



CITY COUNCIL REPORT

DATE: September 26, 2007

TO: Phillip L. Nelson, City Manager

FROM: Brian P. Murphy, Assistant City Manager/Economic Development Services
Mark F. Miller, Planning Director

SUBJECT: Announcement of Public Hearing – Concept Development Plan Approval – The Pavilions of Troy Planned Unit Development (PUD 9) – Northwest corner of Big Beaver and Coolidge, Section 19 – O-S-C, O-M and P-1 Districts

Background:

- A public hearing is scheduled for this item for the October 15, 2007 City Council Regular meeting.
- The Planning Commission recommended Concept Development Plan Approval of PUD 9 at the September 11, 2007 Special/Study meeting.
- The applicant proposes a phased mixed-use development on the 40-acre parcel. Phase 1 is proposed to include 100-250 residential units and 200,000-600,000 square feet of office and retail. The development at build out is proposed to have 750 residential units, 300,000 square feet of office, 500,000 square feet of retail and a 250 room hotel.
- Richard Carlisle of Carlisle/Wortman Associates, Inc., the City's Planning Consultant, prepared a report summarizing the project and recommending Concept Development Plan Approval.
- The proposed PUD meets the Standards for Approval of Section 35.30.00 of the City of Troy Zoning Ordinance.
- The proposed PUD is consistent with the Key Concepts of the Big Beaver Corridor Study.
- The PUD Agreement has been reviewed and approved by the City Attorney's Office.
- The attached reports were presented to the Planning Commission at the September 11, 2007 Regular meeting. The City's consultants will provide updated reports to City Council prior to the Public Hearing. Updated traffic information will be provided to City Council prior to the Public Hearing.

Financial Considerations:

- There are no financial considerations for this item.

Legal Considerations:

- City Council has the authority to act on this application.
- Concept Development Plan Approval will have the effect of rezoning the subject parcel to PUD 9.

Policy Considerations:

- The item is consistent with City Council Goal I (Enhance the livability and safety of the community), Goal III (Retain and attract investment while encouraging redevelopment), and Goal V (Maintain relevance of public infrastructure to meet changing public needs).

Options:

- City Council can approve the application for Concept Development Plan Approval.
- City Council can approve the application for Concept Development Plan Approval with conditions.
- City Council can deny the application for Concept Development Plan Approval.
- No action required until the October 15, 2007 Regular meeting.

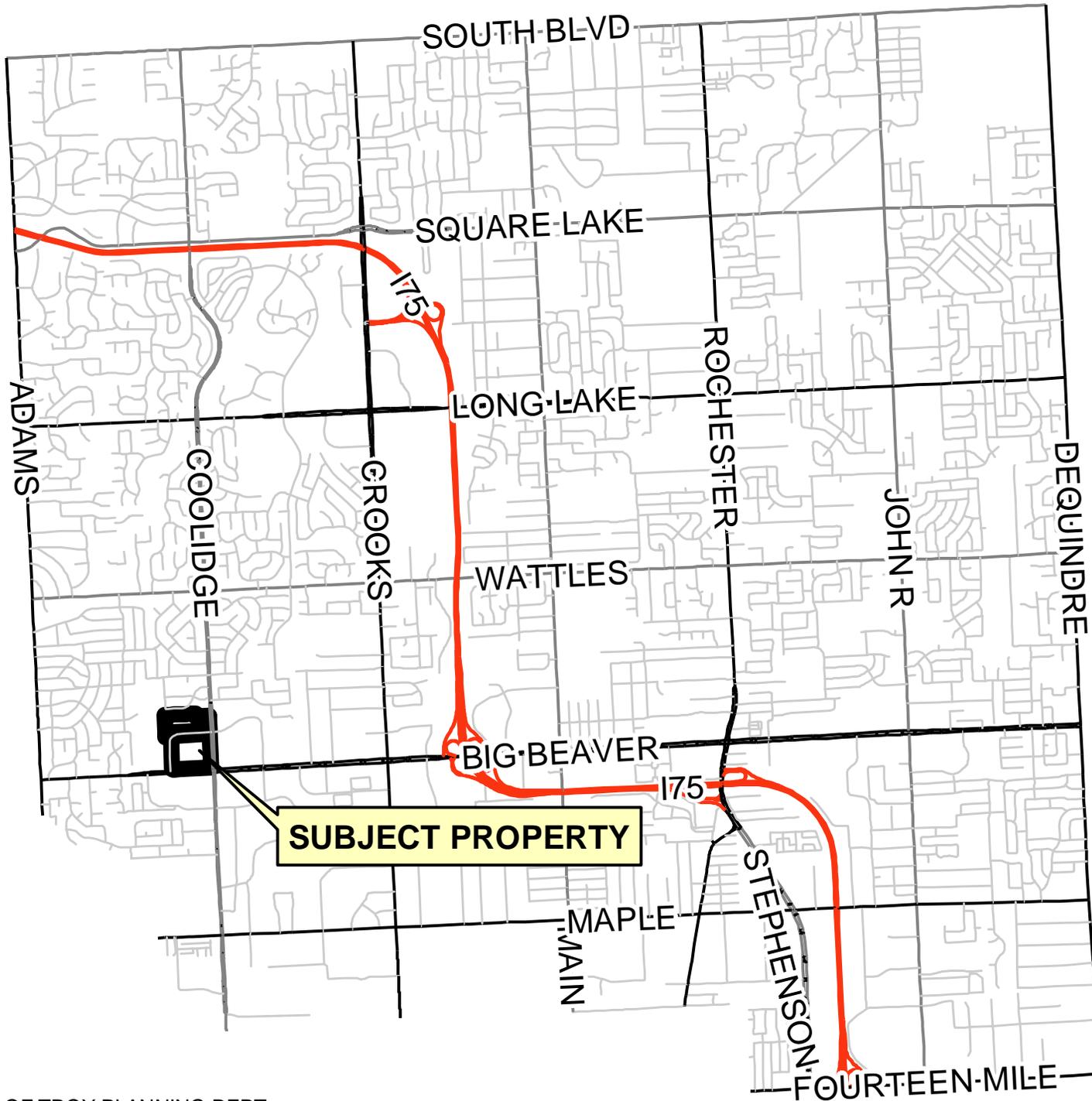
Attachments:

1. Maps.
2. Report prepared by Carlisle/Wortman Associates, Inc., dated September 5, 2007.
3. Planning Commission Minutes from the September 11, 2007 Regular meeting.

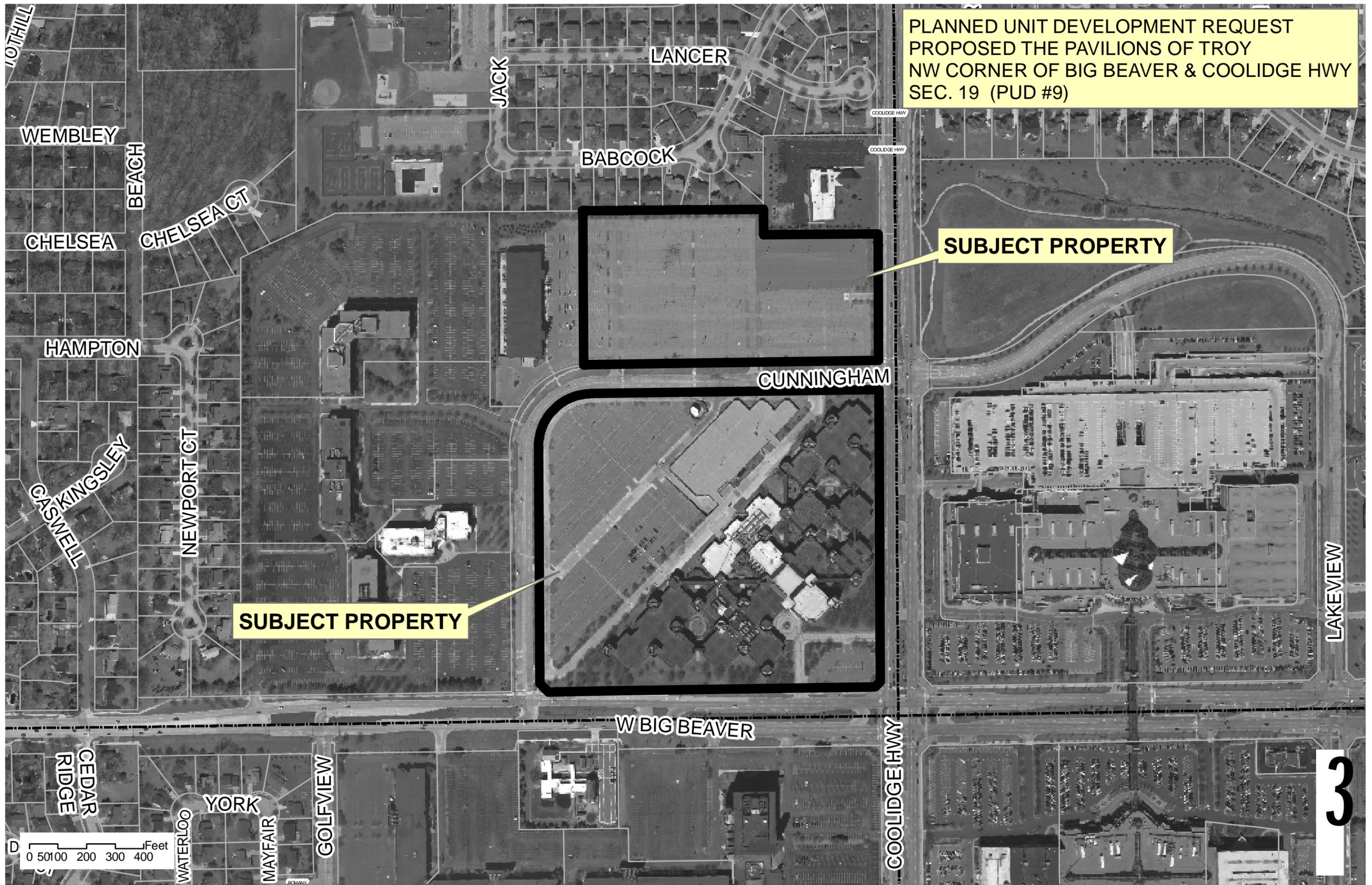
Prepared by RBS/MFM

cc: Applicant
File /PUD 9

CITY OF TROY



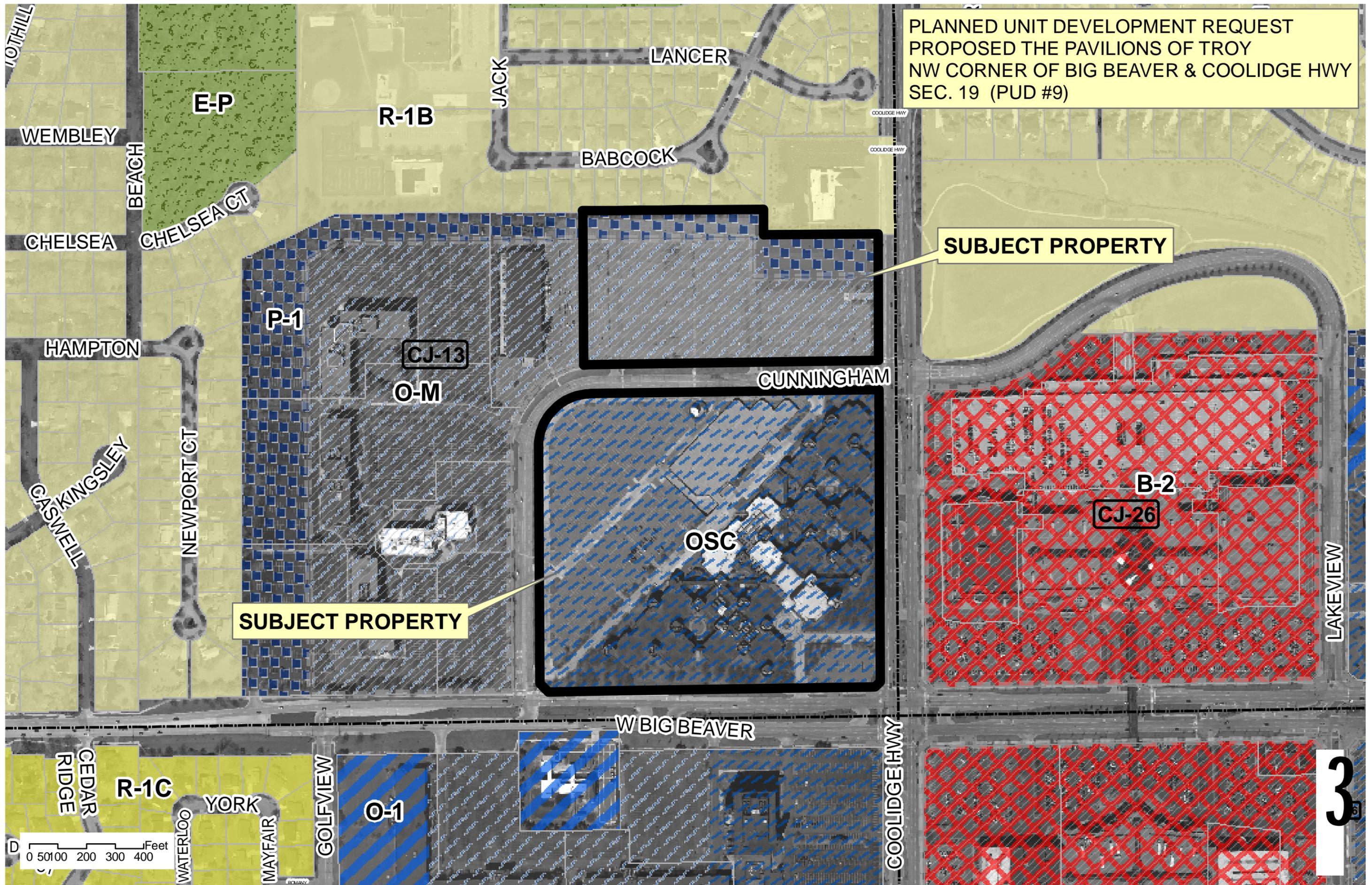
PLANNED UNIT DEVELOPMENT REQUEST
PROPOSED THE PAVILIONS OF TROY
NW CORNER OF BIG BEAVER & COOLIDGE HWY
SEC. 19 (PUD #9)



SUBJECT PROPERTY

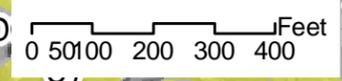
SUBJECT PROPERTY

PLANNED UNIT DEVELOPMENT REQUEST
PROPOSED THE PAVILIONS OF TROY
NW CORNER OF BIG BEAVER & COOLIDGE HWY
SEC. 19 (PUD #9)



SUBJECT PROPERTY

SUBJECT PROPERTY





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

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Date: September 5, 2007

Planned Unit Development/Site Plan Review For City of Troy, Michigan

GENERAL INFORMATION

Applicant	Richardson Development Group
Project Name:	Pavilions of Troy PUD
Plan Date:	September 5, 2007
Latest Revision:	August 28, 2007
Location:	Northeast corner of Big Beaver and Coolidge
Zoning:	O-S-C Office Service Commercial, O-M Office Medical, and P-1 Vehicle Parking
Action Requested:	<p>Planning Commission review and recommendation to the City Council for approval of the Concept Development Plan. The procedure for review and approval of a PUD is a three-step process.</p> <ul style="list-style-type: none">• The first step is an application for and approval of a Concept Development Plan, along with a Development Agreement. The Concept Development Plan and Development Agreement are approved by the City Council following recommendation of the Planning Commission. Such action, if and when approved, shall confer upon the applicant approval of the Concept Development Plan and shall rezone the property to PUD in accordance with the terms and conditions of the Concept Development Plan approval.• The second step of the review and approval process is application for and approval of a Preliminary Development Plan (preliminary site plan) for the entire project, or for any one or more phases of the project. City Council shall have

the final authority to approve and grant Preliminary Development Plan approvals, following a recommendation by the Planning Commission.

- The third step of the review and approval process is the review and approval of a Final Development Plan (final site plan) for the entire project, or for any one or more phases of the project, and the issuance of building permits. Final Development Plans for Planned Unit Developments are submitted to the Planning Department for administrative review, and the Planning Department, with the recommendation of other appropriate City Departments, has final authority for approval of such Final Development Plans.

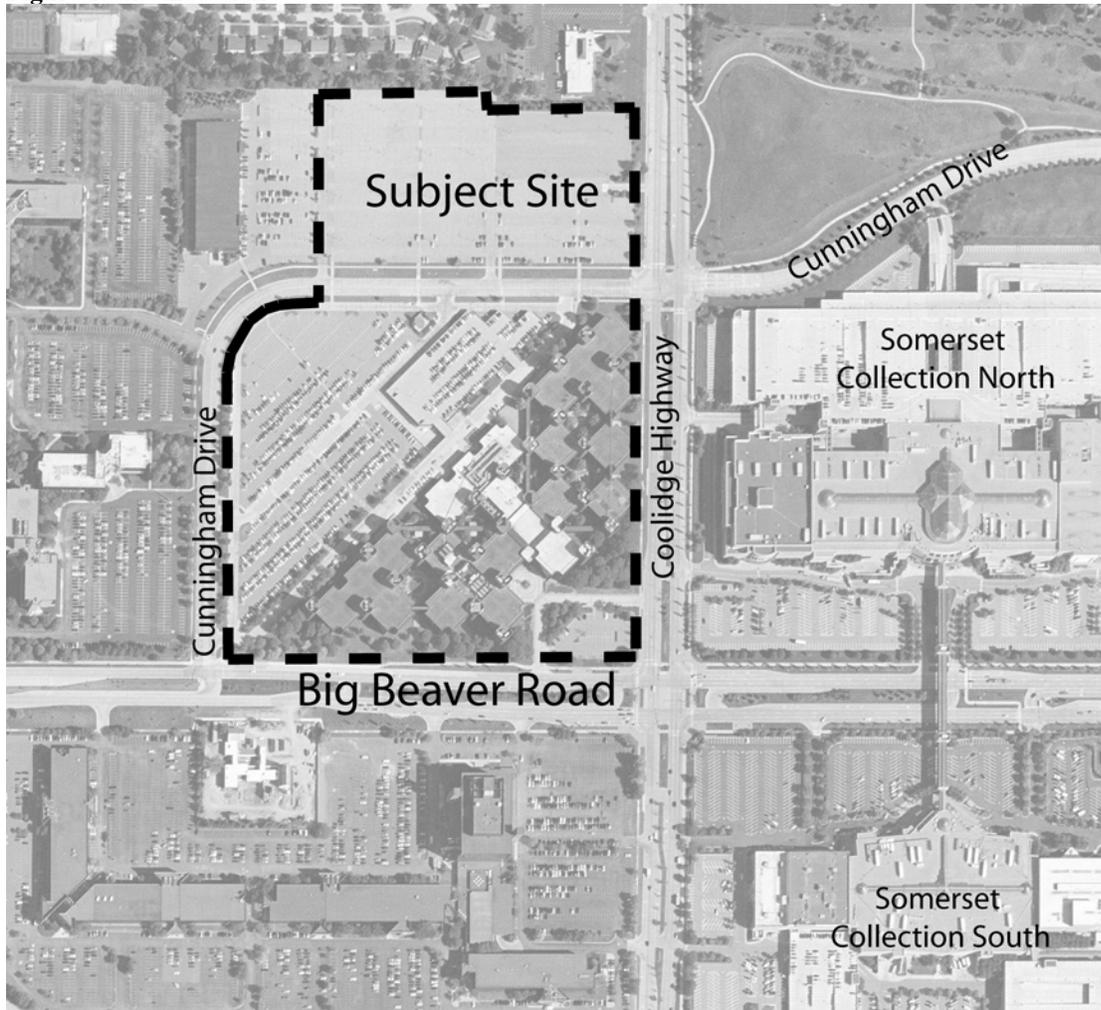
Required Information: Provided. The applicant has submitted an extensive application which includes the following:

- PUD Application
- Executive Summary
- Conceptual Plan
- Community Impact Statement
- Development Guidelines
- Traffic Impact Assessment
- Shared Parking Analysis
- Environmental Impact Statement
- PUD Agreement
- Team Credential

PROJECT, SITE DESCRIPTION, AND CONCPET PLAN

The applicant proposes a visionary and aggressive reuse/redevelopment of the former K-Mart Headquarters site. With the exception of the Sears data processing operations located in the northwest corner of the site, the existing headquarters buildings are vacated.

Figure 1: Site Location



Located on forty (40), acres at the northwest section of Big Beaver and Coolidge, the project is envisioned as a mixed use project with a distinctive urban flavor. Planned in two phases, the project at full buildout will consist of residential, office, hotel, institutional and retail uses as follows:

- Residential uses (750 units), including townhomes, multiple family buildings, lofts, and senior housing
- Office uses (300,000 square feet) including general, professional, and medical offices, research, and financial institutions
- Hotel use (250 rooms)
- Retail uses (500,000 sq. ft.) including general and specialty retail, full service restaurants, and bars and take-out restaurants and entertainment and fitness center

- Miscellaneous Institutional and accessory uses which may include public facilities, churches, and transit centers and will include parking structures and other accessory uses

Phase I will consist primarily of the central core of the project along with portions that extend out to Coolidge. The elements of Phase I include:

- Residential uses (100-250 units), including lofts, condominiums, and apartments.
- General office and retail uses (200,000-600,000 sq.ft.) including general and special retail, entertainment, restaurants, fitness centers, and offices.

Commissioners should be aware that, while ranges of units and/or building areas are depicted for Phase I, the ultimate areas are depicted for Phase I, the ultimate threshold of what will be built is dictated by the total buildout indicated above.

THE CONCEPT PLAN

The Concept Plan organizes the site into four major thematic areas. The extreme northern boundary adjacent to the existing single family residential area to the north is designated as Residential Area where densities are the lowest and use is exclusively devoted to residential. Adjacent to the south is Transition Area which will also be predominantly residential but where a compatible mixture of retail and office uses will be introduced.

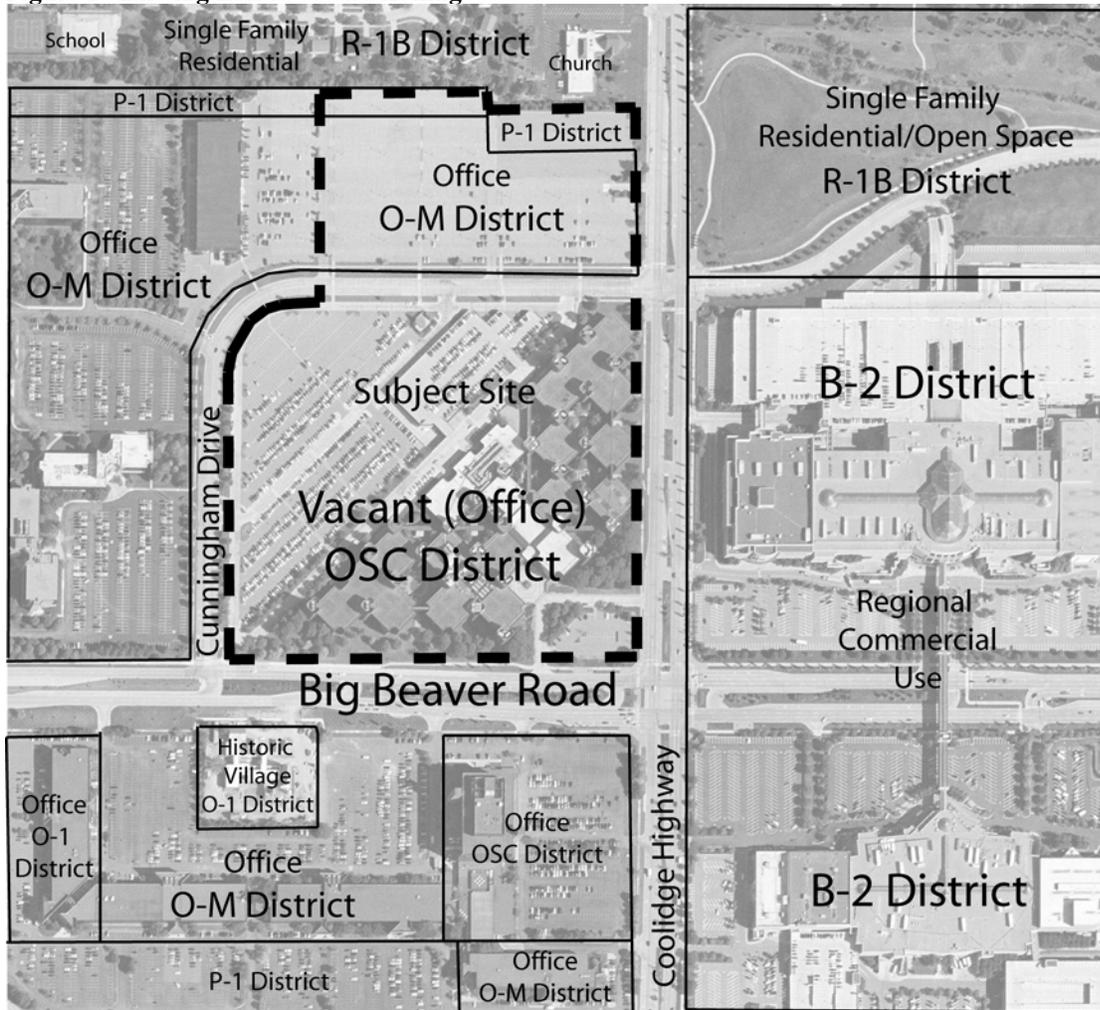
The core of the project will be the Pavilion Area envisioned as the central organizing feature of the project. While a significant number of residential units are included, (100-250 units), the Pavilion Area will include a concentration of retail, restaurant, and entertainment uses.

The Pavilion Area will be bordered on the east, (fronting Coolidge), and on the west, (fronting Cunningham), by the Border Area. This area will include residential, office, hotel, and retail uses.

NEIGHBORING ZONING AND LAND USE

With the exception of the northerly boundary, the site is primarily surrounded by non-residential use. The area to the north is zoned, R-1B One Family Residential and is currently a residential subdivision and church. Across Big Beaver, the area is zoned O.S.C. Office Service Commercial, O.M., Office Mid-rise and O-1, Office Building all devoted to existing office. To the east, the area is zoned B-2, Community business devoted to Somerset and R-1B which is open space. Adjacent to the site to the west is O-M, Office Mid-rise.

Figure 2: Existing Land Use and Zoning



Items to be Addressed: none

MASTER PLAN

Master Plan designations, replicate current zoning patterns. The subject site is designated Mid-rise Office, (inside Cunningham), and Low-rise Office, (North and West of Cunningham). The area to the north is planned for low density single family residential. The Northeast corner of Big Beaver and Coolidge is planned Regional Center and low density transition. The Southeast corner is planned Regional Center. The southwest corner is a combination of Mid-rise and Low-rise office.

Figure 3: Future Land Use



However, the Big Beaver Corridor Plan has a more ambitious vision for the site. Located within the area designated as “Troy City Center” an urban mixed use district is envisioned. This area is intended to become the heart of the City. The Building Use Plan calls for mixed use of office, residential and retail within the core of the site, multiple family as a transition to the north and some commercial along Coolidge. Therefore, the Pavilions of Troy PUD is consistent with the vision of the Corridor Plan.

Items to be Addressed: None.

PUD STANDARDS

The PUD provisions of the Zoning Ordinance are found in article XXXV. Criteria are set forth in Section 35.30.00 for consideration of a PUD project as a PUD. The following are our comments:

Section 35.30.00, A. The proposed development shall be applied for by a person or entity that has the legal right to execute a binding agreement concerning all process on the development.

The applicant, Richard Development, is authorized to apply for Concept Development Plan approval on behalf of Diamond Troy JV LLC.

Section 35.30.00, B.: The applicant shall demonstrate that through the use of the PUD option, the development will accomplish a sufficient number of the following objectives, as are reasonably applicable to the site, providing:

1. A mixture of land uses that would otherwise not be permitted without the use of the PUD provided that other objectives of this Article are also met.

The project will include both a horizontal and vertical mix of uses, the first of its kind in the City of Troy. Such a project is consistent with the Big Beaver Corridor Plan and would be impossible to implement using conventional zoning techniques.

2. A public improvement or public facility (e.g. recreational, transportation, safety and security) which will enhance, add to or replace those provided by public entities, thereby furthering the public health, safety and welfare.

The Pavilions of Troy will include a variety of civic spaces designed for public gathering and events. The site will be interconnected with internal walkways that extend to and connect with walkways that border the site on Big Beaver and Coolidge. Both active (e.g. outdoor skating and play areas) and passive recreational and leisure activities will be incorporated in the site. Roadway improvements will be made to both Coolidge and Big Beaver to improve access into the site and to ensure more safe pedestrian access between the site and nearby uses.

3. A recognizable and material benefit to the ultimate users of the project and to the community, where such benefit would otherwise be infeasible or unlikely to be achieved absent these regulations.

The proposed project represents state of the art thinking in terms of viable sustainable mixed use development. As stated, implementing the project through conventional zoning techniques would not be possible. Further, the Corridor Plan calls for the type of uses proposed by the applicant.

4. Long term protection and preservation of natural resources, natural features, and historic and cultural resources, of a significant quantity and/or quality in need of protection or preservation, and which would otherwise be unfeasible or unlikely to be achieved absent

these regulations.

As the site is currently developed, there are few, if any, natural features which exist. The applicant has been challenged to develop the site using sustainable green building and site design techniques. As a result, a significant number of measures are identified in the Development Guidelines, Section 12. This includes seeking LEED certification, to the extent possible, for building design and employing low impact design methods for stormwater management to control quantity and enhance quality.

5. A compatible mixture of open space, landscaped areas, and/or pedestrian amenities.

Section 3 of the Development Guidelines discusses proposed project amenities which will include:

- *Ice skating rink*
- *Open air civic gathering space(s)*
- *Outdoor seating areas*
- *Public art*
- *Park and play areas for residents*

As indicated, the project will consist of a combination of greenspace, hardscape (plazas and walkways) and buffers. Of the 40 acres, 7.5 acres or 18.5% will be devoted to some form of open space. Given the urban nature of the project, some of the open space will be paved, or hardscape, areas devoted to walkways, plazas and sitting areas. There will also be green space in the form of transitional buffers and park/play area.

Also as requested, attention has been paid to the visual image from the adjoining thoroughfares. In keeping with the Big Beaver Corridor Plan, landscape greenbelt concepts are illustrated (Development Guidelines, Sec. 10) from both roadways that will be attractive and will soften the appearance of buildings and parking.

A parking concern has been expressed regarding the Big Beaver/Coolidge corner image. The Corridor Plan calls for a “green” gateway feature. A concept is illustrated in the Development Guidelines, Section 5, which will be installed during Phase I.

6. Appropriate land use transitions between the PUD and surrounding properties.

As requested, a more substantial buffer has been provided between the project and the residential area to the north. A 100’ setback will be provided from the nearest building

to the northerly property boundary.

7. Design features and techniques, such as green building and low impact design, which will promote and encourage energy conservation and sustainable development.

Section 12 of the Development Guidelines enumerates the variety of low impact and sustainable design measures that will be pursued. In addition to seeking LEED certifiable methods, a number of Low Impact Design methods will also be used.

8. Innovative and creative site and building designs, solutions and materials.

In addition to the sustainable design methods cited above, the mixed use nature of the project is intended to foster economic sustainability. The focus of the project on the Pavilions Area is the central focus of activity, the emphasis on street activity and the fostering of a walkable environment make this project unique.

The challenge for the bit the City and the applicant will be how this activity can be “exported” to the other three corners of Big Beaver and Coolidge to avoid the project becoming an enclave. This will require the active involvement of the City, DDA and other property owners.

9. The desirable qualities of a dynamic urban environment that is compact, designed to human scale, and exhibits contextual integration of buildings and city spaces.

Viable urban environments have a mix of uses with a strong emphasis on street activity. Ground floor retail, restaurant and entertainment uses along with both formal and informal outdoor activity will create this dynamic environment. A strong pedestrian network, as mitigated throughout the project, is essential to creating the environment.

10. The PUD will reasonably mitigate impacts to the transportation system and enhance non-motorized facilities and amenities.

A number of measures will be employed to offset traffic impact. These measures are discussed more fully in the section of this report entitled “Traffic Impact.” We have already discussed the enhanced walkability of the project.

11. For the appropriate assembly, use, redevelopment, replacement and/or improvement of existing sites that are occupied by obsolete uses and/or structures;

The Pavilions of Troy PUD will be redeveloping what would be an otherwise difficult building and property to simply reuse. Due to the single use nature of the existing building for office space, it is unlikely it can be occupied by either a single office user or divided for multiple users.

12. A complementary variety of housing types that are in harmony with adjacent uses;

As with the balance of the project, a mix of housing is provided to appeal to a broader market. Particularly noteworthy is the addition of senior housing to this site, thereby providing for a generational mix of residents.

13. A reduction of the impact of a non-conformity or removal of an obsolete building or structure.

Please refer to comment #11 above.

14. A development consistent with and meeting the intent of this Article; and will promote the intent of the plan meeting the requirements of the Municipal Planning Act or the intent of any applicable corridor or sub-area plans. If conditions have changed since the plan, or any applicable corridor or sub-area plans, were adopted, the uses shall be consistent with recent development trends in the area.

As mentioned earlier, while the proposed project does not meet the Master Land Use Plan designation for office use for the project, it does advance the Big Beaver Corridor Plan.

15. Includes all necessary information and specifications with respect to structures, heights, setbacks, density, parking, circulation, landscaping, amenities and other design and layout features, exhibiting a due regard for the relationship of the development to the surrounding properties and uses thereon, as well as to the relationship between the various elements within the proposed Planned Unit Development. In determining whether these relationships have been appropriately addressed, consideration shall be given to the following:
 - A. The bulk, placement, and materials of construction of the proposed structures and other site improvements.

In the Development Guidelines, Section 4, proposed architectural and building characteristic are provided in conceptual form. The concept set forth in Section 4 is consistent with the Big Beaver Corridor Plan which emphasizes the "street presence" of building and a sense of enclosure. This concept is modified in an

appropriate manner within the various districts of the site.

- B. The location and screening of vehicular circulation and parking areas in relation to surrounding properties and the other elements of the development.
Typical screening measures are provided in the Development Guidelines, Section 6. Views along perimeter streets are also provided in Section 9.
 - C. The location and screening of outdoor storage, loading areas, outdoor activity or work areas, and mechanical equipment.
Typical screening measures are discussed in the Development Guidelines, Section 9.
 - D. The hours of operation of the proposed uses.
Hours of operation for retail and business uses will be commensurate with normal operating hours. However, as is both typical and desired by a mixed use project of this nature, a 24/7 atmosphere is sought.
 - E. The location, amount, type and intensity of landscaping, and other site amenities.
Development Guidelines, Section 10, provides this information. Various concepts described throughout this Section suggest a strong commitment to the greenspace components of this project.
16. Parking shall be provided in order to properly serve the total range of uses within the Planned Unit Development. The sharing of parking among the various uses within a Planned Unit Development may be permitted. The applicant shall provide justification to the satisfaction of the City that the shared parking proposed is sufficient for the development and will not impair the functioning of the development, and will not have a negative effect on traffic flow within the development and/or on properties adjacent to the development.

Please refer to the section of this report entitled Parking and Loading.
17. Innovative methods of stormwater management that enhance water quality shall be considered in the design of the stormwater system.

As indicated earlier, the applicant has committed to stormwater management methods that will both control quantity and improve quality.
18. The proposed Planned Unit Development shall be in compliance with all applicable Federal, State and local laws and ordinances, and shall coordinate with existing public facilities.

On the basis of the information provided all applicable laws and ordinances will be observed.

Items to be Addressed: *None*

AREA, WIDTH, HEIGHT, SETBACKS

The project site is 40 acres in size with over 900 feet of frontage on Big Beaver and nearly 1500 feet of frontage on Big Beaver. The most critical issue of setbacks is at the perimeters addressed as follows in the Development Guidelines, Section 4:

- 100 foot building setback from the neighborhood to the north as defined in the Neighborhood District section.
- 15 foot building setback along Big Beaver Road.
- 25 foot building setback along Coolidge Highway.
- 10 foot building setback along Cunningham Road and the Sears Data Center.
- Zero lot lines internal to the project, consistent with the design of a dense multi-use environment.

The 100 foot setback to the north was increased in response to previous comments. The setback along Big Beaver has been increased from 10 to 15 feet to address comments regarding the area available to incorporate aesthetic improvements.

Internally, the applicant is requesting 0 lot line setbacks. Such an approach is typical with a project of this nature and is subject to applicable building code requirements. In reviewing the Concept Plan, there will be separation between certain buildings, primarily where such buildings are in proximity to parking structures.

Building height/massing is depicted in the Conceptual Plan, Section 2. Heights generally transition from the main road internally (i.e. greater heights along Big Beaver and Coolidge). In the central core of the project, Pavilion Area, heights range from 75-100 feet.

Along the northerly boundaries, where compatible heights are critical, heights are reduced from 75' to 40'. In other words, heights that are in closest proximity to the neighboring subdivision will not exceed 40'.

Items to be Addressed: *None.*

PARKING, LOADING

The applicant has submitted a detailed analysis evaluating characteristics of parking in a mixed use project. As with traditional traffic analysis, parking is treated by the Zoning Ordinance on

the basis of individual uses. We have found that most mixed use projects will have different peak demand for the various uses. We think the Executive Summary (p.1) of the Shared Parking Analysis explains the concept very well:

The general principle of shared parking is that two or more uses can utilize a single parking space without encroachment. This concept has been newly revised with the development of compact, mixed-use town centers. This type of development lends itself to applying shared parking principles maximize the use of infrastructure while minimizing impacts to the environment created by the construction of unnecessary parking.

The specific methodology used by the applicant involves a combination of applying parking standards from the Urban Land Institute (ULI) coupled with adjustments for shared parking based on peak demand of various uses. This analysis further compares adjusted ULI industry standards with both actual and adjusted City of Troy standards. The result of the applicant's analysis will result in a 38% reduction in parking from what the City would require if each use would consider individually.

We have had extensive discussion regarding the methodology used by the applicant and agree that a conventional application of Ordinance standards would not be reasonable for a project of this nature. Furthermore, the applicant is willing to revisit the issue following completion of Phase I should the City request an evaluation.

We also note that the applicant has performed a parking analysis on a block-by-block basis, which is useful in determining whether the distribution of parking is appropriate. Assuming the applicant is correct in their calculation of the quantity of parking, the overall distribution seems reasonable.

***Items to be Addressed:** Language in the Development Agreement allowing City to request parking analysis after completion of Phase I.*

SITE ACCESS AND CIRCULATION

In addition to traffic analyses performed by Dr. Abraham, the City's Traffic Engineer, Rod Arroyo of Birchler Arroyo has been retained to prepare a detailed analysis of the traffic impact study submitted by the applicant. A number of meetings have been held with the relevant parties of both the City and applicant. The full text of Mr. Arroyo's report is included as Attachment I.

Site Access

The site is proposed to be accessed via existing and new driveways.

- A major boulevard entrance is proposed on Big Beaver.
- In addition to Cunningham, there will be three (3) access points to Coolidge.
- On Cunningham, there will be multiple access points.

The specific characteristics and limitations of each drive is described more fully in the Traffic Report prepared by Rod Arroyo.

Traffic Impact

As indicated in our report dated July 19, 2007 report, the basis for all traffic analysis rests within the accuracy of trip generation figures. Mixed use projects add complexity to the analysis because standard trip generation rates must be adjusted to compensate for varying peak demand.

It is the conclusion of the Arroyo report that the applicant's traffic impact assessment accurately forecasts traffic volumes using accepted methodology. When comparing traffic forecasts for the subject project versus the previous for the subject project versus the previous K-Mart use, Pavilions of Troy will generate over four (4) times as much traffic. As a result, improvements will be needed.

Proposed Improvements

There are a number of road improvements anticipated during Phase I. A significant "non-improvement" will be keeping Cunningham in its current location. Cunningham is part of the northern collector system and its function will be preserved.

In summary, other Phase I improvements include:

- Addition of a new traffic signal and associated lane capacity improvements on Coolidge at the existing access into Somerset between Nordstrom and the parking garage. This will not only improve access into the site, but will facilitate pedestrian access across Coolidge.
- Closing of the first two median openings on Coolidge and constructing a new media opening (cross over) north of Big Beaver. This will allow northbound u-turns.
- The unsignalized eastbound-to-westbound crossover located east of Cunningham on Big Beaver will be closed and the traffic will be diverted to the crossover just west of Coolidge Highway. The signalized westbound-to-eastbound crossover on Big Beaver west of Coolidge Highway will be relocated 400 feet west of its current location.
- Lane and signal improvements at Big Beaver/Adams, Coolidge/Maple, and Big Beaver/Crooks.

Upon completion of the Phase I, the balance of the project calls for the northly access drive to be completed through the site and connected with Cunningham on the westerly boundary. The new intersection with Coolidge will require a traffic signal.

Pedestrian Circulation

A walkable environment is a goal of the Big Beaver Place and a key feature of the Pavilion project. The following summarizes the important pedestrian elements of the project:

- The Applicant is proposing three main pedestrian crossing locations on Coolidge Highway: Big Beaver Road (both sides), south of Cunningham, and the north side of the drive south of Cunningham. Currently, signalized pedestrian crossings are only provided at Big Beaver Road and Cunningham (over 1,200 feet apart). Adding a signal and pedestrian crossing at the drive south of Cunningham will significantly shorten the distance many Somerset North shoppers have to walk to cross Coolidge.
- The concept of iconic pedestrian bridges was raised in the Big Beaver Corridor Study. Although a bridge was not specifically envisioned across Coolidge at this location, the City, Somerset Collection, and the Pavilions developer should explore the feasibility of a grade-separated pedestrian connection. This would make crossing the wide Coolidge boulevard easier, provide protection from the elements, and potentially lead to fewer vehicular cross-over trips between the two sites. This issue need not be resolved at the Concept Plan stage.
- All major roadways in the Pavilions will have pedestrian paths on both sides. As noted in the Application, this is proposed to be a walkable development, with pedestrian linkages through. Connections are also to be provided to the existing path system along Big Beaver Road and Coolidge Highway. On-street parking will be provided on many internal roads, creating a buffer between moving traffic and pedestrian pathways.
- The only pedestrian crossing shown on Big Beaver, adjacent to the site, is the existing crossing at the Big Beaver / Coolidge intersection. An additional crossing may be feasible at the Big Beaver / Cunningham intersection, but it will require changes in signalization and adding pedestrian paths and striping in the Big Beaver right-of way. There may not be sufficient demand to warrant this improvement, but pedestrian activity in this area should be monitored through the build out of the project.

Items to be Addressed: None.

ESSENTIAL SERVICES

The City Engineer has completed a preliminary evaluation concerning the ability of the city water and sanitary sewer systems to handle the estimated sewer flows and water demands from the proposed Pavilions of Troy. A complete copy of the report is included as Attachment II.

Sanitary Sewer:

The existing sanitary sewer system has the capacity to accept flows from at least Phase I of the development and may be sufficient to accommodate the entire project. The capacities of the

existing sewers themselves were evaluated using standard engineering calculations. The result was that the existing sewers have capacity to handle the peak flows estimated for Phase I of the Pavilions. Analyses also indicate that the existing sewers may also have the capacity to serve the entire development. The calculations show that the existing sewers have slightly more flow capacity than the flow estimates calculated based on land uses, but additional analyses are needed.

When the office uses of both the K-Mart site and Pavilions site are equated to residential equivalent units or REU's which are used in the estimation of sanitary sewer flows, the K-Mart site equates to 896 REU's as compared to 450 REU's for Phase I of the Pavilions or almost half that of the K-Mart land use. While this is a good indication that the existing sewer system has the capacity to accommodate Phase I, other analyses were performed to confirm this preliminary conclusion.

The City is currently in the midst of an extensive sewer-metering program intended to identify capacity deficiencies. This must be completed before a determination can be made as to the adequacy of the existing sewer system to accommodate Phase II of the Pavilions of Troy.

Water Main:

An evaluation of the estimated water demands from the Pavilions indicates that the existing utilities in the area have the capacity to adequately serve the additional demands anticipated by both phases of the Pavilions development. However, the proposed Pavilions development may impact the system, further lowering the operating pressure range. Phase I does not have a negative impact on the water system since the water demands for this phase are below that of the existing K-Mart development.

The City Engineer has directed their consultants to identify what improvement to the water system in that area are needed so that the water pressure can be maintained at acceptable levels.

RECOMMENDATIONS

The proposed Pavilions of Troy is a well-conceived, mixed use project which incorporates state of the art thinking in terms of sustainability, excellence in design, mixed use and walkability. The proposed project is not only consistent with the concepts set forth in the Big Beaver Corridor Plan, it will be a catalyst to advance the plan elsewhere in the Corridor.

Throughout the project, the applicant has been receptive to recommendations and responsive to requests for more information. Although a Concept Plan at this stage, it is our opinion that the information submitted provides a template to move forward with the project. Therefore, we would recommend that the Commission recommend approval to the City Council.

Pavilions of Troy 9-5-07

CARLISLE/WORTMAN ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "R K Carlisle". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

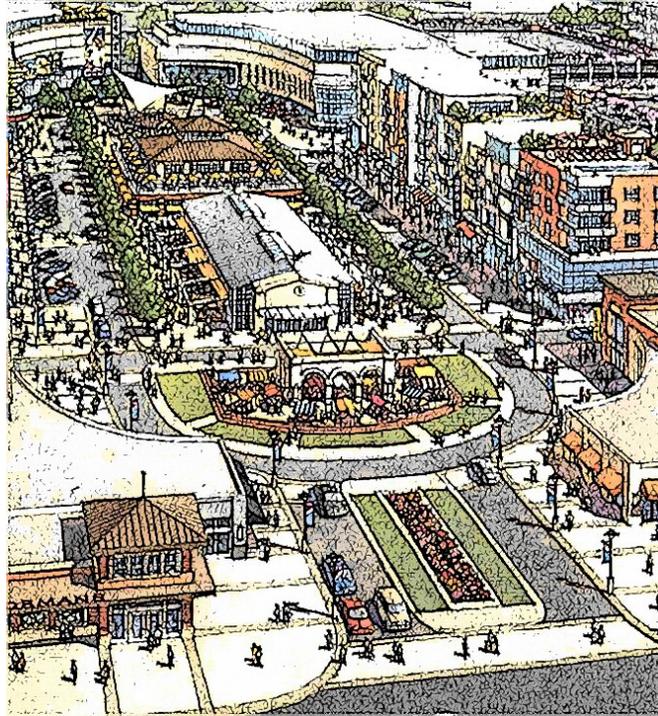
Richard K. Carlisle, PCP

225-02-2703

RKC: lh



Traffic Review



The Pavilions of Troy

Traffic Review Prepared By:

**Birchler Arroyo
Associates, Inc.**

September 6, 2007



Project Description

What is the Developer Proposing?

The Applicant, Richardson Development Group, Inc., is proposing a Planned Unit Development (PUD) project at the northwest corner of Big Beaver Road and Coolidge Highway in Troy, Michigan. The plan includes the demolition of the former Kmart World Headquarters building and redevelopment of the 40-acre site into a mixed-use project.

The project is proposed to be built in two phases. Phase 1 is expected to consist of 100-250 residential units and 200,000 to 600,000 square feet of non-residential uses. The total project at buildout is expected to include 750 residential units, 250 hotel rooms, and 800,000 square feet of other non-residential development. The other non-residential development includes retail, office, cinema, grocery store, fitness club, restaurants, entertainment, and recreation.

Birchler Arroyo Associates, Inc. has been retained by Carlisle Wortman Associates, Inc. to review the traffic impact study prepared by the Applicant's traffic consultant, TetraTech MPS / Wells & Associates.

Trip Generation

How Much Traffic Will The Proposed Development Generate?

The following tables forecast the number of trips that are expected to be generated by the Pavilions development. A *trip* is a single or one-direction vehicle movement with an origin or destination inside the project boundaries. Table 1 shows the weekday forecasts and Table 2 shows the Saturday forecasts.

Table 1—Weekday Trip Generation - The Pavilions

Land Use	AM Peak Hour			PM Peak Hour			Week-day
	In	Out	Total	In	Out	Total	
TOTAL TRIPS – PAVILIONS OF TROY	1,058	780	1,838	1,866	1,951	3,817	37,033
Total Internal Capture Trips	---	---	---	374	374	749	---
Somerset Synergy	---	---	---	298	315	614	---
Total Pass By Trips	---	---	---	301	259	561	---
TOTAL NEW TRIPS – PAVILIONS OF TROY	1,058	780	1,838	892	1,002	1,894	37,033

Source: TetraTech MPS



Table 2– Saturday Trip Generation—The Pavilions

Land Use	Saturday Peak Hour			Saturday
	In	Out	Total	
TOTAL TRIPS – PAVILIONS OF TROY	2,372	1,918	4,290	44,344
<i>Total Internal Capture Trips</i>	<i>472</i>	<i>472</i>	<i>945</i>	<i>---</i>
<i>Somerset Synergy</i>	<i>589</i>	<i>419</i>	<i>1,008</i>	<i>---</i>
<i>Total Pass By Trips</i>	<i>126</i>	<i>116</i>	<i>242</i>	<i>—</i>
TOTAL NEW TRIPS – PAVILIONS OF TROY	1,185	910	2,095	44,344

Source: TetraTech MPS

The “total trips” reflected in Tables 1 and 2 show a forecast of the total number of vehicles turning in and out of site driveways. Internal trips, “Somerset synergy” trips, and pass-by trips are deducted from this forecast to show “new trips” to the road network.

The “total internal capture trips” reflects the number of trips that are forecast to be from one Pavilions use to another and would not require leaving the site. For example, an office worker at Pavilions walking to an on-site restaurant and back has generated two pedestrian trips, but not two vehicle trips. The mixed-use nature of the project allows internal walking trips to replace some of the vehicular trips that would typically occur with a non-pedestrian project. These internal trips are subtracted from “total trips” as part of the calculation of new trips.

The “Somerset synergy” trips reflect the fact that large commercial centers tend to encourage comparison shopping and therefore create traffic “synergy”. Studies have shown that many shoppers at one large retail center were coming from or destined to another large retail center in the same or nearby community. The length of these trips are typically shorter and involve a different route of travel than “new trips”. This reflects that some shoppers at Somerset will also travel to Pavilions and vice versa. These trips will be short in length and have a different impact than a motorists traveling from home to one of the centers.

“Pass-by” trips reflect motorists already on the road network that stop at The Pavilions on the way to or from another destination. For example, a motorist traveling from work to home that stops for groceries at the Pavilions grocery store is not generating new traffic on the road network, only turning traffic in and out of the site.

The Applicant’s traffic consultant has followed guidelines from the Institute of Transportation Engineers as well as experience from other similar centers to adjust traffic forecasts for the factors described above.



How Does The Pavilions Compare To The Former Kmart Site?

The Applicant’s Traffic Consultant compared forecasted Pavilions traffic with traffic generated by the same 40-acre site when it was actively used as the world headquarters for Kmart. The p.m. peak hour comparison reflects *new* trips (discounting pass-by, internal capture, and synergy with Somerset trips). The a.m. peak hour and daily trip comparisons reflect total trips, with no discounted trips, because there are not sufficient studies to support reductions for these times, even though we know the factors causing reductions are present. The Pavilions is forecast to generate 261 more a.m. peak hour trips and 621 more p.m. peak hour trips. On a daily basis, Pavilions will generate over 4 times as much traffic.

Table 3—Trip Generation Comparison

Land Use	Size	A.M. Peak Hour Trips			P.M. Peak Hour NEW Trips			Daily Trips
		In	Out	Total	In	Out	Total	Total
Office Headquarters	1.16 Million Square feet	1,467	110	1,577	140	1,133	1,273	8,730
Pavilions Mixed-Use	See Application	1,058	780	1,838	892	1,002	1,894	37,033

Source: TetraTech MPS

Traffic Improvements

What Improvements Are Necessary For Proper Traffic Flow?

The Applicant’s traffic study included a number of key steps to determine what improvements must be made for traffic to flow acceptably in and around the subject site.

1. Existing traffic volumes were counted (weekday a.m. peak hour, weekday p.m. peak hour, and Saturday peak hour).
2. Existing traffic volumes were increased to reflect growth from other developments (background growth) based on forecasts prepared by the Southeast Michigan Council of Governments (SEMCOG).
3. Traffic from The Pavilions was added to the road network (existing plus background traffic).

The traffic study included a study area that extended out approximately one mile from the site boundaries. This study boundary was established in conjunction with the Road Commission for Oakland County (RCOC) and the City of Troy Traffic Engineer, Dr. John Abraham.



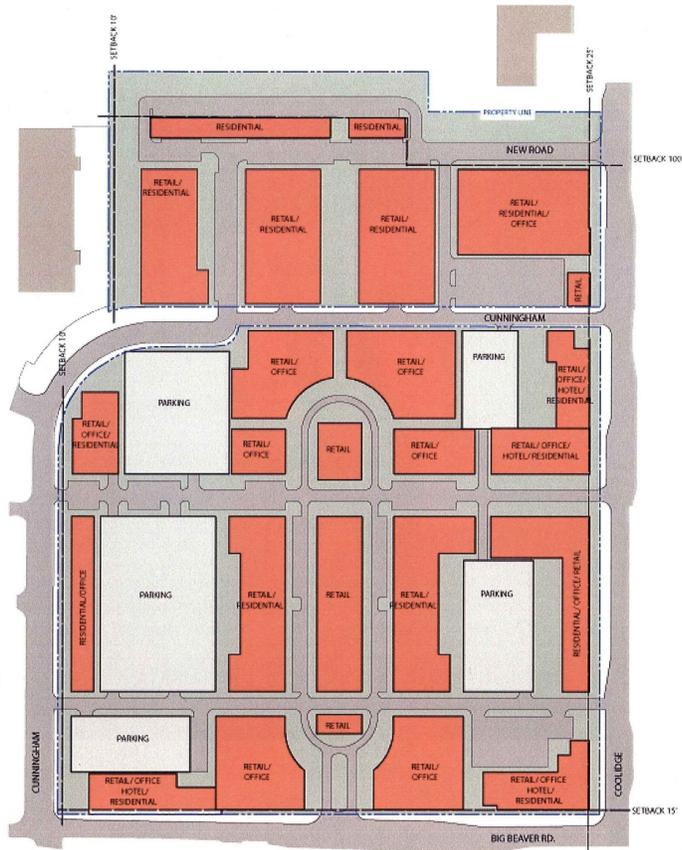
For Phase 1, the following road improvements have been identified by the Applicant's consultant:

1. Cunningham Road, which currently loops through the 40-acre site, connecting Big Beaver to Coolidge, will remain. It will serve as the western boundary of the project. "New Road" is proposed north of Cunningham, which will partially serve as the northern boundary of development for the project (see Figure 1). A portion of this new road will be built in Phase 1 for access to the grocery store (Figure 2). The remainder will be built in Phase 2 (Figure 3). The Big Beaver Corridor Study calls for parallel collector roads in the Big Beaver Road corridor located both north and south of Big Beaver Road. Cunningham is part of the northern collector road system and its function is preserved by The Pavilions of Troy concept plan.
2. A new traffic signal is proposed on Coolidge Highway, north of Big Beaver Road, at the existing driveway to Somerset located between Nordstrom and the parking garage (Drive #6—Figure 2). This will facilitate pedestrian movements across Coolidge and provide for vehicular movements between Somerset and The Pavilions. Because this drive is the first key ingress point north of Big Beaver Road, it will facilitate a significant northbound left-turn movement into the site. The applicant is proposing two left-turn lanes to handle this flow so that traffic does not queue (back up) into the northbound Coolidge through lanes. Because the turn lanes will require reducing the median width, east-west pedestrian crossings are proposed on the north side of the intersection only.
3. The first two median openings on Coolidge Highway, north of Big Beaver, will be closed. A new median opening (crossover) will be constructed just north of Big Beaver (approximately 150 feet north) to facilitate U-turns (Michigan lefts from Drive #7) to go northbound on Coolidge. This will prohibit direct left turns from Coolidge into Drive #7 and instead direct these left turners to Drive #6, where the new signal will be located.
4. The unsignalized eastbound-to-westbound crossover located east of Cunningham on Big Beaver will be closed and the traffic will be diverted to the crossover just west of Coolidge Highway. The signalized westbound-to-eastbound crossover on Big Beaver west of Coolidge Highway will be relocated 400 feet west of its current location.



The Pavilions of Troy Conceptual Plan

1. Land Use



Concept Plan

Images are representative of the design intent, but do not represent the actual design.

Conceptual Plan

Rev. 08-28-07

Source: Application

Figure I



Pavilions of Troy Road System & Circulation Plan - Phase 1

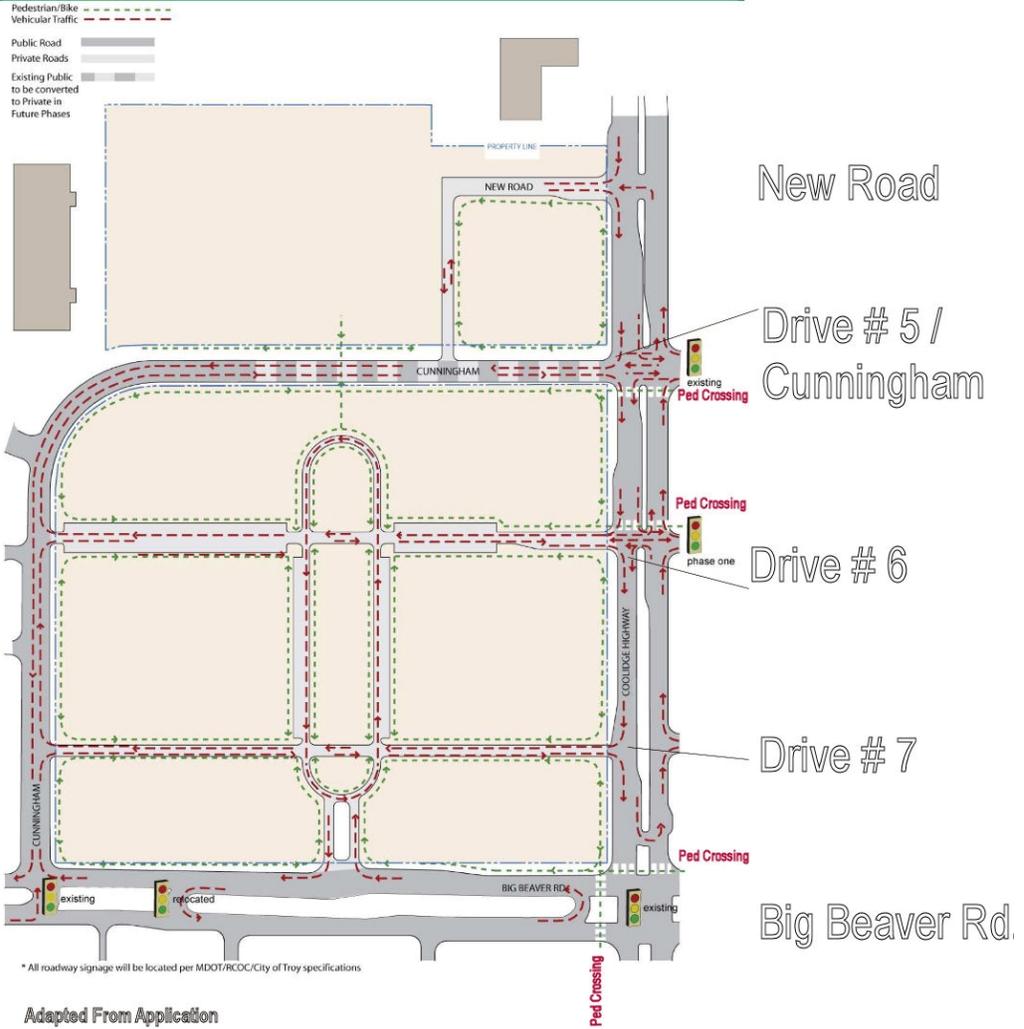
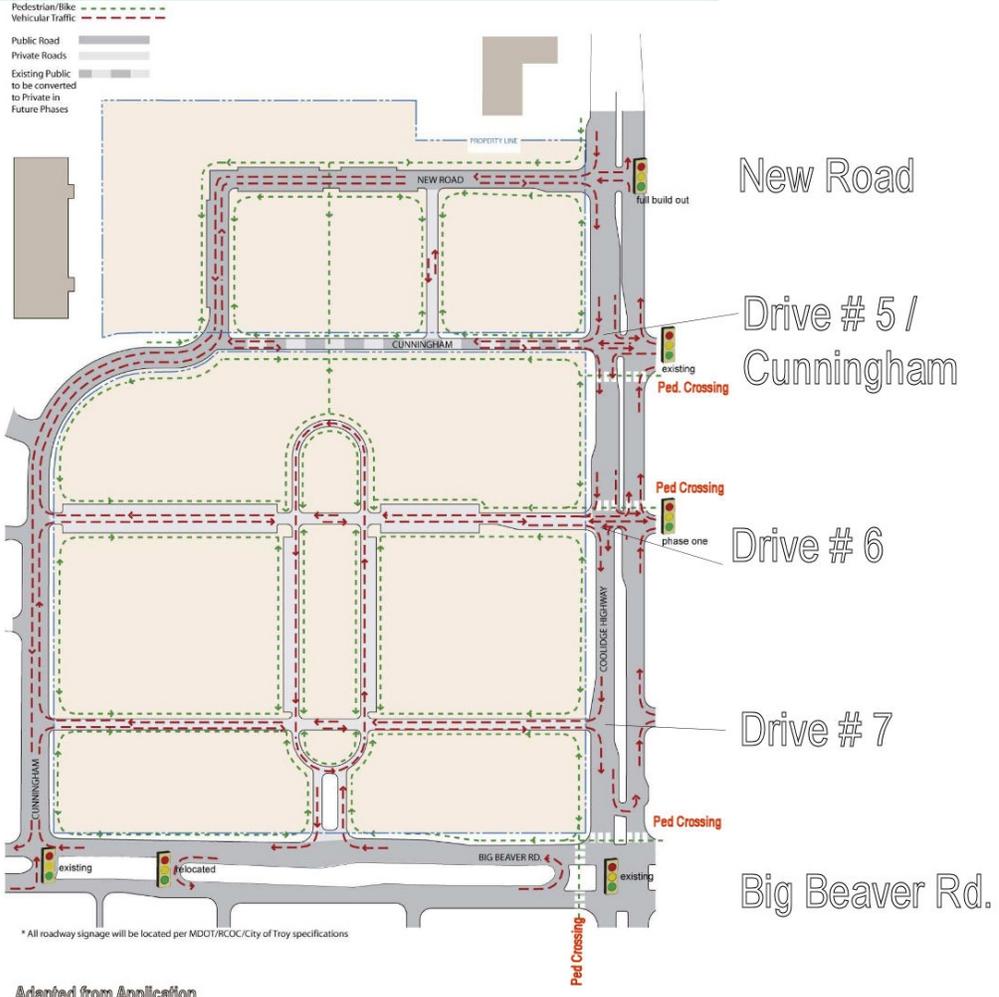


Figure 2



Pavilions of Troy Road System & Circulation Plan - Buildout



Adapted from Application

Figure 3



5. Lane and signal improvements at Big Beaver / Adams, Coolidge / Maple, and Big Beaver / Crooks are necessary. Big Beaver / Adams is currently operating at Level of Service (LOS) “E” during a.m. and p.m. peak hours. LOS “E” and “F” are considered unacceptable by most municipalities. For Adams and Big Beaver, exclusive right-turn lanes on the northbound and westbound approaches are necessary to achieve acceptable levels of service. The northbound right-turn lane addition would likely also require extending the existing second northbound through lane, north of Big Beaver, beyond its current length so that it will function as a true through lane. Traffic signal modifications to allow both protected (green arrow only) and permitted (flashing, yield to oncoming traffic) left turns are recommended by the traffic study.

For Coolidge and Maple, the eastbound and westbound left turns are currently an operational challenge. The study evaluated two possible improvement scenarios: 1) adding a third eastbound through lane and westbound right-turn lane on Maple or 2) constructing dual left-turn lanes on both eastbound and westbound approaches and adding a westbound right-turn lane. Signal timing and phasing modifications would be necessary also. With the addition of the dual left-turn lanes, the signal would need to allow both protected and permitted left turns for northbound Coolidge Highway. The dual left-turn lane option provides overall LOS “D” or better during all peak hours evaluated.

The Big Beaver and Crooks intersection currently operates at LOE “E” during the p.m. peak hour. This poor level of service can be mitigated by re-striping and changing signal timing so that the outer through lanes on both the northbound and southbound approaches function as through/right lanes. This better enables the intersection to handle the existing heavy volume of right turns.

For buildout, an additional traffic improvement will be necessary:

A new road is proposed to be built through the northern third of the project that will intersect with Coolidge Highway, north of Cunningham. This new intersection will require a traffic signal. In addition, the eastbound-to-northbound left turn at Cunningham is proposed to be relocated to this new intersection. Eastbound left turns will not be permitted at Cunningham and Coolidge under the buildout proposal by the Applicant.



Traffic Improvements—Site Access

How Will Site Access Work?

The following describes the proposed site access plan:

Big Beaver Road

1. One new boulevard driveway is proposed on Big Beaver Road. This will lead directly into the Pavilions area (the project's main street area). This drive will be right turns in and right turns out only.
2. Access to the site via Big Beaver will also be available indirectly from the existing Cunningham Drive / Big Beaver and Coolidge Highway / Big Beaver intersections (see next page).

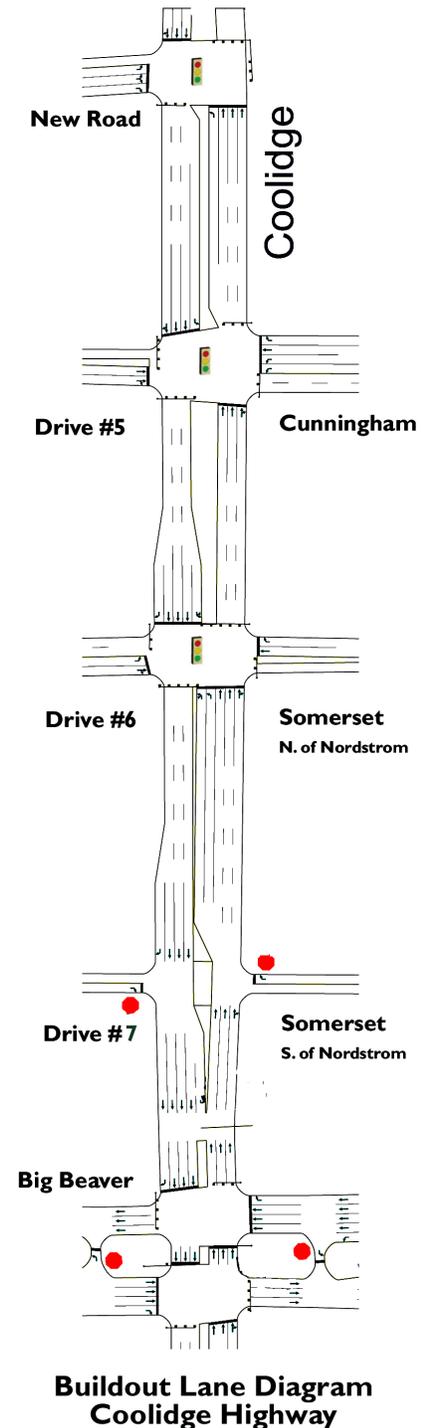
Cunningham Drive

1. There will be two driveways accessing the north-south portion of Cunningham Drive. These will be full access drives, with left turns and right turns permitted in and out of the site.
2. As part of Phase 2 (buildout), the function of Cunningham at Coolidge will be modified to eliminate all eastbound left turns. These will be shifted north to the New Road intersection with Coolidge (see Figure 3).
3. Along the east-west portion of Cunningham, there is proposed to be a single drive on the south side that will access a proposed parking garage (Figure 1). Three driveways are also proposed on the north side of Cunningham serving individual buildings and the grocery store parking lot.
4. The configuration of Cunningham at “the curve” is proposed to be modified so that traveling from Cunningham to the New Road is the through movement and continuing on Cunningham is a turning movement. We have raised concerns about the proposed geometrics of this change as well as the impact on the Big Beaver Road Corridor Study concept, which calls for Cunningham to be a parallel collector road to Big Beaver Road. This should be resolved through further analysis as part of the site plan, once it is prepared. This issue need not be fully addressed at the Concept Plan stage.



Coolidge Highway

1. There will be four points of access to Coolidge Highway, three of which will be signalized.
2. The northern access point, New Road, will initially be constructed as an unsignalized driveway serving the grocery store. It will initially allow right turns in and out and left turns in only. At buildout (see Figure 4), it will be signalized and it will allow all right turn and left turn movements.
3. Cunningham Drive will continue to allow east-west through traffic in all phases, preserving its function as an alternate to Big Beaver Road. As noted above, eastbound left turns will be shifted north as part of Phase 2.
4. Drive #6, which aligns with the existing drive between Nordstrom and the Somerset North Parking Garage, will be signalized. This drive will provide for a direct connection between the Somerset Collection and the Pavilions. It will also provide two northbound through lanes into the Pavilions, which will serve as a major ingress point from Coolidge Highway.
5. Drive #7 will be controlled by stop signs on both sides of Coolidge. Only right turns in and right turns out will be permitted at this location. Indirect left turns in will be accommodated via the new median cross-over north of Big Beaver Road (for Nordstrom entering).
6. One outstanding issue regarding Coolidge Highway access is coordination with the Road Commission regarding the proposed new traffic signal plan. The close signal spacing will require careful coordination of signals to provide smooth progression of traffic. A meeting has been scheduled by the Applicant with the Road Commission prior to the September 11, 2007 Planning Commission meeting.



Adapted from Applicant

FIGURE 4



Pedestrian Circulation

How Will Pedestrians Circulate To, From, and Through the Site?

1. The Applicant is proposing three main pedestrian crossing locations on Coolidge Highway: Big Beaver Road (both sides), Drive #6 (north side), and Drive #7 / Cunningham (south side). Currently, signalized pedestrian crossings are only provided at Big Beaver Road and Cunningham (over 1,200 feet apart). Adding a signal and pedestrian crossing at Drive # 6 will significantly shorten the distance many Somerset North shoppers have to walk to cross Coolidge.
2. The concept of iconic pedestrian bridges was raised in the Big Beaver Corridor Study. Although a bridge was not specifically envisioned across Coolidge at this location, the City, Somerset Collection, and the Pavilions developer should explore the feasibility of a grade-separated pedestrian connection. This would make crossing the wide Coolidge boulevard easier, provide protection from the elements, and potentially lead to fewer vehicular cross-over trips between the two sites. This issue need not be resolved at the Concept Plan stage.
3. The proposed pedestrian crossing at Drive #6 is located on the north side of the intersection. This is necessary because much of the median on the south side will be removed to provide for dual left turns into the site. On the north side, the median width will be over 15 feet and provide a refuge for pedestrians, who will be required to cross Coolidge in two steps due to the width of the road.
4. All major roadways in the Pavilions will have pedestrian paths on both sides, as shown on Figure 3 (green dashed lines). As noted in the Application, this is proposed to be a walkable development, with pedestrian linkages through. Connections are also to be provided to the existing path system along Big Beaver Road and Coolidge Highway. On-street parking will be provided on many internal roads, creating a buffer between moving traffic and pedestrian pathways.
5. The only pedestrian crossing shown on Big Beaver, adjacent to the site, is the existing crossing at the Big Beaver / Coolidge intersection. An additional crossing may be feasible at the Big Beaver / Cunningham intersection, but it will require changes in signalization and adding pedestrian paths and striping in the Big Beaver right-of-way. There may not be sufficient demand to warrant this improvement, but pedestrian activity in this area should be monitored through the build out of the project.



Conclusion

The traffic study prepared by TetraTech and Wells & Associates meets generally accepted practices for traffic impact studies. The findings indicate that acceptable levels of service can be maintained in the site vicinity (overall intersection level of service) with the construction of certain road improvements identified in the traffic study. A meeting is scheduled with the Road Commission for Oakland County for the week of September 3 to discuss traffic signal changes in the area. Results of that meeting will be provided verbally at the September 11, 2007 Planning Commission meeting.

MEMORANDUM

TO: Mark Miller, Planning Director

FROM: Steven Vandette, City Engineer

RE: Pavilions of Troy – Water and Sanitary Sewer Capacity Analysis

DATE: September 5, 2007

We have completed a preliminary evaluation and have made the following determinations concerning the ability of the city water and sanitary sewer systems to handle the estimated sewer flows and water demands from the proposed Pavilions of Troy:

Sanitary Sewer:

The existing sanitary sewer system has the capacity to accept flows from at least Phase I of the development. This determination is based in part on flow projections from the 1974 Sanitary Sewer Master Plan that became the basis for design of sewers all along Big Beaver as well as downstream to the outlet to Detroit. These sewers were constructed in 1980 and at various times throughout the decades leading to the present time. The flow projections included the K-mart site, which as an office development had a lower projected flow than from residential uses, but the sewers that were actually constructed were over designed so that additional flows could be accommodated if land uses changed or flow generation within the various zoning classifications changed for some reason. It was common practice at the time to over design, and still is, but history has actually shown the opposite in some cases such as with residential land uses where sewer flows have actually decreased due to smaller household sizes and lower overall population growth.

The K-mart building had slightly over 1 million square feet of floor space. This compares to Phase I of the Pavilions, which will have 400,000 to 500,000 square feet or roughly half the floor space of the K-mart office building. Phase I will also have a residential component of 150 to 250 units, which the K-mart site did not have. When the office uses of both the K-mart site and Pavilions site are equated to residential equivalent units or REU's which are used in the estimation of sanitary sewer flows, the K-mart site equates to 896 REU's as compared to 450 REU's for Phase I of the Pavilions or almost half that of the K-mart land use. While this is a good indication that the existing sewer system has the capacity to accommodate Phase I, other analyses were performed to confirm this preliminary conclusion.

The capacities of the existing sewers themselves were evaluated using standard engineering calculations. The result was that the existing sewers have capacity to handle the peak flows estimated for Phase I of the Pavilions. Our analysis also indicates that the existing sewers may also have the capacity to serve the entire development. The calculations show that the existing sewers have slightly more flow capacity than the flow estimates calculated based on land uses, but additional analyses are needed.

The consulting engineers for the developer took flow measurements in two sanitary sewers within the Big Beaver right-of-way in June 2007. These sewers would handle the flows from the Pavilions. The data from the two weeks of monitoring indicate that the flows were well below the capacity of the pipe and the peaking factor at approximately 2.0 was low relative to the peaking factor of 3 to 4 that was used for the design of the sewers. This data seems to indicate there is ample excess capacity, however; the metering was done during dry weather conditions and does not provide any information on the rain induced infiltration and inflow, which may or may not be present in these sewers.

We are currently in the midst of an extensive sewer-metering program, which began approximately two weeks ago with the collection of flow data from 19 meters placed throughout the city. These meters are intended to identify areas where we may have capacity deficiencies caused by changes in development patterns or flow generation over the several decades of city development, or deficiencies caused by excessive ground water infiltration or inflow. This infiltration and inflow must be evaluated before a determination can be made as to the adequacy of the existing sewer system to accommodate Phase II of the Pavilions of Troy. It is possible that some sources of infiltration and inflow may need to be removed before the flows from the Pavilions Phase II can be accommodated. Another method to provide more capacity within the system would be to construct parallel sewer lines called relief sewers, however; we do not anticipate that this will be necessary.

To summarize our preliminary analysis, we have concluded that the existing sewer system has the capacity to serve Phase I of the Pavilions of Troy. A determination on the capacity of the overall sewer system is expected in March or April of 2008.

Water Main:

Early this year we directed HRC to add the estimated water demands from the Pavilions and rerun the city water model (which was previously rerun as part of the 2004 Master Water Plan Study). Modeling results indicate that the existing water utilities in the area have the capacity to adequately serve the additional demands anticipated by both phases of the Pavilions development, however, water main pressures in the southeast corner of Section 19 are estimated in the range of 28 psi to 42 psi for existing conditions and 23 psi to 38 psi for future conditions during Peak Hour Demand periods. The proposed Pavilions development will somewhat tax the system, further lowering the operating pressure range to a low of 23 psi, with the system approaching the minimum service pressure of 20 psi. This occurs when Phases I and II are built out. Phase I does not have a negative impact on the water system since the water demands for this phase are below that of the existing K-mart development.

We have directed HRC to identify what improvement to the water system in that area are needed so that the water pressure in the future, with the Pavilions in place, is at least in the pressure range we would have without the Pavilions, which is 28 psi to 42 psi. Funding for this water main improvement may be funded by the development. Any improvement to further increase the pressure in that area may be funded by the City of Troy.

PLANNED UNIT DEVELOPMENT

5. **PUBLIC HEARING – PLANNED UNIT DEVELOPMENT (P.U.D. 9)** – Proposed The Pavilions of Troy Planned Unit Development, Northwest Corner of Big Beaver and Coolidge, Section 19, Currently Zoned O-S-C (Office-Service-Commercial), O-M (Office Mid-rise) and P-1 (Vehicular Parking) Districts

Mr. Miller outlined the procedure that would be followed on the presentation of the proposed planned unit development.

The petitioner, Hunter Richardson, representing Diamond Troy JV LLC, was present. Mr. Richardson gave a PowerPoint presentation of the proposed development. He extended his appreciation to City departments and the City's Planning Consultant for their responsiveness in the development process. The presentation covered:

- National and local development teams.
- Location; custom-designed project for Troy.
- Evolution of the proposed site.
- Status of Conceptual Development Plan (CDP) application.
- Neighborhood meetings.
- Planned Unit Development (PUD) process; first stage of 3-step process.
- Vision: authentic place, destination, sustainable (green) environment, livable community, connectivity, people's space, amenities, human scale and needs.
- Land uses: pavilions area, border area, transition area, residential (to the north).
- Project phases; Phase 1 must stand alone.
- Traffic impact, road system, circulation and parking.
- Development guidelines.
- Amenities: ice skating rink, civic gathering spaces, seating areas, gateway feature, public art, park for residents, play areas for children, bus shelters, pedestrian crossings.
- Residential buffer to the north, and views along perimeter streets.
- Open space.
- Sustainable design.
- Public benefit.
- Development timeline/schedule.

Richard Carlisle of Carlisle/Wortman Associates, Inc., was present. Mr. Carlisle detailed the three steps of the Planned Unit Development (PUD) process. He indicated all of the PUD criteria have been met in innovative ways and addressed the following concepts as relates to the PUD criteria.

- Horizontal and vertical mix of uses.
- Variety of civic spaces.
- Comfortable walkability of the site.
- Active and passive recreational space.
- Cross-generational characteristic of residential living.
- State of the art thinking in terms of viable sustainable mixed uses.
- Economic sustainability.
- Open space; greenscape and hardscape to create urban setting.
- Trend-setting sustainable design techniques.

- Appropriate use of vacant site; no attraction to single user.
- Roadway improvements to ensure safe pedestrian access.
- Perimeter and residential setbacks.
- Shared parking and caveat to re-evaluate parking after Phase 1 completion.
- Traffic studies as relates to site access, signalization and timing.
- Sanitary sewer and water service capacity.

Rod Arroyo of Birchler Arroyo Associates, Inc., provided a brief presentation on the traffic impact assessment. He addressed updates/revisions to the traffic documentation provided in the packets since last reviewed by the Planning Commission. The presentation covered:

- Compact, walkable communities.
- Grid traffic system; its positives and challenges.
- Additional traffic lights on Coolidge to alleviate backup on Big Beaver.
- Support from the Road Commission of Oakland County (RCOC).
- Re-evaluation of traffic after completion of Phase 1.

In closing, Mr. Carlisle recommended that the Planning Commission recommend approval of the PUD Concept Development Plan to City Council.

Chair Schultz opened the floor for Planning Commission comments. There were none. Chair Schultz stipulated a few ground rules on public comment prior to opening up the Public Hearing.

PUBLIC HEARING OPENED

Aaron Oesyreich of 870 Barilane, Troy, was present. Mr. Oesyreich spoke favorably of the proposed PUD.

Ilene Hill of 2139 Lancer Drive, Troy, was present. Ms. Hill spoke favorably of the proposed PUD and developer. She addressed the multitude of disruptions their neighborhood has experienced from previous major projects in the area. Ms. Hill voiced concerns with construction hours of operation, noise level, asbestos removal, dirt and dust, capacity of water and storm water runoff, traffic, parking, dumpsters, and locations of the proposed staging areas.

James Forrer of 3592 Eastbourne, Troy, was present. Mr. Forrer spoke favorably of the proposed PUD and complimented the petitioner on his presentation.

Michael Flesher of 2091 Lancer, Troy, was present. Mr. Flesher voiced a concern with the proposed food market as relates to noise and health. He also addressed the affect that the proposed development might have on home values in the neighborhood.

Mary Ellen Budabin of 2105 Babcock, Troy, was present. Ms. Budabin said the petitioner has not addressed her concerns. She stated the house depicted in the pictures displayed during the petitioner's presentation to simulate the residential buffer to the north is her home, which is located at the lowest part of the berm and within full view of the former K-Mart Headquarters parking lot. Ms. Budabin said her view with the proposed development would be a skyline of buildings, not blue sky; and that her life

would change. Ms. Budabin suggested a different layout orientation of the proposed townhouses so a view of a common area would be provided instead of an alleyway, garage door, utility meters, and upstairs' windows.

Tim Dalgleish of 3603 Salem, Troy, was present. Mr. Dalgleish said he would like the berms to be similar to those provided for the residents abutting Somerset North, and noted the two berms on each side of Coolidge should be equal distance. He voiced concerns with the proposed multi-screen movie theater as relates to the type of crowd it would attract.

John Bailey of 755 W. Big Beaver Road, Troy, was present. Mr. Bailey, incoming Chairperson for the Chamber of Commerce, spoke in favor of the proposed PUD.

Eric McPherson of 23435 Davey, Hazel Park, was present. Mr. McPherson was present to represent the Sheet Metal Workers. He indicated there are approximately 300 members of the building trade who live in Troy. Mr. McPherson encouraged the members to approve the proposed PUD in support of bringing area jobs to area workers.

Gino J. Delpup of 350 W. Big Beaver Road, Troy, was present. Mr. Delpup of Ford & Earl Associates and former resident of Troy spoke favorably of the proposed PUD. He said it would be a positive destination point for people.

Linda Shears of 1538 Wrenwood Drive, Troy, was present. Ms. Shears, a resident and Troy business owner, spoke on behalf of the Image and Arts Council of Troy. She said local artists and sculptors would heartily welcome the proposed PUD.

Thomas Gross of 350 W. Big Beaver Road, Troy, was present. Mr. Gross, CEO of Ford & Earl Associates, spoke in support of the proposed PUD.

Michelle Hodges, President of Troy Chamber of Commerce, was present. Ms. Hodges voiced strong support for the proposed PUD.

David Schreiber, representative of the Oakland County Economic Development Group, was present. Mr. Schreiber spoke favorably of the project.

Ted Wilson of 5038 Kellen Lane, Bloomfield Hills, was present. Mr. Wilson, a member of the Troy Chamber of Commerce Board of Directors, spoke in support of the proposed PUD. He addressed the high bar set by the petitioner for future developments, the vertical and horizontal mix of uses, and the positive economic expectations.

David Tonker of 2118 Shelley, Troy, was present. Mr. Tonker spoke favorably of the proposed PUD.

PUBLIC HEARING CLOSED

Mr. Vleck said he is impressed and amazed at the amount of support expressed tonight. He complimented the petitioner and the development teams.

Mr. Strat complimented the petitioner. He questioned what construction was inclusive of Phase 1, as envisioned on the project model. Mr. Strat asked if anything has been accomplished to incorporate a pedestrian walkway across Big Beaver.

Mr. Richardson said a pedestrian bridge has not been designed because they do not control enough of the environment to accomplish such, but he indicated they have not done anything from a planning perspective to preclude construction of one. Mr. Richardson addressed the three pedestrian crossings that would be designed with the intent to create refuge zones.

Mr. Miller addressed lane reconfiguration that would increase pedestrian safety zones.

Mr. Strat asked if a secondary lane with pedestrian refuge and boulevard area as portrayed in the Big Beaver Corridor Study would be incorporated in the project.

Mr. Richardson replied that concept was researched and it was determined that it did not add or contribute to what they were doing relative to the environment.

Ms. Troshynski complimented the petitioner for the effort he put forth to satisfy the people of Troy. She asked the petitioner to address cost factors that would result from proposed improvements.

Mr. Richardson said the matter of costs resulting from road improvements and sanitary, sewer and water improvements is under discussion with City Management, and indicated City Management has made a commitment toward resolution of those costs.

Ms. Troshynski stressed the importance of a pedestrian bridge from Somerset to The Pavilions.

Mr. Richardson said he strongly encourages a pedestrian bridge also and addressed the public-private partnership that would be necessary to attain a pedestrian bridge.

Mr. Littman asked if the Assessing Department researched the effect of the proposed development on neighboring home values.

Mr. Richardson said it is his experience that projects such as this provide a positive upturn to home values within the neighborhood.

Mr. Miller said he would ask the City Assessor to provide a report on the outcome of home values in correlation to this type of development.

Ms. Kerwin expressed her excitement to see the proposed development come to fruition.

Chair Schultz addressed the critical need for redevelopment in the City, and said the development would set the tone for future developments within the City. He said the development would truly keep Troy the *City of Tomorrow Today*.

Resolution # PC-2007-09-139

Moved by: Kerwin
Seconded by: Troshynski

WHEREAS, The Planning Commission reviewed a Concept Development Plan for a Planned Unit Development, pursuant to Article 35.50.01, as requested by Diamond Troy JV LLC for The Pavilions of Troy Planned Unit Development (PUD 9), located on the northwest corner of Big Beaver and Coolidge, located in Section 19, within the O-S-C, O-M and P-1 zoning districts, being approximately 40 acres in size; and

WHEREAS, The City's Planning Consultant Richard Carlisle of Carlisle/Wortman Associates, Inc. prepared a memorandum dated September 7, 2007 that recommends Concept Development Plan Approval of The Pavilions of Troy Planned Unit Development; and

WHEREAS, The proposed PUD meets the Eligibility Requirements set forth in Article 35.30.00; and

THEREFORE BE IT RESOLVED, That the Planning Commission recommends that Concept Development Plan Approval for The Pavilions of Troy Preliminary Planned Unit Development be granted.

Yes: All present (9)

MOTION CARRIED