

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION PUBLIC HEARING/REGULAR MEETING
CITY COUNCIL CHAMBER
31555 11 MILE ROAD, FARMINGTON HILLS, MI
August 20, 2015**

Chair Topper called the Planning Commission meeting to order at 7:30 p.m. on August 20, 2015.

Commissioners Present: Fleischhacker, Mantey, McRae, Orr, Schwartz, Stimson, Topper

Commissioners Absent: Blizman, Rae-O'Donnell

Others Present: Staff Planner Stec, Staff Engineer Darnall, City Attorney Schultz, Planning Consultant Arroyo

APPROVAL OF AGENDA

MOTION by Orr, support by Stimson, to approve the agenda as published.

MOTION CARRIED 7-0 (Blizman, Rae-O'Donnell absent)

PUBLIC HEARING:

A. PUD PLAN 1, 2015

LOCATION:	28080, & 28100 Grand River Ave and 21347 Colwell.
PARCEL I.D:	22-23-36-403-003, 004; 404-003, 010, 011; 430-013
PROPOSAL:	Planned Unit Development Plan, Site and Landscape Plan request for expansion of existing Hospital and support facilities in a B-3, General Business District, P-1, Parking District and SP-2, Special Purpose District
ACTION REQUESTED:	Recommendation of PUD Plan to City Council including Site and Landscape Plan
APPLICANT:	Michael Thompson for HKS Architects, PC
OWNER:	Botsford Equities, Botsford General Hospital and Zieger Osteopath Hospital dba Botsford General

Paul LaCasse, President and CEO of Botsford Hospital and Botsford Health, now Beaumont Health, 28050 Grand River Avenue, stated that they are back before the Commission this evening requesting the consideration of approval of their PUD Plan. He explained that he has been in the hospital business since the late 1970's and as the CEO of Botsford and member of the Michigan Hospital Association he is aware of what is going on in the hospital business in Michigan and throughout the nation, and hospitals like Botsford, as an independent organizations, have struggled.

Botsford has been serving the community since 1965 and they aim to continue to provide the community with great quality and patient safety far into the future, and the path to do this was to partner with a larger organization. They have been engaged in putting together the affiliation between Beaumont Health System, Oakwood Hospital and Botsford into Beaumont Health which allows them to provide a great foundation to continue to prosper and grow in Farmington Hills. As part of the affiliation, they were able to negotiate 160 million for the Master Facility Plan which allows them to bring the facilities up to contemporary standards. They plan to build a new patient tower which will have private rooms, expand

the emergency department, expand surgery and add a new critical care complex. This plan is essential for them to remain a viable growing health care organization in Farmington Hills.

Dr. LaCasse explained that they have been a good neighbor in Farmington Hills since 1965 and they intend to continue to be a good neighbor, they are aware of some concerns from the neighbors adjacent to the property, and throughout the presentation this evening it will be apparent that they have considered those concerns in going forward with this process.

Michael A. Thompson, HKS Architects, 235 East Main Street Suite 102C, explained that they have prepared a slide presentation and speakers will be coming up throughout the presentation to describe portions of the project. Utilizing the overhead projectors, he presented the first slide which depicted the overall vision of campus which contained four main components:

1. A parking structure which is at grade and has 3 elevated levels for a total of 4 levels and 470 parking spaces.
2. A central energy plant which will provide new modern energy, boilers, cooling towers and generators to upgrade the entire system.
3. A 3-story east pavilion addition comprised of an expanded emergency department on the main floor, an Intensive Care Unit on the second floor and nine new operating rooms and a modern pre/post-op recovery located on the top floor. The operating area is located on the top floor due to the technology requiring extra ceiling heights.
4. A 5-story south tower which includes mechanical and mixed use on the first floor and the four other floors are 20 new single occupancy, modern design, hospitality rooms for a total of 80 beds. There is no increase in the overall amount of beds as they are pulling out double and triple occupancy as the demand is now for single occupancy rooms.

Mr. Thompson presented elevation and rendering slides of the following:

- A concept view looking across over the apartments to the east pavilion, right of the south tower, which depicted contemporary materials similar in style but sympathetic to the existing materials of Botsford.
- Concept views of the parking structure from inside the campus as well as from Oxford Avenue, which depicted the 3 elevated levels having brick, concrete and metal panels. The Oxford Avenue side is treated with punched openings and more brick so that it blends with the buildings on the north and south and forms a more unified look.

Mr. Thompson explained that Botsford has been built on over the years and as architects they were limited when lining the floors up, therefore, it is 12.6 feet floor to floor where a modern building is closer to 14 or 15 feet, so the volume of the sandwich between the ceilings is tight causing the buildings to be squattier. This has left a challenge coordinating the mechanical systems within the ceiling cavities. He noted that in the south tower they have located the mechanical systems in the lower level to keep the height of the building down.

Mr. Thompson presented physical materials along with a slide showing materials that will be used in other areas and explained that they are blending the existing material with new modern materials and highlighted the following:

- The Botsford brick and stone panel veneer that will be applied to the south tower and east pavilion are close in hue and warmth.
- The parking structure will be brick and accented with a clear anodized aluminum
- All buildings will be accented with clear anodized aluminum
- Due to breakthroughs in technology, they are able to use more glass in the design which

- will allow more natural light in patient areas while still being able to control energy loads
- The window frames will be clear anodized aluminum

Overall the design is for a timeless look that will blend with the campus but still have a modern style and classy appearance with projections, overhangs and fins.

Mr. Thompson presented a slide illustrating the site traffic circulation, noting that all traffic is currently funneled into the main entrance off Grand River Avenue mixing ambulances, emergency visitors, staff and service. In their proposal, they are requesting a special permission to allow a truck access route off of Oxford Avenue in front of the E-3 district. Initially they plan to bring in only construction traffic through this entrance but eventually it would turn into a carefully controlled service truck entrance which will be gated and have other protection and enhancements.

Mr. Thompson explained that it is important to get the largest Farmington Hills fire trucks in and out of the campus and around the ring roads, therefore, they have had to work with the geometrics of the drives, as it is currently very tight. The Master Facility Plan will correct and address many of the issues and complaints from the Fire Department. He noted that the landscape architect has done a great job of improving the existing conditions to allow for a much better flow throughout the campus.

Paul Andriese, Grissim Metz Andriese Associates Landscape, 300 E. Cady Street, explained that the existing site is landlocked with one drive coming in and going out, the parking areas are not defined with landscape causing the road and parking to run together, there is parallel parking along the road and the landscape itself looks old and tired. These are things they would like to improve along with way finding, appearance and the overall experience of visiting the campus.

Utilizing an overhead slide, Mr. Andriese explained that in order to improve the appearance as well as way finding throughout the site, they have tried to break the site down and create a loop road concept where the road would eventually work its way through the campus. The road will be defined with landscape on either side, street trees, parking areas that are segregated from the loop road and screened with low hedges. They have paid a lot of attention to how ambulances function onsite and are creating a new area for drop off, entering and staging, on the east side.

Mr. Andriese explained that as part of the development they have provided buffers in following areas:

- North of the central power plant there are existing trees that will remain along that edge and they plan to supplement those trees with understory plants, essentially filling it in to provide a buffer.
- Along Oxford Avenue the existing tree line would remain, however, they would selectively maintain and prune it to enhance the appearance.
- They are proposing a row of trees on an interior linear island separating the parking structure from Oxford Avenue and on the other side of the parking structure they are proposing a row of deciduous trees.
- On the south side of the campus along the House of Botsford there will be two rows of trees.
- An additional buffer will be provided, which is not required by ordinance, on the north side between the residential area and the parking lot by the day care.

Mr. Andriese noted that the plan meets ordinance requirements as far as replacement trees although they are still working out the details of the ornamental trees versus canopy trees, but essentially they have exceeded the overall number required.

Mr. Andriese pointed out that as they are renovating the site, they want to improve it aesthetically as they want it to be consistent with the Beaumont brand and this is the opportunity to make some large improvements onsite with the landscaping.

Mr. Thompson noted that community benefit is important when seeking approval of a PUD Plan, combining parcels and asking for relief on ordinance requirements. He believes that they have defined six major community benefits and they will be presented as follows:

1. Storm Water Management

Joe Siekirk, Plante Moran Cresa, 26300 Northwestern Highway, presented a slide depicting the areas of storm water improvements noting that they are creating two large storage basins on campus to handle 150,000 cubic feet of storm water as they share a 174 acre drainage district. Providing storage areas limits the flow into the main system and ultimately into the river which is a huge improvement from the current situation. They also have more modern mechanical separators for the storm water, manholes that will separate sediment, oil or any other debris that would be floating in the water before it even enters the storage facilities.

2. Reduced Energy Usage

Mike Dehart, AECOM, 27777 Franklin Road, presented a slide indicating the location of the proposed central energy tower and explained that they are doing a number of things to improve energy on this campus and emphasized the following:

- They are proposing to bring in new electrical service. Right now there are two electrical services that come into the site, one from the west and one from the north, and both go to an existing DTE substations that feed this facility plus the adjacent neighborhoods, businesses and apartments, therefore, the big load that Botsford provides on this system effects the neighborhood as they all share the same service. They have worked out with DTE to provide them with a new 40KV electrical service from the east, which will come from a completely different substation and will be used as the primary source for the hospital. The hospital will use this source on a regular basis, however in an emergency if that source were to go down, the existing two services will remain and be used as backup. Freeing up the load from the existing services will benefit the neighborhoods in dealing with power outages.
- They are proposing to use LED lighting at 0.7 watts per square foot. Between the 2 renovated floors, the existing east tower and the core renovations in the south tower, they are reducing the amount of watts of lighting by 101,000 watts. Applying the 0.7 watts per square foot to the two new additions, they are only adding 94,000 watts of lighting therefore, in the lighting alone they are reducing almost 12,000 watts being used by the hospital even though they are adding square footage.
- The existing chiller plant has two steam absorption towers that make chilled water by using steam so during the summer they are running two steam absorbers and a boiler that is releasing gas into that air which contributes to greenhouse. The new plant will be all electrical chillers, reducing the amount of heat being generated in the summer and the amount of gas released into the air. They plan to install new high efficiency boilers which will minimize the amount of nitrous dioxide released into the air.

3. Improved Acoustics

Mr. DeHart explained that in order to reduce sound from a mechanical and electrical engineering standpoint is by the cooling plant. There are four cooling towers that sit on the ground currently behind outbuildings on the northwest corner of the site with no screen wall around them with

some sound attenuating cones on top. With the new central energy plant, the cooling towers will still have sound cones on top of them but they will be located on the roof inside of a sound absorbing screen wall that has extra sound absorbing qualities. The sides that face the residential homes and apartments will have a solid wall to fully reduce the amount of noise that will be transmitted.

4. Improved Pedestrian Connection

Mr. Andriese explained that one of the objectives with this plan was to improve the pedestrian circulation throughout the campus. One improvement they are making is, at the northwest corner of House of Botsford, they are allowing the sidewalk to connect into the campus and adding a crosswalk. They are also adding sidewalk on the west side of Botsford Drive making that pedestrian connection stronger, improving the pedestrian connections on the east side, adding bike racks and working with SMART to improve the bus stop in front of the hospital.

5. Added Landscape Benefits

Mr. Andriese explained that the amount of greenspace they are adding to the campus will reduce the heat island effect typically produced from impervious pavement, as the amount of new trees is in excess of what is required by ordinance. This is contingent upon approval of the use of multi-stem trees. They are also proposing to provide an additional buffer on the north side between the parking lot and residential property and proposing to prune the existing vegetation along Oxford Avenue located in the public right-of-way, in order to improve the appearance but still maintain as a buffer.

6. Oxford Avenue

Mr. Siekirk explained that the Oxford Avenue truck access is a community benefit as far as for patients to quickly get into the campus as the service vehicles will be removed from the main funnel. This will also allow the ambulances to access the site without having to stop for service trucks. They have carefully placed the access across from a business use versus single family residences and propose to reengineer and repave, with modern curb and gutter and storm design, the entire section from the truck access drive back to Grand River Avenue.

Mr. Thompson presented a slide showing the proposed parking structure, which is a precast concrete structure, with 3 elevated levels, efficient parking on the slope design, with a maximum slope for health care, and towers on the east side. The 3D graphic shows that the west façade has thick precast walls with embedded brick that matches the building to the north and south, small punched openings on the and a row of new trees between the proposed parking structure and the existing mature greenbelt. There is also an existing 6 foot high brick screen wall between Oxford Avenue and the parking structure.

Mr. Thompson stated that they took photographs to superimposed to scale of what you would actually see based on the mature greenbelt, proving that it will be difficult to see the parking structure with the foliage in full bloom. He presented a slide of a cross section showing the single family residential houses on the left, Oxford Avenue, the 6 foot masonry screen wall, the overgrown greenbelt tree line, a surface lot, a new row of trees and finally the parking structure on the right. They believe that, because of sight lines and perspectives, you would not be able to see the taller pieces if you are a resident on the west side of Oxford Avenue.

Mr. Siekirk presented a slide showing the access off Oxford Avenue and explained that this access is important in order to get truck traffic off the main drive, to eliminate safety issues for the patients coming in on an ambulance, and for the Fire Department to access to the site. He stated that they have been

working on how to prevent adding traffic to northbound Oxford Avenue and found the solution to be to design the geometry of the entrance so that a truck could not turn right to go north and to also reconfigured the exit from the parking deck to make it inconvenient to exit the parking deck and go onto Oxford Avenue. The gated truck access will close at 3:30pm, which is the first main shift change at the hospital, prohibiting anyone from leaving out that way. Potentially during the day there may be increase in traffic but it would be very few and typically staff members as the parking structure is primarily patient, visitors and family. With the design of the parking structure, to exit onto Oxford Avenue is very inconvenient.

Commissioner Schwartz asked the applicant to show the slide depicting the relationship between the parking deck and the Oxford Avenue exit. Mr. Siekirk presented the site landscape drawing; noting that they have manicured the parking structure exit and have all the cars coming in and going back onto Botsford Drive.

Commissioner Schwarz asked the applicant to show, if someone were bound and determined to go out onto Oxford Avenue, the shortest way out of the parking area. Mr. Siekirk responded by utilizing a slide, that you would have to make a right out of the structure and then another right and the only reason to do that would be if Botsford Drive was backed up, which only occurs during shift change and at that time the gate will be closed.

Mr. Thompson discussed the PUD and Special Boundary Plan slide, explaining that it was a summation of the special variances embedded into the proposal. He noted that this is a unique campus with a number of combined parcels and they have been working with Clearzoning to define the variances that will be requested as part of the PUD:

- A. Signage - They are proposing four oversized signs, including branding and way finding signs
- B. Setback Variance – They are proposing a 111.4 foot setback on the west side of the parking structure, in which 143.9 feet is required
- C. Height Variance - The parking structure is slightly over the required 30 feet, they are proposing 41.8 feet on top of the parapet guardrail and 54.2 feet on top of the elevator/stair tower
- D. Setback Variance – The south tower requires a 242 foot setback, they are proposing 82.2 feet
- E. Setback Variance – The east pavilion requires a 275 foot setback, they are proposing 161 feet
- F. Setback Variance – The east side of the parking structure requires a 37.3 foot setback, they are proposing 27.4 feet
- G. Temporary Ambulance Canopy: In order to build the new Emergency Department they need a temporary structure which does not meet the required screening, per ordinance

In regards to the signage, Mr. Siekirk explained that the effort in branding the new Beaumont Health is a work in progress and they have included their signage needs, as best they can, into this PUD plan. The front entry sign will essentially remain the same size, there will be a monument sign on each of the main buildings and the walk-in emergency entrance will be identified with a red sign. They have established the sizes of these signs to be included in the PUD plan, however, they understand they will need to receive permits for the signs.

Andrew Miller, Barton Mallow Aims Construction, 26500 American Drive, explained that he is the construction manager for the project and presented an outline of the construction timing and sequencing:

1. Create the new entrance off Oxford Avenue for construction traffic
2. Build the parking deck to replace the parking that will be lost by the subsequent construction, October 2015 through May 2016

3. Build the temporary ambulance canopy on the north side of the east pavilion so they can remove the existing canopy when they build the towers, May 2016
4. The central energy plant and the east and south towers, May 2016
5. Interiors renovations, early 2019

In regards to construction traffic and impact, Mr. Miller explained the following:

- The main site access for construction traffic will be off Oxford Avenue and will come down the west side of the parking deck, turn around the north side of the parking deck, cross Botsford Drive and head perpendicular into the construction site for the two towers. This way offered the least mix with hospital and public traffic.
- The entrance off Oxford Avenue will be manned and gated during construction and open during the hours of 6:30am and 3:30pm, any construction deliveries that take place outside of those hours will be communicated in advanced.
- There will be construction signage throughout the site including no right turns onto Oxford Avenue
- They will install truck washes at all exit points, institute regular street sweeping, keep working hours within normal construction time frames, not to exceed the City's ordinance, employ proper dust control and soil erosion measures, require scrubbers on the exhausts of all construction equipment and/or the use of bio-deiseal fuels
- They will constrain the nosiest parts of the operation towards the middle of the day
- They will minimize the temporary construction lighting, particularly at night, only security and emergency egress lighting will stay on
- They plan to institute a recycling program for construction wastes, by separating and recycling metals, cardboard, paper, wood and asphalt
- A full time safety manager will be onsite to orient all of the workers, prior to working, on site polices and to monitor and enforce those polices throughout construction.
- At the end of construction they intend to repave the portion of Oxford Avenue from Grand River Avenue to the hospital entrance.

In conclusion, Dr. LaCasse thanked the Planning Commission for their consideration of this important and essential project and the Planning Consultants and City Management for their direction along the way. He noted that a town hall meeting was held with the public a couple months ago which has helped them shape the direction of this PUD request to meet some of their neighbors concerns and issues.

Commissioner Orr commented about the report on controlling potential acoustic and lighting issues, stating that the lighting issues are easy and have been address to some extent but questions when they will see the acoustic reports. Mr. Siekirk responded that they have hired a consultant who is studying to prove that the sound will be less than what is existing, however, the report is not yet complete but they are willing to make that a condition of the approval.

Commissioner Orr stated that at the last meeting the applicant was asked to demonstrate that the signage was visible from Grand River Avenue, however, he finds the explanation to be lacking and his site visit, with the location of the proposed south tower, no one will be able to see the sign located on the fin from Grand River Avenue. He asked the applicant to clarify their desires for this sign.

Mr. Siekirk responded that originally there was a penthouse on the south tower and it was a good place for a wall mounted Beaumont sign but since they have flipped the building so it is now a 5-story with a

flat roof, they are proposing to put a Beaumont sign on the fin. The purpose of this tower sign is to reinforce the branding once on campus, however, he believes that the sign would also be visible going southeast on Grand River Avenue.

Commissioner Orr commented that he feels the sign is completely useless and it should be removed as it has no value.

Commissioner Orr referred to the letter from HKS dated August 13, 2015, item 7, regarding the maintenance of the vegetation along the east side of Oxford Avenue located on City property, which states that the hospital does not want to be liable after the first pruning of this vegetation and he asks that the applicant commit to maintaining it once a year. Mr. Andriese responded that if they were told it had to be maintained, they would look into maintenance of the area and commit to it.

Commissioner Stimson stated that some of the vegetation along Oxford Avenue appears to be in bad shape and asked if the applicant would replace any of the vegetation if it cannot be salvaged.

Mr. Andriese responded that pruning would start with the removal of the dead material and if there is a large gap they would be willing to provide something to be placed there, as they want to enhance the look as well as maintain the buffer, however, their plan is not to go in replace that area.

Commissioner Schwartz commented that in the rear of the property there are two cooling units that can be seen from the upper floors of the apartments and asked if those will be removed, which would be a benefit to the area. Mr. Thompson responded that they are being removed.

Commissioner Schwartz stated that the east most sign, part of the entrance sign was partially obscured by plant material and asked if the applicant could replace the plants with something lower so that the sign is not obscured. He also asked how the hospital intends to encourage their employees to live nearby. Mr. Thompson responded that some employees live in the apartments nearby and enhancing the bus stop will help but beyond that they cannot force people to live in the City, all they can do is provide a nice environment.

Dr. LaCasse commented that they have young physicians and students coming to their facility all the time, at any given day they have about 50 medical and nursing students. The medical students are with them for their third and fourth year of clinical training, add to that the young physicians in training and that is another 160 physicians and their families. The first thing they do in orientation is to try to help them to find housing in the area, as they work long hours and do not want to spend a long time going back and forth from work. Also, the trauma center has tight specifications on response time for their residents, usually about 15 minutes. Those rules, and the help they provide in finding housing, do encourage the young people to live in the community.

Commissioner Schwartz suggested that the hospital work with the City's Economic Development Commission (EDC) and the Chamber of Commerce to encourage employees to live in the City.

Dr. LaCasse stated that they are community minded and want to support the community so if there is a way to partner with the City or the EDC, they will do that in order to give their residents options in the neighborhoods surrounding the facility.

Commissioner Mantey pointed out that there are several employees that use the bus to get to and from work and the conversation this evening has been about the bus stop at the entrance to Botsford but when

these people go home, they have to cross Grand River Avenue and then wait an hour for the next bus. He would like to see a shelter placed at that stop for the employees and the hospital should be willing to spend enough to give the employees a conformable place, out of the elements, to sit and wait for the bus. He suggested that the funds be funneled thru SMART and the next time SMART writes a contract to install bus shelters, the hospital should contribute the amount equivalent to installing one on each side of Grand River Avenue.

Mr. Andriese stated that they can commit to that and will work with land owners across the street as well as SMART on providing bus shelters.

Planning Consultant Arroyo discussed the PUD process and gave the background for this application; in May 2015, the Commission made a preliminary finding that PUD No. 1, 2015 qualified to go through the Planned Unit Development process, the project came back in July 2015 and a Public Hearing was set for this evening and in August 2015 a study session was held where input from the Commission was provided to the applicant. Tonight, the Commission will be making a recommendation to City Council to approve the PUD application and plan and also the site plan and landscape plan. Once City Council approves the PUD plan it will come back to City Council in terms of a PUD agreement, from that point there will be various permits required for construction and construction will then commence.

Referring to the Clearzoning review letter dated August 15, 2015, page 1, Planning Consultant Arroyo summarized the following:

- A traffic impact analysis has been submitted and Engineering is in the process of reviewing. Minor changes have been made to the circulation in front of the south tower area and the engineering plans do not reflect this circulation. Since there is a modification that is in the review process, there is likely to be some minor tweaks and the plans will all have to be consistent.
- In terms of trees, there are some replacement trees that are necessary, both parking lot landscaping as well as the tree removal permit. There are details that still have to be worked out but the same number of trees will be seen, if not more. They have asked that the parking lot trees be identified separately from those that are being identified as replacement trees. He feels that the issues with trees can be handled administratively.
- Specific ordinance requirements that deal with the planting islands states that there is a minimum of a 3 foot radius that is necessary which the applicant is aware of and they will be making minor adjustments to a few of the islands to ensure that there is enough room from where the tree is planted to where a parked vehicle will be, so the vehicle does not damage the tree and the tree has enough width to survive.
- Applicant has provided a table of parking calculations comparing what is there now versus what is proposed.

Planning Consultant Arroyo stated that the applicant has provided adequate information about the improvements that are being proposed and has outlined this phased development, as well as pointed out the community benefits and site enhancements, as addressed in item 4 of the Clearzoning letter.

Planning Consultant Arroyo explained that part of the PUD process enables the applicant to request certain deviations from the Zoning Ordinance requirements. He outlined some of the deviations as follows:

- Signage - They are asking for signage in excess of what is required by ordinance. An issue came out in the review process, related to the monument sign in the boulevard at the main entrance and the proximately to the sidewalk. It is a concern, as there have been some pedestrian/vehicle and bicycle/vehicle collisions in that location. The Planning Commission may want to discuss moving

the sign back a few feet to enhance sight distance and safety; however, he feels that this could be addressed through the final Engineering review.

- Temporary Ambulance Canopy - Typically a 6 foot screening is required for a hospital ambulance area and the applicant is asking that it not be provided as this is a temporary canopy in which they have indicated it will only be in place for approximately 1.5 - 2.5 years.

Planning Consultant Arroyo outlined the Planning Commission determinations:

- Parking Structure Location - The applicant is proposing a parking structure between a public street and principle building. They have given good representation of both existing and additional proposed vegetation which will screen the structure, therefore, it appears they have addressed the concerns in the ordinance. The Planning Commission must make a determination regarding the location and screening of the parking structure.
- Exterior Lighting – The applicant has improved the lighting plan, there are a few areas at the property line where the light levels exceed the 0.3 foot candles and he believes that this is an existing condition in most cases. The 4:1 ratio that is required is the average to minimum ratio which technically is not met because the minimum is zero in certain cases. The average overall is 1.7 foot candles and he feels the lighting plan generally meets the intent and there is evenly disturbed lighting through the area, therefore, it would be appropriate to accept the plan as submitted.
- Permanent Ambulance Area – The ordinance requires a 6 foot wall or berm at a hospital ambulance area, the ordinance also allows the Planning Commission to permit something different. The applicant is proposing to screen it with landscaping as an alternative and he believes that there is already other landscaping and screening in place and this seems to be meeting the general intent of the ordinance, however, the Planning Commission must make that determination as well.

Planning Consultant Arroyo stated that on page 8 it is noted that the Engineering plans are inconsistent with the architectural and landscape plans, and they will have to be brought up to date. It is the architectural and landscape plans that indicate what the applicant is proposing in regards to a new access point that will address the concerns of the Fire Department, as far as with circulation. This will also be subject to review by Engineering and the Fire Marshall.

Planning Consultant Arroyo stated that page 11 shows all the calculations related to trees; there are 162 replacement trees necessary, 69 trees are required to satisfy the tree to paving ratio for the parking area and 93 replacement trees are needed due to the trees that are being removed. He feels that any issues with trees can be addressed through additional information and coordination and handled administratively.

Planning Consultant Arroyo pointed out that the applicant is enhancing pedestrian connectivity by filling in some of the gaps that are currently in place so pedestrians can walk from Grand River Avenue into the site on a sidewalk and all the way to the entrances to the buildings. Bike racks are also an enhancement along with the transit shelters.

Planning Consultant Arroyo concluded his review.

Commissioner Schwartz stated that it appears that there are two overwhelming community benefits that have not been mentioned, one being the replacement of double and triple beds to single beds and the other being that the community gets a state of the art facility with upgraded equipment. He realizes that there are important details to pin down but it looks like the proponent is 95% of the way there. He stated that it is the end of August and the proponent wants to get going and asked if there is a path to let them keep

moving as they pin down details.

City Attorney Schultz responded that the recommendation to the City Council, if it is a positive recommendation, does not prohibit the applicant from taking all the items raised by the Planning Commission and by staff and making minor tweaks to the plan before it goes before City Council. He added that he feels most of these items can be handled administratively.

Commissioner Fleischhacker clarified that if they want the PUD plan to move forward then they need to make all of the motions with conditions as to what the Planning Commission wants for the PUD plan, site plan and landscaping plan; to be addressed by staff administratively.

Commissioner Orr commented that the Clearzoning letter states 55 trees and also 93 trees and he would like the difference clarified. Planning Commissioner Arroyo responded that page 11, item 9.A. states that there are 93 replacement trees required and item 9. B. states there are 69 trees required to satisfy the parking lot landscaping, totaling 162 trees. The applicant is proposing 107 trees and the difference is 55 trees still needed.

Commissioner McRae commented that there has been a number of plans back and forth, and in regards to the Fire Marshall's memo, item 9 states a recent change in the plan includes a change in the parking lot adjacent to the south building and this does not appear to provide a minimum 50 foot turning radius and needs to be addressed. He stated that he is trying to figure out where this is located.

Mr. Thompson, utilizing the Emergency Access Plan slide, explained that there was a last minute change to the plan; the civil engineer has used a template of the Farmington Hills fire truck and sketched onto the plan the Fire Truck entering on the east side and driving past the east pavilion and exiting in front the south tower.

Commissioner McRae commented that when the Planning Commission approves the site plan they will have to make sure they reference which document they are approving.

Staff Planner Stec stated on behalf of the Fire Marshall, one of his concerns with the new configuration is not just how emergency vehicles are going to make it in, as far as ambulances, but also if there was an emergency with the towers, how the fire trucks are going to be able to park in front of the buildings. Another one of the Fire Marshall's concerns is the turning radius and if he can get a 50 foot turning radius then he would approve the plan. He added that the Fire Marshall is in favor of the Oxford Avenue curb cut being permanent.

Commissioner McRae mentioned that there have been comments made about an angled entry into a property and Engineering would likely require the access off Oxford Avenue to be turned to 90 degrees, as it states in the memo from Jim Cubera that they will want to review the access drive. He asked if Staff Engineer Darnall could touch base on this drive.

Staff Engineer Darnall responded that he spoke with the traffic engineer on his review of the traffic study and layout and his biggest concern is the skew of the drive and he would prefer it to be perpendicular for safety and functionality purposes.

Commissioner McRae stated that this seems to be a situation where an angled drive does make sense as oppose to a 90 degree angle drive, as they do not want vehicles making right turns out onto Oxford Avenue.

Chair Topper asked if the Planning Commission could approve the PUD plan but have the site plan come back. City Attorney Schultz responded that that is an option, however, the applicant has asked for that not to happen due to timing issues.

Commissioner McRae suggested that there needs to be more information provided to City Council for them to make the final decision.

City Attorney Schultz commented that whether the drive will be angled or have more of a right hand turn is the decision of the Planning Commission unless they defer it to the Traffic Engineer.

Seeing that there were no further questions from the Commission, Chair Topper opened the public hearing.

Carrie Cook, 21381 Oxford Avenue, explained that she understands that the hospital is going to get bigger and she does not mind, however, she has concerns. One is with the driveway on Oxford Avenue, it took them a long time to get the other access off Oxford Avenue closed as it was a safety issue and with the new access she would like the drive angled so it can be an entrance only. She stated another concern is with the increase in traffic and how she will get out at the end of her street with trucks coming in, people using the turnaround and the light out front as she has a hard time now. Another concern is when they did the previous additions there was pounding and it cracked the basements in some of the homes and she would like to know how they will prevent the basements from cracking this time and who would be responsible if something did happen. She asked if they could do a better job pruning and removing the vines from the area along Oxford Avenue, who will be responsible for the area, will mulch be placed to prevent weeds, will there be sidewalk placed on Oxford Avenue and if anything will be done with the water pressure, as she loses water pressure now and what will happen to the water pressure in the neighborhood having more beds in the hospital.

Cynthia Strong, 21539 St. Francis, stated that she has many concerns. She asked where the pedestrian crossover is on Grand River Avenue to get from Botsford to the bus stop that is in front of Dunkin Donuts on the south side as there is no crosswalk at the turn around light. She asked if it has been designated as to what type of trees will be planted. She stated that she agrees with Commissioner Orr that the sign will not be seen on top of the building and will not serve much purpose. She asked if no construction signs could be posted on the side streets of St. Francis and Colwell if it becomes an issue.

Spencer Brown, Scotten, explained that he supports the hospital expansion project and anything that costs 160 million is going to have a lot of details attached to it and he can appreciate the difficulty in getting all the details resolved in a quick and easy manner. He stated that it is clear that the hospital has shown a willingness to go halfway or further, for example the bus stop on the other side of Grand River Avenue and he hopes that most of the remaining details could be resolved administratively rather than having another Planning Commission meeting.

There being no further public comments, Chair Topper closed the public hearing.

Planning Consultant Arroyo responded to the question regarding the crosswalk to the bus stop indicating that the crosswalk is located at 8 Mile Road and it is one of the recommendations from the Grand River Corridor Improvement Authority study that a pedestrian connection is needed near the entry to Botsford and it is anticipated that there will ultimately be one placed there.

Mr. Siekirk stated that the Fire Department has access to the gate to the north on Oxford Avenue and they

are working with them to provide a key to open the gate and that gate will remain. In response to the question about the proposed access off Oxford Avenue being an entrance only, he noted that it is important that the trucks exit the site there as well since there is a tunnel on the east side of the campus that prohibits trucks and they are trying to avoid trucks from using the main entrance drive.

Mr. Miller, in response to the question regarding the previous construction and basements cracking, stated that the last time they did construction piles were driven into the ground, the foundation on the proposed towers are auger cast piles that are drilled into the ground so there will be no pounding. This greatly reduces the amount of vibration which is not only an issue for the neighbors but for the hospital as well.

Mr. Siekirk, in response to the pruning, stated that they intend to have a professional arborist do the pruning of the trees along the hospital property to make sure it is maintained. He also noted that there was a request for sidewalk along Oxford Avenue and they have studied that and there is simply no room.

Mr. Thompson stated that there is no curb and gutter along Oxford Avenue on the east side, there is a swale that is populated with dense trees and then the wall, in order to install a sidewalk they would have to cut down the greenbelt entirely.

Mr. Siekirk, responded in regards to water pressure, that they have very strict requirements for water pressure on the top level of the buildings that far exceeds what the neighborhood has, so they have to make sure it is engineered appropriately to have adequate water pressure to the hospital maintained. He does not feel that the neighborhood will notice a difference.

Mr. Andriese, in response to the types of trees, stated that about 70 percent of trees are native to Michigan and they include Red Maple, Hackberry, Flowering Dogwood and River Birch as well as Downy Serviceberry. They are also using Crabapple and Japanese Tree Lilac. All the tree sizes and quantities are called out on the landscape plan.

Mr. Siekirk, in response to the construction signs being posted in the neighborhood, stated that there should not be any construction traffic on St. Francis Street.

Mr. Thompson stated that these are the types of topics that they will go over with the workers during the site orientation. They will indicate on a map where they are not allowed to drive and that the neighborhoods are not a thoroughfare.

Mr. Siekirk, in response to the sign on top of the south tower, explained that they have driven it themselves and believe it will be visible from Grand River Avenue and it is also an important part of the branding for the hospital, therefore, they request to keep that sign in the plan and the details can still be reviewed. As far as the sign out front, moving it back onto the site would actually make it obscured due to the House of Botsford sign blocking it, but they are willing to make it taller and have the bottom open so you can see underneath, which would make it safer. As far as the location of the parking deck, it is a patient/visitor deck so it is important for it to be in the proposed location, as that is where the majority of the outpatient services will be.

Chair Topper thanked the applicants for answering all the questions and brought the matter back to the Commission for a motion.

MOTION by Schwartz, support by Orr, that the Planning Commission recommend to City Council that P.U.D. Plan No. 1, 2015, including Site and Landscape Plan 64-6-2015, submitted by Michael Thompson

of HKS Architects, for the community benefit of having single beds in the community which makes the hospital more complete and more viable long-term, encouraging the hospital to have state of the art facilities, improving storm water management, reducing emissions, reducing energy consumption within the campus, improving the relationship with the neighbors in terms of buffering, improving pedestrian circulation and enhancing the overall safety of vehicular traffic, making several improvements to Oxford Avenue and reducing some of the noise omitting from the hospital. This approval is subject to the following:

1. Proponent shall work with SMART to install bus shelters on the north and south side of Grand River Avenue and provide funding, if necessary
2. ~~City Council to consider requiring a temporary barricade on Oxford Avenue during the three years of construction~~ (this item was removed from the motion, see below)
3. Botsford shall work with the City's Economic Development Commission and the Chamber of Commerce to encourage their employees to live within the City of Farmington Hills
4. All conditions in the Engineering and Fire Departments memos must be addressed
5. Lighting and Landscaping issues shall be resolved administratively
6. If additional trees are required, those trees shall be planted to buffer residents and shall be non-deciduous trees
7. The trees located on the screen wall in the right-of-way shall be professionally pruned at least every two years
8. The access drive off of Oxford Avenue shall be angled, as presented
9. The existing gate off of Oxford Avenue shall remain for Fire Department use
10. ~~No construction traffic signs shall be posted on the neighboring side streets, including St. Francis Street and Colwell Street~~ (this item was removed from the motion, see below)
11. ~~The proposed sign on the south tower be removed~~ (this item was removed from the motion, see below)
12. Acoustic reports shall be submitted for review
13. All items in the August 15, 2015 Clearzoning review letter pertaining to both the site and landscape plans must be addressed in revised plans submitted for administrative review
14. All deviations from minimum zoning requirements as identified in the 8/15/15 Clearzoning review report are approved and shall be included as part of the PUD agreement with City Council
15. The ambulance screens, both temporary and permanent, shall be approved as presented
16. Traffic access off Oxford Avenue Street shall be regulated by use of a gate, which will only remain open for deliveries between the hours of 6:30am to 3:15pm
17. If excessive traffic volume issues occur on Oxford Avenue, the access gate hours shall be revisited and amended if necessary in a timely manner
18. All signage shall be handled administratively
19. If during the pruning of the trees along Oxford Avenue some trees are found to be dead, those trees shall be replaced
20. All architectural, landscape and site plan drawings shall be revised as to reflect the revised engineering plans submitted by SEG dated 8-20-15 depicting reconfigured parking and traffic circulation patterns upon final approval by City Fire and Engineering Divisions
21. The parking structure approved as presented
22. No construction traffic is to go any further north on Oxford Avenue than the new construction entrance

MOTION by Mantey, support by McRae, to amend the motion by removing the condition of City Council to consider requiring a temporary barricade on Oxford Avenue during the three years of construction.

MOTION CARRIED 6-1 (Schwartz opposed; Blizman, Rae-O'Donnell absent)

MOTION by Fleischhacker, support by Stimson, to amend the motion by removing the condition to remove the proposed sign located on top of the south tower.

Commissioner Schwartz commented that it appears that this sign is not the most visible sign; therefore, the point of the condition was to put the sign somewhere acceptable to the administration that is more visible to traffic on Grand River Avenue.

MOTION CARRIED 6-1 (Schwartz opposed; Blizman, Rae-O'Donnell absent)

Discussion was held regarding the times in which construction work is allowed and it was noted that the City's ordinance allows construction work to take place between the hours of 7:00am and 7:00pm.

Discussion was held on construction lighting and how to regulate construction lights being left on at night and it was noted that the lighting ordinance would deal with any type of glare, etc. at night.

Commissioner Mantey took the opportunity to point out to the local residents that the City has a very strict lighting ordinance and it is rarely enforced unless someone complains, therefore, if during construction they find that there is an issue they need to call the City.

Discussion was held regarding the posting of no construction traffic signs along the side streets and whose reasonability it would be and it was determined that it would be the responsibility of the City to handle posting of such signs.

MOTION by McRae, support by Fleischhacker, to amend the motion by removing the condition that no construction traffic signs shall be posted on the neighboring side streets, including St. Francis Street and Colwell Street.

MOTION CARRIED 7-0 (Blizman, Rae-O'Donnell absent)

Chair Topper asked if there were any further amendments, seeing none she called the motion which now reads:

MOTION by Schwartz, support by Orr, that the Planning Commission recommend to City Council that P.U.D. Plan No. 1, 2015, be approved, including Site and Landscape Plan 64-6-2015, submitted by Michael Thompson of HKS Architects, for the community benefit of having single beds in the community which makes the hospital more complete and more viable long-term, encouraging the hospital to have state of the art facilities, improving storm water management, reducing emissions, reducing energy consumption within the campus, improving the relationship with the neighbors in terms of buffering, improving pedestrian circulation and enhancing the overall safety of vehicular traffic, making several improvements to Oxford Avenue and reducing some of the noise omitting from the hospital. This approval is subject to the following:

- 1. Proponent shall work with SMART to install bus shelters on the north and south side of Grand River Avenue and provide funding, if necessary**
- 2. Botsford shall work with the City's Economic Development Commission and the Chamber of Commerce to encourage their employees to live within the City of Farmington Hills**
- 3. All conditions in the Engineering and Fire Departments memos must be addressed**

4. **Lighting and Landscaping issues shall be resolved administratively**
5. **If additional trees are required, those trees shall be planted to buffer residents and shall be non-deciduous trees**
6. **The trees located on the screen wall in the right-of-way shall be professionally pruned at least every two years**
7. **The access drive off of Oxford Avenue shall be angled, as presented**
8. **The existing gate off of Oxford Avenue shall remain for Fire Department use**
9. **Acoustic reports shall be submitted for review**
10. **All items in the August 15, 2015 Clearzoning review report pertaining to both the site and landscape plans must be addressed in revised plans submitted for administrative review**
11. **All deviations from minimum zoning requirements as identified in the August 15, 2015 Clearzoning review report are approved and shall be included as part of the PUD agreement with City Council**
12. **The ambulance screens, both temporary and permanent, shall be approved as presented**
13. **Traffic access off Oxford Avenue Street shall be regulated by use of a gate, which will only remain open for deliveries between the hours of 6:30am to 3:15pm**
14. **If excessive traffic volume issues occur on Oxford Avenue, the access gate hours shall be revisited and amended if necessary in a timely manner**
15. **All signage shall be handled administratively**
16. **If during the pruning of the trees along Oxford Avenue some trees are found to be dead, those trees shall be replaced**
17. **All architectural, landscape and site plan drawings shall be revised as to reflect the revised engineering plans submitted by SEG dated 8-20-15 depicting reconfigured parking and traffic circulation patterns upon final approval by City Fire and Engineering Divisions**
18. **The parking structure approved as presented**
19. **No construction traffic is to go any further north on Oxford Avenue than the new construction entrance**

MOTION CARRIED 7-0 (Blizman, Rae-O'Donnell absent)

Commissioner Schwartz asked staff to ask the Grand River Corridor Improvement Authority to put on their agenda discussion about the pedestrian crosswalk in front of Botsford.

APPROVAL OF MINUTES: July 23, 2015

MOTION by Orr, support Fleischhacker, to approve the July 23, 2015 minutes as published.

MOTION CARRIED 7-0 (Blizman, Rae-O'Donnell absent)

PUBLIC COMMENT: None.

COMMISSIONER'S COMMENTS:

Commissioner McRae stated that last month he asked for a list of road construction projects based on the millage increase from last fall and he was told that he would be provided with a list of contracts that would be let and projects that will be done this summer. Staff Planner Stec stated that he will follow up with Staff Engineer Gushard and make sure he gets that information.

Commissioner McRae asked if there were any updates on the Hamilton Court project. Staff Planner Stec stated that the demo permit was issued yesterday so they could begin the entire project now.

Commissioner Schwartz asked for information on snow clearing of sidewalks and noted that when the Commission approved Auto Zone he thought there was a condition that the west wall facing Drake Road would not be a solid wall and it is in fact a solid wall. Staff Planner Stec stated he went back and looked at that and the final resolution was that the applicant would put an extra tree along that wall.

Commissioner Schwartz commented that since the School Board wants to close three schools he thinks that the Commission should start having discussions on how to get younger as a community; perhaps there are land use ideas they can discuss.

ADJOURNMENT:

Hearing no further comment, Chair Topper adjourned the meeting at 10:09 p.m.

Respectfully submitted,

Steven Schwartz
Planning Commission Secretary

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