

LGK

AGENDA
REGULAR MEETING

7:30 P.M.

TROY CITY PLANNING COMMISSION

March 10, 1992

1. ROLL CALL
2. MINUTES - Special/Study Meeting of February 25, 1992
3. PUBLIC COMMENTS

TABLED ITEMS

4. SITE PLAN REVIEW - Proposed Office Building Expansion/Connection - Southeast Corner of Big Beaver and Crooks - Section 28

SITE PLANS

5. SITE PLAN REVIEW - Proposed Commercial Building Expansion - Southeast Corner of Maple and Livernois - Section 34

SUBDIVISIONS

6. PRELIMINARY PLAT - TENTATIVE APPROVAL - Warwick Woods Subdivision - West Side of Dequindre, North of Square Lake - Section 1

STREET VACATIONS AND OPENINGS

7. PROPOSED STREET VACATION - Portion of Atkins Road Right-of-Way, West of John R - Section 2

APPROVAL REQUIREMENTS

A) The Plan Commission has final authority on the following types of matters. A minimum of *five (5) affirmative votes are required* for approval.

- 1) Site Plan Review
- 2) Special Use Requests
- 3) Master Plan Amendments (*six (6) votes required*)

B) The Plan Commission acts in an advisory capacity on the following types of matters. Their action constitutes a recommendation to the City Council. Such recommending actions require a *majority vote* of those Commission members present.

- 1) Rezoning Proposals and Ordinance Text Amendments
- 2) Subdivision Plats
- 3) Street and Alley Vacations or Extensions
- 4) Historic District Designations

Reports covering the Plan Commission's recommendations on these matters are directed to the City Manager's Office. The City Manager's Office is responsible for preparation of City Council Agendas. Inquiries as to when a matter will appear on a City Council Agenda should be directed to the City Manager's Office (524-3330).

When the City Council receives reports regarding Rezoning, Ordinance Text Amendments, and Street and Alley Vacations, they have the option of denying the proposals without a Public Hearing, or establishing a Public Hearing for a future date. The City Council will typically established a Public Hearing, when requested by the petitioner, although they are not compelled to do so.

TO: Troy City Planning Commission
FROM: Laurence G. Keisling, Planning Director
SUBJECT: Regular Meeting Agenda - March 10, 1992

1. ROLL CALL
(Resolution to excuse absent members, if necessary).
2. MINUTES - Special/Study Meeting of February 25, 1992

3. PUBLIC COMMENTS

TABLED ITEMS

4. SITE PLAN REVIEW - Proposed Office Building Expansion/Connection - Southeast Corner of Big Beaver and Crooks - Section 28

Action on this matter was tabled, following initial discussion at your February 11 Regular Meeting, and once again following discussion at your February 25 Special/Study Meeting. The February 25 tabling was in order to provide an opportunity for Kelly Services to complete their review of proposed driveway configurations, including a potential alternative layout in the southerly portion of the Crooks Road frontage, and to provide an opportunity for review by the City's Traffic Engineer of proposed driveway alternatives. The building proposal is for the construction of a meeting and conference room link which will connect the present Kelly Services Headquarters building with the former Kimberly Scott building, now owned by Kelly Services. These two O-S-C zoned sites along with the recently rezoned O-1 site to the south comprise a total net site area of 11.87 acres. The proposed building connection will have a total gross floor area of 16,050 square feet, bringing the total gross floor area of the building complex to 246,962 square feet. The usable floor area as indicated on the enclosed revised site plan reflects the full storage basement in the proposed link structure, and the storage and mechanical area in the basement of the current Kelly Headquarters building. The parking requirement for the link structure is based upon the larger meeting room requirement. As in the case of other office complexes in the area, Kelly Services has proposed use of the "parking area reserve" provisions contained in Section 26.50.03 of the Zoning Ordinance, wherein a portion of the required parking (up to 10%) can be replaced with additional landscaped area. In this case, the petitioners have chosen to place 83 spaces of the required 1,016 spaces in a landscape reserve.

Considerable discussion has occurred regarding proposals to provide driveway inter-connections between this site and abutting office sites, particularly the Lindsey Centre site immediately to the south on Crooks Road. At your request, we have prepared an alternative driveway layout in the southerly portion of the Crooks Road frontage, a copy of which is enclosed. This layout would provide for joint access to a driveway opposite Butterfield Street, while at the same time intending to discourage movement through the Kelly site by those moving north from the Lindsey Centre site to the south. This layout also provides a "queuing area" for those entering Crooks Road,

without interference from the drives to the north, and is intended to visually separate the Crooks Road drive from the major Kelly parking area to the north (at least in relation to those viewing from Crooks Road). Robert Thompson, Kelly Senior Vice President, has once again expressed Kelly's opposition to cross-access drive connections, even to the point of determining not to proceed with the project if such a connection is required. He did, however, agree to present our proposed revised driveway layout to Kelly administration. After reviewing the City's objectives in relation to the provision of cross-access or joint drives, he noted that Kelly has achieved many of these objectives through their site consolidation and construction program. They have consolidated three previously separate sites, including the addition of a 3.73 acre parcel having approximately 308 feet of frontage on Crooks Road, while not adding any driveways to the site (assuming deletion of the present northerly Crooks Road driveway). Their site acquisition has enabled movement between the two previous office sites, while at the same time facilitating access to this area from Big Beaver Road.

Lieut. Tullock of the Police Department participated in our recent meeting with Kelly representatives, for the purpose of discussing security concerns. He will be consulting further with Kelly Services as they hopefully proceed with their project. John Robbins, City Transportation Engineer has advised that the preferable location for a new driveway within the Crooks Road frontage would be directly opposite an existing drive on the west side, rather than providing for any driveway off-set. It is the recommendation of the Planning Department that this site plan be approved, subject to the deletion of the existing northerly drive within the Crooks Road frontage. After reviewing the existing and potential roadway configurations in this area, the staff has asked that the petitioners execute an Agreement and Irrevocable Petition related to any potential future Big Beaver Road special assessment project, in lieu of the provision of acceleration/deceleration lanes at the Big Beaver Road driveways, which may only be relatively short-term in nature.

Proposed resolution

Moved by

Supported by

RESOLVED, that Preliminary Site Plan Approval, as requested for the construction of a 16,050 square foot building expansion and related landscape and parking improvements for the Kelly Services Headquarters office complex on their 11.87 acre O-S-C and O-1 zoned site at the southeast corner of Big Beaver and Crooks Roads is hereby (granted, subject to deletion of the present northerly driveway within the Crooks Road frontage), or (denied, for the following reasons: _____).

Yeas:

Nays:

Absent:

SITE PLANS

5. SITE PLAN REVIEW - Proposed Commercial Building Expansion - Southeast Corner of Maple and Livernois - Section 34

A site plan has been submitted for the construction of 16,290 square foot addition to the present 99,200 square foot K-Mart store on the 11.7 acre B-2 zoned site adjacent to the southeast corner of Maple and Livernois Roads. The resultant K-Mart building will thus be 115,490 square foot in area. As indicated on the site plan, the Michigan National Bank building site has previously been integrated within the subject B-2 parcel. Upon receiving this site plan, we worked with the architect to determine ways in which the site could be brought up to current standards, particularly in relation to landscaped area. A revised plan was submitted, indicating how the required landscape area could be provided, while still meeting the parking requirement for the total expanded development. At that time it was noted, however, that the parking spaces provided in conjunction with the original construction in 1964-65 were just 9 feet in width, rather than meeting the current width requirement of 9'6". This requirement was placed in the Ordinance in 1967. As indicated in the enclosed memorandum from Gary Shripka, expansion of the parking spaces to the current width requirement resulted in a 31 space parking deficiency. The petitioners subsequently requested and received, from the City Council, a 31 space parking variance, with the understanding that the spaces would be re-stripped to meet the current dimensional requirement.

As we proceeded with review of this site plan, including consideration of potential access and traffic improvements, we proposed that consideration be given to deleting the northernmost Livernois Road driveway, the closest drive to the Maple-Livernois intersection. The property owners, and K-Mart as the tenant, have agreed to this site modification. With this revision, the architect was able to develop a revised plan involving a more uniform greenbelt area along the total Livernois Road frontage, as well as along the south boundary of the abutting Subway Restaurant site. Although we had also discussed the potential provision of cross-access easements, we felt that the deletion of the Livernois Road driveway would result in a far greater traffic improvement in this area. Some Commission members may recall that K-Mart and the property owners have historically been strongly opposed to the provision of cross-access easements. There are no existing easements on any of the properties abutting this site. The L-shaped parcel which includes the detention basin serving this site also includes a (25) foot wide vacant strip running along the total south boundary of the K-Mart site. (This parcel was not included in the countable landscape area for the K-Mart development.) A cross access or joint drive easement was provided over the (front portion of the driveway serving the Precision Tune site) still further to the south. A cross access easement could be provided extending to the south property line, in the event that this 25 foot parcel is in the future combined with the K-Mart site. Such a provision will most likely be opposed by K-Mart and the property owners, as such a connection would be of relatively limited usefulness to them. The more important traffic improvement at this location, in our view, is the agreed to elimination of the northerly Livernois Road driveway. The proposed landscape placement will also greatly

enhance this site, not only in relation to the perimeter areas, but in relation to the substantial islands which will break up the parking area and protect the driveway in front of the building. Approval of this site plan is recommended by the Planning Department.

Proposed resolution

Moved by

Supported by

RESOLVED, that Preliminary Site Approval, as requested for the construction of a 16,290 square foot addition to the 99,200 square foot K-Mart store, along with related landscape and parking improvements, on the 11.7 acre B-2 zoned site adjacent to the southeast corner of Maple Road and Livernois is hereby (granted, subject to the following conditions: _____) or (denied, for the following reasons: _____).

Yeas:

Nays:

Absent:

SUBDIVISIONS

6. PRELIMINARY PLAT - TENTATIVE APPROVAL - Warwick Woods Subdivision - West Side of Dequindre, North of Square Lake - Section 1

This proposed subdivision, consisting of (44) lots and a detention basin outlot, comprising an area of 15.27 acres, extends west from Dequindre Road in the area north of Square Lake Road. The Dequindre Road frontage provides for a single street access, while stub streets are provided extending to the north and south. (A drawing submitted with this plat indicates how the street system can be extended into adjacent properties, ultimately connecting to the Ranieri Subdivision to the north and to Evanswood Street to the west.)

This subdivision lies within an (R-1D) zoned area. The proposed lot sizes are, however, consistent with those which would occur within a lot-averaging subdivision in an R-1C zoned area and are equal to or greater than standard R-1D lots. In response to questions regarding the unusual detention basin parcel configuration, the proprietors have indicated that they attempted to acquire all or the rear portion of the parcel immediately to the south, but were unsuccessful. (If a fenced basin is to be placed on this site, fencing will be required to be placed (50) feet from the Dequindre Road right-of-way and (25) feet from other street rights-of-way. All applicable Ordinance requirements are complied with and Tentative Approval of this Preliminary Plat is recommended by the Planning Department.

Proposed resolution

Moved by

Supported by

RESOLVED, that the Planning Commission hereby recommends to the City Council that the Tentative Approval be granted to the Preliminary Plat of Warwick Woods Subdivision, on the west side of Dequindre Road north of Square Lake Road.

Yeas:

Nays:

Absent:

STREET VACATIONS AND OPENINGS

7. PROPOSED STREET VACATION - Portion of Atkins Road Right-of-Way, West of John R - Section 2

Approximately five years ago the John R-Atkins Road intersection was reconstructed in order to improve the roadway geometrics in this area by creating a more conventional 90 degree intersection. As a result of that reconstruction, a portion of the previous roadway was removed from the right-of-way in front of abutting lots within Emerald Lakes Village Subdivision No. 5. In order to properly convey this right-of-way which is no longer needed for street purposes to abutting owners, it is now, therefore, recommended that action be taken to formally vacate that portion of the northerly 35 foot wide half-width of Atkins Road abutting Lots 209 and 210 of Emerald Lakes Village Subdivision No. 5 (Liber 126, Pages 28 and 29 of Oakland County Plats), (subject to the retention of an easement for utility purposes) over the total area being vacated. This present right-of-way area would then be joined in ownership with the abutting lots. The enclosed drawing indicates the exact shape of the area to be vacated, excluding a small triangular parcel in the southwest corner which will remain a portion of the Atkins Road curved right-of-way alignment.

Proposed resolution

Moved by

Supported by

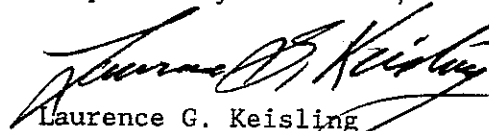
RESOLVED, that the Planning Commission hereby recommends to the City Council that, that portion of the 35 foot wide half-width right-of-way for Atkins Road abutting Lots 209 and 210 of Emerald Lakes Village Subdivision No. 5 (Liber 126, Pages 28 and 29 of Oakland County Plats) be vacated, in accordance with the diagram presented on this date, dated February 3, 1992, subject to the retention of an easement for utility purposes over the total area being vacated, as the subject right-of-way is no longer necessary for street purposes as a part of the reconstructed Atkins-John R intersection.

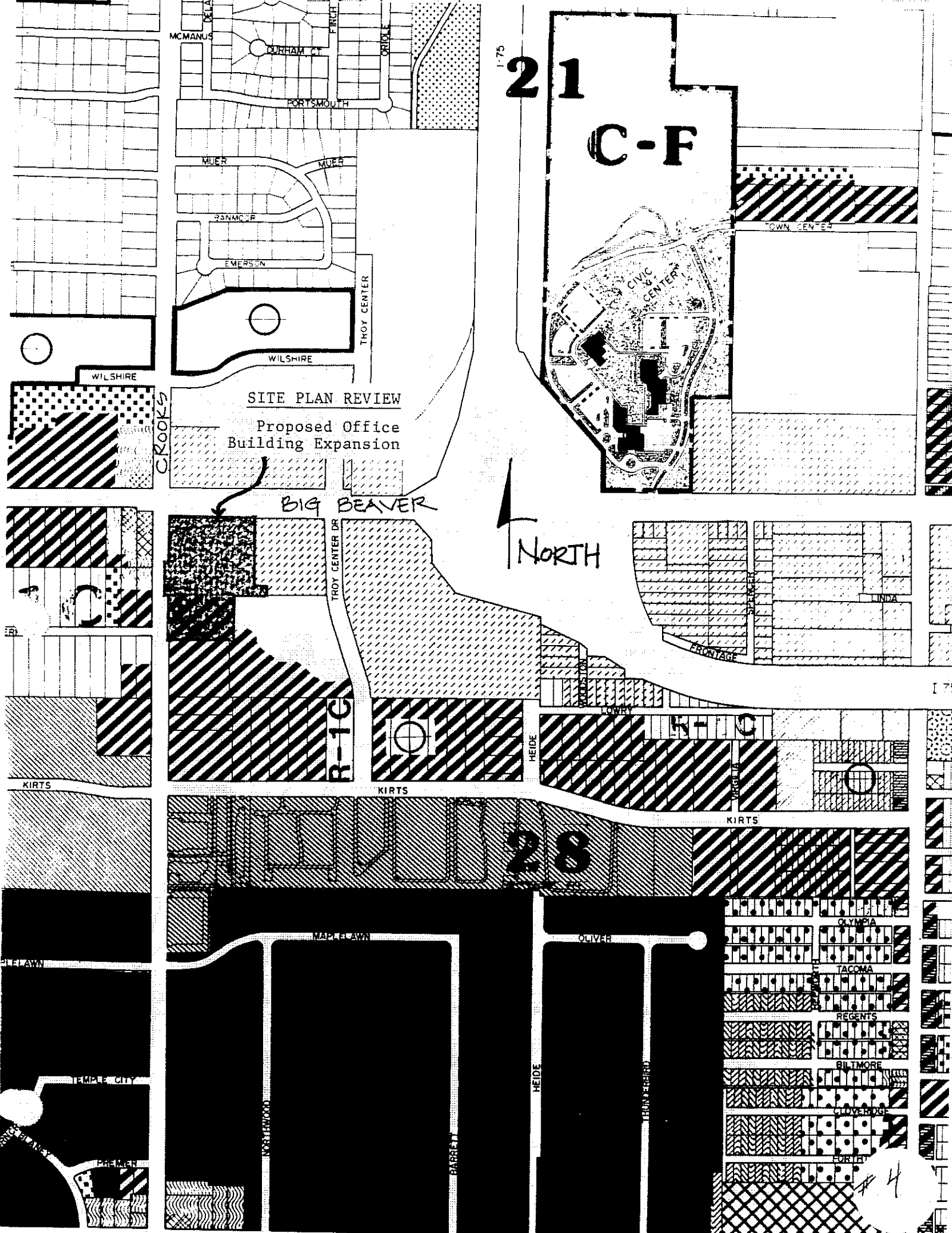
Yeas:

Nays:

Absent:

Respectfully submitted,


Laurence G. Keisling
Planning Director



21
C-F

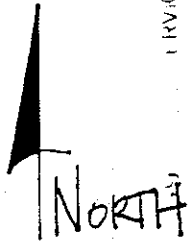
SITE PLAN REVIEW
Proposed Office
Building Expansion

BIG BEAVER

NORTH

28

4



INVOICE BLDG

OFFICE BUILDING

APARTMENTS

BIG BEAVER

CROOKS

SITE PLAN REVIEW
Proposed Office
Building Expansion

VILLAGE GREEN
APTS.

DRIVE
CENTER
TROY

2701

43

44

1228

1200

TS₃₇ FARM

36

ME 2600

DG. 2560

REC'D

FEB 10 92

PLANNING DEPT

February 6, 1992

Mr. Laurence G. Keisling
City of Troy
500 W. Big Beaver Road
Troy, Michigan 48084

Dear Mr. Keisling,

The objectives of Kelly Services expansion plan as presented are to create an enhanced working environment for our employees and visitors while supporting the continued growth of the organization. We, as a corporation, have made a strong commitment to the city of Troy by planning to meet those growth requirements within city limits.

As part of our planning efforts in preparing to meet those needs, we've secured the services of a number of experts in architecture, landscape design, traffic flow and security. All of those experts felt strongly that in order to create the campus-type environment that we desire, great care must be taken to assure a safe environment with controlled access. To illustrate the type of direction we've received, I'd like to share several of the statements our security consultant, James C. Snyder, Ph.D., Professor of Architecture, University of Michigan, made in his report to us dated January 9, 1992.

"The parking lot and grounds should be redeveloped to create the image and reality of a corporate headquarters facility, with apparent access only to employees and authorized visitors. A barrier image should be avoided; a proprietary image should be enhanced. Unauthorized persons should feel uncomfortable using, or cutting across, the parking lot and grounds because it is inconvenient, they would be intruding on a clearly private space, and they would be observed if involved in a criminal act."

"The lot design should create a friendly but private entity, not interconnected (visually or functionally) with other lots in the area."

KELLY

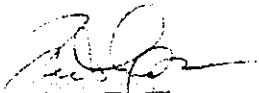
"The lot design should create a friendly but private entity, not interconnected (visually or functionally) with other lots in the area."

"Circulation geometry should enhance observability (natural surveillance), facilitate convenient entrance and exit, and discourage through traffic."

In addition to the experts, we've received numerous requests from our employees to enhance the security in our parking lot to reduce vandalism and theft and to eliminate cut through traffic that has resulted in a number of accidents over the last several years.

We believe that our site plan, as presented, address those issues while enhancing the overall appearance of the property. The proposed modifications that suggest vehicular cross access and public pedestrian walkways are in direct opposition to those objectives. Therefore, we cannot agree with those suggested changes.

Sincerely,



Robert E. Thompson
Senior Vice President
and Group Executive
Kelly Services, Inc.

January 17, 1992

TO: Frank Gerstenecker, City Manager
FROM: Gary A. Shripka, Chief Building Inspector
SUBJECT: Request for Public Hearing Date - Parking Variance
100 E. Maple

We have received a site plan for a proposed addition to the existing
K mart Store located at 100 E. Maple.

Through discussions with the Planning Department, the applicant was advised that before an addition, to this site, could be approved additional landscaping would be required to bring this site into compliance with current ordinances.

In reviewing the plans, the applicant indicated compliance could be obtained by removing a number of existing parking spaces. At the same time he requested information as to the number of spaces required for this site, including the proposed addition.

The revised site plan was then submitted with the required landscaping and 613 parking spaces where only 578 are required. Unfortunately the existing spaces to remain are only 9 feet wide. Chapter 39, section 40.25.03 would require these spaces be increased to a width of 9.5 feet.

The re-striping to 9-1/2 feet, of the existing lot, while still meeting the landscape requirements would only create 547 spaces where 578 are required.

Having been advised of the parking deficiency, the applicant has decided to comply with the landscape requirements and appeal to City Council for a reduction in the number of parking spaces required for this site.

Number of Spaces Provided @9'	613
Number of Spaces Required	578
Number of Spaces Possible @9-1/2'	547
Number of Spaces deficient	<u>31</u>

In appealing, the petitioner is requesting that City Council set a public hearing date in accordance with the provisions of the ordinance.

If you require additional information or have any questions, kindly advise.

Feb. 24, 1992 - (31) Space Variance
Granted by City Council
(Provide 9'-6" Spaces)

GAS/ddb

Respectfully submitted,

Gary A. Shripka
Gary A. Shripka
Chief Building Inspector

copy: J. Szerlag, Assistant City Manager/Services

A-2

KELLY

SERVICES

ROBERT E. THOMPSON
SENIOR VICE PRESIDENT AND
GROUP EXECUTIVE

February 14, 1992

Mr. Laurence G. Keisling
City of Troy
500 W. Big Beaver Road
Troy, Michigan 48084

Dear Mr. Keisling:

Thank you for meeting with us to discuss last Tuesday's Planning Commission meeting. As I mentioned, we were very disappointed that our preliminary site plan was not approved and wanted to share with you some additional information to support our position.

As you know, we secured the services of a security consultant to advise us on building and site security. As stated in my letter of February 6, there was a desire, of course, to provide our employees with a safe working environment, but we chose not to bring up the primary reason in the public forum of the commission meeting.

Kelly Services is currently implementing an automated computer system which, when complete, will link our 950 North American branch offices, as well as our 300 international offices, with our corporate headquarters in Troy. This is not merely a network for passing messages back and forth to the headquarters office, but rather is an on-line order taking and filling system which is the life blood of our business. Two computer centers, which will be the hub of the network, will be located in the Kelly Services building and the former Kimberly Scott building. Implementation of this new proprietary computer system will be the largest single investment in the history of Kelly Services. Given this new information, I think you can better understand our concern for having a secure site with somewhat limited access.

To reiterate our position: we agree to include sidewalks from our headquarters building to the existing walk along Big Beaver Road; and to eliminate the internal entrance to the parking lane at the northwest Big Beaver entrance. However, we must oppose any type of cross access with either the Huntington Bank lot to the east or the Lindsay Center and Continental Plaza lots to the south.

KELLY

Mr. Laurence G. Keisling
February 14, 1992
Page Two

It should be noted that we are not asking for any less cross access than currently exists and in fact are increasing it by linking the Kelly Services headquarters lot with the former Kimberly Scott building as well as the currently undeveloped lot immediately south of the Kelly building.

Given the additional information regarding the computer centers, along with our willingness to accept your most recent recommended changes, I would hope that our site plan can be reconsidered.

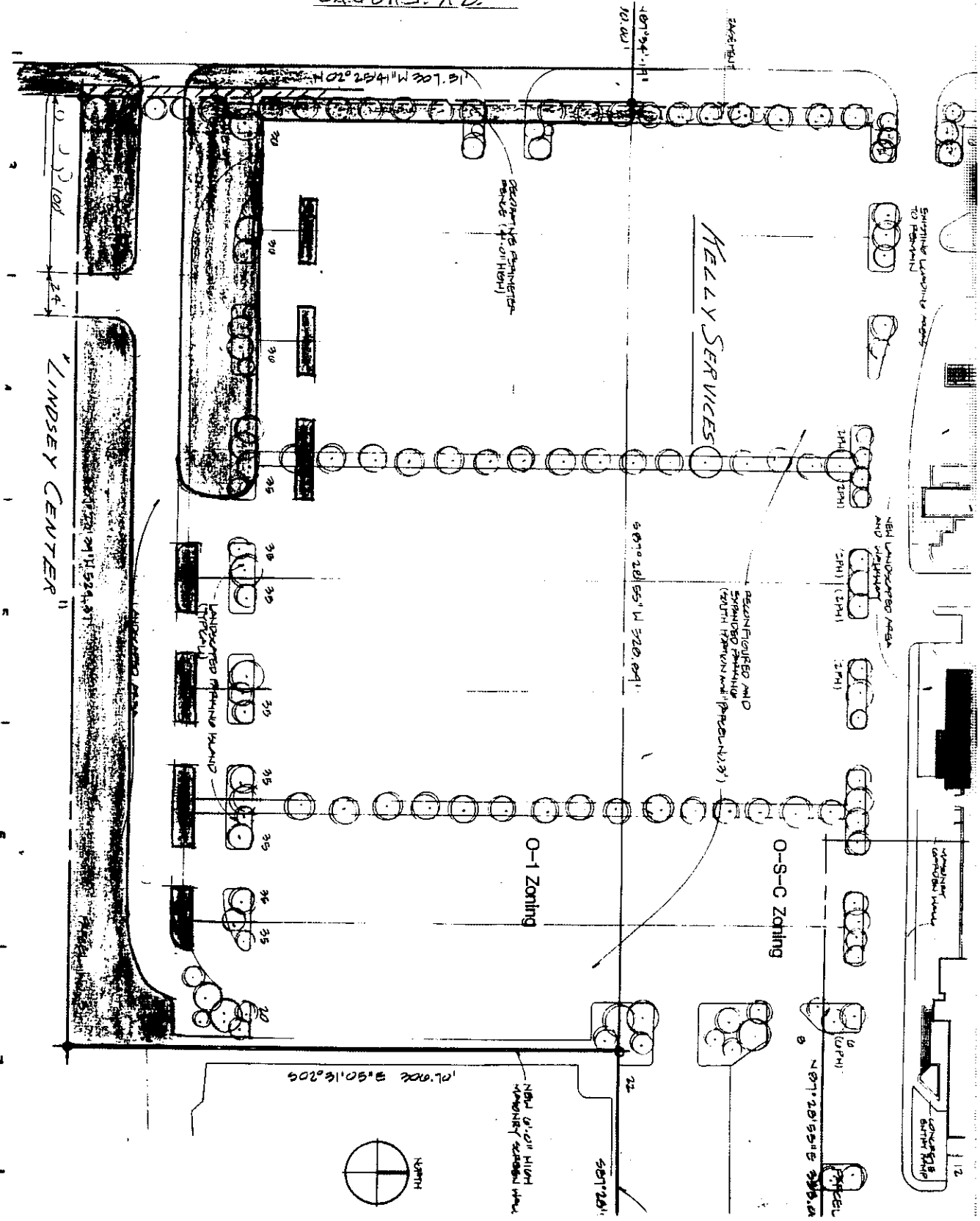
Sincerely,



Robert E. Thompson

RET:bms

CROOKS. RD.



LEGEND

KIRTS

OLYMPIA

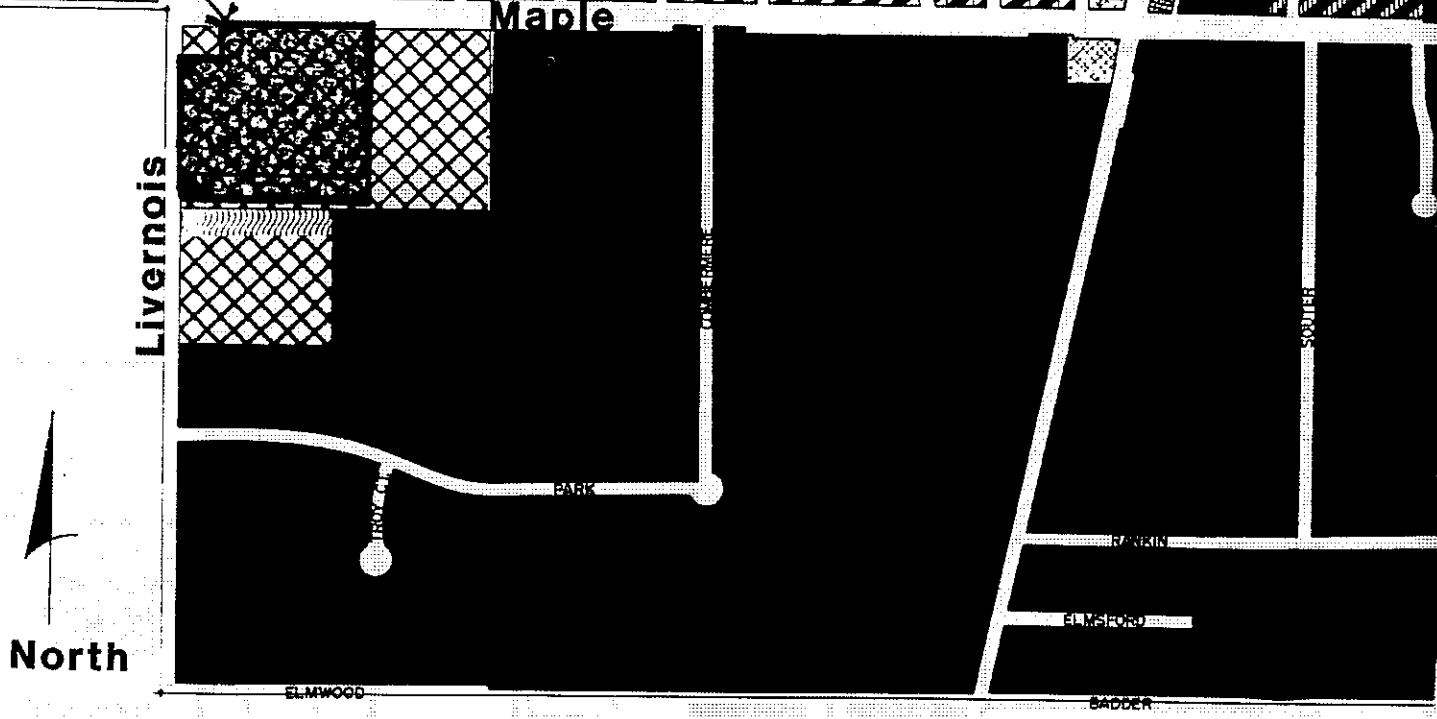
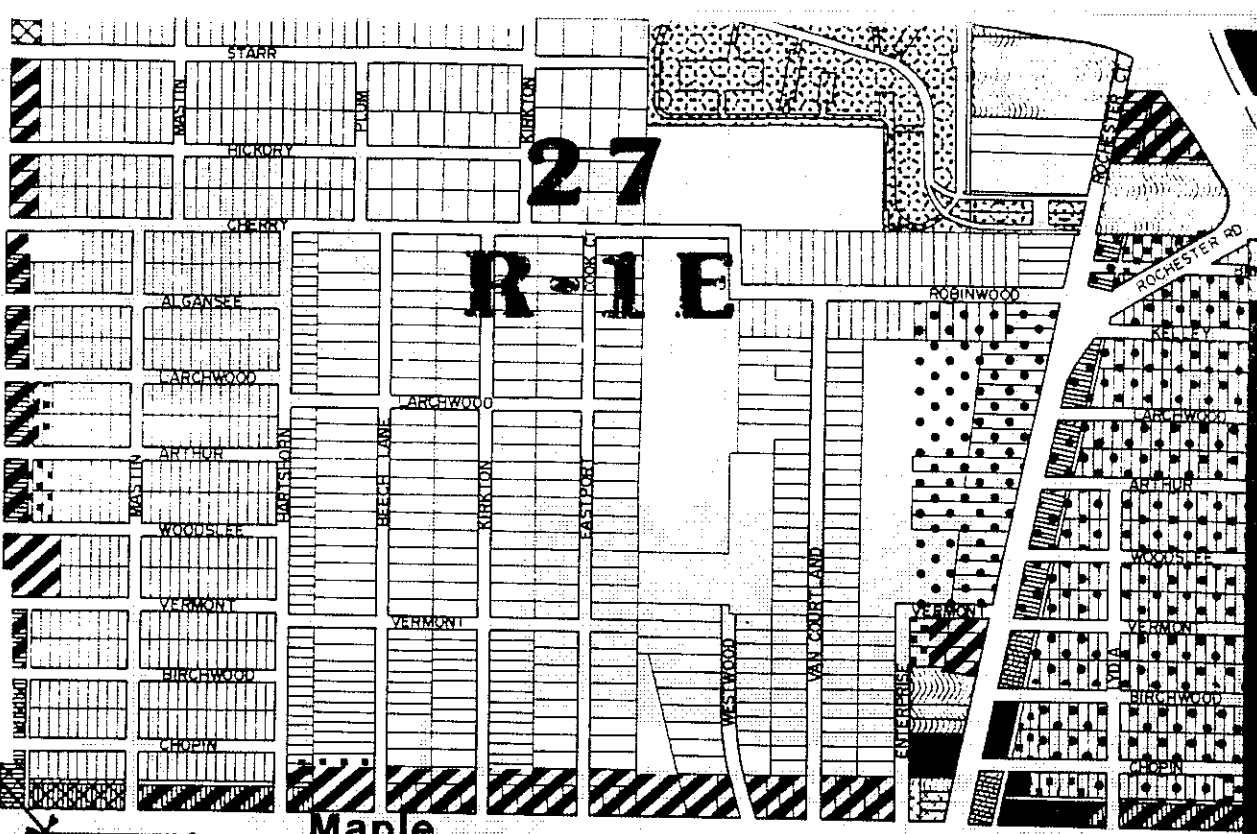
TACOMA

REGENTS

BILTMORE

SITE PLAN REVIEW

PROPOSED BUILDING ADDITION



#5

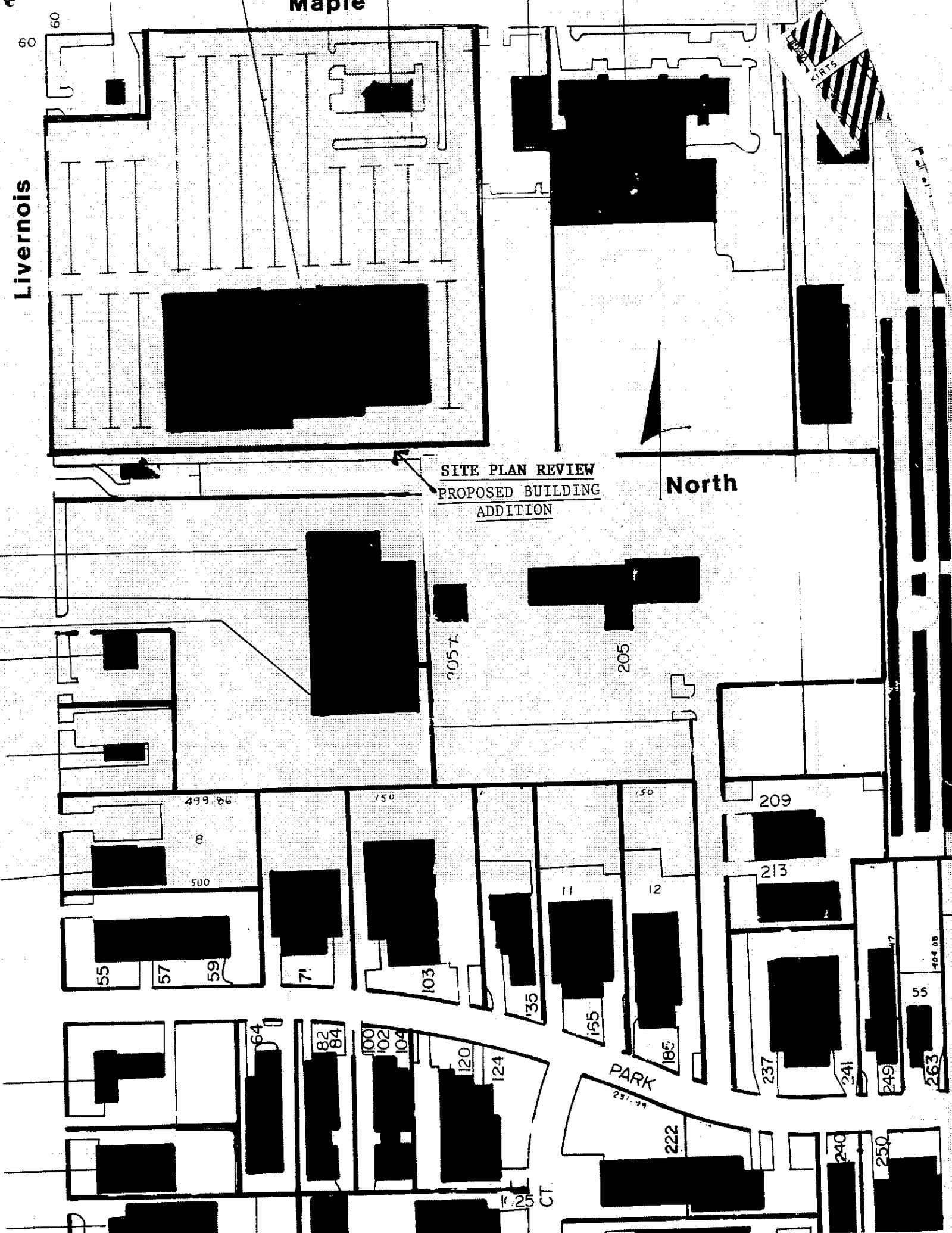
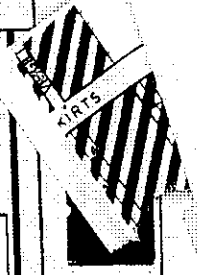
Livernois

Maple

60
60

SITE PLAN REVIEW
PROPOSED BUILDING
ADDITION

North



499.86

8.

500

55

57

59

71

103

135

11

12

155

185

209

213

237

241

249

263

55

404.08

PARK

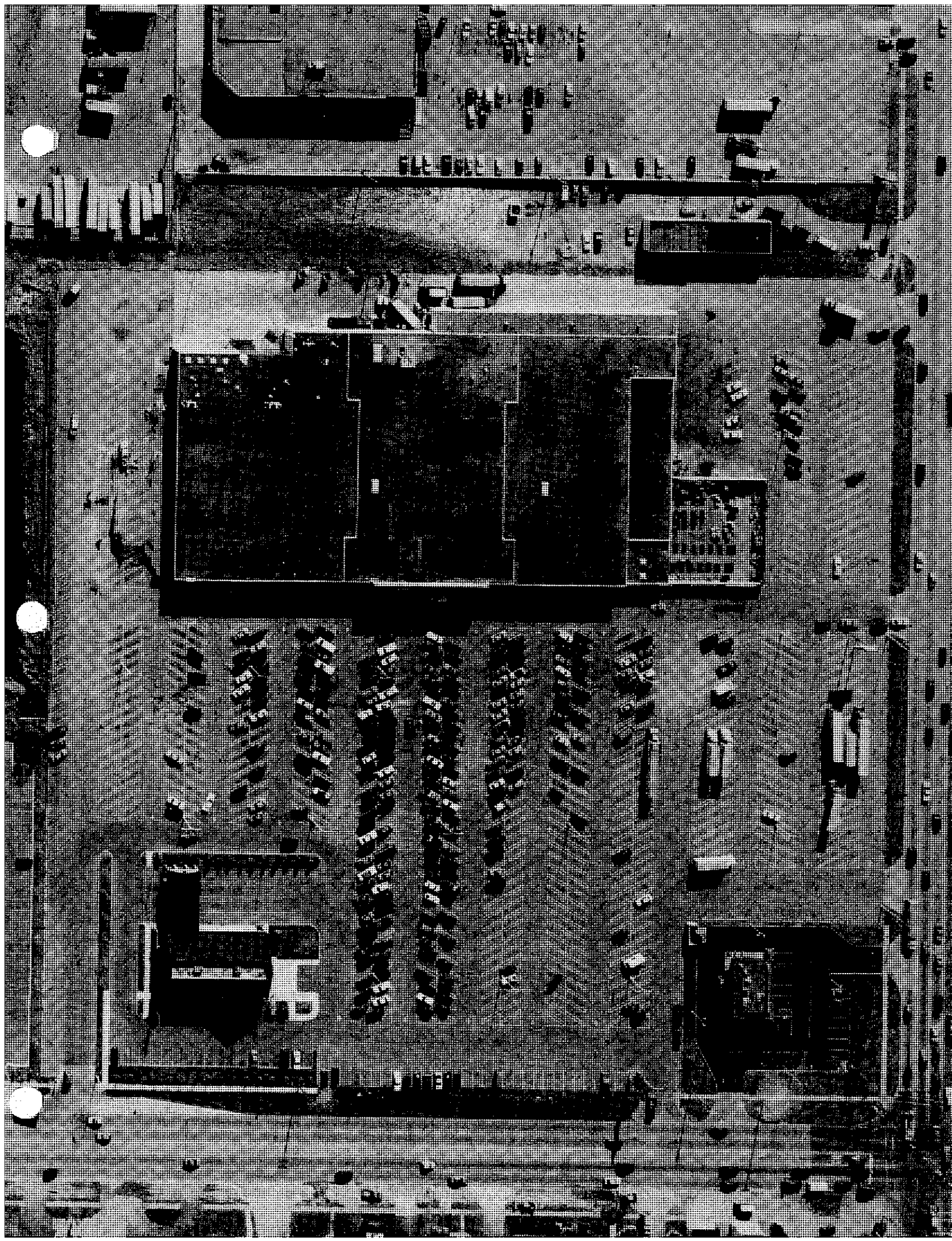
231.99

222

240

250

1/25 CT



LAND/BUILDING DATA

SITE AREA	510,150 S.F. NET
BUILDING AREA	
EXISTING KMART	99,200 S.F.
NEW ADDITION	<u>16,290 S.F.</u>
TOTAL	115,490 S.F. GROSS; 88,200 S.F. NET

PARKING REQUIRED (KMART PARCEL) = 1 SPACE/200 S.F. GROSS
= $115,490/200 = 577.45 = \underline{577 \text{ SPACES}}$

PARKING PROVIDED AS CURRENTLY STRIPED = 613 SPACES
RE-STRIPED TO 9.5 FT. WIDTH = 547 SPACES

LANDSCAPING REQUIRED = 10% OF NET SITE AREA
= $.10 \times 510,150 = \underline{51,015 \text{ S.F.}}$

LANDSCAPING PROVIDED = 51,325 S.F.

TREES REQUIRED IN 10 FT. GREENBELT = 1 TREE/30 LIN.FT.
= $1140/30 = \underline{38 \text{ TREES}}$

 LANDSCAPED AREAS

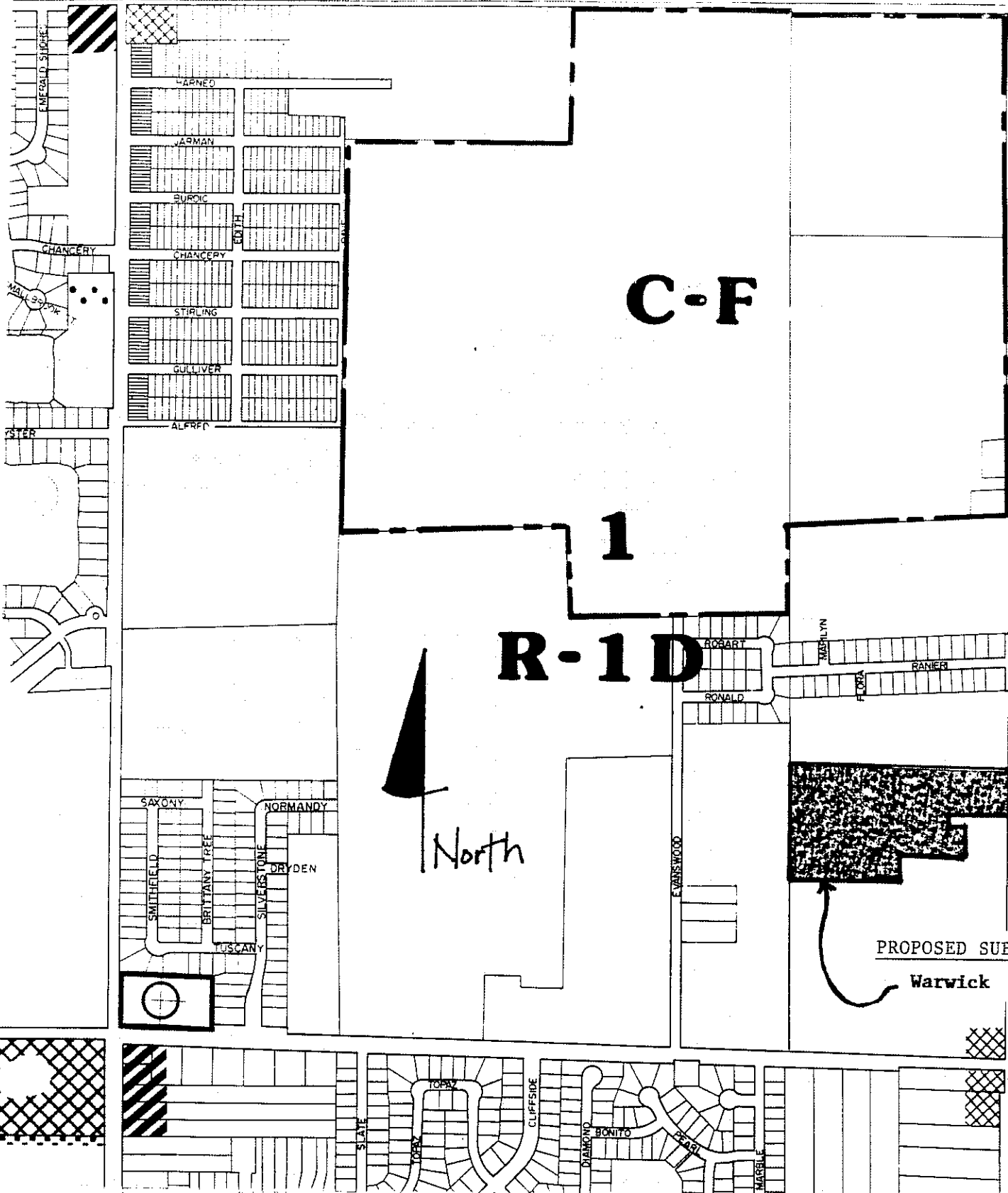
○ = NUMBER OF SPACES AS CURRENTLY STRIPED

⬡ = NUMBER OF SPACES RE-STRIPED TO 9.5 FT. WIDTH

JOHN R

DEQUINDRE

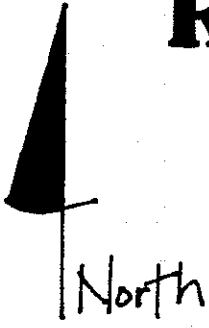
SOUTH BLVD



C-F

1

R-1 D



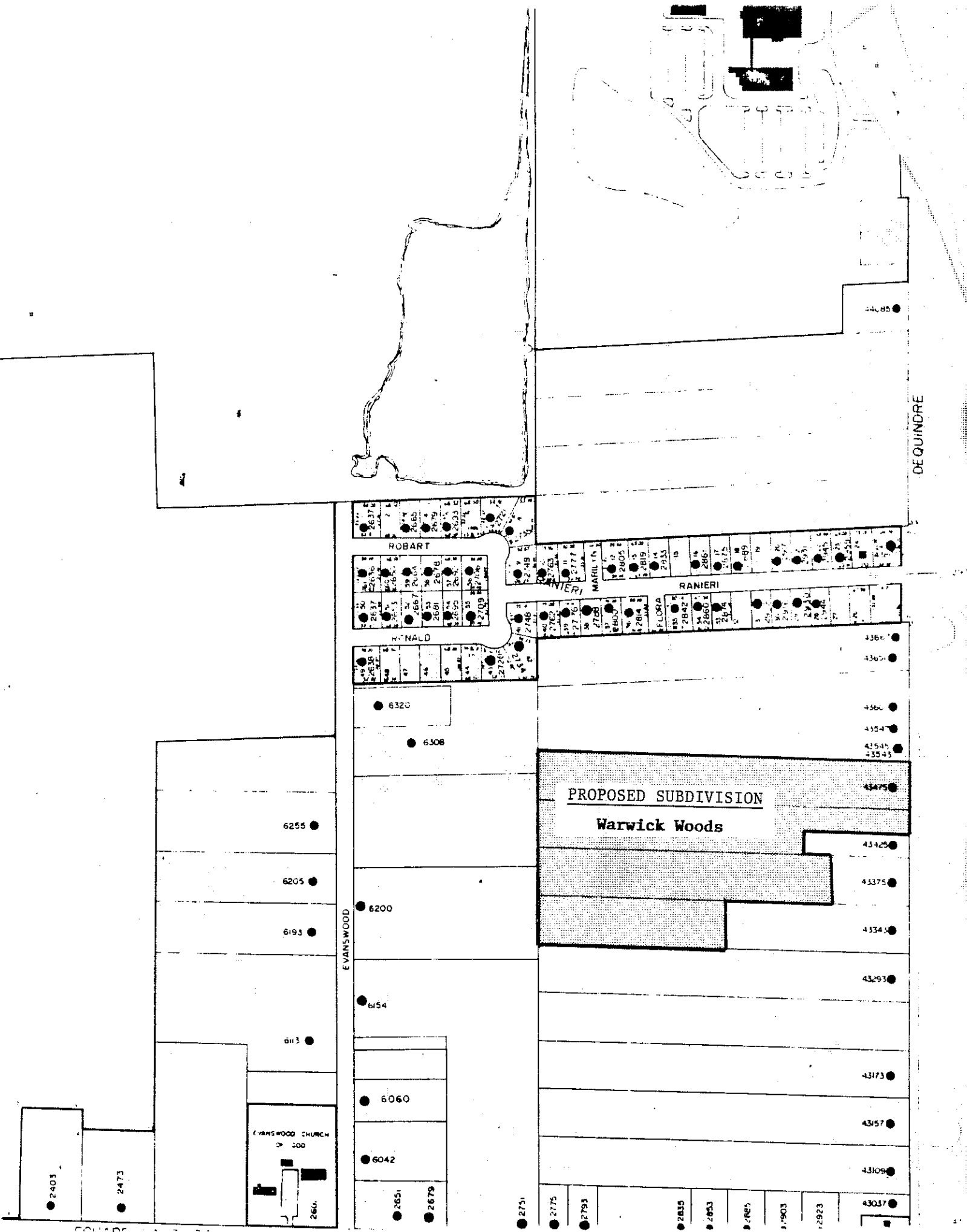
Dequindre

PROPOSED SUBDIVISION

Warwick Woods

SQUARE LAKE

6



DEQUINDRE

PROPOSED SUBDIVISION
Warwick Woods

EVANSWOOD

EVANSWOOD CHURCH

2403

2473

266

6320

6308

6255

6205

6193

6113

6200

6154

6060

6042

2651

2679

2751

2775

2793

2835

2853

2871

2903

2923

43037

43109

43157

43173

43293

43345

43375

43425

43475

43543

43541

4354

4365

4366

ROBERT

RONALD

RANIERI

MARILYN

FLORA

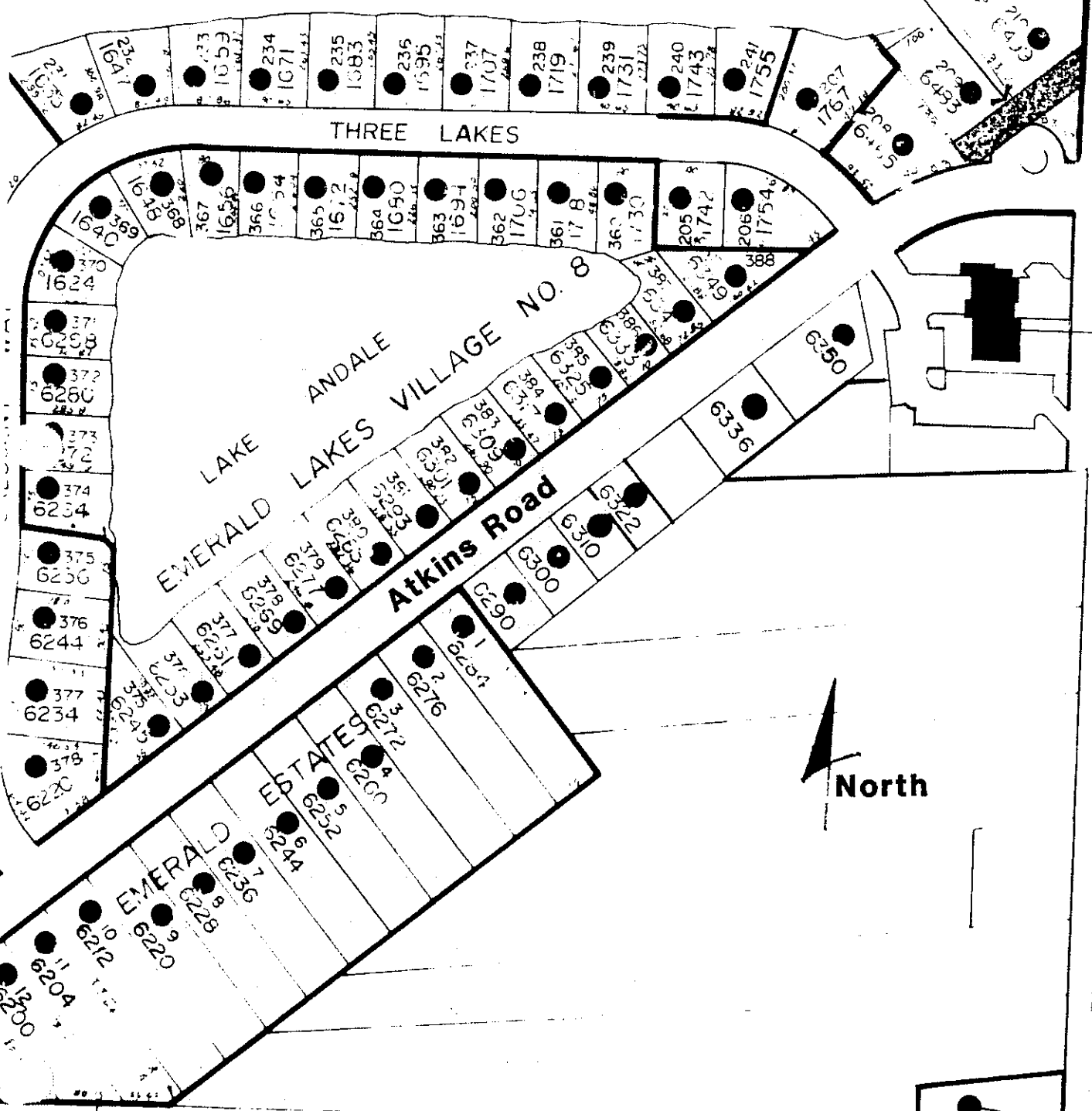
RANIERI

NO
RAIL
LAKE

E.L.V. NO 5

EMERALD LAKES VILLAGE NO 6

PROPOSED STREET
VACATION



JOHN R

North

7

