

Mr. Keisling

The Regular Meeting of the Troy City Planning Commission was called to order by Chairman Dennis Kramer at 7:30 P.M. on Tuesday February 12, 1991 in the Troy City Hall.

1. ROLL CALL

Present:	Kramer	Melaragni	Absent:	Ethier, Reece
	Storrs	Lepp		Chamberlain
	Wright	Starr (7:35 P.M.)		

2. MINUTES - Regular Meeting of January 16, 1991

Moved by Wright

Supported by Melaragni

RESOLVED, that the Minutes of the Regular Meeting of January 16, 1991 be approved as printed.

Yeas: All Present (5)

Absent: Ethier, Reece
Chamberlain, Starr

MOTION CARRIED

3. PUBLIC COMMENTS

No one wished to be heard.

TABLED ITEMS

4. PRELIMINARY PLAT - TENTATIVE APPROVAL - Emerald Pointe Subdivision No. 2 - South Side of South Boulevard, West of John R - Section 2

Mr. Keisling explained that action was tabled on this matter, following consideration and discussion at the December 11, 1990 meeting, in order to enable the petitioners to provide further information as to the existing and proposed wetland and flood plain limits in the area, and to review and revise the proposed joint driveway configurations. The subject request is for Tentative Preliminary Plat Approval for a revised second phase of the Emerald Pointe Subdivision development. The present proposal for this 4.5 acre parcel involves 13 lots, 6 of which would have frontage on South Boulevard in the area extending east from Shelldrake Street. This lot layout enables incorporation and minimum disturbance of the wetland and flood plain areas involved in this parcel. Although the overall two-phase subdivision was originally submitted on the basis of a development in accordance with the lot-averaging provisions applicable to the subject R-1D Zoning District, the lots within this proposed phase all meet or exceed standard R-1D requirements.

Mr. Keisling stated that the revised plats as now received indicate the wetland and flood plain boundaries within this property, which are basically coterminous. The joint driveways proposed to serve Lots 2-6 have been modified in order to enable cars to maneuver within private property and to enter South Boulevard in a forward manner. As before, the driveway serving the lot at the corner of South Boulevard and Shelldrake is indicated to enter from Shelldrake. A turn-around apron will be provided on the easternmost South Boulevard frontage lot. Tentative Approval of this Preliminary Plat was recommended.

Norman Gallant was present on behalf of the proprietors. In answer to Mr. Starr's question, Mr. Keisling stated that easements for the joint driveways would have to be shown on the plat. Frank Prano of 1831 Delta Drive, immediately east of the site, asked if there were any changes in the plat which would affect the drainage problem on his property. Mr. Keisling noted that enclosed drainage including rear yard drains would be constructed with this subdivision, and that storm water detention will be provided within the existing basin at the southwest corner of the present Emerald Pointe Subdivision.

Moved by Lepp

Supported by Melaragni

RESOLVED, that the Planning Commission hereby recommends to the City Council that Tentative Approval be granted to the revised Preliminary Plat of Emerald Pointe Subdivision II, on the south side of South Boulevard west of John R in Section 2.

Yeas: All Present (6)

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

SITE PLANS

5. SITE PLAN REVIEW - Proposed Congregate Housing Development for the Elderly - East of John R, South of Maple - Section 36

Mr. Keisling explained that in June of 1987 the Planning Commission considered a site plan for the construction of 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. The Commission subsequently recommended approval of this plan to the City Council, subject to the provision of access by way of the extension and public street dedication of Grand Haven Drive. It was recognized at that time that, although such was previously intended, the portions of Grand Haven Drive extending along the south boundary of the Oakland Park Towers development had not as yet been dedicated and accepted for maintenance by the City. Due to questions as to the acceptability of the present portions of Grand Haven Drive, and the need to complete a "Senior Citizen Development Agreement", this proposal never proceeded to the City Council. With these questions, along with the potential existence of wetland areas within the site and subsequently some difficulty as to financing, the project did not proceed.

Mr. Keisling stated that a plan for this development has now been re-submitted, in a form basically identical to that previously submitted, with the exception of some details of building configuration. A 144 unit primarily 3-story building complex is proposed, with a two-story central congregate area link. This proposal is submitted in accordance with the Zoning Ordinance text adopted within the RM-2 District just prior to the previous submittal, which enables buildings of greater length within congregate developments, subject to various horizontal and vertical building offsets. Access is still proposed to be provided by the extension of Grand Haven Drive as a public street (36' pavement within a 60' right-of-way). In conjunction with the present review, the Fire and Police Departments have asked that a second means of access into the site from John R be provided. The preferable approach would be through the provision of a second driveway from John R extending into and through the Oakland Park Towers site. It is the position of the petitioners that such a driveway would not be feasible due to the location of existing facilities such as the walkway system and the existing retention basin. As an alternative, the Staff has requested that a driveway be extended from John R into the westernmost parking lot in the Oakland Park Towers development so that an alternative means of access into the site would be available in the event of a blockage in the John R-Grand Haven Drive intersection area. The petitioners are also inquiring as to the availability of a cross-access easement from the existing apartment development to the south, which would enable access to the easterly portion of the present site from John R by way of the drive system in that apartment development.

Mr. Keisling explained that a plan has been submitted indicating the parking modifications which would be necessary in the event that this development was converted to a conventional apartment complex. The submittal of floor plans indicating potential dwelling unit modifications is also required. The developers are in the process of working with the Department of Natural Resources in order to secure a "letter of no authority" in relation to the small wetland areas within the site. The site plan as now submitted meets all applicable Ordinance requirements. With availability of the indicated information from the DNR, the Planning Commission's action to recommend City Council approval would be in order.

Mr. Storrs asked why Lovington couldn't be used for the requested second access. Mr. Keisling explained that both the streets or drives designated as Lovington in this area are private drives, and that the developer was in fact attempting to obtain an emergency access easement from the northerly private drive. He noted that both the Fire Department and the Police Department wanted a conventional driveway from John R, and that it would be most desirable to also have the secondary emergency access from the development to the south.

Jay Turner and Al Beke were present on behalf of J & J Slavik, the petitioners, along Don Tilton, their wetlands consultant, Ken Neumann, their architect and Gary Peterson, their consulting engineer. Mr. Turner explained that they had also been involved in the first two phases of the Oakland Park Towers development and that it was their intention to improve Grand Haven Drive and to extend it as a public street to serve the proposed development. He noted that they had held two meetings. One with 200 residents of the Oakland Park Towers, and the other with approximately 15 residents from the adjacent neighborhoods (180 invitations had been sent). The Oakland Park Towers residents were concerned as to potential traffic, safety, and vandalism problems which might result from the addition of a John R Road driveway. In answer to Mr. Kramer's question, Mr. Turner stated that they had approached the owners of the apartment development to the south regarding the emergency access, but the matter had not as yet been resolved. Mr. Wright questioned the need for a "more-visible" drive such as a John R Road driveway, if secondary access is available from the apartment development to the south. In answer to other questions, Mr. Turner stated that it was their intention to have a "letter of no authority" from the DNR, or else have their application for wetland modification in, prior to proceeding to the City Council with this proposal.

Moved by Storrs

Supported by Wright

RESOLVED, that the Planning Commission hereby recommends to the City Council that Preliminary Site Plan Approval, as requested for the construction of the Grand Haven congregate housing for the elderly, on a 12.27 acre RM-2 and E-P zoned site lying east of John R south of Maple Road, be approved, in accordance with Section 16.25.03 of the Zoning Ordinance, subject to the following conditions:

1. Primary access by way of the extension and public street dedication of Grand Haven Drive.
2. Continue effort to secure an emergency alternate access to this site from the apartment development to the south.
3. A "letter of no authority" from the DNR, or their acceptance of the preliminary proposal for treatment of the wetland areas within the site.

Yeas: All Present (6)

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

6. SITE PLAN REVIEW - Proposed Parking Area - Southeast Corner of Rochester and Hartwig - Section 2

Mr. Keisling commented that the new Alibi Lounge building had recently opened on its' B-3 zoned site having 200 feet of frontage on the east side of Rochester Road south of Hartwig (south of South Boulevard). Although the restaurant site consists of just the B-3 zoned parcel, the property owners and operators, the Chires, also own the B-1 zoned parcel extending north to Hartwig Street. This parcel has 176 feet of frontage on Rochester Road and 147 feet of frontage along Hartwig Street. This Hartwig frontage or property depth includes that portion of the excess Rochester Road right-of-way which was previously vacated, along with the west half of the vacated 20 foot alley lying east of the frontage.

Mr. Keisling explained that, since the time of opening of the new restaurant, the B-1 zoned site has been improperly used as additional parking area for the restaurant.

In order to properly provide for parking in this area, a site plan has been submitted for the construction of a paved parking lot and related landscaped areas on the B-1 site. In order to indicate potential future additional use for this property, the plan as originally submitted indicated the construction of a single story multi-unit commercial building. It was then recognized that the indicated site included the east half of the vacated alley, which is presently zoned in the R-1D classification. In order to enable the parking improvement to proceed, the petitioners have now submitted a revised site plan indicating the potential parking area construction, while also indicating the potential future construction of a commercial building, at such time as the east half of the vacated alley can be rezoned to the B-1 classification, and the petitioners might wish to proceed with the construction of such a building. At this point, however, the only portion of the plan which can be approved is that portion indicating the construction of a parking area within the present B-1 zoned area. The plan for this proposed parking area includes the placement of a driveway to Hartwig Street in line with the drive extending north from the restaurant site. This drive location was indicated on a hypothetical plan submitted at the time of consideration of the restaurant plan, and served as the basis for a cross-access easement which has now been executed. At such time as a commercial building might, in the future, be constructed on this property, extension of the present acceleration lane from the restaurant's Rochester Road driveway in order to create a deceleration lane approach to Hartwig will be required. On the basis of the present B-1 area, the plan as submitted for the parking area construction meets applicable Ordinance requirements and approval was recommended.

Ray Donnelly, consulting engineer, was present on behalf of the petitioners, the Chires. He stated that they will most likely ask for the rezoning of the east half of the alley but it was uncertain as to when a proposal for construction of a building on this site might be submitted. Mr. Storrs felt that the dashed indication of a future commercial building should be removed from this plan so that it would be clear that no building was approved. In answer to Mr. Lepp's question, Mr. Donnelly stated that there were 102 paved parking spaces on the restaurant site and that this proposal would give them an additional 54 spaces. Sidewalks will be constructed along Rochester and Hartwig in conjunction with the parking area paving. Although utilities would be brought to the site in order to provide for the potential construction of a building, the building outline on this plan was only for informational purposes.

Moved by Wright

Supported by Starr

RESOLVED, that Preliminary Site Plan Approval, as requested for the construction of a parking area on a B-1 zoned parcel at the southeast corner of Rochester Road and Hartwig Street is hereby granted.

Yeas: Wright, Starr
Lepp, Kramer
Melaragni,

Nays: Storrs

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

Mr. Storrs indicated that his negative vote was due to his opinion that the indicated commercial building outline should be deleted from this site plan. He did not want it to appear that the Commission was approving the building at this time.

7. SITE PLAN REVIEW - Proposed Industrial Building - West Side of John R, North of Maple -
Section 26

Mr. Keisling explained that in December of 1989 the Planning Commission granted Site Plan Approval for the construction of a 17,000 square foot industrial building on a 1.36 acre M-1 zoned parcel at the southwest corner of John R and Birchwood, subject to the completion of the Chopin Street vacation process west of John R, and acquisition of the City's remnant parcel in the John R Road frontage. Construction of this building did not proceed, in part due to the fact that the petitioner was not able to complete assembly of the total site through acquisition of the City remnant parcel.

This parcel acquisition process was delayed due to the inability to vacate the total width of the adjacent Chopin Street right-of-way, as the owner of the property to the south extending to Maple Road was not willing to convey the necessary additional Maple Road right-of-way. The City Council has now taken action to vacate just the north half of the 50 foot wide Chopin Street right-of-way abutting this site. The south half of this right-of-way will be temporarily closed, until such time as it is acquired by the abutting owner to the south in the course of completing the vacation process. With the completion of this partial vacation, the present petitioner was able to complete the purchase of the City-owned remnant parcel, and now controls the total 1.36 acre site.

Mr. Keisling stated that a revised site plan has now been submitted, indicating the construction of a 12,050 square foot building. Access to this site is now indicated to be by way of a single driveway from Birchwood Street, although an easement has been retained in conjunction with the partial Chopin Street right-of-way vacation in order to enable the placement of a joint driveway within that right-of-way at such time as such might be desired or required in the future. All applicable Ordinance requirements are complied with, with the exception of the building and parking area setbacks from the remaining south half of the Chopin Street right-of-way. The petitioners have applied to the Board of Zoning Appeals for a variance in relation to these setbacks, which would otherwise be required to be 50 feet. At such time as the abutting south half of the Chopin Street right-of-way is vacated in this area, setback variances will no longer be necessary. Mr. Keisling noted that, although this procedure is typically not followed, it was recommended that the Planning Commission take action on this site plan, subject to conformance with all applicable Ordinance requirements. This action, in this case, would require either the granting of the setback variances by the Board of Zoning Appeals or revision of the plan. As it is expected that the need for these variances will be only temporary, the Planning Department saw no problem with proceeding in this manner in this case. Conditional approval of this site plan was, therefore, recommended.

Ari Leibovitz was present on behalf of the petitioners. He reviewed the history of his involvement with various property assemblies and development in the John R Garden Subdivision. Mr. Wright inquired as to the nature of the use proposed in view of the large amount of office area indicated, and the potential difficulty which semi-trailers might have entering and exiting the site. Mr. Leibovitz explained that the use would primarily involve the training and rehabilitation of people who have had severe head injuries. Low-intensity manufacturing activities would occur on the site as a part of the training in order to enable these people to re-enter the work force. Although the parking provided would accommodate the office/training area indicated, the parking demand will be relatively low as many of the people will not be able to drive to the site on their own.

Moved by Melaragni

Supported by Wright

RESOLVED, that Preliminary Site Plan Approval, as requested for the construction of a 12,050 square foot industrial building on a 1.36 acre M-1 zoned parcel at the southwest corner of John R and Birchwood is hereby granted. With this action, it is recognized that it will be necessary for the Board of Zoning Appeals to consider temporary setback variances in order to enable the plan to proceed in the manner indicated.

Yeas: All Present (6)

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

REZONING PROPOSALS AND TEXT AMENDMENTS

8. PUBLIC HEARING - PROPOSED ZONING ORDINANCE TEXT AMENDMENT - Outdoor Storage and Commercial Vehicle Parking in Residential Districts

Mr. Keisling explained that action on this matter was tabled for further study following an initial Public Hearing at the Regular Meeting of December 11, 1990. The proposal came about as result of requests from the City Council that the Planning

Commission consider two types of amendments to the Zoning Ordinance provisions related to "Outdoor Storage in Residential Districts" (Sections 40.65.00 - 40.65.05). The initial referral related primarily to the parking of various kinds of vehicles, boats, etc., on residential property. Complaints have been received regarding the placement of such items located behind the front setback line of residential properties, but still in front of at least a portion of a residence. The original intent of the proposed amendment, and that which is now presented for consideration, is to require that such vehicles or items be placed behind any and all faces of the principal building facing any front yard. Stated in another way, this provision would preclude the placement of such vehicles or items between any portion of the principal building and any street frontage.

Mr. Keisling noted that the second referral considered limiting the location or extent of parking of "commercial vehicles", as now provided for in Section 40.65.05. Some residents suggested that the location of such vehicles be restricted, or that the time period for their parking in residential areas be limited. The City Council requested that consideration also be given to restrictions on the length or size of such vehicles.

Mr. Keisling explained that the Ordinance text as now presented reflects the latest discussion of these matters by the Planning Commission. The text related to outdoor storage is the same as that previously proposed by the City staff. There have been some comments to the effect that this text does not clearly indicate the areas from which outdoor storage is to be restricted. In order to clarify this matter, further detail verbiage changes were recommended for Section 40.65.02, and a diagram was prepared indicating the areas where outdoor storage is prohibited. The original Public Hearing notice did not include any proposed language related to the parking of commercial vehicles, or the suggested commercial vehicle definition. The text as now presented for this Public Hearing reflects the proposals as most recently discussed by the Commission, including the language indicating that it is the "outdoor" parking of such vehicles which is controlled by this Ordinance. Presumably more than one commercial vehicle within the permitted carrying capacity limit would be permitted if the vehicle is parked indoors. The Building Department advises that, up to this point, they have interpreted this text to limit the number of commercial vehicles to be parked to one (1) regardless of whether that vehicle is outdoors or in a garage. On this basis, the text should be revised to delete the term "outdoor", and language should be added which will clarify the direction that the parking of just one (1) commercial vehicle will be permitted.

Mr. Keisling noted that, earlier in the day, a petition had been submitted containing over 150 signatures in opposition to the proposed amendments. This petition in fact indicated that the provisions related to the parking of commercial vehicles should be made less restrictive. It was the opinion of the Planning Department that the proposed text as now presented is reasonable, and that no further liberalizing of the text should be considered.

Mr. Wright noted that the Ordinance presently controls the size of accessory buildings such as garages and barns. He saw no problem including the term "outdoor" in relation to the provisions controlling the parking of commercial vehicles.

Mr. Keisling presented a diagram indicating the general locations where the Zoning Ordinance prohibits outdoor storage on residential parcels.

The Public Hearing was declared open.

In answer to a question from Steve Novosel of 2195 Vermont, Mr. Storrs noted that, although the Commission had previously been considering more-restrictive Ordinance language, the present proposal would permit storage behind any face of a home facing any front yard. Ken Muenk of 1092 Shadow Drive was present on behalf of the Shallowbrook Homeowner's Association. He noted that they have deed restrictions prohibiting outside storage of any kind. He favored more-restrictive Ordinance provisions than those presently in effect. Matt Pryor of 6892 Coolidge stated that he had spoken to 400 people (200 households) and had a petition representing 198

households. This petition opposed any more-restrictive Ordinance provisions related to outside storage and commercial vehicle parking. The petition suggested that the ability to park commercial vehicles should relate to the size of the property, and that the current one-ton commercial vehicle limit be increased to 1 1/4 tons. He noted that the text had been drastically changed from that which was considered at the December Public Hearing. He further inquired as to why the proposed January 22 Study Meeting was not held. He suggested that previously-permitted outdoor storage should be "grandfathered" if the Ordinance is made more restrictive. He also questioned the language in the proposed Commercial Vehicle definition, indicating that it was so broad that it could include anything that was transported, even groceries for personal use. Bill Rudell of 4235 Coolidge stated that he owned 2 trucks, which had commercial plates, but were not used for commercial purposes. Noting his nine-year Traffic Committee experience, he expressed concern as to the lack of notification of the various meetings at which this matter was being discussed. He felt that the City was discriminating against business people who preferred to use a truck rather than a car as their private vehicle, and that no further restrictions should be enacted. Fred Synk of 5769 Faircastle was present on behalf of the Northfield Homeowner's Association. He felt that the Commission had attempted to address Mr. Pryor's concerns. He wanted additional language in the definition of commercial vehicles which would restrict vehicles such as the 30' limousine which has been of concern in their subdivision. Al Liebrecht of 4857 Hubbard favored the Ordinance proposal in order to clarify the current language and to facilitate enforcement. He felt that the Ordinance could be even stronger. He noted that deed restrictions and covenants were worthless unless they were actively enforced by property owners. Sam Thompson of 1918 Stoney Cove, treasurer of the Council of Troy Homeowners Associations, said the Council was proud of the various life styles available in the City. He felt that more restrictions were necessary in relation to semi-trailers and 30' limousines. Jim Groesbeck of 2044 Virginia stated that he had 3 trucks parked in back of his house and had previously received authorization from the City for this storage in relation to his business. He felt that people such as himself should be "grandfathered-in" in the event of adoption of a more restrictive Ordinance.

In answer to Mr. Melaragni's question, Mr. Letzmann explained the difference between various types of Ordinances, and noted that this Ordinance would be considered a "police power ordinance". Non-conforming storage or vehicle parking could, therefore, not be "grandfathered-in".

John Diefenbaker of 5697 Wright Street inquired as to how the proposed Ordinance would affect his corner lot location. Mr. Keisling noted that the proposed restriction in relation to outside storage would be no different than the present requirements as enforced by the Building Department. Bob Miller of 2356 E. Long Lake asked if there would be any different requirements in relation to larger residential parcels. He confirmed that, if he purchased a lawn tractor for gardening on his own property, it would not be considered a commercial vehicle. Ivan Johnson of 6100 Windrush noted that, with the present language, a large corner lot would potentially have the smallest area available for storage. He stated that they had deed restrictions in the Charnwood Subdivision, and he did not feel that it was the responsibility of the City to enforce them. Richard Hughes of 3252 Louis felt that the proposed ordinance discriminated against the older areas of the City.

No one else wished to be heard.

The Public Hearing was declared closed.

Mr. Storrs apologized for the misunderstanding in relation to the scheduling of the January Study Meeting. He felt that, at this point, the Commission could table action for further study, or could recommend a text to the City Council, with some slight changes. Mr. Wright noted the need to have an Ordinance which would cover the total City, and protect new as well as long-term residents. Mr. Melaragni concurred, and indicated that the City should not enforce private subdivision restrictions. He further noted that commercial license plates on a vehicle does not necessarily make it a "commercial vehicle". Mr. Starr commented that the primary objectives are to maintain residential areas in a residential character, and to make the Ordinance as

understandable and enforceable as possible. Mr. Lepp stated that the intention is to protect the investment of all residents. He felt that the "grandfathering" approach would not be practical. Some of the Commission members felt that the time limits related to outdoor storage in residential districts should be extended one additional day, and that the term "commercial" should be added to the Commercial Vehicle definition so that one of the phrases would read " - - - or for the commercial transportation of goods, wares or merchandise, - - -".

Moved by Storrs

Supported by Wright

RESOLVED, that the Planning Commission hereby recommends to the City Council that the Zoning Ordinance provisions related to outdoor storage and commercial vehicle parking in residential districts be amended in accordance with the text as presented on this date, and as amended by this motion, in order to clarify, update, and improve the standards and controls related to these activities. The text proposal should be revised as follows:

1. Section 40.65.00 - change "48 hours" and "72 hours" references to "72 hours" and "96 hours", respectively.
2. Section 40.20.32 - add "commercial" to the phrase "transportation of goods, wares or merchandise, - - -".

Yeas: All Present (6)

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

The meeting was adjourned from 10:10 to 10:20 P.M.

9. PUBLIC HEARING - PROPOSED REZONING - South of I-75, North of Northfield Parkway -
Section 8 - R-1T to CR-1

Mr. Keisling explained that a request has been submitted for the rezoning of a 1.61 acre portion of the Manor Homes of Troy condominium development site, from the present R-1T (One Family Attached-Residential) classification to the CR-1 (One Family Residential-Cluster) classification. This parcel lies in the north central portion of the condominium site, immediately abutting the south right-of-way line of I-75. The petitioners have made this request in order to enable the construction of 5 single-detached homes within this development, which was originally planned to include 4-unit attached building groupings. They are apparently proposing this modification in construction format in order to improve home sales in this area. They have further indicated that the homes proposed for construction will be of the same size and quality as those which have been constructed to date.

Mr. Keisling noted that, in the course of investigating, with the petitioners, ways in which individual detached units could be constructed in this area, it was determined that the R-1T District provisions were not set up for development such as that proposed, involving variable or flexible side yards and limited street frontage. Single detached units constructed in this District would have to have a minimum of 20 feet between units, and would require the designation of parcels at least equal in size to R-1C lots. The approach by which a series of yard or frontage variances could be considered was also felt to be improper. The petitioners have, therefore, requested this rezoning, recognizing that the density available in the subject area will be just 3.1 units per acre, as compared to the 6.7 units per acre factor applicable in the present R-1T District. (The Manor Homes of Troy development was originally proposed to be built at approximately 4.5 dwelling units per acre.) The Planning Department saw no problem with the application of CR-1 zoning within this development area. Approval of this request was, therefore, recommended.

Andy Coden of Biltmore Properties was present along with Ray Carr and Frank Bronzetti of Estate Builders on behalf of the petitioners. Mr. Coden stated that their proposal would result in reduced residential density in this area. They have had some

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difficulty marketing homes due to the proximity of the I-75 freeway. Their surveys indicated that detached condominiums sold in the same price range may be more marketable. This approach also enabled them to build and sell one unit at a time, instead of having to construct a 4-unit building.

The Public Hearing was declared open.

John Corfield of 5926 Whitfield, a resident of the Manor Homes development, questioned the need for this rezoning. He was concerned that the construction of fewer units in the ultimate development would increase the cost per unit for property and amenity maintenance. Mr. Carr indicated that, if the total remaining portion of the development was built with the proposed detached condominiums, just an 8-10 unit overall reduction would result. He further noted that the potential reduced insurance costs may compensate for the loss in overall units.

In response to questions from Mr. and Mrs. Corfield and the Commission, Mr. Carr reviewed the size and potential price of the proposed detached units.

No one else wished to be heard.

The Public Hearing was declared closed.

In the course of the Commission's discussion, they noted the two letters of objection. Mr. Storrs raised a question as to the propriety of rezoning such a small parcel. It was noted that this action would in effect be the opposite of "spot zoning", as it would reduce the density and building flexibility opportunities available within the subject property.

Moved by Melaragni

Supported by Wright

RESOLVED, that the Planning Commission hereby recommends to the City Council that the request for the rezoning of a 1.61 acre parcel lying south of I-75 and north of Northfield Parkway in Section 8, from R-1T to CR-1, be granted, as such rezoning will enable a greater variety of home construction within this area while reducing the overall density.

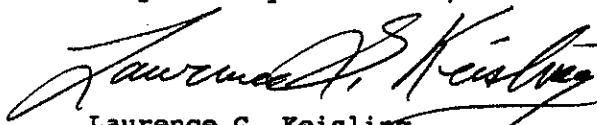
Yeas: All Present (6)

Absent: Ethier, Reece
Chamberlain

MOTION CARRIED

The meeting was adjourned at 10:35 P.M.

Respectfully submitted,


Laurence G. Keisling
Planning Director

LGK/eb