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The Special Meeting of the Troy City Planning Commission was called to order by Chairman Gary Lepp at 7:30 P.M. on Tuesday April 25, 1989 in the Troy City Hall.

1. ROLL CALL

Present:	Lepp	Melaragni	Absent: Ethier
	Storrs	Chamberlain	
	Reece	Wright (7:40 P.M.)	
	Kramer	Starr (7:50 P.M.)	

2. MINUTES - Special Meeting - April 4, 1989
Regular Meeting - April 11, 1989

Moved by Chamberlain

Supported by Storrs

RESOLVED, that the Minutes of the Special Meeting of April 4, 1989 be approved as printed.

Yeas: All Present (6)

Absent: Ethier, Starr,
Wright

MOTION CARRIED

Moved by Chamberlain

Supported by Storrs

RESOLVED, that the Minutes of the Regular Meeting of April 11, 1989 be approved as printed.

Yeas: All Present (6)

Absent: Ethier, Starr,
Wright

MOTION CARRIED

TABLED ITEMS

3. SITE PLAN REVIEW - Proposed Tune-Up Center Expansion - East Side of Livernois, South of Maple - Section 34

Mr. Keisling explained that action on this matter was tabled, following consideration at the April 11 Regular Meeting, so that the petitioners could submit a cross-access easement which had been required in conjunction with previous action on this site. The proposal is for the expansion of the "Precision Tune" tune-up center, from a three-bay to a five-bay facility, on their 38,500 square foot B-3 zoned site having 60 feet of frontage on the east side of Livernois south of Maple Road. As indicated previously, the site plan for this building and parking area expansion meets all applicable Ordinance requirements. The petitioners have now submitted a cross-access easement over the front portion of their driveway which will enable movement between this site and the K-Mart site to the north, at such time as further improvements or construction might occur on that site. The easement document has now been corrected and returned to the property owner for signature. Mr. Keisling felt that action could proceed on Site Plan Approval at this time.

A representative of the petitioners was present, and had nothing to add to the presentation. In response to a question from the Commission, Mr. Keisling indicated that no building permits would be issued for this proposed expansion until the easement document had been executed and submitted to the City for recording.

Moved by Chamberlain

Supported by Reece

RESOLVED, that Site Plan Approval, as requested for the two-bay expansion of the tune-up center (Precision Tune of Troy) on the B-3 zoned parcel having 60 feet of frontage on the east side of Livernois south of Maple Road is hereby granted, as the previously-required cross-access easement has now been provided.

Yeas: All Present (6)

Absent: Ethier, Starr,
Wright

MOTION CARRIED

Mr. Wright arrived.

REGULAR BUSINESS ITEMS

4. PUBLIC HEARING - SPECIAL USE REQUEST - Expansion of Planned Auto Center No. 1 - West side of Maplelawn, North of Maple - Section 29

Mr. Keisling noted the materials which had previously been received by the Planning Commission, summarizing the evolution of the three "Planned Auto Centers" in the M-1 zoned area north of Maple Road between Crooks and Coolidge. He noted that, in 1969, the original Planned Auto Center was reduced in area by elimination of a parcel on the west side of Maplelawn north of Maple Road (Lot 17 of Maplelawn Industrial Park No. 2). An automobile leasing establishment was subsequently constructed on the southerly 97.3 foot portion of that Lot, and a larger industrial building was constructed on the remaining portion of the Lot. A request has now been submitted to expand the limits of Planned Auto Center No. 1 by the addition of the former auto leasing site, in order to enable that site and building to be used for a Suzuki dealership. As this 97.3 foot Maplelawn Street frontage parcel is contiguous to the Planned Auto Center, such an expansion could be approved in accordance with Section 28.30.05 of the Zoning Ordinance. Review of the layout of this developed site indicates conformity with all applicable M-1 District requirements, including landscaping, setbacks, parking availability, etc. The paved area along the south edge of the site opposite the building entrance is not adequate in depth for conventional vehicular parking spaces. This area has therefore been designated as a "display area", wherein vehicles could be placed at angles which would enable a clear two-way driveway width to be maintained between the display area and the building entrance. Mr. Keisling noted that the petitioner in this matter is also the owner of Troy Honda, on the east side of Maplelawn, and that service operations for the proposed Suzuki dealership would occur within the Troy Honda complex. Approval of this request to expand the limits of the Planned Auto Center would be in order, subject to the condition that the proposed display area not be used for customer or employee parking.

The Public Hearing was declared open.

Mr. Fuller, the potential dealership owner, was present, but had nothing to add.

No one else wished to be heard.

The Public Hearing was declared closed.

Moved by Storrs

Supported by Wright

RESOLVED, that Special Use Approval, as requested for the expansion of Planned Automobile Center No. 1 in order to include the south 97.3 foot portion of Lot 17 of Maplelawn Industrial Park No. 2 is hereby granted, in accordance with Section 28.30.05 of the Zoning Ordinance, subject to the condition that the designated display area directly south of the building not be used for customer or employee parking.

Yeas: All Present (7)

Absent: Ethier, Starr

MOTION CARRIED

Mr. Starr arrived.

5. SITE PLAN REVIEW - Walsh College Expansion - East side of Livernois, South of Wattles - Section 22

Mr. Keisling explained that a site plan has been submitted for the expansion of the Walsh College facilities, within their 18.42 acre net area C-F zoned site on the east side of Livernois south of Wattles Road. This proposal is submitted in accordance with Section 18.30.01 of the Zoning Ordinance, which provides for the establishment of colleges within C-F Districts. The controls contained within these provisions include a 50% maximum site coverage requirement and a requirement wherein the minimum site area is related to the student capacity, with 2 acres of site area required for each 100 students. Walsh College's original proposal exceeded the site coverage requirement, and indicated a student capacity which would require a larger site. Variances from these provisions were subsequently requested from the Board of Zoning Appeals, but these requests were denied. A revised plan has now been developed, wherein the site coverage requirement is met, and a building occupancy standard has been established which would enable the expansion to occur within the present 18.42 acre net area site. It should be noted that the extent of parking originally proposed far exceeded any Ordinance requirements. Removal of a portion of the proposed additional parking, in the northeast portion of the site, enables conformance with the coverage requirement while still providing parking far in excess of City requirements.

It also enables the College to continue to use the storm water detention basin in that area. The site is still proposed to be served by the two existing Livernois Road driveways, which form a one-way access system. At the City's request, the College retained Transportation Engineering Consultants in order to prepare a traffic impact analysis for the proposed expansion. Their analysis, in combination with the review and recommendations of the City's Transportation Engineering Consultant, Mr. Beaubien, have resulted in the recommendation that the access drive system remain as presently provided, with two one-way drives, at their present location. It is the Staff's position that it would be highly beneficial if the College had access from Wattles Road. Mr. Keisling noted that College officials are presently investigating ways in which such access might be provided. All applicable Ordinance requirements are now complied with, and approval of this site plan was recommended.

David Spencer, Geoffrey Sleeman, and other Walsh College representatives were present, along with Mike Labadie, their Transportation Engineering Consultant. In response to a question from the Commission, Mr. Keisling indicated that the City's standards related to traffic on the frontage thoroughfare, and traffic generation from the site, do not require the provision of acceleration and deceleration lanes at this location.

Moved by Melaragni

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the proposed 32,000 square foot expansion of the 41,000 square foot Walsh College facilities on their 18.42 acre net area C-F zoned site on the east side of Livernois south of Wattles Road is hereby granted, in accordance with Section 18.30.01 of the Zoning Ordinance, subject to the condition that the occupancy of the total building complex within this established site area will be limited to 921 students.

Yeas: All Present (8)

Absent: Ethier

MOTION CARRIED

STUDY ITEMS

1. BOARD OF ZONING APPEALS REPORT

Mr. Starr commented on some of the actions recently taken by the Board of Zoning Appeals, including: the denial of variances for a residential/office conversion on Maple east of Livernois; the denial of variances for the expansion of the non-conforming industrial facilities of the Bush Manufacturing Company, on the east side of Rochester Road between Badder and Elmsford; and the approval of the expansion of an office building on the west side of Rochester Court using parking on a residentially-zoned portion of their property.

2. CURRENT DEVELOPMENT REPORT

Mr. Keisling noted that construction was beginning on the Cherryhurst Subdivision on the east side of Rochester Road north of Square Lake Road, and on the Fairways Estates Subdivision on the east side of Rochester Road south of Square Lake Road. A revised proposal has also been discussed for the proposed Sandallwood Village Subdivision on the east side of Rochester Road south of South Boulevard, between the Rochester Villas site and the Alibi Lounge. In response to a question from the Commission, he indicated that no construction plans have as yet been submitted for the reconstruction of the Alibi Lounge.

Mr. Letzmann noted that the City had prevailed in the Uruski Zoning litigation on the east side of Rochester north of Long Lake, and that a suit had been filed in relation to the denial of rezoning of the Troy Baptist Temple site on the east side of Rochester south of Square Lake. In response to a question from the Commission, he also commented on the status of the Mickey Shorr litigation.

3. LAND USE AND ZONING STUDY - MDOT Property - West side of I-75, North of Big Beaver - Section 21

Mr. Keisling explained that he and the City Manager had been asked to participate in a committee formed by the Michigan Department of Transportation in order to develop a "Request For Proposals" from developers who might wish to lease and develop the 32.7 acre excess right-of-way parcel extending north from Big Beaver Road in the area between I-75 and Troy Center Drive. At this point they have been asked to make proposals as to the types of zoning and

uses which should be considered for this area, and other requirements, conditions or guidelines which the City feels should be included in the RFP.

Mr. Keisling noted that the Master Land Use Plan presently indicates a combination of High-Rise Office, Low-Rise Office, and Park/Open Space uses within this area. Although the potential for office development as the primary use within this area has previously been informally discussed, the extent or intensity of such uses will most likely have to be reduced due to the Planning Commission's action to remove the northerly portion of the previously-proposed City Center Loop Road from the Master Thoroughfare Plan. Included with the materials distributed with this Agenda was a map of the area including suggested office zoning and development areas of varying intensities, extending from the highest density area adjacent to Big Beaver north to a low intensity office area, and then to the proposed park/open space area in the northerly portion of the MDOT property. Also distributed was a memorandum from the Transportation Engineering Consultant indicating the types of information which could be included in a Traffic Impact Statement to be submitted by potential developers. In addition to setting directions for potential land uses in this area, it is also the position of the City Staff that additional guidelines, such as establishing a priority or preference for owner-occupied buildings (in order to help to assure the highest level of property maintenance and stability) should be considered.

The Commission extensively discussed, with Mr. Keisling and Mr. Letzmann, potential alternative land uses which should be considered for this area. Mr. Letzmann noted the pending litigation with Mr. Arnold (Vantage Systems) regarding access to the 1.81 acre parcel at the immediate northeast corner of Big Beaver Road and Troy Center Drive. Mr. Arnold is of course interested in the potential future development of the adjacent MDOT property as well. The Commission noted the park/open space designation which has existed on the Master Land Use Plan in this area for many years. In addition to providing for neighborhood recreation needs in the area surrounded by I-75, Big Beaver, Crooks and Wattles, such an open space area would also serve as a buffer between the more intense development in the southerly or southeasterly portion of this property and the adjacent single family residential and townhouse condominium areas. The Commission was quite concerned as to the traffic impact resulting from the establishment of a considerable amount of additional office development in this area, and thus discussed land use alternatives other than office use per se. Recognizing that the current market for additional hotel development in the area is rather limited, it was felt that that use may be desirable in the longer-term, and that the traffic loads would be better distributed through the day than those related to office use. Other Commission members felt that specialty commercial and service uses of a high quality nature would be desirable in this area, as a part of the "City Center", and that such uses might include recreation facilities such as theaters, ice rinks, etc. They felt that it was important to include pedestrian facilities in this area, in accordance with the recommendations and concepts proposed by the Big Beaver Corridor Urban Design Plan. It was further proposed that the improvement requirements include the construction of a pedestrian bridge over I-75 to the Civic Center, in order to tie the recreation and service uses in this area together with those in the Civic Center, and to provide for desirable pedestrian movement throughout this area.

Moved by Wright

Supported by Storrs

RESOLVED, that the Planning Commission hereby recommends to the City Council that the following land uses and development criteria be included in the Request For Proposals being developed by the Michigan Department of Transportation in relation to the leasing and development of their 32.7 acre parcel on the west side of I-75 north of Big Beaver Road:

- A) The provision of a park/open space area of 10 acres or more in the northwesterly portion of the property, in order to serve the neighborhood recreation needs in this area, and to provide a buffer between the adjacent residential area and the more intense development to the south.
- B) The provision of a residential development area involving individually owned residences having a density maximum of five dwelling units per acre.
- C) The provision of a mixed-use area, in the southerly portion of the property, including hotel, retail, recreation and service uses, with primary concern being given to the quality of the proposed development and the minimizing of A.M. and P.M. peak hour traffic generation.
- D) The provision of pedestrian facilities and amenities consistent with those proposed in the Big Beaver Corridor Urban Design Plan.

E) The provision of a pedestrian bridge crossing I-75 and connecting the proposed development area with the Civic Center.

Yeas: All Present (8)


Absent: Ethier

MOTION CARRIED

Mr. Keisling noted that, among the detail items which might be considered in order to help to assure more desirable development would be a requirement that parking area storm water detention not be permitted. It was suggested that, depending upon the time schedule involved, this may be a desirable matter for discussion at a potential Joint Meeting with the City Council.

The meeting was adjourned at 9:45 P.M.

Respectfully submitted,



Laurence G. Keisling
Planning Director

LGK/eb