

DATE: July 13, 2005

TO: John Szerlag, City Manager

FROM: Brian Murphy, Assistant City Manager/Services
Doug Smith, Real Estate and Development Director
Mark F. Miller, Planning Director

SUBJECT: AGENDA ITEM (PUBLIC HEARING) – PRELIMINARY PLANNED UNIT DEVELOPMENT REVIEW – PUD-004 (The Monarch Private Residences) – North side of Big Beaver Road, east of Alpine and west of McClure, Section 20

RECOMMENDATION

From the beginning of the PUD process, the petitioner and development team allocated substantial resources to assemble and employ a team of very qualified consultants. These consultants contributed their expertise towards the project, which is highlighted by the exemplary architecture and landscape architecture design incorporated into the development. The petitioner conducted three public input meetings to address neighborhood concerns. In addition, the development team was responsive to the recommendations and comments from City Management, Planning Commission and City Planning Consultant.

City Management and the City Planning Consultant recommend approval of the proposed PUD. On June 14, 2005, the Planning Commission recommended approval of the PUD. It is recognized that this high-rise residential project will help support the existing concentration of office space and offer another type of housing which is not available in the City. It is also been determined that property values are decreasing within the Big Beaver Corridor and this PUD can be the impetus to initiate diverse economic sustainability. This economic sustainability will further be investigated as part of the Big Beaver Corridor Study.

However, there is one outstanding issue identified by City Management, Planning Commission and City Planning Consultant: What is the appropriate public benefit? All three parties agreed that the PUD package submitted for the Planning Commission public hearing did not include an appropriate level of public benefit. On July 1, 2005, a new public benefit package was submitted by the petitioner. City Management recommends that the primary Specific Benefits be directed to the purchase and donation of the two residential lots directly north of the proposed PUD. These residential lots would be owned by the City and used as a buffer and be reserved for future development as the City deems appropriate. Secondary, as an alternative, City Management recommends that the petitioner provide a financial commitment to implement the results of the Big Beaver Corridor Study.

PUBLIC BENEFIT

The Preliminary PUD proposes both general and specific public benefits:

Specific Public Benefits as proposed by Petitioner

1. A \$200,000 donation to assist with the design and improvement costs related to the City of Troy Transit Facility located at Midtown Square.

City Management is of the opinion that funding for the Transit Facility will be secured through the State of Michigan.

2. Pedestrian crossing pavement striping and new stop signs will be installed by the petitioner, at the intersections of Muer Lane and Alpine Road, Muer Lane and McClure Road and McClure and Banmoor Drive.

City Management cannot recommend this public benefit, due to the lack of proven need and appropriateness of the proposed improvement.

3. The Monarch Private Residences will cover the cost for a traffic signal at Big Beaver Road and McClure Road, subject to Road Commission for Oakland County and City of Troy approval (based upon Michigan Uniform Traffic Code Warrant Requirements).

City Management cannot recommend this improvement, due to the lack of justification by the petitioner that a traffic signal will meet the standards of the Michigan Uniform Traffic Code Warrant Requirements.

4. In the event that improvement #3, the traffic signal, does not receive approval, the following improvements will be offered by the petitioner:

- A. A cul de sac will be constructed at the southern end of McClure Road, just north of the subject PUD property. Therefore, McClure would no longer be a through street to Big Beaver Road.

City Management cannot recommend this public benefit, due to the lack of proven need and appropriateness of the proposed improvement.

- B. \$100,000 will be donated to the City of Troy Parks and Recreation Department and shall be used for improvements to Boulan Park. The City of Troy would determine the appropriate improvement.

City Management does not recommend this public benefit, due to the lack of a direct relationship between the park and the proposed PUD.

General Public Benefits as proposed by Petitioner

1. Creation of a new symbol of value and economic development, by adding \$1.9 million of additional revenue.
2. Overall improvement of landscaping and streetscape along Big Beaver, Alpine and McClure by improving the pedestrian atmosphere.
3. Offsite landscaping improvements along Big Beaver, Alpine and McClure. This includes ornamental pole fixtures, street trees, seating areas and decorative pavers.
4. The landscape areas and neighborhood dog park will create opportunities to create a neighborhood atmosphere.
5. The project will become an architectural icon for the City of Troy.
6. The site makes maximum use of its surface area through the use of structured parking and subsurface storm water detention, thereby increasing the amount of green and permeable surface area.
7. The project will provide a new type of housing for the City of Troy.
8. As a mixed-use development, it will create a more exciting and interactive environment in the Big Beaver Corridor.
9. Over 60% of the onsite parking will be housed in a structured indoor parking facility, a significant improvement over the existing surface parking lot.
10. The project will create a structure that is sustainable and meets LEED (Leadership in Energy and Environmental Design) certification requirements.

GENERAL INFORMATION

Name of Owner / Applicant:

The owner is Big Beaver Office, LLC. The applicant is Big Beaver Alpine, LLC.

Size of Subject Parcel:

The parcel is approximately 5.85 acres in size.

Proposed Use(s) of Subject Parcel:

The applicant is proposing a mixed-use development. Proposed uses include a building with a 23-story tower and 12-story tower fronting on Big Beaver Road. The ground floor will include 11,166 square feet of retail and other ancillary uses. There

will be a total of 155 residential condominium units in the two towers, including 9 live/work units with entrances on the west and north sides of the tower. Parking will be accommodated by a combination of 59 at-grade spaces and 308 heated above ground parking garage spaces. A total of 52 townhouse units are proposed for the area north of the towers, between the towers and the single-family residential neighborhood to the north.

Current Use of Subject Property:

The property is presently comprised of office and single family residential uses.

Current Use of Adjacent Parcels:

North: Single family residential.
South: Office and restaurant.
East: Office and single family residential.
West: Office and single family residential.

Current Zoning Classification:

The parcel is currently zoned O-1 Office Building, P-1 Vehicular Parking and R-1B One Family Residential.

Zoning Classification of Adjacent Parcels:

North: R-1B One Family Residential.
South: O-S-C Office Service Commercial and O-1 Office Building.
East: O-1 Office Building, P-1 Vehicular Parking and R-1B One Family Residential.
West: O-1 Office Building and R-1B One Family Residential.

Future Land Use Designation:

The property is designated on the Future Land Use Plan as Low Rise Office.

Stormwater Detention:

The applicant is proposing to provide underground detention in the parking area in front of the towers and in the park area in the northeast portion of the property. In addition a green roof system is proposed which will assist in reducing storm water runoff.

Natural Features and Floodplains:

The Natural Features Map indicates there are no significant natural features located on the property.

Compatibility with Adjacent Land Uses:

The 52 town house units serve as a transitional use between the single-family residential units and the high-rise building. The applicant proposes extensive landscaping to buffer the uses. The distance from the northern property line to units 8, 16 and 24 is approximately 38 feet. The distance from the northern property line

to units 32, 42 and 52 is approximately 33 feet. Landscaping and open space at the northwest and northeast corners of the site also help to buffer the uses.

Compliance with Standards for Approval of Planned Unit Developments (Section 35.70.00)

In considering applications for Planned Unit Developments, the Planning Commission and City Council shall make their determination based upon the following standards:

The overall design and all proposed uses shall be consistent with and promote the Intent of the Planned Unit Development approach, as stated in Section 35.10.00, and the Eligibility conditions as stated in Section 35.30.00:

The proposed PUD is consistent with the Intent of the PUD approach (Article 35.10.00). Specifically, the application meets the following criteria:

- A. Encourage innovation and variety in design, layout, and types of land uses and structures;
- B. Achieve economy and efficiency in the use of land, natural resources, energy, and the providing of public services and facilities;
- C. Encourage a higher quality of development than can be achieved utilizing the requirements of the underlying zoning classifications;
- D. Encourage the assembly of properties and redevelopment of outdated structures and areas;
- E. Provide for enhanced housing, employment, recreation, and shopping opportunities for the citizens of Troy;
- F. Ensure compatibility of developments with the design and function of neighboring sites;

The PUD meets the Eligibility criteria of Article 35.30.00 (A), (B) and (C).

In granting approval of the Preliminary PUD, it must be determined whether the proposed PUD has enough public benefit to justify the intensity of development.

The proposed Planned Unit Development shall be consistent with the intent of the Master Land Use Plan:

This area is master planned as Low Rise Office, which correlates with the O-1 Zoning District. On the surface, it appears that the proposed high density residential, medium density residential and retail uses are not consistent with the letter of the Future Land Use Plan. However, the PUD is consistent with the intent of the Future Land Use Plan.

The Future Land Use Plan is silent on the concept of Planned Unit Developments in general and mixed use developments in particular. In addition, the Plan has built-in Euclidean rigidity that makes it difficult to consider mixed-use applications. The Development Policies in the Plan make it possible to consider whether the proposed PUD is consistent with the intent of the Future Land Use Plan. The PUD is clearly consistent with the Plan's more flexible Development Goals.

1. RESIDENTIAL AREAS

- a) Continue the development of Troy's residential areas at densities compatible with adjacent areas.
- b) Encourage a variety of housing types within the density framework of the Future Land Use Plan.
- c) Encourage private development, renovation, and redevelopment of residential areas.
- d) Provide for recreational and cultural amenities and facilities which will support and enhance residential areas.
- e) Encourage the provision and maintenance of open space and environmental preservation areas within residential areas.

2. COMMERCIAL AREAS

- c) Initiate and support actions to aesthetically integrate and provide positive identities for commercial areas.

3. OFFICE AND OFFICE/RESEARCH AREAS

- b) Subsequently take actions to optimize the revenue, service, and employment values of office and office/research areas.
- d) Support the upgrading and enhancement or redevelopment of existing office and office/research areas.
- e) Encourage the provision of support service and commercial uses within office and office/research developments.
- f) Initiate and support actions to aesthetically integrate and provide positive identities for office and office/research areas.

The proposed Planned Unit Development includes information which clearly sets forth specifications or information with respect to structure height, setbacks, density, parking, circulation, landscaping, views, and other design and layout features which exhibit due regard for the relationship of the development to the surrounding properties and uses thereon, as well the relationship between the various elements of the proposed Planned Unit Development. In determining whether this requirement has been met, consideration shall be given to the following:

The bulk, placement, and materials of construction of the proposed structures and other site improvements:

The tower structure will be located relatively close to Big Beaver and will therefore have a strong visual relationship with Big Beaver Road. The height of the towers provides a less obtrusive design than a lower, bulkier building. The materials used to construct both the tower building and the villas will be of high quality. The design will complement the Somerset Collection and establish a character and sense of place for this area. Other site improvements such as the sculpture in the arrival auto court, right-of-way tree plantings, site landscaping assist in creating a high quality mixed use development. It is anticipated that this development will serve as a catalyst for future development along the Big Beaver Corridor.

The location and screening of vehicular circulation and parking areas in relation to surrounding properties and the other elements of the development:

The circulation drive along the northern boundary within the villa portion of the project will be screened from abutting property to the north by a solid 10-foot high hedge. Auto courtyards will be screened from the east and west north by the villa units and from the north by the solid hedge. The expansiveness of the courtyards will be broken up by small landscape beds. The southern portion of the drive will be shielded from the north and south by buildings and landscape material.

The retail parking along Big Beaver will be screened by hedges and softened by trees and shrubs. Parking for all residential tower units will be located in the parking deck. Parking for the villa units will be in individual garages. Guest parking spaces located north of the towers will be screened by hedges and trees.

The location and screening of outdoor storage, loading areas, outdoor activity or work areas, and mechanical equipment:

Garbage pick-up for the individual villas will be within the auto court, which will be screened from the east and west by units and from the north by a solid 10-foot high hedge. Garbage for the tower units will be stored inside the building and picked up via the service court. Mechanical equipment will be located on top of the towers and screened. Air conditioning condensing units for the villas will be located on the north and south ends of the units. Landscaping will screen these units and assist in noise reduction.

The hours of operation of the proposed uses:

The retail uses and spa will have hours of operation typical to similar facilities in the area.

The location, amount, type and intensity of landscaping, and other site amenities:

The applicant is proposing significant landscaping on the parcel, on both private and public property. Trees will be planted on both sides of Alpine and McClure, thereby enhancing the southern portion of these rights-of-way. The northern property line will be planted with 10-foot high juniper trees, planted 3-feet on center, to form a solid screen wall. The entire site will be enhanced by landscape material. A landscaped garden area and green roof system will add landscaping to the sixth floor of the tower structure. A sculpture in the arrival auto court will add visual interest and an artistic amenity. A vest pocket park will be created at both the Big Beaver/Alpine and Big Beaver/McClure intersections. Two large open space areas provide passive recreation opportunity to PUD residents. Sidewalks throughout the site encourage pedestrian movement within and without the site.

The proposed development shall not exceed the capacities of existing public facilities and available public services, including but not limited to utilities, roads, police and fire protection services, recreation facilities and services, and educational services (Section 35.70.04):

The proposed PUD will not exceed the capacities of existing public infrastructure and services.

A Traffic Impact Study prepared by Parsons, dated December 20, 2004, indicates that traffic generated by the proposed PUD will not significantly impact the existing Level of Service at intersections in the area.

The Rezoning Traffic Study prepared by Parsons on December 13, 2004, includes trip generation information. The report compares the projected number of trips for the PUD compared to the number of trips if it were to be built out as zoned. There are 26 more A.M. peak hour trips and 59 more peak hour P.M. trips for the PUD, and a net gain of 803 daily trips for the PUD.

The Planned Unit Development shall be designed to minimize the impact of traffic generated by the PUD on the surrounding uses and area (Section 35.70.05):

The PUD will share the entry drive with DADA, therefore no new curb cuts will be required on Big Beaver. One entry drive is proposed for the villa units on McClure, one entry drive for the villa units and one for the service court are proposed for Alpine.

The Planned Unit Development shall include a sidewalk system to accommodate safe pedestrian circulation throughout the development, and

along the perimeter of the site, without undue interference from vehicular traffic:

The PUD proposes an extensive sidewalk system. The sidewalk along Big Beaver will be retained and improved. Sidewalks will be developed on the east side of Alpine and the west side of McClure. Sidewalks are proposed for the front of each villa unit, with walkway connections to each unit. The tower and villa portions of the PUD will be connected by sidewalk. There is a need for a sidewalk just to the north of the DADA property, to connect McClure to the villa units and the northern tower entrance.

The proposed Planned Unit Development shall be in compliance with all applicable Federal, State and local laws and ordinances:

The proposed PUD shall be in compliance with all applicable uses.

Attachments

1. Locational Map
2. Carlisle/Wortman Associates, Inc., July 11, 2005 report
3. Planning Commission Final Minutes, June 14, 2005
4. Uniformity of Analysis Memorandum
5. Application Highlights and Amendments, July 1, 2005 (distributed with announcement of public hearing)
6. CD Application, July 1, 2005 (distributed with announcement of public hearing)
7. City Management Memorandum, July 14, 2005, Estimate of Taxes Generated by Proposed Monarch Project
8. City Management Memorandum, July 12, 2005, Response to Resident Requests to Close Residential Streets Such As Alpine and McClure
9. Public Input (this includes Communications of Support/Non-Support from June 14, 2005 through July 14, 2005).
10. Rezoning Protest Petition With Validity Analysis (rezoning occurs at Final Planned Unit Development Approval)

cc: Applicant
File/PUD-004

CITY OF TROY



PROPOSED PLANNED UNIT DEVELOPMENT
THE MONARCH
N SIDE BIG BEAVER, BTWN ALPINE & McCLURE
SEC. 20 (PUD #4)



W BIG BEAVER

PROPOSED PUD #4
THE MONARCH

W BIG BEAVER

BUTTERFIELD

TODD

ALISOP

0 100 200 400 600 Feet





Community Planners Landscape Architects
605 S. Main, Suite 1 Ann Arbor, MI 48104 734-662-2200 fax 734-662-1935
6401 Citation Dr., Suite E Clarkston, MI 48346 248-625-8480 fax 248-625-8455

Date: February 14, 2005
Rev: June 8, 2005
Rev: July 11, 2005

Preliminary Planned Unit Development (PUD) Review For City of Troy, Michigan

Applicant: Big Beaver Alpine LLC
Joseph Freed & Associates
220 N. Smith St., Suite 300
Palatine, IL 60067

Project Name: The Monarch PUD

Plan Date: July 1, 2005

Location: North side of Big Beaver Road, between Alpine Road and McClure Road.

Zoning: O-1 (Office Building: three lots along Big Beaver Rd.)
P-1 (Vehicular Parking: next lot north, adjacent to Alpine Rd.)
R-1B (Residential; four northerly lots)

Action Requested: Preliminary Planned Unit Development review for public hearing

Required Information: As noted in the following review.

PROJECT AND SITE DESCRIPTION

The applicant proposes to construct a mixed planned unit development project on 5.85 acres.

Project Elements include:

- Two residential towers (12 stories and 23 stories tall) are proposed to front Big Beaver Road that include 155 condominiums.
- 308-space parking structure.
- Nine live-work residences wrap around the parking structure.
- 52 villa townhouse units that span the northern part of the property.
- Ground floor retail consisting of 11,166 square feet.
- Combination of 189 surface, on-street, and townhouse unit parking spaces through project site.

PUD REVIEW CRITERIA

The PUD District Regulations are given in Section 35 of the Zoning Ordinance, and require the applicant to demonstrate that the PUD proposal meet the three conditions outlined in the ordinance. The applicant has submitted a written narrative with the Preliminary Plan outlining how the development complies with these conditions.

- A) *The proposed development site shall be under a single ownership or control, and be capable of being planned and developed as one integral unit.*

The applicant has provided proof of single control, and the proposal is being planned as one cohesive unit.

- B) *The proposed development site shall be limited in its location to one of the following areas: 1) The City Center Area; 2) Parcels where PUD regulations would achieve a substantially higher quality of development than could be achieved under a conventional zoning approach; 3) Parcels on which extreme economic obsolescence exists and would be extremely difficult to achieve economically sound development under a conventional zoning approach.*

The proposed development is not located within the City Center Area as defined in Section 35.30.00. However, the proposed project takes an approach to developing these parcels that could not be achieved under current zoning, and that will create a much higher quality development than if developed under current zoning as office, parking, and low-density residential. It also replaces partially vacant office space with a desirable residential choice

that is not currently available within the City. The last point speaks to criteria B.3. As a low rise office building, the main component of the site lacks the flexibility to respond to changes in the market place where there are high office space variances.

- C) *The approach must show that a sufficient number of the following objectives, which would not be able to be accomplished without the use of the PUD, are met:*

It is our opinion that this proposal meets the following objectives:

1. *Provide development quality objectives such as those referred to in Section 35.30.00-B-2 above; See the response to the previous question.*
2. *Provide a mixture of land uses that would otherwise not be permitted, provided that other objectives of this Article are met and the resulting development would promote the public health, safety, and welfare; The proposal meets several objectives outlined in the “Intent” paragraph of this section, including:*
 - Innovation and variety in design, layout and types of land uses and structures. This mixed use proposal provides for a variety of residential choices (high-rise condominiums, live-work units, and townhouses) integrated with high quality retail/service use.
 - The proposal also offers to use LEED technologies and approaches to lessen the environmental impact of the development.
 - Achieving economy and efficiency in the use of land. The project offers compact and efficient development of the site in a manner which minimally impacts the surrounding area;
 - Encouraging higher quality of development. High quality materials and first-rate design are exemplified throughout the project; and
 - Ensuring compatibility of developments with neighboring sites.
3. *Provide a public improvement, or other facility used by the public, which could not otherwise be required, that would further the public health, safety and welfare, or protect existing or future uses from the impacts of the proposed uses.*

The City staff’s memo of July 7, 2005 provides an excellent summary of the general and specific public benefits associated with the subject.

There are a number of tangible benefits in terms of advancing the improvement of Big Beaver, particularly the diversification of the economic base. However, the City has typically expected to see specific public improvement benefits identified with past projects which are proportional to the benefit received by the applicant. Specific physical improvements include on-site (along Big Beaver, Alpine and McClure) and off-site streetscape elements.

To supplement the public benefits, the applicant previously offered alternatives ranging from additional property acquisition of the two neighboring lots to a contribution of \$200,000 towards amenity improvements to Big Beaver.

Currently the following specific public benefits proposed by Petitioner are as follows:

1. A \$200,000 donation to assist with the design and improvement costs related to the City of Troy Transit Facility located at Midtown Square.
2. Pedestrian crossing pavement striping and new stop signs will be installed by the petitioner, at the intersections of Muer Lane and Alpine Road, Muer Lane and McClure Road and McClure and Banmoor Drive.
3. The Monarch Private Residence will cover the cost for a traffic signal at Big Beaver Road and McClure Road, subject to Road Commission for Oakland County and City of Troy approval (based upon Michigan Uniform Traffic Code Warrant requirements).
4. In the event that improvement #3, the traffic signal, does not receive approval, the following improvements will be offered by the petitioner:
 - A. A cul de sac will be constructed at the southern end of McClure Road, just north of the subject PUD property. Therefore, McClure would no longer be a through street to Big Beaver Road.
 - B. \$100,000 will be donated to the City of Troy Parks and Recreation Department and shall be used for improvements to Boulan Park. The City of Troy would determine the appropriate improvement.

We have advised that the contribution of \$200,000 roughly \$1000 per unit, is insufficient and should be altered.

The \$1,000 per unit is adequate for the base level units. However, we would suggest that the amount be gradually increased for the more costly units. In other words, a contribution ranging between \$1,000 - \$2,000 would seem more equitable based on the cost of the luxury units.

Therefore, the Council will need to decide in the first instance whether a cash contribution is appropriate. Secondly, the appropriate amount needs to be determined. Finally, the use of those funds should be decided.

4. *Provide for the appropriate redevelopment or re-use of sites that are occupied by obsolete uses;*

The City has a considerable amount of office space that is not currently being used. Some studies have indicated vacancy rates as high as 15 – 18%. Replacing this relatively small building with a luxury high-rise and townhouse residential development will provide a more economically-viable alternative to additional office space. As mentioned, the current building has little ability to respond to a changing market.

5. *Provide a complementary variety of housing types that is in harmony with the adjacent uses;*

The types of residential units being proposed (high-rise condominiums, live/work units, and townhouses), meets this criteria in our opinion. Furthermore, the project will provide a housing type that is otherwise not available in the City.

6. *Promote the intent of the Master Plan (see Master Plan discussion)*

In addition to the general standards, specific design criteria are set forth in Section 35.40 of the Ordinance. Individual sections of this report provide more detail regarding how these standards are met.

Items to be Addressed: Public benefit contribution.

NEIGHBORING ZONING AND LAND USE

The following lists the zoning and current land uses of properties adjacent to the subject site:

- North:** Zoning to the north of this property is zoned R-1B, One-Family Residential (15,000 s.f. minimum with sewer) and used for single-family residential on large lots.
- South:** Big Beaver Road is the southern boundary to this property. Parcels across the street are zoned O-S-C, Office Service Commercial, and are used for an office building and small commercial mall.
- East:** Properties east of the site have two zoning designations. The property along Big Beaver Road is zoned and used for O-1, Office Building. The properties across McClure Road are zoned R-1B, One-Family Residential (15,000 s.f. minimum) on large lots. All properties are used as zoned.
- West:** Parcels across Alpine Road to the west are zoned O-1, Office Building, and R-1B, One Family Residential. The parcel adjacent to Big Beaver is used for office space, the parcel north is vacant, and the parcel north of that is used for single-family residential.

While the residential properties are zoned to be a minimum of 15,000 s.f., they are actually much larger at an average of 35,760 s.f., or approximately .8 acres.

Items to be Addressed: None.

MASTER PLAN

The Future Land Use Plan designates the following future uses for the adjoining properties:

North: Low Density Residential

South: Low Rise Office

East: Low Rise Office and Low Density Residential

West: Low Rise Office and Low Density Residential

Master Plan designations are quite varied along this portion of Big Beaver and include a combination low rise office, mid rise office, high rise office, office service, non-center commercial, and regional center. Although the Master Plan contemplates a mixed use environment in the overall area, it does not specifically designate mixed use on any given site. Given the fact that one of the criteria to be considered for a PUD is providing a mixture of uses, we would advise the City that stronger policy guidance is needed in the City's Master Plan regarding areas which are conducive to mixed use development. We believe this is such an area.

The subject site is designated for low rise office along Big Beaver, and low density residential development at the rear on the Future Land Use Plan. Note that there is no definition of low rise office in the Master Plan.

While the mapped Land Use designation is for low rise office and low density residential, there are Master Plan goals and policies that would support the proposed development:

- 1) The Master Plan concentrates urban development along Big Beaver. The proposed high-rise mixed use residential development is typical of such urban development.
- 2) Over the past 20 years or so, the City has amended the Master Plan to provide for more variety in housing alternatives to single-family detached units. This proposal provides alternative types of housing.
- 3) While the major office concentrations are along the Big Beaver corridor, the Master Plan acknowledges that the City's "office center" status will cause some existing office complexes to be re-developed or expanded to a greater level of intensity and value to the City. This is especially true of older, obsolete office buildings. The City states that they would like to encourage this type of redevelopment. The proposal is consistent with this policy.

Another situation that encourages development like the proposal is that the City has experienced an increase in office space vacancies. This indicates that if the parcels along

Big Beaver were to be redeveloped as planned, there would be even more vacant office space. A mixed use residential project is an opportunity to provide a more sustainable economic base along Big Beaver. In addition, the low density residential lots behind the office designation are surrounded on three sides by either office districts, or a low density residential transition area.

The Master Plan also provides goals and policies that are addressed in relation to this proposal, including:

- 1) The Master Plan ensures that the ultimate development along Big Beaver should not exceed the ability of the roads and utilities to serve the area. Although the proposal will be reviewed by the City engineering staff, it is our understanding that the existing utilities and roadways are adequate to handle the project.
- 2) The new development shall enhance the existing development. Full development of the property as a low rise office could have negative impacts on neighboring residences. Conversely, a well planned residential project, albeit high density, may well be more compatible than other possible uses. As requested, the applicant has provided a comparison of the impacts of developing the property fully under the low rise office district to the current proposal.

As zoned, the property will support an office building of nearly 26,000 square feet and seven dwelling units. Alternatively, the entire site would support an office of 87,750 square feet. The proposed project represents a significantly greater amount of building. However, due to the predominantly residential nature of the project, the increase in peak traffic is not at all significant.

- 3) The Master Plan clearly states that there is no need for additional commercial uses within the City. However, the type of commercial contemplated for this project is largely confined to service residents.
- 4) A plan goal states that it strives to continue residential development at densities compatible with adjacent areas. While the project will be at densities considerably higher than the adjacent uses, the highest density portion of the project is related almost solely to Big Beaver. As requested, plans have been revised to ensure a proper transition is made to the low density single family residence to the north.

Items to be Addressed: None.

DENSITY

The proposed project will consist of 207 units on 5.85 acres. In calculating density for this proposal, we compared the proposed housing types with the different residential districts in the Zoning Ordinance. It is our opinion that the high-rise portion of the project is more consistent with RM-3 High-Rise Residential District, and that the townhouse portion of the project is more

consistent with the RM-1 Multi family Low Rise Residential District. (As a note, we have found the Ordinance to be overly complex and cumbersome as it pertains to multiple family developments.)

The applicant previously prepared an analysis comparing the proposed project to alternative development scenarios. With that information, we have prepared our own analysis of development potential.

- If developed as a Low Rise Office, the applicant estimates that an 87,750 square foot building would be possible on the entire site. We would agree with that estimate. It is interesting to note that under that scenario, the amount of traffic generated during peak hours will be 2 to 3 times more than the current project.
- If developed in an RM-1 fashion, the applicant estimates the site would yield 253 units based on a combination of efficiency and one bedroom units. We disagree and believe that a combination of one and two bedroom units would be more realistic. Our analysis indicates a total of 200 units is more realistic.
- Under the RM-3 requirements, our same comments apply. We estimate a total of 186 units are possible.

Based on our analysis, the proposed density compares favorably with that allowed by the comparative districts.

Items to be Addressed: None.

NATURAL RESOURCES

As an urban site that has existing development, there are few natural features of note on the property.

Topography: Contour lines have not been provided on the plans across the entire site; however, spot elevations give an idea of the site's topography. The site is relatively flat, with just a few feet in elevation change from west to east, and from north to the south.

Woodlands: Existing vegetation on the site is mainly limited to scrub. A tree survey has been provided, which shows the main species to be American Elm, and Tree of Heaven (exotic invasive). A tree demolition plan (Sheet L-2) has been provided, showing that six trees will be preserved or transplanted under this concept. Note that the City has a Tree Preservation Plan process that needs to be followed as part of the site plan review process.

Wetlands: There are no wetlands on this site, which is confirmed by a letter from King & MacGregor Environmental, Inc. However, the current County data identifies a floodplain across the northwest corner of the site, which is consistent with the floodplain line shown on the plans. The applicant explains in their narrative that the Flood mapping for Oakland County is being updated, and the new data shows the floodplain outside the subject site.

Soils: Soil borings have been conducted and provided by the applicant.

Items to be Addressed: None.

TRAFFIC IMPACT

The site plan proposes to have two vehicular access points off of Alpine Road, one off of McClure Road, and one from Big Beaver that shares access with the adjacent office building to the east.

The applicant has submitted a traffic study conducted by Parsons in December, 2004 that has concluded the following:

- Peak AM traffic generation of PUD will be 75 trips (8 inbound/67 outbound)
- Peak PM traffic generation of PUD will be 125 trips (92 inbound/33 outbound)
- Under **existing** conditions without this project, all intersections operate at an acceptable level except the Big Beaver and Crooks road intersection. Several movements at this intersection are operating in the Level of Service (LOS) range of “E” and “F”, where “D” is typically considered to be the lowest acceptable level. The study has provided a possible solution (that would need to be implemented by the Road Commission of Oakland County) that could mitigate this situation.
- Considering **future** traffic patterns that include traffic generated by The Monarch development, the study reports that the signalized eastbound Big Beaver crossover west of Coolidge Highway would operate at an unacceptable level. However, because the signal is responsive to traffic flow, the signal should be able to correct the situation as it responds to changes in traffic demand. The background timing plan at this study location would need to be updated, however.

As requested, a comparison has been made between traffic generated by the existing zoning district and traffic generated by proposed PUD development. Although, we would defer to the City’s Traffic Engineer, we believe the project will not create an unreasonable impact.

In considering traffic flow patterns between office and residential uses, the office use would generate traffic during day-time hours, while the proposed high-density residential uses will have activity at more times of the day and night and on week-ends.

Items to be Addressed: None.

ESSENTIAL FACILITIES AND SERVICES

The site plan proposes the use of existing water, sanitary, and storm drainage systems. We will defer technical review of these systems to the City’s Engineer.

Items to be Addressed: None.

AREA, WIDTH, HEIGHT, SETBACKS

The underlying zoning of these parcels (O-1: Office Building; P-1: Vehicular Parking; and R-1B: One-Family Residential; minimum area 15,000 s.f.) are not applicable to a project of this nature. The following table illustrates a comparison between RM-1 and RM-3 requirements which are more applicable to the proposed project. However, as we have pointed out previously, the City’s existing multiple family requirements are outdated and in need of revisions.

	<u>Required RM-1</u>	<u>Required RM-3</u>	<u>Provided</u>
<u>Setbacks</u>			
Front	30 ft.	50 ft.	15 - 36 ft.
Side	30 ft.	50 ft.	33 ft.
Rear	30 ft.	50 ft.	NA
Distance Between Units	30 ft.		40 ft.
Min. Floor Area/Unit	1-BR-600; 2-BR-800; 3-BR-1,000; 4-BR 1,200	1-BR-600; 2-BR-800; 3-BR-1,000; 4-BR 1,200	Requirements Met
Lot Area Coverage	30%	25%	35%**
Building Height	2 stores or 25 ft.	No max.	2 – 23 stories

*There are no specific requirements in the ordinance for these categories.

**This figure includes the parking structure.

The front setback lines for the Villas are 16’-18’, where the ordinance requires a 30’ front setback. The side setbacks for these same buildings are 33’ from the northern property line, where the ordinance requires a 30’ side setback. The high-rise building’s minimum side setback

to the east is 21', where the ordinance requires 50'. However, the adjacent use is an office building and this deviation is not significant.

RM-3 (Section 17.50.04) requires that the length of the building shall not exceed three times its height. The high-rise building meets this standard. However, the RM-1 district only allows buildings up to 180' in length. The proposed Villas are slightly over, at 200' long. We do not believe this is a significant deviation.

Items to be Addressed: None.

BUILDING LOCATION AND SITE ARRANGEMENT

In general, the building locations and site arrangement is appropriate. The large towers are oriented toward Big Beaver Road, while the smaller townhomes are clustered behind the towers adjacent to existing residential properties. In particular, a significant improvement has been made with the layout of the townhomes. Two units have been eliminated, additional guest parking added, circulation is improved, and critical setbacks have been increased.

The applicant states in the accompanying narrative that the location of the 52 Villa townhouses will serve as a transition from the single-family neighborhood to the tower structure. The document also states that the scale of the high-rise buildings will establish a visual center for Troy and that the high quality materials and design of the buildings will complement the buildings at the Somerset Collection.

We agree and have the following comments:

- 1) The proposed residential use is consistent with the other residential uses in this area, although at significantly different densities. However, providing high-density residential uses along Big Beaver Road creates a compatible arrangement along this roadway.
- 2) The scale of the towers is such that they are compatible with other large buildings along the Big Beaver roadway. The quality of materials and design will make the towers an attractive addition to this road corridor.
- 3) While the towers will be used for residential purposes, the physical structure is similar to a large urban office building which is appropriate for the Big Beaver roadway. The townhomes are more in scale with the single-family homes. Transition between the townhomes and single family residential has been imposed.
- 4) The applicant has provided an analysis of how the proposed high-rise towers affect sunlight on the adjoining residential lots and there are no significant impacts.

Items to be Addressed: None.

PARKING AND LOADING

The required number of parking spaces for the proposed uses is determined under Section 40.20 of the Zoning Ordinance.

	<u>Required</u>	<u>Provided</u>
Residential (Structure & Surface) Parking	414	446
Retail (surface)	56 spaces	51 spaces
Total	470	497

As mentioned previously in this review, we consider the integrated parking structure to be a strong point of this plan. The orientation of the villas to Alpine and McClure Roads is also positive.

The character of the courtyard parking on Big Beaver has been improved with the design details and elements.

Parking will be allowed on Alpine or McClure Roads in front of the townhouses. We think this is a necessary feature of the project and can be done without impacting traffic patterns.

Items to be Addressed: None.

SITE ACCESS AND CIRCULATION

This site is accessed from several different directions. The front, main vehicular and pedestrian access is off of Big Beaver Road. This drive is shared with the adjacent office building, and leads to a paved courtyard and drop off area for the towers. The front drive also provides parking and access to a service area on the east side of the towers.

There are two access points from Alpine Road, which includes a service drive to the west tower and access to the parking garage. McClure Road has one access point. The access through the villas has been greatly improved by the elimination of two units in the central portion of the site.

Multiple access points provide good opportunities for emergency vehicles to access all sides of the towers, and all townhouse units. The circulation pattern looks well thought out and appears to function properly.

Items to be Addressed: None.

PEDESTRIAN WALKWAYS

The sidewalks and 8' wide safety paths are shown on the site plan to traverse Big Beaver, Alpine and McClure Roads. Sidewalks are also provided within the internal circulation system, allowing pedestrians to walk through most of the development to the other without having to walk in the roadway. However, we suggest the sidewalk be extended along the entire drive to McClure to provide continuous access. We understand that the applicant has agreed with this recommendation.

Items to be Addressed: None.

LANDSCAPING

A landscape concept plan has been provided.

Landscape Plan: The general formal concept is appropriate for a luxury residential high-rise. As with other aspects of the project, there is exceptional attention to detail. It provides similar landscape elements that visually tie this building with Somerset. Vertical plant material provided on the landscaped terrace will help soften and add interest to the building façade.

The concept plan for the townhouse area is also appropriate, with many shade trees creating a softer, less urban feeling than along Big Beaver Road.

Screening: The buffer along northern property line has been increased to 33 feet. The applicant has stated that the existing vegetation will remain as a buffer. Based on a recent site visit, this vegetation is an assortment of various trees and shrubs that is very transparent in the winter months. It will create an insufficient buffer.

To provide a better transition, we previously recommended that the applicant consider increasing the distance between the Villas and the northern property line, and/or providing a much more substantial buffer. The applicant has actually addressed both recommendations by increasing the setback and adding landscape materials and fencing.

Parking Lot: Most of the parking is provided within the parking structure or in each townhouse unit. Therefore, no landscaping is needed for the spaces dedicated to units. However, parking is framed with landscaping.

Parking areas in the rear of the towers have, in our opinion, sufficient landscape buffering for townhouse units.

Landscaping:

The following requirements pertain to the RM-1 district:

- 1) Section 15.50.02 states that that 70% of any required yard or space between buildings must be landscaped and designed for pedestrian use only. Since the space between units is needed to access garages, landscaping is not practical, nor desirable.
- 2) Section 39.70.02 requires that one tree, at least 10' in height or with a 2" caliper minimum be planted within 10' of the front setback for every 30 linear feet of public roadway. The RM-1 district abuts both Alpine and McClure Roads, equaling 480 linear feet of roadway. Therefore, 16 trees are required. Sixteen trees have been provided.
- 3) Section 39.70.04 requires that at least 10% of the net site area shall be developed as landscaped open space. Using the land for the Villa development only (approximately 144,000 s.f.), the requirement would equal 14,400 s.f. of landscaping. The plans state that 1.52 ac. of landscaped area is provided across the entire site.

The following requirements pertain to the RM-3 district:

- 1) Section 17.50.2 states that 75% of any required yard or space between buildings must be landscaped and designed for pedestrian use only. 60% of this open space must be in direct proximity to the building. This requirement cannot be practically applied to a project of this nature.
- 2) Section 17.50.03 states that sites in the RM-3 district must have open space of 450 s.f. per unit, or 1.6 acres for this project (155 units x 450 = 1.6 acres). The site plan that landscaped area across the entire site equals 1.52 acres.
- 3) Section 15.60.01 states that a landscaped berm or equivalent screening device, at least five feet in height, shall be required along any property line abutting a major thoroughfare. This landscape treatment would not be appropriate along Big Beaver, and we would suggest that it be waived.

Plant Material:

More general information about plant species has been provided at this time, although the current plans propose a wide variety of plant material, including evergreen hedges and vertical evergreen trees on terrace for winter interest.

Trash Container: We understand that trash will be handled internally in the development.

Items to be Addressed: None.

LIGHTING

A lighting and photometric plan has been provided. A subdued and residential style of lighting has been selectively consisting of a combination of pole mounted and pedestal lights.

Items to be Addressed: None.

SIGNS

A signage plan has also been provided. Two (2) signs are shown on the site plan. One large sign is located near the southwest corner of the property. Another smaller sign is located at the drive off of McClure Road. Typical details have been provided which illustrate that sign design and materials will complement the building design.

Items to be Addressed: None.

FLOOR PLAN AND ELEVATIONS

Floor plans for both the towers and townhomes have been provided. They function very nicely.

Elevations of the towers and townhomes have also been provided. Both building styles are attractive, and propose quality building materials. Similar materials are used on both structure types.

We continue to have reservations about the use of EIFS on the villa units. If not properly applied, this material has a history of deteriorating due to moisture problems.

Items to be Addressed: None.

RECOMMENDATIONS

The proposed project will offer many benefits to the Big Beaver corridor. A great deal of thought has gone into this plan. While high-rise residential was previously not considered as a possibility amongst the City's high concentration of office space, the option would help support existing office and commercial development, offer another housing type currently unavailable in Troy, redevelop obsolete office space, bring the high-quality construction and landscaping

elements from Somerset east along Big Beaver, and enhance the overall economic sustainability of the corridor.

Therefore, we would recommend preliminary PUD approval by the Council subject to the following:

1. Modification of public benefit contribution formula and/or determination of sufficient alternative benefits.

CARLISLE/WORTMAN ASSOCIATES, INC.



Richard K. Carlisle, PCP

#225-02-2401

cc: Jennifer Mooney, Joseph Freed and Associates, (fax (847) 215-5282)
Professional Engineering Associates, 2430 Rochester Ct., Suite 100, Troy, MI 48083
SB Architects, One Beach St., Suite 301, San Francisco, CA 94133

PLANNED UNIT DEVELOPMENT REQUEST

6. **PUBLIC HEARING – PLANNED UNIT DEVELOPMENT (PUD 4)** – Proposed The Monarch Private Residences, 209 units, 11,166 S.F. retail space and structured parking, North side of Big Beaver Road between Alpine and McClure, Section 20 – O-1 (Low Rise Office), P-1 (Vehicular Parking) and R-1B (One Family Residential) Districts

Mr. Miller reported that City Management recommends approval of the proposed PUD with four conditions.

- (1) The public benefit be reviewed and increased to an appropriate level.
- (2) The auto courts and circulation drive north of the auto courts in the Villas be designated as fire lanes and no parking permitted.
- (3) A connecting sidewalk provided from McClure to the northern tower entrance.
- (4) A screen wall provided along the northern property line.

Mr. Miller said he believes it is a superlative project that would provide impetus and direction for the Big Beaver Road corridor.

Richard Carlisle, Planning Consultant, highlighted key elements why the proposed development meets the PUD criteria and the intent of the Master Plan. He said the project would offer many benefits to the Big Beaver Road corridor and enhance the overall economic sustainability of the corridor. Mr. Carlisle specifically addressed the public benefit. A contribution of \$200,000 (roughly \$1,000 per unit) has been offered by the petitioner to be appropriated to a Big Beaver Road improvement fund. Mr. Carlisle said the contribution would not be proportional to the benefit that is being received by the applicant. He recommended a more equitable contribution and suggested a graduated range from \$1,000 to \$2,000 per unit, based on the quality of the unit.

Chair Strat requested a recess at 8:15 p.m.

The meeting reconvened at 8:20 p.m.

Thomas Kafkes of Joseph Freed and Associates, 220 North Smith Street, Palatine, Illinois, provided a visual and descriptive narrative presentation of the proposed project. He introduced members of the development, design and marketing teams and reviewed design highlights and benefits to the City of Troy that would support the project. Mr. Kafkes respectfully requested that the Planning Commission forward a favorable recommendation to the City Council.

Mr. Kafkes specifically addressed the following issues.

- The relocation of air-conditioning units in the Villas to screen potential noise.
- The traffic impact – comparison of office building -vs- the PUD.
- The pavement widening along Alpine and McClure to accommodate parallel parking.
- The containment of trash within a private courtyard accessible off of Alpine. Trash from residents in The Villas would be contained in respective garages and placed on curbside for pickup.
- The vegetation screen wall to the north at 100% opacity, and the flexibility of the petitioner to construct a brick wall as well as limited vegetation should the City desire.
- The use of cutting-edge technology to become LEED certified.

PUBLIC HEARING OPENED

Tom Krent of 3184 Alpine, Troy, was present. Mr. Krent addressed concern for the increase of traffic that would result from the proposed development. Mr. Krent distributed information to the members addressing specific concerns on traffic and CD's depicting the length of time cars would have to wait to exit Alpine onto Big Beaver Road during peak rush hours. He said the quality of life for existing residents would be affected by the proposed development.

Mike Baxter of 3141 McClure, Troy, was present. Mr. Baxter is one of the property owners immediately to the north of the proposed development. Mr. Baxter said there are outstanding concerns that have not been addressed; i.e., setbacks, layout of the auto courts. He stated a preference for a stone wall at the northern edge of the development. Mr. Baxter urged the members to give attention to comments in the Planning Department and Planning Consultant reports relating to stronger policy guidance for the Master Plan, outdated requirements for existing multiple family developments, and the compatibility of the proposed development with the Future Land Use Plan. Mr. Baxter expressed concern with the future use of the land. He said developers who are interested in developing the area for future town homes have already approached neighbors. Mr. Baxter said the contribution of \$200,000 to the City for public benefit would set precedence and appears to be a kickback.

Debbie Liposky of 3492 Balfour, Troy, was present. She is a resident of the Somerset North subdivision. Ms. Liposky is opposed to the proposed development. She said in their search of a perfect home, they checked on the surroundings. They were told that the City would not build any more tower buildings similar to the Top of Troy; the airport at Maple and Coolidge would restrict building heights; in essence, the surroundings would remain the same. Ms. Liposky asked how many stories would be considered high-rise if a mid-rise building is 23 stories. She referenced that the word on the streets is too many

hands have been greased on this project and it is a done deal. It is her understanding that the taxes generated from the proposed development would go to the Downtown Development Authority, and she questioned the validity of that as opposed to using the tax dollars to repair Coolidge Road or any other side streets that would incur higher traffic volumes from the proposed development. Ms. Liposky addressed the affect the proposed development would have on future development in the area. She cited cities such as Birmingham, Bloomfield Hills and Rochester Hills do not have high-rise residential developments. Ms. Liposky encouraged the members to look at its vision of the city of tomorrow and determine if they would like to build a Birmingham or a Southfield.

Ms. Drake-Batts and Mr. Wright asked the audience to refrain from comments that suggest members have been paid off, or hands have been greased.

Zakariya Abuzaid of 3128 Alpine, Troy, was present. Mr. Abuzaid is one of the property owners directly to the north of the proposed development. Mr. Abuzaid said his previous concerns with respect to the floodplain and snow removal have not been addressed. He would like to have a 30-foot fence that would obscure the proposed development.

Wade Fleming of 3820 Victoria Court, Troy, was present. Mr. Fleming spoke in support of the proposed development. He said the project would benefit the Big Beaver Road corridor and the City's tax base. He asked that the City seriously address and remedy the traffic concerns voiced by the residents.

Ted Wilson of 5038 Kellen, Bloomfield Township, was present. Mr. Wilson spoke on behalf of the Troy Chamber of Commerce Board of Directors and the Economic Development Committee in support of the proposed development. He addressed the original proposal that offered alternative traffic flow patterns (i.e., cul de sacs) for the neighborhood to the north and a corporate America view for residents near the Big Beaver Road corridor.

Barbara Dawson of 1834 Boulan, Troy, was present. Ms. Dawson is opposed to the potential increase in traffic and expressed concern with the safety of school children and pedestrians. She said their subdivision roads have no curbs or stop signs, and the long straight roads encourage speeders. She noted that Boulan is used as a cut-through to avoid the light at Big Beaver and Crooks. Ms. Dawson suggested barriers be placed on Alpine/Muer and McClure/Banmoor in an effort to prevent cut-through traffic. She distributed written comments to the members.

Keith Howard of 3229 McClure, Troy, was present. Mr. Howard said he bought his property after checking the City's Zoning Ordinance with respect to what he wanted to do with his property. He said the Zoning Ordinance permits only 3-story buildings in the area. Mr. Howard expressed concern with the future of the neighborhood. He said prior to his move to McClure, he was compelled to relocate due to an improvement generated by the City.

Michael Otti of 3225 McClure, Troy, was present. Mr. Otti is a 30-year resident and likes the area. He asked what the future plan is for the subdivision. Mr. Otti said he had seen advertisements for the proposed development several weeks ago, and questioned how they could advertise the sale of units before the project gets City approval.

Kim Duford of 3141 Alpine, Troy, was present. Ms. Duford noted that she has spoken before the Commission several times with respect to her concerns. Ms. Duford addressed the comments of Mr. Wilson, and noted residents were not given an opportunity to vote on the cul de sac layout proposed originally for the development. Ms. Duford said it would have been beneficial to circulate a survey to get suggestions from the residents. She noted that there are elderly neighbors who are unable to attend public meetings. Ms. Duford addressed public benefit (suggested sidewalks throughout the subdivision), setbacks, parallel parking, transitional screening, and noise. She expressed concern for the safety of the young children for whom she cares. Ms. Duford asked the petitioner to offer a public benefit to the neighborhood because they have supported the City prior to the proposed development.

Paul Piscopo of 3129 Alpine, Troy, was present. Mr. Piscopo spoke in support of the proposed development. He said the development would be a benefit to the City and its tax base. Mr. Piscopo feels there have been misrepresentations on behalf of the petitioner, and referenced the petitioner's contribution toward the monster garage lawsuit. Mr. Piscopo voiced a concern with the potential increase in traffic as a result from the proposed development.

Shirley Jordan of 3268 Alpine, Troy, was present. Ms. Jordan addressed the tax base, increase in traffic and traffic flow, turnaround for trash pickup, access to schools, additional residential expenses and the Master Land Use Plan. She suggested looking into rezoning the whole area of land, and addressed the attractiveness of the City for commercial use.

PUBLIC HEARING CLOSED

Mr. Miller confirmed that all City departments reviewed the proposed development. He said the Fire Department reported no concerns with the layout.

Chair Strat said the Road Commission of Oakland County reported that a traffic signal is not warranted on Big Beaver Road, based on its traffic study. He said the Road Commission should listen to the comments of the residents in how difficult it is to exit onto Big Beaver. Chair Strat said cul de sacs create dead-end situations and can cause problems with emergency access.

Chair Strat asked the petitioner if he was involved with developments in other areas where the values of the homes adjacent to the development were either greater or had diminished in value.

Mr. Kafkes has been in the development business over 25 years. Mr. Kafkes said the impact to property values has been positive for residential developments similar to The Monarch that were situated immediately adjacent to another residential neighborhood. He said the only time in his career there was a negative affect on adjacent property values was when an industrial development was constructed adjacent to a residential area.

A brief discussion took place with respect to an appropriate public benefit contribution.

Mr. Kafkes said he could not make a commitment at tonight's meeting but would be willing to agree to a recommendation of approval conditioned upon final resolution of public benefit, to be discussed and determined at the City Council level.

Mr. Carlisle said the members would be assured that the public benefit contribution would be no less than what was initially offered.

Ms. Lancaster said the proposal could go forward to the City Council without a commitment from the petitioner with respect to the appropriate public benefit contribution because City Council is the actual body with the authority for final approval.

Resolution # PC-2005-06-099

Moved by: Chamberlain

Seconded by: Waller

WHEREAS, the Planning Commission has reviewed a Preliminary Plan for a Planned Unit Development, pursuant to Article 35.60.01, as requested by Big Beaver Alpine LLC for the Monarch Planned Unit Development (PUD 4), located on the north side of Big Beaver Road east of Alpine and west of McClure, located in Section 20, within the O-1, P-1 and R-1B zoning districts, being 5.85 acres in size.

RESOLVED, the proposed PUD meets the location requirements set forth in Article 35.30.00, A and B.2.

BE IT FURTHER RESOLVED, pursuant to Article 35.30.00.C, the applicant demonstrated quality objectives such as those referred to in Section 35.30.00.B-2. This includes a high quality of architectural design and materials, the provision of a higher quality of landscape materials, the provision of extensive pedestrian facilities and amenities.

BE IT FURTHER RESOLVED, pursuant to Article 35.30.00.C.2, the applicant being a mixture of land uses that would otherwise not be permitted, including retail, high rise residential, town home residential and live-work units.

BE IT FURTHER RESOLVED, pursuant to Article 35.30.00.C.3, the applicant provides a public improvement, or other facility used by the public, which could not otherwise be required, that would further the public health, safety, and welfare, or protect existing or future uses from the impacts of the proposed uses. The applicant will be making a number of improvements within the Big Beaver, Alpine, and McClure rights-of-way. Furthermore, the applicant is in the process of determining the feasibility of which of the following three contributions will be made to the City: the donation of the two parcels north of the project; the donation of one residential parcel plus a cash contribution; or, a cash contribution only.

BE IT FURTHER RESOLVED, pursuant to Article 35.30.00.C.6, the applicant provides a complementary variety of housing types that is in harmony with the adjacent uses. This variety includes three housing types: high-rise residential, including luxury condominiums (some penthouses), town homes and live-work units.

BE IT FURTHER RESOLVED, pursuant to Article 35.30.00.C. 7, the PUD promotes the intent of the Future Land Use Plan, which generally calls for more intense uses on major thoroughfares with less intense uses serving as transition areas between the more intense uses and single-family residential development.

BE IT FURTHER RESOLVED, that the Preliminary Planned Unit Development consist of a project manual, dated May 23, 2005, and a supplemental letter dated June 10, 2005, which contain narratives, reduced plans, and full size plans, including the following:

Reduced plans and illustrations:

Sheet L-1.1	Conceptual Landscape Plan (color)
Sheet L-1.3	The Villas Landscape Elevations (color)
Sheet C1.1	Topographic Survey
Sheet C2.1	Tree Survey
Sheet C3.1	Site Plan
Sheet C4.1	Utility Plan
Sheet C5.1	Grading Plan
Sheet C6.1	Snow Removal Plan
Sheet L-1.1	Conceptual Landscape Plan
Sheet L-2	Tree Demolition Plan
Sheet A2.0	Ground Level Floor Plan
Sheet A-2.1	Building Plans Level 2
Sheet A-2.2	Building Plans Level 3
Sheet A-2.3	Building Plans Level 4
Sheet A-2.4	Building Plans Level 5
Sheet A-2.5	Building Plans Level 5.5
Sheet A-2.6	Building Plans Level 6
Sheet A-2.7	Building Plans Level 8

Sheet A-2.8	Building Plans Level 19
Sheet A-2.9	Building Plans Level 20
Sheet A-3.0	Exterior Elevations
Sheet A-3.1	Elevations
Sheet A4.0	Unit Plans Levels 3-5, Levels 8-18
Sheet A10.1	Somerset Bridge Conceptual 3D Study
Sheet A10.1a	Big Beaver Road Conceptual 3D Study
Sheet A10.1b	Alpine Street Conceptual 3D Study
Sheet A10.2	Height Studies
Sheet A-1	First Floor (Townhouse Units)
Sheet A-2	Second Floor (Townhouse Units)
Sheet A-3	Elevations
Sheet A10.4	Sales Center & Signage Plan
Sheet A10.5	Signage Site Plan
Sheet A10.6	Signage Elevation
(No number)	Exterior Materials (Tower Building) (color)
(No number)	(No title - Villa Unit Exterior Materials) (color)
Sheet L-1.2	Conceptual Lighting Plan
(No number)	View From Somerset Bridge (color)
(No number)	View From Big Beaver (color)
(No number)	View From Alpine Street (color)
(No number)	Big Beaver (South) Elevation (color)
(No number)	North Elevation (color)
(No number)	Alpine Street (West) Elevation (color)
(No number)	Photo Montage Views from McClure Street (color)
(No number)	Photo Montage Views from Alpine Street (color)
(No number)	Shadow Studies June 21st (color)
(No number)	Shadow Studies December 21st (color)

Full Size Plans:

Sheet C1.1	Topographic and Boundary Survey
Sheet C2.1	Tree Survey
Sheet C3.1	Site Plan
Sheet C4.1	Utility Plan
Sheet C5.1	Grading Plan
Sheet C6.1	Snow Removal Plan
Sheet L-1.1	Conceptual Landscape Plan
Sheet L-2	Tree Demolition Plan
Sheet A-1	First Floor (Townhouse Units)
Sheet A-2	Second Floor (Townhouse Units)
Sheet A-3	Elevations

BE IT FINALLY RESOLVED, That the Planning Commission recommends that The Monarch Preliminary Planned Unit Development be approved subject to the following conditions:

1. Troy Planning Consultant recommendation for the public benefit contribution formula is appropriate.
2. The auto courts and the circulation drive north of the auto courts shall be designated as fire lanes. No parking shall be permitted within the fire lanes at any time.
3. Provide a connecting sidewalk from McClure to the northern tower entrance, on the south side of the drive that is north of the DADA parcel.
4. There will not be a screen wall along the northern property line; it will be vegetation.

Yes: Chamberlain, Drake-Batts, Khan, Littman, Schultz, Strat, Waller, Wright

No: Vleck

MOTION CARRIED

Mr. Vleck said he is supportive of the overall development. He noted the areas of concern relate directly to the town house portion of the development. Mr. Vleck's concerns are: (1) density is too great of an impact on the property to the north; (2) parallel parking abuts the existing property on McClure and Alpine; and (3) setbacks are not in line with the existing residential homes in the area.

Chair Strat requested a recess at 9:40 p.m.

The meeting reconvened at 9:50 p.m.

December 30, 2002

TO: Gary Shripka, Assistant City Manager/Services
John Abraham, Traffic Engineer
Bill Huotari, Deputy City Engineer
Mark Miller, Planning Director
Doug Smith, Real Estate & Development Director
Mark Stimac, Director of Building/Zoning
Steve Vandette, City Engineer

FROM: John Szerlag, City Manager

SUBJECT: Uniformity of Analysis When Reviewing Proposed
Planned Unit Developments (PUDs)

Our PUD ordinance is saturated with criteria to justify and quantify when PUDs can be utilized. And now that we no longer have a dimensioned requirement for PUDs, we're going to be using this ordinance for proposed infill developments; at least until such time as we develop an infill ordinance. In any event, our objective is to remain fair and consistent in determining what factors should be examined to achieve a fair balance between community benefit and developer output. Thus while each proposed PUD should have comment on each criterion listed in the ordinance, it would be of benefit to Planning Commission, City Council and developer to have an overview of what is being proposed in terms of the following elements:

1) Environment

- What is being done to preserve significant natural features and open space areas?
- Is any area being designated as a conservation easement?
- Is any blight to be eradicated?

2) Traffic

- Identify traffic volumes of proposed development to what could be generated from maximum density under existing zoning classifications. Relate to peak and non-peak times.
- Analysis to also include comparison of traffic patterns and points of ingress/egress from proposed development to what could be developed under existing zoning.

Uniformity of Analysis When Reviewing Proposed Planned Unit Developments (PUDs)

December 30, 2002

Page Two

3) Durability of Design and Use

- What architectural features, materials, and building elements are being proposed that exceed industry standards?. Also delineate obstacles developer had or will overcome in achieving this particular site development, and include any assemblage of adjacent parcels in your commentary.
- Comment on how landscaping on the proposed site compares to basic requirements.
- If you were to visit this site in 50 years, what do you think you'd see?
- How does proposal compare with general direction of the master land use plan?

4) Economics

- Determine if proposed PUD will be a catalyst to improve and/or support surrounding area.
- If a density incentive is being proposed, determine differential from maximum density under applicable zoning

5) Public Input

- As the first stages of a PUD is a blending of developer and staff input which is later calibrated by the Planning Commission and City Council, meetings will be held with surrounding property owners prior to the public hearing at the Planning Commission level. Staff members will attend the informational meeting along with the developer so that public input comments can be made as part of the analysis by staff to the Planning Commission, and City Council; also because staff will have had input in the PUD plan.

In order to adequately address the above issues, the developer will need to submit a site plan that comports with existing zoning. This submittal will be in tandem with a proposed PUD.

Before formalizing this process via administrative memorandum, please let me know if there are any other factors you, as well as individuals copied below, would like considered in this executive summary of PUDs.

JS/mr\2002\Procedure for Reviewing Proposed PUDs

c: City Council
Planning Commission
Lori Grigg Bluhm, City Attorney
Susan Lancaster, Assistant City Attorney

July 14, 2005

To: John Szerlag, City Manager
 From: John Lamerato, Assistant City Manager - Finance/Administration
 Doug Smith, Director of Real Estate and Development
 Nino Licari, City Assessor
 Re: Agenda Item - Report and Communication
 Estimate of Taxes Generated by Proposed Monarch Project

Council has requested an estimate of taxes that might be generated by the proposed Monarch High-Rise condominium and retail project on the north side of Big Beaver, between Alpine and McClure.

The estimate is for City and/or DDA taxes, and makes assumptions based on project costs of \$90,000,000 from the developer. These costs cannot be verified at this time. Additionally, an estimated \$2,000,000 of Personal Property may be expected at the site.

The tax revenue estimate below will detail estimated total City taxes from the project, if it were removed from the current DDA boundaries, and total DDA taxes based on a \$46,000,000 Taxable Value (T/V).

Total CITY Tax Revenue Calculation - Project Removed from DDA		
Total T/V \$46,000,000	City Mills 9.4500	Total City Taxes \$434,700
Current T/V \$589,500	City Mills 9.4500	Current Taxes \$5,571
Net T/V \$45,410,500	City Mills 9.4500	Net New City Taxes \$429,129

As is DDA/City Tax Revenue Calculation		
*Total T/V DDA \$37,310,500	DDA Mills 15.6865	DDA Taxes \$585,271
Current DDA Captured T/V \$1,001,650	DDA Mills 15.6865	Current DDA Taxes \$15,712
Total T/V DDA \$36,308,850	DDA Mills 15.6865	DDA Taxes \$569,559
Townhouses (not DDA) \$8,100,000	City Mills 9.4500	City Taxes \$76,545

DDA/City Tax Revenue Calculation - Podium Bldg Removed from DDA		
*Total T/V DDA \$37,310,500	DDA Mills 15.6865	DDA Taxes \$585,271
Current DDA Captured T/V \$1,001,650	DDA Mills 15.6865	Current DDA Taxes \$15,712
Total T/V DDA \$22,874,575	DDA Mills 15.6865	DDA Taxes \$358,822
Townhouses (not DDA) \$8,100,000	City Mills 9.4500	City Taxes \$76,545
Podium Bldg (not DDA) \$13,434,275	City Mills 9.4500	City Taxes \$126,954

July 12, 2005

TO: John Szerlag, City Manager

FROM: Brian Murphy, Assistant City Manager / Services
Steve Vandette, City Engineer
Charles Craft, Police Chief
William Nelson, Fire Chief
John Abraham, Deputy City Engineer/Traffic Engineer

SUBJECT: Monarch Development - Resident Requests to Close Residential Streets such as Alpine and McClure

This is in response to traffic concerns raised by the residents who live north of the proposed Monarch development and requests to close off some public roads. We have received many concerns about increased traffic on McClure, Alpine, Banmoor, Boulan streets due to the proposed development. One of the suggested measures to reduce traffic in the neighborhood is to use barriers to close off some streets like Alpine and McClure so that traffic generated from the new development may not use the existing residential streets. Closing these two streets at the vicinity of the new development may result in two very long dead end streets. Another option that residents proposed was to close Alpine at Muer and McClure at Banmoor. This will essentially divide the neighborhood since vehicular access will be restricted between Alpine and McClure to Muer/Boulan and Banmoor respectively.

City management is not in favor of barricading / closing off public streets in light of the City policy on interconnecting residential streets. The attached policy describes the advantages and disadvantages of interconnecting residential streets.

It is also the Fire Department's position that any kind of closure of existing residential streets will affect their response times when attending to emergencies. The closure would result in a single access to homes several streets under consideration. The Police and EMS also share similar concerns on the potential for delayed response in case of emergencies.

Placing a barrier as suggested may adversely affect many public services such as, school buses, garbage pick-up and other utilities, police patrol, snow plowing, mail service and others. The result will double load major streets to get from one side of the neighborhood to the other.

**CURRENT CITY OF TROY POLICY AND ORDINANCE THAT
REQUIRE INTER-CONNECTION OF SUBDIVISIONS AND SITE
CONDOMINIUMS**

<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>
<ul style="list-style-type: none"> • ALLOWS FOR EFFICIENT DEVELOPMENT OF ADJACENT PROPERTIES • ALLOWS FOR "LOOPED" WATER MAINS • REDUCES NUMBER OF CURB CUTS ONTO MAJOR THOROUGHFARES. MORE DRIVEWAYS UNDERMINE THE SAFETY AND EFFICIENCY OF THOROUGHFARES. • PROVIDES ALTERNATE ROUTE FOR POLICE AND FIRE RESPONSE • COULD REDUCE RESPONSE TIMES FOR POLICE, FIRE AND EMS • CITY COUNCIL APPROVED A TRAFFIC HARMONIZATION PROGRAM TO ADDRESS NEIGHBORHOOD TRAFFIC PROBLEMS • PEDESTRIANS AND BICYCLISTS HAVE CONNECTION TO ADJACENT NEIGHBORHOODS • RESIDENTS DO NOT HAVE TO USE ALREADY CONGESTED MAJOR THOROUGHFARES TO GET TO THE NEXT SUBDIVISION, SCHOOL, PARK OR PLAYGROUND • REDUCES NEED FOR SCHOOL DISTRICTS TO BUS MORE CHILDREN (HEALTH, SAFETY BENEFITS) 	<ul style="list-style-type: none"> • ALLOWS FOR "CUT-THROUGH" AUTO TRIPS • GENERALLY, EXISTING RESIDENTS DO NOT WANT THEIR NEIGHBORHOODS CONNECTED TO NEW SUBDIVISIONS OR SITE CONDOS • CREATES DEAD-END STUB STREETS THAT REMAIN UNTIL ADJACENT PROPERTY IS DEVELOPED • PROVIDES MULTIPLE ROUTES FOR AUTOS BEING PURSUED BY POLICE • CREATES ISOLATED NEIGHBORHOODS AND POTENTIAL LOSS OF SENSE OF COMMUNITY

July 13th, 2005

Troy City Council
500 W. Big Beaver Road
Troy, Michigan 48084

Dear Council Members:

As you know, the continual development and redevelopment of the Big Beaver corridor is essential to maintaining a vibrant community that is unparalleled in Southeastern Michigan. As owners of the Somerset Collection, we feel that the proposed Monarch project will continue to maintain the standards by which all cities in Michigan are measured. We believe that this development will have a positive impact to the Big Beaver corridor and the City of Troy, and will be a good neighbor to the Somerset Collection and other businesses along the corridor.

I would hope that the City of Troy would look positively on this request.

Very truly yours,

THE FORBES COMPANY

Nathan Forbes
Managing Partner

/myp

Mark F Miller

From: U R Not Alone [urnotalone02@yahoo.com]
Sent: Friday, July 08, 2005 4:41 PM
To: Mark F Miller
Subject: oppose

we would like to pass our vote in opposition to the development of the monarch private residences and also oppose the placemet of barriers along our subdivision.

chad and caryn
boulan rd.

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Paula P Bratto

From: U R Not Alone [urnotalone02@yahoo.com]
Sent: Friday, July 08, 2005 4:38 PM
To: Paula P Bratto
Subject: Re: July 18, 2005 City Council Public Hearing Notice

we would like to pass our vote in opposition to the monarch private residences and the opposition to place barriers along our subdivision.

chad and caryn
boulan rd.

--- Paula P Bratto <BrattoPP@ci.troy.mi.us> escribió:

> The following Public Hearings / Meetings will be on
> the July 18, 2005 City Council Meeting:
>
> (1) Public Hearing Notice for a Planned Unit
> Development Request PUD-4
> Proposed The Monarch Private Residences (Condominium
> Development)
> Section 20
> The subject property lies on the north side of Big
> Beaver Rd. and between Alpine Rd. and McClure Rd.
>
>
> Notices and information for public hearings will be
> posted at <http://www.ci.troy.mi.us/PublicHearings/>
> .
>
> The agendas for City Council meetings will be posted
> on the City website at
> <http://www.ci.troy.mi.us/council/Meetings.asp> ,
> agendas for Planning Commission meetings are posted
> at
>
> <http://www.ci.troy.mi.us/committees/committeelist.asp#PC>
> (usually the Friday before the meeting).
>
> If you have any questions or concerns regarding the
> above item please contact our office. All
> correspondence received will be forwarded onto the
> Planning Commission and/or City Council.
>
>
> Paula Preston Bratto
> City of Troy
> Planner
> 248.524.3365
> www.ci.troy.mi.us
>
>

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June 28, 2005

REC'D

JUN 30 2005

PLANNING DEPT.

Louise Schilling, Mayor
Robin Beltramini, Mayor Pro Tem
Cristina Broomfield, Councilwoman
David Eisenbacher, Councilman
Martin Howrylak, Councilman
David Lambert, Councilman
Jeanne Stine, Councilwoman

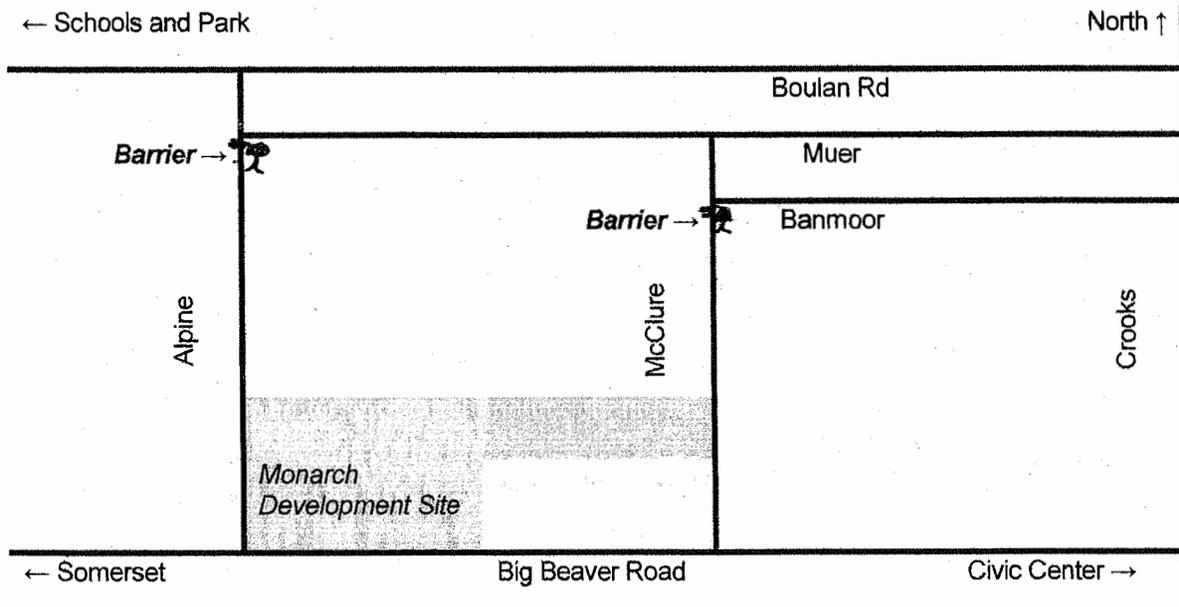
500 West Big Beaver
Troy, MI 48084

Dear Sir or Madam:

This letter addresses our concern in regard to the Monarch development plan passed on June 14, 2005 by the planning commission. We are not opposed to the development. However, we are opposed to any increase in traffic. Here is why:

- There currently exists a problem with speeding through the neighborhood.
- Although the traffic may not be as frequent as other subs, our streets are long and straight which gives way to excess speeds. (Speeds >45 mph)
- We live close to the K-8 schools as well as Boulan Park. The many children and residents walk and bike the roads to get to school or the park. No sidewalks exist.
- It is already a scary condition that exists and even more so with the potential for more cars on our streets. It is not worth one child's life.

There is a solution. It is low cost and will solve the current problem as well as prevent future traffic issues when Monarch is built. The solution is a barrier at Muer/Alpine and Banmoor/McClure.

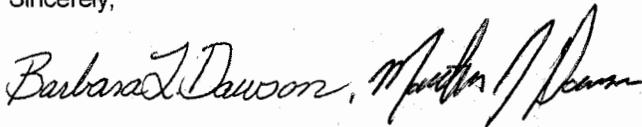


The barriers would have specific qualities and serve multiple functions:

- Locate one barrier just south of Muer on Alpine and a second barrier south of Banmoor on McClure. It would not interfere with any existing driveways. This location prevents all "cut-through" traffic.
- The barrier could be attractive with low maintenance shrubs or trees to accent it.
- It does not have to be a wall. It could still allow emergency vehicle access.
- It should allow for pedestrian/bike traffic.
- Residents could still exit to the closest main road but access to the other main would be slightly more difficult.
- Only residents and those with interests tied to the neighborhood would require using the streets thus greatly reducing traffic and the tendency to speed.

The addition of the barriers would improve the quality of our neighborhood now and after the Monarch development is complete. Please consider action on this proposal prior to your approval of the development.

Sincerely,



Barbara and Matthew Dawson
Troy Residents

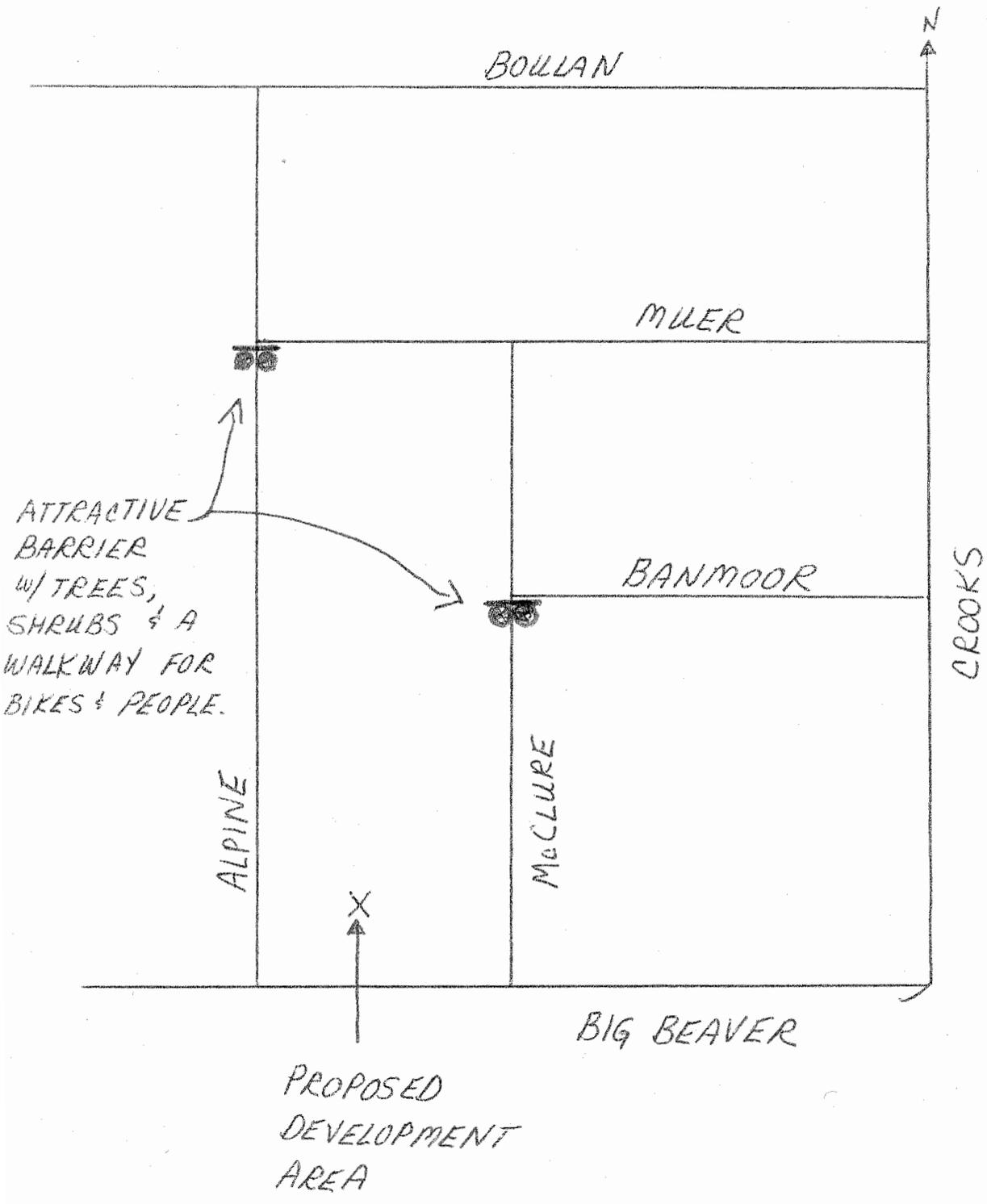
- ❖ *In addition, we strongly support the efforts of Tom Krent and his Alpine neighbors to establish a light on Big Beaver Road east of the proposed development.*

CC: Mark Miller, Planning Director
John Szerlag, City Manager

Neighborhood Traffic Ideas

Idea	Description	Pros	Cons
A	Place an attractive barrier at Alpine/Muer and McClure/Banmoor (See map).	<ul style="list-style-type: none"> • Eliminates all cut-through (current and future) on neighborhood streets. Only residents (and our associated interests) will require use of the side streets. • Creates dead-ends which may increase property values. • Placing barrier in the middle of our neighborhood as opposed to at the Big Beaver entrances will prevent traffic increases on ALL streets (Boulan, Muer, Banmoor, Alpine and McClure). • Improves the character of our neighborhood. 	<ul style="list-style-type: none"> • Residents will not have choice to exit/enter on Big Beaver or Crooks. Must use closest road. • <i>Fire / Police Access</i>
B	Place stop light on Big Beaver (at or slightly east of McClure).	<ul style="list-style-type: none"> • Allows traffic for Monarch and the neighborhood to exit onto Big Beaver in a timely fashion. 	<ul style="list-style-type: none"> • Slows traffic on Big Beaver if not timed correctly. • May result in cut-through off of McClure and Alpine if other deterrents are not in place.
C	Dead-end Alpine and McClure at Big Beaver and force access to the development from only Big Beaver.	<ul style="list-style-type: none"> • All Monarch traffic enters and exits off of Big Beaver. • Less traffic on Alpine and McClure. 	<ul style="list-style-type: none"> • Neighborhood loses direct access to Big Beaver. • Traffic will increase on Boulan, Muer, and Banmoor as current residents enter/exit the neighborhood.
D	Install speed bumps on all streets.	<ul style="list-style-type: none"> • Diverts traffic to Crooks and Big Beaver. • Slows traffic on neighborhood streets. 	<ul style="list-style-type: none"> • Hassle to current residents. • May not do what the Pros describe. • Difficult for winter snow plows.
E	Access to development off of Alpine and McClure but place No Turn sign for traffic leaving Monarch.	<ul style="list-style-type: none"> • Traffic leaving Monarch must exit toward Big Beaver. 	<ul style="list-style-type: none"> • Difficult to enforce. • Does not prevent traffic from taking neighborhood streets when returning to Monarch.
F	Install stop signs at all corners.	<ul style="list-style-type: none"> • Diverts traffic to Crooks and Big Beaver • Slows traffic on neighborhood streets. • Provides a safer crossing for school children. 	<ul style="list-style-type: none"> • Hassle to current residents. • May not do what the Pros describe.
G	Install side walks on all streets.	<ul style="list-style-type: none"> • Provides a safer crossing for school children. • Changes neighborhood character. 	<ul style="list-style-type: none"> • Cost • Changes neighborhood character.

** I support Idea A*



June 24, 2005

Dear Troy City Council Members,

SUBJECT: MONARCH DEVELOPMENT

This letter is in regards to my concerns over the planned Monarch project. I feel the size and nature of this project will create great havoc on myself and others in my position. The current neighborhood consists of single family dwellings, thus making it a quiet secluded place to live. With the purposed plan there will be an increase of housing that will move a minimum of 52 families into a space originally occupied by only 4. I and my neighbor have voiced a concern over the planned increased noise, lights, lose of neighborhood and other issues such as water drainage and parking.

When this project was first brought to my attention I was told by surveys of the project, that my house was being considered for inclusion in the plans. Although I had some misgivings about leaving the dream home I had worked hard and searched hard for, I was willing to do so to escape the new development of the area. Sometime later I was pretty much told my house was not included and that they would address my concerns by possibly purchasing flood insurance for me. At this time I provided a counter offer and explained that the land to my right was unoccupied and next neighbor had no problems with the project. After this meeting, my backyard neighbor and I were offered the ridiculous some of \$375,000 each for our homes. I call this offer ridiculous in that the smaller house to my left was purchased for \$725,000, which is more than I was asking for and the house across from mine has a value far greater than \$725,000. I informed them this was not an acceptable offer, to which they replied that I could rewrite the contract to my terms. It was during this time that the developers had informed the Council Members that they were possible willing to purchase additional home(s) in the area and making the purchase(s) a gift to the city. I found a ray of hope in escaping the nightmare that is about to destroy my neighborhood, in that what I have asked the developers for my home is below the combined total of what they where offering my neighbor and I. This last ray was first dimmed when I was told the person who could "write" my offer was ill, then later extinguished, when I was told that they were not making any offers at this time. From this I am beginning to feel as if the developers are saying anything and everything to accomplish their project, yet my concerns are not being met.

Before the council makes a final decision on this project, I am respectfully requesting that you please listen to the concerns of the neighborhood prior granting the developers request. We are only requesting fare solutions to the increase of residents into the neighbor hood.

If you have any questions please feel free to contact me at the information below.

Thank you,

Zakariya AbuZaid

3128 ALPINE ROAD
TROY, MI 48084

HOME: (313) 516-4098 * WORK: (313) 768-3312

Mark F Miller

From: Cynthia A Stewart
Sent: Monday, June 20, 2005 2:22 PM
To: John Szerlag; Douglas J Smith; Brian P Murphy
Cc: Mark F Miller
Subject: FW: The Monarch Development

-----Original Message-----

From: Kim Duford [mailto:krduford@comcast.net]
Sent: Monday, June 20, 2005 2:06 PM
To: Louise Schilling; dave@lambert.net; rbeltram@wideopenwest.com; talk2cristina@aol.com; david@eisenbacher.org; Mfhowryl@umich.edu; stinejm@wwnet.net
Cc: Cynthia A Stewart
Subject: The Monarch Development

Good Afternoon Members of Council,

My name is Kim Duford, my husband and I own the property on 3141 McClure, which is referred to in planning meetings and development discussions as "the properties to the north". Zakariya AbuZaid owns the other property to the north and directly behind us. Zack (shortened version of his name and what he goes by) my husband and myself, have attended every meeting from the neighborhood meeting to all the meetings held with the planning department. We are very upset about this development for the following reasons: The starting point will be 10ft away from our property line, where their access road begins, then on the other side of the road for a total of 33ft (including the road) the villa development begins. The villas are three stories high and 52 units in all. We will lose all of our privacy, along with the beautiful view we have currently. We have already lost our long time neighbors a family of two, and gained a minimum of two hundred people plus their dogs!. We will go from a peaceful neighborhood to a construction site for the next two years. I can only imagine the type of pounding we will hear when they drive the steel beams in for the 23 story tower, the noise from the construction equipment and all the dirt that will make its way over into our properties, I feel nauseas just thinking about it. Then after all the construction is complete we will have fifty five garage doors opening and shutting, fifty five porch lights, not to mention the street lights with in the complex, our yard will look like a stadium. On the nicer days when you don't need the air conditioning on, all the noise coming from everyone's individual homes will filtrate over to our house. Not to mention they will have two doggie parks, so we will have the barking of all the dogs as they greet each other. Not only will this have a major impact on our lives, but they will have air conditioning units going all the time in the heat of the summer and garbage trucks emptying dumpsters throughout the year. In the winter how will they be taking care of snow removal?. Will we ever hear the birds or be able to sit on our deck and enjoy the now quietness of the backyard? We will be looked down upon by not only those who live in the villas, but the penthouses as well. The planning department is also allowing for parallel parking on McClure and Alpine, so not only will we endure all the things listed so far, but we also will have people parking in our street (there is no parking on the right hand side of the road, and signs are posted) but we are going to allow for it of the left? This development will also be excluded form the set back that every other home owner has had to comply with, they will be able to start building 16 ft from the road! We will no longer have a view of anything but brick walls from the front of our property to the back. What is going to happen to our property value? We have expressed our concerns to the planning commission as well as the developer. The developer offered to buy our property at market value, after they just gave the last homeowner 725,000. As I have stated to them for us to relocate in the same general area and find a home with 3000 sq ft of living space and just under an acre of land the 375,000 they offered to us is not going to make it. Especially considering the new tax bracket it will put us in with property taxes. They should have to purchase this property as well as Zack's for a bigger buffer. For a development of this size to start 10ft away from our homes is not fair. I have lived in Troy all my life and on McClure for almost 22 years. We are asking for your help and support. We feel the planning commission has done this neighborhood an injustice by allowing this to be so close to the residents that have lived here first. Ten foot juniper trees are not going to block out the amount of noise that we will have to tolerate. My bedroom is above my garage and we have no central air to be able to shut the windows when the noise gets to be to much. As for residents in our sub their children and those who have enjoyed walking in the sub will be at risk with an added two hundred plus cars. We don't know where else to turn, other than to a lawyer, rather then the latter, we are turning to you the council members to ask for you assistance in this matter

Sincerely,
Kim Duford

6/23/2005

DATE: JUNE 14, 2005
TO: CITY OF TROY PLANNING COMMISSION
FROM: RESIDENTS OF MUER'S GARDEN FARMS SUBDIVISION
Contact: Tom Krent 248-649-4948
RE: THE MONARCH PROJECT

There will be **155 homes** in the proposed Monarch towers. The parking structure for the towers will hold **308 vehicles**. **ALL OF THESE VEHICLES WILL EXIT THE STRUCTURE ONTO ALPINE ROAD.** The driveway for this structure is approximately 250 feet from Big Beaver Road.

Additionally, **54 townhouses** are proposed to be located between Alpine and McClure. The layout for the townhouses shows 30 homes close to Alpine and 24 close to McClure. Proposed vehicle access for these homes is from Alpine and McClure. The driveway for the townhouses on Alpine is approximately 330 feet from Big Beaver Road.

Vehicles (waiting in traffic) occupy approximately 30 feet per vehicle. If 11 vehicles were waiting on Alpine to enter Big Beaver, then traffic headed to Big Beaver from both driveways would be blocked.

Presently, there is usually not more than ONE vehicle ever waiting at the STOP SIGN on Alpine to enter Big Beaver.

If Monarch traffic were allowed to use Alpine, the current residents of the 50+ year old Muer's Garden Farms Subdivision would have to wait an ABSURDLY LONG time to access the "Golden Corridor". If the proposed plan is implemented, the quality of life for the long time residents will be drastically reduced.

We have provided a 15-minute movie showing the traffic wait times to access Big Beaver Road from Alpine. In this movie a group of residents on Alpine simulated a line of vehicles leaving the Monarch parking structure.

To solve this impending disaster for the current residents we propose the following.

- 1) Since the Monarch Towers have a Big Beaver address, ALL VEHICLE ACCESS FOR THE TOWERS PARKING SHOULD BE FROM BIG BEAVER ROAD.
- 2) Limit vehicle access to Alpine and McClure from the townhouses so that only the homes facing those two streets have a driveway onto those streets. The remainder would use Big Beaver Road.
- 3) Install a Traffic Signal at the intersection of McClure and Big Beaver. This will provide accessibility to Big Beaver for residents of Alpine, McClure, and The Monarch Project. We recommend that it be a STOP, CAUTION, GO during morning, noon and evening rush hours, and a flashing CAUTION on Big Beaver, and STOP on McClure at other times.



Rezoning Protest Petition

RECEIVED
CITY OF TROY

2005 JUL 13 AM 10:52

REC'D

JUL 13 2005

PLANNING DEPT.

Submit this form to: City Clerk's Office
City of Troy
500 W. Big Beaver
Troy, MI 48084

Date: 6/23/05

Contact Person: KIMBERLY DUFORD
Address: 3141 McClure
City: TROY State: MI Zip: 48084
Telephone: 248-649-0273

Rezoning case being protested:

Case #: Z-PUD-004 Applicant Name: BIG BEAVER ALPINE LLC,
JOSEPH FRED + ASSOCIATES

What is a valid rezoning protest petition?

If a valid rezoning protest petition is filed in opposition to a rezoning request, the City Council cannot approve the request unless it does so by a vote of two-thirds of all Council members. A simple majority can approve all other rezoning requests. To be considered valid, the protest petition must:

- (1) Be signed by the owner(s) of twenty percent (20%) or more of the area of land included in the proposed change **or** be signed by the owner(s) of twenty percent (20%) or more of the area of land included within an area extending outward 100 feet from any point on the boundary of the land included in the proposed change. **Publicly owned land shall be excluded in the calculating the twenty percent (20%) land area requirement.**
- (2) Be signed by all persons having an ownership interest in the property as represented on the property deed - i.e., both spouses, the managing partner of a partnership, etc.
- (3) Include a statement of opposition on each page of signatures at the top of the petition. The statement should be simply and clearly worded.
- (4) Be submitted to the office of the City Clerk, 500 W. Big Beaver, at or before 12:00 p.m. on the date the Rezoning is scheduled for action by the City Council.

Attach signatures to this sheet on the form provided. The signature form may be duplicated if necessary.



RECEIVED
CITY OF TROY

2005 JUL 13 AM 10:52

Rezoning Protest Petition

Case #: Z-PUD-004

Statement of Opposition:

We, the undersigned property owners, hereby **protest** the proposed Rezoning from the O-1, P-1, R-1B zoning district(s) to the PUD-004 zoning district(s) Rezoning case identified above, applicant name BIG BEAVER ALPINE LLC, JOSEPH FRED + ASSOCIATES

The Rezoning is scheduled for action by the City Council on _____ (date)

The reason(s) for this protest is/are: PROJECT PROXIMITY TO EXISTING HOMES, LOSS OF PRIVACY, INCREASED TRAFFIC PROBLEMS, DENSITY OF PROJECT, PARALLEL PARKING

Print Name (clearly): KIMBERLY DUFORD/MICHAEL BAXTER Date: 6/23/05
Description or Parcel # of Parcel(s) Owned: 88-20-20-402-030
Signature: Kimberly Duford & Michael Baxter
Address: 3141 McCLURE

Print Name (clearly): Deane Moore Date: 6/23/05
Description or Parcel # of Parcel(s) Owned: 88-20-20-476-008
Signature: Deane Moore
Address: 3114 McClure

Print Name (clearly): DONNA Eichner Date: 6-27-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-476-009
Signature: Donna Eichner
Address: 3086 McClure Troy, MI 48084

Print Name (clearly): Katherine Anne Bourdeau Date: 6-27-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-476-006
Signature: Katherine A. Bourdeau
Address: 3162 McClure

Print Name (clearly): ZAKARIYA ABUZAIID Date: 6-27-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-402-016
Signature: Zakariya
Address: 3128 ALPINE RD TROY, MI 48084

Print Name (clearly): Bruce S. Eichner Date: 6/27/05
Description or Parcel # of Parcel(s) Owned: 88-20-20-476-009
Signature: Bruce S. Eichner
Address: 3086 McClure, Troy, MI 48084



RECEIVED
CITY OF TROY

Rezoning Protest Petition

Case #: Z- PUD-004

2005 JUL 13 AM 10: 52

Statement of Opposition:

We, the undersigned property owners, hereby **protest** the proposed Rezoning from the 0-1, P-1, R-1B zoning district(s) to the PUD-004 zoning district(s) Rezoning case identified above, applicant name BIG BEAVER ALPINE LLC, JOSEPH FLEED + ASSOCIATES

The Rezoning is scheduled for action by the City Council on _____ (date)

The reason(s) for this protest is/are: PROJECT PROXIMITY TO EXISTING HOMES, LOSS OF PRIVACY, INCREASED TRAFFIC PROBLEMS, DENSITY OF PROJECT, PARALLEL PARKING

Print Name (clearly): SHARON / Sidney Mitchell Date: 6-30-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-476-007
Signature: Sharon Mitchell Sidney Clint Mitchell
Address: 3142 McClure

Print Name (clearly): Paul Piscopo, Louise A. Piscopo Date: 7-12-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-401-019
Signature: Paul Piscopo Louise A. Piscopo
Address: 3109 Alpine st

Print Name (clearly): Paul Piscopo, Louise A. Piscopo Date: 7-12-05
Description or Parcel # of Parcel(s) Owned: 88-20-20-401-018
Signature: Paul Piscopo Louise A. Piscopo
Address: 3129 Alpine st

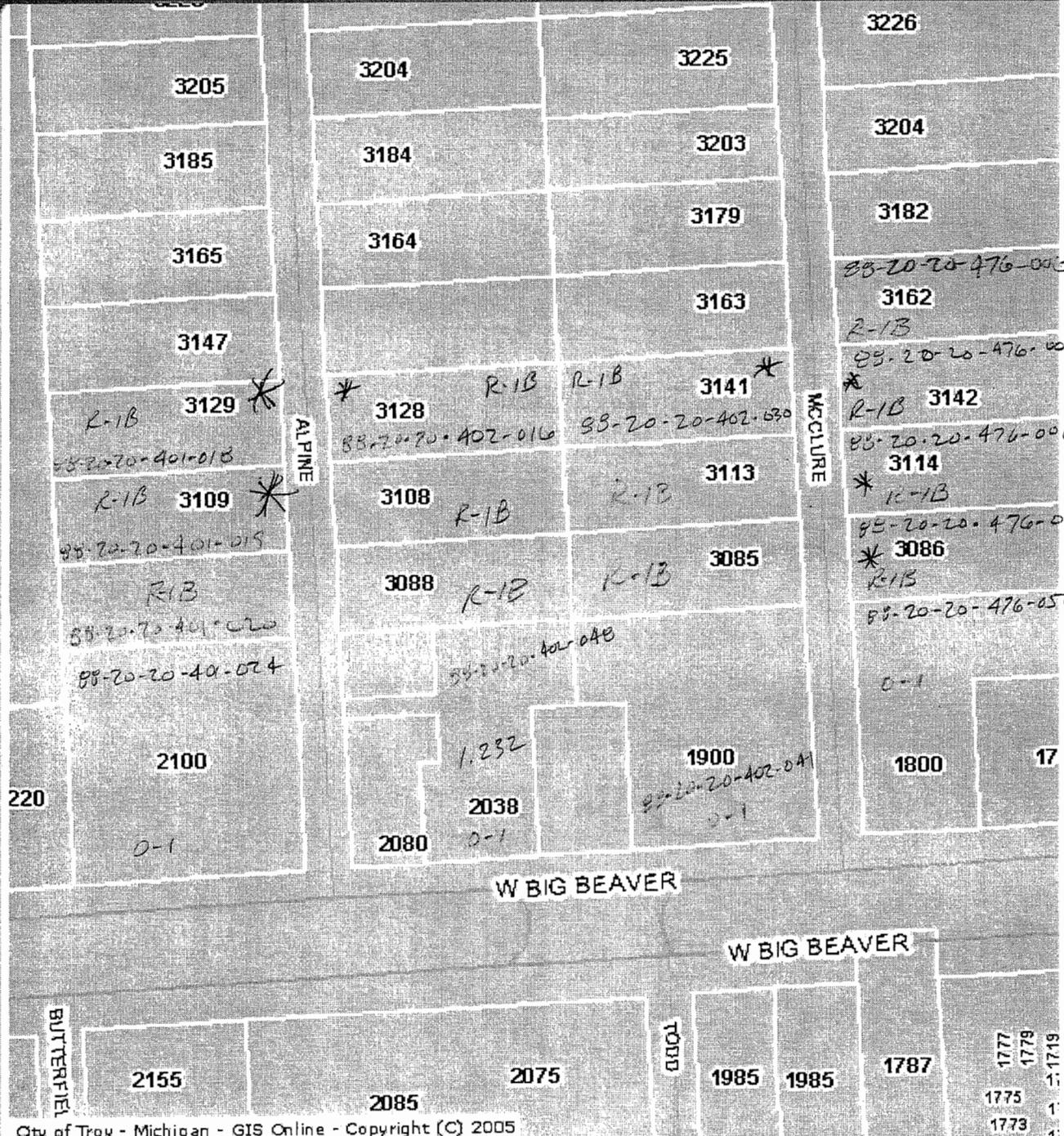
Print Name (clearly): _____ Date: _____
Description or Parcel # of Parcel(s) Owned: _____
Signature: _____
Address: _____

Print Name (clearly): _____ Date: _____
Description or Parcel # of Parcel(s) Owned: _____
Signature: _____
Address: _____

Print Name (clearly): _____ Date: _____
Description or Parcel # of Parcel(s) Owned: _____
Signature: _____
Address: _____



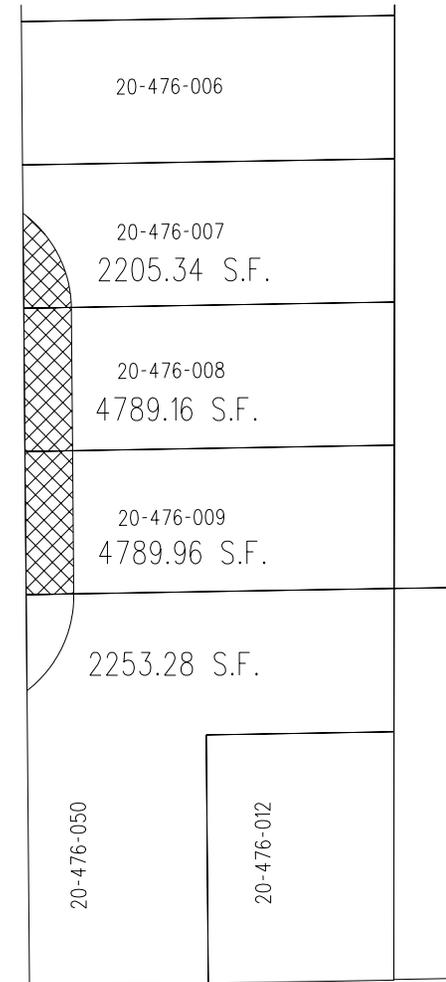
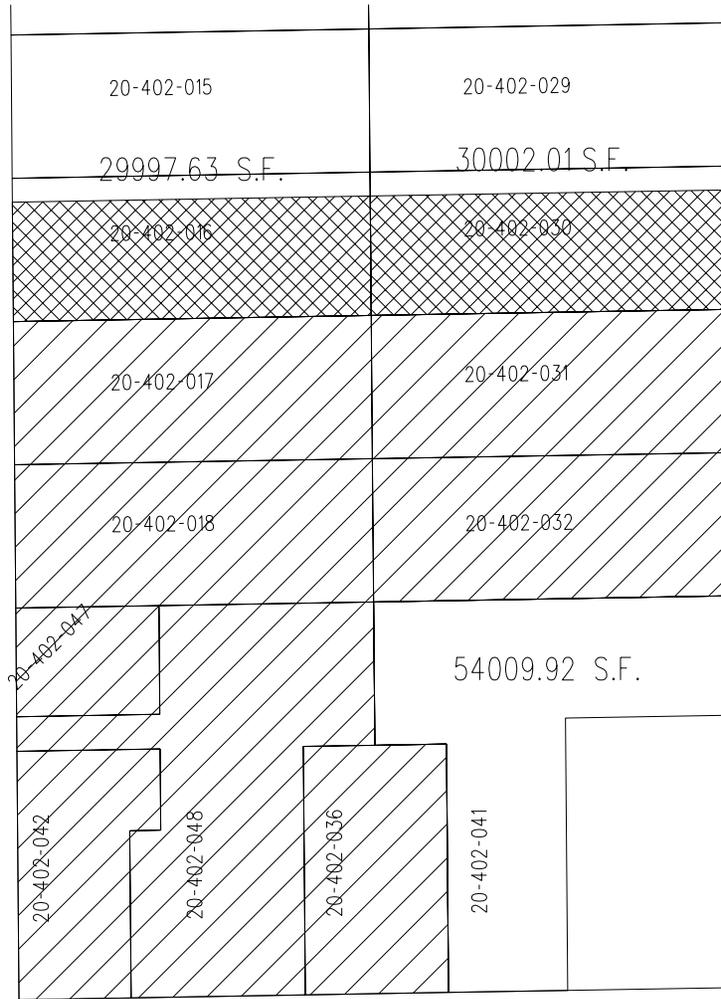
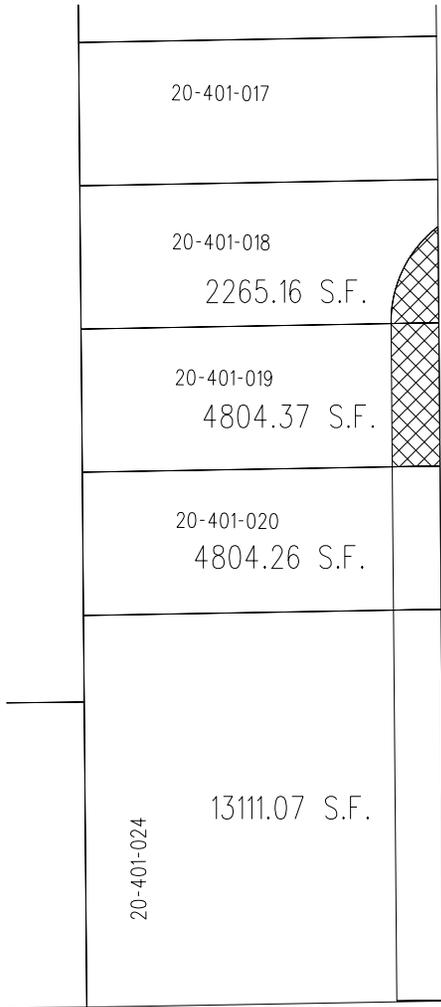
Geographical Information Systems Online



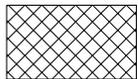
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Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information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





PROPOSED MONARCH SITE



SIGNED PETITION

AREA OF 100 FT. BUFFER (EXCLUDING R.O.W.) = 153,031.50 S.F.
= 3.51 AC.

20% OF 100 FT. BUFFER (EXCLUDING R.O.W.) = 30,606.3 S.F.
= .70 AC.

AREA REPRESENTED IN PETITION = 78,853 S.F.
= 1.81 AC.
= 52 % OF 100 FT. BUFFER