

**CHARTER TOWNSHIP OF ORION PLANNING COMMISSION**

**\*\*\*\*\* MINUTES \*\*\*\*\***

**REGULAR MEETING - WEDNESDAY, JUNE 5, 2013**

The Charter Township of Orion Planning Commission held a regular meeting on Wednesday, June 5, 2013 at 7:00 p.m. at the Orion Township Hall, 2525 Joslyn Road, Lake Orion, Michigan 48360.

**PLANNING COMMISSION MEMBERS PRESENT:**

Carol Thurber, Chairwoman  
Dick Christie, Secretary  
Don Walker, PC Rep. to ZBA

Justin Dunaskiss, Vice-Chairman  
Joe St. Henry, Commissioner

**PLANNING COMMISSION MEMBERS ABSENT:**

John Steimel, BOT Rep. to PC

Karyn Pennington, Commissioner

**CONSULTANTS PRESENT:**

R. Donald Wortman (Township Planner) of Carlisle/Wortman Associates, Inc.  
Jim Stevens (Township Engineer) of Orchard, Hiltz, & McCliment, Inc.  
Tammy Girling, Planning/Zoning Coordinator

**OTHERS PRESENT:**

Bryan Mutchler  
Donald Gross  
Jim Butler  
Phoebe Schutz

Frank Iulianelli  
Bill Holt  
David Walters

Ross Ensign  
Chris Barnett  
Bob Halso

**1. OPEN MEETING**

Chairwoman Thurber called the regular meeting to order at 7:00 p.m.

**2. ROLL CALL**

Commissioners Steimel and Pennington were absent.

**3. MINUTES**

Moved by Secretary Christie, supported by Vice-Chairman Dunaskiss to approve the May 15, 2013 regular meeting minutes and the May 15, 2013, PC-2013-11, Orion Sports Bar, Outdoor Café Special Land Use Public Hearing minutes as presented. **Motion carried 5-0** (Steimel and Pennington were absent).

**4. AGENDA REVIEW AND APPROVAL**

Moved by Vice-Chairman Dunaskiss, supported by Secretary Christie to approve the agenda as amended, to remove agenda item, 8,A, PC-2013-03, Shops on Waldon Pond PUD Amendment, Kroger Fuel Facility, proposed to be located at the SE Corner of Waldon and Baldwin Roads, from the agenda at the petitioner's request. **Motion carried 5-0** (Steimel and Pennington were absent).

**5. BRIEF PUBLIC COMMENT - NON-AGENDA ITEMS ONLY**

No comments.

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**6. CONSENT AGENDA**

No items.

**7. NEW BUSINESS**

No items.

**8. UNFINISHED BUSINESS**

**A. ~~PC-2013-03, Shops on Waldon Pond Planned Unit Development (PUD) Amendment, Kroger Fuel Facility D-649, SE Corner of Baldwin and Waldon Roads~~**  
*This case was removed from this agenda at the petitioner's request.*

**B. PC-2013-07, Orion Commons Planned Unit Development (PUD) Eligibility and Concept Plan, Southwest Corner of Scripps and Lapeer Roads, 86 acres, Sidwell #09-23-100-001**

Mr. David Walters noted that he is representing the petitioner and the developer of the property, which is a joint venture between LorMaxStern Development Company and Kirco Development Company. They have submitted revised plans and have addressed items that were requested by the Planning Commission at the last meeting.

Mr. Jim Butler, of Professional Engineering Associates, 2340 Rochester Court, S-100, Troy, Michigan 48083, reviewed the eight items that were requested. They did supply the single-family residential elevations and the multi-family residential elevations showing the architectural styles of the buildings and the floor plans. Storm water, not all of the 86 acres of the site drains directly to the south into the Trout Creek tributary, there are about two acres that do not, up at the intersection of Scripps and Lapeer Roads, so they have agreed to over-detain for that area, that they will provide an additional restricted discharge into Trout Creek from the storm water basins. They are providing for a 100-year storm water event. That is a sensitive area from a wetlands perspective. Their consultant Brooks Williamson has stated that they need to take great care on how they discharge water and it can't just be a simple point discharge. They'll need to do some level spreading and some different ways to dissipate water. They have some concerns especially in this particular area of the soil types, but they think they can overcome that. Safety paths along Scripps Road and through the community itself are all interconnected as requested. Traffic study, has been updated with additional information from Wade Trim and from the Michigan Department of Transportation (MDOT) and they incorporated that documentation into the traffic study. The phasing of the project is a colored drawing of the project for easier viewing. The roads in the subdivision will be public and the roads in the multi-family development will be private roads. They received comments from the Road Commission for Oakland County (RCOC) requesting the pavement of 500 feet of Scripps Road from their intersection, but that may be reduced. He then commented regarding an email from Mr. Jeffrey Horne, of MDOT, dated June 4, 2013, stating that they are reviewing the traffic study\*. They also submitted a concept rough sketch to MDOT of corner plaza amenities, but they don't want anything to obstruct the view of drivers. When they submit for a permit, they will provide more documentation of what it will actually look like to MDOT. The natural features, regarding the wetlands, are only impacting a small area for this project and that is for the multi-family development area, which they are making a small crossing that is the most minimal impact they can make and that is what the Michigan Department of Environmental Quality (MDEQ) is looking for and whether it's

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reasonable. They think that is permissible by the MDEQ and so does their consultant.

Mr. Walters commented regarding the commercial area of the project and presented some pictures of other projects that they have built to show the quality of the projects that they typically do. For each segment of the commercial area, they will come before the Planning Commission and introduce at that time what they intend to do. They don't do speculative development. They would do a lease before bringing it before the Planning Commission. The Final PUD Agreement will govern what can and cannot be in the commercial area. They are fine with not having a gas station or fast food like McDonalds.

Mr. R. Donald Wortman (Township Planner) of Carlisle/Wortman Associates, Inc., overviewed their Planned Unit Development (PUD) Revised Concept Plan Review correspondence, dated May 30, 2013\*. He overviewed PUD procedures and also noted concern regarding the setbacks from Scripps Road to the backs of the single-family homes that they need to be as far back as possible and asked the applicant to provide more information on that. He then noted that they may want to shift the whole project 30' to 40' to provide more room along Scripps Road. The details on storm water management ensuring that it's going to be a high-quality watershed needs to be demonstrated. Regarding the letter from the school district that also needs to be addressed within the traffic study and the continued negotiations and discussions between MDOT and the RCOC. They also should add car washes to list of "not allowed" uses for this project. He suggested to members that they may wish to recommend conditional approval of the Concept Plan and withhold final approval of the commercial component when and if the Board of Trustees addresses the Final PUD until a later time when more information is known.

Mr. Jim Stevens (Township Engineer) of Orchard, Hiltz, & McCliment, Inc. (OHM), overviewed their Revised Concept PUD Plan Review correspondence, dated May 31, 2013\*. Storm water management, a note was added to the plans stating that they're going to over-detain storm water due to the two acres on the northeastern part of the site. There are some revisions and calculations that need to be made and any additional further restriction and infiltration could be an added benefit to the Township and those comments could be worked into the Final PUD submittal if the Concept Plan moves forward. Regarding the revised traffic study, the specialty retail designation was still utilized in the traffic study, however, all the pass-by trips that were previously included were excluded in the traffic study, so the trip generation was increased. If during the course of this process, if the commercial uses proposed are not in line with the specialty retail, they would want to make sure that the trip generation still applies and that study might need to be revisited and further mitigation measures looked into. In their opinion, the Concept PUD Plan is in substantial compliance with the Township's ordinances and engineering standards. However, they recommend that the following items be addressed: 1) since MDOT is planning a potential construction project in 2016 for M-24, the Township may want to consider the mitigation measures proposed by the applicant to be included in terms of donation of that cost equivalent so that a more large-scale project and improvement can be incorporated into MDOT and that you could make provisions if the MDOT didn't move forward, that the mitigation measure proposed will actually be constructed; 2) Analysis of the storage lengths and the signal warrant study for the crossovers at the main site entrance and Hiram Street

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shall be provided as part of the Final PUD Plan submittal and any mitigation measures necessary shall be incorporated in to the PUD; 3)The applicant shall indicate with a note on plans the ultimate storm water outlet for the PUD is tributary to Trout Creek and the calculations revised to over detain the previous contributing drainage areas to account for the existing on-site storage and non-contributory areas and further over detention and infiltration should be considered as an added community benefit; 4)Preliminary comments from the MDEQ regarding any wetland impacts from the road crossing and storm water discharges will need to be addressed and included in future submittals and the Township may want to conduct a Township wetland review; 5)Preliminary design comments on approaches to Lapeer (MDOT) and Scripps (RCOC) Roads will need to be addressed and included in future submittals; and, 6)The existing utilities this site is proposing to connect to shall be added to the utility plan.

Chairwoman Thurber commented regarding a copy of correspondence written to Ms. Marion Ginopolis, Superintendent of Schools from Mr. Dale Goby, Director of the transportation department with the Lake Orion Community Schools, dated May 28, 2013, which identified major issues with the intersection of Scripps and Lapeer Roads and some of their possible solutions\*.

Chairwoman Thurber offered time for public comments regarding this project.

Mr. Bryan Mutchler, of 450 Amsbury Court, noted that he opposes this proposal. He then inquired what the differences were from when they did the first traffic study from when they did the second traffic study.

Engineer Stevens noted that one of the revisions was the date of the turning movement counts that were taken. The new study accounts for a date of April 8, 2013 that was conducted on a normal school operating day. In addition, the term called "pass-by trips", which is really a reduction of the projected generated trips from a development based upon those cars already being on the roadway. That pass-by trip reduction was removed from the traffic study, so the trip generation that was analyzed as part of the study was greater than the previous study, so more cars were analyzed on the roadway network. Those were the major revisions to the study. The conclusions of the study are essentially the same that they've proposed some mitigation measures to mitigate their proposed traffic on the roadway network so that the background conditions of existing use and existing development is going to be the same after this proposed development gets installed based upon their proposed mitigation measures, so no worsening of the entire level of service at those main intersections.

Mr. Mutchler inquired whether there is enough sewer capacity along Lapeer Road for this project.

Engineer Stevens replied that there is adequate capacity.

Mr. Mutchler inquired which phase the commercial area would be in.

Engineer Stevens replied that it would be in the final phase.

Mr. Bill Holt, of 241 Menasha Trail, commented that he is concerned about the safety issues at the Lapeer and Scripps Roads intersection. He also noted

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that he is a member of the school board. He, too, then commented regarding a copy of correspondence written to Ms. Marion Ginopolis, Superintendent of Schools from Mr. Dale Goby, Director of the transportation department with the Lake Orion Community Schools, dated May 28, 2013, which identified major issues with the intersection of Scripps and Lapeer Roads and some of their possible solutions\*. They are very much in support of the proposed development, but they do have safety and traffic pattern concerns with that intersection and the increased traffic will only make it worse. They are willing to work with the developer and the Township to work on a solution.

Mr. Chris Barnett, Township Supervisor, of 732 Roxbury Court, he noted that he and Engineer Stevens met with MDOT in Pontiac and he's had several other conversations with them as well. They understand that there are deficiencies as the intersection exists right now. They have a couple of potential solutions to mitigate some of the issues that exist right now that are low-cost solutions. He will be speaking to the school board next Wednesday encouraging them to consider shifting their start times, because they visited the intersection on three different occasions and one of the days was a Wednesday, which is a late start day for the high school. They wanted to be sure to get accurate counts, so they came back on a Friday. The biggest way to relieve congestion may be to change start times at the schools. Another way to help alleviate congestion would be to eliminate a northbound left-hand turn from Scripps Road onto Lapeer Road.

Mr. Don Gross, of 1974 Avonglen Lane, commented that he lives in the Canterbury Woods Subdivision. He requested that the paving on Scripps Road be extended to the west. The extension of the right-turn lane on Scripps Road at Lapeer Road is essential to improve the traffic situation for the eastbound traffic on Scripps Road. The landscaping for the entrance along Scripps Road is of extreme importance to them. Pulte Homes did a nice job with the landscaping for the Canterbury Woods Subdivision and they would like to see that on the south side of Scripps Road as well.

Mr. Frank Iulianelli, of 2061 Marie Drive, commented that he is a business owner here in Lake Orion on M-24, so he's not opposed to anyone starting a business here or moving here. However, he is not in favor to another strip mall in light of the many strip malls with long-term vacancies already in our Township. He is in favor of the new housing. The strip mall is certainly not a benefit to our community. The fact that the petitioner is saying that they will pre-lease is not a solution. He would like to know what their plans are to make their development any different from the other strip malls.

Vice-Chairman Dunaskiss inquired of the petitioner what his thoughts were regarding public comments regarding Scripps Road and its setbacks, screening, fencing, and landscaping as well as potentially shifting the development to the south.

Mr. Walters noted that they have provided substantially more screening and landscaping than the first plan and also clarified it with the drawings that Mr. Butler showed you. They are prepared to discuss the setback issue.

Mr. Butler presented a sketch of the single-family development and noted that the lots are 80 feet wide by 140 feet deep. The envelopes on the conceptual plan have front yard setbacks of 40 feet, the side yards are 10 feet each,

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and the rear yards are 35 feet. All of the lots are not exactly the same. The reality is, from Scripps Road, the 60-foot right-of-way line, back to the back of the house there will be about 46 feet, and Planner Wortman was talking about 45 feet, so he believes that they do meet that.

Planner Wortman commented that the rear yard is 45 feet for some of the homes in Canterbury Woods.

Mr. Butler agreed that a lot of those homes are 45 to 47 feet, looking from the property line off aerial mapping.

Planner Wortman inquired whether the drawings could be shifted, without losing any lots, since there is some room down at the very southern portion of the site.

Mr. Butler noted that it would crowd the open space that's there and you take something that's somewhat usable and would throw it up into the greenspace. He realizes that it's 50 feet wide, but in crowding it, you'd lose some usable area that's there and put it up in the greenbelt.

Chairwoman Thurber inquired if that was their reasoning why they couldn't maintain the 15% open space and that's why the shifting wasn't done.

Mr. Butler replied that, that was one of the concerns.

Secretary Christie noted that this is only the Concept Plan and there are more steps to go through.

Planner Wortman noted that the Concept Plan could be approved as is, but the Final Plan for the commercial portion could be withheld until more details were provided.

Mr. Walters commented that inherent in the PUD itself, the Township has that right, because each time they propose a commercial use here, it will be an amendment to the PUD Agreement and they will have to come back before the Planning Commission and back to the Board of Trustees for final approval. He also noted that they do not build speculative buildings. They do pre-lease before they are ever built. He then assured members that it will be a quality development.

Vice-Chairman Dunaskiss inquired what his thoughts are on precluding carwashes.

Mr. Walters replied that if a carwash is something that is seen as an obnoxious use, he's willing to not build a carwash.

Commissioner Walker noted that he feels that the traffic is the biggest issue. He then inquired how much additional traffic this development will add to the traffic on Lapeer Road. He then read aloud where the traffic study had stated that the traffic on Lapeer Road is decreasing. He does not believe that statement is correct.

Mr. Walters replied that he has lived here over 20 years and believes that he knows that the traffic is decreasing on Lapeer Road.

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Commissioner Walker noted that, that statement is not true.

Mr. Walters commented that their position is that traffic is going to decrease on Lapeer Road. He then stated that they are part of the solution to a much larger problem and they've seen the opinion of the school board that was stated by Mr. Holt and the letter to Ms. Ginopolis. There are many people involved in working on this and they want to be part of the solution. He stated that Engineer Stevens had said that one way to address that is to agree on a number that would be their contribution toward that problem, which they would make in conjunction perhaps with the MDOT program of 2016 and that they would agree that if MDOT didn't make the improvements or the project didn't go through, then they would spend that money doing what they were going to have done anyway. They are willing to participate with whatever the solution is deemed to be.

Vice-Chairman Dunaskiss inquired about a hybrid of putting dollars toward the larger development, but also some maybe with the dedicated turn lane to clean up that a little bit now and in the meantime to help mitigate what you can now and hopefully also with the schools possibly shifting their times. We get some relief right now as well as you being part of the bigger solution.

Mr. Walters replied, sure and it intuitively makes sense, because we have the existing problem if it's decided that the eastbound lane is something that would be helpful right now, I think it's something we can work out with RCOC and we could get that done. However, the traffic light, for example, that would be at our development and is a fairly expensive item and we could agree to contribute that amount whether or not it was built and maybe that money could be used elsewhere if it isn't built, so that's exactly the kind of thing that we'd like to do.

Chairwoman Thurber commented that it's a good idea, but at what point is that dollar amount decided on. Would it be decided at the Final Plan when it's going before the Board of Trustees? It's going to maybe be the extension of the turnaround near Hiram plus the signalization and then adding the plans now of the right-turn lane.

Mr. Walters noted that the Planning Commission can approve that as a Concept Plan or recommend that your opinion is that it's something that should be done before Final PUD Plan approval is given and that it be made part of the PUD Agreement.

Chairwoman Thurber and Secretary Christie agreed.

Mr. Walters noted that they want to be included in the discussions with the Township, the schools, and concerned citizens to come to a solution.

Engineer Stevens noted in response to Commissioner Walker's concern on the traffic that under the background conditions, for example, in the morning peak hour, at the middle of the site there's 2,377 cars in the a.m. peak hours and under the future conditions, which includes the development, it's 2,423, just to give you a level of magnitude. We're talking about a percent or two.

Planner Wortman inquired what the possibility would be regarding the extension of the paving on Scripps Road to the western property line.

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Mr. Butler commented that the RCOC maintenance department made the recommendation of 500 feet. They went out to look at that 500 feet and had concerns about the magnitude of the amount of trees they would have remove to build that long section of road. He did speak with the Permit Engineer at the RCOC whether there was any leeway with that and was told that there is some latitude here with that. The way the intersection is now, it looks unfinished, so they propose to complete something that would create a transition from that gravel surface to an asphalt surface. The issue, that RCOC has from a maintenance perspective, is all the gravel that gets kicked up on that road, so if they can extend it a certain distance, we may mitigate some of that.

Planner Wortman asked the location of the trees to be removed.

Mr. Butler replied there are trees on both sides of the road.

Chairwoman Thurber noted that she was the engineer who designed the first part of that paving and they, too, had to remove many trees at that time as well.

Mr. Butler noted that there is the line of the far west property line and the canopy of trees as you work your way back. It really narrows down when you go out and walk it and that's a concern they have, because you're going to have to put the pavement in, you're going to have to put the drainage in, so then you have ditches, and you're going to ruin a lot of trees.

Secretary Christie noted that it's beautiful along there, and that the trees would help with the screening too.

Chairwoman Thurber commented that she noticed that the single-family area now has two more units.

Mr. Butler replied, yes.

Chairwoman Thurber commented that it affects the density, but did that affect the proposed lot size from the plan that members saw on May 1, 2013.

Mr. Butler replied, it does not. What it reflects on the plan you see now is refinement of the initial plan where they went in and actually looked at product that Pulte puts on lots and they were able to refine and still keep the minimum lot sizes and reconfigure some things slightly, the ones that were slightly larger. They are all generally 80 feet wide at the setback line.

Chairwoman Thurber inquired, were the landscape islands and the eyebrows on the south end removed because you went to public roads?

Mr. Butler replied, yes.

Chairwoman Thurber commented, the same issue of the recognized community benefit, which you did a good job of outlining, I had trouble finding recognizable benefit of items that weren't already required, such as, safety paths, preserving the wetlands, the sanitary lift station, or having open space that met the requirement. We definitely want to outline the traffic mitigation in the motion, because I think that is the recognizable benefit



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that we are going to realize from this development. We want to pin down something, which is not possible at this point.

Mr. Walters commented that it's a difficult concept to quantify. Regarding the preservation of natural features, the one thing that they're not doing at all is touching any of the sensitive areas.

Mr. Butler commented regarding the wetlands that there is a pocket up along the frontage there along Lapeer Road. He also noted that they could probably go to the MDEQ and get a permit to fill that in and mitigate it if they wanted to.

Chairwoman Thurber inquired whether Brooks Williamson encouraged the petitioner to enhance the wetlands as well as to preserve it.

Mr. Butler and Mr. Walters replied no, but they would agree to ask him how they could enhance it. They are amenable to looking at that possibility.

Engineer Stevens noted that one thing to be sensitive to is, that there is a lot of tree canopy there and part of that is preventing direct sunlight and that keeps it cool, so they have to be sensitive to any sort of improvements that get done there.

Mr. Butler agreed and commented that they're going to when they choose a direction and a method for discharging storm water. We're going to pick an area that makes sense that doesn't require removing the trees.

Chairwoman Thurber inquired, those are just detention basins with four bays, but no water feature or anything?

Mr. Butler replied, yes that's correct.

Planner Wortman noted that the corner entry plaza would be another benefit that goes above and beyond, so there are three recognizable community benefits: 1)the corner entry plaza feature; 2)possible financial contribution that goes over and above the required road improvements; and, 3)storm water controls and wetlands preservation.

Mr. Mutchler inquired: 1)where is the proposed traffic light going to be located; and, 2)is there a berm for along Scripps Road or will it be flat land between there and Scripps Road and the houses.

Mr. Butler showed him on the drawing where the traffic light would be and probably on southbound. He then noted that they are not proposing to berm, because the grade doesn't allow for that area to be bermed. They are going to plant vegetation on it.

Planner Wortman asked members whether they've had resolution in terms of increased setbacks on Scripps Road or are they ok with it as it is.

Mr. Bob Halso, of Pulte Homes, commented that they put restrictions on landscaping on individual lots to maintain the landscaping screening that they planned for. He believes that the setbacks are more than adequate and that there are a lot of people that would not be backed up to another house.

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Chairwoman Thurber inquired of Planner Wortman if he is satisfied with that explanation.

Planner Wortman commented that he still thinks it could be shifted, but if the Planning Commission is comfortable with the 41 to 45 feet that's present at Canterbury Woods, if it's going to be a similar type of situation, he recognizes that.

Secretary Christie commented that as you go west to the drive, there are a lot of trees in there that are going to help that screening a lot in comparison to across the street, too. The grade is changing there quite a bit as well.

Chairwoman Thurber noted that a lot of those trees appear to be in the way of the safety path. They may lose some of the trees for the construction of the safety path as well.

Moved by Vice-Chairman Dunaskiss, supported by Secretary Christie regarding case PC-2013-07, Orion Commons Planned Unit Development (PUD) Eligibility and Concept Plan, with the subject site located at the southwest corner of Scripps and Lapeer Roads, 86 acres, Sidwell #09-23-100-001, **to recommend approval to the Board of Trustees** based on the following findings of fact: 1) the approved PUD would result in a substantial benefit to the end use as well as the community for the following facts: with the traffic mitigation as seen on the plans of the 150 feet of paving on Scripps Road and increased landscaping onto Scripps Road as well as putting dollars aside for the overall enhancement in the improvements that will be done on Lapeer Road. Those dollars coming from the traffic signal on Lapeer Road as well as increasing the crossovers on Lapeer Road, so there would be some immediate mitigation to the traffic in the considered area as well as contributing to the overall problem or helping the traffic in that general area. The economic impact that the development will bring to the Township with the increased tax dollars and services to the community and the corner entry plaza feature that will be adding to the development on the corner of Scripps and Lapeer Roads as well as the preservation of the natural features on the site and not touching the already regulated wetlands preserving and maintaining those natural features that are on the site and also not affecting the Trout Creek headwaters there. Additionally, these benefits would not be achieved if there was not this proposed development, these stated benefits would not be able to take place and benefit the community and users of the project. The proposed density and the overall development, there's adequate facilities and utilities for this development, but were not stated, the developer at their cost will enhance the sewer to service and actually over-service the site and add more capacity to the system and the general area. The proposed PUD will not place an unreasonable burden upon the subject area surrounding the land use or owners or areas for which they're preserving the natural features of the site. With the additional screening that they're doing, it will have minimal impact. The development is consistent with the overall spirit and intent of the Township Master Plan as stated by the petitioner. We have discussed the Master Plan as we regularly do and the overall intent and where the course of the planning and what's going on, on Lapeer Road, is more toward a commercial office type of use, but they've also done a nice job where it's mainly a residential development, so I feel that it is within the intent and spirit of the Master

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Plan. The development will not put unreasonable negative economic impacts on the surrounding properties or the community as a whole, given the way that they're developing the project and phasing it, and the screening that they're doing, it will not have a negative impact on the surrounding properties. Overall, I think it will be an enhancement to the overall area and the tax base. Additionally, we have documentation showing that the development is under a single ownership and controlled by a single legal entity. So, for those findings of facts, I recommend the approval. Also, that the petitioner will conduct an analysis with regard to the storage lengths and the traffic signal warrant study for the crossovers at the main site entrance and Hiram Street shall be provided as part of the Final PUD Plan submittal. Any mitigation measures necessary shall be incorporated into the PUD. The applicant/petitioner shall indicate with a note on plans the ultimate storm water outlet for the PUD is tributary to Trout Creek and the calculations revised to over detain the previous contributing drainage areas to account for the existing on-site storage and non-contributory areas. Further, over detention and infiltration shall be considered as an added community benefit. Also, that the applicant/petitioner has agreed to not pursue car washes, gas stations, or fast food facilities as part of the commercial area. Also, that the 150 feet of paving on the east end and the paving on the west end is to be determined by the RCOC.

Chairwoman Thurber commented that for the intent and spirit of the Master Plan, a number of those items are well addressed by this plan emphasizing and strengthening the single-family home character and rural suburban atmosphere of the Township while providing for a variety of new high-quality housing types and protecting the natural features of the Township.

Roll call vote was as follows: Dunaskiss, yes; Christie, yes; Walker, yes; St. Henry, yes; Thurber, yes. **Motion carried 5-0** (Steimel and Pennington were absent).

**9. PUBLIC COMMENTS**

None.

**10. COMMUNICATIONS**

None further.

**11. COMMITTEE REPORTS**

Vice-Chairman Dunaskiss noted that the Site Walk Committee had a site walk for case PC-2013-14, Fed Ex Ground Expansion - Phase II Site Plan, located at 1601 Brown Road. The site walk was held at the subject site on Thursday, May 30, 2013 at 6:00 p.m. The petitioner is proposing additional parking.

**12. UPCOMING PUBLIC HEARING**

There are no Planning Commission public hearings scheduled at this time.

**13. CHAIRWOMAN'S COMMENTS**

No further comments.

**14. COMMISSIONERS' COMMENTS**

No further comments.

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**15. ADJOURNMENT**

Moved by Secretary Christie, supported by Vice-Chairman Dunaskiss to adjourn at 8:28 p.m. **Motion carried 5-0** (Steimel and Pennington were absent).

\* Attachment