

Present: Vice-Chairperson Westerlund; Members: Borowski, Chegash, Drummond, Grinnan, Jensen, Ruprich, and Stempien

Absent: Chairperson Ostrowski

Also Present: Manager, Wilson
Planning and Zoning Administrator, Wilks
Planning Consultant, Borden
Council Liaison, Abboud

Vice-Chairperson Westerlund called the regular Planning Commission meeting to order at 7:30 p.m. in the Village of Beverly Hills municipal building at 18500 W. Thirteen Mile Road.

AMENDMENTS TO AGENDA/APPROVE AGENDA

Motion by Borowski, second by Stempien, to approve the agenda as published.

Motion passed.

REVIEW AND CONSIDER APPROVAL OF PLANNING COMMISSION MINUTES OF MEETING HELD MARCH 23, 2016.

Motion by Borowski, second by Grinnan, that the minutes of the regular Planning Commission meeting held March 23, 2016, be approved with noted change on Page 3, under Discussion on establishment of a tree protection ordinance, paragraph four, change “right away” to “right-of-way”.

Motion passed.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None

REVIEW AND CONSIDER APPROVAL OF A SIGN PERMIT FOR A GROUND SIGN AT ALLURE MEDICAL SPA, 32804 PIERCE STREET

Wilks stated the contractor submitted the additional information as requested by the Commission at their March 23, 2016 meeting. The numerals are eight inches high and the white of the sign is solid aluminum, so there will be no light shining through at night. The new sign face does not increase the nonconformity of the existing sign.

Motion by Borowski, second by Chegash, to approve the sign as submitted.

Motion passed (7-1).

REVIEW SITE PLAN AND SPECIAL LAND USE REQUEST FOR PROPOSED REDEVELOPMENT AT 31015 SOUTHFIELD ROAD, BP GAS STATION

Borden explained that the applicant is presenting updates to the site plan as requested by the Commission. They have eliminated a driveway on Southfield Road, converted the eastern most driveway on 13 Mile to enter only, and rearranged the drive thru to accommodate a 10 car stacking

space. The Village Engineer has requested a traffic study, including potential tenant and stacking issues. There is a concern about limited pedestrian access in some areas. The landscaping does not meet the requirement. The lighting plan is good, they need to provide details on the fixtures, and they are putting compliant lights on existing light poles. The waste removal and fuel delivery could cause grid lock if not done at the correct time. The building is brick; confirmation is needed on materials being used. A better picture of the canopy should be supplied by applicant. There is currently no depiction of wall signs, but they will remove their noncompliant sign and replace it with a compliant sign on the existing pole. The logo illumination is not currently known. They currently show three outside storage points, there should only be two.

Project Engineer for the applicant, Ziad El-Baba, PE, spoke regarding the updated plans. They are proposing a five foot sidewalk, and can install car bumpers to avoid any car overhang. All delivery and pick up are done in the very late night hours to avoid any peak time traffic back up. The building is brick and stucco; the exterior details are determined by the franchise that is brought in. The brick around the columns will match the building. The stacking code requires space for 10 cars, and they do provide space for 10 cars, they can even move another five or six feet downward. The propane area outdoors will be locked and protected. The wider cooler doors are designed for easier loading of the cooler. The tree in the southwest corner that blocks a clear view will be removed. The outdoor displays will only be two items, and they will be rotated seasonally.

The canopy is 15 feet high, and the fuel company will apply for a special permit. Once a franchise has been secured, the sign company will give full specs and details on the signs for special approval. The canopy will be wired with a required fire extinguisher system.

El-Baba is looking into the stacking concerns and commissioning a traffic study. He expressed the belief that this is a major road with no parking or shoulder, and that people will not wait in line, they will keep driving. There is a limited time that the drive thru would be busy or at maximum capacity and they are doing all that they can to maximize stacking space.

Borden reminded El-Baba that electronic changing signs are prohibited; only the price of gas can be shown electronically.

Abboud inquired if they know yet what franchise they will be partnering with. El-Baba shared that they do not currently know.

Ruprich asked for clarification on the location of the ordering station and if the stacking numbers are 10 cars from the ordering station or from the pickup window. Depending on the post or wall mount of the ordering menu, you could have a queue back up at the window that could wrap west or north.

El-Baba explained that they set up as a 20 foot long car, and is designed for circulating with most space and the menu board could be moved forward or back to allow for more stacking.

Ruprich inquired if they would be using asphalt pavement and if that would be flush with the sidewalk. There should be a curb between the sidewalk and the pavement of the parking lot.

El-Baba explained that they had some concerns about the sidewalk because the easement is not the edge of the sidewalk and so there would be a gap between the curb and sidewalk. A six inch high curb at the sidewalk could be put in to avoid any possible accidents.

Stempien expressed concern that leaving the parking lot via the 13 Mile exits to head south on Southfield would be difficult during rush hour.

El-Baba explained that there is as much space as they can offer; it is wider than two cars. Ideally they would like to keep the approach on 13 Mile two ways. The one way driveways will be clearly marked as one way.

Stempien noted that the Village does not allow EIFS on their buildings. If they are using tempered glass it and other building materials need to be clarified on the elevations.

Jensen stated in his opinion there will not be a stacking problem because people will not wait in long lines for drive thru when there are other options nearby. The traffic patterns for this area are known, and it is unclear what more information a traffic study could provide. The success of this site will determine the traffic, and that cannot be predicted or known by a traffic study.

Chegash stated a traffic study would assess the turning movements and that information would be important. Loading and unloading trucks could block the egress, and prohibit traffic flow. Chegash expressed a desire to see a few feet between the edge of the sidewalk and the curb. El-Baba explained that the fill holes are directly over the tanks and there is enough room for the tanks to move in directly over the filling hole.

Westerlund expressed concern about the accuracy of the site plan, there is a sidewalk shown at an angle that is not an angle in person.

Chegash asked if the 26 foot wide approach at Southfield Road could be widened to 30 feet. Westerlund suggested that MDOT may request that the right turn only lane on Southfield Road be extended further north. El-Baba explained that Southfield is a MDOT road and any changes to the approach have to be approved by MDOT.

Drummond inquired what kind of signage would be on the canopy. The assumption is two sided signage on the south and east corners. He also expressed concern about the menu sign and its visibility while traveling south on Southfield Road, and that he would like to see that menu moved to the west side of the building. El-Baba said that that signage is determined by BP and will be brought before the Commission with a separate sign plan. He stated that the menu board could be moved to the west side of the building.

Grinnan stated she is in favor of a traffic study. This intersection is already an intense use area and has the highest crash rate. She expressed concern that as a gas patron entering and exiting it could be complicated. She expressed concern about the front parking and pedestrian safety. She also supports having the plans reviewed by a landscape architect.

El-Baba stated creating directional traffic and closing driveways will improve on the current circumstance. He also said that once the plans are finalized they will be submitted to a landscape architect.

Westerlund stated the north and west property lines need to be addressed by putting new curbs along those areas. On the west side of the property there is a metal guardrail that needs to be updated. El-Baba agreed that the landscaping and curb can be expanded across the west and north side.

Westerlund stated that clarification needed to be made on the elevations; issues with this site plan do impact the allowance of special use. The next plans that are submitted need to reflect exactly what is proposed.

Jensen suggested the applicant make all the changes discussed today, get traffic study done, and then return to the Commission and be close to approval. El-Baba expressed concern that the traffic study could add a sizable amount of time to this process.

Borowski stated he would not require a traffic study, but is not comfortable with the quantity of conditions. Chegash expressed that the turning movements are his concern, not the actual traffic. Jensen stated that a traffic study would not give insight into site traffic, that data would be better gathered through a consultant.

Borden stated the traffic study would tell the Commission if the use adversely impacts the functions of the roadways and suggestions to mitigate those impacts.

Westerlund asked for a show of hands who felt a traffic study is imperative before moving on to any approval level. The Commission came to a tied vote of 4/4. The recommendation to the applicant would be to commission the traffic study to examine the circulation on the site.

Motion by Jensen, second by Stempien, to table the decision until applicant makes all plan modifications as requested tonight and submits an updated plan.

Roll Call Vote:

Motion passed (8-0)

DISCUSSION ON PROPOSED LANGUAGE FOR A TREE PROTECTION ORDINANCE

Due to the absence of Ostrowski, who helped author this ordinance, the Commission agreed to table the discussion.

DISCUSSION ON PROPOSAL FROM GIBBS PLANNING GROUP FOR SOUTHFIELD CORRIDOR MARKETING PLAN

Wilson reported that this proposal has been sent back to Gibbs Planning Group for revision, and will be presented at the May meeting.

PUBLIC COMMENTS

Dan Nunez, Marguerite Street, shared that he feels underwhelmed when he drives into the Village and would like to see something that makes more of a statement that is in line with the Village vision. He also asked that the Commission look to create more clarity on the lighting ordinances.

LIAISON COMMENTS

Abboud stated he did not agree with the choice that the Commission made regarding the BP Gas station proposal. The applicant was before the Commission 60 days, and now will have to wait another 30 days before they can submit updated plans. Then this will go before the Council, MDOT and the Oakland County Road Commission. This is a blighted corner that needs updating.

He reminded the Commission that the Village offices will begin renovations in June and meetings will be held at the Southfield Township office. He also mentioned the upcoming Memorial Day Parade and expressed a hope to see the Commission members and their families there.

ADMINISTRATION COMMENTS

None

COMMISSIONER’S COMMENTS

The Commissioners all expressed concern about the accuracy of the plans and would like to take their time and see them done correctly.

Motion by Borowski, second by Jensen, to adjourn the meeting at 9:54 pm.

Motion passed.

Patrick Westerlund
Planning Commission Vice-Chairperson

Ellen Marshall
Village Clerk

Elizabeth Lyons
Recording Secretary