

**CITY OF WIXOM
49045 PONTIAC TRAIL
PLANNING COMMISSION MEETING
MONDAY, NOVEMBER 26, 2018**

APPROVED

1.7.19

The meeting was called to order by Chairman Day of the Planning Commission at 7:30 p.m. at which time allegiance was pledged to the American flag.

PRESENT: William Day (Chairman), Anthony Lawrence, Joe Barts, Peter Sharpe, Ray Cousineau and Sandro Grossi
ABSENT: Phillip Carter (Excused)
OTHERS: Justin Sprague (CIB Planning) and Nancy Fisher (Recording Secretary)

Determination of a Quorum:

A quorum of the Planning Commission was present for this meeting.

Agenda:

No additions or changes were made to the agenda.

Approval of the November 7, 2018 Planning Commission Meeting Minutes:

Chairman Day noted that Commissioner Grossi's absence should have been marked as excused for the November 7, 2018 Planning Commission meeting minutes.

MOTION and seconded by Commissioners Sharpe and Barts to approve the November 7, 2018 Planning Commission Meeting Minutes, **as amended.**

VOTE:

MOTION CARRIED

Correspondence:

City Manager's Update – November 13, 2018

Call to the Public:

There were no comments made by the public.

Unfinished Business:

There was no unfinished business listed on the agenda for this meeting.

New Business:

- 1. SITE PLAN REVIEW, SPR #07-018-18, MEIJER, 49900 GRAND RIVER AVE, WIXOM, MI 48393:** Site Plan Amendment to create three outlots for Meijer at 49900 Grand River Avenue. The property is located on the north side of Grand River, west of Wixom Road. The property contains a Meijer retail supercenter and Meijer gas station. The property is zoned B-3, General Business District. The parcel identification number is 22-07-401-045.

Mr. Sprague noted that all three of tonight's agenda items are related. New Business Item No. 2 is not possible if Meijer's site plan is not approved. He referred to his November 19, 2018 review letter. There were only a few items on the applicant's site plan review that warrant mention. He wants to make sure that the number of spaces they are taking away from Meijer do not put them below what is required. Even after the reduction of 200 spaces, it will meet and exceed what is required. He wants to see more detailed setback and lot coverage information. He did ask that the new access drive be presented tonight. The City Engineer has reviewed and approved the circulation. However, the new access drive is stenciled in to go out and around all the parcels. That is not the case. It will only go out and around the first part. Then there will be temporary parking islands until a later point when the two parcels are developed. Everything else pertains to notes the applicant needs to provide.

Mr. Sprague recommends approval contingent upon: 1) land division approval by the Assessor's Office; he noted that Debbie has signed off on this. If granted, she will provide the final signoff and submit it to the County; 2) a revised site plan being submitted for administrative review that addresses outstanding items; and 3) review and approval from other applicable consultants, departments and agencies. At this point there is nothing indicating it would be denied.

Chairman Day confirmed the parking calculations have been provided in Sheet C01 of the Commissioners' meeting packet, that there are 1,342 parking spaces and that the applicant will decrease that by 223 spaces to a total of 1,119. The Ordinance requires 695 spaces. Chairman Day asked whether the interior pedestrian circulation has been considered and whether there is a plan. Mr. Sprague said that the applicant will address that tonight. He asked that the applicant connect it from Bridgestone to Grand River alongside the existing sidewalk. It may not be appropriate due to berm and grade but there be a crosswalk for people who drop their vehicles off for service. Chairman Day confirmed with Mr. Sprague that detailed setback and lot coverage information has been provided and that it is on the site plan. Mr. Sprague asked to see the landscaping plan for the parking lot islands which is shown on the Bridgestone site plan.

Commissioner Barts asked Mr. Sprague whether there will be future access that will be curbed from Parcels A, B and C or back to Meijer. Mr. Sprague said that it will be back to Meijer. Because they will all have drives to the new service drive, he did not think it would be necessary. The point of cross access eliminates drives onto Grand River. Since each will have its drive onto the service drive, that is cross access.

Commissioner Cousineau noted the proposed Parcels A, B and C with frontage along Grand River and the substantial Earth berm which is 15-20 feet tall and contains mature landscaping. He noted that the site plan for Parcel A has a very small grading berm and that the berm and the mature landscaping would be completely removed. That means today's screening would not exist on Parcel A. He would expect the same for Parcels B and C as well. With respect to Parcel A, he confirmed with Mr. Sprague that the proposed setback for the building and the paved area meet the Ordinance standards. Are there any specific or unusual requirements for screening along those parcels? Mr. Sprague said that the berm is intended to stay. They did discuss the possibility of including additional evergreens to screen the overhead doors since they will face Grand River. The berm will stay along Grand River. The top of it will be close to the same height as the ceiling or roof of the proposed structure. The applicant has proposed some landscaping on the top of the berm. They do meet the landscaping requirements in terms of the number of trees although he is hoping they will be more staggered.

Commissioner Cousineau said that he is concerned about moving ahead and approving Meijer's site plan without clarifying the landscaping and screening issues. He noted that if the Bridgestone plan is considered representative for Parcels B and C and it complies with the Ordinance, there may not be justification for approving the others. He confirmed with Mr. Sprague that the berm will remain at its current elevation. There is a 16-foot difference in elevation. He noted that there is a steady grade going from the parking lot to Grand River. When he saw the extensive berming along Grand River, he thought someone did an excellent planning job regarding the berming and screening. It is a very significant site feature. However, he is concerned that the berm will be gone. Mr. Sprague said that he does not know whether the berm was previously required for screening. Commissioner Cousineau confirmed with Mr. Sprague that the Bridgestone site plan complies with the Ordinance requirements and it meets the landscaping requirements. Mr. Sprague noted that the applicant added two additional trees and significantly more shrubs. He recognizes that there is a grade change and they were told the grade would remain. That is why they asked the applicant to turn the building 90 degrees. The applicant told him that the berm would be at the height of the overhead doors which should provide enough screening. Commissioner Cousineau asked whether the Ordinance requires that garage doors not face Grand River. Mr. Sprague said that they should not face the primary road unless the Planning Commission decides otherwise. Chairman Day noted that this would apply more toward the Bridgestone site plan than the Meijer site plan and that this is basically just a lot split.

Commissioner Cousineau noted that the Meijer plan shows the general layout of Bridgestone. If the Commissioners are approving a lot split for Parcels A, B and C, he thinks it is more appropriate that the plan does not show the Bridgestone layout. Mr. Sprague noted that this can be incorporated into the Commissioners' motion and that he could oversee things administratively. Commissioner Cousineau suggested approving that Parcel A be removed and to show only Parcels B and C with no layout. Then they are not dealing with the landscaping or berming and only including the splits for Parcels A, B and C. Mr. Sprague noted that the Commissioners would be approving the lot splits, the decrease in parking and the new circulation.

Todd Hamula, Zaremba Group, 14600 Detroit Avenue, Lakewood, Ohio. He showed a large-scale diagram depicting the access including the final version of the new access drive/ring road. It will tie into both ends with both main entrances to the Meijer site. They are looking to relocate the ring road and reconfigure it. His company will build the Bridgestone project. They will build only part of the access drive and redirect it back down. Meijer will sell those parcels to somebody else to develop who would complete the ring road. There was a conversation regarding an access easement. He is under contract to purchase the property and with approval of modification of the site plan they will structure a new access agreement for those out parcel owners to have access to the internal drive. It is not in place today but would be a condition for buying the out parcels. The berm is primarily at the main entrance and it flattens out as it continues. They are proposing to cut it down. It will be 9 feet below the road. The bay doors will not be visible from the road. They contemplated backing the building up but did not want it to be set down too low. The new proposed building will act as a buffer to the Meijer parking lot like the berm did and it will buffer and screen the parking. They will take a 3-foot berm out at the front corner.

Chairman Day noted that the bay doors facing Grand River would be obvious to vehicles driving eastward on Grand River. The applicant said it can add some landscaping. Chairman Day asked the applicant why it cannot just flip the building 90 degrees so that the bay doors do not face Grand River. The applicant said that it can accommodate that; however, they thought that the slope would help and would disguise it. The front of the building is at the corner. You will be able to see more of the bay doors driving in the opposite direction on Grand River. They might have to revise the access road.

Chairman Day noted that in terms of approving the lot split, if they are approving it according to Sheet C01 contained in the Commissioners' meeting packet, it still shows the complete new access drive when what is being proposed is to only build about one-third of it and then tie into the old access drive. The applicant said that is what it will look like when the three out parcels are developed. Mr. Sprague said that when you look at the proposed site plan amendment, the work that was going to be completed now, what is boldened on the Meijer plan was to be done in the first phase. Everything else depicted on the plans in dashes and a lighter shade will be left to the eventual purchasers to complete. The next site plan will show the striping plan and where the temporary islands will be placed to connect to the existing loop road that is there along the southern part of the property.

Chairman Day noted that he is concerned that if the road is only built to the west end of Parcel A, you are asking people to make a hard turn. They could instead just dart through the parking lot. Mr. Sprague noted that the applicant is putting in curbed islands to prevent that. They wanted to make sure that the City Engineer and the Fire Department were onboard with that. Chairman Day noted that he is more concerned about Meijer customers using the cut through drive to cut through the parking lot. He would like to see the entire new access road built as part of the lot split. Is that practical to ask for? Mr. Sprague said he could discuss it with Meijer. The applicant said he is representing Meijer but pointed out how the island will be curbed to prevent that. He noted that this is probably already occurring today to a degree. Chairman Day said that in approving the lot split, he does not want to endorse that kind of a traffic pattern. Mr. Sprague directed the Commissioners' attention to Sheet C01 in the Bridgestone site plan documents which gives a better idea of what the traffic plan will look like. Chairman Day said that he wants to make sure that they are approving the Meijer lot split as proposed with the completely revised access drive and no modification of that as part of this site plan review.

Commissioner Sharpe noted that it seems like the Commissioners would have to approve it with the assumption it will be permanent. What if the other two sites do not get developed? Chairman Day noted that any lot split approval should be contingent upon the assumption that a roadway is not shown on this site plan. He wants to eliminate the temporary islands and the Bridgestone site plan so it is marked off as Parcels A, B and C.

Commissioner Cousineau confirmed with the applicant that he is representing Meijer and Bridgestone. He referred to the three sets of drawings for Meijer including the schematic layout and survey and sought to confirm that they would be approving that configuration. He noted that how that gets built could be addressed on the Bridgestone site plan. Then they can get into how the road gets constructed. If they want all of it going in when Bridgestone comes in, they can handle that with that agenda item. Chairman Day said that he would like a revised Sheet C01 which eliminates the layout in Parcel A along with the temporary islands so it pares it down to the lot split and a road. Commissioner Cousineau noted that there are legal descriptions for Parcels A, B and C. He thinks it would be appropriate to add some dimensions for the parcels and the roadway to the actual site plan. The applicant said it should not be hard to do that. Commissioner

Cousineau noted that schematically nothing is detailed. This is not a site plan that they are approving. Mr. Sprague noted that it is an amendment to the original site plan. Commissioner Cousineau said that to him it is more of a lot split document. He does not have an issue with this. Chairman Day agreed.

The applicant clarified the temporary islands. Commissioner Cousineau noted that they are on the north side of the roadway. Chairman Day said that they should all be eliminated.

MOTION and second by Commissioners Cousineau and Lawrence to approve SPR #07-018-18, Meijer’s site plan amendment to create three outlots for Meijer at 49900 Grand River Ave. This approval is subject to the City Planner’s review letters and comments made by Meijer/Atwell revising the submission, specifically Sheet C01, eliminating the schematic layout of the Bridgestone site and the schematic layout of the temporary islands and adding the dimensions to the individual parcels and layout. The property is located on the north side of Grand River, west of Wixom Road. The property is located at 49900 Grand River Ave, Wixom, Michigan 48393, is zoned B-3, General Business District. The parcel identification number is 22-07-401-045.

VOTE:

MOTION CARRIED

2. **PUBLIC HEARING FOR SPECIAL USE #18-007: BRIDGESTONE, 49950 GRAND RIVER AVENUE, WIXOM, MI, 48393:** The applicant is seeking approval of a special land use to develop a new Bridgestone Automotive tire store. The Municipal Code, Section **18.06.010, Table 6.02**, requires approval from the Planning Commission for this request. The property is zoned B-3, General Business District, where the tire stores are allowed as a special land use in that district. Since this will be a new parcel split from a parent parcel (Meijer) a parcel number or address is not currently available. The parent parcel number is 22-07-401-045. The parent parcel address is 49900 Grand River Avenue, Wixom, Michigan 48393.

Chairman Day confirmed with Mr. Sprague that they are dealing only with the concept of a tire store in this location. Mr. Sprague noted that the Planning Commission may want to go through the site plan and then come back to the special land use. Commissioner Cousineau noted that in the past the Commissioners held the public hearing, they closed the public hearing, then did the site plan and wound up with two motions.

There were no comments made by the public.

Chairman Day noted that he will defer action on the special land use until the Commissioners fully consider the site plan review.

MOTION and second by Commissioners Lawrence and Cousineau to Table Special Use #18-007, Bridgestone’s request for special land use to develop a new Bridgestone Automotive tire store is tabled until the December 3, 2018 Planning Commission hearing. The property is located at 49900 Grand River Avenue, Wixom, Michigan 48393, is zoned B-3, General Business, and the parent parcel number is 22-07-401-045.

VOTE:

MOTION CARRIED

3. **SITE PLAN REVIEW, SPR #07-017-18, BRIDGESTONE, 49950 GRAND RIVER AVENUE, WIXOM, MI 48393:** Site plan for a tire and automobile repair facility for Bridgestone on a proposed Meijer outlot, located on the north side of Grand River, west of Wixom Road. A 6,116-sq. ft. building, 32 parking spaces, trash and tire enclosure, lighting, and landscaping are proposed. The property is zoned B-3, General Business District, where minor automobile repair is considered a special land use in the district subject to the standards of *Section 18.06.040.I*.

Mr. Sprague noted that the applicant has applied for a variance from the Zoning Board of Appeals (ZBA) since tire stores are only allowed to store 25 used tires in an enclosed building. The applicant feels that the volume will be too high for that. They have bi-weekly pickups and the tires will be stored in an enclosed container with a roof behind the primary building. If the Planning Commissioners give conditional approval, the ZBA will have to rule on that variance.

Mr. Sprague noted that his review of the site plan revealed that the Planning Commissioners will have to accept the proposed access drive. It needs to be addressed and clarified. The building's design must meet the architectural standards. The applicant's rendering shows a lot of brick masonry material. There are areas of gray masonry panels. He has confirmed with the applicant that it is not EFIS. It will be above the store's entryway. There is some EFIS cornices which is okay. They are providing mechanical screening. The applicant shows 9 feet by 16 feet parking; however, they are required to provide 9 feet by 18 feet. They discussed connecting the sidewalk to Grand River but decided against it due to the grade difference. He would like to see better pedestrian circulation due to customers dropping cars off, shopping and then coming back. The applicant needs to amend the lighting plan and he can review this administratively. He needs to see it revised on the sheet. The Fire Marshall approved access and circulation around the building and for the access drive. He is most concerned about the landscaping. It meets the Ordinance requirements but the trees are kind of clustered. He wants to see them staggered or have more evergreens incorporated to screen the overhead doors, especially for eastbound traffic.

Mr. Sprague recommends approval of the applicant's request contingent upon the nine conditions listed in Mr. Avantini's November 19, 2018 review letter.

Chairman Day confirmed with Mr. Sprague that the berm would remain intact when it was reviewed. Mr. Sprague said that the applicant understands that the berm would remain in place and that it would shield the overhead doors. Clearly, they have to grade some of the berm down to get the parking lot in place. They understand a good portion of the berm would remain in place with a 10-foot grade change from Grand River to the parking lot. With the 9-foot elevation in place and the trees, they felt it was acceptable screening. They still need to have a greenbelt.

Chairman Day said that he saw something about overnight parking of cars awaiting repair for 48 hours and separate parking for cars awaiting repairs and three cars for each bay which would equal 24 cars. If you add that figure to the cars for customers and employees, that is 56 spaces. That is more parking spaces than they have. Mr. Sprague read the Commissioners the Ordinance pertaining to this and said that as part of the special land use, vehicles cannot be stored for more than 48 hours. With eight service bays, they are allowed 24 vehicles. He does not believe they would have 24 vehicles at one time. It would cut into their parking spaces. He noted that Chairman Day is right. If the applicant dedicates at least 24 overnight parking spaces, it would be difficult to meet the parking requirements. Chairman Day noted that they should be marked off as being reserved for that. Mr. Sprague noted that it says that the area should be shown on a site plan. They do not have an area shown on the site plan. Chairman Day confirmed with Mr. Sprague that this would be required and it would have to be added to the site plan. Commissioner Barts noted that for the applicant to achieve this, they would have to cut into the green space. Chairman Day noted that he would think that would be required over and above the spaces required for the customers so they would have to add spaces some place. That is his concern. Mr. Sprague said that the applicant can speak to this tonight. How many overnight spaces will the applicant typically need?

Commissioner Cousineau commented on the building's orientation. He noted that the Ordinance requires garages and overhead doors to not face Grand River. However, he can see a problem turning the building 90 degrees if the applicant wants to maintain the building envelope. The applicant said that he is an architect. He has conceptually spun things multiple ways and looked at alternatives. There is another potential layout with a stubbier building. However, it would provide a clearer view of the bay doors. He can flip it and turn the bay doors toward Meijer. He is proposing the bay doors face Grand River to take advantage of the grade to buffer it from the general public. That pushes the building further back from Grand River but then the building could get lost. He is trying to strike a balance to be able to see the building and take advantage of the topography to screen the doors. He has talked this through with the City staff. This is a unique situation with this site as it pertains to screening the doors. When you move it closer, it starts to get lost and you have to rely on a monument sign. Mr. Sprague read to the Commissioners from the Zoning Ordinance regarding overhead doors. There is leeway to add additional landscaping allowing them to face Grand River if they will add additional screening.

Chairman Day confirmed with the applicant that it will lower the berm and take it from the sidewalk toward the parking spaces. They will lower the 3-foot berm. There will still be a slope going toward the building. They are disguising it with an architectural feature. The applicant does not object to additional landscaping. There are three trees on Sheet C03 that are intended to be evergreens (the applicant pointed this out to the Commissioners on a large-scale drawing). He

noted that he can add more of those. There is already some natural berming or natural framing of the plan today (on Sheet 03). There is already kind of a raised elevation where they are putting trees.

Commissioner Cousineau referred to the steady slope up from the parking lot through Grand River. The applicant said if it puts a berm there, they would need to have a retaining wall to establish the parking. Chairman Day asked how many vehicles awaiting repair will be stored more than 48 hours. The applicant pointed out the area that will be used to stage vehicles that have been fixed or are awaiting repairs on the large-scale diagram. They are limited with parking in terms of how many employees there are. Chairman Day said that his concern is that there are already parking spots required for customer use and for employees let alone those awaiting repairs. Chairman Day asked Mr. Sprague what is required. Mr. Sprague said 28 and that a 20 percent increase is allowed by the Ordinance so they are providing 32. If they had one per bay (at 8 bays), they do not meet the requirement for customer parking. They would be 4 spaces short. The applicant asked if the spots inside the building are being counted. He noted that the parking requirements seem at odds with each other. Mr. Sprague noted that a special land use allows the introduction of additional spaces especially if it is overnight storage of vehicles. If there is an opportunity to get from 32 to 36, they would be covered. The applicant said that he would want to do that. They have designed the plan to be at 20 percent overage. He noted that Bridgestone/Firestone is a 100-year old company based in Nashville. They expect to service 28-35 customers per day although they may not complete all those repairs in the same day. Some customers may drop off their cars. There will be 7-10 employees per store (he used 10 for his calculations). Their operating hours are 7 a.m. to 7 p.m. Monday to Friday, 7 a.m. to 6 p.m. Saturday and 9 a.m. to 5 p.m. Sunday. This store will be leased. His company is the property owner. 75 percent of Bridgestone's business is tires. They also do light automotive repairs but no heavy engine repair, transmission or body work. There will be some fluids in the building. The Code limits them to 25 used tires which is only 6.1 cars per day. They would likely go through four times that in a week which is why they have requested the variance. They used to have a bigger building for the tires and have gone to an enclosure outside the building but onsite. The tires are 100% recycled and will be picked up every week or two. They recycle 80 percent of the fluids. Between 30-45 parking spots is adequate. They are at 32. If they can get four more spaces, they will work to do that. He thinks the Code says that up to three spaces can be used for overnight parking but that a lesser amount should still work. Not all 28 daily customers will drop their cars off. Maybe only 25 percent of those will. They are retailing tires and also installing them.

Chairman Day asked the applicant how many tires the enclosure will accommodate. The applicant showed the Commissioners the site of the dumpster and the tire enclosure on the large-scale diagram. He thinks the enclosure will accommodate 320 tires if perfectly stacked. However, he is asking for 180 tires (they could be different sizes and for cars and trucks). There is a roof and three lights inside. Mr. Sprague noted that he asked that the enclosure be roofed. Chairman Day asked what happens to the 20 percent of the fluids that do not get recycled. The applicant said they will go down the drain. Commissioner Cousineau noted that 36 spaces would appear to be adequate. Is the applicant asking for a variance to be outside the enclosure? The applicant said that the tires will be stored inside the enclosure. Mr. Sprague noted that the Ordinance says that no more than 25 used tires must be stored in an enclosed building. Commissioner Cousineau asked whether the location of the loading dock needs to be approved. The applicant asked if that is really on the side or whether that is considered the front. Mr. Sprague said that usually they are required in the rear. The applicant said that it is in the rear of the building but is in the side yard. Mr. Sprague said that for setback purposes, he looks at the lot as it exists which makes the front yard Grand River and the rear yard the access drive/Meijer. The applicant said that he designed it so that the trucks will circulate the site and back in. They will not back in off the ring road. Does the Planning Commission want to see the dumpster enclosure moved up against the building? It is easier for the applicant to access it this way but they can make it parallel and put it up against the building. He noted that the materials should blend and match the building. Mr. Sprague noted that he asked about this because there is a tendency for gates to remain open with gated dumpster enclosures. He would like it to stay hidden from passing traffic. Chairman Day said that he would like to see it snugged up next to the building.

The applicant noted that he will comply with the lighting requirements. He noted they have been asked to get the sidewalks up to Grand River. However, there is a considerable grade change. Accordingly, it is virtually impossible to do that and meet Americans With Disabilities (ADA) requirements. There is a current sidewalk network although it is not very direct. He suggests that they tie the out parcels together on the south side of the ring road and bring it into Meijer versus taking the sidewalk through the parking lot. Meijer would prefer not to do that. Chairman Day noted that the problem with not doing that is that people will do that anyway. The applicant noted that there is no sidewalk that carries you into the building. There are already parking spaces out there. If people are parked that far out, they will have to walk

through the parking lot anyway. Mr. Sprague said that he would expect some pedestrian crosswalks through the loop road. If there is a new loop road with three new businesses, they could walk. The applicant needs a designated striped space saying it is a pedestrian crossing area. Chairman Day said that he does not have a problem with having an area striped without removing a row. The applicant said that he does not object to creating a pedestrian crosswalk or sign with a yield sign throughout the access road. Mr. Sprague said that the City would not feel comfortable approving this if it does not include access across the loop road. The applicant said that Meijer would be okay with that.

Commissioner Cousineau noted that in looking at Parcels A, B and C, it is now a tire store. What if it is a restaurant and there is no sidewalk? It would make sense to have a sidewalk along the frontage of Parcels A, B and C on the loop road. The applicant said that he suggested that. He can continue it and bring it into their business. The last guy in can bring it in and hook up to the sidewalk. Mr. Sprague said that this is a good idea if the applicant agrees. There are sidewalk crossings on the internal drive which was part of the PUD Agreement. This is a pre-developed site. Chairman Day said if the applicant will forego having a connection to Grand River from this site, they need to have the sidewalk on the south side of the loop road. The applicant said that is a much easier task and they can meet ADA requirements that way.

Commissioner Barts noted that the plan drawings show five islands on the north side of the ring road. They were asked to be removed from the Meijer site plan but not this site plan. Mr. Sprague said that they will be installing them but not continuing beyond Parcel A. The applicant said that he understands that the Planning Commission wants the ring road to be installed all at once with the first project. However, that is a burden on the one project. Currently, it is a parking lot designed for vehicles and not truck traffic. He needs to rip it up and install a thicker base for truck traffic. He will install islands to terminate the parking rows just for the Bridgestone project. He does not know how long it will take to develop the other out parcels. His plan is meant to be temporary and he feels it is burdensome to put in the entire ring road. Chairman Day pointed out that Meijer will own the outlots and will benefit from them. The applicant said that he cannot authorize that expenditure tonight. He showed the Commissioners the water line on the large-scale drawing which that has to be brought down from the parking lot to stub it for water and future owners. Chairman Day said that he does not think it is too much to ask from Meijer. Commissioner Barts noted that someone has to build the access road and any future tenants would be obligated to repay that expense. It is common. If it is a new development, someone has to put the road and utilities in. He noted that those two outlots could sit there for years. The applicant said that it is more than just the road. He would have to tear up the pavement. There are light poles which would need to come out. The City staff and Fire Department feel that the temporary solution is acceptable.

Commissioner Cousineau referred to the point on the large-scale diagram where vehicles would have to make a hard 90-degree turn and then come back in. They will cut through the parking lot to find a gap. He understands why Meijer did not want to build that roadway and bifurcate their parking area. He wonders whether they could not do something different with the islands and do something different along that area allowing it to happen but it would be more gradual instead of redirecting them all the way around. Commissioner Sharpe said that he is more inclined to do it now instead of doing something temporary. Chairman Day said that he does not want to push this on Bridgestone. They have discussed various changes which would change the site plan. The applicant can incorporate the proposed changes and turn it around in a week since there is another Planning Commission meeting next week on December 3rd. He would like to table this for receipt of revised plans. He thinks the Commissioners can approve the special use and hold off on the site plan for next week. He would like to see a revised site plan showing what has been discussed tonight. The applicant said that he can submit that the latter part of this week. He noted that there are 400-500 extra parking spaces that people are not going to. People enter off one of the two entrances. Commissioner Cousineau noted that the existing roadway is currently used as a cut through and will continue to be. People that do that blast through there.

Commissioner Sharpe said if they put in a gradual 'S', it takes construction work. Chairman Day said there is no construction work. Commissioner Sharpe suggested just striping it. The applicant said that it can blacken it and stripe it without ripping up the pavement and creating a new pathway. Commissioner Sharpe noted that they would need to create a new pathway to do an 'S' curve. Why not just put it where the ultimate road is going to go? At least delineate it to identify the new route. The applicant noted that it will establish the access way and have City staff review it. Mr. Sprague noted that they will remove one island the other island to the center west. Commissioner Barts noted that Commissioner Sharpe's idea makes sense.

Chairman Day reiterated that the Commissioners want a more detailed landscaping plan. Commissioner Sharpe noted that he is confused and would like to see the trees on a cross section to see what they are blocking since the berm will not be there. There is no berm and all that earth will move. He does not know how that flows into other spots since the other spots will still have a berm. He drove by there today to look at it. The applicant said it would be willing to add trees in a certain spot and maybe where the 72 grade is.

Commissioner Cousineau asked if the Commissioners need to revisit the Meijer site plan approval. Chairman Day said they will stick with the approval as is. Commissioner Barts said they are only talking about tabling the site plan review. Chairman Day said that they can take action on the special land use. Commissioner Barts said that the special land use is the use of the property but to him that entails the elevation drawings as well. He understands that the applicant wants to leave out the berm on the eastern portion and it will taper to the parking lot. Can the applicant put any type of architectural feature(s) on the doors since that is the biggest thing the berm is screening? Those eight doors are still glaring which will be open all summer. Can they soften that with awnings or any architectural feature? He realizes that the front of the building faces east. The applicant said that the building is at 65, the corner is at 74 and the other corner is at 74. You will see the upper portion of the bay doors. You can see them from the sidewalk. When you are driving back and forth, you will see a strip of them and upward. He thinks the glass is nice because Planners like storefronts. He will ask them if they have done anything different but he does not know how it will mask or disguise the doors. Commissioner Barts noted that an architectural feature would take your eye off them. The applicant suggested using gooseneck lighting over the bay doors. Chairman Day suggested anything that could break them up. He suggested tabling both the special land use and the site plan until next week's Planning Commission meeting.

MOTION and second by Commissioners Lawrence and Cousineau to table SPR #07-017-18, Bridgestone, site plan review for a tire and automobile repair facility for Bridgestone on a proposed Meijer outlet until the December 3, 2018 Planning Commission meeting. The property is located at 49950 Grand River Avenue, Wixom, Michigan 48393 and it is zoned B-3, General Business District.

VOTE:

MOTION CARRIED

4. Proposed 2019 Joint Meeting Dates

Commissioner Lawrence thought that March would be better for the first joint meeting. Chairman Day said that this schedule looks fine.

MOTION and second by Commissioners Cousineau and Lawrence to approve the proposed 2019 Joint Meeting Date schedule as published.

VOTE:

MOTION CARRIED

5. Discussion of changeable message signs in residential districts for institutional uses

Mr. Sprague noted that the institutional user from the last meeting came back and asked about it rezoning to RM-2 and whether electronic message signs would be allowed there. Would the Planning Commission be open to institutional users having changeable message signs in a residential district such as RM-2? Chairman Day said that he has a problem with that if he is situated in a residential area. Commissioner Lawrence confirmed it is non-Village Center Area (VCA). Mr. Sprague asked if that same feeling applies to RM-2, RM-1 and other districts? Chairman Day noted that a church or a school could move into an RM-1 district. Commissioner Cousineau agreed. Chairman Day said he does not think you want changeable message signs in residential areas. Commissioner Lawrence agreed. Chairman Day said he might not have a problem with where they are at but someone could buy up a bunch of lots in Wexford Mews and put up a church.

Mr. Sprague said that he told the applicant that if the Planning Commission reaffirmed their feelings tonight, the conversation is done. He noted that the Planning Commission could limit it in size, to 10 square feet. He noted that they already limit signs in residential districts to 24 square feet. They could look at something like that. Chairman Day said that he does not think they should be allowed in residential areas.

Call to the Public:

None.

Staff Comments:

There were no comments made by staff.

Commission Comments:

Commissioner Lawrence noted that he cannot attend the December 26, 2018 Planning Commission meeting. Chairman Day said that he cannot attend either. Mr. Sprague noted that Ms. Raddatz will likely be sending out a cancellation notice for that meeting shortly.

ADJOURNMENT:

This meeting of the Planning Commission was motioned and adjourned at 9:26 p.m.

Nancy Fisher
Recording Secretary