

**CITY OF WIXOM
PLANNING COMMISSION SPECIAL MEETING
TO INCLUDE A WORKSHOP STUDY SESSION
49045 PONTIAC TRAIL
MONDAY, MARCH 27, 2006 – 7:30 PM**

Chairman Day called the meeting to order at 7:33 pm.

PRESENT:

Phillip Carter
William Day, Chairman
Patrick Fitzpatrick
John Lee
James Maher
Cheryl Tacy
Guy York

CITY CONSULTANT:
Rob Nesbitt, LSL

CITY STAFF:
John R. Lipchik, Building Official

RECORDING SECRETARY:
Anna Rottermond, Deputy City Clerk

ABSENT:

Jim Crowley (excused)
Kurt Gottschall, Vice Chairman (excused)

There being a quorum, the meeting was declared in session.

APPROVAL OF MINUTES:
February 27, 2006 Workshop Meeting

MOTION by Ms. Tacy and seconded by Mr. York to approve the workshop meeting minutes from February 27, 2006 as submitted.

VOTE:

MOTION CARRIED

March 6, 2006 Regular Meeting

MOTION by Ms. Tacy and seconded by Mr. York to approve the regular meeting minutes from March 6, 2006 as submitted.

VOTE:

MOTION CARRIED

CORRESPONDENCE:

There was no correspondence on the agenda.

CALL TO THE PUBLIC:

Recording Secretary, Anna Rottermond, read the Rules of Conduct.

CONSENT AGENDA:

There were no consent agenda items on this agenda.

TABLED MOTIONS:

There were no tabled motions on this agenda.

UNFINISHED BUSINESS:

There was no unfinished business on the agenda.

NEW BUSINESS:

PUBLIC HEARING FOR SPECIAL USE #06-005: INTERNET USED CAR SALES, BRIAN KINGSTON, 6705 HERON POINT, WEST BLOOMFIELD, MI 48323: The applicant is seeking special use approval to store up to ten (10) vehicles for an internet used car lot within an M-1, Light Industrial District. The Wixom Municipal Code, Section 18.64.030 (A) (D) requires special use approval from the Planning Commission for this request. The property is located at 48131 West Road and is zoned M-1, Light Industrial. The tax parcel number is 22-08-200-040.

Mr. Lipchik informed the Commission that the applicant was asking to have this issue tabled to the next meeting.

MOTION and second by Mr. Carter and Mr. Maher to table the Public Hearing for Special Use #06-005, Internet Used Car Sales, Brian Kingston, 6705 Heron Point, West Bloomfield, MI 48323 to the next regular meeting of April 3, 2006.

VOTE:

MOTION CARRIED

PUBLIC HEARING FOR SPECIAL USE #06-006: FIRST BAPTIST CHURCH OF WIXOM, 620 N. WIXOM ROAD, WIXOM, MI 48393: The applicant is seeking special use approval to construct an addition to the existing building in order to expand the educational facility. The Wixom Municipal Code, Section 18.75.040 A&K, requires approval from the Planning Commission for this request. The property is located at 620 N. Wixom Road and zoned VCA, Village Center Area. The tax parcel number is 17-32-301-035.

Rob Nesbitt stated there are a couple issues that need to be addressed. First, additional information is needed on the nature of the use and the activity associated with the proposed expansion; like the hours of operation, activities as far as the number of services that would be held at the church, and the number of church members.

He suggested there be more elaborate pedestrian access improvements on the site plan. They will need to tie it into the special land use approval. They need to ensure safe access between the parking areas and the church; from the entrance off of Wixom Road to the church; and they need to address this from the Tribute development into this site and to the church entrance.

They're requesting there be more information provided on the lighting, which will be installed on the site. They also need a photometric grid to determine lighting intensities throughout the site as well as details for the nature of the fixtures so they're compatible with the location, the VCA and other lighting fixtures throughout the VCA.

Lastly, several of the proposed activities associated with the use are not currently allowed in the VCA. Specifically there is to be no outdoor storage so they would need a variance to park the bus from the ZBA. Secondly, there was a note on the application regarding the use of outdoor loud speakers for some activities associated with the church, and they will need to provide further details on that.

With regards to the loud speakers outside Ms. Tacy asked if it is determined that those are going to be a temporary item on an as-needed basis if that would be something they would have to go before the ZBA to get a temporary permit for or something they would have to apply for in a permanent manner.

Mr. Nesbitt answered that he believes further information is needed by the applicant to see if this is an ongoing activity and if so then he believes they would want to have conditions on that approval that specify the frequency of when the use of the speakers may be permitted on this site.

Ms. Tacy then inquired if it's just an occasional outdoor service if that is something that would be handled in the same manner as the balloons video stores put up where they have to come in and get permission to do so.

Mr. Nesbitt remarked that he believed this is going to come down to how often the use of the loud speaker may occur. If it's something that is occurring on a monthly basis that would be something the ZBA would want to specify so it would be understood that no more than that frequency could be allowed.

Gene Krachenfels, Pastor of Wixom Baptist Church, stated it was his privilege to be standing before the Commission as they work through this process. After going back and reviewing this project they are now ready to move ahead with it. He commended the Commission for all the different things they're confronting within the whole VCA project. Their professional team, the architect, builder and the civil engineer will be presenting the proposal and are prepared to answer all the items. He said he does have a question, and he hoped to get clarification on the amplification. They're not sure they understand what that means and that is why they haven't formally agreed to the recommendation.

Mr. Day asked if he was referring to the loudspeaker issues and said they're not sure what the uses are for which the church would use these loud speakers.

Pastor Krachenfels remarked that the only reason they want the opportunity to do that would be for an occasional outside service. Once a year they have a meeting outside in a tent for an old fashion day. They have no intention of having any indoor services broadcasted outdoors, but by definition they have been told it could go either way.

Ms. Tacy stated that the reason why she asked for some clarification is because her church also holds services outside, and she didn't know if it was necessary to send them to the ZBA.

Mr. Day inquired if this was going to be a loud speaker system that would be used in conjunction with the school.

Pastor Krachenfels replied that it would be used for an outside field day or a picnic; something along that line. It's actually a small portable system; it has two speakers that stand up with a handheld microphone. They're not talking about a large system; and it would be on a rare occasion; maybe three to four times a year.

Mr. Nesbitt wanted to point out that if this is infrequent and given that it's in the VCA they could probably consider a waiver from that standard. The Planning Commission does have some discretion to grant waivers. If he is hearing the proposal right, as infrequent as once or twice a year they could ask the Planning Commission to waive that provision, but it should be specified in the approval.

Ms. Tacy asked if these speakers are hardwired outside for use continuously throughout the year or if they are a sporadic basis as the weather permits. She asked if it has to be addressed the way our ordinance is written or what is the ordinance trying to control.

Mr. Nesbitt replied that was a good point. He thinks the intent of the criteria is to control those situations where you have ongoing outdoor speakers. For example, a fast food restaurant or a bank where you have loud speakers being used daily; and this is something that isn't hardwired for continual use.

Ms. Tacy said she would like to provide some direction. She then questioned if this is something we need to build into our approval, which would grant a waiver for the periodic use of an outside amplification or if this is something where they would have to go to City Hall and get a temporary permit.

Mr. Lipchik advised that the Building Department doesn't grant any type of permit for outdoor amplification. He agreed with Mr. Nesbitt that the Commission has the power under this special use to grant an approval. He then remarked that this would be the right time to discuss the bus issue.

Pastor Krachenfels said they have one bus, which holds 14-15 passengers'. It's a SEMTA type bus. They were hoping to receive permission from the Commission to not have to build a separate building to house that bus. They have no intention of purchasing other buses down the road, and they're not looking to have a lot of vehicles stored on the property. They would like to ask permission to have that one bus parked on their property without having to have it housed. It is a smaller bus, and it's in good shape. They would have it parked behind the building so it wouldn't be visible from Wixom Road or the south end of the VCA.

Mr. Day inquired if he had any comments on the pedestrian access improvements that were suggested.

Pastor Krachenfels said they do, and he would like to defer to their builder and his team so they could go ahead and present that.

With regard to the type of use Mr. Day wanted to know how large the school operation is.

Pastor Krachenfels answered that the Wixom Christian School currently has just under 100 students in their K-12 program; and they have 45 children in their daycare school, which is infant through K-4. Their daycare is pretty much as large as it's going to be. They would have to come back for a variance on that if they wanted it to be any larger. With the school; however, they're anticipating over the next few years getting up around 150 students.

Andy Andre, Wilcox Professional Services, 37987 Interchange Drive, Farmington Hills, MI 48335 stated he is the site civil engineer and the landscape architect for this project. The proposed building addition is off of the east side of the existing structure. It would be a single-story building with some associated parking. As part of this project they're going to put in a new driveway approach from Wixom Road. They've met with the engineering consultants (HRC) and discussed this issue, and they put this in a location that they all feel comfortable with. In addition, they're also providing pedestrian access along the sidewalk, which will connect to the Tribute development; and it will extend the full length of Wixom Road. To the south they have an access drive, which connects into the Tribute development; and there will be a sidewalk that will coordinate with that to allow some cross access. The utilities being proposed will be well coordinated with the Tribute development. They will be installing a water main, which will connect into the storm sewer system. They will provide a loop in the water main in order to have better flow for fire protection. The sanitary sewer will be connected to an existing system along Wixom Road.

The landscaping has been done in conjunction with some of the comments received from the planning consultant. They have significantly landscaped the entrance to the south, and they provided landscaping to the existing drive to the north. Throughout the parking there will be quite a bit of coverage, as well as some diversity along both sides and the back of the proposed building. He also pointed out that part of the agreement with the Tribute development is to provide a fifteen-foot landscape buffer contiguous with their property along the south and east sides. So in addition to what they have there will be an additional fifteen-foot buffer with berming and landscaping too.

One of the items identified from the planning consultant was site circulation; and they're providing sidewalks along Wixom Road as well as throughout their site, which will connect to the Tribute development. They felt this layout works best considering there is a school on this site. It does provide access through the VCA, but it is sensitive to the use of the school and the children. They don't feel that open access at all times may be necessary.

Mr. Carter stated he noticed two of the planning consultant's comments were that there doesn't seem to be any kind of sidewalk access from the building itself out to the new proposed sidewalk along Wixom Road and looking at the drawing another concern he has is that there is no continuity of the sidewalk that is coming up from the south from the Tribute. It just empties into a parking lot. There is no way to walk to church except through a drive, and he wanted to know what their thought is on that.

Mr. Andre answered on the south side they will be coordinating with the sidewalk that is already in place with the Tribute. The thought on this goes back to the use. It's probably not a high pedestrian traffic area along Wixom Road, and they don't see a lot of usage into the church or the school through that walkway.

Mr. Carter stated more specifically to the east at the drive that comes through there, and that should be a sidewalk. Assuming with all the new homes going in they're hoping to get a lot more congregation coming up from there, and it looks like you're walking through where people are driving. It's not safe, especially considering this is the VCA and one of the hallmarks of it was that this was to be a walkable community. We're trying to build toward pedestrian uses as much as possible. He can see people walking along Wixom Road, and there is no real way to get to the building other than walking through the same tire tracks as vehicles.

Mr. Andre replied this has to deal with whether they want to take these areas they have designated as landscaping and place sidewalks in them and increase the "pervious-ness" of something they have. They would rather keep it green and have that area landscaped rather than put a sidewalk in. They are providing the access, and it is a short distance from that point.

Ms. Tacy remarked that she understands their desire to keep the green space, but she has to echo the concerns of her fellow commissioner because we are trying to make this pedestrian friendly. She finds it ironic that the church, given the information provided in the packet, exists to immobilize its disciples. She would like to see sidewalks help mobilize them and allow people to access the building without putting them in harm's way by making them walk in the road bed.

Mr. Andre stated if that is the will of the Planning Commission that is something they could further evaluate.

Ms. Tacy then said they have a beautiful campus, but she would like to see pedestrian access.

Mr. Andre mentioned that they understand the concerns, and they will effectively work that issue out with the planning consultant and the City.

Mr. Day said even if they put a sidewalk in there, people are still going to have to go through the traffic path. He doesn't know if a sidewalk would give people a false sense of security.

Ms. Tacy then stated she is looking at bringing people in off of Wixom Road. In the notes it mentioned that there is no way, and somehow they need to get pedestrians in from the main sidewalk without traversing across the lawn or walking through the roadway.

Mr. Day remarked that he agrees with Mr. Andre that the amount of pedestrian traffic they're going to get isn't going to come off of Wixom Road; it is going to come from Tribute. He doesn't see where putting a sidewalk in from Wixom Road will address that issue.

Mr. Carter stated he was looking at the sidewalk coming from the southernmost where it seems to line up directly with some islands through there. To him, it looks like they could move the two trees and three bushes to a different location, which would allow a straight shot right to the entrance.

Mr. Andre commented that they have landscape requirements for the islands that they have to meet. They have a certain amount of square footage as well as plantings they have to accommodate within this parking area. They don't want it to be a sea of asphalt; they want it to be well landscaped to give it shade and to give it adequate screening. They would rather have more landscaping rather than putting in a sidewalk. With the amount of foot traffic they have he doesn't think it's unreasonable for them to make that little bit of a walk from that sidewalk up to the building.

Mr. Carter then mentioned that he is torn because he could see it both ways. He has walked through several parking lots, and if you go to the mall you're walking longer than that. On the flip side he sees two trees and three bushes that might be easily moved to another area in that parking lot.

Mr. Day remarked that personally he doesn't have a problem with the way it is.

Mr. Lee pointed out that there are options with keeping that island and the landscaping while providing sidewalks with some rearrangement. He can understand their concerns regarding the use of the sidewalks at this point and how it doesn't appear to be much of an issue. However, through experience of the City as we've put sidewalks in, they're used quite extensively even in areas we never thought they would be; even in front of the Ford Plant, which was amazing to him because at first it didn't have any beginning or end but people used it. He thinks there will be significant foot traffic coming from the Tribute area from the south, and he expects there would be possible interest based on projected developments across Wixom Road that could possibly use the sidewalk on Wixom Road to approach from the west side. To be honest, he is hoping the downtown area is attractive enough that after services some people would want to leave their vehicles and want to traverse into the Tribute area. He wanted to echo the comments he has heard, and he is very interested in seeing a sidewalk connected to the existing and the proposed sidewalks.

Dan Deter, Rand Construction, 1270 Rickett Road, Brighton, MI 48116 wanted to express some of the conversations they've had with regard to the sidewalks. One of them had to do with cross access; and he hears what the commissioners are saying about cross access being good, but one thing they've talked about internally is that it may not be good through a school. Do you really want more people going through a school yard where your kids are playing? To them, it would inhibit tracking purposes. That is one of the more serious issues the church had when discussing the sidewalks. He's not saying it's right or wrong, but he is saying it is something you need to consider in this day and age.

Mr. Lee mentioned that he anticipates the people that would be walking through there would be the school employees and the students themselves, which in that case he would want something defined.

Mr. York commented that the other aspect of that is the children riding bikes to school and parking their bikes there. Right now, the way the site plan is laid out there is no way for children to ride their bike on the property except through the parking lot. He wholeheartedly endorses at least a sidewalk going from the Wixom sidewalk to the sidewalk that is located on the south side of the existing building and the proposed addition. He would also like to see bike parking considered. As it relates to the special use there was an indication on the site plan about the landscape buffer, and there is no detail provided at all.

He wanted to know if that is something that should be considered as part of the special use or if that is a site plan review issue.

Mr. Lipchik answered that is more of a site plan review issue.

Looking at one of the comments regarding additional information on the use, Ms. Tacy asked what specifically needs to be clarified. We know it's a church. We know they have a school. We have an idea of the hours they currently keep as it pertains to the special use, so what more are they concerned with?

Mr. Nesbitt replied that he doesn't believe they need any more. It was their point that there simply wasn't any information provided. They wanted the opportunity for the Planning Commission to fully understand the nature of the activities. Furthermore, he doesn't know how the Planning Commission may want to perceive or deal with the special land use application; but if there is a feeling that the only issues that are standing for further discussion are the pedestrian access and the lighting plan that is simply specifying what might be allowed and the outdoor storage for the bus. The Commission could consider granting the special land use approval subject to site plan review and approval so at least those specifics are being tied back to the special land use considerations. The other alternative would be to go through the site plan application and then come back to the special land use and come to a final determination on several of those issues, mainly the pedestrian access and the lighting plan.

Mr. Day inquired if he was suggesting that we act on this special land use and then basically defer the pedestrian connections and the lighting to the site plan review.

Mr. Nesbitt replied that is one option. Again, their view is still that pedestrian access is still deficient. If the Planning Commission prefers to have further discussion on that they could tie it back to the consideration of the special land use application or, depending, they could make it conditioned upon the site plan review and approval to where if they're unable to satisfy the comments on the site plan then the special land use doesn't go into effect.

Mr. Day stated it makes sense to him to deal with the pedestrian connections and the lighting because it is part of the site plan's review.

Mr. Nesbitt said that was. The only point he wanted to make on this is because it is tied back to the special land use application. With regards to the parking of the bus, the applicant noted that it would be located where it would be screened from view; and that is one consideration for the special land use that the commission should specify. To him, the best location would be somewhere to the north of the addition in one of the parking spaces closest to the southwest corner of the parking area.

Mr. Day added that they're not talking about a standard school bus. They're talking about a much smaller vehicle.

Mr. York remarked that he is in favor of the site plan use submittal; and although we have a couple items to discuss from the site plan application from a special use, he is satisfied with what we're seeing. The two items that need to be addressed are the loud speakers and the parking. He likes the idea of limiting the outside storage to one bus. He further thinks the occasional use of portable loud speaker equipment for the types of activities that have been identified in the letter from Wilcox, which includes funerals, weddings, athletic events and an occasional worship service, is acceptable.

MOTION by Mr. York and second by Mr. Lee to approve Special Use #06-006, First Baptist Church of Wixom, 620 Wixom Road, Wixom, Mi 48393 contingent upon review and approval of the submitted site plan, conditioned upon limit of outside storage of one SEMTA type bus vehicle as described tonight and

subject to use of loud speakers being limited as described tonight to special events such as weddings, funerals, athletic events and the occasional worship service.

VOTE:

MOTION CARRIED

SPR #32-902-06 FIRST BAPTIST CHURCH ADDITION, GENE KRACHENFELS, 620 WIXOM ROAD, WIXOM, MI 48393: The applicant is seeking to construct a 17,704 sq. ft. addition to the church, which will employ approximately 30 people. The property is located at 620 Wixom Road and zoned VCA, Village Center Area. The tax parcel number is 17-32-301-035.

Mr. Nesbitt stated there are a number of issues which need to be discussed. One condition of the site plan approval should be the submittal of a revised preliminary site plan. There should be an inclusion of a use statement describing the existing and proposed operations of the church and school. This was covered earlier, and he didn't think they shouldn't elaborate on that. The drive aisle and parking space dimensions of the existing parking lot must be noted to determine if re-stripping and/or reconfiguration is necessary. We need to make sure those parking spaces and aisle configurations are appropriate and meet ordinance requirements. We also need to determine whether or not any of those parking spaces need to be re-stripped to conform to the ordinance requirements. There is mountable curb proposed on the east side of the site, and the proposed mountable curb should be reviewed by the engineer and the fire department for confirmation that it is appropriate. That mountable curb is intended for emergency access to the athletic fields on the east portion of the property.

Going back to the sidewalks; Mr. Nesbitt said we are still of the feel with keeping with the intent of the VCA. One of the strengths of the VCA is for strong pedestrian circulation, and we believe with all uses and with a significant facility such as the church we do want to make sure people can find their way to that site without having to cross unnecessarily extensive portions of asphalt. We believe that it is connected to the VCA development, and the sidewalk ending in the parking area doesn't make sense. There should be a connection from Wixom Road as one of the main access corridors that people may use to access the facility. He still encourages the Planning Commission to give that some serious thought. Crosswalks should also be provided at the driveways. The extension of the sidewalk from the Tribute development through the parking lot islands is most appropriate through the parking lot islands. We're certainly supportive of having landscaped islands. But if we're placing landscaping above pedestrian safety then we may be missing the boat as far as what we're trying to encourage with the VCA, but he believes this issue can be resolved.

Details of proposed gates must be included on the site plan to show screening for the waste receptacle area. A note regarding mechanical equipment and utilities should be provided to indicate where they're going to be provided, and if the exact locations are unknown at the current time that they would be screened appropriately to ensure that they're not visible. He suggested that there be a photometric grid and a lighting plan including details for the fixtures so they're compatible with the VCA character.

According to the landscaping information there are three trees that are required to be replaced, and that information should be provided on the landscape plan and how that replacement is going to be provided with regards to the proposed plantings. With the landscaping there needs to be a note on the landscape plan stating that irrigation for all planting areas will be provided.

With the building elevations, he said if you look at the comments in the review letter the building itself will be constructed with a concrete block base and a C-brick masonry wall system, E.I.F.S. wall panels and a standing seam metal roof. He commented that the north elevation contains some decorative brick features including circular windows, which will help break up the mass of the building. He suggested that those types of features be carried over to the doorways and incorporate that into coverings at the entrances to lend some character to those features. More importantly on the east elevation there are two points

there. Understanding that there may be a future expansion anticipated at that location as far as the building, the east elevation has somewhat of an unfinished appearance. To assist in downplaying the lack of character he suggested that the E.F.I.S. be identical in color to the C-brick that is proposed below it, and it should be noted on the building elevation. Secondly it was previously suggested that there be tall trees provided along this side of the building. There are crab apple trees shown on the landscape plan, and he suggested there be five evergreen trees eight to ten feet in height along that wall to try and mitigate some of the unfinished appearance. Lastly, he stated, the amendment of the development agreement with the applicant needs to be dealt with by the City at a Council level.

Mr. Carter inquired what C-brick masonry was; and Mr. Nesbitt answered that his understanding of this is that the proposed material has a brick appearance, but it is a panelized construction.

Mr. Lipchik added that we've had discussions with Mr. Andre over the past two weeks, and the reason why he didn't provide a photometric plan at this time is because we're not quite sure what the spacing is going to turn out to be on Wixom Road. We have HRC doing a study of the spacing of the street lights out at Wixom Road, and he felt there was no sense in providing something to the commissioners when we don't know if it is true to format at this point.

Mr. Maher asked why they didn't provide one for the parking lot, and Mr. Lipchik answered that it would be the same thing for the parking lot. It is better for him to go ahead and do it all at once than to do it in pieces, but we will make sure that it meets with VCA standards.

Mr. Nesbitt pointed out that this is the type of issue that if it is still unresolved it could be left to administrative review and approval, and it would be a condition of the site plan approval.

Mr. York inquired from the standpoint of the appearance of fixtures if that is something they normally look at.

Mr. Lipchik responded that it would be the same City standard for both the street and the parking lot, but until we receive the report from HRC we won't know exactly how far apart they're spaced.

Ms. Tacy wanted to elaborate more on the sidewalk. In order to put the sidewalk in through the parking lot she sees that they've met and exceeded the parking space requirements. She asked if that would create a hardship in terms of parking space requirements if they were to expand the islands on the west side of the central drive lane.

Mr. Nesbitt replied that was their belief as well. That goes back to what he suggested, that he doesn't think we need to look at one versus the other. It may be possible to integrate both landscaping and sidewalk.

Ms. Tacy then said that they could create a sidewalk in and along the planting areas.

Nicholas Palizzi, Lindhout Associates Architects, 10465 Citation Drive, Brighton, MI 48116 stated he is the project architect on the project. He wanted to finish the presentation and what they have in mind, and then Andy Andre and Dan Deter will come back and talk about the site plan issues and the sidewalks. The building plan is rather simple. The main focus of the addition is the gymnasium and the need for a gymnasium for the Christian school. That is the largest space on the northeast corner of the addition. Along with that are the support spaces necessary for that which is for some storage and toilet rooms with a few showers and a small locker area. This isn't a large city high school basketball team, but they do want to have and promote athletics in their Christian school. They're adding some small classroom areas primarily for the daycare and the nursery. They currently have a small cafeteria and warming kitchen

specifically for use with the school and evening dinners for the church. They're providing a new entrance on the south side to try and gain another entry point into the building. Obviously, the parking is providing a new drop off lane to make this work better. It will promote two points of entry and two points of exit so everyone won't be clustered to one location.

Mr. York questioned if the south entry would be a main entrance into the building. In looking at the existing parking, obviously there is a lot more parking now down on the south half of the site. So he assumes during worship services the primary entrance will be from the south.

Mr. Palizzi answered that the primary entrance would be on the south.

Mr. York wanted him to describe the purpose of the future expansions on the north and the east sides.

Mr. Palizzi stated that the idea would be to continue the classrooms because right now they're utilizing small classrooms, and at some point they will need some storage along that side. This would continue the look they have along the front.

Mr. York then asked if they would be a rectangular back ratio of two to one with a corridor along the hall.

Mr. Palizzi agreed and said the main materials on the building are what they call C-brick. It is a cement product, and that will be the primary wall material. It is made from cement not clay, which is where the "C" in the C-brick comes from. It has a brick appearance to it, and there is quite a bit of variation. It looks like a larger brick, and with the scale of the building it seems to work with what they're doing. The base of the building will be split-faced.

Mr. Carter questioned if the C-brick will have a mortar appearance between the two or if it will be one color.

Mr. Palizzi answered that it is split up just like masonry so there will be mortar.

Mr. Carter then inquired if from an untrained eye it will just look like bigger bricks, and Mr. Palizzi responded yes.

Mr. Maher informed him that we typically don't approve C-brick and usually go full brick.

Mr. Palizzi stated this isn't a paneled brick. This is an actual structural material. This is masonry, and the reason why C-brick works in this situation is that it is structural whereas brick is generally four inches deep and it is used as a veneer. The C-brick in this situation is actually a structural product as well, so it is creating the structure and the veneer in one shot. They're looking for any type of cost savings they can, and this has a complete brick appearance.

Mr. Maher then questioned if it requires a brick ledge.

Mr. Palizzi answered no because it sits directly on the footing just like a brick would sit on the footing. There isn't a separate ledge because a brick ledge would interfere with a step for a basement or something along that line.

Mr. Maher then inquired how they would fix the brick and what they put the brick to.

Mr. Deter wanted to say that there is no wall assembly behind this product. This product is the wall assembly. It is an eight inch thick product, and it is no different than a masonry wall. There is no

adhering it to anything that is the structural wall. He said if you're thinking about brick where brick is a veneer and gets attached to something behind it, there is nothing behind this. This is the wall inside and out.

Mr. York wanted to clarify that this is an eight-inch CMU with a pre-finish.

Mr. Palizzi replied it is a bi-color integral color CMU that is put up just like a standard masonry would be; it is just half as high.

Mr. York then asked if the EFIS on the upper level is back up as well.

Mr. Deter stated that even though they keep referring to this as an EFIS product it actually isn't. EFIS is an insulating finish system, and this is a metal panel. This has metal skin on both sides, and it has a textured face to it, so it's not an EFIS panel. It won't be subject to being dented, and it will have a much better fire prevention characteristic to it. This would be the wall assembly, and looking at the inside finish of that panel that is what you're going to see on the inside. You'll have a nice white factory painted finish on the inside, which works very well in gymnasium areas. Outside it is pre-finished as well, and it has a factory 20 paint finish guarantee on it; so it will stand up to the test of time. This is a good alternative to EFIS. There is a lot of negative public perception to EFIS, and it doesn't have any of the same characteristics that could fail due to water leaking and things like that. It's nothing more than a metal sandwich panel, which has a very high-end architectural finish to it.

Mr. Maher wanted to know if they would be able to get that to match the C-brick.

Mr. Palizzi responded that they could get it to match on that side, but would they want it to match on that side? Looking at the photograph of the C-brick, it looks like brick. It has a lot of color variation that goes along with that, and to answer that question they cannot get it to match. They could pick one tone in the C-brick and try to get a color to highlight that, but it will not look like one product on the wall. It's not constructed in a way that would allow them to do that. That is why they chose a three color scheme (the roof which is the standing seam panel; the EFIS, which they tried to match as close as they humanly could to the split-faced block, and then the C-brick. Truth be told, if they tried to match the C-brick it would look like they tried and failed.

Knowing that this is an addition to an existing structure which in itself has been added on to many times, Ms. Tacy then questioned how harmonious the whole project is going to be in terms of where the church started and what is going to be added on.

Mr. Palizzi remarked that unfortunately trying to come back and apply the C-brick onto the existing church (especially the side that they're adding on to) is impossible. They don't have a footing there to put anything on, so the idea is to stay with the same masonry unit. That is where the beige color comes in because in the future they're going to be able to paint the existing building to look like the C-brick. So, therefore, the church can come back and paint the existing building to try to get as close to the new color as possible. They believe they can do it because there isn't as much color variation, and it is the same size unit that is on the existing building. The existing building already has the hunter greens they're trying to pick up in the addition. They're doing everything they can to keep them harmonious. But there are a few phases there already, so they picked one and are trying to keep going with it.

Another point was the idea of adding canopies to the north elevation (and Mr. Andre responded in his letter) but the north elevation and the doors are specifically for fire exiting only. They don't have hardware on them. They're metal doors, and they're going to paint them to match the block color. They don't want to promote circulation to those doors, and they don't want them to look like entries.

Ms. Tacy asked if those are the fire exits from the kitchen and the gymnasium.

Mr. Palizzi replied yes and said the only door that will have hardware will be set up for kitchen deliveries, and there will only be a handful of people that have a key to that door. They will know that is where to go for a delivery. Other than that, no one will be coming in through that door. That is why they took the approach they did on that north side, which was to try to add something on that side. They talked with the City and the planner and decided that canopies were the wrong way to go because it was going opposite of what the architecture was telling them.

Mr. Maher asked if this is a pre-engineered building, and Mr. Palizzi answered yes.

Mr. Maher then questioned if they were going with a standing seam roof.

Mr. Palizzi answered yes, but they're not going with the traditional standing seam roof which would be 36 inches wide. They're actually going with an architectural grade, which is called a VSR, which is 24 inches wide and has a lot lower residential architectural feel. It's more visual than function. If they were looking for something to just cover the roof then they would go with the wider panel. It would be cheaper and less labor. They think this panel gives them a more architecturally pleasing look.

With the existing building being asphalt shingles, Mr. Maher questioned if it wouldn't be more appropriate to have the new building have the asphalt shingles to match.

Mr. Palizzi stated they talked about that during the design phase, but the one thing the end user is concerned about is that shingled roof isn't going to last forever. It's not going to last near as long as the metal roof. The existing shingled roof will probably end up being replaced if it is okay with the Planning Commission. Metal roofs have a lot less maintenance, and they hold up a lot longer.

Mr. Maher agreed with the longevity of the metal roofs, but being in the Village Center Area to him it seems the asphalt shingle would be much more appealing. It seems like they're getting too industrial looking with the new building. That is a large roof, and it will be seen from a long ways away.

Mr. Palizzi pointed out that there are a lot of structural reasons on why shingled roofs are not a good application for this type of facility. This building has to clear span, and it's not good to have column drops in the middle of gymnasium. Putting shingles on this would be tough and challenging. You'd be looking at a large area of asphalt shingles. It's a metal roof; but it will be dark green, which is not an industrial look. They picked a dark color so it wouldn't look like such a large building. There are two other issues as well. One is when you do a shingled roof you really want to get a decent pitch, and a low pitch on a shingled roof promotes ice damage and water back up. With a metal roof they could lower it down a little bit and show less roof. The other reason is that the church is trying to balance costs. They're in a situation where they have a budget to maintain, so every decision they make has to have that in mind.

Mr. Maher remarked that he understands, and the Commission is pretty reasonable and somewhat sensitive to budget. But, on the other hand, we still have to look out for the best interest of the Village Center Area and the community. We want to make sure and it is important that they're not building a pole barn in the middle of the VCA. Another avenue too they could look at would be a flat roof system with a parapet wall to hide a substantial amount of that roof if they don't go with the shingles. He thinks that is something that needs to be looked at and considered.

Mr. Deter wanted to address this issue because that has been explored. They initially proposed a flat roof, and they received a lot of unpopular feedback on that. This is the fourth round of getting with LSL and

the City Building Official to try and come up with something that would fit the community, and it wouldn't require a lot of maintenance to be a show piece for a long period of time. They could put a flat roof on it, but their feeling on this and the feedback they've received is that this was a better scenario than a flat roof.

Mr. Palizzi agreed and said this is going to be here for a while, and that is where they're trying to balance. The cheapest thing they could do is gray block that could be painted white, but they're trying to balance where they spend the money and where they don't. They felt that the green standing seam could tie into the existing color scheme and provide the church with some longevity. This way they wouldn't have shingles peeling off, and they're not putting in a higher pitch or changing the structural system.

Mr. Lee mentioned that he doesn't have a problem with the metal roof. He doesn't think it's necessarily not appropriate in the VCA area. We have quite a bit of the metal roof on the civic buildings. While we're looking for a traditional look within the VCA, we also need to recognize the fact that the type of downtown areas we're looking at weren't all developed in the same time period. There is variation, and we need a little bit of that variation to get the VCA to look unique. One thing he wouldn't want to see especially on a building of this size is a flat roof because one of the things we're looking for is that variation of pitch and elevation throughout the VCA. A building of this size with a flat roof would contribute to it looking more like an institutional building, like the high schools or any of the offices we have further down Pontiac Trail. He thinks for sustainability of the building and the VCA the metal roof would give them more useable life span as opposed to the asphalt roof. Going back to experiences of his own; one of the jobs he had going through life was to install shingles. They did a large church off of 11 Mile and I-75. That roof has deteriorated, and the repairs have never matched and won't until they completely replace the roof. He thinks we'd have more of an unsightly situation in 20-25 years with the shingles than we would with the metal roof.

Ms. Tacy echoed Mr. Lee's comments, and even though she is always looking for that traditional appearance in the buildings she thinks that would invite so many problems with a building of this size. She's not bothered by the fact that even though it lends to a more modern characteristic, this building is on the northwest corner of the VCA. She thinks for this application it's certainly warranted to go with a roof of this nature. She thinks because the applicant is willing to update the entire building to provide a harmonious look that is definitely desirable. She wanted to commend them on what they're undertaking. She also mentioned that she still wants to see the sidewalk in there as well.

Pastor Krachenfels replied that they will look at the sidewalk issue, and they're trying to stay strictly in line with the VCA guidelines and the recommendations concerning the landscaping requirements along with the island sizes. They don't have a problem with trying to provide crosswalks and sidewalks through the parking lot because they want to be safe. They don't want to give them the impression that they're not interested in providing a safe atmosphere for a walking community. They will have to rethink the sidewalk coming from Wixom Road. He wanted the commissioners to keep in mind that they do have plans of satisfying the demands of building out towards Wixom Road to satisfy the twenty foot setback, which would be in the next phase. They really didn't want to start putting in sidewalks and things like that and then have to tear it all out in a couple of years when they begin that project.

He appreciates their comments on the appearance of the building. They know that the buildings are old and run down and they're showing it. It is their intent to raise two sections of the church building; building '60 and '68 and create an appearance on the '74 addition, which they're connecting to in order to bring it up to what they're trying to accomplish. This has been about a two-year project for them to come up with this design. They've gone through a dozen different ideas to come up with something that everyone will be happy with. At the same time it had to be something they could afford.

With the flat roof issue they have certain height requirements necessary in the gymnasium to satisfy Michigan high school requirements for games, which means they would have a tremendously high wall elevation with a flat roof; and then they would look like a warehouse. They wanted to make sure they have something visually appealing, practical and affordable.

Mr. York mentioned that the floor plan showed the future addition to the north, but yet on the site plan there is only a seven and a half foot dimension from the north face of the building to the curb line. He doesn't know if that needs to be reviewed again. Perhaps the roadway alignment coming from the east into the existing parking lot needs to be looked at. If that addition is applied that will conflict with the driveway coming from the east.

Mr. Palizzi indicated they will look at that because they know they're going to have to redo the existing parking area, and they don't want to build anything they'd have to tear out.

Pastor Krachenfels commented that they're only proposing to replace most of the parking lot. With the existing parking lot they will address that with new striping. In the next phase they're hoping to complete that project as they expand to the west and the north. They would like to address all those issues and bring the entire parking facility up to an acceptable standard. They will also address all the issues brought up tonight because they want to conform as best as they can to all the desires and expectations for the VCA.

Mr. Carter inquired with this proposed building addition if this will be considered the main school area now.

Mr. Palizzi agreed and said that school will remain, and this is the elementary portion of it.

Mr. Carter then questioned with the southern entrance of the building addition if that will be considered the main entrance for the addition, and Mr. Palizzi agreed

Continuing, Mr. Carter then asked if the entrance to the church itself is on the south side of the existing building.

Mr. Palizzi concurred and added that the drive will serve them both as it is coming through.

Mr. Carter then asked if he could get some clarification regarding the landscape buffer area, which is 15 feet wide. He thinks he heard someone say there was going to be an area of berm and landscape combined.

Mr. Andre responded that there is a 15-foot buffer that is being proposed along the southern edge of the property, and it will wrap along the east. He believes there is a VCA design guideline for landscaping, which will be adhered to with the berm, both deciduous and evergreen trees and shrubbery along that entire area. There is a nice mix, which will give it a nice breakup between the two uses there.

Mr. Carter remarked that what he's visualizing is really no kind of a sight line between the future residential to the east and this parcel. He wanted to know if that is the idea because thinking back to the loud speaker idea even if it is just a few times a year there may be some neighbors that don't want to hear that on Sunday mornings.

Mr. Andre answered that they will have the berming plus the site does have a nice tree line that already exists, which will also provide buffering between the use and the residential area.

Looking at the site plan review Mr. York commented the site plan drawings indicate that this 15 foot area is going to be developed, but then to some extent it won't be as it is cut off by that tree line. So from that standpoint that buffer wouldn't be included in some development of that property line.

Pastor Krachenfels apologized for not having information on that, but that buffer line is part of the developer's agreement. The developer that purchased property from them is going to provide that, and they've been waiting for clarification as to whether or not there is going to be any type of lot division requirements concerning buffering because there isn't now. He indicated that Mr. Lipchik said that is under consideration, and that is why it's not indicated on the drawings. They haven't been able to get the answer, and they need that from the developers. That is why they're not prepared tonight to show the Commission what kind of buffering they're talking about.

Because we're at the preliminary site plan stage Mr. Nesbitt suggested that when the final site plan is submitted for approval those details should be available at that time. There may be some provisions given where they have another party that is doing the plantings according to the site plan, and that is something you would want to have covered in the development agreement.

Pastor Krachenfels then commented that they already have a development agreement that was in process, but it hasn't been approved. They're amending their plan, and they will be amending that agreement as well. It is also so noted that they are waiting for an answer from the City, the consultants and the developer on those specifics and they will conform to that.

With regards to the storm water retention Mr. Maher questioned if we are piping that into the Robertson Brothers.

Mr. Andre agreed and said as part of the purchase agreement they were to provide both the routing and the detention available for this area. The connection is going to be along the access drive, and they will be providing both stubs for storm and water in that vicinity. The sizing of that line has been accommodated for all of the development as well as the future expansion.

Chairman Day wanted know where exactly we stand with the sidewalk issue.

Mr. Andre answered that with the feedback they have from the Planning Commission he doesn't think there is any difficulty in providing the access that is wanted. They can work with the City consultants as well as staff in order to provide the locations that have been desired.

Mr. Lee remarked that the City consultant asked about replacing the crab apples on the east face with some evergreens, and he wanted to know if that has been considered as we've discussed it tonight.

Mr. Andre replied that knowing there is going to be a future expansion (as indicated and spoken earlier) their intent is to provide some landscaping in this area that can be easily transplanted at a later date. Right now, they do have some rather large existing trees along there; and he wanted to note the desire of the Planning Commission. They can work with the staff and the consultant to provide more of a mixed area through there. A lot of the comments that have been brought up by the Planning Consultant have been addressed in a letter dated March 23rd.

Mr. Nesbitt wanted to clarify with the bus where exactly it would be located on the site, and it should also be noted on the site plan so if anyone wanted to go back and check that later.

Mr. Andre responded that wouldn't be a problem with the amount of parking area they have and the size of the bus. They won't have a problem accommodating that, and they will note that on the site plans.

Mr. Day commented that the consultant's recommendation for the color of the EFIS matching the C-brick hadn't been discussed, and he wanted to know what the applicant wanted to do.

Mr. Lee stated he was satisfied with what was presented, and Mr. York agreed.

Mr. Maher wanted to know if he could review the rendering so we can see it close up.

MOTION by Ms. Tacy and second by Mr. York to approve SPR #32-902-06, First Baptist Church addition, Gene Krachenfels, 620 Wixom Road, Wixom MI 48393 subject to all review comments and the review letter of March 14, 2006, comments #1 to #17 with items #1, #11 and #16 being stricken and with the addition that the parking for the bus be noted on the site plan.

VOTE:

UNANIMOUSLY CARRIED

CALL TO THE PUBLIC:

George Stille, 3165 West Maple Road, Wixom, MI 48393 stated that his property adjoins the church property on the northeast corner. He wanted to say that he is also a church member, and he reviewed the drawings very carefully and the procedure that has been gone through. He believes this to be a beautiful structure and addition to this community. He wholeheartedly endorses it, and he wanted to express his appreciation to the careful consideration of the entire building. He believes the direction provided is excellent. He does have one concern and it may not be founded at all, but he was told the entire parking lot will be lit all night long and will be like a beacon at his front window. He is concerned that the aesthetics of this beautiful area might be hampered a little by all the lights in his backyard.

Vinnie Prismont, 27043 Pinewood Drive, Wixom, MI 48393 stated he has been living in Wixom for five months. This is a beautiful town, and he believes every town in America should be like this one. With this proposal he is for it. He is also a member of the church. It has done a lot for him spiritually, and when he first drove up to the church and saw all the potholes he couldn't believe that nothing had been done in a long time. He is learning that there are virtues you have to adhere to, and the gymnasium is very old and in dire need of a makeover.

Mike Quinton, 3182 West Maple Road, Wixom, MI 48393 stated he is also a member of the church and has a child that attends the school. He hopes everyone remembers the kids when they're making these decisions because last year they drove about an hour to each away game, and it would be nice to finally have some home games. He wanted them to keep in mind that it would be good for the kids because the public schools have nice facilities, and these kids would like to have nice facilities as well.

STAFF COMMENTS:

There was no staff comments made at tonight's meeting.

COMMISSIONER COMMENTS:

Mr. Lee wanted to bring up an item, which was brought up at the last study session. He thinks it's vital that we start discussing this issue and getting it put on the study session agendas. First of all, he knows the study sessions came about because there was so much business being conducted that there was never time to plan for this community. That is why study sessions were instituted – so we could actually do some planning, and a lot of that is what led to the VCA.

Right now, we have before us the eminent change of the property down on Wixom Road at the expressway with the Wixom Ford Plant. He thinks it is vital that we start looking at that and concepting what can possibly happen there, and if there are zoning changes that may be necessary and if it is an overlay situation what we would envision as the entrance to our community. The master plan calls for

this, and it spells out if there was a change in the use of the Wixom property that this exercise would have to be conducted. This isn't something that we have to wait for Ford to make a decision on because honestly a lot of their decisions have been made on what this community says we might be able to do with that property and what our envision is. It's a unique site because of its size, and it's not going to lend itself to an easy transfer. Honestly, the way the economy is going nowadays the manufacturing type job isn't necessarily what we could expect to attract in Oakland County. We're becoming more of a hi-tech development type county, and it's the type of jobs that will be coming to this community.

Mr. Lee stated he would like to have this on the agendas for the study sessions. He thinks it is imperative that each of us bring our ideas and concepts of what we think should happen with that property in the future because quite honestly it is going to support the sustainability of this community and maintain the VCA and operations just as discussed tonight with the church and the residential. The days of depending on a blue-collar economy in this town has passed. When the Ford plant came in fifty years ago it created the basis for this community becoming a city. It was a nice building for its type, and it has developed a character for us. It did well for fifty years, and now we have to think of what that property is going to do for us for the next fifty years. He doesn't think it's going to necessarily be a manufacturing site.

He also wanted to offer that it certainly makes sense that we have a heavy industrial area remain in this community, and right now that property is the only property zoned as such. There is lighter manufacturing such as we have in our downtown area, and it may make sense if we could develop or conceptualize a plan that we may want to think about the possible movement of those businesses to that heavy industrial area or at least a portion of it so we could expand the VCA area behind the Pontiac Trail border to the west and give us a little bit more of a transition going into the light industrial buildings. It would also give us a nice transition to the residential that backs up to that along the old railroad.

He commented that there are a lot of possibilities, and we owe it to the City. It's our main charter to conceptualize and plan for the future sustainability of this community and to look at the proper use of properties. Not necessarily to mandate, but to make sure we've thought it out so that the people that do own the properties or that could potentially own it in the future can have the concept of what is an acceptable development. He would very much like to see this on our next study session agenda.

Mr. Lipchik wanted to comment that it could be on every study session that we have up and coming. He then commented that Wednesday we will be opening bids for redoing the zoning ordinance, and he will provide the results to the commissioners by mail or have someone drop off copies of what they brought to the city. That will also be an item of discussion at the next workshop meeting.

Ms. Tacy asked why we would have someone other than LSL do it when they just finished doing our master plan, and they're the most familiar with the overall concept of the area.

Mr. Lipchik replied that he was instructed to put it out in an RFP because it is Council's feelings that everything should be put out for bid.

Mr. York mentioned that he is in agreement with Mr. Lee. He would like to see us plan some time and maybe at the next workshop we could put it up for discussion, even if we set aside twenty minutes or a half hour just to do some brainstorming to start some discussion. Then on a routine basis set aside an allotment of time for the next couple of months just to get some creative juices flowing. He doesn't know if that means LSL would lead us in that or if we would just take that upon ourselves just to get started.

Mr. Maher remarked that he would like to have LSL involved in this process and as part of the initial brainstorming so they could bounce a lot of ideas off. It is a great idea to start early.

Mr. Lee pointed out that it really isn't early if you look at the timeframe of things and considering how often we meet and with what Ford has said in their announcement of the closing. It is just around the corner, and if there are changes envisioned (whether it be an overlay zoning or a complete rezoning or consideration) there isn't a lot of time to put that together. It is imperative that we start something immediately.

Mr. Nesbitt concurred with what was being talked about and said he's worked with a number of communities that have dealt with similar issues. It is much more effective and proactive for the community to get involved now and start coming up with ideas.

Mr. Carter echoed those comments as well because certainly this isn't the first plant in the world that has ever closed down, and someone has had to think about what was going on. So he would welcome some professional advice and some research and corporate knowledge of what happens with these types of situations in addition to our own thoughts.

Mr. Lee appreciated the comments but wanted to say the past president isn't showing much of the way at this point. It's a new world. The way these properties have been disposed of in the past and the way they've moved on to other uses he thinks it's not necessarily what we should anticipate, especially given the uniqueness of this site.

Mr. Carter commented that also on the contrary to see what not to do is also very educational.

Mr. York then questioned if to our knowledge Ford has intended to develop this property after it's closed.

Mr. Lee responded no, not recently and said Ford isn't in the development business.

ADJOURNMENT:

The meeting was adjourned on motion and second by Mr. York and Mr. Maher at 9:30 pm.

Anna Rottermond
Deputy City Clerk