

---

**SPECIAL JOINT MEETING OF THE CITY OF BIRMINGHAM  
PLANNING BOARD AND CITY OF TROY PLANNING COMMISSION  
ACTION ITEMS OF WEDNESDAY, AUGUST 26, 2009**

Item	Page
No motions were made at this meeting.	

DRAFT

---

**SPECIAL JOINT MEETING OF THE CITY OF BIRMINGHAM  
PLANNING BOARD AND CITY OF TROY PLANNING COMMISSION  
WEDNESDAY, AUGUST 26, 2009**

Conference Room, Department of Public Services Building  
851 S. Eton, Birmingham, Michigan

---

Minutes of the special joint meeting of the Birmingham Planning Board and Troy Planning Commission held August 26, 2009. Chairman Robin Boyle convened the meeting at 6 p.m.

*Birmingham Planning Board*

**Present:** Chairman Robin Boyle; Board Members Carroll DeWeese, Mark Nickita, Janelle Whipple-Boyce, Bryan Williams

**Absent:** Board Members Sam Haberman, Gillian Lazar

**Birmingham Administration:** Matthew Baka, Planning Intern  
Sheila Bashiri, City Planner  
Jana Ecker, Planning Director  
Jill Robinson, City Planner  
Carole Salutes, Recording Secretary

*Troy Planning Commission*

**Present:** Chairman Robert Schultz; Commission Members Donald Edmunds, Michael Hutson, Thomas Strat, John Tagle, Lon Ullmann,

**Absent:** Commission Members Mark Maxwell, Philip Sanzica, Mark Vleck

**Troy Administration:** Zak Branigan, Planning Consultant, Carlisle/Wortman Assoc., Inc.  
Christopher Forsyth, Asst. City Attorney  
Mark Miller, Asst. City Manager/Economic Development Services  
Brent Savidant, Acting Planning Director  
Steve Vandette, City Engineer

**08-125-09**

**CHAIRPERSON'S COMMENTS AND INTRODUCTION OF GUESTS**

Chairman Boyle welcomed the audience along with everyone around the table.

**08-126-09**

**REVIEW AND APPROVAL OF THE MINUTES OF THE JOINT MEETING OF JULY 14, 2009**

**Motion by Mr. Williams**

**Seconded by Mr. DeWeese to approve the Minutes of July 14 as presented.**

**Motion carried.**

**08-127-09**

**REVIEW AND APPROVAL OF THE AGENDA (no changes)**

**08-128-09**

**MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA (no one spoke)**

**08-129-09**

**PRE-APPLICATION DISCUSSION**

**100 Doyle Drive**

**Construction of multi-modal transit center to serve Birmingham and Troy**

The Cities of Troy and Birmingham have entered into an Interlocal Agreement to develop a Multi-Modal Transit Center to be located where the two communities meet, in the area of Maple and Coolidge Roads. The Transit Center is to be located on property that has been established as a Brownfield and made available for development pursuant to the provisions of a consent judgment with developer Grand Sakwa. This agreement requires the site to be developed as a transit center by 2010, or the property will return to private ownership.

Design of the Transit Center will encourage increased rail travel, expanded multi-modal transit coordination and integration with other modes of transportation. A pedestrian tunnel will connect the Transit Center in Troy to a loading platform in Birmingham.

Ms. Ecker offered background information. The two city staffs have been working with Wendel Duchscherer, Architects and Engineers, to come up with a proposed design for the tunnel and building. They have now made the transition to the consulting team of Hubbell Roth and Clark ("HRC") and Carlisle/Wortman. The team has taken into consideration the comments that were made at the last special joint meeting.

She turned the meeting over to HRC representatives Wally Alix, Partner; Larry Ancypa, Architect for Building Design, Canopy, and Platform; Mike MacDonald, Project Manager;

and Jim Surhigh, Sr. Project Engineer. HRC went through a PowerPoint presentation which highlighted key elements of the project.

Mr. Surhigh outlined modifications that have been made to the site plan:

- Modifications on the Troy side
  - Improving bus usage
    - Added bus slip on north side of Doyle Drive
    - Added additional bus shelters
  - Improving pedestrian access
    - Increased sidewalk width to 10 ft. along access drive
    - Increased width of pedestrian tunnel to 15 ft.
    - Moved building location further away from access drive
    - Provided emergency egress walkway
  - Improving vehicular access
    - Defined entrance drive more
  - Increasing landscaping opportunities
    - Minimized underground storm water storage
- Modifications on the Birmingham side
  - Improving pedestrian access
    - Provided 10 ft. wide walk through the site to the north
    - Added stairway from street level to tunnel ramp level
    - Reconfigured stairway to train platform for more direct access
  - Increasing landscaping opportunities
    - Eliminated perpendicular retaining wall
    - Shifted parking spots north to allow for landscaping opportunities
- Sample retaining wall elevation
- Birmingham access plan
  - Provided 27 regular parking spaces and 3 handicap spaces perpendicular to the roadway
  - Passenger drop-off is proposed near the ramp leading up to the platform

Mr. Ancypa talked about changes to the building and platform:

- Building improvements and modifications
  - Building size was reduced to 2,400 sq. ft.
  - Storage room size was reduced
  - Mechanical and electrical room was reconfigured
  - Roof was raised slightly to accommodate HVAC
- Platform and canopy improvements
  - Alternatives were developed to compliment the building
  - Canopy shelter areas were improved

- Leadership in energy and environmental design (“LEED”) silver certification
  - Green sedum roof
  - Storm water management and re-use
  - Geothermal HVAC
  - LED lighting fixtures
  - Use of regional building materials within 500 miles
  - Use of recycled materials

Ms. Sally Elmiger with Carlyle/Wortman Associates, Inc. introduced Mr. Tony Sterick who is also on their design team. Ms. Elmiger highlighted their general goals:

- Site amenities and landscaping
  - Encourage a safe environment
  - Support multi-modal transportation
  - Attractive, comfortable environment
  - Screen negative, provide positive views
  - Future use as destination to view public art/performance art
  - The landscaping on both sides does not have to be the same and should reflect each community’s image

In response to a comment, Mr. MacDonald explained they could look further at the diagonal walkway on the bend. Mr. Surhigh said it allows pedestrians to see cars coming from both directions.

Chairman Boyle noted that transit centers he has seen have done away with striped crosswalks because the whole road is seen as walkable. In this case the bend will slow cars down.

It was noted that part of the reason for placement of the crosswalks is to accommodate busses. Think further about where the busses are going to be and where the drop-off will be. Mr. MacDonald said they have explored other options for re-orienting Doyle Drive to allow a different bus schematic, but it was collectively agreed this solves the majority of needs. Mr. Surhigh explained they thought it would be more efficient for bus operations to be right off Doyle Drive. People could wait in the Transit Center for busses to arrive.

Ms. Ecker added they are also struggling with the needs of SMART and Detroit Regional Mass Transit. If this is going to be a hub connector they have expressed the requirement for a minimum of four bus slots. So, several different options were explored.

It was brought out that there may be some opportunities going north on Doyle Drive to set off busses in the greenbelt areas. More exploration of that may be needed. Part of the problem is having two crosswalks intermingled with four bus slots, along with taxis and drop-off cars coming through. One solution may be to eliminate the western-most crosswalk. There is a need to consider the shortest distance to where people will walk.

A question came up about whether all of the parking is really needed; and if not, the busses could use some of that area.

Mr. Nickita observed that at the train and bus stop in Royal Oak, there is a street that is designated pretty much for busses to use for short-term layovers.

Other reservations about the plan were expressed:

- Elevators have been excluded
- Convoluted way of getting from point A to point B
- No one that is handicapped will go up and down the ramps
- The station belongs on the tracks, not on the Troy side.
- Parking should be given more consideration
- Most of the handicap parking spaces should be on the Birmingham side closest to the platform
- There are no pedestrian paths along Doyle Drive
- Pedestrian paths need to be added down the middle of the parking area
- Accommodation for bikes is required along Doyle Drive and through the tunnel

Ms. Ecker pointed out that cost is the issue for putting in elevators. Neither city manager is prepared to do that at this time. They are willing to consider elevators as a future phase. It was observed that it needs to be shown on the site plan how expansion can occur to incorporate an elevator. Mr. Ancypa detailed some of the reasons why the cost of putting in elevators is so high. He further noted that was not part of the scope of work they are supposed to be doing. Mr. Ancypa went on to explain they have looked at using radiant heat in the sidewalks to reduce the ice on the ramps so chemicals would not have to be put down.

In response to whether such a large building is needed at this time, Mr. Ancypa replied they have decreased the size from 3,100 sq. ft. to 2,400 sq. ft. but still tried to keep the building's character and take into account the comments that were offered at the last special joint meeting.

Chairman Boyle said that going forward a projection will be needed that reflects the activities that will occur in the building. Further discussion concluded there needs to be hard re-examination of what it would cost to install accessible elevators.

Ms. Ecker talked about whether traffic cutting through Crosswinds to get to and from the Transit Center would become an issue. She has heard that one of the things the residents there love is being near the rail line next to the AMTRAK station, and knowing further improvements will be coming in the future. Also, the merchants would love to see more traffic through there. Further, there are multiple streets in Crosswinds that would disburse the traffic somewhat.

Members of the group expressed a desire to see examples of the poured concrete panels that are proposed for the retaining wall. It was concluded that it would be difficult to make a recommendation on the platform canopies without seeing a rendering (curved

roof 90 degrees to the track; or curved roof parallel with the track). The team might consider using the bus shelter concept to tie the two elements together in similar architecture.

**08-130-09**

**FUNDING UPDATE**

Ms. Ecker advised they worked with M-DOT who has submitted a request for the high speed inter-city passenger rail fund from the economic stimulus program. They have also been investigating an LED grant of up to \$250,000 for LED lighting on the site, building and tunnel. A meeting is scheduled with all of the politicians in Lansing on September 3.

**08-131-09**

**MEETING OPEN TO THE PUBLIC FOR ITEMS ON THE AGENDA**

Ms. Alice Thimm from Birmingham thought it is important that a waiting area have heat and a telephone.

**08-132-09**

**ADJOURNMENT**

No further business being evident, meeting adjourned at 7:42 p.m.

Respectfully submitted,

Jana Ecker  
Planning Director  
City of Birmingham

Brent Savidant  
Acting Planning Director  
City of Troy