



CHARTER TOWNSHIP OF PLYMOUTH

9955 N HAGGERTY RD • PLYMOUTH, MICHIGAN 48170-4673
www.plymouthtp.org

Comment Record

About: *The following record summarizes the public comments given at the January 12, 2022, special meeting of the Plymouth Township Planning Commission regarding the proposed Elk's Lodge property redevelopment. These comments are summarized verbatim – for a complete record, please watch the meeting recording, available at https://www.youtube.com/watch?v=7o_Gvyhc8uw*

COMMENTS

KEY

Resident Comments: **Bold**

Staff Comments: Regular

Developer Comments: *Italic*

- 1) **At the far northeast corner: the berm is 2 houses short of the complete length of the site – why? Is this in lieu of the fence?**
 - *The berm is not extended to the corner because doing so would require the removal of the existing trees at the corner. Yes, it is in lieu of the fence, but the east side of the site would still have a fence. The choice to add the berm was a result of a discussion with residents, who preferred it over a fence.*
 - **Resident would prefer an industrial development.**
- 2) **No delivery trucks from the development should be allowed on Eastside, which already flood frequently. How will this be addressed? Owners do not want the burden of paying a road assessment in the future. Who will maintain the road?**
- 3) **Damages to the road on General Drive – concern that the semi-trailer traffic would worsen with the development, beyond those that already improperly pass through General Drive to Eastside. How are we going to prevent this, given the poor enforcement today? General Drive is only partly industrial, and the traffic would nonetheless impact existing homes.**
- 4) **PUD Option Eligibility Criteria #4 requires there be no adverse traffic impact. Numerous families along Eastside Drive would like the access point limited as has been done in other developments. Neighbors would like to see density reduction. Were train delays accounted for in the traffic study?**
 - *No, train delays were not accounted for in the traffic study but it can be studied.*
 - **Are the parking lots counted as open space?**
 - *No, the parking lots are not counted as open space.*
- 5) **Train backups on General Drive lead to more traffic down Micol and out Eastside. Did the traffic study examine how it would impact the neighborhood, or the school area on Lilley? 2 exits does not seem like enough for 900 people. Worried about development quality due to the developer's history in other**



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locations, would like to see adequate dust spraying and greenery. Will there be gates on this development off Ann Arbor Road?

- *No, there will not be gates, it will not be a gated community.*
- **Would developer be willing to pay to pave the streets to the north? Resident would also prefer industrial development on the site and does not see the benefit of the proposed development.**

6) **Concerned about the density of the development. Would like to see another option besides the PUD for lower density. Will the development road be looped into Goldarbor and Southworth?**

- The road on the development interior would not be connected to present-day Goldarbor and Southworth. That note in the traffic report was refereeing to historical Goldarbor Road, which is the access road that runs next to First Merchant's Bank and no longer connects to present-day Goldarbor.
- **Resident expressed feeling that the Commission was treating this project like it had already been decided before hearing from the public. Opinion that industrial development would be lower impact.**

7) **Concerned about the new cars that would be generated by the new residents. General Drive is not largely industrial, it has one industrial and one institutional use. Concerned about traffic to neighborhood and existing to Ann Arbor Road. Have you compared how much traffic General Drive has now compared to how much traffic it would have when the development is complete? Would there be a different traffic service rating for Ann Arbor Road if there was an emergency gate on the north side of the site?**

- *We did not examine the change in General Drive traffic, only the traffic at nearby intersections, such as Ann Arbor Road and Lilley or Ann Arbor Trail and Haggerty. There would not be a different traffic service rating for Ann Arbor Road if there was an emergency gate on the north side of the site.*
- The development would result in approximately 35 cars driving in and 35 cars driving out during the AM peak, and 108 cars driving in and 67 cars driving out during the PM peak. All other trips would be outside AM/PM peak times.

8) **Concerned about cars connecting through Riverside Drive to access Hines Drive. Opinion that density is to high for the area. A crosswalk is needed on Ann Arbor Trail for people who want to access Hines Park. Is there brownfield contamination on the north side of the site?**

- *No, there is no brownfield contamination on the north side.*
- **Will there be a sidewalk under the train tracks?**
- *Yes, there will be a sidewalk.*
- Yes, the sidewalk is a \$700,000 project and in alignment with the project plan for the Downtown Development Authority.

9) **Concerned about the density straining local resources – roads, schools, water, etc. Would like to see the traffic study broken out by direction (north/south/east/west). Please explain how the items in the fire report have been fixed. Do not want to see loss of natural habitat as a whole.**



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- The roads have been widened throughout the site to accommodate emergency vehicles and all fire items have been addressed. Additionally, the north access point was converted from an emergency access point to an open access point to mitigate the traffic delays that the development would cause on Ann Arbor Road during the AM and PM rush hour peaks. Even though the delay would not substantially change the traffic service level rating, it is still of concern because it would lead some frustrated drive to drive erratically or recklessly through shopping centers to avoid the backup. This can be a hazard to pedestrians and other drivers. Without the north access point the largest delay was 41 seconds, which is considered unacceptable by engineering standards.
- **What was the traffic service level rating for the Ann Arbor Road and Haggerty intersection and the Ann Arbor Trail and Haggerty intersection with and without the development?**
- *Developer has animal trap-and-relocate person on staff payroll.*
- *The changes to the service levels without the open north access point are as follows. These changes are including future changes in traffic due to population growth and general changes in driving patterns, which are considered “background traffic.” Level “D” is generally considered acceptable.*

Intersection	AM Peak Rating		PM Peak Rating	
	With Development	Without Development	With Development	Without Development
Ann Arbor Road & Haggerty	D	D	E	E
Ann Arbor Trail & Haggerty	B	B	C	C

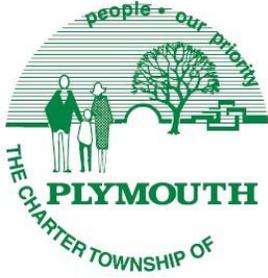
10) Was there a traffic study on Ann Arbor Trail? Many people use Riverside Drive for walking, and a Rectangular Rapid Flashing Beacon would be nice. Residents on the east side of Lilley always divert through the neighborhoods because of the train.

- Any crosswalks would be within the purview of Wayne County.
- *The Ann Arbor Trail and Haggerty intersection was included as a component of the traffic study.*

11) What are the dust controls for the 5-year horizon of the project? How is it to be monitored? Shares traffic sentiments.

- *Developer acknowledges inconsistencies in dust management across projects, says they are not perfect.*

12) Opinion that recent plan is worse than the initial plan and that there is sufficient apartment and townhome housing elsewhere. Concerned that the developer is not adequately notifying neighbors. Does not want to live on a busy road, and does not think the proposed development is a good fit.



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- 13) Enjoys small houses and neighborhood character of Plymouth Township. Concerned about \$400,000 starting price of townhome units and think that smaller houses at lower starting prices would be more desirable, especially if more trees were able to be preserved as a result. Does not think high density is necessary and is concerned over possible lack of community in apartments.**
- *A villa-style housing development is not possible for this site at this time.*
 - The Commission does not regulate home prices because doing so would be considered government overreach.
- 14) Traffic on Ann Arbor Trail has grown over last decade, and is concerned about diverting traffic due to trains. Opinion that density is too high and traffic impacts would be too large.**
- The proposed development's density is in keeping with the draft 2025 Master Plan, which identified 6-10 units/acre as acceptable for the site. If you would like to comment further on density, you may comment on the draft master plan, which is still available on the Township website or at the Clerk.
- 15) Concerned that development would create a traffic problem that does not comport with the master plan. How will the discrepancies in the traffic study be addressed? Has this been discussed with MDOT? Sees cut-through traffic as a negative impact to both project residents and nearby neighbors. Concerned over putting trust in the development company due to previous claims that it was not financially feasible to downsize the development.**
- It is not within the purview of the Commission to make decisions on the cost of individual units or to evaluate the private financial considerations of developers, as doing so would be an encroachment on private rights.
 - *MDOT has not been contacted as at this stage in the project.*
 - The ultimate decision regarding the north access point is up to Wayne County, as they would be owner of the proposed roads through the site and the current owner of the existing roads to the north of the site. It is unknown at this time if Wayne County would require free-access or agree to an emergency gate, as they are not contacted until a complete site plan has been submitted for review.
- 16) Currently lives in similar apartment complex in another municipality and finds traffic backups to be common. Concerned over use of dirt roads as an exit and the absence of a center turn lane on Ann Arbor Trail to let traffic turn around. States that nearby Toll development to home produces dust and is of poor quality, and the service trucks do not obey traffic signs. Concerned Toll will not meet obligations on the Elk's site.**
- 17) Why would the Planning Commissions approve this? Why does the Township need this? Opinion that the development is not needed and the Township has enough homes.**
- 18) Concerned about tree cover. Can more be done to preserve the tree canopy on the site?**
- The developer could pursue a further reduction in parking, which is currently over-provided, to increase the total open space preserved on the site.
- 19) Where will guests park? Opinion that there is not enough parking on the site. Additional concern over safety on Ann Arbor Train – has the Planning Commission considered the possibility of a crosswalk?**



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- Ann Arbor Trail is entirely regulated by Wayne County and the Township does not have jurisdiction over nay roads – a crosswalk is outside the purview of the Commission.
 - Parking is not only sufficient but over-provided for the proposed development. Staff evaluated the development against national parking standards, as set by the Institute of Traffic Engineers (ITE), and found that several dozen additional parking spaces could be removed and still meet the peak demand for parking on the site.
- 20) Currently lives outside of neighborhood. Master plan emphasized open and green space, and does not believe development comports with the master plan. If the PUD Option is approved, could it be modified to be less dense that as presented now?**
- Yes, the density could technically be reduced, but a drastic change in unlikely because final site plans must be in line with what was presented under the PUD Option review. This is because, if there are drastic changes, it must return before the Commission and Board of Trustees for a second round of review.
- 21) Ann Arbor Road intersection are rated as “E” and “F” in traffic study, even if the traffic is diverted to the north. Asked for clarification on traffic study locations.**
- 22) Has the economic impact of the development been examined? Proposed new cemetery as an idea.**
- *No, the economic impact was not examined.*
- 23) Would like to see more large trees kept because they are more valuable. Has the traffic study accounted for non-residents driving through the site as a connector?**