

PLANNING COMMISSION MEETING AGENDA REGULAR MEETING

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Troy, MI 48084
(248) 524-3364
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planning@troymi.gov

December 14, 2010

7:30 P.M.

Council Chamber

1. ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES – October 26, 2010 and November 23, 2010 Special/Study Meetings
4. PUBLIC COMMENTS – For Items Not on the Agenda

SPECIAL USE REQUEST

5. PUBLIC HEARING – SPECIAL USE APPROVAL AND PRELIMINARY SITE PLAN REVIEW (File Number SU 384) – Proposed LA Fitness, 1501 Maple Lane, South of Maple and West of Coolidge, Section 31, Currently Zoned M-1 (Light Industrial) District

OTHER BUSINESS

6. APPROVAL OF 2011 PLANNING COMMISSION MEETING SCHEDULE
7. PUBLIC COMMENTS – Items on Current Agenda
8. PLANNING COMMISSION COMMENTS

ADJOURN

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@troymi.gov or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

The Special/Study Meeting of the Troy City Planning Commission was called to order by Chair Hutson at 7:30 p.m. on October 26, 2010 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Present:

Donald Edmunds
Michael W. Hutson
Mark Maxwell
Philip Sanzica
Robert M. Schultz
Thomas Strat
Lon M. Ullmann
Mark J. Vleck

Absent:

John J. Tagle

Also Present:

R. Brent Savidant, Acting Planning Director
Allan Motzny, Assistant City Attorney
Zachary Branigan, Carlisle/Wortman Associates, Inc.

2. APPROVAL OF AGENDA

Resolution # PC-2010-10-071

Moved by: Schultz
Seconded by: Edmunds

RESOLVED, To approve the Agenda as prepared.

Yes: All present (8)
Absent: Tagle

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2010-10-072

Moved by: Sanzica
Seconded by: Schultz

RESOLVED, To approve the minutes of the October 12, 2010 Regular meeting as prepared.

Yes: All present (8)
Absent: Tagle

MOTION CARRIED

4. PUBLIC COMMENT

There was no one present who wished to speak.

5. BOARD OF ZONING APPEALS (BZA) REPORT

Mr. Edmunds presented the BZA Report.

6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT

Mr. Savidant indicated there was no October DDA meeting.

7. PLANNING AND ZONING REPORT

Mr. Savidant presented the Planning and Zoning Report.

STUDY ITEM

8. COMPREHENSIVE ZONING ORDINANCE REWRITE (ZOTA 236) – Discussion with Representatives from Carlisle/Wortman Associates, Inc.

Mr. Branigan presented the following draft Articles:

- Article 4 District Regulations
- Article 5 General Provisions
- Article 9 Development Options
- Article 11 Sustainable Design and Environmental Standards
- Article 13 Site Design Standards

Mr. Savidant led a discussion regarding the draft Zoning District Map.

There was general discussion on all items.

Mr. Ullmann stated the environmental provisions from Chapter 11 have all been removed.

Mr. Ullmann stated the Tree Ordinance has been eliminated.

Mr. Ullmann stated the Open Space and Natural Features Protection were common features all committees in Vision 20/20 recommended. Political will now exists for the adoption of these ideas.

Mr. Ullmann stated the Master Plan identifies these components; therefore, they should be incorporated in the Zoning Ordinances especially as the Zoning Law is the enabling act for the protection of these features.

OTHER BUSINESS

9. **PUBLIC COMMENTS** – Items on Current Agenda

There was no one present who wished to speak.

10. **PLANNING COMMISSION COMMENTS**

Mr. Ullmann commented on the newly constructed cell tower at the southwest corner of Square Lake and John R. Mr. Savidant stated he would take a photograph of the tower and email it and the approved site plan and meeting minutes to all Planning Commissioners for their consideration.

ADJOURN

The Special/Study Meeting of the Planning Commission adjourned at 10:05 p.m.

Respectfully submitted,

Michael W. Hutson, Chair

R. Brent Savidant, Acting Planning Director

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The Special/Study Meeting of the Troy City Planning Commission was called to order by Chair Hutson at 7:30 p.m. on November 23, 2010 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Present:

Donald Edmunds
 Michael W. Hutson
 Mark Maxwell
 Philip Sanzica
 Robert M. Schultz
 Thomas Strat
 John J. Tagle
 Lon M. Ullmann

Absent:

Mark J. Vleck

Also Present:

R. Brent Savidant, Acting Planning Director
 Allan Motzny, Assistant City Attorney
 Zachary Branigan, Carlisle/Wortman Associates, Inc.

2. APPROVAL OF AGENDA

Resolution # PC-2010-11-075

Moved by: Schultz
 Seconded by: Maxwell

RESOLVED, To approve the Agenda as prepared.

Yes: Edmunds, Hutson, Maxwell, Sanzica, Schultz, Tagle, Ullmann
 Abstain: Strat
 Absent: Vleck

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2010-11-076

Moved by: Tagle
 Seconded by: Schultz

RESOLVED, To approve the minutes of the November 9, 2010 Regular meeting as prepared.

Yes: Edmunds, Hutson, Sanzica, Schultz, Strat, Tagle, Ullman
 Abstain: Maxwell
 Absent: Vleck

MOTION CARRIED

4. PUBLIC COMMENT

There was no one present who wished to speak.

5. BOARD OF ZONING APPEALS (BZA) REPORT

Mr. Edmunds presented the BZA Report.

6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT

Mr. Savidant indicated there was no November DDA meeting.

7. PLANNING AND ZONING REPORT

Mr. Savidant presented the Planning and Zoning Report.

Mr. Savidant indicated that a Public Hearing Draft of the new Zoning Ordinance would be available for Planning Commission review in December.

Mr. Savidant indicated that an error was made when creating the mailing list for the November 9, 2010 public hearing for the Special Use Application for LA Fitness. Consequently, not all property owners within 300 feet received notice of the public hearing. Therefore the item will need to be reconsidered by the Planning Commission on December 14, 2010.

SPECIAL USE REQUEST

8. SPECIAL USE APPROVAL AND PRELIMINARY SITE PLAN REVIEW (File Number SU 315-B) – Proposed Pro Car Wash West, West side of Rochester and South of Wattles (3785 Rochester), Section 22, Currently Zoned H-S (Highway Service) District

Mr. Branigan summarized the report. Further, he indicated that applicant the received the required variances at the November 16, 2010 Board of Zoning Appeals meeting.

Mr. Savidant reminded the Planning Commission that a Public Hearing was held on this item on October 12, 2010.

Resolution # PC-2010-11-077

Moved by: Schultz
Seconded by: Edmunds

RESOLVED, That Special Use Approval and Preliminary Site Plan Approval for the Pro Car Wash West facility, located on the west side of Rochester and south of Wattles (3785 Rochester), Section 22, within the H-S zoning district, be granted.

Yes: All present (8)
Absent: Vleck

MOTION CARRIED**STUDY ITEM**

9. **COMPREHENSIVE ZONING ORDINANCE REWRITE (ZOTA 236)** – Discussion with Representatives from Carlisle/Wortman Associates, Inc. - Article 4 District Regulations, Article 8 Specific Use Standards and Article 2 Definitions

Mr. Branigan presented the following draft Articles:

- Article 2 Definitions
- Article 4 District Regulations
- Article 6 Specific Use Standards

There was general discussion on all items.

It was agreed that Group Day Care Homes would be discussed in more detail at a future Planning Commission meeting in December 2010.

OTHER BUSINESS

10. **PUBLIC COMMENTS** – Items on Current Agenda
11. **PLANNING COMMISSION COMMENTS**

There were no Planning Commission comments.

ADJOURN

The Special/Study Meeting of the Planning Commission adjourned at 8:25 p.m.

Respectfully submitted,

Michael W. Hutson, Chair

R. Brent Savidant, Acting Planning Director

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DATE: December 9, 2010

TO: Planning Commission

FROM: R. Brent Savidant, Acting Planning Director

SUBJECT: PUBLIC HEARING – SPECIAL USE APPROVAL AND PRELIMINARY SITE PLAN REVIEW (File Number SU 384) – Proposed LA Fitness, 1501 Maple Lane, South of Maple and West of Coolidge, Section 31, Currently Zoned M-1 (Light Industrial) District

This application received Special Use Approval and Preliminary Site Plan Approval at the November 9, 2010 Planning Commission Regular meeting. Following the meeting it was discovered that there was an error made while creating the mailing list for Special Use notification. Consequently, many property owners within 300 feet of the subject property did not receive notice prior to the meeting. The application must therefore be reconsidered.

The petitioner, Maple Lane Acquisition Co., LLC, submitted the above referenced Special Use application for a 48,118 square foot LA Fitness facility and 14,188 square foot warehouse facility on the 7.03 acre site. The applicant requests a 551 space parking space reduction from the 970 space requirement.

The attached report prepared by Carlisle/Wortman Associates, Inc. summarizes the application.

Attached reports address the issues of parking space reduction and right hand turn lane on Maple Road.

In an effort to reduce paper waste, given that the Planning Commission has already reviewed the site plan, a hard copy of the site plan application will not be provided to members. The electronic site plan is attached. A hard copy will be made available for review prior to the meeting.

Attachments:

1. Maps
2. Report prepared by Carlisle/Wortman Associates, Inc.
3. Trip Generation and Turn Lane Evaluation, prepared by PEA.
4. Parking Analysis for LA Fitness, prepared by PEA.
5. Parking Analysis and Traffic Analysis, prepared by OHM.

cc: Applicant
File/ SU 384

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PROPOSED RESOLUTION

5. PUBLIC HEARING – SPECIAL USE APPROVAL AND PRELIMINARY SITE PLAN REVIEW (File Number SU 384) – Proposed LA Fitness, 1501 Maple Lane, South of Maple and West of Coolidge, Section 31, Currently Zoned M-1 (Light Industrial) District

Resolution # PC-2010-12-

Moved by:

Seconded by:

RESOLVED, The Planning Commission hereby approves a reduction in the number of required parking spaces for the proposed LA Fitness and warehouse space to 419 when a total of 970 spaces are required on the site based on off-street parking space requirements, as per Article XL. This 551-space reduction is justified through a comparison of parking spaces provided for similar uses in the area, as outlined in the Parking Analysis prepared by PEA and report prepared by OHM.

BE IT FURTHER RESOLVED, That Special Use Approval and Preliminary Site Plan Approval for the LA Fitness indoor commercial recreation facility, located south of Maple and west of Coolidge (1501 Maple Lane), Section 31, within the M-1 zoning district, be granted, subject to the following:

1. In the event the applicant is unsuccessful in acquiring a cross access easement to Doyle Drive, the application may proceed, subject to administrative approval, provided all Traffic Engineering concerns are addressed prior to Final Site Plan Approval.

Yes:

Absent:

MOTION CARRIED / FAILED

1495 Maple Way & 1501 Maple Lane

City of Troy Planning Department



Legend

-  I-75
-  Road Centerline
 -  Major Road
 -  Industrial Road
 -  Local Road
-  Hydrography Poly
-  Hydrography Arc
-  Parcels
- Aerial Photos - 2008
 -  Red: Band_1
 -  Green: Band_2
 -  Blue: Band_3

312 0 156 312Feet

Scale 1: 1,872



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

Printed: 11/23/2010

1495 Maple Way & 1501 Maple Lane

City of Troy Planning Department



Legend

-  I-75
- Road Centerline**
 -  Major Road
 -  Industrial Road
 -  Local Road
- Zoning**
 -  (PUD) Planned Unit Development
 -  (B-1) Local Business District
 -  (B-2) Community Business District
 -  (B-3) General Business District
 -  (R-C) Research Center District
 -  (C-F) Community Facilities District
 -  (C-J) Consent Judgment
 -  (E-P) Environmental Protection District
 -  (R-EC) Residential Elder Care
 -  (P-1) Vehicular Parking District
 -  (H-S) Highway Service District
 -  (M-1) Light Industrial District
 -  (O-1) Office Building District
 -  (O-M) Office Mid-Rise District
 -  (OSC) Office Service Commercial District
 -  (CR-1) One Family Residential Cluster District
 -  (R-1A) One Family Residential District
 -  (R-1B) One Family Residential District
 -  (R-1C) One Family Residential District
 -  (R-1D) One Family Residential District
 -  (R-1E) One Family Residential District
 -  (R-1T) One Family Attached Residential Distr
 -  (R-2) Two Family Residential District
 -  (R-M) Multiple Family Residential Medium De
 -  (RM-1) Multiple Family Residential District Lc
 -  (RM-2) Multiple Family Residential District (M
 -  (RM-3) Multiple Family Residential District (Hi
-  Hydrography Poly
-  Hydrography Arc
-  Parcels

Aerial Photos - 2008

-  Red: Band_1
-  Green: Band 2

Printed: 11/23/2010

359 0 179 359 Feet

Scale 1: 2,153





CARLISLE/WORTMAN ASSOCIATES, INC.
Community Planners /Landscape Architects

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Ann Arbor, MI 48104
734-662-2200
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Clarkston, MI 48346
248-625-8480
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Date: November 5, 2010

Special Land Use Review For City of Troy, Michigan

Applicant: Maple Lane Acquisition Co., LLC

Project Name: L.A. Fitness

Plan Date: October 12, 2010

Location: 1501 Maple Lane

Zoning: M-1, Light Industrial District

Action Requested: Preliminary Site Plan Approval and Special Use Approval

Required Information: Deficiencies noted

PROJECT AND SITE DESCRIPTION

We are in receipt of a special land use and preliminary site plan submittal for a building renovation for an existing facility to be converted to an L.A. Fitness health club and an attached warehouse space. The building will be reduced in size and an adjacent building will be demolished and the two building sites combined into a single developed lot.

Location of Subject Property:

The property is located along Maple Road, immediately west of Doyle Drive.

Size of Subject Property:

The parcel is 4.86 acres in size.

Proposed Uses of Subject Parcel:

The applicant proposes to reduce the size of the existing building by removing a portion of the building along the north end. The remaining square footage will be substantially renovated into a fitness club and a warehouse space. An existing building located to the east will be removed to make room for an expanded parking area with proposed access to Doyle Drive.

Current Zoning:

The property is currently zoned M-1, Light Industrial. Section 28.30.08 permits indoor commercial recreation spaces as a use permitted subject to special use approval. The warehouse space is permitted by right in the M-1 District.

Zoning Classification of Adjacent Parcels:

North: City of Birmingham, multiple family residential.
 South: M-1, Light Industrial, self-storage facility.
 East: M-1, Light Industrial, multiple family residential and retail (consent judgment)
 West: City of Birmingham, office

Future Land Use Plan Designation:

The property is located in the Transit Center Land Use Plan designation.

AREA, WIDTH, HEIGHT, SETBACKS

Required and Provided Dimensions:

Section 30.20.09 requires the following setbacks and height limits:

	<u>Required:</u>	<u>Provided:</u>
Setbacks		
Front (east/Doyle Drive)	50 feet	290.87 feet
Front (north/Maple Road)	50 feet	216.61 feet
Rear (south)	20 feet	68.29 feet
Side (west)	10 feet	10.00 feet
Building Height	3 stories, 40 feet	40 feet

Items to be Addressed: None.

PARKING, LOADING

Proposed Parking:

The site plan indicates that 419 spaces are proposed, including 9 barrier-free spaces.

Parking Calculations:

The parking calculations are as follows.

	<u>Required</u>
Health club	1 per 50 square feet or 1 for every 3 persons at maximum occupancy, whichever is greater. In this case, 48,118 sq. ft. requires 962 spaces
Warehouse	1 space for every 1,700 sq. ft. of floor area. In this case, 14,188 sq. ft. requires 8 spaces.
Total Required	970 spaces
Total Provided	419 spaces, including 9 barrier-free spaces

Parking Deficiency:

The proposed site plan does not meet minimum Ordinance requirements. The plan includes 419 spaces where 970 are required, a deficiency of 551 spaces. They have included a parking study conducted by Professional Engineering Associates, Inc., which refers to both ULI and ITE parking rates. They state that these sources justify a deviation in that they recommend 337 and 403, respectively. However, the City engineering consultant, OHM, disagrees that the ULI calculations should be used in that the ULI does not provide sufficient detail on how their figures were arrived at for this particular use. The ITE calculations are valid. OHM does, however, disagree with some of the specific methods of Professional Engineering Associates, Inc., but still arrives at a similar result. OHM states that, using ITE data, 408 total spaces would be required, 11 less than what the applicant is proposing.

The Planning Commission is authorized to modify parking requirements by Section 40.20.12. It states:

The City recognizes that, due to the specific requirements of any given development, inflexible application of the parking standards may result in development with parking in excess of what is needed. The result may lead to excessive paving and stormwater runoff and reduction of area which would be left as open space. Accordingly, the Planning Commission may, in the reasonable exercise of discretion, permit deviations and allow less parking upon a finding that such deviations are likely to provide a sufficient number of parking spaces to accommodate the specific characteristics of the use in question. Such finding shall take into consideration the following standards and shall be based upon specific facts and information provided by the applicant, and such other information the Planning Commission shall determine relevant:

- A. *Nature of use. The nature of the particular use or combination of uses (as the case may be), relying upon accepted planning principles with regard to the anticipation of parking demand.*
- B. *Allocation of square footage. The allocation of square footage to and among uses, including the anticipation of long-term parking (e.g. grocery or movie theater uses), short term parking (e.g. dry cleaners), and/or the absence of parking for some portion of the use (e.g. drive-through use).*
- C. *Impact.*
 - 1. *The reasonably anticipated circumstance in the event there is excess parking demand where the number of parking spaces available and/or the likelihood that parking would occur on major thoroughfares or within residential neighborhoods.*
 - 2. *The need for and benefit of additional open space or landscaped areas on the area, which would not be feasible if the full number of required spaces were improved in the face of an apparent lack of need for all such spaces, taking into consideration accepted planning principles.*
- D. *Other specific reasons which are identified in the official minutes of the Planning Commission. The Planning Commission may attach conditions to the approval of a deviation from off-street parking requirements that bind such approval to the specific use in question.*

Given the recommendations of the City engineering consultant that the requested deviation is warranted, we recommend the Planning Commission approve the request.

Items to be Addressed: *Obtain a parking reduction for the 551 additional required parking spaces.*

SITE ACCESS AND CIRCULATION

Proposed Circulation:

The site will have access to Maple Road via a single driveway at the center of the site. The site plan also includes access to Doyle Drive with a driveway there. Cross access to the landlocked self-storage facility to the south is also provided, as is cross access to the office complex to the west. Doyle Drive is not a public road. As a private drive, the applicant would require a cross access easement to make the proposed connection.

The applicant has provided a study conducted by Professional Engineering Associates, Inc. evaluating turn lanes and trip generation. The City's engineer, OHM, has provided its own review commenting on the Professional Engineering Associates conclusions.

OHM states that a right turn lane must be provided along Maple Road. They disagree with the assertion of Professional Engineering Associates that the previously existing right turn lane was eliminated and not replaced when Maple Road was widened, which supports their opinion that

the lane is unnecessary. OHM states that the reason the lane was not redeveloped was a lack of right-of-way due to the Maple Road expansion taking place entirely in the Troy side of the centerline. They state that this project presents an opportunity to replace the lane. Also, OHM state that the RCOC guidance suggests a right-turn taper is needed and would allow for better access to the site if there is stacking at the Doyle Drive signal.

Sidewalks

The site plan includes the preservation of existing sidewalks along Maple Road and provides adequate sidewalks around the renovated building to allow for safe access. No sidewalk is provided along Doyle Drive, although Doyle Drive is not a public road and no sidewalk is required at this location.

Items to be Addressed: 1.) Provide documentation of cross access easement to Doyle Drive prior to Final Site Plan Approval. 2.) Address the concerns of the November 2, 2010 OHM review letter.

NATURAL RESOURCES

The site is existing and devoid of significant natural features, with the exception of some existing landscaping and a few trees. Please refer to our analysis of site landscaping later in this review.

Items to be Addressed: None.

LANDSCAPING

A landscape plan has been provided identifying how Ordinance requirements are being met. The site does currently have a landscapes greenbelt with mature frontage trees, and the applicant is proposing extensive new trees and landscaping throughout the site.

Trees:

The landscape plan shows the existing greenbelt along Maple Road being preserved, although it does not call out specific trees in this area. The frontage along Maple Road is 540 feet, requiring 18 trees. While specific trees are not identified, the site plan states that “more than 18 trees” are provided. This must be conformed for final site plan and details of existing trees should be identified on the landscape plan.

The greenbelt along Doyle Drive has also been provided as if Doyle Drive were a public street. We support this approach. The Doyle frontage is 507 feet (although sheet L-1, in the greenbelt notes in the Landscape Requirements Table mistakenly identifies the frontage as 195 linear feet). The 507 feet of frontage require 17 trees, which are provided.

Greenbelt:

A ten (10) foot wide greenbelt has been provided along the Maple and Doyle frontages, and required trees are provided as noted above.

Minimum landscaped area:

The proposed landscape plan provides 54,417 total square feet of landscaped area, and 30,623 square feet are required. The plan exceeds Ordinance requirements.

Items to be addressed: None.

ELEVATION

Proposed floor plans and elevations have been provided by the applicant. Building materials consist almost entirely of E.I.F.S. and an aluminum sash and glass system. There are no Ordinance limitations on building materials in the M-1 District at this time.

Items to be Addressed: None.

SPECIAL USE REVIEW

For any special land use, according to Section 03.31.04, the Planning Commission shall review the request, supplementary materials either in support or opposition thereto, as well as the Planning Department's report, at a Public Hearing established for that purpose, and shall either grant or deny the request, table action on the request, or grant the request subject to specific conditions.

Required Information

In the M-1 District, an indoor recreation use is permitted as a special land use, in accordance with Section 28.30.08. The only specific use regulation for indoor commercial recreation centers is that parking must be provided in accordance with established Ordinance requirements. See our parking analysis earlier in this review for more information in this regard.

Standards of Approval

Section 03.31.05 states that before approving any requests for Special Use Approval, the Planning Commission, or the City Council, where indicated, shall find that:

1. *The land use or activity being proposed shall be of such location, size and character as to be compatible with the orderly development or use of adjacent land and/or Districts.*
2. *The land use or activity under consideration is within the capacity limitations of the existing or proposed public services and facilities which serve its location.*

We believe the use of this land use as proposed by the site plan (and as it exists today) is of such location and character as to be compatible with the orderly development or use of adjacent land and/or Districts, and will not exceed the capacity limitations of the existing or proposed public services and facilities in the area.

Items to be addressed: None.

RECOMMENDATIONS

We largely support the proposal as submitted. The site plan conforms to Ordinance requirements and represents a significant improvement to the site and the development of an amenity for the neighboring residential areas. While substantial in scope, the project actually greatly reduces the building square footage on the site and provides additional landscaping, required access, and an improved facility. There are several small outstanding elements noted herein, especially with regard to the provision of a right-turn lane.

We recommend the Planning Commission grant the required parking modification, preliminary site plan, and special use applications conditioned on the resolution of traffic analysis concerns in a matter acceptable to the City Engineer.



CARLISLE/WORTMAN ASSOCIATES, INC.
Zachary G. Branigan, LEED AP, AICP
Associate



PROFESSIONAL ENGINEERING ASSOCIATES, INC.

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Vice President

TECHNICAL MEMORANDUM

To: Mr. Linden Nelson, Managing Member
2100 Maple, LLC

DRAFT VIA EMAIL
linden@nelsonventures.com

From: Michael J. Labadie, PE
Timothy J. Likens

Date: November 2, 2010

Subject: Proposed LA Fitness
City of Troy, Michigan
Trip Generation and Turn Lane Evaluation
PEA # 2010-207

Introduction

The proposed LA Fitness site is located on the southwest quadrant of the intersection of Maple Road and Doyle Drive in the City of Troy, Michigan. LA Fitness would occupy the existing building at 1501 Maple Lane, and the existing building at 1495 Maple Way would be demolished in order to provide parking for the LA Fitness facility. Currently, the site has 48,800 square feet (SF) of office use and 75,583 SF of warehouse space. The proposed LA Fitness would occupy 48,118 SF, with the remaining 14,188 SF of the existing building to be used for personal storage only.

The City of Troy has requested the completion of a trip generation analysis and right turn lane evaluation for the proposed Maple Road access, as this section of Maple Road is under City jurisdiction. Professional Engineering Associates, Inc. (PEA) has completed this analysis and evaluation in accordance with Section H-1(b) of the City of Troy Development / Engineering Standards and Chapter 41, Section 4.05F of the City Code of Ordinances. The purpose of this memorandum is to outline the results for consideration by the City Engineering and Planning Departments.

Trip Generation Forecast

The number of AM peak hour, PM peak hour, and daily trips that are generated by the existing land uses and that would be generated by the proposed LA Fitness were forecast based on the rates and equations published by the Institute of Transportation Engineers in *Trip Generation, 8th Edition*. A comparison of the site trip generation forecasts is shown in Table 1, which

2009 American Society of Landscape Architects-Michigan Chapter "Firm of the Year"

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indicates that the proposed LA Fitness would generate 63 fewer AM peak hour trips and 9 additional PM peak hour trips as compared to the existing land uses. Therefore, the impact of the proposed redevelopment on site-generated traffic volumes is insignificant.

Table 1
Existing vs. Proposed Land Use
Site Trip Generation ¹

Land Use	ITE Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Traffic
				In	Out	Total	In	Out	Total	
Existing										
Office	710	48,800	SF	93	13	106	23	110	133	768
Warehouse	150	75,583	SF	18	5	23	6	18	24	387
TOTAL				111	18	129	29	128	157	1,155
Proposed										
LA Fitness	492	48,118	SF	30	36	66	95	71	166	1,585
DIFFERENCE				(81)	18	(63)	66	(57)	9	430

1. Trip generation based on the Institute of Transportation Engineers' Trip Generation, 8th Edition and Trip Generation Handbook, 2nd Edition

Turn Lane Evaluation

According to the City Development / Engineering Standards, *Right turn deceleration lanes will be installed on major thoroughfares having four (4) or five (5) lanes of pavement at the intersection of driveways for all developments, when the peak hour entering trips generated by the site during the street peak hour are equal to or greater than twenty (20) as contained in the trip table of the current ITE Trip Generation Rates.* Based on the trip generation forecast shown in Table 1, the proposed land use would generate a peak inbound volume of 95 vehicles during the PM peak hour. In order to determine the direction of approach (eastbound versus westbound) for inbound site traffic, the directional distribution of PM peak period (4:00 PM to 6:00 PM) traffic volumes on Maple Road were analyzed.

PEA obtained hourly traffic volume data at the intersection of Maple Road and Doyle Drive from the Road Commission for Oakland County (RCOC). This intersection is controlled by a SCATS traffic signal, which is capable of recording traffic volume data by movement. RCOC provided data for a 24-hour period on Tuesday, October 5th, 2010. These data are attached to this memorandum, and indicate a PM peak period directional distribution of 47% eastbound and 53% westbound on Maple Road adjacent to the subject site.

Based on a PM peak hour forecast of 95 inbound trips and an eastbound trip distribution of 47%, a peak hour volume of 45 vehicles would turn right from Maple Road into the site driveway. This is a worst-case scenario, as a portion of these inbound trips may utilize Doyle Drive to access the site. According to City Standards, this peak hour right turn volume would require the installation of a right turn deceleration lane on Maple Road at the proposed site driveway.

Additional Information

It is important to note that a right turn deceleration lane approximately 50 feet in length previously existed on Maple Road at the site driveway. When Maple Road was widened from 4 to 5 lanes, this turn lane was removed. The existing land uses are forecast to generate 111 peak hour inbound trips, which is greater than the number of peak hour inbound trips that would be generated with the proposed redevelopment. As the proposed redevelopment would not increase the number of right turns from Maple Road as compared to existing conditions, and it was previously determined that a right turn lane is not required at this location, the City Engineer should consider that a right turn lane not be required for this redevelopment.

In addition, PEA completed an evaluation of the *RCOC Warrants for Right Turn Deceleration Lane or Taper*. Although this section of Maple Road is not under RCOC jurisdiction, this warrant was evaluated to document the specifications for driveway permits applied throughout Oakland County, including Maple Road east of Coolidge Highway. The hourly traffic data provided by RCOC indicate that Maple Road carries a two-way 24-hour volume of 24,048 vehicles adjacent to the subject site. Based on an eastbound inbound peak hour right turn volume of 45 vehicles, a right turn lane would not be required based on RCOC standards. The completed RCOC warrant is attached.

Conclusions

The ITE trip generation forecast for the proposed LA Fitness indicates that the redevelopment would not significantly increase site trip generation. During the PM peak hour, the site would generate 95 inbound trips, with 47% or 45 inbound trips traveling eastbound and turning right from Maple Road. This volume of inbound right turns at the site driveway to Maple Road would require a right turn deceleration lane based on City Standards. However, the City Engineer should consider that the existing land uses generate a greater number of peak hour inbound trips as compared to the proposed use, and it was previously determined appropriate to remove a right turn deceleration lane at this location. Furthermore, County standards would not require the construction of a right turn lane at this location. Therefore, PEA recommends that the City not require the construction of a right turn deceleration lane on Maple Road for this redevelopment project.

Any questions related to this turn lane evaluation and memorandum should be addressed to Professional Engineering Associates, Inc.

Attachments:

24-Hour Traffic Volume Data
RCOC Warrants for Right Turn Deceleration Lane or Taper

Site: 1182 Tuesday 5-Oct 2010

Calculated 24-Hour Volume Two-way
on Maple Road at site driveway

Maple & Doyle

Tuesday, 05 October 2010
 NB Doyle 1 2
 WB Maple 3 5
 EB Maple 7 8

Left, Right
 6 Left, Thru, Right
 9 Thru, Thru, Right

EB Maple Thru, and Right
 WB Maple Thru
 NB Doyle Left

	Approach	Maple 2-way 24-hour		Directional Split	
		EB	WB	EB	WB
1:00 NB Doyle	4	7	11	4	4
1:00 WB Maple	4	16	25	21	21
1:00 EB Maple	34	10	46	46	46
2:00 NB Doyle	5	6	11	5	5
2:00 WB Maple	6	15	28	22	22
2:00 EB Maple	19	9	32	32	32
3:00 NB Doyle	0	0	0	0	0
3:00 WB Maple	3	11	16	13	13
3:00 EB Maple	7	3	11	11	11
4:00 NB Doyle	0	0	0	0	0
4:00 WB Maple	0	8	12	12	12
4:00 EB Maple	5	2	8	8	8
5:00 NB Doyle	0	1	1	0	0
5:00 WB Maple	0	10	12	12	12
5:00 EB Maple	12	4	17	17	17
6:00 NB Doyle	4	11	15	4	4
6:00 WB Maple	4	23	32	28	28
6:00 EB Maple	33	20	62	62	62
7:00 NB Doyle	26	41	67	26	26
7:00 WB Maple	5	84	131	126	126
7:00 EB Maple	112	90	213	213	213
8:00 NB Doyle	51	63	114	51	51
8:00 WB Maple	13	275	456	443	443
8:00 EB Maple	309	267	595	595	595
9:00 NB Doyle	50	77	127	50	50
9:00 WB Maple	29	432	731	702	702
9:00 EB Maple	449	329	857	857	857
10:00 NB Doyle	58	67	125	58	58
10:00 WB Maple	44	385	657	613	613
10:00 EB Maple	350	315	748	748	748
11:00 NB Doyle	76	78	154	76	76
11:00 WB Maple	36	296	578	542	542
11:00 EB Maple	347	278	730	730	730
12:00 NB Doyle	103	113	216	103	103
12:00 WB Maple	55	398	745	690	690
12:00 EB Maple	418	327	872	872	872
13:00 NB Doyle	76	116	192	76	76
13:00 WB Maple	75	416	771	696	696
13:00 EB Maple	447	372	967	967	967
14:00 NB Doyle	96	125	221	96	96
14:00 WB Maple	55	447	792	737	737
14:00 EB Maple	407	328	843	843	843
15:00 NB Doyle	94	143	237	94	94
15:00 WB Maple	46	419	747	701	701
15:00 EB Maple	386	330	831	831	831
16:00 NB Doyle	72	114	186	72	72
16:00 WB Maple	47	445	818	771	771
16:00 EB Maple	429	335	898	898	898
17:00 NB Doyle	64	97	161	64	64
17:00 WB Maple	68	431	879	811	811
17:00 EB Maple	465	356	931	931	931
18:00 NB Doyle	120	118	238	120	120
18:00 WB Maple	73	573	1326	1253	1253
18:00 EB Maple	505	419	1048	1048	1048
19:00 NB Doyle	66	112	178	66	66
19:00 WB Maple	63	554	1231	1168	1168
19:00 EB Maple	406	346	863	863	863
20:00 NB Doyle	107	129	236	107	107
20:00 WB Maple	67	306	579	512	512
20:00 EB Maple	283	240	613	613	613
21:00 NB Doyle	76	80	156	76	76
21:00 WB Maple	71	231	425	354	354
21:00 EB Maple	203	172	432	432	432
22:00 NB Doyle	30	35	65	30	30
22:00 WB Maple	49	163	301	252	252
22:00 EB Maple	159	123	318	318	318
23:00 NB Doyle	27	27	54	27	27
23:00 WB Maple	27	74	131	104	104
23:00 EB Maple	87	58	157	157	157
24:00:00 NB Doyle	11	14	25	11	11
24:00:00 WB Maple	8	36	57	49	49
24:00:00 EB Maple	73	28	108	108	108

TOTAL 24048 PM Peak 1979 2248
47% 53%

WARRANTS FOR RIGHT TURN DECELERATION LANE OR TAPER

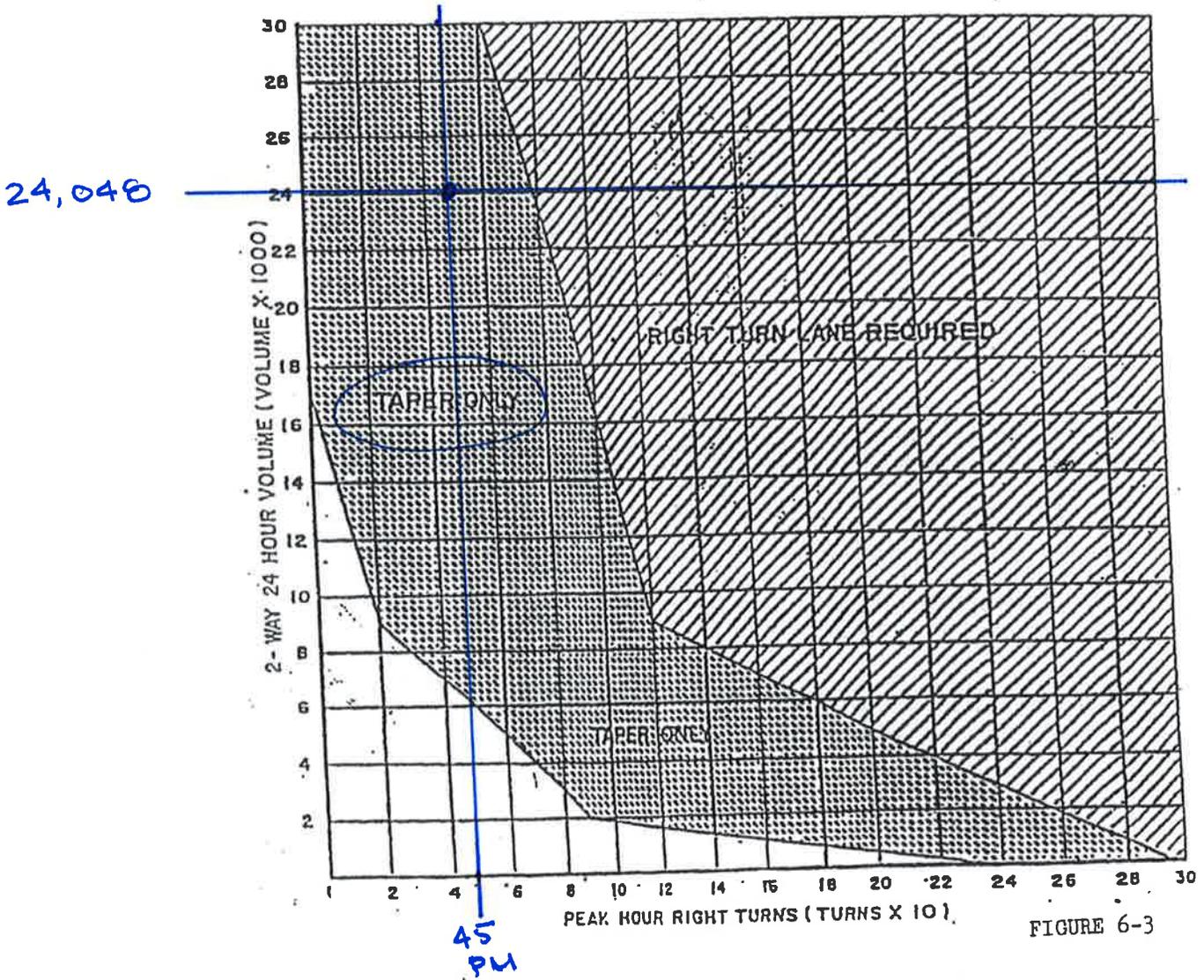


FIGURE 6-3

THE TRIP GENERATION FOR PROPOSED US FITNESS
 95 INBOUND TRIPS PM PEAK HOUR (30 AM)
 47% EASTBOUND
 53% WESTBOUND

$95 * 47\% = 45$ EASTBOUND INBOUND TRIPS



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*James P. Butler, PE
President
David E. Cole, PS
Vice President
Wendy E. Graham, PE
Vice President
David N. Hunter, PE
Vice President*

TECHNICAL MEMORANDUM

To: Mr. Brent Savidant, Acting Planning Director
From: Mr. Michael J. Labadie, P.E.
Professional Engineering Associates, Inc.
Date: October 12, 2010
Subject: Parking Analysis for LA Fitness
PEA Job # 2010-207

Introduction

Professional Engineering Associates has completed a parking analysis for the proposed LA Fitness development to be located on the south side of Maple Road west of Doyle Drive in the City of Troy, Michigan. This analysis included the calculation of the number of parking spaces that should be provided considering the proposed standalone LA Fitness center. These calculations are based on the City of Troy Parking Ordinance, the Urban Land Institute (ULI) Parking methodologies and information published by the Institute of Transportation Engineers (ITE).

Development Details

According to the information provided by LA Fitness, the proposed center will be 48,118 gross square feet. There is an additional building that will be 14,188 gross square feet that will be used as private storage for the site owner. LA Fitness has provided that from their experience at other locations in the region they will require 325 parking spaces at this site. The site plan provides 419 parking spaces currently.

City of Troy Parking Ordinance

Application of the requirements in the City of Troy Parking Ordinance results in a total number of spaces required by Ordinance of 970 spaces if the floor space calculation is used, and 329 spaces if the occupancy calculation is used. The Ordinance requires that the larger of the two be used. Comparing these numbers to the number provided on the site plan results in either a 551 space deficiency or a 90 space surplus.

ULI Parking Rates

ULI has compiled parking data for a variety of land uses and has published the peak parking rates in their second edition of *Shared Parking*. For this study, the number of spaces that should be provided was calculated based on the ULI base parking rates for single land uses. Based on this calculation the site will require 7.0 spaces /1,000 GSF or 337 parking spaces. This calculation results in a surplus of 82 spaces compared to the number provided on the site plan.

ITE Parking Rates

ITE has also compiled parking demand data for a variety of land uses and has published the information in their third edition of *Parking Generation*. For this study, we utilized the ITE parking demand data in two different calculations to determine the "effective parking supply" for this site. The first calculation utilized the 85th percentile rate of 8.27 spaces/1,000 GSF and then added 5%, with the result being an effective supply of $398 + 20 = 418$ parking spaces, a one space surplus. The second calculation utilized the average rate (5.19) + one standard deviation (2.43) + 10 percent. This calculation resulted in an effective supply of 403 parking spaces, a 16 space surplus.

Conclusions

Based on ULI and ITE parking calculations and information provided by LA Fitness, the proposed parking supply of 419 spaces shown on the current site plan is in excess of the number of spaces that would be needed. These calculations indicate that significantly fewer spaces are needed compared to what would be required by City Ordinance. Further, we believe that the number of spaces provided on the site plan will adequately serve this use on this site.

November 2, 2010



Mr. William Huotari, PE
Deputy City Engineer
City of Troy
500 W. Big Beaver Road
Troy, MI 48084

Subject: Review of LA Fitness Site Plan, Parking Analysis and Traffic Analysis
OHM JN: 0128-10-0060

Dear Mr. Huotari:

We have reviewed the material provided for the LA Fitness development at the corner of Maple Road and Doyle Drive. The site plan, Parking Analysis and Traffic Analysis were all prepared by PEA, Inc.

Site Plan

We have a few comments concerning the site plan which should be addressed.

1. There should be pedestrian connections, one to the north to the non-motorized path along Maple Road and one to the east to lead across Doyle Drive.
2. There are locations where parking has the potential to overhang sidewalks, such as against the east side of the proposed building. Where this can occur, the walks should be a minimum of 7' wide.

Parking Analysis

We agree with the finding of the PEA study that the reduction in parking spaces below the City's requirements has merit. However, the study fails to properly support its findings. For example, the study fails to explicitly account for the parking needs of the remnant warehousing contained on this site. Under the discussion they provide of ITE Parking Rates, PEA casually throws in an additional 5 to 10 percent, but does not mention that this may be to cover the warehouse parking needs.

The basis for the parking calculations should be ITE's reference Parking Generation, 3rd Edition. ULI does not adequately cover the information needed, and so should not be used. Given the limited amount of data available for the proposed land uses for this site, there are three potential methods of utilizing the ITE data sets for anticipating the likely parking demand for this site. They would be:

- A. Use of the regression equations for the appropriate land use codes, or
- B. Calculate a standard deviation about the mean of the data sets, or
- C. Use the 85th percentile of the range of the data sets.

For this purpose, we would look at all methods, and calculate the parking generation for both the fitness club (Land Use Code 492) and the warehouse (LUC 150). We would then generally use the greatest value of the three calculations.

OHM reviewed both the City's Ordinance and ITE parking demand rates for the two land uses. We found the City's Ordinance to call for 970 spaces, while ITE points to a peak demand of 408 spaces.

Based on the fact that the proposed parking supply meets the national demand rates provided by ITE, we believe that a deviation should be granted for this site.

Traffic Analysis

We agree with the finding of the PEA Traffic Study that the driveway from the site to Maple Road meets the City's requirement for a right turn lane. However, we do not support their conclusion that a right turn lane does not need to be provided. Rather, we recommend that the developer be required to provide the auxiliary lane.

We believe there are at least two points to support this conclusion. First, as with the parking analysis, the PEA study fails to account for the remnant warehousing contained on this site. While the peak hour impact of only 14,188 sq. ft. of warehousing will not be large, it will nonetheless add to the demand. The demand in the a.m. tends to be employees arriving in personal vehicles. The p.m. demand of arriving vehicles will be relatively small, but will be a mix of personal vehicles and trucking returning to the warehouse. We acknowledge that the PEA studies, both parking and traffic, presume that the warehousing is not an active use. The phrase used was that it was "... to be used for personal storage only." This City will have to determine if this assertion is to be relied upon. From our perspective, if the facility exists, it can be actively used, which would generate traffic demands that should be accounted for.

Next, PEA believes that not replacing the right turn lane at this driveway when Maple Rd was widened from 4 to 5 lanes is significant, proof that there was no need for the lane. That position fails to recognize the project dynamics when the road was widened. Maple Road is not centered on the section line, but biased to the south. The widening occurred on the Troy side of the border due to inadequate right-of-way to the north. In placing the widening on the south side, the result was not having sufficient road right-of-way on the south side to replace such auxiliary lanes without huge added expense to the road project. Forgoing the replacement due to ROW impacts and cost does not mean the need was not there. With the re-development of this site, the unmet needs can now be satisfied.

On a side note, providing the evaluation of the right turn lane based on RCOC Warrants for Right Turn Deceleration Lane or Taper may be of some academic interest. But if provided, why did PEA not then conclude, as the RCOC guidance would suggest, that this driveway needs a right turn taper? The only real difference between a turn lane and taper is the nominal lane storage. Given the proximity of this driveway to the traffic signal at Doyle, providing the lane storage may allow patrons of LA Fitness to get into the site easier when traffic queues along Maple when the signal is red.

If you have any further concerns or questions, please let me know.

Sincerely,
Orchard Hiltz & McCliment, Inc.

A handwritten signature in cursive script that reads "Stephen B. Dearing". The signature is fluid and written in black ink.

Stephen B. Dearing, PE, PTOE

DATE: December 10, 2010
TO: Planning Commission
FROM: R. Brent Savidant, Acting Planning Director
SUBJECT: APPROVAL OF 2011 PLANNING COMMISSION MEETING SCHEDULE

In accordance with the Open Meetings Act, it is necessary to establish a schedule for public meetings of bodies such as the Planning Commission. This requirement can be fulfilled through the adoption of the resolution that is included in the agenda packet. We ask that the schedule be established at this time so that it can be added to the digital City Calendar that is prepared by the City.

Note that the attached draft schedule proposes two (2) meetings per month (the second and fourth Tuesday) with the following exceptions:

1. February 22, 2011 and November 8, 2011; these are election days which creates a conflict with Planning Commission members who assist with elections.
2. December 27, 2011; many Planning Commission and Staff members are on vacation between Christmas Day and New Year's Day.

As indicated in the proposed resolution, additional meetings could be scheduled as necessary.

Attachments:

1. Draft 2011 Meeting Schedule

G:\Planning Commission\2011 PC Meeting Schedule Memo 12 14 10.docx

PROPOSED RESOLUTION

Resolution # PC-2010-12-

Moved by:

Seconded by:

RESOLVED, That the Troy City Planning Commission hereby establishes the following schedule for their meetings during the calendar year 2011:

1. Regular Meetings will be held on the second Tuesday of each month, as necessary, with the exception of November 8.
2. Special/Study Meetings will be held on the fourth Tuesday of each month, as necessary, with the exception of February 22 and December 27.
3. If additional Special/Study Meetings become necessary, alternate Special/Study Meeting dates may be set at the discretion of the Commission.

Yes:

No:

Absent:

MOTION CARRIED/FAILED

CITY OF TROY MICHIGAN PUBLIC NOTICE CITY PLANNING COMMISSION

In accordance with the provisions of the Michigan State Law, Notice is hereby given that the Planning Commission of the City of Troy will hold Public Meetings in the City Hall, 500 West Big Beaver Road, Troy, Michigan, (248) 524-3364, on the following dates:

2011 PLANNING COMMISSION MEETING DATES

<u>Date</u>	<u>Meeting</u>	<u>Date</u>	<u>Meeting</u>
January 11	Regular ¹	July 12	Regular ¹
January 25	Special/Study ²	July 26	Special/Study ²
February 8	Regular ¹	August 9	Regular ¹
		August 23	Special/Study ²
March 8	Regular ¹	September 13	Regular ¹
March 22	Special/Study ²	September 27	Special/Study ²
April 12	Regular ¹	October 11	Regular ¹
April 26	Special/Study ²	October 25	Special/Study ²
May 10	Regular ¹	November 22	Special/Study ²
May 24	Special/Study ²		
June 14	Regular ¹	December 13	Regular ¹
June 28	Special/Study ²		

All of the above **Regular¹** meetings will be held in the City Council Chambers of the City Hall Building at 7:30 p.m. and are Open to the Public.

All of the above **Special/Study²** meetings will be held in Council Board Room of the City Hall Building at 7:30 p.m. and are Open to the Public.

This notice is hereby posted as required by Section 4 of the Open Meetings Act (MCLA 15.261 et seq.)

R. Brent Savidant, AICP / PCP
Acting Planning Director

Posted: XXX, 2010

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@ci.troy.mi.us or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.