DOWNTOWN DEVELOPMENT AUTHORITY

Regular Meeting Agenda

August 18, 2010
7:30 AM in the Lower Level Conference Room
Troy City Hall
500 West Big Beaver Road, Troy, MI 48084
(248) 524-3330

I. Call to Order

II. Roll Call

III. Approval of Minutes from April 16, 2010

IV. Old Business

V. New Business

A. Contract Addendum No. 1, Contract 08-4 – Rochester/Big Beaver Intersection and Park
B. Big Beaver Design Guidelines

VI. Public Comment

VII. Member Comment

VIII. Adjourn

The next DDA scheduled meeting date is September 15, 2010.

John Szerlag,
Executive Director

DDA\2010 Agendas and Minutes\08.18.10 Agenda

Downtown Development Authority Minutes – Draft **April 21, 2010**

A meeting of the Downtown Development Authority was held on Wednesday, April 21, 2010 in the Lower Level Conference room, City Hall, 500 W. Big Beaver, Troy, Michigan. Alan Kiriluk called the meeting to order at 7:30 a.m.

Present:
David Hay
Michele Hodges
Larry Keisling
Alan Kiriluk
P. Terry Knight
Dan MacLeish
Ernest Reschke
Douglas Schroeder (Arrived @ 7:33)
G. Thomas York

Absent:
Stuart Frankel
William Kennis
Louise Schilling
Harvey Weiss

Also Present:
John Szerlag
John Lamerato
Mark Miller
Lori Bluhm
Nino Licari
Brent Savidant
Zak Branigan

Minutes

Resolution: DD-10-01
Moved by: MacLeish
Seconded by: Hay

RESOLVED, That the minutes of the December 16, 2009 regular meeting be approved.

Yeas: All (8)
Absent: Frankel, Kennis, Schilling, Schroeder, Weiss

Old Business

None.

New Business

A. Big Beaver Design Guidelines

Zack Branigan of Carlisle/Wortman Associates, Inc. presented the draft of the design guidelines that correspond with the Big Beaver Corridor Study. There will be a joint meeting of the Planning Commission and the Troy Downtown Development Authority Board scheduled in the future.

B. Planning Department Report

Brent Savidant updated the board on two notable projects:

1. Ocean Prime addition
2. Spa Renaissance new-medical office

C. Monthly Financial Report

Received and filed.

D. Proposed 2010/11 Budget

Resolution: DD-10-02
Moved by: Reschke
Seconded by: York

RESOLVED, That proposed 2010/11 Budget be approved and forwarded to City Council for approval.

Yeas: All (9)
Absent: Frankel, Kennis, Schilling, Weiss

Public Comment

None.

Member Comment

None.

This meeting was adjourned at 8:45 a.m.

Next Meeting: May 19, 2010 at 7:30 a.m. in the Lower Level Conference Room, City Hall.

JML/bt\g\my documents\DDA\minutes and agendas\Draft Minutes of 04.21.10

DDA ACTION ITEM

August 10, 2010

TO: John Szerlag, Executive Director, Downtown Development Authority

FROM: Mark F. Miller, Acting Assistant City Manager/Economic Development Services
Steven J. Vandette, City Engineer

SUBJECT: Contract Addendum No. 1, Contract 08-4 – Rochester/Big Beaver Intersection and Park
Division I : Intersection Improvements and Park Grading
Division II: Park Construction and Park/Right of Way Landscaping

Background:

- The DDA resolution awarding the $1,367,341.17 contract for the Rochester/Big Beaver Intersection and Park project provided for a 10% contingency, which is standard for city projects.
- This contingency is generally used to cover the cost of unforeseen work items and to cover the cost of any actual pay item quantities that end up higher than the estimated contract quantities.
- The 10% contingency cannot be exceeded and payment to the contractor cannot be made without DDA approval.
- The amount exceeding the 10% contingency on this project is $5,568.22 or approximately 0.4% over the 10% limit.
- A major new item of work that forced the contingency to exceed the limit were two storm water treatment structures totaling $42,537.99 that were required by the Water Resources Commissioner (WRC) for Oakland County. This item was being disputed with the WRC prior to and after the project contract was awarded. The permit that was finally issued while the project was already underway required the treatment structures, which treats storm water discharged to the County's drain from the detention pond adjacent to the fire station.
- The project was completed in June, 2010 and the contractor was paid up to the 10% limit. Final payment of $5,568.22 is pending DDA approval.

Recommendation:

- It is recommended that the Downtown Development Authority approve Contract Addendum No. 1 in the amount of $5,568.22 for the Rochester/Big Beaver Intersection and Park Improvements project, Divisions I & II to Angelo Iafrate Construction Co., 26300 Sherwood, Warren, MI 48091.

Addendum No. 1 - Contract No. 08-4 – Rochester/Big Beaver Intersection and Park Project

RESOLVED, that Addendum No. 1 to Contract No. 08-4, Rochester/Big Beaver Intersection and Park project, is hereby approved to Angelo Iafrate Construction Co., 26300 Sherwood, Warren, MI 48091 in the amount of $5,568.22 and final payment is hereby authorized.

Contract Status

DDA Resolution #DDA-09-07

8/11/2010 4:37 PM

FieldManager 4.5a

Contract: _08-4, Rochester/Big Beaver Intersection & Park Improvement

Contract ID: _08-4 **Spec Year:** 09

Contract Description: Rochester/Big Beaver Intersection & Park Improvement

Awarded Contract Amount: $1,367,341.17
Current Contract Amount: $1,509,795.59
Amount Paid To Date (FM): $1,509,795.59
Amount Paid To Date (CAS):
Total Unpaid Placed Dollar Amt: $0.00
% Complete (awrd): 110.42%
% Complete (curr): 100.00%

Net Change Amount (Auth): $142,454.42
Net Change Amount (Pend): $0.00
Total Net Change Amount: $142,454.42
Net Change Pct (Auth): 10.42%
Net Change Pct (Pend): 0.00%
Total Net Change Pct: 10.42%

Location: Rochester / Big Beaver Intersection
Route:

Project Engineer: Michael C. MacDonald, P.E.
Resident Engineer: Steven J. Vandette, P.E.
Managing Office Manager:
Managing Office: HRC
Managing Office Comments: Rochester / Big Beaver Intersection
Prime Contractor: ANGELO IAFRATE CONSTRUCTION COMPANY
Prime Contractor Vendor Id: 00929
Contractor Address:

City: **State:** **Zip Code:**

Notice To Proceed Date: 4/1/2009
Construction Started Date: 7/7/2009
Closed To Traffic Date:
Open To Traffic Date:
All Contract Work Completed: 4/29/2010
Traffic Comments:

Work Type:
Create Electronic Files: No
Standalone Contract: No
Contract Closed: Yes
View IDR's for 180 days

Federal Number:
District: 0

Project	Status	Control Section
07.107.04	CNST	

Item Types

Type	Authorized Amt	% of Contract (auth)	Pending Amt	% of Contract (pend)	Total Auth/Pend Amount	% of Contract (auth+pend)
Extra	62,493.33	4.14%	0.00	0.00%	62,493.33	4.14%
Regular	1,447,302.25	95.86%	0.00	0.00%	1,447,302.25	95.86%
Totals	$1,509,795.58	100.00%	$0.00	0.00%	$1,509,795.58	100.00%

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

605 S. Main, Suite 1
Ann Arbor, MI 48104
734-662-2200
fax 734-662-1935

6401 Citation Drive, Suite E
Clarkston, MI 48346
248-625-8480
fax 248-625-8455

MEMORANDUM

TO: Troy Downtown Development Authority

FROM: Zachary Branigan, LEED AP, AICP

DATE: August 13, 2010

RE: August 18, 2010 Meeting

We have completed a draft of the Troy Downtown Development Authority Design Guidelines for your review. This document contains guidelines and images that you have reviewed previously, many of which have been edited based on your feedback since the project began. The draft also includes new language describing many of the elements of the document, the history of the project, its function, use, and basis.

The draft document is designed to be printed in landscape format, two-sided, as many of the pages are laid out to function as a two-page spread. There will be hard copies provided for the meeting.

On Wednesday, we will be prepared to discuss the draft you are being provided in advance. It is our goal to review the draft document and plan the final approval process.

Thank you. Please do not hesitate to contact us with any thoughts, ideas, or concerns. We look forward to seeing you next week.

CARLISLE/WORTMAN ASSOCIATES, INC.
Zachary G. Branigan, LEED AP, AICP
Associate

City of Troy

Downtown Development Authority

Design Guidelines

DRAFT 8.13.2010

City of Troy

Downtown Development Authority

Design Guidelines

Mayor

Louise E. Schilling

City Council

Wade Fleming, Mayor Pro-Tem
Robin E. Beltramini
Martin Howrylak
Mary Kerwin
Maureen McGinnis
Dane Slater

Planning Commission

Chair
Michael W. Hutson

Members
Don Edmunds
Mark Maxwell
Philip Sanzica
Robert Schultz
Thomas Strat, AIA
John Tagle, AIA
Lon M. Ullmann
Mark Vleck

Downtown Development Authority

Chair
Alan Kiriluk

Members
Stuart Frankel
David Hay
Michele Hodges
Larry Keisling
William Kennis
P. Terry Knight
Daniel MacLeish
Ernest Reschke
Louise Schilling
Doug Schroeder
Harvey Weiss
G. Thomas York

City Manager

John Szerlag

Assistant City Manager/Economic Development Services

Mark Miller, AICP, PCP

Assistant City Manager/Financial Administration

John Lamerato

Information Technology Department

Gert Paraskevin, I.T. Director
Alex Bellak, GIS Administrator

Planning Department

Brent Savidant, AICP, PCP, Acting Planning Director
Kathy Czarnecki, Secretary

City Planning Consultant

Carlisle/Wortman Associates
Ann Arbor and Clarkston, Michigan

Additional Assistance Provided By

Grissim Metz Andriesse Associates
Northville, Michigan

Damian Farrell Design Group, Ann Arbor, Michigan

This Document was adopted
by the City of Troy Downtown Development Authority on
MONTH DATE, 2010

This Document was adopted
by the City of Troy Planning Commission on
MONTH DATE, 2010

Introduction

The Big Beaver Design Guidelines were developed to bridge the gap between the Big Beaver Corridor Study, the City of Troy Master Plan, Troy Vision 2020, and the City of Troy Zoning Ordinance. This document details more specifically what elements are critical to the implementation of the goals and objectives laid out in these documents. The Guidelines first describe large scale, "big picture" elements, such as general site layout, access, and building scale. Second, the Guidelines provide more prescriptive standards for site planning details, street and streetscape elements, and architectural components.

There are two primary goals of the document. The first is the establishment of a consistent, adopted set of guidelines to provide direct, immediate guidance for developers and redevelopers in the City of Troy. This will greatly benefit all parties in that the development community will not be left to guess as to what elements are more or less favorable to the decision-making bodies of the City, and the staff and officials of the City will have a document which reflects a consensus on these matters. In short, the guidelines will make the entitlement process more efficient, more predictable, and more successful on all fronts.

The second goal of the Guidelines document is to provide a basis for the development of a regulatory framework for a form-based code for the Big Beaver Corridor. The comprehensive City of Troy Zoning Ordinance rewrite project has been conducted concurrently with the creation of this document, and has informed the detailed

requirements that have been drafted for the Ordinance. The Ordinance will legislate many of the hard and fast rules for development and redevelopment in the area, while the Guidelines will help with the details. The main, underlying recommendations of the Guidelines and the regulations of the Ordinance will be consistent with one another.

History of the Project

As noted above, this document was created to help implement the Big Beaver Corridor Study, which was adopted as part of the City of Troy Master Plan in 2008. At that time, it was determined that the Study, while an excellent big-picture document that provided a visionary future for the Corridor, needed additional support to adequately serve its purpose. These Guidelines represent that additional support. Work began on the Design Guidelines in 2008, and has been ongoing in a series of efforts until its adoption in 2010. The Downtown Development Authority funded the project, while oversight and adoption authority of the final product is shared between the DDA and the Planning Commission. Both parties were involved regularly in the review of the Guidelines.

The Big Beaver Corridor Study

In the Troy Master Plan, it states that the Big Beaver Corridor "...is responsible for the first impression many people have throughout Michigan when they think of the City of Troy. The high-rise

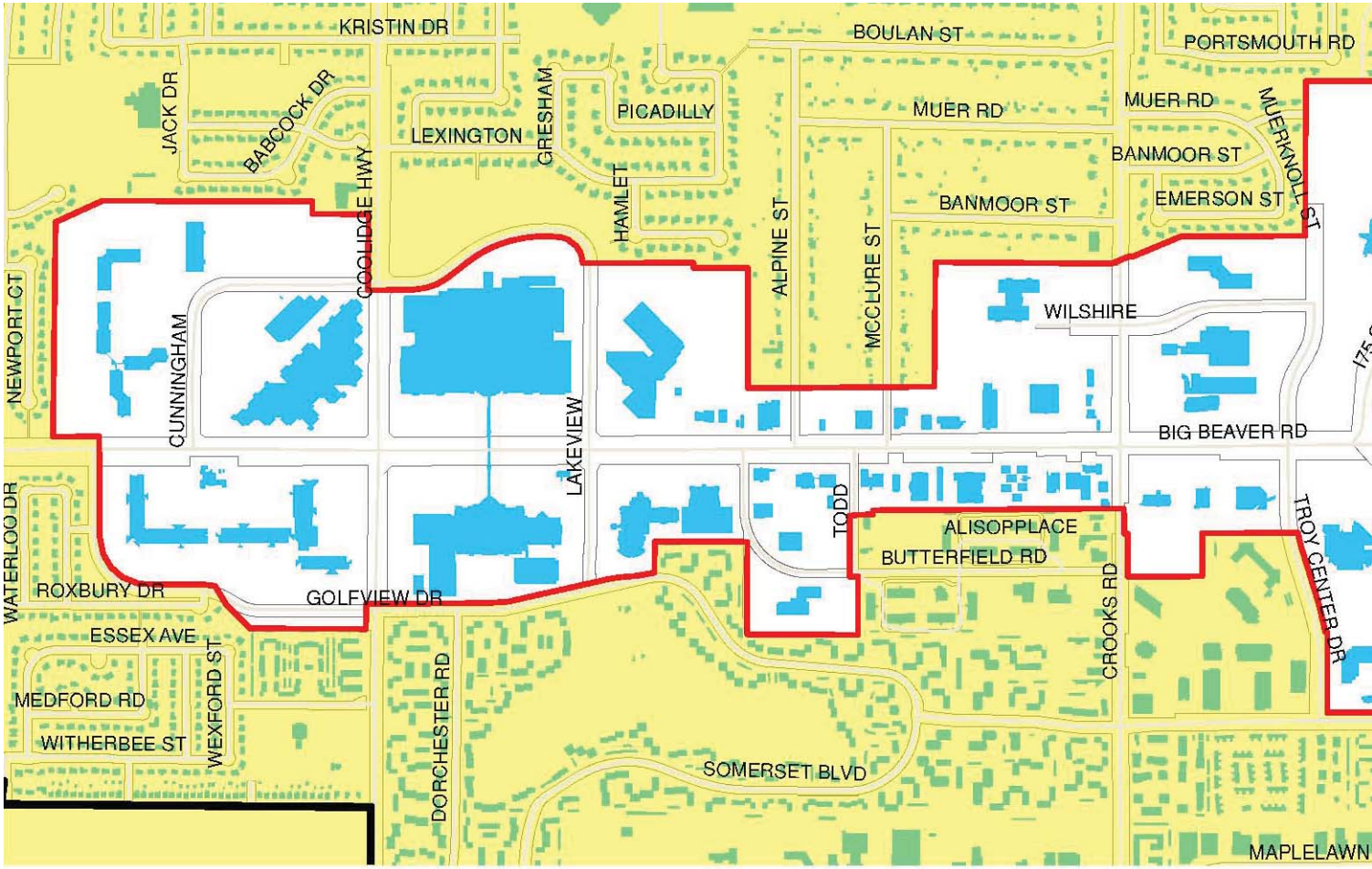
buildings, Somerset Collection, and its immediate proximity to I-75 are frequently the main elements visitors remember about the Corridor and the City. In order to remain competitive and continue to be a leader in economic development in Southeast Michigan, Troy must plan for this Corridor to evolve in light of a changing economy."

Therefore, the City developed the Big Beaver Corridor Study. The key concept areas of the Big Beaver Corridor Study are:

- Gateways, Districts and Transitions
- Trees and Landscape as Ceilings and Walls
- Walking Becomes Entertainment - Much to Observe & Engage In
- Mixing the Uses Turns on the Lights - Energetic Dynamic of Mixed Uses with a Focus on Residential
- The Automobile & Parking are No Longer #1.
- Civic Art as the Wise Sage of the Boulevard

It goes on to state that the Study provided a comprehensive analysis of the existing and potential characteristics. It supports the concept that the planned future land uses in the Big Beaver Corridor must be mixed-use, to allow for a wave of new residential development and the redevelopment of individual sites to make a more meaningful contribution to the quality of life of the City. The main difference between the various mixed-use districts planned in the Study is building height, but also other characteristics, which this document will clarify.

City of Troy
DDA



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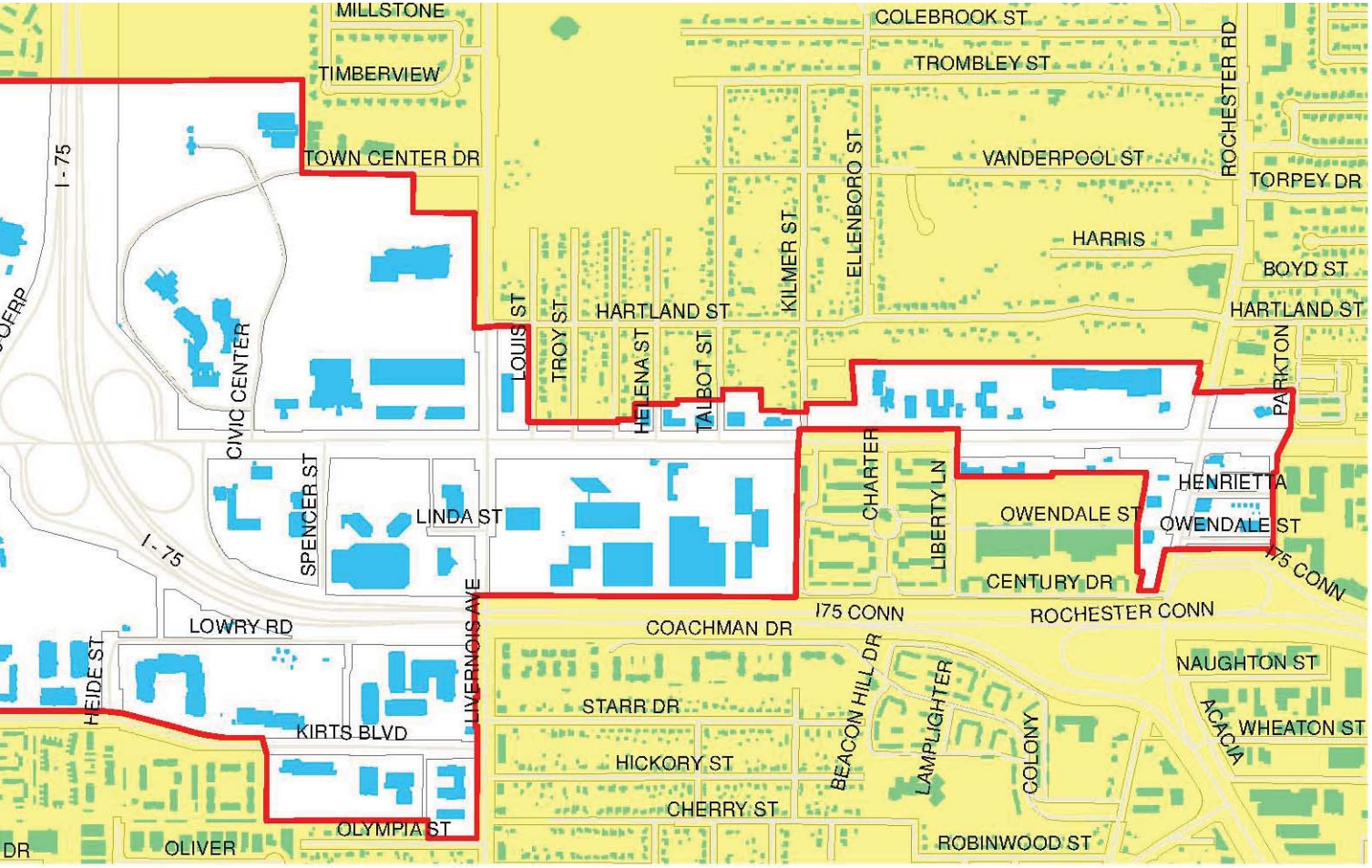


Basemap Source: Oakland County Planning

Downtown District Authority

- DDA Boundary
- Areas Outside DDA
- Building Footprints

Development Guidelines: Described

The first components of the Design Guidelines are primarily concerned with the "big picture" urban form elements on which little negotiation should be considered. These factors include building size, relationships with other buildings and the street, and a building's location on the site.

Regardless of the architectural style of a proposed project, these topics are a starting point for site designers. They are critical to establish the building relationships and outdoor spaces envisioned within the Big Beaver Corridor Study. Building consensus on these main factors will allow the DDA, Planning Commission, and City Council to uniformly apply similar principles across the board within the DDA.

The more specific design elements for streets and sites represent a "focusing" of the DDA's lens on more physically prescriptive elements of development and more specific site design factors. These standards set the bar for site and architectural design elements and are meant to provide designers with a menu of options. These options communicate to the designer what level of material quality is appropriate in a given area, for instance, but may not necessarily prescribe any one particular material, color, or architectural style.

The Design Guidelines address site amenities and elements like waste receptacles, fences, planters, banners, flagpoles, water fountains, street cafes, retaining and screen walls, and street furniture.

While not intended to prescribe any one make or model of any site amenity, the Design Guidelines provide the rules under which a designer should select their proposed elements.

How will this document be used?

This document contains many design guidelines and standards. It covers the entire Downtown Development Authority, although there are many different types of development in the area. The Corridor itself is varied with high-ride office, shopping centers, stand alone retail and restaurants, and even converted single-family homes. This complex environment led the development of the unique approach of this document.

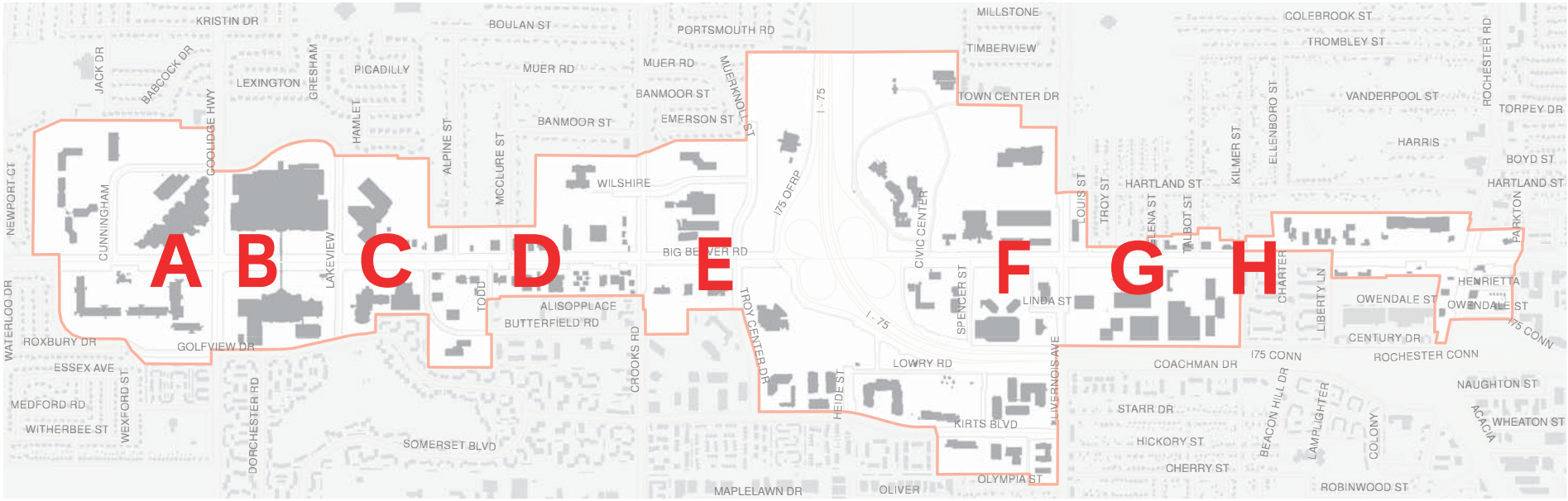
The Guidelines provide specific information for each site in the DDA, depending on what type of site the project is on, and what type of roadway it is adjacent to. In order to find what sections apply to a particular property, one must first select their site on the Site Types Map and determine their site type. Then looking at the Street Types Map, the owner can identify if they are on a Primary Corridor, Arterial, etc. Once a user has the site and street type, they can simply look up those pages in the table of contents that describe the site and street design guidelines for that site and street type and essentially ignore the rest.

After each site and street types section, there are a series of pages detailing more prescriptive elements that effect a site's development. These apply to all properties that are on the site types or street types covered by these detailed elements.

Finally, this document provides guidelines on structure types. Depending on the desired building type, one of five structure type guideline sets can be applied to a project.

Existing Conditions

One the following page is a graphic which shows how varied the development pattern is along the Big Beaver Corridor. The scope and scale of project go from very small, to regionally prominent. The building front to building front span can be as wide as 700 feet, or as narrow as 300 feet, with buildings of differing heights on either side. This is but one example of the challenges of the existing Big Beaver Corridor, and why this document comprehensively addresses what goes on within the right-of-way (streets), what goes on in the private realm (sites), and what goes vertical (structures).

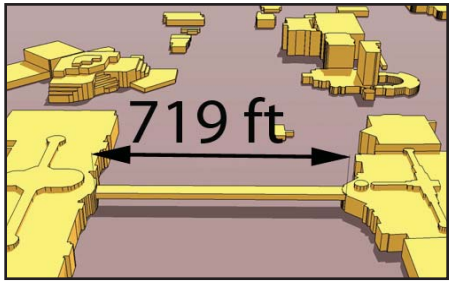


Basemap Source: Oakland County Planning

DDA Distances Between Buildings

A

B



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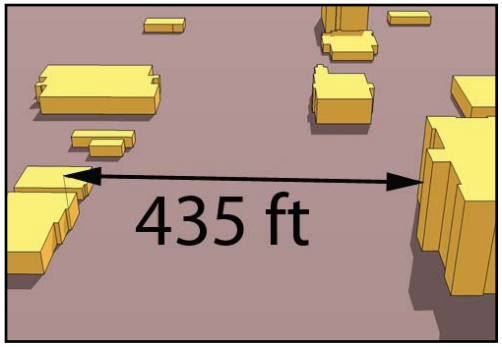

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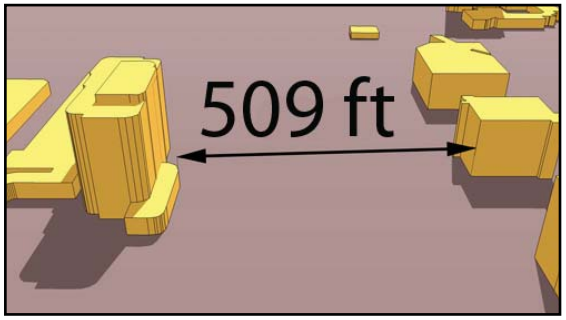

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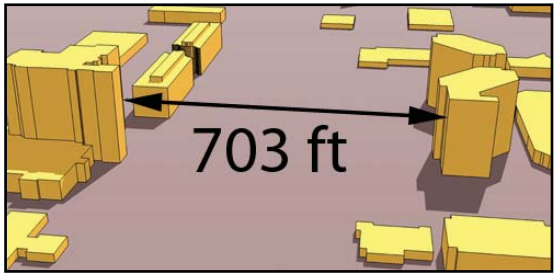

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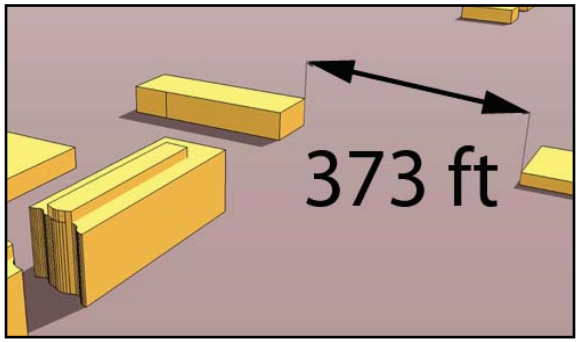

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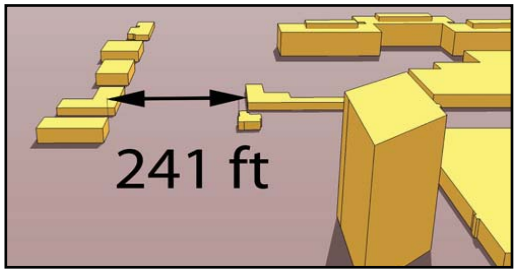


This document identifies five street types, four of which are the subject of design guidelines. Only local, residential streets are not provided with a set of guidelines, due to the small and unique character of these streets. The main thoroughfare Big Beaver Road, is split into two categories, Primary Corridor A and Primary Corridor B. The main difference between the two is the presence of an access drive in Primary Corridor A; an extended pedestrian pathway characterizes Primary Corridor B.

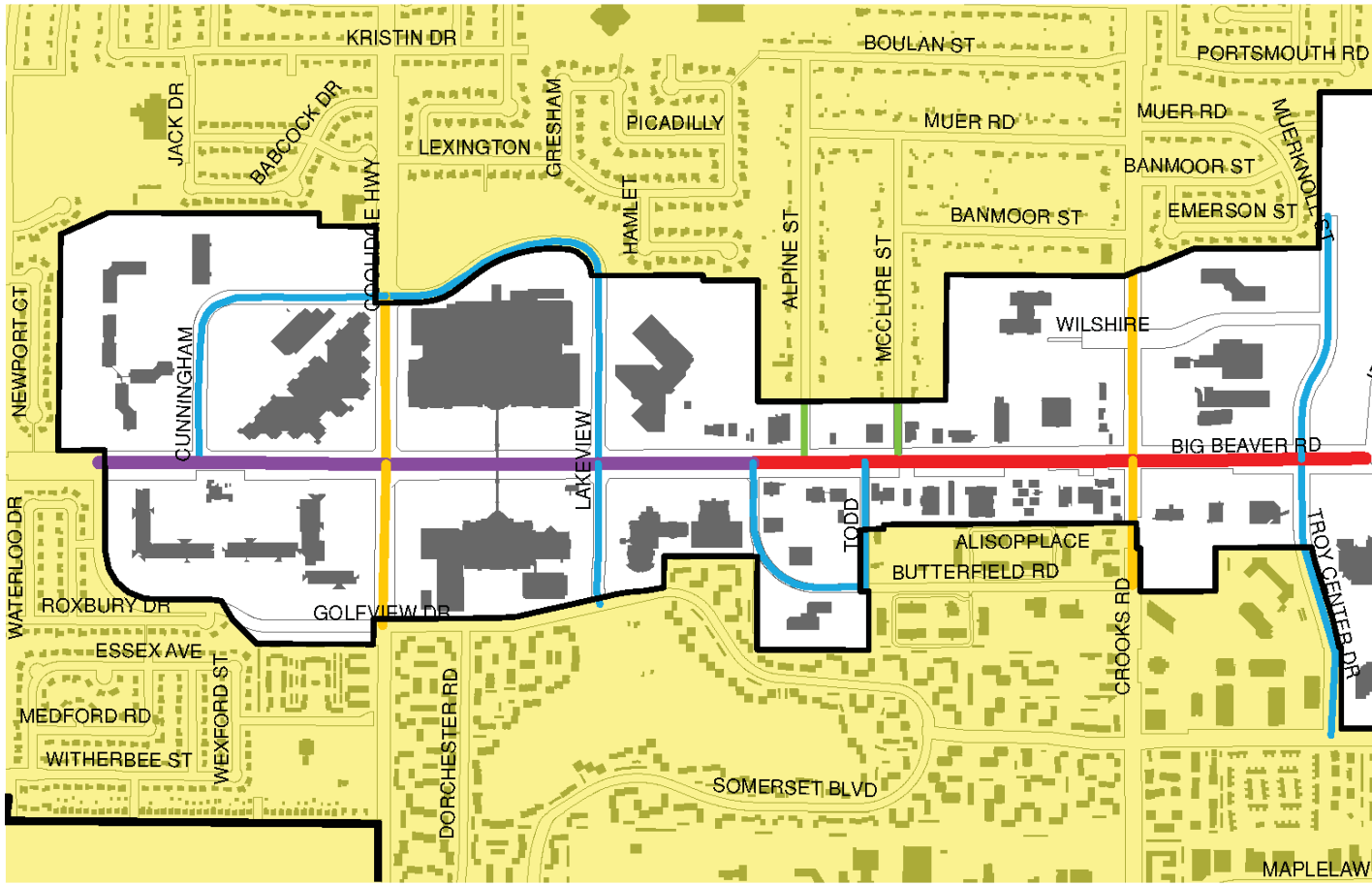
The other remaining streets are labeled Arterial or Collector, based on their widths, function, and long-term potential. These two street types have their own sets of guidelines as well.

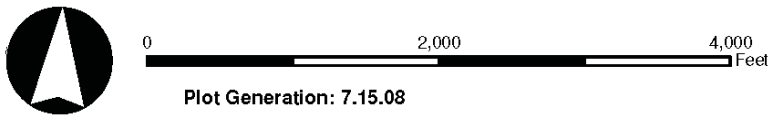
The map on the following pages is to be sued as a key when identifying which set of guidelines is applicable to a specific site.

The map is followed by the guidelines themselves each set of which have a section and overhead drawing, accompanied by a text description, on the first two pages. The following two pages contain a rendering and a more detailed section and plan-view illustration.

The first two street types are Primary Corridor A and Primary Corridor B. Their guidelines are followed by a series of ages describing the specific design elements of various, more prescriptive components of streetscape design.

City of Troy
DDA





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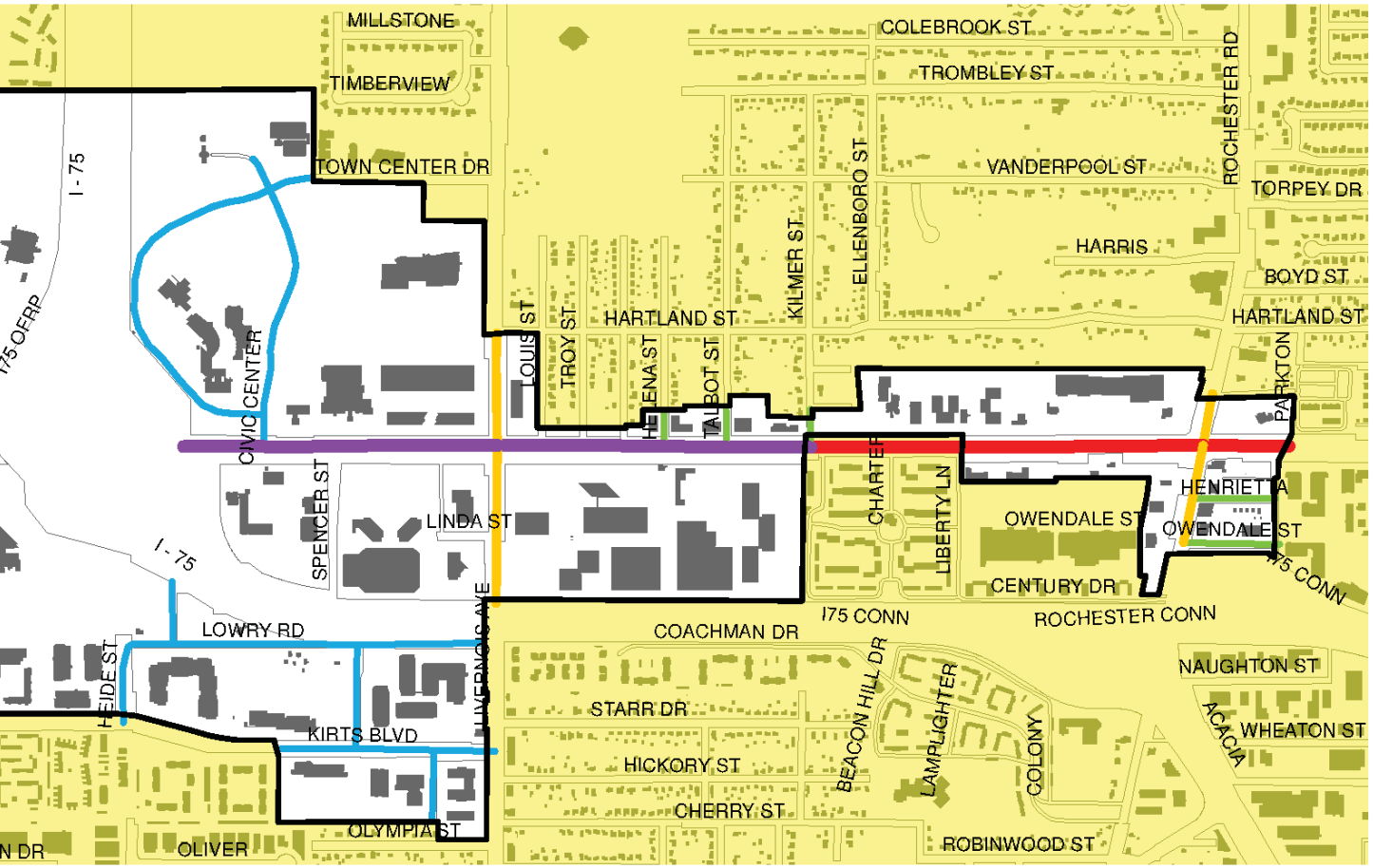


Basemap Source: Oakland County Planning

DDA Street Types

- Primary Corridor A
- Primary Corridor B
- Arterial
- Collector
- Residential Local
- DDA Boundary
- Areas Outside DDA
- Building Footprints

STREETS PRIMARY CORRIDOR 'A'
204' ROW

Reflects all major components of the "World Class Boulevard"

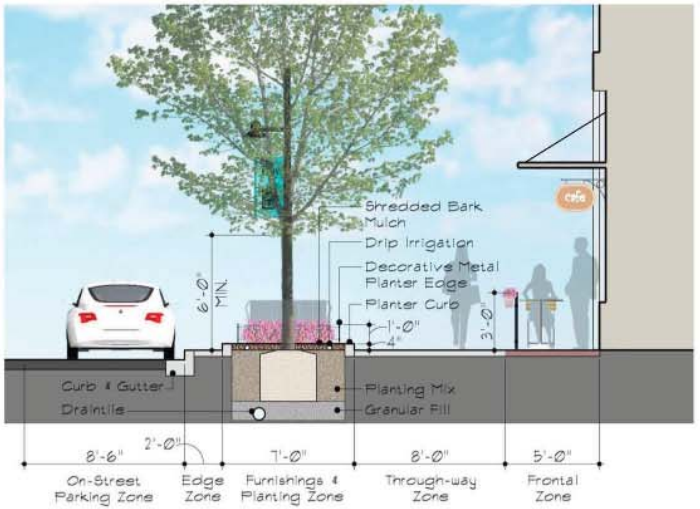
- **Service drives with parallel parking**
- **Wide pedestrian walkways, amenities**
- **Large tree allees, lighting, graphics, pocket parks, public squares, streetscape amenities**
- **Zero line building locations**
- **Mixed uses front corridor**
- **Highest density – Urban districts (city center)**

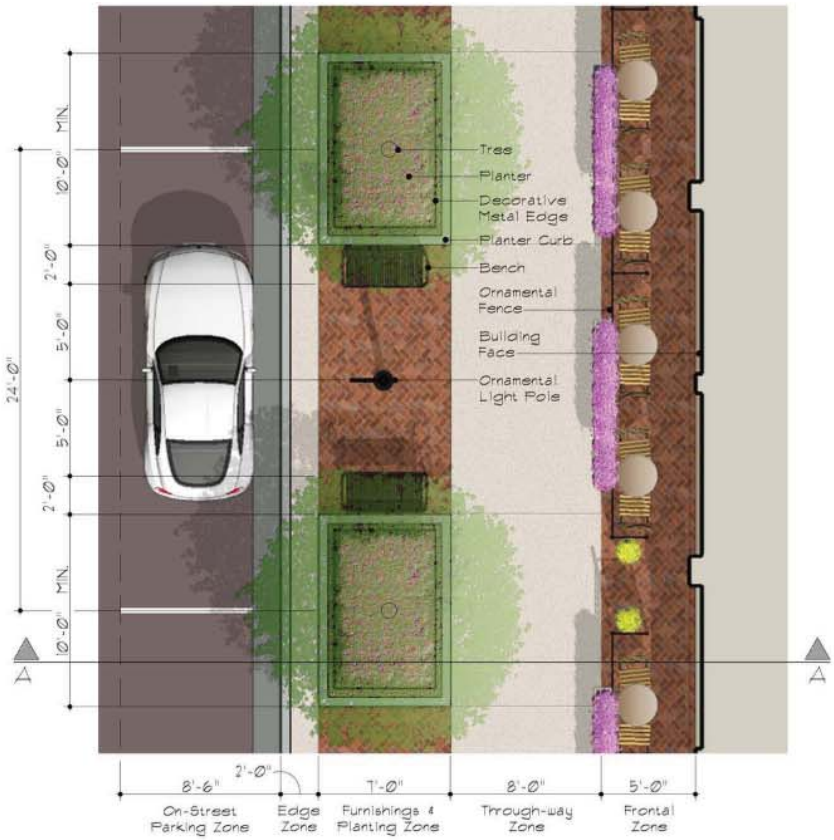
The Primary Corridor A category refers to portions of Big Beaver Road with the widest spacing between building fronts and in which service drives may potentially be implemented. The category is meant to reflect the "world class boulevard" characteristics established in the Big Beaver Corridor Study, and is used in the highest profile areas of the Big Beaver Corridor.

The portions of Big Beaver classified as Primary Corridor A will integrate features designed to accommodate through traffic and local traffic, will focus on gateways, and will enhance the Big Beaver Corridor experience. Together with Primary Corridor B, this category will reflect all the strongest and most prominent features proposed in the Big Beaver Corridor Study.

Strong landscaping regimens, pedestrian and traffic-scale lighting, effective signage, wide non-motorized pathways, and a complementary relationship with transit opportunities will make Primary Corridor A a distinguished area within the region.

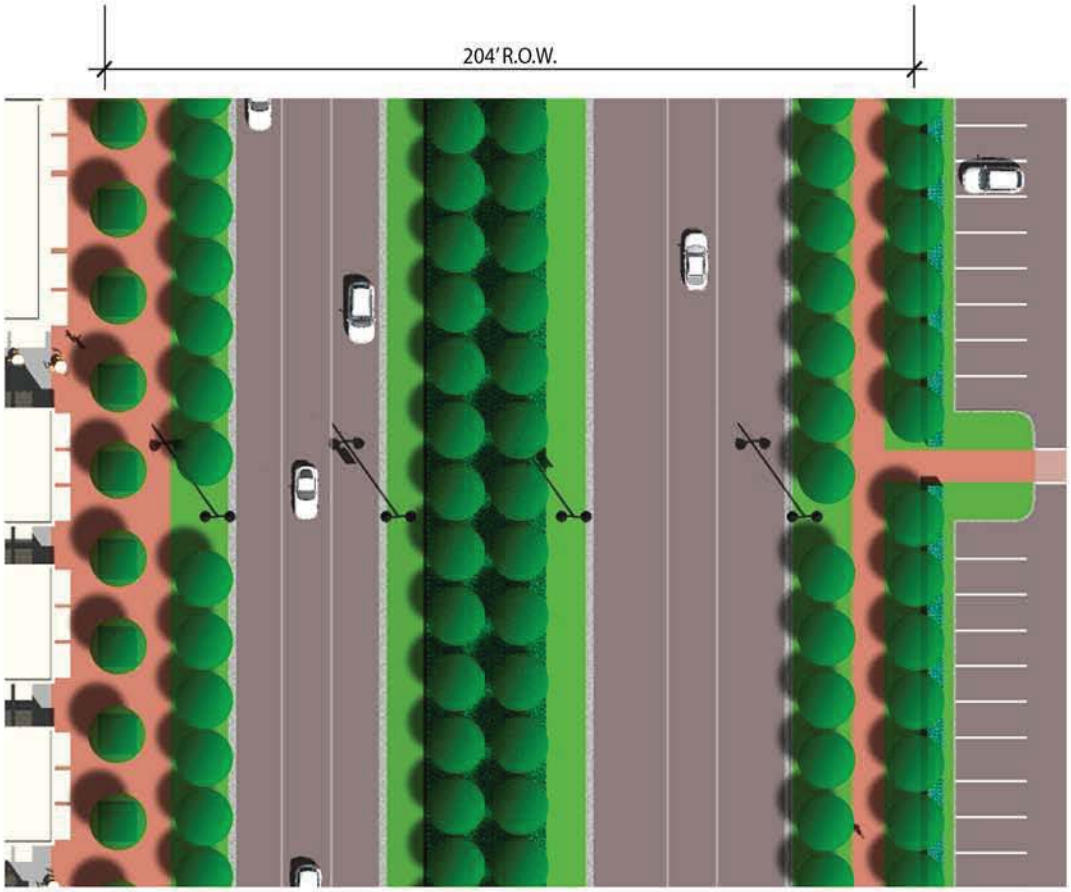
The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.





Primary Corridor 'A'

Streets Sites Structures



STREETS PRIMARY CORRIDOR 'B'

204' ROW

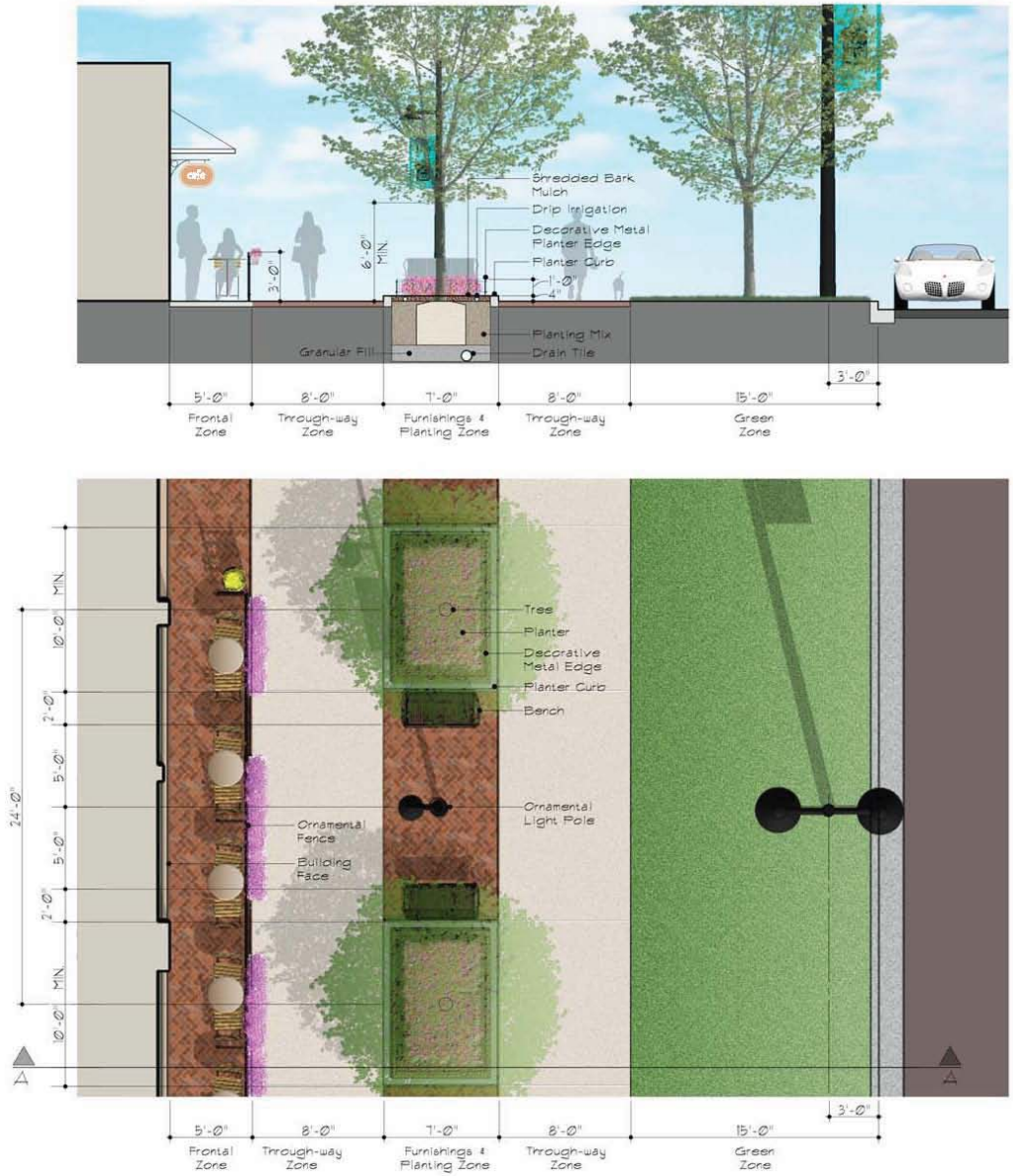
- Same as Primary Corridor A but without service drives
- Most of the featured amenities
- Lower profile (less urban)
- 8' wide walkways
- Gateways (e.g. Rochester/Big Beaver)
- Medium density less urban

The Primary Corridor B category refers to portions of Big Beaver Road with narrower spacing between building fronts and in which service drives will likely not be used. Like Primary Corridor A, the category is meant to reflect the "world class boulevard" characteristics established in the Big Beaver Corridor Study, but is used in lower profile areas of the Corridor than Primary Corridor A.

The portions of Big Beaver classified as Primary Corridor B will integrate features designed to accommodate through traffic and local traffic, will focus on gateways, and which will enhance the Big Beaver Corridor experience. Together with Primary Corridor A, this category will reflect all the strongest and most prominent features proposed in the Corridor Study.

Strong landscaping regimens, pedestrian and traffic-scale lighting, effective signage, wide non-motorized pathways, and a complementary relationship with transit opportunities will make Primary Corridor B a distinguished area within the region.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.



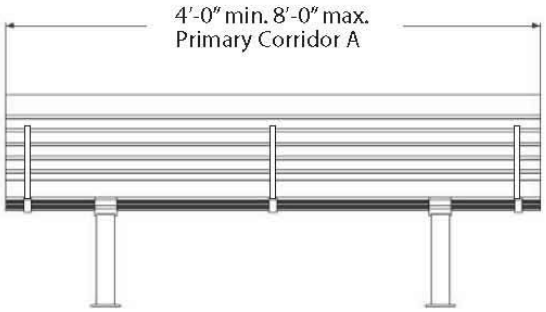
Primary Corridor 'B'

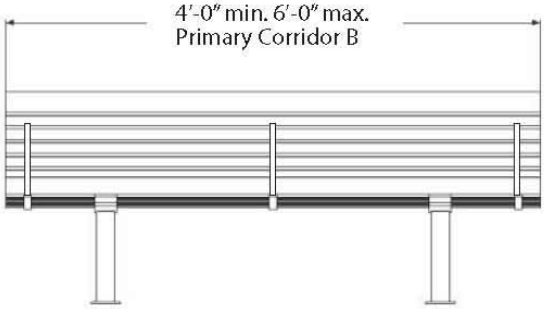
City of Troy DDA

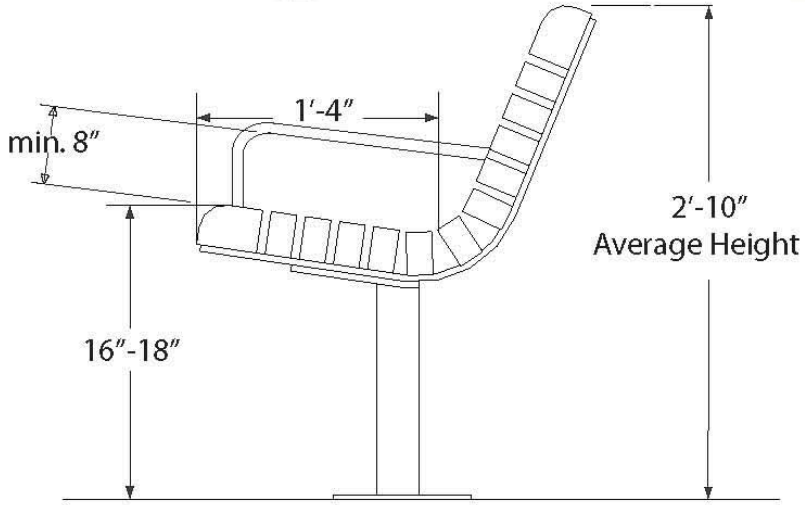
Amenities

Benches

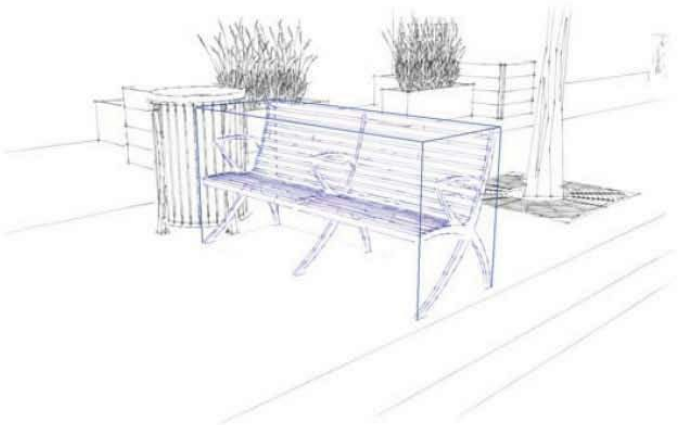
Style: Contemporary
Material: Metal, Recycled Plastic
Finish: Painted, Anodized, or Plastic Coated



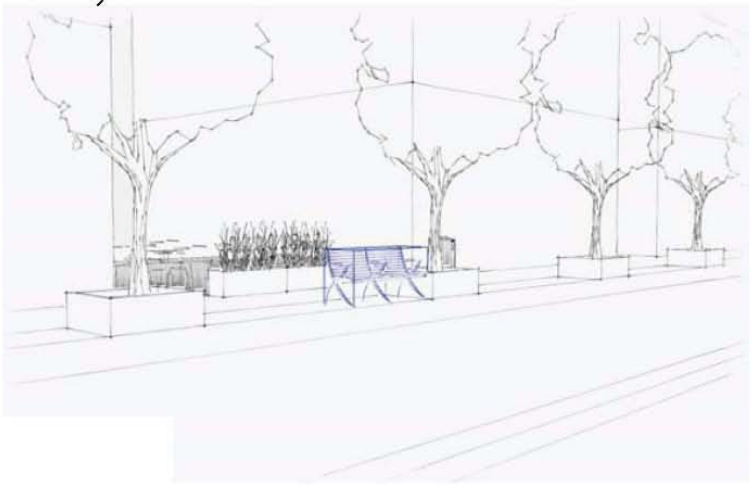




Primary Corridor A



Primary Corridor B

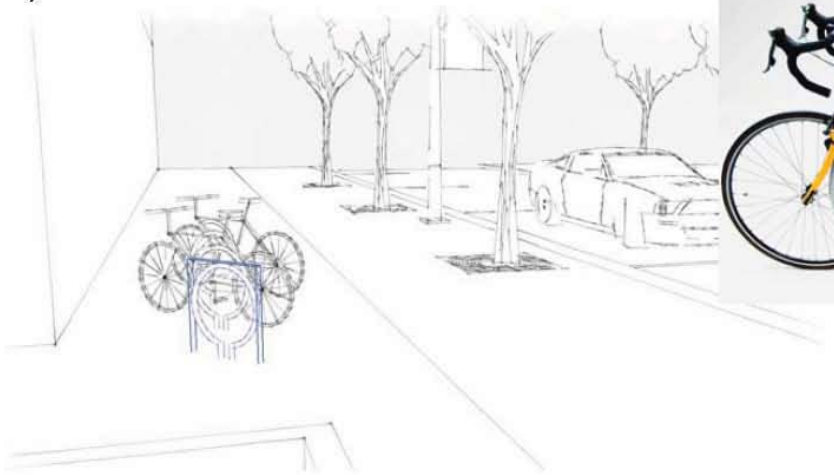


Amenities

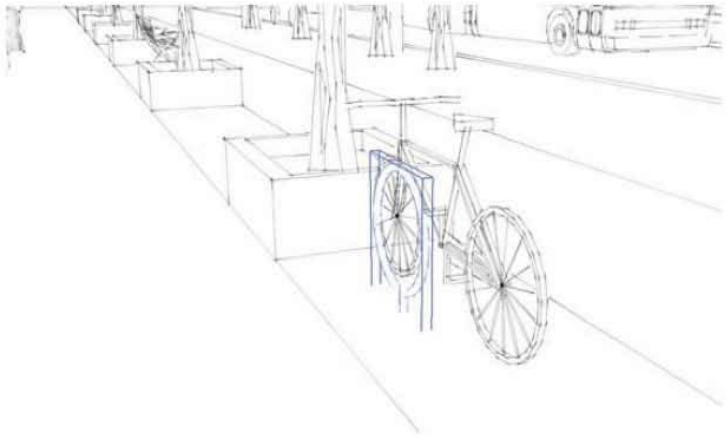
Bicycle Racks

Style: Contemporary
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Primary Corridor A



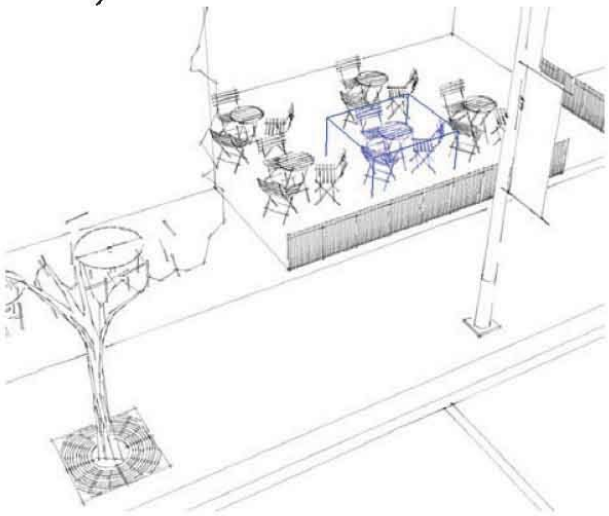
Primary Corridor B



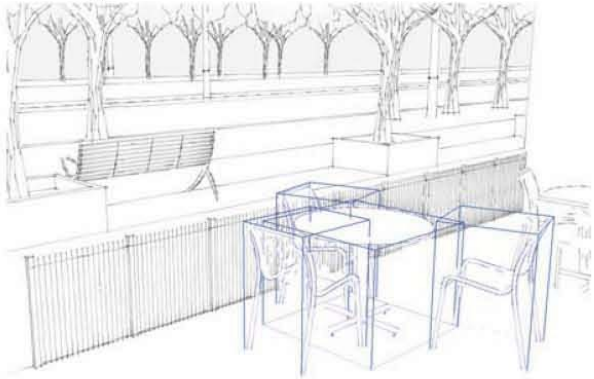
Amenities

Sidewalk Cafe

Primary Corridor A



Primary Corridor B

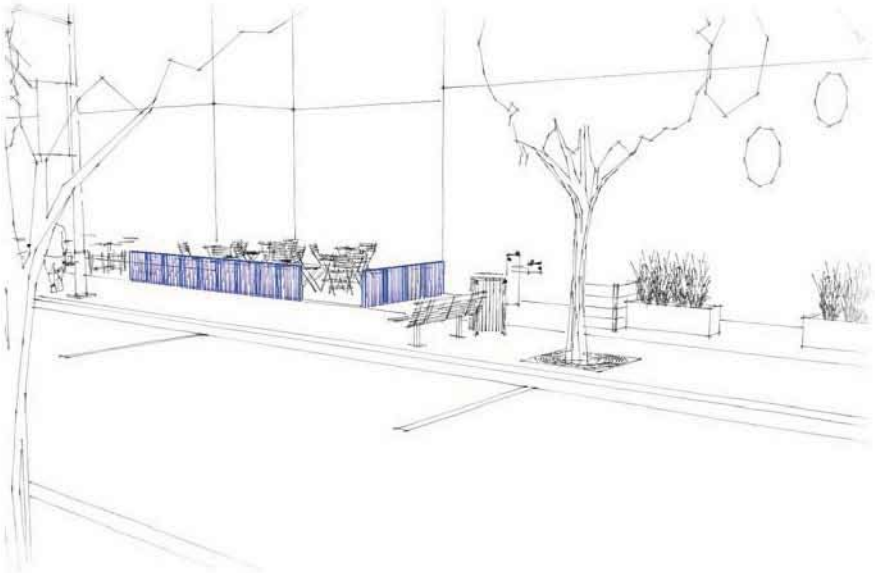


Amenities

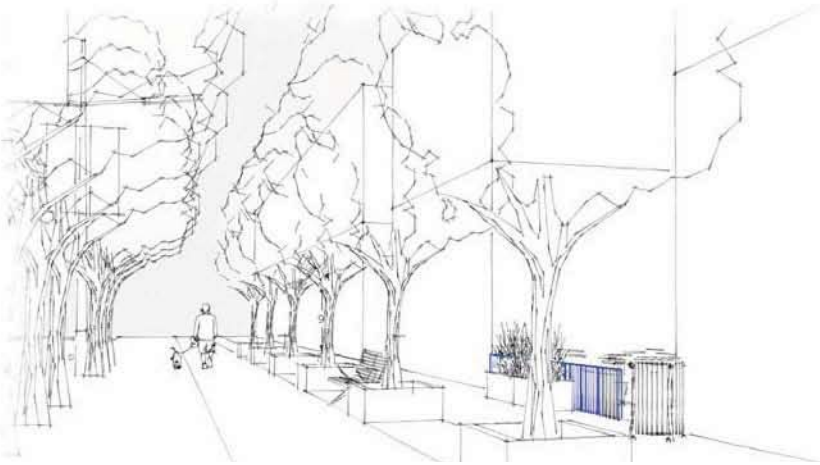
Fences

Style:
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Primary Corridor A



Primary Corridor B

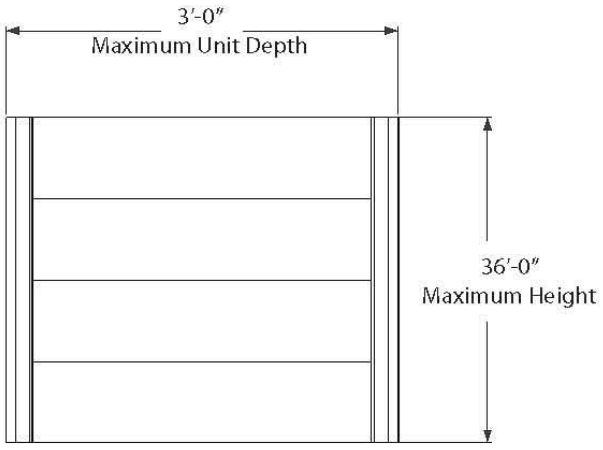


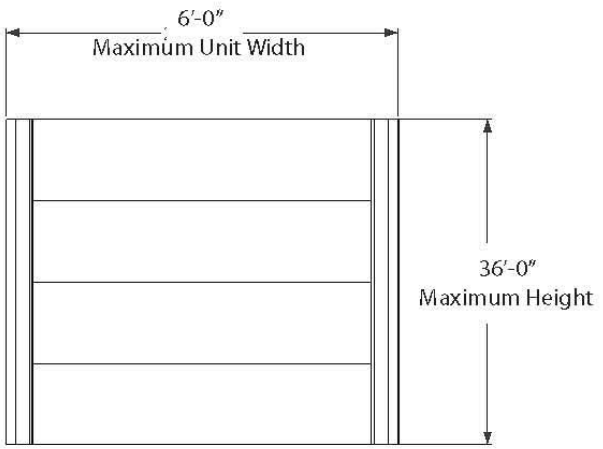
Amenities

Planters

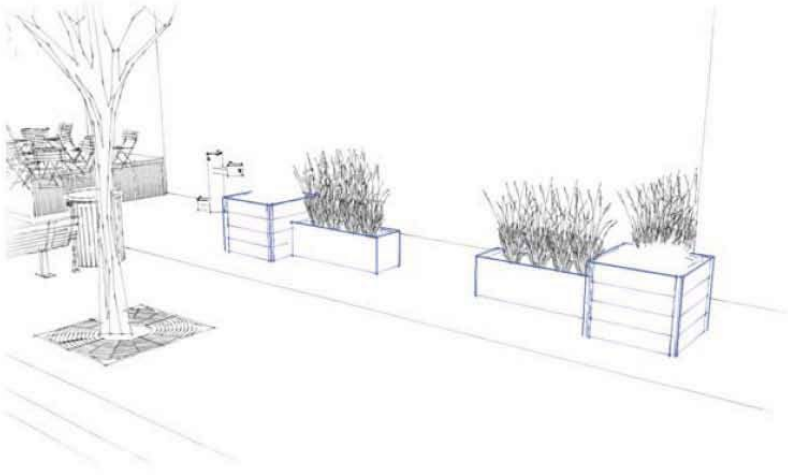
Style: Rectangular
Material: Metal, Recycled Plastic, Concrete
Finish: Painted, Anodized, Plastic Coated, Stained

The images shown are of products that emulate the look of wood. These are acceptable because of there increased durability and reduced need for maintenance.

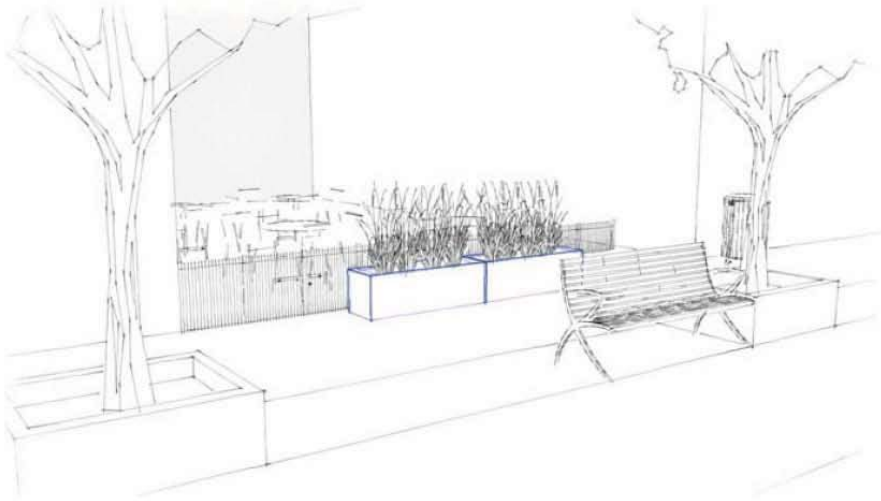




Primary Corridor A



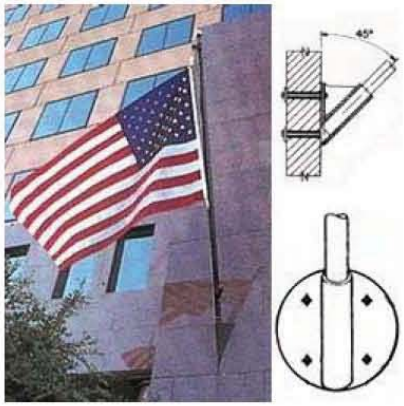
Primary Corridor B



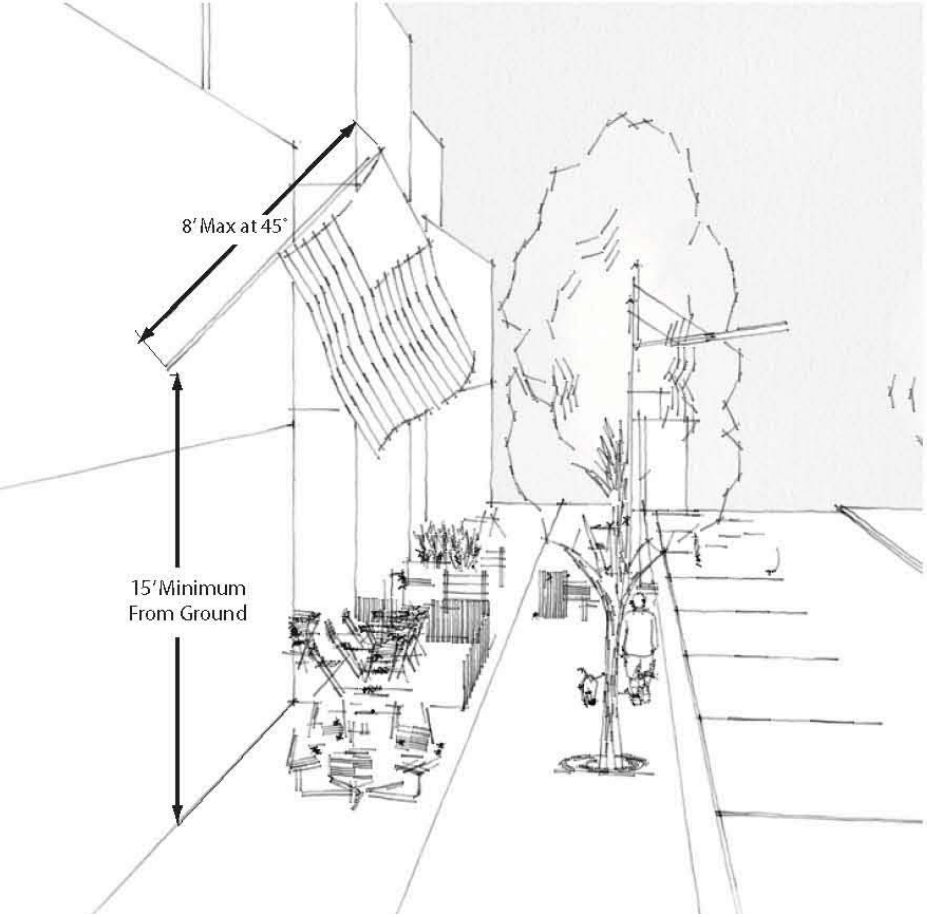
Amenities

Flagpoles

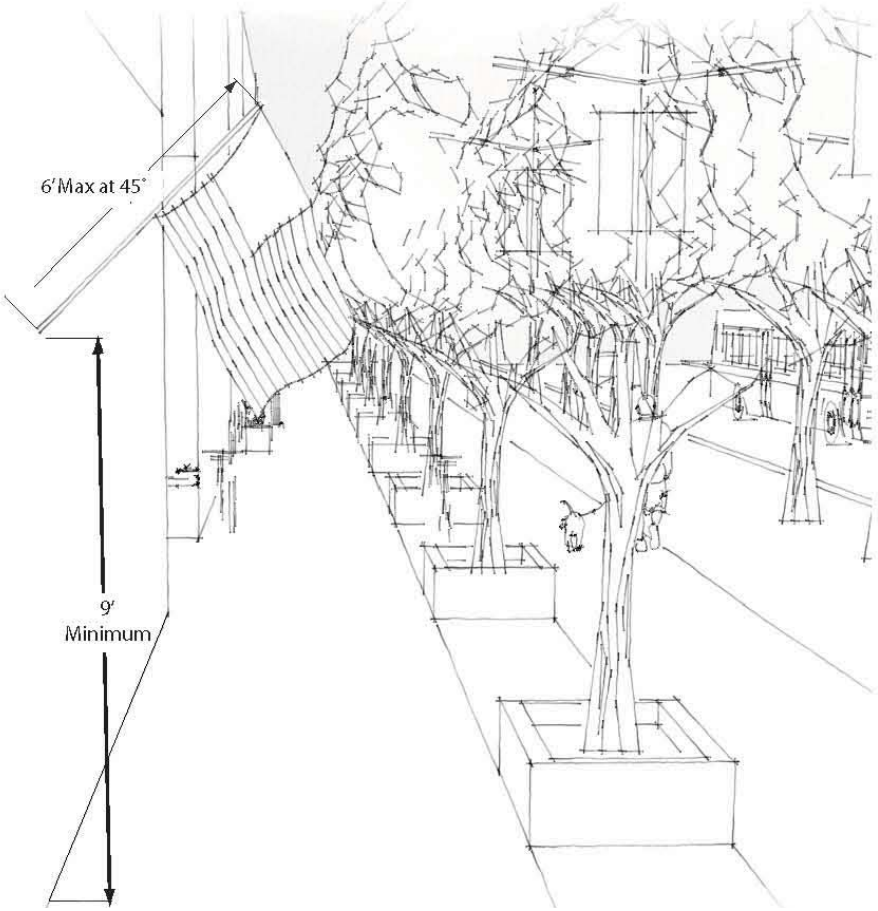
Style: Outrigger Pole
Material: Metal, Fiberglass
Finish: Painted, Anodized, Clear Coating



Primary Corridor A



Primary Corridor B

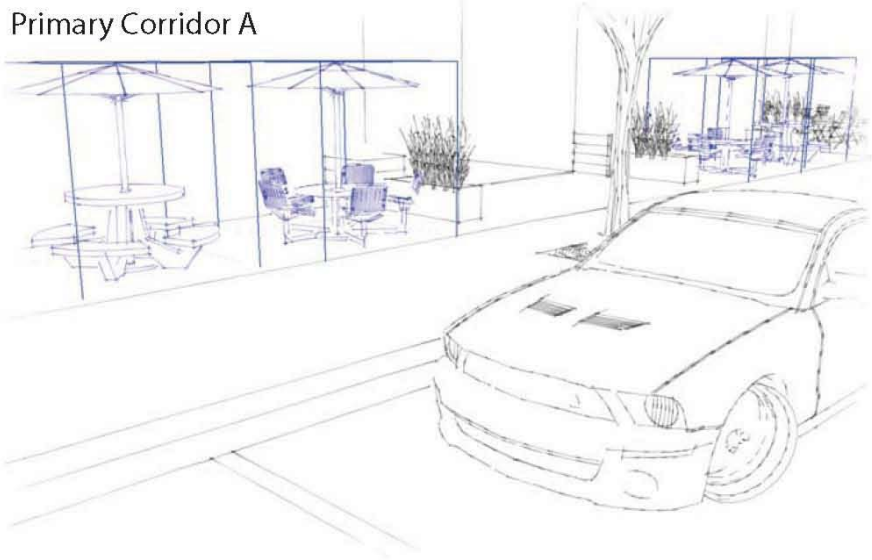


Amenities

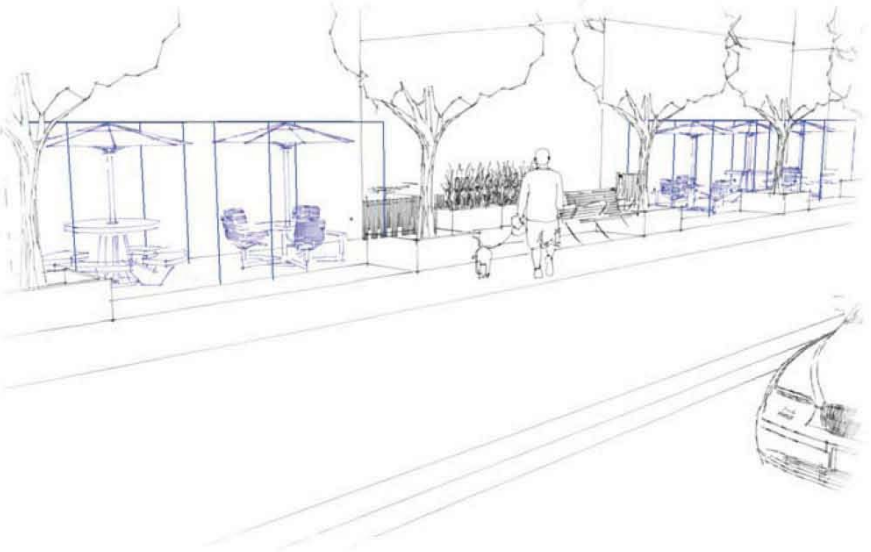
Tables and Chairs

Style: Contemporary, pedestal tables, attached assembly
Material: Metal, recycled plastic, wood, concrete
Finish: Painted, anodized, plastic coated, stained or sealed.

Primary Corridor A



Primary Corridor B



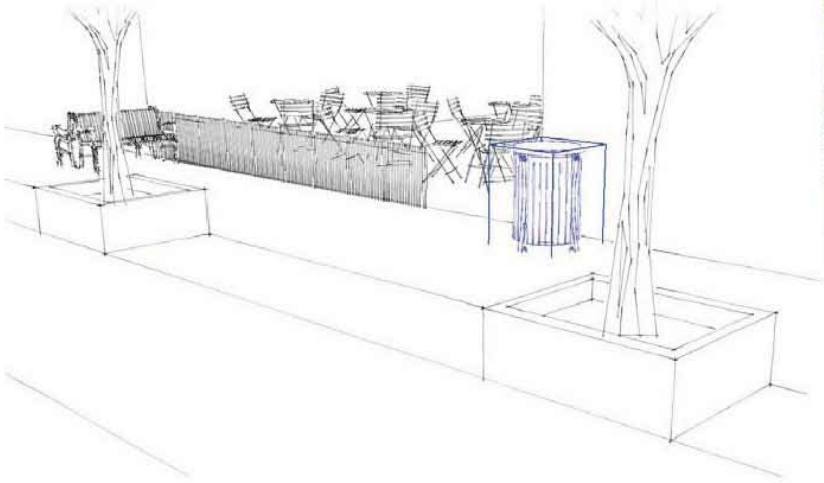
Amenities

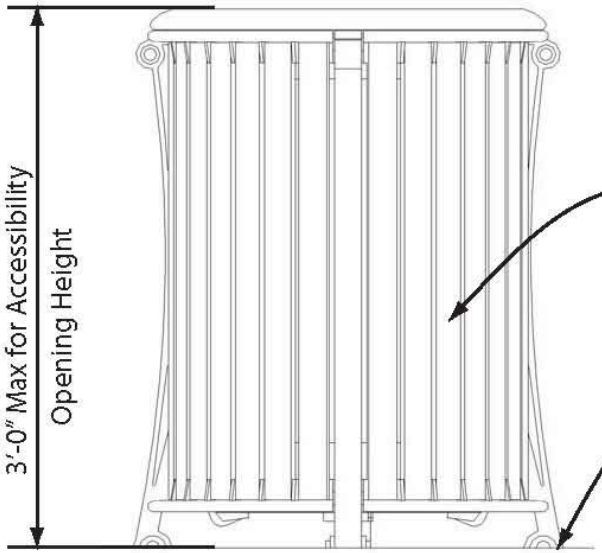
Waste Receptacles

Style: Cylindrical
Material: Metal
Finish: Painted, Anodized, or Plastic Coated

Primary Corridor A

Primary Corridor B



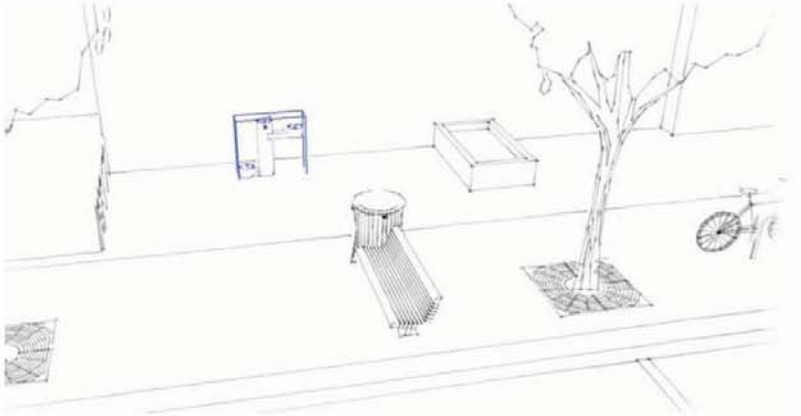


Amenities

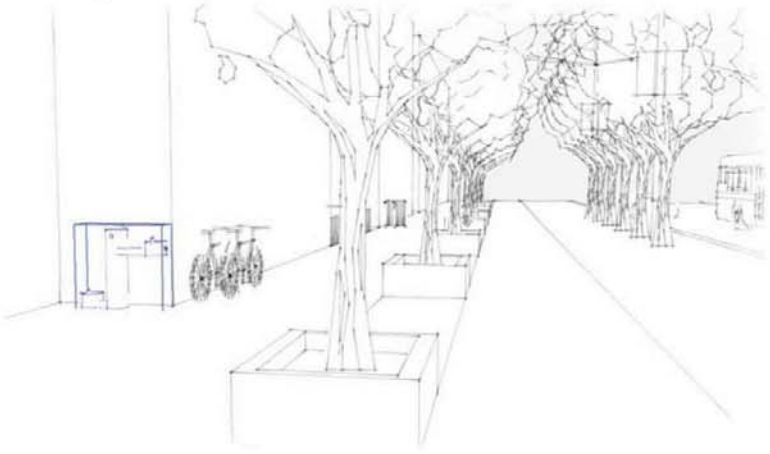
Drinking Fountains

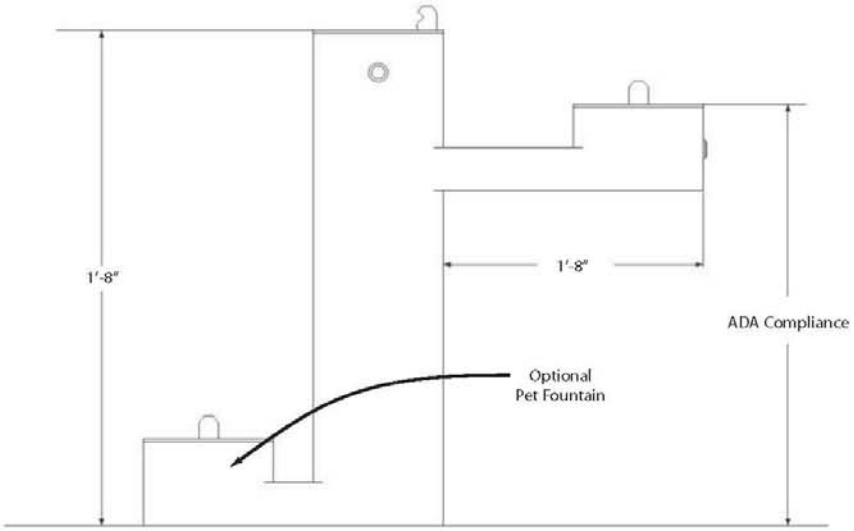
Style: Contemporary, ADA compliant,
Material: Metal
Finish: Painted, Anodized

Primary Corridor A



Primary Corridor B



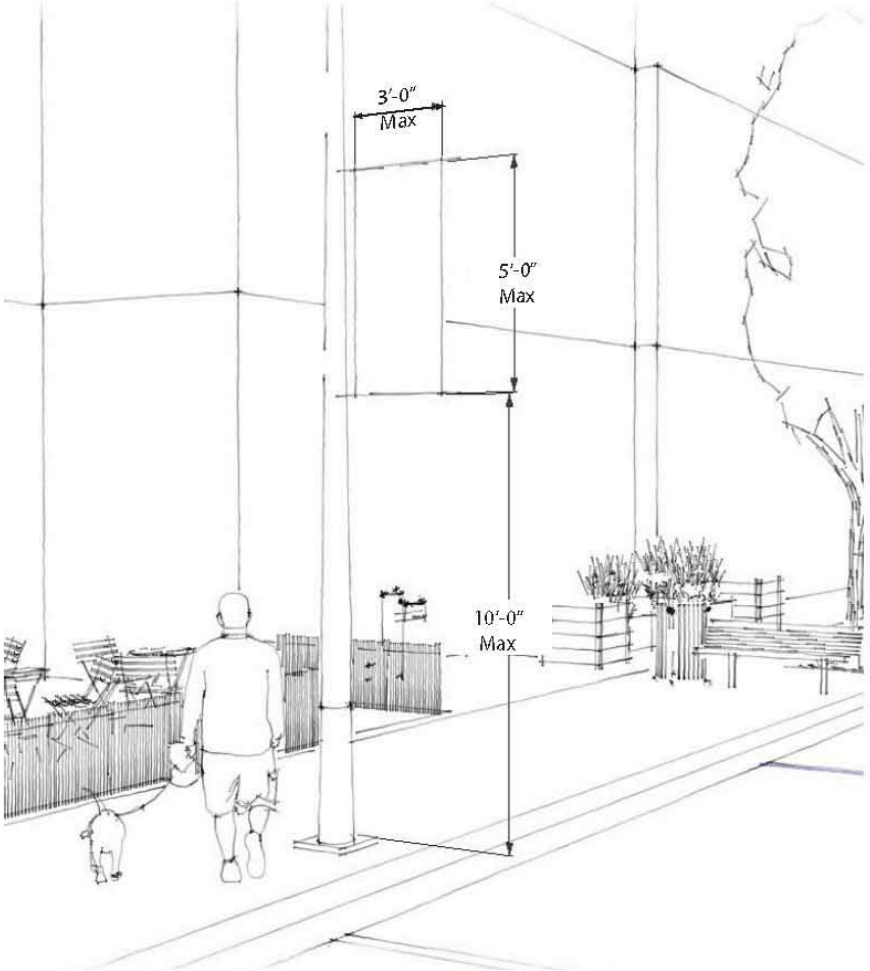


Amenities

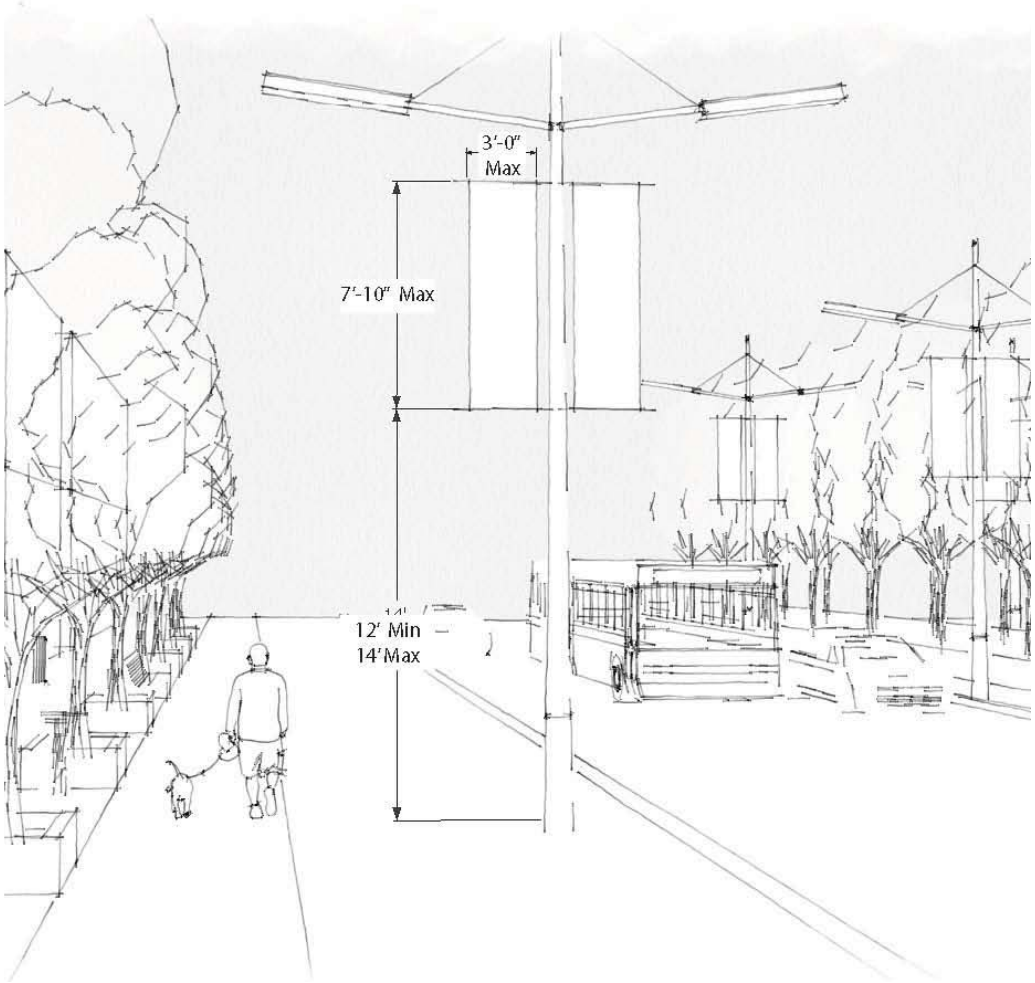
Banners

Style: Street Lamp Attachment
Material: Metal (bracketing) Fabric (banner)
Finish: Painted, Anodized, Plastic Coated

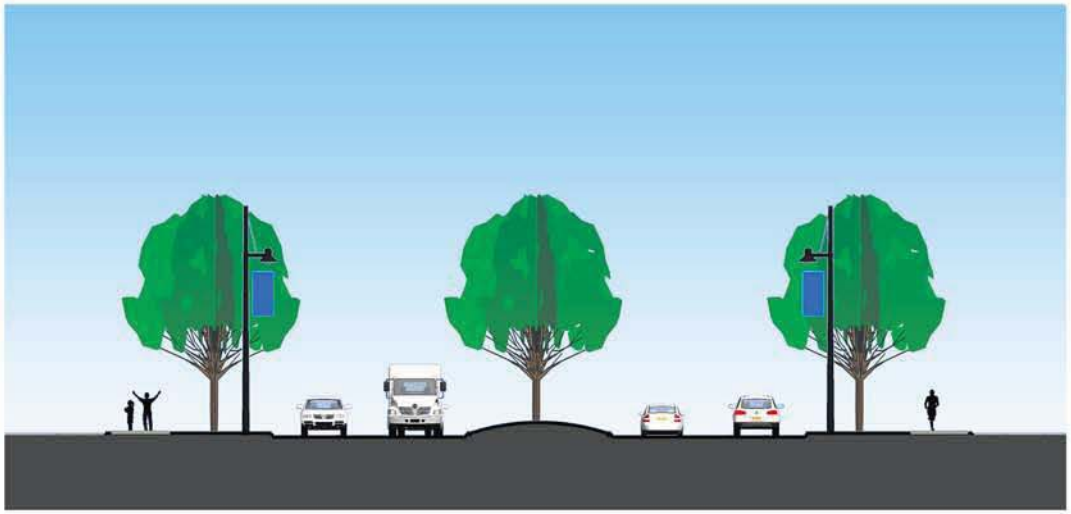
Primary Corridor A

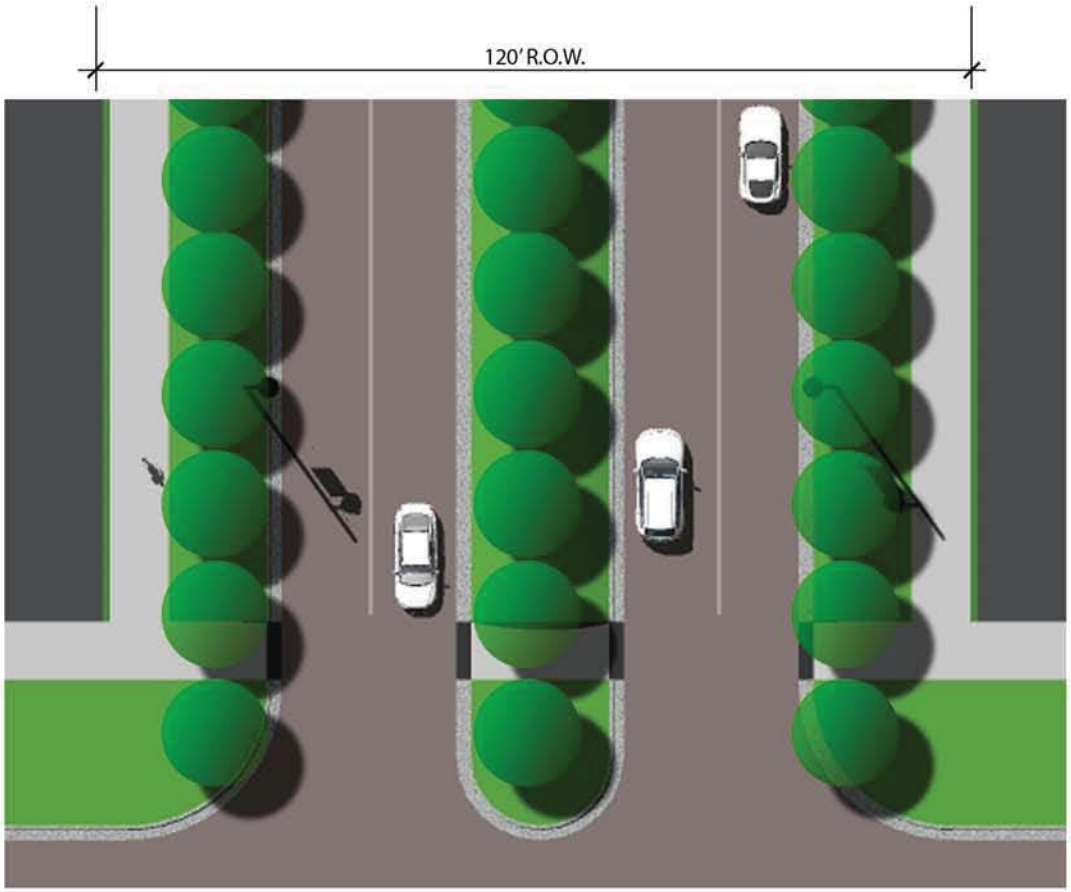


Primary Corridor B



The following guidelines and associated standards for streetscape design elements are for the Arterial and Collector categories. Like the Primary Corridor A and B categories, they provide a section and overhead drawing, accompanied by a text description, on the first two pages. The following two pages contain a rendering and a more detailed section and plan-view illustration. These are followed by a series of pages with more prescriptive design standards for the Arterial and Collector types.





STREETS ARTERIAL

120' ROW

- Main north/south roads (e.g. Crooks)
  - -Connected to corridor and ring roads
  - - Disperse traffic
- 5 lanes with landscaped medians or center turn lane
- Connects pedestrians to corridor
- Highly emphasized pedestrian crossings
  - -With refuge areas (medians)
- Landscaped, tree lined, quality lighting

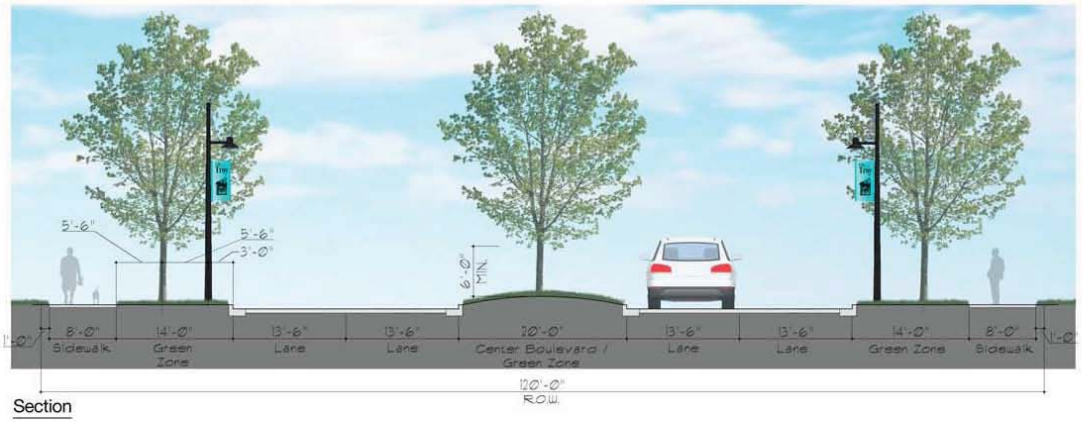
The Arterial Road category is meant for the main north-south roads that cross the Big Beaver Corridor. These roads connect the main corridor with the rest of the City and the region. They are characterized by a narrower building-to-building distance, safe and effective non-motorized pathways designed to encourage users to reach the Primary Corridor areas by bike or on foot, effective signage and lighting, and few individual residential curb cuts.

The crosswalks spanning Arterial Roads will make use of a series of features intended to protect pedestrians by establishing equity between pedestrians and motorists through effective design. Raised walks of high-quality materials, signage, landscaping, and pedestrian respite islands are several options that may be found at crosswalk areas along an Arterial Road.

Arterial Roads will also be characterized by strong landscaping designed to mitigate the negative impacts of high traffic volumes from adjacent residential areas which provide a unique and memorable visual character for the roadway.

The intersections between the Arterial Roads and Big Beaver Road will be marquis places with enhanced community and corridor landmarks. The spaces will be defined by a stable and consistent building-to-building ratio complemented by landmark structures, superior landscaping and community signage with medians, and memorable architecture.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

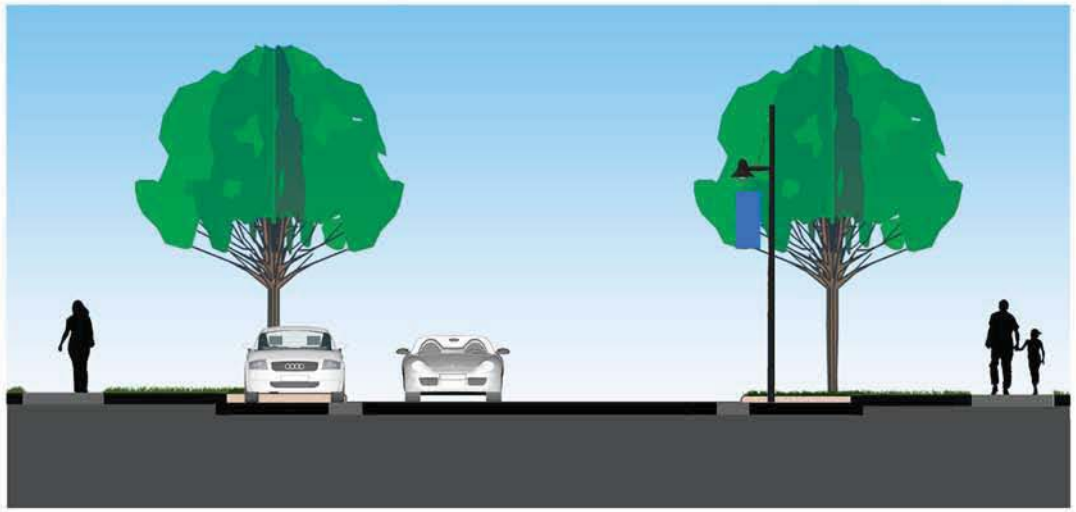


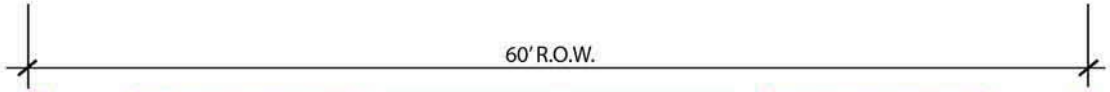
Section

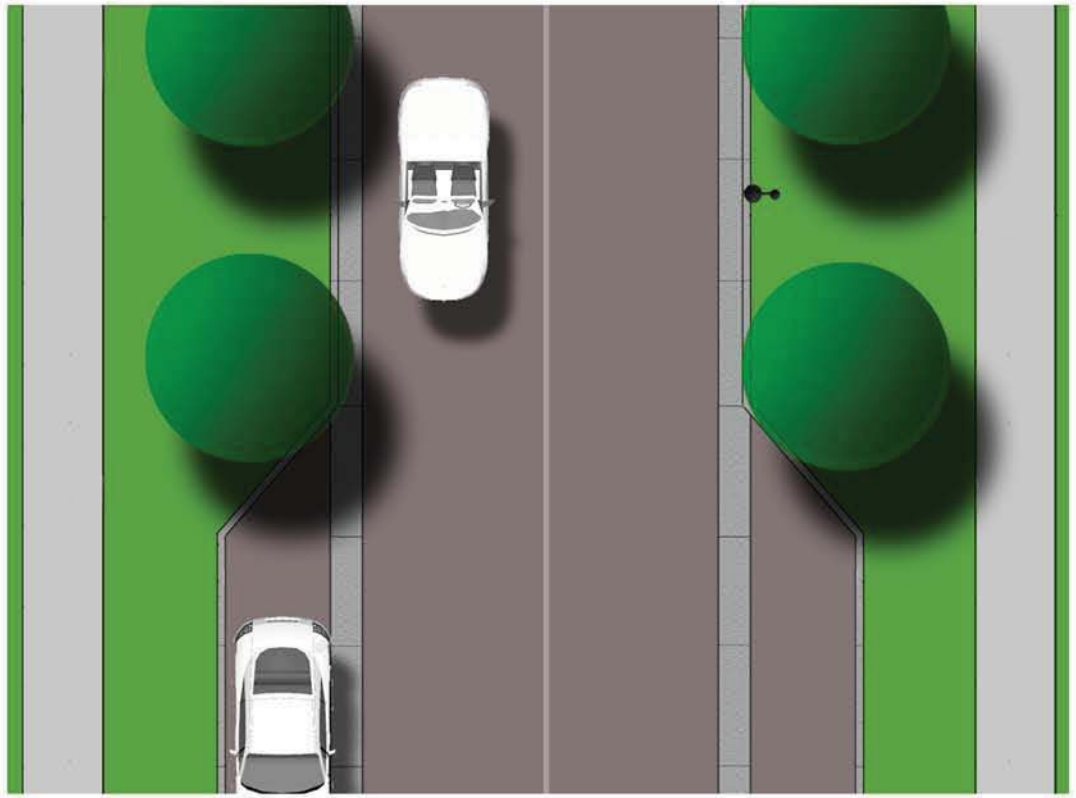
Plan

Arterial

Streets Sites Structures







STREETS COLLECTOR

60' ROW

- Make up the street grid
- Link the neighborhoods within the districts
- Width based upon use
- On street parking (where applicable)
- More frequent curb cuts
- Pedestrian scale "Neighborhood Streets"
- Defined pedestrian crosswalks (more frequent)
- 5' wide walkways
- Tree lined
- Street signs, pedestrian scale lighting

TThe Collector Road category defines those roads tying together smaller areas within the District. Collectors have a more varied and localized character than Primary or Arterial Roads depending on their context within predominantly office, retail, or residential areas. Collectors act as the backbone of smaller neighborhoods within the District and tie those areas to Arterials.

Collectors will be very welcoming of non-motorized users and will have defined pedestrian rest areas and other amenities whenever possible. Their scale will be similar to that of a main road within a conventional subdivision or industrial park, and their width will be determined primarily on their purpose. A Collector within an industrial area may be required to be wider than one in a residential area, although their purpose is similar.

Collectors will have a much higher frequency of curb cuts than Arterial or Primary Roads, and will often provide direct access to retail centers or office complexes. Sufficient width should be retained on either side of the roadway whenever possible to allow for a rigorous landscaping plan to ensure that the immediate uses served are adequately protected from the moderate traffic volumes anticipated on a Collector Road.

The Collector category is also meant to include any new roads constructed within the Downtown Development Authority designed as part of the Ring Road proposed by the Big Beaver Corridor Study.

The design standards for the public realm would primarily address the streetscape and median zones within the rights of way for each street type as described in the Development Guidelines and could be applied to all public properties developed within the DDA boundary.

Section

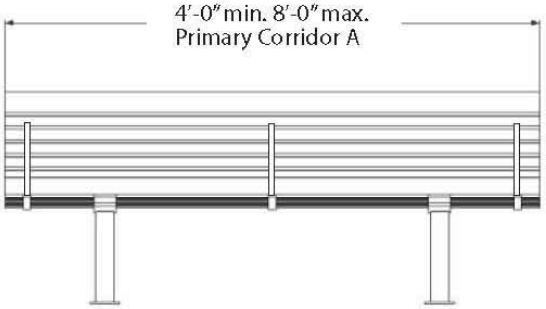
Plan

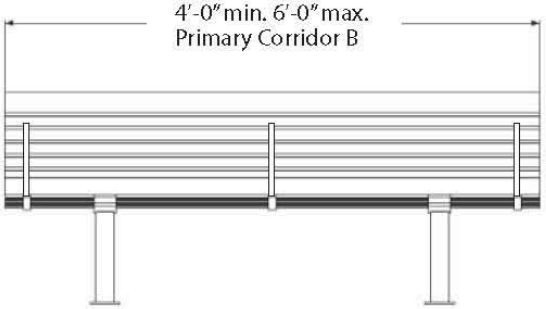
Collector

Amenities

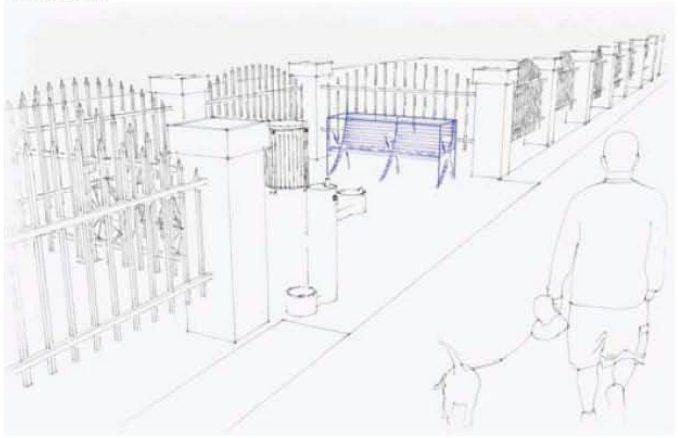
Benches

Style: Contemporary
Material: Metal, Recycled Plastic
Finish: Painted, Anodized, or Plastic Coated

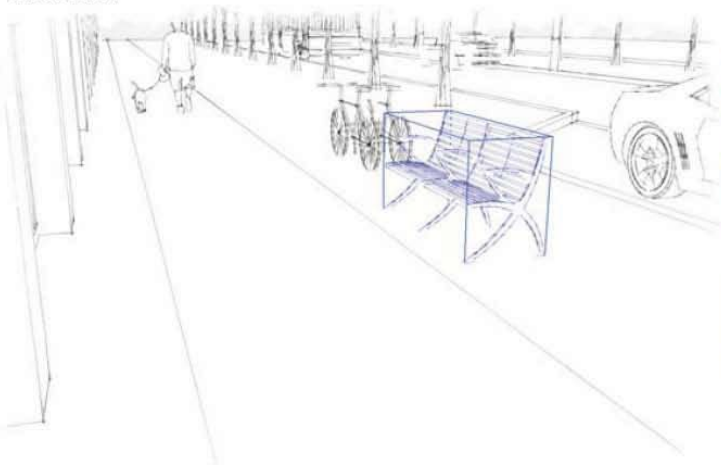


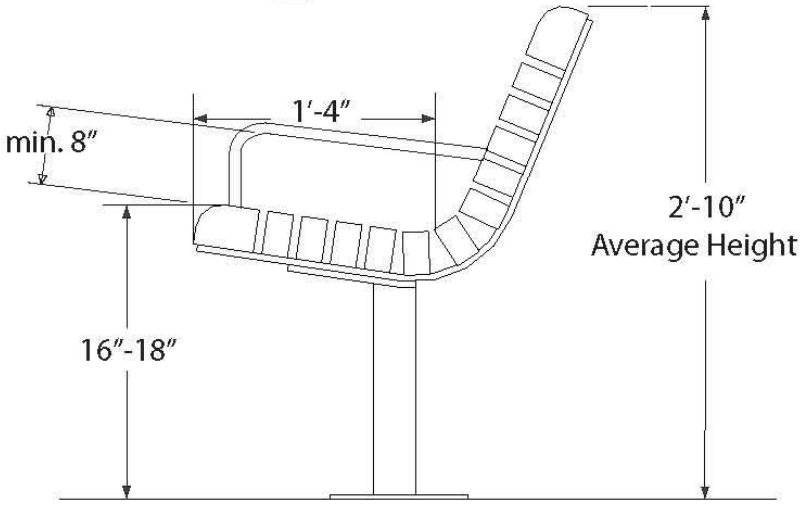


Arterial



Collector



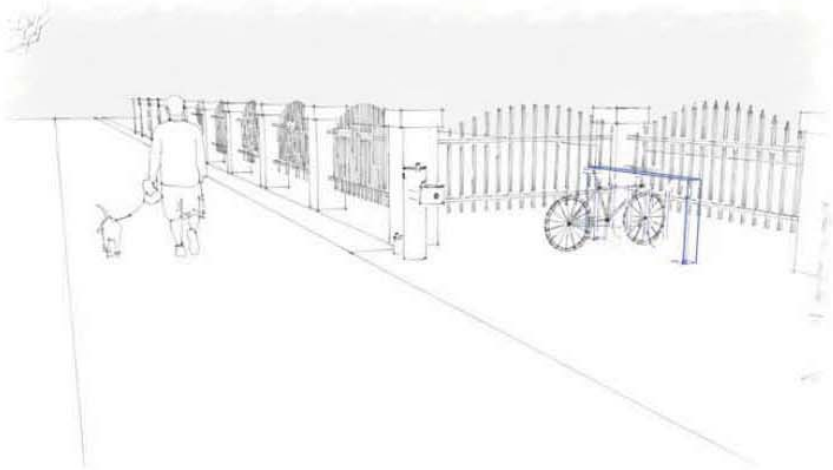


Amenities

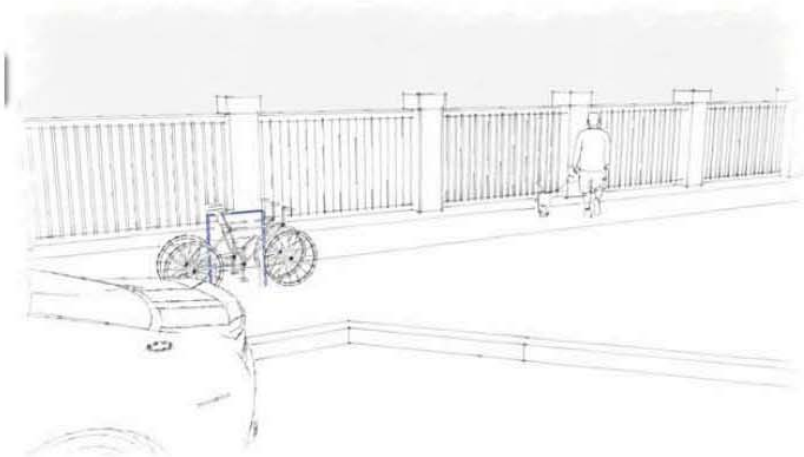
Bicycle Racks

Style: Contemporary
Material: Metal
Finish: Painted, Anodized, Plastic Coated

Arterial



Collector

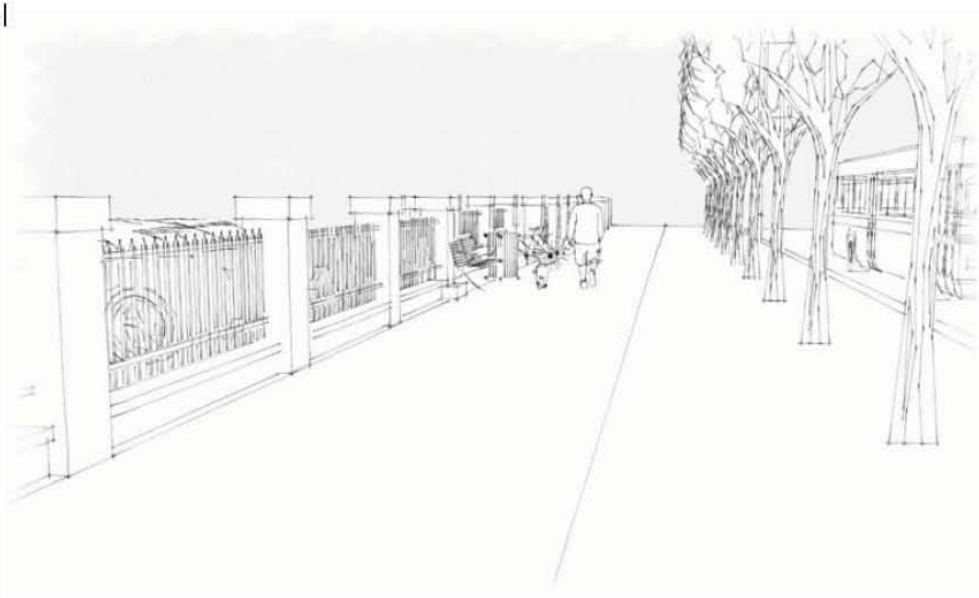


Amenities

Fences

Style:
Material: Metal, masonry, composite fiber
Finish: Painted, Anodized, Plastic Coated

Arterial



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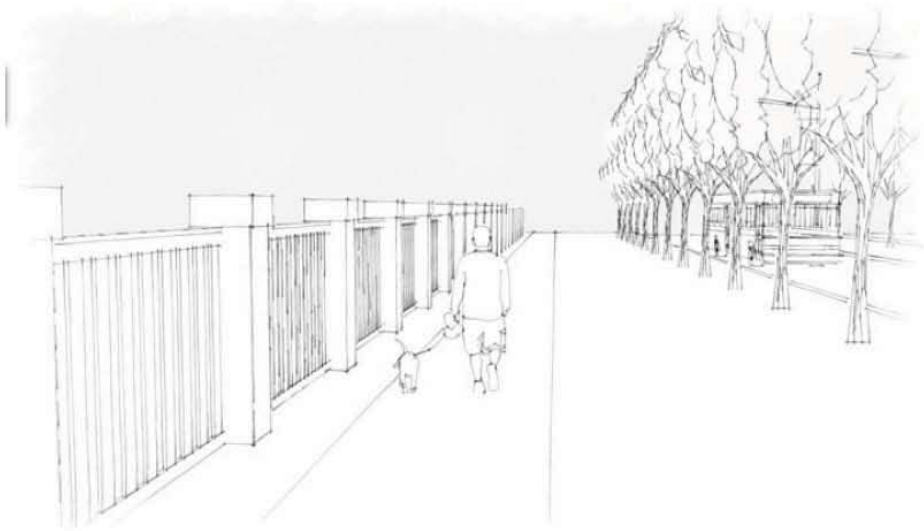
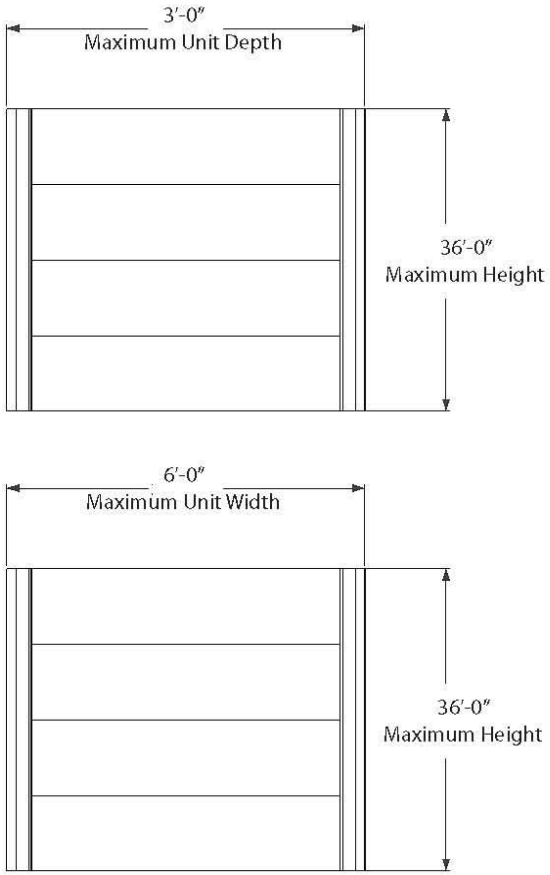


Amenities

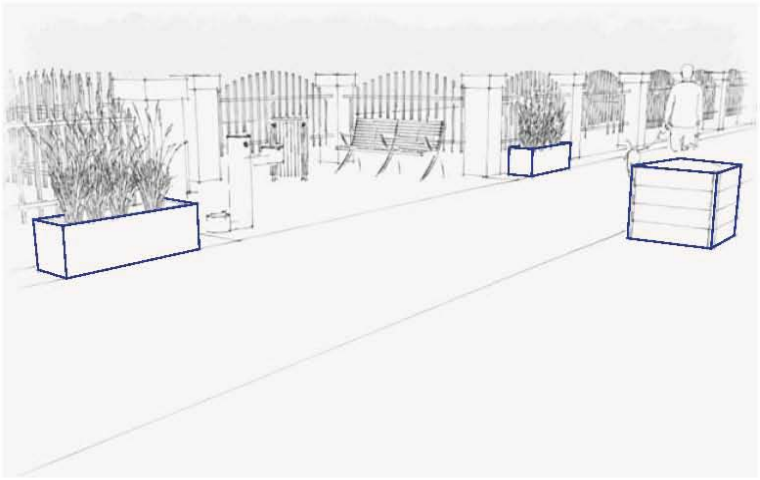
Planters

Style: Rectangular
Material: Metal, Recycled Plastic, Concrete
Finish: Painted, Anodized, Plastic Coated, Stained

The images shown are of products that emulate the look of wood. These are acceptable because of there increased durability and reduced need for maintenance.



Arterial



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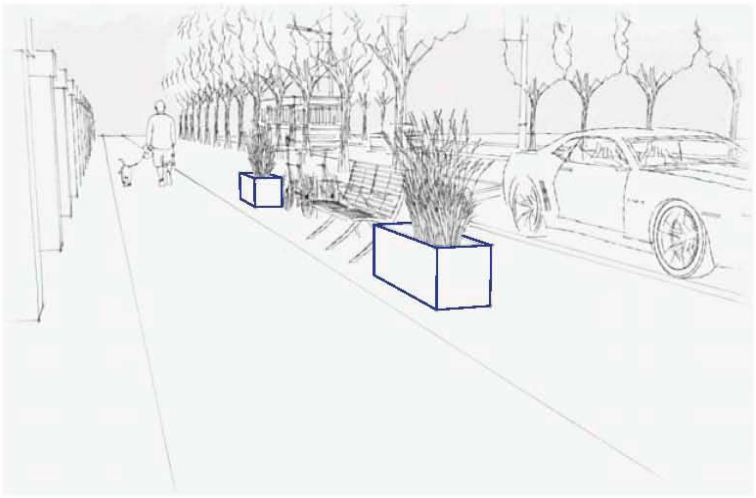


Amenities

Flagpoles

Style: Outrigger Pole
Material: Metal, Fiberglass
Finish: Painted, Anodized, Clear Coating

Arterial

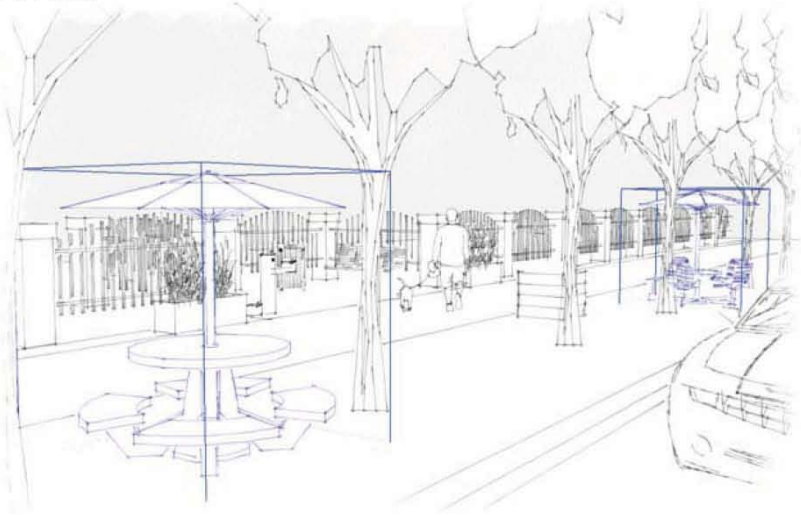
Collector

Amenities

Tables and Chairs

Style: Contemporary, pedestal tables, attached assembly
Material: Metal, recycled plastic, wood, concrete
Finish: Painted, anodized, plastic coated, stained or sealed.

Arterial



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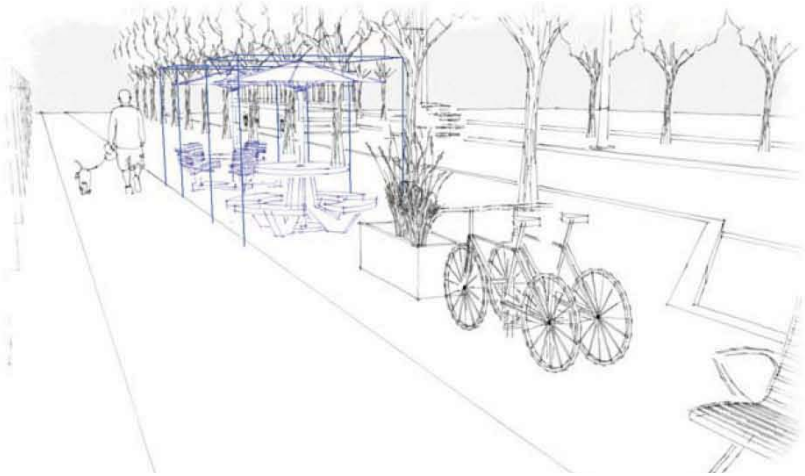
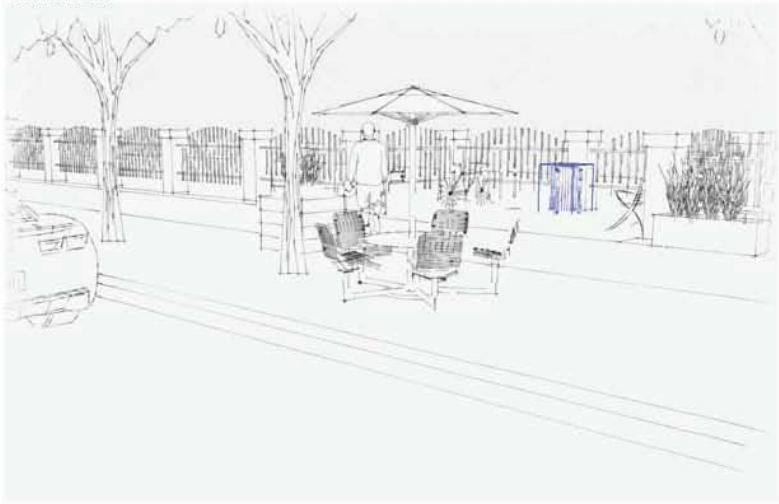


Amenities

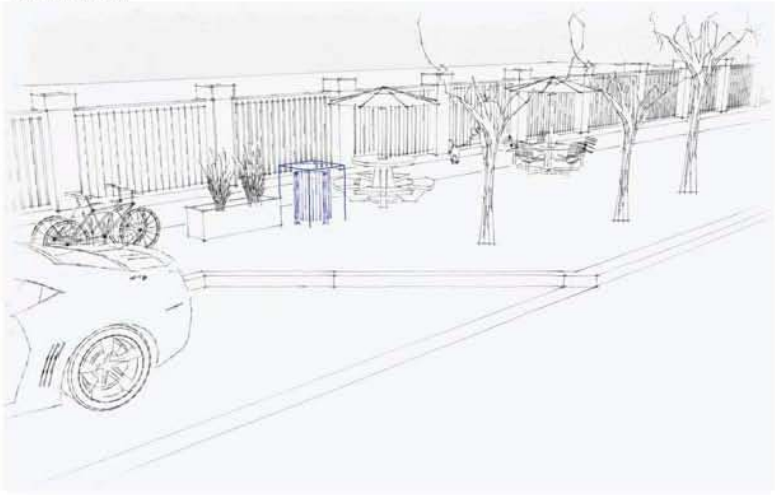
Waste Receptacles

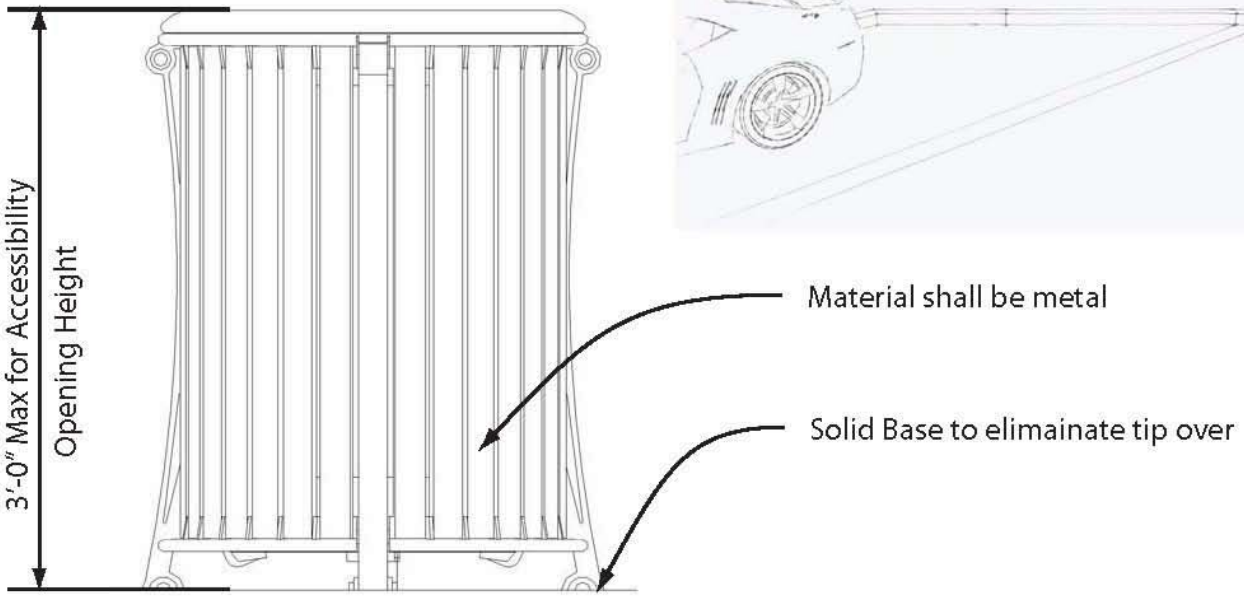
Style: Cylindrical
Material: Metal
Finish: Painted, Anodized, or Plastic Coated

Arterial



Collector



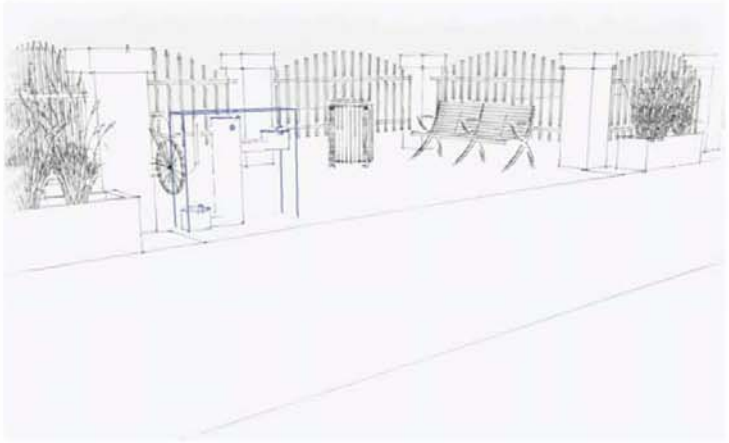


Amenities

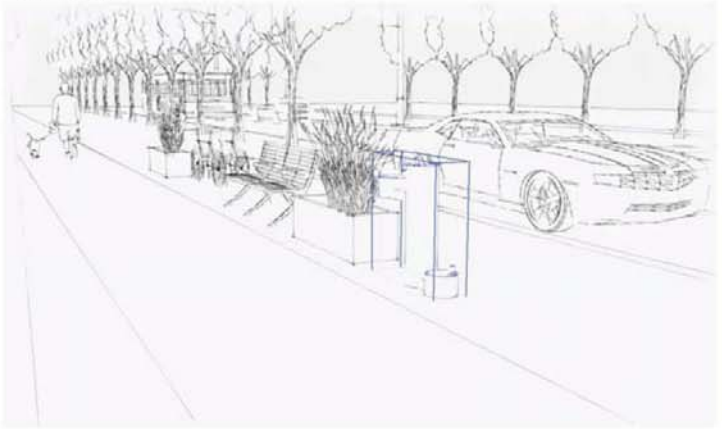
Drinking Fountains

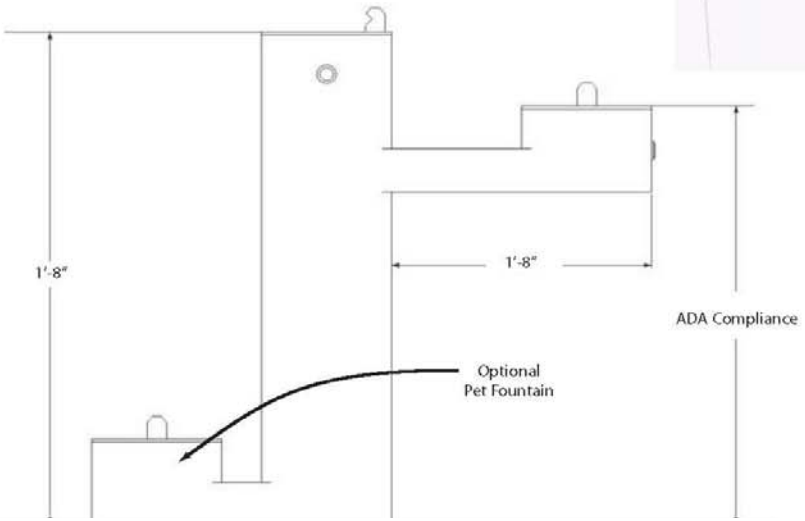
Style: Contemporary, ADA compliant,
Material: Metal
Finish: Painted, Anodized

Arterial



Collector



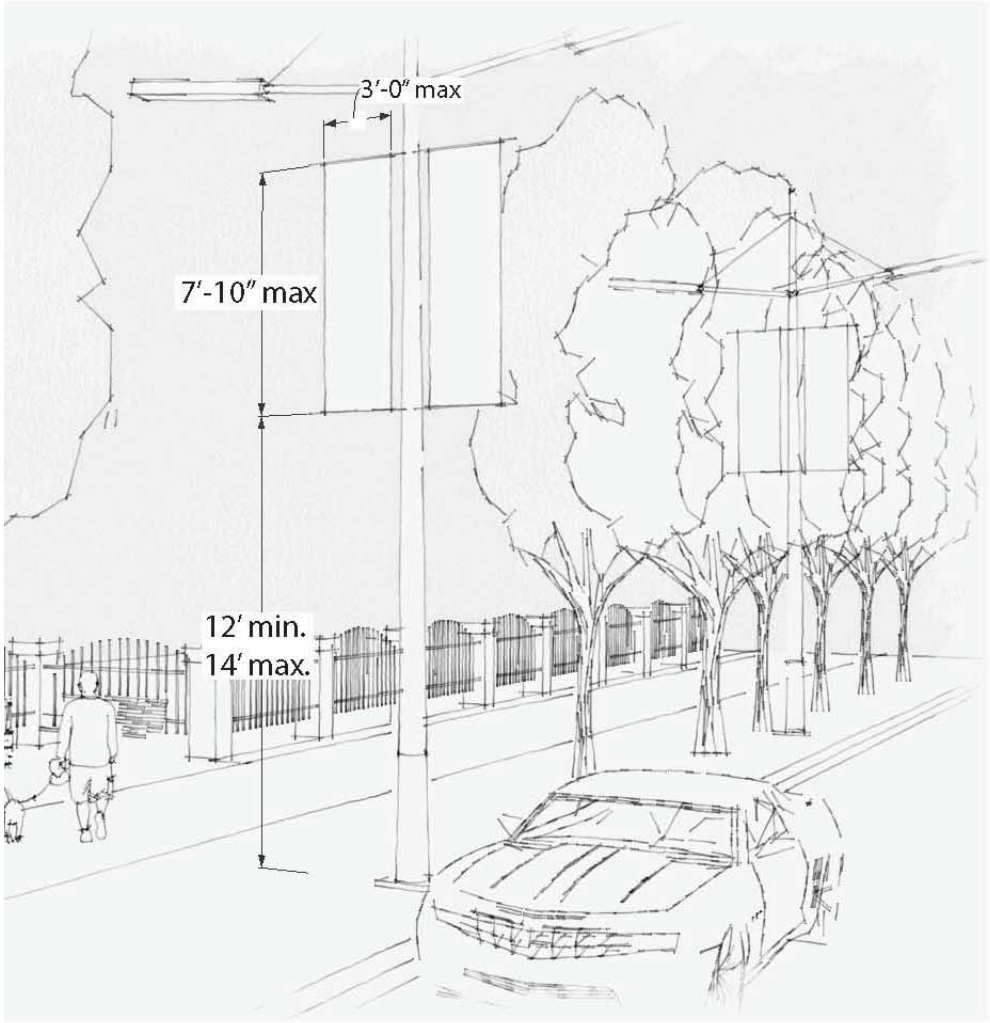


Amenities

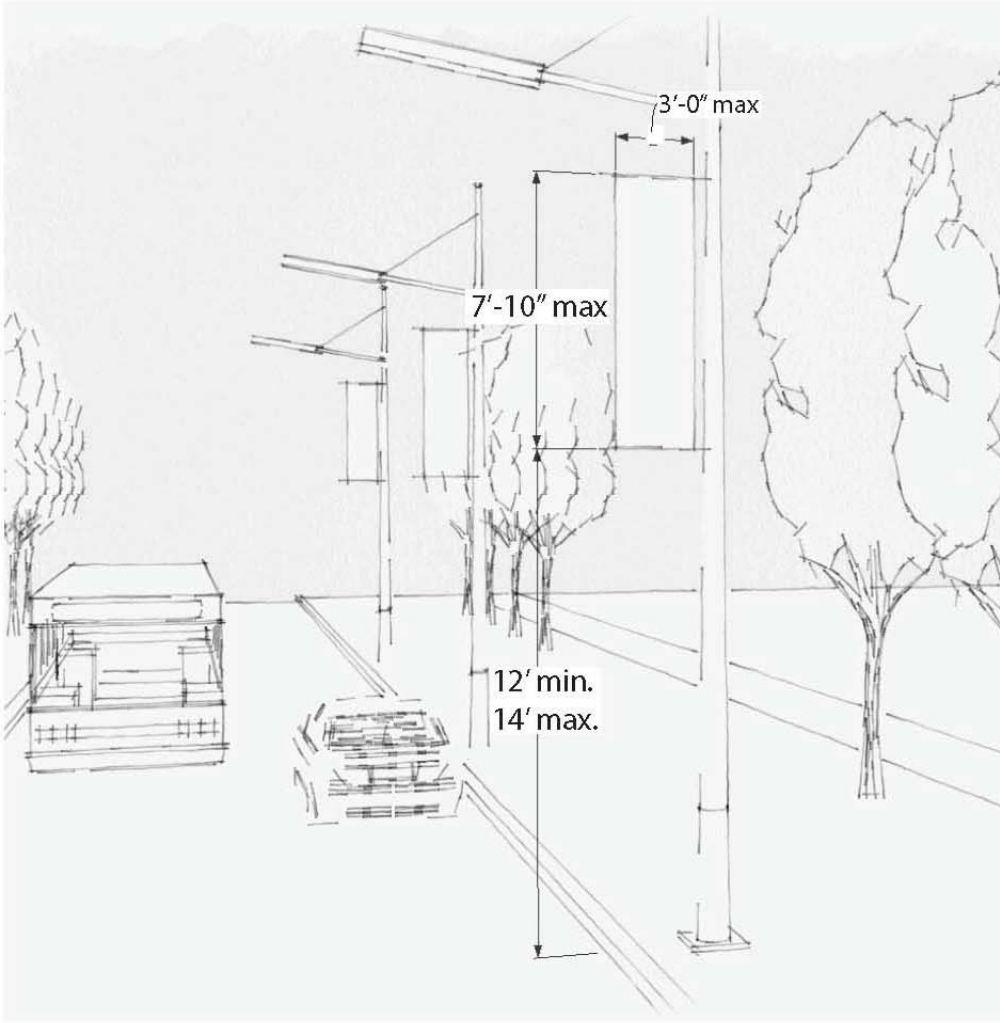
Banners

Style: Street Lamp Attachment
Material: Metal (bracketing) Fabric (banner)
Finish: Painted, Anodized, Plastic Coated

Arterial



Collector



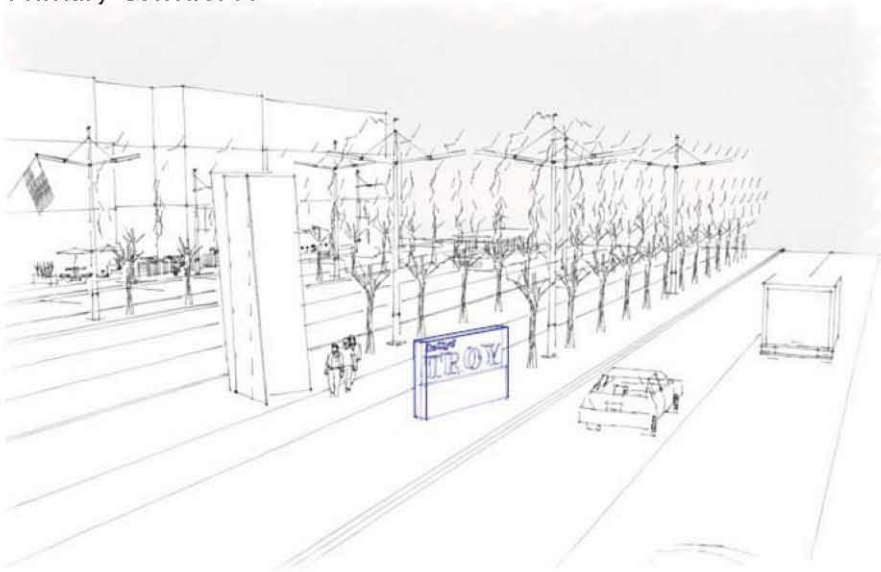
The following guidelines and associated images are for monuments and signage throughout the DDA that are designed to help transition the driver into the corridor and establish a feeling of arrival in the community.

Signage

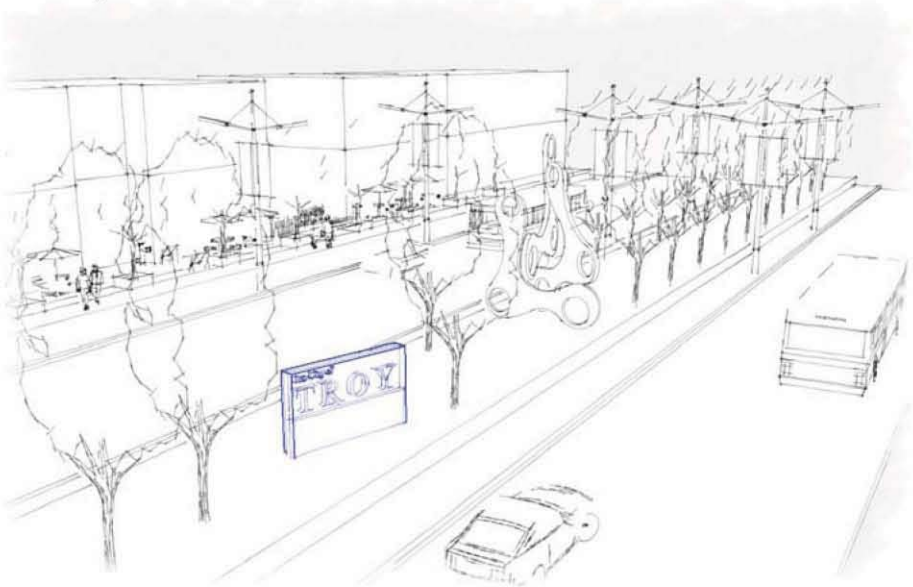
Gateway Treatments and Signage

Style: Free Standing Structure or Art Sculpture (civic scale)
Material: Metal, wood, concrete, plastic, glass
Finish: Painted, stained, natural, illuminated

Primary Corridor A



Primary Corridor B

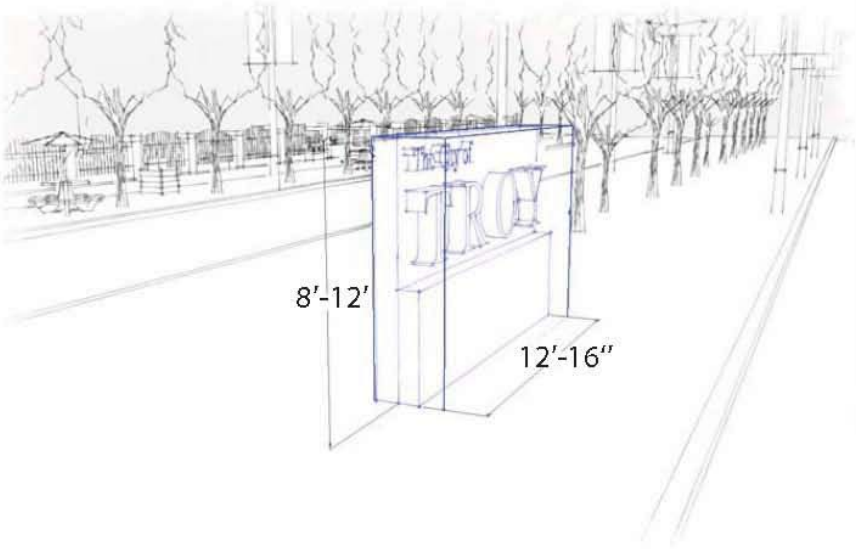


Signage

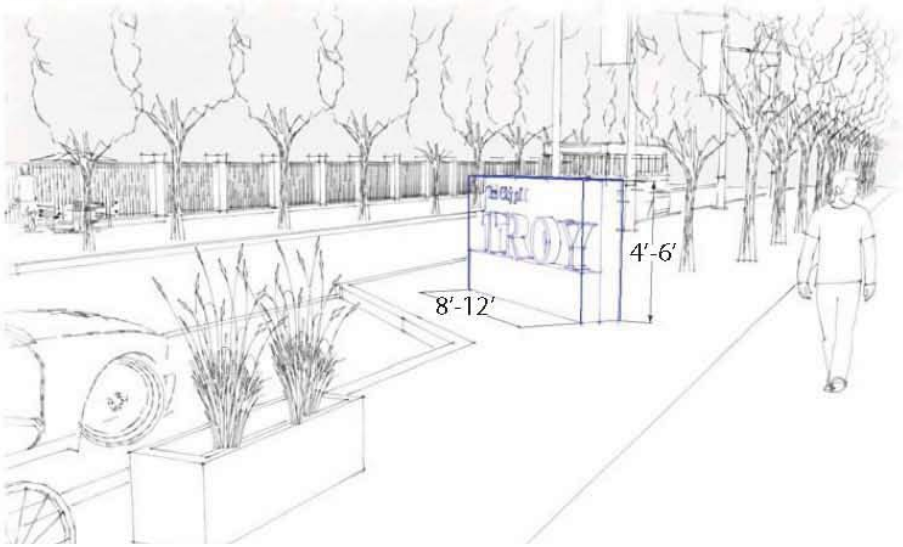
Gateway Treatments and Signage

Style: Free Standing or Attached to building (intimate scale)
Material: Metal, wood, concrete, plastic, glass
Finish: Painted, stained, natural, illuminated

Arterial



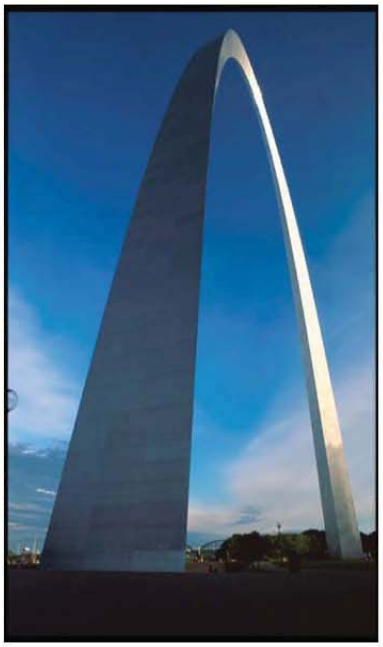
Collector



Landmarks and Focal Points

District Distinction Elements

Style: Monuments, Signage or Art Sculptures
Material: Metal, wood, plastic, glass, water
Finish: Painted, coated, stained, illuminated



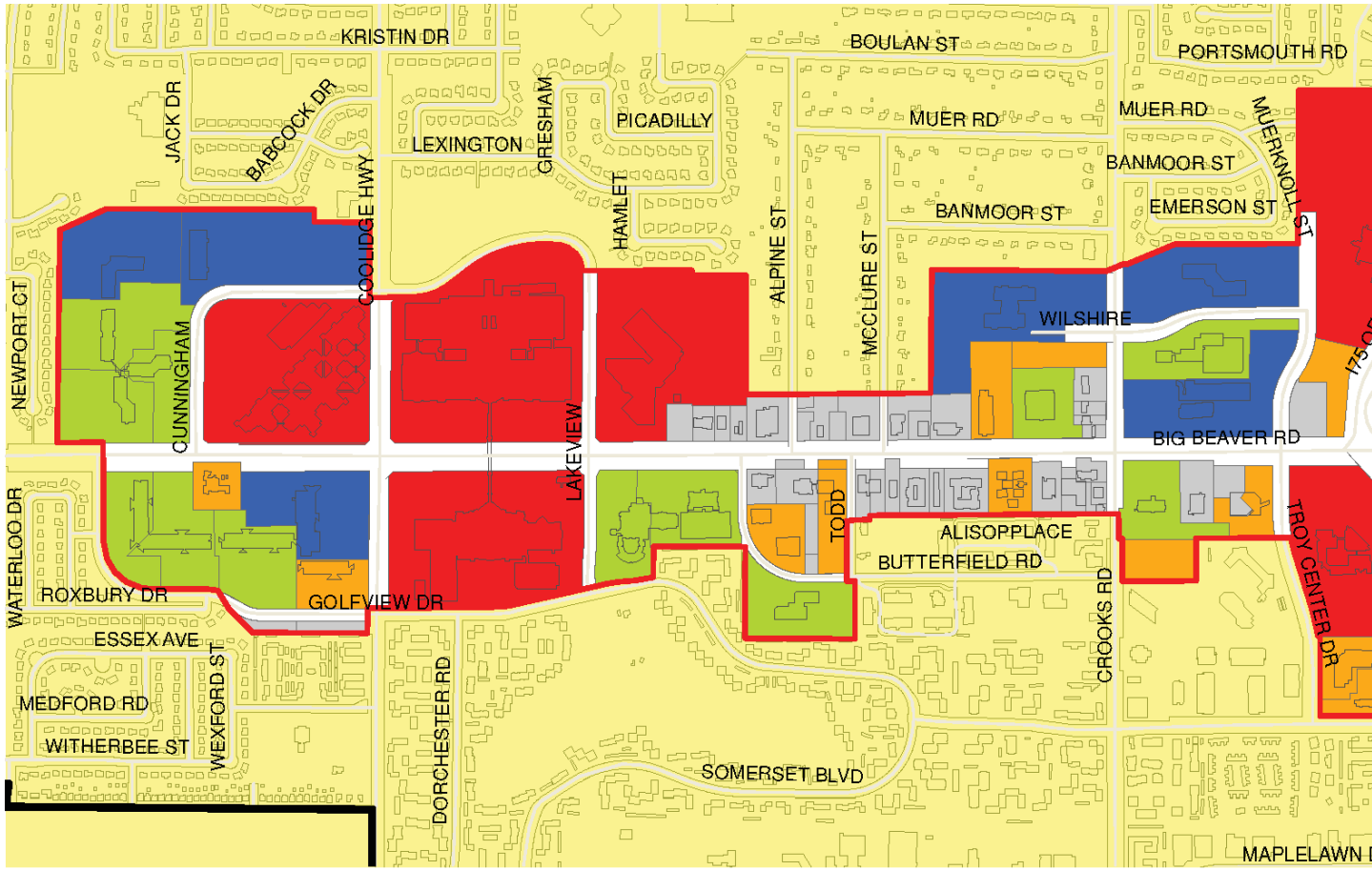
Site types are largely, though not exclusively established by lot size. Some sites were shifted to groups primarily made up of smaller or larger lots based on their other characteristics, such as location, adjacency to other lot types, proximity to certain street types, or the established use.

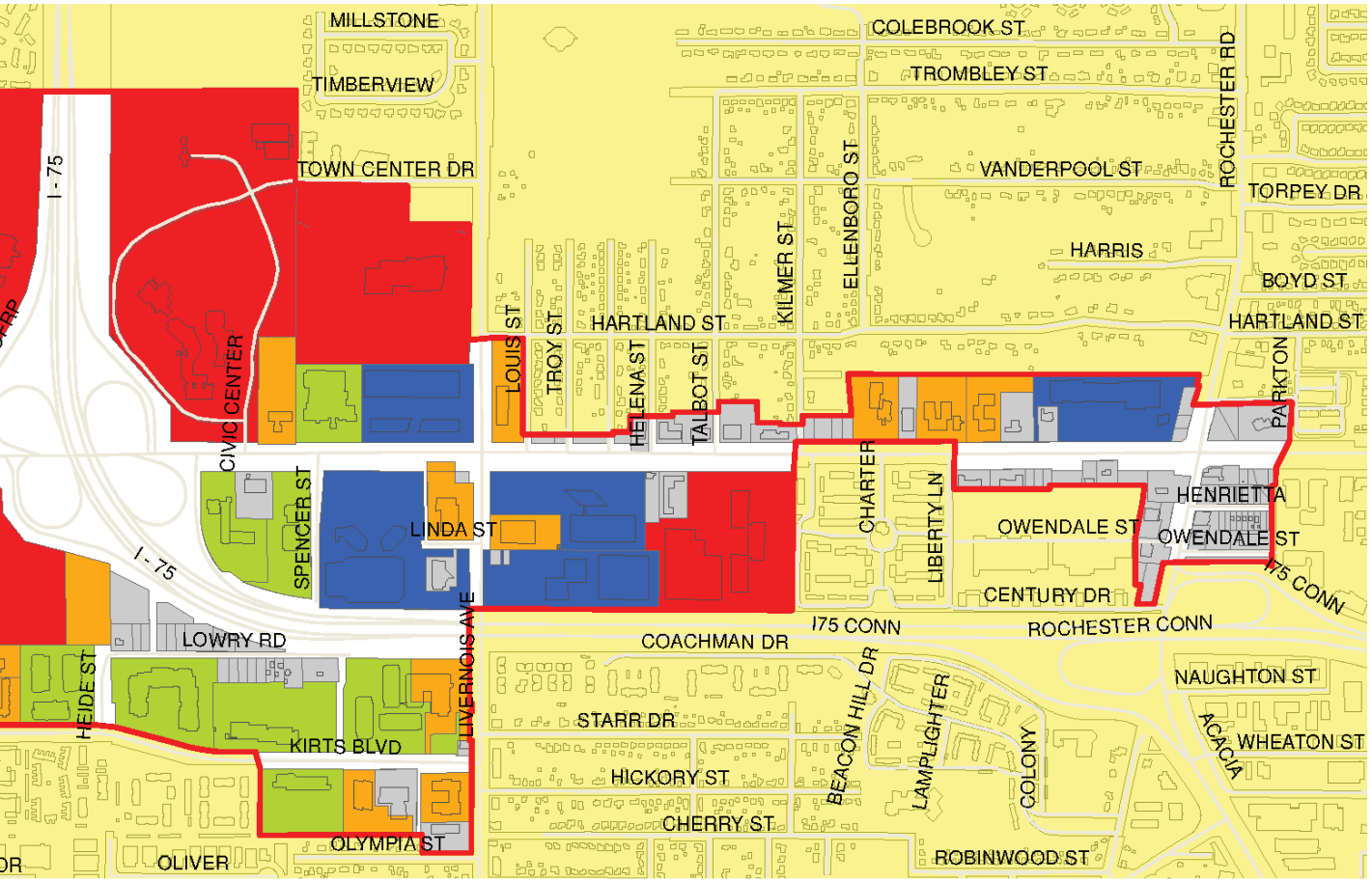
The following pages have two maps, the first of which is an analysis of lot size. The second map is the key for the Guidelines, it describes which site types were ultimately classified in certain areas throughout the DDA.

The maps are followed by five spreads describing the five site types identified by these Guidelines. They are designed to help the reader understand, in a simple, graphic way, the difference between existing conditions and desired conditions for the various sites throughout the DDA.

The primary guidelines are then followed by a series of pages describing the more prescriptive design elements for private property in the DDA. They include standards similar to those for the street types, but are supported by additional guidance for parking lot and deck design, screening for service areas, and wall design.

City of Troy
DDA

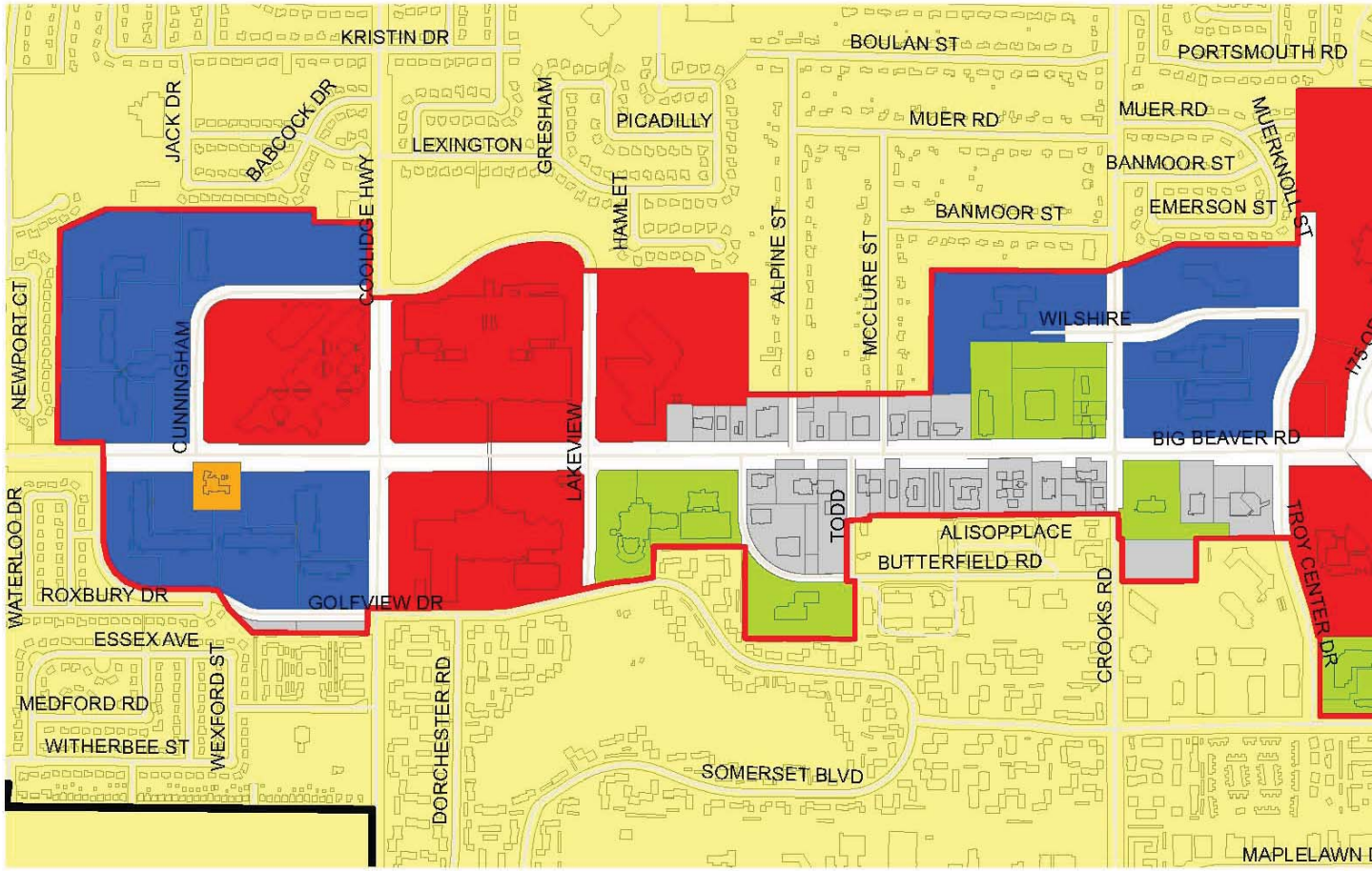


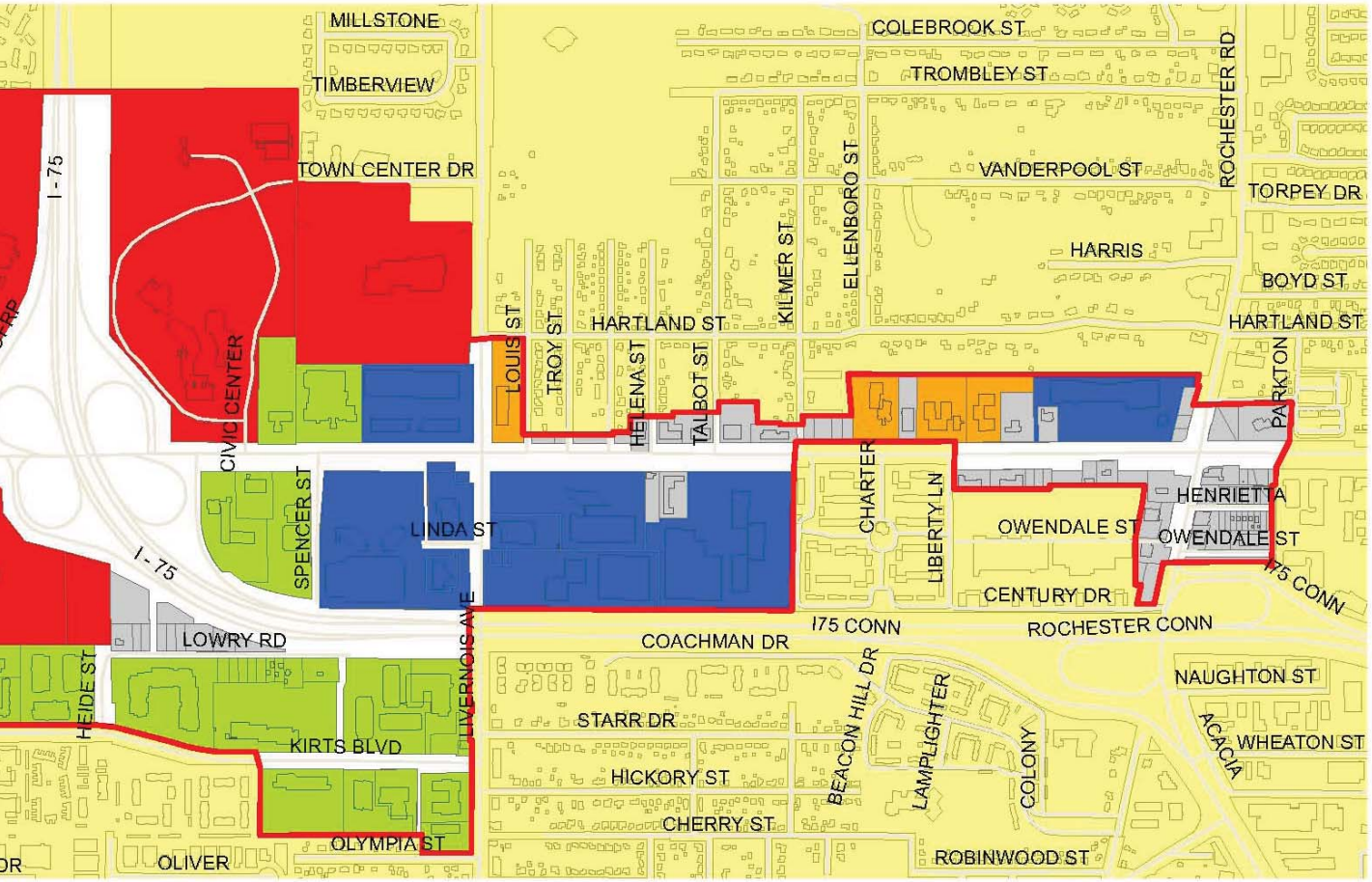


Basemap Source: Oakland County Planning

DDA Site Size Analysis

- DDA Boundary
- Areas Outside DDA
- Building Footprints
- Up to 2.5 acre
- 2.51 - 5.00 acres
- 5.01 - 10.00 acres
- 10.01 - 20.00 acres
- Greater than 20 acres

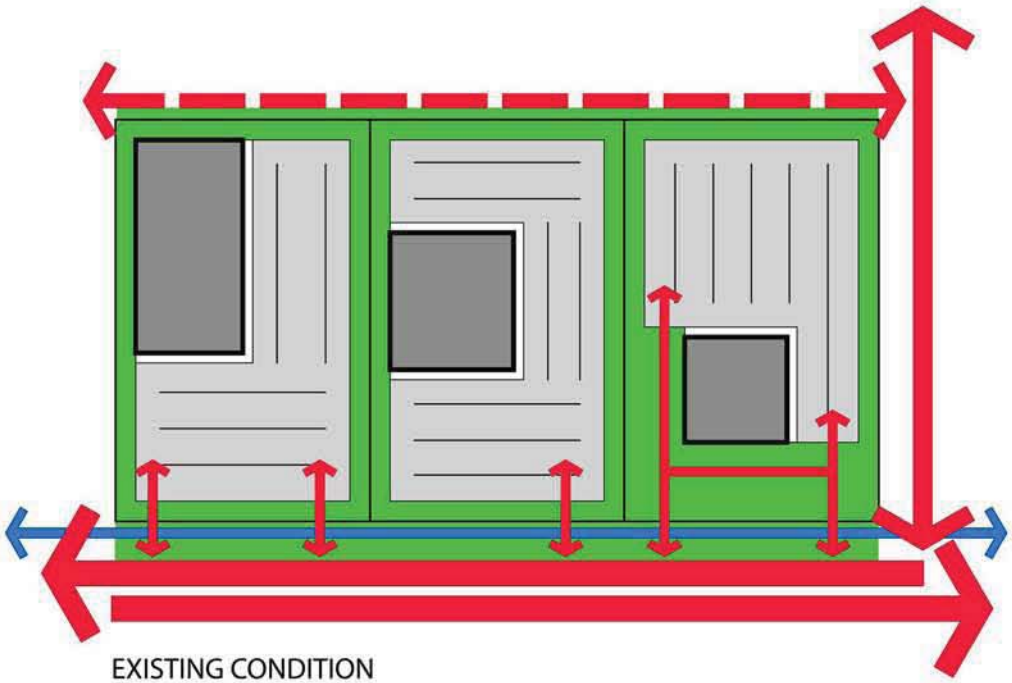

KRISTIN DR
BOULAN ST
PORTSMOUTH RD
JACK DR
BABCOCK DR
LEXINGTON
GRESHAM
PICADILLY
MUER RD
MUER RD
BANMOOR ST
EMERSON ST
MUERKNOLL ST
COOLIDGE HWY
HAMLET
ALPINE ST
MCCLURE ST
BANMOOR ST
WILSHIRE
NEWPORT CT
CUNNINGHAM
LAKEVIEW
BIG BEAVER RD
WATERLOO DR
TODD
ALISOPPLACE
BUTTERFIELD RD
TROY CENTER DR
ROXBURY DR
GOLFVIEW DR
CROOKS RD
ESSEX AVE
MEDFORD RD
WEXFORD ST
DORCHESTER RD
WITHERBEE ST
SOMERSET BLVD
MAPLELAWN
0
2,000
4,000
Feet
Plot Generation: 7.17.08



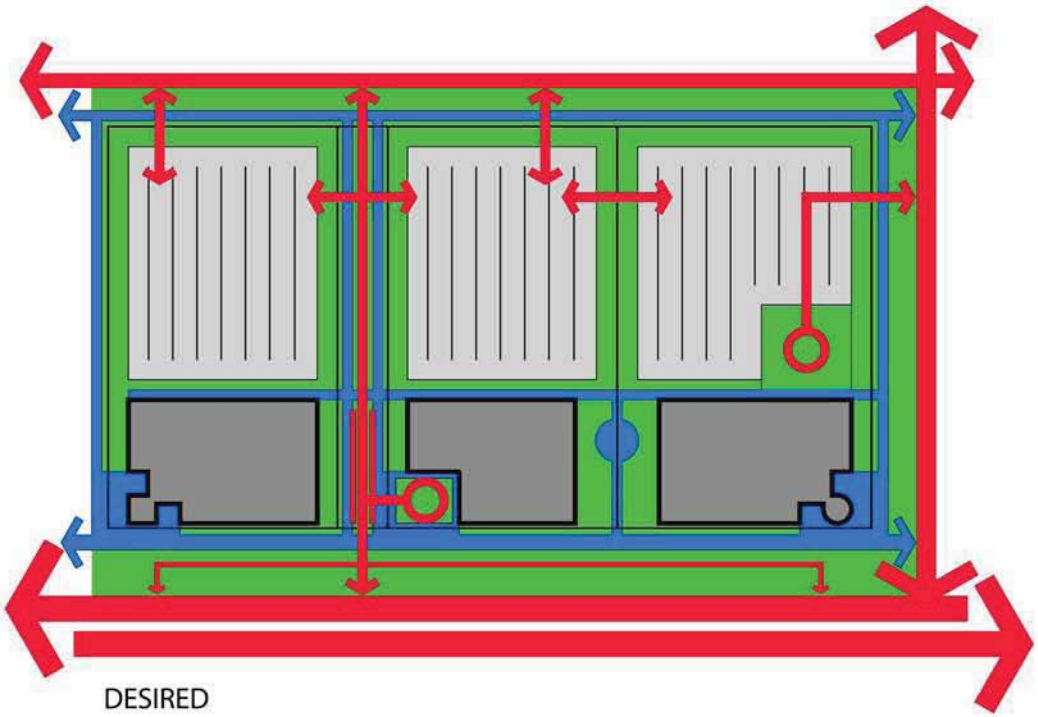
Basemap Source: Oakland County Planning

DDA Site Types

- DDA Boundary
- Areas Outside DDA
- Building Footprints
- Type A
- Type B
- Type C
- Type D
- Type E



EXISTING CONDITION



DESIRED

SITES TYPE A

Building Placement
- Zero line
- 5' off zero line
- Fronts corridors, streets, parks

Vehicle Circulation
- Interconnected to adjacent sites
- Shared access
- Connected to arterial/collector roads to disperse traffic (minimize primary corridor access)
- Screened service access

Pedestrian Circulation
- Linked to primary corridor
- Interconnected
- Direct connection to building entrances
- Minimize conflicts with vehicular circulation

Parking
- Locate in Rear Yard
- Screened
- Shared between uncommon uses
- Interconnected
- Oriented to pedestrian flow
- Accessed from collector and arterial roads where possible

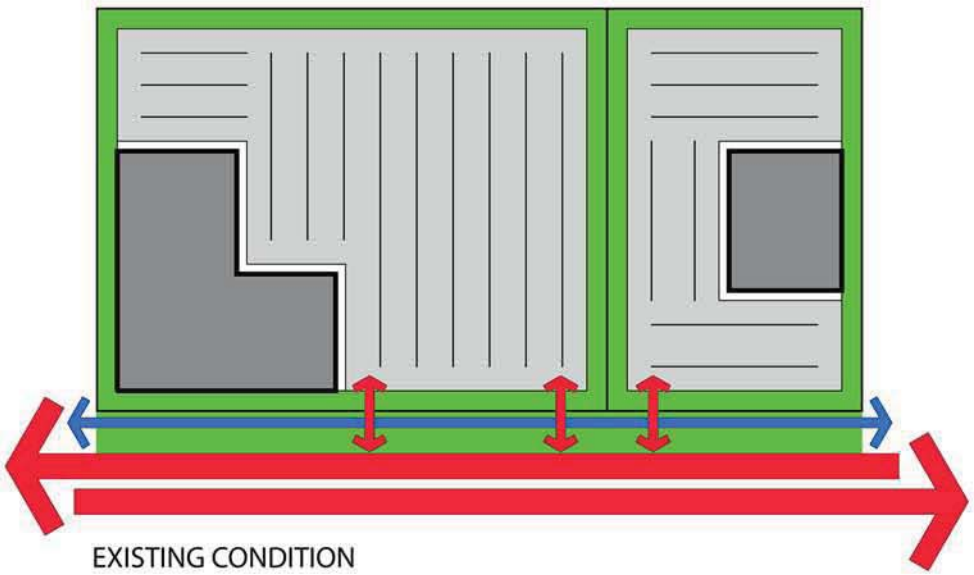
LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

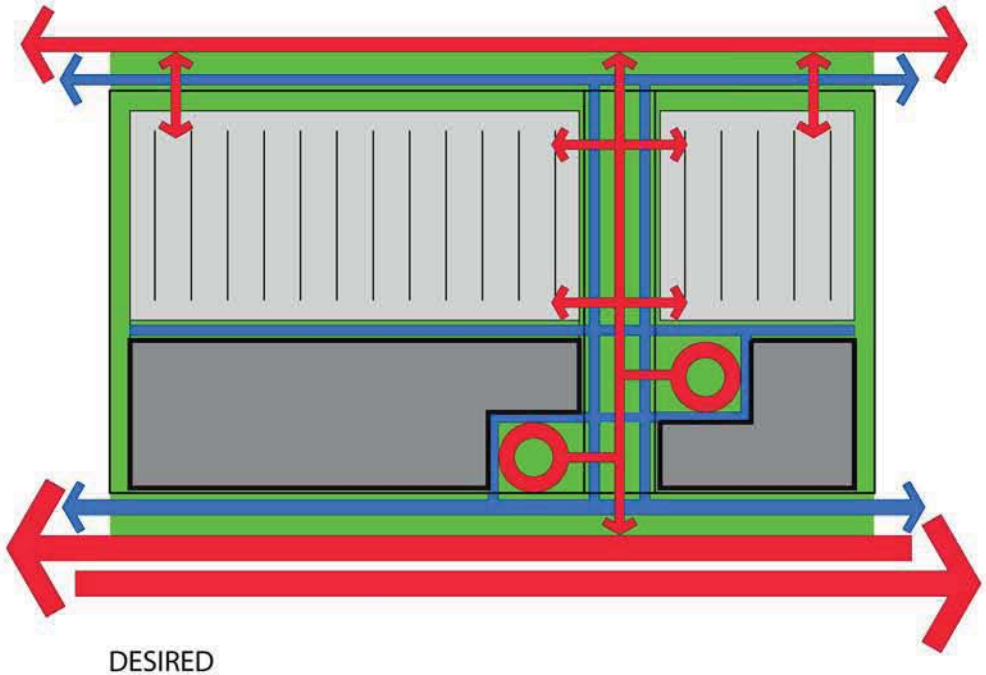
Made up mostly of lots in the 2.5 acre and smaller range, the Site Type A category is reserved for the smallest, single-use sites developed for individually standing businesses. Small coffee shops or fast food restaurants would often be found in this category, as well as small multi-tenant office buildings or single-tenant office buildings.

Site Type A is primarily found along Big Beaver Road in areas between the "pulses" of major intersections, where lot depths are constrained and where older, smaller buildings predominate. These sites must be designed to better integrate with their surroundings to contribute to a more cohesive District, a more consistent building line, and more efficient access between sites. Good access for pedestrians and cross access for vehicles will help sites in this Category reduce trips entering and existing from Big Beaver Road.

Groups of Site Type A properties may make excellent candidates for coordinated combination of properties to create more cohesive mini-destinations.



EXISTING CONDITION



DESIRED

SITES TYPE B

Building Placement
- Zero line
- 5' off zero line
- Fronts corridors, streets, parks
- Relationship with adjacent buildings

Vehicle Circulation
- Interconnected to adjacent sites
- Shared access
- Connected to arterial/collector roads to disperse traffic (minimize primary corridor access)
- Screened service access
- Drop off/arrival courts accessed from collector road or internal drive
- Shared drop off/arrival court with common collector road or drive

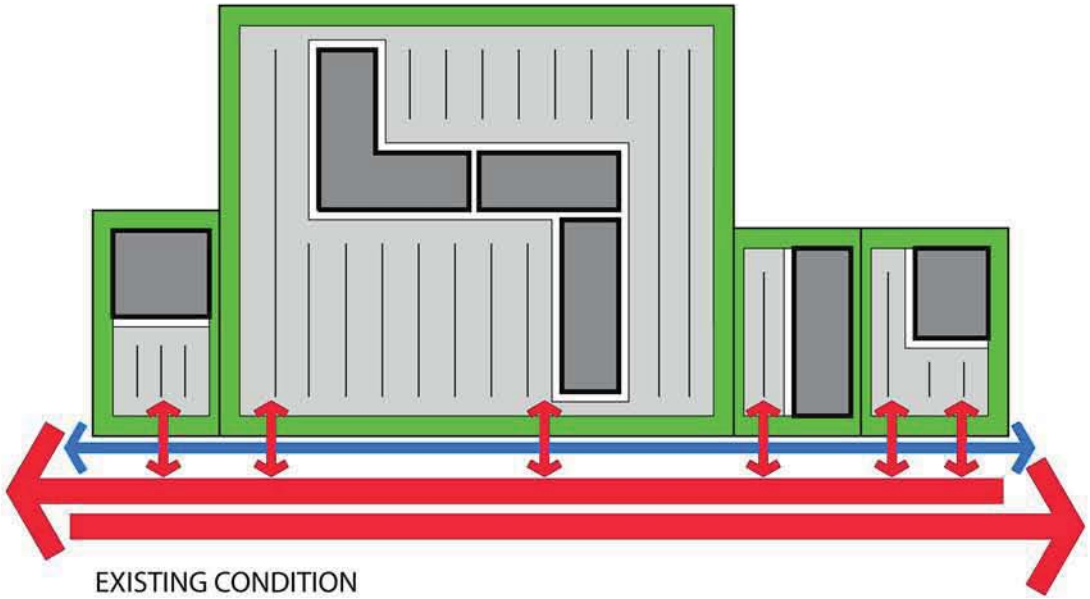
Pedestrian Circulation
- Linked to primary corridor
- Interconnected
- Direct connection to building entrances
- Minimize conflicts with vehicular circulation

Parking
- Locate in Rear Yard
- Screened
- Shared between uncommon uses
- Interconnected
- Oriented to pedestrian flow
- Accessed from collector and arterial roads where possible

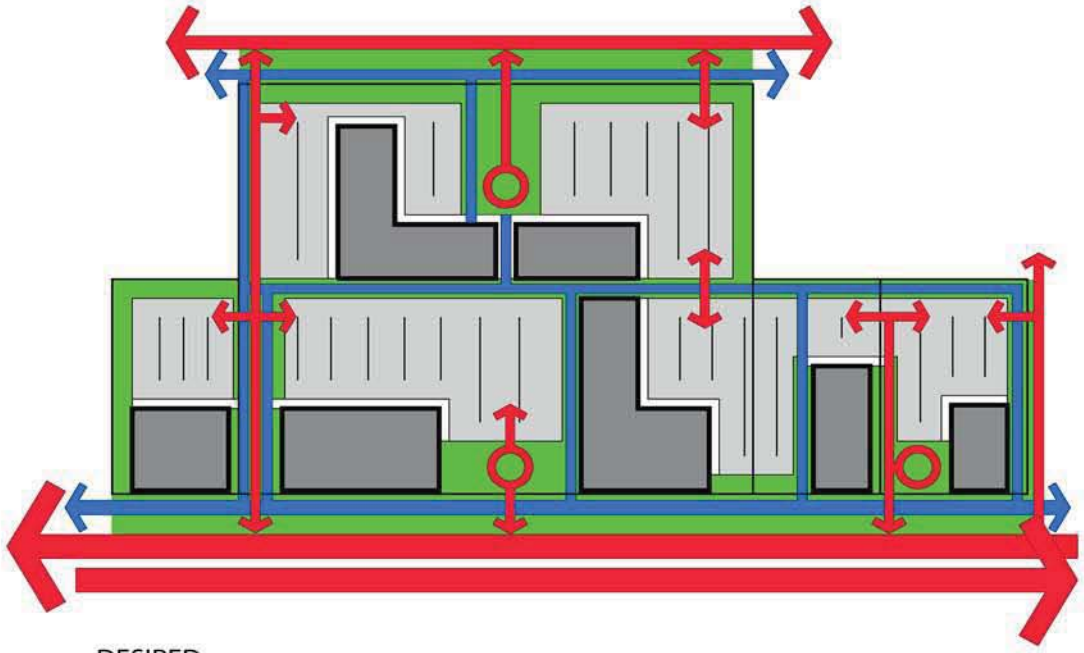
LEGEND

BUILDING MASS
OPEN SPACE OR PARK
PARKING FIELD
PARKING DECK
DROP OFF/ARRIVAL COURT
ON-STREET PARKING
SERVICE LANES
VEHICULAR CIRCULATION
PEDESTRIAN CIRCULATION
PEDESTRIAN BRIDGE
PROPERTY BOUNDARY

The sites in Site Type B are mostly between 2.51 and 5 acres in area, and are located in and around areas mostly filled with smaller, Type A sites. Similar to Type A sites in character, they are located on sites large enough to warrant additional consideration to landscaping and surface parking in that they can often accommodate large surface lots, which can compromise the cohesiveness of the area if not designed with connectivity in mind.



EXISTING CONDITION



DESIRED

SITES TYPE C

Building Placement
- Zero line (when possible)
- 5' off zero line
- Fronts corridors, streets, parks
- Relationship with adjacent buildings

Vehicle Circulation
- Interconnected to adjacent sites
- Shared access
- Connected to arterial/collector roads to disperse traffic (minimize primary corridor access)
- Screened service access
- Drop off/arrival courts/accessed from collector road or internal drive
- Shared and grouped drop off/arrival court with common collector road or drive

Pedestrian Circulation
- Linked to primary corridor
- Interconnected
- Direct connection to building entrances
- Minimize conflicts with vehicular circulation

Parking
- Locate in Rear Yard
- Screened
- Shared between uncommon uses
- Interconnected
- Oriented to pedestrian flow
- Accessed from collector and arterial roads where possible

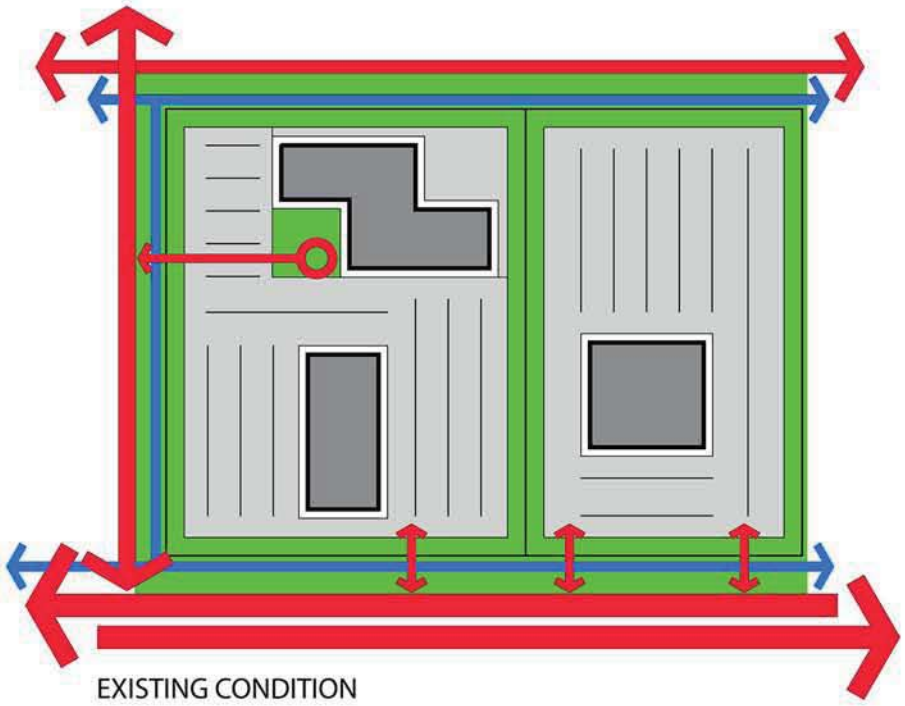
LEGEND

BUILDING MASS
OPEN SPACE OR PARK
PARKING FIELD
PARKING DECK
DROP OFF/ARRIVAL COURT
ON-STREET PARKING
SERVICE LANES
VEHICULAR CIRCULATION
PEDESTRIAN CIRCULATION
PEDESTRIAN BRIDGE
PROPERTY BOUNDARY

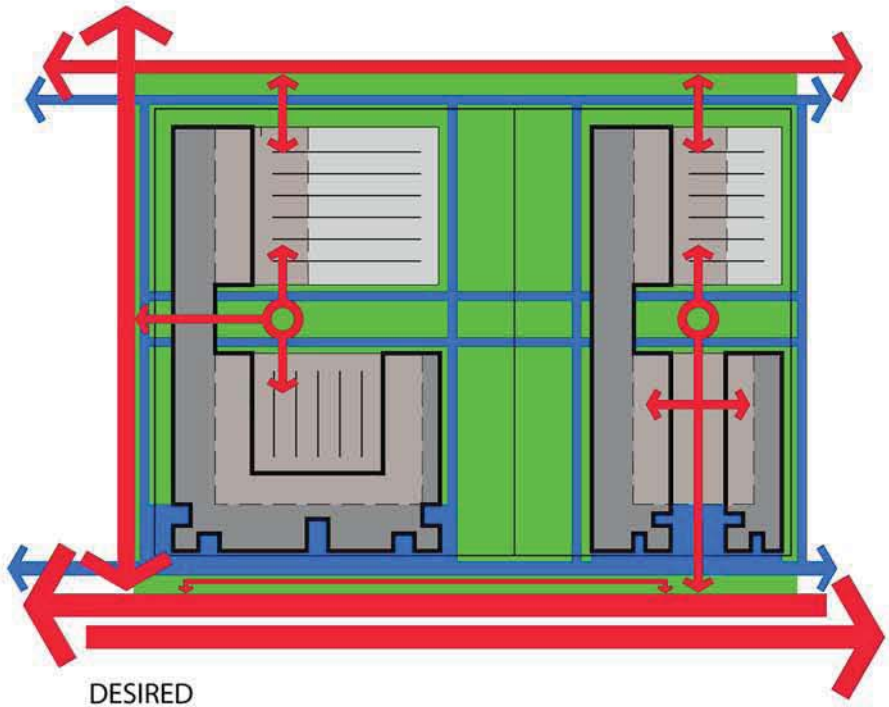
Between 5.01 and 10 acres are most of the Site Type C sites. Groupings of Type C sites are found off Big Beaver within industrial areas of the DDA, and in locations where several larger, single-use developments are situated nearby one another. Hotels, single office buildings, and other large single building developments often fall into this category. They often house large employment centers.

The Site Type C category should be designed with integration in mind. Integration with one another and with much larger destination retail and office complex sites will allow for better interaction between users, which could lead to a more readily shared customer and tenant base and could help reduce Big Beaver traffic.

Site Type C sites are mostly transitional in that they serve as a buffer between small site uses and very large uses in Type D and E, such as the Somerset Collection. They are of sufficient area to allow for significant pedestrian and landscaping amenities, quality signage and buffered surface parking.



EXISTING CONDITION



DESIRED

SITES TYPE D

Building Placement
- Zero line
- 5' off zero line
- Fronts corridors, streets, parks
- Relationship with adjacent buildings
- Zero line (when possible)
- May include multiple grouped buildings
- Buildings may interconnect
- Includes shared open space
- Buildings front open space as well as streets

Pedestrian Circulation
- Linked to primary corridor
- Interconnected
- Direct connection to building entrances
- Minimize conflicts with vehicular circulation
- Connected to common open space
- Connected to collector streets
- Walkability between sites

Vehicle Circulation
- Interconnected to adjacent sites
- Shared access
- Connected to arterial/collector roads to disperse traffic (minimize primary corridor access)
- Screened service access
- Drop off (arrival courts) accessed off collector road or internal drive
- Shared drop off (arrival court) common road/drive
- Grouped/shared drop off/arrival courts
- Limit access drives to primary corridors
- May include service drive on pri mary corridor
- Consolidate/share vehicular access

Parking
- Locate in Rear Yard
- Screened
- Shared between uncommon uses
- Interconnected
- Oriented to pedestrian flow
- Accessed from collector and arterial roads where possible
- Includes parking decks and surface lots
- Integrate parking decks with buildings
- Building and parking deck architecture blend

LEGEND

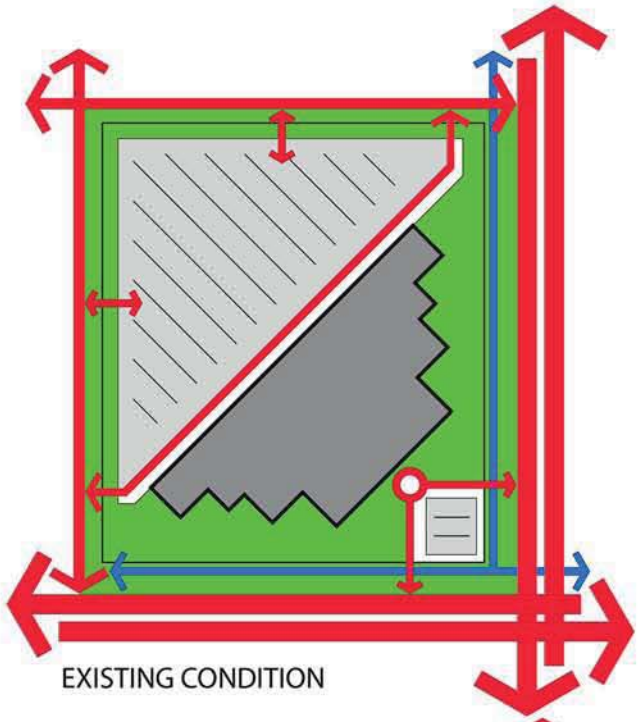
- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Site Type D properties are predominantly between 10.01 and 20 acres in area, but they are more strongly related to one another through their nature and large, campus-style properties with multiple large buildings designed to function as one unit.

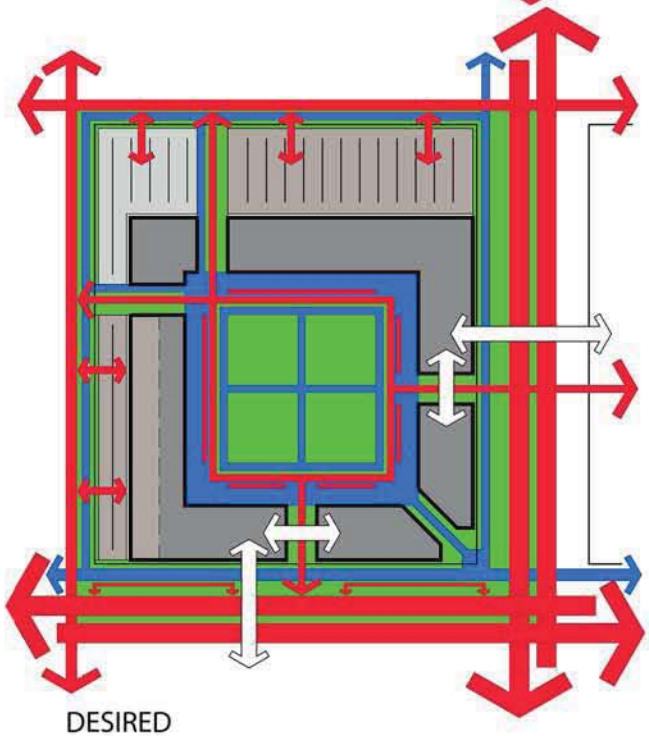
Walkability between sites and provision of on-site open space are key to the success of these type s of sites from an urban design perspective. They should be designed with a mix of uses in mind to allow for users to obtain basic services on or immediately near the site. Especially within large office centers in the Type D category, where hundreds of workers may populate the site during the day, restaurants, postal facilities and other daily needs should be integrated within existing buildings or permitted to exist in smaller out-lot developments.

Parking for Type D sites should be accommodated in structured parking whenever possible to maximize the use of the site for the primary use and to allow the site to be developed more densely than it could with surface parking.

The site design should strongly focus on putting the densest components of the project within close range of the primary right-of-way to combat the vast open areas that frequently make such sites difficult or undesirable to cross on foot. A busy arrangement of campus uses along the right of way will help keep pedestrians engaged and will make these larger sites fit better with surrounding smaller sites in the Type A and B categories.



EXISTING CONDITION



DESIRED

SITES TYPE E

Building Placement
- Zero line
- 5' off zero line
- Fronts corridors, streets, parks
- Relationship with adjacent buildings
- Zero line (when possible)
- May include multiple grouped buildings
- Buildings may interconnect
- Includes open shared space
- Buildings front open space as well as streets
- Building forms shape open space
- Connection to streetscape critical
- May include (all weather) bridges to adjacent large scale type D or E properties

Vehicle Circulation
- Interconnected to adjacent sites
- Shared access
- Connected to arterial/collector roads to disperse traffic (minimize primary corridor access)
- Screened service access
- Drop off (arrival courts) accessed off collector road or internal drive
- Shared drop off (arrival court) common road/drive
- Grouped/shared drop off/arrival courts
- Limit access drives to primary corridors
- May include service drive off pri mary corridor
- Consolidate share vehicular access

Parking
- Locate in Rear Yard
- Screened
- Shared between uncommon uses
- Interconnected
- Oriented to pedestrian flow
- Accessed from collector and arterial roads where possible
- Includes parking decks and surface lots
- Integrate parking decks with buildings
- Building and parking deck architecture blend

Pedestrian Circulation
- Linked to primary corridor
- Interconnected
- Direct connection to building entrances
- Minimize conflicts with vehicular circulation
- Connected to common open space
- Connected to collector streets
- Walkability between sites

LEGEND

- BUILDING MASS
- OPEN SPACE OR PARK
- PARKING FIELD
- PARKING DECK
- DROP OFF/ARRIVAL COURT
- ON-STREET PARKING
- SERVICE LANES
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- PEDESTRIAN BRIDGE
- PROPERTY BOUNDARY

Like Type D, Type E sites are predominantly campus-style projects; however they are limited to sites over 20 acres. These large sites have existing mixed-use or multi-tenant developments or would be ideal to accommodate such developments. They share make of the characteristics of Type D sites, and should strive to achieve the walkability and connectivity guidelines of a Type D property at a more regional scale.

The Type E category is meant to serve the destination properties of the Corridor. Somerset Collection, the Municipal Campus and Top of Troy are found in this category. These are the largest, most prominent marquis properties along the Corridor and should reflect the highest standard of design encouraged by the Big Beaver Corridor Study with regard to pedestrian amenities, high quality signage and landscaping, and ideal site lighting. They should be sited to reinforce the existing or desired building line along the Corridor and provide a wide range of mixed uses.

Amenities

Site Furnishings

Amenities

Fences

Amenities

Wall (Retaining)

Style:
Material: Concrete, Masonry, Planting, Steel
Finish: Sealed, Stained, Colored, Painted, Plastic Coated

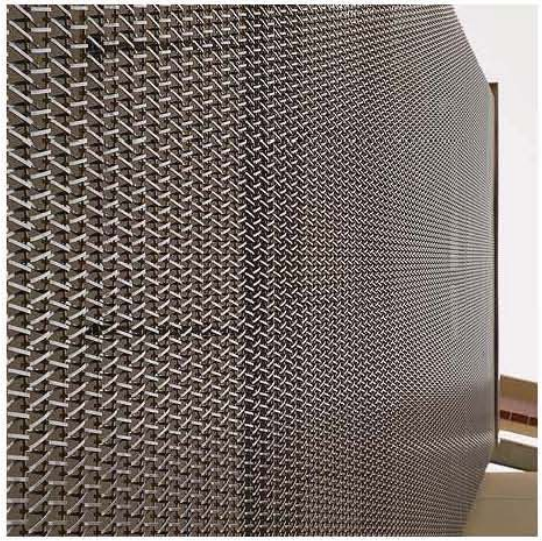
Amenities

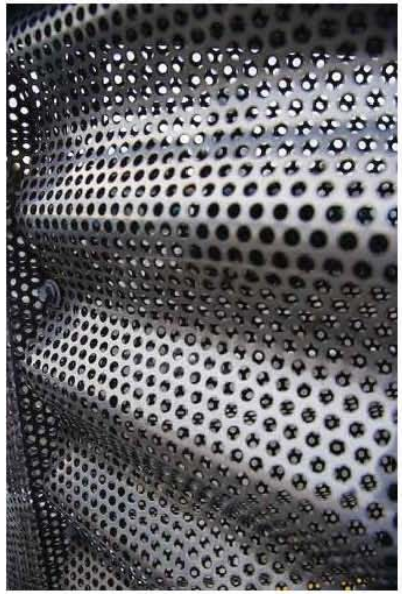
Wall (Retaining)

Amenities

Wall (Parking Screen)

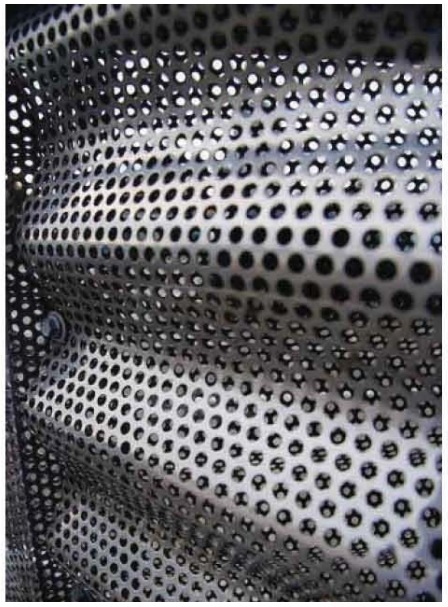
Style:
Material: Concrete, Masonry, Planting, Steel
Finish: Sealed, Stained, Colored, Painted, Plastic Coated

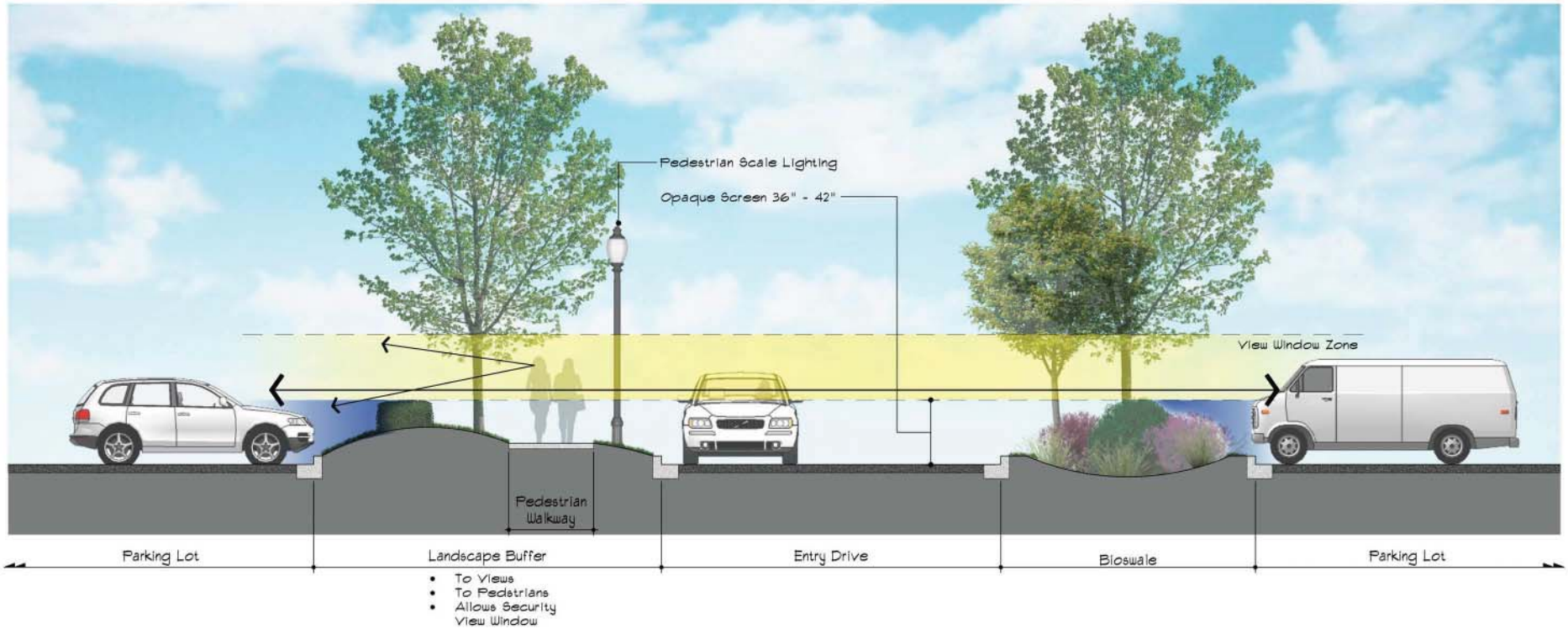




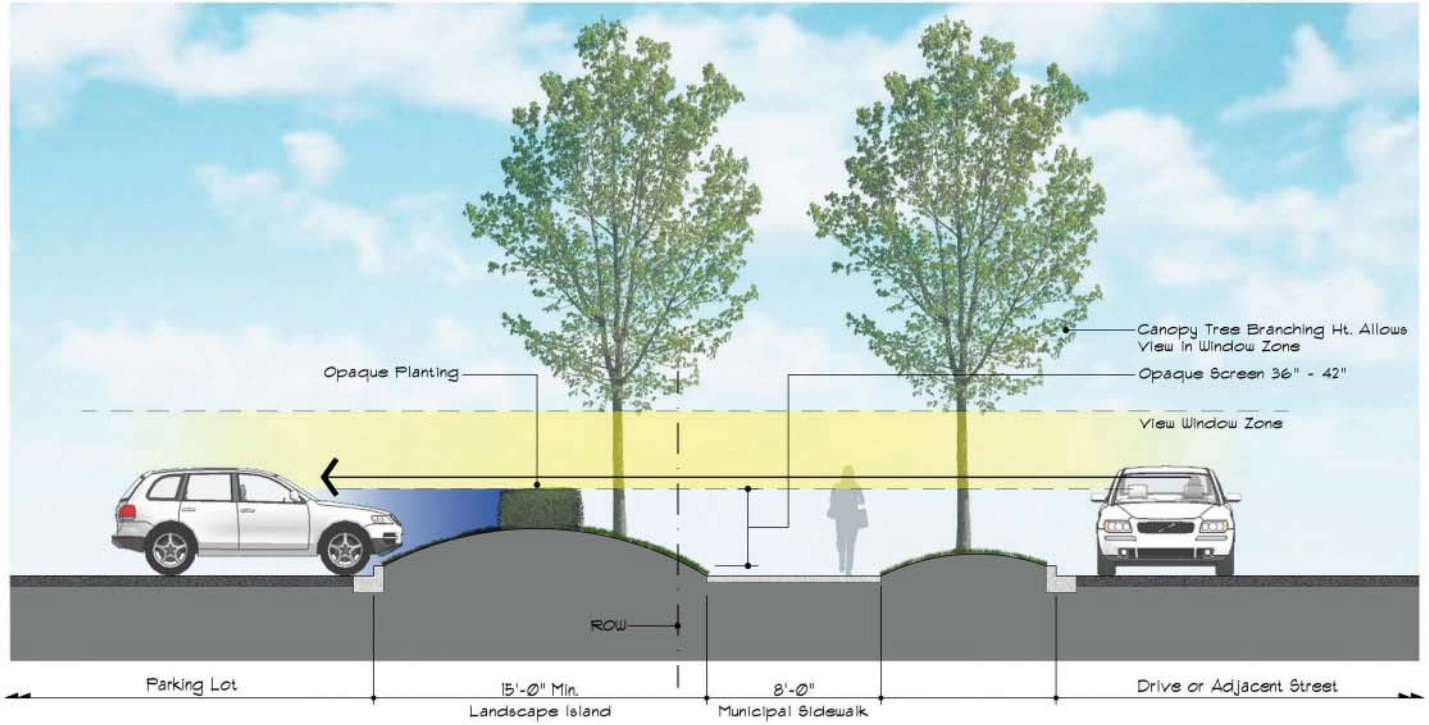
Amenities

Wall (Screening)





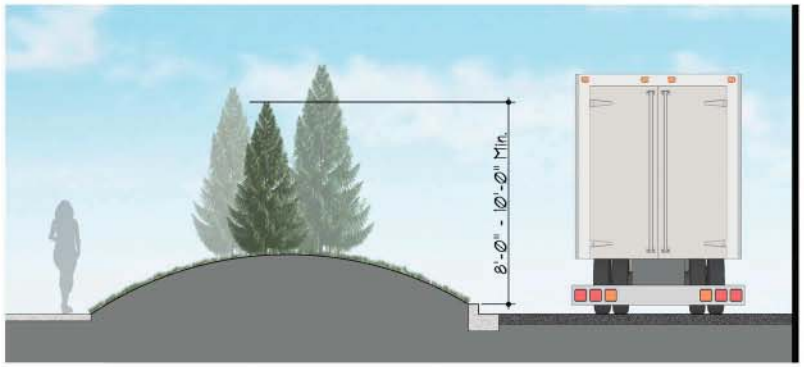
Entrance Drive - Landscape Treatment



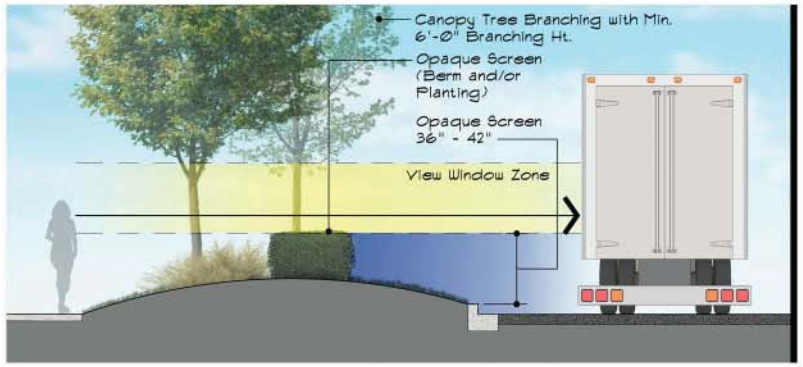
Intent

- Screen Parking from Adjacent Street or Pedestrian View
- Allow View Window for Security

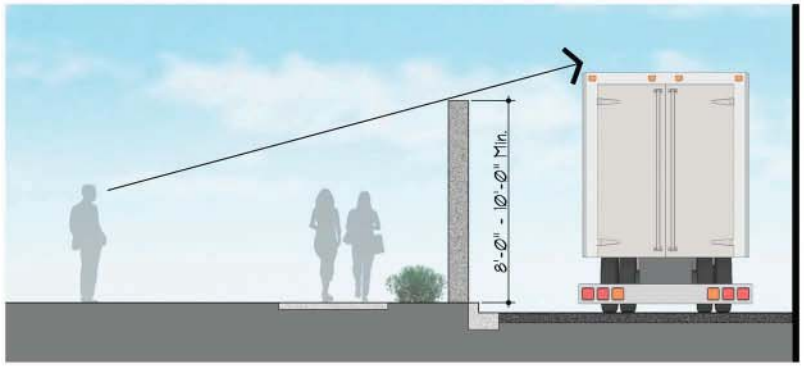
Parking Lot - Landscape Buffer



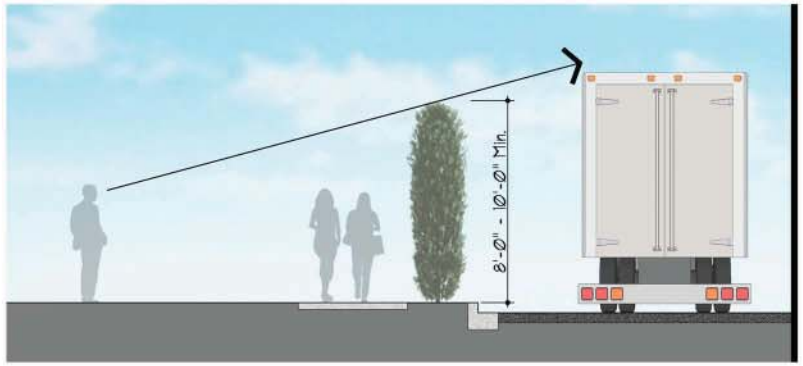
Total Opaque Screen



Screen with Security Window
(Where Security is High Concern)

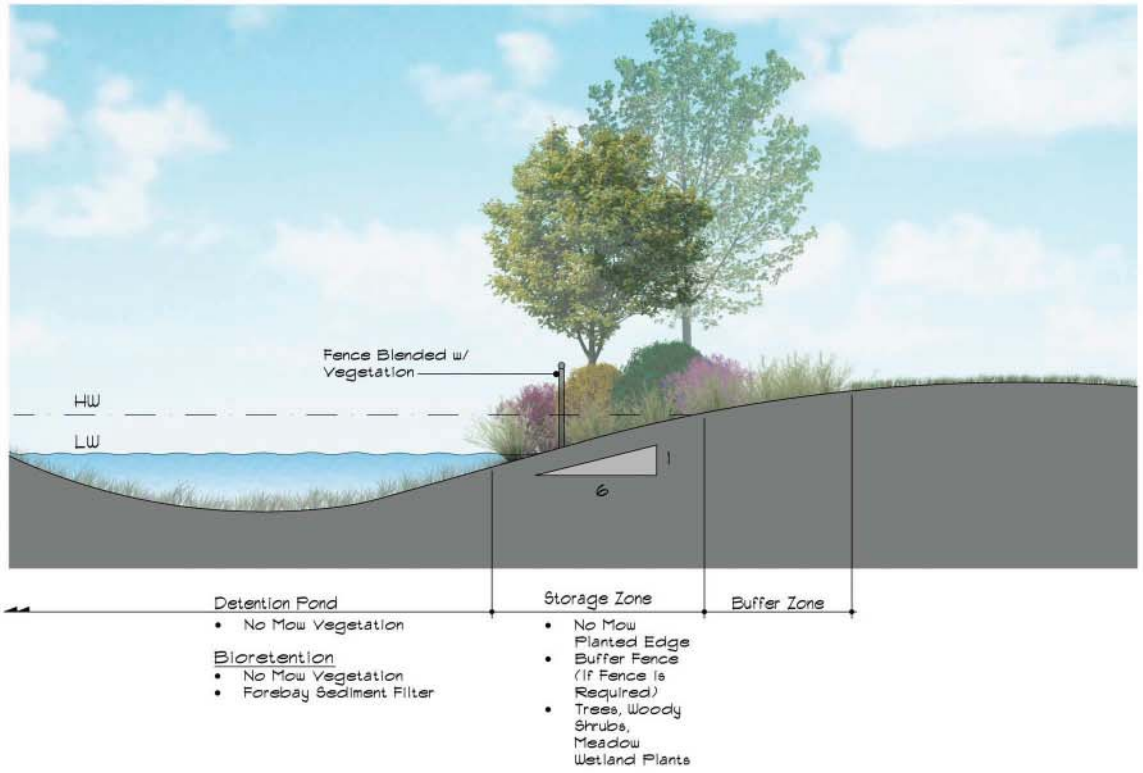


Screen with Opaque Architectural Wall
(Narrow Space Option)

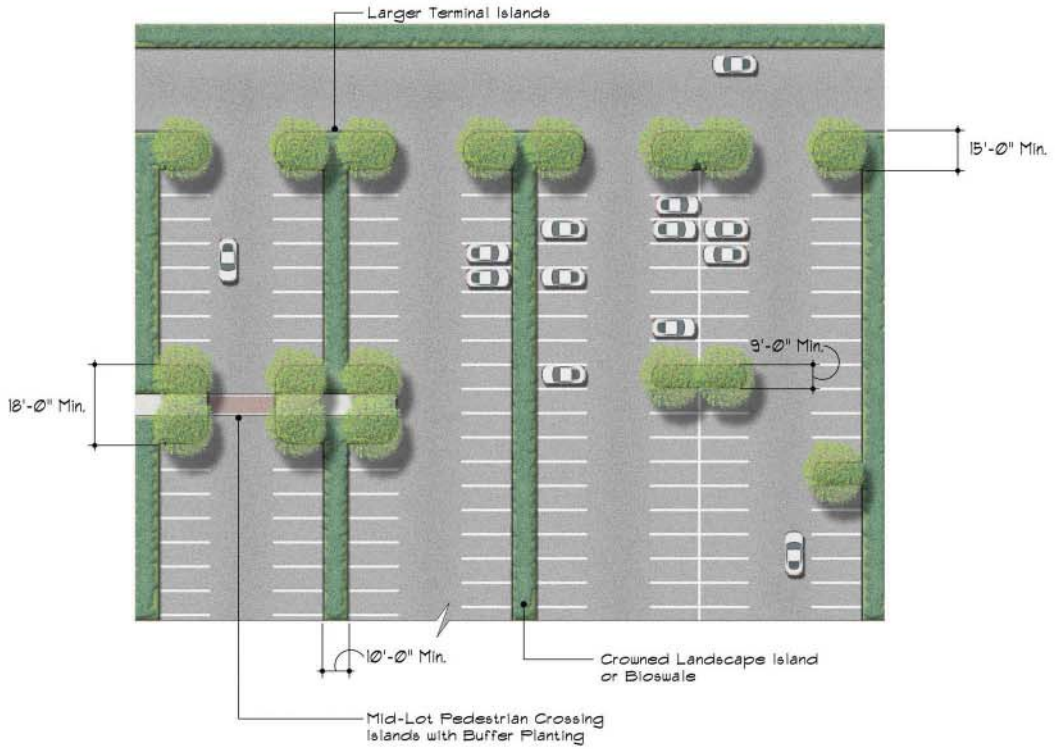


Screen with "Green" Vegetated Wall
(Narrow Space Option)

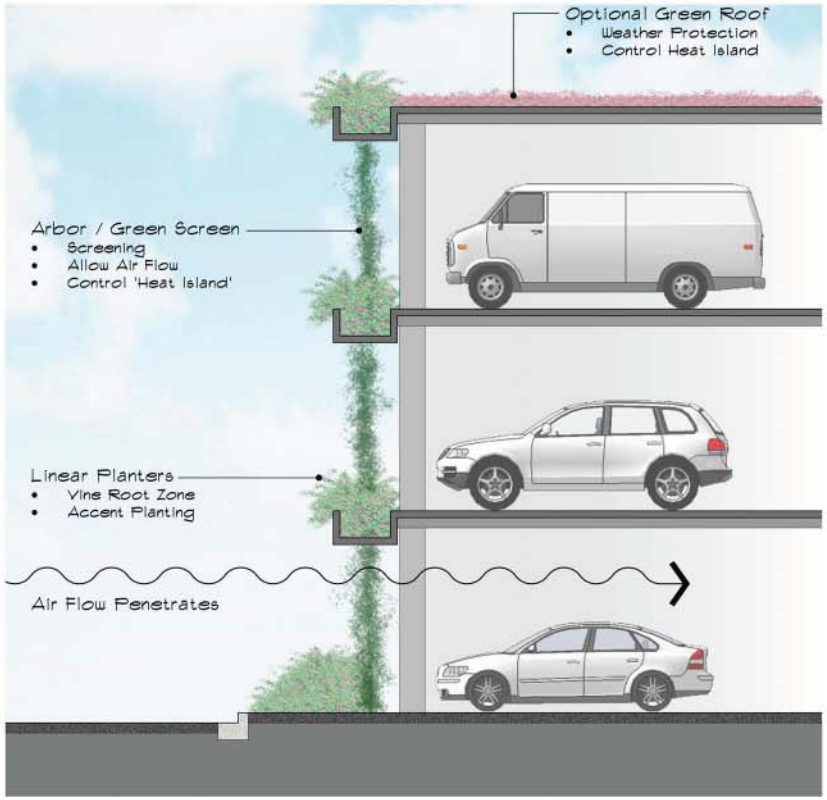
Service Area Screen / Landscape



Detention / Bioretention / Forebay - Landscape



Parking Lot Interior Landscape



Green Parking Deck Option

Pedestrian / Vehicular Hardscape Materials

Drives


Asphalt


Permeable Asphalt


Concrete


Permeable Conc.

Parking Areas


Asphalt


Permeable Asphalt


Concrete


Permeable Conc.


Permeable Pavers

Sidewalks


Concrete


Textured Concrete


Colored Concrete


Permeable Pavers

Plazas


Concrete


Textured Concrete


Colored Concrete


Permeable Pavers

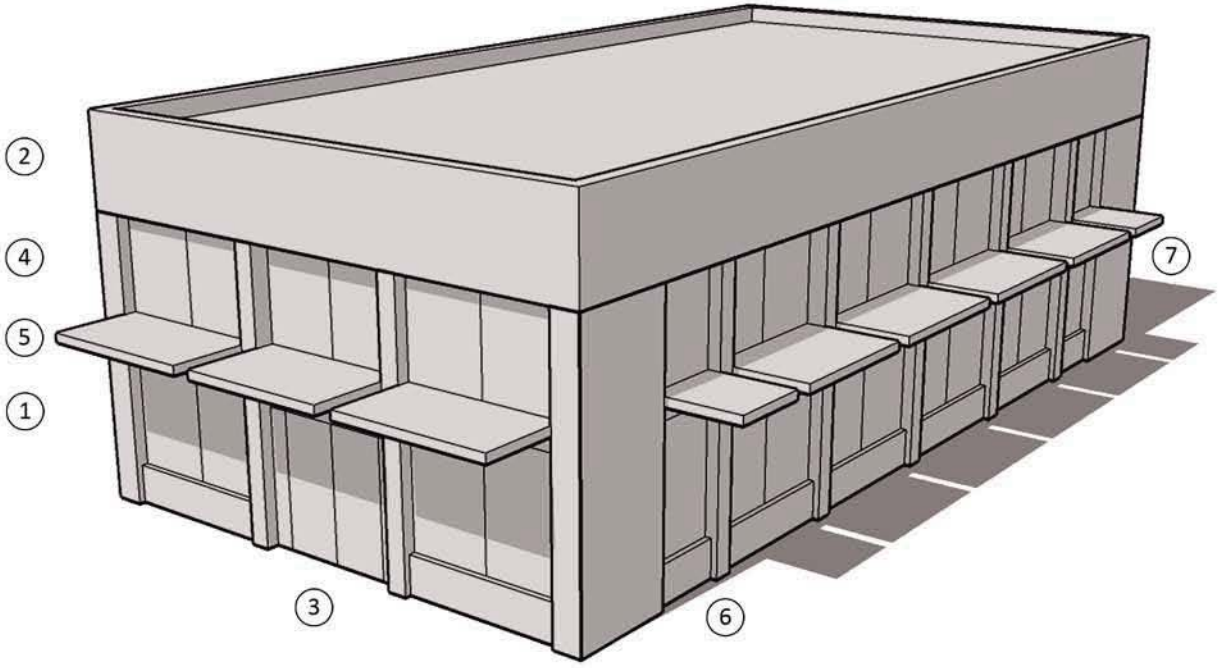

Blue Stone


Granite

This final section describes the five structure types detailed in this document. There are no mandatory structure types, rather, the developer would follow the guidelines for the structure type that most closely reflects the structure they intend to build. The form-based codes in the Zoning Ordinance will also have a significant bearing on structure type.

STRUCTURE TYPE A
SINGLE TENANT COMMERCIAL, SMALL

- 1 – 2 stories (15,000 sf ±)
- Single use (café, small office, professional office, retail)
- High quality materials
- Non "branded," allow for reuse
- Building entrance on street front
- Screened service in rear
- Exposed bays and articulated facades



NOTE KEY

1. Base (storefront)
2. Cap
3. Main Entry
4. Clearstory
5. Canopy or Awning
6. Retail Entry
7. Service Entry in Rear

The smallest structure style category is Type A. Type A structures are those that are 1-2 stories in height and which usually house a single use. Stand-alone coffee shops, small professional offices, and retail could all fall into this category.

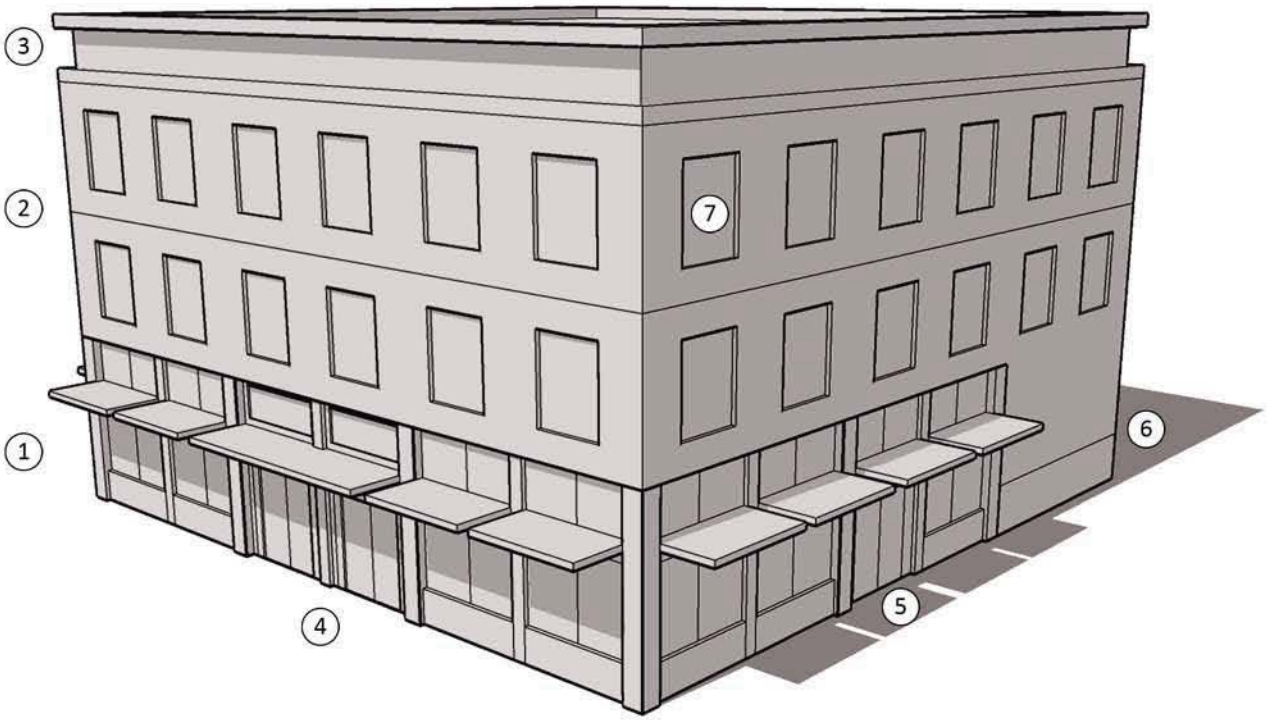
Square footage of a Type A Structure falls under about 15,000 square feet. This threshold allows it to include corner drug stores and other small retail buildings, but excludes larger scale "big box" structures.

Type A structures should be usually associated with other similar structures or located at the edges of larger structures or groups of structures and should serve as a buffer between residential and non-residential areas.

Type A structures should be unique and attractive structures built of high-quality materials and should avoid being "branded" so as to allow for their adaptation to future tenants.

STRUCTURE TYPE B
SINGLE TENANT COMMERCIAL, LARGE

- 2 stories (15,000 sf +)
- Single use, usually retail
- High quality materials
- Non "branded," allow for reuse
- Established bay patterns
- Entrance and storefront on façade, storefront may wrap around sides
- Screened service in rear
- Design complements surrounding multi-story uses



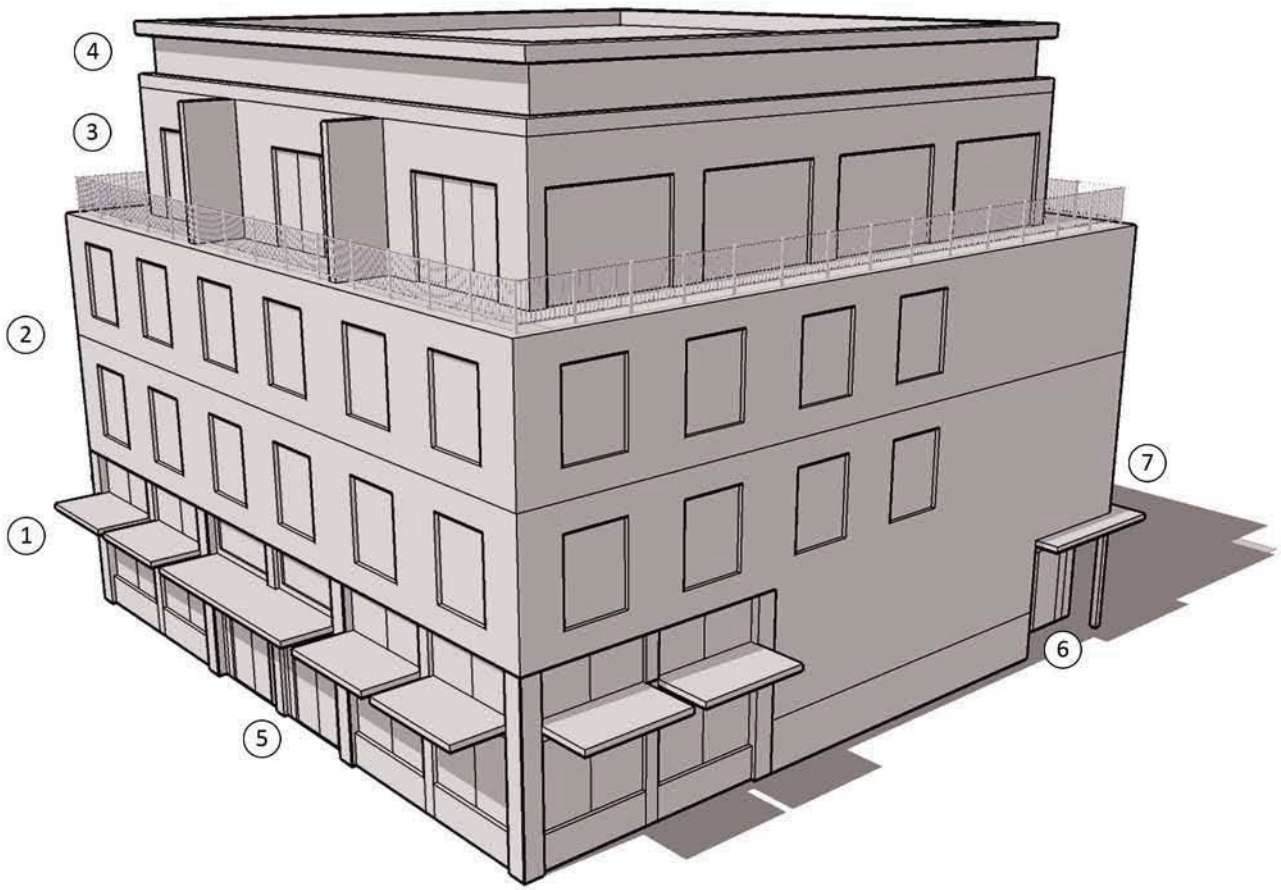
NOTE KEY

1. Base (storefront)
2. Body (office 1-2 stories)
3. Cap
4. Main Entry
5. Secondary Entry
6. Service Entry in Rear
7. Punched Openings

Type B structures are those designed for a single use, but with a large square footage, usually greater than 15,000 square feet in mind. Unlike a conventional "big box" however, Type B single-tenant structures of this size in the DDA will be at least 2 stories. New retail formats allow for multi-story large format retail locations which require a smaller footprint and which better complement the surrounding multi-story uses.

Like small single-tenant structures, these buildings should be unique and attractive structures built of high-quality materials and should avoid being "branded" so as to allow for their adaptation to future tenants.

STRUCTURE TYPE C
MIXED USE MID-RISE



- 3 – 5 stories (20,000 sf max)
- Mixed use, with residential floors above
- Separated office/retail entry from residential entries
- High quality materials and maximum use of windows
- Always mixed-use, residential component optional
- High quality commercial space with residential safety and comfort

NOTE KEY

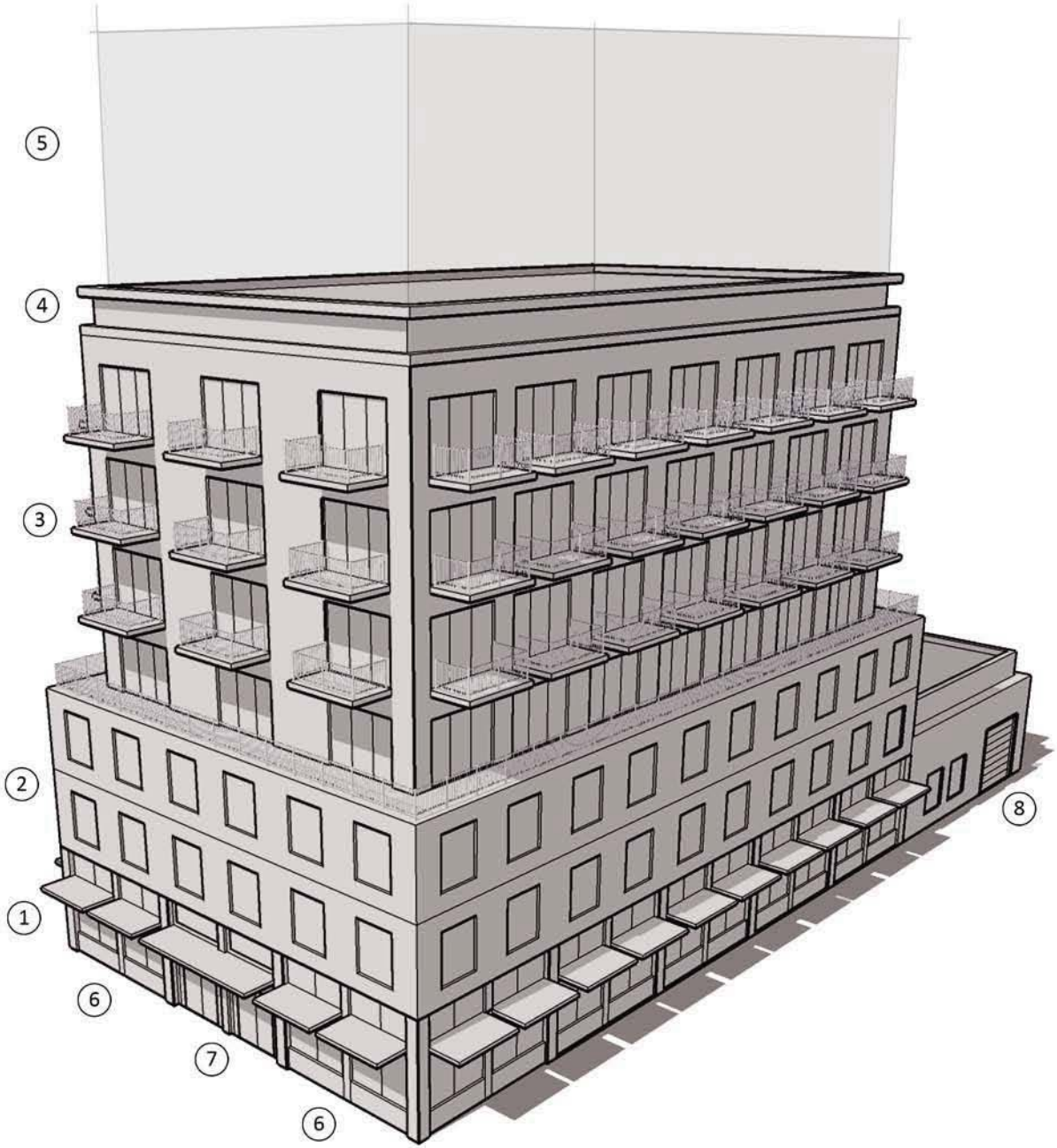
1. Base (storefront)
2. Body (office 2-3 stories)
3. Residential with Balconies
4. Cap
5. Main Entry
6. Private/Residential Entry
7. Service Entry

Small mixed-use multi-tenant buildings fall into the Type C category. These structures may contain any combination of residential and non-residential uses, and will usually be less than 20,000 square feet in total area. Designed to be anchors in small pockets of walkable development, these projects allow for commercial uses to be located in close proximity to new alternative residential development. Useful in neighborhood nodes and in infill areas, Type C structures must take the safety and comfort of residential tenants into consideration as well as the quality of the commercial space for rent.

Residential areas in Type C structures should have private entrance areas separated from public, non-residential areas and should typically be located on the 2nd through 4th floors.

Type C structures can also house a combination of retail and office uses, but must always contain units which would accommodate some form of mixed-use, whether or not it includes a residential component.

Extensive use of windows and high-quality building materials will characterize these structures, which should form a large portion of new construction in the DDA.



STRUCTURE TYPE D
MIXED USE TOWER

- 5 stories and up to 20 + stories
- Large mixed use developments (retail, office, hotel or residential)
- First floor interacts directly with public
- Design used to make an architectural statement and serve as a local landmark
- Mid-rise component (retail, office, service) integrated with tower component (hotel, residential)

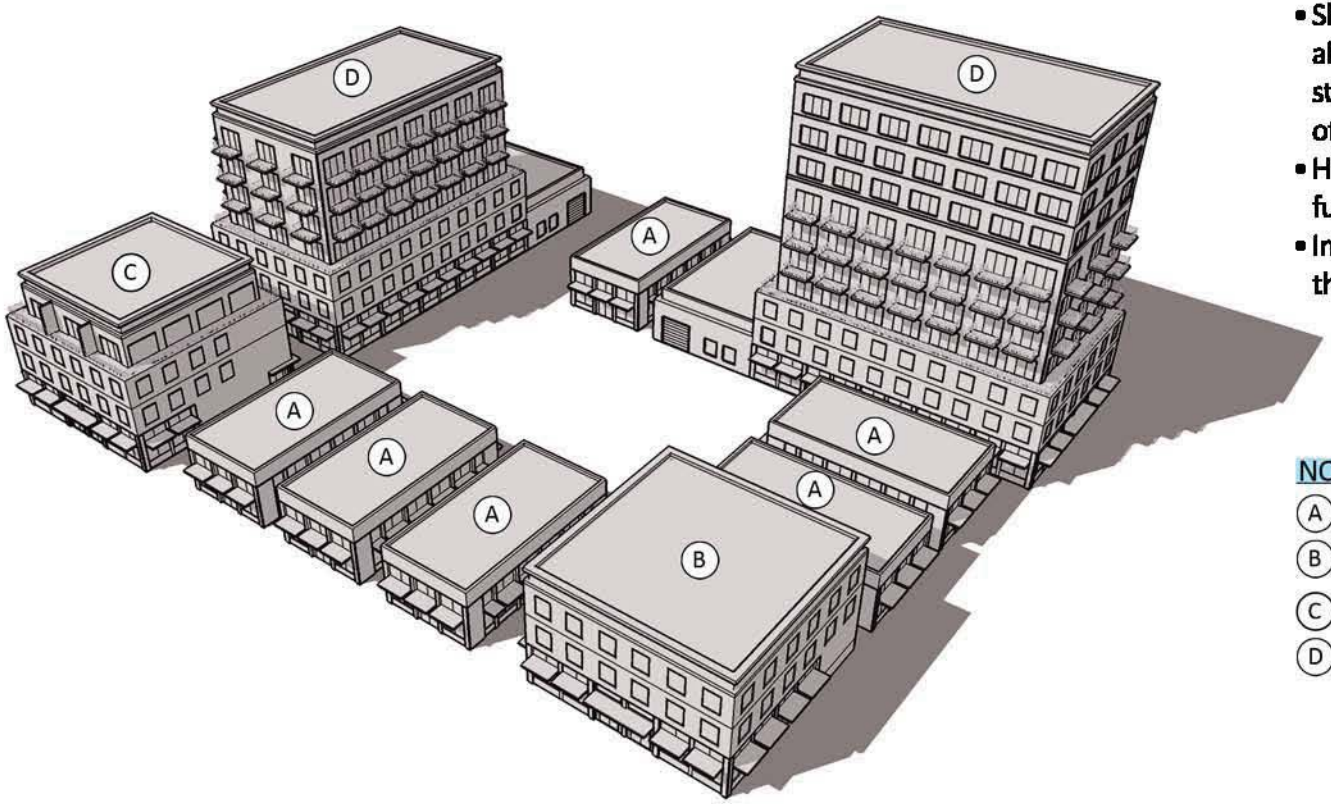
NOTE KEY

1. Base (storefront)
2. Body (office 2-3 stories)
3. Residential with Balconies (2-10 stories or hotel)
4. Tower cap feature
5. Additional residential floors (up to 20 stories)
6. Retail Entry
7. Office/Residential Entry
8. Service Entry

Very large, mixed-use developments fall into the Type D category. Designed to be 5 or more stories, these large buildings contain many residential units or a hotel component as well as units designed for office and retail. The first floor of a Type D structures should contain uses designed to interact directly with the public, like retail, restaurants, and even some forms of office.

These buildings should be allowed to make an architectural statement and serve as substantial anchors on larger lots throughout the DDA.

STRUCTURE TYPE E
MIXED USE CAMPUS



- Collection of various footprint sizes and heights of buildings for any number of mixed uses
- Buildings to be designed to complement each other and to share a common function and form
- Should include mixed uses, but could also include one or more large structures for a single use such as office or hotel
- High quality materials, designed for future reuse
- Integrated pedestrian features throughout campus desired

NOTE KEY

(A) Type 'A' - Single tenant commercial, small

(B) Type 'B' - Single tenant commercial, large

(C) Type 'C' - Mixed use, mid-rise

(D) Type 'D' - Mixed use, tower

The largest structure category is reserved for "campus" style developments, meaning a collection of larger buildings designed for any number of mixed uses.

Type E structures could house a collection of buildings that may be considered Type D if they were on their own, but when grouped they become Type E structures. Type E structures should be designed with the overall function and form of the entire project in mind and should be designed to complement one another and function as a unit.

Type E structures should include a mix of uses, but could include one or more large structures within a campus designed for a single large use, such as office or a hotel, provided that the project is designed as a single cohesive unit.

Type E structures will serve as memorable destinations for the entire region and should be designed and constructed with future generations in mind. Quality materials, adaptable tenant spaces, safe and secure residential components, and integrated walkable features throughout the project will characterize the structures in this category.

City of Troy

Downtown Development Authority

Design Guidelines