



Rochester Hills

Minutes

Planning Commission

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Chairperson William Boswell, Vice Chairperson Deborah Brnabic
Members: Gerard Dettloff, Dale Hetrick, Greg Hooper, Nicholas O. Kaltsounis,
David A. Reece, C. Neall Schroeder, Emmet Yukon

Tuesday, August 19, 2014

7:00 PM

1000 Rochester Hills Drive

CALL TO ORDER

Chairperson William Boswell called the Regular Meeting to order at 7:03 p.m. in the Auditorium.

ROLL CALL

Present 8 - William Boswell, Gerard Dettloff, Dale Hetrick, Greg Hooper, Nicholas Kaltsounis, David Reece, C. Neall Schroeder and Emmet Yukon

Absent 1 - Deborah Brnabic

Quorum present.

Also present: Ed Anzek, Director of Planning and Economic Dev.
John Staran, City Attorney
Maureen Gentry, Recording Secretary

APPROVAL OF MINUTES

2014-0326 July 22, 2014 Special Meeting

A motion was made by Yukon, seconded by Hetrick, that this matter be Approved as Presented. The motion carried by the following vote:

Aye 8 - Boswell, Dettloff, Hetrick, Hooper, Kaltsounis, Reece, Schroeder and Yukon

Absent 1 - Brnabic

COMMUNICATIONS

- A) Planning & Zoning News dated June 2014
- B) Letter from Ed Anzek dated July 17, 2014 re: Use of parcel for Used Car Sales
- C) Letter from R. Viers, dated August 15, 2014 re: Proposed Rezoning
- D) Letter from M/M T. Viers, dated August 16, 2014 re: Proposed Rezoning

- E) Letter from E. Viers, dated August 16, 2014 re: Proposed Rezoning
- F) Email from K. Achenbach, dated August 18, 2014 re: Proposed Rezoning
- G) Email from S. Bowyer, dated August 19, 2014 re: Cumberland Pointe Road
- H) Email from S. Beaton, dated August 19, 2014 re: Trucking Facility/RMH Zoning
- I) Email from D. Wilson, dated August 19, 2014 re: Trucking Facility/RMH Zoning
- J) Letter from M/M B. Viers, dated August 15, 2014 re: Proposed Rezoning
- K) Several others received at the meeting, which were placed on file and became part of the record.

NEW BUSINESS

2013-0264 Request for Recommendation of a Revised Final Planned Unit Development Agreement - City File No. 13-009 - Villas at Shadow Pines, a proposed 28-unit residential development on 9.8 acres located on the north side of South Boulevard, between Adams and Crooks, zoned R-4, One-Family Residential, Parcel No. 15-31-400-018, Shadow Pines, LLC, Applicant
(Reference: Memo prepared by Ed Anzek, dated August 15, 2014 and revised PUD Agreement had been placed on file and by reference became part of the record thereof.)

Present for the applicant were Jim Polyzois, Shadow Pines, LLC, 14955 Technology Dr., Shelby Twp., MI 48315, and Ralph Nunez, Design Team Plus, 975 E. Maple, Suite 210, Birmingham, MI 48009.

Mr. Anzek summarized that since the meeting in June, when the PUD Agreement was discussed at length and recommended for approval to the City Council, some issues were raised that Mr. Staran and he thought were contradictory to what the understanding was by the Planning Commission. Mr. Anzek brought the issues up with Mr. Polyzois, that being that paragraph 6h., which dealt with an offsite contribution to an escrow account for use for improvements to the golf course would be in lieu of a high net. The operator of the golf course approached the City, and advised that he would be installing a net, so Mr. Anzek realized that there was a conflict. He asked Mr. Polyzois and Mr. Bylen (of the golf course) to get together to discuss it, but they could not come to an understanding, which was outlined in Mr. Polyzois' letter in the packet. Mr. Polyzois was now asking that paragraph 6h. be removed from the PUD Agreement, and Staff was in concurrence.

Mr. Polyzois reaffirmed what Mr. Anzek said - that Mr. Bylen and Mr. Polyzois had an understanding at the June meeting. Right after the meeting, things changed, and Mr. Bylen felt the need to proceed with netting. In Mr. Polyzois' opinion, that negated his commitment that he pledged in lieu of netting. They still had not been able to work out any issues going forward. Mr. Polyzois stated that he just wanted to be able to proceed with his project, remove paragraph 6h. and all the contributions he had committed to back in June. If Mr. Bylen and he did come to an understanding in the future, Mr. Polyzois said that it would be done outside of a PUD Agreement or any involvement with the City.

Mr. Hetrick asked about the net, and what impact, if any, that would have on the view of the people who would purchase the condominiums.

Mr. Polyzois explained that he planned to line the back property line with tall pine trees. He stated that if Mr. Bylen wanted to expend resources on a net, that was his business, but Mr. Polyzois wanted to move forward with his project and not let it impact what he was trying to do. Mr. Hetrick believed that at the end of the day, people buying the units would not have their view blocked. Mr. Polyzois said that they would see a lot of diverse, tall trees, and he would do whatever he could to negate what the golf course was trying to do.

Mr. Nunez added that they checked with the Building Department, when they heard rumors that Mr. Bylen was planning to go ahead with netting, and they found out that Mr. Bylen could do what he wanted, when he wanted and where he wanted on his property, without asking permission from the Planning Commission. Mr. Nunez stated that it was hard to negotiate when there was someone who was not willing to negotiate. He agreed that they would like to move forward. Mr. Hetrick said that he was a bit disappointed that things did not work out. It seemed like the direction that was set at the last meeting was one that everyone agreed with. He indicated that he would not stand in the way of the development, but he reiterated his disappointment that they could not come to a consensus as they had initially.

Mr. Schroeder felt that they had thoroughly covered the subject, and he said that he totally understood the situation. Seeing no further comments, he moved the following motion, which removed paragraph 6h., which was seconded by Mr. Dettloff.

MOTION *by Schroeder, seconded by Dettloff, in the matter of City File No. 13-009 (Villas at Shadow Pines PUD), the Planning Commission*

recommends that City Council **approves** the Revised PUD Agreement dated received by the Planning and Economic Development Department on July 22, 2014 with the following five (5) findings and subject to the following three (3) conditions.

Findings:

1. The proposed Revised Final PUD is consistent with the proposed intent and criteria of the PUD option.
2. The proposed Revised Final PUD is consistent with the approved PUD concept plan.
3. The Revised PUD will not create an unacceptable impact on public utility and circulation systems, surrounding properties, or the environment.
4. The proposed Revised PUD promotes the goals and objectives of the Master Plan as they relate to providing varied housing for the residents of the City.
5. The proposed PUD Plan provides appropriate transition between the existing land uses surrounding the property.

Conditions:

1. The appropriate sheets from the approved final plan set shall be attached to the PUD agreement as exhibits, including the building elevations.
2. All other conditions specifically listed in the Agreement shall be met prior to final approval by Staff.
3. That the PUD Agreement with attachments be recorded at the County Clerks' office once approved by the City Council.

Mr. Kaltsounis recommended that he would like his initial request to stand - that whatever trees they lined the property line with did come from the current property, as mature and large as they could be, so it was as nice looking as possible and saved what was there. Mr. Polyzois agreed.

A motion was made by Schroeder, seconded by Dettloff, that this matter be Recommended for Approval to the City Council Regular Meeting. The motion carried by the following vote:

Aye 8 - Boswell, Dettloff, Hetrick, Hooper, Kaltsounis, Reece, Schroeder and Yukon

Absent 1 - Brnabic

Chairperson Boswell stated that the motion had passed unanimously, and he wished the applicants good luck.

2014-0322 Public Hearing and request for Conditional Land Use Recommendation - City File No. 14-002 - for a proposed 40,000 square-foot trucking and storage facility on approximately ten acres at the northwest corner of Hamlin and Dequindre, zoned I, Industrial, part of Parcel No. 15-24-402-041, JB Donaldson Co., Applicant

(Reference: Staff Report prepared by Ed Anzek, dated August 15, 2014 and Site Plans had been placed on file and by reference became part of the record thereof.)

Present for the applicant were Bennett Donaldson, JB Donaldson Co., 37610 Hills Tech Dr., Farmington Hills, MI 48331; Steve Sorenson, PEA, 2430 Rochester Ct., Suite 100, Troy, MI 48083; Mike Labadie, Fleis&Vandenbrink, 27725 Stansbury Blvd., Suite 150, Farmington Hills, MI 48334; and Emil Jakupovic, 24121 Mound Rd., Warren, MI 48091, owner of General Trucking.

Mr. Anzek stated that the request was for a trucking depot at the northwest corner of Hamlin and Dequindre. He indicated that it was no secret that the site was a landfill and facility under the auspices of the Brownfield Redevelopment Authority (BRA). It had been looked at in detail with an environmental consultant, and the applicant pursued a Brownfield Plan, which the BRA recommended for approval to City Council. It was a unanimous vote, and the matter was scheduled for the September 8, 2014 City Council meeting. The project also needed Site Plan Approval and a Conditional Land Use Permit, which was required for a freight terminal. He noted that it had been reviewed by all of the City's departments, and it was approved or approved with conditions.

Mr. Donaldson advised that the truck traffic was intended to head northbound from M-59 up Dequindre past Hamlin Rd. and make a left turn into the site. All pedestrian traffic, for the most part, would come in from Hamlin Rd., but there would be no truck traffic coming into the site from Hamlin Rd. He pointed out the curb cut on Hamlin, and said that it would not allow for truck traffic to maneuver. He felt that would be most conducive to the neighbors across Hamlin. Mr. Donaldson noted that the

trucks would enter the site and park there at the end of the day. In the morning, they would make a right turn onto Dequindre and head to M-59. There were three truckwells for freight that might need to be stored. There were also two grade level doors at the rear of the building that would service a shop area of about 6,000 square feet. The shop would be for service and maintenance of the vehicles. There was also an 8,000 square-foot office component, and a 24,000 square-foot warehouse component. The facility was not meant to be a warehousing type facility; it was meant to warehouse small amounts of product for various customers. For the most part, the trucks would pick up freight, move it to the next destination, and come back empty. He said that they were doing a fair amount of landscaping on the site, on both the frontage and east elevation. They had to introduce several ponds on the site, because they were limited as to how far they could go into the ground to accept the storm water. It was a landfill, so they had to be careful about how deep they went and to prevent lift stations, they had to spread storm water distribution so they could do that. He showed a drawing of the building, and said that it would be a masonry-bearing building. It was not meant to be a pre-engineered, metal building with metal on all sides. Mr. Jakupovic planned to be there a long time and make it the headquarters, and it was important to him to make it look attractive and appealing to the neighborhood, clients and staff.

Mr. Jakupovic stated that General Trucking had been in business since 2006, and their headquarters was currently in Warren. A couple of years ago, they decided to look for a new facility. They narrowed it down to the subject site because of the parcel shape and acreage. They had grown to employ about 100 people, including the office staff, drivers and maintenance people. They had employees throughout the State of Michigan, in metro Detroit and Grand Rapids and in Ohio and Minnesota. The 100 people were spread throughout. The current operation consisted of hauling automotive parts for final assembly or sub-assemblies to the OEM's or their suppliers. The storage for the facility was intended for long term parts, such that if one of their customers had a need to store excess parts that needed to be re-worked, they would be stored in his facility until they had to go to the final destination. They estimated 30-40 trucks going in and out of the facility. Some days there would be significantly less. Mondays and Fridays were the busiest days of operation. There would be minimal activity on the weekends. They currently did a 50-50 split with local and regional operations within a 250-mile radius. The other 50% was long haul, where the drivers moved from Detroit to Texas, for example, and came back to the terminal. They might not see those drivers for a week or two. On the other hand, there were some drivers that

came in and out of the facility once a day. He advised that they would not store any hazardous materials. He said that if they found a need to expand further, they would look for another facility outside of the metro Detroit area or in another state. That was how the trucking industry worked; there were terminals throughout the country to house trucks. The building they were proposing would be the maximum output as far as the number of trucks, storage and employees.

Mr. Dettloff asked Mr. Jakupovic if he would continue to operate the Warren facility. Mr. Jakupovic responded that they had a lease that would expire in 2017. They would operate both facilities, and they wanted to keep the Warren location in operation, because they had a strong foothold there. Mr. Dettloff asked if their clientele was all domestic auto companies or whether they worked with Honda, Toyota, etc. Mr. Jakupovic replied that the majority of their customers were based in the U.S., and there were some in Canada and Mexico. He was not sure whether some were owned by foreign companies. Mr. Dettloff clarified that the 100 jobs mentioned were scattered throughout the state. Mr. Jakupovic agreed, and said that in Grand Rapids, there were six people. In Cleveland, they had several employees, and in Minnesota there were several employees, as well.

Mr. Hetrick asked about the mitigation of methane. He noted that there was information provided in the Minutes from the BRA meeting, but he asked Mr. Donaldson if he could elaborate on what they would do to mitigate methane and how they would handle the fact that land might be shifting because it was a landfill.

Mr. Donaldson advised that the methane was released very passively. They intended to put in a passive methane system in the building area. The amount of methane where the trucks would be staged did not require a methane system to vent the parking area for the trucks. Since the building would be capped with a slab and enclosed, a passive methane system would be required. That system was basically perforated pipes, where the methane being generated from the buried trash that had decayed would enter into those pipes, and it would be evacuated through pipes on the outside of the building. It would just go into the air, and there would not be an exhaust fan. There would be no suction, and there would be methane detectors in the building. Regarding the differential settlement that would be associated with a site such as this, in the parking area, they were proposing millings for the first two years so settlement was allowed to take place. They felt that as the trucks maneuvered around the site, if they were to pave it at first, they could experience a significant

amount of settling and cracking in the pavement. They wanted to take a couple of years to let it settle. As settlement related to the building, they would use a system of auger piles. Those piers would support the foundation system. He said that with 50-foot bays, for every column, there would be three piers, which looked like an auger and screwed down to the ground. They would screw through the trash and down to virgin ground. That would be the bearing point of each auger or pier. The columns would sit on those, and they would have a tic tac toe system of grade beams that would support the entire floor slab. In a year or so, the grade might be different from one part of the building to another, and it could settle as much as a foot, so they needed to be very cognizant of that challenge and design. As far as paving on the site, all the pedestrian parking would be paved, and the truckwells and rear maneuvering areas would be paved. They felt that there would be less traffic there and less demand on that pavement, so they felt comfortable paving it.

Mr. Hetrick asked how far away from the building the methane exhaust would be. Mr. Donaldson explained that the perforated pipes would be under the floor slab, and they would exit outside of the building. The intention would be that once the perforation exited the building, it would transition into a six or eight-inch PVC pipe, and those pipes would be painted to match the building color. It would exit at the top of the roof line. Mr. Hetrick said that based on the environmental study showing methane leaving the facility into the air, he questioned the risk of an explosion. Mr. Donaldson related that it would be almost zero. The methane was being generated now, and the findings showed that in the review of the environmental analysis.

Mr. Yukon said that he appreciated that Mr. Jakupovic was considering moving his operations to Rochester Hills from Macomb. However, he had some concerns about the intended use for the location, the traffic and the methane. He noted the Traffic Impact Assessment, which stated under Future Conditions that "The results of this analysis indicate that the proposed project would not have a significant impact on the intersection of Dequindre and Hamlin Roads. Future vehicle delays and LOS as shown in Table 4 would be similar to existing conditions, and any increases would not be discernible. Further, the proposed development will increase traffic at the intersection by less than 1% during the AM peak period, which is not significant." Mr. Yukon could not see in the analysis what the impact would be during the afternoon, and he asked for clarification.

Mr. Labadie responded that in the beginning of the report, it talked about

that in the second paragraph. He read, "As the operating hours for the proposed development will be from 6:00 a.m. to 4:30 p.m., this study focuses on AM peak hour conditions only." He said that the PM peak hour was not studied. Normally, the PM peak hour was 4:00 p.m. to 6:00 p.m. That was verified with the City's Engineers and with the Road Commission. They did not ask them to study the PM peak hour.

Mr. Yukon asked how many trucks they anticipated leaving in the morning. Mr. Labadie referred to the table on page three called Site Trip Generation. There would be trips generated by the office and by the truck traffic. On the average day, there would be 50 trips - 25 in and 25 out. There was not a particular time that vehicles came and went, so they distributed them evenly over those hours. Mr. Yukon asked if that could increase over time. Mr. Labadie agreed that it sometimes could. Mr. Yukon asked what the estimated increase might be, and Mr. Labadie answered that he had not estimated the increment.

Mr. Jakupovic said that 60 would be the maximum on any given day. They put it in as a worst case scenario. They would have approximately 60 trucks parked there. If half of those were on the road and half were operating regionally, there would be 30 trips in and 30 out.

Mr. Yukon clarified that the traffic study was only concerned with the intersection, but he questioned whether they took into consideration any traffic impacts to Hamlin or Dequindre, with the exception of the intersection. Mr. Labadie said that they included the intersection and the access points. They studied what the Road Commission and the City had asked. The greatest impact during peak hours would be at the intersection. Since there was some skepticism about how many truck trips there would be, the City had asked him to do a sensitivity analysis. That would show how many trucks it would take for a requirement to either prohibit left turns off of Dequindre or to require an extension of the center lane for left turns to the north. It would show where the level of service would be reduced to where it would not be acceptable. He noted that it was discussed in the report, but according to the client, it would not be that way on a regular basis.

Mr. Yukon confirmed that there would not be any truck traffic on Hamlin, and Mr. Labadie agreed. Mr. Yukon asked how they could stop that from happening, even if trucks were required to go up Dequindre. He was concerned that those trucks would find any way possible to get to the facility.

Mr. Donaldson responded that the trucks would have no choice but to use Dequindre as the point of entry to the site, because a 60-foot semi could not turn in from Hamlin. The trucks would be going to M-59, and the quickest way to get there was straight south down Dequindre. From a trucking standpoint, the fewer movements to the point of destination would be the quickest route a trucker would take.

Mr. Yukon referred to a note in the staff report, which said that the City might require additional improvements to Dequindre should the ingress/egress trips significantly exceed 50 trips predicted in the TIA. He asked if that section of Dequindre was under the Road Commission's jurisdiction, which Mr. Anzek confirmed. Mr. Yukon observed that the City could request an improvement, but it would not be guaranteed. Mr. Anzek felt that if it were a condition of approval, it would give the City a lot better standing to require it. The improvement would be a right bypass lane if trucks should be stacked waiting to make a left. Mr. Labadie explained that he meant that the center lane would be extended for left turns to the driveway, which would keep the trucks in the middle of the road.

Mr. Yukon pointed out the finding in the CLU motion which talked about whether or not the development would be detrimental or hazardous to the existing or future neighboring land uses, property or the public welfare, and he stated that he was concerned about the methane gas. He realized that steps would be taken to try to alleviate that problem, but he recalled a problem in the area several years ago where there was an explosion. He was very concerned about any type of use there. He also read, "The proposal will not/will create additional requirements at public cost for public facilities and services that will be detrimental to the economic welfare of the community." He believed that there would be additional costs for Dequindre if it had to be improved. He said again that he appreciated the applicant looking at the City and moving his operations to Rochester Hills, but at the present time, he did not feel comfortable with the proposal.

Mr. Donaldson said that he understood Mr. Yukon's concerns about the methane. Mr. Donaldson noted that he had a great deal of experience with methane. He built a center at 10 Mile and Novi, and the contrast between that site and the proposed site was apples and oranges. In Novi, there was peat, which was an organic material, which was the root cause for methane generation. As an organic substance decomposed, it generated methane. With the proposed site, there was construction debris that was anywhere from 15-25 feet deep. The methane generation on the proposed site was almost to the point where venting would not be

required. He could not speak for the rest of the landfill in the area, but on the site they had pinpricked with 40 different borings, that was what they had found. It made sense, because the construction material was concrete, steel, plywood, drywall, etc., and they were not decomposing at remotely the rate they would get with residential trash or peat. He felt it was important to make that distinction.

Mr. Yukon wanted assurance that the borings they took only indicated construction material and not trash. Mr. Donaldson said that was correct. Mr. Yukon asked if the borings covered the whole site, and Mr. Donaldson agreed. Mr. Yukon asked if there could be a chance that the other material underground could leach through and affect the area. Mr. Donaldson said that the testing did not indicate leaching of additional methane from offsite generation. Mr. Yukon thanked Mr. Donaldson, but said that he was still concerned.

Mr. Anzek noted that when the project went to the BRA, it was very clear that the development would not increase or exacerbate the creation of methane. The applicants were proposing a collection system to vent it. The site was already producing methane, and it was limited, but it was enough to be concerned for an enclosed structure. The concern for pathways was a concern of everyone. At the BRA meeting, the applicant acknowledged that for any water or sewer line or storm water that might be channeled, the trenching had to be carefully dug, the dirt removed and taken to a Class 2 landfill, and the trench had to be lined. It would not be done to create a pathway for methane to escape from the site any more quickly. The issues and concerns were discussed at length at the BRA meeting, and the City's environmental consultant believed that the proposed development would render the site safer.

Mr. Sorenson mentioned that in normal site design, engineering plans would show catch basins and storm sewers all over. They were able to drain the site using sheet flow, and the only storm sewers they got drained the truck dock area and the connections of the sediment forebays to the detention ponds. They were trying to avoid the utilities and any interruptions and excavations to get anywhere near the cap.

Mr. Schroeder stated that regarding venting, there was trapped methane in closed areas. When the trucks went on the parking lots and compacted, there would be some methane. He did not think it would be that much, but he felt that it would be wise to put a vent or two in the parking lot just in case.

Mr. Donaldson said that in conjunction with the site lighting, they could place a passive system with perforated pipes that would run up the side of the light poles. It would be similar to what he did in Novi. He assured that they would be willing to do that. Mr. Schroeder advised that the fill was finished off with blast furnace slag, which he stated was good material. The material was the base for the parking lot and tennis courts in Spencer Park. He was not sure how deep it was.

Mr. Schroeder said that he did not understand the traffic pattern for the trucks on Dequindre. He indicated that the drawings were not clear. He said that he assumed that there was a decel lane southbound to get in. Mr. Labadie did not believe that the demand met the Road Commission requirements for a decel lane. Mr. Schroeder cautioned that there would be big trucks blocking traffic, which was concerning. He thought that, requirements or not, there should be a decel lane. It appeared to him that a decel lane was shown, but it was not clear.

Mr. Sorenson believed that Mr. Schroeder was referring to the tracks from the auto turn movement of the trucks. He advised that sheet P-3.2 did not indicate a decel lane. Mr. Schroeder asked if a left turn lane was proposed. Mr. Labadie said that they analyzed it, and it was one of the concerns from the County and City Engineers, so he did a sensitivity analysis to figure out whether one was needed. The peak hour left turn would only have one truck, and it would have to go to nine trucks before it would require a left turn lane. Mr. Schroeder commented that all standards aside, with a truck facility and trucks, it would be dangerous. He definitely thought that there should be a left turn lane for the trucks on Dequindre. He asked what improvements to Dequindre the Road Commission required, if any. Mr. Labadie said "none." Mr. Schroeder said that he did not agree with that. He asked if there would be any improvements to Hamlin, and Mr. Labadie said that there would be only to the driveway. Mr. Schroeder reiterated that there should be a left turn lane on Dequindre and a decel lane at the driveway. Mr. Labadie said that it was the critical question at the beginning, and they evaluated it very carefully. The caveat was that if something was required based on the review, that there would have to be a commitment of some type to make those things happen.

Mr. Jakupovic advised that the trucks would not be following the typical work day schedule. They did not leave at 8:00 a.m. and come back at 5:00 p.m. They scheduled the routes to fall outside of the peak traffic hours. It was to the driver's best interest to not be in traffic. They left early and came back either before or after the rush hour. It was not safe for

them to be operating their equipment in peak traffic times. Mr. Schroeder responded that in his opinion, the trucks would present a danger at any time to the traveling public, and he thought it would be a deal breaker.

Mr. Jakupovic offered that they operated one of the safest trucking companies in the area, which had been exemplified by MDOT. MDOT kept thorough stats on every trucking company in the U.S. and Canada. Their scores relative to the other trucking companies showed that they maintained their equipment well; they did not force their drivers to go past their hours, and they followed traffic standards. Mr. Schroeder said that was all well and good, but he still felt it would be a danger at any time having a truck sitting and waiting to make a turn. Mr. Jakupovic said that he passed by trucks every day in and out of work, and they were a necessity. Mr. Schroeder said that he did not disagree with that.

Mr. Kaltsounis understood the numbers and truck flow, etc., but he could not commit his vote unless there were improvements to Dequindre. There had to be a center lane or something. He noted that there was some competition on Crooks Rd. He was at a Speedway there, and a guy who left the other trucking facility did not have his trailer latched down. The trailer disconnected and slammed onto the ground, hoses were pulled, and the road had to be closed. He was very concerned, and if there were no improvements to Dequindre, it would be a hard sell to him. Mr. Labadie asked him what should be there. Mr. Kaltsounis said that there should at least be a center lane. Regarding Hamlin, he asked what types of things would be done to prevent trucks from turning into the facility.

Mr. Labadie said that trucks could not really make a turn from Hamlin. They would have to back out if they tried. They would be instructed not to go in there. Someone would have to drive over the landscaping, and cars would be parked there. Mr. Jakupovic said they would have signs stating "No Truck Traffic." Mr. Kaltsounis asked if trucks could go through there at night, since they operated then. Mr. Donaldson said that a truck could be 70-feet long, and someone would have to go through trees and a berm, or he could take the way that made sense, which was to make a left into the site from Dequindre. Every driver with the company would know how to access the site. Mr. Sorenson said that it would not be a Walmart, where someone drove in from Kentucky and had to try to figure out where to go. The drivers would be operating from this facility, and they would know the rules.

Mr. Kaltsounis mentioned that the facility would potentially be for third

party sorts and re-work. Mr. Jakupovic corrected that he said that it would not be. Mr. Kaltsounis thought Mr. Jakupovic mentioned that if someone needed to re-work parts, they could go to the facility and do so. Mr. Jakupovic said that they would give their customers the opportunity to store materials so if their existing production facility was unable to re-work the parts while final production parts were moving past the line, they could go to the other production facility, pick up those parts that needed to be re-worked, bring them to his facility, store them, and once the time came for re-working the parts, they could put them on a trailer and take them back to where they needed to go to re-work the parts. There would be no re-working of parts at this facility - it would just be a storage location. Mr. Kaltsounis said that he did not really have a problem with the re-work, but he asked if they were working "just in time." Mr. Jakupovic said that was correct for some customers. Mr. Kaltsounis indicated that there could be the potential for trucks all throughout the day, and Mr. Jakupovic agreed that it was possible. Mr. Kaltsounis gave an example of taking a load of engine parts to Tanawanda first thing in the morning, so someone would have to leave at 11:00 p.m. the night before. Mr. Jakupovic said that was correct. Mr. Kaltsounis asked if the trucks ran jake brakes, which Mr. Jakupovic confirmed. Mr. Kaltsounis said that was one of his biggest concerns. He used to live by M-59, and all night long he heard noise from the jake brakes. Mr. Jakupovic stated that their trucks would not use jake brakes in or around the facility; they would use the normal tractor-trailer brakes. There would be no need to slow down the vehicle using the jake brakes when they had regular brakes.

Mr. Kaltsounis remarked that the project was a "toughie." That was why they were talking about improvements to Dequindre. The facility would operate all night long. Someone could be surprised coming upon a truck stopped at the intersection in the middle of the night. He thought that the location was also challenging.

Mr. Reece asked if drivers would sleep in the rigs overnight. Mr. Jakupovic stated that they would not. If they spent the night, it would be at their homes - there was no sleeping in the cabs. Mr. Reece asked about refueling at the site. Mr. Jakupovic advised that they had no plans to put a refueling station at the facility.

Mr. Schroeder asked if there was any chance the trucks would use Hamlin from John R to get to Dequindre to get to the site. Mr. Jakupovic explained that it would not be conducive for the trucks to use any route other than M-59 to get to the facility. Mr. Schroeder commented that truck drivers were independent people. Mr. Jakupovic agreed there was a

possibility, but he claimed that if people did it one time, they would not want to repeat it. He said that something would be put into the employee handbook, and messages would be sent to the cabs. There would also be a geo-fence around the facility so if anyone tried to come through, there would be an automated system which sent a message.

Chairperson Boswell announced that a Conditional Land Use Recommendation and Tree Removal Permit were subject to Public Hearings, and he opened the Public Hearing for both at 8:00 p.m. He had received letters concerning this matter, and he advised that they would be made part of the record. He asked that comments be limited to three minutes, and if someone agreed with a previous speaker, he would appreciate agreement and not a repeat to keep things moving forward.

Don Ledwith, 1853 Willowood, Rochester Hills, MI 48307 Mr. Ledwith stated that he lived one block south of Hamlin. He asked if there was a ground elevation to show on the overhead to see the view from the street. He said that as he went up Dequindre, the feeling was that he lived in "Tree City." He did not want to feel as if he was going by a truck stop. He wanted the Commissioners to pay attention to the aesthetics. He said that he was sitting next to a senior citizen in the audience who currently lived on Parke Street who had lived in that general vicinity since he was seven years old, and he remembered rubbish being dumped on the site. Mr. Ledwith asked if they could describe the shrubbery and berming.

Mike Preuss, 1897 Willowood, Rochester Hills, MI 48307 Mr. Preuss stated that he had been a resident of the community for 43 years. He asked if the applicants would guarantee that they would do landscaping. He said he had seen it before where it did not happen. He asked if the applicants would guarantee that there would be no left turn from Hamlin onto Dequindre, and if there would be no left turn signs from 4-6 p.m. He noted that the traffic study was done for the hours of 6 a.m. to 4 p.m., and he asked if the applicants would put a no left turn sign into the facility from 4 p.m. to 7 p.m. He said that the traffic lined up almost to M-59 at that time. He maintained that crushed gravel in the parking lot for two to three years would get caught in tires. He had his windshield broken a number of times and his car dented, and he did not think that was a good idea. They talked about 25 trucks per day in and out. He wondered if the applicant exceeded that if they would be fined. He thought that the traffic study should be repeated, because it did not seem reasonable. He questioned whether there would be a fine for engine braking. He said that their current site had a quick fuel, and he wanted to make sure there was not a refueling area at the proposed site. He asked if the City had

considered the loss of value to the surrounding homes. He maintained that a truck turn lane should be put in, and he wondered if it could be required. He asked about fines for truckers sleeping on site. He was not sure if Dequindre was being destroyed by trucks currently, but he did not think they wanted to add more trucks.

Lisa Asadoorian, Roundtree, Rochester Hills, MI 48307 Ms.

Asadoorian said that she was not planning to speak, but when she heard about the issues, she realized how important it was. She did not believe that anyone in the room begrudged anyone who wanted to conduct business in the State. They wanted to see the State thrive, but she indicated that the Commissioners had a different perspective than the residents. According to one of the applicants, there would be 70-foot, noiseless vehicles being driven by drivers with no sense of expediency. She stated that was a fable. She said that the applicants have had their backs to the audience for the whole night, and they had not seen what she had. She turned around and saw children in the lobby playing football with a stuffed snoopy doll. The drivers would be driving 70-foot vehicles 50 times a day in a 10-hour period, which was once every 12 minutes by the children's bus stop. There was a bus stop at Roundtree where she lived, and a few hundred feet away there was a bus stop at Baron. She did not know why they were focusing just on the traffic and the prevention of that on Hamlin. She stated that one of the last two streets before the light at Dequindre and Hamlin was Mackwood and S. Shore, which were the only entrances into Avon Lakes. There was new construction, and there were families with children playing. In the hour they had been at the meeting, she wondered how many trucks would have driven by. She maintained that the noise, the methane, etc., was not for Rochester Hills and not for the proposed location. Their City had been labeled the pre-eminent place to live, work and raise a family, and the proposal was not compatible with that. The owner started off by saying that his current space was too small, which meant that they were growing their business, and they wanted to expand. She commented that it would be 40,000 square feet of noise and safety issues to create money. She pleaded with them not to sacrifice the quality of life of the residents and the children that represented the hundreds in the Avon Lakes and Avon Woods subdivisions just for small revenue.

Discussed

Suzanne White, 1598 Parke, Rochester Hills, MI 48307 Ms. White
said that she really missed the communication in the City. Most of them did not know about the plan, which had already gone through the BRA.

She thanked the people who came out on a rainy night. She reiterated that she did not know about the proposal, and she was really up on City matters. She thought that her neighborhood, which was very close knit, should know what was going on. She also did not have an objection to the applicant or his business - everyone needed trucks and transportation. She acknowledged that the BRA did its job. She agreed with it, and she noted that she was on the BRA for many years. What the neighbors were trying to convey was whether it was the right property for that particular business, and she stated that it was not. The property was next to a super fund site, and she claimed that it was the most dangerous piece of property in the State. They did not know what was leaching underground. The borings would not tell exactly what was in the site. Any kind of building would need trenches. The residents were deathly afraid of methane. She questioned if the City was really ready for the liability. There would be 53-foot 18-wheelers that could not stop on a dime if a child ran into the road or if a senior missed the light and started to go through. She stated that there had already been a fatality at the intersection. Ms. White stressed that with the history of methane, landfills and garbage, they should be creative and not place the residents in danger. They should create a landfill committee so they could make the landfills productive areas that did not involve lives. She asked if the applicant would still want the property if it did not include a \$759k tax abatement. She asked if the applicant owned the property currently, or if it was dependent upon approval of the plans. She noted the turnout, and said that the residents' vote was no. She said that they lived in a large area with mostly land, not homeowners. She felt that it was a wonderful turnout, and she reiterated that they were all saying "no."

Wilbur Archer, 1351 School Rd., Rochester Hills, MI 48307 Mr. Archer said that he had not heard too many people talk about School Rd., mainly because there were a lot of rentals on that street. He stated that he agreed with everything everyone said. He said that he knew some truckers, and School Rd. was just .7 of a mile from Hamlin. Someone could take John R and go down School Rd. at 25 mph, which no one seemed to obey, and turn right on Dequindre. He claimed that there was enough traffic on that little gravel road, and that his vote was "no."

Hana Lewis, 1908 E. Hamlin, Rochester Hills, MI 48307 Ms. Lewis said that she was retired and had worked for 27 years as a civil engineer. She currently was a realtor. She looked at the traffic impact assessment. She wished she had been involved in the process from the beginning. The study talked about additional traffic, but they minimized what would happen. It concluded that there would be a 1% increase in the daily

traffic, which was insignificant. She stated that 1% could be insignificant as a numerical value, but it was significant to the families and the community. The project would change their quality of life, and if it happened, there would not be a reverse process - they would all suffer. There would be added truck traffic, not SUVs or small cars. It would come with unpleasant noises. She lived across the street from the northwest corner of Hamlin and Dequindre. She would not be able to open her windows at night, because there would be noise and pollution. There were two times when her windshield was broken because of rocks. There would be wear and tear on the roads. As a realtor, she stated that the home values would go down, and it would become an undesirable place to live. She would vote no on the project. She mentioned Mr. Donaldson talking about perforated pipes and methane going into the air. She asked who would pay. She maintained that they would lose a lot. She did not understand why the project would be located two miles away from the highway. She thought that they could find another location closer to the highway. She reiterated that all the hard working people would pay a high price for their health. She said that she respected someone who wanted to grow his business, but she wondered about the people, their health, their safety, their families and their home values. She did not want to lose her health. She asked why she should have to put a for sale sign on her house. She stated that she did not think the project was suitable for the area. She was proud to be a resident of Rochester Hills, but she would not be proud to say she was part of a trucking community. Her son took the bus, and people were already impatient with the bus. She asked how they would tolerate trucks. She handed in a petition against the trucking facility for the record, and said that the people on the list would like to be included in future meetings, noting that she was not aware of the PC meeting. She thanked the Commissioners for the opportunity to speak.

Tom Moleski, 1874 Willowood, Rochester Hills, MI 48307 Mr. Moleski said that he just wanted to say "no." He added that traffic down Willowood was terrible, and people cut through now.

Josh Dace, 1551 Park St., Rochester Hills, MI 48307 Mr. Dace said that he was not sure if the Road Commission had thought about the extra weight and damage from the trucks and the increased cycles of maintenance that would have to be done to Dequindre. He wondered how much more frequently they would have to repave. He did not think the project was a good fit for the community.

Hadel Sabbagh, 48869 Degindre Rd., Rochester Hills, MI 48307 Mr. Sabbagh noted that he lived in the second house south of Hamlin, and

he had lived there 12 years. He was a mechanical engineer, and he graduated in 2001 with seven years' experience. Regarding the traffic, every day when he came up Dequindre from M-59 between 4-6:00 p.m., about 85% of the time it was backed up from Auburn to M-59. Traffic was stopped, but he did not want to wait in traffic. Sometimes, the traffic was backed up from ½ mile south of Hamlin to Auburn. He asked them to imagine one truck every 12 minutes going north, and one truck every 12 minutes going south. The applicants said that there would be 50 trucks to the facility and 50 leaving. Dequindre was only two lanes, and there were no center turn lanes. There was a left turn lane at Hamlin and at Auburn, but it did not go back very far and could not handle a 70-foot truck. There were many homes on Dequindre, and they would all be affected by the traffic that was already backed up from 4-6 p.m. The applicants said they would try to control the timing of the trucks so as to not hit rush hour. Mr. Sabbagh was in logistics for seven years, and he maintained that would be difficult. "Just in time" meant "right now." If something was needed, it was needed "now." The schedules could not be controlled all the time. He stated that the facility, being two miles from M-59, was not a very good location. He added that Dequindre was like a war zone. He had to swerve to miss potholes. If he was a truck driver, he would save his axle and take John R or Rochester Rd. and take Hamlin to Dequindre. He might be told not to, but he remarked that money talked. He did not believe any repairs would be made to Dequindre any time soon. He had lived in his house for 12 years, and he was one of the newest residents. He realized that the subject property was zoned industrial, but now all of the area around it had been developed as residential. He asked the Commissioners to please take the development that was there now into consideration before they approved anything new. He commented that Rochester Hills was a beautiful city, and City Hall was built to showcase that. He did not think they should be asked to live next to trucks going down their road every day. He asked them to please think about the residents. He noted that he heard jake brakes all the time down Dequindre, and it shook his house. Some of the trucks rumbled his entire house, and it was all brick. He loved his house, his property, his neighborhood and his school district. He asked them to imagine his house shaking even more with more truck traffic - he did not know how long it could be handled. He concluded by saying that he said "no."

Bessem Sabbagh, 1944 Hamlin, Rochester Hills, MI 48307 Mr.

Sebbagh stated that he lived on the corner of Hamlin and Dequindre. He had been in construction for over 20 years and dealt with trucks coming in and out of job sites. They were very loud, and they operated at all hours of the day. If he was to hear a truck in the middle of the night using a jake

brake, he would not get any sleep or be productive the next day. He agreed that Dequindre needed work. It would not be wide enough to handle trucks, especially if there were three backed up on Dequindre, waiting for the light to change and waiting to turn into the site. He commented that it would be a disaster. He could feel the vibration from trucks sitting on his back porch. He strongly suggested not building the proposed facility in Rochester Hills.

Scot Beaton, 655 Bolinger St., Rochester Hills, MI 48307 *Mr. Beaton thanked Mr. Jakupovic for his time on the phone. He indicated that people might think that others who buy homes should look around and learn about an area before they buy. Some people do look at the zoning(s) before they make a \$300k purchase. He was sure there were a lot of people that did that around the subject property, and they knew that the landfills had been there forever, and they knew the land was zoned Industrial. Unfortunately, he remarked that as pretty as the drawings were, and even if it was the world's prettiest truck depot, it was still a truck depot. He felt that a truck depot would be the worst idea for the area. If they were going to do some industrial development in the landfills, he wondered about having something like those cool high-tech firms in the other industrial parks. There could be one or two trucks servicing the operation and high-tech workers and robotic machinery that went in concert with the jobs - not a truck depot. A truck depot needed a Conditional Use. If Planning Commission recommended approval of the CLU, the final decision would still lie with City Council. He said that he was almost begging the Planning Commission to please vote no. When the Planning Commission voted no, he thought that City Council might vote no, and then the City could work with the applicant to locate his truck depot in the M-59 and Crooks area. There were landfill areas there, and the trucks could go right off the freeway. The City would love to have them as a tax base and a customer in Rochester Hills, but just not at the proposed corner. He was hearing about all kinds of noise, and he was confused about the impending traffic. He read the traffic study. There would be 25 trucks in and 25 out from 6:00 in the morning to 4:00 in the afternoon. He was now hearing it would be 24 hours a day, seven days a week. He heard 60 trucks, but the traffic study said 25 in and 25 out. If there was any thought of recommending approval, he stated that had to be a condition of approval. It would have to only be 25 in and 25 out; it would have to be only from Dequindre; and it would have to be from 6:00 in the morning to 4:00 in the afternoon. He thought they needed to install a camera so everyone could see what was going on. One resident was smart when he stated that for each additional truck, there should be a \$500 fine. Going back to the smart people who bought their homes, if he*

was still on the City Council or Planning Commission, he could not live with his vote if he voted yes. With all the discussion about traffic and children and how lousy Dequindre road was, he could not live with the fact that it adhered to the health, safety and welfare of the community, which was the oath of office into which people were sworn. The residents on Hamlin would take a huge hit in the wallet. He was not a real estate agent, but if someone tried to sell a house, buyers would see the truck depot and not want to buy it. The Commissioners would literally be putting on their conscience that every home on Hamlin would take a \$50k bath in home value if they voted yes.

Carrie Coscarelli, 1962 S. Shore Dr., Rochester Hills, MI 48307 Ms. Coscarelli thanked everyone for letting her speak, noting that it was the first time doing something like this. She said that she was new to Rochester Hills and moved here about two years ago. When they were looking in Rochester Hills, they searched the area very thoroughly, and they knew that the subject area was not deemed residential, but they had no idea of what could go there. She had no idea what the jake brake sound was before, but she lived two houses in from Dequindre, and they were woken up during the night. She said that was o.k. because it was only one a night, but they did not need any more than that. She said that she was concerned for the future of the City. She did not think they wanted it to become a niche for trucks. She suggested a business with computers or something more suitable for the area surrounded by residential. She wanted to have kids and a house with a picket fence, but if there were a bunch of trucks, it would be a lot more difficult to do that. Her husband told her to put their house up for sale and leave. They would seriously consider it if the project went through. They never thought they would have to think about that for Rochester Hills. She did not want people to come to her house, which she was very proud of, and pass by two trailer parks and a truck depot. It would be horrible to sit on her back porch and see all the trucks go by. She did not think that was the vibe the City wanted thinking long-term for the City. She hoped the Commissioners thought long-term and of the bigger picture. She appreciated what the applicants wanted to do, but she did not think it was the right location. She agreed they would all take a hit on their homes. They had worked very hard and they were a good, contributing factor to the City. They were young, and she was sure the City wanted to bring in new people, but they would be driven away. She concluded that she would be really disappointed.

John and Julie Koussa, 1808 E. Hamlin, Rochester Hills, MI 48307 Mr. Koussa said that they lived ten houses off of the corner. He sat

outside of his house for 30 minutes the other day and saw 14 gravel trucks drive by. That was from 8-10 in the morning, and in 30 minutes he counted 14 trucks. He mentioned that he had two beautiful kids that went to Brookland Elementary. He did not want semis driving by them at 8 in the morning. Anyone who drove a semi, and he owned his own business and drove a truck every day, would find the easiest route. The easiest route would be Rochester Road to Hamlin to Dequindre. He did not think they would use Dequindre because of the heavy traffic.

Mrs. Koussa said that they purchased their home at the end of 2005, when Hamlin was closed. If they had known it would be opened, she would not have purchased her home. As a mother of two young children, she asked them to imagine sending a five-year old to walk 600 feet down Hamlin alone to a bus stop. No parent with a good conscience would do that. The kids were not allowed to walk. She asked her husband to put up a brick wall in the front yard. She also heard the brakes. She would also like to ask if they knew the speed limit on Hamlin, because people drove an average of 50-60 miles per hour. They had to factor in the winter weather. She asked where the trucks would go in icy, snowy weather on bumpy roads. She asked, as a parent, for a no vote, because it would affect the quality of their lives, more than it already did on a smaller scale. She could not imagine a large trucking firm rumbling up and down Hamlin Rd. People would not be able to turn onto Dequindre. They would sit for at least 30 minutes trying to go one mile. People would take Hamlin and turn left. People would go on School Rd. She maintained that there were a lot of children in the area, and she stated that they deserved to be safe. She invited anyone to come and sit on her front porch. She loved her home, but she wondered if they should sell now or later. She felt that they could do better for safety on Hamlin.

Gary Grabaum, 1563 Nadine, Rochester Hills, MI 48307 Mr. Grabaum said that he had a few concerns. They had talked enough about jake brakes. He previously worked in an industry where he rode in trucks - long distance hauls and locals - and he knew that jake brakes would happen. They had heard enough about Dequindre. They all knew that Hamlin would be used to take a left onto Dequindre, or maybe even School Rd. Either way, noise, diesel fumes and all of that were coming if this was approved, and he did not agree with any of it. People had made comments about the road study. He asked if anyone had considered peak rush for busses and truck traffic. He questioned the fact that the applicant's lease ended in 2017 in Warren. He wondered if they would expand in Rochester Hills when Warren was no longer desirable. He asked if that would mean double the number of trucks. He believed that

there would be creep if they did come in. His biggest concern was that he did not think it fit the image of the City, and that property values would change. The only person who stood to benefit from approval was the 7-11 owner across the street.

Melinda Hill, 1481 Mill Race, Rochester Hills, MI 48306 *Ms. Hill acknowledged that trucking was certainly an integral part of the country's economy, and she had nothing against that at all. She stated that it should just not be in her backyard. It was not necessarily her backyard or her front yard, as she lived in the northern part of the City off of Dequindre. However, she considered all of her City as being part of her front or back yard. Whatever went on in all of the City affected her quality of life. The City had been doing a lot over the years to try to enhance the older areas. They were putting money in the 2015 budget to do a study of Olde Towne. The proposal would not just affect Hamlin and Dequindre at this area, but everything from M-59 to 26 Mile. They talked about an enhancement of M-59 at some point from Square Lake to Auburn. She wondered where the trucks would go when that shut down. They would not come up Auburn; they would come up somewhere through the City to get to the depot. She thought that there was certainly potential for hazards there with the trucks and the methane. She had a hard time fully understanding the benefit to the City. She understood that the BRA wanted to repurpose properties so they became viable entities in the community, and she felt that was a good thing. However, they needed to take a good look at a comprehensive package of redevelopment for any of the brownfields and not just single one place out, and say there was potential. She did not know whether they had received a lot split or whether they owned the property. She had a lot of questions as to the value of putting \$4.1 million into something worth \$1.6 million with a taxable value of \$800k. She wondered if they would really be gaining a lot. She did not believe that Rochester Hills was the type of community that needed a tractor trucking facility. That had never been the desire, and it never met the future land use plans for the area or any other area of the City. They desired to have light industrial and R&D, but they did not desire to have a trucking facility. She did not see it happening in other upscale communities, and she stated that it made no sense. Dequindre was a two-lane road, and the potential for it to be improved in the next 25 years was not there. There was also the huge problem at Yates. If someone wanted to travel to M-53, he would go north, not just south, so it would affect every place in the community. She felt that they could do a lot better job with the land, and if nothing else, she felt that it should be left vacant. She reiterated that it was not what was desired in Rochester Hills.*

Chairperson Boswell closed the Public Hearing at 8:49 p.m.

Mr. Anzek responded that regarding landscaping, any Site Plan was required to bond for proposed landscaping for the full amount of the cost of trees, vegetation, and other materials, and they were also required to bond for the irrigation system to keep things healthy. The bond would be in place until the planting was done, and then it would be reduced to a 25% maintenance bond, which required that all landscaping remained healthy for a growth period of two seasons. That had been required since he had been with the City - for at least 15 years - and he did not think there had been a project they had missed.

Chairperson Boswell said that for the most part, the comments had to do with the roads and turning from Hamlin onto Dequindre, noise, pollution, bad roads to begin with, and whether the roads would be made even worse.

Mr. Donaldson said that he appreciated the residents coming and making comments. He knew it was a passionate issue. He had done a lot of industrial development that abutted residential, and it had always been a contentious issue. He felt that it was important to recognize that in every community, there was a transition point between residential and industrial or commercial. That transition point was always contentious, and it would always be in someone's backyard, unless there was some way to zone out those uses in the community and make them 100% residential or only retail and residential; however, that was not the case. The BRA was created for uses such as this. The City would not get a high-tech user such as Google to locate its facility on top of a landfill across from a shooting range. He understood the emotion, but the reality was that there was a residential community abutting an industrial district on a landfill. It was up to the Planning Commission to decide whether or not they would allow an industrial use in an industrial district that had been zoned that way for a long time. He stated that the development had a right to be on the site. He thought that there was a little bit of mischaracterization about the methane. The methane already existed in its current state. There was not an explosive issue, and he thought that they should defer to the experts that had done the testing. He believed that the concerns about road improvements to Dequindre were all valid, and that Dequindre did need some attention. He thought that a center turn lane would be a good idea. He understood that the traffic study did not dictate that, but he understood the concern. People had to take a little more caution watching their children around busy roads, but to say that the kids would be playing in Dequindre or Hamlin was not a fair

representation. They had tried to address the concerns based upon guidance from everyone at the City and their consultants about what would be acceptable, and they took care with the berms, the trees, the landscaping, not affecting the cap and restricting the traffic to Dequindre. He commented that they did not live in a perfect world, but the reality was that industrial was the use. There was a trucking company that was allowed to be located there, and it was up to the Commissioners whether or not to allow this authorized use to be approved. He knew that Mr. Jakupovic had one alternative to the traffic concern.

Mr. Jakupovic said that when they spoke about Dequindre being the road the trucks would use, they did that because it was the optimal and quickest route. However, there was the choice of using Rochester and turning right onto Hamlin. They would prevent that with signs or by instructing their drivers. They could not build the entryway off of Hamlin. The other alternative would be to take Mound Rd. north, turn left onto Auburn, right onto Ryan and left onto Hamlin and then right on Dequindre to get into the facility. There would be a lot of turns, and it would not be something they thought would be the best route, but it might be quicker and easier during heavy congestion. It would also allow the trucks to move in a direction outside of residential and kids playing. They were trying to do what was best for the business and what was best for the community. They did not want people knocking on their doors and complaining. If there was a route that they could use that was advantageous for their business, then that would be the route they would want to use.

Mr. Labadie advised that they did not do the traffic study and then ask the Road Commission and City to look at it. They learned what the project was and then called the Road Commission and the City and asked what they wanted to see in the study. They scoped the study with them before it was completed. They shared the results with them before they wrote the report. The standards they used - the analysis techniques and level of service, etc. - were all consistent with accepted practices, and that was what they followed. He maintained that every development would not come exactly with the number of trips predicted. A single-family home was supposed to generate ten trips a day, but he did not believe all single-family homes did. When his kids were home, they probably generated 30 trips a day. Their analysis was for a typical week day, and that was what was asked of them. They did not try to hide anything.

Mr. Donaldson asked Mr. Jakupovic to clarify the trip generation. There was talk about 60 trucks and 60 trips in and 60 out or 25 in and 25 out.

He also asked him to clarify, if it were approved, why it would not make to sense to expand beyond what was being proposed.

Mr. Jakupovic said that relative to the number of trucks housed at the facility, the highest number would be 60 trucks, and half of those could be out on the road doing long haul. They could leave on a Monday and not get back until a Friday or the following Friday. There were another set of drivers that went out in the morning or at night who came back after their load was complete. There would be 30 in and out on a daily basis, but the others would take longer. Someone had mentioned that a truck would be coming in and out of the facility every 12 minutes, but he remarked that that made no sense, because they were not a dry cleaners or something with standard hours of operation. They were a 24/7 business, and for "just in time," they had to work round the clock if someone needed parts shipped right away. He had mentioned that his guys did not want to be stuck in traffic. They would lose fuel and time and make late deliveries, so there was no incentive to tie up trucks in peak traffic times. In Warren, there was residential 50 yards in either direction along with the industrial. They did everything they could to operate as efficiently as possible.

Mr. Donaldson clarified that there would be 30 trucks in and 30 trucks out. Mr. Jakupovic said that the maximum they would ever have would be 60, and currently, they operated between 45 and 50. He confirmed that there would be 30 trucks coming in and 30 going out.

Mr. Donaldson asked about an expansion. He did not believe it would make sense to go to a larger operation at the proposed location. He believed that Mr. Jakupovic would open another terminal closer to their clients. Mr. Jakupovic agreed, and said that there were auto plants throughout the country, along with their suppliers. They established footprints in Michigan, Ohio, Illinois and throughout the U.S. It would not make sense for them to base their operation in one area. They wanted to be where their customers were. If there was a plant in Tennessee or Texas, he would move there. They were slowly starting to expand into nearby states, and they would continue to expand, but the maximum they would have at this facility would be 60 trucks, and they would not expand in any direction.

Mr. Donaldson reiterated that the reason the BRA existed was to entice companies such as this to come to contaminated sites that were extremely expensive to develop. Piers, grade beams, hauling away to Class 2 landfills, lining, water mains, storm, etc., were all very costly. Those sites were meant to attract this type of user in an industrial setting.

He acknowledged that there would be communities that had a TIF development that involved more high-tech users, but generally speaking, it was industrial users that occupied landfill sites.

Mr. Kaltsounis brought up that the applicants were not going to pave the parking lot. He asked for the line of delineation, which Mr. Donaldson pointed out. He added that it would be for no more than 24 months. Mr. Kaltsounis understood they did borings because it was a landfill. He noted that there were many landfills in the City, and many surprises had been found. To protect Dequindre from turning into a brownfield itself, he indicated that there would have to be some type of pavement on the property. If they missed just one area, and something leached, there would be a handful of trucks everyday tracking that contaminated brownfield dirt onto Dequindre.

Mr. Donaldson said that at no point would there be less than five feet of cover over the top of the contamination. Mr. Kaltsounis asked him to define a five-foot cover. Mr. Donaldson explained that it would be five feet of stone, slag, or whatever had been put there, and it was defined as the cap. They would not be going into the cap. Mr. Kaltsounis asked if there would be a plastic membrane over it. Mr. Donaldson said that it would be made of whatever existing condition the cap was, and he did not know if they would put in a plastic membrane to separate the trash from the initial stone they put in. Mr. Kaltsounis said that he was considering the weight of the heavy trucks. There was a lot of movement in the winter, and they would be putting porous gravel on top of a landfill without any membrane or protection, and that was a concern.

Mr. Sorenson advised that they were proposing using asphalt millings. There was still some asphalt content in the millings, and they would bind together. It would be flexible to give time if there was some settlement. The millings would give a tighter surface than what you would expect from gravel, and it would have less dust.

Mr. Kaltsounis asked if asphalt millings were asphalt that had been crushed and rolled over, which Mr. Sorenson confirmed. Mr. Kaltsounis said that the City had gone through some things recently, and they had been somewhat burned by what the City had agreed to in the past and what happened on a site. There was a comment that the site was industrial, and that the proposed use was allowed. That was correct, but there was also a Conditional Land Use required, and that involved intangibles. The Planning Commission always liked applicants to talk to their neighbors to find out what they thought about something. He had

heard a lot of concerns from the residents. From past experience, Mr. Kaltsounis thought that if there was an easier route, the trucks would take it, and they would turn from Hamlin.

Mr. Donaldson said they would not as part of the normal operating procedures. Mr. Kaltsounis was citing an extraordinary event where a guy would pull into a driveway on Hamlin, wipe out landscaping and potentially hit cars in the parking lot to take a perceived shortcut. Mr. Donaldson thought that they had to give a little more credit to the operation that Mr. Jakupovic ran. He ran a quality company where drivers did the right thing. Mr. Kaltsounis said that he understood, and he was not saying anything about the company. However, although industrial, he did not think the trucking company was right for the property. He then moved the following motion to deny, seconded by Mr. Yukon:

MOTION by Kaltsounis, seconded by Yukon, in the matter of City File No. 14-002 (General Trucking Facility), the Planning Commission **recommends** to City Council **denial** of the **conditional land use**, based on plans dated received by the Planning Department on July 30, 2014, with the following finding.

Finding:

1. The proposed development would be detrimental, hazardous, or disturbing to existing or future neighboring land uses, persons, property, or the public welfare.

Mr. Jakupovic asked what was driving the need for a Conditional Land Use.

Mr. Anzek explained that in the Zoning Ordinance, many uses were permitted by right and many were conditional, meaning they were acceptable with provisions. That might be hours of operation or about excessive noise or traffic. At the discretion of the Planning Commission, as a recommending board to the City Council, a yes or no could be decided, for example, if the operation might be detrimental or had an adverse impact to adjacent neighborhoods. A freight terminal was no different. There were five different criteria that the Planning Commission had to take under consideration.

Mr. Hetrick remarked that more than likely, he would be the one that had tomatoes thrown at him. He recapped some of the things the applicant suggested they could do for the site: venting the light poles to assure that the parking area would vent methane; agreeing to a two-year period where

millings would be used as a way to allow settlement and then paving; and adding a center lane in Dequindre. He believed that the applicant would agree to not allow truck traffic on Hamlin west of Dequindre, and also to not have a fuel depot at the facility. Additionally, the maximum number of trucks at the facility would be 60. Those things suggested to him that the applicant was doing enough to support what the residents wished to see to alleviate the issues and minimize some of the hazards. He was not sure those could all be conditions, but they were things he thought would be relevant to allow the project to go forward. He wondered if not using Hamlin could be a condition of approval and if they would agree to road improvements for Dequindre, which he realized would require input from the Road Commission.

Mr. Donaldson said they would agree to all those things, and he did not think it would be in anyone's benefit for trucks to use Hamlin. They had agreed to the other conditions. The operator would have the ability to communicate to the truck drivers not to use Hamlin. Mr. Jakupovic agreed, and said that they utilized a system that was developed by Qualcomm to track their hours of service. They would not use texting, but rather phone calls and sending messages through a device in the trucks. They could also add a geo-fence, so anyone new with the company coming from five miles out would get a message saying that the only allowed routes into the facility would be from Mound or Dequindre.

Mr. Hooper thanked the residents who came out. He said that he took detailed notes of everyone's concerns. He observed that every city had a legacy, and Rochester Hills had 660 acres of landfill that were vacant. They were leaching methane and leachate, and it was a definite concern. The City had a BRA to try to find appropriate uses to put a permanent cap to reduce leachate and methane gas escaping from the landfills and to try to get some type of beneficial use for the facilities. He noted that it had happened before anyone's time on the Commission, and it was unfortunate. Mr. Hooper indicated that the issue was what to do with the landfills. The subject property was zoned I, Industrial, and had been zoned that way for at least 25 years. Except for School Rd., it predated the homes in the area. Ms. White said that the homes were built before the landfills were there. Mr. Hooper believed that the homes on Hamlin were built after the landfills were established, so people bought homes with landfills across the street, for the most part. Mr. Hooper stated that they could all have a professional disagreement, and there were things he agreed with and some that he did not. He remarked that he and his wife disagreed on things, and he had no malice against anyone. The issue was what they should do with the property. One solution would be to

do nothing and have it continue to have methane escape. They could find a way to develop the property, if possible, with some type of adaptive reuse. If that was not possible, it would remain vacant. The subject property had been zoned I-1 for at least 25-30 years, and a proposed development came forward according to the City's Ordinances for Industrial. He read from the Zoning Ordinance the permitted uses that would be allowed by right for Industrial zoning and the conditional uses, which required a special permit from the Planning Commission and City Council. The proposed development fell under freight yard and terminals, which required a Conditional Land Use. He stated that the big issue was traffic. If the project was to proceed, traffic could not use Hamlin. There could be a condition of Site Plan Approval regarding that, but he wondered what else could possibly be done, from Staff's viewpoint, to prohibit the use of Hamlin for truck traffic.

Mr. Anzek asked if Mr. Hooper meant enforcement, and Mr. Hooper agreed. He understood that employee vehicle traffic would use Hamlin, and that truck traffic would enter and exit from Dequindre. He asked how many trucks the applicant owned. Mr. Jakupovic answered that it was currently about 65. Mr. Hooper said that he counted 80 parking spots for trucks, and he asked if that was accurate. Mr. Jakupovic agreed. Mr. Hooper said that Mr. Jakupovic stated that there would be a maximum of 60 trips per day. Mr. Hooper said that he had traveled through the Hamlin/Dequindre intersection every work day for the last 22 years, so he was very familiar with the intersection. He took Mound from M-59 to Auburn to Ryan, and he thought that was the way to go, not Dequindre. Mr. Jakupovic said that he did the same thing. Mr. Hooper agreed it was appropriate. Messina Trucking was on Hamlin east of the proposed site. There were 35 gravel haulers operating out of its facility that used Hamlin currently. There was Hamlin Tool to the west of the proposed site that did not have anywhere near the trucking traffic, but they had the occasional long haul for deliveries. Hamlin Tool had been in existence for 35 years. He asked if there would be any reason for trucks leaving the proposed site to go north. Mr. Jakupovic replied that there would not be. Mr. Hooper asked if everyone would be required to go south. Mr. Jakupovic said that it would be the quickest way to get to their locations, and also, there was no way to get anywhere going north. A truck could not turn left or right from Dequindre going north. Mr. Hooper stated that the applicant would definitely have to make improvements to Dequindre if the project was to proceed, and he believed that they had made statements to that effect.

Regarding screening, Mr. Hooper was not sure about some of the

plantings. He asked if evergreens were proposed on L-1.1, and about the species and height of the trees on the north side of Hamlin. Mr. Sorenson explained that there would be two and three-inch species. Mr. Hooper clarified that they would all be deciduous trees. He asked where the evergreens would be. Mr. Sorenson pointed out an area along a pond, and there would be some to screen the loading area. Mr. Hooper confirmed with Mr. Anzek that the landscape plan met the intent of the Ordinance for screening. Mr. Anzek agreed that it did. He referred to L-1.1, which showed that the trees were not circular in graphic representation, but more of a sunburst shape. Those were coniferous, and the rest were deciduous. The City required one decorative ornamental tree per 25 feet and deciduous trees along the street frontage.

Mr. Donaldson asked if they could swap out trees if they wanted to change to pines or things that would stay green all year round. Mr. Hooper said that he was not so much concerned about the screening on the west side of the property, but he was about the east side, which was more visible. Mr. Donaldson said that they would be fine swapping trees, if that would not contradict the Ordinance, so they would have more pine trees. Mr. Anzek advised that street trees needed to be deciduous, so there was line of sight clearance, but the trees by the parking lot could be pines or spruce (just south of the parking lot to line the lot).

Mr. Hooper noted that there was a CIP project for Dequindre Rd. He asked the current status of the Road Commission projects for improvements from M-59.

Mr. Anzek replied that the widening of Dequindre to five lanes from Long Lake to Auburn was scheduled for 2016. The Master Thoroughfare Plan called for improvements to Dequindre the entire length for that section. He noted that it would be a coordinated effort with Shelby Twp. and Macomb County. It was not time specific for north of Auburn. Mr. Hooper confirmed that it would not happen in the next five years, and Mr. Anzek believed that was correct. Mr. Hooper stated that the roads in Rochester Hills were an issue, and everyone saw the sorry state of affairs that the roads were in.

Mr. Hooper wanted to fully understand the proposed operation. He had heard that it would be a 24/7 operation, but he had also heard mention of 6:00 a.m. to 4:00 p.m. He asked exactly how it would operate.

Mr. Jakupovic said that frankly, he was not sure where the 6-4 came from. His business operated 24/7. Mr. Hooper said that it came from Mr.

Jakupovic. Mr. Donaldson advised that it was not Mr. Jakupovic's representation; it came from the traffic study. Mr. Jakupovic said that the trucks would run 24/7, and the office employees would conduct business during normal hours. Mr. Hooper confirmed that the 60 trips per day could be anywhere within 24 hours per day, however, he observed that the traffic study discussed that they would operate from 6:00 a.m. to 4:00 p.m.

Mr. Schroeder brought up that it was mentioned that the front driveway on Hamlin could be eliminated. He advised that they would want two entrances for emergency purposes. Mr. Donaldson said that was correct. Regarding the landfill, Mr. Schroeder felt that it was probably the most non-problematic landfill they had, unlike the adjacent one. It had slag top fill, which was a plus for the site. Mr. Schroeder thought that using Hamlin from Shelby would be a good idea. The Hamlin Rd. use in Shelby was trucking. He was not sure whether or not it was a Class A road, and for General Trucking's business, he did not think they would want to get off of a Class A road. Mr. Jakupovic said that Mr. Hooper mentioned that there was a trucking operation in that area already. Mr. Schroeder asked Mr. Labadie if Hamlin was a Class A road in Shelby, but he did not know.

Chairperson Boswell asked Mr. Kaltsounis if he was basing his motion on Finding 4. Mr. Kaltsounis agreed, and Chairperson Boswell called for a Roll Call Vote.

Mr. Dettloff was called upon, but he wished to comment first. He said that based on the discussion and looking at the Ordinance, he was concerned about the potential traffic issue. He said that a couple of comments were made regarding hours of operation, etc., and he asked Mr. Jakupovic if there would be any consideration for limiting the hours of operation. Mr. Jakupovic said that unfortunately, there could not be. Mr. Dettloff said that he had also heard about improvements to Dequindre Rd., but there was really no specific date. He wondered if a center turn lane could be added. Chairperson Boswell said that it could be done, but it would be handled during the Site Plan review. He said that the applicant had already agreed to do it if it came to that, and it could be made a condition of approval. Mr. Kaltsounis declined to make it a condition for the Conditional Land Use.

Chairperson Boswell advised that a yes vote would be to recommend denial, and hearing no further discussion, he called for a vote.

Roll Call Vote (for denial):

Ayes: Kaltsounis, Yukon, Reece, Boswell

Nays: Hooper, Dettloff, Hetrick, Schroeder

Absent: Brnabic

MOTION FAILED

Mr. Staran explained that a tie vote meant that the motion failed. Chairperson Boswell stated that there was no sense in voting on the other motions (Tree Removal Permit and Site Plan) unless there was a recommendation of approval of the Conditional Land Use. He asked if anyone wished to make a motion to recommend approval of the CLU.

Mr. Hetrick stated that he would make that motion with conditions: Addition of a center turn lane; that there would be no fuel depot; that there would be no use of Hamlin Rd. west of Dequindre; and there would be a maximum of 60 trucks per day using the facility. The motion died for lack of a second.

Chairperson Boswell called for a ten-minute recess from 9:45 p.m. to 9:55 p.m.

Chairperson Boswell had a discussion with Mr. Staran during the break. Mr. Staran advised that the matter could not be passed along to Council without a recommendation one way or the other, and since there was a tie, they did not have a recommendation to send.

Mr. Kaltsounis moved to postpone the matter until the next meeting when there would be a full board, which was seconded by Mr. Dettloff. After calling for a voice vote, Chairperson Boswell announced that the motion to postpone had passed unanimously.

Chairperson said that he was truly sorry to all the people who came out and to the applicant. He indicated that it had been a long time since they had a similar situation. Mr. Jakupovic thanked the Commissioners for their time, and said he would see them on September 16th. Mr. Donaldson asked if there was anything else they needed to provide for the next meeting. Chairperson Boswell recommended that they added the center turn lane on the Site Plan, and Mr. Donaldson suggested that they should get the traffic study right. That concluded the discussion.

2014-0323

Request for Approval of a Tree Removal Permit - City File No. 14-002 - for the removal and replacement of as many as 24 regulated trees associated with the construction of a 40,000 square-foot industrial trucking and storage facility at the northwest corner of Hamlin and Dequindre, JB Donaldson Co., Applicant

Postponed

2014-0324 Request for Site Plan Approval - City File No. 14-002 - General Trucking industrial trucking and storage facility (see file nos. 2014-0322 and -0323)

Postponed

2014-0370 Request for Rezoning Recommendation - City File No. 14-011 - An Amendment to Chapter 138 of the Code of Ordinances of the City of Rochester Hills to rezone two parcels of land totaling 77.7 acres from R-4, One Family Residential to RMH, Manufactured Housing Park, located east of John R, north of Hamlin, Parcel Nos. 15-24-326-008 and 15-24-302-007, Six Star Investments, LLC and DNL Property Holding, LLC, Applicants

(Reference: Staff Report prepared by Ed Anzek, dated August 15, 2014 and Rezoning Application had been placed on file and by reference became part of the record thereof.)

Present for the applicant were Kenneth Frantz, Six Star Investments, LLC, 37000 Woodward Ave., Suite 250, Bloomfield Hills, MI 48304 and Lixing Cao, DNL Property Holding, LLC, 25680 Shoreline Dr., Novi, MI 48374.

Mr. Frantz stated that they were seeking a change in zoning from R-4 to RMH.

Mr. Anzek advised that with a Rezoning request, it was the burden of the applicant to establish a basis for the Rezoning. He asked Mr. Frantz to say why he felt R-4 was not appropriate and why RMH was.

Mr. Frantz noted that the property was a former landfill. The two properties were part of Stan's Trucking, and because they were municipal landfills, the development options were very limited. They were dealing with methane and subsidence, which were the same issues, on a different level, that the last applicant was facing. They looked at many different options for the sites, and he felt that the current R-4 designation was impractical. Houses could not have basements because of settlement, and there would be cracking. They considered options such as industrial or commercial, but he did not believe there were any viable opportunities with those. The crowd present was very opposed to a commercial development for the previous application, and he did not think it would go over very well for his property. Most of the neighbors would not want to see a trucking facility or a manufacturing facility, and probably would not

want to even see a shopping center. Those would produce light pollution, traffic and noise. He observed that there were residential areas on all sides, and to him, manufactured housing would be the only viable option. They would be built on sturdier frames. When the homes were transported, they would be set up on the sites. They could be elevated slightly on the slabs in case ventilation was needed. The slab would protect from issues with the landfill. He had looked for many years for buyers or developers, and he found that manufactured housing would be the only viable option.

Mr. Frantz said that Mr. Anzek mentioned in his report, and the DEQ had also mentioned it, that it had not been done before in Michigan. Mr. Frantz agreed; however, he said that it had been done quite successfully in other states. He showed a development from Ohio, and said that it was on a brownfield site that had been industrial. It was a worse situation, because there were toxic chemicals and issues much more severe to the health than methane, which could be vented.

Mr. Frantz claimed that Rochester Hills was not the same community that it was when the landfill closed in 1982. He indicated that if they tried to do an industrial development, it would just add to the pollution, and the toxicity would be less acceptable than anything else. His sites were in the middle of the Landfill Area on the Master Plan, and that Plan was supposed encourage creative thinking and the development of the property to put it back into productive use. Mr. Frantz stated that there was nothing else that he could come up with that would be a productive use, and he believed that there was no better use for the property than residential, and that the only way to do residential was with manufactured housing. He showed some manufactured homes done by Rochester Homes, Inc. He noted that someone mentioned that it would just be a trailer park, but he maintained that the homes were much nicer now.

A resident from the audience called out that plans could not be shown, and that it was "illegal." In reply, Mr. Staran explained that specific plans of something proposed to be built could not be shown; however, the applicant could show illustrations of things that could possibly be built, which was not prohibited. They could not get into specific Site Plan review. Mr. Frantz agreed that they were just samples. He thought that Rochester Homes was in the community, but it was in Rochester, Indiana.

Mr. Frantz stressed that they were not trailer homes, and that it would not be a trailer park. It would be manufactured housing - manufactured offsite, rigidly built, able to be elevated above the ground, but not what

was in the other manufactured housing communities in the City. He commented that things had changed, and the reason they were called manufactured communities was because the quality of the housing was much better. He stated that it would be an asset to the community. They would be taking care of the environmental issue that was notorious. He mentioned that on Parke Street, nearby to the east, a house blew up about 13-14 years ago, before they acquired their properties. He stated that they would fix the sites, and that was exactly what the City planned. It was put into a brownfield designation so something like this could happen. They would bring life to the City and put in places that were better than a lot of the surrounding sites. They would be doing everything in accordance with the Master Plan. He stated again that it would be the absolute best use for the properties, and that was why they put in an application to Rezone.

Mr. Staran clarified that although he was sure the applicant was sincere in his expression of intent as far as what he intended to build and its style, a Conditional Rezoning was not being proposed. Since it was not a Conditional Rezoning, if it was Rezoned to RMH, the manufactured housing style Mr. Frantz showed was not binding, and any type of manufactured housing could go in. He pointed out that the Planning Commission could not accept those representations at face value or condition any decision to approve based on what Mr. Frantz was representing, but rather, if it was going to be Rezoned to RMH, anything that was permitted in that district under the Zoning Ordinance could potentially happen.

Mr. Frantz said that Mr. Staran was correct. He stated that it was not their intention to build on the lots. They would continue to own the property, and they would set each site up with cement slabs and bring in utilities, but people would purchase their own homes. They (the applicants) could pick and choose what they wanted brought into the community and how it would be developed, but they would not build them. People would buy their homes and locate them on his sites and rent them on a monthly basis, which was what was being done in the other two parks in the City.

Mr. Anzek advised that the Master Land Use Plan was the basis for Rezoning decisions - whether something was supported by the Master Plan or not was a major consideration. There was a Landfill Planning overlay for the area, which did not specify uses, but it talked more about flexibility and the potential for something that might work on a landfill site. When he first met with Mr. Frantz, Mr. Anzek expressed that he felt that there was a great deal of environmental information that needed to be

known, knowing that the Planning Commission liked to be able to make informed decisions and to learn as much as they could. There were several parties involved with the site, including the Michigan Manufactured Housing Commission, which was a governing body. The City had to follow their rules for a manufactured housing park, which were different than the City's development rules. The applicants would also have to get acceptance from the MDEQ, another governing State agency. He had pointed out in his Staff Report that he felt that there needed to be advance support from those agencies before the matter should be heard. Mr. Anzek said that he personally had serious doubts whether it was environmentally viable and whether it was even economically feasible. He had concerns about traffic that would use School Rd., a gravel road, and traffic using Hamlin. Since he wrote the Staff Report, he had several meetings and conversations with Mayor Barnett. Mayor Barnett asked him to express, and Mr. Anzek concurred, that the Commission should strongly recommend denial of the Rezoning application.

Mr. Frantz noted that he had met with the DEQ. The person assigned to the matter did not express any environmental objections or say that something could not be done. He gave Mr. Frantz the names of a couple of engineering companies both out of state and in, that would be able to provide expertise and to help get something done in a safe manner. With regard to the Michigan Manufactured Housing Commission, he called them, and he was referred to the Department of Building Code, and that department said they would not make any decisions beforehand or send a letter to that effect. If the DEQ did not agree, the Housing Commission would not either, but if the DEQ thought it was fine, the Housing Commission would probably go along. Mr. Frantz stated that it all came down to the DEQ. He reiterated that the whole point of having a Brownfield Redevelopment Authority (BRA) was to encourage brownfield redevelopment, and that was exactly what they were trying to do. If they could not do a manufactured housing park, then he thought that the City would be telling them they could never do anything with their property. With a stroke of a pen, he felt that the City would be taking away their property without due process, and he claimed that was not what the City charter or the BRA was for, and he did not feel that it would be best for the City. He said that he was trying to do what was best for the City, and he was asking that the Commission gave him a chance. He concluded that he could not have that chance without the Rezoning.

Mr. Kaltsounis commented that by the book, it was a recommendation to change the zoning. The Planning Commission was not allowed to consider a Site Plan, and they had to consider everything that could be

put there, and they had to consider density.

Mr. Frantz maintained that the density would be the same as the State allowed. Mr. Kaltsounis said that in his mind, there were several tools, including a possible Planned Unit Development (PUD), that Staff could recommend. He noted the PUD that was going in to the north of School Rd., where the developer used a PUD to be able to put in apartments. A PUD was a contract between a developer and the City as to what densities would be allowed, what type of uses would be allowed, etc. When he thought about the whole scope of Mr. Frantz' request, he thought it would be better to discuss some concepts with Staff that would make sure all the boxes were checked and that would end up suiting Mr. Frantz and the Planning Commission. Mr. Frantz said that he was not sure exactly how that would work. Mr. Kaltsounis said that the tool that Mr. Frantz was proposing was a blank check to be able to do whatever he wanted in the RMH district, and Mr. Kaltsounis said that he had a problem with that. Mr. Frantz said that would be the case with any RMH development anywhere in the City. Mr. Kaltsounis advised that was where a PUD would come in - there would be more flexibility, more selection of homes, more agreed to densities, and even agreed to locations for the methane recovery systems. He felt that it would be one of the best tools to use for the properties. Mr. Frantz indicated that MJC (developer of the apartments) had more resources. He had tried to get other people with resources involved, and the proposal was the only thing they could potentially do themselves. Mr. Kaltsounis did not think it was a resource issue. He suggested that they needed to sit down with Staff and work through the issues and at the end of the day, see where they were. He commented that he was not a fan of a blank check. Mr. Frantz disagreed and said that it would not be a total blank check, since the DEQ had the final authority over what would or would not be allowed. Mr. Kaltsounis said that he appreciated Mr. Frantz' comments.

Mr. Hetrick stated that in many respects, he concurred with Mr. Kaltsounis. The opportunity to do something with the site was probably best suited using a PUD. They could think of it as a contract between a developer and the City versus an Ordinance change. He saw four things that had to be done, and the first regarded the methane. If there were 490 residences, it would take a lot of maneuvering to keep the people who were going to rent the properties and the surrounding people safe. Next were the utilities to get to the infrastructure. The previous applicant was going to do a lot of work to ensure that the utilities ditches were well contained so things did not leach out, and there were no methane problems. Third was the road infrastructure. The previous matter raised

concerns about using millings for a parking lot. Mr. Frantz would have to build a set of roads and infrastructure for 490 residences. To Mr. Hetrick, that was a large concern given the potential movement of the earth around the site. Lastly, he mentioned the home foundations. Mr. Frantz had said that he could install slabs, but with the movement of the ground below the foundation, the previous applicant was going to have to put in pilings just to put up the building. Mr. Hetrick did not think Mr. Frantz would put in pilings for 490 residences. That did not seem feasible, and with all of those things Mr. Hetrick had mentioned, he was not really thrilled about supporting a Rezoning to RMH or a manufactured community. It appeared that the Manufactured Housing Commission was not that willing to get behind the plan at this point, either. Those four items he mentioned suggested that a Rezoning to manufactured housing did not make sense for the property.

Mr. Frantz commented that he would have to disagree, because every one of the issues raised had an engineering solution. He realized that there were issues to be addressed. He had been talking with engineering companies and with the DEQ. They had looked into what had to be done for every problem. He knew there were problems with the property, because if there were not, the property would have been developed long ago. He said that Mr. Anzek had talked about having the utility trenches sealed, but in talking with the engineers, they would take exactly the opposite approach. If they trenched out the utilities along the roads, there would be a pathway to vent the methane. He talked to a company in Novi called Landfill Energy Systems, and they would set it up to draw out the methane and convert it into energy that fed back into the electric grid. It would lessen the methane. He stressed that every one of the questions raised was one that he had thought about, and he reiterated that there was a solution for each. They would not be able to get the DEQ's approval unless every one of those questions had been properly addressed. He would rely on them to say what was or what was not safe. He did not think anyone in the room had the expertise to say something could not be done. A lot of things that people were saying could not be done could be if they had the talent to apply to it. He was trying to get the chance to address the issues and to bring the talent to bear.

Mr. Hetrick said that unfortunately, unless he missed something, none of what Mr. Frantz described was in their packet, nor was there any indication that the DEQ had in any way endorsed what Mr. Frantz was describing. Mr. Frantz said that was because they were just doing the Rezoning request. In the Environmental Impact Statement, he talked about how the methane would be following the utilities as pathways, and it talked about a

passive approach. They would have streetlights, similar to the ones the last applicant mentioned, and similar to the kinds they had in the parking lots at the Home Depot at 12 Mile and Telegraph. He explained again that passive venting of the methane would trench it out, and they would create pathways. He stated that it would be better than putting very expensive, impermeable material around the trenching, and instead they would use the trenching. They were attempting to find creative solutions that needed to be done. He said that they had talked about a PUD, which he felt would tie his hands as to what could be done, but he did not have a problem with that. If the Rezoning was contingent upon the City, and there was a contract which said only certain things could be done, he would not have a problem. He thought that the City would want to have something done that would be in the best interests of everyone. He would agree to PUD conditions, but it was the first time he had heard about a PUD.

Mr. Hetrick said that they were starting to morph into a Conditional Rezoning, which was a different path. Mr. Frantz did not believe that it could be a Conditional Rezoning at this point. Mr. Hetrick advised that a Conditional Rezoning and a PUD were two separate elements; someone could do one or the other. Mr. Frantz saw it as opposite sides of the same coin, but that was probably because it was his first introduction to PUDs, and he was still not clear on exactly how it would work. Mr. Hetrick said that he did not want to cloud the water with PUDs, but it seemed that based on what they were looking at, that Rezoning to RMH would not be a workable solution. Mr. Frantz saw it as the only viable solution, and he was hearing that a PUD was a viable solution, but he was not sure what they would put into a PUD. He asked for clarification. Mr. Hetrick indicated that it would be something to discuss with Staff outside the meeting. Mr. Frantz said again that for years, they had tried to come up with something they could do, and this was the only solution they could come up with. If there was a better solution, he said that he would like to hear it. He said that it was being sprung on him. Mr. Hetrick said that he was not trying to spring something on him, but the Rezoning did not, from his perspective, seem to be the right way to go. If there was another solution, there was an opportunity for Mr. Frantz and Staff to work through things. Mr. Frantz asked if the matter could be tabled for a month so Mr. Anzek could explain the whole PUD concept, and they could see if there was another way to work things out.

Mr. Anzek responded that Mr. Frantz could read about it in the Zoning Ordinance, which was also online. It was very detailed as to how a PUD worked. Mr. Anzek recalled discussing a PUD with Mr. Frantz, along with Conditional Rezoning, and Mr. Frantz insisted on going forward with a

Rezoning request. Mr. Anzek suggested that what Mr. Frantz could present would be something suitable for an R-4 development.

Mr. Schroeder gave a little history of the site. About 50-60 years ago, there were farmers in the area who did not want any development. A sand merchant came in, and said he would dig out the sand and fill it in and put topsoil down to make it ready for farming. Mr. Schroeder stated that it was a mess, and there was no control. People started to toss garbage there, and there was no oversight or compaction. The site was covered and the drains were filled in. Then it was sold, but it was still a landfill, and no one had any idea of what was there. There was no cooperation, the Township had nothing to say, the DNR was invisible, and there were no inspections. He stressed that they did not know what was buried in that landfill. Mr. Schroeder explained that most of the methane production was gone because of age, but because of the lack of compaction, there was a mountain of trapped methane. The minute someone started to put in foundations that would all start coming out. He emphasized that there had to be studies and environmental recommendations done. The trenches could not just be dug and pipes dropped in. There would have to be support for the utilities. They would have to put in piling and sheeting, and then they would have to be lined with piping. It would not be a vent, per se. It would take a lot of work to put in the roads, which would also need to be supported. He stated that all those things would take money, and he felt that Mr. Frantz was not prepared. It was very obvious to Mr. Schroeder that Mr. Frantz was shooting in the dark, and Mr. Schroeder did not feel that Mr. Frantz was ready for this type of project. Mr. Schroeder said that he knew Mr. Frantz had no concept of the cost. Mr. Frantz had noted in his EIS that there were toxic chemicals, and Mr. Schroeder underscored how dangerous they would be. He advised that there would be gas generated, and Mr. Frantz had to have a way to handle that. He stated that there was no drainage pattern; it was a dump, and Mr. Frantz would have to address the drainage. When the landfill operator was trying to close it, the City got him to open the drains, and that had to be addressed. The water mains and sewers would have to be supported, and he stated that it would not be a simple thing. There would be no compaction (anything underneath), and it would be a major engineering job. Mr. Frantz had said that the PVC pipes would be installed by the DNR. Mr. Schroeder remarked that the DNR never installed pipes. If there was any installation, it would be by the developer trying to get the site signed off for water quality. Mr. Schroeder mentioned that there would be a lot of traffic generated. The roads around the site could not handle that, and there would have to be road improvements. The City would not improve the roads, so that would be another huge expense. Mr.

Schroeder said that Mr. Frantz mentioned having flexible water main and sewer, and Mr. Schroeder commented that it was ridiculous because flexible water mains had breaks. He explained that sewer was a gravity utility, and there could not be a flexible sewer. Mr. Schroeder said that his point was that Mr. Frantz was simply not ready. He did not have any facts, and Mr. Schroeder did not believe that Mr. Frantz really knew what he was doing. He did not think that the matter should even be considered.

Mr. Frantz responded that every single thing Mr. Schroeder brought up was an engineering issue. He had talked to a couple of engineering and environmental companies, and he had done research. The people they would retain to address the problems had told him that each issue could be solved. Each question Mr. Schroeder raised had an answer. Mr. Schroeder agreed, but he said that Mr. Frantz did not have the answers. Mr. Frantz maintained that he had done other developments, and he found that he could hire the expertise. Mr. Schroeder reiterated that Mr. Frantz did not understand how much it would cost. Mr. Frantz thought he had worked things out. If it turned out that he was wrong, the only thing that would have happened was that the property would have been Rezoned, and someone else could come it and develop it if he was unable to do it. Mr. Schroeder stated that there was no reason to Rezone it. Mr. Frantz said that the only reason to Rezone it would be because it was not suitable for R-4. Manufactured housing would be the only way to develop. He was hearing they could do a PUD. He agreed that it would be an expensive proposition, and without the volume they would get with manufactured housing, the economics would not work. They would not work with R-4. There would be enough sites with manufactured housing that it could work. The cost would be too great for an R-4 development. He concluded that they needed RMH, or the property would never be developed. Mr. Schroeder indicated that they needed more conversation; Mr. Frantz had not given them any facts.

Mr. Hooper stated that manufactured housing was not appropriate for the area, and he would support denial with the second finding: Approval of RMH zoning would increase the potential for development with trip generation that is unsuitable for the area, and he would add that it was not compatible with surrounding land uses. He emphasized again that it was not appropriate, and that he would not support the Rezoning request.

Chairperson Boswell opened the Public Hearing at 10:40 p.m.

Tom Moleski, 1874 Willowood, Rochester Hills, MI 48307 *Mr. Moleski had left the meeting.*

Raymond Anderson, 1480 Gravel Ridge, Rochester Hills, MI 48307

Mr. Anderson said that he had lived in his home for 49 years. He asked the applicant what his connection with Six Star was. He said that he was trying to point out that Six Star was responsible for the landfill.

Joe Girouard, 1568 Parke St., Rochester Hills, MI 48307 Mr. Girouard had left the meeting.

Josh Dace, 1551 Park St., Rochester Hills, MI 48307 Mr. Dace stated that he agreed with the comments.

Michelle Cabarriss, 1225 E. Hamlin, Rochester Hills, MI 48307 Ms. Cabarriss noted that she was representing her parents, her sister and brother-in-law, who lived at 1399 E. Hamlin and their adjacent neighbor, Mr. Hill, who lived at 1161 E. Hamlin. She agreed with what several of the Commissioners had said. She felt that they were all concerned with what would happen with the land if it was disturbed. Her parents had lived there for over 35 years, and her sister and she had seen all the dumping first hand. They saw 24/7 what was not allowed, and they had no idea what was under the property. The consensus was to leave it alone because of the different issues that could arise. Her dad had told them that in the past, several people had wanted to make the area profitable, but they went bankrupt trying to make it safe. She wanted to reiterate everything that was said. The applicant kept responding by saying that there was an engineering solution to the issues raised, but Ms. Cabarriss wanted to know what solution Mr. Frantz had to running out of money and for the people in the area who would be left to clean up his mess. The cost would be astronomical, and there would be a cost to the people who would be disrupted by the situation. She asked them to leave the area alone, and she concluded by remarking that "Jimmy Hoffa could be there."

Bessem Sabbagh, 1944 Hamlin, Rochester Hills, MI 48307 Mr. Sabbagh had left the meeting.

Scot Beaton, 655 Bolinger St., Rochester Hills, MI 48307 Mr. Beaton stated that he agreed with what the Commissioners had said, and he thanked them, and he especially wanted to thank Mr. Anzek for some of his statements. He said that they tended to forget some of the services that Mr. Anzek contributed from time to time, and Mr. Beaton remarked that Mr. Anzek was a tremendous asset to the community. Mr. Beaton said that he wanted to ask for forgiveness from everyone for rudely interrupting Mr. Frantz' presentation. He recalled that former Mayor Ken

Snell used to religiously talk about not looking at any pictures with a Rezoning, and that image was embedded in Mr. Beaton's brain. He apologized again to Mr. Frantz and to Mr. Staran. Mr. Beaton said that the issue was for a Rezoning of 77 acres. Even if the land had nothing wrong with it, 77 acres would generate 10 trailers per acre. That would be 770 trailers, and he did not think that the residents in the area were at all interested in that kind of idea.

John Koussa, 1808 E. Hamlin, Rochester Hills, MI 48307 *Mr. Koussa had left the meeting.*

Melinda Hill, 1481 Mill Race, Rochester Hills, MI 48306 *Ms. Hill said that she agreed with most everything that had been said, and she added that a manufactured housing park of any type was not acceptable in the community. They had several already, and they would have no control of the proposed. If the City was really going to look at the 600-plus acres of landfill, and she commented that they were fortunate to have the wonderful other things they had in the community, they could not plan piece meal projects for the landfills, which she indicated would be a big mistake. They needed a lot more discussion with the BRA to come up with an overall plan, or they should just leave them alone. She commented that the City was not "dying" to have those tax dollars.*

Gary Grabaum, 1563 Nadine, Rochester Hills, MI 48307 *Mr. Grabaum agreed with what other people had said. It sounded to him as if there were a lot of issues. He was an engineer, and he knew there were solutions to anything. They put a man on the moon, but it cost a lot of money - the government would not even do that now. He did not like the idea of Rezoning the parcels, because it would open up Pandora's Box, and it would be a blank check. He quoted Jimmy Buffet: "They smothered the keys and you could end up with a recycled beer can." He also did not like that type of a community. He felt that it tended to have a greater proportion of people that he did not think they wanted in the community. He stated that it would be a mistake to Rezone it, and there were too many issues. He thought that there would be traffic problems with any development, and he did not think that the roads could handle it.*

Carie Coscerelli, 1962 S. Shore Dr., Rochester Hills, MI 48307 *Ms. Coscarelli had left the meeting.*

Mike Preuss, 1897 Willowood, Rochester Hills, MI 48307 *Mr. Preuss said that he agreed with how the discussion had been going. He handed out something he said was given to him 43 years ago when he bought his*

house, which was a Master Plan that showed the subject area as a park.

Thomas Popchock, 1700 Gravel Ridge, Rochester Hills, MI 48307

Mr. Popchock agreed with the majority of the statements made. His main concern was health. He lived directly across from the site, and he was very concerned that if trenches were dug, that gasses would be released, and other things would be released that would be harmful to him and his neighbors. He knew of several people who had died around the site in the past when vents were opened that should not have been. He was also concerned with traffic and other issues, and he agreed that he would not like to see the matter approved.

Marilyn Hope, 1720 Gravel Ridge, Rochester Hills, MI 48307 Ms.

Hope noted that she lived directly across from the landfill, and she had lived there since 1972. She had seen what had gone into the ground. People came at night without supervision, and they knew there was bad stuff going in, but they had no way to stop it. She would be devastated if they opened it again. She had poured her heart and soul into the community, and she would hate to see the development as proposed come into the community. She wondered what would happen to the school systems. They already had a handful of Title 1 schools, and she felt that it would bring things down even worse.

Suzanne White, 1598 Parke St., Rochester Hills, MI 48307 Ms. White stated that she lived directly east of the proposed site. For four years, they have had flooding in their basement because of excess water, and now they had red algae in their basement. They could not find anyone who would clean it, and everyone said it was coming from the landfill. She agreed with what everyone had said. She mentioned two long-term residents from her street who had MS. That was two people in 13 houses, and she did not think that was a coincidence. She stated that the health issue was huge. From the year when the house blew up to 2012, the DEQ ran an internal flame at the end of the street that burned off the methane, and they finally turned it off. She had talked with the DEQ at great length. The DEQ still vented the landfill and they still did testing, and as the rest of the residents had mentioned, no one knew what was under the ground. She was not willing to risk her health or her children's health and their lives to find out.

Chairperson Boswell closed the Public Hearing at 10:55 p.m.

Discussed

2014-0325 Public Hearing and request for Rezoning Recommendation - City File No. 14-011 - An Amendment to Chapter 138 of the Code of Ordinances of the City of Rochester Hills to rezone approximately 77.7 acres of land, located east of John R, north of Hamlin, Parcel Nos. 15-24-326-008 and 15-24-302-007 from R-4, One Family Residential to RMH, Manufactured Housing Park district, Six Star Investments, LLC and DNL Property Holding, LLC, Applicants

Mr. Frantz stated that he and his partner had nothing to do with the landfill. They did not own the property at the time the house blew up. The name of his company was similar, and he remarked that it was probably a stupid decision to name his company Six Star, but that was the name previously associated with the property. He commented that it probably was not a good PR move, but it did not indicate any prior connection whatsoever with the landfill. Someone had asked what the solution would be if they ran out of money. Mr. Frantz said that they would obviously try to plan beforehand, so they would not run out of money. They had considered that if they got the Rezoning and then came up with a design that was approved, there would be a number of very large, well financed, national companies that they could do a joint venture with or sell to. They had tried to get people interested in the properties, and had tried to find people who could do something to put the properties into productive use. He stated that no one could see the vision. They were trying to get it to a point where people would see what could be done. If no one could see what could be done, at least they would be in a position to potentially finish it themselves. It might have to be done in stages, but they would finish it. They would do the leg work and get through the hearings, and someone with deeper pockets than them would step in and finish things.

Mr. Frantz said that someone mentioned that with 77 acres for a mobile home park, and following the State's rules, that there could be 770 residences. Mr. Frantz said that could not happen, because there would have to be roads and other infrastructure. He pointed out the two other mobile home parks in the City, and he said that one had six sites per acre and the other had six-and-a-half per acre. They were basing their numbers on those, and there would not be 770 residences. It would not be a great increase over R-4 density.

Mr. Frantz addressed the comment about undesirable people coming in. He said that it was something that he really grappled with. He used to live in Rochester Hills, and he would not want to bring in undesirable people. He looked at Avon on the Lake and Rochester Estates, which were both older communities. If any place would have undesirable people, it would have been at those parks, and he did not see it. The lawns and houses

were kept up, and everything looked nice. The new homes available were much nicer, and he did not see the undesirable people part. They looked at doing a 55 and older community, but he was not sure if that would be feasible. They could bring in young families, with kids for the schools, but they had not gotten to that point.

Mr. Frantz mentioned the comment about the area being master planned for a park. When he first acquired the property at a tax sale, they looked at original plans. The City was going to buy the property and convert it into a park, but they did not have the money. The long ago plans were gone, and they were left trying to deal with what they had and the reality of the situation.

Regarding releasing harmful gasses, Mr. Frantz did not know if they would be harmful, but he did guarantee that they would be offensive. When the utilities were trenched, for however long it would take, there would be odors released into the air. There was no way around that, but he claimed that it would be temporary. Regarding traffic, he said that the whole point of a brownfield redevelopment was to bring in development onto a former landfill, and any development would have traffic. They were dealing with one of the few brownfield opportunities that had come up. The City Council put the Landfill Planning Area into effect because it wanted development. Development would bring in traffic, and the landfills would be breached. The cap would be broken temporarily. The City decided that something needed to be done to promote development of the landfill properties, and they (the applicants) had a plan. They were being beaten about the head and shoulders because of it. The last applicant was being beaten about the head and shoulders because they had a plan. The City Council wanted to encourage people to come forward and to be creative, and he was doing that. They were laying out a plan, and they were showing the feasibility. They were stating that it was the best option to accomplish what the City wanted to accomplish. The neighbors would rather not see any change at all. No one wanted to open any brownfields, and no one wanted change. If it was up to the neighbors, they would rather have it remain an open field, and not allow him to do anything with his property and let the neighbors run all terrain vehicles and dump trash on his property. He was trying to do what the City was trying to promote. He remarked that it was encouraging to know that his neighbors would prefer to let his property sit undeveloped and have him pay taxes while they got the benefit and the view, but he indicated that was not how it worked in the United States.

Hearing no further discussion, Mr. Kaltsounis moved the following

motion, seconded by Mr. Schroeder:

MOTION by Kaltsounis, seconded by Schroeder, in the matter of City File No. 14-011 (Six Star Investments Rezoning) the Planning Commission **recommends denial** to City Council of the proposed rezoning of parcel nos. 15-24-326-008 and 15-24-302-007 from R-4 to RMH with the following two (2) findings.

Findings:

1. *Approval of RMH zoning would increase the potential for development with trip generation that is unsuitable for the area.*
2. *Approval of RMH zoning would not be compatible with its surroundings.*

A motion was made by Kaltsounis, seconded by Schroeder, that this matter be Recommended for Denial to the City Council Regular Meeting,. The motion carried by the following vote:

Aye 8 - Boswell, Dettloff, Hetrick, Hooper, Kaltsounis, Reece, Schroeder and Yukon

Absent 1 - Brnabic

Chairperson Boswell stated for the record that the motion had passed unanimously.

ANY OTHER BUSINESS

Mr. Kaltsounis mentioned that based on the fact that there was a 100-year storm last Monday, he asked if Staff could report at a future meeting how the City fared compared with surrounding cities. He wondered if there were any tweaks that might be needed to the Ordinance to handle such an event.

Mr. Anzek said that he would be happy to look into that. He was not sure if flooding issues fell under the Zoning Ordinance, but he felt that it was important. He had heard from Mr. Delacourt and Mr. Breuckman (former employees working in other cities) that half of their cities flooded, and they were struggling with that issue. Mr. Anzek said that he would get an assessment from Engineering. He noted that he had talked with Mr. Sawdon, Director of Finance, who also handled damage claims for backed up sewers, and he advised that there were none.

Mr. Staran noted that he was at a meeting in the City of Berkley the previous evening, and they reported that 2/3 to 3/4 of their residents had flooded basements with two to three feet of sewage. They also had a tremendous loss of property, and they were a week to ten days behind in trash pickup, because so many people had to put their belongings on the street. Those were SOCRRA communities, and the SOCRRA transfer stations were filled and could not accept any more trash, and he commented that it was an absolute disaster. He felt that Rochester Hills fared very well, and he agreed that it was more of an infrastructure issue than a zoning issue. Those cities were dealing with antiquated sewers, and they were not designed to have the capacity they needed to deal with the storm event that was experienced. He believed that they did get hit harder than Rochester Hills. They had about six inches of rain over a four-hour period. He heard that some of the storefronts on Woodward were getting wave action against the stores because roads were fully flooded.

Mr. Schroeder advised that in Warren, it was determined that it was a 500-year storm, but their city's system was set up for a ten-year.

Mr. Anzek advised that the City had hired a new Manager of Planning, Sara Roediger, who came from Novi. She would begin on August 21st. Ms. Roediger worked in the same capacity in Novi for about a year, and prior to that, she was in West Bloomfield, and she worked as a consultant for 11 years at LSL Planning. He noted that there were 23 applicants, and five were interviewed.

NEXT MEETING DATE

Chairperson Boswell reminded the Commissioners that the next Regular Meeting was scheduled for September 16, 2014.

ADJOURNMENT

Hearing no further business to come before the Planning Commission, and upon motion by Mr. Kaltsounis, seconded by Mr. Hetrick, Chairperson Boswell adjourned the Regular Meeting at 11:10 p.m.

William F. Boswell, Chairperson
Rochester Hills Planning Commission

Nicholas O. Kaltsounis, Secretary

