

**PLANNING COMMISSION
MEETING AGENDA
JOINT MEETING WITH
BIRMINGHAM PLANNING BOARD**

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

July 27, 2010

7:00 P.M.

Lower Level Conference Room

1. ROLL CALL
2. APPROVAL OF AGENDA
3. MINUTES - Special Joint Meeting of July 14, 2010
4. PUBLIC COMMENTS – For Items Not on the Agenda

TRANSIT CENTER

5. TRANSIT FACILITY SYNOPSIS – 2006 TO 2010 – Presentation by Mark Miller, Acting Assistant City Manager, City of Troy
6. ALTERNATIVE TRANSIT CENTER LAYOUTS – Presentation of alternative layouts for building and elevator location – Jana Ecker, Birmingham Planning Director.
7. TRANSIT CENTER CONSENSUS BUILDING EXERCISE – Sally Elmiger, Carlisle/Wortman Associates, Inc.
8. SCHEDULE NEXT MEETING – Wednesday, September 8, 2010, 7:00 pm at Birmingham DBS Building.

OTHER BUSINESS

9. PUBLIC COMMENTS – Items on Current Agenda

ADJOURN

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

**SPECIAL JOINT MEETING OF THE CITY OF BIRMINGHAM
PLANNING BOARD AND CITY OF TROY PLANNING COMMISSION
WEDNESDAY, JULY 14, 2010**

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 July 14, 2010. Birmingham Vice-Chairperson Gillian Lazar convened the meeting at 7:07 p.m.

Birmingham Planning Board

Present: Vice-Chairperson Gillian Lazar; Board Members Scott Clein, Carroll DeWeese, Bert Koseck, Janelle Whipple-Boyce, Bryan Williams; Student Representative Aaron Walden

Absent: Chairman Robin Boyle

Birmingham Administration: Matthew Baka, Planning Intern
Jana Ecker, Planning Director
Carole Salutes, Recording Secretary

Troy Planning Commission

Present: Chairman Michael Hutson; Commission Members Donald Edmunds, Mark Maxwell, Philip Sanzica, Robert Schultz, Thomas Strat, John Tagle, Lon Ullmann

Absent: Commission Member Mark Vleck

Troy Administration: Mark Miller, Acting City Manager
Allan Motzny, Asst. City Attorney
Steve Vandette, City Engineer

07-124-10

CHAIRPERSON'S COMMENTS AND INTRODUCTION OF GUESTS

Birmingham Vice-Chairperson Lazar welcomed everyone to the joint meeting.

07-125-10

**REVIEW AND APPROVAL OF THE MINUTES OF THE JOINT MEETING OF
JANUARY 27, 2010**

Motion by Mr. DeWeese

Seconded by Mr. Schultz to approve the Minutes of January 27, 2010.

Motion carried, all were in favor.

07-126-10

REVIEW AND APPROVAL OF THE AGENDA (no changes)

07-127-10

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

07-128-10

PRELIMINARY SITE PLAN REVIEW

1. Construction of Amtrak platform, public plaza, parking, pedestrian tunnel and sidewalks to access the rail platform in Birmingham and to link to the Transit Center building in Troy

Property within Birmingham:

(a) All of Parcel ID Number: 2031203024:

Legal Description: T2N, R11E, SEC 31 PART OF NE 1/4 BEG AT PT DIST S 31-18-02 E 1442.06 FT FROM N 1/4 COR, TH S 30-34-07 E 416.60 FT, TH S 28-10-17 E 385.25 FT, TH S 62-42-03 W 134.00 FT, TH N 18-59-17 W 272.01 FT, TH ALG CURVE TO LEFT, RAD 1907.31 FT, CHORD BEARS N 25-02-57 W 402.78 FT, DIST OF 403.53 FT, TH N 31-06-37 W 126.48 FT, TH N 59-25-23 E 57.75 FT TO BEG 1.49 A.

(b) Portion of Parcel ID Number: 2031203034:

Legal Description: T2N, R11E, SEC 31 BIRMINGHAM GARDENS PART OF LOT 164 & PART OF LOT 224, ALSO PART OF NE 1/4 ALL DESC AS BEG AT PT DIST S 01-59-10 W 702.05 FT & S 88-11-20 E 36.09 FT & S 01-59-10 W 1278.14 FT & S 88-14-42 E 604.04 FT & N 01- 51-11 E 621.01 FT FROM N 1/4 COR, TH ALG CURVE TO LEFT, RAD 22661.83 FT, CHORD BEARS N 30-57-17 W 44.05 FT, DIST OF 44.05 FT, TH N 58-29-24 E 98.60 FT, TH N 31-30-36 W 80.48 FT, TH N 57-33-35 E 53.46 FT, TH N 11-58-26 W 114.50 FT, TH N 18-54.

2. 1251 Doyle Drive, Troy, MI: Construction of multi-modal transit center, parking facility, pedestrian tunnel and sidewalks to access the rail platform in Birmingham and to link to the Transit Center building in Troy

Ms. Ecker offered a brief introduction. The two groups are meeting because the project stands under the jurisdictions of both the Cities of Troy and Birmingham. When it comes time for a motion to be made, the Birmingham Planning Board will make a separate motion on property within the City of Birmingham and a vote will be taken from the Birmingham Planning Board only. Then the Troy Planning Commission will have

the opportunity to make a motion regarding property on the Troy side and the vote will be called for Troy.

Mr. Miller announced that the property in the City of Troy is controlled by a Consent Agreement. Therefore, the Troy Planning Commission does not have the authority to grant site plan approval; the Troy City Council does. Therefore, this evening the City of Troy Planning Commission is a recommending body to City Council.

Mr. Ecker clarified that the Birmingham Planning Board makes the final decision on Preliminary and Final Site Plan Reviews.

Hubbell, Roth & Clark Project (“HRC”) Engineer Jim Surhigh went through a PowerPoint which explained the site plan for both Birmingham and Troy parcels including:

- Approaches;
- Circulation;
- Elevators; and
- Retaining wall elevation on the Troy and Birmingham sides.

Ms. Sally Elmiger, Landscape Architect from Carlisle/Wortman, showed a slide presentation depicting site amenities and landscape for both sides and both entrances which included:

- Site finishes and furnishings;
- Bus Shelter;
- Retaining walls and walkways;
- Entry signs; and
- Plant material and rain garden.

Mr. Larry Ancypa, Sr. Associate with HRC, continued with slides showing:

- LED site lighting and fixtures partially financed through a grant from the Michigan Dept. of Labor and Economic Growth;
- Photometrics of the site;
- Floor plan for the building including accommodation for traffic leading to the elevator at the south end, room for kiosks, seating and restrooms;
- Cross section of the building which is looking toward Silver LEED Certification through the use of: green roof rainwater harvesting, geothermal heating and cooling, LED lighting, bike racks, storm water quality control, construction waste management, use of recycled materials, low-emitting adhesives and paints, community connectivity through the tunnel and eco friendly elevator;
- Outside building elevations; and
- Platform and canopy elevation including heated sidewalks for Winter.

Ms. Ecker explained the two communities have now decided to put the elevators into the bidding process so they can get prices with and without them. The elevators are an alternate now and if the money is there when the final bidding and budget come in they can be added. Further, she recalled this group had talked about standards and her idea

was that the consensus was to have a futuristic, modern, contemporary look for the Transit Center.

Ms. Ecker went on to respond to questions. The bulk of the lighting is on the Troy side. It would not need to meet the Birmingham lighting standards and Troy does not have lighting standards. A lighting analysis will be provided at Final Site Plan Review. She noted that light from the shopping mall bleeds over into the site.

Mr. Koseck said he is in full support of the project and applauds all the work that has been done to obtain the Federal money for it. He has not heard what the vision is for what this building should be. This should be a beautiful building that is planned to stand for the next 100 years. In his opinion, it is nowhere close to being that. He has no idea how the building relates to anything around it. He asked what they are doing relative to sustainable design relative to the site. The elevators seem like an afterthought in terms of their placement. If the door opens, leaves and snow blow in.

Ms. Ecker responded there was a vision and a steering committee comprised of representatives from both cities. The group wanted this to be a joint project that would work for both sides and communities. They had originally talked about a larger building but they got the message at least from the Birmingham City Commission that the Commission wanted a small scale, utilitarian type center that would provide the basic needs of travelers. They did not want a large scale building.

Mr. Koseck stated that the size of a building should be driven by the program – how many busses come, how many people come, etc. and not a desire for big or small or medium. He asked about the vision. Ms. Ecker replied that in terms of vision there was a lot of discussion over the last couple of years. The vision of the steering committee when she joined the process was utilitarian. This group wanted a green building with sustainable elements. At the charrette in June of last year the focus was on the transit oriented district that would surround the transit center. The community talked about wanting connectivity between the communities, pedestrian scale elements, buildings that allow a mix of uses, development that promotes more activity, and futuristic interactive digital display elements that look toward to the future.

Mr. Miller reminded the City of Troy Planning Commission they are attending this meeting only to make a recommendation on the Preliminary Site Plan. They will certify whether it meets the Zoning Ordinance requirements and the Consent Agreement. Their recommendation will then go to the Troy City Council.

Mr. Schultz recalled that early on it was the consensus of this group to go with an arched roof, a clock tower, and an echoing arched roof on the platform so that this is a cohesive development on both sides of the tracks.

Mr. Williams noted ways in which the building has changed since the previous meeting and he had several comments:

- The building has been moved;

- The building laid out E/W and now it lays out N/S. The glass is now more exposed to the sun in the morning and afternoon. As a result, heating and cooling costs may increase.
- What is the status of control of the road from Cole on the south end to the entrance or exit point at the north end;
- Troy has jurisdiction and their Planning Commission has no authority;
- Birmingham has no jurisdiction over the building but has authority on its side.

He still believes in the entire process; however, the building itself is unremarkable.

Ms. Ecker explained why the building has moved. The Deed Restrictions and the Consent Judgment say that Grand Sacqua does not need to grant any easements for encroachment onto their property. In the previous plan there was an access road coming off of Doyle Dr. to the back of the Kroger site. Grand Sacqua was concerned that Kroger would have objections to this. Therefore, the site plan has been changed so there are no encroachments onto the Grand Sacqua property. The building was re-oriented because without the access road it would look at the back of the shopping center. Everyone on the steering committee agreed on the re-orientation. They like the fact that it now creates more of a public plaza space out front and opens up the view out onto the train tracks. She added that they do have control of the property and/or consent of all property owners on which this project is located on the Birmingham side to proceed with Preliminary and Final Site Plan Approval.

Mr. Ullmann received confirmation that the platforms are enclosed on four sides but they don't have closable doors. He thought the platform should be enclosed and that heat should be incorporated into the design. His problem about sustainability is that nothing is colder than aluminum and glass. He wanted to know if there is some sort of an estimate of what the operational costs for this will be. The grass roof seems to be the driving cost for this \$2 million building. A simple building would probably operate at 20 percent of the cost of this building and only cost 20 percent as much. If they want LEED certification for the building, build it out of reclaimed materials and materials that are grown in Michigan. Elevators have been added at the last minute and they are not blended into the design.

Mr. Motzny reiterated that any recommendation from the Troy Planning Commission has to be in accordance with the City of Troy Zoning Ordinance. Denial can only be based upon a provision of that law. If the site plan meets the Zoning Ordinance, it should be approved.

Mr. Strat said he is disappointed to hear that the Troy Planning Commission is forced to approve the drawings because they meet the Ordinance requirements. Secondly he thinks the City Council will be basing their judgment on the recommendations of the Planning Commission and not necessarily on what they see. Also, he noted that the City of Troy is going through difficult economic times and wondered how they could afford to maintain all of the energy efficient products and electronics and what the return is on the investment.

Mr. Williams asked if there is an agreement in place between Troy and Birmingham on sharing the maintenance and operating costs. Ms. Ecker said the two communities have discussed how they would proceed but there is no formal agreement. Mr. Williams said if it is conceivable that Birmingham will share a significant portion of the increased operating costs. If that is so, he objects. Ms. Ecker said that estimates for the operations and maintenance costs are not higher for this building compared to average construction. In fact, consumption of utilities is significantly lower for this project than for an average building of this size.

It was discussed by Mr. Motzny that the Troy Planning Commission can make recommendations to the plan but they would be design recommendations.

Mr. Tagle said tonight was the first time he heard that the building would be totally utilitarian. The Troy Planning Commission would be derelict in its duty not to make recommendations as part of discussion. It would be prudent for this group to have in hand a construction budget for this project.

Ms. Ecker explained that the ramps are needed should the elevator fail to operate. Mr. Tagle observed that the elevators could go down because they are unprotected.

Mr. Sonia spoke about the urgency of making decisions on the Preliminary Site Plan. He would hate to lose the grant money. Ms. Ecker agreed that time is of the essence on every single grant agreement. The economic stimulus packages that have been approved by Congress all have detailed time limitations.

Ms. Terse Cody from the Michigan Dept. of Transportation, their direct contact with the State of Michigan, spoke. She is acting as liaison with the Federal Railroad Administration ("FRA") with regard to the \$8.4 million grant that has been received. She gave background on how much work has been done just to get ready to apply to the FRA. The FRA does not care what the building looks like; however they look very closely at how any changes to the original application are presented. Specifics have to be documented as to why and what the cost difference is. If changes are to be made she suggested they should be completed within a short time.

Mr. Koseck thought all of the issues could be addressed by the architects within a month. Mr. Surhigh said the project could take a year to build.

Mr. Williams said that right now he is not comfortable with the design elements of the project because some of his fellow members from Troy are not comfortable. That causes him concern because this is a joint project. It was noted that two changes to the original application are the repositioning of the building and the addition of elevators.

Mr. Edmunds asked if the changes that are seen tonight saved any money. Mr. Ancypa responded they have been trade-offs. Mr. Edmunds thought it is essential to have the cost estimates. This is a public project using tax dollars and in the end the cities will

have to answer to the public. Discussion contemplated whether the project may be exceeding its funding.

Ms. Ecker agreed to check with the Birmingham City Attorney if the Planning Board could grant Preliminary and Final Site Plan Approval on the same night. She believes it would have to be noticed to that effect.

Mr. Miller explained that Troy has an Administrative Final Site Plan Approval that considers all of the check points and it happens just prior to construction.

It was determined that the two planning entities should conduct all of their meetings jointly because this a mutual project and it is important for everyone to stick together and to come to consensus as a group even though they will vote individually.

Vice-Chairperson Lazar invited public comments at 9:10 p.m.

Mr. Alan Green, Counsel for Grand Sacqua Properties, asked if there have been any impact assessments such as an updated traffic report, and the basis of the design. As an adjacent property owner, Grand Sacqua is concerned about how the Transit Center will affect their property. He suggested that the joint planning bodies table this matter. so those issues can be addressed.

Mr. Green pointed out an issue that Grand Sacqua has with the City of Troy. The City's title to the property results from a Consent Judgment that was entered into about ten years ago. There were conditions that had to be satisfied in that Consent Judgment that need to happen by June 2. It is Grand Sequa's contention that those conditions were not satisfied and therefore they are entitled to legal title to the property. That matter is pending now before the Oakland County Circuit Court. Therefore, they think it is premature for this body to go forth with a project.

Ms. Dorothy Conrad from Birmingham expressed her concern that the "sheds" that are being proposed on the Birmingham side don't do anything to keep out the elements for people waiting for the train. Further, she was concerned about the design of the building.

Mr. Michael Poris from Birmingham said he would hate to see them lose the Transportation Center because of a lot of issues concerning the process that could be resolved with some design revisions.

Mr. Ullmann offered a resolution that the Troy Planning Commission postpone this item. He thinks the Planning Commission should meet as soon as it legally can and then have a joint meeting with the Birmingham Planning Board August 4.

Mr. Tagle maintained that the boards need to keep this as a joint effort.

Mr. Edmunds pointed out that the Troy Planning Commission members have great reservations about the project; particularly because the current plan with the elevators is only an alternate, and because of the cost of the project.

Mr. Ullmann rephrased his motion as follows:

Motion by Mr. Ullmann

Seconded by Mr. Tagle to postpone the hearing on the Preliminary Site Plan for the Transit Center and hold a joint meeting of the Troy Planning Commission and the Birmingham Planning Board on July 27 in Troy at 7 p.m. to continue discussion on the Preliminary Site Plan.

Motion carried, 8-0.

ROLLCALL VOTE:

Yeas: Ullmann, Tagle, Edmunds, Hutson, Maxwell, Sanzica, Schultz, Strat

Nays: None

Absent: Vleck

Motion by Mr. Williams

Seconded by Mr. Koseck that the Birmingham Planning Board postpone the Special Joint Meeting to consider the Preliminary Site Plan for the Transit Center to July 27 at 7 p.m. in the City of Troy.

Motion carried, 6-0.

There were no comments from the public at 9:35 p.m.

ROLLCALL VOTE:

Yeas: Williams, Koseck, Clein, DeWeese, Lazar, Whipple-Boyce

Nays: None

Absent: Boyle

07-129-10

MEETING OPEN TO THE PUBLIC FOR ITEMS ON THE AGENDA (no one spoke)

07-130-10

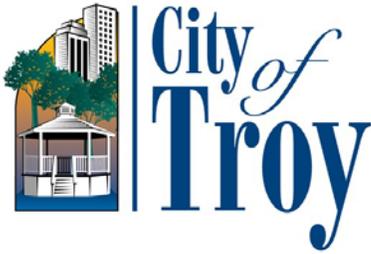
ADJOURNMENT

No further business being evident, meeting adjourned at 9:40 p.m.

Respectfully submitted,

Jana Ecker
Planning Director
City of Birmingham

Mark Miller
Acting City Manager
City of Troy



July 19, 2010

TO: Mark F. Miller, Acting Asst. City Manager/Economic Development Services

FROM: Steven J. Vandette, City Engineer

SUBJECT: Transit Center Synopsis – 2006 to 2010

1. Transit Center Design and Site Plan Development Synopsis – 2006 to 2010:

- In 2000, the City of Troy acquired a 2.7 acre parcel of land under a consent judgment with Grand Sakwa with the condition that it be funded for a transit center within 10 years. The parent parcel was developed as a mixed used project, with large retail stores and an attached condominium community. Without development of the transit center the property will revert back to Grand Sakwa.
- In 2006 with the dedication of \$350,000 from the Michigan Department of Transportation and in accordance with MDOT requirements, Troy prepared a Statement of Qualifications to retain a Design and Engineering consultant to provide development (planning) and design of an intermodal transportation facility. The selected consultant would perform project definition/concept planning, including site planning, defining functional relationships, building operations, space needs, interior design and exterior circulation, building finishes, structural and foundation systems, building envelope and other major design elements; conceptual plans, preliminary design plans, investigation of environmental clearances, and preliminary engineering to 30% completion on the selected conceptual design.
- On November 10, 2006, statements of qualifications (SOQ) were received to provide conceptual and preliminary engineering /design services in accordance with the Scope of Services developed by Troy city staff.
- Troy and Birmingham city staffs participated in the review of consultant qualifications, consultant interviews and the selection of a consultant for this project.
- On April 16, 2007 a contract for Concept and Preliminary Engineering Design Services was awarded to Wendel Duchscherer (WD) of Amherst, New York by Troy City council. WD was among six (6) consultants that were interviewed. WD was selected based on a five (5) phase selections process that included evaluation of their qualifications, interview score and price. WD is a nationally recognized architectural and engineering firm. Their expertise includes a mix of bus maintenance and multi-modal facility design projects.

- On June 30, 2007 a contract was executed with Wendel Duchscherer for design services based on their Project Approach in compliance with the scope of services determined by the City of Troy.
- A kick-off meeting with WD on August 29, 2007 was attended by staff and stakeholders from both cities to develop a vision for the transit center. Additional meetings were held to refine the vision and select the conceptual plan that best fit the vision.
- On November 13, 2007 MDOT lifted its suspension of grant payments, finally allowing the preliminary design contract with WD to proceed.
- WD submitted its Major Considerations & Design Report dated February 28, 2008 to the City of Troy for review by Troy and Birmingham engineering and planning staffs. This report identified space needs, building site amenities and other design parameters based on comments received at the visioning session and data received from AMTRAK, SMART and MDOT among others.
- Troy and Birmingham planning and engineering staffs worked with Wendel Duchscherer from August 2007 to May 2009 to develop a series of conceptual design plans for the Transit Center. HRC came on board in March 2009 to work with staff and WD to close out the WD work, proceed with refining and perfecting the site plan and obtaining site plan approval.
- Deliverables from WD included 1) Environmental Assessment; 2) Traffic Impact Study; 3) Major Considerations & Design Criteria Report; 4) Final Schematic Design Report and Artist's Rendering.
- On March 2, 2009 Troy City Council approved an Interlocal Agreement between Troy and Birmingham, which equally divided the cost of Final Engineering and Design Services on the Transit Center. To meet the 2010 deadline on the property, the work would be performed by Hubbell, Roth and Clark (HRC) consulting engineers who were already under contract with both Troy and Birmingham for general engineering design services. HRC involvement in the project is to take the 30% completion level preliminary design documents from WD, refine and perfect them and proceed through final completion of the design documents. Prior to that occurring, site plan approval is needed from Troy and Birmingham planning commissions.
- The final Schematic Design Report, including a conceptual plan and artist's rendering was presented by WD at a Joint meeting of the Troy and Birmingham Planning Commissions on April 16, 2009. Among the suggested changes and recommendations by the Planning commissions that were later incorporated into the plan were:
 - A saddle style roof line instead of flat
 - Continue with a green roof, but review feasibility due to the change in slope of the roof
 - The platform canopy will not have a green roof
 - The platform canopy will have glass partition windshields
 - Add vertical element to the building
 - Modify platform canopy roof to saddle style to link with the building roof
 - The exterior material for the building will consist of terra cotta

- Increase the base course of terra cotta around the building to 2'-6"
 - Put car drop-off at building
 - Treat inside surface of tunnel walls
 - Add seats and bike racks
 - Investigate use of geothermal energy
 - Use CCTV Security Cameras
 - Add Traffic calming on Doyle Drive
 - Widen walk at entrance
 - Real time electronic signing for trains and buses
 - Realign crosswalk from Troy parking lot toward tunnel entrance
- The Troy and Birmingham planning and engineering staffs worked jointly to develop and refine the Troy/Birmingham multi-modal Transit Center site plan to address the issues raised by the Troy and Birmingham Planning Commissions. A revised site plan incorporating the above mentioned changes was presented by WD at a Joint Planning Commission meeting on July 14, 2009. Some of the suggested changes and recommendations by the Planning commissions that were made were:
 - Grade and safety of walkway (inclement weather).
 - Roofline design.
 - Elevator (cost factor).
 - Building square footage.
 - Building floor plans (space allotted for mechanical, janitorial and electrical storage; potential to excavate and house in basement).
 - Design of retaining walls.
 - Focal point at end of tunnel.
 - Distance from off-street parking to Amtrak platform.
 - Protection/shelter from inclement weather (drop-off area, canopy).
 - Platform location (potential to switch tracks).
 - Traffic circulation; bus and taxi access.
 - Tunnel. 1) Safety, security and maintenance. 2) Traversing site relative to width and height.
 - Accommodation for cyclists, users of other transportation modes.
 - Designs of Birmingham and Troy sides; specialize to individual City.
 - Funding of project and time line to move project forward.
 - Modular plan for potential to expand in future.
 - Correlation to SMART bus routes.
 - Provide parking and sidewalks on both sides.
 - Provide additional handicapped parking on Birmingham side.
 - Provide pedestrian drop-off area.
 - Negotiate with school to acquire small strip of land.
 - Provide covered bike/moped/scooter parking.
- The WD contract work was completed in July and the contract closed out in November, 2009.
 - Troy and Birmingham planning and engineering staffs worked jointly with HRC to develop and refine the Troy/Birmingham multi-modal Transit Center site plan to address the issues raised at the July 14, 2009 joint meeting.
 - A revised site plan incorporating the above mentioned changes was presented by HRC at a Joint Planning Commission meeting on January 27, 2010. Among the suggested changes and recommendations to the plan were:

- Retaining wall that can accommodate and light public art
 - Use Michigan products as much as possible
 - Bus shelters are similar to those that are used in Birmingham, except the colors will be complimentary to the building
 - Platform canopy will have the same curve as the roof of the building
 - Informational kiosks will be in the bus shelters and inside the building to provide train and bus schedules
 - Stained concrete surface to provide some resistance to graffiti
 - Design of the building is now basically set in stone
 - Change material on the clock tower from glass to an opaque element, potentially metal panels.
- Questions raised by commissioners were documented and answered in a report provided to commissioners in January 2010.
 - Due to Grand Sakwa's concern for Kroger, their shopping center tenant adjacent to the Transit Center, and other tenants east of the parking lot for the Transit Center; the site layout was modified to eliminate traffic behind the shopping center buildings. The Transit Center is now fully contained within the Transit Center property.
 - A revised site plan incorporating the above mentioned changes was presented by HRC at a Joint Planning Commission meeting on July 14, 2010. Suggested changes and recommendations by the Planning commissions were:
 - Have a futuristic, modern, contemporary look
 - Put the elevators into the bidding process so they can get prices with and without them
 - Elevators seem like an afterthought in terms of their placement
 - Platform should be enclosed and that heat should be incorporated into the design
 - If LEED certification is wanted, build it out of reclaimed materials and materials that are grown in Michigan

2. Major Building and Site Design Features and Considerations Incorporated into the Current Plan

- There is currently an Amtrak station located in Birmingham, on the west side of the tracks. The station consists of a concrete platform with a simple bus type shelter; it offers no services and does not connect to any other public transportation systems. There are two sets of tracks within the right-of-way.
- Amtrak uses the westerly tracks to serve the station, with three trains heading northwest toward Pontiac and three heading southeast to Detroit daily. The easterly tracks are used by Canadian National for freight traffic.
- The passenger platform cannot be located on the Troy (or east) side since other passenger stations are located on the west side of the tracks, and CN does not have a switch location between the Royal Oak station and the Troy/Birmingham station.
- A 2,520 gross square foot Transit center building is proposed for the site. This is less than the 3,532 square foot building identified by WD. Ancillary areas within the building were reduced and restrooms were reoriented for efficiency.

- The building includes a vestibule entrance, public waiting/seating area, restroom facilities, drinking fountains, mechanical/electrical room, storage room, and kiosk space for transit service providers and supporting services such as coffee vendors.
- Besides offering a safe, convenient connection between the Transit Center and the Amtrak platform, the tunnel also serves as a critical non-motorized link between Troy and Birmingham. The tunnel provides a convenient mid-mile railway crossing for non-motorized users, linking the Midtown Square mixed use development in Troy with the dense urban neighborhoods and the thriving Rail District in Birmingham.
- Access to the tunnel from both sides of the tracks is provided with barrier-free ramps, stairs and elevators.
- Design elements intended to improve accessibility include pedestrian scale lighting, hand rails, horizontal landing areas, benches, and radiant heat under the ramps to melt ice and snow during winter months.
- The tunnel and pathway system is designed so that various non-motorized users can use the facility simultaneously. The ramp / stair area is landscaped to improve aesthetics, reduce soil erosion / runoff, and create a comfortable, attractive space for people to enjoy.
- The passenger platform in Birmingham is enhanced by the addition of a large canopy, shielded on four sides with heat to protect users from the elements.
- Access to the site is improved with the addition of a new public street, connecting the site to Eton Street in two locations. Additional off-street parking spaces are provided, including handicapped spaces, to provide convenient access for train users. Sidewalks connecting the site to adjacent neighborhoods and commercial areas are also provided.
- Parking spaces are provided on site, including barrier-free spaces. Barrier-free sidewalks and crosswalks are provided. The building and site is designed using sustainable design concepts, including but not limited to a green roof, greywater recycling, rain gardens and geothermal heating and cooling. Both cities wanted a LEED certified project with demonstration items that are visible and could easily be used as an educational tool.
- The core mission of the DRMT plan is to repair and upgrade existing facilities and provide improved transit opportunities, while laying out a plan for future mass transit development.
- The multi-modal Transit Center is intended to contribute to the regional effort to improve the attractiveness, reliability, safety and economic efficiency of transportation service in the metropolitan Detroit region.
- The project team has coordinated this project with DRMT, and thus the approved regional transit plan currently includes the Troy-Birmingham Transit Center as a regional hub, with new sprint hub connector services proposed in the first phase to link this hub with other regional hubs in Wayne, Macomb and Oakland counties.

- The Transit Center is listed as a regional hub in the Detroit Regional Mass Transit Plan (DRMT), with future connections to the proposed Woodward Avenue Light Rail system. Additionally, Suburban Mobility Authority for Regional Transportation (SMART) officials delineated the facility as hub for the regional bus system.
- The Transit Center proposes to co-ordinate all existing transit services in the area through this site, and to add new connections that will provide substantial improvements to the reliability and efficiency of the existing transit system.
- The project team has worked with SMART to ensure that the design of the site will be appropriate for a regional transit hub, and to ensure that SMART's needs are met onsite. A drop-off area with slips for four (4) buses to wait at one time is proposed for the site.
- SMART Bus currently operates nine fixed bus routes each in Troy and Birmingham.
- Six of the current Troy bus routes currently terminate or pass through the proposed multi-modal Transit Center. These routes would generate 209 trips through the Transit Center daily and will serve multiple communities including: Auburn Hills, Berkley, Beverly Hills, Birmingham, Bloomfield Twp., Clawson, Clinton Twp., Detroit, Ferndale, Huntington Woods, Oak Park, Pleasant Ridge, Pontiac, Roseville, Royal Oak, Royal Oak Township, Southfield, St. Clair Shores, Sterling Heights, Troy, and Bloomfield Township. The routes that currently terminate or run through the area near the Transit Center are:

| Route | Communities Served | Trips /Day |
|--------------|--|-------------------|
| 415 | Berkley, Beverly Hills, Birmingham, Detroit, Oak Park, Royal Oak, Royal Oak Twp., Southfield, Troy | 42 |
| 420 | Berkley, Beverly Hills, Birmingham, Detroit, Oak Park, Royal Oak, Royal Oak Twp., Southfield, Troy | 42 |
| 460 | Berkley, Birmingham, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Royal Oak, Troy | 65 |
| 465 | Auburn Hills, Berkley, Birmingham, Bloomfield Twp, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Pontiac, Royal Oak, Troy | 12 |
| 475 | Berkley, Birmingham, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Royal Oak, Troy | 8 |
| 780 | Birmingham, Bloomfield Twp., Clawson, Clinton Twp., Fraser, Roseville, St. Clair Shores, Sterling Heights, Troy, West | 40 |

| | | |
|--|-----------------|--|
| | Bloomfield Twp. | |
|--|-----------------|--|

The cities of Birmingham and Troy have been collaborating with SMART on the development of the Transit Center, and SMART has agreed to coordinate all Birmingham and Troy bus routes through the Transit Center to provide enhanced local and regional connections and improve access to jobs.

3. SUSTAINABILITY

- The Cities have also worked closely with DELEG and private industry to integrate a number of “green” components into the Transit Center.
- The Cities are seeking Leadership in Energy & Environmental Design (LEED) certification at the silver level for the building and surrounding site, and as such will also be incorporating many other sustainable systems, including, but not limited to, geothermal heating and cooling, greywater recycling, a green roof system, rain gardens and the use of recycled and renewable materials. LEED is a points based rating system that is recognized around the world for its sustainable approach to building and protection of the environment. To achieve the Silver level of certification the project will need to achieve 50 – 59 points out of 100 with many of the items listed for the transit center being one or two points by themselves.
- A LEED Silver Certification is the second tier in a 4 tier system. The site design will reduce the carbon footprint for the building and site by incorporating the following sustainable design elements:
 - Green Roof – The Transit Center’s green roof will absorb rainwater thereby reducing the volume of stormwater runoff on the site. Additionally the roof serves as an insulator, helping to keep the building cool in summer and warm in winter.
 - Storm water Management – Storm water generated by the site will remain on the site.
 - Rainwater reuse – Some of the rainwater falling on the site will be used to flush the toilets in the Transit Center.
 - Geothermal HVAC – HVAC will use geothermal energy, which will assist in keeping heating costs low.
 - LED Lighting – Consumes less electricity and lasts longer than fluorescent lights.
 - Site irrigation will be from storm water generated on the site.
 - Site irrigation requirements will be reduced through the use of specific plant species that require less irrigation than traditional plantings.
 - Water use reduction for the Transit Center of 30% compared to similar traditional facilities.
 - Energy use reductions within the Transit Center of 14% compared to similar traditional facilities.
 - Indoor environmental quality enhancements will be achieved through increased ventilation, the use of low VOC emitting materials, control of indoor chemical and pollution sources, better indoor lighting controls, increased control of thermal comfort and increased use of day lighting principles to reduce the need for artificial lighting.
 - Regional Materials – Building materials will be from providers in the immediate region, reducing emissions.
 - Recycled Materials – Recycled materials will be used whenever possible.

- Plug-ins for electric cars will be provided in the parking areas.
- The site will also encourage non-motorized transportation through various pathways and links for bicycles and storage areas for bicycles, rollerblades, skateboards, and new emerging types of personal transportation.
- By encouraging the creation of walkable places and improving public transit options and connections, congestion on area streets will be reduced, thereby reducing commuting time and improving the quality of life for area residents.
- As communities, regional agencies, states and the federal government look towards achieving sustainability, transit systems of all sizes will help in accomplishing that goal.

4. Transit Center Planning Synopsis

- The planning and development of the multi-modal Transit Center is a collaborative effort between the cities of Troy and Birmingham, and the Troy and Birmingham-Bloomfield Chambers of Commerce.
- As the existing Amtrak station is located in Birmingham, the two cities came together to relocate and improve the existing platform to provide a multi-modal Transit Center.
- In 2008, the two cities, strongly supported by both the Troy Chamber of Commerce and the Birmingham-Bloomfield Chamber of Commerce, decided to embark on a joint planning effort for the area surrounding the Transit Center, to ensure that adjacent land uses and development supported the viability of the Transit Center, and to maximize the economic development potential of the Transit Center itself.
- The Planning Commission for the City of Troy and the Planning Board for the City of Birmingham, both charged with regulating development in their respective jurisdictions, began conducting joint public meetings to discuss the Transit Center and the land use and transportation planning regulations that needed to be put in place in both jurisdictions to maximize the impact of the Transit Center on the two communities by encouraging transit oriented development in the area.
- During the joint planning process between the two cities, the two Chambers of Commerce have continued to play a strong facilitative role, and have also met jointly on two occasions to assist in moving the Transit Center project forward and to garner support. The Chambers and the cities continue to work together to facilitate and monitor the development of the Transit Center and the corresponding Transit Center District. In an effort to keep the communities and the region updated on the Transit Center progress, the cities and chambers have established the website 15MileTransit.org.
- On December 2, 2008 at a joint meeting of the City of Troy Planning Commission and City of Birmingham Planning Board, the bodies passed the following resolution:

The City of Birmingham Planning Board and City of Troy Planning Commission hereby support the following:

- Designation of the boundaries for the Birmingham/Troy Multi-Modal Transit Center Study Area, as attached.
 - Joint development of appropriate Transit Oriented Design standards to apply to all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.
 - Cooperation between the City of Birmingham and the City of Troy on planning issues within all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.
 - Establishment of a Joint Birmingham/Troy Planning Commission for all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area, including defining composition, powers and duties, membership requirements, terms of office, operating procedures, and other related matters.
 - Joint planning for the appropriate redevelopment of all or a part of the Birmingham/Troy Multi-Modal Transit Center Study Area.
- As a result of this joint planning effort, a two-day Transit Oriented Development Design Charrette was held on June 15-16, 2009 in Birmingham.
 - This public input process was conducted by both the cities of Troy and Birmingham, and was designed to inform the public about the planning efforts for the Transit Center itself and the Transit Center District that was established in the surrounding area, and to solicit public input on the future development of the area.
 - Activities included walking tours, stakeholder interviews, and visioning sessions. Topics covered included planning for multi-modal transportation options in the District, creating a pedestrian-oriented, mixed use, walkable destination around the Transit Center, and on the nature and form of development that was envisioned.
 - The charrette was organized to ensure that key stakeholder groups were represented throughout the process.
 - Participants in the charrette included business owners and residents of the proposed Transit Center District, developers and representatives of the Cities of Birmingham and Troy, along with architects and urban designers and students from local colleges and universities. The outcome was the presentation of design concepts and preliminary recommendations based on stakeholder input. Having all meetings open to the public and televised ensures transparency. The website www.15miletransit.org keeps the public informed on the status of the project.
 - The cities of Troy and Birmingham have jointly collaborated for over 4 years in planning the Transit Center project, which will benefit not only the local citizens and businesses, but the greater regional transportation system.

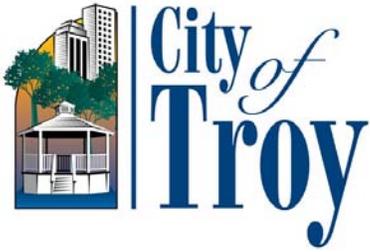
5. LEVERAGING OF PUBLIC AND PRIVATE INVESTMENTS

- The Troy/Birmingham Multi-Modal Transit Center is strongly supported by MDOT, which contributed \$350,000 in the form of a planning grant to get this project underway.

- On the city's behalf MDOT requested and was approved for \$8,485,212 in funding for the Transit Center from the Federal Railroad Administration's HISPR Program.
- Federal funds in the amount of \$1.3 million, included in the Fiscal Year 2010 Transportation, Housing and Urban Development Appropriations Act, was signed by the President on December 16, 2009.
- One of the primary goals of the entire Transit Center project is to promote energy efficiency and sustainability to residents and businesses. On January 25, 2010, DELEG also awarded \$250,000 in grant funds to the Transit Center project to purchase the LED lighting for the site, building and tunnel.
- Total grant funding with no local match is \$9.95 million.
- The City's have agreed to share project costs equally. Birmingham has committed \$300,000, Troy \$1.3 million.

Troy/Birmingham Intermodal Transit Facility Summary of Preliminary Construction Cost Estimate

| | | |
|---|-----------|-------------------|
| Site Utilities | \$ | 939,454 |
| Site Paving | \$ | 826,314 |
| Pedestrian Tunnel and Retaining Walls | \$ | 1,257,620 |
| Site Landscaping and Ammenities | \$ | 481,180 |
| Birmingham Access Road and Storm | \$ | 791,994 |
| Birmingham Water Main | \$ | 173,960 |
| General Items | \$ | 264,964 |
| Subtotal Civil & Site Work | \$ | 4,735,486 |
| | | |
| Train Platform Structure | \$ | 196,040 |
| Train Platform Canopy | \$ | 296,000 |
| Elevator Structures & Mech.Elec/HVAC | \$ | 605,000 |
| Subtotal Platform/Canopy & Elevator Work | \$ | 1,097,040 |
| | | |
| Transit Center Building | \$ | 1,183,000 |
| Estimated Construction Cost | \$ | 7,015,526 |
| 10% Contingency | \$ | 701,553 |
| 22% Eng. Design and Construction Mgt. | \$ | 1,543,416 |
| | | |
| DTE O.H. Relocation - TroySide | \$ | 76,000 |
| DET O.H. Relocation - Birmingham Side | \$ | 25,000 |
| ATT O.H. Relocation | \$ | 50,000 |
| Level 3 F.O. Relocation | \$ | 25,000 |
| Rogers F.O. Relocation | \$ | 238,619 |
| Sprint F.O. Relocation | \$ | 75,000 |
| Subtotal Utility Relocation Costs | \$ | 489,619 |
| | | |
| CN Railroad Permitting Costs | \$ | 10,000 |
| CN Railroad Track Relocation Work | \$ | 200,000 |
| Subtotal CN Railroad Costs | \$ | 210,000 |
| | | |
| Total Construction Cost | \$ | 8,416,698 |
| Total Eng, Design and Construction Mgmt. | \$ | 1,543,416 |
| Total Project Cost | \$ | 9,960,113 |
| | | |
| Birmingham Property Acquisition | \$ | 740,000 |
| Troy Property Acquisition | \$ | - |
| Total Project Cost + Property Acquisition | \$ | 10,700,113 |
| | | |
| High Speed Rail Award | \$ | 8,485,212 |
| Earmark | \$ | 1,300,000 |
| LED Lighting | \$ | 250,000 |
| Total Grant Funding | \$ | 10,035,212 |
| | | |
| Troy Contribution | \$ | 1,300,000 |
| Birmingham Contribution | \$ | 300,000 |
| Total City Contributions | \$ | 1,600,000 |



DATE: July 23, 2010

TO: Troy Planning Commission and Birmingham Planning Board

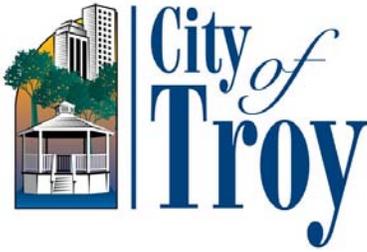
FROM: R. Brent Savidant, Acting Planning Director

SUBJECT: ALTERNATIVE TRANSIT CENTER LAYOUTS – Presentation of alternative layouts for building and elevator location – Jana Ecker, Birmingham Planning Director

Jana Ecker, Birmingham Planning Director, will present alternative Transit Center layouts to the Joint Troy Planning Commission and Birmingham Planning Board.

cc: Applicant
File/ Transit Center

G:\Transit Center\Joint Meetings\July 27, 2010\PC Memo Alternatives 07 27 2010.docx



DATE: July 23, 2010

TO: Troy Planning Commission and Birmingham Planning Board

FROM: R. Brent Savidant, Acting Planning Director

SUBJECT: TRANSIT CENTER CONSENSUS BUILDING EXERCISE – Sally Elmiger, Carlisle/Wortman Associates, Inc.

At the July 14, 2010 joint meeting of the Birmingham Planning Board and Troy Planning Commission, some members raised issues related to the proposed design of the Transit Center. It appeared that some members were unable to express their opinions due to time constraints. Additionally, it was difficult to determine consensus on opinion, based on the structure of the meeting and the comments made.

In an effort to keep the design and review process moving forward, a simple consensus building exercise is proposed for the July 27 joint meeting. Sally Elmiger, AICP, will serve as moderator. The exercise is designed to develop consensus of site design elements, while at the same time providing all members with an opportunity for input. Details of the format of the exercise will be provided at the meeting.

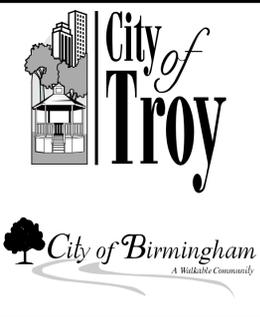
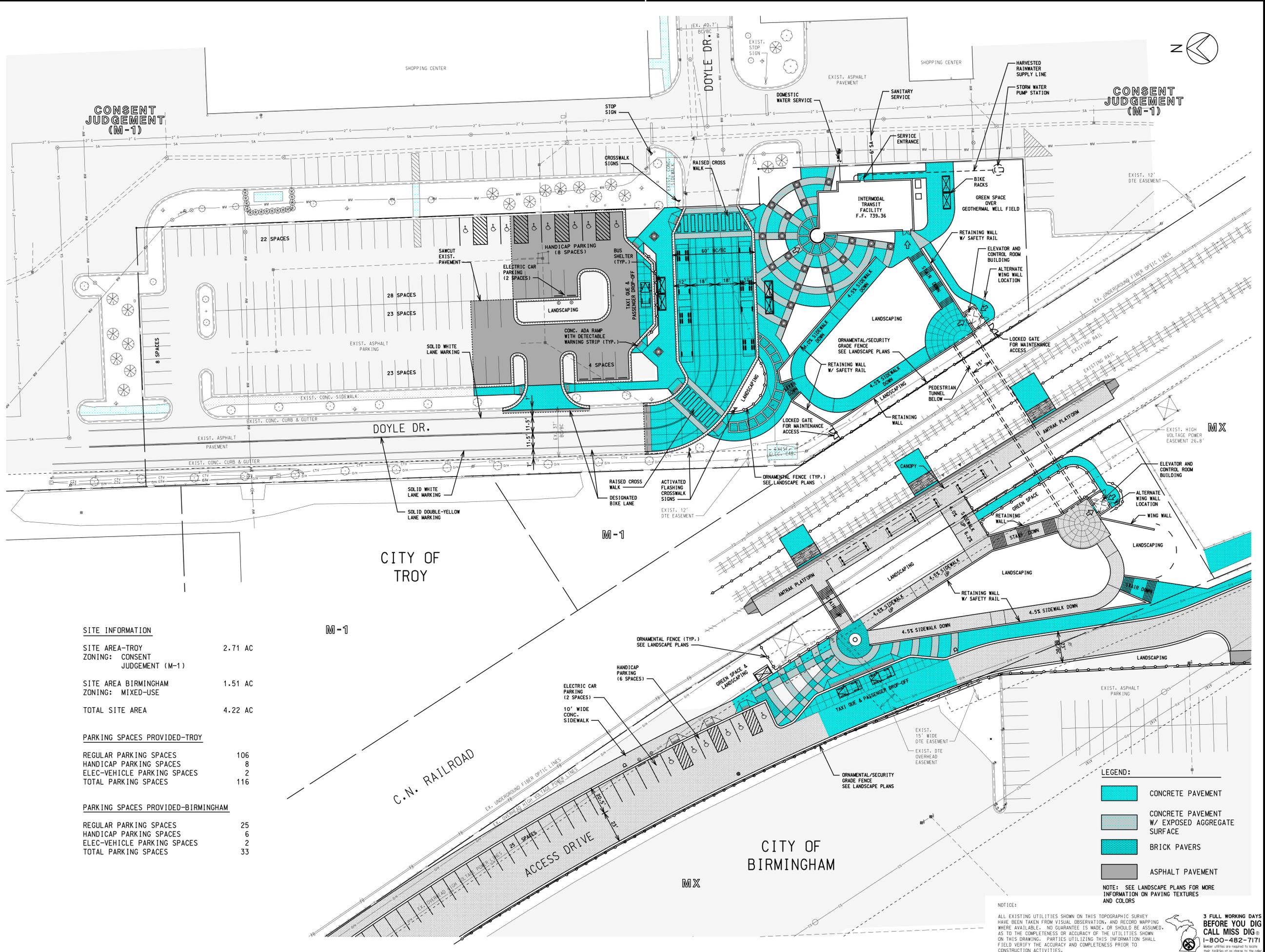
Input will be sought on the following Transit Center site design elements:

1. Number and location of elevators:
 - Plan A – Two (2) elevators, one in building on Troy side and one stand-alone on Birmingham side.
 - Plan B - Two (2) elevators, one stand-alone on Troy side and one stand-alone on Birmingham side.
 - Plan C – One elevator in building on Troy side, no elevator in Birmingham.
2. Platform canopy design:
 - Canopy A – Curved roof design.
 - Canopy B – Flat roof design.
3. Other elements as determined by the Joint Planning Board/Planning Commission.

cc: Applicant
File/ Transit Center

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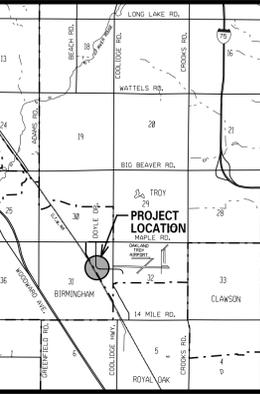
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 HUBBELL, ROTH & CLARK, INC.
 Consulting Engineers
 2001 CENTERPOINT PARKWAY SUITE 109
 PONTIAC, MICH. 48341
 PHONE: (248) 454-6300
 FAX: (248) 454-6359
 WEB SITE: http://www.hrc-engr.com

| DATE | ADDITIONS AND/OR REVISIONS |
|----------|------------------------------------|
| 7-8-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 6-30-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 1-11-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 10-14-09 | UPDATED SITE PLAN |
| 9-11-09 | REVISED SITE PLAN |
| 8-21-09 | JOINT PLANNING COMM. STUDY SESSION |

| | |
|----------|--------|
| DESIGNED | J.J.S. |
| DRAWN | J.A.R. |
| CHECKED | J.J.S. |
| APPROVED | W.H.A. |



CITIES OF TROY & BIRMINGHAM

INTERMODAL TRANSIT FACILITY

OKLAND COUNTY MICHIGAN

SITE PLAN B

| | |
|-------------------------|-------------------|
| HRC JOB NO. 20090078 | SCALE 1" = 30' |
| DATE AUGUST 2009 | SHEET NO. C-01 |

SITE INFORMATION

| | |
|---------------------------------|---------|
| SITE AREA-TROY | 2.71 AC |
| ZONING: CONSENT JUDGEMENT (M-1) | |
| SITE AREA BIRMINGHAM | 1.51 AC |
| ZONING: MIXED-USE | |
| TOTAL SITE AREA | 4.22 AC |

PARKING SPACES PROVIDED-TROY

| | |
|-----------------------------|-----|
| REGULAR PARKING SPACES | 106 |
| HANDICAP PARKING SPACES | 8 |
| ELEC-VEHICLE PARKING SPACES | 2 |
| TOTAL PARKING SPACES | 116 |

PARKING SPACES PROVIDED-BIRMINGHAM

| | |
|-----------------------------|----|
| REGULAR PARKING SPACES | 25 |
| HANDICAP PARKING SPACES | 6 |
| ELEC-VEHICLE PARKING SPACES | 2 |
| TOTAL PARKING SPACES | 33 |

LEGEND:

| | |
|--|--|
| | CONCRETE PAVEMENT |
| | CONCRETE PAVEMENT W/ EXPOSED AGGREGATE SURFACE |
| | BRICK PAVERS |
| | ASPHALT PAVEMENT |

NOTE: SEE LANDSCAPE PLANS FOR MORE INFORMATION ON PAVING TEXTURES AND COLORS

NOTICE:
 ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION, AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY THE ACCURACY AND COMPLETENESS PRIOR TO CONSTRUCTION ACTIVITIES.

3 FULL WORKING DAYS BEFORE YOU DIG CALL MISS DIG @ 1-800-482-7171
 Member utilities are required to locate their facilities at no charge to the user.

| | |
|----------|------------------------------------|
| 7-8-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 6-30-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 1-11-10 | PRELIMINARY SITE PLAN SUBMITTAL |
| 10-14-09 | UPDATED SITE PLAN |
| 9-11-09 | REVISED SITE PLAN |
| 8-21-09 | JOINT PLANNING COMM. STUDY SESSION |
| DATE | ADDITIONS AND/OR REVISIONS |
| DESIGNED | J.J.S. |
| DRAWN | J.A.R. |
| CHECKED | J.J.S. |
| APPROVED | W.H.A. |



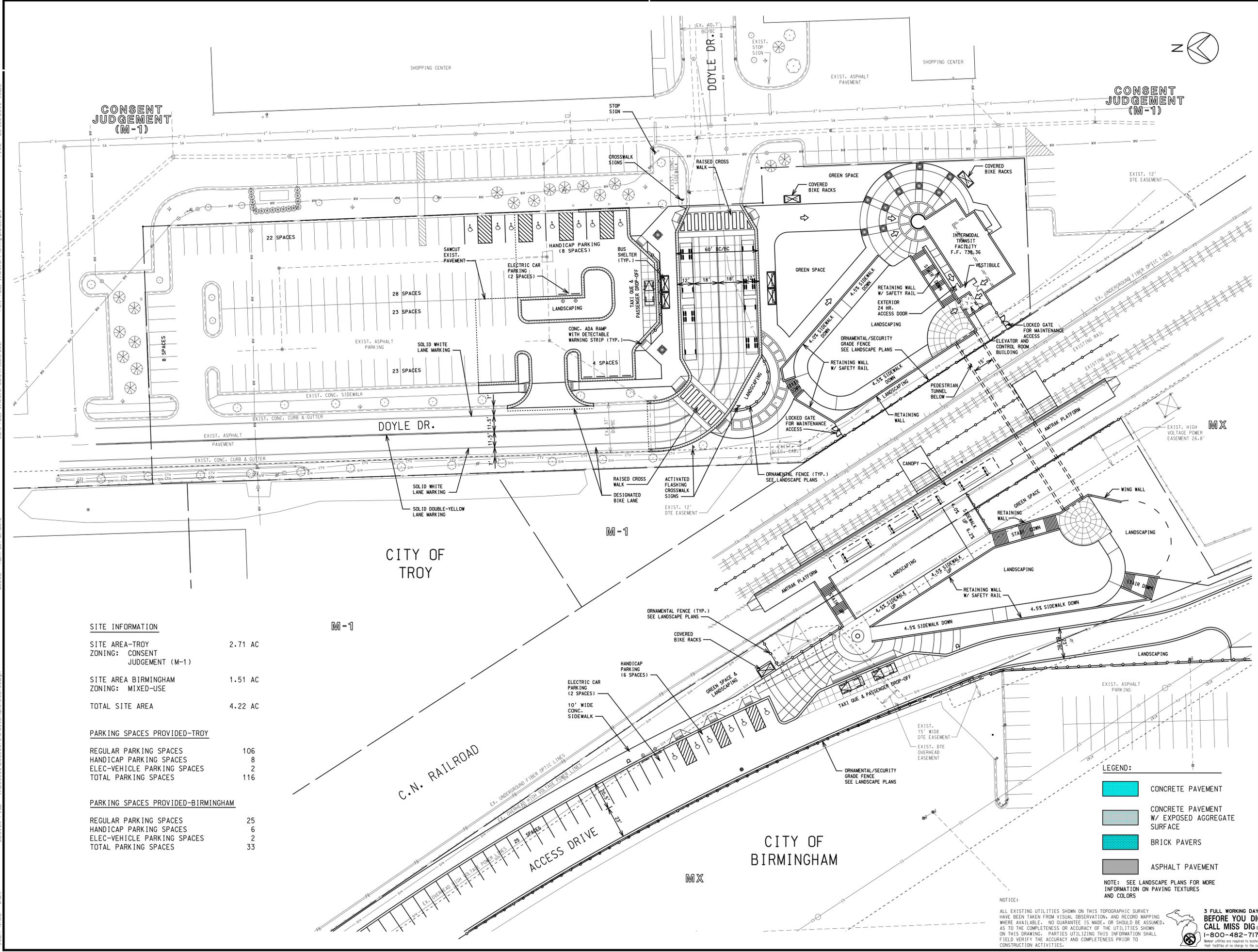
CITIES OF TROY & BIRMINGHAM

INTERMODAL TRANSIT FACILITY

OAKLAND COUNTY MICHIGAN

SITE PLAN C

| | |
|-------------------------|-------------------|
| HRC JOB NO. 20090078 | SCALE 1" = 30' |
| DATE AUGUST 2009 | SHEET NO. C-01 |



SITE INFORMATION

SITE AREA-TROY 2.71 AC
ZONING: CONSENT JUDGEMENT (M-1)

SITE AREA BIRMINGHAM 1.51 AC
ZONING: MIXED-USE

TOTAL SITE AREA 4.22 AC

PARKING SPACES PROVIDED-TROY

| | |
|-----------------------------|-----|
| REGULAR PARKING SPACES | 106 |
| HANDICAP PARKING SPACES | 8 |
| ELEC-VEHICLE PARKING SPACES | 2 |
| TOTAL PARKING SPACES | 116 |

PARKING SPACES PROVIDED-BIRMINGHAM

| | |
|-----------------------------|----|
| REGULAR PARKING SPACES | 25 |
| HANDICAP PARKING SPACES | 6 |
| ELEC-VEHICLE PARKING SPACES | 2 |
| TOTAL PARKING SPACES | 33 |

LEGEND:

| | |
|--|--|
| | CONCRETE PAVEMENT |
| | CONCRETE PAVEMENT W/ EXPOSED AGGREGATE SURFACE |
| | BRICK PAVERS |
| | ASPHALT PAVEMENT |

NOTE: SEE LANDSCAPE PLANS FOR MORE INFORMATION ON PAVING TEXTURES AND COLORS

NOTICE:

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3 FULL WORKING DAYS BEFORE YOU DIG CALL MISS DIG @ 1-800-482-7171

Minor utilities are required to locate their facilities or no charge to the client.

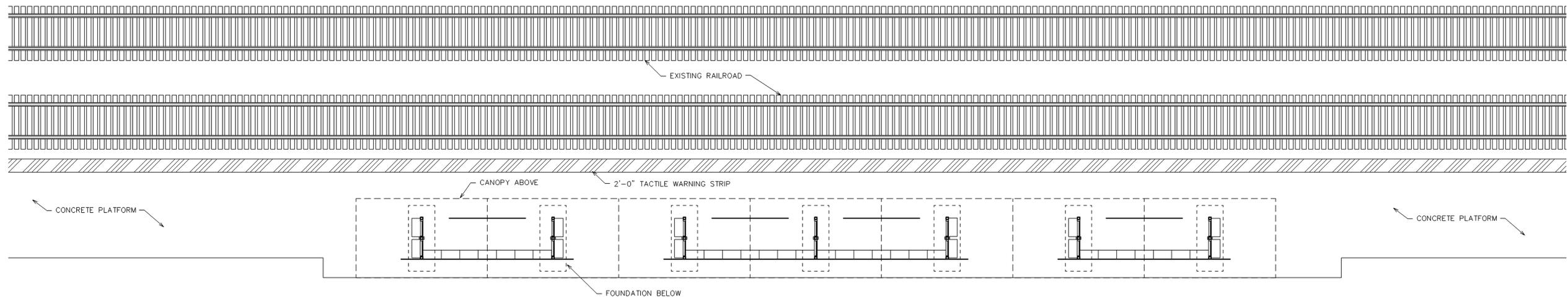
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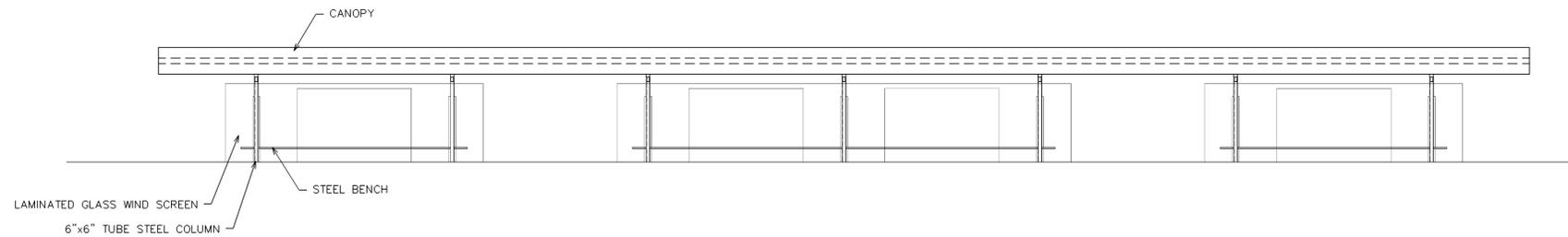
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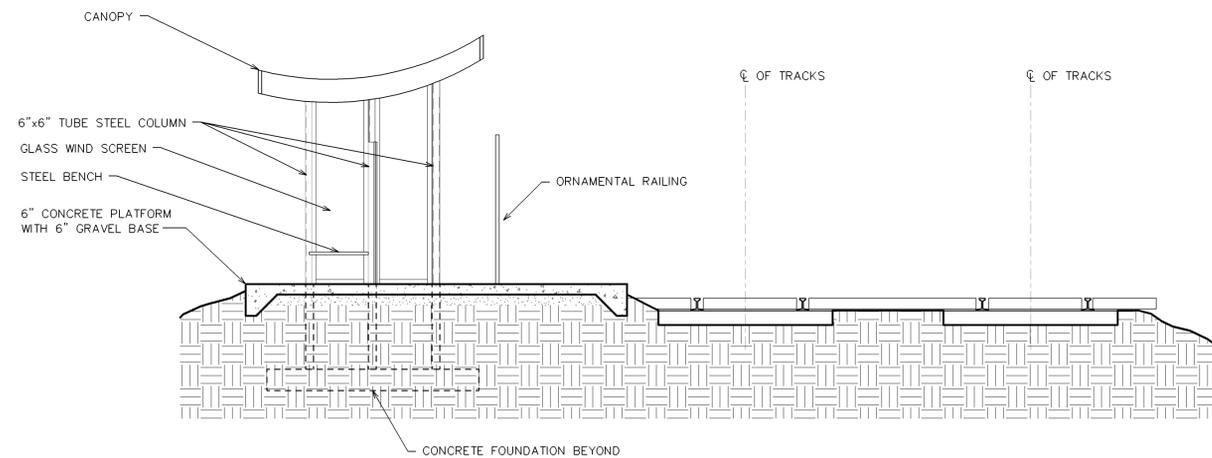
Meredith, Michael



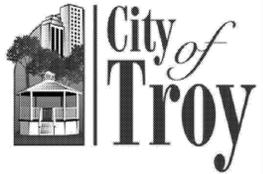
PLATFORM PLAN
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



CROSS SECTION
SCALE: 1/4"=1'-0"



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WEB SITE: [http:// www.hrc-engr.com](http://www.hrc-engr.com)

| | |
|----------|------------------------------------|
| 8-21-09 | JOINT PLANNING COMM. STUDY SESSION |
| DATE | ADDITIONS AND/OR REVISIONS |
| DESIGNED | LRA |
| DRAWN | MTM |
| CHECKED | LRA |
| APPROVED | LRA |

**CITY OF
TROY
INTERMODAL
TRANSIT FACILITY**

**CANOPY SITE LAYOUT,
AND SECTION**

| | |
|-------------------------|-------------------------------|
| HRC JOB NO. 20090078 | SCALE 1/8"=1'-0" |
| DATE AUGUST 2009 | SHEET NO. A-5 OF |

Michigan Construction News

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Troy/Birmingham Transit Center May Get Underway Soon

Final elements of the design of the new Troy/Birmingham transit center are to be negotiated during a joint study session by the two cities slated for Tuesday, July 27th.

The meeting is to take place at Troy city hall. If successful, project approval may come as early as August 4th. The project has been in planning stages since 2008.

The train, bus, and taxi facility is to be built on a four acre site behind the Midtown Square mixed use development project at Coolidge and Maple roads in Troy. A pedestrian tunnel is to connect it to a railroad platform covered by a canopy in Birmingham. The effort is part of an agreement reached with its developer, Grand-Sakwa.

Current project estimates are pegged at approximately \$9 million, which includes \$2 million for the transit building and the rest for related structures.

July 20, 2010



Snytco Inc.

-30-

From: "adthimm@att.net" <adthimm@att.net>
To: <Jecker@ci.birmingham.mi.us>
Date: 7/18/2010 9:11 AM
Subject: TRANSIT CENTER MTG. 7/27/10

Chairman Boyle & Planning Board Members,

It is my opinion that an elongated version of the "bus stop" waiting area we currently have for train passengers would be substandard, not user-friendly, and definitely not what we would like to see that announces "This Is Birmingham"! I find it unusual that the Board has not addressed it's design and the fact that it does not adequately provide protection from the elements.

There will be many passengers, particularly Birmingham residents, who will choose to depart and also arrive without going to the "Transit Center" at all. As they do now, they will be able to park or get dropped off on the Birmingham side and await the train. The elderly, disabled, and those with young children in strollers may choose not to navigate the tunnel, steps, ramps and whatever else. The energy and time needed may not be available. A comfortable waiting area on the Birmingham side of the tracks needs to be further discussed because a "bus stop" is not the answer.

It seems to me that there is no reason for the design of a waiting area on the Birmingham side to mirror or match what is built on the Troy property. Perhaps a small building with HEATING and cooling, a public telephone for emergencies, and rest room(s) could be a building of brick and designed to mirror our old train station - now Big Rock. Certainly, we need to consider the architecture we have in Birmingham which does not reflect what is in the city of Troy. We can't design or determine what the actual Center in Troy will be, other than our suggestions, but we have total control (within what is budgeted) of what Birmingham will have.

Having experienced a miserable wait in our "bus stop" with more than thirty others who nearly froze to death waiting for a train which never came, I must emphasize the need for heat! No matter how long passengers and those who wait to pick up passengers need to be in our waiting area, they deserve to be comfortable and have protection from all weather elements. We need much more than a cold plastic bus stop with a pretty roof.

An attendant at some point will most likely be hired for the Center as will cleaning and landscape crews to maintain the grounds and building. Along with utilities, repairs that become necessary, and general upkeep, the monthly expense has not been determined or estimated. Since Birmingham is only allowed suggestions and no vote on what is built in Troy, it would be difficult to agree that Birmingham tax dollars should be allocated to support it in my opinion. We have significantly contributed to this project. Without our agreement to construct a tunnel, there would be no Transit Center built in Troy.

Alice Thimm

Birmingham Resident