

H. G. Seal

The Regular Meeting of the Troy City Plan Commission was called to order by Chairman Spilman at 7:35 P.M. on Tuesday June 9, 1987, in the Troy City Hall.

1. ROLL CALL

Present: Spilman Lepp
 Melaragni Starr
 Wright Reece (9:55 P.M.)

Absent: Storrs, Chamberlain,
 Ethier

2. MINUTES - Regular Meeting - April 14, 1987

Moved by Melaragni

Supported by Lepp

RESOLVED, that the Minutes of the Regular Meeting of April 14, 1987 be approved as printed.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
 Ethier, Reece

MOTION CARRIED

MINUTES - Regular Meeting - May 12, 1987

Moved by Wright

Supported by Melaragni

RESOLVED, that the Minutes of the Regular Meeting of May 12, 1987 be approved as printed.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
 Ethier, Reece

MOTION CARRIED

3. PUBLIC COMMENTS

No one wished to be heard.

SITE PLANS

4. SITE PLAN REVIEW - Proposed Office Building - South Side of Big Beaver,
West of Crooks - Section 29

Mr. Keisling explained that this item involved a Site Plan for the construction of a 3-story 34,580 square foot office building on the O-1 zoned former site of the Victoria Station restaurant on the south side of Big Beaver west of Crooks Road. This site, which was previously zoned in the B-3 classification, has approximately 196 feet of frontage on Big Beaver Road, and is 1.82 acres in area. The plan as originally submitted in December of 1986 for this site included a proposed "Chili's" restaurant on the ground floor of the building. The restaurant proposal has now been deleted. The easterly element of this site actually consists of a permanent easement for parking purposes over the south 63 feet of the Gorman's Furniture site. Access to this site will continue to be provided by way of a single driveway from Big Beaver Road which jointly serves the subject site and the Gorman's site. It may be desirable to relocate two or three of the five required handicapped parking spaces to a point along the west edge of the building adjacent to the north entrance. All applicable Ordinance requirements are complied with and approval of this Site Plan was recommended by the Planning Department.

Mark LoPatin was present representing the petitioners, along with his architect Ken Neumann, of Neumann/Smith Associates. Mr. Neumann commented on the failure of the proposal to include a restaurant within this building. He then presented samples of the proposed exterior materials. In response to questions from the Commission, he indicated that the concrete pad south of the Gorman's building was originally placed in order to provide for a propane tank, and that that area could be used for additional parking spaces. He further indicated that relocation of some of the handicapped parking spaces to points nearer to the building entrances would be no problem.

Moved by Melaragni

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 34,580 square foot 3-story office building on an O-1 zoned parcel having approximately 196 feet of frontage on the south side of Big Beaver west of Crooks Road is hereby granted, subject to the following conditions:

- 1) Execution of an Agreement assuring participation in future Special Assessment Projects related to Big Beaver Road improvements.
- 2) Relocation of handicapped parking spaces to locations next to the building.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

5. SITE PLAN REVIEW - Proposed Commercial Center - West Side of Rochester, South of Long Lake - Section 15

Mr. Keisling explained that this item involved a Site Plan for the construction of a 15,390 square foot shopping center development on a B-2 zoned parcel having 207 feet of frontage on the west side of Rochester south of Long Lake Road. The subject property varies in net depth from 335 feet to 561 feet, and has a net area of approximately 2.3 acres. A bakery and a small dental office presently exist on the southerly deeper portion of this site. The northerly portion of the site is apparently to be purchased from Standard Federal, whose site abuts to the north. The bakery building is proposed to be demolished, and the bakery use itself is to be relocated to the proposed building. The dental office is indicated to remain on the site. The Site Plan indicates that the double driveway facilities and paving within the Rochester Road right-of-way are to be removed, and replaced with a single driveway entering the site. A reciprocal cross-access easement has apparently already been arranged with Standard Federal. It would also be reasonable to provide a cross-access easement extending to the south property line. Considering the orientation of this proposed building, it will be particularly important to assure that the Ordinance requirements relative to uniform exterior materials and roof-top screening are complied with. All applicable Ordinance requirements are met by the plan as now presented, and approval of this Site Plan was recommended by the Planning Department.

Present for the petitioner, Mr. Jovanovic, was Leo Rudolph his consulting engineer. Mr. Wright inquired as to the potential for elimination of the driveway presently serving the Standard Federal site. Mr. Keisling indicated that Standard Federal would not be likely to agree to such an action, and that such could not be required in conjunction with this plan. This proposal does however eliminate a current poor driveway situation, while also providing access from this assembled site to Long Lake Road as well as to Rochester Road. Mr. Melaragni and other Commission members proposed that the trash receptacle facilities be relocated from the front of the site to a point nearer the rear of the site, but not abutting residential land. In response to a question from the Commission, Mr. Rudolph indicated that he saw no problem with the provision of a cross-access easement extending to the south property line. Commission members suggested that the easement extend along the south property line in order to provide flexibility as to a potential future inter-connection location.

Moved by Melaragni

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 15,390 square foot shopping center building on a 2.29 B-2 zoned parcel having 207 feet of frontage on the west side of Rochester Road south of Long Lake Road is hereby granted, subject to the removal of the two dumpster areas from the front of the rear of the property, and the provision of a cross-access easement extending to the south property line.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

6. SITE PLAN REVIEW - Proposed Congregate Housing Development - East of John R, South of Maple - Section 36

Mr. Keisling explained that a Site Plan has been submitted for a 144-unit congregate housing development for the elderly, on the 12.27 acre RM-2 and E-P zoned parcel lying east of John R and south of Maple Road. This proposal is being submitted in conjunction with the recently amended Zoning Ordinance text regarding such developments, including provisions for building length in excess of the 180-foot maximum typically applicable to low-rise buildings. This proposed development involves a building complex which is primarily three stories in height, with a single story connecting element housing the congregate dining, recreation, and service facilities. Access to this site is to be provided by the extension of Grand Haven Drive as a public street (36-foot pavement) within a 60-foot right-of-way. Among the provisions applicable to housing for the elderly are a reduced parking requirement, and somewhat reduced dwelling unit size minimums. Plans have been submitted with this proposal indicating the modifications which would be necessary in the event that this development was converted to a conventional apartment complex. The Site Plan and Model indicate the berming and screening agreed to between the developers and the subdivision residents to the north at the time of

the rezoning, which would not normally be required in conjunction with such development. As the easterly portion of this site is presently heavily-wooded, the petitioners are preparing a tree preservation/relocation plan and program to accompany their development. The subject Ordinance provisions state that, when congregate housing developments involving additional building length are presented, they shall also be subject to the review and approval of the City Council in order to assure compatibility with adjacent residential properties. Plan Commission action on this matter would thus be a recommendation to the City Council. All applicable Ordinance requirements are complied with, and approval of this Site Plan was recommended by the Planning Department, subject to the provision of access by way of the extension and dedication of Grand Haven Drive.

Ken Neumann of Neumann/Smith Associates, architects, were present representing the petitioners, J & J Slavik. He briefly described the proposed development and building configuration. In response to questions from the Commission, he indicated that the parking provided was approximately 50% more than that required by the Zoning Ordinance, and that the handicapped parking space requirement was based upon the size of the parking area, rather upon the specific use. He further indicated that trash compactors would be located inside the building, thus eliminating the need for outside receptacle areas. In response to Mr. Starr's question, Mr. Keisling indicated that, if this development was converted to conventional apartment use, additional parking would have to be provided, and dwelling units would have to be combined or otherwise expanded. The developer and the City will enter into an Agreement assuring that such modifications would be made.

Moved by Wright

Supported by Melaragni

RESOLVED, that the Plan Commission hereby recommends to the City Council that the plan for the development of the Grand Haven II congregate housing for the elderly development, on a 12.27-acre RM-2 and E-P zoned site lying east of John R and south of Maple Road, be approved in accordance with Section 16.30.03 of the Zoning Ordinance, and subject to the provision of access by way of the extension and dedication of Grand Haven Drive.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

7. SITE PLAN REVIEW - Proposed Industrial Building - North Side of 14 Mile Road, East of John R - Section 36

Mr. Keisling explained that this item involved a Site Plan for the construction of a 2-story 23,600 square foot industrial building, on the M-1 zoned portion of the 14 Mile Road frontage occupied by the Dobbs Furniture Complex, east of John R. The westerly 426-foot portion of this frontage is zoned in the B-2 classification, while the easterly 248-foot portion of the frontage, extending north to Robbins Drive, is M-1. This split-zoned configuration was established in order to provide for the combined retail/warehouse building complex, in a manner which would cause this site to serve as a transition between the adjacent commercial and industrial areas. The property owner, Mr. Egnatios, originally proposed the construction of a third building on the northerly portion of the property, with access to Robbins Drive. He was advised, however, that it would be necessary to retain that portion of the property as a potential parking reserve area, in the event that the warehouse element of the present development is converted to conventional industrial use.

Mr. Keisling further explained that access to the proposed industrial site is to be provided by way of the existing driveways entering the overall site from 14 Mile Road. A proposed driveway extending in front of the building complex will serve to inter-connect these drives. The plan as now presented indicates that this inter-connecting drive will be set back 50 feet from the 75-foot half-width planned right-of-way for 14 Mile Road. All applicable Ordinance requirements are complied with, and approval of this Site Plan was recommended by the Planning Department.

Mr. John Egnatios of Dobbs Furniture, the petitioner, was present. In response to questions from the Commission, he confirmed that they originally proposed to construct a third building on this site with frontage on Robbins Drive, but were not permitted to do so. In response to Mr. Wright's question, Mr. Egnatios indicated that the proposed 2-story building would be leased to tenants for industrial purposes, and would not be used in conjunction with the Dobbs Furniture operation.

Moved by Starr

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 23,600 square foot industrial building on an M-1 zoned parcel having 248 feet of frontage on the north side of 14 Mile Road east of John R is hereby granted.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

8. SITE PLAN REVIEW - Proposed Research/Office Park - North of Maple,
West of Livernois - Section 28

Prior to the meeting the Plan Commission received a copy of a request from Stuart Frankel, the petitioner in this matter, asking that consideration and action be tabled for one month so that he could be present. Mark Drane of T. Rogvooy Architects was present on behalf of Mr. Frankel, to confirm his request for tabling.

Moved by Wright

Supported by Melaragni

RESOLVED, that action on the request for Site Plan Approval for the construction of the proposed "Maple Commerce Park" development, involving an R-C zoned parcel which will ultimately total approximately 18-acres in area, in the area north of Maple Road and west of Livernois, be tabled to the Regular Meeting of July 14, 1987 at the request of the petitioners.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

9. SITE PLAN REVIEW - Proposed Parking for Restaurant - West Side of Rochester,
Between Troywood and Wattles - Section 22

Mr. Keisling explained that this item involved a Site Plan for the construction of a parking lot at the rear portion of the site originally owned by the "Uncle Ed's Oil Shoppe" organization, on the west side of Rochester Road north of Troywood. The proposed parking lot parcel is presently vacant, and will be purchased by Mr. Picano, in order to provide auxiliary parking, indicated primarily as employee parking, for his restaurant at the northwest corner of Rochester and Troywood, which is separated from this parking lot site by the existing car wash site. As this parking lot does not directly abut the restaurant site, it cannot be used as Ordinance-required parking, and thus cannot serve to enable any expansion of the restaurant.

Mr. Keisling further explained that access to this site is to be provided primarily by way of an easement over the existing Uncle Ed's driveway, with access also available by way of an easement over the car wash site. The latter easement was granted to Uncle Ed's at the time that the car wash owners bought a portion of Uncle Ed's previous site, consisting of a 20-foot wide strip of land running from the drive easement area to the west boundary. An inter-connecting north-south easement will be provided between these two other easements in order to enable full inter-connection. The easements over the oil shop site are generally in the form required in conjunction with the construction and expansion of that facility, with the exception that the easement from Rochester Road has been expanded to 30-feet in width, and the north-south easement has been moved somewhat to the west in order to accommodate a green-belt separation and the resultant site inter-connection. The City is still involved in litigation with Picano's, in relation to the cross-access easement which they provided over their site. Although the easement pattern established in conjunction with this proposal does not achieve the total 3-site inter-connection which had previously been proposed to the owners in this area, it certainly does achieve a complete inter-connection pattern between the car wash, the oil shop, and the proposed auxiliary parking lot. The petitioners have been asked to provide evidence of the existence of the easement over the car wash site, as a condition of approval of this plan. Modified easements over the oil shop site and the proposed parking area should also be provided as soon as possible. With the proposed improvement of the westerly portion of this B-3 zoned site, construction of the required 6-foot decorative masonry zoning boundary screen wall will be also be required. Previous Board of Zoning Appeals waivers of this wall, which related to the oil shop development on the easterly portion of the site, do not relate to the parking lot construction now proposed. With the condition relative to assurance or confirmation of the proposed easement pattern, approval of this Site Plan was recommended.

Armen Del Pup, developer/contractor, was present on behalf of Mr. Picano, the petitioner. In the course of the Commission's discussion, they confirmed that this parking area could not be used in order to support expansion of the restaurant, as it was not directly connected to the restaurant site. It was noted, however, that this parking area would help to relieve the present parking problem at the restaurant. In response to Mr. Spilman's question, Mr. Keisling indicated that the cars which have been parked at the rear portion of the car wash site are not related to the restaurant use.

Moved by Wright

Supported by Spilman

RESOLVED, that Site Plan Approval, as requested for the construction of a 47-car parking lot on the rear or westerly portion of the B-3 zoned site (originally established as the "Uncle Ed's Oil Shoppe" site) on the west side of Rochester North of Troywood is hereby granted,

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subject to the assurance and/or execution of the 3-part access easement pattern indicated on the plan as presented on this date.

Yeas: All Present - (5)

MOTION CARRIED

Absent: Storrs, Chamberlain,
Ethier, Reece

10. SITE PLAN REVIEW - Proposed Medical Office Building - Adjacent to Southwest Corner of Rochester and South Boulevard - Section 3

Mr. Keisling explained that this Site Plan, as now modified, involves the construction of an 11,248 square foot medical office building as the final phase of a 3-building development on an O-1 and P-1 zoned parcel lying adjacent to the southwest corner of South Boulevard and Rochester Road, and having 265 feet of frontage on Rochester Road and 220 feet of frontage on South Boulevard. Two single-story buildings having a total gross floor area of 18,200 square feet have already been constructed on this parcel. In 1983 a Site Plan was approved indicating the second building (within the Rochester Road frontage) and a third building, which is the same as that now proposed. The south 30 feet of the petitioner's property, basically the same as the R-1B classification, is encumbered by an easement for street and utility purposes which was granted by the petitioner. The 50-foot portion of the property immediately north of the R-1B zoned easement area is zoned in the P-1 classification, thus, literally requiring a 4-1/2 foot screen wall and a 40-foot setback for parking within the Rochester Road frontage. The petitioner has requested and received annual-renewable variances from the Board of Zoning Appeals, at least in relation to the screen-wall required along the west boundary. Mr. Keisling noted that the petitioner has previously agreed to relocate his Rochester Road driveway so as to use the street which might be constructed within the street easement area, at such time as that construction would occur. This condition was included in the previous Site Plan Approval action, and should be confirmed at this time. Approval of this Site Plan was recommended by the Planning Department.

John Bultynck, one of the partners involved in the development, was present. He confirmed the existence of the street easement over the southerly portion of their property, and their agreement to relocate the Rochester Road driveway at such time as a street would be placed in the area including that easement. In response to a question from the Commission, he indicated that the partnership would be agreeable to relocating the trash receptacle enclosure, at such time as a street is constructed along the south edge of the property.

Moved by Wright

Supported by Lepp

RESOLVED, that Site Plan Approval, as requested for the construction of an 11,248 square foot single-story medical office building within the O-1 and P-1 zoned site surrounding the south-west corner of Rochester Road and South Boulevard, is hereby granted, subject to compliance with all applicable Ordinance requirements and subject to the execution of an Agreement indicating that, at such time as the abutting street easement area is used for the construction of a street extending west from Rochester Road, the petitioner will relocate his driveway from Rochester Road to that future street facility, and will relocate the trash receptacle facilities presently indicated in the southwest corner of the site.

Yeas: All Present - (5)

MOTION CARRIED

Absent: Storrs, Chamberlain,
Ethier, Reece

11. SITE PLAN REVIEW - Proposed Office Building - West Side of John R, North of Wattles - Section 14

Mr. Keisling explained that this item involved a Site Plan for the construction of a 12,000 square foot single-story office building on an O-1 zoned parcel on the west side of John R, north of Wattles, south of the Athens High School site. The proposed construction site comprises the southerly portion of a site which has a total of 265 feet of frontage on John R, and on which the 16,200 square foot Concord Engineering office building is presently located. The proposed building site is to be served by the same single driveway which presently serves the Concord facilities. The proposed building lies within an area over which a 60-foot Easement for Access was previously granted, in order to enable access from John R Road to the vacant residentially-zoned area lying directly to the west, which is under the same ownership as the O-1 zoned frontage. This easement was provided following the B-2 and R-1C to O-1 rezoning of this John R Road frontage parcel. On two later occasions, there were requests for vacation of this easement area in exchange for the provision of an easement extending north from Wattles Road to the residentially-zoned portion of this John R frontage parcel. These requests were denied by the City Council. It was now Mr. Keisling's understanding that, as a result of the nature of the subject easement, the property owners would be able to vacate or abandon the easement without the consent of the City. In order to enable project to proceed, the petitioners were asked to provide evidence of this.

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extinguishing of easement prior to the Regular Meeting. Although such was received in relation to the previous and present owners of the subject property itself, no documentation has as yet been received from the owner of the property to the south who could benefit from the easement. With the potential loss of this access easement, the Staff further felt that access to the rear portion of the petitioners' property continued to be an important matter, and thus that action on this Site Plan should be conditioned upon the provision of a substitute access over the petitioners' parcel lying to the west within the Wattles Road frontage (Lot 10 of Supervisor's Plat #18), and that this access should be in the form of a dedicated right-of-way. With the clarification which has now been provided by the petitioners in relation to the extent of engineering or drafting space which would occur within the 2-building complex, all applicable Ordinance requirements were complied with. Considering the development configuration and the potential development of the B-2 zoned area to the south, Mr. Keisling suggested that it would be reasonable to provide a cross-access easement from the joint driveway to the petitioners' south property line.

Mr. Chuck Bayer of the Hampton Group, the petitioners, was present. In response to Mr. Lepp's question, Mr. Keisling indicated that it was his understanding that the City Council's previous denial of the requested easement vacation were based on their concern that it was important to retain as much access to the interior residential area as possible, and that the alternative access proposal was not necessarily a better approach to follow. Mr. Bayer explained that the 0-1 frontage owners still own the residentially-zoned property to the west, and that they had received a release of easement from the previous property owners. He further noted that Mr. Garrett, the owner of the property to the south, was not opposed to the elimination of the 60-foot easement. In response to a question from the Commission, Mr. Bayer indicated that he had no objection to the proposed condition relative to the provision of a 60-foot right-of-way extending north from Wattles Road to the westerly portion of the petitioners' residential property. Mr. Keisling noted that it would be necessary to work with the petitioners, or other prospective owners of the residentially-zoned portion of their parcel, in order to determine the most desirable interior street layout for that parcel.

Supported by Melaragni

Moved by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 12,000 square foot single-story office building on the southerly portion of an 0-1 zoned parcel having 265 feet of frontage on the west side of John R north of Wattles Road is hereby granted, subject to the following conditions:

- 1) Provision of a cross-access easement extending to the south property line.
- 2) Action acceptable to the City Attorney in relation to the extinguishing of the access easement over the south 60 feet of the subject property.
- 3) Provision of a 60-foot right-of-way extending north from Wattles Road through Lot 10 of Supervisor's Plat #18, in order to provide for the access to the interior of this area which would be lost through the extinguishing of the easement extending west from John R Road to the proposed office site.

Absent: Storrs, Chamberlain,
Ethier, Reece

Yeas: All Present - (5)

MOTION CARRIED

12. SITE PLAN REVIEW - Proposed Industrial Building - West Side of Stephenson Highway, South of Rankin - Section 35

Mr. Keisling explained that this item involved a Site Plan for the construction of a 13,590 square foot industrial building on an M-1 zoned parcel having 100 feet of frontage on the west side of Stephenson Highway south of Rankin (north of 14 Mile Road). The subject parcel is owned jointly with the parcel immediately to the north, having 160 feet of Stephenson frontage. The existing building on the abutting parcel and the proposed building will be served by the same single existing driveway. Among the actions necessary to bring this site into conformity, it will be necessary to construct a 6-foot decorative masonry screen wall along the west property line, in place of the present wood fence. The building area now indicated represents a slight modification from that originally proposed, in order to assure conformity with the 40% maximum site coverage requirement. On this basis, all applicable Ordinance requirements are complied with, and approval of this Site Plan is recommended.

Present representing the petitioners, C. F. Stinson Company, was Stan Litwa their architect. He indicated that the petitioners were agreeable to the slight building area reduction, and the construction of the masonry wall along the west boundary of the site.

Moved by Melaragni

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 13,590 square foot industrial building on a parcel having 100 feet of frontage on the west side of Stephenson Highway south of Rankin is hereby granted.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

13. SITE PLAN REVIEW - Proposed Office Building Addition - South Side of Kirts Boulevard,
West of Livernois - Section 28

Mr. Keisling explained that this item involved a Site Plan for the construction of a single-story addition to the existing single-story office building on an O-1 zoned parcel having 227 feet of frontage on the south side of Kirts Boulevard west of Livernois. The engineering company tenant within the existing building will apparently be vacating, and the petitioners are proposing to lease the expanded building to one or more tenants which would involve a substantially smaller amount of engineering space, if any at all. The overall parking requirement, as compared to that of the present user, would thus be substantially reduced. The proposed building expansion of 14,000 square feet will bring the total gross floor area to 38,500 square feet. The Site Plan as now presented indicates two alternative occupancy approaches for this building, one of which involves a maximum of 8,330 square feet of usable floor area devoted to engineering purposes. The other alternative indicates total general office use. Under either alternative, all applicable Ordinance requirements are complied with, and approval of this Site Plan was recommended by the Planning Department.

Present for the petitioners, Commonwealth Real Estate Group, was Jack Hanna and his architect Art Kalajian. In response to Mr. Spilman's question, Mr. Keisling indicated that this site was directly connected to the other office building site immediately to the east, which is under the same ownership. Both of these buildings then also share a common driveway with the office development at the southwest corner of Kirts Boulevard and Livernois. In response to comments from Mr. Spilman and Mr. Melaragni, Mr. Kalajian indicated that the handicapped parking spaces could be relocated in order to place them nearer to the building entrances.

Moved by Melaragni

Supported by Lepp

RESOLVED, that Site Plan Approval, as requested for the 14,000 square foot expansion of the existing 24,500 square foot office building on an O-1 zoned parcel having 227 feet of frontage on the south side of Kirts Boulevard west of Livernois is hereby granted, subject to relocation of the handicapped parking spaces to locations closer to the building entrances, and with the recognition that the mixture of engineering and general office uses in the proposed expanded building will be controlled by the parking available.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

14. SITE PLAN REVIEW - Proposed Commercial Building - Southwest Corner of Big Beaver
and Dequindre - Section 25

Mr. Keisling explained that this item involved a Site Plan for the construction of a 3,401 square foot "7-Eleven" convenience store building on a 0.4 acre B-3 zoned site at the southwest corner of Big Beaver and Dequindre. The subject site is presently occupied by a donut shop which was previously converted from a service station facility. The existing building will be demolished in conjunction with this proposal. The Michigan National Bank site abuts this parcel both to the west and to the south. The petitioners have an easement over a portion of the site to the south in order to provide for additional parking, and for access to the existing Dequindre Road driveway which serves that property. The site will also be served by the existing Big Beaver Road driveway which presently serves the site. No additional driveways will therefore be constructed in this area. The Planning Department had requested information to confirm the extent of "usable floor area" involved in this building, in order to determine whether the nine spaces within the proposed site are adequate to meet the parking requirement, or whether some of the parking spaces within the proposed easement area on the abutting property would be necessary to meet that requirement. The information presented to date indicated that a total of 11 parking spaces would be required, and thus that two spaces from the easement area would be necessary in order to meet the parking requirement. The 7-Eleven site along with the proposed easement area would provide for a total of 20 spaces. Approval of the Site Plan would therefore be in order.

Present representing the petitioners, the Southland Corporation, was Dan Schornak, along with Walter Mason, their real estate representative. In response to Mr. Wright's question,

Mr. Keisling noted that the brick-faced trash receptacle enclosure did encroach into the required 40-foot setback from Big Beaver Road, and thus that a modification in that enclosure or in the building configuration would be necessary in order to meet the setback requirement. Mr. Schornak noted the considerable amount of landscape setback area indicated on the Big Beaver frontage, and in fact that the abutting Big Beaver Road right-of-way had not as yet been acquired. In the course of their further discussion, Commission members expressed concern as to the location of the trash enclosure itself within the Big Beaver Road frontage, and asked that consideration be given to modifying the plan to relocate that facility to the south side of the building in order to minimize its visibility.

Moved by Lepp

Supported by Starr

RESOLVED, that action on the request for Site Plan Approval for the construction of a 3,401 square foot "7-Eleven" convenience commercial building on a 0.4 acre B-3 zoned parcel at the southwest corner of Big Beaver and Dequindre is hereby tabled to the Plan Commission's Regular Meeting of July 14, 1987, in order to provide an opportunity for the petitioner to revise the plan to relocate the loading/trash receptacle area while assuring conformance with Zoning Ordinance requirements.

Yeas: All Present - (5)

Absent: Storrs, Chamberlain,
Ethier, Reece

MOTION CARRIED

Mr. Reece arrived at 9:55 P.M.

15. SITE PLAN REVIEW - Proposed Commercial Center - South Side of South Boulevard,
East of Crooks - Section 4

Mr. Keisling explained that this Site Plan proposes the construction of a 16,660 square foot shopping center complex on a B-1 zoned site adjacent to the southeast corner of South Boulevard and Crooks Road. The subject parcel consists of an assembly of the northern portion of a previously-proposed and partially developed office site, along with sites involving a barber shop and a residence. The consolidated parcel has a total of 374 feet of frontage on South Boulevard, and approximately 37 feet of frontage on Crooks Road. A single driveway is proposed to enter the site from each frontage, with the drive from Crooks Road to be an entrance-only drive. This 1-way configuration is similar to that proposed in conjunction with the overall office development Site Plan involving the parcel to the south. The limited width of this parcel, and the drive location, brought about a requirement that a joint access easement be provided along the north edge of the Crooks Road frontage parcel. At such time as the immediate corner parcel would develop, the other half of a conventional 2-way drive could then be provided within that parcel. The plan as now presented indicates the proper amount of parking based on the shopping center standard, and meets other Ordinance requirements. Approval would be in order, subject to the relocation of the trash receptacle facilities on the east edge of the property to a point away from residentially-zoned land.

Mr. Jim Straith of Straith Realty, the petitioners, was present along with John Simonsen their architect. In the course of the Commission's discussion, the need to relocate trash receptacle facilities both in the eastern area of the site and adjacent to the southwest corner of the site was noted. Some of the Commission members also expressed concern as to the proposed 1-way entrance drive from Crooks Road, including the concern that that drive could be improperly used as an exit drive as well. Mr. Brian Duffy of Boron Oil, owners of the corner parcel, was also present and expressed concern as to the effect of the proposed future joint driveway along their south property line, as that might affect the future configuration of their site layout. It was noted that the parking in this area would most likely be designated for employee use. Several of the Commission members felt that action on this matter should be tabled, in order to further consider matters such as the Crooks Road driveway configuration, the feasibility of reducing the building area in order to reduce the need for parking along the proposed Crooks Road entrance drive, and the potential relocation of trash receptacle facilities.

Moved by Wright

Supported by Melaragni

RESOLVED, that action on the request for Site Plan Approval for the proposed construction of a 16,660 square foot shopping center complex on a B-1 zoned parcel lying adjacent to the southeast corner of South Boulevard and Crooks Road having approximately 374 feet of frontage on the south side of South Boulevard is hereby tabled to the Plan Commission's Regular Meeting of July 14, 1987 in order to provide an opportunity for the petitioner to consider modification of the plan to delete the Crooks Road entrance drive, and to resolve the extent and location of trash receptacle enclosures.

Yeas: All Present - (6)

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

16. SITE PLAN REVIEW - Proposed Auto Dealership - West Side of Maplelawn, North of Maple - Section 29

Mr. Keisling explained that this item involved a Site Plan for the establishment of a new auto dealership facility (Acura) within a portion of the first of the designated "Planned Auto Centers", in the Maple Road-Maplelawn area. The subject 2.5 acre site, which was formerly the northern portion of the Savoie Chevrolet Dealership, has 247 feet of frontage on the west side of Maplelawn north of Maple Road. As this site was a part of the previously-established Planned Auto Center, no action is necessary as to the boundaries of that Center. A single driveway is proposed to enter the site from Maplelawn. In order to provide adequate landscaped area, it will be necessary to either remove two parking spaces adjacent to the entrance drive, or to otherwise expand the landscaped area in front of the building and parking areas. Mr. Keisling further noted that no outside trash receptacle facilities are indicated on this site. With the necessary modification to assure compliance with the landscape area requirement, approval of this Site Plan would be in order.

Mr. Keisling noted that, in conjunction with the most recent previous plan for a dealership in this area, the Honda Dealership on the east side of Maplelawn, the Commission included a condition that a parking barrier be provided across the frontage of the parking/display area abutting the landscaped front yard, in order to assure that cars do not encroach within the landscaped area for display or other purposes.

Mike Savoie and other representatives of Mike Savoie Chevrolet, the petitioners, were present along with Thomas Roth and Gus Bini of Roth & Associates, their architects and engineers. In response to questions from the Commission, Mr. Keisling indicated that the only space available for additional dealerships in this area would be those which might result from the splitting of existing sites. Mr. Savoie and Mr. Roth indicated that there would be no body shop within this facility, and thus no damaged vehicles on this site awaiting repair. Mr. Roth indicated that, if a trash receptacle area is located outside the building, it would be located at the rear of the building within a screened area. Mr. Roth indicated that they saw no problem with the necessary increase in the landscaped area at the front of the site, or with the potential requirement for a parking barrier along the frontage of the parking area.

Moved by Melaragni

Supported by Wright

RESOLVED, that Site Plan Approval, as requested for the construction of a 20,912 square foot auto dealership (Acura) on a 2.5 acre site within the Planned Auto Center area on the west side of Maplelawn north of Maple Road is hereby granted, subject to the following conditions:

- 1) The inclusion of a parking barrier along the frontage of the parking/display area abutting the landscaped front yard.
- 2) The indication of a screened trash receptacle area, if such will be necessary outside the building.
- 3) The deletion of two parking spaces adjacent to the front yard area, as necessary to assure conformance with the landscape area requirement.

Yeas: All Present - (6)

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

The meeting was recessed at : 10:10 P.M.

The meeting was reconvened at: 10:20 P.M.

SPECIAL USE REQUESTS

17. PUBLIC HEARING - SPECIAL USE REQUEST - Proposed Service Station Reconstruction - Northwest Corner of Maple and Stephenson - Section 26

Mr. Keisling explained that this item involved a request for Special Use Approval and related Site Plan Approval for the reconstruction of the "Gas and Go" (Sohio Oil Company) service station site on the parcel at the northwest corner of Maple Road and Stephenson Highway which was recently rezoned from B-3 to H-S. The subject irregularly-shaped site is approximately 24,600 square feet in area. In the course of discussions with the petitioners prior to the rezoning action, they agreed to delete one of the two driveways presently entering Maple Road in conjunction with this reconstruction. They have also developed a Site Plan which they indicate requires no Zoning Variances, taking into consideration the recent amendments adopted relative to setback requirements for canopy supports and edges related to such facilities. In the course of Staff review of their Site Plan, the Transportation Engineer recommended that the southerly drive entering Stephenson Highway also be deleted in conjunction with this

reconstruction proposal. The petitioners have opposed that action, and have thus submitted a Site Plan indicating two driveways to Stephenson Highway (intended to provide a 1-way-in/1-way-out system), and a single driveway to Maple Road. It is their position that the two drives on Stephenson Highway are necessary in order to provide adequate ingress and egress movement for drivers entering the site from Stephenson Highway. It is further their position that the location of the exit drive, beyond the boulevard turn-around, would assure that drivers would not attempt to cross the Stephenson Highway boulevard and proceed in a northerly direction after exiting the site. They thus felt that a safer condition would result. It is the position of the City's Transportation Engineer that the counter-proposal to exclude the southerly driveway on Stephenson Highway would make exiting the site easier, both in relation to those wishing to continue south; and those wishing to proceed north on Stephenson Highway without going through the Maple-Stephenson intersection twice. He further points out that a car exiting the site from the petitioners' proposed southerly driveway would in fact not be able to exit the site during busier times of the day due to the volume of southbound traffic backed-up at this intersection.

Mr. Keisling noted that he and Mr. Beaubien had reviewed the Staff's alternate proposal involving a single Stephenson Highway driveway, with the assistance of templates indicating car and truck turning radii, and that they were of the opinion that no problem would be created by the deletion of the southerly drive. It was therefore recommended that this request for Special Use Approval and related Site Plan Approval be granted, subject to the deletion of the proposed southerly Stephenson Highway driveway. Deletion of this drive would also serve to substantially increase the extent of landscaped area immediately adjacent to the intersection.

Brian Duffy and John Goetz were present representing Boron Oil, along with the manager of the existing service station. Mr. Duffy restated the petitioners' position that two driveways on Stephenson Highway were important to their operation. Along with the ease of entering and exiting the site, he felt that Stephenson Highway destined traffic would conflict with those using the Maple Road entrance drive, if the Stephenson traffic was forced to circle the site.

The Public Hearing was declared open.

Boron's real estate representative indicated that a safety problem would be created if drivers were permitted to exit the site and move directly to the north on Stephenson Highway.

No one else wished to be heard.

The Public Hearing was declared closed.

The Commission extensively discussed the traffic and access questions with the Boron representatives. Mr. Duffy indicated that, although a specific traffic survey had not been taken, the station operator was quite familiar with traffic patterns in the area. The majority of the Commission members generally concluded that a plan involving two driveways to Stephenson Highway would be preferable.

Moved by Wright

Supported by Lepp

RESOLVED, that Special Use Approval, and related Site Plan Approval, as requested for the reconstruction of service station facilities on the H-S zoned site at the northwest corner of Maple Road and Stephenson Highway are hereby granted, in accordance with the Site Plan indicated on this date which indicates two drives within the Stephenson Highway frontage.

Yeas: Wright, Lepp, Spilman,
Malaragni, Starr

Nays: Reece

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

Mr. Reece indicated that his negative vote was due to his opinion that it is not necessary to have two Stephenson Highway driveways.

STREET VACATIONS AND OPENINGS

18. PROPOSED STREET VACATION - Hepworth, from Tacoma to South of Biltmore - Section 28

Mr. Keisling explained that a request has been submitted by a series of property owners adjacent to the platted but unopened Hepworth Street right-of-way in the area extending from Tacoma Street to south of Biltmore, requesting the vacation of that right-of-way. Their request for street vacation is based largely upon the belief that such an action would facilitate enclosure of the drainage ditch that runs along Hepworth, and thus alleviate some of the drainage problems which are indicated to occur in this area. A substantial portion of the subject street right-of-way abuts the site of the "Maple Commerce Park". The Staff has indicated to the developer of that project the importance of proceeding, as

soon as possible, with plans and actions which would relieve some of the drainage problems which have existed in this area for many years. These actions would of course occur in conjunction with development of the Maple Commerce Park site. At this point, Mr. Keisling was not certain as to whether such actions would include the enclosure of the ditch within the Hepworth Street right-of-way, whether or not that right-of-way is vacated.

Mr. Keisling noted that, in June of 1986, the City Council took action to deny a request for the vacation of that portion of the Hepworth Street right-of-way lying immediately south of Tacoma, in accordance with the Plan Commission's recommendation which was based upon the position that the subject street right-of-way could reasonably become a part of the ultimate street system in this area, and thus that vacation would be improper or at least premature. In July of 1986, the Council took action to deny a request for the vacation of that portion of the Hepworth Street right-of-way lying south of Biltmore, primarily due to their position that even this stub portion of the Hepworth Street right-of-way might be useful in the alleviation of some of the drainage problems in this area. The present street vacation petition, signed by a series of property owners including the developer of the proposed "Maple Commerce Park", was submitted simultaneous with Mr. Frankel's request for street vacations within his R-C zoned site. It continues to be the position of the Planning Department that that portion of the subject Hepworth Street right-of-way lying between Tacoma and Biltmore could or should clearly become a part of the ultimate residential street pattern in this area, as such would serve as a north-south connector between the other east-west residential streets. The stub portion of the Hepworth right-of-way lying south of Biltmore could be vacated, at such time as the City is assured that that right-of-way will not be necessary in relation to further solution of the drainage situation. In order to assure that this condition is met, vacation should most likely await completion of the placement of improvements for the proposed "Maple Commerce Park" development.

Mr. David Kurmas of 129 Tacoma, one of the petitioners, was present and commented on the stagnant water and other problems which he and his neighbors experienced as a result of the poor drainage in this area. He noted that there are 14 children under the age of 8 in the block of Tacoma west of Hepworth, and that the drainage has been a problem in this area for many years. He felt that the subject Hepworth Street right-of-way should be vacated so that the residents in the area could work with Mr. Frankel in order to bring about enclosure of the drain within the Hepworth right-of-way. As an alternative, he felt that the City should properly maintain the right-of-way area and the open drain. He did however prefer vacation, and felt that without vacation, Stuart Frankel's organization would not participate in improving the drain.

In the course of the Commission's discussion, Mr. Keisling noted that the proposed "Maple Commerce Park" development would help the drainage situation in this area by providing access to an outlet. Mr. Spilman confirmed that it is the City's responsibility to maintain the drain within the right-of-way, if that right-of-way is not vacated. The Commission members generally felt that the Hepworth right-of-way between Tacoma and Biltmore should be retained so that it can become a part of the future residential street pattern in this area.

Moved by Melaragni

Supported by Reece

RESOLVED, that the Plan Commission hereby recommends to the City Council that the request for the vacation of that portion of the 50-foot wide Hepworth Street right-of-way extending from Tacoma Street south to a point south of Biltmore Street, and abutting Lots 34, 35, 58, 59, 78, 79, 102, 103, 122 and 123 of Summit Park Subdivision be acted upon in the following manner:

- 1) The request for the vacation of that portion lying between Tacoma and Biltmore should be denied, as this street right-of-way should reasonably become a part of the ultimate residential street pattern in this area.
- 2) That portion of the Hepworth Street right-of-way lying south of Biltmore, and abutting Lots 34 and 35 of Summit Park Subdivision, should be vacated, at such time as it is determined that this street right-of-way will not be necessary in order to improve the storm drainage condition in this area.

With this action, the Plan Commission requests that consideration be given to means of resolving the drainage problem in this area, in conjunction with the construction proposed in the R-C zoned area to the west.

Yeas: All Present - (6)

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

19. PROPOSED STREET VACATION - Bellingham, North of Big Beaver - Section 23

Mr. Keisling explained that a request had been submitted for the vacation of a portion of the 25-foot wide Bellingham Street right-of-way extending 162 feet north from Big Beaver Road, and lying between the San Marino Club site and the property of the petitioner, Mr. Fordon.

As indicated in his letter, the petitioner is developing construction plans for a single-story office building which will occupy the Big Beaver Road frontage between this right-of-way and the Bronx Street right-of-way (Lots 35 and 36 of Lasier Gardens Subdivision). Mr. Fordon purchased Lot 35 from the City of Troy through the City Council's remnant parcel sales program. The Site Plan for his building, which was approved in October of 1986, emphasized the Bronx Street right-of-way by indicating that access to the site would be solely by way of an improved portion of that right-of-way. In conjunction with the remnant parcel sale, the east 5 feet of Lot 35 was retained in order to provide additional right-of-way for the future improvement of Bronx Street.

Mr. Keisling noted that the Bellingham Street half-width right-of-way was platted in conjunction with the Lasier Gardens Subdivision many years ago. The acreage to the west was never subdivided, and there has not been adequate provision made for the expansion of the Bellingham Street right-of-way in conjunction with the improvement of the abutting San Marino Club property. Vacation of this right-of-way would add 25 feet to Mr. Fordon's proposed office site. Mr. Keisling presented a map indicating the property ownership configuration in the area between Bellingham and Bronx. As the residentially-zoned parcels to the north also have frontage on the Bronx Street right-of-way, it was the opinion of the Planning Department that this request for street vacation could be approved without significantly negatively impacting the other properties having Bellingham Street frontage in this area.

William Fordon, the petitioner, was present. He indicated that, contrary to the information in his letter, this right-of-way area would not be necessary for additional storm water retention, as his engineer had found a way of providing that need within the current site limits. He was still interested in pursuing the vacation request, and he noted that the present street area would just be used for additional landscaped area. Mr. Keisling indicated that a call had been received from a representative of the owner of the two lots to the north of Mr. Fordon's property (Lots 34 and 37) who indicated that the owner may object to this request. No such written objection had as yet been received.

Moved by Wright

Supported by Lepp

RESOLVED, that the Plan Commission hereby recommends to the City Council that the request for the vacation of that portion of the platted but unopened Bellingham Street right-of-way (25 feet in width) extending north 162 feet from the Big Beaver Road right-of-way and abutting Lot 36 of the Lasier Gardens Subdivision be granted, subject to the retention of any necessary utility easements.

Yeas: All Present - (6)

Absent: Storrs, Chamberlain, Ethier

MOTION CARRIED

REZONING PROPOSALS AND TEXT AMENDMENTS

20. PUBLIC HEARING - PROPOSED REZONING - Southwest Corner of Long Lake and John R - Section 14 - R-1C to O-1

Mr. Keisling explained that a request had been submitted for the rezoning of a parcel at the southwest corner of Long Lake and John R Roads from its present R-1C classification to the O-1 (Office Building) classification. The petitioners' communication indicates that it continues to be his belief that the present residential zoning of this property is unreasonable. The subject site has 240 feet of frontage on John R and 212.2 feet of frontage on Long Lake Road, for a total area of 1.17 acres. The ultimate right-of-way for both of the frontage roads has been acquired by the City. The Commission had previously received a memorandum (dated January 12, 1983) reviewing the extensive history of previous rezoning requests involving this property, and submitted by the same petitioner. Since the time of the most recent previous request, the Bethel Baptist Church has been established in the northwest quadrant of this intersection, and the former Colerain School building in the southeast quadrant has been purchased by the Girls/Boys Club. The Master Land Use Plan continues to indicate low-density residential use in the Long Lake-John R intersection. While the establishment of a church in the northwest quadrant of this intersection has reduced some of the Staff's concerns as to the ultimate zoning and development pattern in this area, it has not changed the position of the Planning Department relative to the lack of need for the establishment of additional non-residential zoning and use in the Long Lake-John R intersection area, and specifically in the southwest quadrant of this intersection. The subject property could support the construction of three residential units under the present R-1C classification, or the construction of a 3-unit cluster development if the site was rezoned to the CR-1 classification.

Mr. Keisling noted that the Commission had received copies of a map prepared by the petitioners indicating a potential residential development layout for the adjacent properties abutting the Long Lake Village Subdivision. This plan does not reduce the Planning Department's concerns, particularly due to the fact that it indicates a series of "exceptions" from the proposed

subdivision extending along both thoroughfare frontages. It was the recommendation of the Planning Department that this request for R-1C to O-1 rezoning be denied. As an alternative suggestion, the application of the CR-1 classification to this parcel would be a reasonable alternative which would also be consistent with the intent of the Master Land Use Plan.

Graham Orley and Dick Schoenherr of the Elro Corporation, the petitioners, were present. Mr. Orley noted his long history as a residential developer in the City, and extensively reviewed the history of this property from the 1971 rezoning application and subsequent litigation, through the 1983 request. He also noted the numerous changes which have occurred in the area since that time, including the construction of the church in the northwest quadrant of the intersection, the acquisition of the former Colerain School by the Girls/Boys Club, and the construction of numerous additional homes along with the potential subdivision which his firm will be developing in the area east of John R north of Long Lake Road. He felt that the changes which were necessary to occur in this area, as indicated in the Circuit Court Judge's comments related to the previous litigation on this property, had certainly occurred, and that action to rezone this property to a non-residential classification would certainly be in order. He proposed the construction of a 2-story colonial or tudor-style office building. He did not feel that this parcel could ever be developed residentially, either under its present zoning or under a cluster approach. Mr. Schoenherr presented pictures of homes in the area, and of the uses in the other quadrants of the intersection. He also presented photographs of office buildings at other locations which his firm felt would be reasonable at this location, and a series of letters from property owners in the area indicating no objections to the requested rezoning.

The Public Hearing was declared open.

No one wished to be heard.

The Public Hearing was declared closed.

In the course of the Commission's discussion, Mr. Wright noted the traffic which would be added by a potential office development to the already high-traffic intersection area. In response to Mr. Spilman's questions, Mr. Orley indicated that a 2-story building was proposed in order to result in less site coverage. Mr. Reece and other Commission members expressed concern as to how the spread of non-residential zoning and use could be limited in this area, particularly if non-residential zoning was applied to the corner parcel. It was felt that the existence of a non-conforming party store in the area to the south along John R created a particular problem. Mr. Orley suggested that a proposed subdivision plan such as that which they had prepared could be used to defend the residential zoning pattern. Mr. Reece indicated that a potential residential layout involving the numerous frontage exceptions would be preferable, and that a layout indicating a cluster-type development would also be desirable.

Moved by Melaragni

Supported by Wright

RESOLVED, that the Plan Commission hereby recommends to the City Council that the request for the rezoning of a 1.17 acre parcel at the southwest corner of Long Lake and John R, from R-1C to O-1 (Office Building) be denied, as such rezoning is in conflict with the intent of the Master Land Use Plan, and the subject property can be reasonably developed in a manner consistent with that Plan.

Yeas: Melaragni, Wright, Reece,
Spilman, Lepp

Nays: Starr

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

Mr. Starr indicated that his negative vote was due to his opinion that it would be difficult to develop that corner in a residential manner.

21. PUBLIC HEARING - PROPOSED REZONING - East Side of Livernois, North of Big Beaver - Section 22 - R-1E to O-1

Mr. Keisling explained that a request has been submitted for the rezoning of a parcel having 130.1 feet of frontage on the east side of Livernois north of Big Beaver, from its present R-1E classification to the O-1 (Office Building) classification. The plan submitted for this request indicates single-story office construction on the westerly 572-foot portion (550 feet net) of this 1,286-foot deep platted lot. The Master Land Use Plan presently indicates low-rise office use across the Livernois Road frontage portion of properties in this area. When such has been discussed in the subdivision area to the south, the Planning Department has generally felt that the maximum depth which should be considered would be at least 150 feet less than that indicated by the petitioner in this matter. As to the overall question of rezoning in this area, however, the Planning Department and the Plan Commission have consistently taken the position that such should not occur in the area east of Livernois and north of Big Beaver until such time as the Big Beaver Road frontage itself is developed and expansion into this area appears to be necessary and desirable. It would also be desirable to encourage

some consolidation of properties in this area so that there could be some assurance as to the reasonableness of the potential residential development of the easterly portion of these properties, while at the same time enabling a traffic and access pattern for the office frontage which would be simpler and less congested. It was therefore the opinion of the Planning Department that this request for rezoning is premature, and should be denied.

Mr. Dan MacLeish the petitioner was present, along with Mr. Neil Marzella. Mr. Marzella indicated that he was one of the partners in the law firm who wished to build their own building at this location. He stated that they proposed to construct a 10,000 square foot building, most of which his firm would occupy. He indicated that their rezoning proposal met the Master Plan direction, and that they now wished to proceed with the rezoning and subsequently with construction.

The Public Hearing was declared open.

Mrs. Mary Little, a resident on the west side of Livernois north of Town Center Drive, was present and expressed concern as to the present and future traffic situation in this area. Although she recognized that the area would ultimately be rezoned and developed for office purposes, she felt that the assembly of larger areas should be considered so that the whole area could be treated uniformly. Mary Ann Tess, owner of the parcel to the south of that requested for rezoning, supported the request.

No one else wished to be heard.

The Public Hearing was declared closed.

In the course of their discussion the Commission generally concluded that it would be unwise and premature to rezone this individual parcel at this time.

Moved by Wright

Supported by Melaragni

RESOLVED, that the Plan Commission hereby recommends to the City Council that the request for the rezoning of the westerly 550-foot (net depth) portion of a parcel having 130.1 feet of frontage on the east side of Livernois north of Hartland Street be denied, as such rezoning action would be premature at this time and may tend to discourage development of properties in this area in a manner consistent with the Master Land Use Plan.

Yeas: All Present - (6)

Absent: Storrs, Chamberlain,
Ethier

MOTION CARRIED

22. PUBLIC HEARING - PROPOSED REZONING - West Side of Rochester, South of Trombley -
Section 22 - B-2 to B-3

Mr. Keisling explained that this matter was initiated by a request for the rezoning of a parcel having 136.8 feet of frontage on the west side of Rochester south of Trombley from its present B-2 (Community Business) classification to the B-3 (General Business) classification. The subject property, which presently contains a small commercial building and a residence, has a net depth of 208 feet from the planned Rochester Road right-of-way. The petitioner in this matter, on behalf of the property owner, indicates that this request is submitted in order to reduce the setbacks related to the proposed redevelopment of this site. The commercial building now proposed for construction could not be placed within the 75-foot setbacks required from the rear as well as from the future Rochester Road right-of-way.

Mr. Keisling further explained that the properties extending south from this site to Vanderpool are presently zoned in the B-3 classification, and have a net depth of 178 feet from Rochester Road. In order to provide for the establishment of a consistent zoning pattern across this total block frontage the advertisement also provided for the potential B-2 to B-3 rezoning of the parcel at the southwest corner of Rochester and Trombley.

Mr. Keisling stated that the Master Land Use Plan indicates non-center commercial use throughout the Rochester Road frontage between the Big Beaver and Wattles intersections. The Zoning District typically contemplated in such areas, which is the predominant classification throughout this mile of the Rochester Road frontage, is the requested B-3 classification. Although the subject property could certainly be built upon under its present zoning, the Planning Department saw no problem with the rezoning of this property, and the remainder of the Vanderpool-Trombley frontage block to the B-3 classification. While some additional uses would be enabled through such an action, it was the understanding of the Planning Department that the use proposed by the prospective purchaser of this property could occur under either classification. B-2 to B-3 rezoning of the Rochester-Trombley corner parcel would also serve to improve the setback conformity of the office building presently on that site.

Richard Tringale, the property owner, was present along with his real estate representative, Elmer Taylor.

The Public Hearing was declared open.

Dr. and Mrs. Dennis Bushon, owners and occupants of the building at the northwest corner of Rochester and Trombley, were present and expressed concern as to the potential traffic which would be added to Trombley Street if larger buildings were permitted to be constructed through this requested rezoning. The sole access to their property was by way of Trombley Street, and they were particularly concerned about potential truck traffic. Mrs. Bushon noted that, if the parcels were combined and redeveloped with an even larger building, the potential problem would be worse.

No one else wished to be heard.

The Public Hearing was declared closed.

The Commission extensively discussed the present property configuration and zoning pattern, and the potential uses which could occur in this area under B-3 zoning.

Moved by Melaragni

Supported by Spilman

RESOLVED, that the Plan Commission hereby recommends to the City Council that two parcels having a total of approximately 277 feet of frontage on the west side of Rochester Road south of Trombley be rezoned from B-2 to B-3, as such rezoning would be consistent with the intent of the Master Land Use Plan, and would improve the buildability of these properties.

Yeas: Melaragni, Spilman

Nays: Wright, Reece, Lepp,
Starr

Absent: Storrs, Chamberlain,
Ethier

MOTION FAILED

Moved by Wright

Supported by Lepp

RESOLVED, that the Plan Commission hereby recommends to the City Council that the request for the rezoning of a parcel having approximately 137 feet of frontage on the west side of Rochester south of Trombley be denied, as such rezoning is not necessary in order to enable reasonable development of the subject property.

Yeas: Wright, Lepp, Spilman
Reece, Starr

Nays: Melaragni

Absent: Storrs, Chamberlain,
Ethier

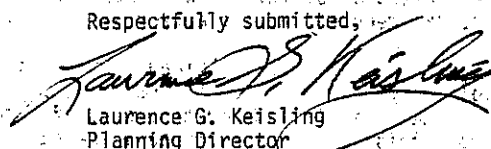
MOTION CARRIED

Mr. Melaragni indicated that his negative vote was due to his opinion that it would be reasonable to allow some building flexibility through rezoning such as that requested.

Mr. Keisling reminded the Commission of the Joint Meeting with the City Council on June 23, 1987.

The meeting was adjourned at 12:30 A.M.

Respectfully submitted,


Laurence G. Keisling
Planning Director

LKG/ph