

LOCATION CHANGE: The meeting will be held at Parker Middle School which is located at 400 Wright Road, Howell, Michigan 48843.

**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
SPECIAL MEETING - PUBLIC HEARING
OCTOBER 19, 2023
6:30 P.M.
AGENDA**

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

APPROVAL OF AGENDA:

DECLARATION OF CONFLICT OF INTEREST:

CALL TO THE PUBLIC: *(Note: The Board reserves the right to not begin new business after 10:00 p.m.)*

OPEN PUBLIC HEARING #1... Consideration of a rezoning application, amendment to the Latson Road PUD Agreement, Environmental Impact Assessment and conceptual PUD Plan for a proposed rezoning and conceptual plan approval to expand the existing Planned Unit Development. The rezoning request is from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 138 acres of undeveloped land. The request involves parcel 4711-09-300-046 which is located at the southeast intersection of Latson Road and Beck Road. The remaining parcels are located north of Crooked Lake Road and west of Latson Road consisting of the following parcel ID#s: 4711-17-200-006, 4711-17-200-002, 4711-17-400-015, 4711-17-400-013, and 4711-17-400-014. The request is petitioned by Todd Wyett.

- A. Recommendation of rezoning
- B. Recommendation of PUD Agreement Amendment
- C. Recommendation of Environmental Impact Assessment (8-15-23)
- D. Recommendation of Conceptual PUD Plan (dated 9-25-23, received 9-29-23)

ADMINISTRATIVE BUSINESS:

- *Staff Report*
- *Approval of October 10, 2023 Planning Commission meeting minutes*
- *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. Anyone speaking on an agenda item will be limited to 2 minutes.



GENOA CHARTER TOWNSHIP
Application for Re-Zoning

APPLICANT NAME: Todd Wyett ADDRESS: 326 E 4th St, Royal Oak 48067
OWNER NAME: Todd Wyett ADDRESS: _____
PARCEL #(s): See Attached Map PRIMARY PHONE: (248) 770-8484
EMAIL 1: todd@versacos.com EMAIL 2: elord@atwell-group.com

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

A. REQUIRED SUBMITTAL INFORMATION

1. A legal description and street address of the subject property, together with a map identifying the subject property in relation to surrounding properties;
2. The name, signature and address of the owner of the subject property, a statement of the applicant's interest in the subject property if not the owner in fee simple title, and proof of consent from the property owner;
3. It is desired and requested that the foregoing property be rezoned from:
CE to CAPUD and ICPUD
4. A site plan illustrating existing conditions on the site and adjacent properties; such as woodlands, wetlands, soil conditions, steep slope, drainage patterns, views, existing buildings, sight distance limitations, relationship to other developed sites, and access points in the vicinity;
5. A conceptual plan demonstrating that the site could be developed with representative uses permitted in the requested zoning district meeting requirements for setbacks, wetland buffers access spacing, any requested service drives and other site design factors;
6. A written environmental impact assessment, a map of existing site features as described in Article 18 describing site features and anticipated impacts created by the host of uses permitted in the requested zoning district;
7. A written description of how the requested rezoning meets Sec. 22.04 "Criteria for Amendment of the Official Zoning Map."
8. The property in question shall be staked prior to the Planning Commission Public Hearing.

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

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

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

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

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

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

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

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

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

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

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

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

Traffic conditions are being analyzed and anticipate some intersection improvements.

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

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

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

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

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

None.

C. AFFIDAVIT

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

BY: Todd Wyett

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

SIGNATURE

The following contact should also receive review letters and correspondence:

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

Business Affiliation: Engineer

FEE EXCEEDANCE AGREEMENT

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

PROJECT NAME: _____

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

SIGNATURE: _____

DATE: 7/31/19

PRINT NAME: Todd Wyett

PHONE: (248) 770-8484

COMPANY NAME & ADDRESS: Versa Real Estate



GENOA CHARTER TOWNSHIP
Application for Site Plan Review

TO THE GENOA TOWNSHIP PLANNING COMMISSION AND TOWNSHIP BOARD:

APPLICANT NAME & ADDRESS: Todd Wyett 326 E. 4th Street, Royal Oak, MI 48067
If applicant is not the owner, a letter of Authorization from Property Owner is needed.

OWNER'S NAME & ADDRESS: Todd Wyett 326 E. 4th Street, Royal Oak, MI 48067

SITE ADDRESS: _____ PARCEL #(s): See Attached

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

OWNER EMAIL: todd@versacos.com

LOCATION AND BRIEF DESCRIPTION OF SITE: _____

The site is located south of the Latson Road Interchange with I-96 and as far south as Crooked Lake Road. The site lies on 336 +/- acres of existing agricultural land.

BRIEF STATEMENT OF PROPOSED USE: _____

The area west of Latson Rd is intended for high tech/light industrial use with a transitional area of residential on the south . The area east of Latson 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.) Todd Wyett of Versa Real Estate at todd@versacos.com
Name Business Affiliation E-mail Address
Eric Lord Atwell Group elord@atwell-group.com

Brad Strader

MKSK

bstrader@mkskstudios.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



GENOA CHARTER TOWNSHIP APPLICATION Planned Unit Development (PUD)

APPLICANT NAME: _____

APPLICANT EMAIL: _____

APPLICANT ADDRESS & PHONE: 326 E. 4th St. Royal Oak 48067 , (248)771-8484

OWNER'S NAME: _____

OWNER ADDRESS & PHONE: 326 E. 4th St. Royal Oak 48067 , (248)771-8484

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:

<input type="checkbox"/> Residential Planned Unit Development (RPUD)	<input checked="" type="checkbox"/> CAPUD
<input type="checkbox"/> Planned Industrial District (PID)	<input checked="" type="checkbox"/> ICPUD
<input type="checkbox"/> Mixed Use Planned Unit Development (MUPUD)	
<input type="checkbox"/> Redevelopment Planned Unit Development (RDPUD)	
<input type="checkbox"/> Non-residential Planned Unit Development (NRPUD)	
<input type="checkbox"/> Town Center Planned Unit Development (TCPUD)	
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 _____

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 and a new 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. 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.
- D. 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 +/- 332 _____ acres.

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

The total project area 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 Road, and consists of a large portion of the land designated as CAPUD in the Zoning Ordinance and Master Plan. The remaining area within the PUD is located east of Latson Road and is generally planned for ICPUD in the Master Plan, 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 accommodate development of the area.

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

AFFIDAVIT

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

BY: _____

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

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

ERIC LORD ATWELL, LLC ELORD@ATWELL-GROUP.COM
BRAD STRADER MKSK BSTRADER@MKSKSTUDIOS.COM

FEE EXCEEDANCE AGREEMENT
As stated on the site plan review fee schedule, all site plans are allocated two (2) consultant reviews and one (1) Planning Commission meeting. If additional reviews or meetings are necessary, the applicant will be required to pay the actual incurred costs for the additional reviews. If applicable, additional review fee payment will be required concurrent with submittal to the Township Board. By signing below, applicant indicates agreement and full understanding of this policy.
PROJECT NAME: _____
PROJECT LOCATON & DESCRIPTION: Latson Road south of I-96
SIGNATURE: _____ DATE: 5/31/2023
PRINT NAME: Todd Wyett PHONE: (248) 770-8484
COMPANY NAME & ADDRESS: Versa Real Estate, 326 E 4th Street, Royal Oak 48067



LOCATION CHANGE

**NOTICE OF PUBLIC HEARING – OCTOBER 19, 2023
(REZONING AND PUD AMENDMENT)**

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

September 29, 2023

To Whom It May Concern:

Please be advised that the Planning Commission of Genoa Charter Township will conduct a public hearing on Thursday, October 19, 2023 commencing at 6:30 p.m.

The meeting will be located at Parker Middle School which is located at 400 Wright Road, Howell, Michigan 48843.

As required by state law, you are receiving this notice because you have been identified as an owner or occupant of real property within 300 feet of the subject parcels.

The applicant is requesting a proposed rezoning and an amendment to the Latson Road Planned Unit Development agreement. The rezoning request is from Country Estates (CE) to Interchange Campus Planned Unit Development (CAPUD) and Interchange Commercial Planned Unit Development (ICPUD) for approximately 138 acres. The ICPUD request involves parcel 4711-09-300-046 which is located at the southeast intersection of Latson Road and Beck Road. The remaining parcels are located north of Crooked Lake Road and west of Latson Road consisting of the following parcel ID#: 4711-17-200-006, 4711-17-200-002, 4711-17-400-015, 4711-17-400-013, and 4711-17-400-014. The request is petitioned by Todd Wyett.

Please map on the reverse side to locate the parcels that are proposed to be rezoned.

You are invited to attend this hearing. Members of the public will be able to speak during the public hearing portions of the meeting. If, prior to the meeting, members of the public have certain questions or wish to provide input on any business that will be addressed at the meeting then such persons may contact the Planning Commissioners through email to amy@genoa.org, or by mail at 2911 Dorr Road, Brighton, Michigan 48116.

Genoa Charter Township will provide necessary reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon ten (10) days' notice to the Township. Individuals with disabilities requiring auxiliary aids or services should contact the Township in writing or by calling at (810) 227-5225.

Sincerely,

Amy Ruthig,
Planning Director

SUPERVISOR

Bill Rogers

CLERK

Paulette A. Skolarus

TREASURER

Robin L. Hunt

TRUSTEES

Jean W. Ledford

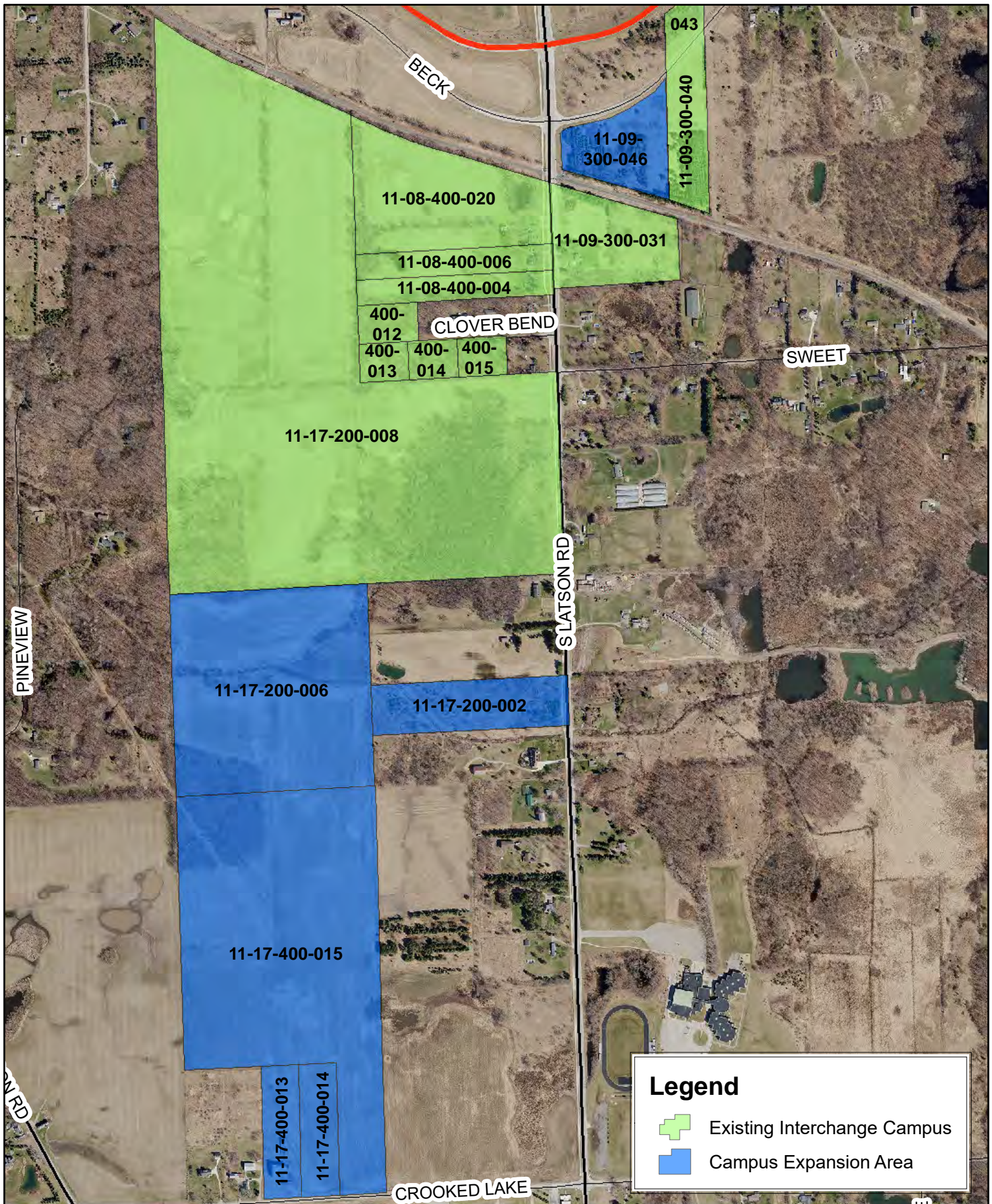
H. James Mortensen

Terry Croft

Diana Lowe

MANAGER

Kelly VanMarter



Legend

- Existing Interchange Campus
- Campus Expansion Area

1 inch = 800 feet

Parcel lines are approximate.
Not intended for survey purposes.

S. Latson Development Area



AUG 10 2023

RECEIVED

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

My name is Susan A. Wiegand, John K. Wiegand

and I live at 3293 Crooked Lake Rd, Genoa Twp, MI 48843

I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

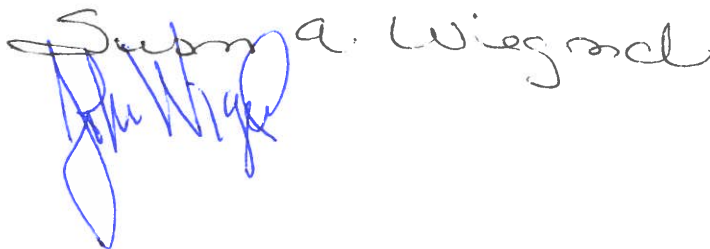

The Proposed development is not compatible with the surrounding area, and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

The uses permitted in this development are not conducive to the intent of the zoning ordinance, and many of the permitted uses, like a large industrial distribution warehouse, would bring significant amounts of light, noise and traffic pollution that were never the intent of the original CAPUD zoning. Moreover, Three Rivers Elementary School with over 600 elementary students would be compromised by the increased safety risk of an industrial district and a high-density housing population across the street.

I moved to Genoa Township because I was seeking a tranquil bedroom community away from urban sprawl, as did many others, and this development invites urban sprawl. Genoa Township has seen too much development in recent years and it is time we started protecting and preserving the character of our community before it disappears.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,

 Susan A. Wiegand
 John K. Wiegand

September 3, 2023

Genoa Township Board
2911 Dorr Road
Genoa Township, Michigan 48116

Dear Board,

My husband, Tim and I have lived in Genoa Township for over 27 years. When we built our house, we did our due diligence and knew the area would be developed. We live in the Grand River/Latson Road area and have experienced much development since 1996. We love our County and our Township. We do not want it to become overly developed and along with many fellow residents, have serious concerns over the proposed PUD development south of the 196 interchange.

We are opposed to the proposed Latson PUD development. We are rapidly losing the rural and natural character of our community. We live here because we do not want to live in the middle of urban sprawl, and this development invites urban sprawl. We request that you keep this area zoned as Country Estates.

Importantly, we are concerned about the potential for a Battery Plant. While the current zoning, as we understand it, does not allow for a Battery Plant; the developer could request changes that would enable one to be built in our area. Under no circumstances do we support this type of development. We urge you to forcefully and promptly stamp out any such request.

Also, the traffic on Latson Road north of Grand River has become extremely heavy. This development will, without a doubt, further increase traffic in this area. It is becoming unsustainable during rush hours. **Yesterday, I spoke with my neighbor and he stated that he spoke with Amy regarding the traffic situation. She indicated that “the developer” stated the portion of Latson Rd. north of the interchange is “out of scope”. WHAT? Since when does the developer decide the scope? This proposed development will absolutely and negatively affect us and the traffic on Latson Rd. This is a problem.**

We have attended and spoke at the prior Planning Commission meetings, but will be out of state and unable to attend the Sept. 11 meeting. At the last Planning Commission meeting there was unanimous public support AGAINST this proposal for many reasons. As elected officials you must recognize that you are accountable to your constituents. Accordingly, you must reject this proposal.

Additionally, we have serious concerns about the destruction and pollution of the wetlands in and around this proposed development, the Shiawassee and Huron River sheds, the drain that runs through this development, and the runoff that will be draining into all of these water sources.

For these and many other reasons, we ask the Township to deny any further rezoning of the Latson -Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Tim and Colleen Quinn, Precinct Delegates, Precinct 1
4042 Brookstone Court, Howell, MI 48843

OCT 12 2023

RECEIVED

Craig L. Andrews
4099 Broadmoor Ct.
Howell, MI 48843

Genoa Township Planning Commission
Genoa Charter Township
2911 Dorr Road
Brighton, MI 48116

To: Genoa Township Trustees

This letter regards the Latson Road industrial development south of I-96.

The trustees should NOT go forward with the proposed plan.

The proposal disregards Trustee's stewardship responsibility of protecting the quality of life for residents, protecting our environment, and ignores the employment statis. It also fails to support Governor Whitmer's commission's objective.

Stewardship bestowed in good faith and TRUST by voters of the township is the foundation of our democratic system on the local level. By surrendering to grandiose plans, canonized during earlier stressed economic times, by people investing in biased contracted studies, decisions appropriate for the current time are sacrificed.

What of the quality of life in Genoa Township? According to literature on the township's website, Genoa is ranked number six in the best places to live in Livingston County. Furthermore, it shows schools with a B+, jobs B+, health and fitness A-, and cost of living B-. Perhaps, relevant to the question of more industrialization, is a chart that shows 85.4 percent of the land is urbanization and the remaining fraction is considered rural. Clearly, the proposed Latson industrial idea would chew up more of the precious rural component, counter to what the Genoa Township website emphasizes: "Genoa is a charter township located in the heart of Livingston County, Michigan. Lakes and wetlands, rolling hills and meadows, state parks and wildlife all abound in this beautiful community of country living." This all seems disingenuous in the face of trustees allegedly supporting an action detrimental to the aforementioned dreamy painted picture. And with an industrial facility comes trucks for transferring product, trucks rumbling down Latson, pounding the road, spewing exhaust gases. An article titled, Driving Harm: Health and Community Impacts of Living near Truck Corridors tells of danger to children. This raises concern for children at the nearby school. "Levels of particulate pollution and elemental carbon (an indicator for diesel exhaust) are elevated near highways, especially those with high truck volumes. Pollution from highways has a large impact on asthma. Research has shown increased risk of asthma for children living within 246 feet of a highway and more asthma symptoms such as wheezing and more use of asthma medication among children living closer to highways."

The local environment appears to have been ignored in the discussion of giving the industrial development a stamp of approval. The wetlands with endangered species would face obvious negative impact and the statement, "rolling meadows, state parks, and wildlife" would become a hollow overture.

Employment is also NOT an issue supporting the need for a new industrial development. In August of 2023 the Michigan Labor Market Information on the DTMB website, reported Livingston County with unemployment rate of three percent, ranked number 1 with the lowest unemployment of the state. Governor Whitmer's efforts seem at cross purposes with the Planning Commission's industrial development, as shown in a statement by her administration. "Gov. Gretchen Whitmer launched a commission to examine how the state can retain and lure college graduates, and has supported aggressive business incentives to attract battery assembly plants to support the state's auto industry." Why is this at cross purposes? The proposed Latson development WOULD not offer enough jobs to attract college graduates, unless a plant housing such technology as that employed by Nvidia, AMD, Texas Instruments, GM Research, Apple, or Facebook, would take up residence. This seems highly unlikely. Those high technology companies would indeed, require college graduates of number. Another warehouse would not enhance our township.

Addressing the question of a potential EV battery plant for the proposed industrial location on Latson Road, large numbers of workers would aggravate traffic and despite the gossamer promise of employment, hazards would be present. "Alongside hundreds of robots, Gigafactories employ thousands of people and are considered very high-risk environments, The thermal, chemical, and electrical hazards can be life-threatening. Having the right personal protective equipment (PPE) is required in electrical safety environments, and there are OSHA standards to meet for other portions of the EV manufacturing process." [The EV Industry and GigaFactories: What You Need to Know \(honeywell.com\)](https://www.honeywell.com).

I hope I have conveyed some commonsense to the discussion.

Thanks for your time and consideration.

Regards,



Craig L. Andrews MS BS



quadiant
FIRST-CLASS MAIL

\$000.00⁰

Panhandle Eastern Pipe Line Company, LP

3990 Crooked Lake Rd, Howell, MI 48843; (517) 537-1154

US POSTAGE

October 10th, 2023

Genoa Township Planning Commission
2911 Door Road
Brighton, MI 48116

Re: South Latson Road PUD
Pt. of E½ Section 17, T2N, R5E
Howell Storage Lease 5-1-90303
Livingston County, Michigan

Dear Members of the Genoa Township Planning Commission,

Regarding the rezoning of South Latson Road PUD at the above referenced location, Panhandle Eastern Pipe Line Company, LP (PEPL) has various assignees who own and operate a natural gas storage field in the Howell area. The storage field consists of several natural gas wells and miles of various sized pipelines spanning approximately 12,000 acres. Enclosed please find oil and gas leases impacting the subject property; please note, this should not be considered full research of all relevant documents pertaining to the subject property.

In addition, PEPL owns and operates a 20-inch high-pressure natural gas transmission pipeline, and an associated 4-inch fluid collection line through the subject property. The size, terms, and conditions of the easement for these pipelines is described within a document titled Amendment of Agreements, dated 6/17/1997, recorded in Liber 2291, Page 832, of the Livingston County records (copy enclosed).

South of the subject property along Crooked Lake Road PEPL owns and operates its Howell Compressor Station. PEPL is committed to the highest standards of maintenance, safety, and security when it comes to its facilities. A by-product of this can be various effects including but not limited to bright lights, high levels of sound and odors, all of which could be perceived as a nuisance to certain land uses.

PEPL has no definitive stance in support or opposition to future development but is committed to being transparent regarding the extra challenges and costs associated with such ventures, specifically in relation to its rights under existing easements, leases, and/or other restrictions in connection to existing or future facilities. Please note, PEPL has notified the current developer of PEPL's facilities on the subject property. The conceptual plan in its current form is in direct conflict with PEPL's rights/facilities and would not be permitted to proceed.

As future development plans become available, PEPL will require detailed prints that include accurate depictions of PEPL facilities before approving any new development. PEPL encourages the commission to carefully review the enclosed documents and cautions against certain development that could cause conflict not only for PEPL but for the future property use. PEPL's existing rights will have a significant influence on the overall type and design of the development plans.

Should you have any questions or need additional information please contact me at 517-537-1154.

Regards,

Anthony Longoria
Right of Way Representative
Panhandle Eastern Pipe Line Company, LP

RECORDED

1998 FEB -9 A 8:19

NANCY HAVILAND
REGISTER OF DEEDS
LIVINGSTON COUNTY, MI.
48843

2 1/2

AMENDMENT OF AGREEMENTS

THIS AGREEMENT, made as of the 17 day of JUNE, 1997, by and between Robert J. Nixon and Joyce Nixon, his wife, having a mailing address of 1135 Curzon, #203, Howell, Michigan 48843, and Melvin C. Nixon, a single man, having a mailing address of 3110 Old Carriage Trail, Brighton, Michigan 48116, as contract sellers, and Judith L. Hodgson, survivor of herself and her deceased husband, Voigt R. Hodgson, having a mailing address of 3561 Crooked Lake Rd., Howell, Michigan 48843, and HH & F Associates, L. L. C., a Michigan Limited Liability Company, having a mailing address of, c/o 3561 Crooked Lake Road, Howell, Michigan 48843, hereinafter referred to as "Grantor" (whether on or more), and PANHANDLE EASTERN PIPE LINE COMPANY, a Delaware corporation, having an office at 5400 Westheimer Court, P.O. Box 1642, Houston, Texas 77251-1642, hereinafter referred to as "Grantee",

WITNESSETH THAT:

WHEREAS, Grantor represents that it is the present owner of the following described tract of land, hereinafter referred to as "TRACT A", in the County of Livingston, State of Michigan, described as follows, to-wit:

TRACT "A"

A parcel of land located in the W 1/2 of the SE 1/4 and the S.W. 1/4 of the N.E. 1/4 of Section 17, T2N, R5E., Township of Genoa, Livingston County, Michigan, described as follows: Beginning at the S. 1/4 corner of Section 17; thence along the N.S. 1/4 line of said Section 17 the following two (2) courses: North 2690.73 feet to the center of Section 17 and N 00°00'08"E to its intersection with the N 1/8 line of said Section 17 a distance of 1321.32 feet; thence N 88°36'18"E along said N. 1/8 line of Section 17 a distance of 1297.15 feet to a point on the E. 1/8 line of Section 17; thence along said E. 1/8 line of Section 17 the following three (3) courses: S, 00°06'22"E 1327.32 feet to its intersection with the E.W. 1/4 line of Section 17 and continuing along said E. 1/8 line S 00°08'59"E 1165.31 feet and S 00°07'10"E 1516.74 feet to a point on the South line of Section 17; thence S 88°29'48" W along said South line a distance of 1305.94 feet to the Point of Beginning. Containing 119.79 acres of land,

which said TRACT A is subject to the following described instruments, hereinafter called the "Agreement(s)," whether one or more:

Right-of-Way Grant, dated 6/2/47, made by Clark D. Nixon and Hattie Nixon, husband and wife, as Grantors, in favor of Panhandle Eastern Pipe Line Company, its successors and assigns, as Grantee, recorded in Liber 230, page 200 inclusive;

(All recording references are Livingston County, Michigan)

WHEREAS, under and pursuant to the Agreements there have heretofore been constructed on, over and across TRACT A a 20" high pressure natural gas transmission pipeline, Grantee's Line No. 36-08-050-11, sometimes referred to as Grantee's Howell Storage Field 20", and a 4" drip pipeline which is approximately 10' west of and parallel to the Storage Field 20", owned, operated and maintained by Grantee and hereinafter sometimes referred to as "Grantee's said lines", whether one or more, and

WHEREAS, Grantor has requested Grantee to release, surrender and relinquish certain rights under the Agreement(s) INsofar and INsofar ONLY as they cover that portion of the aforesaid TRACT A which lies OUTSIDE of a certain area of land hereinafter described as the "EASEMENT PARCEL."

NOW THEREFORE, in consideration of the premises and the mutual covenants and agreements herein contained, it is agreed by and between the parties hereto as follows:

(1) That Grantee shall, and by these presents does, release, surrender and relinquish unto Grantor, its successors and assigns, subject to the limitations and conditions hereinafter set forth, all of Grantee's right, title and interest in, to and under the Agreement(s), INsofar and INsofar ONLY as they cover that portion of TRACT A which lies OUTSIDE of a certain area of land, hereafter referred to as the "EASEMENT PARCEL", whether one or more, which said EASEMENT PARCEL is particularly described as follows, to-wit:

A 110.0 foot wide easement located in the W. 1/2 of Section 17, T2N-R5E, Township of Genoa, Livingston County, Michigan, lying 60 feet West of and 50 feet East of an existing natural gas transmission pipeline. Said pipeline having a route and course described as follows: Commencing at the S. 1/4 corner of Section 17; thence N 88°29'48"E along the South line of Section 17 a distance of 1305.94 feet to its intersection with the E 1/8 line of Section 17; thence N 00°07'10" W along said E. 1/8 line a distance of 635.09 feet to the Point of Beginning of said centerline description; thence N 32°09'22"E along said pipeline 2450.37 feet to its point of ending. Said point of ending being N 00°00'08"E along the N. S. 1/4 line of said Section 17, a distance of 53.11 feet from the center of Section 17. Said point also being North 2690.73 feet and N 00°00'08"E 53.11 feet along said N. S.1/4 line of section from the S. 1/4 corner of Section 17.

It is the intent of the parties, that in the event of any conflict or discrepancy between easement parcel described herein and the physical location of the pipelines, the physical location of the pipelines as presently constructed shall control a pipeline corridor as being a strip of land 110 feet in width being parallel to 60 feet westerly and 50 feet easterly of Grantee's said Howell Storage Field 20",

it being the intention of the parties hereto, subject to the limitations and conditions set forth herein, to free all of the TRACT A from and of the lien, encumbrance and burden of the Agreement(s) hereinabove described, SAVE and EXCEPT as to the EASEMENT PARCEL, as to which said EASEMENT PARCEL the Agreement(s), as herein modified and amended, SHALL REMAIN IN FULL FORCE AND EFFECT.

No release, surrender or relinquishment of any part of the Agreement(s) covering, affecting, or pertaining to any lands lying OUTSIDE of the boundaries of TRACT A is made or is intended to be made hereunder.

(2) Nothing contained herein shall in any way be deemed a relinquishment by Grantee of any and all rights of ingress and egress of Grantee across the lands of Grantor, including all portions of TRACT A herein described, as may reasonably be necessary for the installation, operation, maintenance, repair and replacement of Grantee's said lines and appurtenant facilities upon the EASEMENT PARCEL. Such rights are specifically reserved hereunder.

(3) Grantee agrees to abandon in place that portion of a currently inactive 8" pipeline and surface easement for said 8" pipeline on, over and across TRACT A as shown on Exhibit "I" attached hereto and by reference made a part hereof. The abandoned pipeline may be removed by Grantor in whole or in part, at Grantor's sole cost, risk and expense.

(4) No house, railroad track, garage, building, mobile home, house trailer, septic tank, drain pipes, tree, shrub, berm, lake, reservoir, swimming pool, or any other facility causing either the permanent or temporary retainment of water, or any other structure, facility or tree-like growth shall be hereafter permitted, placed, erected or planted anywhere on the EASEMENT PARCEL; provided, however, that Grantor shall have the right to install or authorize the installation of utility installations on said EASEMENT PARCEL so long as such utility installations are not placed parallel to Grantee's said lines, and so long as such utility installations as may cross Grantee's said lines do so under Grantee's said lines and at approximate right angles thereto and in such a manner as not to interfere with, endanger or damage Grantee's said lines. Grantor shall give Grantee a minimum of thirty (30) days written notice of the intended construction of any such facility and shall take such steps to protect Grantee's said lines as Grantee may require. It is understood that Grantee has and shall retain the right to remove, trim, defoliate or otherwise treat any trees or similar forms of vegetation upon the EASEMENT PARCEL to the degree that same may be necessary in the opinion of Grantee.

(5) No portion of the EASEMENT PARCEL shall be utilized for the seating or other accommodation of persons in connection with any gathering of any sort, nor shall any portion of the EASEMENT PARCEL be utilized for the parking of vehicles, and no impervious type pavement in connection with the establishment or use of any vehicular parking area shall be placed over or within the EASEMENT PARCEL.

(6) Grantor shall not alter the depth of any cover or overburden over Grantee's said lines without the written consent of Grantee first having been obtained, nor shall any lateral or subjacent support be removed therefrom except temporarily and as an incident to the installation of utility installations herein above authorized to be placed across the EASEMENT PARCEL or as an incident to the construction of any street, sidewalk, driveway, road, alley or curbing not constructed within the EASEMENT PARCEL, and Grantee shall, in no event, except upon the conditions hereinafter referred to in (6) below, be required to alter or change the level or position of Grantee's said lines by reason of the exercise by Grantor of any of the rights conferred on it under this agreement with respect to the EASEMENT PARCEL.

(7) No street, sidewalk, fence, driveway, road, alley or curbing shall be constructed substantially parallel to Grantee's said lines and within the EASEMENT PARCEL. Nothing herein shall preclude Grantor, its successors or assigns, from constructing any street, sidewalk, driveway, road, fence, alley or curbing across Grantee's said lines so long as said street, sidewalk, fence, driveway, road, alley or curbing shall cross Grantee's said lines at approximate right angles thereto; provided, however, that if the proposed construction by Grantor, or its successors or assigns, of any street, sidewalk, fence, driveway, road, alley or curbing across the EASEMENT PARCEL would, in Grantee's opinion, imperil Grantee's said lines, then Grantor, and its successors or assigns, may proceed with such proposed construction after (A) Grantor, or its successors or assigns, has entered into an agreement in form satisfactory to Grantee to pay to and reimburse Grantee for all direct and indirect costs and expense of every sort and character which would have to be incurred or expended by Grantee in connection with whatever protective work, for example, lowering, encasing, adjusting or otherwise altering Grantee's said lines that might, in Grantee's opinion, be required to protect Grantee's said lines from the consequences of such proposed construction and (B) Grantee has had such reasonable period of time as might be required by Grantee to complete such protective work as may be covered by the aforesaid reimbursement agreement. In order to facilitate the proper operation of this provision, Grantor shall give to Grantee a minimum of thirty (30) days notice, in writing, prior to the commencement by itself or third parties of the types of construction referenced in this Paragraph and shall take such steps to protect Grantee's said lines as Grantee may require.

(8) It is recognized by the parties hereto that one purpose of the execution of this instrument is to facilitate the development by Grantor of lands covered by the Agreement(s) as originally executed. Grantor hereby agrees that should its development of such lands in any way or for any reason compel or make reasonably necessary the expenditure of additional funds by Grantee, such shall be reimbursed to Grantee by Grantor. Such expenditures shall include, but not be limited to, added expenditures for marking or protecting Grantee's lines made necessary by such change in land usage, whether such expenditures shall be demanded by governmental regulations or made necessary, in Grantee's reasonable judgment, by the changed character and usage of the land.

(9) It is recognized by the parties hereto, that, pursuant to this instrument, new structures and installations may be placed upon TRACT A by Grantor or third parties. Nothing contained herein shall be deemed to constitute any agreement by Grantee to in any way expand those categories and types of damages for which Grantee is liable under the Agreement(s).

(10) Grantor agrees to indemnify, save and hold Grantee harmless from any loss, claim, damage, demand, suit, or liability from any cause whatsoever arising or alleged to have arisen out of the construction, operation, maintenance or use of Grantor's facilities or property or the property of third parties as permitted by the terms of this Amendment of Agreements whether caused or alleged to have been caused by the act of omission of Grantor, Grantee, any third party, or the joint or concurrent negligence of any two or more of said parties and excepting therefrom the sole negligence of Grantee or the portion of joint or concurrent negligence found to have been caused by the act or omission of Grantee. In the event of any transfer or transfers of Grantor's interest in TRACT A, the transferor shall automatically be relieved of any and all obligations and liabilities on the part of the Grantor as a result of any occurrences requiring

indemnification hereunder from and after the date of such transfer, provided that Grantor as a part of such transfer shall obtain an assumption of the foregoing indemnity obligation in writing from the transferee and furnish Grantee with a copy of same. The indemnification provided hereunder shall, from time to time, be the obligation of the then fee title owner of TRACT A with respect to any occurrence during the period of such ownership.

It is not the intention of the Grantee to amend, release, surrender and relinquish any other Agreement or Right-of-Way Grant of Grantee its successors and assigns on TRACT A.

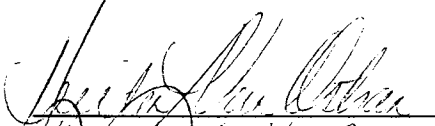
As hereby modified and amended, the Agreement(s) are hereby confirmed and ratified.

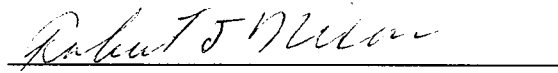
This instrument shall be binding upon the parties hereto, their successors and assigns.

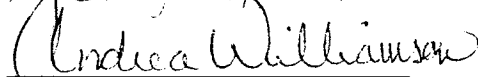
EXECUTED as of the day and year first hereinabove written.

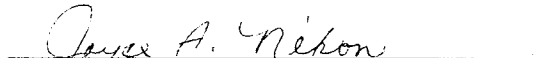
ATTEST/WITNESS:

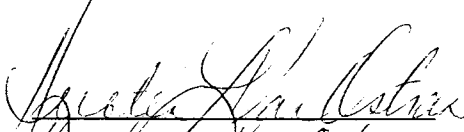
"GRANTOR"

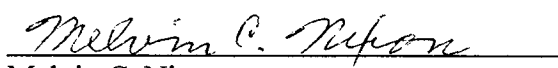

Kristina L. Van Ostran

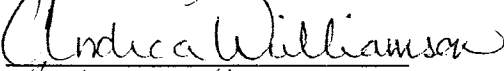

Robert J. Nixon



Andrea Williamson

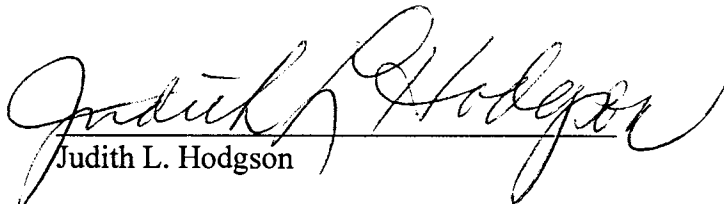

Joyce Nixon

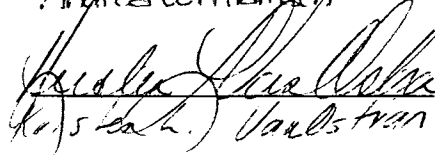

Kristina L. Van Ostran


Melvin C. Nixon

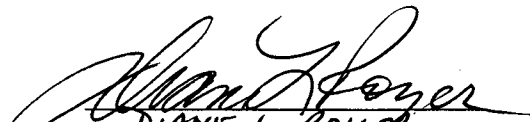

Andrea Williamson



Andrea Williamson


Judith L. Hodgson


Kristina L. Van Ostran

Associates
HH & F, L. L. C., A Michigan Limited Liability Co.


DIANE L ROYER


By: Gregory M. Frassrand, Its Member


TIM WALTER

ATTEST/WITNESS:

PANHANDLE EASTERN PIPE LINE COMPANY
"GRANTEE"

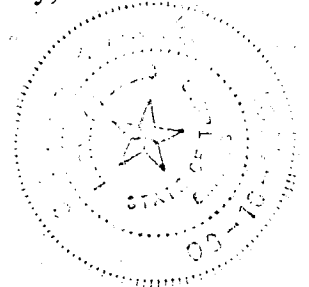
Merlin E. Remmenga
Assistant Secretary
Merlin E. Remmenga

By: Theopolis Holeman
Theopolis Holeman, Vice President

STATE OF TEXAS)
)SS
COUNTY OF HARRIS)

Before me, Gloria A. Rivas, a Notary Public, this 30 day of January, 1998, personally appeared Panhandle Eastern Pipe Line Company, by Theopolis Holeman and Robert W. Reed, its Vice-President and Secretary, respectively, and acknowledged the execution of the foregoing instrument.

Gloria A. Rivas
Gloria A. Rivas Notary Public



My Commission expires: 8-16-2001

STATE OF Michigan)
)SS
COUNTY OF Livingston)

Before me, Kristen L. VanOstean, a Notary Public, this 30th day of June, 1999, personally appeared Robert J. Nixon and Joyce Nixon, his wife, and acknowledged the execution of the foregoing instrument.

Kristen L. VanOstean
Notary Public

My Commission expires: 11-21-98

STATE OF Michigan)
) SS
COUNTY OF Livingston)

Before me, Kristen L. VanOrstan, a Notary Public, this 30th day of July, 1997, personally appeared Melvin C. Nixon and acknowledged the execution of the foregoing instrument.

Kristen L. VanOrstan
Notary Public

My Commission expires: 11-21-98

STATE OF Michigan)
) SS
COUNTY OF Livingston)

Before me, Andrea Williamson, a Notary Public, this 14th day of July, 1997, personally appeared Judith L. Hodgson and acknowledged the execution of the foregoing instrument.

Andrea Williamson
Notary Public

My Commission expires: 11-16-01

STATE OF MICHIGAN)
) SS
COUNTY OF OAKLAND)

Before me, Diane L. Royer, a Notary Public, this 17th day of June, 1997, personally appeared HH & F Associates, L. L. C., a Michigan Limited Liability Company, By Gregory M. Frassrand, its member and acknowledged the execution of the foregoing instrument.

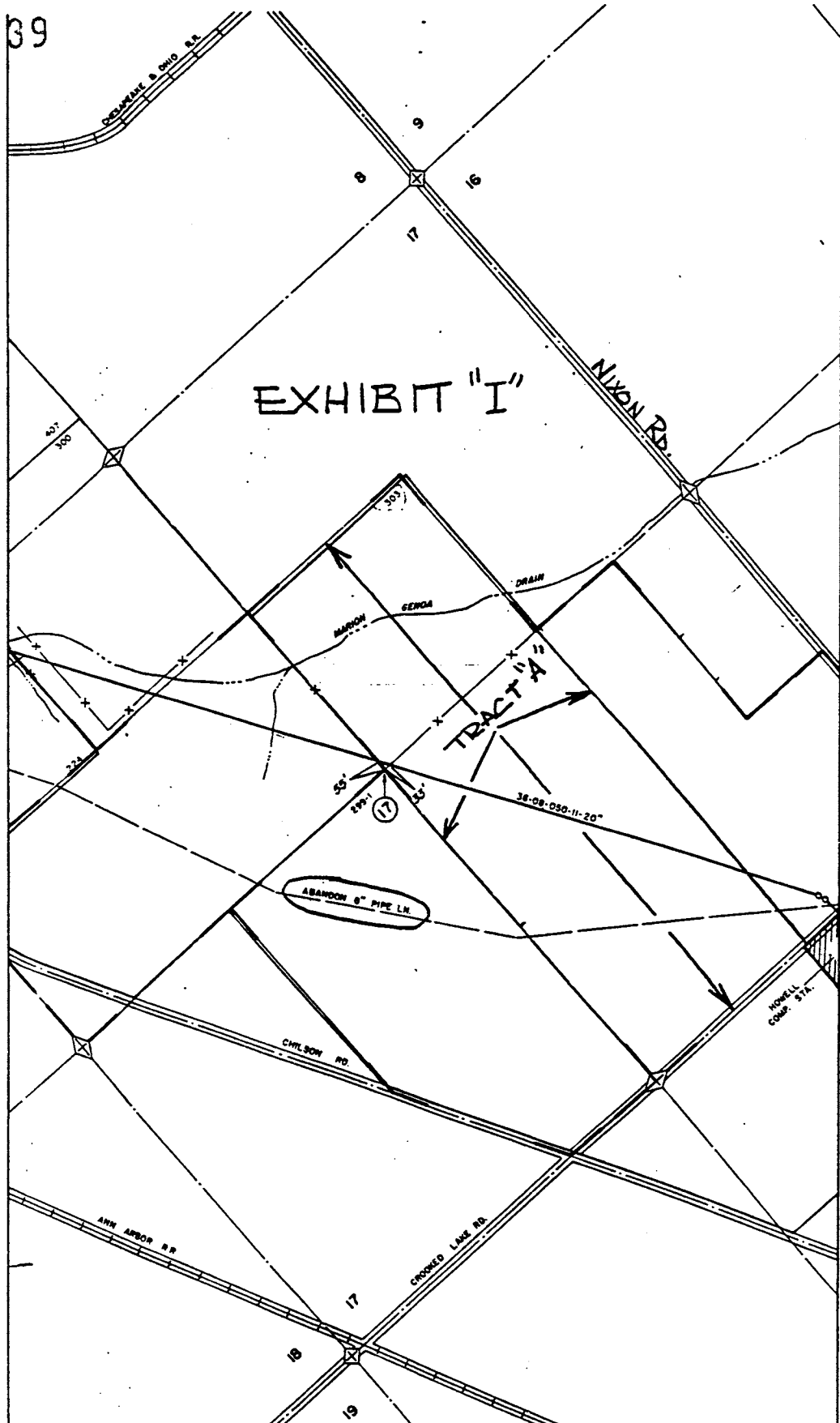
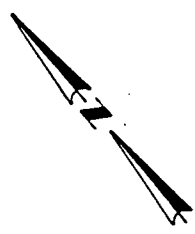
Diane L. Royer
Notary Public

My Commission expires: July 9, 1999

Diane L. Royer
Macomb County, Michigan
Acting in Oakland County, MI

RETURN TO
PANHANDLE EASTERN
3990 CROOKED LK RD
NEWELL, MI. 48843

This instrument was prepared by J. D. Honeycutt, attorney, 5400 Westheimer Court, P.O. Box 1642, Houston, Texas 77056-5310.
AMIPRO 2 TW NIXON AGR



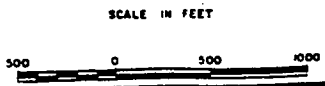
36-08-050-11-20"

T-2-N R-5-E

LIVINGSTON CO.

MICHIGAN

DATE	REVISIONS - DESCRIPTION, W.O. No. or BOOK & PAGE No.s	BY



HOWELL STORAGE

7

ASSIGNMENT OF LESSOR'S INTEREST IN GAS STORAGE
AGREEMENT AND OIL AND GAS LEASE

The undersigned Clark D. Nixon, survivor of himself and his former wife Hattie M. Nixon whose Death Certificate is recorded in Liber 868, Page 124, Livingston County Records, does hereby assign all of his right, title and interest in and to a certain Gas Storage Agreement and Oil and Gas Lease executed by Clark D. Nixon and Hattie M. Nixon, his wife, as Lessors to Panhandle Eastern Pipe Line Company as Lessees, dated November 18, 1955, and recorded December 6, 1955 in Liber 312, Pages 624, 625, and 626 for the Lease of Land, situated in the County of Livingston, Genoa Township, in the State of Michigan, described as:

Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$); the West Half of the Southeast Quarter (W $\frac{1}{2}$ SE $\frac{1}{4}$), the Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$); and the West Half of the Northeast Quarter of the South- of the Southeast Quarter (W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$) all in Section Seventeen (17); Also the Northwest Quarter of the North- east Quarter (NW $\frac{1}{4}$ NE $\frac{1}{4}$) and all that part of the Northeast Quarter of the Northwest Quarter (NE $\frac{1}{4}$ NW $\frac{1}{4}$) lying East (E) of Highway, all in Section Twenty (20); Twp. 2N, Rng. 5E.

to Robert J. Nixon of 3534 Crooked Lake Road, Howell, Michigan 44843, in consideration of the sum of One dollar (\$1.00) and other valuable consideration, receipt of which is hereby acknowledged.

Dated this 15th day of ~~May~~ ^{June}, 1978.

WITNESSED BY:

Lauren B. Grinage
Lauren B. Grinage

E. Marguerite Palace
E. Marguerite Palace

CLARK D. NIXON

By: Robert J. Nixon
Robert J. Nixon pur-
suant to Power of
Attorney as recorded
in Liber 868, Page
122, Livingston
County Records.

Recorded Liber 871
Page 589

EMM 9-11-78

Off. to retain Mineral rights P. 693 P. 619
assign. P. 871 P. 589 P. 868 P. 124 P. O. A. 868 P. 122

GAS STORAGE AGREEMENT AND OIL AND GAS LEASE

THIS AGREEMENT made and entered into this 18th day of November, 1955, by and between Clark D. Nixon and Hattie M. Nixon, his wife

Route #3
Howell, Michigan
of the County of Livingston, State of Michigan, Part ies of the First Part, hereinafter designated as "Lessor," and

Panhandle Eastern Pipe Line Company,
1221 Baltimore Avenue, Kansas City 5, Missouri,
Party of the Second Part, hereinafter designated as "Lessee."

WITNESSETH:

1. That Lessor, for and in consideration of Four Hundred Sixty and no/100 Dollars (\$460.00) in hand paid by Lessee, the receipt of which hereby is acknowledged, and in consideration of the covenants and agreements hereinafter contained on the part of Lessee to be paid, kept and performed, has granted, demised, leased, and let unto and by these presents does grant, demise, lease, and let unto Lessee the following described land situated in the County of Livingston, State of Michigan, to-wit:

Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$): the West Half of the Southeast Quarter (W $\frac{1}{2}$ SE $\frac{1}{4}$), the Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$): and the West Half of the Northeast Quarter of the Southeast Quarter (W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$) all in Section Seventeen (17): Also the Northwest Quarter of the Northeast Quarter (NW $\frac{1}{4}$ NE $\frac{1}{4}$) and all that part of the Northeast Quarter of the Northwest Quarter (NE $\frac{1}{4}$ NW $\frac{1}{4}$) lying East (E) of Highway, all in Section Twenty (20), Twp. 2N, Rng. 5E.

RECORDED December 6, 1955
AT 9:30 O'CLOCK A.M.
WILLIAM L. HAACK
Register of Deeds

containing 230 acres, more or less, and Lessor hereby leases unto Lessee all of the lands however described which are owned by Lessor in said section, sections, or survey herein specified, hereby releasing all right of dower and homestead in the premises described herein, in so far as said right of dower and homestead may in any way affect the purpose for which this lease is made, as recited herein; and in the event any appurtenant parcel of land not now owned by Lessor lying within the external limits of or across the land leased herein, or adjacent or contiguous thereto, such as a tract used for school purposes, railroad right-of-way, roadway, highway, or other purpose becomes vacated and title thereto shall revert to or shall be conveyed by deed, or in any other manner come into the possession of Lessor or successors in title to the land described herein, while this lease is in force, then and in that event, such additional land thereupon shall be included hereunder.

2. Under the terms hereof, Lessee shall have the right to use the land described above for the following purposes:

- (a) Conducting exploratory work for the purpose of determining the suitability for gas storage purposes of the area comprising the land described above;
- (b) Drilling, equipping, maintaining, and operating one well for the injection of gas into the formations underlying said land or other land, for the withdrawal of gas from such formations, or for observation purposes;
- (c) By means of any well or wells located on said land or other lands, either previously drilled or hereafter drilled, storing any kind of gas, wherever produced, by pumping or otherwise introducing the same into any sand, sands, substratum, structure, or horizon in and under said land or other lands, and removing such gas, by pumping or otherwise;
- (d) Re-establishing, reopening, repairing, reconditioning, or plugging any existing well heretofore drilled on said land, whether abandoned or not;
- (e) Recovering, by whatever means are desirable or available, any gas lost from the storage reservoir by leakage;
- (f) Constructing, laying, maintaining, operating, changing the size of, and removing any pipe line or pipe lines and other appliances and structures on, over, and through said lands that may be necessary or convenient for the operation by Lessee of said land alone or conjointly with other lands for the introduction and storage of gas in said land and its withdrawal therefrom;
- (g) Developing, operating for, and producing oil, gas, casinghead gas, and casinghead gasoline;
- (h) Constructing and installing the necessary facilities (including pipe lines) on said land for the production, transportation, storage, saving, removal, and marketing of the substances specified in subparagraph (g) of this paragraph 2; and
- (i) Ingress and egress to and from the above described land for any or all of the above listed purposes.

3. It is agreed, except as provided in paragraph 12, that this lease shall remain in force for a term of twenty (20) years from this date and as long thereafter as gas is being stored in, held in storage in, or withdrawn from the land described above or land in the vicinity of the land described above by Lessee, and as long thereafter as oil, gas, casinghead gas, casinghead gasoline, or any of them is or can be produced from the land described above. It is expressly understood that for storage purposes a well or wells need not be drilled on the land described above and that Lessee shall be the sole and exclusive judge as to whether gas is being stored in the land described above or held in storage within said land, and that its determination shall be final and conclusive.

4. In full payment for the right and privilege of injecting and storing gas in and removing gas from the above described land, and in full payment for all other rights and privileges hereby conferred, including the right to continue this lease in force and operations there-

under beyond the primary term, as hereinabove provided, the Lessee shall pay to the subsurface Lessor, and such Lessor shall accept, a combined lease and storage rental in the sum of Two and no/100 Dollars (\$ 2.00) per acre per annum, payable annually in advance, commencing with the date hereof and continuing so long as gas is produced or stored or such gas storage rights are utilized or held by Lessee. The receipt and sufficiency of the first of such annual payments (and of the consideration first recited herein) are hereby acknowledged by Lessor. So long as such rights are utilized or held by Lessee and payments are made hereunder, this lease shall continue in full force and effect, and the payment or tender of the annual combined lease and storage rentals as aforesaid in the manner and within the time hereinafter provided shall be sufficient notice to Lessor of the exercising of the right of Lessee to continue this lease in force beyond its primary term. For the purpose of this payment, the acreage agreed upon is 20 acres.

5. In addition to the payments provided for in paragraph 4 hereof, Lessee agrees:

(a) In the event that drilling operations which may be conducted by Lessee upon the land described above result in the discovery of dry natural gas in quantities which Lessee determines are commercial quantities, Lessee shall pay Lessor as royalty on gas marketed from each well where gas only is found one-eighth ($\frac{1}{8}$) of the proceeds if sold at the well, or, if marketed by Lessee off the leased premises, then one-eighth ($\frac{1}{8}$) of the market value at the well.

(b) In the event that drilling operations which may be conducted by Lessee upon the land described above result in the discovery of dry natural gas, but in quantities which Lessee determines are not commercial quantities, Lessee will cause a determination to be made of the quantity of natural gas in place and, in lieu of producing and marketing such gas and paying Lessor the one-eighth ($\frac{1}{8}$) royalty payments in the normal and customary manner, Lessee shall pay Lessor in one lump sum one-eighth ($\frac{1}{8}$) of the market value at the well of the estimated quantity of such gas and Lessee thereupon will not be obligated to produce such gas and shall be the owner thereof in place.

(c) To deliver to the credit of subsurface Lessor, free of cost, in the pipe line to which Lessee may connect its wells, the equal one-eighth ($\frac{1}{8}$) part of all oil produced and saved from the leased premises or, at the option of Lessee, to pay Lessor for such one-eighth ($\frac{1}{8}$) royalty the market price for oil of like grade and gravity prevailing on the day such oil is run into the pipe line or storage tanks; also, similarly to deliver to the credit of the Lessor or to pay for one-eighth ($\frac{1}{8}$) of all casinghead gasoline produced from oil wells and saved.

(d) To pay to the owner of the surface rights the sum of One and no/100 Dollars (\$ 1.00) per rod for any pipe line or lines and appliances attached thereto that may be laid upon the premises, which said line or lines is or are used solely and exclusively for the transmission of gas in connection with the storage and removal thereof from the premises, such payment to be made after such pipe lines are laid, and, in addition, to pay reasonable damages which may arise to crops, timber, fences, or other property of said Lessor resulting from such construction, and from the drilling of each storage well (gas input and withdrawal well) and each observation well hereafter drilled on the leased premises, said damages, if not mutually agreed upon, to be ascertained, determined, and fully and finally settled by three disinterested persons, one to be appointed by Lessor, one to be appointed by Lessee, and the third to be chosen by the persons so appointed, and the written award of the amount of damages so fixed by such three persons, or two of them, shall be final and conclusive. All such pipe lines shall be laid upon a route as determined by Lessee, and if the land is in cultivation, shall be buried to such depth (except as to gates, valves, meters, regulators, and drips) as will not interfere with ordinary cultivation of the land or any theretofore established drainage systems thereon.

(e) Lessee agrees to repair or cause to be repaired any roadways upon the premises that may be damaged by it by ingress or egress.

6. All sums hereafter payable under this agreement may be made or tendered direct to Lessor, or deposited to the credit of Lessor in the First National Bank of Howell, Michigan or its successors, which bank and its successors are Lessor's agent and shall continue as the depository of any and all sums payable hereunder, regardless of changes in the ownership in said land, production therefrom, or in the payments to accrue hereunder. All payments or tenders may be made by check or draft of Lessee or any assignee thereof, mailed or delivered on or before the annual combined lease and storage rental paying date. No forfeiture for non-payment of such annual combined lease and storage rentals shall be had until after fifteen (15) days' written notice by Lessor to Lessee at its Kansas City, Missouri office, during which said time Lessee shall have the right to make the payment then in default, adding two per cent (2%) of the sum due as a penalty for the delay, and thus continuing this agreement in good standing and in full force and effect.

7. If said Lessor owns a less interest in the above described land than the entire undivided fee simple estate therein, then the annual combined lease and storage rental herein provided shall be paid Lessor only in the proportion which his interest bears to the whole and undivided fee.

8. Lessee shall have the right to use, free of cost, gas, oil, and water found on said land for its operations thereon, except water from the wells of Lessor. No well shall be drilled nearer than 200 feet to the house or barn now on said premises without written consent of Lessor. Lessee shall have the right at any time during or after the expiration of this lease to remove all property placed on said premises, including the right to draw and remove all casing. In the event this lease is terminated at any time for any reason whatsoever, except the filing of record by Lessee of a release hereof, Lessee, by making payment of any sums then due or owing hereunder and by continuing to tender or pay annually the combined lease and storage rental as provided herein, shall after the date of such termination have the right to remove all gas stored in and under said land and any natural product which may be produced therewith, and the right to own, maintain, and operate all of its pipe lines, wells, and other facilities for such purpose during the time reasonably necessary and convenient to Lessee to accomplish the removal of such gas, and on conclusion of such operations the right to remove all of its equipment and other property from said land as hereinabove provided.

9. If the estate of either party hereto is assigned, and the privilege of assigning in whole or in part is expressly allowed, the covenants hereof shall extend to the assigns and their respective successors in title including their assigns, but no change of ownership in the land or in the payments which may be made hereunder shall be binding on Lessee until it has been notified of such change and has been furnished with the written transfer or assignment or a true copy thereof certified by the Register of Deeds of the county in which the land described above is located.

10. If the leased premises shall hereafter be owned in severalty or in separate tracts, the premises, nevertheless, shall be developed and operated as one lease and the annual combined lease and storage rental payments hereunder shall be treated as an entirety and shall be divided among and paid to such separate owners in the proportion that the acreage owned by each such separate owner bears to the entire leased acreage. There shall be no obligation on the part of Lessee to offset wells on separate tracts in which the land covered by this lease may be hereafter divided by sale, devise, or otherwise, or to furnish separate measuring or receiving tanks.

11. Lessor hereby warrants and agrees to defend the title to the land herein described and agrees that Lessee, at its option, may pay and discharge any taxes, mortgages, or other liens existing, levied, or assessed on the above described lands, and shall have a lien upon said lands for any taxes, mortgages, or other liens so paid and Lessee may be subrogated to the rights of any holder or holders of any tax titles or certificates, mortgages, or other liens and may keep and apply to the discharge of any such mortgage, tax, or lien, any payments accruing hereunder.

12. It is agreed that Lessee at any time may remove all property placed by it on said premises; and further, upon the payment of One Dollar (\$1.00) and all amounts due hereunder, Lessee shall have the right to surrender this lease and thereupon shall be released and discharged from all payments, obligations, and conditions herein contained. All rights and privileges granted to Lessee herein shall continue until a written release is filed by Lessee in the office of the Register of Deeds of the county in which the land described above is located.

13. In case of notice of any adverse claim to the premises, or any claim affecting all or any part of the annual combined lease and storage rental payments, or other payments due hereunder, Lessee may withhold payment or delivery of the same until the ownership is determined by agreement, compromise, or by final decree of a court of competent jurisdiction and proper evidence of such determination is furnished to Lessee.

14. All express or implied covenants of this lease shall be subject to all Federal and State Laws, Executive Orders, Rules, or Regulations, and this lease shall not be terminated, in whole or in part, nor Lessee held liable in damages for failure to comply therewith if compliance is prevented by, or if such failure is the result of, any such Law, Order, Rule, or Regulation.

15. This lease supersedes and cancels that certain oil and gas lease dated the 28th day of May 19 54, recorded in Book 292, page 347-350, in the office of the Register of Deeds of County, Michigan; provided, however, that if any well or wells has or have been drilled under the terms of said lease, such well or wells and any personal property used or obtained in connection therewith shall be included in the terms and provisions of this lease.

IN WITNESS WHEREOF, the parties to this agreement have set their hands and seals the day and year first above written.

WITNESS:

Basil R. Smith
Basil R. Smith

Clark D. Nixon
Clark D. Nixon

Hattie M. Nixon
Hattie M. Nixon

D. E. Wilson
D. E. Wilson

Lessor

PANHANDLE EASTERN PIPE LINE COMPANY

ATTEST:

Wm. C. Marris
Wm. C. Marris Assistant Secretary

By *M. K. Hager*
M. K. Hager Vice President Lessee

ACKNOWLEDGMENT FOR HUSBAND AND WIFE

STATE OF MICHIGAN,

County of Livingston } ss.

On this 21st day of November, 19 55, before me, a Notary Public of Saginaw County, Michigan, and acting in Livingston County, personally appeared Clark D. Nixon and Hattie M. Nixon, his wife, to me known to be the same person, who executed the foregoing instrument and severally acknowledged the execution of the same to be their free act and deed.

My Commission expires:

Dec. 16th, 1955

D. E. Wilson
Notary Public, Saginaw County, Michigan.
Acting in Livingston County

ACKNOWLEDGMENT FOR SINGLE PERSON

STATE OF MICHIGAN,

County of } ss.

On this day of 19, before me, a Notary Public of County, Michigan, and acting in County, personally appeared to me known to be the person described in and who executed the foregoing instrument and acknowledged that executed the same as free act and deed, and the said further declared to be single and unmarried.

My Commission expires:

Notary Public County, Michigan.

ACKNOWLEDGMENT FOR CORPORATION

STATE OF MICHIGAN,

County of } ss.

On this day of 19, before me appeared to me personally known, who, being by me duly sworn, did say that he is the president of and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its directors, and said acknowledged said instrument to be the free act and deed of said corporation.

My Commission expires:

Notary Public County, Michigan.

ACKNOWLEDGMENT FOR CORPORATION

STATE OF MISSOURI
County of Jackson } ss.

On this 28th day of November, 19 55, before me appeared M. K. Hager to me personally known, who, being by me duly sworn, did say that he is a vice-president of Panhandle Eastern Pipe Line Company, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its directors, and said M. K. Hager acknowledged said instrument to be the free act and deed of said corporation.

My Commission expires:

MY COMMISSION EXPIRES
JANUARY 27, 1957

R. B. Scudder
R. B. Scudder Notary Public, Jackson County, Missouri.



For a Valuable Consideration, I hereby assign to

 Angeline St. Pierre
 that mortgage (and note secured thereby), dated 25 April 19 55, executed by
 Ward Huskinson and Nellie Huskinson his wife
 to Thomas S. Leith and Ethel M. Leith his wife
 and recorded in the office of the Register of Deeds for Livingston County,
 Michigan, in Liber 302 of Mortgages, on page 345

Witness our hand & seal & this 15th day of November 19 55
 Signed, Sealed and Delivered in Presence of

Philip F. Baetcke
 Philip F. Baetcke
Thomas S. Leith
 Thomas S. Leith (L. S.)
Ethel M. Leith
 Ethel M. Leith
Clara Jean Leith
 Clara Jean Leith

STATE OF MICHIGAN, }
 County of Livingston } ss. On this 15th day of November 19 55,
 before me, a Notary Public

in and for said County, personally appeared
 Thomas S. Leith and Ethel M. Leith to me known to be the same person^s who
 executed the foregoing instrument and acknowledged the same to be their free act and deed.

* PRINT, TYPEWRITE OR STAMP
 names of persons executing this instrument, also names of the
 Witnesses and Notary Public immediately underneath such
 signatures.

Philip F. Baetcke
 Notary Public, Livingston County, Mich.
 My commission expires Sept 5, 19 57

17 1/2

Assignment of Mortgage

TO _____
 OFFICE OF REGISTER OF DEEDS }
 Livingston County, } ss.
 Received for Record the 6th,
 day of December, A. D. 19 55,
 at 9:25 o'clock A.M., and recorded
 in Liber 312 of Mortgages on
 Page 627.

William V. Hawk
 Register of Deeds.

DOUBLEDAY BROS. & CO.
 241 E. MICHIGAN AVE., KALAMAZOO, MICHIGAN

LIBER 312 PAGE 627

REPUBLIC OF MISSOURI
PANHANDLE EASTERN PIPE LINE COMPANY
100 SOUTH STATE STREET
KANSAS CITY, MISSOURI 64101

LIBER 693 PAGE 619

AFFIDAVIT OF
NOTICE OF INTENTION TO RETAIN MINERAL RIGHTS

NOTICE IS HEREBY GIVEN, under the provisions of Act 42 of the Public Acts of 1963 of the State of Michigan, that Panhandle Eastern Pipe Line Company, whose address is 3444 Broadway, Kansas City, Missouri, 64111, claims to be the owner of the interests set out below in the following described land, to-wit:

Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$); the West Half of the Southeast Quarter (W $\frac{1}{2}$ SE $\frac{1}{4}$), the Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$); and the West Half of the Northeast Quarter of the Southeast Quarter (W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$) all in Section Seventeen (17); Also the Northwest Quarter of the Northeast Quarter (NW $\frac{1}{4}$ NE $\frac{1}{4}$) and all that part of the Northeast Quarter of the Northwest Quarter (NE $\frac{1}{4}$ NW $\frac{1}{4}$) lying East (E) of Highway, all in Section Twenty (20), Twp. 2N, Rng. 5E, Livingston County, Michigan.

and as such owner desires to preserve such interests and does not intend to abandon same.

Interest owned:

Lessee interest as fully set forth and described in that certain Gas Storage Agreement and Oil and Gas Lease dated November 18, 1955 recorded in Liber 312 at Page 624.

B. H. Longshore, makes this Affidavit and Notice under oath and for and on behalf of Panhandle Eastern Pipe Line Company.

PANHANDLE EASTERN PIPE LINE COMPANY

By B. H. Longshore
B. H. Longshore, Vice-President

Subscribed and sworn to before me this 26th day of August

1974.

RECORDED

Virginia L. Washam
Virginia L. Washam, Notary Public

STATE OF MISSOURI) SEP 17 8 50 AM '74
) SS: JULIA C. BLACKBURN
COUNTY OF JACKSON) REGISTER OF DEEDS
LIVINGSTON COUNTY, MICH.

The foregoing instrument was acknowledged before me this 26th day of

August, 1974, by B. H. Longshore,

Vice-President of Panhandle Eastern Pipe Line Company, a Delaware corporation, on behalf of the corporation.

Virginia L. Washam
Virginia L. Washam, Notary Public

My Commission Expires: May 16, 1978

THIS INSTRUMENT PREPARED BY
WIL L. ROBERTSON, ATTORNEY
P. O. BOX 1348
KANSAS CITY, MISSOURI 64101

MICHIGAN OIL AND GAS LEASE

AGREEMENT, Made and entered into the 28th day of May, 1954,
by and between Clark D. Nixon and Hattie M. Nixon, his wife

of Route 3, Howell, Michigan, hereinafter called Lessor (whether one or more) and PANHANDLE EASTERN
PIPE LINE COMPANY, hereafter called Lessee.

1. WITNESSETH: That the Lessor, for and in consideration of One and no/100 - - - - - DOLLARS, receipt of which is hereby acknowledged, and in consideration of the covenants and agreements hereinafter contained on the part of Lessee to be paid, kept, and performed, has granted, demised, leased and let and by these presents does grant, demise, lease and let unto the Lessee for the purpose of mining and operating for oil and gas, of laying pipe lines, and of building tanks, towers, power stations, and structures thereon to produce, save, and take care of said products, all that certain tract of land situate in the County of Livingston, State of Michigan, described as follows, to-wit: Southwest Quarter of the Northeast Quarter (SW/4 NE/4); the West Half of the Southeast Quarter (W/2 SE/4), the Southeast Quarter of the Southeast Quarter (SE/4 SE/4); and the West Half of the Northeast Quarter of the Southeast Quarter (W/2 NE/4 SE/4) all in Section Seventeen (17); Also the Northwest Quarter of the Northeast Quarter (NW/4 NE/4) and all that part of the Northeast Quarter of the Northwest Quarter (NE/4 NW/4) lying East (E) of Highway, all in Section Twenty (20)

of Section 17 & 20, Township 2 North, Range 5 East, and containing 230 acres, more or less. It is the intention of the Lessors to lease herein all lands and interests therein contiguous to or appurtenant to said described lands owned or claimed by Lessor.

May 15, 1955

2. IT IS AGREED that this lease shall remain in force for a term of ten (10) years from ~~the date~~ and as long thereafter as oil or gas, or either of them, is or can be produced from said land by Lessee.

3. In consideration of the premises the Lessee covenants and agrees:

1st. To deliver to the credit of Lessor, free of cost, into tank reservoirs or into the pipe line to which Lessee may connect its wells, the equal one-eighth part of all oil produced and saved from the leased premises.

2nd. To pay to Lessor as royalty for gas from each well where gas only is found, while the same is being sold or used off the premises, one-eighth of the market value at the wells of the amount so sold or used, the Lessor to have gas free of charge from any gas well on the leased premises for all stoves and inside lights in the principal dwelling house on said land by making his own connections with the well at his own risk and expense.

Where gas from a well or wells, capable of producing gas only, is not sold or used for a period of one year and Lessee is not exercising the gas storage rights granted in paragraph 16 hereof, Lessee shall pay or tender as royalty, an amount equal to the delay rental as provided in paragraph 4 hereof, payable annually at the end of each year during which such gas is not sold or used, and while said royalty is so paid or tendered this lease shall be held as a producing property under paragraph 2 hereof.

3rd. To pay to Lessor as royalty for gas produced from any oil well and used by Lessee for the manufacture of gasoline, or any other products, one-eighth of the market value of such gas at the wells. If such gas is sold by Lessee, then Lessee agrees to pay Lessor, as royalty, one-eighth of the net proceeds derived from the sale of said casinghead gas at the wells.

4. If operations for the drilling of a well for oil or gas are not commenced on said land on or before the 15th day of May, 1956, this lease shall terminate as to both parties, unless the Lessee on or before that date shall pay or tender to the Lessor or for the Lessor's credit in the First National Bank at

Howell, Michigan, or its successors, which shall continue as the depository regardless of changes in the ownership of said land, the sum of Two Hundred Thirty & no/100 - DOLLARS (\$230.00 -), which shall operate as a rental and shall cover the privilege of deferring the commencement of drilling operations for 12 months from said date. In like manner and upon like payments or tenders the commencement of drilling operations may be deferred further for like periods of the same number of months successively. All payments or tenders may be made by check or draft of Lessee, or any assignee thereof, mailed or delivered on or before the rental paying date. Notwithstanding the death of the Lessor, or his successor in interest, the pay-

ment or tender of rentals in the manner provided above shall be binding on the heirs, devisees, executors, and administrators of such person. And it is understood and agreed that the consideration first recited herein, covers not only the privilege granted to the date when the said first rental is payable as aforesaid, but also the Lessee's option of extending that period as aforesaid, and any and all other rights conferred.

5. Should the first well drilled on the above described land be a dry hole, then, and in that event, if operations for the drilling of a second well are not commenced on said land on or before the next ensuing rental paying date, this lease shall terminate as to both parties, unless the Lessee on or before said next ensuing rental paying date shall resume the payment of rentals in the same amount and in the same manner as hereinbefore provided. And it is agreed that upon the resumption of the payment of rentals as above provided, the last preceding paragraph hereof governing the payment of rentals and the effect thereof, shall continue in force just as though there had been no interruption in the rental payments, and if Lessee shall commence operations for the drilling of a well within the term of this lease or any extension thereof, the Lessee shall have the right to drill such well to completion with reasonable diligence and dispatch, and if oil or gas, or either of them, is found in paying quantities, this lease shall continue and be in force with like effect as if such well had been completed within the term of years first mentioned: Provided, that if drilling or other operations are delayed or interrupted by lack of water, labor or material; or by fire, storm, flood, war, rebellion, insurrection, riot, strike, differences with workmen; or failure of carriers to transport or to furnish facilities for transportation; or as a result of some order, requisition, or necessity of the government; or as the result of any cause whatsoever beyond the control of Lessee, the time of such delay or interruption shall not be counted against Lessee.

6. The Lessee shall have the right to use, free of cost, gas, oil, and water found on said land for its operations thereon, except water from the wells of the Lessor.

7. When required by Lessor, the Lessee shall bury its pipe lines below plow depth and shall pay for damages caused by its operations to growing crops on said land.

8. No well shall be drilled nearer than 200 feet to the house or barn now on said premises without the written consent of the Lessor.

9. Lessee shall have the right at any time during or after the expiration of this lease to remove all pipe lines, machinery, fixtures, houses, buildings, and other structures placed on said premises, including the right to draw and to remove all casing.

10. Lessee at his option shall have the right and privilege (which Lessee may exercise at any time, or from time to time, either before or after production has been obtained on this premise or any premises consolidated herewith) to consolidate the gas leasehold estate (excluding casinghead gas produced from oil wells), or any portion or portions thereof, with any other gas leasehold estate or estates to form one or more gas development units, each to cover an area permissible to be consolidated under orders and regulations of any governmental authority having jurisdiction thereof. If such gas development unit or units are so created by Lessee, Lessor agrees to accept and shall receive out of the gas production from each such unit such portion of the gas royalty as the number of acres out of this lease placed in such unit bears to the total number of acres included in such unit. The commencement of a well, or the completion of a well on any portion of a gas development unit shall, as to those of the above described lands as are included in such unit, have the same effect under the terms of this lease as if a well were commenced or completed on the above described land; provided, that the provisions of this paragraph shall not affect the payment or non-payment of delay rentals with respect to lands not included in a unit, but this lease, as to such lands not included in a unit, shall be deemed to be a separate lease. Lessee may execute in writing and record in the office of the Register of Deeds of the County in which the land herein leased is situated an instrument identifying and describing the consolidated acreage.

11. If the estate of either party hereto is assigned (and the privilege of assigning in whole or in part is expressly allowed), the covenants hereof shall extend to the heirs, personal representatives, executors, administrators, successors, and assigns of the parties, but no change in the ownership of the land or in the rentals or royalties shall be binding on the Lessee until after the Lessee has been furnished with a written transfer or assignment or a certified copy thereof. It is hereby agreed that in the event this lease shall be assigned as to a part or as to parts of the above described lands, and the assignee or assignees of any such part or parts shall fail or make default in the payment of the proportionate part of the rental due from him or them, such default shall not operate to defeat or affect this lease in so far as it covers a part or parts of said land upon which the Lessee or any assignee thereof shall make due payment of said rental. If, at any time, as many as four persons shall become entitled to receive payments of rentals or royalties, Lessee may withhold payments thereof unless and until all persons having any interest therein designate, in writing, in a recordable instrument to be filed with the Lessee, a common agent to receive all payments due hereunder, and to execute division orders and transfer orders on behalf of said persons and their respective successors in title.

12. If the leased premises hereafter shall be owned in severalty or in separate tracts, the premises, nevertheless, shall be developed and operated as one lease and all royalties accruing hereunder shall be treated as an entirety and shall be divided among and paid to such separate owners in the proportion that the acreage owned by each such separate owner bears to the entire leased acreage. There shall be no obligation on the part of the Lessee to offset wells on separate tracts into which the land covered by this lease may be divided hereafter by sale, devise, or otherwise, or to furnish separate measurement or separate receiving tanks.

13. Lessor hereby warrants and agrees to defend the title to the land herein described and agrees that the Lessee, at its option, may pay and discharge any taxes, mortgages, or other liens existing, levied, or assessed on or against the above described lands and, in the event it exercises such option, it shall be subrogated to the rights of any holder or holders thereof and may reimburse itself by applying to the discharge of any such mortgage, tax or other lien, any royalty or rentals accruing hereunder. The undersigned Lessors, for themselves and their heirs, successors, and assigns, hereby surrender and release all right of dower and homestead in the premises described herein, insofar as said right of dower and homestead may in any way affect the purpose for which this lease is made, as recited herein.

14. If, within the primary term of this lease, production on the leased premises should cease, this lease shall not terminate if operations for the drilling of a new well or reworking operations on an old well are commenced on or before the next ensuing rental paying date or if Lessee begins or resumes the payment of rentals in the same manner and in the same amount hereinbefore provided on or before the next ensuing rental payment date. If, after the expiration of the primary term hereof, production on the leased premises should cease from any cause, this lease shall not terminate if Lessee resumes drilling or reworking operations within 120 days from such cessation and this lease shall remain in force during the prosecution of such operations and, if production results therefrom, then as long as production continues. Such drilling or reworking operations on any portion of a gas development unit formed under the terms of paragraph 10 hereof shall, as to those of the above described lands as are included in such unit, be treated and shall have the same effect under the terms hereof as if operations were on said lands.

15. Lessee, at any time, may surrender this lease, or any part thereof, by delivering or mailing a release thereof to the Lessor, or by placing a release thereof of record in the proper county.

16. Lessor also grants to Lessee during the term and continuance of this lease, anything herein to the contrary notwithstanding, the exclusive right to store gas in, and remove the same from, the gas producing formation or formations underlying said premises at Lessee's convenience, by the use of either a gas well or gas wells located on lands within the same gas producing field, or by the use of a gas well or gas wells that may be drilled on the herein leased premises. It is mutually understood that the production and storage rights herein granted are not capable of being exercised concurrently except under unusual circumstances, and it is agreed that while either of those rights is being exercised no implication of abandonment or lack of reasonable exercise of the other right shall arise, and that Lessee may use intermittently either right by compliance with the requirements for continuance of the respective rights at any given time being exercised. During the period or periods that Lessee shall utilize the leased premises for the storage of gas, the royalties herein provided to be paid to Lessor shall accrue and become payable only on such gas as may be taken from said premises by Lessee over and above the amount which Lessee theretofore shall have stored in and under said premises. For and during the period or periods that Lessee utilizes said premises for the underground storage of gas or for the production and underground storage of gas, Lessee shall pay to Lessor a minimum royalty of One Dollar per acre per year on the number of acres covered by this lease. At the end of any twelve month period following the initial injection of gas in and under said premises, if the royalty paid to Lessor amounts to less than said minimum of One Dollar per acre, then Lessee shall pay to Lessor, within sixty days following the end of said twelve month period, the difference between the amount of royalty actually paid for gas produced from said premises during said twelve month period and an amount equal to One Dollar per acre. The storage rights herein granted may be continued in full force and effect by Lessee as long as the payments herein provided for are made by Lessee. The failure of Lessee to make any such payment, within sixty days after it becomes due and payable, shall terminate this lease and all rights herein granted. The word "premises" as used in this paragraph shall be defined as the premises herein leased or the premises comprising a gas development unit or units into which all or any part of the premises herein leased has been consolidated as provided in paragraph 10 hereof.

17. It is agreed that this lease shall never be forfeited or cancelled for failure to perform in whole or in part any of its implied covenants, conditions, or stipulations until it shall have first been finally judicially determined that such failure exists, and after such final determination, Lessee is given a reasonable time therefrom to comply with any such covenants, conditions, or stipulations.

18. In case said Lessor owns a less interest in the above described land than the entire and undivided fee simple estate therein, then the royalties and rentals herein provided for shall be paid the said Lessor only in the proportion which his interest bears to the whole and undivided fee.

19. This lease and all its terms, conditions, and stipulations shall extend to and be binding on all successors of said Lessor or Lessee.

IN WITNESS WHEREOF, we sign the day and year first above written.

Witness:

[Handwritten signature]

[Handwritten signature]

Clark D. Nixon

Clark D. Nixon
Hattie M. Nixon

Hattie M. Nixon

LINE NO. 16-752

Right-of-Way Grant

FROM

WALTER M. DYCE

HELEN H. DYCE

TO

PANHANDLE EASTERN PIPE LINE

STATE OF MICHIGAN, }
COUNTY OF LIVINGSTON }

This instrument was filed for record
this day of October 1947, at
L.A.M., and duly recorded in Book
page 199 of the records of this office

Frank D. Beck
Register of Deeds

By: P. E. I. C. ✓
Deputy

NUMBER

L230
P200

PL 204-2 AM 6-11

MICHIGAN

Right-of-Way Grant

WORK ORDER	TRACT
No. 45	
COUNTY	STATE
Livingston	Michigan

Hattie

KNOW ALL MEN BY THESE PRESENTS, That Clark D. Nixon and Hattie Nixon, husband and wife,

of the postoffice of Howell, in the State of Michigan, herein-

after called Grantor S., in consideration of One (\$1.00) Dollar to them in hand paid, receipt of which is hereby acknowledged, and the further consideration of Fifty (\$.50) cents per linear rod, to be paid before

the pipe line hereinafter specified is laid, hereby grant, convey, and warrant to PANHANDLE EASTERN PIPE LINE COMPANY, a Delaware corporation, its successors and assigns, the easement and right of way to lay, construct, maintain, alter, repair, replace, operate and remove at any time hereafter a pipe line for the transportation of natural gas, and all drips, gates and other appurtenances necessary for the maintenance and operation of said line and for the transportation of natural gas therein, and also the right to lay substantially parallel with the first pipe line one additional pipe line, and the grantee, its successors and assigns, is granted the right of ingress and egress to and from said line or lines for the purpose of construction, inspection, repairing, operating, changing the size of, or removing the same, together with the right of removal of such at will in whole or in part, from, on, over and through

the following described premises in the County of Livingston, State of Michigan, to-wit:

The Southeast quarter (1/4) of Section seventeen (17), in Town 2 North, Range five (5) East, Michigan, excepting therefrom the East half (1/2) of the Northeast quarter (1/4) of the Southeast quarter (1/4). Also the Southwest Quarter of the Northeast quarter (1/4)

To Have and To Hold said easement, rights, and right of way unto the said PANHANDLE EASTERN PIPE LINE COMPANY, its successors and assigns.

In the event a second line is constructed, Grantee shall pay to Grantor \$. before the laying of the additional pipe line, Fifty cents per linear rod, which shall constitute full and complete consideration for the herein granted easement to lay said additional pipe line.

All pipe laid under this grant shall be buried to a proper depth so as not to interfere with the ordinary cultivation of said lands or the theretofore established drainage systems thereon. The grantee hereby further agrees to pay all damage which may arise to crops and fences of grantor... caused by the laying, maintaining, replacing or removing of said pipe line or lines. If the amount of such damage is not mutually agreed upon, the same shall be ascertained and determined by three (3) disinterested persons, one to be appointed by the grantor... one to be appointed by the grantee, and the third to be chosen by the two so appointed. The written award of such three persons shall be final and conclusive.

This agreement is binding upon the heirs, executors, administrators, successors and assigns of the parties hereto, and it is understood that this agreement can not be changed in any way except in writing, signed by the grantor... and a duly authorized agent of the grantee.

IN WITNESS WHEREOF, the grantor... has hereunto set their hand and seal on this, the 12th day of June, A. D., 194 7.

Witnesses:

[Handwritten signatures]
D. E. Wilson
C. D. Nixon

[Handwritten signature] (L.S.)
Clark D. Nixon
[Handwritten signature] (L.S.)
Hattie Nixon
[Handwritten signature] (L.S.)
Clara C. Nixon (L.S.)

ACKNOWLEDGMENT FOR HUSBAND AND WIFE

STATE OF MICHIGAN, } ss.
COUNTY OF Livingston

On this 12th day of June, 194 7, before me, a Notary Public of Saginaw County, Michigan, and acting in Livingston County, personally appeared Clark D. Nixon and Hattie Nixon, his wife, to me known to be the same person... who executed the foregoing instrument and severally acknowledged the execution of the same to be their free act and deed.

[Handwritten signature]
D. E. Wilson
Notary Public Saginaw County, Michigan.
Acting in and for Livingston County, Michigan.

My Commission expires December 19th, 1947.

ACKNOWLEDGMENT FOR SINGLE PERSON

STATE OF MICHIGAN, } ss.
COUNTY OF _____

On this _____ day of _____, 194 _____, before me personally appeared _____ to me known to be the person... described in and who executed the foregoing instrument and acknowledged that... executed the same as... free act and deed, and the said... further declared... to be single and unmarried.

Notary Public _____ County, Michigan.

My Commission expires _____

LINE NO. J6-752

Right-of-Way Grant

FROM

CLARK D. NIXON

HATTIE NIXON

TO

PANHANDLE EASTERN PIPE LINE COMPANY

STATE OF MICHIGAN, } ss.
COUNTY OF LIVINGSTON

This instrument was filed for record on the 21st day of October, 1947, at 11:00 o'clock A.M., and duly recorded in Lib 230 page 00-201 of the records of this office.

[Handwritten signature]
Registrar of Deeds

By: _____ Deputy

NUMBER _____

P E I C

August 8, 2023

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

Dear Commissioners,

My husband, Tim and I have lived in Genoa Township for over 27 years. When we built our house, we did our due diligence and knew the area would be developed. We live in the Grand River/Latson Road area and have experienced much development since 1996. We love our County and our Township. We do not want it to become overly developed and along with many fellow residents, have serious concerns over the proposed PUD development south of the I96 interchange.

We are opposed to the proposed Latson PUD development. We are rapidly losing the rural and natural character of our community. We live here because we do not want to live in the middle of urban sprawl, and this development invites urban sprawl. We request that you keep this area zoned as Country Estates.

Importantly, we are concerned about the potential for a Battery Plant. While the current zoning, as we understand it, does not allow for a Battery Plant; the developer could request changes that would enable one to be built in our area. Under no circumstances do we support this type of development. We urge you to forcefully and promptly stamp out any such request.

Also, the traffic on Latson Road north of Grand River has become extremely heavy. This development will, without a doubt, further increase traffic in this area. It is becoming unsustainable during rush hours.

Additionally, we have serious concerns about the destruction and pollution of the wetlands in and around this proposed development, the Shiawassee and Huron River sheds, the drain that runs through this development, and the runoff that will be draining into all of these water sources.

For these and many other reasons, we ask the Township to deny any further rezoning of the Latson -Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Tim and Colleen Quinn, Precinct Delegates, Precinct 1
4042 Brookstone Court
Howell, MI 48843

From: [Anna Nummy](#)
To: [Amy Ruthig](#); [Kelly VanMarter](#)
Cc: [Anna Nummy](#)
Subject: Planning Commission meeting 8/14- unable to attend in person, but want to make public statement
Date: Monday, August 14, 2023 4:44:08 PM

Kelly and Amy,

Although the Rezoning to Crooked Lake Rd will not be taken up until the September 11th meeting of the Planning Commission, I'm unable to attend tonight's meeting and as a Genoa township resident, I wanted to submit a formal comment that I'm closely monitoring this rezoning. I understand that any resident may give a two minute public statement on any topic relating to Genoa Twp, including this rezoning topic. As such, I'm writing to let you know I oppose the zoning changes proposed as I believe they may adversely affect our Township and negatively impact quality of life and property values. Developing this area (138 acres of rural land south of 1-96 on Latson Rd to contain retail, medical, hospitality, office, research/lab, restaurants and multi-unit housing) will increase the volume of traffic, noise, and pollution and generally destroy the rural character of the area. I also wanted to voice my opinion on the 7/10 meeting packet which documents a potential zoning change in allowing solar development in Genoa. I wholeheartedly oppose solar development in Genoa.

Thank you,
Anna Nummy

From: [Onewithcats](#)
To: [Amy Ruthig](#)
Subject: Call to the public comment 8/14/2023
Date: Monday, August 14, 2023 5:48:42 PM

My comment tonight is about the Planning Commission vote on June 11, 2020.

The PC voted unanimously to change the CE zoning on the N 195 acres off Latson.

There was no in person public hearing due to the pandemic shut down, rising covid illness and death of friends and family members and yet the PC rushed this vote thru unanimously after just a 40 minute discussion.

You put one man's greed above all the current residents love and care of their homes and this area.

The PC showed great disrespect for the current residents of Genoa Twp, especially those residents who live in the area of this major change, the people who pass thru this area and the families with school children at Three Fires.

Many residents are very unhappy to say the least about this change.

We have lived in Genoa for over 30 years and have until now had confidence in the Planning Commission to make good balanced decisions concerning change and growth in the township.

We no longer have that confidence or trust in the Planning Commission.

Sincerely,

Disrespected residents Deborah Beattie and Alfred Wilder

3109 Pineview Trail

Howell

received @ 8.14-23 PC Mtg,

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

My name is Ralph Berz.

and I live at 3093 Pineview Trail, Howell MI.

I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

The Proposed development is not compatible with the surrounding area, and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

The uses permitted in this development are not conducive to the intent of the zoning ordinance, and many of the permitted uses, like a large industrial distribution warehouse, would bring significant amounts of light, noise and traffic pollution that were never the intent of the original CAPUD zoning. Moreover, Three Rivers Elementary School with over 600 elementary students would be compromised by the increased safety risk of an industrial district and a high-density housing population across the street.

I moved to Genoa Township because I was seeking a tranquil bedroom community away from urban sprawl, as did many others, and this development invites urban sprawl. Genoa Township has seen too much development in recent years and it is time we started protecting and preserving the character of our community before it disappears.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,



received @ 8.14.23 KC Mtg.

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

My name is LINDA BYER.

and I live at 2627 CHILSON RD.

I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

The Proposed development is not compatible with the surrounding area, and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

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For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,



received @ 8-14-23 PC Mtg.

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

My name is Kal Cunningham

and I live at 2521 Chilton 3278 Pine Valley

I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and we are rapidly losing the rural and natural character of the community that we all love and cherish.

I live in Genoa Township because I do not want to live in the middle of urban sprawl, and this development invites urban sprawl. Genoa Township and Livingston County has seen too much development in recent years and it is time we started protecting and preserving the character of our community before it disappears.

I have serious concerns about the destruction and pollution of the wetlands in and around this proposed development, the Shiawasee and Huron Riversheds, the country drain that runs through this development, and the runoff that will be draining into all of these water sources.

I also have significant concerns about any threatened or endangered species that may inhabit this area. Over 80 new species were added to the Endangered Species Act this past Spring, and no study has been done to determine whether a development on this nearly 300 acres will destroy one or more essential habitats.

The reasons that may have existed five or ten years ago to justify any additional development in this area do not exist today, and Genoa Township is overrun by development. I am urging you to put a stop to it.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Kal Cunningham
Hannah Shurley

received @ 8-14-23 PC Mtg.

My name is Deb Towles and I live at 3210 Pineview Trail. Our road backs up to the already approved zoning change on the north end of Latson Road, as well as the proposed area of change on the south end.

I would like to express my disappointment and outrage that the initial rezoning happened during the initial covid shut down period here in Michigan (also a national crisis) and was held virtually without notice to everyone it would affect. You took advantage of all of us at a vulnerable time, when our only concern was surviving and our personal interactions with neighbors were non-existent due to fear of transmission. Just because you are required to notify only those within 300 ft of the property line does not mean that other residents would not be affected, and their respective lifestyles and property values diminished.

Last month, someone on the commission made the comment "where were you when this came to the table initially" and complained that only now are we showing up. I am sure that others are not so different from myself in expecting that you and other board members are bound to represent the taxpayers of the township, not special interest groups who have a financial interest in destroying everything this township has been known for. We are all disappointed in the fact that we now have little trust in this board and their recommendations. We should not feel like we can't trust you to preserve our lifestyle, our wildlife, our investments in our property, and our ethics in how change should happen.

I want to go down on record that I feel that the initial property rezoning was unethical, and I strongly oppose the rezoning of any other parcels on Latson Road.

AS YOU ARE AWARE,

GENOA TOWNSHIP is a charter township located in the heart of Livingston County, Michigan. Lakes and wetlands, rolling hills and meadows, state parks and wildlife all abound in this beautiful community of country living.

HAVE YOU FORGOTTEN WHO WE ARE????



Debra Towles

My name is Beth Hagen and my address is 5180 Glenway Drive. In 1987, my husband and I were offered jobs in Brighton and took the opportunity to see what Brighton had to offer us if we would move our family from the west side of Michigan. Coming from a small, rural and agricultural community we had always heard about the east side of Michigan and being close to Detroit as a negative - to live close to a big city. We were thrilled when we first drove down Grand River Avenue and turned onto Main Street in Brighton.

This was exactly what we were hoping for – a small community that was moving forward with the times. The feeling was so exciting that we just kept on driving down Main Street which became Brighton Road. We drove past Maltby Middle School and found that we had a short distance to go before the homes were spread out and soon, it became a rural area (Genoa Township) that was what we were hoping to find for our new home. There were farms and mature woods; we could tell that this was important to this area. This is what we wanted and were hoping for and chose to raise our family here.

In the 1990s, we again had an opportunity to move, this time, we moved out-of-state. The adventure was good, but we found that Michigan is where we wanted to finish raising our family and chose to move back. At this point, we had lived in five different homes (two were in Brighton, the second being in Genoa Township). Our children asked, if we moved again, could we move back to Brighton? And that is what we did. Again, we chose to live in Genoa Township because of its close location to town, but more for its rural setting.

We are now in our fifth Brighton home – the last four of these homes have been in Genoa Township. We want Genoa Township to keep its rural setting that we've enjoyed so much; one that has been zoned for low density housing and agriculture, which will keep that country feel, lower traffic, less light pollution, and most of all, area for wildlife and nature. Brighton – or Genoa Township - is where our family calls home and where our children say they are from. One son and his family have also chosen to live in Genoa Township; this is where they want to raise their family.

With the clear cutting of the state land in 2021 off of Brighton and Chilson Roads, we lost a huge number of mature trees and habitat for nature. Developing more of our Township will again destroy our needed wetlands and more mature trees.

Times will always keep changing, but we have control on how those changes can and will be made. We want to keep Genoa Township a rural, low-density housing and agriculture community. This is the community we moved to in 1987, then moved back to in 2000 and now have retired here. My husband, family and I do not support re-zoning for high density housing or more business or any PUD.

Thank you,
Beth Hagen

Beth Hagen 7/17/23

Monday, July 17, 2023

Recorded PUD Agreement Genoa Twp-Latson Partners LLC, Latson Farms LLC,
Covenant of Faith LLC 10-06-2020

With regard to the PUD agreement between Genoa Twp. and Latson Partners LLC, Latson Farms LLC, Covenant of Faith LLC 10-06-2020 on the rezoning and planned development of the property described in the agreement as tax ID. numbers:

- 1) 4711-08-400-004
4700-08-400-006
4700-08-400-012 thru 015
4711-08-400-020 and
4711-08-400-031 owned by Latson Partners LLC
- 2) 4711-09-300-001 owned by Covenant of Faith LLC
- 3) 4711-17-200-008 owned by Latson Farms LLC

that came to being as a result of the Genoa Township Planning Commission meeting on June 11, 2020, it is questionable whether the meeting was held with the intent of and spirit of Zoning Ordinance, the Michigan Zoning Enabling Act, MCL 125.3101.

The state of Michigan and indeed the entire United States of America as well as most of the world was in the midst of the worst pandemic the world has ever known. With regard to the state of Michigan, the majority of the state including all of Livingston county were under strict health mandates by the State of Michigan Department of Health and various Covid 19 emergency orders, Covid 19 mitigation mandates such as PPE that consisted of facial masks, six foot minimum distance requirements from other individuals and greatly

reduced maximum building occupancies as mandated by the State of Michigan Department of Health and or Executive orders of the Governor.

The proper notification of the public of the meeting to be held on June 11, 2020 is questionable and there is no recollection by myself or anyone that I have canvassed of any notification of the June 11, 2020 meeting so as to voice an opinion either for or against the proposal. The focus of attention of nearly every individual was on their own personal safety and the health and welfare of themselves and their loved ones and not on any meeting scheduled; there is real doubt as to the soundness of mind of the public and quite frankly the Planning Commissioners due to the ongoing pandemic and the intense fears that the public had of Covid 19 and the possibility of contracting the disease. Additionally there is no provision in any Michigan Compiled Law that provides for public meetings to be held by Zoom or the equivalent or by any remote means thus bringing into question the constitutionality of any such public meetings or the legality of any agreements made during such meetings.

Given the questionable legitimacy of the June 11, 2020 meeting due to the above mentioned reasons, I am requesting that the Township declare the June 11, 2020 planning meeting and subsequent agreements null and void and reschedule a proper meeting the satisfies the intent and spirit of MCL 125.3101.

Jayne Locke

3401 Pineview Trail

Howell, Mi 48843

Precinct delegate Precinct 2 Genoa Township

Genoa Twp Board of Trustees Meeting

7/17/2023

"GENOA TOWNSHIP is a charter township located in the heart of Livingston County, Michigan. Lakes and wetlands, rolling hills and meadows, state parks and wildlife all abound in this beautiful community of country living".

Public comment regarding PUD development plan south of I-96 & off of Latson Rd

1. I understand the public had input on the Master plan. My husband and I did look at the plan and did not see anything alarming. We knew there was to be development south of the freeway but did not expect to this degree...that is on us for not asking more questions
2. That being said, I also do not feel that I should have to monitor our Board of Trustees or Planning commission to keep our "Beautiful community of Country Living" because according to the above description of our township, I assumed that was your goal too.
3. I am not opposed to development but what this developer wants to build, I believe is beyond the scope of country living and will effect our community & neighboring homes.
4. Most residents I have spoken with choose to live in Genoa to get away from the hustle & bustle of their city jobs and don't want these large commercial developments in their backyards.
5. I just want to remind you, you work for us and if you choose not to listen to your constituents, then we will have the opportunity to replace you next election cycle.

Regards,

Susan Nickels
4935 Fairways Dr
Brighton, MI 48116
s.nickels61@yahoo.com

Genoa Township Board Meeting 7/17/23

Good evening, my name is Tracey Pardiac. I have been a resident here for more than 45 years.

For more than 45 years I have lived here because it has been everything the city is not. But now you are trying to take away everything I, and my neighbors, have invested our time and energy in by moving the city out where it doesn't belong.

Approving this proposed development on Latson Road is, quite frankly, a dereliction of your responsibilities to your constituents and the residents of the entire Livingston County community.

You are responsible for being good stewards of our green spaces that make living here as opposed to in the city desirable, good stewards of the needs of the wildlife that inhabit those green spaces, good stewards of the wetlands that are so critical to the health of not just our local community but our planet as a whole, good stewards of the health of your residents by not allowing a development that will pollute the water table and also result in polluted runoff.

More importantly, you are responsible for being good stewards of the health and welfare of the 627 students of Three Fires Elementary, along with the staff who serve those students. To think that an industrial park would be allowed to be built so closely to the school should alarm, and INFURIATE, every parent who has a student in that building.

You are not, and should not be, beholden to the wants of some out-of-town developer, who by the way purchased this property in what can only be described as 'in a super shady manner' and was awarded, by you, the supposed good stewards of this township, his request for rezoning during the height of the COVID pandemic when people were not attending face to face meetings, ALSO SUPER SHADY, who is only here to fatten his bank account, with no regard whatsoever to the irreparable damage he will be doing to MY community in the process.

There is an abundance of available space north of 96 that is already zoned for this sort of development. Tell Mr. Wyett to either move his project over to one of those properties or move on out of town altogether. We little country bumpkins are standing up for ourselves and have no intention of backing down.

This is the first time you have seen my face and quite possibly the first time you have heard my name, but I promise you it won't be the last.

As my very clannish, foothills of the Appalachian Mountains, Kentucky born and raised grandmother used to say, "You wanna dance? Well you just picked the wrong partner 'cuz I'll dance your ass all over this floor!"

Denise Pollicella
4200 Sweet Road
Genoa Township

Regular Township Board Meeting July 17, 2023

I am expressing my opposition to the proposed Latson PUD development. I understand that the rezoning for the second parcel to the South is scheduled for the September 11 planning commission meeting, and I will be there with, I expect, a large number of neighbors and community members. However, I want to take this opportunity this evening to say the following:

The conceptual PUD was passed at a virtual meeting in August 2020, the first year of the pandemic during lockdown, when most of us were home terrified for our lives, our loved ones, our jobs and our businesses. The fact that such a large and impactful development was passed at such a time was intentional.

There are numerous and significant problems with the development plan, and they are far too numerous to mention here: from the fact that the PUD, the site plan and the advertising of the property do not even come close to meeting the requirements of the zoning ordinance, to the fact that you are proposing to put a medical research and industrial park on top of over 50 acres of wetlands and the county drain that feeds the drinking water of dozens of families West of Latson Road.

The fact that the developer already owns the land is irrelevant. The number one rule I have for my real estate clients is never close a deal until you have your permits. The only reason a developer would buy land before it was zoned or permitted is because he assumes it is a done deal. In other words, this entire thing stinks.

But most important, this board was elected to be stewards of this community, regardless of whether the residents of this township show up to every meeting or not. And you are failing in that respect.

I do appreciate the time and thought you have put into this, but more is needed. The fact is that any non-residential development South of 96 will *not* stop at 96. We all know this. The vast majority of people who live in and move to Genoa Township do so because of its character and we are here to defend that character.

From: [Roy Bailey](#)
To: [Amy Ruthig](#)
Subject: Latson road
Date: Sunday, August 27, 2023 6:11:57 AM

Amy,
We don't need more development, No Asphalt plant, etc.
This is a quiet Farming community!
Respectfully,
Roy J. Bailey

Genoa Township Planning Commission
2911 Dorr Road Genoa Township, Michigan 48116

Re: Opposition to the Proposed Latson PUD Development Plan

Dear Members of the Commission:

I am writing to express my strong opposition to the proposed Latson PUD development plan. The current state of Genoa Township is already burdened by issues such as over-development, a rapid increase in population, escalated road traffic, and the unfortunate presence of noise, air, and water pollution. Furthermore, the encroachment of urban sprawl has led to the depletion of natural wildlife habitats and the loss of precious vegetation. Regrettably, the Latson PUD development plan appears poised to exacerbate all of these detrimental factors.

It is my understanding that no comprehensive impact study has been conducted in relation to this proposed development. Nevertheless, it seems evident that such a venture would inevitably yield a multitude of adverse effects within our Township. A particularly distressing example is the potential jeopardy posed to the safety and well-being of the children and staff of Three Rivers Elementary School, given the proximity of an industrial and sizable housing project directly across the street. Additionally, the prospect of increased air and water pollution imperiling our local watersheds, coupled with the looming threat to our region's indigenous flora and fauna, underscores the potential repercussions not only for our immediate community but also for the surrounding environs stretching several miles.

In light of these concerns, I earnestly implore the esteemed members of the Township leadership to firmly reject the Latson PUD development proposal. Preserving the unique character and ecological vitality of Genoa Township should remain a paramount consideration in any decision-making process regarding land development.

Thank you for your time and consideration.

Sincerely,


Richard M. Benian

3825 Honors Way Howell, Michigan 48843

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

AUG 23 2023

RECEIVED

My name is BARBARA A. GIBSON

and I live at 3050 OLD CARRIAGE TRL.

I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

The Proposed development is not compatible with the surrounding area, and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

The uses permitted in this development are not conducive to the intent of the zoning ordinance, and many of the permitted uses, like a large industrial distribution warehouse, would bring significant amounts of light, noise and traffic pollution that were never the intent of the original CAPUD zoning. Moreover, Three Rivers Elementary School with over 600 elementary students would be compromised by the increased safety risk of an industrial district and a high-density housing population across the street.

I moved to Genoa Township because I was seeking a tranquil bedroom community away from urban sprawl, as did many others, and this development invites urban sprawl. Genoa Township has seen too much development in recent years and it is time we started protecting and preserving the character of our community before it disappears.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Barbara A. Gibson

Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

AUG 23 2023

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and I live at 3050 OLD CARRIAGE TRL.

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I live in Genoa Township because I do not want to live in the middle of urban sprawl, and this development invites urban sprawl. Genoa Township and Livingston County has seen too much development in recent years and it is time we started protecting and preserving the character of our community before it disappears.

I have serious concerns about the destruction and pollution of the wetlands in and around this proposed development, the Shiawasee and Huron Riversheds, the country drain that runs through this development, and the runoff that will be draining into all of these water sources.

I also have significant concerns about any threatened or endangered species that may inhabit this area. Over 80 new species were added to the Endangered Species Act this past Spring, and no study has been done to determine whether a development on this nearly 300 acres will destroy one or more essential habitats.

The reasons that may have existed five or ten years ago to justify any additional development in this area do not exist today, and Genoa Township is overrun by development. I am urging you to put a stop to it.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,



Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

AUG 23 2023

RECEIVED

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and I live at 3050 OLD CARRIAGE TRL.

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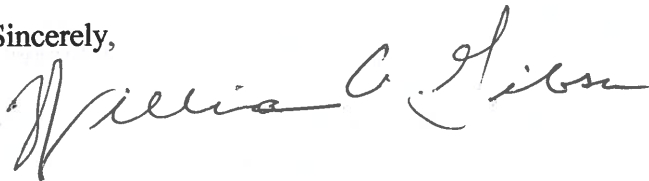
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Sincerely,



Genoa Township Planning Commission
2911 Dorr Road
Genoa Township, Michigan 48116

GENOA TOWNSHIP

AUG 23 2023

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and I live at 3050 OLD CARRIAGE TRL.

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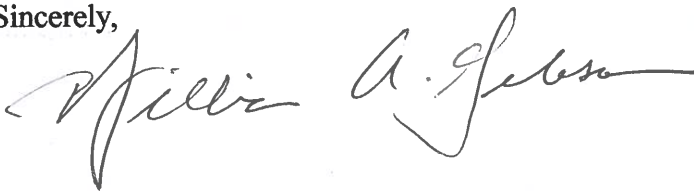
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I also have significant concerns about any threatened or endangered species that may inhabit this area. Over 80 new species were added to the Endangered Species Act this past Spring, and no study has been done to determine whether a development on this nearly 300 acres will destroy one or more essential habitats.

The reasons that may have existed five or ten years ago to justify any additional development in this area do not exist today, and Genoa Township is overrun by development. I am urging you to put a stop to it.

For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,



Frank & Veronica Godwin
2482 S. Latson Rd
Howell, Michigan 48843

July 16, 2023

Ms. Amy Ruthig
Planning Director Genona Twp

Dear Ms. Ruthig:

We live adjacent to the proposed entrance drive provided by Todd Wyett at the last planning commission meeting.

We strongly oppose an entrance drive next to our home and our ten acre parcel. We purchased this property specifically for the country estate zoning. The parcel to the north of us is often very wet and frequently draining. This parcel has not been farmed for decades due to wet conditions. The country drain is on our property and we have had to adhere to all of the rules required pertaining to drain.

Secondly, the traffic on Latson is already a challenge. Three Fires School traffic, school busses, UPS route of many delivery trucks, and numerous other construction and delivery trucks block us now. We hold our breath when entering or leaving our drive due to the speed of traffic and amount of traffic. The suggestion that Liv Co Road Commission would like to see road widened to five or four lanes is disheartening. Servicing and maintaining these roads will cost us all.

An industrial or multi family development to the west of our boundary is equally disheartening. What is the definition of a buffer??? Trees and shrubs that could easily be accessed? More lights and noise??? So many empty buildings now.

It benefits the developer to gain approval now due to cost of water and sewer. In our minds phase one is worrisome with marketing plans of Mr. Wyett. Should we not wait until a developer presents a plan that accomplishes sewer/water in phase one with ability to extend to phase 2? Would it not be beneficial for residents to have time to see about acquiring land for conservation if that is the preferred by residents? We did not know of the master plan meetings. Why do we get written notice when developer plans are submitted but not master plan meetings? To say we must listen to WHMI or subscribe to local paper is unrealistic since we now have many options to hear news. During June of 2020 we were struggling with business closure due to covid, trying to help children catch up on school work, and we were burying friends. How was no consideration given to all residents bordering this project? It was not normal times and written notification should be provided to residents affected.

Thank you for entering my comments into public record since we are unable to attend.
Thank you for your time.

Sincerely yours,

Frank Godwin


Veronica Godwin

Kelly VanMarter

From: egolich@comcast.net
Sent: Sunday, August 6, 2023 1:42 PM
To: Kelly VanMarter
Subject: Proposed Latson Road PUD

Dear Kelly,

My name is Elizabeth Golich, and I live at 3797 Honors Way, Howell, Michigan 48843 . I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

The Proposed development is not compatible with the surrounding area and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

The uses permitted in this development are not conducive to the intent of the zoning ordinance, and many of the permitted uses, like a large industrial distribution warehouse, would bring significant amounts of light, noise and traffic pollution that were never the intent of the original CAPUD zoning. Moreover, Three Rivers Elementary School with over 600 elementary students would be compromised by the increased safety risk of an industrial district and a high-density housing population across the street.

I moved to Genoa Township because I was seeking a tranquil bedroom community away from urban sprawl, as did many others, and this development invites urban sprawl. Genoa Township has seen too much development in recent years, and it is time we started protecting and preserving the character of our community before it disappears. For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Elizabeth Golich

From: egolich@comcast.net
To: [Amy Ruthig](#)
Subject: Proposed Latson Road PUD
Date: Sunday, August 6, 2023 1:44:19 PM

Dear Amy Ruthig,

My name is Elizabeth Golich, and I live at 3797 Honors Way, Howell, Michigan 48843 . I am expressing my opposition to the proposed Latson PUD development. Genoa Township already suffers from over-development and a population explosion, and our Township cannot bear the cost, traffic, additional population increase or noise and light pollution of a large commercial or industrial development in this area.

The Proposed development is not compatible with the surrounding area and would begin a surge of industrial and commercial development that will spread far beyond the current plan and throughout what has long been a quiet residential area of country estate homes, North Shore, and Oak Pointe, and will substantially decrease both the value and the character of these homes.

The uses permitted in this development are not conducive to the intent of the zoning ordinance, and many of the permitted uses, like a large industrial distribution warehouse, would bring significant amounts of light, noise and traffic pollution that were never the intent of the original CAPUD zoning. Moreover, Three Rivers Elementary School with over 600 elementary students would be compromised by the increased safety risk of an industrial district and a high-density housing population across the street.

I moved to Genoa Township because I was seeking a tranquil bedroom community away from urban sprawl, as did many others, and this development invites urban sprawl. Genoa Township has seen too much development in recent years, and it is time we started protecting and preserving the character of our community before it disappears. For these and many other reasons, I ask the township to deny any further rezoning of the Latson - Crooked Lake area and to reconsider significantly restricting or removing the current CAPUD South of Beck Road.

Sincerely,
Elizabeth Golich

Kelly VanMarter

From: Pamela King <prking@ameritech.net>
Sent: Wednesday, July 26, 2023 9:22 AM
To: Kelly VanMarter
Subject: Latson Road Development

Follow Up Flag: Follow up
Flag Status: Flagged

As a Genoa Township resident I would like to go on record as vehemently opposed to the proposed development on Latson Road. Many residents have moved to this area to escape the overdevelopment in other areas. Please do not allow this area to be destroyed.

Pamela King
Treasure Lake Drive

Sent from my iPhonees

Kelly VanMarter

From: Ron King <norleegink@gmail.com>
Sent: Friday, July 28, 2023 4:20 PM
To: Kelly VanMarter
Subject: Proposed Latson road development

Follow Up Flag: Follow up
Flag Status: Flagged

> I am writing this email to state my concerns regarding the proposal to develop Latson road. The reason I moved to this area was to escape this kind of development. Livingston county was unique because of its rural flavor. Any funds received from the budget i.e. taxpayers should be used for our parks, hiking trails, bicycle paths, and Keeping our lakes clean. Do not turn our community into something that the majority of residents do not want.

Regards
Ron King
4758 Treasure Lake
Genoa Twp

Kelly VanMarter

From: Jim Latson <latsonlawn@yahoo.com>
Sent: Tuesday, August 29, 2023 11:54 AM
To: Kelly VanMarter
Subject: Wyett rezoning

Good morning Amy

My name is Jim Latson , we owned the Latson Farm at Beck and Latson for the last 125 year's . Latson road was named after my great grandfather George.

In reference to Todd Wyett's future development and rezoning of our old farm and the Nixon farm. We want it to be known that we support Todd's endeavor 100% . Genoa Twp in no longer an agricultural community and hasn't been for a number of years.

The properties in question; on the south is borders Crooked Lake road and Panhandle Eastern natural gas Pump station

On the north the properties borders CSX railroad a major train track which is heavily traveled and also I-96 a magor interstate.

On the east side is Latson road a heavily traveled county road with approximately three residential houses also. .

On the west side of the property is boarded by, majority of it being woods with exception of approximately 3 residential houses.

None of it is what I call prime residential development properties because of the surroundings existing properties.

Todd's development would bring much needed revenue to Genoa. Genoa probably does more than most Twp's, in reference to benefits to Twp residents. IE: walk way's, park's, sled hills, soccer field's and etc.

For these reasons I support Todd's future endeavor completely.

Thanks for hearing me, James Latson
Trustee, Charles G. Latson Trust
[Sent from Yahoo Mail for iPhone](#)
Jim Latson

Kelly VanMarter

From: James Lewis <james@idicfinancial.com>
Sent: Monday, August 7, 2023 1:44 PM
To: Bill Rogers; Polly; Robin Hunt; Jean Ledford; Terry Croft; Diana Lowe; Kelly VanMarter
Subject: Your Oath of office.

Hello.

Some of you know me, for others, I am new to you.

A little background. I have been a resident of the township for 14 years now.

My wife and I moved here because we enjoyed having nature around us, while still being able to travel a short distance and do most of the shopping we might need.

It has been a wonderful time here. But I fear poor decisions are being made fueled by greed.

Of course, I am referring to the upcoming Latson PUD project. I am unsure if you understand the ongoing changes

that would snowball from this expansion adding other large-scale commercial entities to the township and then the

service needs would grow exponentially, eventually, the language will come to seek out turning our Township into a

Corporation. So that debt may be levied against the residents. In turn, burdening the tax base with lingering debt.

I don't know about any of you. But that is something I am definitely against.

So I implore you to explore the oaths that you took to us. Make sure as you move forward on the PUD, your

actions that you choose reflect the oaths that you took to that office that you hold dear.

And just for your information, USC Title 18-242 and USC Title 42-1983 will give any citizen here in the township

recourse for any violation you would make of your oaths of office. You might want to look those up. Just for

your knowledge. Remember knowledge is power as they used to say back in school.

When you decide the fate of the LATSON PUD. I hope you remember your oaths of office and to whom

you have promised to serve for your terms here.

Sincerely

From: [Anna Nummy](#)
To: [Kelly VanMarter](#); [Amy Ruthig](#)
Subject: Kelly and Amy, I was unable to attend Monday's meeting...
Date: Wednesday, July 12, 2023 10:48:05 AM

Kelly and Amy,

I was unable to attend Monday's meeting but as a Genoa township resident in close proximity to this, I wanted to formally let you know I oppose the zoning changes proposed as I believe they may adversely affect our Township and negatively impact quality of life and property values. Developing this area will increase the volume of traffic, noise, and pollution and generally destroy the rural character of the area.

I also wanted to voice my opinion on the 7/10 meeting packet which documents a potential zoning change in allowing solar development in Genoa. I wholeheartedly oppose solar development in Genoa.

Thank you,
Anna Nummy

September 3, 2023

Genoa Township Board
2911 Dorr Road
Genoa Township, Michigan 48116

Dear Board,

My husband, Tim and I have lived in Genoa Township for over 27 years. When we built our house, we did our due diligence and knew the area would be developed. We live in the Grand River/Latson Road area and have experienced much development since 1996. We love our County and our Township. We do not want it to become overly developed and along with many fellow residents, have serious concerns over the proposed PUD development south of the I96 interchange.

We are opposed to the proposed Latson PUD development. We are rapidly losing the rural and natural character of our community. We live here because we do not want to live in the middle of urban sprawl, and this development invites urban sprawl. We request that you keep this area zoned as Country Estates.

Importantly, we are concerned about the potential for a Battery Plant. While the current zoning, as we understand it, does not allow for a Battery Plant; the developer could request changes that would enable one to be built in our area. Under no circumstances do we support this type of development. We urge you to forcefully and promptly stamp out any such request.

Also, the traffic on Latson Road north of Grand River has become extremely heavy. This development will, without a doubt, further increase traffic in this area. It is becoming unsustainable during rush hours. **Yesterday, I spoke with my neighbor and he stated that he spoke with Amy regarding the traffic situation. She indicated that “the developer” stated the portion of Latson Rd. north of the interchange is “out of scope”. WHAT? Since when does the developer decide the scope? This proposed development will absolutely and negatively affect us and the traffic on Latson Rd. This is a problem.**

We have attended and spoke at the prior Planning Commission meetings, but will be out of state and unable to attend the Sept. 11 meeting. At the last Planning Commission meeting there was unanimous public support AGAINST this proposal for many reasons. As elected officials you must recognize that you are accountable to your constituents. Accordingly, you must reject this proposal.

Additionally, we have serious concerns about the destruction and pollution of the wetlands in and around this proposed development, the Shiawassee and Huron River sheds, the drain that runs through this development, and the runoff that will be draining into all of these water sources.

For these and many other reasons, we ask the Township to deny any further rezoning of the Latson -Crooked Lake area and to reconsider restricting or removing the current CAPUD South of Beck Road.

Sincerely,

Tim and Colleen Quinn, Precinct Delegates, Precinct 1
4042 Brookstone Court, Howell, MI 48843

Kelly VanMarter

From: Bonnie Spicher <bspicher@outlook.com>
Sent: Thursday, August 10, 2023 4:35 PM
To: Kelly VanMarter; denise@pollicella.net
Subject: Stop the Latson PUD

Hi Kelly,

I live on Mountain Road. We moved here from PA to Genoa Twp. over 40 years ago for the country-like atmosphere... for the peace and quiet. It was a bedroom community. I have sold many homes in this county, and people moved here for the same reasons that I did. They bought properties based on what they saw around them. The appeal was more trees and less traffic.

Why the need to rezone and change the atmosphere?

Look around. There's lots of land along Grand River and I-96 that do and will provide the conveniences that people need. No reason to change our Residential/Agricultural zoning to Commercial/Industrial on Latson Road. This doesn't affect my property directly, but it does affect my neighbors.

I am against this rezoning.

There are lots of empty stores. Let's get businesses to occupy them. Vacant properties hurt the values of other properties around it. Have you noticed the new apartment buildings in this county?

I am sure many residents feel as I do.

Yours truly,
Bonnie Spicher
5606 Mountain Road
Brighton, MI 48116



October 12, 2023

Planning Commission
Genoa Township
2911 Dorr Road
Brighton, Michigan 48116

Attention:	Amy Ruthig, Planning Director
Subject:	Versa Development/Innovation Interchange – PUD Expansion (Review #4)
Location:	Latson Road, between Crooked Lake Road and I-96
Zoning:	CE Country Estate

Dear Commissioners:

At the Township’s request, we have reviewed the revised submittal (PUD Design Guidelines dated 9/29/23) from Versa Development requesting PUD rezoning and conceptual plan review for 129 acres of undeveloped land generally along Latson and Beck Roads, between Crooked Lake Road and I-96.

A. Summary

1. PUD Qualifying Conditions (Section 10.02):

- a. The qualifying conditions of Section 10.02 are generally met.
- b. The applicant must address any technical comments provided by the Township Engineer and/or Utilities Director.

2. Rezoning Criteria (Section 22.04):

- a. The proposed zoning designations of CAPUD and ICPUD are consistent with the I-96/Latson Road Subarea Plan and goals of the Township Master Plan.
- b. The applicant must address any technical comments provided by the Township’s engineering consultant, 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.
- d. The use tables require further amendment/refinement.

3. Conceptual PUD Plan (Section 10.03.06):

- a. The dimensional deviations sought for residential components need to be incorporated into the PUD Agreement.
- b. The PUD Agreement needs to better address expansion into the future transition area, per the provisions of Section 10.03.06(i).
- c. In our opinion, the threshold of progress in the original PUD prior to development in the future transition area needs further refinement to ensure that the development pattern continues in a logical north to south manner, as planned.
- d. The draft PUD Agreement does not include the Exhibits.
- e. The applicant must address staff and/or Township Attorney comments on the draft PUD Agreement.
- f. The applicant must address any comments provided by the Township’s engineering consultant and/or the Livingston County Road Commission with respect to the Traffic Impact Study.
- g. The proposal includes changes to the previously approved gateway/development highway sign that require Township approval.
- h. The applicant must address staff comments on the Design Guidelines and Conceptual Plans.



Aerial view of site and surroundings (looking east)

B. Proposal/Process

The request is to expand the existing Interchange Planned Unit Development for 129 acres of land generally along Latson and Beck Roads, between Crooked Lake Road and I-96.

The project includes approximately 120 acres proposed as an Interchange Campus PUD (CAPUD), as well as approximately 9 acres along Beck Road proposed as an Interchange Commercial PUD (ICPUD).

The concept plan identifies the 9 acres along Beck Road as the *Commercial Area*, while the 120 acres south of the existing PUD is identified as *High Tech/Light Industrial / Transitional Residential Area* and *Accessory Residential Area*.

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

Following a public hearing, the Commission may put forth recommendations on each component to the Township Board, who has final approval authority.

C. Qualifying Conditions

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

- 1. Single Ownership.** Per the PUD application form, the property subject to this request is under single ownership via 3 separate, yet affiliated LLCs.
- 2. Initiated by Petition.** The request has been properly initiated with the required Township application forms and submittal materials.
- 3. Minimum Site Area.** The subject area contains 129 acres, which exceeds the minimum standard of 20 acres.
- 4. Benefits.** The overall project includes cohesive development of high tech, clean light industrial, office, retail and residential uses across more than 300 acres of undeveloped land.

The previously approved PUD and the proposed expansion area will provide for a complementary mix of uses, enhanced streetscaping, building design and site elements, pedestrian and vehicular connectivity (including pedestrian pathways), public utility improvements (including dedication of land for an expanded right-of-way), and open space amenities (including protection of a 27-acre wooded wetland area and buffering from abutting properties).

- 5. Sewer and Water.** Utilities have already been extended to the south side of I-96. Further extension to the south is required and proposed as part of this project.

The applicant must address any technical comments provided by the Township's engineering consultant and/or Utilities Director under this criterion.

D. Rezoning Criteria

We have reviewed the request 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 Latson Road property (120 acres) as Interchange Campus, while the Beck Road property (9 acres) is planned as Interchange Commercial.

The CAPUD and ICPUD zoning designations requested are consistent with the I-96/Latson Road Subarea Plan.

The submittal also references the Master Plan goal of addressing missing middle housing via the *Accessory Residential* component of the PUD.

- 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 original PUD includes preservation of a 27-acre wooded wetland. The conceptual PUD Plan identifies additional open space areas that will be preserved on the 120 acres south of the existing PUD.

Based on the materials submitted, including the updated Environmental Impact Assessment, we do not foresee any issues under this criterion; however, the applicant must address any concerns raised by the Township's engineering consultant.

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

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

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

Accordingly, the Township's vision for this area cannot be accomplished under CE zoning.

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

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

The draft PUD Agreement includes a general description of the uses intended for each geographic area (Section 3), as well as a specific table of allowable uses (Exhibits 7-11) and a list of prohibited uses (Exhibit 12).

The revised submittal has addressed some items raised previously; however, the use tables still require additional attention. We provide the following comments for the Commission's consideration:

- "Self storage, single building with interior access only (no mini storage)" should be revised to note "climate-controlled indoor commercial storage" on the Commercial Use and Mixed Use Tables, and the applicable use conditions should be noted. (Instances where this use is referenced in the Design Guidelines must also be revised to match);
- "No fast food" should be added to the restaurant line item in the Mixed Use Table;
- "Group day care home (7 to 12 children less than 24 hours per day)" should be identified as a special land use on the Multifamily Use Table and the applicable use conditions should be noted;
- "Outdoor storage" in the Commercial and Mixed Use Areas should be added to the Prohibited Use Table.

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.*

The applicant must address any comments provided by the Township engineering consultant, 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.*

Similar to comments under criterion #3 above, the Township has planned for this area to be developed as an Interchange PUD in accordance with the I-96/Latson Road Subarea Plan (2013 Master 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 a rezoning is reasonable/necessary to implement the I-96/Latson Road Subarea Plan.

The vision/goals for this area cannot be achieved under existing or amended CE regulations.

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

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

E. Conceptual PUD Plan

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

- 1. Land Use.** Comments on the Use Tables are found in Paragraph D(4) above.
- 2. Dimensional Standards.** The varying types of residential (attached townhome, fourplex stacked, apartment, single family, and senior housing) generally follow the dimensional standards of the MDR, HDR and SR Districts.

The Multi-Family Design Guidelines (Fourplex Regulations) and Single Family Design Guidelines match the MDR requirements, except that a 5' reduction in lot width is requested (70' proposed; 75' required under MDR).

The Multi-Family Design Guidelines (Apartment Regulations) match the HDR requirements, except that a 1-story increase in building height is requested (4 stories proposed; 3 stories allowed under HDR).

The Senior House Design Guidelines match the SR requirements.

Though the Design Guidelines are incorporated as an Exhibit to the PUD Agreement, we suggest the deviations noted above be specifically identified in the Agreement.

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

Overall, site amenities include a Township gateway and development identification signage, pedestrian/trail connections, bicycle racks, electric vehicle charging stations and spaces for outdoor seating/gathering.

- 4. Architecture.** The design guidelines provide detailed descriptions of the building design and material requirements for the residential components of the project, as well as photographic examples.

Based on the red-line version of the Design Guidelines, there are no changes proposed to the non-residential architectural/material requirements.

- 5. Access Management and Connectivity.** The submittal includes streetscape plans depicting 3 drives on the west side of Latson (2 for the original PUD area and 1 for the expansion area), 1 drive on the east side of Latson, and a connection to Crooked Lake Road.

The project includes vehicular connections throughout, while a trail connection and walkways are provided for pedestrian connectivity.

The applicant must address comments provided by the Township's engineering consultant and/or Brighton Area Fire Authority.

- 6. Utilities.** The current (and original) Impact Assessment includes conceptual utility plans.

We defer technical review to the Township's engineering consultant, Brighton Area Fire Authority and Utilities Director.

- 7. Future Transition Area.** The proposal includes 120 acres of land in the Future Transition Area. Section 10.03.06(i) provides specific provisions to evaluate expansion of the PUD into this area.

The revised submittal still does not address these provisions and we are concerned about the threshold to commence development in this area.

Though the original PUD Agreement allows for expansion (since the applicant purchased additional land adjacent to the original PUD area), we request the PUD Agreement address compliance with the provisions of the Zoning Ordinance.

It should be noted that the Township anticipated development in a north to south pattern, and not potentially a “leap-frog” pattern.

8. **PUD Agreement.** The revised submittal includes additional detail with respect to expansion into the future transition area; however, as noted above, the revisions still do not address the Ordinance provisions of Section 10.03.06(i).

The proposed threshold to commence development in the future transition area is for “substantial construction” in the High Tech/Light Industrial Area (Section 19 of the Agreement).

The Agreement states “substantial construction for this purpose for multi-family development means building permits have been issued for development of 51% (25% for single-family development) of the developable acreage in the High Tech/Light Industrial Area (or for approximately 66 acres which would include the acreage for buildings, parking lots and related landscaping and facilities for multi-family development or approximately _ acres for single-family development).”

In our opinion, in order to constitute “substantial construction,” some amount of actual construction (and not just issuance of permits) should be required. Additionally, the threshold should not be less for single-family development, but rather the same for any development in this area.

Additionally, the term “commence” needs to be defined as it relates to the process for residential development. In our opinion, this should be related to application for development review. More specifically, no application for development in the future transition area should be accepted until such time as the threshold of development in the original PUD area is met.

The draft PUD Agreement does not include any of the 18 Exhibits identified and referenced throughout the Agreement. As noted in our previous review letter, Exhibit 16 is unnecessary as the Open Space and Amenity Plan is part of the Design Guidelines, which is identified as Exhibit 15.

Lastly, the applicant must address any comments provided by Township staff and/or the Township Attorney.

9. **Impact Assessments.** The submittal includes an updated Environmental Impact Assessment (dated August 15, 2023), as well as an updated Traffic Impact Study (dated May 31, 2023).

The applicant must address comments provided by the Township’s engineering consultant and/or the Livingston County Road Commission.


10. **Additional Considerations.** Page 24 of the Design Guidelines includes modifications to the previously approved gateway/development highway signage. The size, height and design appear to be consistent; however, the materials have changed with the removal of the vertical stone element.

This proposed change is subject to Township approval.

Township staff has also put forth several comments on the Design Guidelines and Conceptual Plans that the applicant must address. Of note is the need for larger buffer areas between existing residential and the Commercial and Mixed Use Areas.

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

Respectfully,
SAFEBUILT


Brian V. Borden, AICP
Michigan Planning Manager



October 11, 2023

Ms. Amy Ruthig
Genoa Township
2911 Dorr Road
Brighton, MI 48116

**Re: Latson Road - Versa PUD Amendment
Conceptual Site Plan Review No. 4**

Dear Ms. Ruthig:

Tetra Tech conducted a fourth site plan review of the Versa PUD conceptual plans, impact assessment, and traffic study submitted on September 29, 2023. The plans and impact assessment were prepared by MKSK, Atwell LLC, and Fleis & Vanderbrink on behalf of Todd Wyett and Latson Partners LLC. The traffic impact study was prepared by Fleis & Vanderbrink. The original 200-acre PUD was previously approved, and the applicant is now proposing to expand the PUD to include an additional 129 acres of property to the south of the original PUD, and an additional 9 acres on the west side of Latson Road, along Beck Road north of the railroad tracks. We offer the following comments:

GENERAL

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.
2. The PUD Agreement has a typo in Section 17. The total available REUs should be 1,021 to be consistent with the REU numbers given in the same paragraph and in the impact assessment.

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. Water and sanitary sewer extension to the south side of I-96 has been completed in anticipation of the proposed development. Furthermore, the expanded PUD area was already included in the assumptions made when completing the basis of design for the South Latson Road Water and Sewer improvements.
2. The Water Main Concept in the impact assessment should note a combination of 16-inch, 12-inch, and 8-inch water mains. The South Latson Road Service Area Water and Sanitary Sewer Utility Study Update completed in March 2017 recommended the local distribution infrastructure be oversized to serve the ultimate service area. An equivalent of 16-inch water main capacity will need to be routed through the proposed development to Crooked Lake Road. Normally, oversizing costs are paid by the municipality through connection fees of future development.

3. The Water Main and Sanitary Sewer Concepts in the impact assessment should include water main and sanitary sewer extended all the way to Latson Road at the southeastern site drive as shown below. The Petitioner should ensure the conceptual gravity sewer would be deep enough to extend down Latson Road to Crooked Lake Road from the site drive.



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

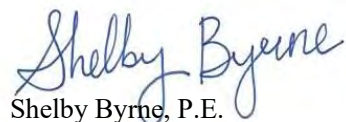
1. The general layout of the on-site roadways and intersections with Latson Road appear to be well thought out and provide for circulation through the site. The final layout may vary from this concept once end users of the sites are determined.
2. A detailed traffic impact study was completed for the proposed amended PUD. The proposed development is anticipated to cause multiple intersections in the study area to operate at level of service E or F with the increase in traffic. The traffic impact study includes a list of recommended improvements to mitigate the increase in traffic in section 11. These improvements will need to be considered by the Township as the PUD develops in the future. Any site drive or intersection recommendations should be included in future site plans for approval.
3. 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. Any signage would need to be reviewed by the Township and their planning consultant.
4. The Innovation Interchange preliminary Latson Road concepts show one of the site driveways lined up directly with Sweet Road. The property directly to the west of Sweet Road is not within the proposed PUD area, so lining up the intersection will not be possible as shown. The LCRC will need to approve the proposed site drive.

Ms. Amy Ruthig
Re: Latson Road - Versa PUD Amendment
Conceptual Site Plan Review No. 4
October 11, 2023
Page 3

5. The provided traffic impact study was completed based on estimated traffic conditions for the proposed development. The traffic impact study should be updated as needed as part of the site plan application process. We suggest that the traffic impact study be updated when proposed development will generate over 100 trips per day per the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is consistent with the Township's Zoning Ordinance.

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.

Sincerely,


Shelby Byrne, P.E.
Project Engineer



BRIGHTON AREA FIRE AUTHORITY

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

October 12, 2023

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 October 12, 2023, and the drawings are dated August 15, 2023. 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. An additional approximate 138-acres has been added to the southend of this development as mixed multi and single family residential. 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.

Comments herein are generic to the overall PUD concept. BAFA will provide additional comments at each specific phase of the development as it relates to fire safety, water supply, fire hydrants and emergency vehicle access.

All of the previous PUD comments presented by the fire authority have been addressed in writing or acknowledged by the applicant. The fire authority has no opposition to the PUD approval and will review each portion of the project as they are submitted.

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

Cordially,

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

Rick Boisvert, CFPS
Fire Marshal

COMMUNITY IMPACT ASSESSMENT

LATSON ROAD PLANNED UNIT DEVELOPMENT

August 15, 2023



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 northern half 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 of the PUD 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 traffic impact study will be submitted separately, prepared by Julie Kroll of Fleis & Vandenbrink.

MKSK

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Detroit, MI 48201
(313) 652-1101
Bradley Strader, Principal
bstrader@mkskstudios.com

ATWELL, LLC

Two Towne Square, Suite 700
Southfield, MI 48076
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FLEIS & VANDENBRINK

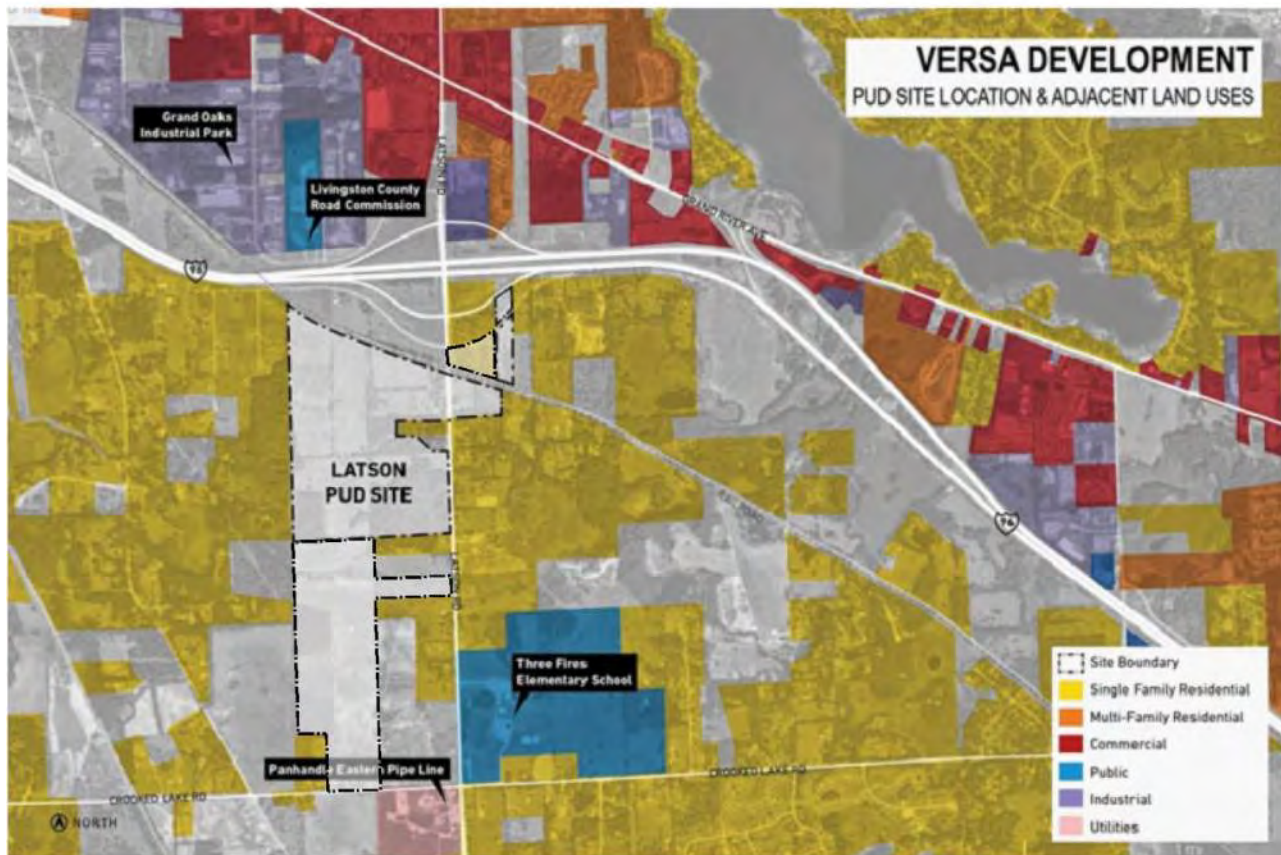
27725 Stansbury St #195
Farmington Hills, MI 48334
(248) 536-0080
Julie Kroll, Traffic Services
Group Manager
jkroll@fveng.com

18.07.02 Location.

The project site includes ±322 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. A small portion of the PUD area lies on 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:

- 11-08-400-004
- 11-08-400-006
- 11-08-400-012
- 11-08-400-013
- 11-08-400-014
- 11-08-400-015
- 11-08-400-020
- 11-09-300-031
- 11-09-300-040
- 11-09-300-043
- 11-09-300-046
- 11-17-200-002
- 11-17-200-006
- 11-17-200-008
- 11-17-400-013
- 11-17-400-014
- 11-17-400-015



18.07.03 Impact on Natural Features.

The subject property is comprised of approximately 322 acres of land, of which 297 acres is situated west of Latson Road and 25 acres is located east of Latson Road. Much of the ± 297 acre area west of Latson Road is active farmland. The Marion Genoa Drain bisects the subject property and ultimately receives runoff from much of the site. The topography generally slopes from north to south and from south to north in the direction of the drain across approximately 50 feet of fall, with typically moderate slopes of 2-5%..

The primary natural feature asset of the property is a ± 27 -acre wooded area located along the west side of Latson Road, north of the Marion Genoa Drain. 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. 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 further west of the 27 acre wooded area, 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, 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 northern 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.

South of the Marion Genoa Drain a third wooded area approximately nine acres in size is located along the west property line. Within the wooded area is a low-lying State regulated wetland that appears to flow along the west property line before merging with the Marion Genoa County Drain. This large area provides a natural buffer and screening between the residential and light industrial components of the PUD as well as providing desirable open space for the residents. We view this wooded wetland area as a natural asset to the development that is intended to be preserved.

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 north of the Marion Genoa Drain. 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 (north of the drain) 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 west of Latson Road, south of the Marion Genoa Drain has two primary drainage patterns created by a north-south ridge that generally divides the property in two. The western drainage pattern flows to the large wooded area along the west property line before flowing to the drain. The eastern drainage pattern flows onto the neighboring properties before ultimately reaching the drain.

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 (2023) 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. South of the “Interchange Campus” area is what is described in the Master Plan as a “Transitional Area” which anticipates residential use and/or extension of the Interchange Campus area.

The proposed PUD accommodates those types of uses but with the addition of some light industrial and warehousing uses in the Interchange Campus area. 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.
- The multi-family residential component will serve as a transitional buffer to the lower density residential properties to the south.

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.

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. The initial stage to bring utilities to the south side of I-96 has already been completed in accordance with the permitted design plans prepared by Tetra Tech., which is shown on the attached utility exhibits. From there, utilities will be extended south along Latson Road as well as through the development area to service the district as reflected in conceptual utility exhibits. 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, has been 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 internal to the development on the west side of Latson Road adjacent to the Marion-Genoa Drain, the natural low point in the area. A force main will extend north from the pump station through 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 1,497 Residential Equivalent Units (REU) is anticipated for the South Latson Road development area with approximately 1,021 REUs assigned to the PUD. 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 to 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 northern 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.

A separate traffic impact study has been prepared by Fleis and Vandenbrink. The study area and contents of this study has been 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 along with impacted intersections in the surrounding area. Please refer to this report for a detailed analysis of traffic impacts and recommended improvements.

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.

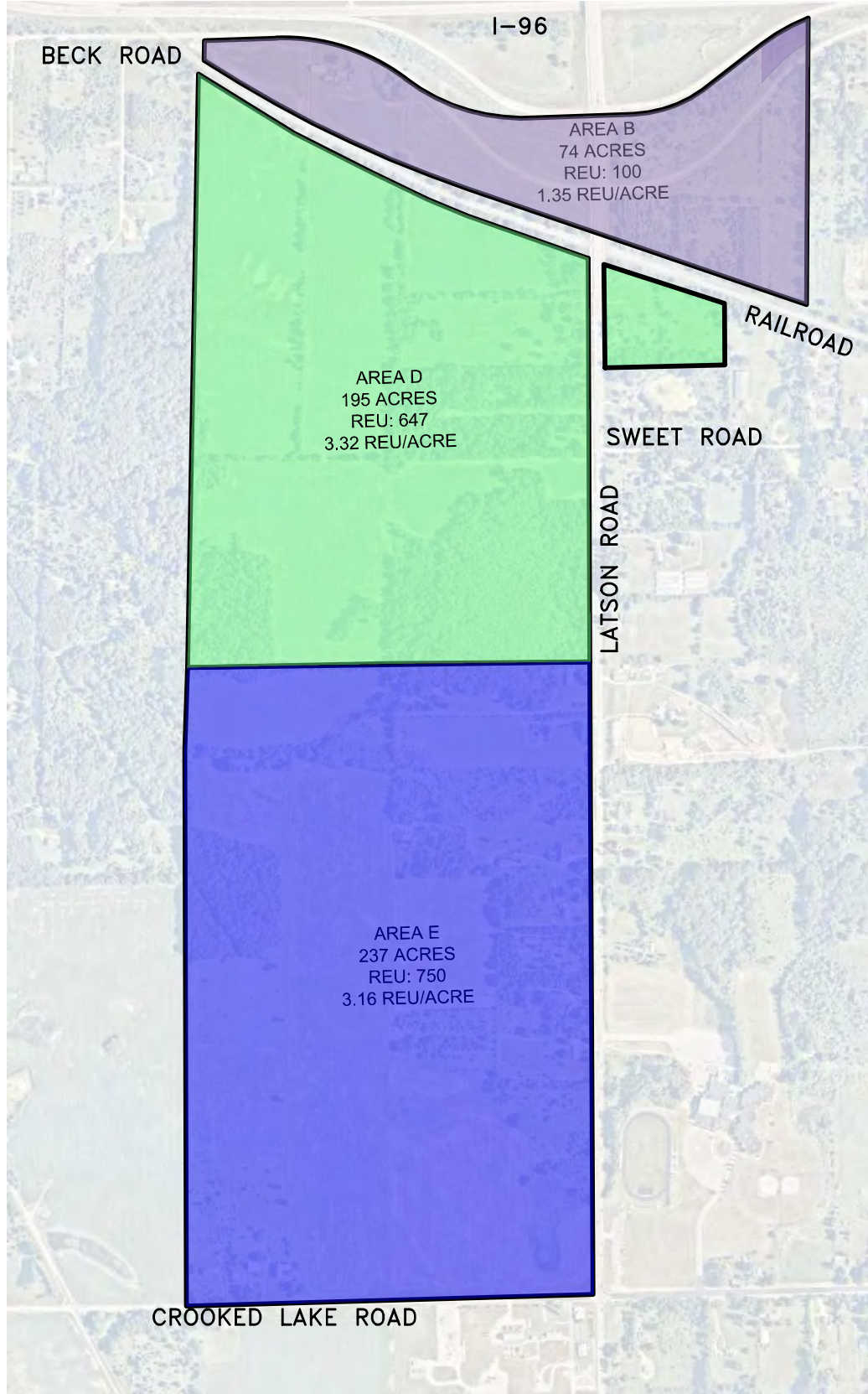
The PUD Agreement contains several provisions regarding the uses, operations, design and other standards that will apply to the Development and future site plans and owners.

Sources:

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

Appendix:

- South Latson Road Service Area Map
- PUD REU Allocation Map
- Figure 1: Water Distribution Infrastructure Map
- Water Main Concept Map
- Figure 2: Sanitary Sewer Collection Infrastructure Map
- Sanitary Sewer Concept Map
- Soils and Wetlands Site Map
- Topography and Natural Features Site Map



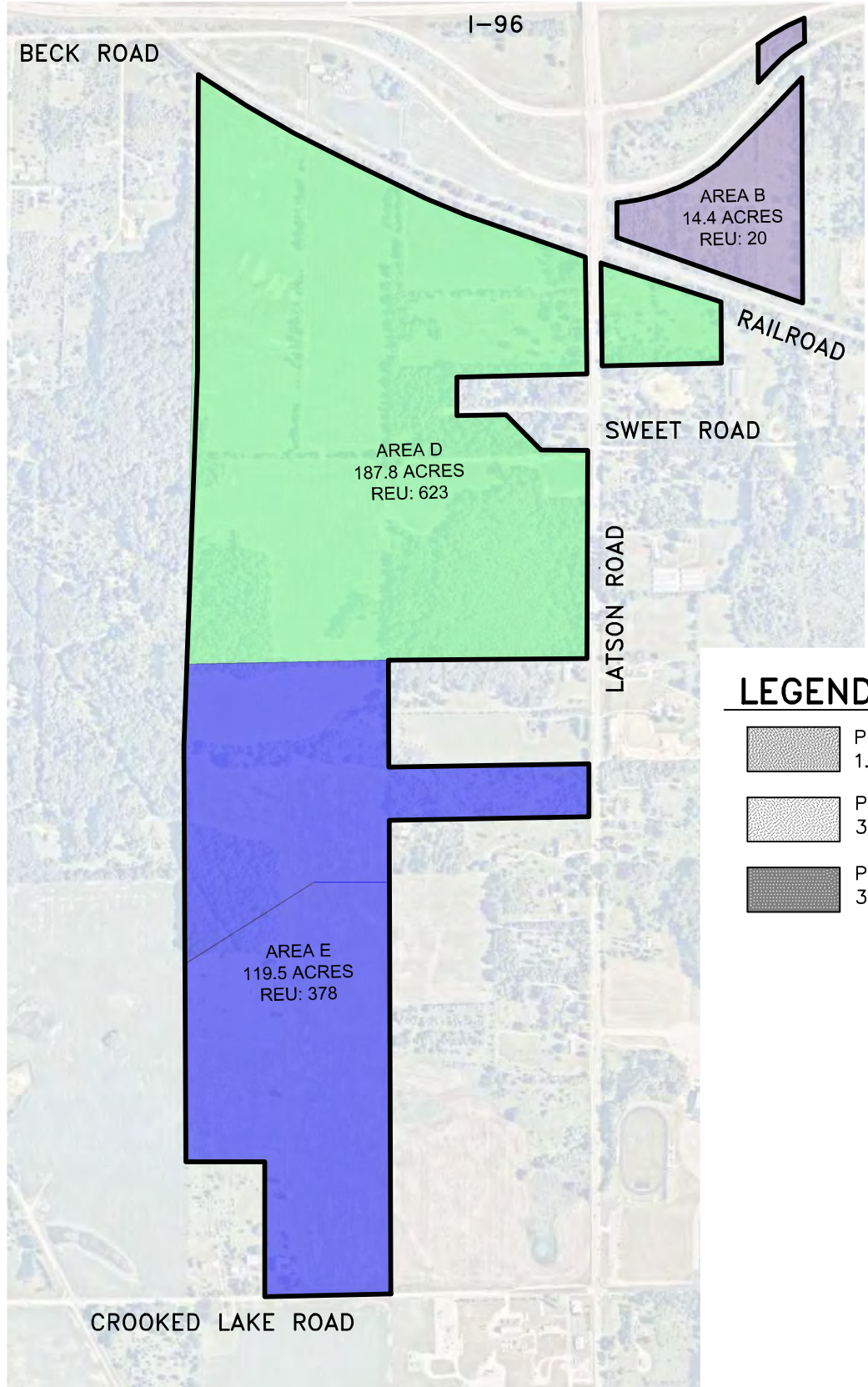
SOUTH LATSON ROAD SERVICE AREA

PROJECT NO.: 16001784
DATE: 2023-08-15

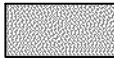




ATWELL

866.850.4200 www.atwell-group.com



LEGEND

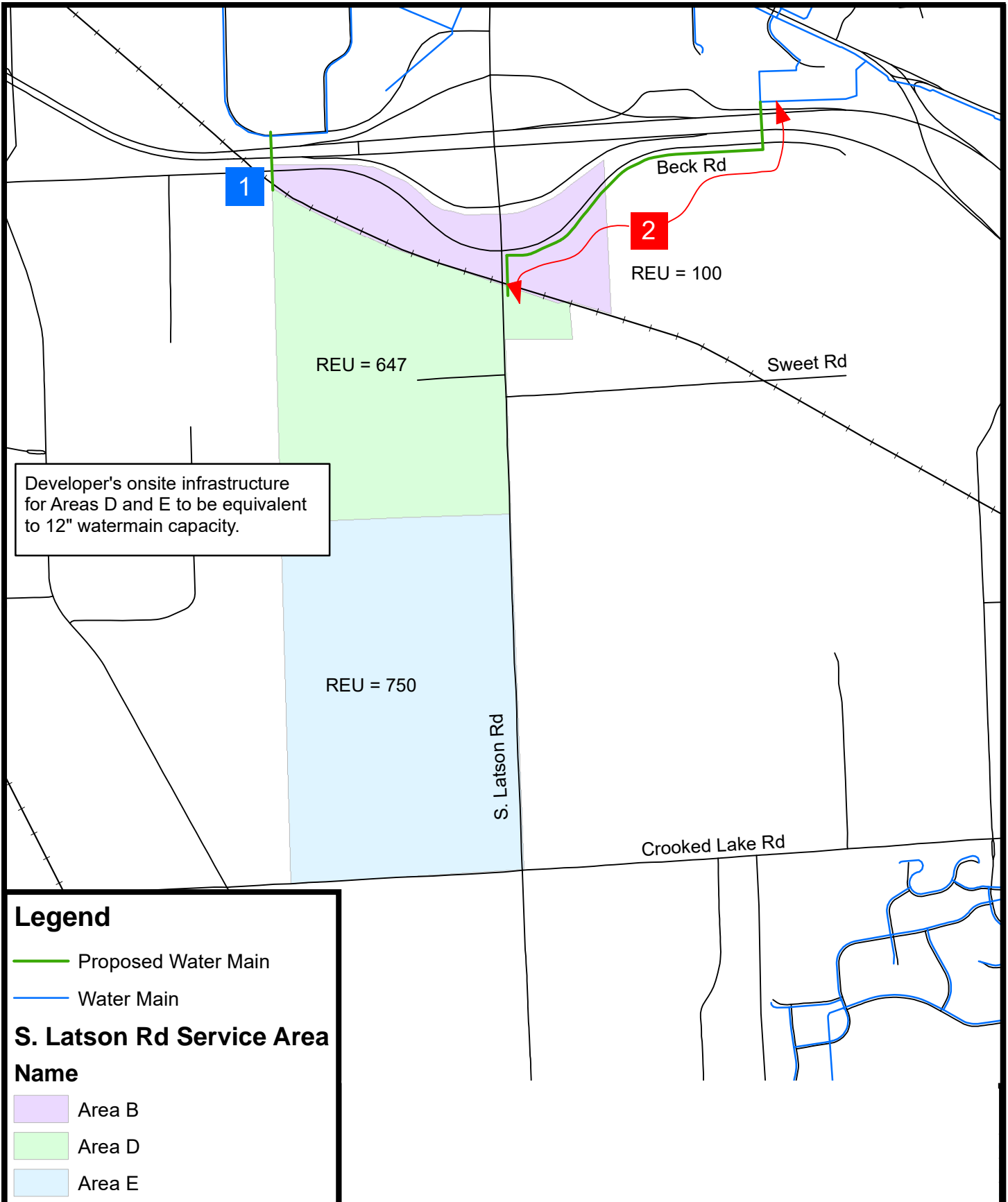
-  PUD AREA B
1.35 REU/ACRE
-  PUD AREA D
3.32 REU/ACRE
-  PUD AREA E
3.16 REU/ACRE

**INNOVATION INTERCHANGE PUD
REU ALLOCATION**

PROJECT NO.: 16001784
DATE: 2023-08-15



ATWELL
866.850.4200 www.atwell-group.com



Legend

- Proposed Water Main
- Water Main

S. Latson Rd Service Area Name

- Area B
- Area D
- Area E

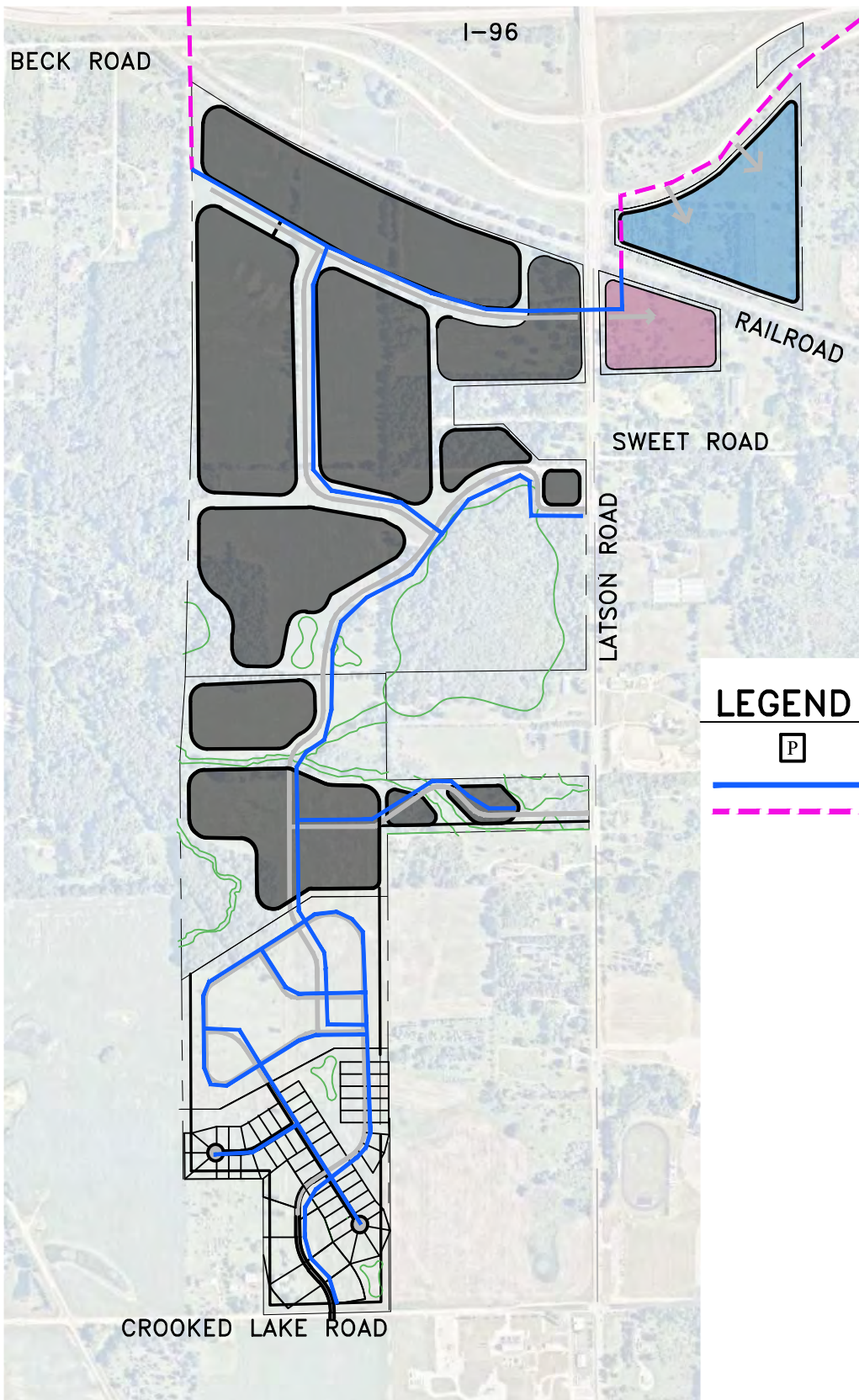
1 inch = 1,500 feet

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.





LEGEND

- P PUMP STATION
- PR WATERMAIN
- - - EX WATERMAIN

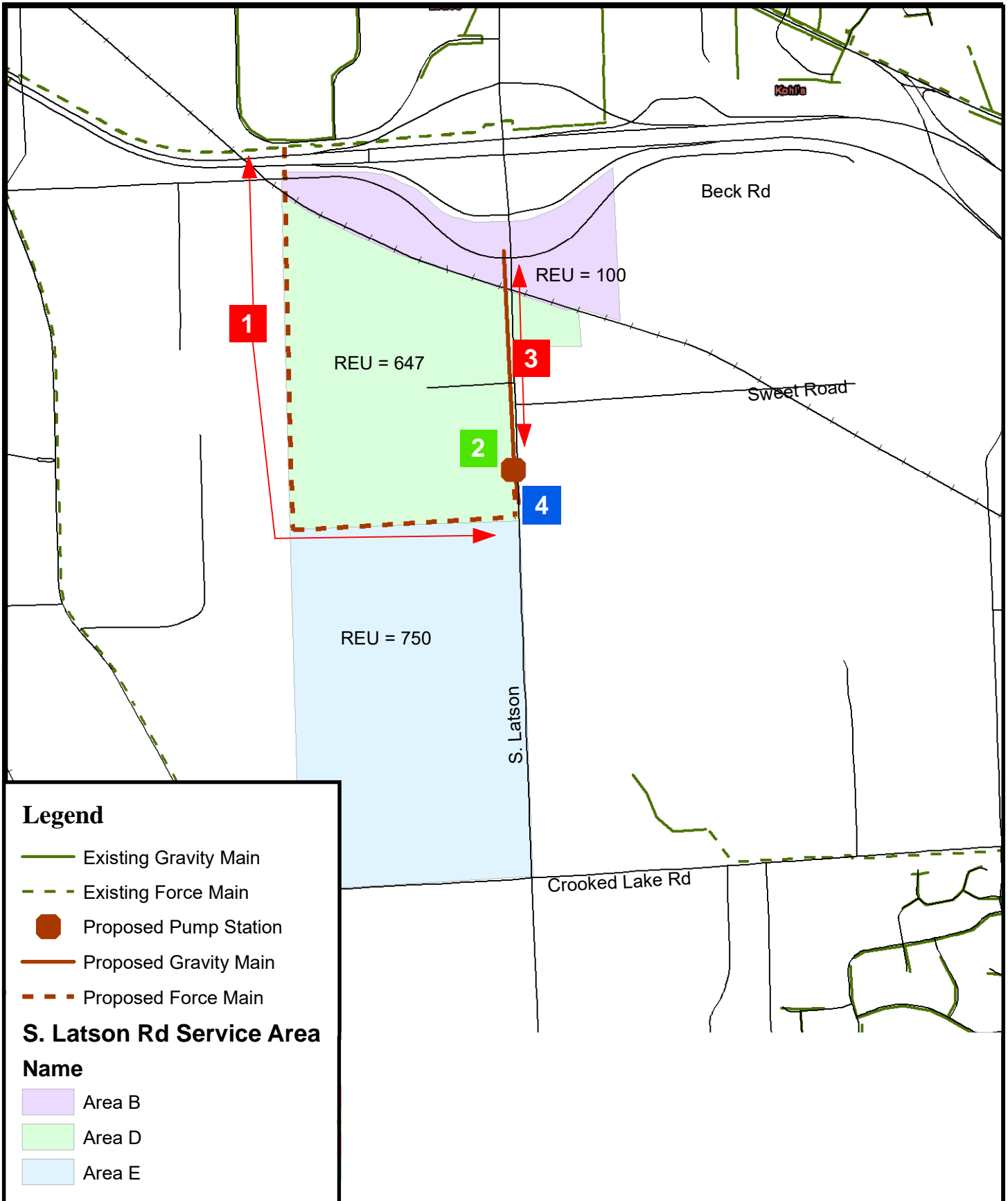
WATERMAIN CONCEPT

NOTE:
 WATER MAIN TO BE A COMBINATION OF 8" AND
 12" IN DIAMETER

PROJECT NO.: 16001784
 DATE: 2022-08-07

ATWELL

866.850.4200 www.atwell-group.com



1 inch = 1,500 feet

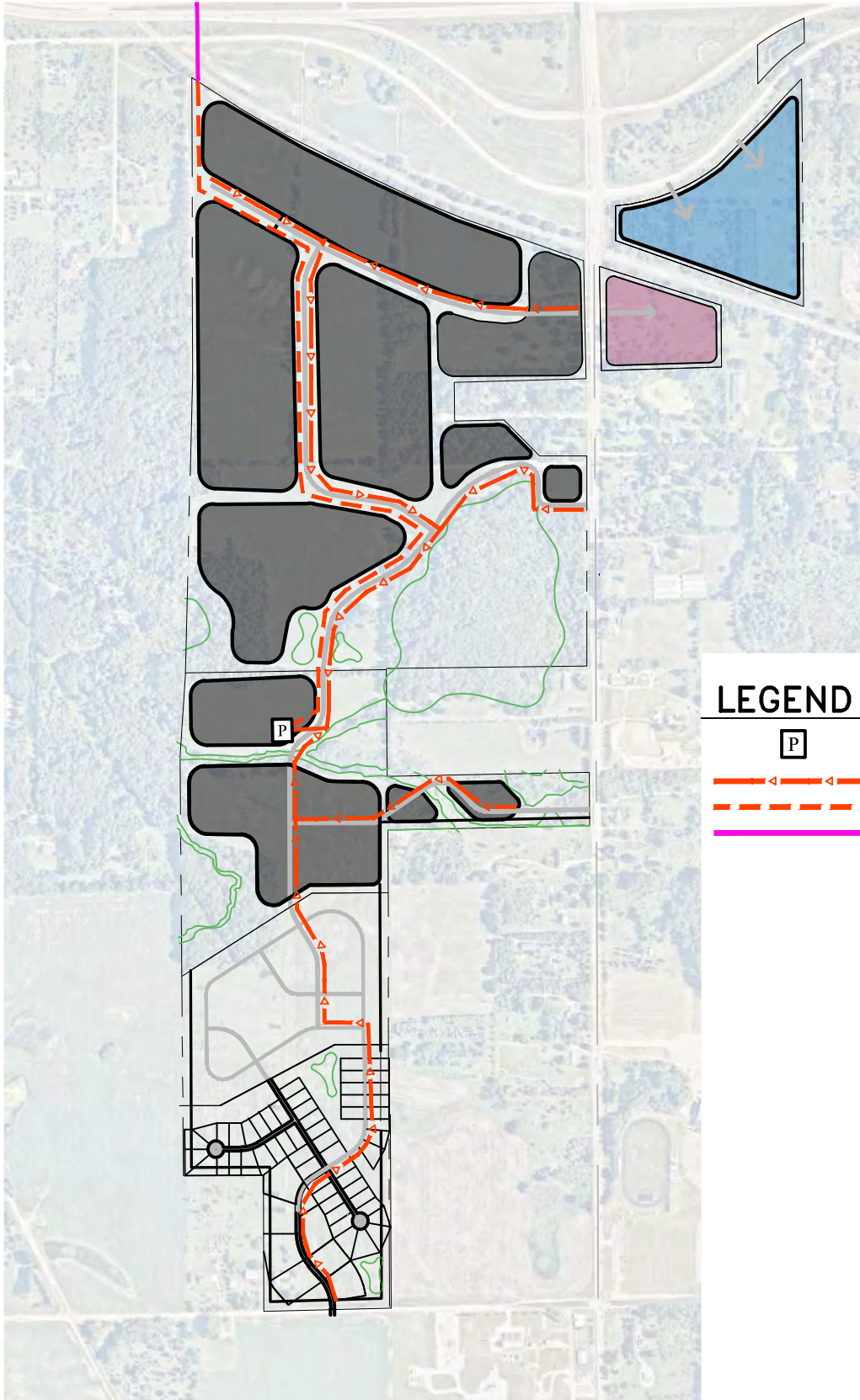
Figure 2

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





LEGEND

- P PUMP STATION
- PR GRAVITY SEWER
- PR FORCE MAIN
- EX 8" FORCE MAIN

SANITARY SEWER CONCEPT

PROJECT NO.: 16001784
 DATE: 2023-08-14

NOTE:
 SANITARY SEWER TO BE A COMBINATION OF 8"
 AND 10" GRAVITY SEWER AND 8" FORCE MAIN



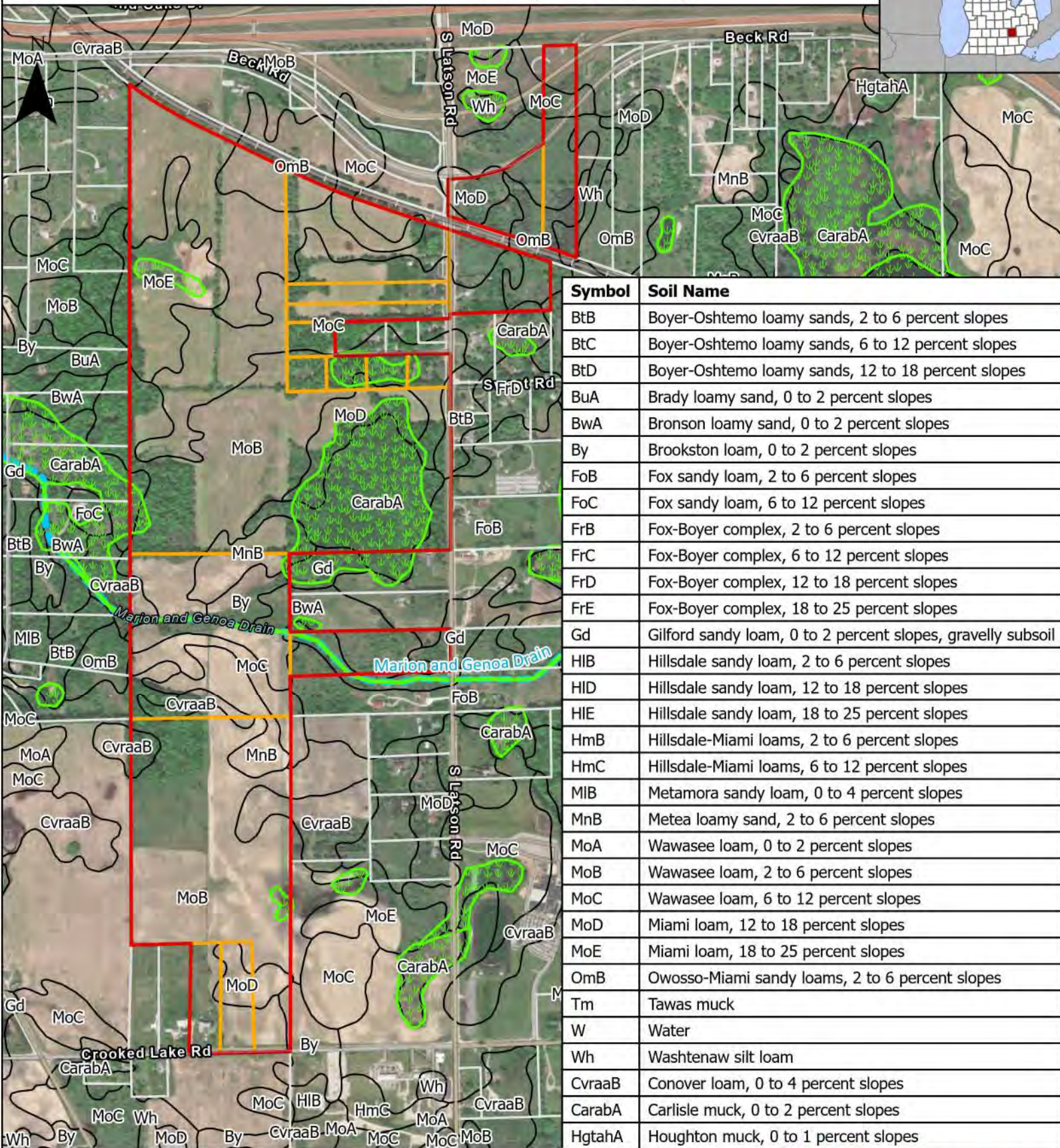
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Versa Development - Latson Road

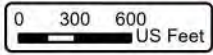
Site Map - Soils and Wetlands

Genoa Township, Livingston County, Michigan



Symbol	Soil Name
BtB	Boyer-Oshtemo loamy sands, 2 to 6 percent slopes
BtC	Boyer-Oshtemo loamy sands, 6 to 12 percent slopes
BtD	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, 0 to 2 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
FrE	Fox-Boyer complex, 18 to 25 percent slopes
Gd	Gilford sandy loam, 0 to 2 percent slopes, gravelly subsoil
HIB	Hillsdale sandy loam, 2 to 6 percent slopes
HID	Hillsdale sandy loam, 12 to 18 percent slopes
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	Wawasee loam, 0 to 2 percent slopes
MoB	Wawasee loam, 2 to 6 percent slopes
MoC	Wawasee 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
Tm	Tawas muck
W	Water
Wh	Washtenaw silt loam
CvraaB	Conover loam, 0 to 4 percent slopes
CarabA	Carlisle muck, 0 to 2 percent slopes
HgtahA	Houghton muck, 0 to 1 percent slopes

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

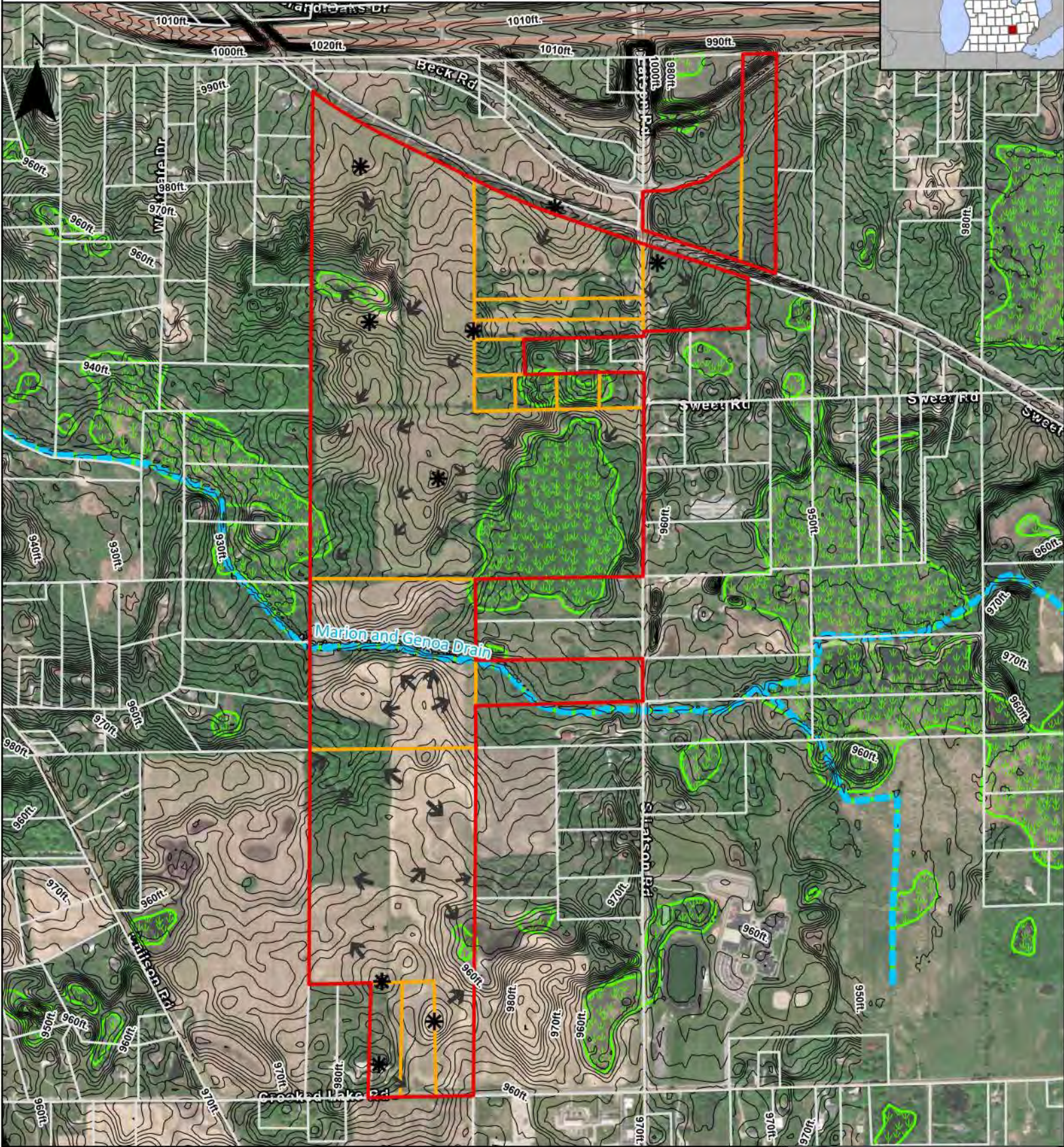


The information contained on this map is proprietary and confidential. The use or disclosure of this information by you to third parties is prohibited by law and may give rise to civil or criminal liability.

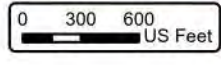
Versa Development - Latson Road

Topography & Natural Features

Genoa Township, Livingston County, Michigan



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



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

MEMO

VIA EMAIL todd@versacos.com

To: Todd Wyett
Latson South, LLC

From: Jacob Swanson, PE
Fleis & VandenBrink

Date: May 31, 2023

Re: Latson Farm PUD
Genoa Township, Michigan
Traffic Impact Study

1 INTRODUCTION

This report presents the results of a Traffic Impact Study (TIS) for the proposed Latson Farm Planned Unit Development (PUD) in Genoa Township, Michigan. The project site is located on undeveloped property generally in the southwest quadrant of the Latson Road & Beck Road intersection, as shown on the attached **Figure 1**. The proposed project includes the construction of approximately 212-Acres of property for a mixed-use PUD project. At this time, the land uses are still unknown and would potentially include various land uses, such as: warehousing, industrial, research & development, commercial, office, multi-family housing, senior housing, and single-family homes. Site access is currently proposed via three (3) full access driveways to Latson Road, one (1) full access driveway to Crooked Lake Road, and 1-2 full access driveways to Beck Road.

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 Genoa Township also provided input regarding the scope of work for this study. The study analyses were completed using Synchro/SimTraffic (Version 11). Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), LCRC, ITE, MDOT, and information provided by the client. All background information is attached for reference.

2 BACKGROUND

2.1 EXISTING ROAD NETWORK

Vehicle transportation for the proposed development is provided via Latson Road; with regional transportation being provided via I-96, located just north of the project site. The lane use and traffic control at the study intersections are shown on the attached **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, approximately ½-mile north of the project site. I-96 has an Average Annual Daily Traffic (AADT) volume of approximately 56,000 vehicles per day (SEMCOG 2018) and is under the jurisdiction of MDOT. The study section of roadway has a posted speed limit of 70 mph; however, 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 (3) lanes in each direction. At the intersection of Latson Road & EB I-96 exit-ramp, the ramp approach provides dual (2) left-turn lanes and a single right-turn lane. At the intersection of Latson Road & WB I-96 exit-ramp, the ramp approach provides a single left-turn lane and dual (2) right-turn lanes.

Grand River Avenue (I-96 BL) generally runs in the northwest and southeast directions, approximately 1-mile north of the project site. Grand River Avenue is under the jurisdiction of MDOT and has a posted speed limit of 50 mph. The study section of Grand River has a national functional classification of *Principal Arterial* and has an AADT volume of approximately 30,500 vehicles per day (SEMCOG 2021). The roadway has a typical five-lane cross-section, with two lanes in each direction and a center two-way left-turn lane (TWLTL). Additionally, Grand River widens at the intersection with Latson Road to provide dual (2) left-turn lanes and exclusive right-turn lanes in both directions.

Latson Road runs in the north and south directions, adjacent to the project site. The study section of Latson Road has an unposted speed limit of 55 mph and is under the jurisdiction of LCRC. Latson Road has a national functional classification of *Minor Arterial* and an AADT volume of approximately 9,400 vehicles per day (SEMCOG 2018) south of I-96. The study section north of Cloverbend Road has a typical five-lane cross-section, with two (2) lanes in each direction and a center TWLTL. South of Cloverbend Road, the roadway narrows to provide a typical two-lane cross-section, with one (1) lane in each direction, widening at the Crooked Lake Road intersection to provide exclusive left-turn lanes in both directions.

Beck Road runs in the east and west directions, adjacent to the north side of the project limits, east of Latson Road. Beck Road is under the jurisdiction of LCRC and has an unposted speed limit of 55 mph. The national functional classification of Beck Road through the study area is *Local Road*. The roadway is paved for approximately 500-ft both east and west of Latson Road; however, beyond the paved area Beck Road is a gravel road. Exclusive left-turn lanes are provided on both intersection approaches to Latson Road.

Sweet Road runs in the east and west directions on the east side of Latson Road, opposite the proposed development. Sweet Road is under the jurisdiction of LCRC and has an unposted speed limit of 55 mph. The national functional classification of Beck Road through the study area is *Local Road*. The roadway is paved for approximately 100-ft east of Latson Road; however, beyond this area Sweet Road is a gravel road.

Crooked Lake Road runs in the east and west directions, south of the proposed development. Crooked Lake Road has an AADT volume of approximately 2,400 vehicles per day (SEMCOG 2019). Crooked Lake Road is under the jurisdiction of LCRC and has an unposted speed limit of 55 mph. The national functional classification of Crooked Lake Road through the study area is *Local Road*. The roadway is paved for approximately 200-ft both east and west of Latson Road; however, beyond the paved area Crooked Lake Road is a gravel road. Exclusive left-turn lanes are provided on both intersection approaches to Latson Road.

Chilson Road generally runs in the northwest and southeast directions, southwest of the proposed development. Chilson Road 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 (1) lane in each direction. Chilson Road has an AADT volume of approximately 2,800 vehicles per day (SEMCOG 2021) and a national functional classification of Chilson Road through the study area is *Minor Arterial*.

2.2 EXISTING TRAFFIC VOLUMES

F&V subconsultant QC collected existing Turning Movement Count (TMC) data on Tuesday May 2, 2023, during the AM (7:00 AM-9:00 AM) and PM (3:00 PM-6:00 PM) peak periods at the following study intersections:

- Latson Road & Grand River Avenue
- Latson Road & EB I-96 Ramps
- Latson Road & Sweet Road
- Crooked Lake Road & Chilson Road
- Latson Road & WB I-96 Ramps
- Latson Road & Beck Road
- Latson Road & Crooked Lake Road

The *Three Fires Elementary School* has an 8:40AM start time and a 3:40PM end time. Therefore, intersection turning movement counts were collected at the study intersections during these time periods, in order to include the potential peaking characteristics of the school.

During collection of the turning movement counts, Peak Hour Factors (PHFs), pedestrian and bike volumes, and commercial truck percentages were recorded and used in the traffic analysis. Through volumes were carried through the roadway network and balanced at the proposed site driveway locations. 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. Therefore, the traffic

volumes used in the analysis and shown on the attached traffic volume figures may not match the raw traffic volumes shown in the data collection. The weekday AM and PM peak hours for the adjacent roadway network were observed to generally occur between 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM, respectively. F&V collected an inventory of existing lane use and traffic controls, as shown on the attached **Figure 2**. Additionally, F&V obtained the current traffic signal timing information from MDOT and LCRC. The existing 2023 peak hour traffic volumes used in the analysis are shown on the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 EXISTING CONDITIONS (2023)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersection using Synchro/SimTraffic (Version 11) traffic analysis software. This analysis was based on the existing lane use and traffic control shown on the attached **Figure 2**, the existing peak hour traffic volumes shown on the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual, 6th Edition* (HCM6).

Descriptions of LOS “A” through “F” as defined in the HCM6, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. The existing conditions results are attached and summarized in **Table 1**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during both the AM and PM peak periods, with the exception of the following. Review of the SimTraffic network simulations at all of the remaining study intersections indicates acceptable traffic operations throughout the study roadway network during both the AM and PM peak hours.

Latson Road & Grand River Avenue

- During the AM peak hour: The northbound right-turn movement and the westbound left-turn movement are currently operating at LOS F and LOS E, respectively.
- During the PM peak hour: The westbound right-turn movement is currently operating at LOS F. Additionally, the westbound and the southbound left-turn movements are currently operating at LOS E.

Review of SimTraffic network simulations indicates long vehicle queues for many of the study intersection approaches and movements. These queues were observed to generally take multiple cycle lengths in order to be serviced and were typically present throughout the peak hours.

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	44.1	D	45.0	D
		EBT	30.0	C	34.7	C
		EBR	22.0	C	24.7	C
		WBL	57.8	E	69.2	E
		WBT	26.9	C	34.6	C
		WBR	14.1	B	98.6	F
		NBL	45.2	D	53.1	D
		NBT	38.7	D	40.4	D
		NBR	80.9	F	28.0	C
		SBL	41.8	D	78.9	E
		SBT	30.4	C	38.4	D
		SBR	25.9	C	25.5	C
Overall			38.6	D	51.2	D

	Intersection	Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
2	Latson Road & WB I-96 Ramps	Signalized	WBL	33.1	C	26.8	C
			WBR	38.2	D	33.8	C
			NBL	1.0	A	6.4	A
			NBT	0.2	A	0.4	A
			SBT	7.2	A	17.1	B
			SBR	7.9	A	20.0	B
			Overall	7.6	A	15.3	B
3	Latson Road & EB I-96 Ramps	Signalized	EBL	33.8	C	33.5	C
			EBR	29.5	C	30.4	C
			NBT	5.1	A	5.4	A
			NBR	4.8	A	4.7	A
			SBL	2.2	A	2.3	A
			SBT	0.1	A	0.2	A
			Overall	13.7	B	11.7	B
4	Latson Road & Beck Road	Stop (Minor)	EBL	11.5	B	13.4	B
			EBTR	0.0*	A	9.1	A
			WBL	0.0*	A	0.0*	A
			WBTR	9.4	A	9.8	A
			NBL	0.0*	A	0.0*	A
			SBL	8.3	A	8.3	A
5	Latson Road & Sweet Road	Stop (Minor)	WB	12.0	B	19.8	C
			NB	Free			
			SBL	8.2	A	8.4	A
6	Latson Road & Crooked Lake Road	Stop (All-Way)	EBL	10.0	A	11.6	B
			EBTR	9.4	A	10.9	B
			WBL	9.9	A	12.5	B
			WBTR	9.8	A	12.5	B
			NBL	8.7	A	9.7	A
			NBTR	14.8	B	26.3	D
			SBL	9.7	A	11.3	B
			SBTR	10.7	B	25.1	D
			Overall	12.3	B	21.3	C
7	Crooked Lake Road & Chilson Road	Stop (Minor)	EB	10.5	B	11.3	B
			WB	10.2	B	11.1	B
			NBL	7.4	A	7.6	A
			SBL	7.6	A	7.5	A

* Indicates no vehicle volume present

3.1 BACKGROUND GROWTH

Southeast Michigan Council of Governments (SEMCOG), the multi-jurisdictional agency responsible for the transportation planning in Southeast Michigan, maintains the regional transportation planning models and provides information regarding projected growth rates along roadways throughout their jurisdiction. The SEMCOG traffic volume forecast models were utilized to calculate background growth rates on the adjacent study sections of Latson Road for use in this analysis; indicating the following growth rates, compounded annually, from 2020 to 2050. This information was used to determine the applicable growth rate to project the existing 2023 traffic volumes to the build-out year of 2043. The growth rates for the study corridors provided by the SEMCOG forecast models are summarized in **Table 2**.

Table 2: SEMCOG Growth Rates

Road	Limits	Growth Rate
Latson Road	Chilson Road to Crooked Lake Road	0.72%
Latson Road	Crooked Lake Road to I-96	0.68%

Therefore, a conservative growth rate of 0.72% was utilized for the study roadway network, resulting in an approximately 15% growth rate on Latson Road over the 20-year buildout. It is expected that a high percentage of the growth on Latson Road will be generated by the proposed development. However, in order to provide a more conservative evaluation, the full growth rate was applied to the study intersections.

In addition to the background traffic growth, it is important to account for traffic that will be generated by developments within the vicinity of the study area that are currently under construction or will be within the buildout year. At the time of this study, the following background development was identified:

- St. Joseph Mercy Health Center Expansion

The site-generated trips were obtained for the background development from the Traffic Impact Study (TIS) completed; the TIS excerpts are attached for reference. The background development trips were added to the existing traffic volumes, after applying a conservative annual growth rate of **0.72%** to forecast the background 2043 traffic volumes *without the proposed development*, as shown on the attached **Figure 4**.

4 BACKGROUND CONDITIONS (2043 NO BUILD)

Background peak hour vehicle delays and LOS *without the proposed development* were calculated at the study intersections based on the existing lane use and traffic control shown on the attached **Figure 2**, the background peak hour traffic volumes shown on the attached **Figure 4**, and the methodologies presented in the HCM6. The results of the background conditions analysis are attached and summarized in **Table 2**.

Table 3: Background Intersection Operations

Intersection	Control	Approach	Existing Conditions				Background 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	Signal	EBL	44.1	D	45.0	D	44.3	D	47.0	D	0.2	-	2.0	-
		EBT	30.0	C	34.7	C	35.9	D	41.6	D	5.9	C→D	6.9	C→D
		EBR	22.0	C	24.7	C	23.6	C	26.8	C	1.6	-	2.1	-
		WBL	57.8	E	69.2	E	90.6	F	127.0	F	32.8	E→F	57.8	E→F
		WBT	26.9	C	34.6	C	30.7	C	55.9	E	3.8	-	21.3	C→E
		WBR	14.1	B	98.6	F	14.7	B	210.0	F	0.6	-	111.4	-
		NBL	45.2	D	53.1	D	44.5	D	66.9	E	-0.7	-	13.8	D→E
		NBT	38.7	D	40.4	D	40.2	D	42.5	D	1.5	-	2.1	-
		NBR	80.9	F	28.0	C	163.9	F	29.3	C	83.0	-	1.3	-
		SBL	41.8	D	78.9	E	43.9	D	127.0	F	2.1	-	48.1	E→F
		SBT	30.4	C	38.4	D	30.2	C	39.7	D	-0.2	-	1.3	-
SBR	25.9	C	25.5	C	25.3	C	24.5	C	-0.6	-	-1.0	-		
Overall			38.6	D	51.2	D	51.2	D	81.1	F	12.6	-	29.9	D→F
2 Latson Road & WB I-96 Ramps	Signal	WBL	33.1	C	26.8	C	32.2	C	25.3	C	-0.9	-	-1.5	-
		WBR	38.2	D	33.8	C	37.6	D	34.6	C	-0.6	-	0.8	-
		NBL	1.0	A	6.4	A	1.6	A	10.5	B	0.6	-	4.1	A→B
		NBT	0.2	A	0.4	A	0.3	A	0.6	A	0.1	-	0.2	-
		SBT	7.2	A	17.1	B	7.9	A	19.1	B	0.7	-	2.0	-
		SBR	7.9	A	20.0	B	9.0	A	23.7	C	1.1	-	3.7	B→C
		Overall			7.6	A	15.3	B	7.9	A	16.8	B	0.3	-



Intersection	Control	Approach	Existing Conditions				Background 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
3 Latson Road & EB I-96 Ramps	Signal	EBL	33.8	C	33.5	C	32.7	C	32.5	C	-1.1	-	-1.0	-
		EBR	29.5	C	30.4	C	27.5	C	28.9	C	-2.0	-	-1.5	-
		NBT	5.1	A	5.4	A	6.1	A	6.4	A	1.0	-	1.0	-
		NBR	4.8	A	4.7	A	5.7	A	5.4	A	0.9	-	0.7	-
		SBL	2.2	A	2.3	A	4.0	A	4.2	A	1.8	-	1.9	-
		SBT	0.1	A	0.2	A	0.1	A	0.3	A	0.0	-	0.1	-
		Overall	13.7	B	11.7	B	14.3	B	12.1	B	0.6	-	0.4	-
4 Latson Road & Beck Road	Stop (Minor)	EBL	11.5	B	13.4	B	12.6	B	14.7	B	1.1	-	1.3	-
		EBTR	0.0*	A	9.1	A	0.0*	A	9.3	B	0.0*	-	0.2	A→B
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		WBTR	9.4	A	9.8	A	9.7	A	10.1	B	0.3	-	0.3	A→B
		NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
		SBL	8.3	A	8.3	A	8.5	A	8.6	A	0.2	-	0.3	-
5 Latson Road & Sweet Road	Stop (Minor)	WB	12.0	B	19.8	C	13.0	B	24.0	C	1.0	-	4.2	-
		NB	Free				Free				N/A			
		SBL	8.2	A	8.4	A	8.3	A	8.6	A	0.1	-	0.2	-
6 Latson Road & Crooked Lake Road	Stop (All-Way)	EBL	10.0	A	11.6	B	10.5	B	12.5	B	0.5	A→B	0.9	-
		EBTR	9.4	A	10.9	B	9.9	A	11.9	B	0.5	-	1.0	-
		WBL	9.9	A	12.5	B	10.4	B	13.9	B	0.5	A→B	1.4	-
		WBTR	9.8	A	12.5	B	10.6	B	14.6	B	0.8	A→B	2.1	-
		NBL	8.7	A	9.7	A	8.9	A	10.2	B	0.2	-	0.5	A→B
		NBTR	14.8	B	26.3	D	19.8	C	53.6	F	5.0	B→C	27.3	D→F
		SBL	9.7	A	11.3	B	10.2	B	12.6	B	0.5	A→B	1.3	-
		SBTR	10.7	B	25.1	D	11.9	B	50.1	F	1.2	-	25.0	D→F
Overall	12.3	B	21.3	C	15.2	C	39.5	E	2.9	B→C	18.2	C→E		
7 Crooked Lake Road & Chilson Road	Stop (Minor)	EB	10.5	B	11.3	B	10.8	B	11.9	B	0.3	-	0.6	-
		WB	10.2	B	11.1	B	10.5	B	11.7	B	0.3	-	0.6	-
		NBL	7.4	A	7.6	A	7.4	A	7.6	A	0.0	-	0.0	-
		SBL	7.6	A	7.5	A	7.6	A	7.6	A	0.0	-	0.1	-

*Indicates no vehicle volume present

The results of the background conditions analysis indicates that all approaches and movements at the study intersections are expected to continue operating in a manner similar to the existing conditions analysis, with the following exceptions:

Latson Road & Grand River Avenue

- During the AM peak hour: The westbound left-turn movement is expected to operate at LOS F.
- During the PM peak hour: The westbound and southbound left-turn movements are expected to operate at LOS F. Additionally, the westbound through movement and the northbound left-turn movement are expected to operate at LOS E.

Review of SimTraffic microsimulations indicates long vehicle queues for the majority of the study intersection approaches and movements, with further increased queue lengths compared to existing conditions. These queues were observed to take multiple cycle lengths in order to be serviced and were typically present throughout the peak hours.



Latson Road & Crooked Lake Road

- During the PM peak hour: The northbound shared through/right movement and southbound shared through/right movement are expected to operate at LOS F.

Review of SimTraffic network simulations indicates acceptable operations throughout the remaining study roadway network, similar to the existing conditions analysis, with moderate increases in vehicle queuing for all approaches and movements.

5 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, 11th Edition* and the *ITE Trip Generation Handbook, 3rd Edition*. The proposed development includes Industrial/High-Tech facilities and residential units on the west side of Latson Road and gas station with 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 conceptual site plan and 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 4**.

Table 4: 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	1,500,000	SF	3,839	413	97	510	112	398	510
Single-Family Detached	210	60	DU	631	12	35	47	38	23	61
Multi-Family Housing (Low-Rise)	220	452	DU	2,973	39	124	163	135	80	215
Medical-Dental Office Building	720	18,000	SF	665	40	11	51	21	49	70
Shopping Plaza (40-150k SF) - <i>NE Parcel</i>	821	51,000	SF	3,444	55	33	88	130	135	265
<i>Pass-By</i>		40%		689	17	17	34	53	53	106
			New Trips	2,755	38	16	54	77	82	159
Strip Retail Plaza (<40k SF) - <i>East Parcel</i>	822	38,500	SF	1,854	55	36	91	102	101	203
<i>Pass-By</i>		40%		371	18	18	36	40	40	80
			New Trips	1,483	37	18	55	62	61	123
Coffee Shop with Drive-Through	937	1,500	SF	800	66	63	129	29	29	58
<i>Pass-By</i>		50% AM, 55% PM		420	33	33	66	16	16	32
			New Trips	380	33	30	63	13	13	26
Gas Station with Convenience Market	945	8	VFP	2,116	64	64	128	74	73	147
<i>Pass-By</i>		60% AM, 56% PM		1,227	38	38	76	41	41	82
			New Trips	889	26	26	52	33	32	65
			Total Trips	16,322	744	463	1,207	641	888	1,529
			<i>Total Pass-By</i>	<i>2,707</i>	<i>106</i>	<i>106</i>	<i>212</i>	<i>150</i>	<i>150</i>	<i>300</i>
			Total New Trips	13,615	638	357	995	491	738	1,229

As is typical of commercial developments, a portion of the trips generated are from vehicles that are already on the adjacent roadways and will pass the site on the way from an origin to their ultimate destination. Therefore, not all traffic at the site driveways is necessarily new traffic added to the street system. This percentage of the trips generated by the development are considered “pass-by” trips, which are already present within the adjacent street system. These trips are therefore reduced from the total external trips generated by a study site. The pass-by trips for this site were applied to Latson Road and were considered as either pass-by or diverted link, depending on the proposed site access location.

The percentage of pass-by trips used in this analysis was determined based on the rates published by ITE in the *Trip Generation Manual, 11th Edition*. However, ITE does not provide pass-by data for LUC 822: Strip Retail Plaza; therefore, the pass-by data for LUC 821: Shopping Plaza was utilized for this analysis. Additionally, ITE does not provide pass-by data for LUC 937: Coffee Shop with Drive-Through; therefore, the pass-by data for LUC 934: Fast-Food Restaurant with Drive-Through was utilized for this analysis.



6 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan and driveway configurations, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The ITE trip distribution methodology assumes that new trips are home-to-work based, entering the network to access the development, then leave the development to return to their direction of origin, whereas pass-by trips will enter and exit the development, then continue in their original direction of travel. The site trip distributions utilized in this analysis are summarized in **Table 5**.

Table 5: New Site Trip Distribution

To/From	Via	Commercial		Commercial Pass-By		Residential		Industrial	
		AM	PM	AM	PM	AM	PM	AM	PM
North	Latson Road	12%	7%	59% (NB)	45% (NB)	5%	7%	12%	13%
South	Latson Road	4%	4%	41% (SB)	55% (SB)	3%	4%	4%	4%
East	Grand River Avenue	8%	17%			15%	17%	8%	11%
	I-96	26%	33%			41%	33%	26%	27%
	Crooked Lake Road	1%	2%			2%	2%	1%	2%
West	Grand River Avenue	8%	10%			8%	10%	8%	10%
	I-96	41%	27%			26%	27%	41%	33%
Total		100%	100%			100%	100%	100%	100%

The vehicular traffic volumes shown in **Table 4** were distributed to the study network according to the distribution shown in **Table 5**. The site-generated trips shown on the attached **Figure 5** were added to the background peak hour traffic volumes shown on the attached **Figure 4**, in order to calculate the future peak hour traffic volumes with the addition of the proposed development. Future peak hour traffic volumes are shown on the attached **Figure 6**.

7 FUTURE CONDITIONS (2024 BUILDOUT)

Future peak hour vehicle delays and LOS *with the proposed development* were calculated based on the future lane use and traffic control shown on the attached **Figure 2**, the proposed site access plan, the future traffic volumes shown on the attached **Figure 6**, and the methodologies presented in the HCM6. The results of the future conditions analysis are attached and summarized in **Table 6**.

Table 6: Future Intersection Operations

Intersection	Control	Approach	Background Conditions				Future Conditions				Difference				
			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	Signal	EBL	44.3	D	47.0	D	44.3	D	47.0	D	0.0	-	0.0	-
			EBT	35.9	D	41.6	D	35.9	D	42.6	D	0.0	-	1.0	-
			EBR	23.6	C	26.8	C	24.5	C	29.6	C	0.9	-	2.8	-
			WBL	90.6	F	127.0	F	181.1	F	195.7	F	90.5	-	68.7	-
			WBT	30.7	C	55.9	E	30.7	C	58.6	E	0.0	-	2.7	-
			WBR	14.7	B	210.0	F	14.7	B	215.3	F	0.0	-	5.3	-
			NBL	44.5	D	66.9	E	43.8	D	130.1	F	-0.7	-	63.2	E→F
			NBT	40.2	D	42.5	D	42.1	D	49.7	D	1.9	-	7.2	-
			NBR	163.9	F	29.3	C	221.0	F	37.5	C	57.1	-	8.2	-
			SBL	43.9	D	127.0	F	43.9	D	127.0	F	0.0	-	0.0	-
			SBT	30.2	C	39.7	D	33.1	C	41.6	D	2.9	-	1.9	-
			SBR	25.3	C	24.5	C	26.3	C	24.2	C	1.0	-	-0.3	-
Overall			51.2	D	81.1	F	65.2	E	93.1	F	14.0	D→E	12.0	-	

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	
2	Latson Road & WB I-96 Ramps	Signal	WBL	32.2	C	25.3	C	36.9	D	29.4	C	4.7	C→D	4.1	-
			WBR	37.6	D	34.6	C	31.4	D	33.6	C	-6.2	-	-1.0	-
			NBL	1.6	A	10.5	B	18.7	B	367.4	F	17.1	A→B	356.9	B→F
			NBT	0.3	A	0.6	A	0.5	A	1.0	A	0.2	-	0.4	-
			SBT	7.9	A	19.1	B	16.5	B	20.8	C	8.6	A→B	1.7	B→C
			SBR	9.0	A	23.7	C	16.4	B	23.4	C	7.4	A→B	-0.3	-
			Overall	7.9	A	16.8	B	13.7	B	50.1	D	5.8	A→B	33.3	B→D
3	Latson Road & EB I-96 Ramps	Signal	EBL	32.7	C	32.5	C	25.5	C	29.1	C	-7.2	-	-3.4	-
			EBR	27.5	C	28.9	C	42.1	D	36.1	D	14.6	C→D	7.2	C→D
			NBT	6.1	A	6.4	A	9.8	A	9.5	A	3.7	-	3.1	-
			NBR	5.7	A	5.4	A	9.5	A	8.3	A	3.8	-	2.9	-
			SBL	4.0	A	4.2	A	29.7	C	105.9	F	25.7	A→C	101.7	A→F
			SBT	0.1	A	0.3	A	0.5	A	0.6	A	0.4	-	0.3	-
			Overall	14.3	B	12.1	B	17.4	B	20.9	C	3.1	-	8.8	B→C
4	Latson Road & Beck Road	Stop (Minor)	EBL	12.6	B	14.7	B	64.4	F	588.4	F	51.8	B→F	573.7	B→F
			EBTR	0.0*	A	9.3	B	0.0*	A	10.0	B	0.0*	-	0.7	-
			WBL	0.0*	A	0.0*	A	42.3	E	811.3	F	0.0*	A→E	811.3	A→F
			WBTR	9.7	A	10.1	B	13.5	B	21.3	C	3.8	A→B	11.2	B→C
			NBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A	0.0*	-	0.0*	-
			SBL	8.5	A	8.6	A	10.5	B	13.9	B	2.0	A→B	5.3	A→B
5	Latson Road & Sweet Road / Site Drive #2	Stop (Minor)	EB	N/A				29.5	D	414.1	F	N/A			
			WB	15.6	C	15.4	C	17.9	C	43.1	E	2.3	-	27.7	C→E
			NBL	Free				8.6	A	9.8	A	N/A			
			SBL	9.0	A	8.7	A	8.9	A	9.2	A	-0.1	-	0.5	-
6	Latson Road & Crooked Lake Road	Stop (All-Way)	EBL	10.5	B	12.5	B	10.7	B	12.8	B	0.2	-	0.3	-
			EBTR	9.9	A	11.9	B	10.2	B	12.2	B	0.3	A→B	0.3	-
			WBL	10.4	B	13.9	B	10.6	B	14.2	B	0.2	-	0.3	-
			WBTR	10.6	B	14.6	B	11.1	B	15.4	C	0.5	-	0.8	B→C
			NBL	8.9	A	10.2	B	9.0	A	10.5	B	0.1	-	0.3	-
			NBTR	19.8	C	53.6	F	23.7	C	64.1	F	3.9	-	10.5	-
			SBL	10.2	B	12.6	B	10.5	B	13.3	B	0.3	-	0.7	-
			SBTR	11.9	B	50.1	F	12.5	B	70.7	F	0.6	-	20.6	-
Overall	15.2	C	39.5	E	17.2	C	49.9	E	2.0	-	10.4	-			
7	Crooked Lake Road & Chilson Road	Stop (Minor)	EB	10.8	B	11.9	B	10.8	B	11.9	B	0.0	-	0.0	-
			WB	10.5	B	11.7	B	10.5	B	11.7	B	0.0	-	0.0	-
			NBL	7.4	A	7.6	A	7.4	A	7.6	A	0.0	-	0.0	-
			SBL	7.6	A	7.6	A	7.6	A	7.6	A	0.0	-	0.0	-
8	Latson Road & Site Drive #1	Stop (Minor)	EB	N/A				33.5	D	624.7	F	N/A			
			WB					13.3	B	20.9	C				
			NBL					8.7	A	8.4	A				
			SBL					9.6	A	10.2	B				
9	Latson Road & Site Drive #3	Stop (Minor)	EB	N/A				27.5	D	106.1	F	N/A			
			NBL					8.2	A	9.7	A				
			SB					Free							

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
10 Latson Road & Site Drive #4	Stop (Minor)	EBL	N/A				0.0*	A	0.0*	A	N/A			
		WB					Free							
		SB					8.8	A	9.0	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 following exceptions:

Latson Road & Grand River Avenue

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

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

Latson Road & WB I-96 Ramp

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

Review of SimTraffic network simulations indicates that long vehicle queues were observed in the northbound left-turn lane. These queues are the result of a large volume (~330 vehicles) of traffic making a northbound left turn and insufficient gaps within the southbound through traffic to allow for the existing permissive left-turn movement. These queues were present throughout the peak hour and were observed to exceed the available left-turn storage area, with vehicle queues extending through the study roadway network and blocking other study intersections; therefore, the SimTraffic queueing summary may present misleading projections.

Latson Road & EB I-96 Ramp

- During the PM peak hour: The southbound left-turn movement is expected to operate at LOS F.

Review of SimTraffic microsimulations indicates that long vehicle queues were observed in the southbound left-turn lane. These queues are the result of a large volume (~280 vehicles) of traffic making a southbound left turn and insufficient gaps within the northbound through traffic to allow for the existing permissive left-turn movement. These queues were present throughout the peak hour and were observed to exceed the available left-turn storage area, with vehicle queues extending through the study roadway network and blocking other study intersections; therefore, the SimTraffic queueing summary may present misleading projections.

Latson Road & Beck Road

- During the AM peak hour: The eastbound left-turn movement is expected to operate at LOS F and the westbound left-turn movements is expected to operate at LOS E.
- During the PM peak hour: The eastbound and westbound left-turn movements are expected to operate at LOS F.

Review of SimTraffic network simulations indicates generally acceptable operations during the AM peak hour; however, long vehicle queues were observed during the PM peak hour and were present throughout the peak period. These vehicle queues are the result of insufficient gaps within the through traffic along Latson Road, in addition to conflicting ingress and egress left-turn movements.

Latson Road & Sweet Road / Site Drive #2

- During the PM peak hour: The eastbound approach is expected to operate at LOS F and the westbound approach is expected to operate at LOS E.



The long vehicle queues at the other study intersections were observed to extend throughout the network and cause back-ups and blocked traffic along Latson Road; therefore, the attached SimTraffic summary report may present misleading queueing projections.

Latson Road & Site Drive #1

- During the PM peak hour: The eastbound approach is expected to operate at LOS F.

Review of SimTraffic network simulations indicates generally acceptable operations during the AM peak hour; however, long vehicle queues were observed during the PM peak hour and were present throughout the peak period. These vehicle queues are the result of insufficient gaps within the through traffic along Latson Road, in addition to conflicting ingress and egress left-turn movements.

Latson Road & Site Drive #3

- During the PM peak hour: The eastbound approach is expected to operate at LOS F.

The long vehicle queues at the other study intersections were observed to extend throughout the network and cause back-ups and blocked traffic along Latson Road; therefore, the attached SimTraffic summary report may present misleading queueing projections.

8 ACCESS MANAGEMENT

8.1 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.

8.2 SITE DRIVE #2 / SWEET ROAD

The proposed Site Drive #2 is offset from the existing Sweet Road intersection. The operations and safety of this was reviewed and in general, it is preferable to align the existing and proposed access points; however, due to site limitations, 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.

8.3 AUXILIARY TURN LANE EVALUATION

The proposed site driveways were evaluated for left- and right-turn treatments, based on the future traffic volumes shown on the attached **Figure 6**. LCRC does not maintain a warrant for right-turn lanes or tapers; therefore, the MDOT warrant was utilized for this analysis. The results of the auxiliary turn lane analysis are summarized in **Table 7** and the LCRC/MDOT warranting charts are attached.

Table 7. Desirable Driveway Spacing Summary

Site Driveway Intersection	Right-Turn Treatment	Left-Turn Treatment
NB Latson Road & Site Drive #1	No Treatment	N/A
SB Latson Road & Site Drive #1	Right-Turn Lane	N/A
Latson Road & Site Drive #2	Right-Turn Lane	No Treatment
Latson Road & Site Drive #3	Right-Turn Lane	No Treatment
Crooked Lake Road & Site Drive #4	No Treatment	No Treatment

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

9 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 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.

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).

Latson Road & Grand River Avenue

Geometric improvements were investigated at the Latson Road & Grand River Avenue intersection. However, each of the four (4) approaches at this intersection already has dual left-turn lanes and dedicated right turn lanes. Additionally, there is not 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.

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 traffic 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.

9.1 SIGNAL WARRANT EVALUATION

A signal warrant analysis was performed at the study intersections of Latson Road & Beck Road, Latson Road & Site Drive #1, and Latson Road & Crooked Lake Road. The *Michigan Manual on Uniform traffic Control Devices (MMUTCD)* documents eight warrants by which traffic signal control may or should be considered. Warrant 1 (8-Hour Vehicular Volume), Warrant 2 (4-Hour Vehicular Volume), and Warrant 3 (Peak-Hour) were evaluated for each of the study intersections, based on the future traffic volumes. F&V only collected 4-hours (7-9AM and 4-6PM) of turning movement counts (TMCs); therefore, Warrant 1 A&B were only evaluated based on the available traffic volume data. The results of the signal warrant analyses are discussed below and summarized in **Table 8**; the signal warrant charts are attached for reference.

Table 8: Signal Warrant Analysis Summary

Intersection	Signal Warrants		
Latson Road & Beck Road	Warrant 1: Eight Hour		NO
	Condition A	Hours Met	2
		Warrant Met	NO
	Condition B	Hours Met	4
		Warrant Met	NO
	Warrant 2: Four-Hour	Hours Met	4
		Warrant Met	YES
	Warrant 3: Peak-Hour	Hours Met	4
		Warrant Met	YES
	Latson Road & Site Drive #1	Warrant 1: Eight Hour	
Condition A		Hours Met	2
		Warrant Met	NO
Condition B		Hours Met	4
		Warrant Met	NO
Warrant 2: Four-Hour		Hours Met	2
		Warrant Met	NO
Warrant 3: Peak-Hour		Hours Met	2
		Warrant Met	YES
Latson Road & Crooked Lake Road		Warrant 1: Eight Hour	
	Condition A	Hours Met	2
		Warrant Met	NO
	Condition B	Hours Met	3
		Warrant Met	NO
	Warrant 2: Four-Hour	Hours Met	2
		Warrant Met	NO
	Warrant 3: Peak-Hour	Hours Met	2
		Warrant Met	YES

Latson Road & Beck Road

- The results of the signal warrant analysis indicates that the study intersection of Latson Road & Beck Road is expected to meet Warrant 2 (Four-Hour) and Warrant 3 (Peak-Hour).
- A traffic signal is **RECOMMENDED** at this intersection.

Latson Road & Crooked Lake Road

- The results of the signal warrant analysis indicates that the study intersection of Latson Road & Crooked Lake Road is expected to meet Warrant 3 (Peak-Hour).
- The majority of the increased delays at this intersection is due to high volume of background traffic growth, and not site generated traffic.
- Therefore, it is recommended to continue monitoring this intersection as the proposed development progresses, to determine if/when a traffic signal would be recommended.

Latson Road & Site Drive #1

- The results of the signal warrant analysis indicates that the study intersection of Latson Road & Site Drive #1 is expected to meet Warrant 3 (Peak-Hour).
- A traffic signal is **RECOMMENDED** at this intersection.
- Exclusive left-turn lanes are recommended on both the eastbound and westbound approaches.

9.2 POTENTIAL RAILROAD CONFLICT EVALUATION (BECK ROAD AND SITE DRIVE #1)

The existing Beck Road intersection is located approximately 340 feet north of the railroad tracks, with an effective northbound queue length of 240 feet. Additionally, the proposed Site Drive #1 is located approximately 340 feet south of the railroad tracks, with an effective southbound queue length of 240 feet. The identified mitigation measures included traffic signal recommendations at both intersections; therefore, this intersection was further evaluated to ensure that operations will not impact the railroad tracks. The results of the analysis are summarized below in **Table 9**.

Table 9: Queue Length Summary (Future IMP)

Intersection	Approach	AM Peak		PM Peak		Available Queue Length (ft)	Exceeds Queue Length
		Average Queue (ft)	95% Queue (ft)	Average Queue (ft)	95% Queue (ft)		
Latson Road & Beck Road	NBL	0	0	0	0	240	No
	NBT	21	59	108	212	240	No
	NBTR	30	79	124	235	240	No
Latson Road & Site Drive #1	SBL	30	68	49	94	240	No
	SBT	25	68	41	91	240	No
	SBR	19	49	10	34	240	No

Key findings from this evaluation:

- The existing Beck Road location has adequate distance from the influence area of the railroad tracks to accommodate the projected northbound queue lengths on Latson Road.
- The proposed Site Drive #1 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.

9.3 RECOMMENDATIONS SUMMARY

The results of the future conditions with improvements investigation indicates that the following mitigation measures are recommended:

Intersections and Recommended Mitigation Measures	Existing	Background	Future
1. Latson Road & Grand River Avenue			
Optimize the signal timings during both peak periods	✓		
2. Latson Road & WB I-96 Ramps			
Upgrade to a fully actuated traffic signal			✓
Provide permissive/protected northbound left-turn phasing			✓
3. Latson Road & EB I-96 Ramps			
Upgrade to a fully actuated traffic signal			✓
Provide permissive/protected southbound left-turn phasing			✓
4. Latson Road & Beck Road			
Install a fully actuated traffic signal with permissive/protected southbound left-turn phasing			✓
5. Latson Road & Sweet Road / Site Drive #2			
Provide exclusive left-turn and right-turn egress lanes			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #2			✓
6. Latson Road & Crooked Lake Road			
Install a fully actuated traffic signal <i>(It is recommended to continue monitoring this intersection as the proposed development progresses, to determine if/when a traffic signal would be recommended)</i>		✓	
7. Latson Road & Site Drive #1			
Upgrade to a fully actuated traffic signal			✓
Provide exclusive left-turn and right-turn egress lanes (both approaches)			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #1			✓
9. Latson Road & Site Drive #3			
Provide exclusive left-turn and right-turn egress lanes			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #3			✓
Corridor Wide Recommendation			
Increase network cycle length to 90-seconds for all signals along Latson Road (Excluding Grand River Avenue)			✓

Table 10: Future Intersection Operations with Improvements

Intersection	Control	Approach	Future Conditions				Future (w/ IMP)				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	Signal	EBL	44.3	D	47.0	D	44.3	D	62.1	E	0.0	-	15.1	D→E
		EBT	35.9	D	42.6	D	49.6	D	64.2	E	13.7	-	21.6	D→E
		EBR	24.5	C	29.6	C	29.9	C	31.0	C	5.4	-	1.4	-
		WBL	181.1	F	195.7	F	50.8	D	91.3	F	-130.3	F→D	-104.4	-
		WBT	30.7	C	58.6	E	31.8	C	50.1	D	1.1	-	-8.5	E→D
		WBR	14.7	B	215.3	F	16.0	B	162.6	F	1.3	-	-52.7	-
		NBL	43.8	D	130.1	F	43.5	D	62.5	E	-0.3	-	-67.6	F→E
		NBT	42.1	D	49.7	D	33.3	C	65.4	E	-8.8	D→C	15.7	D→E
		NBR	221.0	F	37.5	C	93.2	F	31.9	C	-127.8	-	-5.6	-
		SBL	43.9	D	127.0	F	52.2	D	64.8	E	8.3	-	-62.2	F→E
		SBT	33.1	C	41.6	D	31.1	C	50.0	D	-2.0	-	8.4	-
SBR	26.3	C	24.2	C	24.8	C	26.9	C	-1.5	-	2.7	-		
Overall	65.2	E	93.1	F	45.0	D	71.6	E	-20.2	E→D	-21.5	F→E		
2 Latson Road & WB I-96 Ramps	Signal	WBL	36.9	D	29.4	C	44.1	D	40.7	D	7.2	-	11.3	C→D
		WBR	31.4	D	33.6	C	35.9	D	54.0	D	4.5	-	20.4	C→D
		NBL	18.7	B	367.4	F	6.3	A	15.4	B	-12.4	B→A	-352.0	F→B
		NBT	0.5	A	1.0	A	0.4	A	0.6	A	-0.1	-	-0.4	-
		SBT	16.5	B	20.8	C	0.6	A	5.4	A	-15.9	B→A	-15.4	C→A
		SBR	16.4	B	23.4	C	1.1	A	8.9	A	-15.3	B→A	-14.5	C→A
Overall	13.7	B	50.1	D	7.2	A	14.5	B	-6.5	B→A	-35.6	D→B		
3 Latson Road & EB I-96 Ramps	Signal	EBL	25.5	C	29.1	C	29.8	C	35.9	D	4.3	-	6.8	C→D
		EBR	42.1	D	36.1	D	53.9	D	52.2	D	11.8	-	16.1	-
		NBT	9.8	A	9.5	A	9.4	A	4.3	A	-0.4	-	-5.2	-
		NBR	9.5	A	8.3	A	9.5	A	3.8	A	0.0	-	-4.5	-
		SBL	29.7	C	105.9	F	11.7	B	10.4	B	-18.0	C→B	-95.5	F→B
		SBT	0.5	A	0.6	A	0.4	A	0.4	A	-0.1	-	-0.2	-
Overall	17.4	B	20.9	C	17.6	B	12.7	B	0.2	-	-8.2	C→B		
4 Latson Road & Beck Road	Stop (Minor)	EBL	64.4	F	588.4	F	42.7	D	42.6	D	-21.7	F→D	-545.8	F→D
		EBTR	0.0*	A	10.0	B	0.0*	A	29.3	C	0.0*	-	19.3	B→C
		WBL	42.3	E	811.3	F	32.9	D	31.8	C	-2.7	E→D	-779.5	F→C
		WBTR	13.5	B	21.3	C	39.6	A	40.5	D	-12.9	B→A	19.2	C→D
	Signal [IMP]	NBL	0.0*	A	0.0*	A	0.6	A	2.9	A	0.0*	-	0.0*	-
		[NBT]	Free				0.6	A	2.8	A	N/A			
		SBL	10.5	B	13.9	B	1.1	A	7.4	A	-9.6	B→A	-6.5	B→A
		[SBT]	Free				0.9	A	0.9	A	N/A			
[Overall]	N/A				6.2	A	7.1	A	N/A					
5 Latson Road & Sweet Road / Site Drive #2	Stop (Minor)	EBL	29.5	D	414.1	F	27.8	D	387.7	F	-1.7	-	-26.4	-
		EBR	29.5	D	414.1	F	10.7	B	15.2	C	-18.8	D→B	-398.9	F→C
		WB	17.9	C	43.1	E	17.9	C	43.1	E	0.0	-	0.0	-
		NBL	8.6	A	9.8	A	8.6	A	9.8	A	0.0	-	0.0	-
		SBL	8.9	A	9.2	A	8.9	A	9.2	A	0.0	-	0.0	-

Intersection	Control	Approach	Future Conditions				Future (w/ IMP)				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
6 Latson Road & Crooked Lake Road	Stop (All-Way)	EBL	10.7	B	12.8	B	13.4	B	17.5	B	2.7	-	4.7	-
		EBTR	10.2	B	12.2	B	11.2	B	13.5	B	1.0	-	1.3	-
		WBL	10.6	B	14.2	B	11.5	B	15.1	B	0.9	-	0.9	-
		WBTR	11.1	B	15.4	C	13.2	B	17.6	B	2.1	-	2.2	C→B
	Signal [IMP]	NBL	9.0	A	10.5	B	7.4	A	10.2	B	-1.6	-	-0.3	-
		NBTR	23.7	C	64.1	F	8.6	A	7.8	A	-15.1	C→A	-56.3	F→A
		SBL	10.5	B	13.3	B	12.0	B	12.6	B	1.5	-	-0.7	-
		SBTR	12.5	B	70.7	F	6.6	A	7.8	A	-5.9	B→A	-62.9	F→A
Overall	17.2	C	49.9	E	9.4	A	10.3	B	-7.8	C→A	-39.6	E→B		
8 Latson Road & Site Drive #1	Stop (Minor)	EBL	33.5	D	624.7	F	42.9	D	37.4	D	9.4	-	-587.3	F→D
		EBTR	33.5	D	624.7	F	37.7	D	23.4	C	4.2	-	-601.3	F→C
		WBL	13.3	B	20.9	C	38.1	D	24.2	C	24.8	B→D	3.3	-
		WBTR	13.3	B	20.9	C	39.9	D	25.7	C	26.6	B→D	4.8	-
	Signal [IMP]	NBL	8.7	A	8.4	A	2.5	A	8.2	A	-6.2	-	-0.2	-
		[NBTR]	Free				3.3	A	11.8	B	N/A			
		SBL	9.6	A	10.2	B	0.7	A	3.5	A	-8.9	-	-6.7	B→A
		[SBT]	Free				0.2	A	0.6	A	N/A			
		[SBR]	N/A				0.4	A	0.1	A	N/A			
[Overall]	N/A				4.2	A	10.6	B	N/A					
9 Latson Road & Site Drive #3	Stop (Minor)	EBL	27.5	D	106.1	F	24.8	C	74.4	F	-2.7	D→C	-31.7	-
		EBR	27.5	D	106.1	F	10.0	B	13.1	B	-17.5	D→B	-93.0	F→B
		NBL	8.2	A	9.7	A	8.2	A	9.7	A	0.0	-	0.0	-
		SB	Free				Free				Free			

* Indicates no vehicle volume present

The results of the future improvements analysis, with the implementation of the recommended mitigation measures, indicates that all approaches and movements at the study intersection are expected to improve to LOS D or better during both peak periods, with the following exceptions. Review of SimTraffic network simulations indicates acceptable operations, with improved delays and reduced vehicle queues throughout the remaining study roadway network during both peak periods.

Latson Road & Grand River Avenue

- During the AM peak hour: The northbound right-turn movement is expected to continuing operating at LOS F.
- During the PM peak hour: The westbound left- and right-turn movements are expected to continuing operating at LOS F. Additionally, the eastbound, westbound, and southbound left-turn and the eastbound and westbound through movements are expected to operate at LOS E.

Although the intersection is still expected to operate with poor/failing movements, the future improvements conditions are expected to operate better than background conditions without the proposed development. Additionally, the trips generated are expected to increase the intersection volume by 5% or less; therefore, the impact is expected to be negligible, as compared to daily fluctuations in traffic volumes.

Latson Road & Sweet Road / Site Drive #2

- During the PM peak hour: The eastbound left-turn movement is expected to still operate at LOS F and the westbound approach is expected to continue operating at LOS E.

Although the Synchro intersection LOS analysis indicates poor operations for the stop-controlled minor street approaches, review of SimTraffic network simulations indicates acceptable operations. The reported 95th percentile vehicle queue length was approximately 150-feet (~6 vehicles) for the eastbound left-turn movement, which is not significant based on the volume of egress traffic (~110 vehicles). The egress vehicles were observed to find adequate gaps within the stream of through traffic along Latson Road, due to increased gaps within the traffic flow associated with the traffic signal at Site Drive #1.

Therefore, no further improvements are recommended, as vehicles were observed to be processed, without experiencing long delays or excessive vehicle queues. Additionally, motorists have the ability to redistribute themselves to the proposed traffic signal at Site Drive #1, should they begin to experience long delays or queues at this driveway.

Latson Road & Site Drive #3

- During the PM peak hour: The eastbound approach is expected to operate at LOS F.

Although the Synchro intersection LOS analysis indicates poor operations for the eastbound approach, review of SimTraffic network simulations indicates acceptable operations. The reported 95th percentile vehicle queue length was approximately 90-feet (3-4 vehicles) for the eastbound left-turn movement, which is not significant. The egress vehicles were observed to find adequate gaps within the stream of through traffic along Latson Road, without experiencing long delays or excessive vehicle queues. Therefore, no further improvements are recommended at this time. Additionally, motorists have the ability to redistribute themselves to the proposed traffic signal at Site Drive #1, should they begin to experience long delays or queues at this driveway.

10 CONCLUSIONS

The conclusions of this TIS are as follows:

10.1 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 11) traffic analysis software. The results of the analyses were based on the existing and proposed lane use, traffic control shown, and traffic volumes shown on the attached figures, and the methodologies presented in the *Highway Capacity Manual, 6th Edition* (HCM6).

Existing (2023) Conditions

All of the study intersection approaches and movements are currently operating acceptably, at a LOS D or better, during both the AM and PM peak hours, with the exception of the following:

- Latson Road & Grand River Avenue

Background (2043) Conditions

In addition to delays currently experienced at the intersections noted in the existing conditions, the background 2043 conditions analysis indicates that the following additional study intersections are expected to experience operations at LOS E or F:

- Latson Road & Grand River Avenue
- Latson Road & Crooked Lake Road

Future (2043) Conditions

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 & Grand River Avenue
- Latson Road & WB I-96 Ramps
- Latson Road & EB I-96 Ramps
- Latson Road & Beck Road
- Latson Road & Sweet Road / Site Drive #2
- Latson Road & Site Drive #1
- Latson Road & Site Drive #3

Potential Railroad Conflict Evaluation (Beck Road and Site Drive #1)

- The existing Beck Road and proposed Site Drive #1 intersections are located approximately 340 feet from the railroad tracks, with effective queue lengths of approximately 240 feet. Improvements at these intersections are recommended, including the installation of a traffic signal. The results of the analysis indicates that the study intersections have adequate distance from the influence area of the railroad tracks to accommodate the projected vehicle queue lengths on Latson Road.

10.2 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 two-way left-turn lane (TWLTL) will work well through this section of Latson Road. A center TWLTL 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.

Site Drive #2 / Sweet Road

- The proposed Site Drive #2 is offset from the existing Sweet Road intersection. The operations and safety of this was reviewed and in general, it is preferable to align the existing and proposed access points; however, due to site limitations, 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.

Auxiliary Turn Lane Analysis

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

Site Driveway Intersection	Right-Turn Treatment	Left-Turn Treatment
NB Latson Road & Site Drive #1	No Treatment	N/A
SB Latson Road & Site Drive #1	RT Lane	N/A
Latson Road & Site Drive #2	RT Lane	No Treatment
Latson Road & Site Drive #3	RT Lane	No Treatment
Crooked Lake Road & Site Drive #4	No Treatment	No Treatment

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



11 RECOMMENDATIONS

The recommendations of this TIS are summarized below.

Intersections and Recommended Mitigation Measures	Existing 2023	Background 2043	Future 2043
1. Latson Road & Grand River Avenue			
Optimize the signal timings during both peak periods	✓		
2. Latson Road & WB I-96 Ramps			
Upgrade to a fully actuated traffic signal			✓
Provide permissive/protected northbound left-turn phasing			✓
3. Latson Road & EB I-96 Ramps			
Upgrade to a fully actuated traffic signal			✓
Provide permissive/protected southbound left-turn phasing			✓
4. Latson Road & Beck Road			
Install a fully actuated traffic signal with permissive/protected southbound left-turn phasing			✓
5. Latson Road & Sweet Road / Site Drive #2			
Provide exclusive left-turn and right-turn egress lanes (eastbound approach)			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #2			✓
6. Latson Road & Crooked Lake Road			
Install a fully actuated traffic signal (<i>It is recommended to continue monitoring this intersection as the proposed development progresses, to determine if/when a traffic signal would be recommended</i>)		✓	
7. Latson Road & Site Drive #1			
Upgrade to a fully actuated traffic signal			✓
Provide exclusive left-turn and right-turn egress lanes (both approaches)			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #1			✓
9. Latson Road & Site Drive #3			
Provide exclusive left-turn and right-turn egress lanes			✓
Construct a southbound right-turn lane along Latson Road at Site Drive #3			✓
Corridor Wide Recommendation			
Increase network cycle length to 90-seconds for all signals along Latson Road (Excluding Grand River Avenue)			✓

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attached: Figures 1 – 6
Traffic Volume Data
SEMCOG Data
Signal Timing Permit
Synchro / SimTraffic Results
Auxiliary Turn Lane Warrant
Signal Warrants

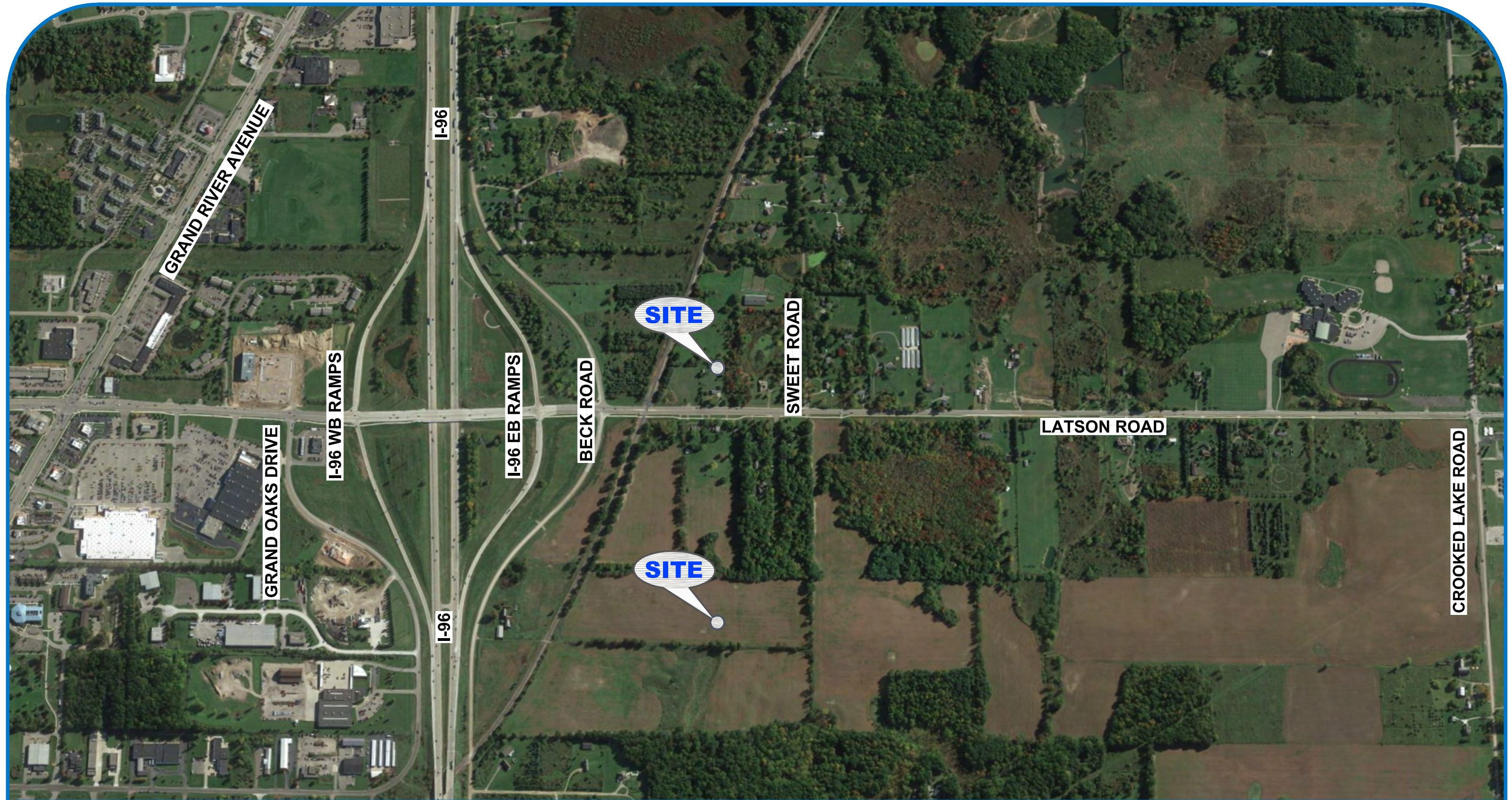
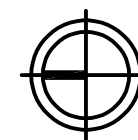


FIGURE 1
SITE LOCATION MAP

VERSA DEVELOPMENT TIS - GENOA TWP, MI

LEGEND

 SITE LOCATION



NORTH
 SCALE: NOT TO SCALE



**Staff and Township Attorney comments are shown
in red text boxes**

**AMENDED AND RESTATED PLANNED UNIT DEVELOPMENT AGREEMENT
(INNOVATION PARK - LATSON ROAD)**

This **Amended and Restated Planned Unit Development Agreement** (the “Agreement”) is made as of the ___ day of _____, 2023 (the “Effective Date”), by and between Latson Partners, LLC, Latson Farms, LLC and Covenant of Faith, LLC (collectively, the “Original Developer”), and Latson Beck, LLC and Latson South, LLC (collectively the “Expansion Land 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. The Original Developer and Expansion Land Developer are collectively referred to as the “Developer.”

RECITATIONS

A. Original Developer is the owner of approximately 193 acres of land located on the west and east sides of Latson Road, south of the I-96 expressway, as legally described on **Exhibit 1** attached hereto (the “Original PUD Property”). The Original PUD Property is more particularly described as follows: (1) tax identification nos. 4711-08-400-004, 4711-08-400-006, 4711-08-400-012 through -015, 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.

This sentence was added but not identified in track changes.
As written it makes no sense.

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 and related development, as described in, among other things, the Township’s 2013 Master Plan Update and incorporated by reference in the 2023 Master Plan. While all of the Original PUD Property was previously zoned CE (or Country Estate) under the Township’s Zoning Ordinance, the Master Plan designates most of the Property for development as a new Campus Planned Unit Development (or “CAPUD”) and the remainder of the Original PUD Property (defined below as the “Commercial Area”) for development as an Interchange Commercial Planned Unit Development (or “ICPUD”). 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. One additional objective of the Master Plan is to create a planned employment center at the interchange provides would help preserve the rural parts of the Township from piecemeal development pressures.

C. The Original PUD 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, Original Developer submitted a request to rezone: approximately 177 acres of land located on the west side of Latson Road and another 10 acres on the east side of Latson Road to CAPUD; and approximately 6 acres of land on the east side of Latson Road and north of the railroad tracks to ICPUD, in accordance with Article 10 of the Zoning Ordinance and the Michigan Zoning Enabling Act, MCL 125.3101 *et. seq.* (the “Original PUD Project”).

E. The Township Planning Commission reviewed the rezoning request for the Original PUD Property including the Conceptual PUD Site Plan (the “Original PUD Plan,” a copy of which is attached as **Exhibit 2**) and Impact Statement and conducted a public hearing as required under the Zoning Ordinance at its meeting held on June 11, 2020, and unanimously recommended approval of the Original PUD Project to the Township Board and Livingston County Planning Commission as satisfying 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 Original PUD Project and unanimously recommended approval of same to the Township Board.

G. At its regular meeting held on August 3, 2020, the Township Board conducted another public hearing on the Original PUD Project and after finding that the rezoning and Conceptual PUD Site Plan satisfied the standards and objectives of the Zoning Ordinance and Master Plan, approved the PUD rezoning, the Original PUD Plan and execution of the PUD Agreement, as reflected in the minutes of said meeting attached hereto as **Exhibit 3**, subject to the conditions, including, among other things, 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.

H. The parties entered into a Planned Unit Development Agreement (“Original PUD Agreement”) as of September 30, 2020, which was recorded on October 6, 2020, with the Livingston County Register of Deeds.

I. The Original PUD Agreement provided for the potential expansion of the PUD project area in the event that the Original Developer entered into agreements to acquire certain lands located south and north of the Original PUD Property that were planned by the Township for expansion of the Latson Road CAPUD in both the 2013 Master Plan Update and the recently adopted 2023 Master Plan. Original Developer, through related entities Latson Beck, LLC and Latson South, LLC, has acquired or entered into agreements to acquire a total of approximately 120 additional acres of property located west of Latson Road to the south of the Original PUD Property (owned by Latson South, LLC), and 9 additional acres of property along Beck Road, east of Latson Road and north of the railroad tracks (owned by Latson Beck, LLC), as more particularly described and depicted on **Exhibit 4** hereto (collectively, the “Expansion Property”).

J. The Expansion Property is zoned CE (or Country Estate). The southern 120 acres (located west of Latson Road) is Master Planned as “Future Transition Area.” The 9 acres located north of the railroad tracks and east of Latson, is Master Planned as “Interchange Commercial.” The Original PUD Agreement provided that the parties would work in good faith to amend the Original PUD Agreement to add the Expansion Property to the Original PUD Project and reflect any mutual agreement on the nature and scope of development of the Expansion Property, which may include expansion of the permitted CAPUD uses or other transitional land uses. (Original PUD Agreement, at Par. 22.)

K. Developer prepared Preliminary Concepts for Land Uses, Major Roadways and Open Space, with alternative land use options, for the future use and development of the Expansion

Property and the integration of such development with the Original PUD Property (the “Amended PUD Plan,” attached as **Exhibit 5**). Developer requested that the additional 120 acres located south of the land in the Project currently zoned CE also be rezoned to CAPUD and that the additional 9 acres located north of the railroad tracks be rezoned to ICPUD. The Amended PUD Plan proposed that a portion of the additional 120 acres be planned for further development of high-tech, light-industrial business uses, transitioning south to multi-family residential use and transitioning further to single-family residential use at the southern end the Expansion Property north of Crooked Lake Road.

L. The Planning Commission reviewed the rezoning requests for the Expansion Property, the Amended PUD Plan for the integrated Project, the Revised Impact Statement and proposed Amended and Restated PUD Agreement and conducted a public hearing required under the Zoning Ordinance at its meeting held on _____, 2023, and recommended approval of the PUD rezoning for the Expansion Property, the Amended PUD Plan and this Amended and Restated PUD Agreement to the Township Board as satisfying the requirements of the Zoning Ordinance, Master Plan and the Original PUD Agreement.

M. The Planning Commission determined that adding the Expansion Property to the Original PUD as reflected in the Amended PUD Plan along with this Amended and Restated PUD Agreement and Exhibits hereto, satisfied (1) each of the qualifying conditions for a planned unit development set forth in Section 10.02 of the Township Zoning Ordinance, and (2) the factors and considerations for incremental expansion of the CAPUD as set forth in Section 10.03.06(i) of the Zoning Ordinance. The Planning Commission further determined that the transitional multi-family and single family residential uses were “compatible uses” authorized in the CAPUD district at the locations specified in the Amended PUD Plan pursuant to Section 10.03.06(c)(2)c, in that,

among other things, the residential uses are compatible and in accordance with the goals, objectives and policies of the 2023 Master Plan and do not impair the use and development of other nearby properties. The transitional residential uses not only provide a buffer and gradual transition from tech park/business uses to low density residential land uses south of Crooked Lake Road, which are planned to remain in a rural character, but also meet the Township’s key Master Plan objective to provide more diverse, economically attainable and modern housing opportunities (characterized as the “missing middle” in the Master Plan) targeting older adults and younger families alike near transportations corridors and available goods and services. The availability of residential housing options in close proximity to the employment opportunities planned for the northern part of the CAPUD area, also supports and enhances the Township’s goals of sustainable mixed use development corridors, reducing the need to drive and providing interconnectivity between housing, employment and recreational opportunities.

N. At its regular meeting held on _____, 2023, the Township Board conducted another public hearing on the revised Project and after finding that the rezoning and Amended PUD Site Plan for inclusion of the Expansion Property and integration of same with the Original PUD Property satisfied the standards and objectives of the Zoning Ordinance and Master Plan, accepted the recommendation of the Planning Commission and approved the PUD rezoning for the Expansion Property and the Amended PUD Site Plan for the Expansion and integration of same with the Original PUD Site Plan and execution of this Amended and Restated PUD Agreement, as reflected in the minutes of said meeting attached hereto as **Exhibit 6**.

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 total Project area of approximately 321 acres shall be divided into 5 development areas as depicted on the Amended Site Plan and described as follows:

a. the approximate 177 acres located on the west side of Latson Road shall be designated as the “High Tech/Light Industrial Area” and remain zoned CAPUD;

b. the approximate 10 acres located on the east side of Latson Road and south of the railroad tracks shall be designated as the “Mixed Use Area” and remain zoned CAPUD;

c. the approximate 13 acres located on the east side of Latson Road and north of the railroad tracks shall be designated as the “Commercial Area” and is zoned ICPUD. An additional 1 acre is for the highway identification sign area.

d. the approximate 86.5 acres of land on the west side of Latson Road and south of the High-Tech/Light Industrial Area shall be designated as the “High-Tech/Light Industrial/Transitional Multi-Family Area” and is zoned CAPUD; and

e. the approximate 33.5 acres of land located on the west side of Latson Road and north of Crooked Lake Road to the south of the High-Tech/Light Industrial/Transitional Multi-Family Area, shall be designated as the “Single Family Residential Area” and is zoned CAPUD.

2. **Amended PUD Plan.** The Amended PUD Plan attached hereto as **Exhibit 5** is hereby approved by the Township. The Amended 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 may be developed for any of the uses or combination of uses set forth in **Exhibit 7** hereto, including for high tech research and development, light industrial, office, hotel and any combination of such uses and accessory uses;

b. The Mixed Use Area may be developed for any of the uses or combination of uses set forth in **Exhibit 8** hereto, including for business and professional offices, medical offices, and accessory retail services and restaurants.

c. The Commercial Area may be developed for any of the uses or combination of uses set forth in **Exhibit 9** 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 Commercial Area is intended to provide, among other things, commercial services to interstate travelers and the 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. Subject to first obtaining approval from the Planning Commission, the portion of the Commercial 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.

d. The High-Tech/Light Industrial/Transitional Multi-Family Area may be developed in whole for any of the uses or combination of uses set forth in **Exhibit 7** for the High-Tech/Light Industrial uses, or may be developed in the alternative for Multi-Family uses as set forth on **Exhibit 10**. No High-Tech/Light Industrial Use shall be permitted below the half section line for Section 17 of the Township as depicted on the Amended PUD Plan (**Exhibit 5**).

e. The Single Family Residential Area may be developed for single-family residential uses as a transition from the High-Tech/Light Industrial/Transitional Multi-Family Area to the north and further transitioning to lower density single-family residential use south of Crooked Lake Road as set forth in **Exhibit 11** hereto.

f. All of the uses designated as “P” (or Permitted) contained in **Exhibits 7-11** 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 7** 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 High-Tech/Light Industrial, Mixed Use and/or Commercial Areas.** A hotel in the High-Tech/Light Industrial, Mixed Use and/or Accessory Commercial Areas 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 7-11**, 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, 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 2023, 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 7-11** 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. Relevant excerpts from the Zoning Ordinance are attached hereto as **Exhibit 13**.

6. **Prohibited Uses.** Certain land uses identified as prohibited in **Exhibit 12** hereto are prohibited from being located within the Project Area.

7. **Project Gateway and Area Entry Signage.** The Original PUD Agreement included a Project gateway sign to be located north of Beck Road. That gateway sign was approved by the Planning Commission on March 14, 2022. A revised Project gateway sign is attached as **Exhibit 14**. Any final revisions to the 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 14**, 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 highway interchange oriented high-tech, office, light industrial, commercial and other business activity in

the community and accessory transitional residential uses 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 and provide additional housing opportunities in close proximity to commercial and other business services on both the north and south sides of the Latson Road/I-96 interchange consistent with the objectives of the Township's Master 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 15** 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 commercial and industrial buildings fronting along Latson Road, and the facades of buildings located within 1,000 feet of Latson Road and whose facades are visible from Latson Road, 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 ___ 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. **Crooked Lake Road Buffer Zone.** As depicted on the Amended Site Plan, the single-family residential development shall be screened by a minimum one hundred (100') foot landscaped buffer along Crooked Lake Road, or alternatively by single family lots of 1-2 acres in

The Township Engineer - Traffic Expert should review this trigger and provide an opinion.

size fronting on Crooked Lake Road, complying with the road setback requirements of the Zoning Ordinance for home sites of that size.

11. **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 additional traffic impact studies in connection with the Project, which have 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 & Vandenbrink dated September 13, 2019, as supplemented by a memo dated November 17, 2019, and further supplemented by an updated Traffic Study prepared May 31, 2023 (to address the expansion of the Project Area)(collectively “TIS”) 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 as provided herein. In recognition that the development of the Project may take several years, that the uses are not yet fully defined, and traffic conditions may change, a traffic comparison shall be provided for each new site plan. The applicant shall provide a trip generation comparison for the proposed use(s) to determine the need for further traffic analysis or to confirm the timing of the recommended improvements, as recommended by the Road Commission. Furthermore, the traffic impact study shall be updated if site plan submittal(s) proposed for this PUD are more than 10 years since the TIS was prepared and the average daily traffic along Latson Road south of the railroad tracks exceeds 12,000 vehicles per day as determined through data collection performed by the Developer, Road Commission, or other

publicly available sources. Any future internal road layout and development will provide for internal interconnectivity for each phase of the Project.

12. **Future Road Connection to Adjacent Properties.** Site plans submitted for any development shall consider and show potential future road connections to adjacent lands outside of the Project areas provided that the uses of the adjacent lands are determined by the Township to be similar or compatible with the uses within the adjacent Project area.

13. **Latson Road Greenbelt.** As part of the development of any initial building phase in the High-Tech/Light Industrial 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 Mixed Use or Commercial Areas, 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.

14. **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 4.6 acres of land)(the "Roadway Dedication"), without compensation from the Township or the County Road Commission. Developer shall also provide the Road Commission with an easement for additional future road right-of way of fifteen (15') feet, providing a total potential road right-of-way of 75' in width from the center line of Latson Road to provide more flexibility to

accommodate turn lanes, pathways, a median, additional landscaping or other features. The Township agrees that all setbacks, the minimum lot area, and required open space for development purposes shall be calculated from the edge of the 60' Roadway Dedication and not include the 15' easement area. This Roadway Dedication could accommodate the future widening of Latson Road to 5 lanes along with a small median. The Roadway 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 (which relocated sign could be within the 15' easement area) and must comply with State, County and local law. In the event that the Road Commission should ever determine to make improvements to Latson Road adjacent to the Property beyond those agreed to be undertaken by Developer in accordance with Paragraph 11 above, such as by widening Latson Road with or without a median, installing street lighting and/or a traffic signal or installing a roundabout at the intersection of Latson and Crooked Lake Roads (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

The original PUD included 1000 feet of preserved open space frontage along Latson Road. This should be added back in.

Developer's obligations hereunder shall be reflected in any condominium or other association agreement and shall run with the land.

15. **Project Amenities.** The Developer agrees to preserve natural features on the Properties and install various Project amenities as conceptually described in the Open Space and Amenity Plan attached as **Exhibit 16**. The Project amenities shall include:

a. Total open space of approximately 83 acres or 25.8% of the Property, with the preservation of approximately 51.3 acres of woodland and wetland areas. 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.

b. Detention Ponds with open space amenities on approximately 6 acres of uplands and wooded/wetlands in the southwest corner of the High-Tech/Light Industrial 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 and uses 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 the east side of Latson Road.

e. Buffers from natural features and adjacent residential areas or structures shall be installed as described and depicted on page 22 of the Design Guidelines and 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 properties located to the east and west sides of Latson Road 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 4.6 acres of land as right-of-way for Latson Road.

j. Pocket parks and other recreational amenities in the residential areas.

k. Connected sidewalks throughout the project on both sides of the street.

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

Add language regarding phasing of utility extensions to ensure north to south extensions timed to be installed with each phased project.

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.

16. **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 worked 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 17** (the “Utility Project”). As provided in the Original PUD Agreement, the Developer paid the cost of such off-site Utility improvements (the “Payment”) and undertook the construction and served as construction manager for the Utility Project. The Township hereby confirms that Developer undertook and completed the construction of the Utility Project in a manner consistent with the Utility Plan developed by Tetra Tech in conjunction with the Township. The Utility Project, 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), was constructed in conformance with the Authority’s Engineering Design Standards and Connection Manual, including inspection and testing of the utilities. Further extension of utilities through the Property as conceptually depicted on the Utility Plan attached as **Exhibit 18** shall be undertaken and paid for by the Developer. The sanitary sewer system has been designed so that it cannot be extended south of Crooked Lake Road. The water system along Latson Road, however, shall be designed so that it could be extended to the south in the future to serve Oak

, allocated, and funded. Developer agrees that additional funding may be necessary to cover its proportionate share of costs associated with any increase in established capacity.

Pointe and other properties, as determined by the Township or the Public Water Authority, to meet public needs. The Developer is not responsible for extending such water service to the south. Utilities shall be constructed in phases as more specifically detailed in Paragraph 19 below consistent with the final site plans for each such phase to be submitted by the Developer and approved by the Township.

17. **Reservation of Utilities and Tap Fees.** The Township agrees that it has allocated sufficient sewer and water capacity to serve the Project as depicted in the Amended Site Plan. The Township’s utility planning provides for a capacity of: 623 REUs (residential equivalent units) for the Original PUD Property; 20 REUs for the area north of the railroad tracks; and 378 REUs for the Expansion Property, for a total of 1201 REUs available for development of the Amended PUD Property. If the total utilities needed for full development of the Property exceed the planned allocated capacity in the future, the Developer shall be permitted to acquire and the Township will provide such capacity to the extent it is available. If Developer acquires any expansion area as described further below, Developer shall be entitled to any additional sewer and water capacity planned for such expansion areas. 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. ~~These rates~~ have been provided because the Developer is fully funding the expansion and provision of sanitary sewer and water throughout the Development. 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.

These rates apply only to the current planned capacity REU's and

This should be more specifically defined. The Township Attorney suggests that this means the building is weather tight, rough electrical, mechanical and plumbing have been inspected and approved.

18. **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.

Add: No single-family residential shall commence until substantial construction in the multi-family

19. **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 Mixed Use or Commercial Areas. However, no building shall commence construction in the Mixed Use Area until at least one building is under construction and proceeded substantially towards completion in the High/Tech Light Industrial Area. No multi-family or single-family residential development shall commence until Substantial Construction in the High Tech/Light Industrial Area has commenced as defined below. Substantial Construction for this purpose for multi-family

development means building permits have been issued for development of 51% (~~25% for single-family development~~) of the developable acreage in the High Tech/Light Industrial Area (or for approximately ~~66~~ acres which would include the acreage for buildings, parking lots and related

51% of 177 acres is 90 acres.

90

PLANNING COMMISSION SHOULD GIVE INPUT ON WHETHER OR NOT BUILDING PERMITS ARE A SUFFICIENT DETERMINANT FOR "SUBSTANTIAL CONSTRUCTION".

Areas

Add similar language that single family residential can commence once 51% of multi-family is substantially constructed.

landscaping and facilities for multi-family development ~~or approximately __ acres for single-family development~~). If a **single building permit** is issued for one large development that meets the above threshold, approvals for permits for multi-family development may be pursued at the same time. There are no restrictions as to when development in the Commercial Area can commence. The general intent is for the Development to proceed in a phased pattern from the Latson Road/I-96 interchange area southward to Crooked Lake Road and for utilities to be installed in a phased manner to coincide with the Development. This does not mean that all development must be commenced or completed in any phase of the development before additional development or projects may be commenced southward, but the intent is to avoid leapfrogging the bulk of the High Tech/Light Industrial **Ares** approved in the Original PUD Agreement to commence development in the High Tech/Light Industrial Transitional Multi-Family Area or Single Family Residential Area. This restriction on the timing of the multi-family residential development applies to the Developer making substantial progress on site plans for property that the Developer owns at the time of development. Any delay or difficulties with site plans for property the Developer does not own will not impact the review and approval process for new site plans submitted by the Developer or entities in which the Developer has an interest.

20. **Condominium Plans.** It is the intent that the Project will be established as one or more business/commercial and residential 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

PLANNING COMMISSION SHOULD CONSIDER IF THIS IS SUFFICIENT.

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 13**), 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.

21. **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 one or more condominium or other property owners' associations 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 Developer.

22. **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

This is vague, how is the lack of market demand measured.

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** – This Agreement shall expire in 7 years if no private road or building in connection with an approved final site plan for a first phase of the Development is constructed to substantial completion and issuance of a temporary certificate of occupancy, unless extended by the Township Board following a recommendation by the Planning Commission. 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.

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. The approved site plan must be constructed to substantial completion and issuance of a temporary certificate of occupancy 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 following a recommendation by the Planning Commission. Developer shall be entitled to an extension if, as determined by the Planning Commission in the exercise of reasonable discretion, substantial progress has been made to complete the construction pursuant to a final site plan. Substantial progress is defined to include carrying out the terms of the final site plan in good faith, such as obtaining the necessary engineering approvals and permits for construction and, when permits have been issued, pursuing actual physical construction or development of the required improvements identified in the site plan. Nothing in this

paragraph is intended to preclude Developer from pursuing multiple site plans at the same time.

23. **Termination or Expiration of PUD Plan.** In the event this Agreement expires or terminates for any reason, the rezoning classifications identified in 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 Amended PUD Plan has expired for lack of 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 Amended 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.

24. **Addition of Other Property.** The Commercial Area may be expanded to include adjacent properties currently master planned for ICPUD use located east of Latson and north of the railroad tracks which are acquired by or under control of Developer. The High-Tech/Light Industrial Area may be expanded to include adjacent properties currently master planned for CAPUD uses located east of the Project area on the west side of Latson Road. The Residential Area may also be expanded to include adjacent properties located along Latson Road to the east of the Residential Area and north of Crooked Lake. Such expansions may, at Developer's discretion, be reflected in a revised 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 Ordinances that are in effect to the extent such Ordinances are not inconsistent with this Agreement.

25. **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.

26. **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.

27. **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.

28. **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.

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

30. **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.

31. **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.

32. **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.

33. **Termination of Original PUD Agreement.** Upon execution and recording of this Agreement, the Original PUD Agreement shall automatically be deemed null and void in its entirety and of no further force or effect. If requested by either party, a notice of termination of the Original PUD Agreement may be recorded with the Livingston County Register of Deeds.

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

[Signatures on following pages]

“DEVELOPER”

Latson Partners, LLC
a Michigan limited liability company

By: _____
Todd Wyett
Its: Manager

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Todd Wyett, the Manager 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: _____
Todd Wyett
Its: Manager

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Todd Wyett, the Manager 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: _____
Todd Wyett
Its: Manager

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Todd Wyett, the Manager 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: _____

“EXPANSION LAND DEVELOPER”

Latson Beck, LLC

By: _____
Todd Wyett
Its: Manager

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Todd Wyett, the Manager of Latson Beck, LLC, on behalf of the company.

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

“EXPANSION LAND DEVELOPER”

Latson South, LLC

By: _____
Todd Wyett
Its: Manager

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Todd Wyett, the Manager of Latson South, LLC, on behalf of the company.

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

“TOWNSHIP”

GENOA TOWNSHIP,
a Michigan municipal corporation

By: _____
Its: Supervisor

STATE OF MICHIGAN)
) ss.
COUNTY OF LIVINGSTON)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, 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 _____, 2023, 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
39577 Woodward Avenue, Suite 300
Bloomfield Hills, MI 48304

INDEX OF EXHIBITS

1. Legal Descriptions of Original PUD Properties
2. Original PUD Plan
3. Minutes of Township Board Meeting dated August 3, 2020
4. Legal Description of Expansion Properties
5. Amended PUD Plan
6. Minutes of Township Board Meeting dated ____, 2023
7. Permitted Uses in High-Tech/Light Industrial Area
8. Permitted Uses in the Mixed-Use Area
9. Permitted Uses in the Commercial Area
10. Permitted Uses in the High-Tech/Transitional Multi-Family Area
11. Permitted Uses in the Single Family Residential Area
12. List of Prohibited Uses
13. Excerpts from the Zoning Ordinance
14. Proposed Gateway Sign
15. PUD Design Guidelines
16. Open Space and Amenity Plan
17. Description of Utility Project
18. Concept Utility Connection Plan

EXHIBIT 1
(Legal Descriptions of Original PUD Properties)

EXHIBIT 2
(Original PUD Plan)

EXHIBIT 3

(Minutes of Township Board Meeting dated August 3, 2020)

EXHIBIT 4

(Legal Description of Expansion Properties)

EXHIBIT 5
(Amended PUD Plan)

EXHIBIT 6

(Minutes of Township Board Meeting dated ____, 2023)

EXHIBIT 7

(Permitted Uses in High-Tech/Light Industrial Area)

EXHIBIT 8

(Permitted Uses in the Mixed-Use Area)

EXHIBIT 9

(Permitted Uses in the Commercial Area)

EXHIBIT 10

(Permitted Uses in the High-Tech/Transitional Multi-Family Area)

EXHIBIT 11

(Permitted Uses in the Single Family Residential Area)

EXHIBIT 12
(List of Prohibited Uses)

EXHIBIT 13

(Excerpts from the Zoning Ordinance)

EXHIBIT 14
(Approved Gateway Sign)

EXHIBIT 15
(PUD Design Guidelines)

EXHIBIT 16
(Open Space and Amenity Plan)

EXHIBIT 17
(Description of Utility Project)

EXHIBIT 18
(Concept Utility Connection Plan)

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VERSA PUD: Permitted Land Uses in Innovation Interchange Business Park (see map)

VERSA PUD: High Tech Light Industrial

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 Interchange
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

GENOA TOWNSHIP, MI



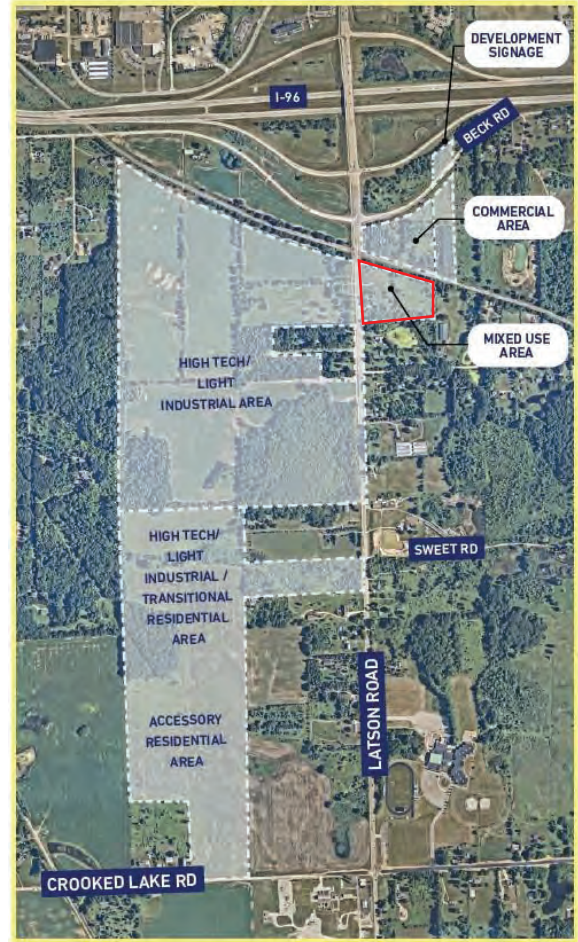
SEE PLANS FOR EXTENTS

Add High Tech Light Industrial Limit Line

VERSA PUD: Mixed Use Table

Types of Uses	
MIXED USE	
Mixed use (including horizontal or vertical mix of residential with commercial)	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
Self storage, single-building with interior access only (no mini-storage)	P
Urgent Care Centers	P

GENOA TOWNSHIP, MI



NOT FAST FOOD.

Change to "Climate Controlled Indoor Storage" and make it a special land use.

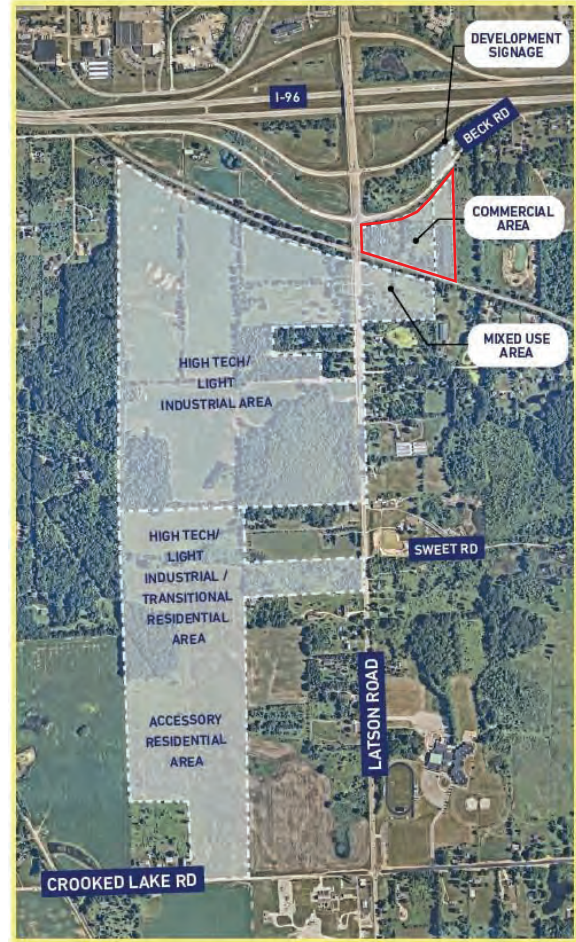
VERSA PUD: Commercial Use Table

Types of Uses	
COMMERCIAL AND SERVICE	
Offices, including: executive, medical, administrative, and professional, including architecture, planning, and engineering	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 (including fast food)	P
Retail/Service (General, not listed above)	P
Self storage, single-building with interior access only (no mini-storage)	P
Conference Centers	P
Urgent Care Centers	P

Add One (1) Automobile Gasoline Service Station

Change this to "Climate Controlled Indoor Storage" and make it a Special Land Use.

GENOA TOWNSHIP, MI



VERSA PUD: Multifamily Use Table

Multi-Family

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

Types of Uses	Versa PUD:
MULTIFAMILY	Commercial
Townhouses, row houses, and similar attached dwellings with individual entrances and garages	P
Housing for the elderly, including interim care units, extended care units, congregate care and nursing care	P
RESIDENTIAL CARE	
Adult foster care family home (6 or fewer adults)	P
Foster family home (6 or fewer children 24 hours per day)	P
Family day care home (6 or fewer children less than 24 hours per day)	P
Group day care home (7 to 12 children less than 24 hours per day)	
ACCESSORY USES	
Accessory home occupations	P
Accessory uses, buildings and structures customarily incidental to any permitted use	P
Keeping of pets	P
INSTITUTIONAL USES	
Essential public services	P
RECREATIONAL USES	
Publicly owned parks, parkways, scenic and recreational areas, and other public open space	P
Private non-commercial parks, nature preserves and recreational areas owned and maintained by home-owners association	P



 SEE PLANS FOR EXTENTS

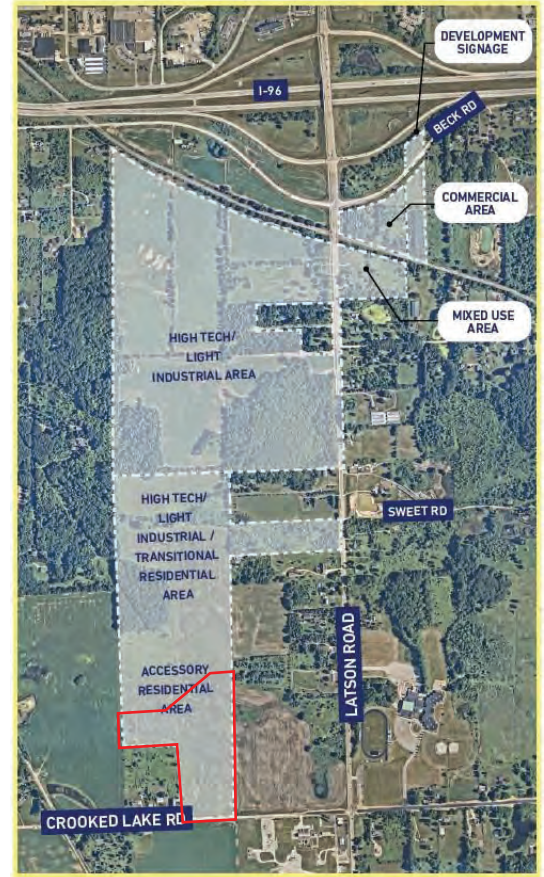
Single Family

VERSA PUD: Single Family Use Table

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

Types of Uses	Versa PUD:
SINGLE FAMILY	Commercial
Single family detached dwellings	P
RESIDENTIAL CARE	
Adult foster care family home (6 or fewer adults)	P
Foster family home (6 or fewer children 24 hours per day)	P
Family day care home (6 or fewer children less than 24 hours per day)	P
ACCESSORY USES	
Accessory home occupations	P
Accessory uses, buildings and structures customarily incidental to any permitted use	P
Keeping of pets	P
INSTITUTIONAL USES	
Essential public services	P
RECREATIONAL USES	
Publicly owned parks, parkways, scenic and recreational areas, and other public open space	P
Private non-commercial parks, nature preserves and recreational areas owned and maintained by home-owners association	P

GENOA TOWNSHIP, MI



VERSA PUD: Prohibited Uses (applies throughout the project)

Add back in: "Manufacture of automobiles and bodies, trucks, engines, batteries, etc."

Types of Uses	Prohibited
Asphalt plant	X
Auto service/repair	X
Non-hazardous waste transfer stations, treatment, storage or disposal facilities	X
Auto battery manufacturing facilities	X
Auto manufacturing	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
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
Mini-storage (only interior storage facilities allowed)	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

This conflicts with Mixed use and Commercial Uses Table

OVERALL PLAN



Commercial and mixed use concepts illustrate potential uses and access configuration.



OPTION 1

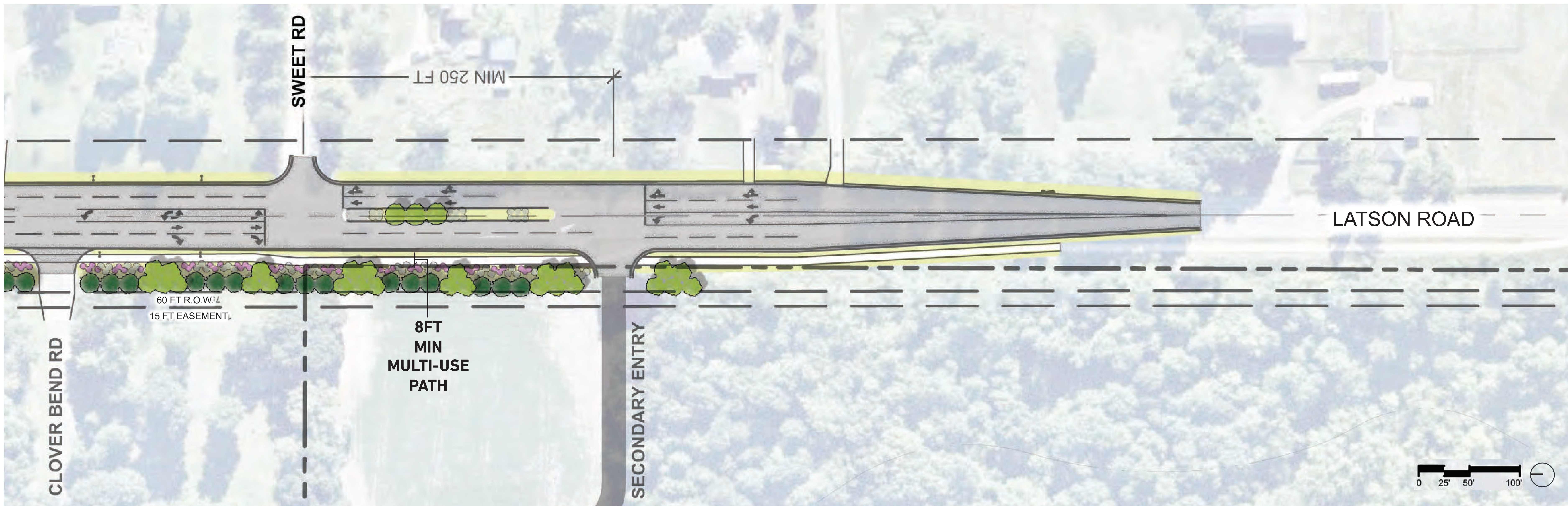
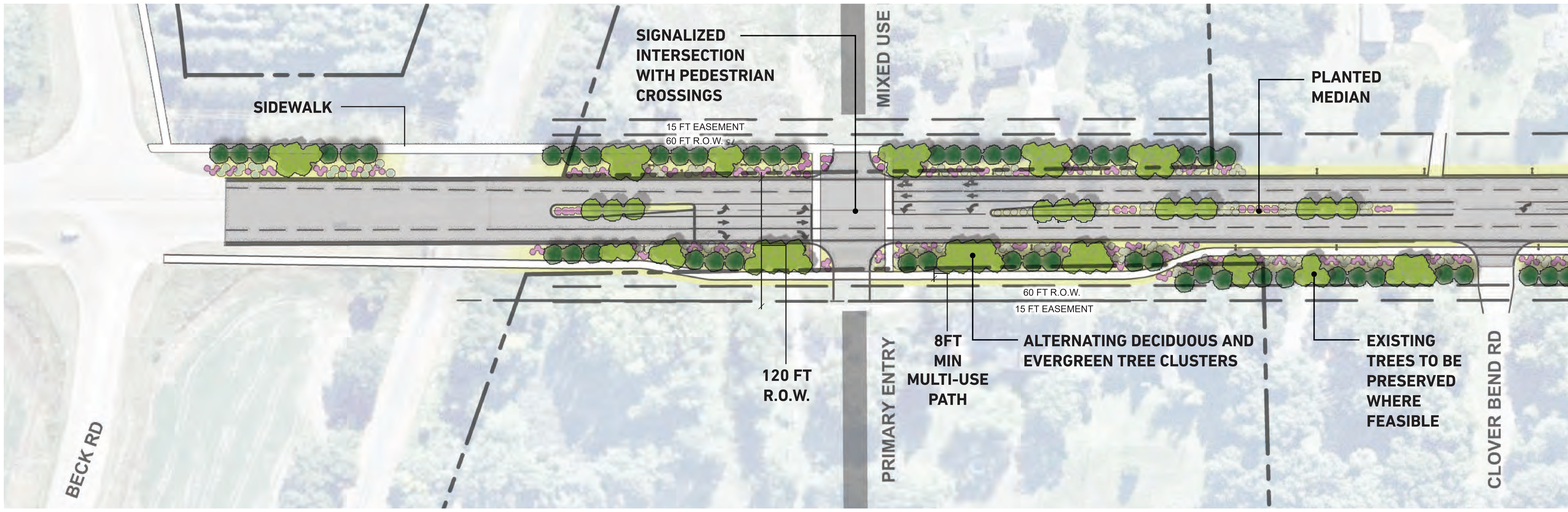
This option shows a potential median along Latson road. This PUD reserves sufficient right-of-way to accommodate this alternative along the frontage owned by Versa.

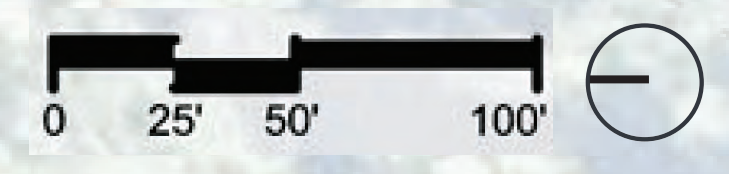
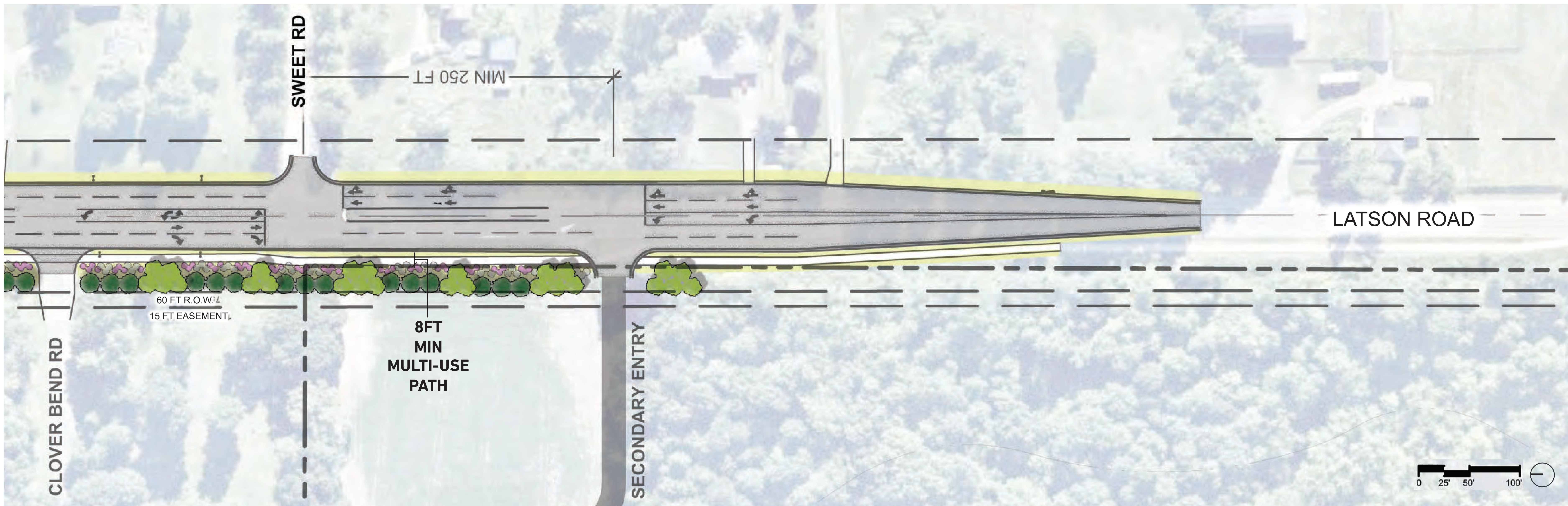
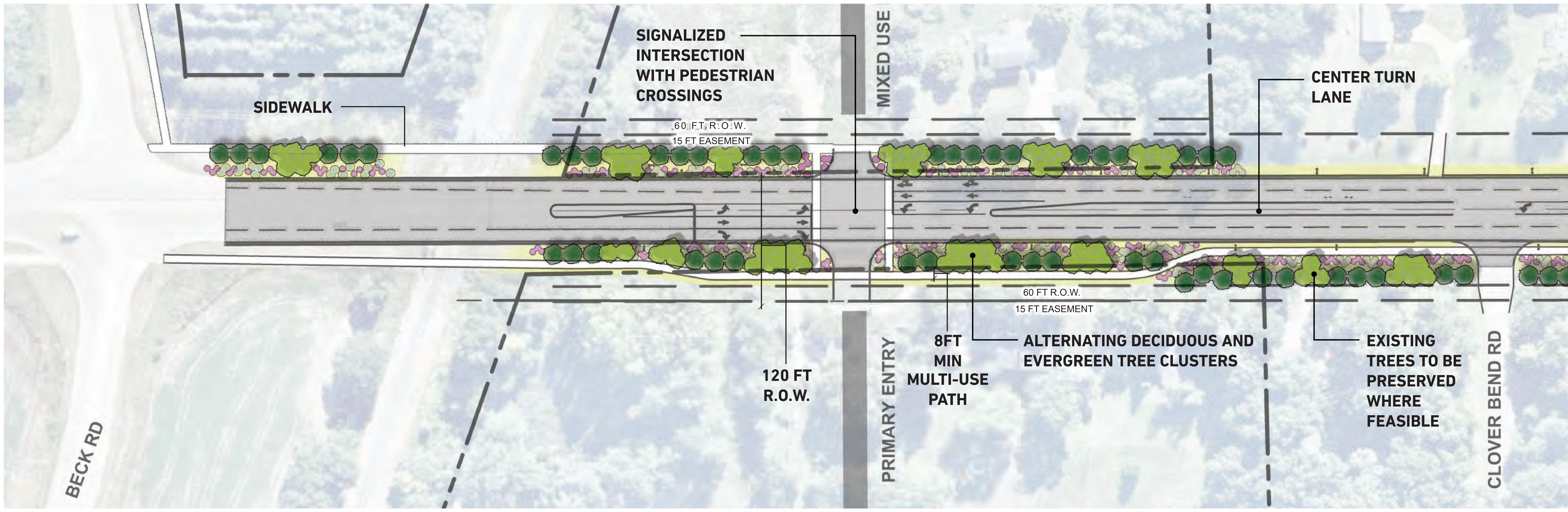
OPTION 2

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

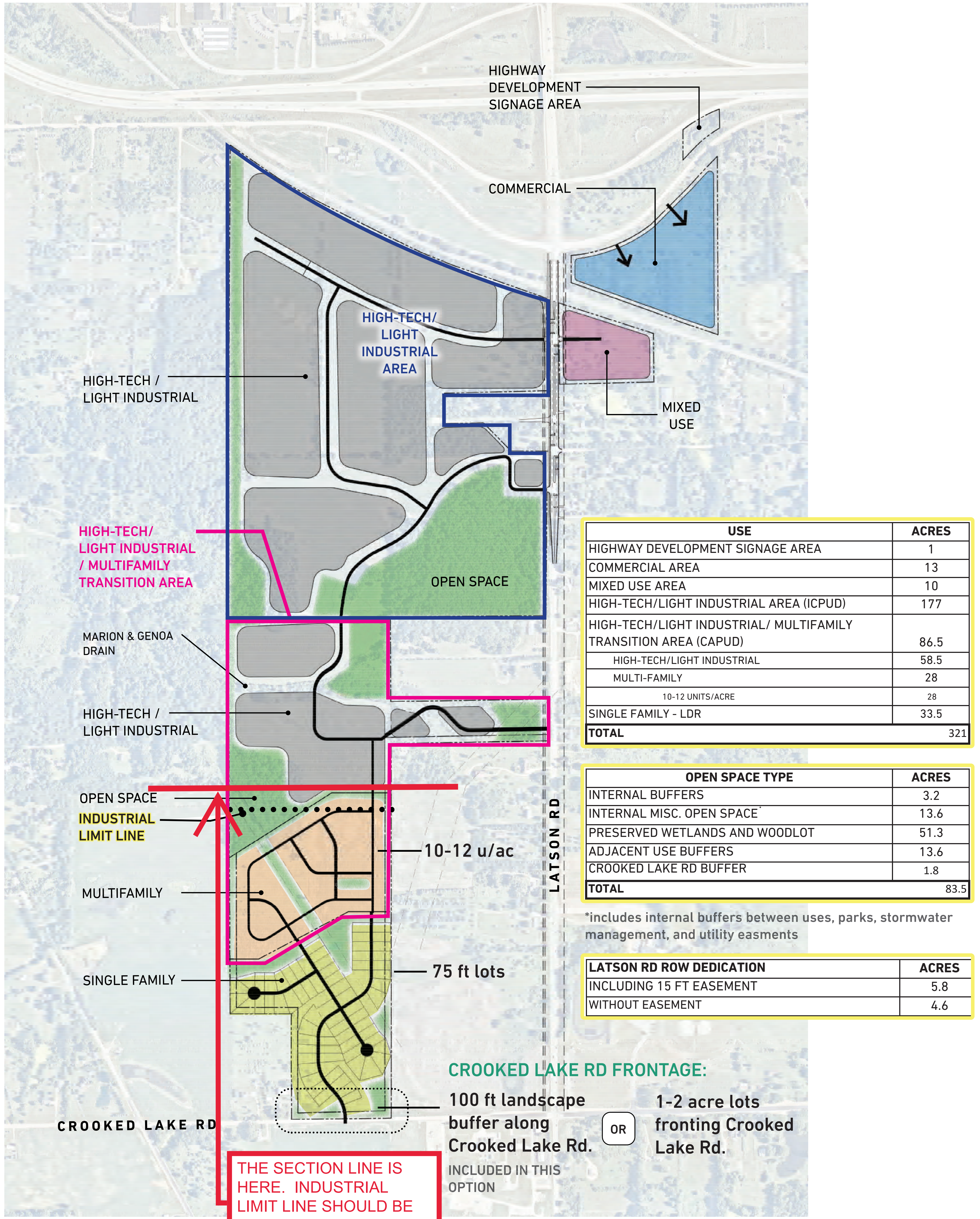


The width of the median and location of crossovers to be determined, if this option is selected.

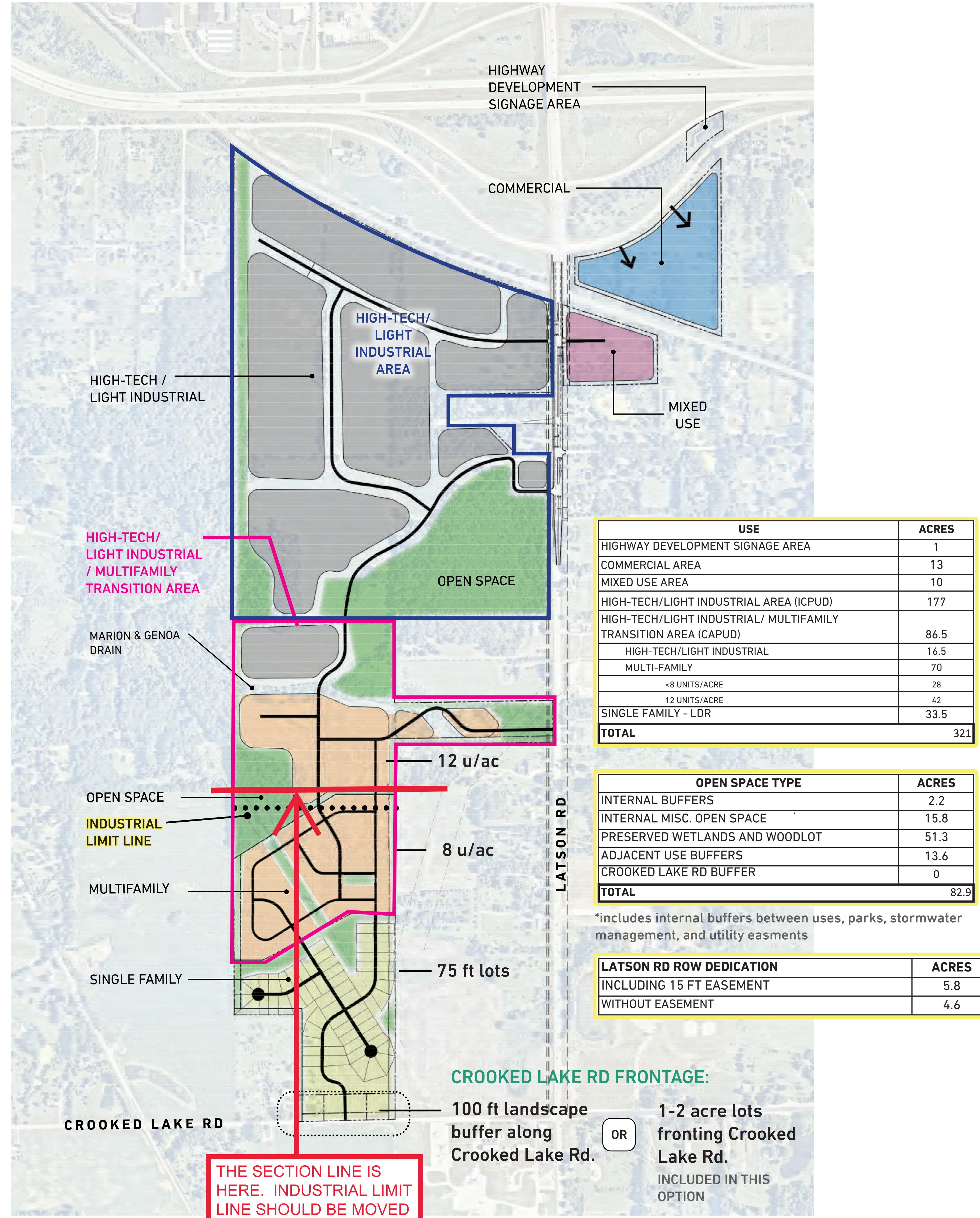




PRELIMINARY CONCEPTS FOR LAND USES, MAJOR ROADWAYS AND OPEN SPACE



OPTION A
 1 The minimum lot width will be 75 ft consistent with the Medium Density Residential (MDR) District, provided that the Developer and Township may agree upon a 70 ft width if additional open space is provided in the development.



OPTION B
 1 The minimum lot width will be 75 ft consistent with the Medium Density Residential (MDR) District, provided that the Developer and Township may agree upon a 70 ft width if additional open space is provided in the development.



INNOVATION INTERCHANGE PUD DESIGN GUIDELINES

GENOA TOWNSHIP, MICHIGAN

UPDATED SEPTEMBER 29, 2023

OVERVIEW

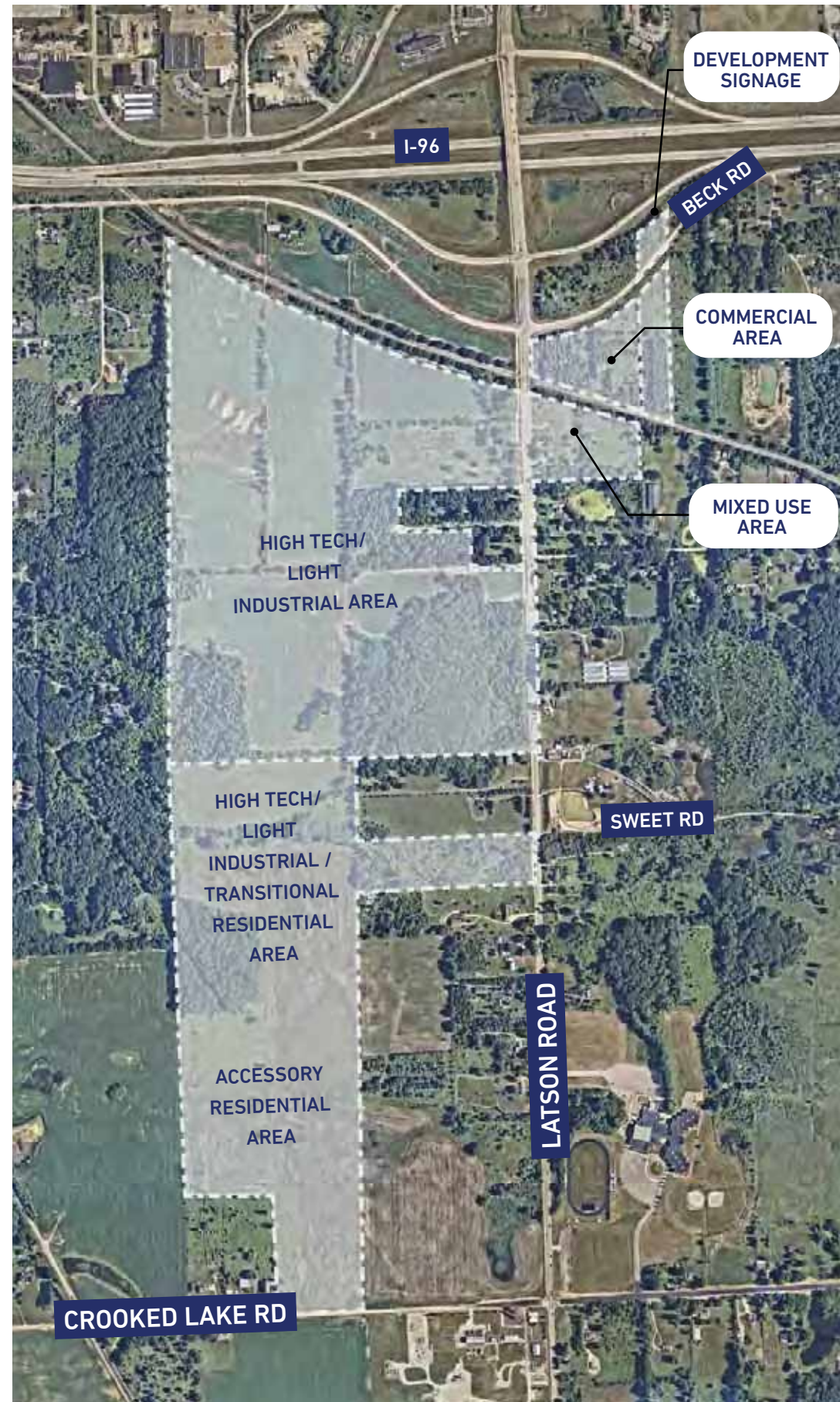
Generally, the design of the Innovation Interchange Planned Unit Development will follow the standards described in the Genoa Township Zoning Ordinance and the applicable specifications of other agencies involved in the approval process. These guidelines are considered as a supplement to those standards. 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.

Phase 2 of the Planned Unit Development proposal will introduce diverse land use scenarios, including some high tech/light industrial uses, multifamily residences, and single-family homes. To respond to the market as the project progresses, multiple land use configurations will be shown. The development will comply with Township design standards, zoning ordinances, and other relevant regulations, ensuring that the project aligns with the Township's vision for the community's future.

GENOA TOWNSHIP, MI



**DESIGN GUIDELINES
TABLE OF CONTENTS**

OVERVIEW.....2

INTENT & ZONING COMPARISON TABLE3

PART 1: HIGH TECH/LIGHT INDUSTRIAL DESIGN GUIDELINES
Design Guidelines.....4

PART 2: OUTDOOR LIGHTING STANDARDS
Design Guidelines.....5

PART 3: MIXED USE DESIGN GUIDELINES
Design Guidelines.....8

PART 4: COMMERCIAL DESIGN GUIDELINES
Design Guidelines.....9

PART 5: RESIDENTIAL DESIGN GUIDELINES
Design Guidelines..... 11

PART 6: NORTH EDGE VISUAL ENHANCEMENT ZONE DESIGN GUIDELINES
Design Guidelines..... 20

PART 7: LANDSCAPE DESIGN GUIDELINES
Design Guidelines..... 21

PART 8: OPEN SPACE CONCEPTS AND REPRESENTATIVE AMENITIES
Design Guidelines..... 24

APPENDIX.....28

PROJECT TEAM:

ORIGINAL DEVELOPER:
Latson Partners, LLC, Latson Farms, LLC and Covenant of Faith, LLC

EXPANSION LAND DEVELOPER:
Latson Beck, LLC and Latson South, LLC

326 E. Fourth Street, Suite 200, Royal Oak, Michigan 48067

HIGH TECH/LIGHT INDUSTRIAL DEVELOPMENT 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		
	<i>Existing Zoning Requirements</i>	<i>PUD Standards:</i>
Commercial	Setbacks	
	Regional Commercial Side Yard: 20 feet	Side Yard: 20 feet for each side plus an additional 0.5 feet per foot of height over 45 feet tall
	Maximum Height	
	Regional Commercial: 45 feet or 3 stories	All other uses in commercial: 45 feet, 3 stories Hotel: 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

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 10.

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.

HIGH TECH / LIGHT INDUSTRIAL DESIGN GUIDELINES

Examples of building that meet the Industrial Building Design Standards are shown on pages 5 and 6.

HIGH-TECH / LIGHT INDUSTRIAL DESIGN DIMENSIONAL STANDARDS	
Minimum setbacks:	
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.

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.

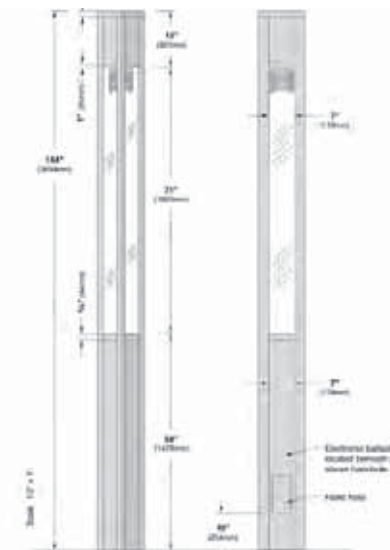
Outdoor Lighting Design Standards – Public Street Lighting:

- 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 Standard Practice for Roadway Lighting ANSI/IESNA RP-08 for all public street lighting.

HIGH TECH/LIGHT INDUSTRIAL OUTDOOR LIGHTING STANDARDS



12 ft “Triangular Column” by Selux



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



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

MIXED USE DESIGN GUIDELINES

Add 75' buffer along eastern boundary line with adjacent residential zoning.

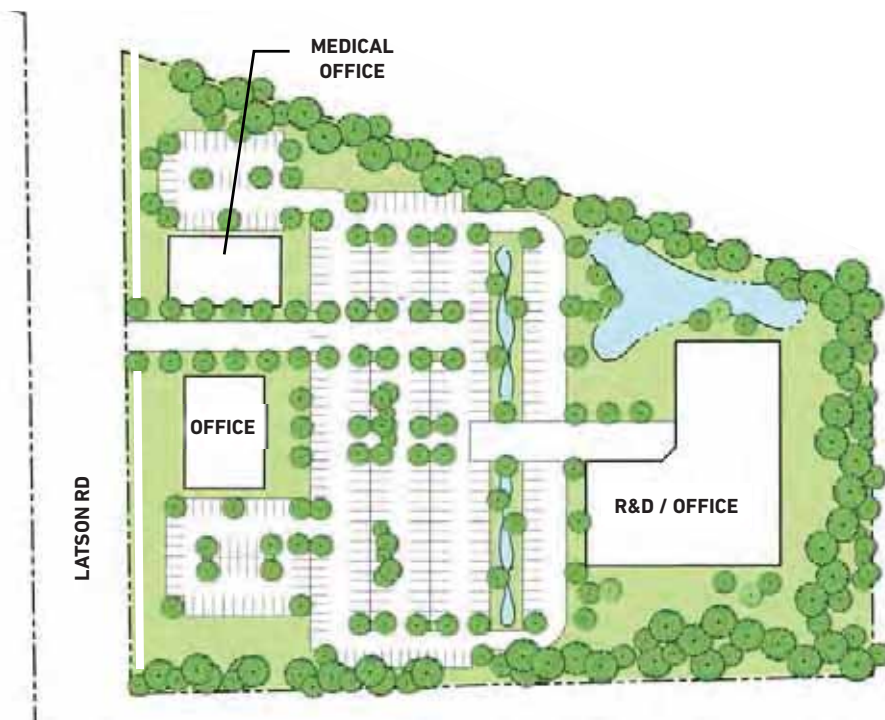
A. Setbacks

- 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.
- Access roads shall be a minimum of 26 feet wide FOC and 30 ft inside turning radius (50 ft outside) for emergency vehicle access.
- 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.

Mixed use concepts illustrate potential uses and access configuration.



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 22.

E. Architecture

- Commercial architecture design guidelines are described in detail on [page 10](#).

F. Uses Permitted

- Uses allowed in the mixed use area could include offices, medical offices ~~or clinics, urgent care, banks, retail, Research & Development, automobile services, self-storage facilities, and similar commercial uses.~~



Mixed Use

Crossing

OFFICE DESIGN GUIDELINES

OFFICE 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
Rear Yard	40 feet
Parking Lot	20 feet front, 10 feet side and rear
Maximum Height	35 feet or 2.5 stories

MINIMUM PARKING REQUIREMENTS

Business/professional offices	1 space per 300 square feet
Retail Stores	1 space per 250 square feet
Medical offices (dentist, doctors, or similar)	1 space per 200 square feet
Banks, credit unions, savings/loans	1 space for each 200 square feet of gross floor space, plus 2 spaces for each ATM. Drive-up windows shall be provided 4.0 stacking spaces for the first window, plus 3.0 spaces for each additional window
Light industrial, manufacturing, testing labs, research and development centers	1.5 spaces per 1,000 sq. ft. gross floor area, or 1.2 spaces per employee at peak shift, whichever is greater; plus 1 space for each corporate vehicle.
Self-storage facility	Minimum of 6 spaces

*Cumulative parking may be shared to reduce overall parking provided

CONSIDER DELETING THIS ENTIRE TABLE AND INSTEAD REFER TO THE ZONING ORDINANCE. ALSO, IF WE ALLOW CLIMATE CONTROLLED INDOOR STORAGE IT MUST COMPLY WITH Z.O. SECTION 7.02.02(Z)

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.
- Access roads shall be a minimum of 26 feet wide FOC and 30 ft inside turning radius (50 ft outside) for emergency vehicle access.
- The access shall be positioned in an ideal location that respects standards for highway on-ramp and railroad setbacks. The location shown may be shifted north 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.

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 highway on-ramp frontage.

E. Architecture

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

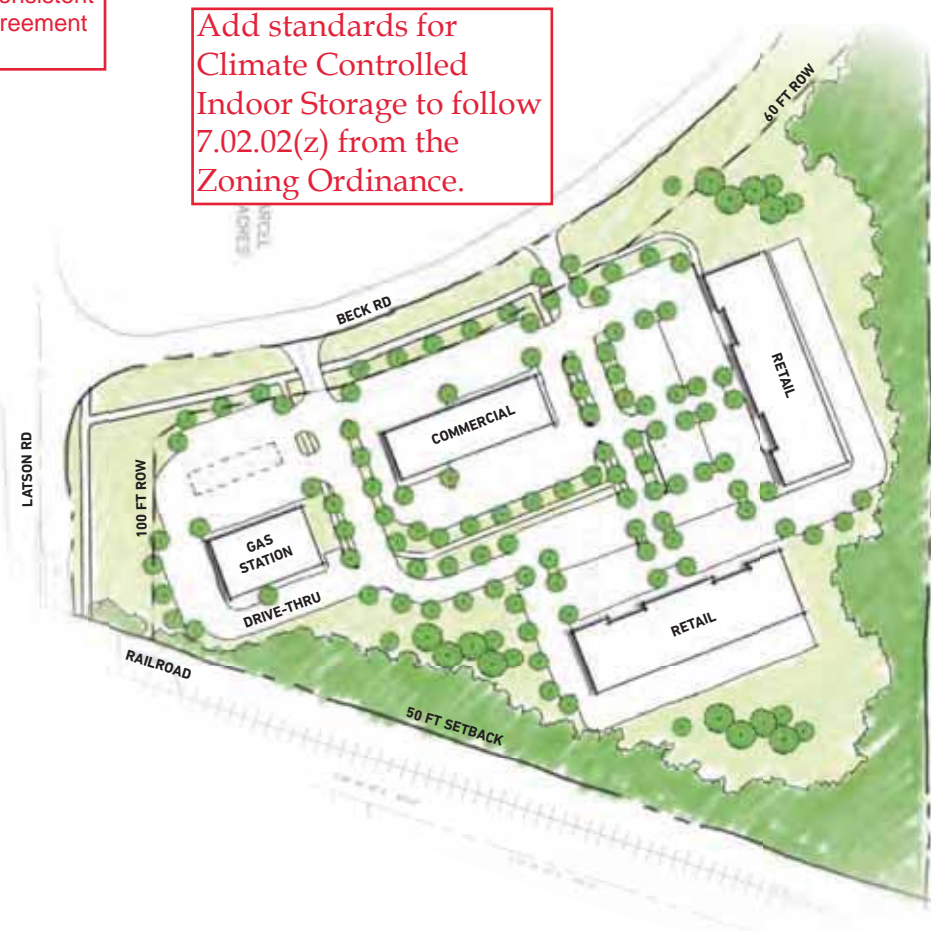
F. Uses Permitted

- Uses allowed in the mixed use area may include retail stores, restaurants, drive-through restaurants, gas stations, ~~EV parking~~, hotels, and similar commercial uses.

One single gas station

This should be consistent with the PUD Agreement Table of Uses

Add standards for Climate Controlled Indoor Storage to follow 7.02.02(z) from the Zoning Ordinance.



Commercial concepts illustrate potential uses and access configuration.

COMMERCIAL DESIGN GUIDELINES

COMMERCIAL DIMENSIONAL STANDARDS	
<i>Minimum setbacks:</i>	
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
Self-storage facility	Minimum of 6 spaces
Medical offices (dentist, doctors, or similar)	1 space per 200 square feet

*Cumulative parking may be shared to reduce overall parking provided

Are these deviations from the Zoning Ordinance? Why not just require compliance with zoning for parking???

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 Ordinances.



Example of Self-Storage building following the design guidelines. Self storage, single-building with interior access only (no mini-storage). The design will meet the Genoa Township standards for an internal, climate controlled, storage use.

**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.



Building Design Precedents demonstrating the design guidelines.

This section should include additional narrative to support the phasing and timing of development in the residential and multi-family areas.

RESIDENTIAL DEVELOPMENT INTENT

Phase 2 includes multiple-family and single-family. Both uses, but especially the MF, are intended to expand the housing available to meet the Township Master Plan goals. This housing is intended to appeal to employees of the technology uses and other workers in the Township, the growing needs for senior independent living, and younger residents. 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. Provision of Missing Middle Housing types specified in the Township Master Plan, including townhomes, fourplex stacked, and stacked apartments.
3. An overall open space concept plan with representative amenities, including pedestrian systems and preservation of natural features such as woodlots and wetlands.
4. Provision for three main project entry signs, one on Latson Road, one on Crooked Lake Road, and at the transition in between non-residential uses to the North. These signs will be further specified by the Developer.

MULTI-FAMILY ARCHITECTURAL DESIGN GUIDELINES

The following guidelines apply to all multifamily types within the Innovation Exchange PUD to promote and enforce high-quality architectural design for building sides.

A. General Design Theme.

- These architectural requirements are intended to provide consistent architectural quality among buildings and other improvements within the Latson Road and Crooked Lake Road corridors.
- These guidelines are intended to generate architectural cohesion, however some variation is allowed that is consistent with the overall 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 multifamily buildings, shall be brick, face brick, or stone. This also includes facades visible from Latson Road, Crooked Lake Road, and the private drives.
- Excluding windows, doorways, and associated decorative trim, 50% of the total area (square feet) of the side facades of multifamily buildings, shall be brick, face brick, or stone. This also includes facades visible from Latson Road, Crooked Lake Road, and the private drives.
- 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 forty-five (45) feet or greater in length, shall be designed with offsets (projecting or recessed) at intervals of not greater than thirty (30) 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. Multifamily residential types

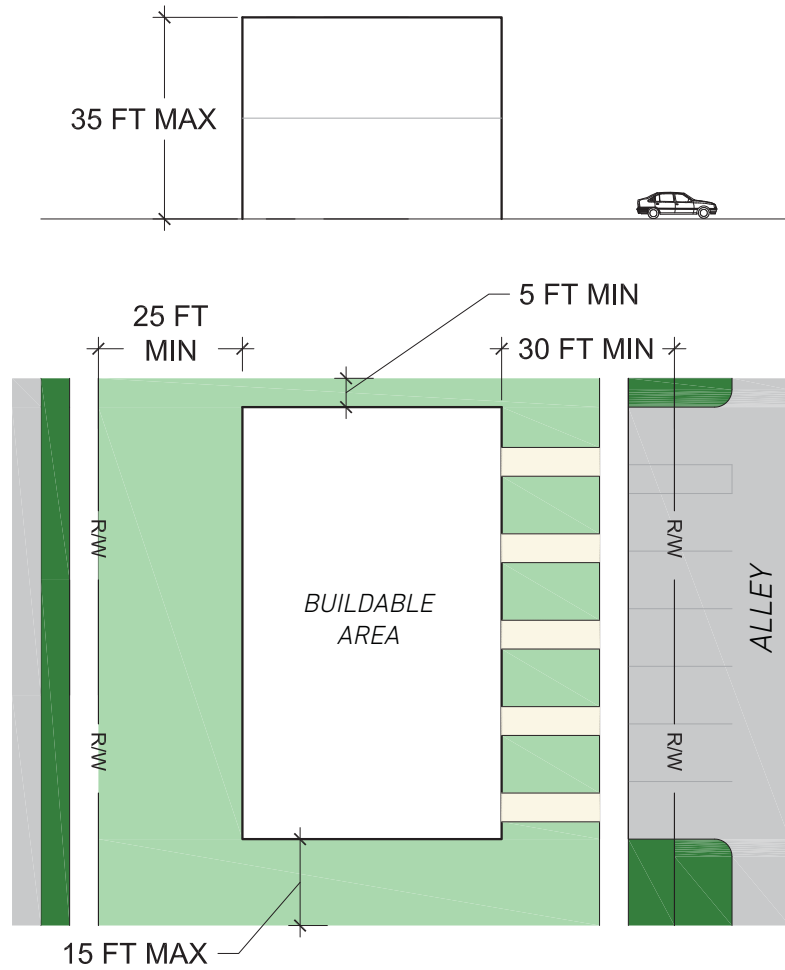
- Missing Middle Housing: as desired by the Township, this type of housing provides an alternative to single-family homes, allowing for a more efficient use of land and resources. It can take several forms, but the following are considered appropriate for the site:
 - > Townhomes, side-by-side, attached, 2 story maximum
 - > Fourplex stacked, 2.5 story maximum
- Apartments, 3 story maximum
- Senior housing, single-story, semi-detached

D. Parking and Access

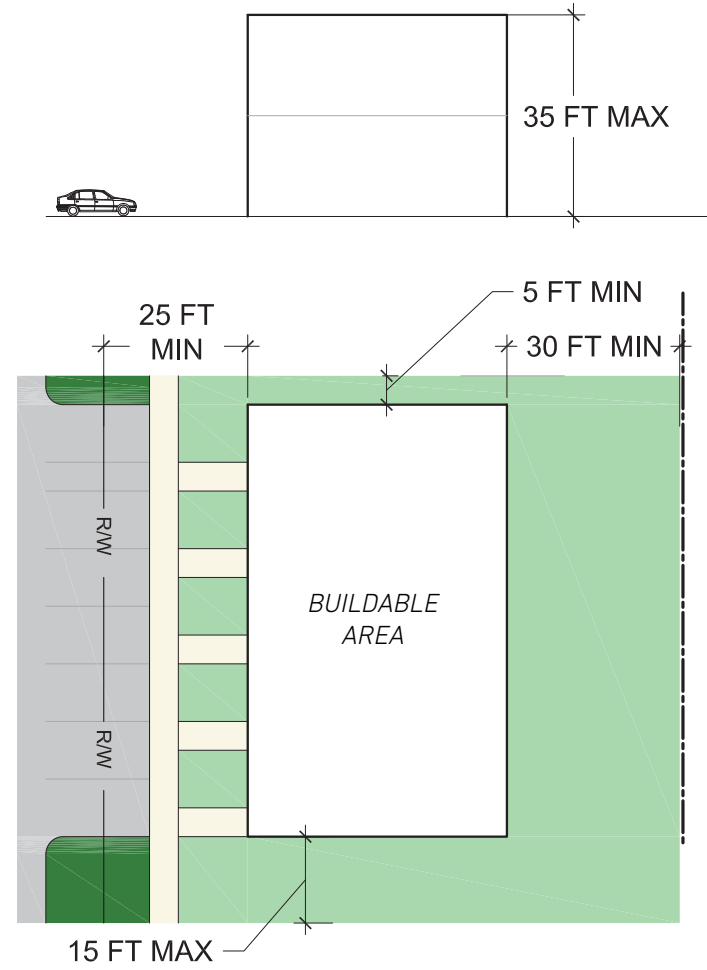
- Parking requirements vary per residential use type.
- Site design for parking areas and access points will promote safe and efficient circulation throughout the site.
- Access roads shall be a minimum of 26 feet wide FOC and 30 ft inside turning radius (50 ft outside) for emergency vehicle access.

MULTI-FAMILY DESIGN GUIDELINES
BUILDING DESIGN PRECEDENTS

TOWNHOME :
 REAR-LOADED WITH SURFACE PARKING



TOWNHOME :
 FRONT-LOADED WITH SURFACE PARKING



ATTACHED TOWNHOME REGULATIONS	
Minimum Lot Area	10,000 sq. ft.
Minimum lot width at Sidewalk	70 ft.
Minimum Front Yard Setback	25 ft.
Minimum Side Yard Setback	5-15 ft. on each side (totaling 20 ft)
Minimum Rear Yard Setback	30 ft.
Maximum Building Height (Stories)	2
Maximum Building Height	35 ft.
Minimum Floor Area without Basement	900 sq. ft.
Maximum Number of Units Per Building	5 per acre

ADDITIONAL ARCHITECTURAL REQUIREMENTS - ATTACHED TOWNHOMES

Attached townhomes are side-by-side attached units (not stacked) and will include front and rear doors, attached garages or adjacent parking, and outdoor living space. Each townhome building will consist of maximum 5 total units, according to Township standards. Refer to general residential architectural and landscape design requirements for additional requirements.

A. Parking facilities

- Parking facilities can consist of surface parking, garages, or carports.
- Enclosed garages may be attached or adjacent to the unit. Detached covered carports shall also be permitted.
- Garages on Townhomes shall be front or rear entry.

B. Parking spaces

- Includes .25 spaces, rounded up, designated for visitor parking that will be allocated throughout the phase.

THESE DO NOT MEET THE DESIGN STANDARDS. AT A MINIMUM THEY DO NOT REFLECT THE BRICK REQUIREMENT. INCLUDE A DISCLAIMER THAT THESE ARE REPRESENTATIVE IMAGES ONLY AND THAT DESIGN DEVIATIONS WOULD BE REQUIRED TO COMPLY WITH THE GUIDELINES HEREIN.



2-story townhomes



2-story townhomes with garages

TOWNHOMES **DESIGN**
REPRESENTATIVE PHOTOGRAPHS THAT MEET RESIDENTIAL DESIGN STANDARDS



Two story Townhomes



2-story walk-up townhomes



2-story walkup townhomes



Two story Townhomes

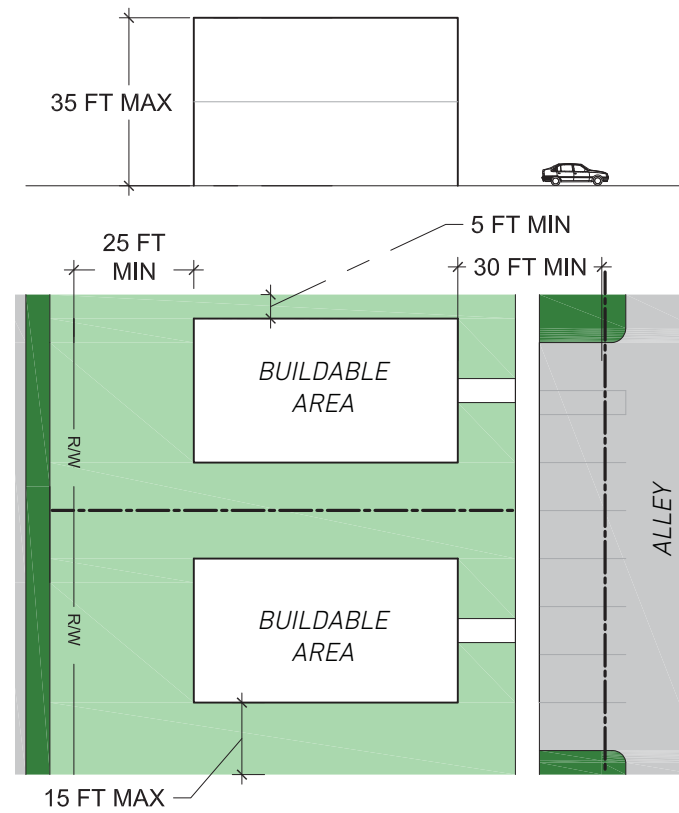


Townhomes with front-facing garages

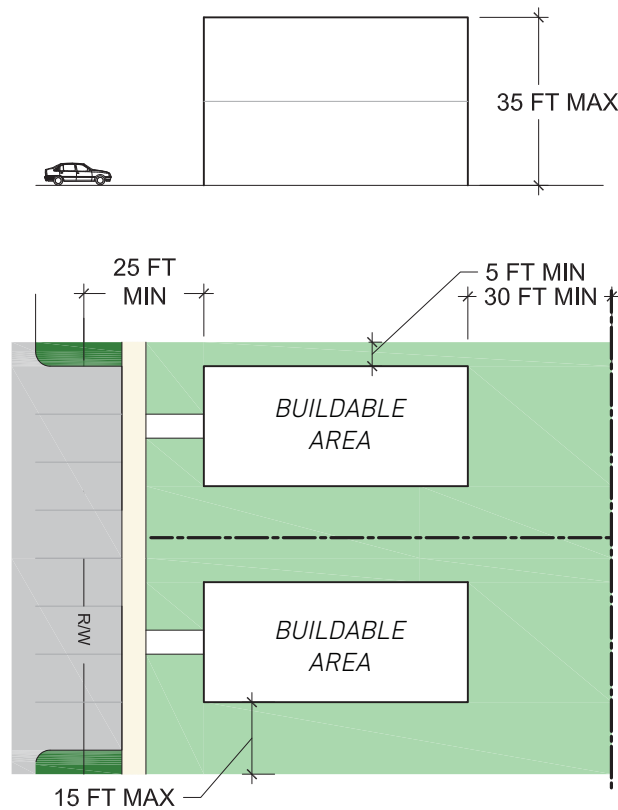
THESE IMAGES DO NOT MEET THE DESIGN STANDARDS. AT A MINIMUM THEY DO NOT REFLECT THE BRICK REQUIREMENT. INCLUDE A DISCLAIMER THAT THESE ARE REPRESENTATIVE IMAGES ONLY AND THAT DESIGN DEVIATIONS WOULD BE REQUIRED TO COMPLY WITH THE GUIDELINES HEREIN.



FOURPLEX STACKED :
REAR-LOADED WITH SURFACE PARKING



FOURPLEX STACKED :
FRONT-LOADED WITH SURFACE PARKING



Fourplex stacked with rear parking



Fourplex stacked concept with front-loaded parking

MULTI-FAMILY DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS

FOURPLEX STACKED REGULATIONS

Minimum Lot Area	10,000 sq. ft.
Minimum lot width at Sidewalk	70 ft.
Minimum Front Yard Setback	25 ft.
Minimum Side Yard Setback	5-15 ft. on each side (totaling 20 ft)
Minimum Rear Yard Setback	30 ft.
Maximum Building Height (Stories)	2
Maximum Building Height	35 ft.
Minimum Floor Area without Basement	900 sq. ft.
Minimum Building Separation	N/A
Maximum Number of Units Per Building	5 per acre

ADDITIONAL ARCHITECTURAL REQUIREMENTS - FOURPLEX STACKED

Fourplex stacked flats are detached with four dwelling units and will include front and rear doors, attached garages or adjacent parking, and outdoor living space. Each fourplex building will consist of maximum 4 total units. Refer to general residential architectural and landscape design requirements for additional requirements.

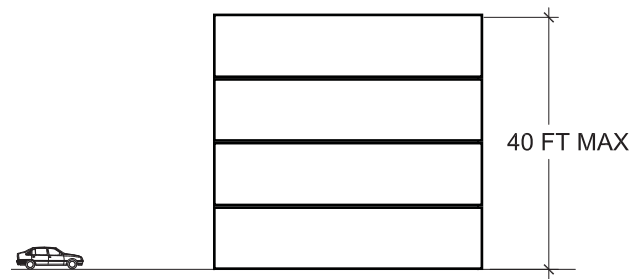
A. Parking facilities

- Parking facilities can consist of surface parking, garages, or carports.
- Enclosed garages shall be attached or adjacent to the unit. Detached covered carports shall also be permitted.
- Garages on Townhomes shall be front or rear entry.

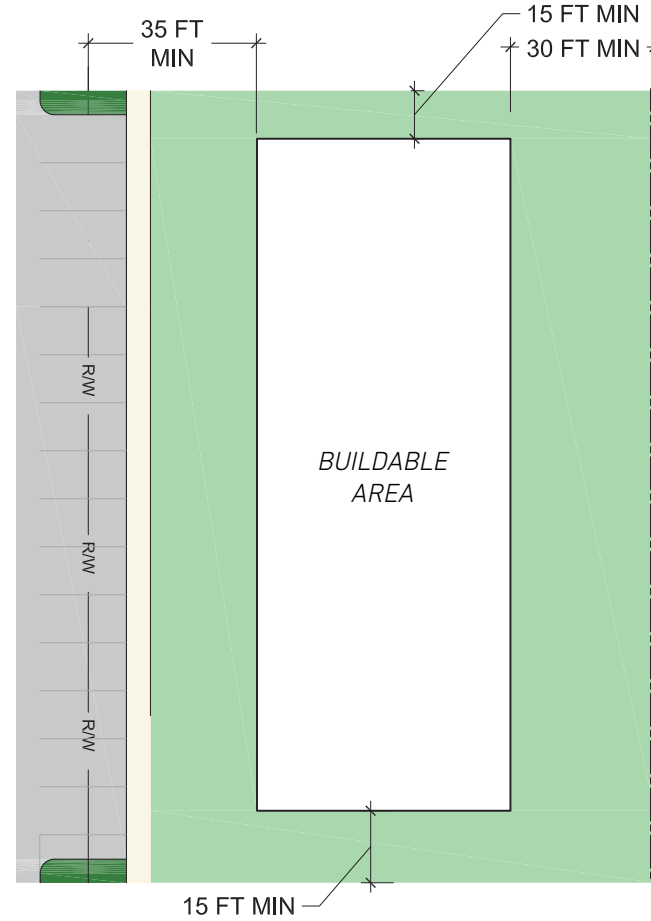
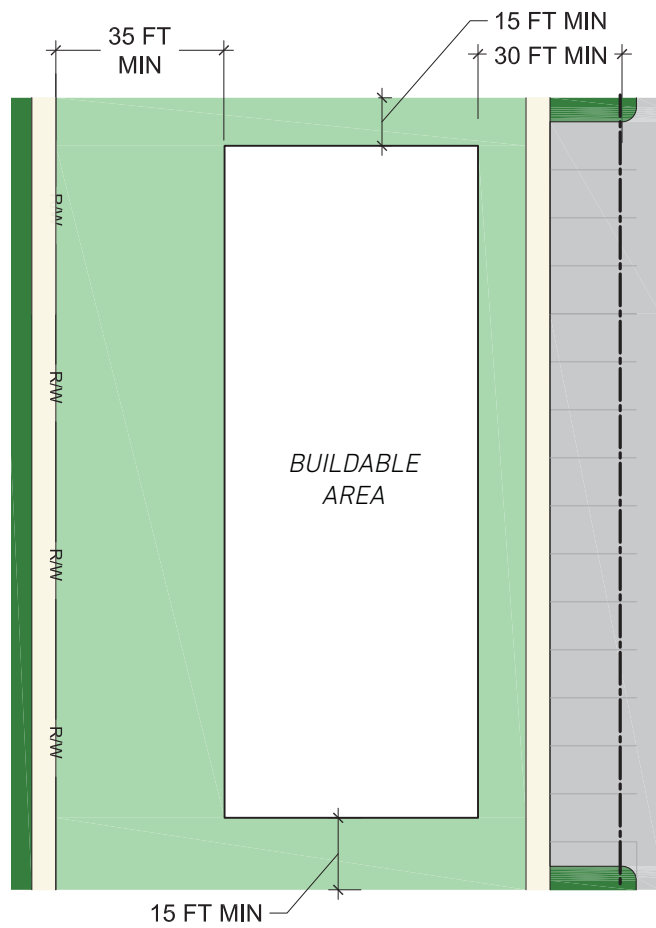
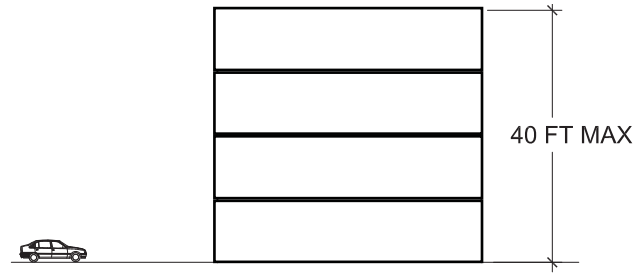
B. Parking spaces

- Includes .25 spaces, rounded up, designated for visitor parking that will be allocated throughout the phase/pod.

APARTMENTS :
REAR-LOADED WITH SURFACE PARKING



APARTMENTS :
FRONT-LOADED WITH SURFACE PARKING



MULTI-FAMILY DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS

APARTMENT REGULATIONS	
Minimum Lot Area	21,780 sq. ft.
Minimum lot width at Sidewalk	165 ft.
Minimum Front Yard Setback	35 ft.
Minimum Side Yard Setback	15 ft. min on each side (totaling 30 ft)
Minimum Rear Yard Setback	30 ft.
Maximum Building Height (Stories)	4
Maximum Building Height	40 ft.
Maximum Number of Units Per Building	8 per acre

ADDITIONAL ARCHITECTURAL REQUIREMENTS - APARTMENTS

Apartments are attached units and will include front and rear doors, attached garages or adjacent parking, and outdoor living space. Each apartment building will consist of maximum 8 total units. Refer to general residential architectural and landscape design requirements for additional requirements.

A. Parking facilities

- Parking facilities can consist of surface parking, garages, or carports.
- Enclosed garages shall be attached or adjacent to the unit. Detached covered carports shall also be permitted.
- Garages on Townhomes shall be front or rear entry.

B. Parking spaces

- Includes .25 spaces, rounded up, designated for visitor parking that will be allocated throughout the phase/pod.

Preliminary conceptual elevations



THESE DO NOT MEET THE DESIGN STANDARDS. AT A MINIMUM THEY DO NOT REFLECT THE BRICK REQUIREMENT. INCLUDE A DISCLAIMER THAT THESE ARE REPRESENTATIVE IMAGES ONLY AND THAT DESIGN DEVIATIONS WOULD BE REQUIRED TO COMPLY WITH THE GUIDELINES HEREIN.

DESIGN

STACKED FLATS
REPRESENTATIVE PHOTOGRAPHS THAT MEET BUILDING DESIGN STANDARDS



Stacked flats with front-loaded parking



Stacked flats with rear-loaded parking



Stacked flats with front-loaded parking



Stacked flats with rear open space



Stacked flats with front loaded parking with first story walk-ups



Stacked flats with front-loaded parking



Stacked flats with internal circulation and front loaded parking



Stacked walk-up flats with rear-loaded parking

SINGLE-FAMILY ARCHITECTURAL DESIGN GUIDELINES

The following guidelines apply to all single-family types within the Innovation Exchange PUD to promote and enforce high-quality architectural design for building sides.

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.

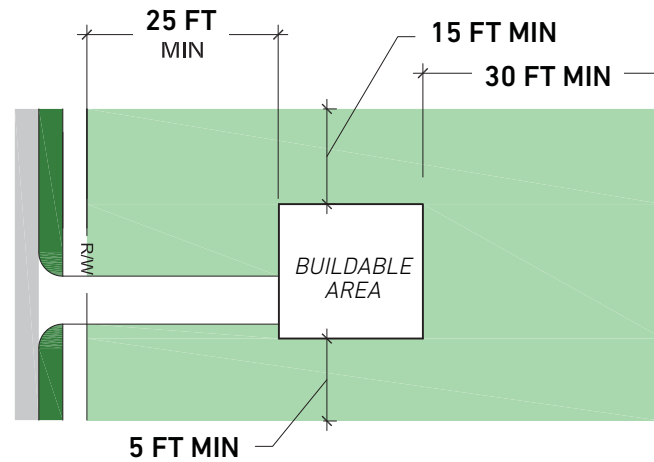
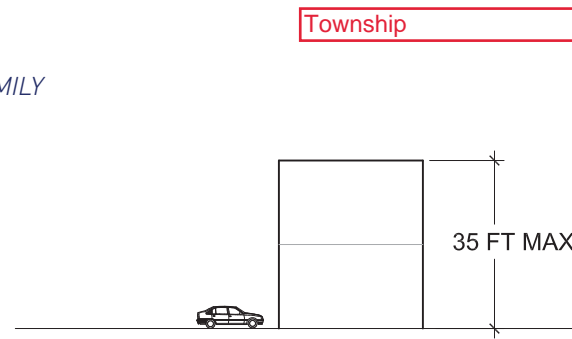
B. Building Elevations.

- Exterior building colors are to follow a historic and natural color palette. Subdued blues, greens, tans, gray and white are encouraged. Very bright colors are not permitted.
- Permitted building materials include brick, stone, wood or simulated wood, and vinyl siding. A combination of brick/ stone and siding must be used. Exposed block or concrete foundations are not permitted on all street and side facing facades and must be finished with permitted building materials.
- Garage doors shall be either panelized wood, panelized steel or panelized aluminum.
- Building facades, which are forty-five (45) feet or greater in length, shall be designed with offsets (projecting or recessed) at intervals of not greater than thirty (30) 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.
- All elevations: Excluding windows, doorways, and associated decorative trim, 50% of the total area (square feet) of the front facade shall be brick or stone.

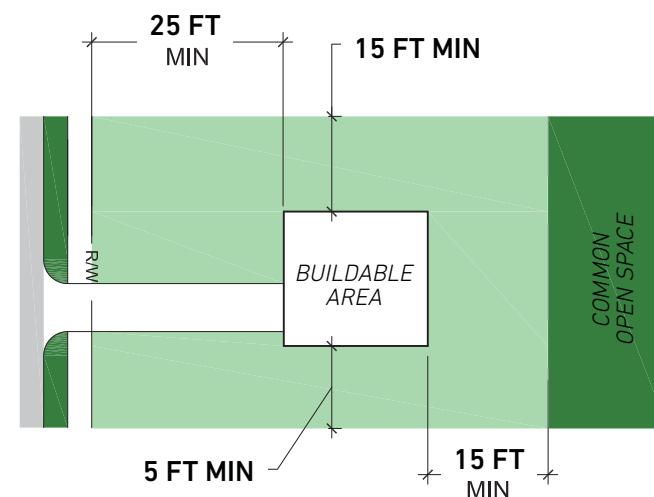
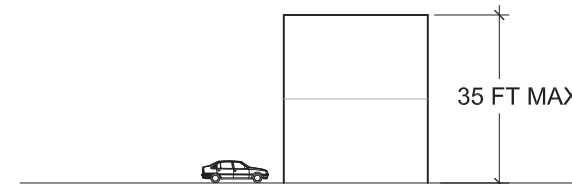
C. Garages

- Vehicle garages must be attached.
- Garages on single family units shall be front, side, or courtyard entry with a maximum of a three car garage.
- Garages may not extend more than 10 ft beyond the extents of living space.
- No other accessory building or structure may be erected without the prior written consent of the developer **and the Township.**

SINGLE FAMILY



SINGLE FAMILY ABUTTING OPEN SPACE



SINGLE FAMILY DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS

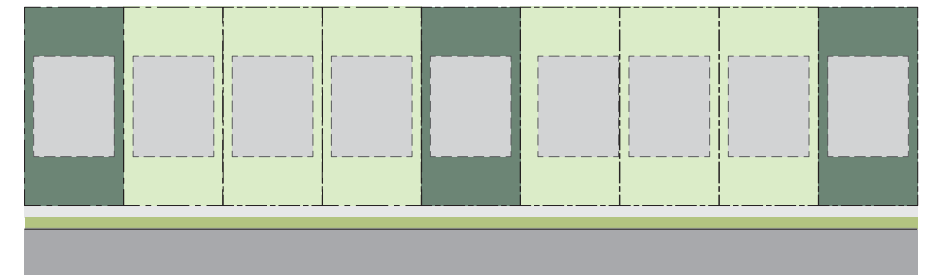
SINGLE FAMILY REGULATIONS

Minimum Lot Area	10,000 sq. ft.
Minimum lot width at Sidewalk ¹	70-75 ft.
Minimum Front Yard Setback	25 ft.
Minimum Side Yard Setback	5 ft. min on each side (totaling 20 ft)
Minimum Rear Yard Setback	30 ft.
Minimum Floor Area without Basement	900 sq. ft.
Maximum Building Height (Stories)	2
Maximum Building Height	35 ft.

¹ The minimum lot width will be 75 ft consistent with the Medium Density Residential (MDR) District, provided that the Developer and Township may agree upon a 70 ft width if additional open space is provided in the development.

D. Variation in Front Elevations.

- No substantially similar front elevation (in both style and color) of any Unit shall be duplicated within three on either side, unless approved by the Developer. Different colors, building material patterns, offsets, roof lines, porches, windows, doors, and ornamental trim shall be used for Units on adjacent Units to avoid the appearance of repetition.



Front Elevation Repetition Spacing

E. Rear Yard Setback

- Setback distance is reduced to 15' where the entire rear lot line abuts a common open space.

THESE DO NOT MEET THE DESIGN STANDARDS. AT A MINIMUM THEY DO NOT REFLECT THE BRICK REQUIREMENT. INCLUDE A DISCLAIMER THAT THESE ARE REPRESENTATIVE IMAGES ONLY AND THAT DESIGN DEVIATIONS WOULD BE REQUIRED TO COMPLY WITH THE GUIDELINES HEREIN.

design

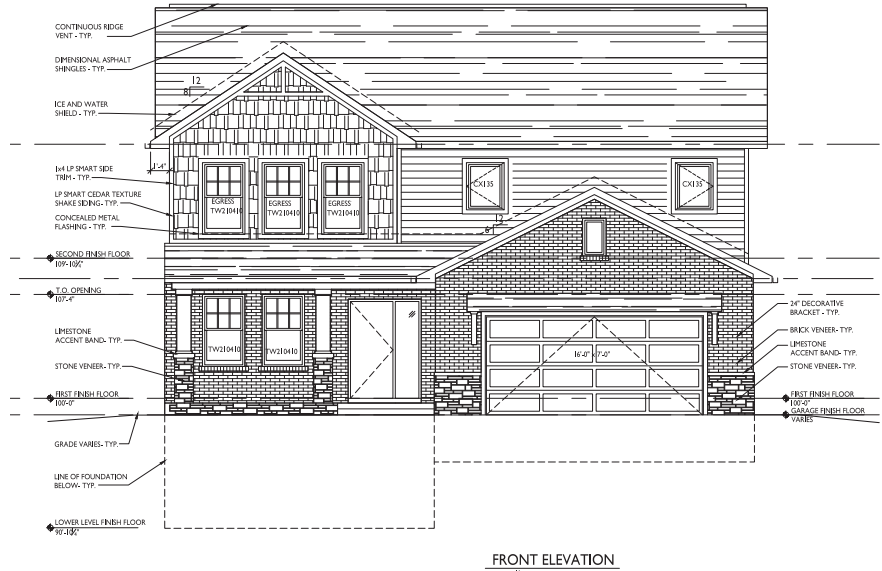
SINGLE FAMILY
REPRESENTATIVE PHOTOGRAPHS THAT MEET BUILDING DESIGN STANDARDS



Single family ranch home



Example floor plan



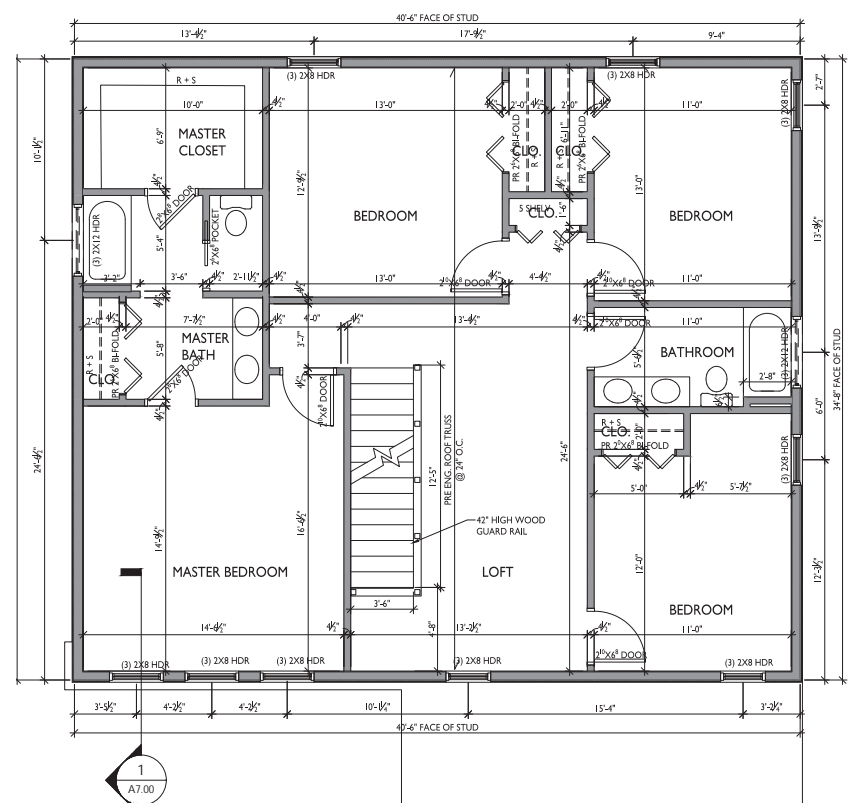
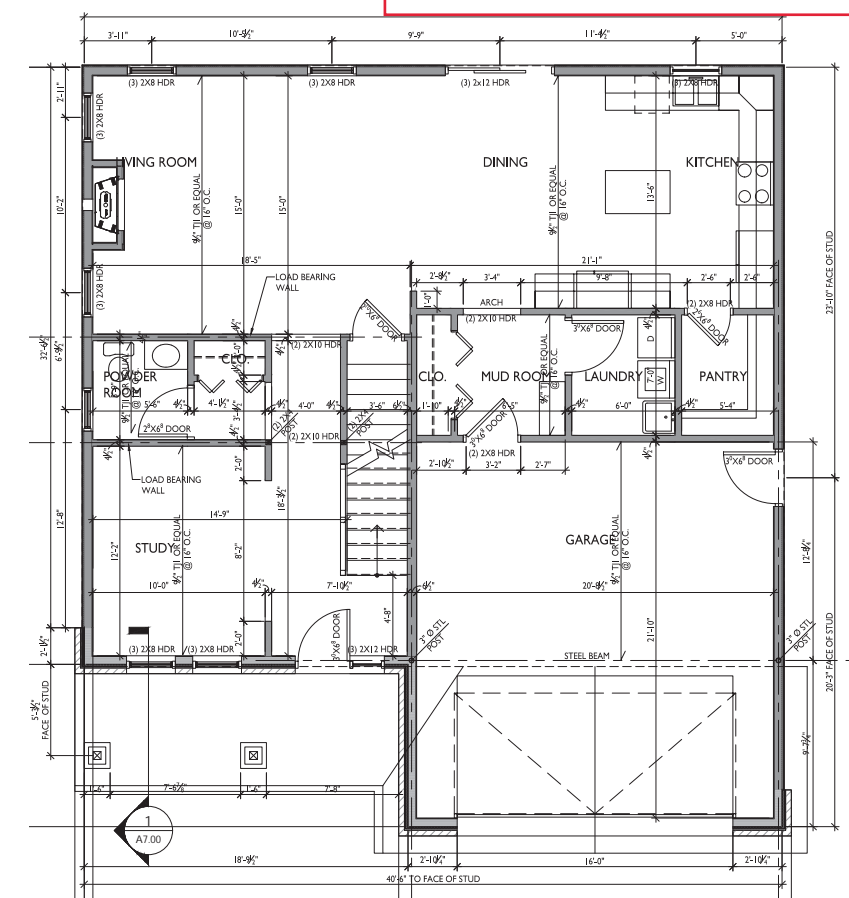
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



Conceptual imagery and elevations of two-story home



Single family ranch home concept



Sample floor plan of single family home

SENIOR HOUSING DESIGN GUIDELINES BUILDING DESIGN PRECEDENTS

~~SINGLE FAMILY~~ REGULATIONS

Minimum Lot Area	21,780 sq. ft.
Minimum lot width at Sidewalk	100 ft.
Minimum Front Yard Setback	40 ft.
Minimum Side Yard Setback	20 ft. min on each side (totaling 40 ft)
Minimum Rear Yard Setback	50 ft.
Minimum Floor Area without Basement	980 sq. ft.
Maximum Building Height (Stories)	2
Maximum Building Height	35 ft.

ADDITIONAL ARCHITECTURAL REQUIREMENTS - SENIOR HOUSING

Senior housing may be attached or semi-detached units and will include front and rear doors, attached garages or adjacent parking, and outdoor living space. Refer to general residential architectural and landscape design requirements for additional requirements.

A. Parking facilities

- Parking facilities can consist of surface parking, garages, or carports.
- Enclosed garages shall be attached or adjacent to the unit. Garages may not protrude more than 10 ft beyond the living space.

B. Parking spaces

- Includes .25 spaces, rounded up, designated for visitor parking that will be allocated throughout the phase/pod.



3-story stacked units with shared open space



3-story stacked with drop off



2-unit, 1 story, semi-detached units with garages



2.5-story attached special care facility



Multi-unit, 1 story, semi-detached units with garages and shared open space.



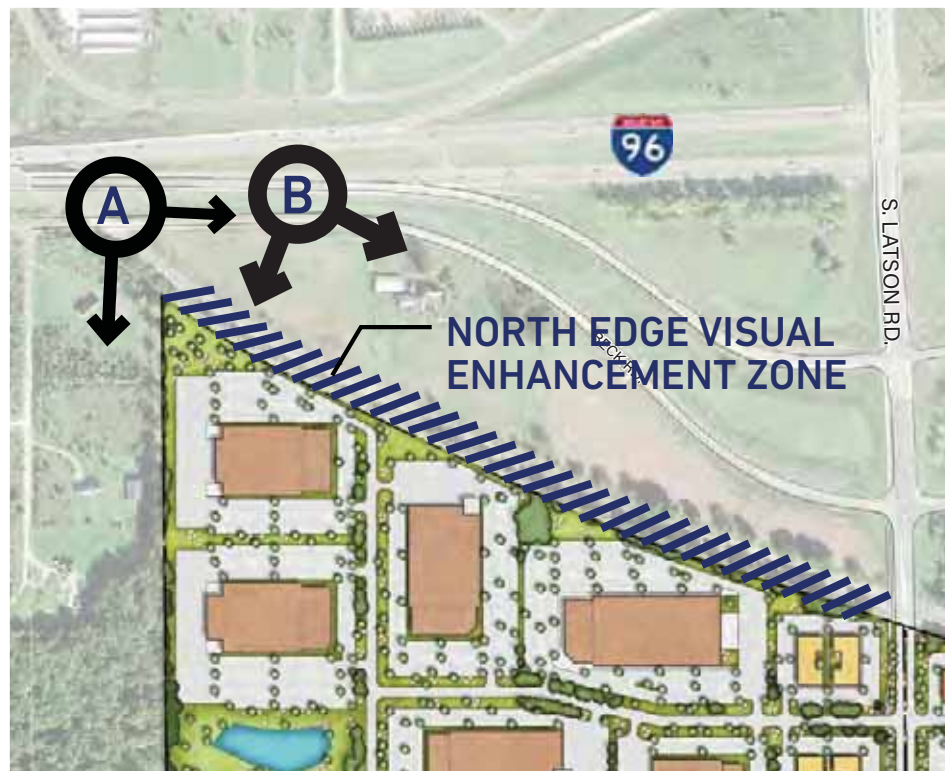
2-unit, 1 story, semi-detached units with garages

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

DELETE. THE ROAD COMMISSION DID NOT WANT THIS.

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 signalized 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 a minimum 250 foot 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.

The southwest residential parcel may have roadway connections to the east and west. The Township and Developer shall agree on the location of the potential locations based on cooperation with adjacent property owners at the time of site plan approval.

TRAFFIC SIGNALS

- One traffic signal is proposed at the north entrance 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

LATSON ROAD STREETScape & LANDSCAPE GUIDELINES

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.

OVERALL MINIMUM STREETScape SIZES

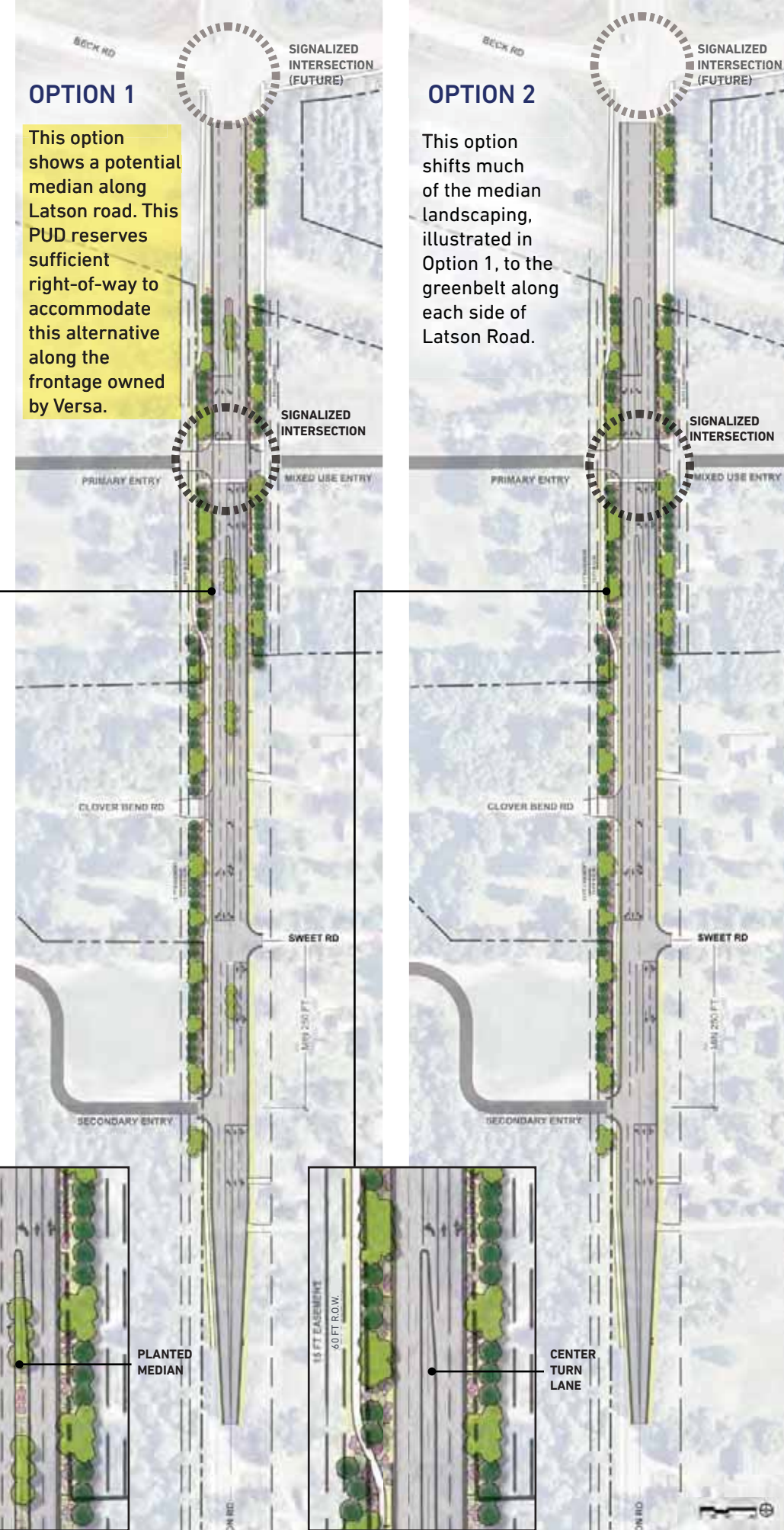
- **Outside of the Latson Road Greenbelt, the minimum required plant sizes shall be as follows:**
 - Deciduous Canopy Tree: 2.5" caliper
 - Deciduous Ornamental Tree: 2" caliper
 - Evergreen Tree: 6' height
 - Deciduous Shrub: 2' height
 - Upright Evergreen Shrub: 2' height
 - Spreading Evergreen Shrub: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

LATSON ROAD LANDSCAPING AND IMPROVEMENTS

Two options of landscape design along Latson Road is shown to the right. 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.

- » Evergreen Tree: 10-14 feet tall (w/ min. average 12 feet tall)
- » Shrubs and Hedges: 30-36 inches tall
- » Canopy Tree: 3" 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

The width of the median and location of crossovers to be determined, if this option is selected.



Mixed Use and

Consider increasing.

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.

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.

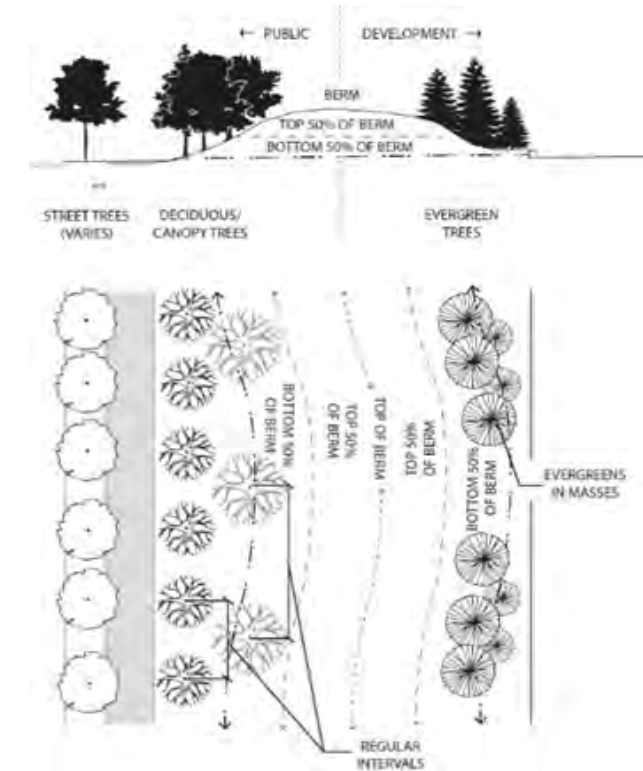
BUFFER ZONE REQUIREMENTS			
<i>Adjacent District for Use</i>			
Proposed Use	SF	MF or MHP	Commercial
Commercial/Office	C	C	C
Industrial	A/B	A/B	B/C

WETLANDS

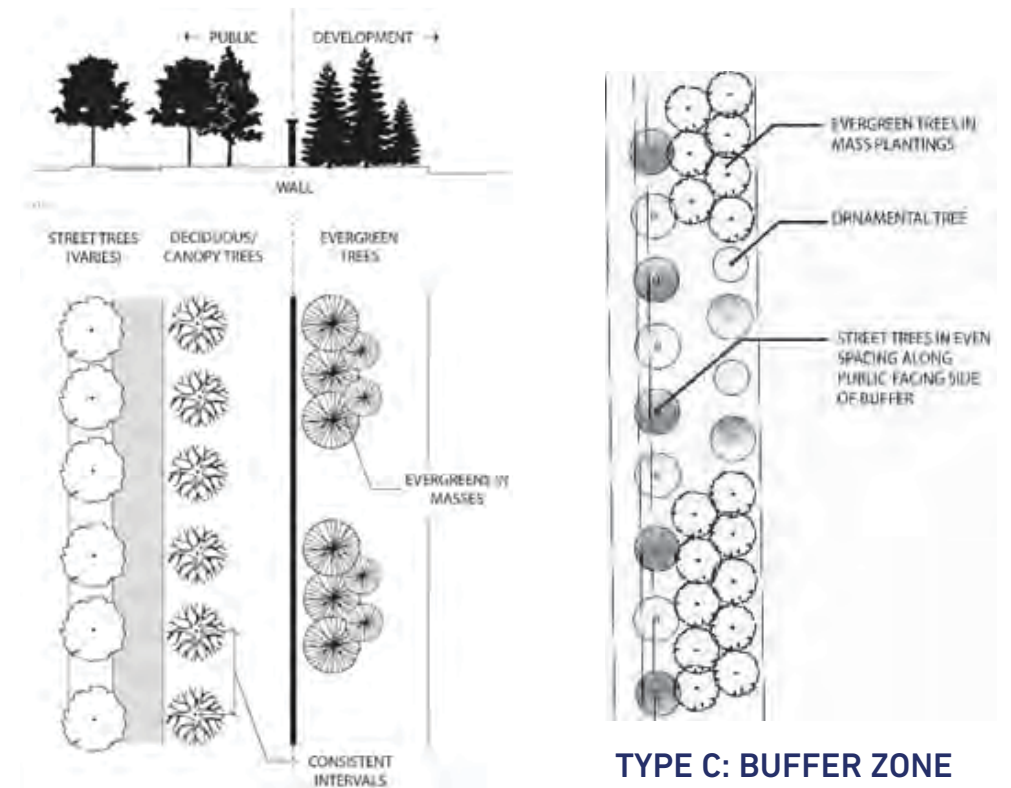
- An undisturbed natural setback shall be maintained twenty-five (25) feet from a MDEQ determined/regulated wetland. Trails and recreational areas may be allowed in the wetland setback.

Consider increasing this buffer.

DESIGN GUIDELINES BUFFER ZONES



TYPE A: BUFFER ZONE WITH BERM



TYPE B: BUFFER ZONE WITH WALL

TYPE C: BUFFER ZONE BETWEEN STREET AND BUILDING

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

RESIDENTIAL LANDSCAPE DESIGN GUIDELINES

Proper landscape design, installation and maintenance is very important in creating an enjoyable, beautiful environment. Natural landscaping and trees shall be left in their natural state to the extent practical.

A. Planting Materials

- Planting materials are to be of a high quality and substantial size to provide a degree of maturity to the appearance of the landscaping immediately upon installation.

B. Lawn Areas.

- All areas of a Unit not landscaped with plant materials or hard surfaces or kept as natural wooded areas shall be established as lawn areas by sodding or seeding. Preservation of wooded rear yard areas in their natural condition is strongly encouraged.

C. Edging and Mulching Materials.

- The use of natural cut sod edging to define planting beds is strongly encouraged. Edging materials made of steel, aluminum or plastic may be used to define planting beds.

D. Berms and Boulders.

- The creation of landscaped berms, boulder outcroppings, raised beds and other creative landscape design is strongly encouraged.

E. Irrigation.

- Installation of an underground sprinkler system of each Unit is strongly encouraged.

F. Landscape Screening.

- All exterior air conditioning equipment, utility meters and utility boxes must be screened from view from the road and adjacent Units. The front exterior foundation of each Unit shall be screened by landscape plantings so as to minimize its visibility from the road.



Utilities screened by shrub plantings

G. Retaining Walls.

- All retaining walls shall be of natural stone. Wooden tie, block and unilock type walls are permitted with prior written consent of the Developer.

H. Landscape Lighting.

- Subdued lighting which highlights landscaping features and architectural elements is strongly encouraged. Lighting shall be unobtrusive with careful attention given to both high quality lighting fixtures and the effects of the lighting itself.

I. Completion of Landscaping.

- Installation of landscaping after completion of exterior is required, weather permitting. In all events, landscape installation shall be completed, meaning finish graded and suitably planted, within two hundred forty (240) days after the exterior of the Unit has been substantially completed. Decks and patios must be completed at the same time as completion of landscaping.

PARKING LOTS

- 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 ZONES

- Perimeter buffer landscape along Crooked Lake Road and Latson Road frontage. (see Type A or C buffer zones on previous page)

WETLANDS

- An undisturbed natural setback shall be maintained twenty-five (25) feet from a MDEQ determined/regulated wetland. Trails and recreational areas may be allowed in the wetland setback.

RESIDENTIAL DESIGN GUIDELINES

GENERAL, PARKING LOTS, BUFFER ZONES, DRIVES, AND DETENTION PONDS

PRIVATE DRIVES

- Provide generous interior landscape that serves as a buffer between the buildings and parking lots as well as adjacent land uses.
- Street trees planted along a private drive 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.
- The maximum spacing between trees shall be 45 feet for large trees, 35 feet for medium trees, and 25 feet for small trees. See definitions below:
 - LARGE TREE. Any tree species which normally attains a full-grown height equal to or greater than 50 feet.
 - MEDIUM TREE. Any tree species which normally attains a full-grown height of between 30 and 50 feet.
 - SMALL TREE. Tree species which normally attains a full-grown height of under 30 feet.
- The tree location shall be at least 20 feet from street intersections and ten feet from fire hydrants or utility poles.

DETENTION PONDS

- Any visible detention areas from roadways, parking lots, residential dwellings, primary entrances to buildings or predominant views shall have a maximum 6:1 slope and natural appearance, such as variable shape, natural arrangement of landscape materials, aerated by fountains, and use of boulder accent walls or other similar design features.



Example detention pond with fountains

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.



50 FT PLANTING BUFFER



DETENTION PONDS WITH OPEN SPACE AMENITIES



WETLAND OPEN SPACE



POTENTIAL TRAIL CONNECTION TO MARION GENOA DRAIN TO SOUTH



DEVELOPMENT HIGHWAY SIGNAGE

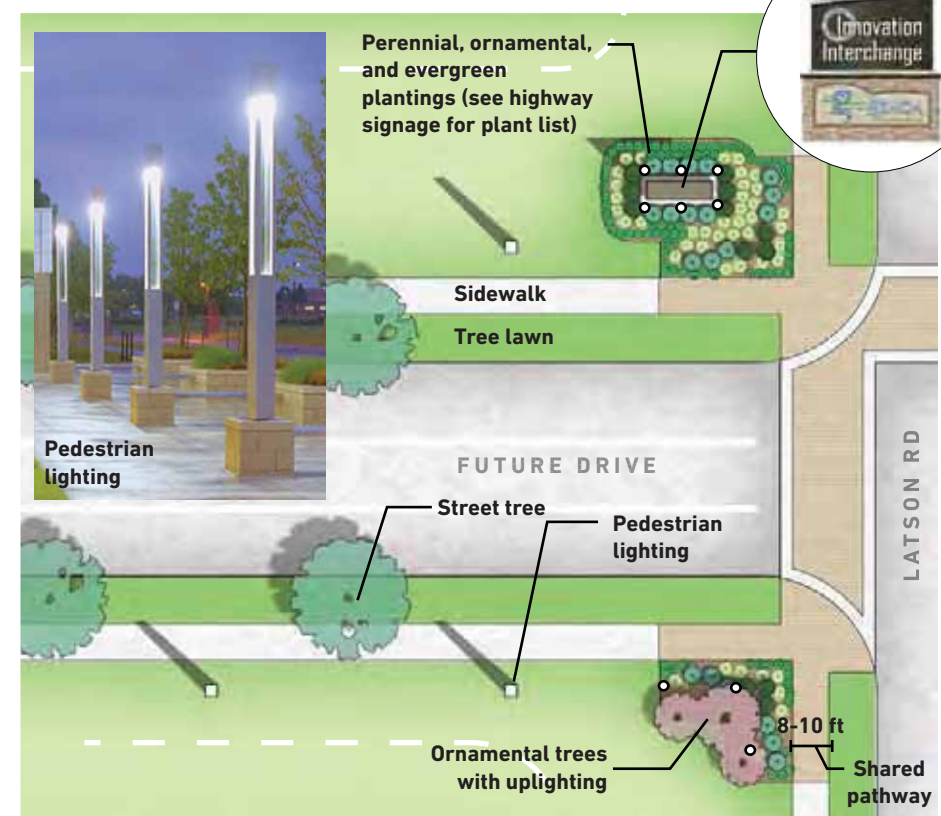


Monument sign view from on-ramp.

Monument sign with uplighting

TOWNSHIP GATEWAY SIGN AREA

ENTRY SIGNAGE LANDSCAPE PLAN



OVERALL INDUSTRIAL CAMPUS AMENITIES



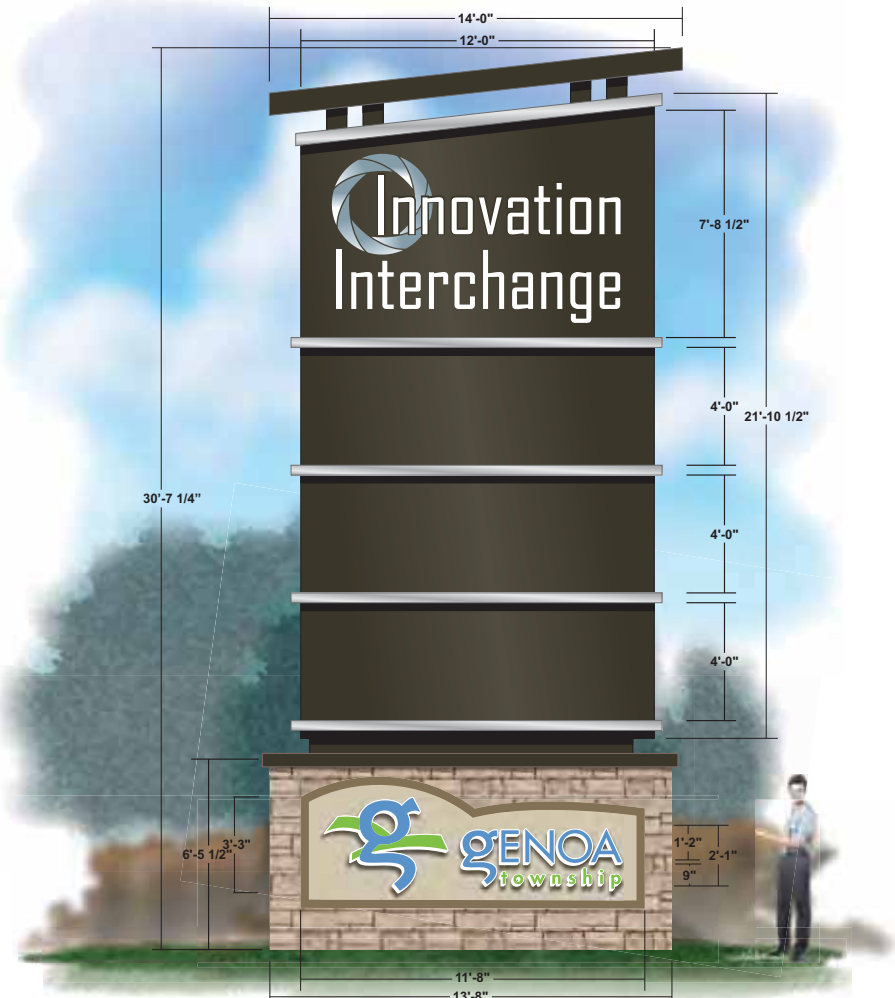
HIGHWAY DEVELOPMENT SIGNAGE

The highway development signage not only directs travelers to Innovation Exchange, but is also an opportunity to highlight Genoa Township itself. The materiality reflects both the modern construction of the PUD and local materiality.

View from on-ramp



Conceptual illustration of highway development signage

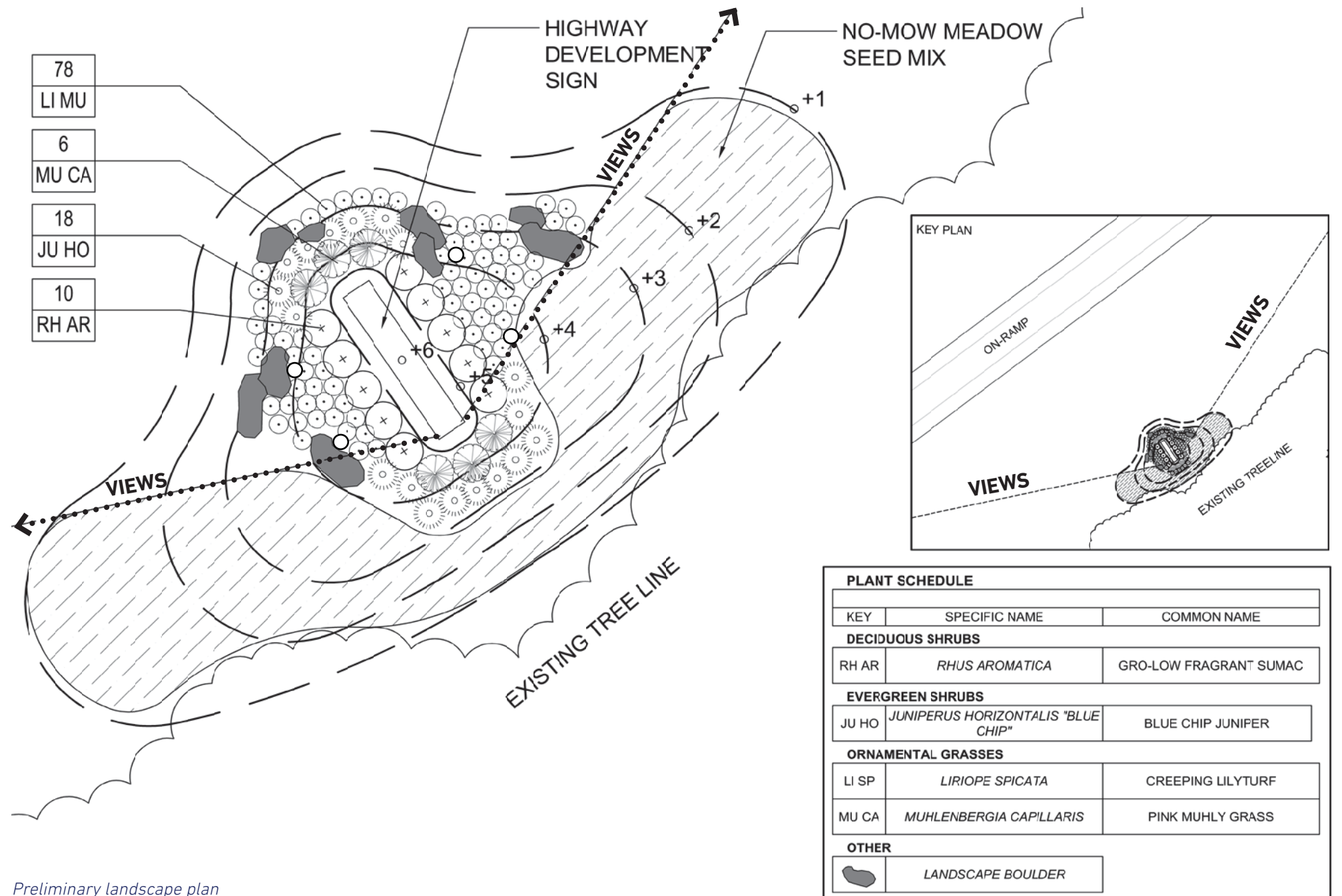


LANDSCAPE PLAN

While the highway development signage is visible from far away on its own, the landscape can complement it at eye-level for an on-ramp passerby. A 6 ft berm lifts the sign itself while blending into the existing tree line. Landscape boulders, matching the signage stone base, emerge from the gradual slope. Low-maintenance plantings surround the foundation and provide year-round interest and physical deterrence to the wayfinding structure.

A. Planting Materials

- Planting materials are to be of a high quality and substantial size to provide a degree of maturity to the appearance of the landscaping immediately upon installation.



Preliminary landscape plan

DESIGN GUIDELINES

DEVELOPMENT SIGNAGE AND LANDSCAPE

B. Lawn Areas.

- All areas of a Unit not landscaped with plant materials or hard surfaces or kept as natural wooded areas shall be established as lawn areas by sodding or seeding. Preservation of wooded rear yard areas in their natural condition is strongly encouraged.

C. Edging and Mulching Materials.

- The use of natural cut sod edging to define planting beds is strongly encouraged. Edging materials made of steel, aluminum or plastic may be used to define planting beds.

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 systems, entry features and other amenities. The final layout will vary based on more detailed site engineering evaluation, building/lot sizes, specific nature and needs of the developers' proposed space and other building requirements. Specific plans for the overall development, consistent with the intent will be submitted with future site plans.

A minimum 25% of the site shall be open space. Open space will be distributed throughout the site through the buffer zones, pocket parks, preserved woodlot and wetland, with more than half of the open space accessible upland area.

TRAIL CONNECTION TO MARION GENOA DRAIN TO NORTH



NEIGHBORHOOD POCKET PARKS AND OPEN SPACE



ENTRY SIGNAGE & LANDSCAPE ON LATSON ROAD & CROOKED LAKE ROAD CONCEPT



Example signage and landscape for Option A concept. Signage at Crooked Lake Road to be branded by development.

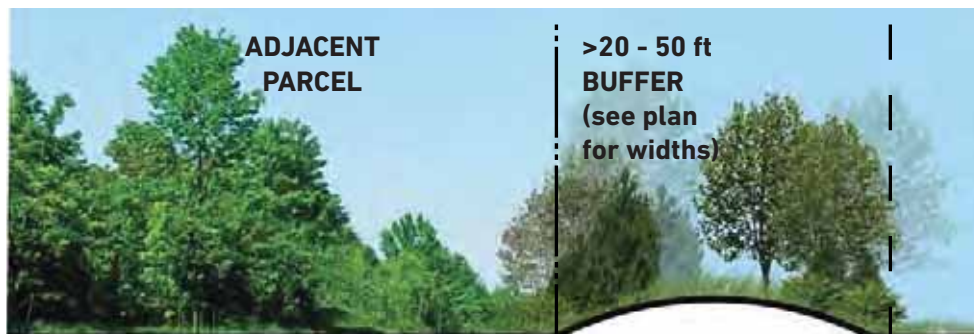
DETENTION PONDS WITH OPEN SPACE AMENITIES



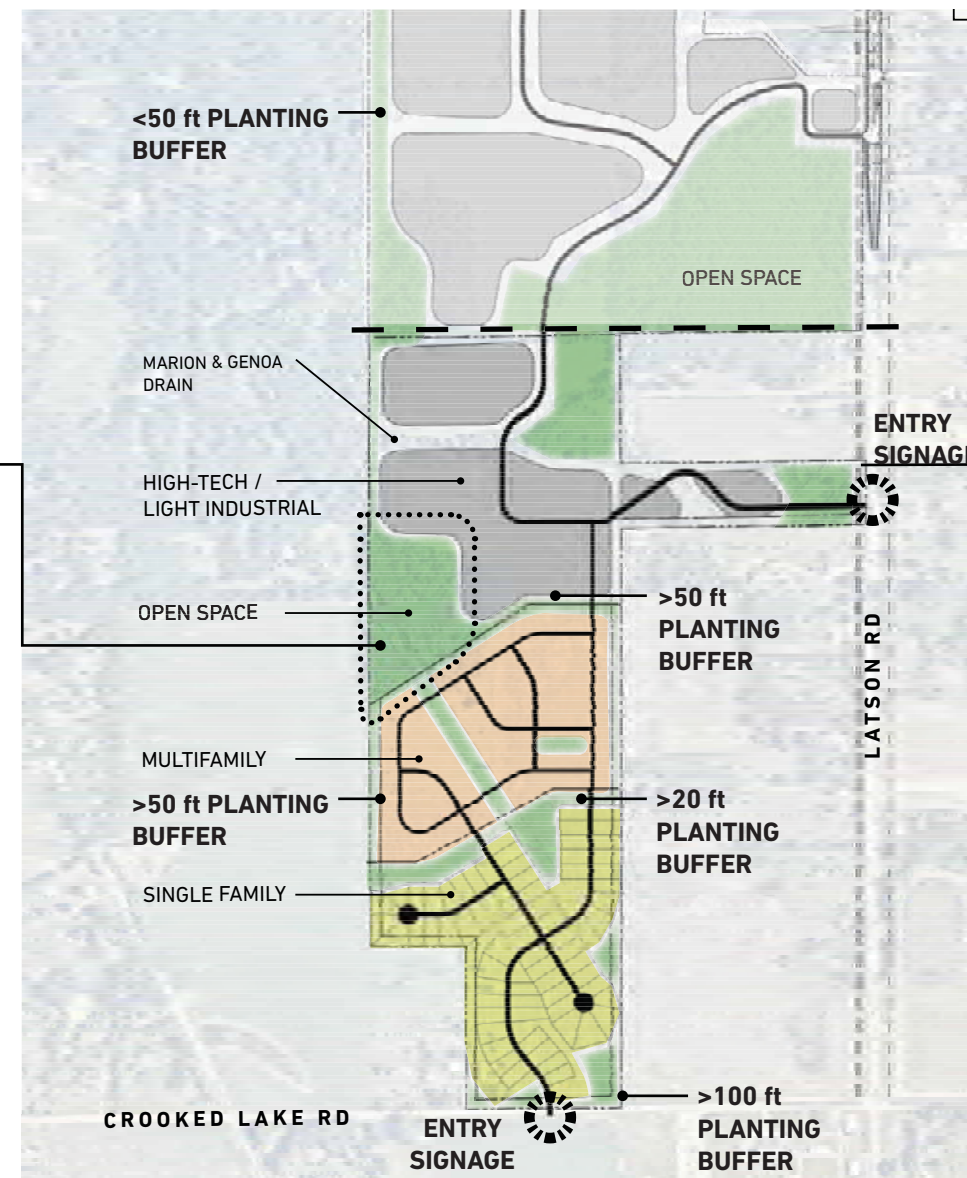
PRESERVED WOODLOT



PLANTING BUFFER



Example landscape to separate industrial uses from multiple family use, multiple family from single family lots, and all lot types to adjacent uses to the west.

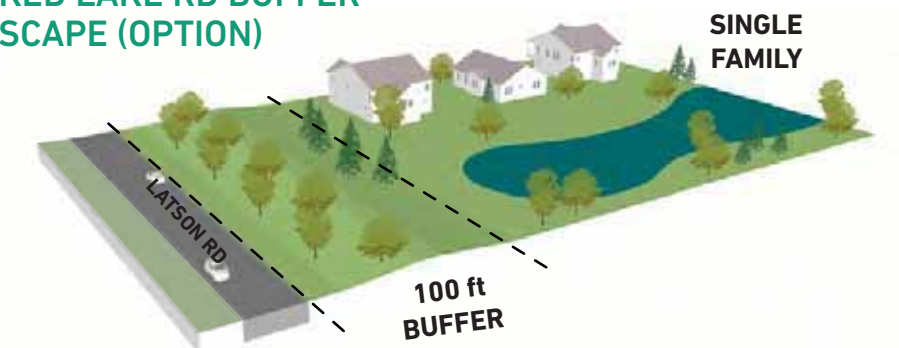


One of several land use configuration options in the PUD

WETLAND OPEN SPACE



CROOKED LAKE RD BUFFER LANDSCAPE (OPTION)

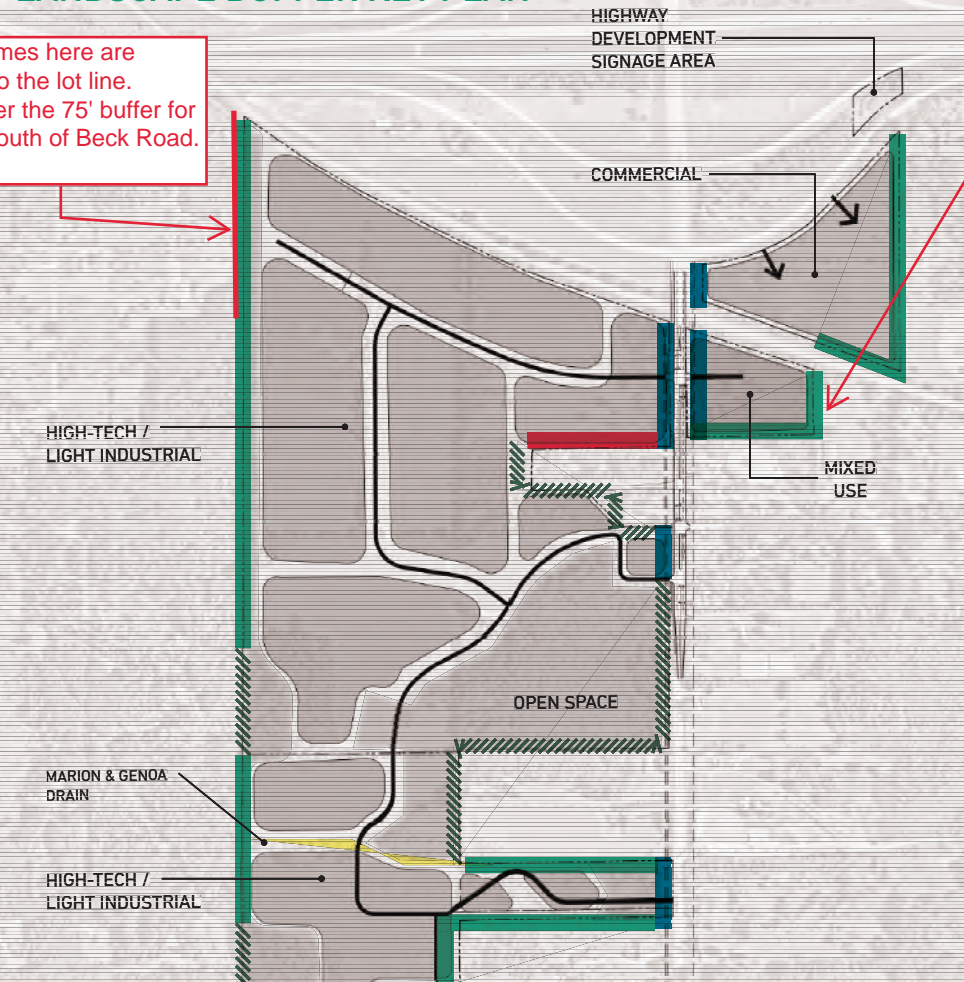


OPEN SPACE CONCEPT AND REPRESENTATIVE AMENITIES - BUFFERS

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.

LANDSCAPE BUFFER KEY PLAN

The homes here are closer to the lot line. Consider the 75' buffer for 1500' south of Beck Road.

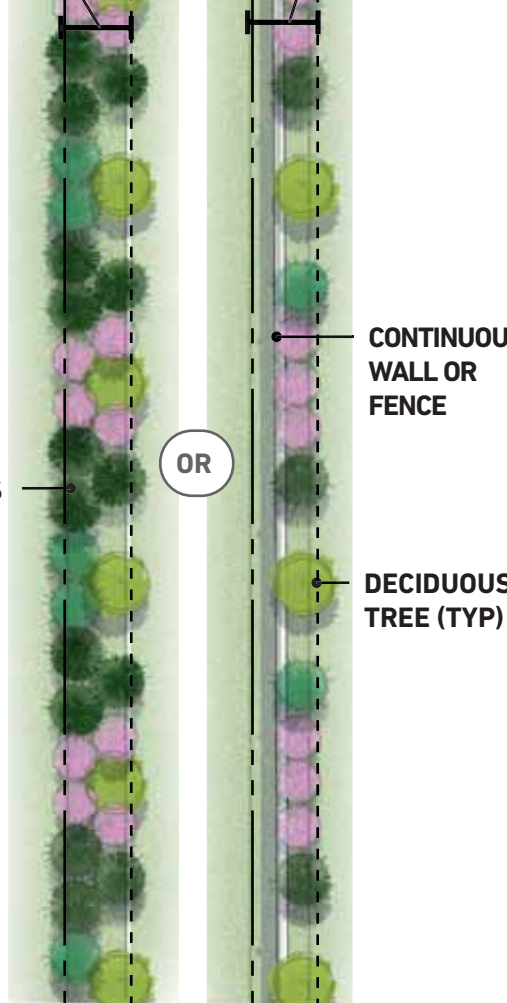
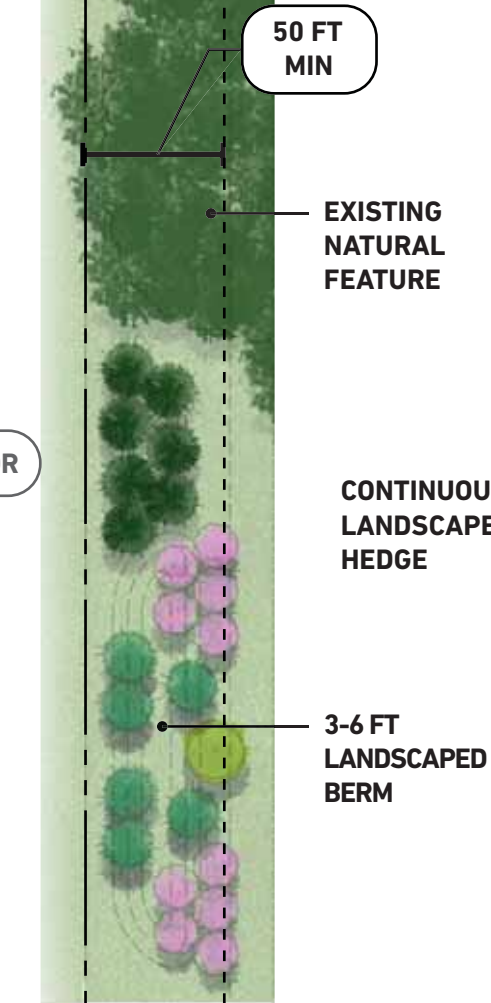
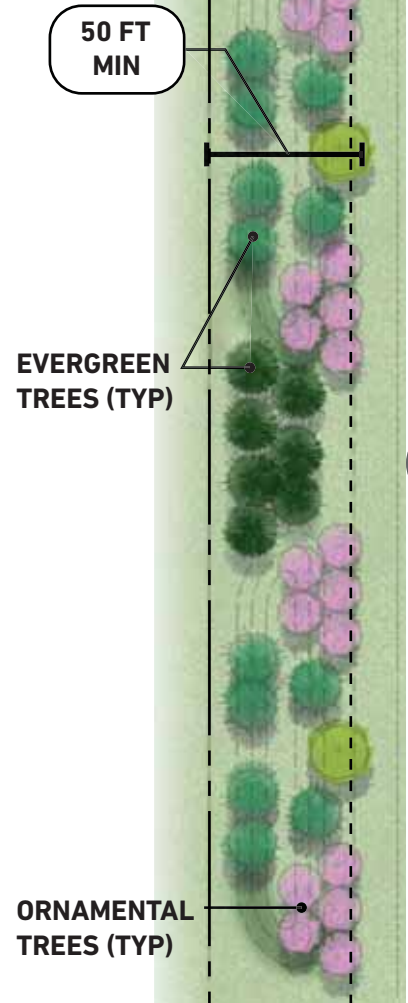
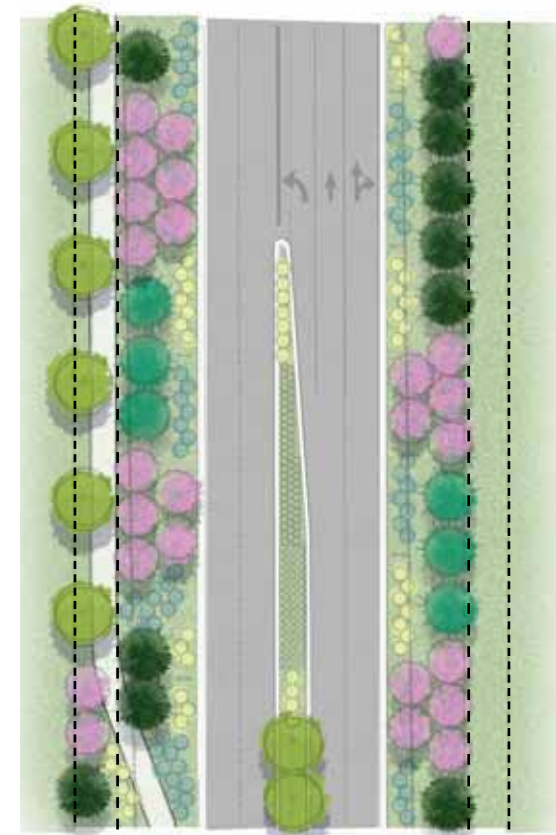


LEGEND

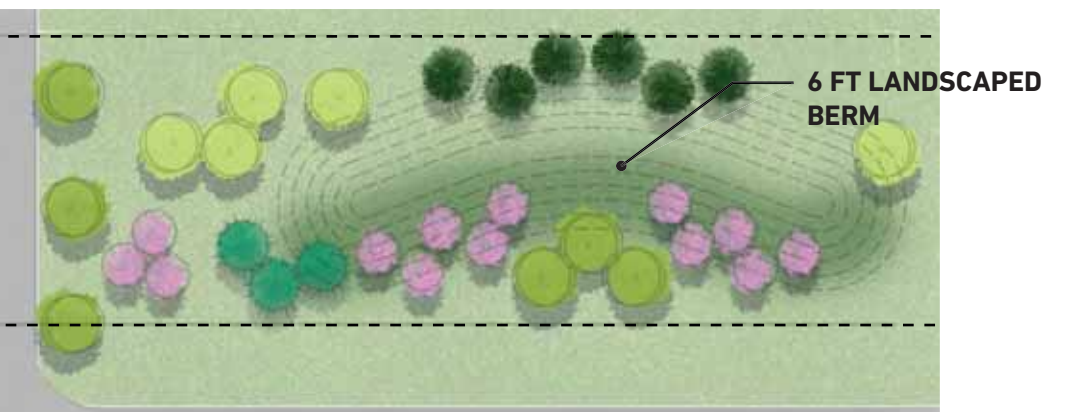
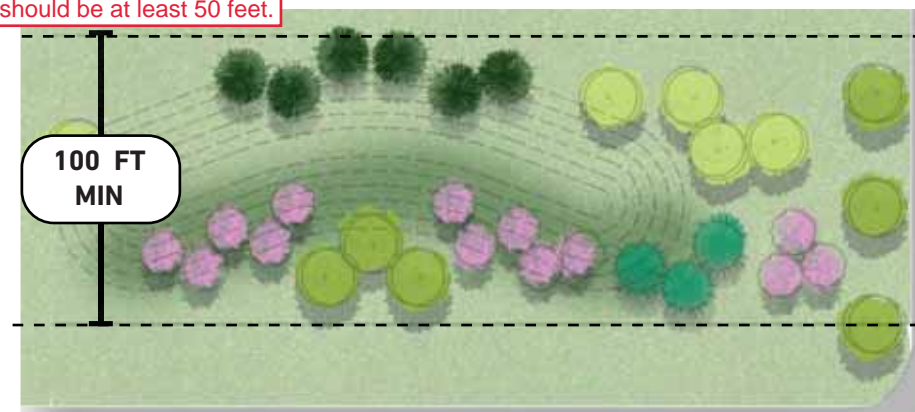
- █ 50 FT BUFFER TO ADJACENT USE
- █ 20 OR 50 FT LANDSCAPE BUFFER BETWEEN INTERNAL USES
- █ 75 FT LANDSCAPE BUFFER TO ADJACENT RESIDENTIAL
- █ NATURAL LANDSCAPE TO REMAIN
- █ LATSON RD ROW LANDSCAPE BUFFER
- █ CROOKED LAKE RD 100 FT LANDSCAPE BUFFER OPTION

Buffers and landscaping may be reduced or waived if woodlands are preserved to achieve the intent. See key plan for minimum buffer widths and corresponding diagrams for example buffer landscape plans fulfilling buffer yard standards of the Township Ordinance.

Consider 75' Buffer here.



Include dimension of how wide the area to be untouched will be. It should be at least 50 feet.

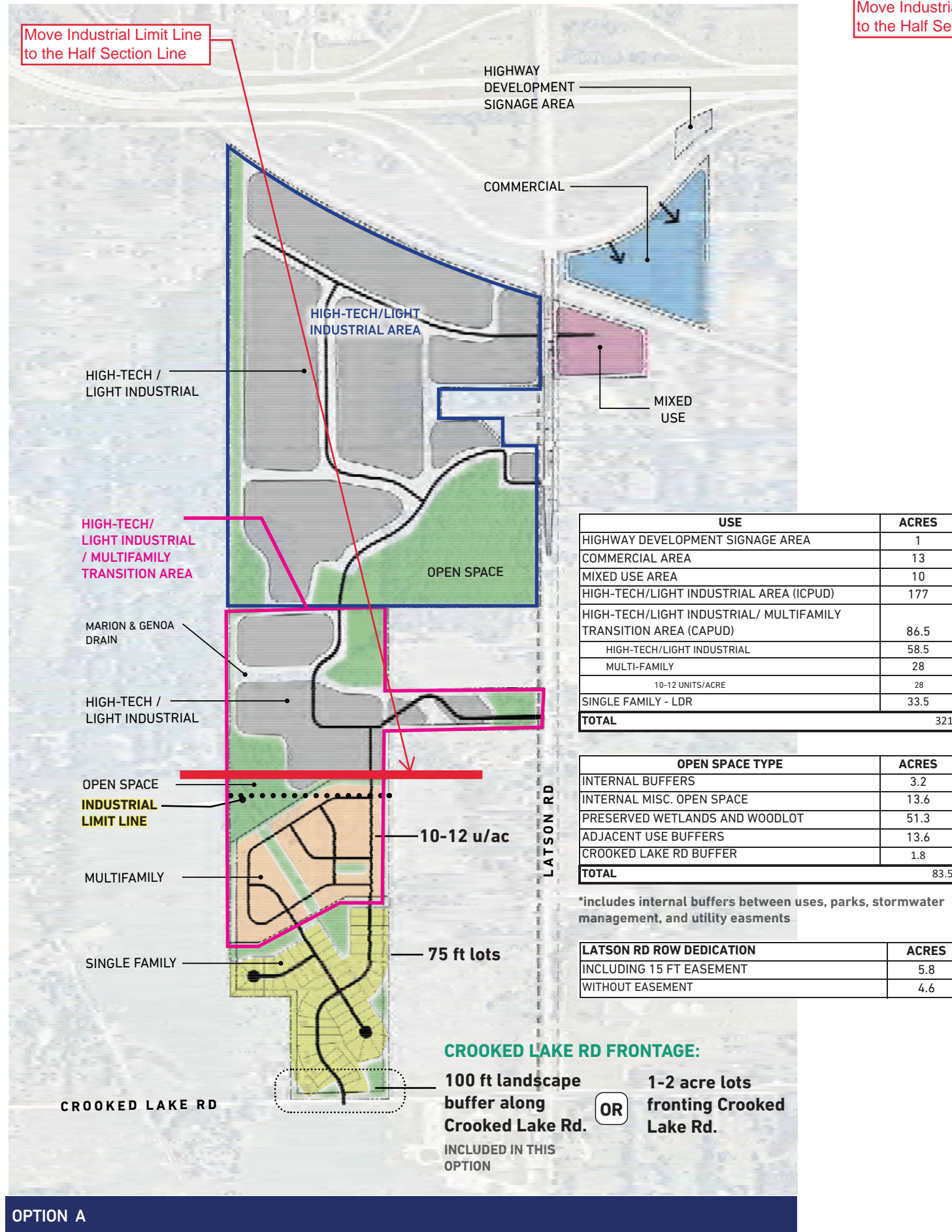


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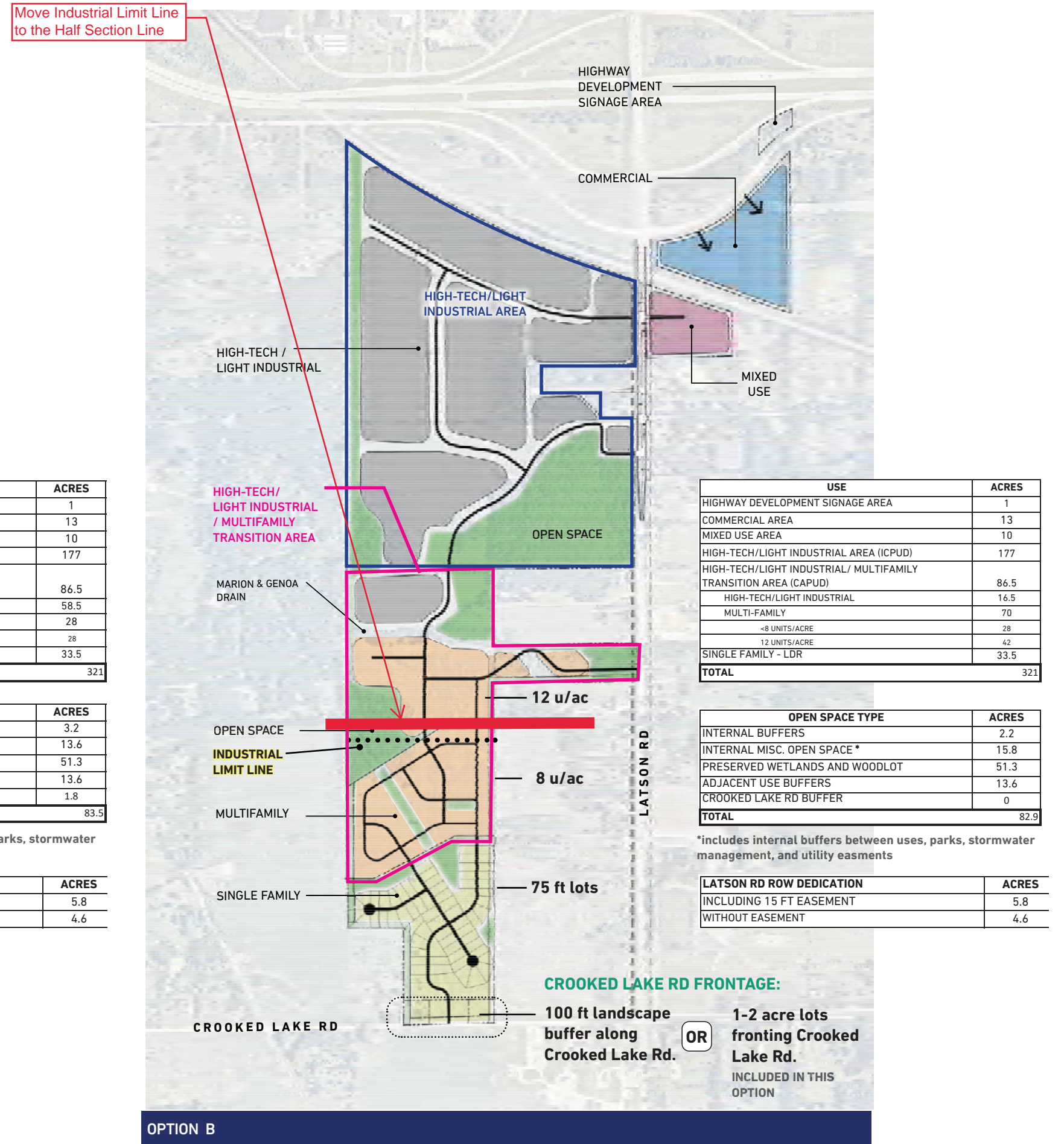
INNOVATION INTERCHANGE

APPENDIX

PRELIMINARY CONCEPTS FOR LAND USES, MAJOR ROADWAYS AND OPEN SPACE



OPTION A



OPTION B

PHASE 2 -PRELIMINARY WETLAND DETERMINATION



Note: This Plan is solely for review of regulatory agencies, and as such, does not provide sufficient detail for construction.

Aerial Source: TerraServer

Privileged & Confidential
Work Product Prepared at the Request of Counsel

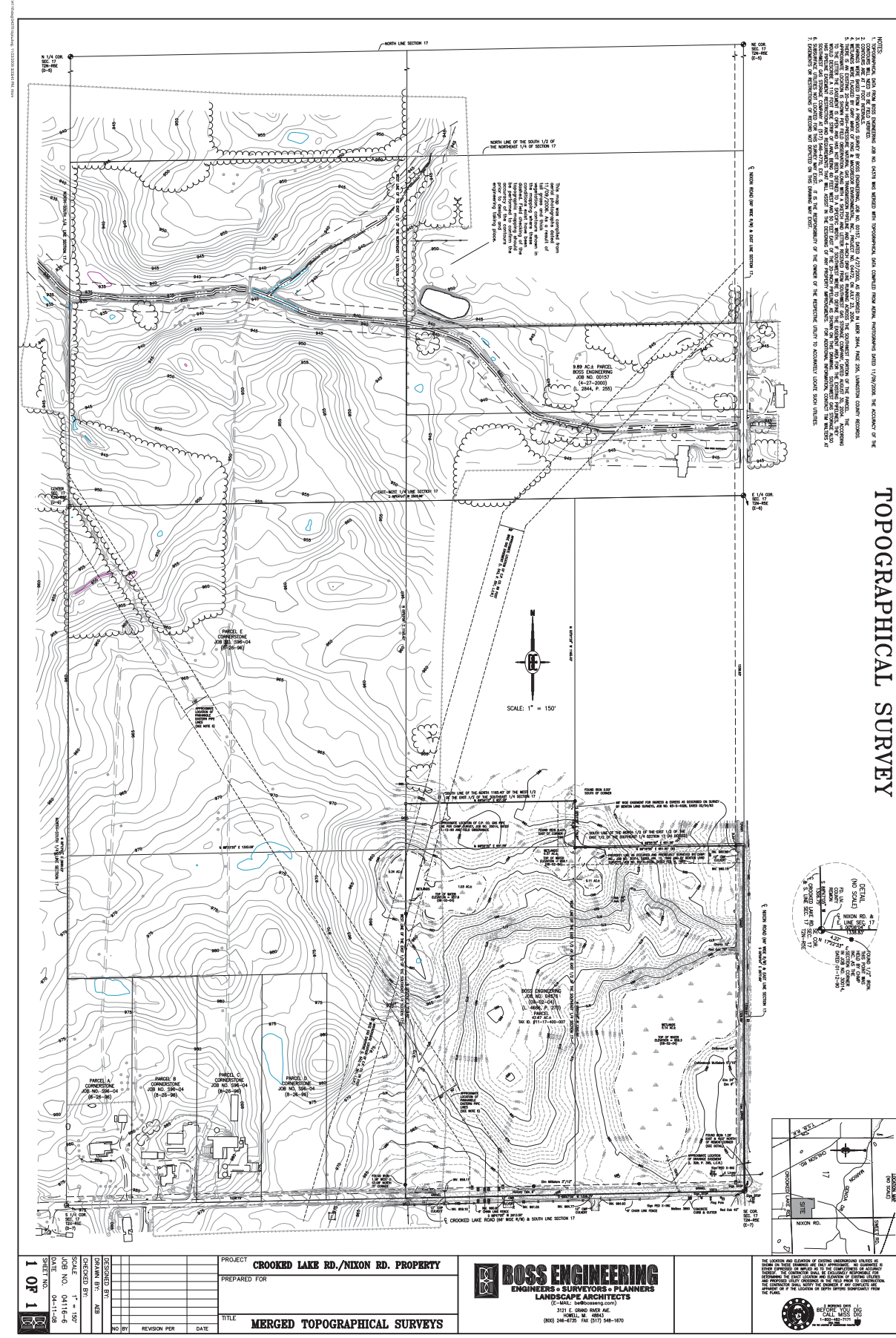
Preliminary Wetland Determination For :
Hauss Property
Genoa Township Livingston County, Michigan



Figure 1
Wetland Boundaries
PROJECT NUMBER 00105-1

S:\KME REF # FOLDERS\2000 FOLDER\100 THRU 199\00105\APPROX WETLANDS.DWG (02/07/07 9:46 AM) JOHN

PHASE 2 -TOPOGRAPHICAL SURVEY



TOPOGRAPHICAL SURVEY

PROJECT: CROOKED LAKE RD./NIXON RD. PROPERTY	DATE: 04-11-08
PREPARED FOR:	DATE: 04-11-08
TITLE: MERGED TOPOGRAPHICAL SURVEYS	DATE: 04-11-08
NO. OF SHEETS: 1 OF 1	DATE: 04-11-08

THE PROJECT AND DESIGN OF THE PROPERTY DESCRIBED HEREIN IS THE PROPERTY OF THE CLIENT. THE ENGINEER AND SURVEYOR ASSUME NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT. THE ENGINEER AND SURVEYOR ASSUME NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT.



**GENOA CHARTER TOWNSHIP
PLANNING COMMISSION
PUBLIC HEARING
October 10, 2023**

MINUTES

CALL TO ORDER: Chairman Grajek called the meeting of the Genoa Charter Township Planning Commission to order at 6:30 p.m. Present were Chris Grajek, Diana Lowe, Eric Rauch, Tim Chouinard, Glynis McBain and Greg Rassel. Absent was Marianne McCreary. Also present were Planning Director Amy Ruthig, Brian Borden of Safebuilt, and Shelby Byrne of Tetra Tech.

PLEDGE OF ALLEGIANCE: The pledge of allegiance was recited.

APPROVAL OF AGENDA:

Moved by Commissioner Rauch, seconded by Commissioner Rassel, to approve the agenda as presented. **The motion carried unanimously.**

DECLARATION OF CONFLICT OF INTEREST:

None

CALL TO THE PUBLIC:

The call to the public was made at 6:31 pm with no response.

OLD BUSINESS:

OPEN PUBLIC HEARING # 1... Consideration of special land use application, environmental impact assessment and sketch plan to allow for a proposed Bed and Breakfast located at 7854 Collingwood Drive, just west of Grand River Avenue. The request is petitioned by Nazmiye Yapici.

- A. Recommendation of Special Use
- B. Recommendation of Environmental Impact Assessment (9-20-23)
- C. Recommendation of Sketch Plan (9-20-23)

Ms. Yapici would like to use her house for a bed and breakfast. She has addressed the fire department's concerns and made changes to the sketch plan. The health department has approved the well and septic, with some improvements. She will make those if the project is approved by the township.

Mr. Borden reviewed his letter dated September 25, 2023.

1. The special land use standards of Section 19.03 are generally met.
2. He was unable to identify any other bed and breakfast inns within 300 feet of the site.
3. The revised sketch plan has addressed the comments from his initial review letter.

Ms. Byrne stated that once health department approval is obtained, she has no further engineering concerns.

The Fire Marshal's letter dated October 4, 2023 states:

1. The floor plan has been modified to meet the related codes and the applicant has agreed to address the life-safety provisions set forth related to fire extinguisher, smoke alarms, and carbon monoxide alarms.
2. It was noted on this review that the impact statement identifying the number of guests was not updated to match the revised studio floor plan. This should be addressed as it appears only capable of sleeping two persons. Ms. Yapici stated she will make that change

Chairman Grajek noted an email was received from a neighbor who is concerned about noise that she has heard in the early morning coming from this direction; however, she is unsure if it is coming from this home. Mr. Borden stated that the township has ordinances in place to address this type of activity.

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

Commissioner Rassel will not be voting in favor of this due to the parking. He knows that it meets the requirements, but he has seen situations with this type of use where there are many cars and they end up parked on the road.

Moved by Commissioner Rauch, seconded by Commissioner Lowe, to recommend to the Township Board approval of the special land use to allow for a Bed and Breakfast located at 7854 Collingwood Drive for Nazmiye Yapici, with the following notes:

- The Planning Commission finds the standards found in Section 19.03 of the Township Ordinance are generally met.
- The conditions found in Section 3.03.02(b) of the Township Ordinance are met to this
- Commission's satisfaction
- The requirements of the township engineer, fire marshal and health department shall be addressed and the plans updated as required. **The motion carried (Grajek - yes; Rauch - yes; Chouinard - yes; McBain - yes; Lowe - yes; Rassel - no).**

Moved by Commissioner Rauch, seconded by Commissioner Chouinard, to recommend to the Township Board approval of the Environmental Impact Assessment dated September 20, 2023 to allow for a proposed Bed and Breakfast located at 7854 Collingwood Drive for Nazmiye

Yapici. **The motion carried (Grajek - yes; Rauch - yes; Chouinard - yes; McBain - yes; Lowe - yes; Rassel - no).**

Moved by Commissioner Rauch, seconded by Commissioner Lowe, to recommend to the Township Board approval of the sketch plan dated September 20, 2023 to allow for a proposed Bed and Breakfast located at 7854 Collingwood Drive for Nazmiye Yapici. **The motion carried (Grajek - yes; Rauch - yes; Chouinard - yes; McBain - yes; Lowe - yes; Rassel - no).**

NEW BUSINESS:

OPEN PUBLIC HEARING #2... Consideration of a rezoning application and environmental impact assessment to rezone property at 4675 Grand River Avenue from Neighborhood Service District (NSD) to General Commercial District (GCD) to allow for trailer sales and storage. The property consists of two contiguous parcels (4711-09-200-006 and 008) located on the north side of Grand River Avenue, west of Boulevard Drive. The request is petitioned by Desine, Inc.

- A. Recommendation of Rezoning
- B. Recommendation of Environmental Impact Assessment (9-20-23)

Mr. Wayne Perry of Desine, Inc. and Mr. Edward Copp, the owner, were present. Mr. Perry stated they would like to rezone these two parcels from NSD to GCD and combine them to a total of just over 1.3 acres. The property will be for the future use of AAA Trailers.

Mr. Borden viewed his letter dated October 3, 2023.

1. GCD zoning is generally consistent with the rezoning criteria of Section 22.04.
2. Since the zoning designation intended for the Mixed Use – West Grand River future land use category - has not been created, the Commission may find that GCD is a reasonable option at this time.
3. The request is anticipated to be compatible with environmental conditions and the surrounding area.
4. The two parcels comprising the subject site must be combined to create a conforming property. He noted that due to this type of rezoning, conditions are not able to be placed on approvals.
5. The host of uses permitted in GCD are generally compatible with existing and planned uses in the surrounding area, especially along Grand River.
6. Consideration must be given to any technical comments provided by the Township Engineer, Utilities Director and/or Fire Authority with respect to compatibility/capacity of infrastructure and services.

Chairman Grajek asked if GCD allows for outdoor storage. Mr. Borden stated the “leasing of auto trucks and trailers” are allowed as a special land use in that zoning district.

Mr. Rauch stated that to the north, west, and south is a PUD. He asked if those uses outlined in that PUD generally match what is allowed in the GCD. Mr. Borden stated the allowable uses are very similar. Ms. Ruthig stated auto and motorcycle sales are allowable uses in the PUD.

Ms. Byrne stated she does not have any engineering issues regarding site drainage, or water and sewer utilities that would arise from this change in zoning classification. It appears that the provided sketch plan does include some site improvements, such as a new parking lot. This will need to be submitted and reviewed separately as part of the site plan approval process.

The Fire Marshal's letter dated August 24, 2023 outlined the following comments:

1. The building shall include the address at a minimum of 6" high letters of contrasting colors and be clearly visible from the street. The location and size shall be verified prior to installation.
2. The access drive into the parking area and the gated lot shall provide a minimum of 26-foot clear width for emergency vehicle access to all structures. This includes the clear width of the gate opening.
3. A minimum vertical clearance of 13½ feet shall be maintained along the length of all apparatus access drives. This includes but is not limited to porte-cochere, lighting, and large canopy trees.
4. A Knox padlock shall be utilized to secure the gate in conjunction with the owner's lock for use in the event of an emergency. A Knox box shall be located adjacent to the main entrance of the structure, in a location coordinated with the fire authority.

Mr. Perry stated they have seen the Fire Marshal's letter.

The call to the public was made at 6:55 pm with no response.

Moved by Commissioner Rauch, seconded by Commissioner Lowe, to recommend to the Township Board approval of the rezoning of the two contiguous parcels (4711-09-200-006 and 008) at 4675 Grand River Avenue from Neighborhood Service District (NSD) to General Commercial District (GCD) to allow for trailer sales and storage, with the following notes:

- The request to rezone is consistent with the standards found in Section 19.03 of the Township Ordinance.
- The request is generally consistent with the objectives and goals of the township Master Plan.
- The request is anticipated to be compatible with the environmental conditions and surrounding area.
- The host of uses permitted in GCD are generally compatible with the uses in the surrounding area, especially along Grand River.

The motion carried unanimously.

Moved by Commissioner Rauch, seconded by Commissioner Chouinard, to recommend to the Township Board approval of the Environmental Impact Assessment dated September 20, 2023 for two contiguous parcels (4711-09-200-006 and 008) at 4675 Grand River Avenue to allow for trailer sales and storage. **The motion carried unanimously.**

OPEN PUBLIC HEARING #3...Consideration of a site plan amendment for revisions to the previously approved site grading on a 4.32-acre parcel (4711-06-200-101) on the north side of Grand River Avenue, just west of Char-Ann Drive. The request is petitioned by Chestnut Development.

- A. Disposition of amended Site Plan (9-1-23)
- B. Recommendation of Environmental Impact Assessment (9-20-23)

Ms. Brittney Shay of Monument Engineering was present. She advised that grading plans were previously approved by the township in preparation for future development. There were 19 trees that were required to be saved; however, when the project started, those trees were removed. They are proposing a new plan to establish screening due to the removal of these trees.

Mr. Borden reviewed his letter dated October 3, 2023.

- 1. In accordance with Section 13.01, the Planning Commission has review and approval authority over the site plan for grading and tree removal.
- 2. The approved site plan included a condition for additional tree preservation in the northerly portion of the site; however, those trees were removed, and the applicant now seeks approval of an amended site plan.

The applicant has addressed some of their concerns; however, his additional comments are:

- 3. There is a discrepancy between the notes and plan with respect to the number of new trees proposed. The plan depicts 20 trees, while the notes say 19. This must be corrected.
- 4. The size of the new trees proposed is not identified.
- 5. In his opinion, if the new trees are to be treated as replacement for what was removed, the new trees need to be much larger than Ordinance minimums of six feet in height at the time of planting. The trees removed were well above 20 feet in height. Alternatively, the Commission could require an increase in the number of trees to be planted to help offset what was removed.
- 6. The silt fence line should be adjusted to ensure protection of the tree along the west side of the limits of disturbance.
- 7. The applicant must address any comments provided by the Township Engineer.

Ms. Byrne has no engineering issues. She stated that the berm or plantings will not affect the drainage or underground utilities.

The Fire Marshal had no issues.

Commissioner Rauch is disappointed that the petitioner is not present this evening. He would like to know what happened. This is a significant oversight. He is not in favor of replacing what was removed with 19 six-foot trees. He would request that they be replaced with something much more robust. Also, to ensure that the new plantings grow, it would require irrigation.

Commissioner McBain is not in favor of a berm because that suggests manicured landscaping. She would like to have more natural plantings, such as trees, bushes, brush, etc.

Ms. Ruthig stated that when staff was made aware of the trees being removed, they were concerned with the location the applicant proposed to place the berm because it is in the 50-foot wide buffer that was supposed to remain natural. This could compromise some of the existing trees inside that 50-foot buffer.

Commissioner Rauch reiterated Commissioner McBain's comments that it should look natural and not manicured.

After discussion, it was determined that a landscape architect needs to provide a plan for approval by the township.

The call to the public was made at 7:16 pm.

Mr. Dan Hassett of 2955 Turning Leaf stated there was an approximate 300-foot-wide area of trees removed. His house can now be seen from Grand River. He would suggest the applicant bring in a lot of dirt to make a 10-12-foot-high berm, and then plant 30-40 white pines.

Mr. Chris Mammoser of 2757 Turning Leaf is the secretary of the homeowner's association. He thanked Ms. Ruthig for all of her help with this issue. They have purchased much larger trees than what is being proposed so the developer can also.

The call to the public was closed at 7:22 pm.

Commissioner Lowe would like to request that the developer or his representative be present at all future meetings.

Moved by Rauch, supported by Lowe, to table Open Public Hearing #3 for a site plan amendment for revisions to the previously approved site grading on a 4.32-acre parcel, #4711-06-200-101. **The motion carried unanimously.**

ADMINISTRATIVE BUSINESS:

Staff Report

Ms. Ruthig stated there will be a Planning Commission meeting next month.

Approval of the September 25, 2023 Planning Commission meeting minutes

Moved by Commissioner Lowe, seconded by Commissioner Rauch, to approve the minutes of the September 25, 2023 Planning Commission Meeting as presented. **The motion carried unanimously.**

Member Discussion

Chairman Grajek stated many members attended the Michigan Association of Planners Conference earlier this month. He urges anyone who has not attended before to plan it for next year.

Adjournment

Moved by Commissioner Rauch, seconded by Commissioner Rassel, to adjourn the meeting at 7:32 pm. **The motion carried unanimously.**

Respectfully Submitted,

Patty Thomas, Recording Secretary