Minutes of

PLANNING COMMISSION
REGULAR MEETING

May 27, 2025

SPRINGFIELD CHARTER TOWNSHIP

Sean R. Miller, Clerk

Call to Order: Chairperson Baker called the May 27, 2025, Regular Meeting of the Springfield Township Planning Commission to order at 7:00 p.m. at the Springfield Township Civic Center, 12000 Davisburg Rd., Davisburg, MI 48350.

Commissioners in Attendance:

Dean Baker, Chair
Jamie Costigan
Steve Felix
Brian Galley
Ruth Ann Hines
Kevin Sclesky

Absent: George Mansour

Consultants Present:
Stephanie Osborn, Giffels Webster, Township Planner
Mike Smith, AEW, Township Engineer

Staff Present:
Christine Rogers, Executive Assistant

Approval of Agenda:

Commissioner Sclesky moved to approve the agenda as presented. Supported by Commissioner Hines. Vote: Yes: Baker, Costigan, Felix, Galley, Hines, and Sclesky. No: None. Absent: Mansour. Motion approved.

Public Comment:
None

Approval of Consent Agenda:

Commissioner Sclesky moved to approve the minutes of the Planning Commission's regular meeting on April 22, 2025, as presented. Supported by Commissioner Hines. Vote: Yes: Baker, Costigan, Felix, Galley, Hines, and Sclesky. No: None. Absent: Mansour. Motion approved.

1) Approve Minutes of April 22, 2025, Regular Meeting

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Old Business:

1. Crash Champions – 8105 Big Lake Road – Final Site Plan

Paul Globokar, representative of Crash Champions, introduced himself and gave an overview of the proposed site for Crash Champions at the previous Telsa dealership off Big Lake Road. They plan on keeping the building as is, except for minor improvements and the front façade, which will be updated for customer access.

Ms. Osborn stated that this is a review from last month's meeting. Tonight, the Planning Commission is reviewing the final site plan to ensure it meets all the standards and intents of the Zoning Ordinance. The Planning Commission is then tasked with recommending approval or denial of the special land use and final site plan. The Planning Commission may consider any special conditions for the motion because it is a special land use. The proposed site is just over five acres and is located in the C-2 district. The applicant is looking to make some changes to the site including adding a fence around the proposed storage area in the rear of the site, landscaping improvements, a dumpster enclosure on the southeast side of the property, updating the building to include seven bay doors, and updating the front façade. She noted that the Fire Department has requested relocation of the proposed EV charger station, but this has not been updated in the current site plan yet. These changes will include changes to the number of parking spaces and layout. She noted that all the dimensional standards have been met but the following items need to be provided by the applicant for the final site plan approval. These items include the location of existing and proposed service facilities above and below ground including the location of all easements, all roof-mounted mechanical units and screening, exterior lighting locations and illumination patterns, and the number of employees in peak usage. The landscaping plan that was submitted can be granted a waiver by the Planning Commission, in particular the screening which the township requires a 30-foot-wide screening strip, and the applicant has proposed a 9.4-foot wide strip on the western side and 22.5 feet on the southern side, both are existing conditions. On both the western and southern boundaries, the site is surrounded by mature evergreen and deciduous trees, but there is no tree inventory provided, which can be requested by the Planning Commission. She noted that the condition of the trees in the parking lot is not provided and should be determined if they are to count towards the required plantings. A 34-foot greenbelt has been proposed, which is also an existing condition, with the applicant proposing seven new trees to be planted in consideration that they will be double counted towards parking lot trees. The proposed dumpster enclosure will be 11' x 19' x 6' feet high and will be constructed of CMU block which will match the building. This enclosure will be screened by fourteen 6' tall black spruce trees, but the plan provided shows fifteen, which will need to be aligned. The Planning Commission should note how the enclosure is to be accessed after hours due to the proposed gate. The applicant has proposed 171 parking spaces, including 8 ADA spaces and 8 EV charging spaces. Since this is over the required number of parking spaces, a waiver will need to be granted. Because there will be changes to the parking lot layout, consideration in the motion should include a larger number of parking spaces to provide flexibility for the applicant. A turning radius diagram for delivery vehicles is still needed as well as a photometric plan for lighting. She noted that the Planning Commission may wish to discuss

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inoperable vehicle storage especially in the proposed storage area. She also encouraged the discussion of nuisance control with the applicant.

Mike Smith, AEW Engineer, also commented on items that need to be addressed and clarified. These items include a new curb and gutter to separate the landscape area from the parking area, a fire truck turning template, a missing additional keynote on the legend, and a notation on the final site plan if the existing asphalt parking lot is going to be improved. He also requested that the applicant provide a copy of the recorded easement for storm drainage runoff and the location of the existing oil/grease receptacle.

Mr. Globokar noted that all the curbs need to be replaced. He also noted that he just received updated drawings showing the location of the oil/grease receptacle as being on the southeast side of the property but stated that it cannot physically be found on site because it could potentially be in an overgrowth area and therefore cannot be physically accessible. Regardless of if found, Michigan Code requires an oil separator if there is a septic system on a commercial property, so he confirmed that one will be installed, and this would be updated on the site plan. He continued with items that Ms. Osborn mentioned noting that the right-of-way access has been added, location of proposed service facilities has been added, and there are call-outs on the plan for the transformer and the grease receptacle is going to be noted appropriately. Roof screening will be addressed, and the photometric plan was just completed showing that no additional lighting will be needed. They are going to address adding light shields and re-lamp the required lamp poles. He stated that the landscaping of existing wood lines has been modified but they are still waiting for a tree survey. He stated that parking lot spaces and turning truck radius for delivery trucks have been noted and a fire truck turning template has been provided. The eight EV charging stations against the building are being eliminated at the request of the Fire Department and will be replaced with two charging stations on the south side by the drive lane. They are also resurfacing the whole parking lot, and the missing keynote has been provided. Access to the site after hours via security gate will be through a keypad system.

It was noted that the number of employees in peak usage was not mentioned but an addendum was added stating that 20-30 employees is the most typical during operating hours.

Mr. Globokar asked if the 8-foot fence surrounding the storage area would also be considered for a screening requirement.

Ms. Osborn stated that a fence is a requirement for auto repair and screening is a separate standard.

Commissioner Sclesky commented that during his visit to the site he paid particular attention to the rear area where the proposed fence would be installed. He stated that there is an extensive grove of trees in that area and a huge elevation change in the rear of the property. He believes there are adequate trees and screenings in the rear of the property.

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Chairperson Baker noted that while there is a lot of screening by trees and brush in that area, the residential properties have the right to clear whatever brush or trees they want and still expect to have adequate screening constructed on the site. It is up to the commercial property to safeguard the residential properties.

Commissioner Hines asked if the screening is required on Crash Champions side of the fence or on the outside of the fence.

Chairperson Baker said screening is to be on the outside of the fence.

Mr. Globokar noted that on the south and west side of the property, there is a considerable number of trees and growth for screening, but they are still waiting for the tree survey.

Chairperson Baker stated that a tree survey will help the Commissioners in making an adequate decision.

Commissioner Hines asked if the fence could be another color other than white.

Mr. Globokar stated that the color can be changed based on the Commissioners' recommendation, but it would also depend on the fencing company's color availability.

The Commissioners discussed the greenbelt and proposed tree plantings being double counted towards parking lot trees. They noted that those trees should be listed on the tree inventory. They also discussed parking spaces and wanted to ensure that the applicant clearly defined the number of parking spaces. The Commissioners asked the applicant to describe what would occur to mitigate sound and noise vibration.

Mr. Globokar stated that vehicle work would be done inside with the bay doors closed to mitigate sound. Paint fumes will also be mitigated though the exhaust fans which have scrubbers.

The Commissioners discussed receiving the photometric plan from the applicant to ensure lighting will not disturb any neighboring properties. They also discussed architectural and design elements and concluded that the exterior color is amenable and that the prefabricated steel material is compliant.

Chairperson Baker noted to the applicant that the drive lanes and gate should be compliant with the Fire Department who is requesting they be 24 feet wide and have 24-hour access to all gates though the Knox access system.

The Commissioners agreed that the existing condition of screening boundaries on the western and southern boundaries are allowable and can confirm further with a tree inventory.

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Ann Mauro-Vetter commented that she appreciates learning about the process but wondered why all questions weren't answered at this final review. She asked the Commissioners to explain why the final review process happens like this.

Chairperson Baker stated that there are various steps that a site plan must go through to be considered ready for construction. The original meeting consists of township staff gathering information from the applicant. The preliminary site plan consists of the Planning Commission asking questions and gathering more information regarding the site plan. And the final site plan consists of the applicant providing the Planning Commission with answers to their questions. This specific site plan will most likely be on the next Planning Commission agenda to further answer questions that were asked tonight.

The Commissioners thanked Mr. Globokar for his time.

Ms. Osborn recommended making a motion to table a decision.

Commissioner Hines recommended to table the final site plan review for Crash Champions at 8105 Big Lake Road. Supported by Commissioner Sclesky. Vote. Yes: Baker, Costigan, Felix, Galley, Hines, and Sclesky. No: None. Absent: Mansour. Motion approved.

New Business:

1. Burroughs Material Mining – Ormond Road – Special Land Use and Preliminary Site Plan

Chairperson Baker stated that this preliminary site plan is to gather information and ensure that the site meets all the zoning requirements and necessary steps. The proposed site is 480 acres and is located off Ormond Road. It is currently zoned such that the mining extraction use is allowed, provided it meets the criteria for special land use. The role of the Planning Commission is to gather data and consider if the applicant's site plan and operation of the site, in its relevant location, meets the township ordinances and meets the criteria required to recommend to the township board approval of the special land use.

Reuben Maxbauer, representative of Burroughs Materials Corporation, addressed the Commissioners and gave an overview of Levy's history in operation. He introduced Katy Lindstrom, Senior Environmental Engineer with Barr Engineering; Fran Thompson, Wetland Ecologist with Barr Engineering; Kyle Reidsma, Senior Traffic Engineer with Fishbeck Engineering; Irit Walters, Zausmer P.C; Kayla Deciechi, Geologist/Director of Mine Planning with Levy Company; Tom Green, Director of Environmental at Levy Co; and Bob Doyle, Managing Partner with Smith Group.

Bob Doyle began the discussion with the mining and reclamation proposal. He started with an overview of the basic geology of southeast Michigan where there are four sources of aggregate that are used as construction materials these include natural sand, gravel, limestone, and slag which is a byproduct of steel making. Oakland County is directly located in outwash plains which are typically

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areas found in glacial action that construct hilly areas and plains. Burroughs is looking at this area in this specific time frame because many of their surrounding mines are on their last few stages of aggregate production. Springfield's site would be located halfway between Holly Sand and Gravel and Highland Sand and Gravel, which both are in their final stages, therefore there is a strong need for the company to provide aggregates for both external and internal customers. Some of the products produced at the Springfield site would consist of concrete sand, 6A and 6AC stone, pea stone, road gravel, and gravel particles that go into asphalt and fill sand. He continued by saying that the Ormond Road location consists of 422 acres in Springfield Township and 60 acres of adjacent land in Rose Township, with no intent of adding the Rose Township Parcel into the operation. Of the 422 acres, 238 acres (60%) is within the mining area, the remaining 40% is in the buffers or in the western side of the site which is to be preserved. What's proposed is to mine and align the procedures in a logical sequence and shape the site for productive reuse. He broke down the planning process into steps: step one is to understand the site and the geologies on site. The key studies provided include a natural features inventory, a field map of the natural features overlay district, a hydrogeological assessment, traffic impact assessment, assessment of local Master Plans, surrounding land uses, and local ordinances. They look at a logical haul route to utilize roads that are suitable, with the conclusion that at this site, the haul route would be north on Ormond Road and west on Davisburg Road towards Milford Road. No trucks from this site will be going through downtown Davisburg. He stated there was a lot involved in the process of determining if this location was suitable for sand and gravel operation, this included 57 boring holes and 25 monitoring wells being installed on the property. The monitoring wells were installed starting in 2009 to monitor the ground water table in the area to see how it flows and fluctuates over time. These are then evaluated years later to determine the impact that this site will have on the ground water. They are looking for quality sand and gravel, depth of the water table, thickness of overburden (the clay that sits on top of the sand and gravel), and the base of the reserves relative to the water table. Typically, after a mining operation is completed, a lake is located on the site, this is due to the removal of the sand and gravel and exposing the ground water table. The 57 test borings conclude if the material is marketable. Step two consists of operations planning, which looks at regulatory framework such as ordinance and natural features setbacks, screening, and guidelines for concurrent reclamation. He stated that Burroughs and Levy are very conscious about the impact on the community and are conscious about putting in screening berms. Stewardship goals for the site are also investigated to protect natural resources. A natural features inventory was done to show wetlands, plant materials, regulated plants, woodland quality with the conclusion that it is a high-quality natural environment. The Barr team field mapped the edge and outlined where mining activity would be excluded. A second stewardship goal is for Burroughs to conduct their work with integrity and take seriously the idea that they are a part of the community and are not going to pollute the land. They want to make sure all the fuel storage and hazardous materials storage are done correctly so that they are not encumbering the land's longtime use. The major goal is to shape the land for future use and opportunities. The preliminary plan is to locate the plant, which involved Giffels Webster and Township officials, who provided feedback and helped guide the site plan. The first stage of operations is to build the berms and locate the entrance access, which initially was located across from a farmhouse on Ormond but at the preapplication meeting this was asked to be shifted. The final plans will have it shifted 300 feet north. Other items that were asked to be considered were setbacks and whether they were adequate for neighboring properties. Cross-

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sections were then created, and the final site plan will show 160-foot setback from Ormond Road, 200 feet in the northeast corner, and 275 feet in the northwest corner. After the berms are created with proposed landscape plantings, the next step is to get the plant site lowered to the grade of the pit floors, which will be the first phase. The second phase will be towards Ormond Road turning south, the third phase will continue south, the fourth phase continues south, and the last phase will be going north. He stated that the biggest screen and sound mitigation is the pit face and double berms which will help to lessen the sound of the trucks and machinery equipment at the site. Step three is reclamation which consists of removing the overburden to reclaim the slopes in areas that were just mined. Regulatory requirements and maximum slopes are investigated as well as below water reclamation slopes, which all meet township standards. He noted that Burroughs will not bring any imported fill into the site. As part of the reclamation plan, how the site can be reused is also investigated. Step four is implementation which is removing the soils and overburden and dry mining, which consists of excavating the bank. Reclaiming the bank involves bringing the grade down to the pit floor around ten feet above water. A drag line crane is then brought in to bring the aggregate out, creating the lake, the aggregate is then placed on a conveyor and sent to the wash plant. The washing plant will be part of the final site plan submittal. The raw material coming from the pit is stockpiled at the plant, fed into the plant, washed with water, screened and sorted, sometimes crushed to make road gravel, and then segregated into product piles. As the site is being mined, it is also being reclaimed. An annual permitting process is also required for new plans to be submitted every year to the township to be reviewed. He concluded by stating that assessments of the mining operation concluded that no serious consequences are anticipated to regulated wetlands, significant natural resources, groundwater level or quality, and traffic operations on adjacent roads. Burroughs is offering greater than required setbacks, compliance with township regulations, no exceptions or variances are being requested, and all required state, county, and local permits will be obtained in a timely fashion.

Ms. Osborn provided an overview of the applicant's proposal. She noted that the site is proposed on 422 acres, with an additional 60 acres located in Rose Township. The project is expected to last 20 years and run in the course of five phases. They are proposing wet mining with the resulting product being 60,000 to 665,000 cubic yards of aggregate removed from the site. The proposal includes site improvements including a site office, employee breakroom, visitor building, parking spaces for six guests and employees, a truck scale lane, internal hauling routes, portable processing plant, and modular processing equipment. The access will be from Ormond Road and ultimately approved by the Road Commission for Oakland County. She noted that the applicant will not be using explosives for this project. She wanted to make clear that the local discretion over construction in Michigan is limited as the Michigan Zoning and Enabling Act limits what local governments can do as far as mining and extraction. Local government can regulate it, but they can't prohibit the use unless it is determined to be a very serious consequence, therefore the applicant must prove that there will be no very serious consequences by this use. She continued by stating that currently the property is zoned R-1A, low density residential, surrounded by single family residential and agricultural, both in Springfield Township and in Rose Township. She stated that the site's dimensional standards are compliant, but the applicant will need to provide floorplans, and elevation plans for the buildings that are to be constructed on the property. The standards associated with mining in the township's ordinances include mineral mining standards

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and permits, which must include a site plan and geological references such as marketability and profit. She noted that the Planning Commission must review and discuss the six criteria laid out in the ordinance to prove that the site will have no serious consequences. The applicant must also comply with being good stewards of the land and the requirement states that no more than 50% of the parcel can be mined at one time. The largest phase of the mining operation will be phase two, which will be 50 acres. Based on the size of the site, they are allowed to mine up to 97 acres at a time. In terms of administrative review, the applicant has requested administrative review, and the township attorney has been contacted regarding that process, and he will provide a letter next time this item is on the agenda, along with guidance regarding the application procedure for the mining permit. The standards and reclamation requirements have the applicant requesting a security fence, which will need to be clarified by the applicant. Hours of operation are limited in the township from 6am to 7pm, Monday through Saturday with extended times of 8pm during daylight savings time. The applicant has stated they will comply with these times, but this will need to be noted on the plans. The site access, which was discussed, will be off Ormond Road and the applicant has submitted a traffic study which noted that impacts to the roads in the township will be minimal. The applicant has agreed to maintain all the internal roads, but she noted that this needs to be added to the plans. The processing equipment will be located below the surface grade and will also utilize the berms that were discussed to mitigate noise and vibration. The applicant also submitted fugitive dust control plans to control dust emissions from the site. Machinery height will need to be noted in the final site plan package along with information regarding the noise and vibration levels of all the equipment. The applicant has agreed to comply with the township's noise standards, but the Planning Commission may wish to discuss the level of noise that will be coming from the site. No lighting details or photometric plan has been submitted, which the applicant will need to provide. The site standards require a landscaping plan detailing the berms and plantings, sufficient screening, greenbelt frontage trees, and setbacks, parking area trees, and preservation of at least 10% of the site. A waste management dumpster enclosure has not been proposed, which will need to be discussed. Access management showed changes to the entrance way in terms of location, and this will need to be approved by the Road Commission for Oakland County, as well as required taper lanes. She stated that pedestrian access is limited due to not having sidewalk access, however discussions with the applicant regarding how employees will move about the site safely will need to be discussed. Parking is limited to six spaces and will need to be included in the plans. She noted that the Planning Commission may choose to waive the architectural standards due to no visual impact from the road right-of-way. She continued by saying that the natural resources protection area on the southeastern side of the site has been noted by Barr and the applicant is following that analysis with no proposed extraction in that area. The natural resources protection overlay district does require a natural features inventory and the recommendations in that inventory could be included as part of the Planning Commission's motion. The Planning Commission may wish to ask the applicant to note their plans on the application of the mitigation measures for any lost natural resources in the priority protection area be provided as agreed upon by the township board. The natural features inventory requirements include vegetation removal on certain dates, removal of trees, nest survey, use of downward facing temporary lights, the use of the natural forests, fish and wildlife service's best management practices, and the management of invasive species. The resource protection area requires a 25-foot buffer zone and needs to be noted on the plans.

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Chairperson Baker asked about the phasing and buffers. He wondered if the entire site will be bermed or if it will be bermed in phases. He also wanted to ensure that no storm run-off goes into the natural features area.

Mr. Doyle summarized where the berms will be located and indicated berms will be created based on phases and established in those phases before any mining takes place. He stated that as the site is mined, the storm run-off will head towards the mining pit.

Commissioner Hines asked how long it will take to get to the pit floor in phase one.

Mr. Doyle stated anywhere from 2 to 4 years.

Mr. Maxbauer said they want to get the berms up as quickly as possible for screening, which would be the first thing that would be done. They would then bring in the processing plant to enable them to lower the elevation and put in their modular plant, this process would take a couple of years.

Commissioner Sclesky asked when the property was originally sold to Levy Corporation.

Mr. Maxbauer stated that the first work that was done on the site was in the 70's, which included boring holes.

Commissioner Sclesky stated that it is his understanding that 18 years ago wells were installed to measure water and the displacement of water and how it would relate to mining on that property.

Mr. Maxbauer stated that the first wells were installed in 2002 and since then a total of 25 wells have been installed. That data is measured on an annual basis.

Commissioner Sclesky stated that therefore there will be no possibility that anyone's wells will be damaged because the water will remain on the site and the washing that will take place of the aggregate will be self-contained.

Mr. Maxbauer said that the process that Levy uses is called a closed-loop circuit. The water used will be reused repeatedly.

Commissioner Sclesky then stated that the intent for future use of this land when it was first sold to Levy is currently what is being proposed. Therefore, this has been planned for decades and the only governing body that oversees mining is the State of Michigan.

Chairperson Baker asked for clarity on water usage.

Katy Lindstrom stated that starts with understanding the geology and groundwater flow on the site. The data from the 25 monitoring wells gives an understanding of the height of groundwater and how it flows. Combining that data with information on when they drilled those wells helps to determine what the materials are and how quickly the groundwater can flow through those

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materials. They determined that the groundwater flows generally to the west and northwest towards the natural feature areas that are protected. A comparison of the groundwater elevation to the surface water bodies that are observed at the site shows that monitoring wells that are installed relatively close to those natural features tend to have groundwater elevations that are relatively close to the ground surface. The two main things on the site that could have an effect on the groundwater would be the creation of the lake and any pumping. Any pumping or de-watering would be their highest concern for having any effect on surrounding wells or impacting the natural features that are fed by the groundwater but since there is no de-watering plan for this site, it is not a concern as it's not a practice that Levy does. There is a proposed pumping well that will provide water to the wash plant but how a given site is going to react to pumping is dependent on the specifics of that site, such as how deep the well is, and what types of materials the well is pulling water from. Therefore, they can't know how the pumping well will affect the site because it doesn't exist yet and has not been tested. There is a monitoring network in place and initial estimates don't really indicate an impact. Site specific testing will be done once the well is installed.

Chairperson Baker asked if the future pumping well installation will then be monitored using the monitoring wells that are already there to determine impact.

Ms. Lindstrom stated yes.

Commissioner Galley asked what the expected depth is for the proposed lake from road level. He wanted to ensure that the aquifer level for surrounding properties isn't going to be affected by the depth of the lake.

Mr. Doyle stated that the lake will most likely be up to 25 feet deep at its deepest point. From Ormond Road it will be around an 80-foot height difference from road level to the bottom of the lake but stated that it depends on the geology of the site.

Commissioner Galley asked if pocket swamps in surrounding areas, which are held in a clay basin, will be affected by the water flow.

Ms. Lindstrom stated that she can't speak to those wetlands specifically, but in general if the wetland is sitting above the water table, then there is likely low permeability. In other cases, such as the natural features in the western side of this property, the wetlands are intersected from the water table itself. Therefore, the effect would be wetland and site specific.

Chairperson Baker stated the applicant did offer to answer any questions from the public, but reiterated that this is not a Public Hearing, so public questions should be kept minimal in length.

Dana Fox-Chobot asked the applicant how many trucks per day they are anticipating and what months of the year they would be operating. She stated that she thinks a 6am start time is going to be too disturbing to the surrounding residential properties. She was concerned about changing the access from in front of the farmhouse to closer to Pepper Hill, which is closer to the downward

curve on Ormond Road and is very hard to see. She is worried the gravel trains will have a hard time seeing cars around the curve and thinks the access should be reconsidered.

Mr. Maxbauer stated that the number of trucks will fluctuate, but the busier days would be around 80 per day. He stated that they use quite a bit of water to wash the rocks, but once the freeze sets in, they will have to shut down. He stated that typically this timeline is around Thanksgiving for shutting down and starting work back up in April.

Bill Whitley asked before a lake is generated, what is the source of the wash water.

Mr. Maxbauer stated that a well is installed and a holding tank is used to reduce the necessity of ground water. They fill the tank at the beginning of the season which will be used throughout the season, with the well supplying the make-up water.

Jason Longhurst asked if the surrounding area will receive notices of a public hearing and before the final site plan takes place. He also stated that the agenda was available on the township website, but the packet was not and wondered how he could view the packet. He also noted the traffic and was concerned about the downward curve down Ormond Road. He stated that he accesses Ormond Road by turning off Scott Road, which is a dangerous intersection to pull out on with normal traffic. A loaded gravel train would make it much more dangerous. He stated that it is his understanding that Ormond Road is not a designated truck route road and wondered where there are approvals for that. He also asked what prohibitions trucks will have for heading east on Davisburg Road to access Dixie Highway. He was also concerned about the hours of operations and not being harmonious with the surrounding residential properties. He is concerned that the berms are going to be phased out over 20 years and believes that they should be installed on day one before any mining takes place. He stated that some properties in his neighborhood overlook the proposed site by 100 feet and there is no berm that can shield that view. He is also concerned about the noise level, not only with the mining process but also with the trucks. He wondered if the Planning Commission or Township Board can prohibit specific things within the special land use.

Chairperson Baker clarified how a public hearing is defined by state law. He stated that a time is set aside in a public meeting to give the public a specific time to comment. Specific rules and specifications must be met to determine if a public hearing is held, such as a special land use. A final site plan does not have a public hearing only if the proposed site is allowed within the zoning district that it is proposing to be in. This specific site is allowed in this zoning district, per a special land use. A public hearing will be held at the next Planning Commission meeting and the public is always welcome to attend the meetings. He stated that the agenda is posted online before the meeting, but the packet is not posted due to the number of pages included. He said the packet can always be requested through the Township Supervisor's Office for viewing.

Mr. Maxbauer stated that Davisburg Road is a designated truck route, but per conversations with township officials, it was made clear that no one wanted traffic in Downtown Davisburg, therefore the haulers will head west on Davisburg Road instead. This is enforced by designating the haul route and not allowing trucks to come to the site if they can't follow the designated route.

A question was raised about how Davisburg Road is handled.

Mr. Maxbauer stated that Davisburg Road is handled by the Oakland County Road Commission and traffic engineers who advise them.

Matt Kulpa commented that he is one of the properties in Country Lane that is located on the hill that sits above the proposed site. He wondered what was going to be done to mitigate the view and noise from his property. He also wondered when Levy plans on starting work on this property. He stated that he moved to this area for the country setting and the peace and quiet. He asked if any of the Commissioners live near the site. He wondered if there was some kind of solution that could be found to work well with the residents, such as limiting the hours of operation.

Commissioner Costigan noted that he lives near the site and there are big concerns.

Mr. Maxbauer stated that the berms are very strategic in how they are placed and how tall they are built to help with undesirable sights and noises.

Mr. Kulpa noted that due to the elevation of his property and his neighbors, they will be overlooking the whole site.

Mr. Maxbauer stated that their desire is to be neighborly and prevent sightlines.

Mr. Doyle stated that one of the cross sections was created based on the topography of the neighboring properties. He stated that he can't guarantee that they won't be able to view the site, but it might be worth it for a representative to visit his home to be able to refine their berms to limit the site as much as possible. He stated that one of the reasons why Burroughs exceeded the setback requirements is so that they can create higher berms.

Barbara Byrne commented that Ormond Road used to be gravel when they first moved to Springfield Township and she knows this has been in the process for a long time. She is concerned about the traffic flow coming south on Ormond being a direct route to White Lake Road. She is afraid of the trucks going south on Ormond Road and being able to pull out of her driveway safely.

Mr. Maxbauer stated that Oakland County Road Commission helps designate the truck route. If a road is not a Michigan designated truck route, then the company must bond it. When this is done, it is the company's responsibility to make sure the truck drivers are following the correct path.

A member of the public stated that she has grandchildren that attend Davisburg Elementary. When bus routes are cancelled, traffic backs up past Ormond Road. She has concerns about trucks driving through that area at the time school is dismissed. She is also concerned about the effect on wildlife.

Mr. Maxbauer stated that trucks won't be sent east on Davisburg road towards the school. While traffic concerns are legitimate, truck drivers are professionals who are good at avoiding challenges.

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Ms. Lindstrom commented that typically mining sites happen on properties that were used agriculturally and are usually next to a high-quality natural area that is not being impacted. Therefore, wildlife is more attracted to those natural areas and not where the mining is occurring.

Nancy Strole asked how this fits into the long-term planning of the township and larger area. She complimented the applicants' details of the site, but her concern is the larger surrounding area. She wondered how it can be guaranteed to not have a negative impact regarding the natural resources beyond the specific site. She stated it is important because the planning of the township has been their natural resource assets. She asked if they could guarantee that this will not have a negative effect on surrounding wells, due to the elevation of the site, but also negative effects on the Shiawassee basin and the prairie fen.

Ms. Lindstrom stated that when ground water is studied, there are no one hundred percent guarantees because there is so much natural variation in the geologic waters. It's all about collecting and analyzing data. She stated that naturally, water flows from high to low and ground water is similar in that way. The elevation of that site will be very specific to the groundwater on that site. She stated that all the monitoring that has been done will give them all the data to monitor the surrounding ground water as well.

Nancy Strole stated that if they are wrong then the repercussions for the township will be enormous.

Ray Chobot was concerned about the bus stops down Ormond Road. He also wondered if the site's property in Rose Township is landlocked and whether there would be another route for the trucks to take beside down Ormond Road.

Mr. Doyle stated that the Rose Township portion of the property is completely landlocked.

Tim Mauro-Vetter asked what the dust is like and what the timeframe is to start this process.

Mr. Maxbauer stated that it is a multi-step process, and they won't be able to start until they get through the process. The step one goal being to construct the berms which will help mitigate noise, sightlines, and dust. Fugitive dust plans must also be approved through the state. Mr. Maxbauer stated the estimated timeline is 12-24 months, but that is not guaranteed.

Daniel Seddon asked how many decibels the equipment will produce.

Mr. Doyle stated that Ms. Osborn noted that a sound report will need to be submitted to evaluate that, so specifics to this site can't be given at this time. He did note that other sites that are in active gravel production are low in sound. He said most of the noise comes from front end loaders that are scooping up aggregate from the pit floor and loading it into the hopper and conveyor. The noise will be within the township ordinance requirements.

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Ms. Osborn noted that the township requirements state that equipment may not be operated at a noise level that exceeds 75 decibels from 8am to 10pm, but noise levels may be increased by 10 decibels for a period not to exceed 15 minutes in any one-hour period. The applicant has agreed to comply with that standard.

Mr. Maxbauer stated that he will happily bring anyone to a site to listen to the noise to see what it's like.

A member of the public asked if there is another designated truck route that is accessible, such as south on Ormond Road, to White Lake Road, to Teggerdine Road, to M59 and how this route can be used instead of Davisburg Road. He is concerned about the number of trucks trying to turn onto Davisburg Road and the increased traffic time, especially during school hours.

Mr. Maxbauer stated that he doesn't know off-hand, but they can investigate that.

Eric Keydel asked if the monitoring wells will be a certain distance away from the pumping well, and if so, what is that distance.

Ms. Lindstrom stated that she doesn't know a specific distance as it will depend on the location of the final well that is being installed. There are monitoring wells along the northern portion of the property and although she doesn't have exact location, it will likely be located close to Ormond Road on the northeastern side of the property.

Mr. Doyle stated that the biggest component is installing the well closer to Ormond Road so that the Fire Department can gain access to it and have it in a neutral spot for it to be as far away from homes as possible, but this is to be determined.

Mr. Keydel asked if the well will have an underground pumping radius. He asked if the monitoring wells are monitored 24 hours a day, how fast the data is received from the wells, what is the response time if there is a problem, and what systems are in place to shut down the well if there is a problem.

Ms. Lindstrom stated there are a lot of variables to determine that, which includes the depth at which the well is installed. They won't be able to get that data until the well is installed. She stated that gathering data can take time, and that time of influence can grow until it reaches a steady state. Typically, there are rules of thumb in the literature for how long they would monitor a well to understand if they have achieved that steady state or not, this would then give them a good indication. Generally, monitoring must be done for 1-3 days to fully understand the data.

Mr. Keydel asked if that data would be made public.

Chairperson Baker stated that everything is public.

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A member of the public thanked the applicants and representatives for being so prepared for this meeting. She wanted to ensure that there would be absolutely no toxins in this process at all.

Mr. Maxbauer stated no.

A member of the public asked who would be responsible if something went wrong with water on neighboring sites or even within the township.

A member of the public stated that there are regulations with the state regarding water rights and wells drying up.

Mr. Doyle stated that as Mr. Maxbauer had pointed out before, even though sites have different variables, he has never had an instance where this type of mining causes failures to wells.

Commissioner Hines noted that she visited a site and was pleased with the noise level and area.

Mr. Maxbauer stated that anyone is welcome to come visit one of their mining sites, as he wants residents to be informed.

Commissioner Sclesky stated that Township Officials set up a visit to the ming pit in Oxford for the Planning Commissioners, which is a site that is three times bigger than the one proposed here. He stated that he was surprised with how quiet that site was. He highly suggests that anyone who has concerns should sign up to take a tour.

Chairperson Baker noted that there may need to be a traffic signal at Davisburg and Ormond Road, especially due to the traffic backups that happen during school drop off and dismissal times.

Commissioner Costigan stated that he would be interested in knowing the traffic pattern results. He has concerns about the noise that the gravel trains will produce driving down Ormond Road constantly, due to living so close to the site.

Ms. Osborn noted that an engineering review has been done on this and there is an engineer present who can comment on this.

Jason Mayer, Engineer at Giffels Webster, pointed out that once this is approved by the township, there is a whole other process of state approvals.

Chairperson Baker asked if the proposed access drive could be specified on how close it would be to the downward curve on Ormond Road to create some assurance for residents. He asked if there is any insight on traffic studies for the truck route down Ormond Road to Davisburg Road and the impact that it will have.

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Mr. Mayer stated that Fishbeck is Levy's traffic engineer, who will conduct traffic counts and studies that the Road Commission requires and that will determine if a traffic signal is required at some point along the truck route, as well as the bonding.

Chairperson Baker asked if the road starts to show decay after time due to the trucks, is the bonding relevant to supporting the restoration of the roadway. He also asked who would assess the road conditions.

Mr. Mayer stated that the bond will support restoration and is renewed every year. He stated that the Road Commission would assess the road conditions and if repairs are needed, they will call on the bond.

Commissioner Hines asked for clarity on the letter grades of the traffic study, noting that the Ormond/Davisburg intersection was graded as a "B" and at peak hours it was graded as a "C".

Mr. Mayer stated that the grades are levels of service based on the criteria for traffic delay at the intersection.

The Commissioners thanked all the representatives for coming and for their willingness to be open to answering the public's questions.

Discussion:

1. ClearZoning Project Discussion with Giffels Webster

Ms. Osborn led this discussion by stating that ClearZoning is a product that Giffels Webster offers in which they take an ordinance and convert it into a PDF version that is interactive, has graphics, is easily navigable, and is more organized making it more user friendly. The scope of work includes three options:

- Option one includes ClearZoning conversion only.
- Option two includes ClearZoning conversion and Zoning Ordinance rewrite. In this option a lot of clean-up items and clean-up work would be addressed in the rewrite. Every section of the ordinance would be reviewed to ensure they are aligned with the Master Plan, and this will take around 13 months to complete.
- Option three includes ClearZoning conversion, guided discussion about Dixie Highway, and Zoning Ordinance rewrite. The guided discussion would consist of the planners providing guidance to the Dixie Highway Overlay Strategic Planning Committee. This would ensure that the Strategic Planning Committee's work would be better integrated into the ClearZoning conversation and Zoning Ordinance rewrite.

She continued by saying that Supervisor Davis is looking for a recommendation from the Planning Commission to the Township Board so that it can be included in the upcoming budget.

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Commissioner Sclesky noted that this has been on the Planning Commission's radar for years, but due to the Master Plan update, this was put on the backburner. It is now time to move forward. He wondered how soon the Township Board needed an answer on this.

Ms. Osborn stated soon, as costs are being looked at to incorporate into the next budget.

Commissioner Costigan feels that ClearZoning without the rewrite wouldn't be as effective.

The Commissioners agreed and discussed the current ordinance audit and being able to feed the data into the ClearZoning conversion. The assistance that Giffels Webster would provide with initiating the existing Dixie Overlay District and the future North Dixie Highway Overlay District would be a good investment. They feel the third option would be a smooth transition and would be the best option to recommend to the Township Board.

Commissioner Hines moved to recommend to the Township Board to proceed with the ClearZoning conversion, Dixie Highway Steering Committee, and the Zoning Ordinance rewrite proposed at a cost of $75,000. Supported by Commissioner Sclesky. Vote: Yes: Baker, Costigan, Felix, Galley, Hines, and Sclesky. No: None. Absent: Mansour. Motion approved.

Public Comment:
None

Chairperson Baker moved to adjourn the meeting at 10:53 pm. Supported by Commissioner Sclesky. Vote: Baker, Costigan, Felix, Galley, Hines, and Sclesky. No: none. Absent: Mansour. Motion approved.

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Joelle Talerico, Recording Secretary

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