S-14 (C-1) re. Service (Area) Elementary (02-100-008 RR (MUPUD))
 Convert Brighton Lake Rd. C-10 (R-10) (LDR)



1 inch = 3,500 feet

Official Zoning Map
 Adopted May 3, 2006
 Created by City of Brighton
 Revisions require approval by
 Livingston County GIS

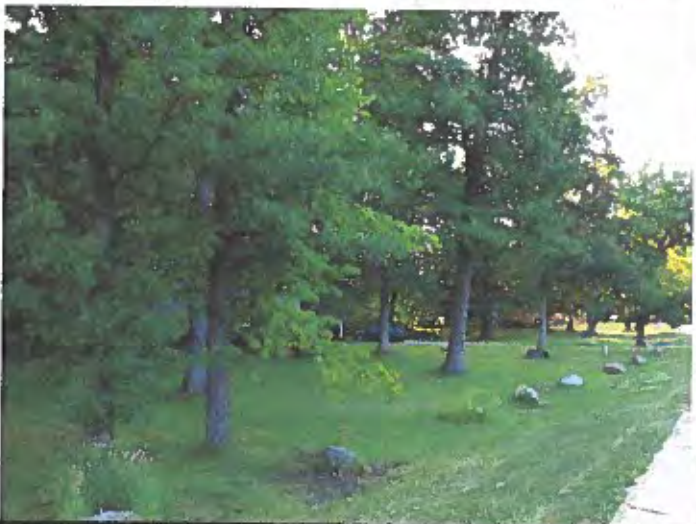
SITE PHOTOS:



Subject Site (west side of S. Latson)



Subject Site (east side of S. Latson)



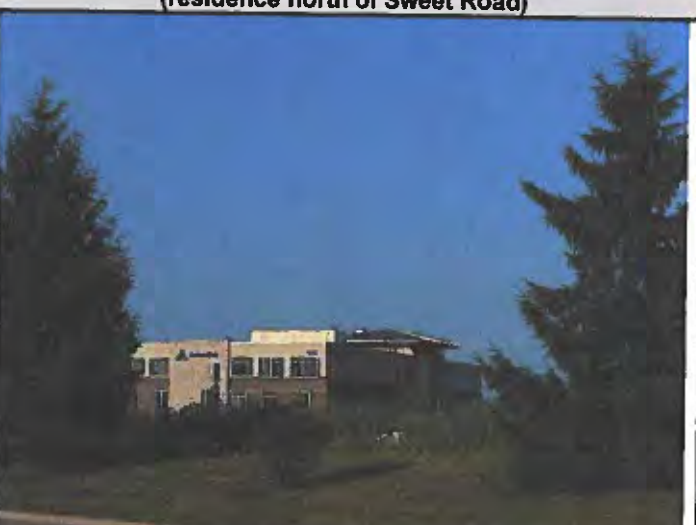
**South of Site on west side of S. Latson
(residences north of Clover Bend Ct.)**



**South of Site on east side of S. Latson
(residence north of Sweet Road)**



North of I-96 interchange on west side of Latson



North of I-96 interchange on east side of Latson



Northwest of Site along Beck Road (west side of S. Latson)



West of Site along Beck Road (west side of S. Latson)

June 3, 2020

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 #5
Location:	Latson Road, south of I-96 (approximately 193 acres)
Zoning:	CE Country Estate

Commissioners:

As requested, we have reviewed the revised submittal (cover sheet dated May 20, 2020) from Versa Development requesting Planned Unit Development (PUD) rezoning and conceptual plan review for approximately 193 acres of undeveloped land generally along Latson Road and south of I-96.

A. Summary

1. PUD Qualifying Conditions:

- a. The Ordinance standards are generally met, though utility extensions will be required as part of this project.

2. Rezoning Criteria:

- a. The proposed zoning designations are consistent with the Future Land Use Map.
- b. The applicant must address any technical comments provided by the Township Engineer, Utilities Director and/or Brighton Area Fire Authority.
- c. Rezoning is necessary to implement the vision and goals of the I-96/Latson Road Subarea Plan.

3. Conceptual PUD Plan/Design Guidelines:

- a. The applicant seeks deviations from the conventional use requirements, dimensional standards, lighting intensity, and building material standards of the Zoning Ordinance.
- b. Proposed building heights and internal setbacks are subject to approval by the Planning Commission.
- c. Easements are required to allow cross-access for vehicular and pedestrian traffic in each of the project areas.
- d. Aside from the highway sign, details (uses, dimensional standards, building and site design, etc.) will be needed prior to future development in the North Area.

4. PUD Agreement:

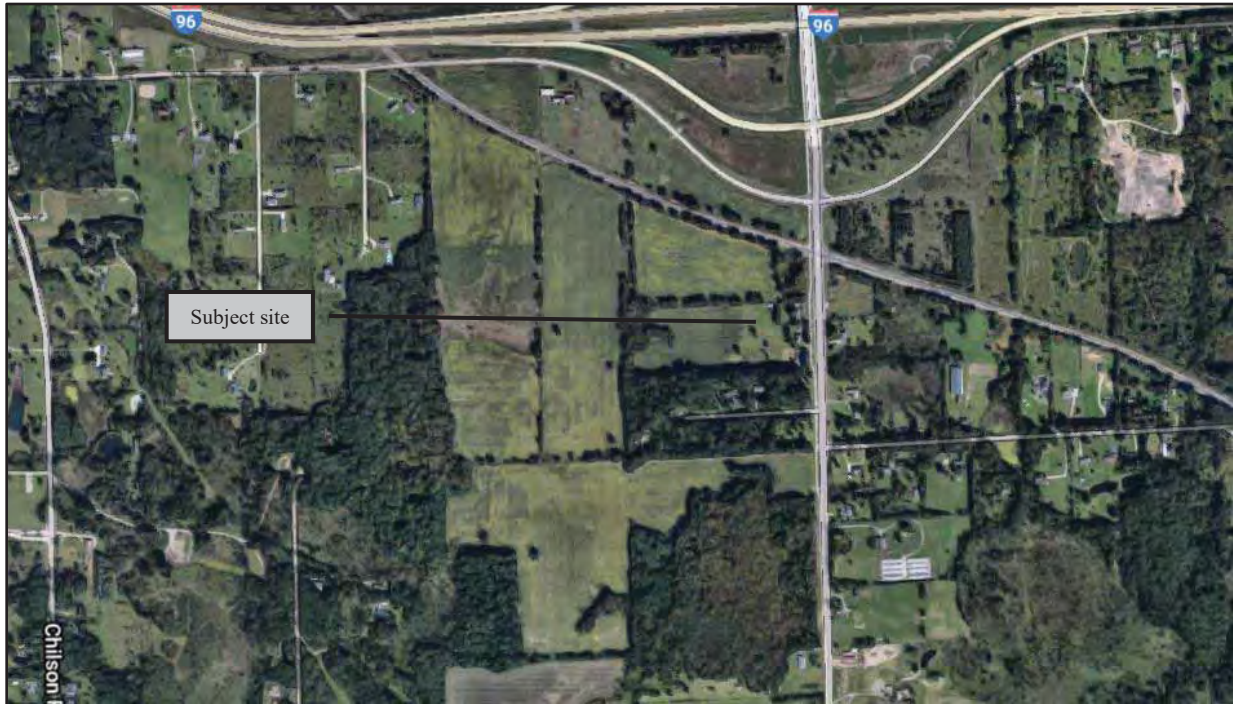
- a. The applicant must address any comments provided by the Township Attorney.

B. Proposal/Process

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

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

The revised concept plan identifies high-tech/light industrial and a protected wetland area on the west side of Latson Road (West Area), and commercial on the east side (East Area).



Aerial view of site and surroundings (looking north)

The area along Beck Road (North Area) is divided by the roadway, with a development sign noted on the north side towards I-96. The remainder of this property is intended for future development under the ICPUD designation.

To date, the applicant/project team and Township staff and officials have conducted several pre-application meetings to refine the request and address questions/concerns.

At this time, the applicant seeks Planning Commission consideration of the PUD rezoning, conceptual PUD plan, Environmental Impact Statement, and draft PUD Agreement.

Following a public hearing, the Commission may put forth recommendations to the Township Board on each of these items.

C. Qualifying Conditions

We have reviewed the proposal in accordance 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 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 Ordinance standard of 20 acres.
- 4. Benefits.** The Impact Assessment notes that the approximately 27-acre wooded wetland in the “West Area” will be preserved.

The overall project also incorporates a complementary mixture of uses, enhanced streetscaping, pedestrian and vehicular connectivity, and open space amenities per the Township Master Plan and Zoning Ordinance.

- 5. Sewer and Water.** The properties are not currently served by public sewer and water. Utility extensions will be required as part of this project.

The applicant must address 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 two areas along Latson Road as Interchange Campus, while the Beck Road property is planned for Interchange Commercial. The PUD designations requested are consistent with the Future Land Use Map.

The submittal includes a refined list of allowable uses within the “innovation park” (West Area) and “commercial” (East Area) areas, as well as a list of prohibited uses. The lists have been revised for consistency with the pre-application meetings to date, though deviations from strict Ordinance standards are requested.

The Plan also includes a host of streetscape, and building and site design recommendations that are generally found in the development proposal via the Design Guidelines.

- 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 West Area includes an approximately 27-acre wooded wetland that will be preserved by the PUD.

The Impact Assessment also notes an approximately 6-acre wooded wetland in the southwest corner of the West Area that will be incorporated into the overall 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 also notes that some 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 applicant must address any concerns raised 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.***

In anticipation of the Latson Road interchange, the Township Master Plan was updated in 2013 to include the I-96/Latson Road Subarea Plan.

This Plan was developed with an understanding that the new interchange would create development opportunities/demands not allowed under CE zoning (which is how much of the subarea is currently zoned).

As such, the Township’s long range 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 host of allowable uses in the Interchange PUD designations (CAPUD and ICPUD) are listed in Section 10.03.06(c) of the Zoning Ordinance.

The submittal includes a list of allowable uses for both the East and West Areas, as well as prohibited uses. As previously noted, this list has been refined based on the pre-application meetings, including deviations sought from the conventional Ordinance requirements.

More specifically, the applicant seeks to allow some uses that are not otherwise permitted (a gas station, accessory outdoor storage and restaurant with drive through service), as well as principal permitted uses that would otherwise require special land use review/approval (an increase in the building size threshold between a by right use and special land use from 40,000 to 200,000 square feet).

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 applicant must 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 within the Township. As previously noted, the Township has planned for this area to be developed as an Interchange PUD in accordance with the I-96/Latson Road 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 previous comments, we believe the requested rezoning is reasonable/necessary to implement the I-96/Latson Road Subarea Plan. The vision/goals for this area cannot be achieved under current (or amended) CE zoning.

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 within 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, the submittal includes a list of allowable and prohibited uses for the East and West Areas that reflects the discussions during pre-application meetings.

The proposal requires deviations from Ordinance requirements to allow certain uses that are not otherwise permitted (a gas station, accessory outdoor storage and restaurants/coffee shops with drive through service) and to allow certain uses by right as opposed to requiring special land use approval (permitted uses with up to 200,000 square feet of floor area).

- 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 (Industrial zoning district). Internal setbacks and maximum building heights are to be determined by the Planning Commission.

The Design Guidelines for the project identify dimensional standards based on use (high tech/light industrial and commercial).

Based on this document, the project requires dimensional deviations for:

- Front yard building setback in the industrial area where building height is 30' or less;
- Front yard building setback in the commercial area;
- Side yard building setback in the commercial area; and
- Rear yard building setback in the commercial (if adjacent to residential).

The Commission has the authority to approve the building heights – 55'3 stories for the industrial area and 45'3 stories for the commercial area.

The submittal also includes specific heights for hotels – 57'4 stories permitted by right, while special land use approval may be requested for up to 65'5 stories. The latter includes a 500-foot spacing requirement from a residential use.

- 3. Site Design.** The design guidelines include extensive site design requirements for the development in terms of streetscape, landscaping, lighting, and open space amenities.

The landscaping and amenities meet or exceed conventional Ordinance standards; however, the proposal would allow a maximum of 12-footcandles on average for the West Area and 12.5-footcandles for a gas station (Ordinance maximum is 10).

The revised submittal incorporates a maximum light pole height of 35' (Ordinance maximum is 30') for the West Area, though a reduced height (20' maximum) will be applied where adjacent to or visible from residential property, per current Ordinance standards.

Lastly, language has been added to both the Design Guidelines and draft PUD Agreement regarding the use of ornamental lighting along Latson Road.

- 4. Architecture.** The Design Guidelines provide detailed descriptions of the building design and material requirements for the development, as well as several photographic examples.

In general, the design guidelines establish requirements that will ensure a cohesive development with attractive, modern buildings.

However, the applicant seeks some deviation from the material requirements of the Ordinance, which requires brick as the predominant material on facades visible from the roadway or parking lots.

More specifically, the West Area design standards mention the use of “high quality, durable products,” including “combinations of: brick, flush metal/aluminum panels, concrete block, and pre-cast concrete.” These materials are required for any façade visible from a public or private road.

The East Area standards require 75% brick for front facades, as well as facades visible from Latson Road and on-site parking lots, though hotels are excluded from this standard.

Per discussion at the most recent pre-application meeting, a new bullet point has been added for hotels stating that “building materials will be similar to the existing hotel in Genoa Township on the north side of the Latson Road interchange as well as other newer hotels along I-96.”

- 5. Access Management and Connectivity.** The design guidelines include streetscape plans depicting 2 drives on the west side of Latson and a single access point on the east side (aligned with the northerly access point to the West Area).

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

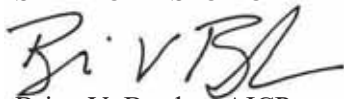
The draft PUD Agreement states that “the Developer agrees to modify the PUD Plan to install an access aligned with Sweet Road if approved by the Road Commission provided that the Road Commission or the Township obtains all rights-of-way and/or easement necessary for achieving such road alignment.”

As previously discussed with the applicant, cross-access easements will be needed for both vehicular and pedestrian circulation 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 is entirely within the area planned for Interchange PUD.
- 8. PUD Agreement.** The applicant must address any comments provided by the Township Attorney on the current draft.
- 9. Additional Considerations.** Aside from a conceptual highway sign, no information has been provided with respect to the North Area. The draft PUD Agreement notes that future development of this area will be done either via an amended or separate PUD.

Should you have any questions concerning this matter, please do not hesitate to contact our office.

Respectfully,
SAFE BUILT STUDIO



Brian V. Borden, AICP
Planning Manager



June 3, 2020

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

**Re: Latson Road
PUD Plan Review No. 3**

Dear Ms. Van Marter:

Tetra Tech conducted a third review of the South Latson PUD conceptual plans and impact assessment submitted on May 21, 2020. 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.
2. The installation of a sanitary pump station will eventually be necessary to provide sanitary service to the PUD. The petitioner added language in the PUD Agreement to note that landscaping and existing trees will be used to screen the pump station site and that building materials may consist of block, metal siding, or other materials used on the nearby research and industrial structures. The Agreement also notes that all building and landscaping plans will be submitted to the Township for review and approval. We find these changes acceptable.

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 prepared a traffic impact study and a traffic improvement timing analysis that have been provided in this submittal. 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. The final layout may vary from this concept once end users of the sites are determined.
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.

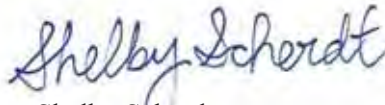
Given the conceptual nature and limited detail of the plans, it is difficult to perform an engineering review. Our general findings are presented above. These should be discussed with the applicant and planning commission and any comments incorporated in future submittals.

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

March 26, 2020

Kelly VanMarter
Genoa Township
2911 Dorr Road
Brighton, MI 48116

RE: Versa PUD Rezoning
S. Latson Rd.
Genoa Twp., MI

Dear Kelly:

The Brighton Area Fire Department has reviewed the above-mentioned site plan. The plans were received for review on March 18, 2020, and the drawings are dated March 18, 2020. The project is for a proposed change in zoning district of approximately 195-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 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.



- 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 4-stories.
- 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.

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



March 26, 2020
Page 3
Versa PUD Rezoning
S Latson Rd.
Site Plan Review

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

From: [Alan Rankin](#)
To: [Kelly VanMarter](#)
Subject: NOTICE OF PUBLIC HEARING ON REZONING
Date: Thursday, June 11, 2020 9:54:29 AM

Good morning Kelly,

I am writing to you because I am quite concerned about the board not being able to hold a face to face meeting to go over the hearing to rezone 195 acres near the Latson road interchange.

I am mainly concerned about the four properties on Cloverbend Ct. in which I am in the middle of. I am not at all happy about this and I think you would understand why if you were me after reading your mission statement and please understand that I am very concerned that by allowing this to happen to the properties on Our road you would be allowing the developer to place us and Our neighbors on an island in the middle of commercial development. While I think Mr. Wyatt's (Versa Developments) character is still questionable after he tends to make promises that he doesn't keep. About five years ago he had some demolition work done at the end of Our road and semi trucks were speeding up and down the road causing material loss and potholes. I talked to Mr. Wyatt (Versa Development) about this and he was supposed to have the road fixed because my neighbor and I just had some aggregate brought in to make the road nice to drive on right before his work trucks destroyed what we had just paid for.

I as well as neighbors in my location are very concerned about this decreasing our property values. My home is my investment and I am asking you to postpone this hearing and any decisions related to it until we can all get together in the same room and see what Mr. Wyatt (Versa Development) has planned for the area and after that' hold the hearing and make decisions based on the facts that you are following your mission statement.

Please forward this to the rest of the zoning board.

Thank you and Best regards,
Alan Rankin
3875 Cloverbend Ct.
(810) 355-6447

PLANNED UNIT DEVELOPMENT AGREEMENT

(LATSON ROAD)

This **Planned Unit Development Agreement** (the “Agreement”) is made as of _____, 2020 (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, commercial uses and related development, 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 most of the Property for development as a new Campus Planned Unit Development (or "CAPUD") and the remainder of the Property (defined below as the North Area) for development as an Interchange Commercial Planned Unit Development (or "ICPUD"). Zoning Ordinance, Section 10.03.06. The intent of both the CAPUD and ICPUD districts is to promote comprehensive and long-term planning of appropriate land uses, innovative architectural design, high quality building materials and updated access management strategies with a walkable environment for pedestrians.

C. The Property consists of approximately one-half of the land designated as CAPUD in Article 10 of the Zoning Ordinance. 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 development, uses 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 research, office, light industrial, high tech, commercial and other business development, with consistent high-quality design standards, natural resource preservation, public amenities and improvements and inter-connectivity of land uses, Developer submitted a request to rezone the land located in the West Area and East Area defined below to CAPUD and the land in the North Area defined

below to ICPUD (the “Project,” also known as “Innovation Park”), in accordance with Article 10 of the Zoning Ordinance, the Michigan Zoning Enabling Act, MCL 125.3101 et. seq., and 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 as required under the Zoning Ordinance and, at its meeting held on June 11, 2020, and unanimously 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 July 15, 2020, the Livingston County Planning Commission considered the Project and unanimously recommended approval of same to the Township Board.

G. At its regular meeting held on _____, 2020, the Township Board conducted another public hearing on the Project and after finding that the rezoning and Conceptual PUD Site Plan satisfies the standards and objectives of the Zoning Ordinance and Master Plan, 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, including, among other things, the public road and landscaping improvements, preservation of natural resources, installation of public amenities, inclusion of pathways and landscaped gathering areas, public utility improvements and dedication of land for future expansion of Latson Road.

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 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 “High Tech/Light Industrial Area” and is now zoned CAPUD; (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 “Accessory Commercial Area” and is now zoned CAPUD; and (c) the approximate 6 acres located on the east side of Latson Road and north of the railroad tracks as depicted on the Area Plan shall be designated the “North Area” and is now zoned ICPUD.

2. **Conceptual PUD Plan.** The Plan attached hereto as **Exhibit 3** is hereby approved by the Township as the 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 High-Tech/Light Industrial Area or West Area may be developed for any of the uses or combination of uses set forth in **Exhibit 4** hereto, including for high tech research and development, light industrial, office, hotel and any combination of such uses and accessory uses;

(b) The Accessory Commercial Area or East Area, which consists of approximately 5% of the total Project area, may be developed for any of the uses or combination of uses set forth in **Exhibit 5** hereto, including for a hotel, restaurant, retail uses and a gas station with accessory retail and food services, with the proviso that no more than one gas station, which shall not be a truck stop, shall be developed on the entirety of the Project Area. This Accessory Commercial Area is intended to provide, among other things, commercial services to the much larger High-Tech, Light Industrial Area located on the west side of Latson Road, as well as existing and planned residential areas south of I-96; and

(c) Subject to first obtaining approval from the Genoa Charter Township Planning Commission, the portion of the North Area situated north of Beck Road may be used for the erection of a stand-alone project sign as discussed in paragraph 7 below for the entire development of sufficient height to be visible from I-96, which shall include a reference to Genoa Charter Township and its official logo. The remainder of the North Area may also be developed, either separately or in combination with adjacent properties that may be acquired by Developer at a later date, for uses authorized in the ICPUD provisions of the Zoning Ordinance. Any future use and development of the North Area south of Beck Road, including if combined with other adjacent property, shall be

accomplished, at the discretion of the Developer, either as an amendment to this Agreement or through a separate PUD agreement subject to Township approval.

(d) Through its review of the PUD application materials and the public hearings and meetings held in connection therewith, the Township Board has determined that any of the uses designated as “P” (or Permitted) contained in **Exhibits 4 and 5** are specifically approved herein as Permitted uses. It is further agreed that any use permitted as of right for the High-Tech/Light Industrial Area as set forth in **Exhibit 4** includes a building up to 200,000 square feet on the first floor of the building as a Permitted use without the requirement of obtaining a special land use approval

4. **Hotel in East and/or West Area.** A hotel in the East and/or West Area is a permitted use but is limited in height to 4 stories. If a hotel is located more than 500 feet from a residential structure, the hotel may be a maximum of 5 stories as a special land use.

5. **Special Land Uses.** Any of the uses designated as “SLU” (or Special Land Use) contained in **Exhibits 4 and 5**, or any uses similar to or compatible with other special uses not specifically listed in the CAPUD and/or ICPUD districts, as applicable to the Property, such uses may be permitted upon determination of the Township Board following a recommendation by the Planning Commission as required by Township ordinance 10.03.06 (c) in effect as of August 2018, and shall be subject to all of the terms and conditions of this Agreement. A building in excess of 200,000 square feet on the first floor shall be treated as a special land use and shall require special land use approval from the Township under the provisions of the Zoning Ordinance. The parties recognize that all potential future uses may not be listed in the Township Zoning Ordinance or on **Exhibits 4 and 5** as permitted or special uses, and therefore a non-listed use is subject to consideration pursuant to and in compliance with § 10.03.06 (c) (2) (c) of the

Zoning Ordinance in effect at the time of executing this Agreement. Excerpts from the Zoning Ordinance are attached hereto as **Exhibit 12**.

6. **Prohibited Uses**. The land uses identified in **Exhibit 6** hereto are prohibited from being located within the Project Area.

7. **Project Gateway and Area Entry Signage**. A concept plan for a Project gateway sign to be located north of Beck Road in the North Area is attached as **Exhibit 7** hereto. The final Project gateway sign shall be subject to Planning Commission review and shall be approved if it contains the same quality and nature of materials and contains the Genoa Township gateway messaging in the same general character and design shown in **Exhibit 7**, and is otherwise in compliance with all applicable Federal, State and County laws. In addition, Developer shall be permitted to install a Project sign at each entrance to any part of the Project Area. A detailed signage plan for each Area of the Project shall be submitted with the first application for site plan approval for each such Development Area.

8. **Development Standards**. The Project is intended to be a focal point of interchange oriented high-tech, office, light industrial, commercial and other business activity in the community and to attract various high tech, office, 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 design and include diverse building materials. All development within the Project Area shall adhere to the PUD Design Guidelines set forth in the **Exhibit 8** hereto. No single building may be in excess of 200,000 square feet on the first floor except that the Township Board may grant special land use approval for a larger building as previously provided.

9. **Latson Road Frontage and Highway Visibility Zone.** The facades of the sides of all buildings fronting along Latson Road on both the East and West Areas shall incorporate materials of enhanced durability, including combinations of brick, stone, glass, pre-cast concrete, metal panels, brick and flush metal panels and other equally durable and attractive materials as illustrated by the example facades in the PUD Design Guidelines. Additional screening and landscaping requirements and upgraded building materials as described on page 8 of the PUD Design Guidelines shall apply to each portion of a building that is both within the Highway Visibility Zone depicted on the PUD Plan and visible from I-96.

10. **Future Road Improvements.** In addition to comprehensive traffic studies undertaken in connection with the development of the Latson Road/I-96 interchange, the Developer prepared an additional traffic impact study in connection with the Project, which has been accepted by the Township and the Livingston County Road Commission (“Road Commission”). The Developer will undertake certain road improvements to Latson Road at the intersections to the Project Area as described in the traffic impact study prepared by Fleis & Vanderbrink dated September 13, 2019, as supplemented by a memo dated November 17, 2019, which may include the installation of a traffic signal at the north access point to the Project Areas. The timing of installation of road improvements shall be determined and assessed by the Road Commission in connection with updated traffic impact assessments submitted in connection with future final site plans for building construction in the Project Areas. While the PUD Plan calls for the construction of a southern access to the West Area to be offset from Sweet Road, the Developer agrees to modify the PUD Plan to install an access aligned with Sweet Road if approved by the Road Commission provided that the Road Commission or the Township obtains all rights-of-way and/or easements necessary for achieving such road

alignment. Any future road development will provide for internal interconnectivity for each phase of the Project.

11. **Latson Road Greenbelt.** As part of the development of any initial building phase in the West Area, Developer shall install the Latson Road Streetscape Improvements as depicted on the PUD Plan and in the PUD Design Guidelines along the Developer's entire property frontage on the west side of Latson. As part of the development of any initial phase in the East Area, Developer shall install the Latson Road Streetscape Improvements as depicted on the PUD Plan and in the PUD Design Guidelines along the Developer's entire property frontage on the east side of Latson.

12. **Dedication of Land for Road Right of Way and Future Expansion of Latson Road.** The Developer's land currently extends to the center line of Latson Road. In connection with the submission of an application for site plan approval for the first phase of any development within the Project Area, Developer shall dedicate to Livingston County Road Commission **or Genoa Charter Township** a strip of land sixty (60') feet in width from the center line of Latson Road along the frontage of all of the Developer's Property on Latson Road (or approximately 3.8 acres of land), without compensation from the Township or the County Road Commission. This dedication could accommodate the future widening of Latson Road to 5 lanes along with a small median. The dedication shall be subject to Developer's right to include Project signage and landscaping within the dedicated right-of-way until such time as it is used for any widening of Latson Road, at which time such signage will be relocated at Developer's expense and must comply with State, County and local law. In the event that the Road Commission should ever determine to (a) improve Latson Road adjacent to the Property, such as by widening the road with or without a median, installation of street lighting and/or (b) install a

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traffic signal at or near the intersection of Latson and Sweet Road (collectively “Future Road Improvements”), Developer agrees to participate in a special assessment district, or other mechanism mutually agreed upon by the parties, to pay its pro rata share of the costs of the Future Road Improvements along the frontage of Developer’s Property on Latson Road and for the ongoing maintenance of the landscaping, traffic signal, lighting 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 including its Property within a special assessment district and approval of the purpose of the assessments, but Developer retains the right to object to or challenge the pro rata allocation of costs among benefitted properties to pay for the Future Road Improvements and ongoing maintenance of the Improvements as permitted and in compliance with State law. The Developer’s obligations hereunder shall be reflected in any condominium or other association agreement and shall run with the land.

13. **Project Amenities.** The Developer agrees to preserve natural features on the Property and install various Project amenities as conceptually described in the Open Space and Amenity Plan attached as **Exhibit 10**. The Project amenities shall include:

a. Preservation of approximately 27 acres of wooded/wetlands, with approximately up to 1000 feet of frontage along Latson Road, in the West Area of the Project.

b. Detention Ponds with open space amenities on approximately 6 acres of uplands and wooded/wetlands in the southwest corner of the West Area and incorporation of same into the stormwater management plan.

c. Walking and biking pathways will be installed throughout the Project Area and will provide interconnectivity to the various buildings within the development and access to the preserved natural features and the Latson Road pathway system.

d. A pathway within the Latson Road right-of-way (to be dedicated to the County as described above) shall be installed in all Project Area locations abutting Latson Road.

e. Buffers from natural features and adjacent residential areas or structures shall be installed as conceptually depicted on the Open Space and Amenity Plan.

f. Landscaped rest or gathering areas (or pocket parks) with benches, bike racks, bike air and repair stations will be installed in appropriate locations as conceptually depicted in the Open Space and Amenity Plan.

g. Attractive and landscaped site entrance features at the intersection of Latson Road and the interior access roads to the Project Areas. Decorative light fixtures at the Project entrances off of Latson Road shall be included as part of the site entrance features.

h. A marked pedestrian connection across Latson Road at the north entrance roads tying the West and East Areas together shall include an attractive pedestrian crossing, with materials such as stamped concrete used to designate the pedestrian crossing and pedestrian actuated crossing signals.

i. Dedication of approximately 3.8 acres of land as right-of-way for Latson Road.

j. The Pump Station anticipated to serve the Project shall be screened by landscaping, to be installed at the Developer's expense, which is compatible and consistent with the landscaping plans for Latson Road frontage development within the Project. Developer shall also preserve surrounding trees and natural area to the extent it

can reasonably do so in order to further screen the Pump Station. Any walls visible from a public or private road associated with a building or structure installed to house equipment shall be compatible with the character of the Project and shall consist of attractive high quality materials similar to those provided in the design standards in Exhibit 8 for buildings. All building and landscaping plans for the Pump Station shall be submitted in advance to the Township for Planning Commission review and approval.

The Open Space and Amenity Plan is conceptual as to the precise nature and location of amenities, which will be later finalized and approved as part of the final site plan approval for the phases of the Development. But it is understood and agreed by the parties that amenities of the nature and scope of what is conceptually shown in the Open Space and Amenity Plan are integral to the approval of the PUD and are required for final site plan approval. The specific amenities may be installed over time in phases to correspond to the phases of development proposed for site plan approval by the Developer.

14. **Off-Site 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 11** (the “Utility Project”). The Developer will pay the cost of such off-site Utility improvements, plus up to an additional \$10,000 for easement

acquisition (the “Payment”). The Developer agrees to undertake the construction and serve as construction manager for the Utility Project in accordance with the terms and conditions of a construction agreement in the form attached hereto as **Exhibit 12**. The Developer shall undertake and complete the construction of the Utility Project, which shall conform to the Utility Plan as developed by Tetra Tech in conjunction with the Township. Construction of the utilities, which will ultimately be owned and operated by the Genoa-Oceola Sewer and Water Authority (G-O) and the Marion, Howell, Oceola, and Genoa Sewer and Water Authority (MHOG) shall be constructed in conformance with the Authority’s Engineering Design Standards and Connection Manual, including inspection and testing of the utilities. Further extension of utilities by the Developer onto the Property, either through the Property or in the public road rights-of-way, shall be constructed in phases consistent with the final site plans for each such phase to be submitted by the Developer and approved by the Township.

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15. **Permits and Insurance.** The Developer shall be responsible for obtaining all required permits, including but not necessarily limited to, MDOT, CSX Railway, Wetland, and Livingston County Road Commission permits. Michigan Department of Environment, Great Lakes and Energy (EGLE) construction permits have been obtained by the Authorities. The Developer and Contractor shall list the Township, MHOG, and GO as additionally insured parties on its insurance policies and shall provide a certificate of insurance to the Township, MHOG and GO prior to the start of and keep the insurance enforce during construction of the utilities.

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16. **Time to Complete Off-Site Utilities; Tap Fees.** The parties agree that the expansion of the Utilities as described above shall be completed on or before TBD. The time period may be extended by the Township in the case of unforeseen circumstances. The Utility

Plan provides for 647 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, 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, Developer shall be entitled to a sewer and tap fee in the amount of \$4,947 per REU for sewer taps and \$4,770 per REU for water taps. 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.

17. **Perimeter and Internal Building Setbacks; Height Limitations.** All setback and height standards are set forth in the PUD Design Guidelines and, regardless of any deviation of the PUD Design Guidelines from any existing or future Zoning Ordinance standard or requirement, the PUD Design Guidelines shall govern and apply to the development of the Project. Variances from such PUD Design Guidelines in connection with the final site planning and engineering for any building or group of buildings may be requested by the Developer and may be granted in the exercise of reasonable discretion by the Township Board upon recommendation of the Planning Commission and 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 and, to the extent applicable, the ICPUD Zoning District.

18. **Final Site Plan/Project Phasing.** The Project, including without limitation, Project roadways, amenities and on-site utilities associated with each phase, may proceed in

multiple phases, with any phase being a single building or multiple buildings (a “Phase”), 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 Accessory Commercial Area). However, no building shall commence construction in the Accessory Commercial Area until at least one building is under construction and proceeded substantially towards completion in the High/Tech Light Industrial 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. 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, 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 (included in **Exhibit 132**), and such final site plan shall be approved if it is consistent with the terms of this Agreement and satisfies other ordinance requirements. In the event of any conflict between the terms of this Agreement and Exhibits hereto and any current or future ordinance provision of the Township, this Agreement and Exhibits hereto shall control.

19. **Maintenance Obligations.** The internal roads, signage, pedestrian amenities, lighting, entry features, storm drainage, sidewalks, landscaping and other common elements installed within the development areas shall be maintained by the Developer until a

condominium or other property owners' 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. The maintenance of any roads, signage, pedestrian amenities, lighting, entry features, storm drainage, sidewalks, landscaping and other elements installed within the development area not assumed by a condominium or other property owner's association remain the obligation of the ~~De~~veloper.

20. **Timing of Development**. Because of the size, scope and diversity of the proposed Project, the parties understand that this will be a long-term development and that the PUD Plan shall operate in effect as a master future land use plan for the Project and agree that the following time periods shall apply to the Development:

- a) **Expiration of PUD Agreement** – PUD Agreement shall expire in 7 years if no substantial construction of site improvements (e.g., sewer, water, roads, and/or storm drainage) in connection with an approved final site plan for a first phase of the Development has commenced, private roads or buildings are constructed to completion unless extended by the Township Board in the exercise of reasonable discretion following a recommendation by the Planning Commission.
- b) **Expiration of Site Plans** – Individual site plans as required by Township Ordinance for structures and/or private roads and related infrastructure for each phase of the Development are valid for a period of 3 years after final approval. Utility, roads, grading and other site improvements for each ~~The~~ approved site

Comment [A1]: Not comfortable with the term “substantial construction” as it is undefined.

Comment [A2]: Concerned with meaning of “if substantial construction has commenced”.

Comment [A3]: This language is not accepted.

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Comment [A4]: Site plans typically expire when they are not fully implemented. We are not comfortable with only completing a portion of the project to vest the site plan approval.

plan must be ~~substantially completed~~ ~~fully implemented with final occupancy of~~ ~~certificate of completion~~ within the 3 years following final approval, otherwise the approval ~~for that site plan~~ is null and void unless an extension is granted by the Township Board ~~in the exercise of reasonable discretion~~ following a recommendation by the Planning Commission.

Comment [A5]: Not comfortable with the term “substantial construction” as it is undefined.

Comment [A6]: This language is not accepted.

c) ~~Subsequent Site Plan Approval – The Township shall only be required to accept and review for final approval subsequent site plans provided that the previously approved site plans have made substantial progress in the development and construction identified in those site plans unless the developer makes a showing of good cause for not having made such progress. The term substantial progress is defined as actual physical construction of a substantial nature of the required improvements identified in the site plan such as roads, utilities, landscaping, pathways, storm water and other amenities associated with the site plan as well as the construction of a building identified in the site plan, if applicable. The developer shall have a vested right with respect to the future development identified in such site plan provided that substantial progress has been made in the preceding 24 months, unless extended by mutual agreement of the parties. For purposes of this Agreement, a showing of good cause for an extension of time 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.~~

Comment [A7]: Added this section back in so the Township can have meaningful discussions about the progress on existing site plans before addressing additional site plans.

~~b) **Subsequent Site Plan Approval**—The Township shall only be required to accept and review for final approval subsequent site plans provided that the previously approved site plan such as roads, utilities, landscaping, pathways, storm water and other amenities associated with the site plan as well as the construction of a building identified in the site plan, if applicable. The Developer shall have a vested right with respect to the future development identified in such site plan provided that substantial progress has been made in the preceding 24 months, unless extended by mutual agreement of the parties.~~

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21. **Termination or Expiration of PUD Plan.** In the event this Agreement expires or terminates for any reason, the rezoning classification identified in paragraphs E, F and G of the Recitations shall remain, and any change in the zoning must be by application to the Township and fully compliant with the laws of the State of Michigan. The expiration or termination of this Agreement for any reason does not result in the zoning reverting to its previous classification of Country Estates. In the event the PUD Plan has expired for lack for progress as described above, 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 submission.

22. **Addition of Other Property.** The Master Plan and Zoning Ordinance contemplate the future expansion of the Latson Road/I-96 planned area to land located south of the 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, which may include an expansion of the permitted CAPUD uses or other transitional land uses approved by the Township. 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 provided that the Developer shall comply with the terms of this Agreement and Township Ordinance that are in effect to the extent such Ordinances are not inconsistent with this Agreement.

23. **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, design and environmental objectives of the Township 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.

24. **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.

25. **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.

26. **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, its successors and assigns. 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 be 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 following a recommendation by the Planning Commission. Any change requires the mutual consent of the Township and Developer. To the extent the Property is subdivided in the future either through a site condominium or land division, modifications with respect to any individual parcel or site within the condominium may be made by the owner of the parcel or site and the Township, provided that any such modification does not adversely impact any other property within the Project area.

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

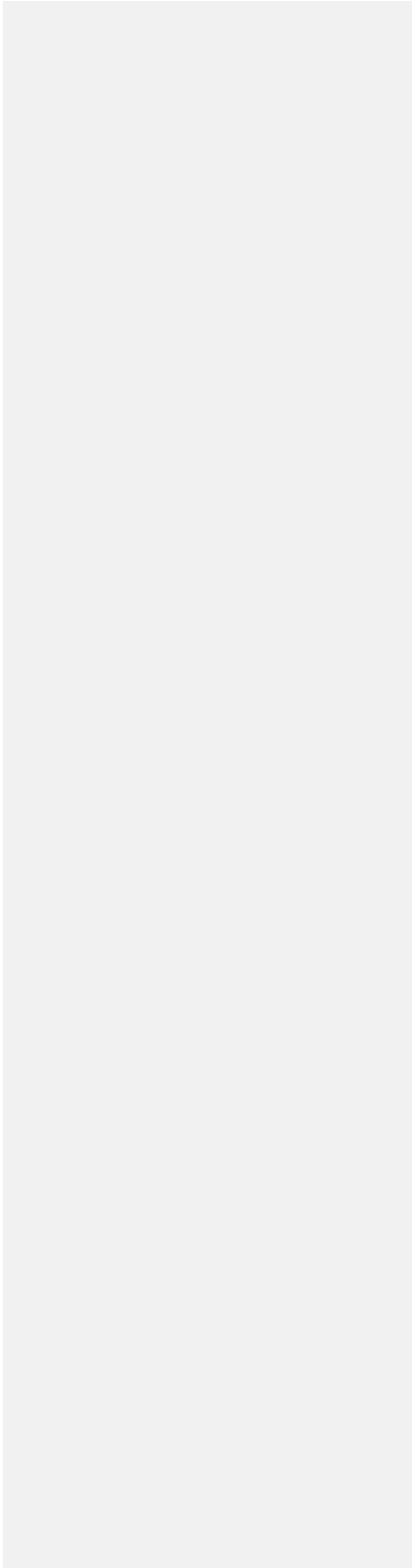
28. **Due Authorization.** The Township and the Developer each warrant and represent to the other that this Agreement and the terms and conditions thereof have been duly authorized and approved by, in the case of the Township, its Board of Trustees, and as to the Developer, by the appropriate officers 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.

29. **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.

30. **Counterparts.** It is understood and agreed that this Agreement may be executed in several counterparts, each of which, for all purposes, shall be deemed to constitute an original and all of which counterparts, when taken together, shall be deemed to constitute one and the same agreement, even though all of the parties hereto may not have executed the same counterpart. Delivery via facsimile or PDF transmission of a counterpart of this Agreement as executed by the parties making such delivery shall constitute good and valid execution and delivery of this Agreement for all purposes.

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 _____, 2020, by _____ of Latson Partners, LLC, a Michigan limited liability company, 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 _____, 2020, by _____ of Latson Farms, LLC, a Michigan limited liability company, 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 _____, 2020, by _____ of Covenant of Faith, LLC, a Michigan limited liability company, 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 _____, 2020, 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 _____, 2020, 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: _____

Drafted by and when recorded return to:

Alan M. Greene, Esq.
Dykema Gossett PLLC
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EXHIBIT 1

(Survey of Project Area)

EXHIBIT 2

(Minutes of Township Board Meeting dated _____, 2020)

EXHIBIT 3

(PUD Plan)

EXHIBIT 4

(Permitted Uses for High-Tech, Light Industrial Area)

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

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
USES PERMITTED ONLY WHEN ACCESSORY TO A MEDICAL USE	
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	
Hotels	P
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 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. Any parking of semi-trailers or trucks of more than 24 hours is prohibited in the front yard. Area of parking must be shown on the site plan and specify screening from view.	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



EXHIBIT 5

(Permitted Uses for Accessory Commercial Area)

VERSA PUD: Commercial Use Table

VERSA PUD: Permitted Land Uses in East Area (see map)

Types of Uses	Versa PUD: Commercial
MIXED USE	
Mixed use (including horizontal or vertical mix of residential with commercial)	P
COMMERCIAL AND SERVICE	
Limit of one Auto/gasoline service stations of any type, principal or accessory and accessory retail and food services	P
Offices, including: executive, medical, administrative, and professional, including architecture, planning, and engineering	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



EXHIBIT 6

(Prohibited Uses)

VERSA PUD: Prohibited Uses (applies throughout the project)

Types of Uses	Prohibited
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 planing 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



EXHIBIT 7

(Highway Sign)

EXHIBIT 8

(PUD Design Guidelines)

INNOVATION INTERCHANGE

PUD DESIGN GUIDELINES

UPDATED JUNE 12, 2020

OVERVIEW

Generally, the design of the Innovation Interchange 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. These guidelines may be modified as the specific types of uses and site plans are developed for each development or PUD phase.

Some of the standards herein are more restrictive than is typically required by the zoning ordinance, 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 Genoa Township's PUD Article, in the Zoning Ordinance.

A general comparison of existing zoning ordinance standards to the PUD is shown on the table on the next page. In addition, the architectural standards herein vary somewhat from the Township's standards, specifically to allow other durable materials besides brick. Standards for external building materials are based on high quality designs similar to those illustrated in these guidelines.



GENOA TOWNSHIP, MI

**DESIGN GUIDELINES
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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 from similar developments to illustrate the general outcomes expected consistent with the standards to support a deviation from the Township's standards that would otherwise apply.
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 and provide good traffic operations along Latson Road.
4. Provision of additional height for modern-style light industrial and R+D buildings, and a hotel, up to 4 stories or 5 stories as a Special Land Use (in conjunction with setbacks from existing single family homes as illustrated on an exhibit).
5. Some flexibility in the building setbacks.
6. An overall open space concept plan with representative amenities.
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, but provisions for a variety of street tree species.
9. Additional lighting standards to reduce lighting impacts on adjacent homes to the west.
10. Provision for three 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.

ZONING COMPARISON TABLE		
	Existing Zoning Requirements	PUD Standards:
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: 57 feet or 4 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	All other uses in industrial: 55 feet or 3 stories, whichever is less Hotel: 57 feet or 4 stories, whichever is less*
Landscaping	Existing Zoning Requirements	
	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 for 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)

*The Hotel may be increased to 65 feet or 5 stories, provided minimal distance from adjacent residential home is 500 feet and the Township determines the design is compatible with residential in the area in terms of views and lighting

INDUSTRIAL BUSINESS PARK OUTDOOR LIGHTING STANDARDS

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.

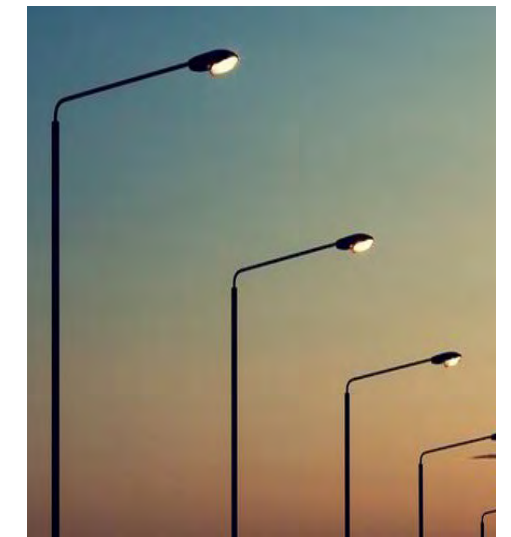
Outdoor Lighting Design Standards – Internal to the Site:

- 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)
- **Lighting fixtures for industrial properties shall meet the township maximum height of 30 feet and 10 footcandles with the following exceptions:**
 1. The Township may permit maximum light levels of 12 footcandles on average (common with new LED lighting systems), designed to have no spillover onto adjacent properties and a maximum pole height of 35 feet to reduce the number of poles upon a finding that the result will provide more efficient lighting and aesthetics throughout the day.
 2. Provided that when lighting is adjacent to, and visible from, abutting residential properties, the maximum height of lighting poles shall be 20 feet unless the Township approves taller poles with a demonstration that it is an overall better lighting design in terms of aesthetics.
 3. Site lighting for non-residential uses shall not exceed 1.0 footcandles on average when a use is not open for business.

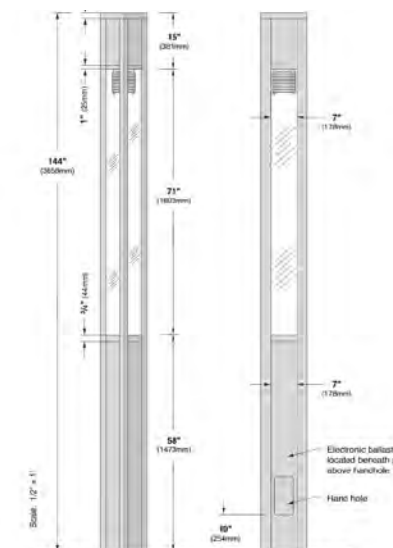
Outdoor Lighting Design Standards – Public Street Lighting:

- 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.
- **Ornamental lighting will be installed as part of the northern entry features will be included (see bottom right for representative types of light fixtures). The fixtures will be selected during the design of the entry feature. The lighting could potentially also be installed along the Latson Road frontage along the right-of-way in the future as part of a corridor wide urban design project (see language in the PUD Agreement).**
- Public street illumination shall use the most current American National

HIGH TECH/LIGHT INDUSTRIAL OUTDOOR LIGHTING STANDARDS



12 ft “Triangular Column” by Selux



Recommended ornamental pedestrian-scale lighting for northern entry on Latson Rd.

HIGH TECH/LIGHT INDUSTRIAL 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. Building along the "north edge" shall also meet the guidelines described on page 8.

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.
 - Require a shift in wall façade or provide a visual break in wall façade 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.

- 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 public or private roads** 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 **on any side visible from a public or private roads**. Materials are not limited to the brick requirements that typically applies in the Township. Appropriate building materials includes combinations of: brick, flush metal/aluminum panels, concrete block, and pre-cast concrete.
- 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.

SIGHTLINE 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, **up to one truck dock door per 4,000 square feet is permitted for building footprints that are up to 100,000 square feet. One truck dock door per 8,000 square feet of building footprint is permitted over 100,000 square foot.** These standards 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 pages 5 and 6.

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
Maximum Height of Hotel	57 feet or 4 stories ⁴

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

⁴ As a Special Land Use, the Hotel may be increased to 65 feet or 5 stories, provided minimal distance from adjacent residential home is 500 feet and the Township determines the design is compatible with residential in the area in terms of views and lighting.

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



BLM Group, Novi

HIGH TECH/LIGHT INDUSTRIAL
REPRESENTATIVE PHOTOGRAPHS THAT MEET INDUSTRIAL BUILDING DESIGN STANDARDS



Rapid Packaging, Grand Rapids



EPIC Equipment and Engineering, Shelby Parkway Corporate Park



AEV, Lyon Township



Kawasaki Robotics, Lyon Township



Martinrea International, Auburn Hills
 *Image from Faudie Architecture



Harman International, Novi

HIGH TECH/LIGHT INDUSTRIAL
 REPRESENTATIVE PHOTOGRAPHS THAT MEET INDUSTRIAL BUILDING DESIGN STANDARDS



SW Technology People



Visioneering, Auburn Hills



TI Automotive Headquarters, Auburn Hills



Magna

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 shall be aligned with the access drive for the industrial business park on the west side. The location shown may be shifted south to increase spacing from the rail crossing, at the site plan review phase 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

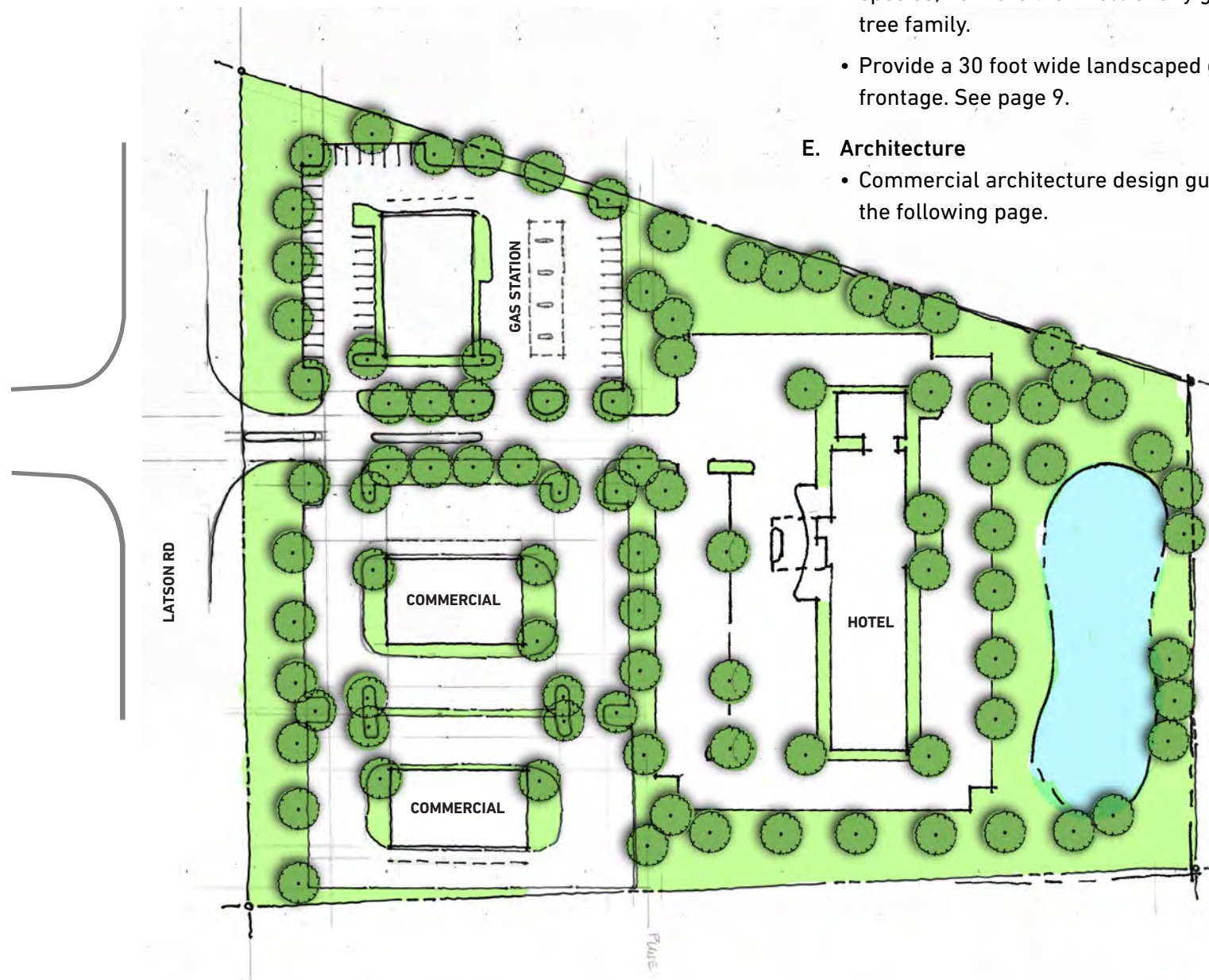
- Uses shall be connected with an interior sidewalk system so that pedestrians can walk between the uses, and to the crossing at the intersection with Latson Road.

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.
- Street trees planted shall consist of no more than 10% of a single species, no more than 20% of any genus, and no more than 30% of any tree family.
- Provide a 30 foot wide landscaped greenbelt along the Latson Road frontage. See page 9.

E. Architecture

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



Commercial concept illustrates a potential layout and access configuration.

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	45 feet or 3 stories
Maximum Height of Hotel	57 feet or 4 stories ²

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

² As a Special Land Use, the Hotel may be increased to 65 feet or 5 stories, provided minimal distance from adjacent residential home is 500 feet and the Township determines the design is compatible with residential in the area in terms of views and lighting.

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 Innovation Exchange PUD to promote and enforce high-quality architectural design for building sides, including gas stations (see precedent photo), visible from a road or parking lot. 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 Innovation Exchange.
- **These guidelines are intended to generate architectural cohesion, however some architectural variation is allowed that is consistent with the overall design theme.**
- 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, shall be brick. This also includes facades visible from Latson Road and the site parking lots.
- Excluding windows, doorways, and associated decorative trim, 50% of the total area (square feet) of the side facades of commercial buildings, excluding hotels, shall be brick. This also includes facades visible from Latson Road and the site parking lots.
- **Hotel building materials will be similar to the existing hotel in Genoa Township on the north side of the Latson Road interchange as well as other newer hotels along I-96 (see example precedent photo).**
- 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. Lighting and Signs

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 (20) feet. **The maximum light levels on these properties shall not exceed 10 footcandles on average (common with new LED lighting systems), except the fueling area for a gas station is allowed an average of 12.4 foot candles. Lighting will otherwise be in accordance with the Township Zoning Ordinance lighting standards**
 - 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



Building Design Precedents demonstrating the design guidelines.

COMMERCIAL DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS



Example of a gas station adhering to greater design standards.



Newer hotels along the I-96 corridor that demonstrate higher quality building design.

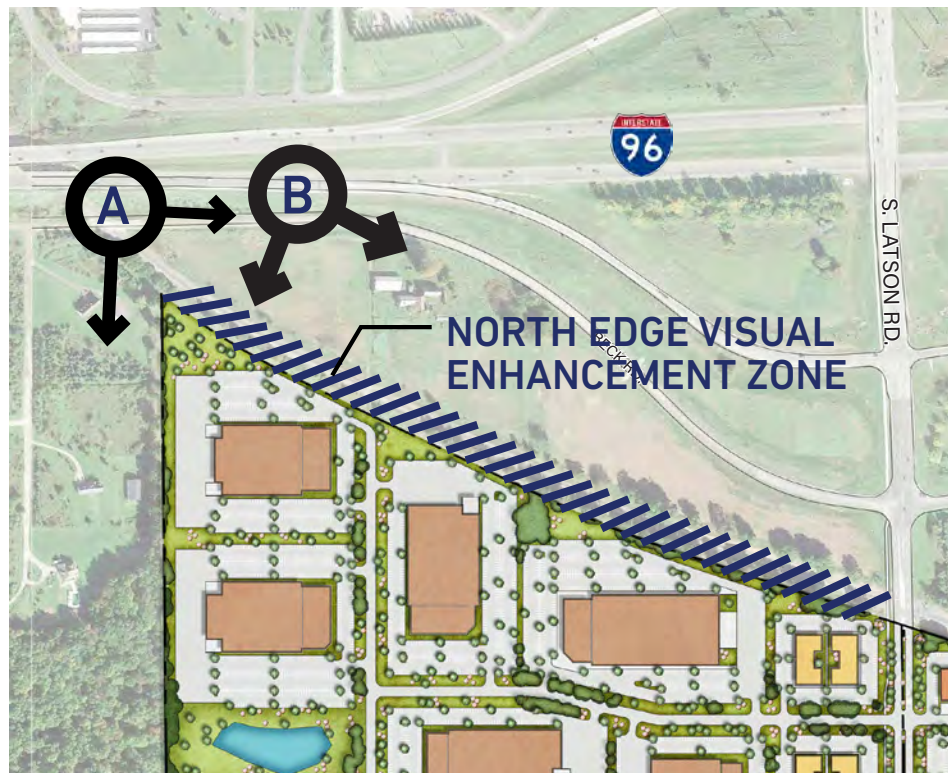


NORTH EDGE VISUAL ENHANCEMENT ZONE DESIGN GUIDELINES

The following guidelines apply to the North edge. The intent is to provide "front door" type views for building facades and areas that can be seen from traffic along I-96 or Beck Road. The area where this additional design requirement may apply is illustrated on the sight line study (right). As site plans are submitted, the Township will consider the size of the building, its height, setbacks, presence of loading docks, parking, and other activities. Those factors will be used to determine the extent that the following may be necessary to meet the intent:

EXTERIOR BUILDING MATERIALS AND LAYOUT

- Exterior building walls visible from I-96 or Beck Road shall be similar to building materials used on the front facade, and/or additional landscape will be provided to screen views, or fill in gaps in views.
- Dock doors shall be located on the building walls that are not directly visible or shall be screened with landscaping along the site boundary.
- Buffers and landscaping may be reduced or modified in consideration of the distance from the interchange or if woodlands are preserved to achieve the intent of these guidelines.



SIGHT LINE STUDY



EXISTING CONDITIONS



SIMULATED VIEW



EXISTING CONDITIONS



SIMULATED VIEW

ACCESS

Two access points are proposed along Latson Road. The northern access will align with the accessory commercial on the east side. It is anticipated that this access will be signaled as recommended in the traffic impact study. This location may be shifted slightly south during the final design phase, to increase spacing from the railroad crossing, pending a review by the Livingston County Road Commission when construction is proposed. Provisions for improvements are described in the PUD Agreement.

The southern access is shown as offset with the current Sweet Road on the east side of Latson Road (see sketch). This alignment may be modified to more closely align with Sweet Road, if approved by the Township and the Livingston County Road Commission (see overall concept). There is also a possible future road connection shown to the vacant property to the south.

TRAFFIC SIGNALS

- Two traffic signals are proposed, one at both the north and south entrances with appropriate improvements. These may initially be installed with flashing phases until the traffic counts meet the level for activation required by the Road Commission.
- It is anticipated that mast arm signals would complement the Latson Road entrance features.

LATSON ROAD FRONTAGE STREETScape GUIDELINES

- Generally a 30-foot landscaped greenbelt (see illustrations labeled "Option 1" and "Option 2") shall be installed along the east and west sides of Latson Road.
- 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: 3 inch caliper
 - » Deciduous Ornamental Tree: 2 inch caliper
 - » Evergreen Tree: 6 foot height
 - » Deciduous Shrub: 2 foot height
 - » Upright Evergreen Shrub: 2 foot height
 - » Spreading Evergreen Shrub: 18" - 24" spread

REQUIRED GREENBELT ALONG STREET FRONTAGE

For all other public roads outside of Latson Road, 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 fifty (50) 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.

Sweet Road offset alignment concept



LATSON ROAD STREETScape AND LANDSCAPE GUIDELINES

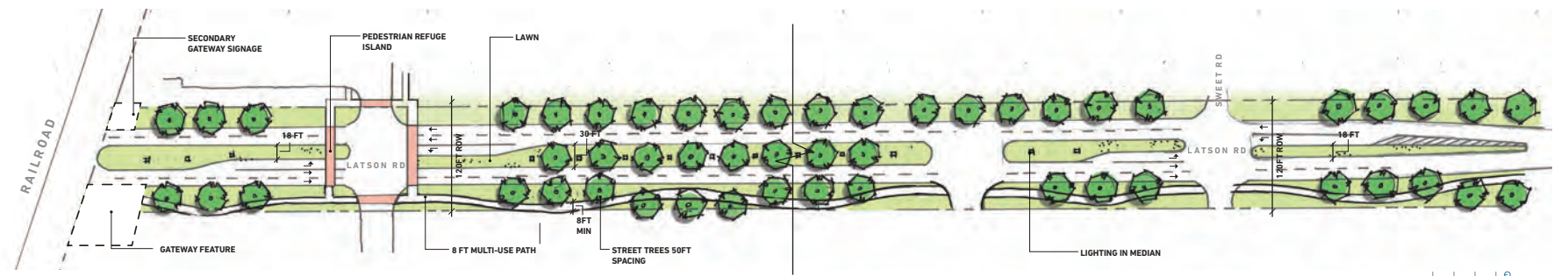
OVERALL MINIMUM STREETScape SIZES

- **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

LATSON ROAD LANDSCAPING AND IMPROVEMENTS

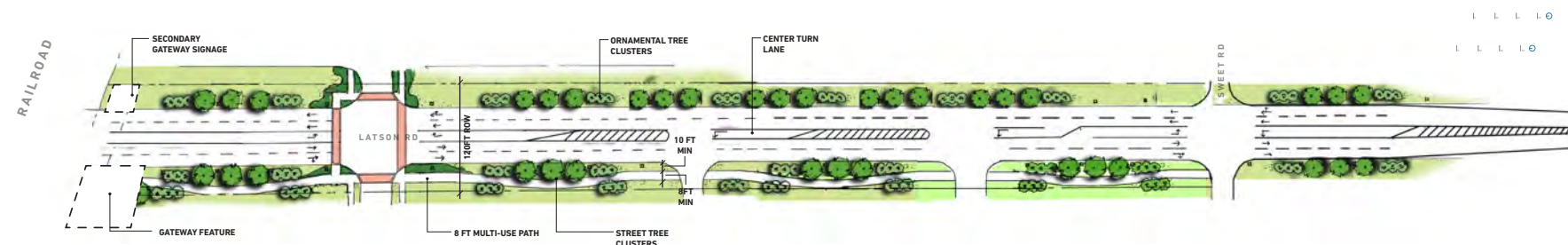
Two options for landscape design along Latson Road are shown below. The level of road improvements anticipated is described in the separate Traffic Impact Study. Versa only controls part of the Latson Road frontage shown, therefore, coordination will be needed between the County, Township, and other property owners. Right-of-way to accommodate future improvements to Latson Road is provided. See details in the PUD Agreement.

OPTION 1



This option shows a potential median along Latson road, which would need to be endorsed by the Livingston County Road Commission. This PUD reserves sufficient right-of-way to accommodate this alternative along the frontage owned by Versa.

OPTION 2



Option 2 shifts much of the median landscaping, illustrated in Option 1, to the greenbelt along each side of Latson Road.

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.

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

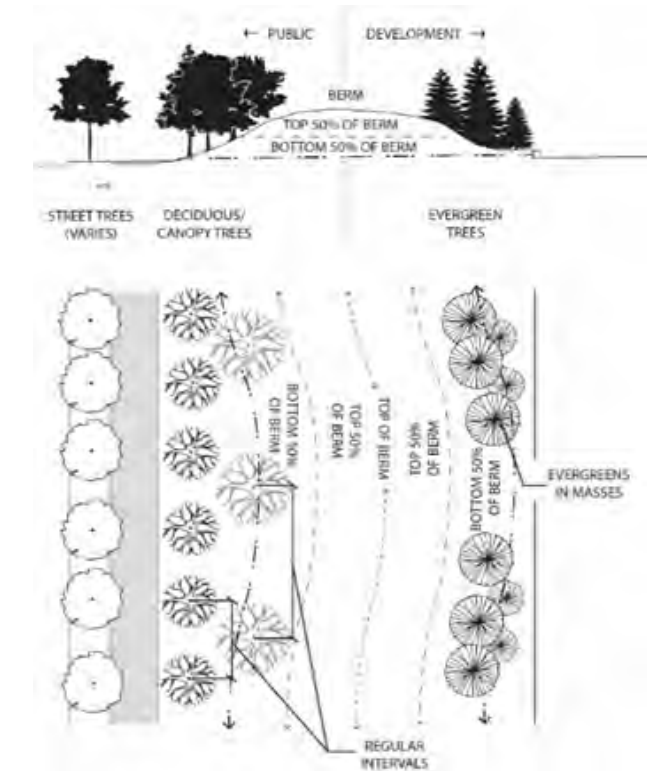
Notes:

- 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.

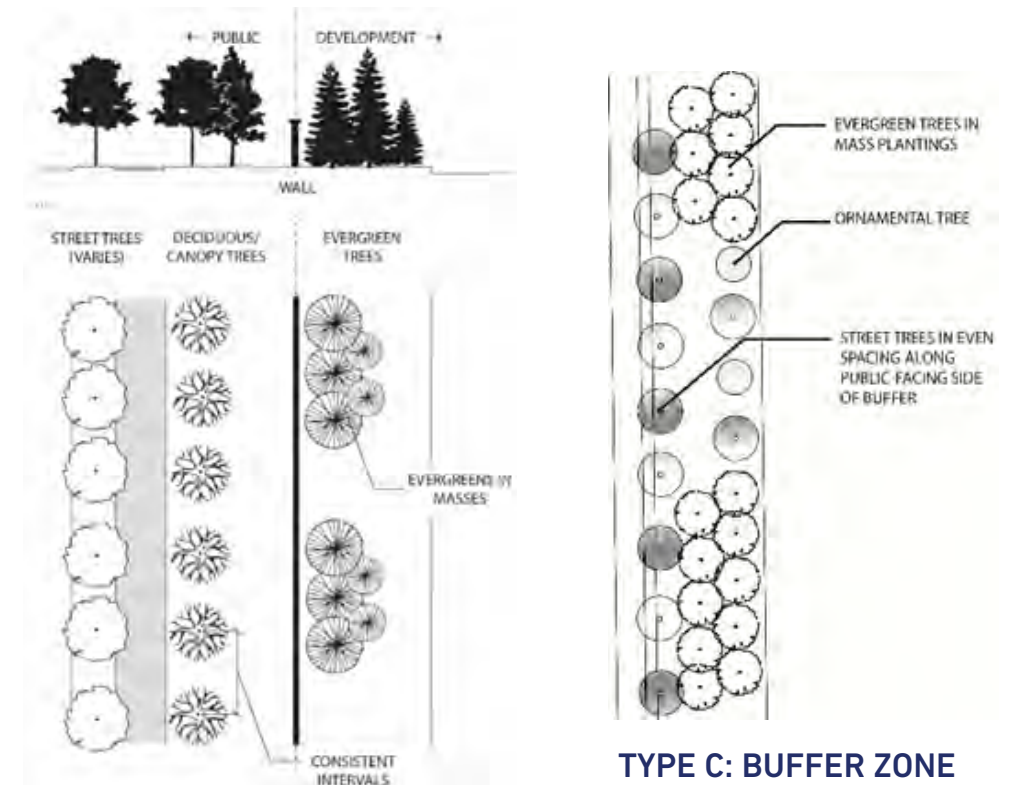
BUFFER ZONE REQUIREMENTS			
<i>Adjacent District for Use</i>			
Proposed Use	SF	MF or MHP	Commercial
Commercial/Office	C	C	C
Industrial	A/B	A/B	B/C

DESIGN GUIDELINES

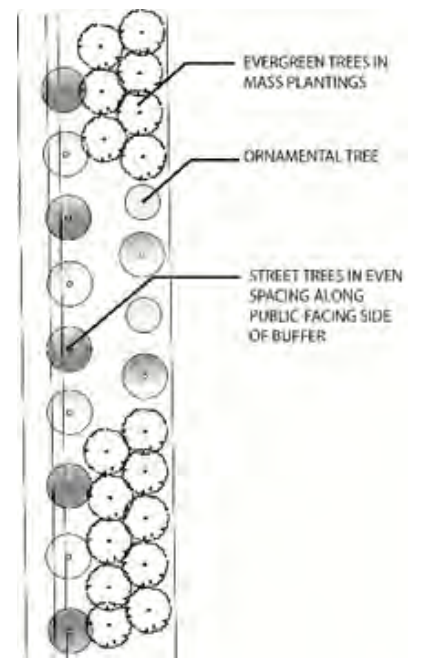
BUFFER ZONES



TYPE A: BUFFER ZONE WITH BERM



TYPE B: BUFFER ZONE WITH WALL



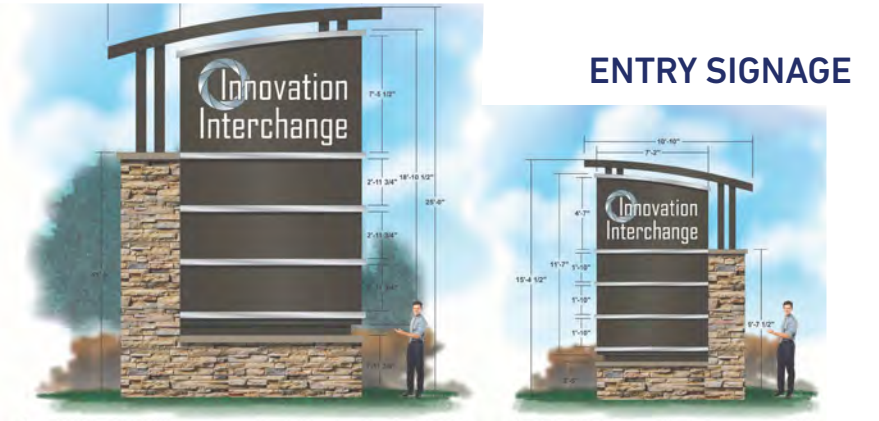
TYPE C: BUFFER ZONE BETWEEN STREET AND BUILDING

OPEN SPACE CONCEPT AND REPRESENTATIVE AMENITIES

This concept illustrates a potential layout that would be consistent with the PUD Agreement and Design Guidelines for the roads, development areas, wetlands, detention, open space, pedestrian system, entrance features and other amenities. The actual layout will vary based on more detailed site engineering evaluation, building/lot sizes, specific nature and needs of the business end users' proposed space and other building requirements, and other factors. More specific plans for the overall development, consistent with the intent will be submitted with future site plans.



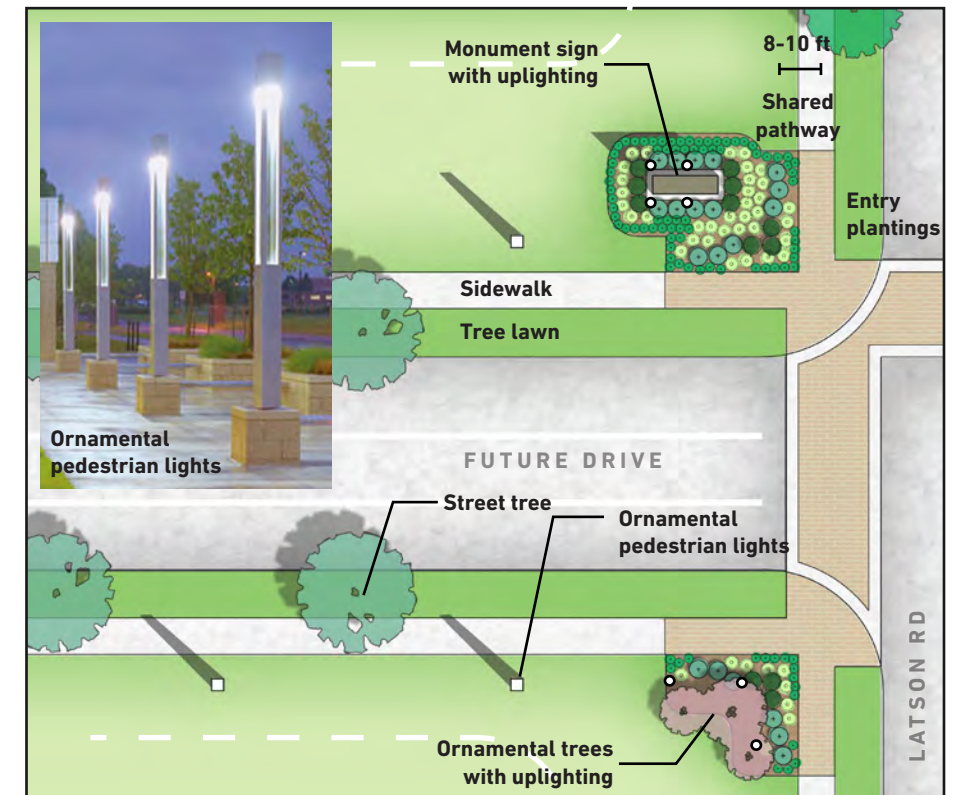
DEVELOPMENT HIGHWAY SIGNAGE



ENTRY SIGNAGE

TOWNSHIP GATEWAY SIGN AREA

ENTRY SIGNAGE LANDSCAPE PLAN



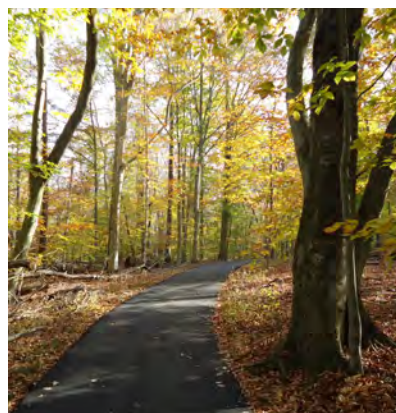
50 FT PLANTING BUFFER



DETENTION PONDS WITH OPEN SPACE AMENITIES



WETLAND OPEN SPACE



POTENTIAL TRAIL CONNECTION TO MARION GENOA DRAIN TO SOUTH



OVERALL INDUSTRIAL CAMPUS AMENITIES



EXHIBIT 9

(Highway Visibility Zone Requirements)

EXHIBIT 10

(Concept Open Space and Amenity Plan)

EXHIBIT 11

(Concept Utility Connection Plan)

**AGREEMENT REGARDING CONSTRUCTION
OF SANITARY SEWER AND WATER PROJECT**

This **Agreement Regarding Construction of Sanitary Sewer And Water Project** (the “Agreement”) is made as of ____, 2020 (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 and its affiliated entities are the owners of approximately 200 acres of land located on the west and east sides of Latson Road, south of the I-96 expressway in Genoa Township, as more particularly described on attached **Exhibit 1** and depicted on the Project Area Plan and Survey attached hereto as **Exhibit 2** (the “Property” or “Project Area”).

B. In order to carry out a proposed long-term development plan of research, office, light industrial, high tech, commercial and other business development, Developer submitted a request to rezone the Property in accordance with Article 10 of the Township’s Zoning Ordinance (referred to herein as the “Project” or “Innovation Park”), At its regular meeting held on ____, 2020, the Township Board approved the PUD rezoning, the Conceptual PUD Site Plan and execution of a PUD Agreement.

C. 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 Township’s “Interchange Planned Unit Development” districts described in the Township’s

Zoning Ordinance, and which districts include the Property. Under the terms of the PUD Agreement, the Developer agreed to undertake the construction of the Utility Project, as defined below, and serve as construction manager for the Utility Project in accordance with the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the sufficiency of which the parties hereby acknowledge, Developer and the Township agree as follows:

scope of this

1. **Description of Sewer and Water Construction Project.** The Sewer and Water Construction Project (the "Utility Project") includes the permitting, bonding, materials, construction, layout, installation, restoration, testing, construction inspection and dedication of: (a) a 10" force main sanitary sewer from the existing dual 12" transmission main from Grand Oaks Drive across I-96 to the northwest corner of the Latson Farm Parcel south of the CSX railroad tracks; and (b) a 12" water main from Kohl's across I-96 to Beck Road then west to Latson Road and south across the CSX railroad tracks and a 12" water main from Grand Oaks Drive across I-96 to the northwest corner of the Latson Farm Parcel south of the CSX railroad tracks, as depicted on Exhibit 1 and described on the Engineering and Design plans dated July 26, 2019, prepared by TetraTech and attached as Exhibit 2, and the CSX Railroad Crossing Plans dated July 24, 2019, prepared by TetraTech and approved by CSX and attached as Exhibit 3. Exhibits 2 and 3 are collectively referred to herein as the "Construction Plans." The Utility Project shall not include any on-site sewer and water improvements to serve the Project, including the sanitary sewer pump station described in the PUD Agreement, nor shall any sewer and water lines be extended down Latson or any other public road or private property. Future

the scope of this project include

with this project

utility improvements necessary to serve the Project will be designed and installed as part of final site planning and construction of each phase of the Project.

2. **Preparation of Plans, Specifications and Regulatory Matters.** The Township, at its expense, agrees to make ~~all~~ necessary submissions to and obtain ~~all~~ necessary approvals and permits from ~~all governmental agencies and sewer and water authorities having jurisdiction and/or regulatory authority over the Utility Project as listed in Exhibit 4 hereto (the "Township Approvals")~~, and to complete all of the design, engineering, layout, inspection and testing of the Utility Project in accordance with applicable requirements of the Township and all other applicable regulatory agencies and sewer and water authorities. The water supply is provided by MHOG (Marion, Howell, Oceola and Genoa) ^{Sewer & Water} Water Authority and the sewer service is provided by the G-O (Genoa, Oceola) ^{Sewer & Water} Sewer Authority. Developer or its contractor shall be responsible for pulling the additional permits, licenses and/or approvals necessary to undertake and complete construction of the Utility Project ~~as identified in Exhibit 5~~. The Township shall cooperate and assist Developer ~~in good faith~~ with respect to Developer's efforts in obtaining such permits, licenses and approvals.

3. **Construction of the Utility Project.** Developer will contract directly with a contractor to undertake the Utility Project. The identity of the proposed contractor will be provided to the Township for administrative approval, which approval shall not be unreasonably withheld or delayed. The Township's engineers and/or ~~engineers~~ ^{operators & agents} of Livingston County or the applicable sewer and water authorities, if such is required by Livingston County and/or said authorities, shall monitor the installation and testing of the Utility Project.

4. **Developer to Pay Costs of Utility Project Construction.** Developer agrees to pay all actual costs and expenses necessary to complete the construction and installation and of

We are not doing all.

Need

Insert as a new paragraph and renumber accordingly. 4 **Design of Project** Developer acknowledges receipt of the design plans for the Utility Project. Developer has made all reviews it deems necessary and by entering into this agreement acknowledges the Utility Project is able to be constructed in accordance with the design plans. Furthermore, Developer acknowledges that neither the Township nor its Engineers have made any representations as to the site conditions. Developer understands and agrees that unknown site conditions may impact construction of the the Utility Project.

the scope of this Utility Project does not obligate the Developer to

the Utility Project. Provided, however, ~~that Developer shall not be obligated under this Agreement to pay for any work or services performed by TetraTech or for any laterals, stubs, house leads or any other improvements that would serve properties along the path of the Utility Project or to extend such utilities across the Property's public road frontage along Latson Road. Developer shall also secure and pay for those costs and expenses customarily and ordinarily charged for review, testing and inspections by the State, County and/or sewer and water authorities, but ~~the~~ not for the Township, which shall bear its own costs for inspection, review and/or testing of the Utility Project.~~

already

5. **Easement Costs.** It is the understanding of the parties that the proposed Utility Project does not require the acquisition of new easements or rights-of-way. However, in the event such understanding is incorrect and that some off-site easements, rights of way and/or similar rights (collectively, the "Easements") must be obtained for the construction of the Utility Project, it shall be the responsibility of the Township to obtain same. If easements are required from Developer along its property, Developer shall provide such easements at no cost to the Township. *For assignment to Authorities.* ~~If necessary, the Township will obtain the easement rights through condemnation.~~

The Developer agrees to contribute up to \$10,000 for Easement Acquisition Costs defined below. The Township shall be responsible for all costs and expenses in excess of the Developer's contribution associated or incurred in connection with acquisition of the easements (except as provided above with respect to easements from Developer), including, without limitation, surveying costs, title work, preparation of legal descriptions, appraisals, legal fees and acquisition costs (the "Easement Acquisition Costs"), ~~which costs may be apportioned against all parcels to be benefited in the future by such easement acquisition to the extent permitted by~~

~~applicable law.~~ The parties will also cooperate in agreeing to reasonable plan revisions to re-

not sure what this is intending to do or say.

listed in paragraph 4 above.

locate portions of the Utility Project in the event certain easements cannot be timely obtained despite all reasonable and good faith efforts of the Township and Developer, ~~including through condemnation proceedings.~~

6. **Timing of Construction.** The Township and its engineering consultants will continue, at Township expense, the process of diligently obtaining the ~~remaining~~ approvals ~~necessary for Developer to move forward with obtaining the permits and approvals set forth in Exhibit 5.~~ Developer shall provide the name of its proposed contractor within ninety (90) days after the Township and its engineers certify that the Township Approvals have been obtained and the Utility Project is ready for construction. The Developer also agrees to commence construction of the Utility Project, weather permitting, within ninety (90) days of receiving the Township's written approval of the contractor.

7. **Reservation of Sewer and Water Taps; Payback** The Township will make available to Developer up to 647 sewer and water taps as needed by Developer to serve the Project. Developer shall be required to pay a tap in fee/capital charge (the "Tap Fee") in the amount of \$9,583 per REU for combined sewer and water taps. The Tap Fees shall be due and payable at the time the Developer applies for a ~~certificate of occupancy~~ ^{Land use permit} for those taps utilized for the structure for which ~~certificates of occupancy~~ ^{land use permits} are requested.

8. **Insurance.** During the course of construction, Developer (or its contractors) shall maintain appropriate public liability and worker's compensation insurance policies, with limits reasonably satisfactory to the Township and with endorsements naming the Township and, if required, the applicable sewer and water authorities, as additional insureds parties on such coverage.

- Add to Section 2.
? -> Developer's Engineer approval of plans, constructible as designed. Township Engineer not responsible for unforeseen site conditions impact construction.

9. **Indemnification.** Developer shall defend and indemnify the Township and hold it harmless from any loss, cost, damage, claim or expense, which arises out of and/or during the construction of the Utility Project, other than from the ~~negligent and/or~~ intentional acts or omissions of the Township or any of the Township's ~~agents, consultants and/or~~ employees.

10. **Ownership of Improvements.** The Utility Project shall be at all times deemed a public improvement and owned by (Township or authorities?]. *For assign to Authority* Township will accept ownership of and the responsibility for operating and maintaining the Utility Project.

11. **Intergovernmental Agreement.** The Township will enter into such intergovernmental agreements with Livingston County and/or the sewer and water authorities, as may be necessary to carry out the Utility Project without unreasonable delay.

12. **Representations.** Both parties represent and warrant that the persons signing this Agreement have been duly authorized to execute this Agreement and perform their obligations hereunder.

13. **Entire Agreement.** This Agreement and the Exhibits hereto, which are incorporated herein by reference, contain the entire understanding between the parties concerning the subject matter hereof, and the Agreement may not be changed, modified or altered except by an agreement in writing signed by both parties.

14. **Choice of Law.** This Agreement shall be interpreted and construed in accordance with the laws of the State of Michigan.

15. **Successors and Assigns.** This Agreement shall be binding upon and shall inure to the benefit of the parties and their respective heirs, successors and assigns. It is expressly understood that Developer may assign or transfer this Agreement in writing to another person, entity or business, including one in which it may have no interest. Provided that the assignee or

Covenant of Faith, LLC, a Michigan limited liability Company

By: _____

Its: _____

Dated: _____

STATE OF MICHIGAN)
) ss.
COUNTY OF _____)

On this ____ day of _____ 2020 before me personally appeared _____ who, being by me duly sworn did say he/she is the _____ of Covenant of Faith, LLC, a Michigan limited liability Company, on behalf of the Company.

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

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.

MKSK

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Bradley Strader, Principal
bstrader@mkskstudios.com

ATWELL, LLC

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(248) 447-2000
Eric Lord, Vice President
elord@atwell-group.com

FLEIS & VANDENBRINK

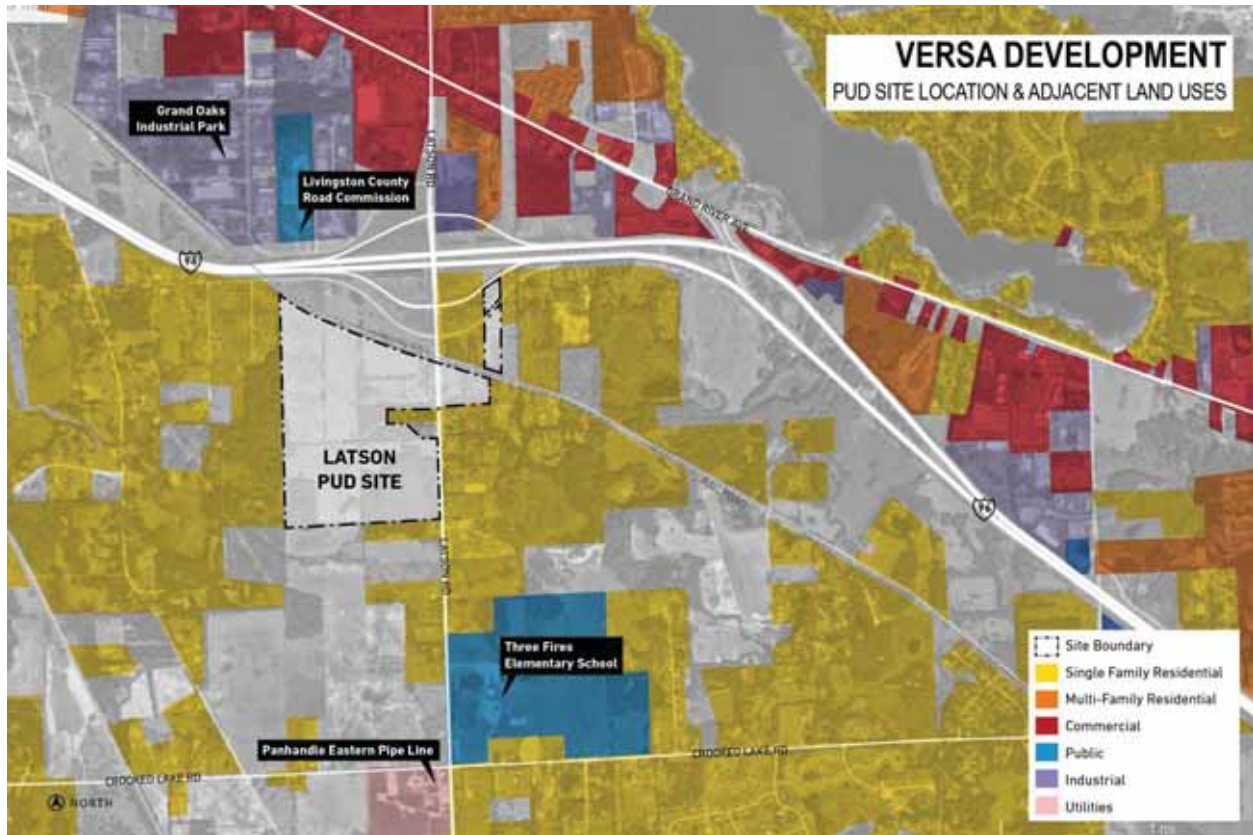
27725 Stansbury St #195
Farmington Hills, MI 48334
(248) 536-0080
Julie Kroll, Traffic Services
Group Manager
jkroll@fveng.com

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

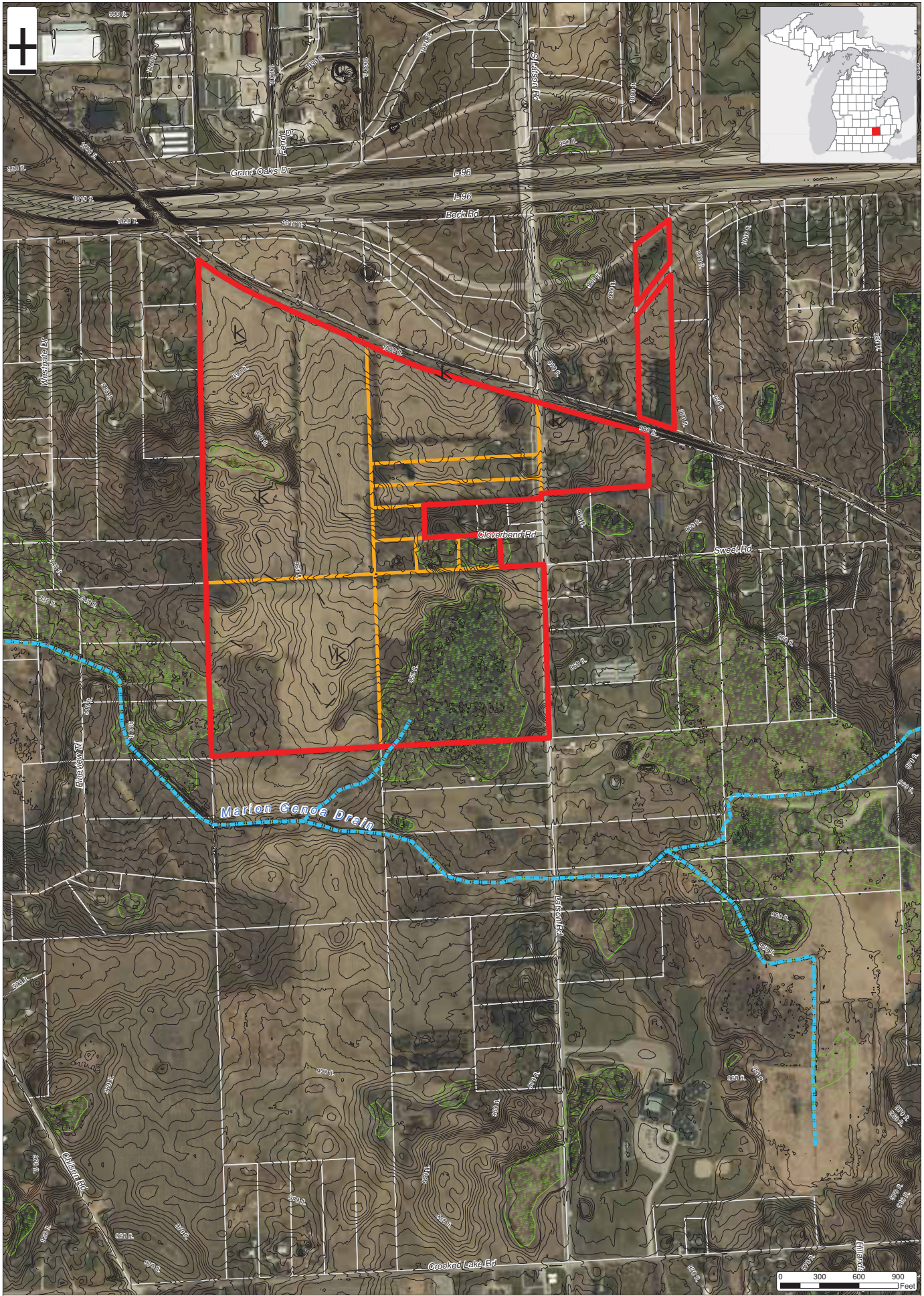
1 inch = 1,500 feet

Figure 1
Water Distribution Infrastructure

Date: 3/2/2018



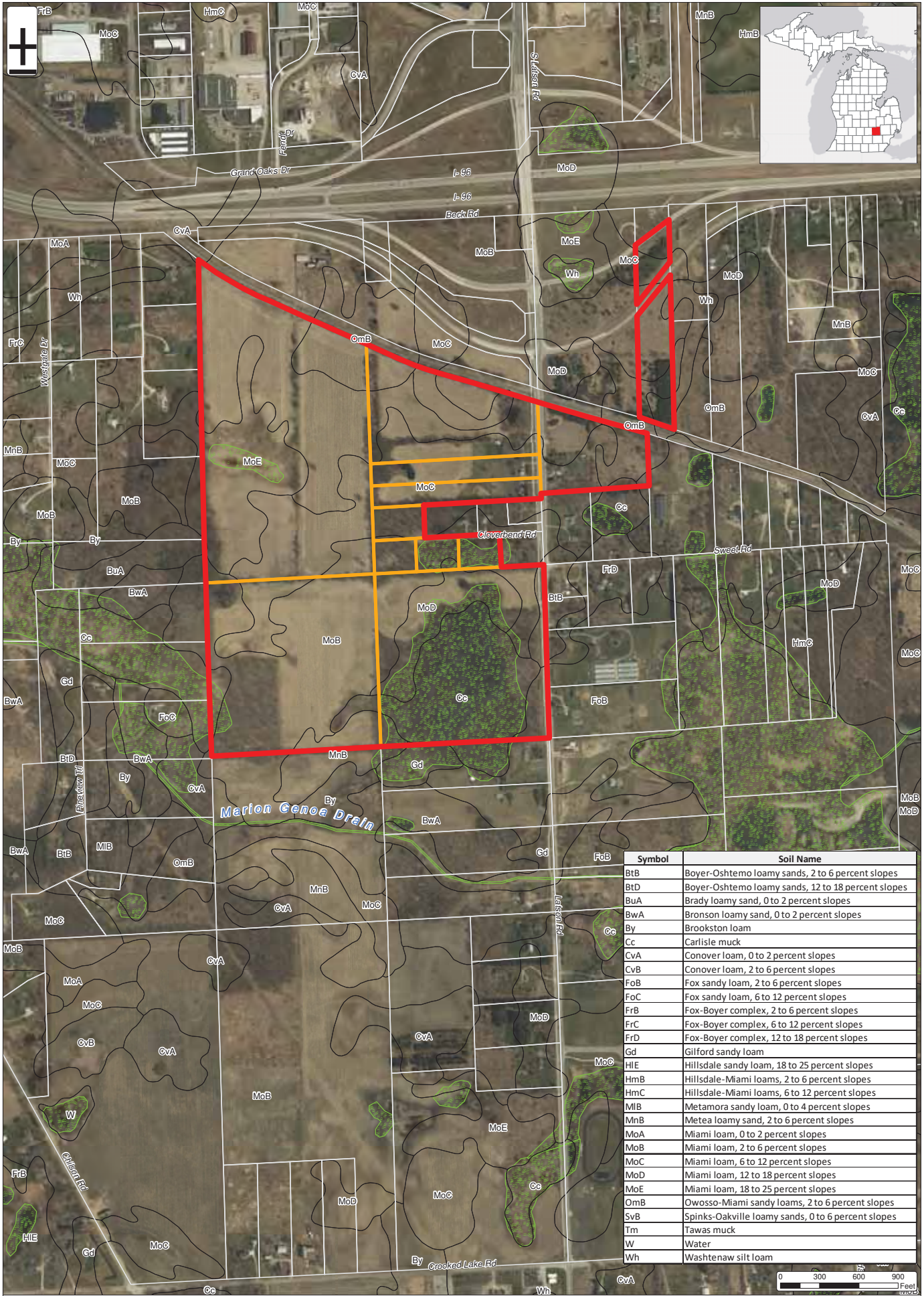
Note: This is a graphical representation of the required improvements. Final routing and location will be required during the design phase.



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

Versa Development - Latson Road
Topography & Natural Features
 Genoa Township, Livingston County, Michigan

The information contained herein is confidential and proprietary. 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.



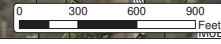
Area of Interest
 Latson Partners LLC Owned Parcel
 Parcel Boundary
 Soil Types
 NWI Wetlands

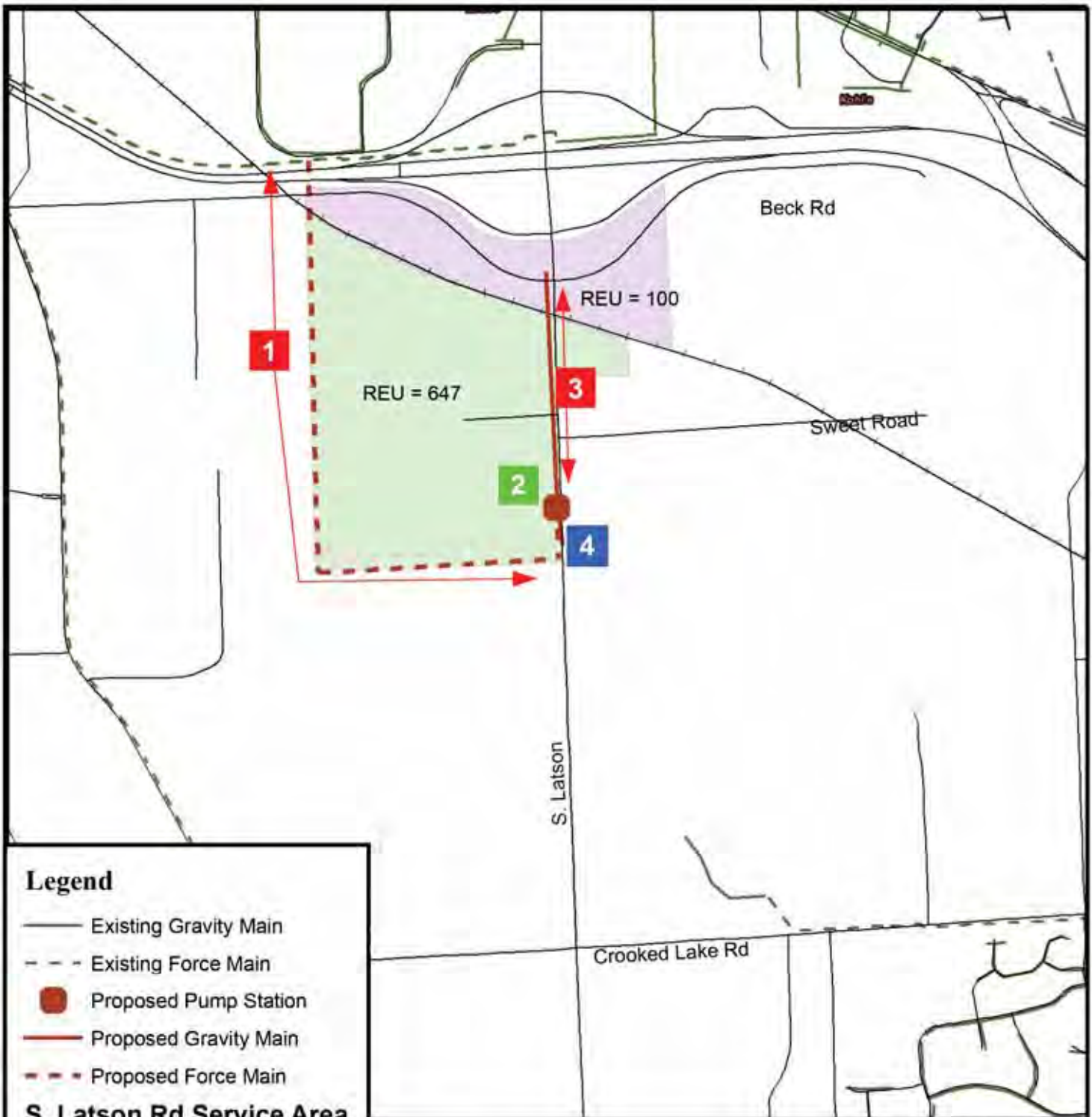
Versa Development - Latson Road

Site Map - Soils and Wetlands

Genoa Township, Livingston County, Michigan

Symbol	Soil Name
BTB	Boyer-Oshtemo loamy sands, 2 to 6 percent slopes
BD	Boyer-Oshtemo 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
FRc	Fox-Boyer complex, 6 to 12 percent slopes
FRD	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	Metea 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	Washtenaw silt loam





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.



MEMO

VIA EMAIL

To: Mr. Todd Wyett
Versa Development

From: Julie Kroll, PE, PTOE
Jacob Swanson, EIT
Fleis & VandenBrink

Date: November 17, 2019

Re: Mixed-Use Development
Genoa Township, Michigan
Improvement Timing Analysis

INTRODUCTION

This memorandum is intended to provide supplemental information to the Traffic Impact Study (TIS) prepared by Fleis & VandenBrink (F&V) dated September 13, 2019 completed for the Versa Development in Genoa Township, Michigan. This memo presents the results of an evaluation of the timing of the recommended intersection improvements identified in the TIS. An iterative analysis was performed on the study roadway and intersections to determine when the traffic generated by the proposed development would necessitate implementation of the recommended improvements outlined in the TIS and summarized below:

- Latson Road & WB I-96
 - Upgrade to a fully actuated signal
 - Provide permissive/protected left-turn phasing for the northbound approach
- Latson Road & EB I-96
 - Upgrade to a fully actuated signal
 - Provide permissive/protected left-turn phasing for the southbound approach
- Latson Road & N. Site Drive
 - Construct an actuated coordinated signal
- Latson Road between N. Site Drive and S. Site Drive
 - Widen to a 5-lane roadway

ANALYSIS

This evaluation was performed assuming a baseline condition represented by the background traffic volumes for the buildout year ***without the proposed development***. In order to determine when the aforementioned improvements would be required at the study intersections, an iterative analysis was performed; evaluating varying percentages of site-generated traffic volumes. The varying levels of site-generated traffic were then added to the baseline traffic volumes and the network was analyzed to determine at what level the study intersections began operating unacceptably. The percentages and volumes of site generated traffic associated with each of the recommended intersection improvements is summarized in **Table 1**.

Table 1: Improvement Timing Summary

Intersection	Percentage of Site-Generated Traffic	AM Peak Hour (vph)			PM Peak Hour (vph)		
		In	Out	Total	In	Out	Total
Latson Road & WB I-96	15%	90	38	128	45	95	140
Latson Road & EB I-96	40%	240	102	342	119	252	371
Latson Road & N. Site Drive	60%	360	152	512	179	378	557

The results of the analysis indicate that the recommended improvement to widen Latson Road between N. Site Drive and S. Site Drive is not necessary to improve operations to an acceptable level. The analysis indicates that additional capacity is not needed on Latson Road, south of the N. Site Drive.

CONCLUSIONS

The conclusions of this Analysis are as follows:

1. Latson Road & WB I-96

At approximately **15%** of the site generated traffic (128 AM trips and 140 PM trips), the following improvements are needed to mitigate operational issues at the intersection of Latson Road & WB I-96.

- a. Upgrade to a fully actuated signal
- b. Provide permissive/protected left-turn phasing for the northbound approach.

2. Latson Road & EB I-96

At approximately **40%** of the site generated traffic (342 AM trips and 371 PM trips), the following improvements are needed to mitigate operational issues at the intersection of Latson Road & EB I-96.

- a. Upgrade to a fully actuated signal
- b. Provide permissive/protected left-turn phasing for the southbound approach.

3. Latson Road & N. Site Drive

At approximately **60%** of the site generated traffic (512 AM trips and 557 PM trips), the following improvements are needed to mitigate operational issues at the intersection of Latson Road and N. Site Drive.

- a. Construct an actuated coordinated signal

4. Latson Road between N. Site Drive and S. Site Drive

This analysis indicated that the widening of Latson Road between the N. Site Drive and S. Site Drive is not necessary to mitigate the impact of the proposed development. The existing 3-lane cross-section operates well with the addition of the other recommended intersection improvements .

JJS2:jmk



Appendices were removed from this document to reduce file size. The full study is available upon request. - kv

VERSA DEVELOPMENT TRAFFIC IMPACT STUDY

GENOA TOWNSHIP, MICHIGAN

SEPTEMBER 13, 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

Notice and Disclaimer

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The options, findings, and conclusions expressed herein are those of Fleis & VandenBrink Engineering, Inc. and do not necessarily reflect the official views or policy of Genoa Township, the Livingston County Road Commission (LCRC), or the Michigan Department of Transportation (MDOT), which makes no warranty, either implied or expressed, for the information contained in this document; neither does it assume legal liability or responsibility for the accuracy, completeness or usefulness of this information. Any products, manufacturers or trademarks referenced in this document are used solely for reference purposes.

Agency Review	Date	Comments

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REFERENCES

- AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO). (2011). *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*. WASHINGTON DC.
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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 will be 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 east 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**.

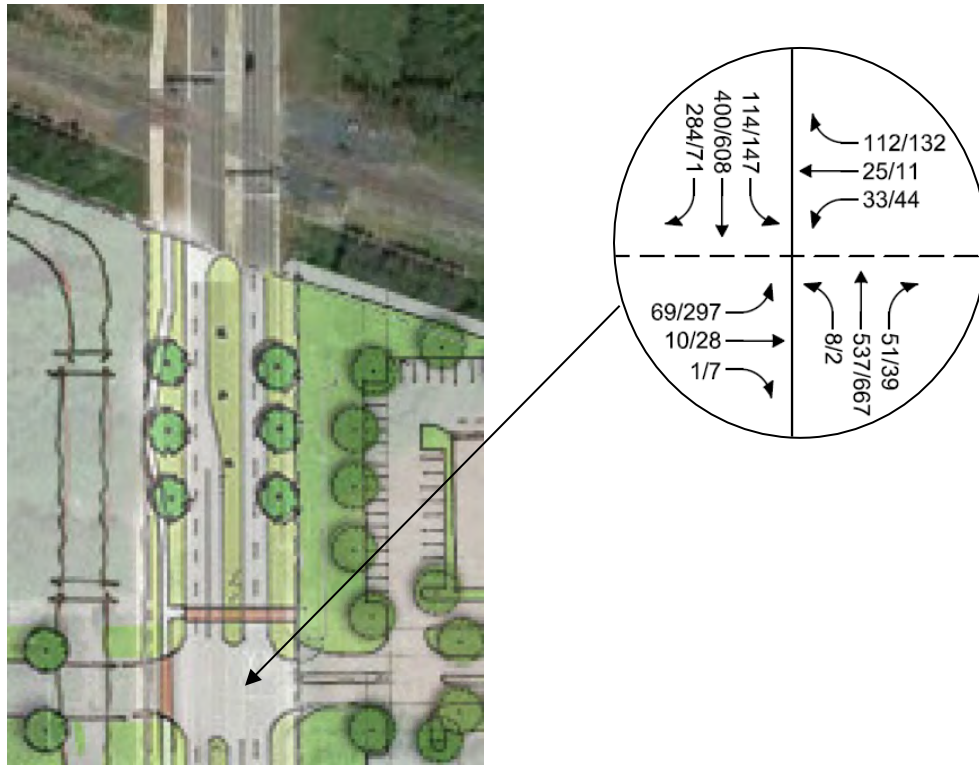
Table E3: North Site Drive Queue Length

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	39	85	58	134	240	No
SBT	29	74	48	111	240	No
SBR	22	55	5	18	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



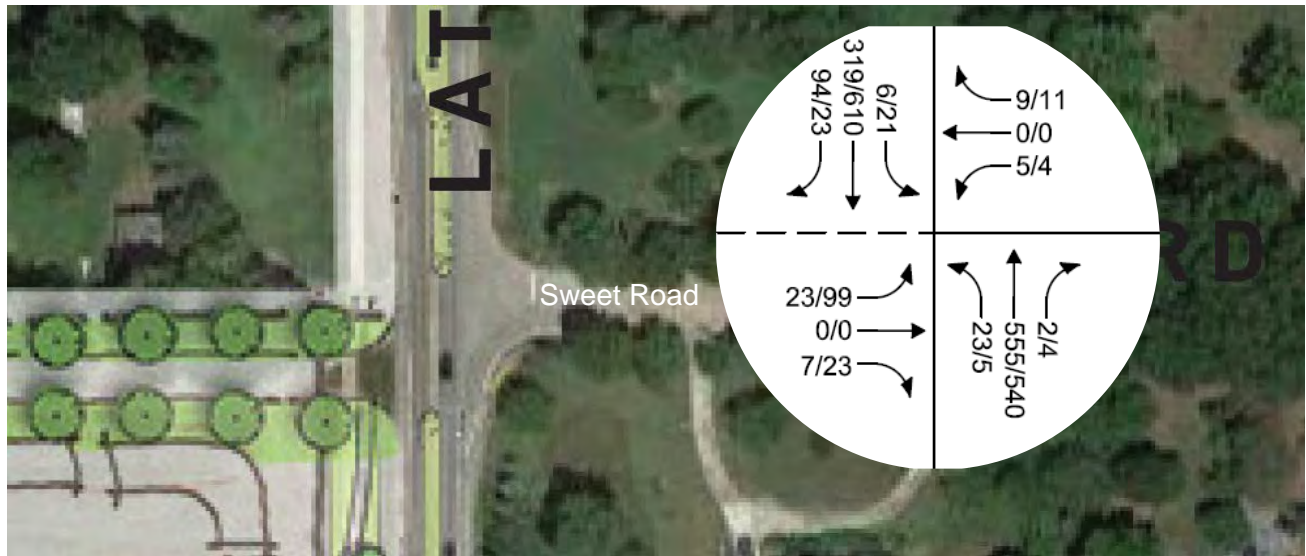
South Site Drive/Sweet Road

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.

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

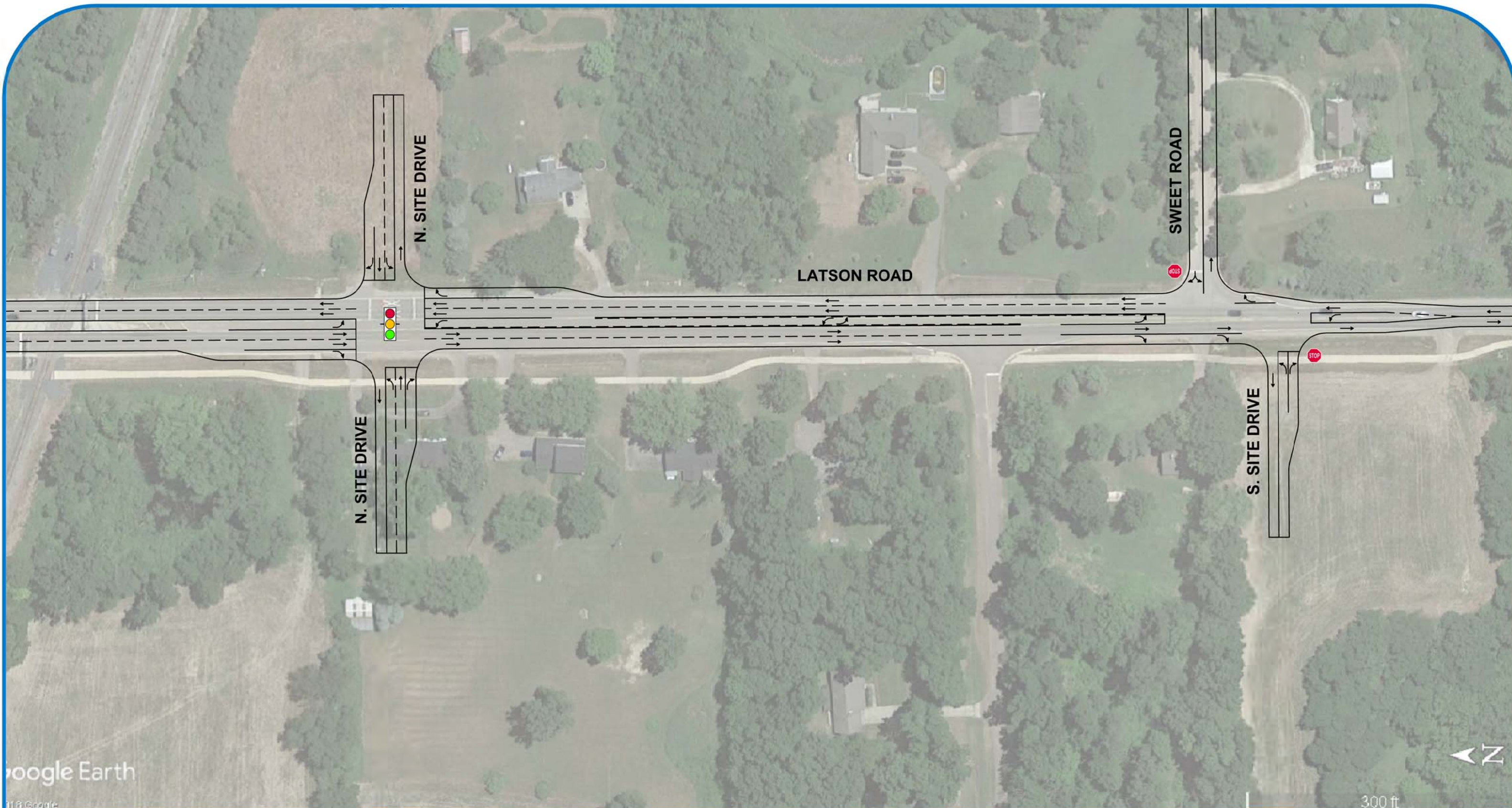


FIGURE E4
SITE DRIVEWAY
RECOMMENDATIONS
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND
 ——— ROADS


 NORTH
 SCALE: NOT TO SCALE



1 INTRODUCTION

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 1**. 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.

The purpose of this study is to identify the traffic related impacts, if any, of the proposed development project on the adjacent road network. Specific tasks undertaken for this study include the following:

1. **Study Area:** Provide a description of the study area including: surrounding land uses, intersection and roadway geometries, speed limits, functional classifications and traffic volume data (where available). In addition, a study area site map showing the site location and the study intersections will also be provided.
2. **Proposed Land Use:** Obtain and review the proposed site plan which includes the proposed land uses, densities, and desired site access locations.
3. **Existing Conditions:**
 - a. Provide an analysis of the traffic-related impacts of the proposed development at the following study intersections:
 - Latson Road and Grand River Ave.
 - Latson Road and Grand Oaks Dr.
 - Latson Road and I-96 WB Ramps
 - Latson Road and I-96 EB Ramps
 - Latson Road and Beck Road
 - Latson Road and Sweet Road
 - Latson Road and Crooked Lake Road
 - Latson Road and Chilson Road
 - The proposed site access points
 - b. Collect AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period turning movement counts at the following study intersection:
 - Latson Road and Grand Oaks Dr.
 - Latson Road and I-96 WB Ramps
 - Latson Road and I-96 EB Ramps
 - c. AM and PM peak hour data collection previously performed by F&V and the LCRC at the following study intersections will be used in the study.
 - Latson Road and Grand River Ave.
 - Latson Road and Beck Road
 - Latson Road and Sweet Road
 - Latson Road and Crooked Lake Road
 - Latson Road and Chilson Road
 - d. Identify the Existing AM and PM peak hour traffic volumes at the study intersections based on turning movement count data.
 - e. Calculate the **Existing** vehicle delays, LOS, and vehicle queues at the study intersections during the AM and PM. The analysis will be performed at each of the study intersections. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6th Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
 - f. Identify improvements (if any) for the study road network that would be required to accommodate the existing traffic volumes.

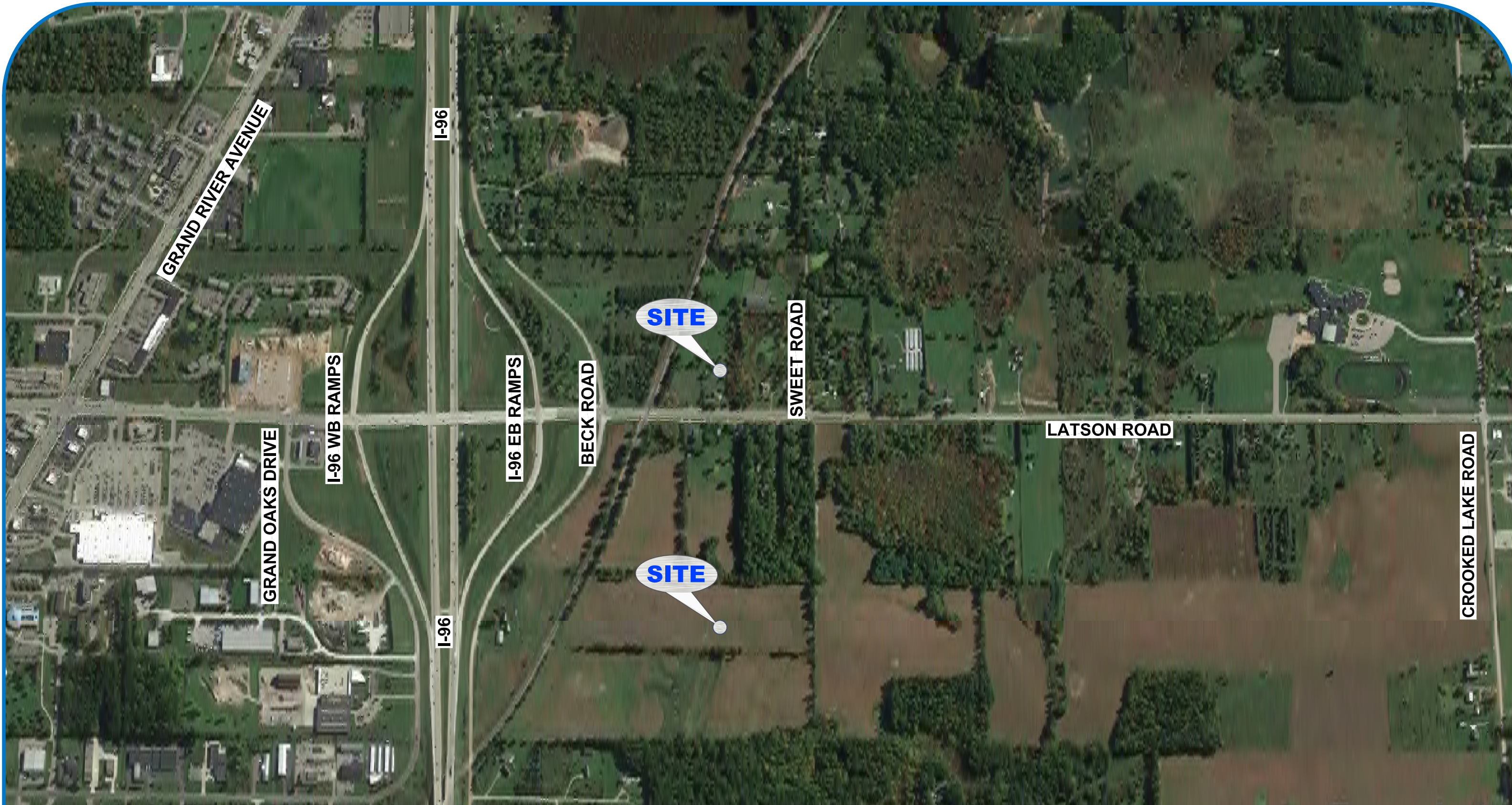
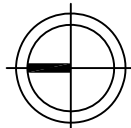


FIGURE 1
SITE LOCATION MAP
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND
 SITE LOCATION


 NORTH
 SCALE: NOT TO SCALE



4. **Future Background Growth:**
 - a. If the planned completion date for the project is beyond one year of the study, an estimate of background traffic growth for the adjacent street network will be made and included in the analysis. The projected background growth rate will be submitted to the LCRC for review and approval prior to use in the analysis.
 - b. Calculate the future background traffic volumes based on an appropriate traffic growth rate to the project buildout year and/or any applicable background developments in the vicinity of this project as provided by LCRC and/or Genoa Township.
5. **Background Conditions (No Build):**
 - a. Calculate the **Background (*without the proposed development*)** vehicle delays, LOS, and vehicle queues at the study intersections during the AM and PM peak periods. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6th Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
 - b. Identify improvements (if any) for the study road network that would be required to accommodate the background traffic volumes.
6. **Trip Generation:**
 - a. Forecast the number of AM and PM peak hour trips that would be generated by the proposed development based on data published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 10th Edition*. The trip generation will be submitted to the LCRC for review and approval prior to use in the analysis.
 - b. A table will be provided in the report outlining the categories and quantities of land uses, and the resulting number of trips.
7. **Trip Distribution and Traffic Assignment:**
 - a. Assign the trips that would be generated by the proposed development to the adjacent road network based on existing traffic patterns. The distribution of the estimated trip generation to the adjacent street network and nearby intersections shall be included in the report and the basis will be explained. The distribution percentages with the corresponding volumes will be provided in a graphical format. The trip distribution will be submitted to the LCRC for review and approval prior to use in the analysis.
 - b. Combine the site-generated traffic assignments with the background traffic forecasts to establish the Future AM and PM peak hour traffic volumes for the development.
8. **Future Conditions (Buildout):**
 - a. Calculate the **Future (*with the proposed development*)** vehicle delays, LOS, and vehicle queues at the study intersections. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6th Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
 - b. Identify improvements (if any) for the study road network that would be required to accommodate the site-generated traffic volumes.
 - c. Perform a qualitative review of the proposed site roadway intersections on Latson Road and provide recommendations regarding driveway location, safety and operations, including an evaluation of the LCRC standards for auxiliary lanes and access management criteria.

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) also provided input regarding the scope of work for this study. The study analyses were completed using Synchro/SimTraffic (Version 10). Sources of data for this study include traffic counts conducted by F&V subconsultant Traffic Data Collection, Inc. (TDC), information provided by the Versa Lamont Ventures, LCRC, MDOT, and ITE. All background information is provided in **Appendix A**.

2 BACKGROUND DATA

2.1 EXISTING ROAD NETWORK

Vehicle transportation for the proposed development is provided via Latson Road; with regional transportation being provided via I-96, which is located just north of the project site location. The lane use and traffic control at the study intersections are shown on **Figure 2** and the study roadways are further described below. For the purposes of this study, all minor streets and driveways are assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

I-96 runs in the east and west directions, has an Average Annual Daily Traffic (AADT) volume of approximately 73,600 vehicles per day (MDOT 2018), and is under the jurisdiction of MDOT. The study section of roadway has a posted speed limit of 75 mph; for analysis purposes, the speed limit for the exit/entrance ramps was assumed to be 25 mph. The roadway is a median divided interstate and has a typical six-lane cross-section, with three lanes in each direction. At the intersection of the EB off-ramp and Latson Road, the ramp provides dual left-turn lanes and a single right-turn lane. At the intersection of the WB off-ramp and Latson Road, the ramp provides a single left-turn lane and dual right-turn lanes.

Grand River Avenue (I-96 BL) generally runs in the northwest and southeast directions, is under the jurisdiction of the MDOT, and has a posted speed limit of 50 mph. The study section of Grand River has a functional classification of *Principal Arterial* and has an approximate AADT of 27,800 vehicles per day (SEMCOG 2016) to the east and 26,200 vehicles per day (SEMCOG 2018) to the west of Latson Road. The roadway has a typical five-lane cross-section, with two lanes in each direction and a center two-way left-turn lane. Grand River widens at the intersection with Latson Road to provide dual left-turn lanes and exclusive right-turn lanes.

Latson Road runs in the north and south directions, with an unposted speed limit of 55 mph and is under the jurisdiction of LCRC. The study section of Latson Road to the north of I-96 has a functional classification of *Minor Arterial* and an approximate AADT of 22,200 vehicles per day (MDOT 2018). The study section north of Cloverbend Road has a typical five-lane cross-section, with two lanes in each direction and a center two-way left-turn lane. The study section of Latson Road to the south of Cloverbend Road narrows to provide a typical two-lane cross-section, with one lane in each direction and widens at Crooked Lake Road to provide exclusive left-turn lanes. The study section of Latson Road to the south of I-96 has a functional classification of *Major Collector* and an approximate AADT of 9,600 vehicles per day (MDOT 2018).

Grand Oaks Drive runs in the east and west directions north of I-96 and is under the jurisdiction of LCRC with an unposted speed limit of 25 mph. The roadway has a typical two-lane cross-section, with one lane in each direction and exclusive left-turn lanes as it intersects with Latson Road. The functional classification of Grand Oaks Drive through the study area is *Local Road*.

Beck Road is an unpaved roadway that runs in the east and west directions south of I-96 and north of the proposed development. At the intersection with Latson Road, approximately 500-ft of the Beck Road approaches are paved and provide exclusive left-turn lanes onto Latson Road. Beck Road is under the jurisdiction of LCRC and has an unposted speed limit of 55 mph. The functional classification of Beck Road through the study area is *Local Road*.

Sweet Road is an unpaved roadway located on the east side of Latson Road opposite the proposed development, that runs in the east and west directions. At the intersection with Latson Road, approximately 100-ft of the Sweet Road approach is paved. Sweet Road is under the jurisdiction of LCRC and has a functional classification of *Local Road*.

Crooked Lake Road is an unpaved roadway that runs in the east and west directions south of the proposed development and has an approximate AADT of 2,300 vehicles per day (MDOT 2018). At the intersection with Latson Road, approximately 200-ft of the Crooked Lake Road approaches are paved. Crooked Lake Road is under the jurisdiction of LCRC and has an unposted speed limit of 55 mph. The functional classification of Crooked Lake Road through the study area is *Local Road*.

Chilson Road generally runs in the northwest and southeast directions south of the proposed development, is under the jurisdiction of LCRC, and has a posted speed limit of 55 mph. The study section of Chilson Road is a typical two-lane cross-section, with one lane in each direction. Chilson Road has an approximate AADT of 11,200 vehicles per day (MDOT 2018) and 2,400 vehicles per day (MDOT 2018) to the east and west of Latson Road, respectively. The functional classification of Chilson Road through the study area is *Minor Arterial*.

2.2 EXISTING TRAFFIC VOLUMES

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.

Intersection turning movement counts were collected during the Weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods at the study intersections. A growth rate was applied to the 2017 turning movement counts, in order to calculate the existing 2019 traffic volumes. F&V also collected an inventory of the existing lane use and traffic controls at the study intersections and obtained the existing signal timing information from MDOT and LCRC. The existing AM and PM peak hour traffic volumes were identified based on the data collected.

These data were used as a baseline to establish the current peak hour traffic volumes for the analysis of existing traffic conditions. During collection of the turning movement counts, pedestrian data and commercial truck percentages were recorded and used in the traffic analysis. Peak Hour Factors (PHFs) were also calculated for each study intersection approach.

The peak hour volumes for each intersection were utilized for this study and the volumes were balanced upward through the study network. At locations where access is provided between study intersections, “dummy” intersections were used to account for sink and source volumes, and through volumes were carried along the main study roadways. The AM and PM peak hours of existing network traffic were identified to generally occur between 8:00 AM to 9:00 AM and 5:00 PM to 6:00 PM, respectively, for a typical weekday. The traffic volume data are included in **Appendix A** and the existing peak hour traffic volumes are summarized on **Figure 3**.

The 2017 traffic volume data for southbound Latson Road was compared with the 2019 counts and additional historical traffic counts along Latson Road. The results of this comparison indicated that the southbound traffic volumes collected during 2017 were much larger (approximately 200 vehicles) than the counts collected in 2019 and other historical data. Therefore, it was determined that there was some type of event and/or incident that occurred in the area during the data collection, that artificially inflated the southbound data; all other volumes and turning movement counts were relatively similar to the 2019 data. As a result, the southbound volumes were balanced downward for the intersections of Latson Road with Beck Road and Sweet Road. All other intersections were balanced upwards and/or accounted for by a sink/source dummy node.

3 ANALYSIS

3.1 EXISTING CONDITIONS

The existing AM and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro traffic analysis software. The results of the analysis of existing conditions were based on the existing lane use and traffic control shown on **Figure 2**, the existing traffic volumes shown on **Figure 3**, and the methodologies presented in the Highway Capacity Manual 6th Edition.

Descriptions of LOS “A” through “F” as defined in the HCM, are provided in **Appendix B** for signalized and unsignalized intersections. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. The results of the analysis of existing conditions are presented in **Appendix B** and are summarized in **Table 1**. Microsimulation was also conducted at the study intersections using SimTraffic to further evaluate the network performance.

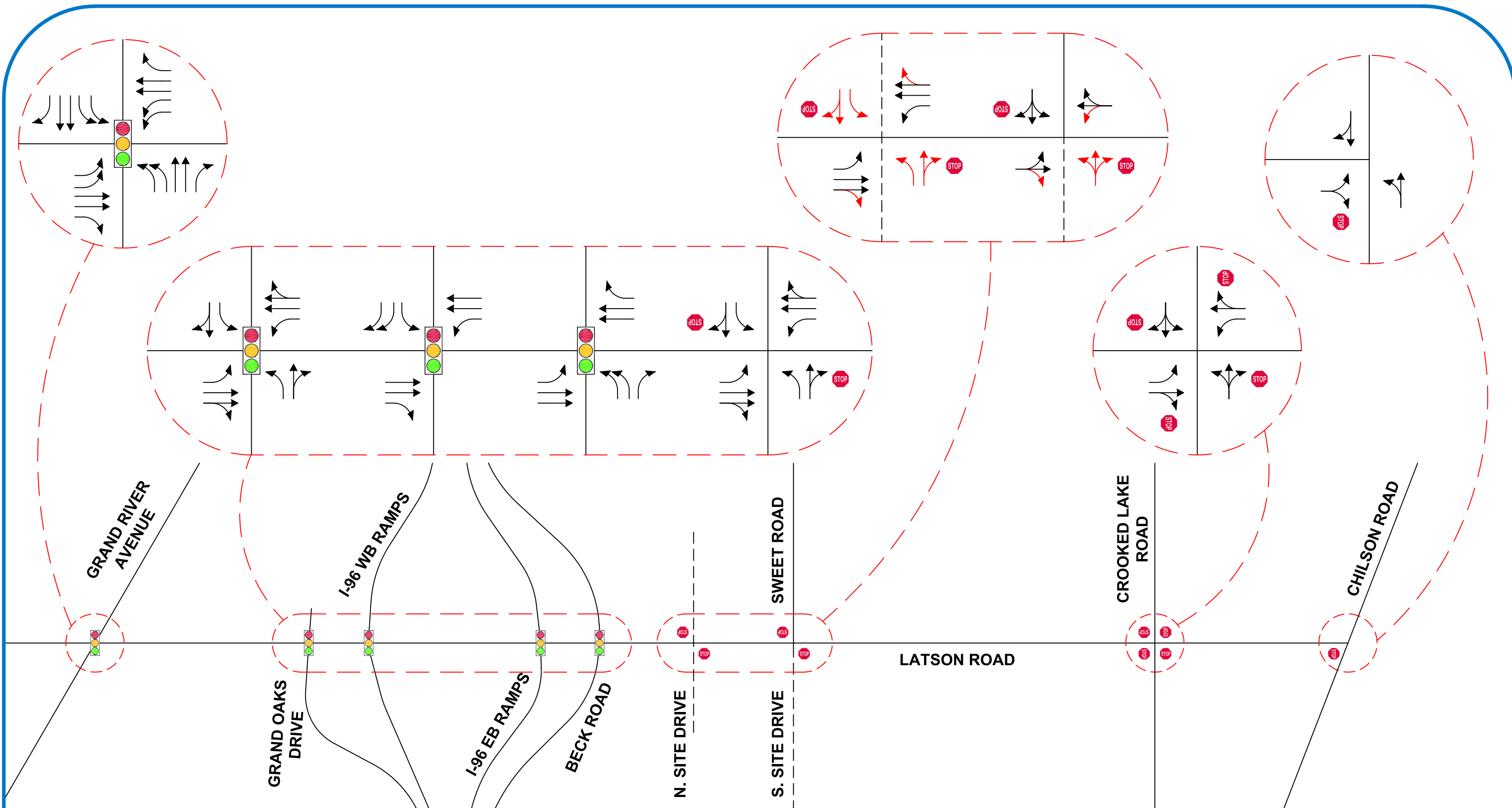
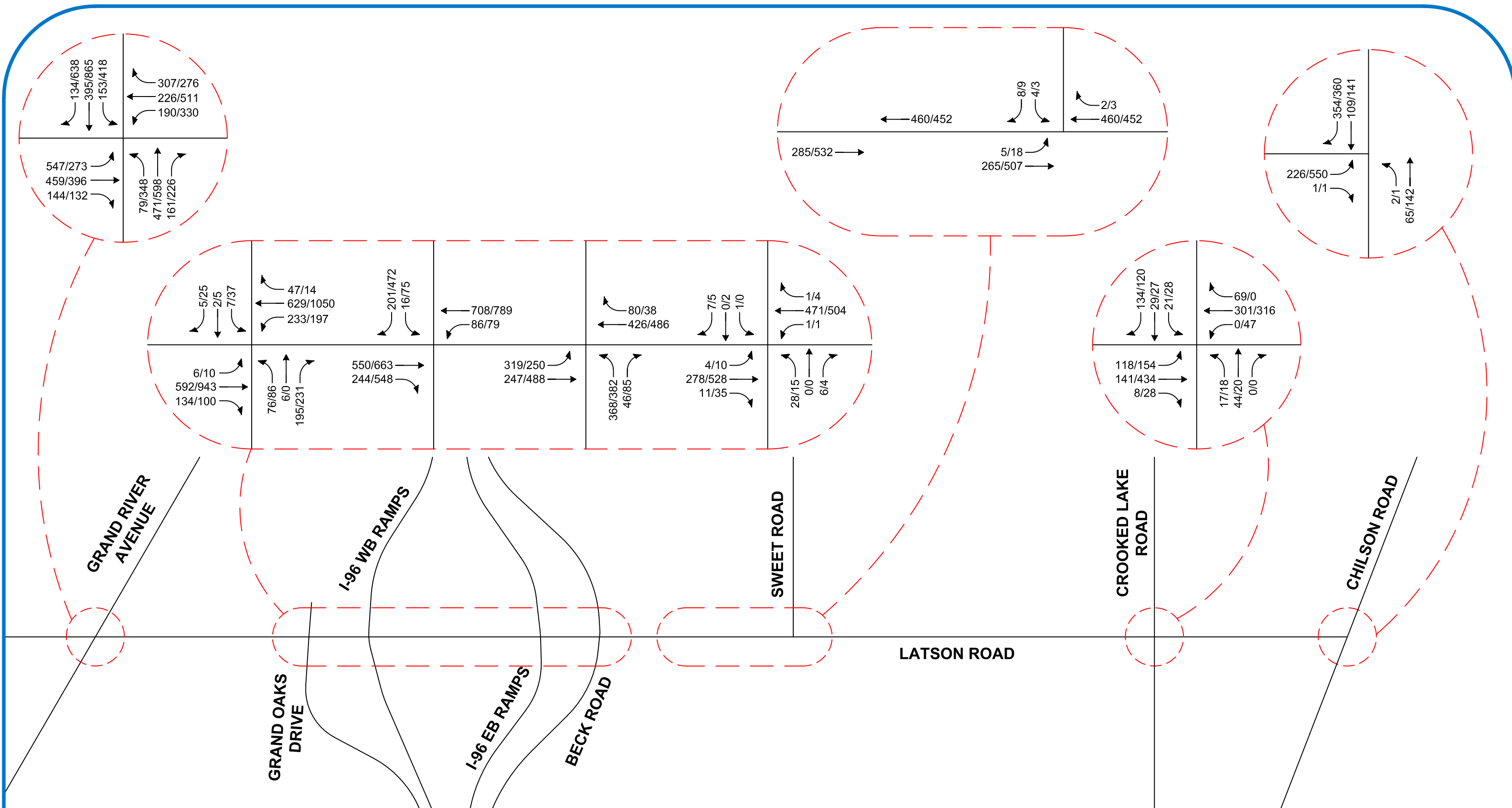


FIGURE 2
LANE USE AND TRAFFIC CONTROL
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND			
	ROADS		EXISTING LANE USE
	PROPOSED ROADS		PROPOSED LANE USE
	SIGNALIZED INTERSECTION		
	UNSIGNALIZED INTERSECTION		

NORTH
 SCALE: NOT TO SCALE

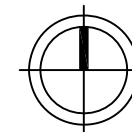


**FIGURE 3
EXISTING TRAFFIC
VOLUMES**

VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)



NORTH
SCALE: NOT TO SCALE



Table 1: Existing Intersection Operations

Intersection	Control	Approach	Existing Conditions			
			AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Latson Road & Grand River Avenue	Signalized	EBL	44.4	D	49.3	D
		EBT	32.5	C	36.4	D
		EBR	23.1	C	25.4	C
		WBL	59.5	E	60.8	E
		WBT	29.5	C	63.5	F
		WBR	14.4	B	132.2	F
		NBL	44.3	D	90.9	F
		NBT	39.6	D	42.7	D
		NBR	100.9	F	28.7	C
		SBL	42.8	D	63.3	E
		SBT	31.9	C	37.8	D
		SBR	26.3	C	24.3	C
		Overall	41.3	D	60.6	E
2 Latson Road & Grand Oaks Drive	Signalized	EBL	29.0	C	26.8	C
		EBTR	40.4	D	35.5	D
		WBL	37.6	D	37.3	D
		WBTR	26.5	C	23.9	C
		NBL	10.8	B	15.3	B
		NBTR	0.8	A	1.5	A
		SBL	12.2	B	13.8	B
		SBTR	18.4	B	25.9	C
Overall	14.0	B	17.0	B		
3 Latson Road & WB I-96 Ramps	Signalized	WBL	30.5	C	25.9	C
		WBR	36.5	D	34.1	C
		NBL	2.6	A	6.3	A
		NBT	0.3	A	0.5	A
		SBT	13.8	B	18.0	B
		SBR	14.0	B	25.3	C
		Overall	11.3	B	16.8	B
4 Latson Road & EB I-96 Ramps	Signalized	EBL	34.0	C	34.1	C
		EBR	29.0	C	30.7	C
		NBT	5.2	A	5.2	A
		NBR	4.8	A	4.4	A
		SBL	4.7	A	2.9	A
		SBT	0.1	A	0.2	A
Overall	12.5	B	11.0	B		
5 Latson Road & Beck Road	Stop (Minor)	EBL	17.7	C	27.2	D
		EBR	9.5	A	10.5	B
		WBL	20.6	C	0.0*	A
		WBR	10.9	B	17.6	C
		NBL	8.1	A	8.9	A
SBL	9.0	A	9.0	A		

	Intersection	Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
6	Latson Road & Sweet Road	Stop (Minor)	WB	15.6	C	15.4	C
			NB	Free		Free	
			SBL	9.0	A	8.7	A
7	Latson Road & Crooked Lake Road	Stop (All-Way)	EB	12.0	B	11.7	B
			WB	15.1	C	15.2	C
			NBL	0.0*	A	10.9	B
			NBTR	24.5	C	22.9	C
			SBL	13.2	B	12.7	B
			SBTR	13.2	B	35.8	E
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.5	A	8.7	A
			WB	Free		Free	
			SB	16.4	C	154.3	F

* Indicates no vehicle volume present

The results of the existing conditions analysis indicate that all study intersection approaches and movements currently operate acceptably at a LOS D or better during both peak periods, with the exception of the following:

3.2.1 Latson Road & Grand River Avenue

- The westbound left-turn movement currently operates at LOS E and the northbound right-turn movement currently operates at LOS F during the AM peak period.
- The northbound left-turn movement, the southbound left-turn movement, and all westbound movements currently operate at LOS F during the PM peak period.

A review of network simulations indicates long vehicle queues for those approaches and movements with poor Levels of Service. These queues were observed to generally take multiple cycle lengths in order to be serviced and were typically present throughout the peak hours.

3.2.2 Latson Road & Crooked Lake Road

- The southbound through/right movement currently operates at LOS E during the PM peak hour.

Although the intersection LOS analysis indicates poor operations during the PM peak period, a review of the SimTraffic simulations indicates acceptable operations. The volume of vehicles competing with the southbound through/right movement (i.e. eastbound approach, westbound through and lefts, and northbound lefts) is minimal; therefore, the southbound through/right movement is able to process through the intersection without experiencing significant delays. The 95th percentile queue length reported for the movement was approximately 120 ft (4-5 vehicles), which is not significant.

3.2.3 Latson Road & Chilson Road

- The southbound approach currently operates at LOS F during the PM peak hour.

A review of network simulations indicates periods of long vehicle queues for the southbound approach during the PM peak hour. As a result of low volumes of through traffic along Chilson Road, many gaps are available; however, due to the high volume of southbound traffic making left-turns, large delays are experienced along the southbound approach.

A review of network simulations at all other study intersections showed acceptable traffic operations at all study area intersection approaches and movements during both the AM and PM peak hours.

3.3 EXISTING IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements under existing condition, mitigation measures were investigated. These mitigation measures included signal timing

adjustments, geometric improvements, and traffic control modifications. The proposed improvements and their impact to intersection operations are summarized below.

3.3.1 Latson Road & Grand River Avenue

Geometric improvements were investigated at the Latson Road & Grand River Avenue intersection. However, each of the four approaches at this intersection already has dual left-turn lanes and dedicated right turn lanes. Additionally, there does not appear to be sufficient right-of-way to implement additional construction-related capacity-improvement mitigation measures. The existing operational deficiencies at this intersection require a regional analysis of the Grand River Avenue, which is outside the scope of this study. MDOT should consider improvements along the Grand River Avenue corridor in order to increase capacity and provide better operations for this regional route.

However, without a regional analysis, the following improvements should be considered to aid in mitigating existing delays during both the AM and PM peak hours:

- Optimize signal phase splits.

3.3.2 Latson Road & Chilson Road

Geometric improvements were also investigated at the Latson Road & Chilson Road intersection. Additional turning lanes were evaluated to reduce the delays; however, the impact was minimal. Therefore, alternative mitigation measures were evaluated to improve the failing LOS and reduce the long vehicle queues. The installation of a single lane roundabout at the intersection of Latson Road & Chilson Road was evaluated in an effort to reduce the observed delay. The resulting analysis indicates that a roundabout will provide LOS A for all approaches and help minimize the delay along Latson Road.

The existing intersection operations with the proposed mitigation measures are summarized in **Table 2**.

Table 2: Existing Intersection Operations with Improvements

Intersection	Control	Approach	Existing Conditions				Existing Conditions (with Improvements)				Difference				
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Latson Road & Grand River Avenue	Signalized	EBL	44.4	D	49.3	D	44.4	D	51.8	D	0.0	-	2.5	-
			EBT	32.5	C	36.4	D	38.0	D	36.4	D	5.5	C>D	0.0	-
			EBR	23.1	C	25.4	C	26.7	C	23.0	C	3.6	-	-2.4	-
			WBL	59.5	E	60.8	E	45.5	D	51.4	D	-14.0	E>D	-9.4	E>D
			WBT	29.5	C	63.5	F	32.6	C	54.2	D	3.1	-	-9.3	F>D
			WBR	14.4	B	132.2	F	17.0	B	98.3	F	2.6	-	-33.9	-
			NBL	44.3	D	90.9	F	46.1	D	46.6	D	1.8	-	-44.3	F>D
			NBT	39.6	D	42.7	D	33.9	C	54.4	D	-5.7	D>C	11.7	-
			NBR	100.9	F	28.7	C	50.6	D	30.6	C	-50.3	F>D	1.9	-
			SBL	42.8	D	63.3	E	52.7	D	45.5	D	9.9	-	-17.8	E>D
			SBT	31.9	C	37.8	D	28.4	C	46.8	D	-3.5	-	9.0	-
			SBR	26.3	C	24.3	C	23.5	C	27.5	C	-2.8	-	3.2	-
		Overall	41.3	D	60.6	E	38.1	D	52.3	D	-3.2	-	-8.3	E>D	
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.5	A	8.7	A	4.8	A	7.6	A	-3.7	-	-1.1	-
			WB	Free		Free		6.0	A	7.0	A	N/A		N/A	
			SB	16.4	C	154.3	F	5.4	A	9.6	A	-11.0	C>A	-144.7	F>A

The results of the existing conditions analysis with improvements show that several approaches and movements at the Latson Road & Grand River Avenue intersection are expected to operate with improved LOS and delays, although some approaches and movements are still expected to operate poorly. Additionally, with the installation of a roundabout at the intersection of Latson Road and Chilson Road, all approaches are

expected to operate at a LOS A. A review of network simulations showed acceptable traffic operations during the both peak hours.

3.4 BACKGROUND GROWTH

Southeast Michigan Council of Governments (SEMCOG) the multi-jurisdictional agency responsible for the transportation planning in Southeast Michigan was contacted regarding background growth rates on the adjacent study roadways for use in this analysis. SEMCOG maintains the regional transportation planning models and provides information regarding projected growth rates along roadways throughout their jurisdiction. The SEMCOG travel demand forecast model indicated the following growth rates, compounded annually, from 2015 to 2045. This information was used as a baseline in order to determine the applicable growth rate for the existing traffic volumes to the project build-out year of 2039. The growth rates for the study corridors provided by SEMCOG are summarized in **Table 3**.

Table 3: 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 will be in addition to this background growth.

The annual growth rate along Latson road was utilized for all study roadways throughout the network, with the exception of Grand River Avenue. The annual growth rate was applied to the existing 2019 traffic volumes to forecast the future 2039 background traffic volumes without the proposed development. Additionally, this growth rate was applied to the 2017 traffic volumes to project to existing 2019 volumes.

3.5 BACKGROUND CONDITIONS

The background traffic growth was applied to the existing traffic volumes shown on **Figure 3** to determine the background traffic volumes shown on **Figure 4**. Background peak hour vehicle delays and LOS were calculated based on the existing lane use and traffic control shown on **Figure 2**, the background traffic volumes shown on **Figure 4**, and the methodologies presented in the HCM. The results of the analysis of background conditions are presented in **Appendix C** and are summarized in **Table 4**.

Table 4: Background Intersection Operations

Intersection	Control	Approach	Existing Conditions				Background Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Latson Road & Grand River Avenue	Signalized	EBL	44.4	D	49.3	D	44.9	D	52.4	D
		EBT	32.5	C	36.4	D	37.7	D	41.7	D
		EBR	23.1	C	25.4	C	24.4	C	27.0	C
		WBL	59.5	E	60.8	E	76.2	E	87.6	F
		WBT	29.5	C	63.5	F	33.2	C	135.6	F
		WBR	14.4	B	132.2	F	14.8	B	222.2	F
		NBL	44.3	D	90.9	F	43.5	D	148.1	F
		NBT	39.6	D	42.7	D	41.7	D	50.2	D
		NBR	100.9	F	28.7	C	165.8	F	30.8	C
		SBL	42.8	D	63.3	E	46.7	D	98.0	F
		SBT	31.9	C	37.8	D	32.9	C	40.1	D
		SBR	26.3	C	24.3	C	26.5	C	23.8	C
Overall			41.3	D	60.6	E	50.7	D	93.7	F

Intersection	Control	Approach	Existing Conditions				Background Conditions				
			AM Peak		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
2	Latson Road & Grand Oaks Drive	Signalized	EBL	29.0	C	26.8	C	27.6	C	25.2	C
			EBTR	40.4	D	35.5	D	43.7	D	36.9	D
			WBL	37.6	D	37.3	D	37.8	D	37.6	D
			WBTR	26.5	C	23.9	C	24.9	C	21.9	C
			NBL	10.8	B	15.3	B	20.0	B	28.8	C
			NBTR	0.8	A	1.5	A	1.1	A	2.5	A
			SBL	12.2	B	13.8	B	14.6	B	16.6	B
			SBTR	18.4	B	25.9	C	25.7	C	58.1	E
			Overall	14.0	B	17.0	B	18.2	B	30.5	C
3	Latson Road & WB I-96 Ramps	Signalized	WBL	30.5	C	25.9	C	29.2	C	24.1	C
			WBR	36.5	D	34.1	C	35.6	D	35.1	D
			NBL	2.6	A	6.3	A	4.5	A	14.7	B
			NBT	0.3	A	0.5	A	0.4	A	0.8	A
			SBT	13.8	B	18.0	B	15.4	B	20.3	C
			SBR	14.0	B	25.3	C	15.6	B	29.8	C
			Overall	11.3	B	16.8	B	12.0	B	18.8	B
4	Latson Road & EB I-96 Ramps	Signalized	EBL	34.0	C	34.1	C	32.9	C	33.1	C
			EBR	29.0	C	30.7	C	27.5	C	29.4	C
			NBT	5.2	A	5.2	A	6.2	A	6.2	A
			NBR	4.8	A	4.4	A	5.6	A	5.0	A
			SBL	4.7	A	2.9	A	13.8	B	6.4	A
			SBT	0.1	A	0.2	A	0.1	A	0.3	A
			Overall	12.5	B	11.0	B	14.4	B	11.5	B
5	Latson Road & Beck Road	Stop (Minor)	EBL	17.7	C	27.2	D	21.5	C	38.1	E
			EBR	9.5	A	10.5	B	9.8	A	11.0	B
			WBL	20.6	C	0.0*	A	25.3	D	0.0*	A
			WBR	10.9	B	17.6	C	11.4	B	20.5	C
			NBL	8.1	A	8.9	A	8.3	A	9.3	A
			SBL	9.0	A	9.0	A	9.4	A	9.5	A
6	Latson Road & Sweet Road	Stop (Minor)	WB	15.6	C	15.4	C	18.5	C	18.7	C
			NB	Free		Free		Free		Free	
			SBL	9.0	A	8.7	A	9.4	A	9.1	A
7	Latson Road & Crooked Lake Road	Stop (All-Way)	EB	12.0	B	11.7	B	14.2	B	13.0	B
			WB	15.1	C	15.2	C	21.5	C	19.3	C
			NBL	0.0*	A	10.9	B	0.0*	A	11.7	B
			NBTR	24.5	C	22.9	C	51.2	F	38.3	E
			SBL	13.2	B	12.7	B	16.1	C	19.3	C
			SBTR	13.2	B	35.8	E	16.8	C	89.6	F
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.5	A	8.7	A	8.7	A	9.0	A
			WB	Free		Free		Free		Free	
			SB	16.4	C	154.3	F	21.3	C	328.1	F

* Indicates no vehicle volume present

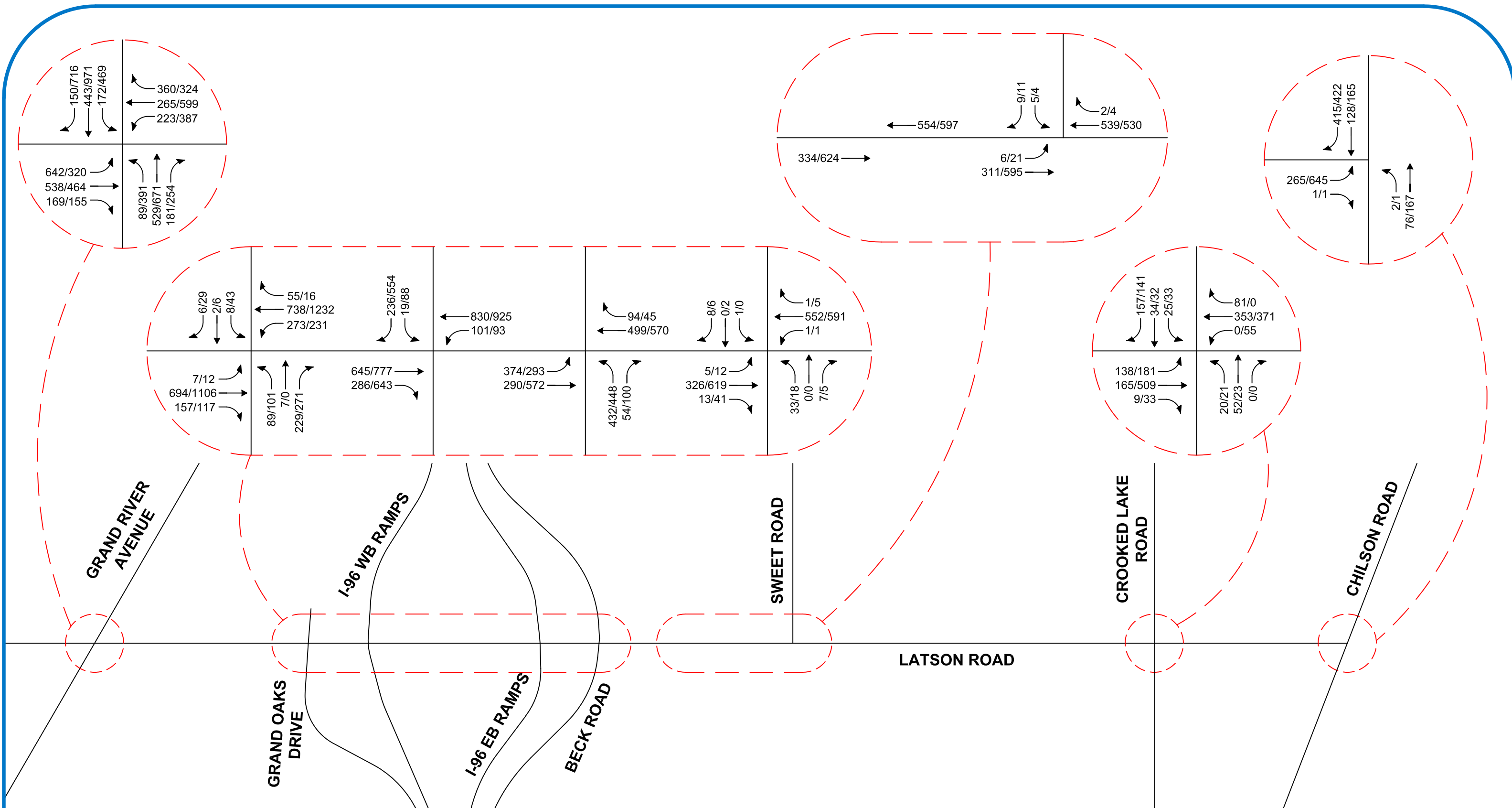


FIGURE 4
BACKGROUND TRAFFIC VOLUMES
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

NORTH
 SCALE: NOT TO SCALE



The results of the background conditions analysis indicate that all study intersection approaches and movements will continue to operate in a manner similar to existing conditions, with the exception of the following:

3.5.1 Latson Road & Grand River Avenue

The intersection of Latson Road & Grand River Avenue is expected to operate similar to existing conditions, with increased delays for all approaches and movements. The following movements experienced degraded LOS between existing and background conditions:

- The westbound left-turn and southbound left-turn movements are expected to operate at LOS F during the PM peak period.

A review of network simulations indicates similar operations to existing conditions, with increased vehicle queueing for all approaches and movements.

3.5.2 Latson Road & Grand Oaks Drive

- The southbound through/right movement is expected to operate at LOS E during the PM peak period.

A review of network simulations indicates that during the PM peak hour, brief periods of vehicle queues were observed on the southbound approach; however, these queues were observed to typically be serviced within the cycle length.

3.5.3 Latson Road & Beck Road

- The eastbound left-turn movement is expected to operate at LOS E during the PM peak hour.

The volume of eastbound left-turns during the PM peak hour is relatively low (less than 20 veh). Although the delay experienced by these vehicles causes the movement to operate at a LOS E, the 95th percentile queue length reported at this movement was approximately 40 feet (1-2 vehicles), which is not significant.

3.5.4 Latson Road & Crooked Lake Road

- The northbound through/right movement is expected to operate at LOS F and LOS E during the AM and PM peak periods, respectively.
- The southbound through/right movement is expected to operate at LOS F during the PM peak hour.

Although the intersection LOS analysis indicates poor operations during the AM and PM peak periods, a review of the SimTraffic simulations indicates acceptable operations. Brief periods of vehicle queues were observed for the northbound approach during the AM peak period and the northbound and southbound approaches during the PM peak period. However, these queues were observed to be adequately processed through the intersection and were not present throughout the peak hours.

3.5.5 Latson Road & Chilson Road

- The southbound approach will continue operating at LOS F during the PM peak hour, with significant increases in delay.

A review of network simulations indicates long vehicle queues for the southbound approach during the PM peak hour. The 95th percentile queue length reported for the southbound approach was extensive approximately 1,640 ft. A review of network simulations showed generally acceptable traffic operations at all other study area intersection approaches and movements during both the AM and PM peak hours.

3.6 BACKGROUND IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements under background conditions, mitigation measures that were identified under existing conditions were applied. In addition to mitigation recommended at the intersections of concern identified during the existing conditions analysis, the following mitigation measure is recommended to reduce the delay at the intersection of Latson Road and Grand Oaks Drive:

- Optimize signal phase splits during the PM peak period.

The results of this analysis are summarized in **Table 5** and indicate that all study intersection approaches and movements would operate acceptably at a LOS D or better during both peak periods, with the exception of the Latson Road and Grand River Avenue intersection.

Table 5: Background Intersection Operations with Improvements

Intersection	Control	Approach	Background Conditions				Background Conditions (with Improvements)				Difference				
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Latson Road & Grand River Avenue	Signalized	EBL	44.9	D	52.4	D	44.9	D	90.8	F	0.0	-	38.4	D>F
			EBT	37.7	D	41.7	D	54.3	D	45.8	D	16.6	-	4.1	-
			EBR	24.4	C	27.0	C	29.0	C	24.9	C	4.6	-	-2.1	-
			WBL	76.2	E	87.6	F	54.4	D	52.8	D	-21.8	E>D	-34.8	F>D
			WBT	33.2	C	135.6	F	38.5	D	76.5	F	5.3	C>D	-59.1	-
			WBR	14.8	B	222.2	F	16.8	B	149.2	F	2.0	-	-73.0	-
			NBL	43.5	D	148.1	F	45.0	D	57.4	E	1.5	-	-90.7	F>E
			NBT	41.7	D	50.2	D	36.3	D	72.1	E	-5.4	-	21.9	D>E
			NBR	165.8	F	30.8	C	85.3	F	30.8	C	-80.5	-	0.0	-
			SBL	46.7	D	98.0	F	46.7	D	69.2	E	0.0	-	-28.8	F>E
			SBT	32.9	C	40.1	D	28.7	C	62.4	E	-4.2	-	22.3	D>E
			SBR	26.5	C	23.8	C	23.3	C	29.6	C	-3.2	-	5.8	-
			Overall	50.7	D	93.7	F	44.3	D	71.5	E	-6.4	-	-22.2	F>E
2	Latson Road & Grand Oaks Drive	Signalized	EBL	27.6	C	25.2	C	No Change	26.1	C	No Change	0.9	-		
			EBTR	43.7	D	36.9	D		41.5	D		4.6	-		
			WBL	37.8	D	37.6	D		39.3	D		1.7	-		
			WBTR	24.9	C	21.9	C		22.7	C		0.8	-		
			NBL	20.0	B	28.8	C		26.6	C		-2.2	-		
			NBTR	1.1	A	2.5	A		2.3	A		-0.2	-		
			SBL	14.6	B	16.6	B		15.8	B		-0.8	-		
			SBTR	25.7	C	58.1	E		48.8	D		-9.3	E>D		
			Overall	18.2	B	30.5	C		27.3	C		-3.2	-		
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.7	A	9.0	A	5.2	A	9.4	A	-3.5	-	0.4	-
			WB	Free		Free		6.7	A	8.1	A	N/A		N/A	
			SB	21.3	C	328.1	F	6.0	A	12.5	B	-15.3	C>A	-315.6	F>B

3.7 SITE TRIP GENERATION

The number of AM and PM peak hour vehicle trips that would be generated by the proposed development was forecast based on data published by ITE in the *Trip Generation Manual, 10th Edition* and the *ITE Trip Generation Handbook, 3rd Edition*. The proposed development includes Industrial/Office/R&D facilities on the west side of Latson Road and a hotel and commercial buildings on the east side of Latson Road. There are no specific plans yet determined for the site; therefore, several assumptions were made in the trip generation analysis regarding the projected land uses. The site trip generation forecast was reviewed and approved by LCRC prior to use in this analysis and is summarized in **Table 6**.

Table 6: 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

A portion of the site-generated commercial trips are already present on the adjacent road network and are interrupted to visit the site. These trips are known as “pass-by” trips and result in turning movements at the site driveways, but do not increase traffic volumes on the adjacent road network. The percentage of pass-by trips was determined based on the rates published by ITE in the *Trip Generation Handbook, 3rd Edition*.

3.8 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 adjacent street traffic volumes were used to develop the trip distribution. To determine trips distribution, it is assumed that the trips in the AM are home-to-work based trips, and in the PM are work-to-home based trips. Therefore, the global trip generation is based on trips in the AM entering the study network and coming into the development, then leaving the development and exiting to the study network in the PM. The ITE trip distribution methodology assumes that new trips will return to their direction of origin, while pass-by trips enter and exit the development in their original direction of travel. The site trip distributions used in the analysis were reviewed and approved by LCRC prior to use in the analysis and are summarized in **Table 7**.

Table 7: New Site 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%

The vehicular traffic volumes shown in **Table 6** were distributed to the roadway network according to the distribution shown in **Table 7**. The site generated trips are shown on **Figure 5** and were added to the future background traffic volumes shown on **Figure 4** to calculate the future peak hour traffic volumes with the proposed development. Future traffic volumes are shown on **Figure 6**.

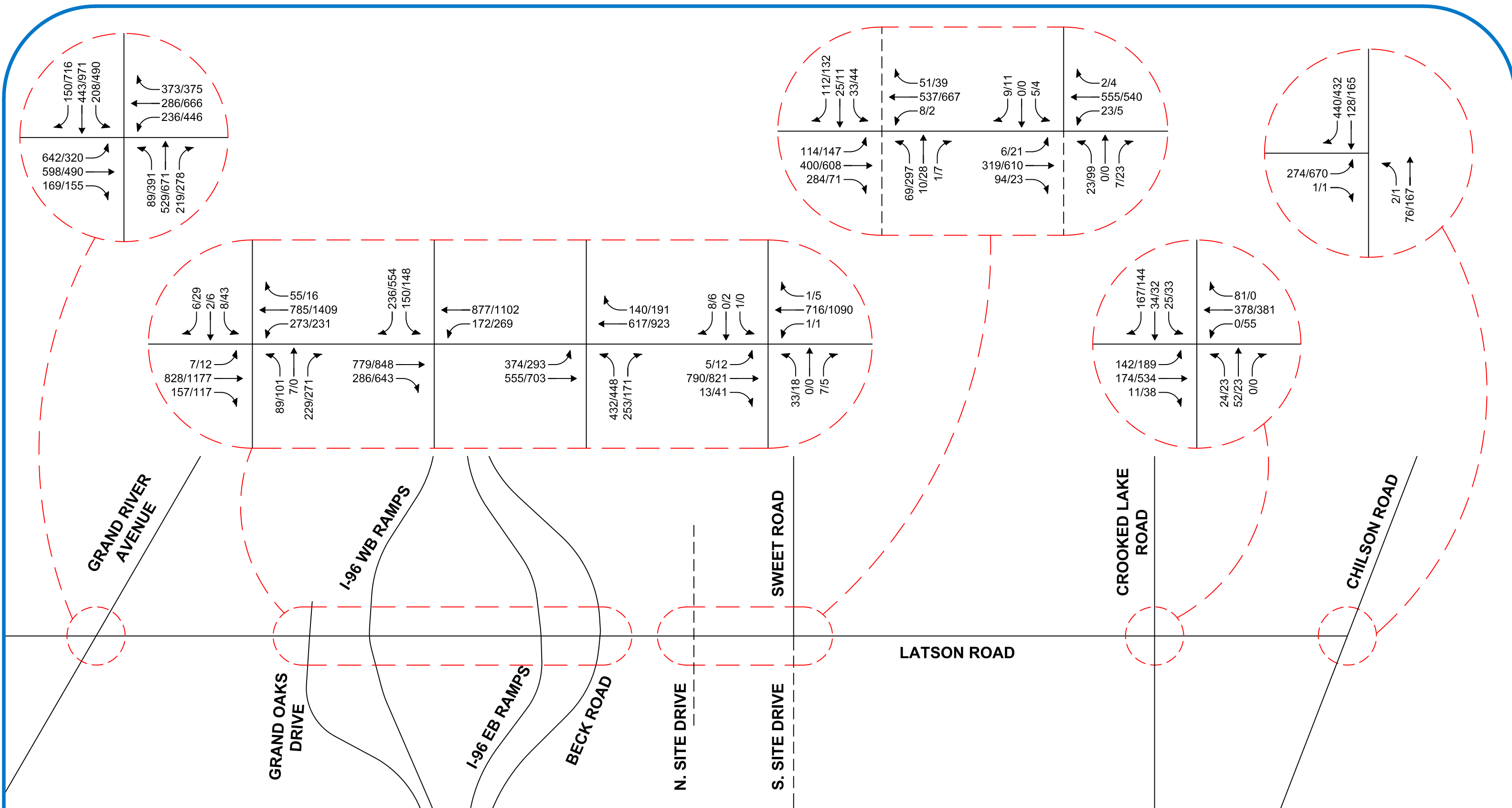
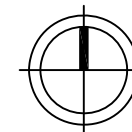


FIGURE 6
FUTURE TRAFFIC
VOLUMES

VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)



NORTH
 SCALE: NOT TO SCALE



3.9 FUTURE CONDITIONS

Future peak hour vehicle delays and LOS *with the proposed development* were calculated based on the existing lane use and traffic control shown on **Figure 2**, the proposed site access plan, the future traffic volumes shown on **Figure 6**, and the methodologies presented in the HCM. The results of the future conditions analysis are presented in **Appendix D** and are summarized in **Table 8**.

Table 8: Future Intersection Operations

Intersection	Control	Approach	Background Conditions				Future Conditions				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Latson Road & Grand River Avenue	Signalized	EBL	44.9	D	52.4	D	44.9	D	52.4	D	0.0	-	0.0	-
		EBT	37.7	D	41.7	D	37.7	D	41.7	D	0.0	-	0.0	-
		EBR	24.4	C	27.0	C	25.5	C	28.2	C	1.1	-	1.2	-
		WBL	76.2	E	87.6	F	128.1	F	101.6	F	51.9	E>F	14.0	-
		WBT	33.2	C	135.6	F	33.2	C	135.6	F	0.0	-	0.0	-
		WBR	14.8	B	222.2	F	14.8	B	222.2	F	0.0	-	0.0	-
		NBL	43.5	D	148.1	F	43.2	D	221.0	F	-0.3	-	72.9	-
		NBT	41.7	D	50.2	D	43.2	D	66.0	E	1.5	-	15.8	D>E
		NBR	165.8	F	30.8	C	184.3	F	35.0	C	18.5	-	4.2	-
		SBL	46.7	D	98.0	F	46.7	D	98.0	F	0.0	-	0.0	-
		SBT	32.9	C	40.1	D	35.5	C	41.7	D	2.6	-	1.6	-
		SBR	26.5	C	23.8	C	26.9	C	23.8	C	0.4	-	0.0	-
		Overall	50.7	D	93.7	F	56.1	E	101.4	F	5.4	D>E	7.7	-
2 Latson Road & Grand Oaks Drive	Signalized	EBL	27.6	C	25.2	C	27.6	C	25.2	C	0.0	-	0.0	-
		EBTR	43.7	D	36.9	D	43.7	D	36.9	D	0.0	-	0.0	-
		WBL	37.8	D	37.6	D	37.8	D	37.6	D	0.0	-	0.0	-
		WBTR	24.9	C	21.9	C	24.9	C	21.9	C	0.0	-	0.0	-
		NBL	20.0	B	28.8	C	28.4	C	28.3	C	8.4	B>C	-0.5	-
		NBTR	1.1	A	2.5	A	1.3	A	3.4	A	0.2	-	0.9	-
		SBL	14.6	B	16.6	B	14.7	B	16.8	B	0.1	-	0.2	-
		SBTR	25.7	C	58.1	E	30.8	C	73.9	F	5.1	-	15.8	E>F
		Overall	18.2	B	30.5	C	21.2	C	35.8	D	3.0	B>C	5.3	C>D
3 Latson Road & WB I-96 Ramps	Signalized	WBL	29.2	C	24.1	C	36.0	D	25.2	C	6.8	C>D	1.1	-
		WBR	35.6	D	35.1	D	34.6	D	34.8	C	-1.0	-	-0.3	D>C
		NBL	4.5	A	14.7	B	15.0	B	295.4	F	10.5	A>B	280.7	B>F
		NBT	0.4	A	0.8	A	0.5	A	1.1	A	0.1	-	0.3	-
		SBT	15.4	B	20.3	C	16.9	B	21.1	C	1.5	-	0.8	-
		SBR	15.6	B	29.8	C	15.8	B	29.4	C	0.2	-	-0.4	-
				Overall	12.0	B	18.8	B	14.4	B	39.6	D	2.4	-
4 Latson Road & EB I-96 Ramps	Signalized	EBL	32.9	C	33.1	C	28.3	C	32.7	C	-4.6	-	-0.4	-
		EBR	27.5	C	29.4	C	37.0	D	32.3	C	9.5	C>D	2.9	-
		NBT	6.2	A	6.2	A	8.3	A	7.6	A	2.1	-	1.4	-
		NBR	5.6	A	5.0	A	7.4	A	6.1	A	1.8	-	1.1	-
		SBL	13.8	B	6.4	A	57.9	F	74.4	F	44.1	B>F	68.0	A>F
		SBT	0.1	A	0.3	A	0.3	A	0.4	A	0.2	-	0.1	-
				Overall	14.4	B	11.5	B	21.2	C	18.3	B	6.8	B>C

Intersection	Control	Approach	Background Conditions				Future Conditions				Difference				
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
5	Latson Road & Beck Road	Stop (Minor)	EBL	21.5	C	38.1	E	95.5	F	164.9	F	74.0	C>F	126.8	E>F
			EBTR	9.8	A	11.0	B	12.6	B	12.2	B	2.8	A>B	1.2	-
			WBL	25.3	D	0.0*	A	58.5	F	0.0*	A	33.2	D>F	0.0*	-
			WBTR	11.4	B	20.5	C	12.6	B	62.2	F	1.2	-	41.7	C>F
			NBL	8.3	A	9.3	A	10.7	B	10.3	B	2.4	A>B	1.0	A>B
			SBL	9.4	A	9.5	A	10.3	B	13.1	B	0.9	A>B	3.6	A>B
6	Latson Road & Sweet Road / S. Site Drive	Stop (Minor)	EBL	N/A		N/A		39.2	E	209.9	F	N/A		N/A	
			EBR	N/A		N/A		11.1	B	13.8	B	N/A		N/A	
			WB	15.6	C	15.4	C	24.5	C	23.2	C	8.9	-	7.8	-
			NBL	N/A		N/A		8.9	A	9.2	A	N/A		N/A	
			SBL	9.0	A	8.7	A	9.4	A	9.2	A	0.4	-	0.5	-
7	Latson Road & Crooked Lake Road	Stop (All-Way)	EB	14.2	B	13.0	B	15.1	C	13.3	B	0.9	B>C	0.3	-
			WB	21.5	C	19.3	C	25.0	C	20.1	C	3.5	-	0.8	-
			NBL	0.0*	A	11.7	B	0.0*	A	11.9	B	0.0*	-	0.2	-
			NBTR	51.2	F	38.3	E	72.2	F	43.0	E	21.0	-	4.7	-
			SBL	16.1	C	19.3	C	17.1	C	15.4	C	1.0	-	-3.9	-
			SBTR	16.8	C	89.6	F	18.6	C	115.4	F	1.8	-	25.8	-
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.7	A	9.0	A	8.8	A	9.0	A	0.1	-	0.0	-
			WB	Free		Free		Free		Free		Free		Free	
			SB	21.3	C	328.1	F	22.9	C	363.1	F	1.6	-	35.0	-
9	Latson Road & N. Site Drive	Stop (Minor)	EBL	N/A				485.8	F	3376.4	F	N/A			
			EBT	N/A				61.0	F	177.7	F	N/A			
			EBR	N/A				10.0	B	10.7	B	N/A			
			WBL	N/A				76.6	F	681.2	F	N/A			
			WBT	N/A				156.8	F	118.3	F	N/A			
			WBR	N/A				11.9	B	13.6	B	N/A			
			NBL	N/A				10.2	B	9.4	A	N/A			
			SBL	N/A				10.8	B	11.4	B	N/A			

* Indicates no vehicle volume present

The results of the future conditions analysis indicate that all study intersection approaches and movements will continue to operate in a manner similar to background conditions, with the exception of the following:

3.9.1 Latson Road & Grand River Avenue

- The approaches and movements during both peak periods are expected to operate in a manner similar to background conditions, with minor increases in delays. A review of network simulations confirms similar operations.

The trips generated by the proposed development that will travel through this intersection are expected to account for less than 5% of the total intersection traffic volume. Therefore, any impact from the proposed development at this intersection is expected to be negligible and any changes will be unperceivable to the roadway users.

3.9.2 Latson Road & Grand Oaks Drive

- The southbound through/right movement is expected to operate at LOS F during the PM peak hour.

A review of network simulations indicates that during the PM peak hour, brief periods of vehicle queues were observed on the southbound approach; however, these queues were observed to typically be serviced within the cycle length.

3.9.3 Latson Road & WB I-96 Ramp

- The northbound left-turn movement is expected to operate at LOS F during the PM peak hour.

A review of network simulations indicates that long vehicle queues were observed in the northbound left-turn lane during the PM peak hour. These queues are the result of a large volume of vehicles making left turns and insufficient gaps within the southbound through traffic to allow the permissive left-turn movement. These queues were present throughout the peak hour and were observed to exceed the available left-turn storage area.

3.9.4 Latson Road & EB I-96 Ramp

- The southbound left-turn movement is expected to operate at LOS F during the AM and PM peak hours.

A review of network simulations indicates that long vehicle queues were observed in the southbound left-turn lane during both the AM and PM peak hours. These queues are the result of a large volume of vehicles making left turns and insufficient gaps within the northbound through traffic to allow the permissive left-turn movement. These queues were present throughout the peak hour and were observed to exceed the available left-turn storage area.

3.9.5 Latson Road & Beck Road

- The eastbound and westbound left-turn movements are expected to operate at LOS F during the AM peak period. The eastbound left-turn and westbound right-turn movements are expected to operate at LOS F during the PM peak period.

Although the intersection LOS analysis indicates failing operations, a review of the SimTraffic simulations indicates acceptable operations during both peak periods. The small volume of vehicles along Beck Road and the gaps created by the signalized intersections allow vehicle operations to/from Beck Road without significant queues or excessive delays.

3.9.6 Latson Road & Sweet Road / S. Site Drive

- The eastbound left-turn movement is expected to operate at LOS E and LOS F during the AM and PM peak periods, respectively.

Although the intersection LOS analysis indicates poor operations during the PM peak period, a review of the SimTraffic simulations indicates acceptable operations, with egress vehicles finding sufficient gaps within the through traffic along Latson Road.

3.9.7 Latson Road & N. Site Drive

- The eastbound and westbound approaches are expected to operate at LOS F during both the AM and PM peak periods.

A review of network simulations indicates long vehicle queues for the eastbound and westbound approaches, with egress vehicles experiencing difficulties in finding gaps within the through traffic along Latson Road.

3.10 FUTURE IMPROVEMENTS

In order to improve traffic operations to a LOS D or better for all intersection approaches and movements under future conditions, mitigation measures that were identified under existing and background conditions were applied. The results of this analysis indicated that additional mitigation measures were needed to improve the study intersection approaches and movements. The additional mitigation measures investigated included signal timing adjustments, geometric improvements, and traffic control modifications. The proposed improvements and their impact to intersection operations are discussed below.

Several of the mitigation measures recommended for the signalized intersections throughout the network included an increase in cycle length and optimization of the offsets. Therefore, the entire network (excluding Grand River Avenue) was evaluated to determine the optimum cycle length and corresponding offsets. The resulting analysis indicated a 90-second cycle length and updated offsets would provide the best operations for the network as a whole; therefore, this mitigation measure was applied to all signalized intersections (excluding Grand River Avenue).

3.10.1 Latson Road & Grand Oaks Drive

The results of this analysis indicate that, in addition to the increased cycle length, signal timing optimizations (i.e. providing more green time for the northbound and southbound approaches) are needed to improve operations during the PM peak period. A review of network simulations confirms acceptable operations.

3.10.2 Latson Road & I-96 (EB and WB Ramps)

The increased cycle length at the I-96 Ramps provided some reduction in the delay for the Latson Road left-turn movements; however additional mitigation is recommended through traffic control modifications.

- Upgrade to a fully actuated signal
- Provide permissive/protected left-turn phasing for the northbound approach at WB I-96
- Provide permissive/protected left-turn phasing for the southbound approach at EB I-96

3.10.3 Latson Road & N. Site Drive

A peak hour signal warrant analysis was performed at the study intersection of Latson Road and N. Site Drive to determine if a signal is warranted under future conditions due to the high volume of traffic entering and exiting the site during the peak hour. The *Michigan Manual on Uniform Traffic Control Devices (MMUTCD)* documents the guidelines for the evaluation of determining warrants for traffic signal control. This study evaluated: Warrant 3 (Peak-Hour Vehicular Volume).

- The Peak Hour signal warrant conditions are intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The need for a signal shall be considered if on any hour of an average day, the approach volumes fall above the applicable curve on *Figure 4C-4* of the *MMUTCD*. Because the major roadway speed limit exceeds 40 mph, the study intersection is being evaluated for Warrant 3, Peak Hour (70% Factor).

Based on the traffic volumes projected at this intersection, the peak hour analysis indicates that **a traffic signal is warranted at Latson Road & N. Site Drive**. Since this intersection will only meet the criteria for Warrant 3, it is recommended that the proposed signal be a traffic-actuated box span traffic signal. The results of *MMUTCD Figure 4C-4* can be seen in the appendix. Therefore, the following mitigation is recommended:

- Provide an actuated coordinated signal at the Latson Road & N. Site Drive intersection. This intersection should be coordinated with the adjacent signals along Latson Road to optimize the operations and provide the best progression of traffic.

3.10.4 Future Conditions with Improvements

The future intersection operations with the proposed mitigation measures are summarized in **Table 9** and indicate that all study intersection approaches and movements will operate acceptably at LOS D or better, with the exception of Grand River Avenue. Review of network simulations indicate acceptable operations for all intersections and significant vehicle queues were not observed.

Table 9: Future Intersection Operations with Improvements

Intersection	Control	Approach	Future Conditions				Future Conditions (with Improvements)				Difference				
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Latson Road & Grand River Avenue	Signalized	EBL	44.9	D	52.4	D	44.9	D	90.8	F	0.0	-	38.4	D>F
			EBT	37.7	D	41.7	D	54.8	D	75.5	F	17.1	-	33.8	D>F
			EBR	25.5	C	28.2	C	31.0	C	26.5	C	5.5	-	-1.7	-
			WBL	128.1	F	101.6	F	50.5	D	58.9	E	-77.6	F>D	-42.7	F>E
			WBT	33.2	C	135.6	F	35.7	D	135.6	F	2.5	C>D	0.0	-
			WBR	14.8	B	222.2	F	16.1	B	202.0	F	1.3	-	-20.2	-
			NBL	43.2	D	221.0	F	49.3	D	53.7	D	6.1	-	-167.3	F>D
			NBT	43.2	D	66.0	E	43.5	D	61.1	E	0.3	-	-4.9	-
			NBR	184.3	F	35.0	C	92.8	F	33.6	C	-91.5	-	-1.4	-
			SBL	46.7	D	98.0	F	49.9	D	69.2	E	3.2	-	-28.8	F>E
			SBT	35.5	C	41.7	D	32.1	C	63.4	E	-3.4	-	21.7	D>E
			SBR	26.9	C	23.8	C	24.8	C	29.0	C	-2.1	-	5.2	-
	Overall		56.1	E	101.4	F	46.2	D	89.1	F	-9.9	E>D	-12.3	-	
2	Latson Road & Grand Oaks Drive	Signalized	EBL	27.6	C	25.2	C	31.3	C	29.8	C	3.7	-	4.6	-
			EBTR	43.7	D	36.9	D	51.2	D	48.2	D	7.5	-	11.3	-
			WBL	37.8	D	37.6	D	42.9	D	45.4	D	5.1	-	7.8	-
			WBTR	24.9	C	21.9	C	28.2	C	26.0	C	3.3	-	4.1	-
			NBL	28.4	C	28.3	C	11.9	B	32.6	C	-16.5	C>B	4.3	-
			NBTR	1.3	A	3.4	A	1.2	A	2.6	A	-0.1	-	-0.8	-
			SBL	14.7	B	16.8	B	3.4	A	19.7	B	-11.3	B>A	2.9	-
			SBTR	30.8	C	73.9	F	10.4	B	47.9	D	-20.4	C>B	-26.0	F>D
	Overall		21.2	C	35.8	D	12.2	B	27.6	C	-9.0	C>B	-8.2	D>C	
3	Latson Road & WB I-96 Ramps	Signalized	WBL	36.0	D	25.2	C	41.5	D	29.8	C	5.5	-	4.6	-
			WBR	34.6	D	34.8	C	39.8	D	50.7	D	5.2	-	15.9	C>D
			NBL	15.0	B	295.4	F	11.3	B	43.7	D	-3.7	-	-251.7	F>D
			NBT	0.5	A	1.1	A	18.7	B	25.5	C	18.2	A>B	24.4	A>C
			SBT	16.9	B	21.1	C	23.3	C	30.2	C	6.4	B>C	9.1	-
			SBR	15.8	B	29.4	C	22.0	C	52.9	D	6.2	B>C	23.5	C>D
			Overall	14.4	B	39.6	D	23.9	C	36.8	D	9.5	B>C	-2.8	-
4	Latson Road & EB I-96 Ramps	Signalized	EBL	28.3	C	32.7	C	33.5	C	38.6	D	5.2	-	5.9	C>D
			EBR	37.0	D	32.3	C	49.4	D	37.0	D	12.4	-	4.7	C>D
			NBT	8.3	A	7.6	A	4.9	A	1.3	A	-3.4	-	-6.3	-
			NBR	7.4	A	6.1	A	4.6	A	0.8	A	-2.8	-	-5.3	-
			SBL	57.9	F	74.4	F	12.8	B	8.6	A	-45.1	F>B	-65.8	F>A
			SBT	0.3	A	0.4	A	18.9	B	18.0	B	18.6	A>B	17.6	A>B
			Overall	21.2	C	18.3	B	19.8	B	14.5	B	-1.4	C>B	-3.8	-
8	Latson Road & Chilson Road	Stop (Minor)	EBL	8.8	A	9.0	A	5.3	A	9.8	A	-3.5	-	0.8	-
			WB	Free		Free		7.0	A	8.2	A	N/A		N/A	
			SB	22.9	C	363.1	F	6.1	A	13.3	B	-16.8	C>A	-349.8	F>B

Intersection	Control	Approach	Future Conditions				Future Conditions (with Improvements)				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
9 Latson Road & N. Site Drive	Stop (Minor)	EBL	485.8	F	3376.4	F	41.1	D	36.4	D	-444.7	F>D	-3340.0	F>D
		EBT	61.0	F	177.7	F	36.6	D	23.1	C	-24.4	F>D	-154.6	F>C
		EBR	10.0	B	10.7	B	36.3	D	22.9	C	26.3	B>D	12.2	B>C
		WBL	76.6	F	681.2	F	38.0	D	24.4	C	-38.6	F>D	-656.8	F>C
		WBT	156.8	F	118.3	F	37.2	D	22.9	C	-119.6	F>D	-95.4	F>C
		WBR	11.9	B	13.6	B	46.3	D	25.4	C	34.4	B>D	11.8	B>C
		NBL	10.2	B	9.4	A	1.9	A	6.9	A	-8.3	B>A	-2.5	-
		NBT	Free		Free		2.5	A	9.7	A	N/A		N/A	
		NBR	Free		Free		2.0	A	7.2	A	N/A		N/A	
		SBL	10.8	B	11.4	B	1.5	A	6.6	A	-9.3	B>A	-4.8	B>A
		SBT	Free		Free		0.2	A	0.4	A	N/A		N/A	
		SBR	Free		Free		0.8	A	0.2	A	N/A		N/A	
		Overall	N/A		N/A		6.5	A	11.4	B	N/A		N/A	

3.11 AUXILIARY TURN LANE ANALYSIS

The proposed site driveways to Latson Road were evaluated for right-turn lanes or tapers based on the future traffic volumes shown in **Figure 6**. The preliminary design for the proposed development includes left-turn lanes at all site drives; therefore, a left-turn lane warrant analysis was not performed. LCRC does not maintain a warrant for right-turn lanes or tapers; therefore, the MDOT warrant was utilized for this analysis. The results of this analysis indicate the following:

- A full-width right-turn lane is recommended on southbound Latson Road at both site driveways.
- A right-turn deceleration taper is recommended on northbound Latson Road at the N. Site Drive

The deceleration turn lanes and tapers should be constructed in accordance with LCRC standards and specifications.

3.12 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 east 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 10**.

Table 10: 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	39	85	58	134	240	No
SBT	29	74	48	111	240	No
SBR	22	55	5	18	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.

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.

4 CONCLUSIONS

The conclusions of this TIS are as follows:

4.1 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).

4.1.1 Existing Conditions 2019

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

4.1.2 Background Conditions 2039

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

4.1.3 Future Conditions 2039

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

4.2 AUXILIARY TURN LANE ANALYSIS

LCRC does not maintain right-turn lane or taper warrants; therefore, MDOT warrant charts were utilized for this analysis. The results of the analysis indicate the following:

- A full-width right-turn lane is recommended on southbound Latson Road at both site driveways.
- A right-turn deceleration taper is recommended on northbound Latson Road at the N. Site Drive

The deceleration turn lanes and tapers should be constructed in accordance with LCRC standards and specifications.

4.3 ACCESS MANAGEMENT

Latson Road Geometry

- The projected traffic volumes associated with this development does not require a wide boulevard section and median U-turns to accommodate the traffic operations. Additionally, 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 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 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 east of the site, further evaluation of Latson Road should be considered at that time.

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. The results of the analysis show that 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.

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. 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.

5 RECOMMENDATIONS

*The recommendations of this TIS are detailed below, summarized in **Table 11** and shown on **Figure 7**.*

In an effort to provide recommendations for future planning purposes along Latson Road and at the site driveway intersections, further evaluation was performed and is summarized below.

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. Additionally, this signal should include communication and pre-emption with the railroad crossing operations.
- 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 11**.

Table 11: Recommended Intersection Improvements

Intersections and Recommended Mitigation Measures	Existing	Background	Future
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	
Optimize traffic signal cycle length to 90-seconds and optimize offset			X
3. Latson Road & WB I-96			
Upgrade to a fully actuated traffic signal			X
Provide permissive/protected left-turn phasing for the northbound approach			X
4. Latson Road & EB I-96			
Upgrade to a fully actuated traffic signal			X
Provide permissive/protected left-turn phasing for the northbound approach			X
8. Latson Road & Chilson Road			
Construct a single lane roundabout	X		
9. Latson Road & N. Site Drive			
Construct an actuated coordinated signal and coordinate with Latson Road corridor			X

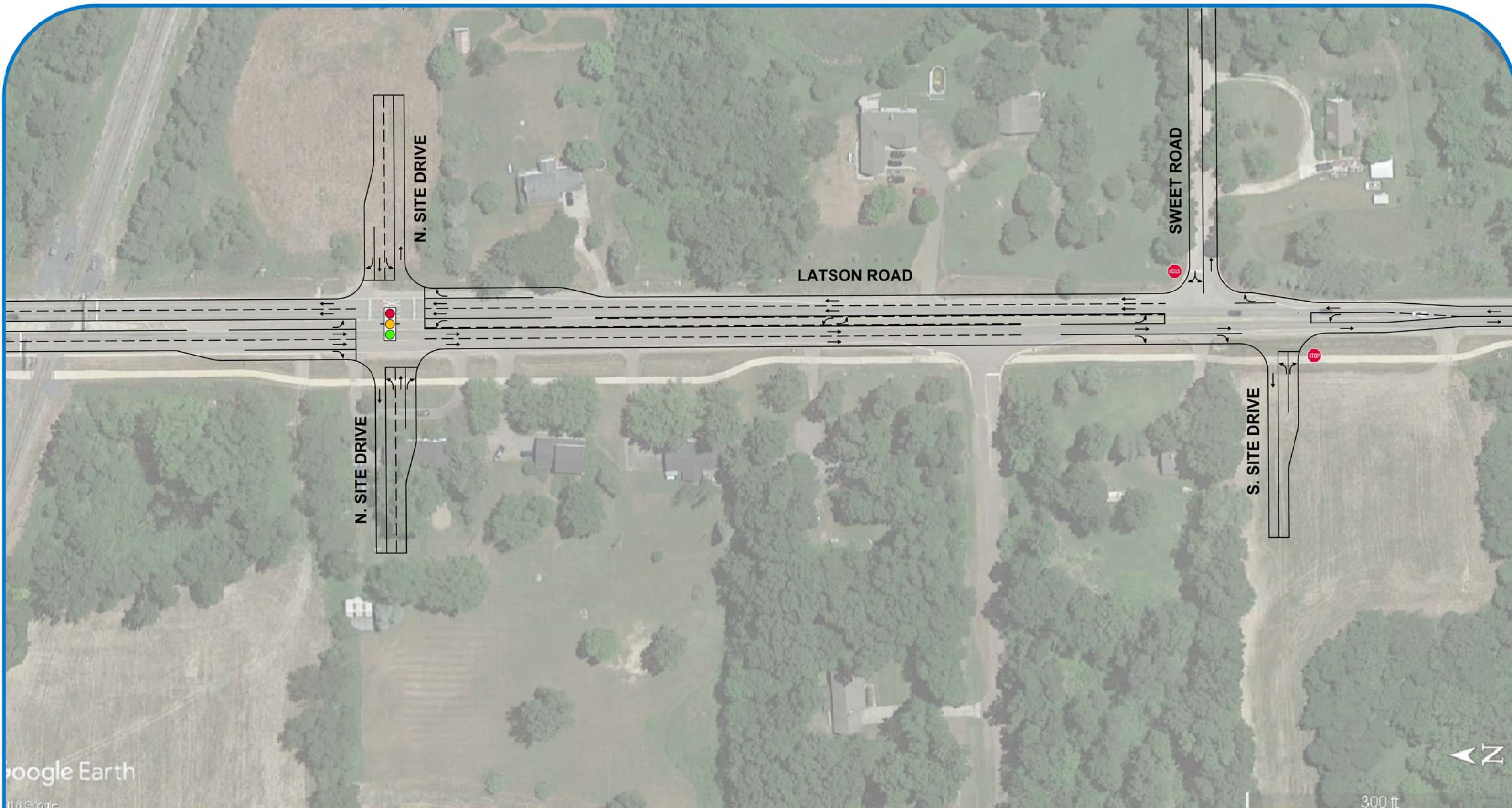


FIGURE 7
SITE DRIVEWAY
RECOMMENDATIONS
 VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND
 — ROADS


 NORTH
 SCALE: NOT TO SCALE





The background image shows a wide, paved road curving through an industrial business park. On the left, there are large green trees and a blue sign with a logo. On the right, there are several flagpoles with various flags, including the American flag. In the distance, a large industrial building is visible under a cloudy sky.

INNOVATION INTERCHANGE

INDUSTRIAL BUSINESS PARK EXAMPLES

MARCH 18, 2020

INDUSTRIAL BUSINESS PARK EXAMPLES

This package includes examples of similar industrial or business parks in Southeast Michigan. The intent is to show that typically there is a great variation in building sizes. Also, quality facades, setbacks, and landscaping have more influence on appearance than building size (to support the requested 200,000 square foot threshold for a special land use).

**VAN BUREN TOWNSHIP
TYLER ROAD AND HAGGERTY ROAD**



(A) Denso International America



STREETVIEW OF INDUSTRIAL PARK



(B) JP Morgan Chase



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

LYON TOWNSHIP

GRAND RIVER AVENUE AND AUTOMATION BOULEVARD



(A) Testek Solutions



STREETVIEW OF INDUSTRIAL PARK



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

LYON TOWNSHIP

GRAND RIVER AVENUE AND AUTOMATION BOULEVARD



(B) Vacant/Available Property



(C) Kawasaki Robotics Inc.



STREETVIEW OF INDUSTRIAL PARK



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

PLYMOUTH TOWNSHIP

BECK ROAD AND HALYARD DRIVE



STREETVIEW OF INDUSTRIAL PARK



(A) Adient



(B) AVL Powertrain Engineering Inc.



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

PLYMOUTH TOWNSHIP

BECK ROAD AND HALYARD DRIVE



STREETVIEW OF INDUSTRIAL PARK



(C) Perceptron



(D) ZWZ Bearing USA Inc



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

SHELBY TOWNSHIP
24 MILE AND SHELBY PARKWAY



(A) Antolin



STREETVIEW OF INDUSTRIAL PARK



*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

SHELBY TOWNSHIP

24 MILE AND SHELBY PARKWAY



(B) EPIC Equipment and Engineering



(C) Polymer Process Development



STREETVIEW OF INDUSTRIAL PARK



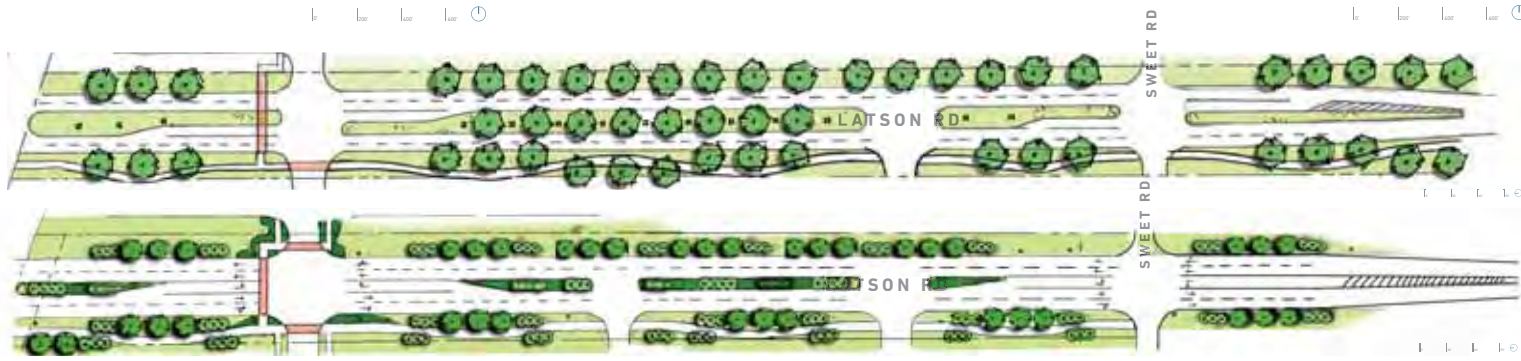
*Footprints of buildings were estimated by using Google Earth imagery (this does not encompass total square footage of each building that may include mezzanines or upper floors).

OVERALL PLAN

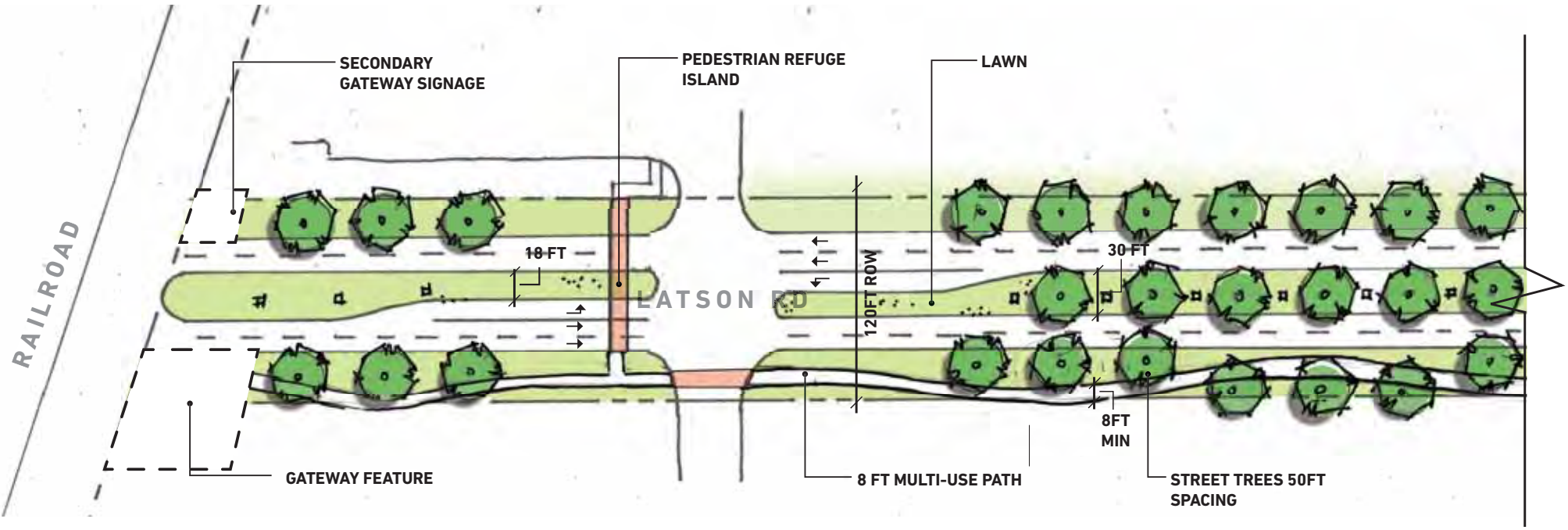


Option 1:
30 ft median

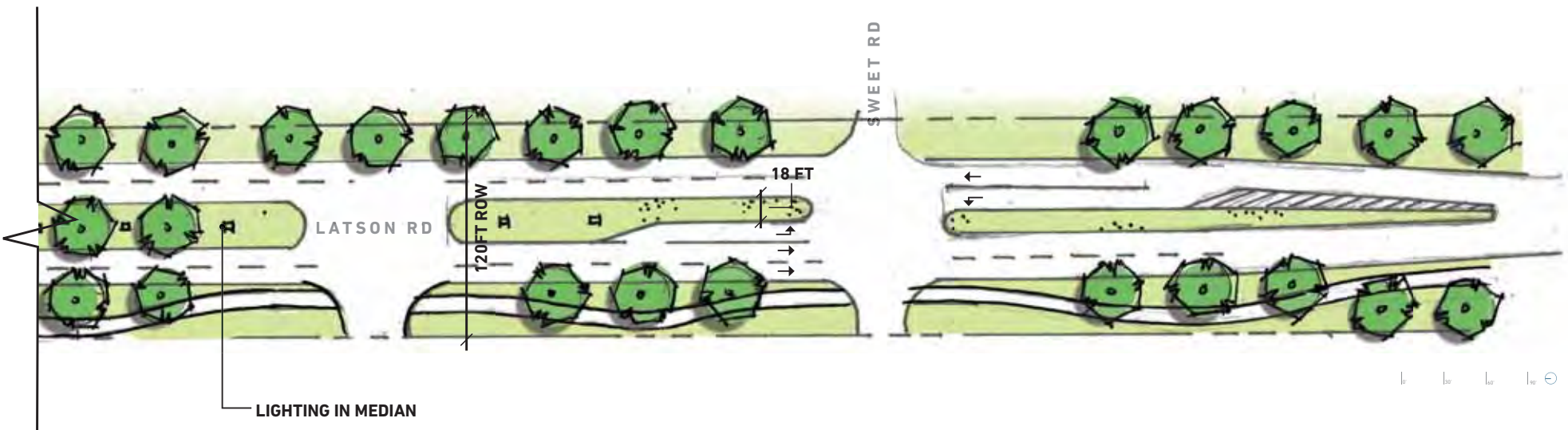
Option 2:
15 ft median



LATSON ROAD LANDSCAPE : Option 1

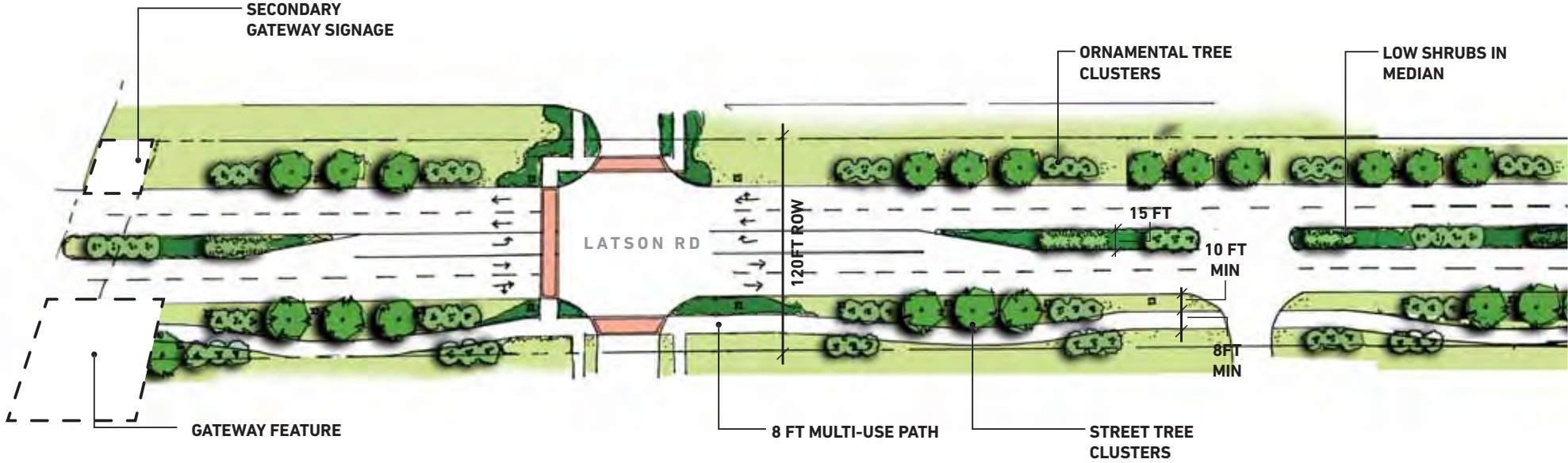


Navigation icons: back, forward, search, etc.

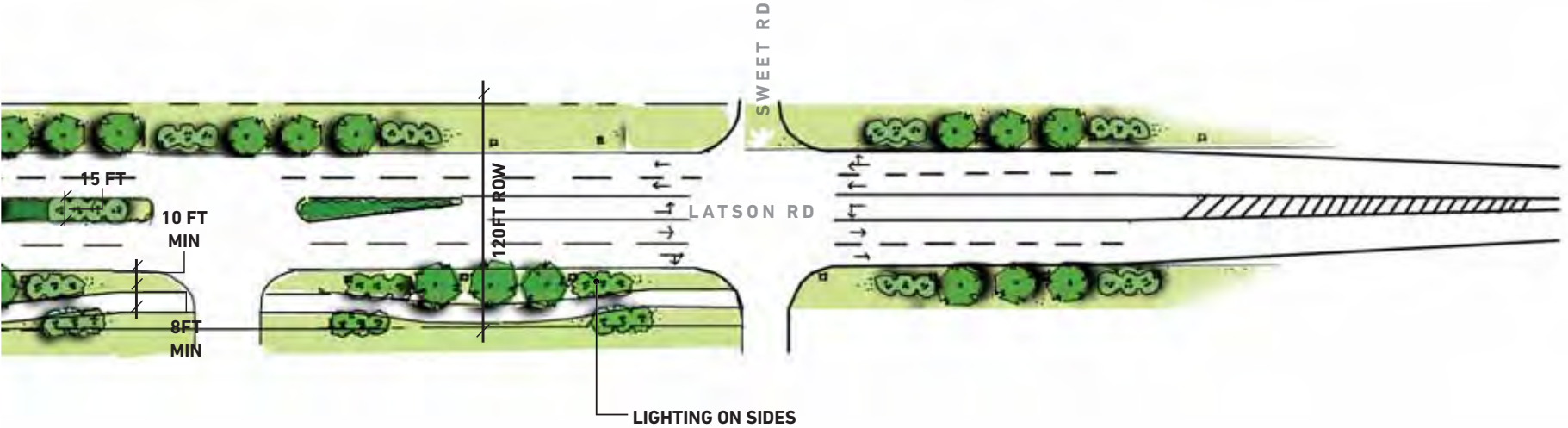


Navigation icons: back, forward, search, etc.

LATSON ROAD LANDSCAPE : Option 2



Navigation icons: back, forward, search, and refresh.



Navigation icons: back, forward, search, and refresh.

Board Correspondence

10 Board 8/3/20

Polly

From: Polly
Sent: Thursday, July 23, 2020 2:32 PM
To: 'Ellis, Tori (MDOS-Contractor)'
Subject: RE: Reimbursement Claim 2020

Tori,

We had a slight increase in the per diem for our poll workers with a total cost increase of \$2,169.00 We now use a company that does the public accuracy testing on our voting equipment and there were two ballot styles for the presidential primary. The normal public accuracy test is half of this amount. \$8,480.00 Our Part time temporary staff was increased due to absent voter balloting with an increase of \$5,522.73 Absent voter balloting increased from 2,151 to 3,232 with an additional cost for postage, mailings and envelopes for an increase of \$2,853.44 This should cover your question for the reimbursement.

Sincerely, Polly

Paulette Skolarus, Clerk

Genoa Charter Township
2911 Dorr Rd
Brighton, MI 48116
(810)227-5225

polly@genoa.org
www.genoa.org

-----Original Message-----

From: Ellis, Tori (MDOS-Contractor) [<mailto:EllisT8@michigan.gov>]
Sent: Wednesday, July 22, 2020 9:40 AM
To: Polly
Subject: Reimbursement Claim 2020

Hello,

We received your reimbursement claim for Genoa Township. Your claim has increased from \$31,275.02 in 2016 to \$49,664.39 this year. Could you please give an explanation of this 59% increase?

Thank you,

Tori Ellis
Bureau of Elections
Michigan Secretary of State
Ellist8@michigan.gov

10 Board 8/3/20

Cromaine District Library
Special Board Meeting
Friday, July 10, 2020

PROPOSED

Members Present in virtual meeting: Mary Cafmeyer, Kate DeRosier, Nancy Lewis, Kathleen Oemke, Doug Sargent, Don Thompson

Members Absent: Holly Naylor

Staff Present: Mallorie DeVilbiss, Barbara Berlin, Darlene Randolf

Public Present: None

- I. President Lewis called the meeting to order at 7:03 pm via google conference call.
- II. **Approval of agenda** Agenda Approval
Trustee Thompson moved to approve the agenda, seconded by Trustee Oemke. Passed unanimously.
- III. **Call to the Public – No Public** Call to the public
- IV. **Discussion** CDL Patron COVIC-19 Expectations Policy
 - A. **Cromaine District Library Patron COVID-19 Expection Policy**
The board reviewed the draft policy. Doug Sargent made some edits and the policy was revised. Much discussion ensued with each trustee giving their opinion. The conclusion is that this is not a choice, this needs to be done.
- V. **Decision** Resolution 2020-13
 - A. **Resolution 2020-13, Cromaine District Library Patron COVID-19 Expectations Policy**
Secretary Cafmeyer moved to approve Resolution 2020-13, Cromaine District Library Patron COVID-19 Expectations Policy, seconded by Trustee Oemke. A roll call vote was taken for approval of the resolution. Ayes: Cafmeyer, DeRosier, Oemke, Sargent, Thompson Nays: Lewis
- VI. **Call to the Public -No Public**
- VII. Motion by Trustee Thompson, seconded by Trustee DeRosier to adjourn at 7:25pm. Adjournment

MARY CAFMEYER, SECRETARY

BARABARA BERLIN, RECORDING SECRETARY
Cromaine District Library Board

Documents distributed to the Board for/at this meeting:

- Draft Policy 2040, COVID-19 Patron Expectations
- Resolution 2020 – 6, Amending the Operating Fund Budget for 2019-2020

July 10, 2020

10 Board 8/3/20

Polly

From: Don Root <Don@uniplasinc.com>
Sent: Saturday, July 25, 2020 4:03 PM
To: Joe Carney; Terry Murray; John Galleher; Megan Palmer; Polly; Robert Spaulding
Subject: Re: BRB at Genoa 7/25/2020

We received 16 pounds of pills today and 3/4 box of sharps (weight?)

“Not too shabby”.

To Board 8/3/20

GENOA TOWNSHIP

<u>MONTH</u>	<u>CALLS FOR SERVICE</u>	<u>TICKETS WRITTEN</u>	<u>ARRESTS</u>
JANUARY	215	59	9
FEBRUARY	217	83	12
MARCH	208	45	7
APRIL	185	18	6
MAY	214	87	8
JUNE	270	51	3
JULY			
AUGUST			
SEPTEMBER			
OCTOBER			
NOVEMBER			
DECEMBER			
YTD TOTALS:	1309	343	45

**LIVINGSTON COUNTY SHERIFF'S OFFICE
GENOA TOWNSHIP JUNE 2020**

Nature	# Events
911 HANG UP	1
ABANDONED VEHICLE	5
ALARM	30
ANIMAL BITE	1
ANIMAL COMPLAINT	17
AREA CHECK	1
ASSAULT IN PROGRESS	1
ASSAULT REPORT ONLY	4
ASSIST EMS	5
ASSIST FIRE DEPARTMENT	1
ASSIST OTHER AGENCY	1
ATV COMPLAINT	2
AUDIBLE ALARM	1
BURGLARY IN PROGRESS	1
CARDIAC/RESPIRATORY ARREST	4
CITIZEN ASSIST	21
CIVIL COMPLAINT	3
CRIMINAL SEXUAL CONDUCT REPORT	1
DISTURBANCE/TROUBLE	12
DOMESTIC PHYSICAL IN PROGRESS	6
DOMESTIC VERBAL	8
EXECUTIVE ORDER VIOLATION	1
EXTRICATION - MOTOR VEH ACC	1
FRAUD	10
HAZARD	16
HIT AND RUN ACCIDENT	2
INDECENT EXPOSURE	1
INTIMIDATION THREATS HARASSMEN	8
LARC IN PROGRESS	1
LARCENY	1
LOST/FOUND PROPERTY	2
LOUD PARTY	1
MDOP	2

MENTAL/CMH/PSYCH	2
MISSING PERSON/RUN-A-WAY	3
MOTORIST ASSIST	2
NOISE COMPLAINTS	3
OUTDOOR FIRE	1
PARK/TRAF COMP	1
PDA	25
PERSONAL INJURY ACCIDENT	4
PUBLIC SERVICE	1
RETAIL FRAUD	1
SHOTS FIRED	1
SUICIDAL SUBJECT	1
SUSPICIOUS PERSON	7
SUSPICIOUS SITUATION	13
SUSPICIOUS VEHICLE	2
TRESSPASSING, LOITERING	3
UNKNOWN ACCIDENT	1
UNKNOWN MEDICAL PROBLEM	2
WELFARE CHECK	25
TOTAL:	270

**LIVINGSTON COUNTY SHERIFF'S OFFICE
GENOA TOWNSHIP MAY 2020**

Nature	# Events
911 HANG UP	1
ABANDONED VEHICLE	1
ALARM	22
ANIMAL COMPLAINT	14
AREA CHECK	2
ASSAULT IN PROGRESS	2
ASSIST EMS	1
ASSIST OTHER AGENCY	1
ATV COMPLAINT	5
BURGLARY REPORT ONLY	1
CARDIAC/RESPIRATORY ARREST	2
CHILD OR ADULT ABUSE/NEGLECT	1
CITIZEN ASSIST	13
CIVIL COMPLAINT	1
CSC IN PROGRESS	1
DISTURBANCE/TROUBLE	15
DOMESTIC PHYSICAL IN PROGRESS	3
DOMESTIC VERBAL	6
EXECUTIVE ORDER VIOLATION	2
FOLLOW UP	1
FRAUD	6
HAZARD	8
HIT AND RUN ACCIDENT	7
INDECENT EXPOSURE	1
INTIMIDATION THREATS HARASSMEN	7
LARC IN PROGRESS	4
LARCENY	6
LOCKOUT	1
LOST/FOUND PROPERTY	2
MDOP	2
MENTAL/CMH/PSYCH	1
MISSING PERSON/RUN-A-WAY	1
MOTORIST ASSIST	2

NOISE COMPLAINTS	7
OVERDOSE/INGESTION	1
PARK/TRAF COMP	1
PDA	14
PERSON LOCKED IN A VEHICLE	1
PERSONAL INJURY ACCIDENT	3
PIREF (REFUSE EMS)	2
PPO VIOLATION	2
RETAIL FRAUD	3
SHOTS FIRED	5
SUPPLEMENTAL ADD TO PREV RPT	1
SUSPICIOUS PERSON	2
SUSPICIOUS SITUATION	4
SUSPICIOUS VEHICLE	4
TRAFFIC VIO/ARREST	1
TRESSPASSING, LOITERING	1
UNKNOWN MEDICAL PROBLEM	2
VEH UDAA REPORT	1
VIN INSPECTION	2
WELFARE CHECK	14
TOTAL:	214

ELD	GENOA		HANDY		HARTLAND	
<u>SERVICE</u>	<u>CALLS FOR SERVICE</u>		<u>CALLS FOR SERVICE</u>		<u>CALLS FOR SERVICE</u>	
27	JANUARY	235	JANUARY	95	JANUARY	134
21	FEBRUARY	192	FEBRUARY	57	FEBRUARY	112
18	MARCH	156	MARCH	59	MARCH	80
27	APRIL	184	APRIL	59	APRIL	113
38	MAY	260	MAY	59	MAY	120
32	JUNE	293	JUNE	67	JUNE	115
25	JULY	291	JULY	76	JULY	128
33	AUGUST	252	AUGUST	60	AUGUST	114
24	SEPTEMBER	259	SEPTEMBER	67	SEPTEMBER	117
25	OCTOBER	245	OCTOBER	67	OCTOBER	137
32	NOVEMBER	212	NOVEMBER	84	NOVEMBER	138
26	DECEMBER	269	DECEMBER	77	DECEMBER	112
328		2848		827		1420

<u>TITTEN</u>	<u>TICKETS WRITTEN</u>		<u>TICKETS WRITTEN</u>		<u>TICKETS WRITTEN</u>	
4	JANUARY	67	JANUARY	28	JANUARY	44
7	FEBRUARY	61	FEBRUARY	10	FEBRUARY	37
2	MARCH	84	MARCH	10	MARCH	37
10	APRIL	72	APRIL	14	APRIL	31
3	MAY	87	MAY	11	MAY	34
9	JUNE	58	JUNE	9	JUNE	49
8	JULY	66	JULY	17	JULY	28
6	AUGUST	68	AUGUST	50	AUGUST	37
15	SEPTEMBER	78	SEPTEMBER	16	SEPTEMBER	60
6	OCTOBER	89	OCTOBER	16	OCTOBER	47
6	NOVEMBER	52	NOVEMBER	17	NOVEMBER	39
2	DECEMBER	86	DECEMBER	12	DECEMBER	32
78		868		210		475

<u>IS</u>	<u>ARRESTS</u>		<u>ARRESTS</u>		<u>ARRESTS</u>	
0	JANUARY	8	JANUARY	5	JANUARY	2
1	FEBRUARY	8	FEBRUARY	2	FEBRUARY	3
0	MARCH	7	MARCH	2	MARCH	3
0	APRIL	8	APRIL	1	APRIL	4
3	MAY	15	MAY	1	MAY	1
0	JUNE	10	JUNE	1	JUNE	0
2	JULY	11	JULY	1	JULY	3
2	AUGUST	11	AUGUST	1	AUGUST	3

1	SEPTEMBER	12	SEPTEMBER	0	SEPTEMBER	2
0	OCTOBER	10	OCTOBER	0	OCTOBER	3
0	NOVEMBER	6	NOVEMBER	1	NOVEMBER	4
0	DECEMBER	18	DECEMBER	4	DECEMBER	0
9		124		19		28