

TYRONE TOWNSHIP PLANNING COMMISSION

APPROVED PUBLIC HEARING MINUTES

WATER SPORT MARINE SPECIAL LAND USE PERMIT REQUEST Zoning Ordinance Article 16.03.G

September 26, 2006

8:00 p. m.

PRESENT: Robert Byerly, Sally Eastman, Joseph Fumich, Steve Hasbrouck, Mark Meisel, Laurie Radcliffe

ABSENT: Dave Hanoute

CALL TO ORDER: 8:00 p.m. by Chairman Hasbrouck

READING OF THE PUBLIC NOTICE:

The notice was read aloud by Secretary Radcliffe

CORRESPONDENCE:

No correspondence was received

PURPOSE OF THE HEARING:

The purpose of the hearing was to receive comments regarding the Special Land Use Permit request of Water Sports Marine for construction of a boat sales, storage, and repair facility at 8051 Old US 23 and the intersection of Dean Road, M-1 parcel 20-400-015

COMMENTS FROM THE APPLICANT:

John Asselin, Project Architect, said that three buildings are proposed. The front building will provide the sales and repair facility. Two buildings in the rear will provide boat storage with an uncovered area for overflow on the north side of the property.

COMMENTS FROM THE PLANNER:

Mr. Milliken said that he had discussed the site and the zoning district requirements with Mr. Rising and Mr. Asselin. Many of his original comments had been addressed, but there were still a few issues related to the revised drawings (9/14/06). Overall he thought this was a high quality project and the drawings were very well done. Some of the minor issues concerned fence details and lighting. The photometric plan complies with the ordinance, but the fixtures haven't been shown. Also, the Drain Commissioner's report does not recommend approval at this time.

The ordinance requires a berm across the front of the parcel which would be difficult with a pond. There are enough trees and shrubs allocated, but some of them have been shifted from the building front to the sides which may not meet the intent of the ordinance requirements. This is a well designed industrial building, but the Township has higher standards for locations close to US 23. M-1 buildings within 200 feet of US 23 require a front facade constructed of stone or brick. The Planning Commission will have to decide if textured metal panels and split face block meet the requirements.

There are architectural guidelines for buildings within 500 feet of the US 23 right-of-way. That line occurs behind the sales building and includes about 30 feet of the rear storage buildings. The guidelines allow 50 percent of the facade to consist of metal paneling. The front and side facades of the sales building are close to meeting the criteria, but the fronts of the two storage

buildings are 100% metal. Beyond the 500 foot setback line, the ordinance allows 75% metal paneling, but the storage buildings are 100% metal. The Planning Commission will have to decide whether to hold to strict compliance or to grant a waiver (23.18.I) based on the intent of the Ordinance, the merits of the application, past decisions, and precedents set for the future.

Mr. Asselin stated the landscape plan was intended to maintain as many of the existing pine trees as possible. Some trees will have to be taken away at the road for sight distance, but there would be enough left to screen the storage buildings. The setbacks depend on where the 500 foot measurement was taken because of the offset in the right-of-way line on their property.

PLANNING COMMISSION COMMENTS:

Mr. Fumich commented that this was the first building in the planned development area of our master plan for US 23. If we relax our architectural standards now, we would set a precedent for all the other buildings. They should comply with the ordinances.

Mr. Meisel said that there was an obstructed view of the back buildings. He asked Mr. Milliken if that would come into play and if the standards should apply for an obstructed view. Mr. Milliken replied that was probably one of the reasons why the ordinance provided for a facade waiver. In this case, one portion of a building falls within the 500 foot requirement and another portion doesn't. All of that---visibility, width of right-of-way, and the impact on future decisions should be considered. Even if you allowed a waiver for the front building, the rear buildings would still have to meet the 75% metal requirement.

Mr. Meisel asked for Planning Commission consideration of the berm requirement. It is a nice feature when you want to shield a building from the road, but in this particular case it is a real challenge when you are trying to display two nice boats with a fountain and provide a view of the facility. If you push the berm requirement you cover up the building.

Mr. Hasbrouck said the ordinance allowed us to look at the berm requirement versus a green belt. He thought the green belt requirements would apply at this site.

PUBLIC COMMENTS:

Kathy Mathews, White Lake Road resident, thought the plan was beautiful. A berm would ruin the landscape.

Andrew Schmidt, Township Supervisor, said the request would not be something the Township would not be proud of. He was personally acquainted with the applicant's family (Rising) and their facilities were top notch. Mr. Hasbrouck told Mr. Schmidt the owner had attended a subcommittee meeting where he said they would be willing to work through any issues as they come up. We will continue to discuss the issues with them and try to come up with a good solution.

Mr. Asselin informed the Planning Commission that the bulk of the fencing would be standard cyclone fence with a string of barb-wire for extra security. The front fence would be more decorative. **Mary Rising**, one of the Water Sports Marine partners, said the front yard fence would look like wrought iron and would be located toward the rear of the sales building.

Mr. Asselin said they would use cut-off fixtures on the buildings which would match the pole lighting and the design information would be included in the site plan. They were working with the drain commissioner to fine tune details including the site's tributary area to make sure that natural drainage will continue to flow. The property slopes toward the road and their detention basin has been designed to retain water so they can install fountains. To maintain the slope and provide an outlet would be counter indicative for a berm. As it is, the pond will begin approximately 120 feet from the edge of the road.

Because of the scale of their building, Mr. Asselin felt that face block would be more suitable than the brick the ordinance called for. Block would provide a solid base for the building. It will extend from the finished grade to door head height. It will be accented with two burnished bands of block above and below the windows. The metal panels are insulated panels covered with a finish similar to dry-vit, but much more durable. The materials, the building proportions and the windows were all designed to provide a nautical theme.

Mr. Milliken located the facade materials chart (Article 23.00, page 23-17) which allowed the use of decorative block in the M-1 zoning district. Mr. Hasbrouck commented that Mr. Hanoute, our architecture expert, should be asked to provide input when he returned from vacation in October. Some architectural work may need to be done on the larger buildings in the back, but generally the plan looks good. Mr. Asselin said they had discussed the storage buildings to some degree, but they didn't want to take attention from the building in front by drawing attention to the buildings in the rear. The rendering exaggerated the height of the buildings in the back. The proposed storage building proportions weren't similar to the proportions shown in the drawing.

Mr. Hasbrouck observed that most of the southern side of the accessory buildings would be shielded by the pine trees on the site.

Mr. Fumich asked about the paneling. Mr. Asselin said it was flat, rather than corrugated, and each panel is 4 feet wide. All the buildings will be finished on the inside and then insulated. The main building will be approximately 18 feet tall at the eaves to allow doors high enough to accommodate some of the larger boats.

Mr. Van Hecke wanted to know if the pond would be large enough for a dry hydrant. Mr. Asselin replied that they hadn't planned to use the pond for fire suppression. The buildings are less than 12,000 square feet and they will be separated by a 3 hour fire wall. The pond will only have a depth of between 3 and 4 feet with banks that meet the slope requirements for open ponds.

There will only be one exit coming from Old US 23 and the access point is approximately 350 feet from the Dean Road intersection. The location was reviewed and approved by the Road Commission. The office building will be 18 feet at the eaves, with a 1 on 12 pitch, so it will probably measure out at 20 feet in height based on the ordinance standards. The building behind it will be approximately 33 feet in height, although the M-1 district allows up to 40.

Ms. Eastman understood their intent to not have the rear buildings detract from the front building, but she also understood our intent to hold anything visible from US 23 to a higher standard. She asked if they could consider something other than the pole barn look at least for the front of the storage buildings. The other thing is the berm issue. As she has been traveling, she has been observing and we may have the township berm requirements all wrong. Why would we want to put a berm in front of something on US 23.

Mr. Milliken replied that berms might apply to a large lot where the use had no sales component but just a storage component. Mr. Hasbrouck observed that berms were good for screening parked cars. Other uses could be to screen the rear or sides of buildings with storage or delivery bays fronting US 23, or to separate the use from a residential area.

Mr. Asselin told Mr. Van Hecke the drawing would be corrected to show a force main sewer connection. Mr. Meisel asked if an appearance change rather than a materials change could be used to meet the design requirements for the storage buildings in the rear of the site. He asked about the use of windows as a design element to provide architectural detail. A little brick shelf along the bottom would be completely obstructed, but it would meet the design requirement even though it wouldn't do anything to change the visual appeal.

Mr. Asselin suggested a horizontal mural or graphic wouldn't make the storage buildings appear so tall—maybe a blue wave. Mr. Fumich thought the storage buildings were too bland. Even windows would make them look better. Dressing it up a little wouldn't have to take away from the sales building. Mr. Asselin thought the windows might be a good solution. They could provide some light and break up the mass. He asked if the discussion was in regard to both storage buildings or just the one building. Mr. Meisel thought if the financial impact could be kept small, making both buildings symmetrical from any view point would make the design element more harmonious.

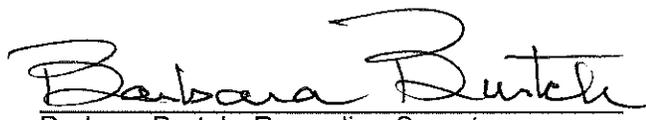
Mr. Asselin said they would use Butler buildings of pre-engineered steel with steel racks inside for the boats to rest on. The fork-lifts for the boats will be stored inside the buildings.

CLOSING PLANNING COMMISSION REMARKS:

There being no further comments, the Public Hearing was closed at 8:40 p.m.



Laurie Radcliffe, Secretary
Tyrone Township Planning Commission



Barbara Burtch, Recording Secretary
Tyrone Township Planning Commission