

**PLANNING COMMISSION SPECIAL MEETING  
TO INCLUDE A WORKSHOP STUDY SESSION  
CITY OF WIXOM  
49045 PONTIAC TRAIL  
MONDAY, AUGUST 28, 2006 – 7:30 PM**

Chairman Day called the meeting to order at 7:35 pm.

**PRESENT:**

William Day, Chairman  
Phillip Carter  
Jim Crowley  
Kurt Gottschall, Vice Chair  
John Lee  
Cheryl Tacy  
Guy York

**CITY STAFF:**

John R. Lipchik, Building Official  
Mike Dornan, City Manager

**RECORDING SECRETARY:**

Jennifer Garrett

**ABSENT:**

James Maher (excused)  
Patrick Fitzpatrick (excused)

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

**APPROVAL OF MINUTES:**

There were no minutes listed on tonight's agenda for approval.

**CORRESPONDENCE:**

There was no correspondence received for the meeting.

**CALL TO THE PUBLIC:**

There was no public present for public comment.

**DISCUSSION:**

**Ford Motor Company – as requested by the Planning Commission, further discussion on future plans for the property.**

Mr. Lee told the City Manager the reason we asked for someone from his office to come in was we realize there is an opportunity here to change the main entranceway to the community. We don't know what Ford's plans are; and he thinks as you read the minutes you say we prophesized a lot of potential things that could happen at the site, but it really depends what the owner wants to do. What we are really looking at is if there is something that we need to do to help those plans, if we should be thinking about some sort of different zoning (whether an overlay or a complete change), if we should tailor our discussions. We want to know how it may affect the downtown and things of that nature so we are not caught at the last minute looking like we are reacting to a spot situation, and we are actually planning for the future of that site and how it impacts the rest of the City.

Mr. Dornan said let's go back in time a little bit, back to December 2003 and then December 2004 (the history up until December 31, 2005). The atmosphere was swirling with rumors about the future with the Ford Motor Wixom Assembly Plant, and we started following them and talking to our intra-government relation interface people. Although it is fun to speculate, really we couldn't get a handle on really what the future would entail for the plant.

Mr. Dornan next said to zoom forward to December 2005. Rumors were getting more frequent. The Detroit Free Press, the News and the Automotive Press were reporting articles and speculating even in one week. He saved the headlines that said "Ford Plant closing" and then a day or two later "Ford Plant stays open." Those were interesting times but as is well known the Big Three are facing critical challenges in meeting competition and capacity issues worldwide that they face with their competitors and the cost of building vehicles in the United States. When you compare the costs globally (and he gave an example) a set of brakes built in Michigan costs about \$67 for that set of brakes. That same set of brakes built anywhere else in the United States would cost Ford Motor Company or any of the other Big Three about \$12 simply because of the obligations that Ford Motor Company has to meet. It doesn't really say anything about whether you are pro unions, against unions or pro management. It is just a fact of life that really the corporation has to get a handle on in order to produce worldwide.

Continuing, Mr. Dornan stated as we approach the first week of January 2006 and approach the Auto Show he is completing working on a piece of correspondence, a proposal that the State of Michigan is going to make to Bill Ford. We finalized that proposal, and Jennifer Granholm delivered it to Mr. Ford in person the Wednesday before the Auto Show started. Mr. Dornan brought a copy of that letter with him this evening for the commissioners' edification and information, and he said they had a piece of really interesting automotive history that was being passed around. This letter was delivered to Bill Ford prior to Mr. Ford's announcement (which when this letter was delivered had already been scheduled for January 23, 2006). That was his announcement where he teleconferenced the Way Forward announcement and the eventual announcement of idling and closure of several plants across the United States including Wixom.

Mr. Dornan said it is interesting here but when he got this letter on the Tuesday before the Wednesday deliverance to Mr. Ford, he frantically called up the gentleman he was working with at the Michigan Economic Development Corporation and said "How much is this package worth?" You will see nowhere in here do they come out of the box and say "Hi Bill, dear friend, this is to transmit to you a proposal of \$135 million." He told him you have to put it right in their face and then you can get into the detail. Nevertheless, the letter went out; and Mr. Ford made his announcement on January 23, 2006.

The rest is history that Wixom Ford Motor was going to be included in closing. To him, that was to say regardless of whatever proposal the State of Michigan could come up with, which was a huge proposal. At the time this proposal was made, the Governors from Minnesota, Missouri, and Georgia were clamoring into Michigan after the first of the year trying to get face time with Bill Ford. You would think our Governor would have the best odds of meeting with Bill Ford, better than any other Governor because of the presence of Ford world headquarters being located in Michigan. Those Governors were also bringing their proposals forward in their states.

Mr. Dornan added that during the course prior to the first two years he started reading the Chicago Tribune to see what they were doing at the Chicago plant, the Atlanta newspapers to see what they were doing with the Atlanta plant and some Missouri/St. Louis papers just trying to get a handle on what others were seeing. The commentary the day after the announcement after we got done grieving with the people at the Ford Plant (the 1400 employees) was that after all the corporation has been a partner to the community for nearly 50 years, and we have reaped a lot of benefits of their presence over those 50 years. We took a moment to grieve with our employee friends and families who, by the way, the majority of Wixom orientation is off of I-96 and always has been for the 50 years. It may have changed a little bit, but they come in during the day and go out through the same exits and accesses off of the Interstate.

In the early 90's it became apparent that the community really didn't give a hoot about the importance of the presence of Ford Motor Company. As a matter of fact, there were many conflicting attitudes and opinions. The communities thought they are going to be here. Regardless of whether or not we give a tax abatement, they are going to be there. Many of us started saying with what was going on with Perestroika in the early 90's and what was going on in Poland and opening up the Eastern European (Romania, Bulgaria and Corazon) countries it would be very easy to move the insides of this company to Europe and Eastern European countries and produce a vehicle probably with a more highly educated workforce who would work for a lot less than the UAW and leave the sheet metal structure that is there from which you really don't get many taxes. From that plant you get your taxes from the personal property inside, the inventory that sits in the parking lot.

Mr. Dornan went on to say the day after the Way Forward Plan announcement, the week after, the month after and the month after that, what we started doing internally was started thinking about where we go from here. What is going to happen here? We knew that the UAW contract expires in roughly September 2007, and Ford Motor Company's official position was to idle the plant. Because of the terminology and the contract they have with the UAW they couldn't announce that they were going to close the plant. The unspoken word was generally we are going to close the plant; but we can't say that publicly because we don't want to get into protracted negotiations with the UAW, so the terminology is idle. Today to date, the official position of Ford Motor Company is that they are going to idle the plant. Some of us see through that to the extent that, like the commissioners are suggesting, if you are going to idle the plant, what do we do? In the event that you don't idle the plant, we'd better be thinking about where we go from here with this piece of property.

Mr. Dornan shared that there has been speculation that Nissan will buy the plant and other automotive manufacturing. At one point with Mr. Lee's help, we contacted Indian Motorcycles to bring Indian Motorcycle who had been bought by American Motorcycle Company. Dating back to the early 1900's they were bought by an English company that recently bought Chris-Craft Boats, and this English company buys these nostalgic type of big people toy companies and they market them. We talked to an American representative in Sarasota, Florida (who by the way happens to be Richard Zeigler's nephew). We hit it off pretty well, but eventually they decided to locate in North Carolina and start manufacturing these motorcycles.

Mr. Dornan mentioned that the day of the plant closing announcement he received a call from Jennifer Granholm, and he basically told the Governor if there is anything we can do to help you. You have done just about everything you needed to do or could do, but if you don't have a product and you don't have the capacity it was still something that couldn't be mustered. He said he told her how much we appreciated the work and effort she had done with her associates with Michigan's Economic Development Corporation and discussed with her where we go from here without missing a beat.

The following week Senator Cassis called him up, and she had run into Ken Sikkema. He was drafting and was going to propose some legislation which included this Renaissance Zone thing. He thought perhaps the commission had heard about the Renaissance Zone being created on 318 acres of the Ford Motor site. She asked Mr. Dornan at that time what he thought about it, if this would be something good. He told her generally it would be another arrow in our quiver, another tool in our box; and we certainly have the ability and know-how to say no. What he meant by that is that a Renaissance Zone is zero taxes. It is not tax abatement; it goes well beyond tax abatement. There are no taxes. He kicked it around with some of the people at the MEDC; and the City Council would approve a project within a Renaissance

Zone, and the City Council would approve the number of years that project would receive a no tax designation. So, you could do all 318 acres or you could do one acre. As much as we have the ability to say no, we know how to do that. If the right project doesn't come down the line, then you say no.

Mr. Dornan then stated now what is the right project? The right project he would suggest to the planning commission and would implore them to consider the right project to be a Compuware, or like in downtown Detroit where you get a Peter Karmanos and you get 3,400 employees and have a world headquarters or a Quicken Loans. Dan Gilbert is looking to consolidate all his Quicken Loan offices across the State of Michigan. He happens to own the Cleveland Cavaliers, and Mr. Dornan thinks he owns part of the Panthers hockey team as well. It would be a Dan Gilbert, a Peter Karmanos who would be your anchor tenant; and at that point alone you would consider the construction and crafting of establishment of a Renaissance Zone for that anchor tenant and let other successors locate at the foot of something that is really powerful, huge and strong. So, we made overtures to Quicken Loans and along with Peter Karmanos trying to keep him from going to Cleveland. Our problem is that the timing is all off; they are ready to move now. As we go back to Ford's statement idling the plant in September of 2007, they can't wait that long. So we look for others who may be that anchor tenant. That is assuming that the plant is gone, a complete redevelopment is occurring.

Mr. Dornan further stated that probably two and a half weeks after the Way Forward plan he had the opportunity to speak with Mr. Ford directly, and the point he attempted to make was we support you. He thinks he is in a jam, and he thinks he has done a good job. He also said to him that he is looking to take that property platinum, and Mr. Ford asked him if he had a platinum tenant. He explained that what he meant by that is the property, with the benefits Oakland County and the State of Michigan have been given over the last 50 years, has been a gold property but take it a step further and go platinum. For those familiar with Kid Rock, there is a phrase Mr. Rock says and uses over and over again. "We are going platinum." He told Mr. Ford he truly believes now is the time we are going platinum with that piece of property, and he needs his help to do that.

About a week later Mr. Dornan happened to meet him again, and he said "You are the Going Platinum guy." He followed up the meeting with a letter to him and copied our intergovernmental relations representative thanking him for the opportunity to speak with him and asked him for a meeting with his representatives to discuss this idea further. He received a call and subsequently has had two meetings with representatives from Ford Land. Those meetings have entailed conversations along these lines about anchor tenants taking it to its highest and best use, the merits of converting it or maintaining it as a manufacturing assembly plant or redeveloping it total. He said we talked about the experiences they have had with the closure of other plants across this country. We talked about Lorain, Ohio. There is a huge history and a story in the middle of a corn field. They closed several years ago and couldn't sell the place, a huge manufacturing facility sitting in the middle of nowhere. They couldn't sell it until this summer, and it was converted into a warehousing distribution center.

Mr. Dornan said we talked about Atlanta and the odds, and this is the Vice President of Ford Land who speculated and confirmed Mr. Dornan's speculations that they are probably going to sell Atlanta flat out because they need the money put on the bottom line of their books for the shareholders. The Airport Authority wants to buy the Atlanta plant because it surrounds the Atlanta Airport. We talked about St. Louis and the probability of selling that flat out and turning it over but also getting assurances that the plants would not be utilized or turned over to their competition. The last thing in the world they want is their competition beating their brains out on the walls of the plant they built.

He also said we talked a lot about Edison, New Jersey which is a huge success story. The Edison plant's story is that it is a walkable community, retail, townhouses like what we have done across the street. But when you start looking at all these different examples and scenarios he thinks you start backing into a rather logical opportunity the Ford Motor Company has with the redevelopment of this plant. Ford Land asked him to not discuss the redevelopment possibilities with anyone. So, here we are and he hopes we will not be reading about it in the paper; but this is a public meeting, and he thinks it has all been in the paper.

Mr. Dornan stated they asked him about retail, and he said he doesn't see any big boxes. You have the big boxes over at Novi and Milford. What he sees is the anchor tenant business, the possibility of Renaissance Zone, a potential town center high rise office, and at the foot of all of this stuff industrial research office park and townhouses sprinkled so people can get to where they work in a relatively quick time.

When we talked about the Village Center Project across the street so many years ago, delivering human beings just in time to your industrial community, so people live near where they work. Certainly there will be retail there where you can buy a pack of cigarettes, a pop or gum if you lived and worked in the area but no retail because you want to herd the people up who are working over there and run them down to your Village Center so they support your retail and the growth of that Village Center, throughout the whole Village Center Area. When we started designing and looking at the development across the street we were rather naïve, but it dawned on us after the plans were approved by the planning commission and after we got a spin-off development coming in outside the Village. Well, that is the Village. Why didn't we think that other areas in the Village would start developing after this developed and caught on? So, you're seeing spin-off development, and your Village is really a much larger area. He thinks of all people the commissioners understand better than others that you approach this Village from four sides, and there is a huge amount of branding that has gone on over the last several years and image building with that Village name. It is not as important what the name is. It is that it has a name, and the more you use whatever the name is that you have chosen the more others will use that name.

Back to Ford Motor Company, Mr. Dornan stated no big box look at the high rise office, condos. Let's not discount anything. He said he implored them to go higher world-class architects, designers, planners (whether they are in the State of Michigan or outside the State), search the world over and do a world-class development here. That is the same thing he told Mr. Ford. In the event they decide to redevelop that property he believes there is an interest on the part of Mr. Ford to take it platinum, hire some world class people to look at it for them, conduct their market feasibility studies and do their environmental. Do you think maybe they have started to do their market studies now after those two meetings? Do you think they have started investigating quietly the environmental issues over there? He thinks they have, and that is the first step. Once they do their market feasibility, then they will come here and unveil something. We need to be prepared to react to it like the commissioners are trying to do.

Mr. Dornan said let's fast forward up to two weeks ago – here again, Governor Granholm saying \$150 million investment. Then last week, the following week, the Governor is getting her legs cut out from under her. The announcement she made a week earlier about the huge investment in Michigan is now Ford Motor Company announces additional plant production reduced in (of all places) Wayne, Dearborn and Chicago. It makes you wonder what is going on. In playing the macro economist you have to keep speculating and keep thinking logically and touching base with others and getting reactions from others and then sort all this out after you read every newspaper. He also picked up on, the day following them announcing they are closing all these plants, it's Ford Motor Company is making overtures to Nissan and

Renault and suggesting when you're done with General Motors why don't you come see us? The next day last week it was the family is going to buy out the company and make it all private, take it off the New York Stock Exchange. If you are really jagged and a real cynic you might suggest that maybe this was the star chamber plan to begin with – for the family to buy it so all your retirees and people who want to retire sell all their stock for \$12 a share and be glad to get that out of it at this point. It is some real frightening, challenging issues going on.

Finally last week, on September 14 Mr. Ford is going to make his second announcement on the Way Forward plan. Expect to see additional plant closings but who knows what else? In attempt to do something rather than just sit in Wixom he contacted Michigan Economic Development Corporation last week and said after outlining his thoughts on the last three week's announcements, the Governor's announcement, the reduction of production, the family plan and all that and Mr. Ford's announcement coming here, he thought the State of Michigan should reconsider or sweeten the letter. Things are happening so quickly that given the right letter, given the right package, something may happen. There is a real potential here because with the capacity in that plant they can produce two plants worth of vehicles, and with the reduction of trucks and SUV's across the country and sales of those vehicles there is a real good possibility and likelihood they might look at consolidating some of their automotive plants and reconsider firing this one up again. The only thing we have going against us really is that this plant does not have a flexible body plant which is modular units along the assembly line that you bolt in and take them out and ship them to another state or another plant.

Having said all that, Mr. Dornan indicated he talked to them about supplier park incentives, stamping plant possibilities and incentives. He reminded the State again about the Renaissance Zone existence over there and that maybe that should be baked into a letter. So, he said that was his story about what he knows about Ford Motor Company and his feelings about the future of that site. There can be only so many of them around, but this densely developed high-tech mid-rise or high-rise industrial park that includes office. Stay away from retail and include residential with it so you have a base to support your Village Center here. He thinks what starts happening is that you start getting connection between the two.

Mr. Gottschall asked if he had any idea how long it is going to take them to make some kind of decision once they finalize the idle. Are there contractual terms they have with the union where they can say okay we are idling the plant but that means nothing can happen with it for a couple years? Is that kind of baked into their contracts as well?

Mr. Dornan stated their key date is September 2007. So, their announcement here 2½ weeks ago in the plant was plant that they are going to stop production, cease it in total on May 31, 2007. It will take them time to conduct that market study, do the environmental and then start pushing around and seeking out tenants. One of the other things he forgot to mention was the I-96/Wixom Road interchange. That too has been pushed back. The State is having a difficult time getting their act together on that project, so he has had a meeting since January with the MDOT people to push them forward to complete the legal descriptions. So they are working on the legal description so they can buy the property and get the project moving. The money is available, which is the good news. The interchange needs to be redeveloped before redevelopment or reuse of the plant. No one wants to go in there and take all those risks and then have your business shut down for two years. The interchange has to be done first and has to be done now. Part of the interchange project is a detour. You could continue using Beck Road during the construction of the other bridge. We don't have that ability with the Wixom Road interchange so you would be shutting down the Wixom interchange. You know what kind of chaos that created over on Beck. Well, it would be compounded based on the fact that Beck Road is only two lanes from West to Twelve Mile.

What we have told the State is that the project needs to go like this. Beck Road needs to be widened and should be widened to five lanes prior to the interchange project being constructed, and all of this needs to be done now so you can talk to clients seriously about the future. We kicked around arenas, kicked around minor league baseball; and we will still pursue that stuff.

Mr. Lee asked if there has been any discussion about some of the attributes that could be utilized by the City on that site, primarily the waste works.

Mr. Dornan replied no but said we know it is there.

Mr. Lee pointed out there are two lagoons which at one time was an 18 acre lake and is now two 9's. Behind that is the waste water treatment plant, a relatively new plant. He believed the DNR has those lagoons listed as wetlands at this point, so it would be difficult to take them out. So, there is a potential for some sort of water feature there and the use of the waste water plant that doesn't discharge into those any more. But if we could use that to service the industrial area just to the north of that property it could relieve the stress on our existing plant and allow us that capacity at the north end of the City rather than tear it down if there is a way to maintain it because of its location. That area would probably have to stay the way it is. It might be an attribute that we might want to dicker versus some other things.

Mr. Dornan stated the good news is the environmental issues. He doesn't know what is over there and has no reason to speculate, but in this day and age we have come so far that these environmental issues are not insurmountable. It is like eating an elephant; you take one bite at a time. Over a period of time you will be able to use some types of techniques to clean the ground your facility sits on. The plant is a slab, and he doesn't believe there is any contamination underneath where the footprint of the building is.

Mr. Dornan told the commissioners they have a wonderful opportunity ahead for them. It keeps it interesting enough for him to continue plugging along for them as well. He wants them to think about too the importance of branding and their image and what it means to them to have an area here that is identified as that area. He asked if they think it is important when they talk to someone or someone goes to the bakery and takes a bunch of scones over to the other side of town that when asked where they got these they say they got them at the bakery in the Village Center. He happens to think it is worth millions to have the right label and name.

Mr. Lee stated that is one of the great considerations in looking at this site because it is the entrance, and we recognize that this is going to define the community for another 50 years. When he first came out here, Wixom was known for two things – the Village and the Ford Plant. The Village is as important as an I.D. as it used to be. The Ford plant is still there, but there is an opportunity to change that identity just as Mr. Dornan is talking about. He thinks it feeds right into what has been done to the VCA.

Ms. Tacy noted that Mr. Dornan mentioned that he assumed they were doing a market feasibility study, and in one of our meetings we tossed out on the floor that was one of the things we felt we needed before we could begin a plan to thoroughly understand what the needs were so we could make sure we are poised to be in the right place for those needs. She asked if he was certain that they are doing it and if so if they are aware we would be very interested in gaining the insight as to what is in that report.

Mr. Dornan stated he believed they are doing something. By all indications he believes the recommendations are being made to Mr. Ford to retain ownership of that property.

Chairman Day inquired if he thought they are more interested in redeveloping it themselves than selling it off at this point.

Mr. Dornan indicated one thing he confided with them was that they were not going to read about our conversation in the Automotive News, about the possibility of doing a marketing study, the possibility of recommended retention and redevelopment of that site. He said he can only speculate that they might be doing some of these things.

Ms. Tacy asked if they understand our position, in essence partners in this. It is to both parties best interest. Ours to understand what zoning would be best utilized in that area to make it a platinum piece of property, and it is to our best interest for them to incise the correct businesses, lessees, owners or however they are going to do it to help keep our community vibrant. Are they looking favorably upon that partnership?

Mr. Dornan said he believes the emphasis he has put on is “Don’t sell your self short. Reach for the sky. Get a world class development.” He believes they are there mentally, and they are as excited as he hopes the planning commission is now about it with the motion and enthusiasm he stressed. He thinks they went back and said there is some merit to what you are talking about here for us. If we are going to be in the game, he believes they are convinced they are going to turn it into a world class development. Ford Land isn’t known for doing things on the down. What he learned Ford Land will do is retain ownership of the property, and then they will bring in a partner who will build the building and then lease out the space. Or they will do the development 100% on their own. Ford Land has an interest in leaving a legacy, doing things and being a part of things that stand the test of time.

Mr. Dornan stated we tried to bring in the anchor tenant for the Village quite a while ago which was an educational institution (a charter school); but we continued to kick around, contacted and made trips to Michigan Tech to bring Michigan Tech into the community. We started looking at different areas at the Council’s urging to locate Michigan Tech here. We had an opportunity to meet and invite the Vice Chancellor of the University of Michigan Dearborn out here, and when they came out said this is where they want to be. So we continue to talk to U of M Dearborn, and they are a lot different. They have their own centers.

Mr. York commented Mr. Dornan has had some great opportunities and some discussions with Ford. He asked if there is something this commission can do to provide more ammunition in his conversations with people. Is there something we can do either just amongst ourselves or something we can do to support the Council to show more enthusiasm or a greater interest in this whole process?

Mr. Dornan advised that in Ypsilanti the experience that city had was they hired a professor from U of M, and his name is Dr. Larry Monar who did a study for them on that plant. He hasn’t read the study, but he does know what the reaction of Ford Motor Company was; and it didn’t seem to him that they appreciated the study being done and then having a flip chart without sharing what their ideas where first with the board. He thinks we are all good enough that if we see something that they come forward with we can say no. It may be worth while to bring in Dr. Monar and asked what he did in Ypsilanti and what he sees in the cards for us.

Chairman Day asked if he got the impression that Ford Land people at some point would be amenable to come to the City and give us a presentation on where they are at and what they are thinking.

Mr. Dornan stated he definitely believes they view the community as one that is going to support them and is going to work with them and listen to them. This is prime real estate, and opportunities are huge once you start talking about it. He doesn't know how anyone can walk away from it and do anything marginal.

Chairman Day questioned if there has been any involvement by County officials.

Mr. Dornan stated we are in touch with Oakland County's Economic Development people, and we are close to them. We are working with the County, and we are selected to do that Cooperative Services Study. Oakland County is paying to hire Plante & Moran to do a study about joint police services, fire services and dispatch services. He said ask your self why they select Wixom to be considered for this joint regional shared service study and see if we can pull something together. You are highly regarded by the County, and they know you deliver what you say you are going to deliver. We are talking to them all the time, and we did join Automation Alley. This is big stuff, and they are working in our interest to keep this County vital in the long run.

Mr. Crowley stated he appreciated Mr. Dornan coming in and enlightening a little bit on what has been going on here. He thinks when he started thinking about this quite a while ago maybe it is a little too much "Michael Jackson Neverland" but we started talking about ball parks, ball fields, Kalahari, Great Wolf Lodge Park and things like that which he would like to see in our community without having to pay \$100,000 in taxes and excluding the things that really drive the money and stuff like that. Something that when you see your friends from Cleveland and Chicago you are proud of this as opposed to the towers he sees in Southfield as he drives along 696. He thinks from what Mr. Dornan is talking about he is talking about something much beyond that, and he thinks it is Microsoft that has the big learning park or something like that he thinks would be fabulous. He said he was really excited about the discussion. He is a Michigan Tech grad too, and that would be great. He does appreciate it and just wanted to give Mr. Dornan the vision that he would like to definitely try to balance, not just purely economic but something too that we can be proud of as people do drive up.

Mr. Dornan stated that was a good point and we have to balance it out. He thinks it is the right word. We are looking for a combination of something that really those of us who may or may not work in the industrial but live up there would possibly want to take advantage of. We have to keep everything open. Don't put on blinders. You will know it.

Chairman Day stated we really appreciate Mr. Dornan taking the time to come in and talk to us tonight.

Mr. Lipchik commented that he said the interchange was pushed back again and asked if that was what he was saying.

Mr. Dornan stated it slowed down because we presumed that after all this time they had the legal descriptions for all the property acquisitions done. Well no, they don't. So, they are doing the legal descriptions and getting those completed so they can go now and buy the property. We are talking 2007; and maybe it is good because with every negative, twist it around and hopefully turn it into an opportunity. If they were ramming I-96 and ready to go, they wouldn't be able to make improvements necessary on Beck Road to manage all the traffic. The good news is that it is pushed back in order to give us time to widen and make improvements on Beck, and we are doing that. He believes it will happen and get the funding.

**DISCUSSION:**

**New Lighting Standards and Practices Presentation by Carmine Avantini**

Mr. Avantini suggested that the commissioners might want to hold off on this discussion tonight because it is quite a lengthy seminar. He mentioned that it would be best to put it on the October workshop agenda.

**MOTION** and second by Mr. Gottschall and Mr. Crowley to table the New Lighting Standards and Practices Presentation by Carmine Avantini until the October 2006 Workshop Meeting.

**VOTE:**

**MOTION CARRIED**

**COMMISSION COMMENTS:**

Mr. Lee appreciated the discussion we had tonight, and he thinks over the next couple of weeks a lot of our questions are going to be addressed. He thinks the concept of asking what we could do to help the owner and the City administration was right on the spot. It is always good to have our eagerness expressed to them and not just assume. He is looking forward to some very fruitful discussions over the next six months.

Chairman Day stated he wanted them to know that we are interested in the outcome (just as they are), that they shouldn't take us for granted, and we won't take them for granted.

Mr. Carter stated likewise he was encouraged just to hear that side of it. Coming here just a couple times a month you really don't know what is going on, what the City is doing on behalf of that property and where it is going to. He appreciates that also.

**STAFF COMMENTS:**

There were no comments made by staff.

**ADJOURNMENT:**

This meeting of the Wixom Planning Commission was adjourned on motion and second by Mr. Lee and Mr. Carter at 8:58 pm.

Jennifer Garrett  
Recording Secretary  
September 5, 2006