



CITY COUNCIL AGENDA ITEM

Date: September 15, 2010

To: John Szerlag, City Manager

From: Mark F. Miller, Acting Assistant City Manager/Economic Development Services
Steven J. Vandette, City Engineer
R. Brent Savidant, Acting Planning Director

Subject: PRELIMINARY SITE PLAN APPROVAL (File Number SP 957) - Troy/Birmingham Intermodal Transit Facility – South of Maple Road, West of Coolidge, Section 31, Zoned M-1 (Light Industrial) - Controlled by Consent Judgment

Background

The Transit Center site is comprised of a 2.7-acre parcel on the east side of the tracks in Troy, and a 2.5-acre parcel on the west side of the tracks in Birmingham. The site in Troy is controlled by a consent judgment that permits a Transit Center on the site. The attached Planning Commission report summarizes the project. The Preliminary Site Plan meets Zoning Ordinance and Consent Judgment requirements.

The Troy Planning Commission and Birmingham Planning Board have reviewed the Transit Center site seven (7) times since their first joint meeting seventeen (17) months ago on April 16, 2009. Following these meetings there have been numerous design changes including several revisions to the shape, size and materials used for the building, plus an elevator on the Troy side. At the last joint meeting on September 8, 2010, the Birmingham Planning Board granted Preliminary Site Plan Approval for improvements to the Birmingham side of the facility. The Troy Planning Commission recommended Preliminary Site Plan Approval for the Troy side of the project, but recommended that a design workshop be held prior to final approval with members of the Troy Planning Commission, Birmingham Planning Board, the HRC design team and staff from both cities (see attached minutes). This workshop would be held prior to Final Site Plan Approval with the goal of adding additional site and building design changes in a number of areas.

Recommendation

If City Council determines that a design workshop is necessary, they may direct City Management to conduct this design workshop. The appropriate time to conduct a design workshop, if desired by City Council, is after Preliminary Site Plan Approval is granted. Any modification to the Preliminary Site Plan will result in time delays and added consultant costs, and require input from the Birmingham Planning Board.

City Management recommends approval of the Preliminary Site Plan for the Troy/Birmingham Intermodal Transit Facility, as submitted, without an additional design workshop.



CITY COUNCIL AGENDA ITEM

Fund Availability

Updated preliminary cost estimates will be prepared following Preliminary Site Plan Approval. The cities of Troy (\$1.3 million) and Birmingham (\$300,000) have allocated funding for the Transit Center project. The project has received the following grant awards:

- \$250,000 in federal EECBG funding for LED lighting on the site.
- \$1.3 million under the Fiscal Year 2010 U.S. House of Representatives Transportation, Housing and Urban Development Appropriations Bill.
- A High-Speed Intercity Passenger Rail Program grant of \$8,485,212 under the American Recovery and Reinvestment Act, through the United States Department of Transportation and Federal Railway Administration.

Approved as to form and legality:

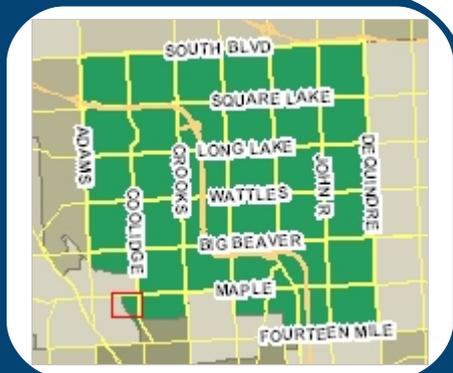
Lori Grigg Bluhm, City Attorney

Attachments:

1. Maps.
2. Letter to Planning Commission from City Manager, dated September 14, 2010.
3. Report prepared for Planning Commission, dated August 27, 2010.
4. Minutes (draft) from the September 8, 2010, joint meeting of the Troy Planning Commission and Birmingham Planning Board.

Intermodal Transit Facility

City of Troy Planning Department



Legend

-  I-75
-  Road Centerline
-  Major Road
-  Industrial Road
-  Local Road
-  Hydrography Poly
-  Hydrography Arc
-  Parcels
- Aerial Photos - 2008**
-  Red: Band_1
-  Green: Band_2
-  Blue: Band_3

826 0 413 826Feet

Scale 1: 4,956

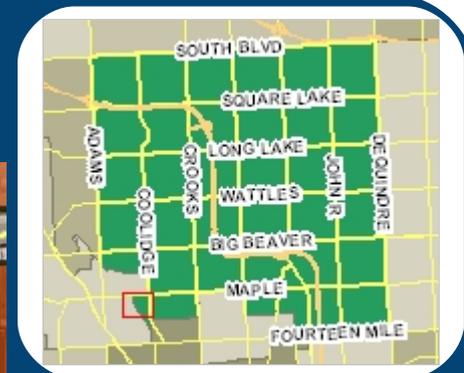


Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

Printed: 7/19/2010

Intermodal Transit Facility

City of Troy Planning Department



Legend

-  I-75
- Road Centerline**
 -  Major Road
 -  Industrial Road
 -  Local Road
- Zoning**
 -  (PUD) Planned Unit Development
 -  (B-1) Local Business District
 -  (B-2) Community Business District
 -  (B-3) General Business District
 -  (R-C) Research Center District
 -  (C-F) Community Facilities District
 -  (C-J) Consent Judgment
 -  (E-P) Environmental Protection District
 -  (R-EC) Residential Elder Care
 -  (P-1) Vehicular Parking District
 -  (H-S) Highway Service District
 -  (M-1) Light Industrial District
 -  (O-1) Office Building District
 -  (O-M) Office Mid-Rise District
 -  (OSC) Office Service Commercial District
 -  (CR-1) One Family Residential Cluster District
 -  (R-1A) One Family Residential District
 -  (R-1B) One Family Residential District
 -  (R-1C) One Family Residential District
 -  (R-1D) One Family Residential District
 -  (R-1E) One Family Residential District
 -  (R-1T) One Family Attached Residential Distr
 -  (R-2) Two Family Residential District
 -  (R-M) Multiple Family Residential Medium De
 -  (RM-1) Multiple Family Residential District Lc
 -  (RM-2) Multiple Family Residential District (M
 -  (RM-3) Multiple Family Residential District (Hi
-  Hydrography Poly
-  Hydrography Arc
-  Parcels

Aerial Photos - 2008

-  Red: Band_1
-  Green: Band 2

Printed: 7/19/2010

826 0 413 826Feet

Scale 1: 4,956



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

DATE: September 14, 2010

TO: Troy Planning Commission

FROM: John Szerlag, City Manager

SUBJECT: PRELIMINARY SITE PLAN APPROVAL (File Number SP 957) - Troy/Birmingham Intermodal Transit Facility – South of Maple Road, West of Coolidge, Section 31, Zoned M-1 (Light Industrial) - Controlled by Consent Judgment



On September 8, 2010 the Planning Commission conducted a joint meeting with the Birmingham Planning Board. The intent of the meeting was to accomplish two objectives related to the proposed Troy/Birmingham Intermodal Transit Facility:

1. Granting of Preliminary Site Plan Approval by the Birmingham Planning Board for improvements proposed within the City of Birmingham. These improvements include the Amtrak platform, entry drive, parking area, ramp, stairs and tunnel.
2. A Preliminary Site Plan Approval recommendation to Troy City Council from the Troy Planning Commission for improvements proposed within the City of Troy. These improvements include a 2,400 square foot transit center building with elevator, parking area, plaza, ramp, stairs and tunnel.

The Preliminary Site Plan for the portion of the Transit Facility in Troy meets all Zoning Ordinance and Consent Agreement requirements. City Management recommended Preliminary Site Plan Approval for the project, as submitted. The Troy Planning Commission recommended approval to the Troy side of the project, with design considerations. They requested that a design workshop be held prior to final approval (see attached minutes). Based on discussion during the meeting the intent of the recommending resolution appears to be to hold a design workshop prior to forwarding the recommendation to City Council. Since Planning Commission, through its resolution, made an official recommendation, this item will be forwarded as resolved, to the Troy City Council for consideration.

In these challenging economic times, City Management works diligently to create an environment of investment in the City of Troy. It is anticipated that the Planning Commission work as partners in this effort. The City cultivated an exciting opportunity to utilize significant grant funding to develop a multimodal transit facility in an area underserved by alternative transportation options. It is important to keep the project moving forward to meet this end. Any action that slows down the Preliminary Site Plan Approval process is contrary to creating an environment of investment.

This memorandum is being sent to the Planning Commission as a courtesy to inform the board that the Troy/Birmingham Intermodal Transit Facility will appear on the September 20, 2010, Regular City Council agenda for consideration for Preliminary Site Plan Approval. Additionally, City Management recommends Preliminary Site Plan Approval for the Troy/Birmingham Intermodal Transit Facility, as submitted.

If City Council determines that a design workshop would be beneficial, any such workshop would occur after Preliminary Site Plan Approval. Of course, any such modification to the Preliminary Site Plan will result in time delays and require input from the Birmingham Planning Board.

I am looking forward to the joint meeting between the City Council and Planning Commission, where I believe the salient topic will be the importance of attracting and retaining business development.

Copy: City Council
Lori Bluhm, City Attorney
Mark F. Miller, Acting Assistant City Manager / Economic Development Services
R. Brent Savidant, Acting Planning Director

Attachment:

1. Draft minutes from September 8, 2010 Joint meeting of the Troy Planning Commission and Birmingham Planning Board.

DATE: August 27, 2010

TO: Troy Planning Commission

FROM: R. Brent Savidant, Acting Planning Director

SUBJECT: PRELIMINARY SITE PLAN APPROVAL (File Number SP 957) - Troy/Birmingham Intermodal Transit Facility – South of Maple Road, West of Coolidge, Section 31, Zoned M-1 (Light Industrial) - Controlled by Consent Judgment

GENERAL INFORMATION

A revised Preliminary Site Plan has been submitted for Planning Commission consideration. The transit center building and Amtrak platform were revised based on comments generated at the July 27, 2010 Joint meeting and previous meetings.

Name of Owner / Applicant:

The applicant is the City of Troy and the City of Birmingham. The cities entered into a joint venture to develop the Intermodal Transit Facility, which sits on both sides of the C.N. right-of-way. The Troy site was deeded to the City of Troy as part of the Consent Judgment, with the condition that it be developed as a transit center.

Location of Subject Property:

The property is located south of Maple Road, west of Coolidge. The transit center building is in Troy, on the east side of the C.N. Railroad right-of-way, in section 31. The Amtrak platform is in Birmingham, on the west side of the tracks.

Size of Subject Parcel:

The Troy site is approximately 2.71 acres in size. The Birmingham site is approximately 1.51 acres in size. The total site area is 4.22 acres.

Current Use of Subject Property:

The 2.71-acre Troy site is currently comprised of a triangular grassy area, drive and parking area. The site abuts the Midtown Square shopping center to the east and the C.N. Railroad right-of-way to the west. The right-of-way also serves as the boundary between the cities of Troy and Birmingham. There is currently an Amtrak platform and shelter located in Birmingham, on the west side of the tracks.

Current Zoning Classification:

The Troy site is zoned M-1 Light Industrial (controlled by Consent Judgment).

Proposed Uses and Buildings on Subject Parcel:

A 2,400 square foot building is proposed for the site. The building will include a public waiting/seating area, restroom facilities, drinking fountains, mechanical/electrical room, storage room, and future kiosk space for transit service providers. A plaza area in front of the building features a brick paver design and vertical element. The design and funding source for the vertical element will be determined in the future.

The Amtrak platform (Birmingham) and the Transit Center building (Troy) will be linked by a tunnel under the tracks. Besides offering a connection between the Transit Center and the Amtrak platform, the tunnel also serves as a non-motorized link between Troy and Birmingham.

Access to the tunnel from both sides of the tracks will be provided by barrier-free ramps and stairs, as well as an elevator on the Troy side of the tracks. Design elements intended to improve accessibility include pedestrian scale lighting, hand rails, horizontal landing areas, benches, and radiant heat under the ramp to melt ice and snow during winter months. The ramp/stair area will be landscaped to improve aesthetics, and reduce soil erosion and storm water runoff.

The Amtrak platform in Birmingham will be enhanced by the addition of a large canopy, shielded on four sides to protect users from the elements. Access to the site will be improved with the addition of a new public street, connecting the site to Eton Street in two locations. Additional off-street parking spaces will be provided, including handicapped spaces, to provide convenient access for train users. Sidewalks connecting the site to adjacent neighborhoods and commercial areas will also be provided.

A drop-off area with waiting slips for four (4) SMART buses is proposed next to the transit center building.

Current Use of Adjacent Parcels:

North: Midtown Square shopping center.
South: Midtown Square shopping center.
East: Midtown Square shopping center.
West: Mini storage facility and C.N. right-of-way.

Zoning Classification of Adjacent Parcels:

North: M-1 Light Industrial.
South: M-1 Light Industrial.
East: M-1 Light Industrial.
West: No zoning (C.N. right-of-way).

Future Land Use Designation:

The Master Plan classifies the property as being within the Transit Center classification.

ANALYSIS

The site is located within the M-1 Light Industrial District. However, it is controlled by consent judgment.

Compliance with area and bulk requirements:

Setback	Required	Provided
Front yard	25 feet (Sec 40.10.08)	Approximately 40 feet (to Doyle Drive)
Side yard	10 feet (each) 20 feet (total)	11 feet (east), 100 feet (west)
Rear yard	20 feet	82 feet (south)
Building height	3 stories, 40 feet	1 story, 20 feet
Maximum lot coverage by buildings	40 percent	Approximately 2 percent

The site plan meets all setback and bulk requirements for the M-1 Light Industrial district. It must be noted, the site is located in close proximity to the Oakland/Troy Airport. Therefore, maximum building height is also governed by the requirements of the FAA and MDOT Bureau of Aeronautics and Freight Services.

Off-Street Parking:

The Troy site plan provides 106 conventional parking spaces, 8 barrier free spaces, and 2 additional spaces reserved for electric vehicles, for a total of 116 spaces. The Birmingham side provides 29 conventional spaces and 6 barrier free spaces, for a total of 35 spaces. Combined, there are 151 parking spaces proposed for the transit facility.

The City of Troy Zoning Ordinance does not include a parking standard for public transit facilities. The transit center itself will have minimal staffing and will therefore generate minimal to no actual parking demand. Parking demand will be generated by the transit uses on the site, not by the building. Therefore the square footage of the transit center building is irrelevant for the purpose of determining parking demand.

The parking provided at the site will be primarily used by transit system users. Most of the SMART bus users will arrive at the site by bus, foot or train. Therefore most of the demand for parking spaces will be by Amtrak users. It is anticipated that Amtrak users would continue to park on the Birmingham side, where spaces are located closer to the train platform. The 35 spaces provided on the Birmingham side represent a significant increase over the 4 spaces presently dedicated for Amtrak users. The 4 existing spaces will remain after the transit center is constructed. It is anticipated that when the Birmingham lot becomes full, Amtrak users will park in the Troy parking lot.

The proposed 116-space parking area is the maximum number of spaces given the size of the property and it is sufficient for the transit center facility at this time. The parking area should be reviewed regularly to ensure that parking demand for transit center users is being met, when transit use increases.

Vehicular and Non-motorized Access:

Vehicular access to the transit center building is provided by Doyle Drive, which intersects Maple Road to the north and Coolidge Highway to the east. This drive will be used by automobiles and

buses. On the Birmingham side, an access drive connecting to Eton Street provides access to the Amtrak platform, including a drop-off and parking area.

Non-motorized access is provided by a series of sidewalks that connect the transit center to the existing sidewalk system within the Midtown development. These in turn connect to the public sidewalks along Maple and Coolidge. The entire transit center site is of barrier-free design. A barrier-free tunnel connects the two sides of the tracks. Access to the tunnel is provided by a barrier-free ramp and an elevator on the Troy side.

Storm Water Detention:

The applicant proposes to utilize innovative techniques to store and treat storm water, including a green roof, rain gardens and the harvesting of rainwater to use for watering plants on the site.

Environmental Provisions:

The building and site will be a demonstration project for sustainable construction practices. These include a green roof, rain gardens and geothermal HVAC. The applicant intends to pursue LEED certification for the facility.

Natural Features and Floodplains:

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

CITY MANAGEMENT RECOMMENDATION

Because the site is controlled by Consent Judgment, the Planning Commission is a recommending body for the Preliminary Site Plan. City Council has approval authority on the transit center elements within the City of Troy.

The Preliminary Site Plan meets Zoning Ordinance and Consent Agreement requirements. City Management recommends approval of the Preliminary Site Plan, as submitted.

Attachments:

1. Maps

cc: File/ SP 957

Prepared by RBS

G:\SITE PLANS\SP 957 Troy Birmingham Intermodal Transit Facility\PC Report 09 08 10.docx

**SPECIAL JOINT MEETING OF THE CITY OF BIRMINGHAM
PLANNING BOARD AND CITY OF TROY PLANNING COMMISSION
ACTION ITEMS OF SEPTEMBER 8, 2010**

Item	Page
PRELIMINARY SITE PLAN REVIEW	
<p>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</p>	2
<p>Motion by Mr. Williams Seconded by Mr. DeWeese on behalf of the Birmingham Planning Board to grant Preliminary Site Plan Approval as requested for the proposed Troy/Birmingham Intermodal Transit Facility with respect to property located within the City of Birmingham, including that portion of the property which comprises the tunnel between Troy and Birmingham.</p>	8
<p>Motion carried, 6-0.</p>	8
<p>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 platform in Birmingham</p>	
<p>Motion by Mr. Schultz Seconded by Mr. Hutson that the Troy Planning Commission recommends to the City Council Preliminary Site Plan Approval as requested for the proposed Troy/Birmingham Intermodal Transit Facility located south of Maple Rd. and west of Coolidge in Section 31 within the M-1 Zoning District and controlled by Consent Judgment be granted.</p>	
<p>Motion withdrawn.</p>	
<p>Amended by Mr. Edmunds Seconded by Mr. Tagle that the previous (withdrawn) resolution be granted subject to the following design considerations:</p>	8
<p>1. Prior to final approval, conduct a design workshop with members of the Planning Commission, the Planning Board, the Hubbell, Roth & Clark team and staff from the Cities of Birmingham and Troy. The goal of the workshop would be to discuss and incorporate further design enhancements into the plans for improved aesthetics and functionality of the project. In general, the enhancements will address:</p>	
<p>➤ Building façade articulation to create a greater visual</p>	

Item	Page
<p>interest;</p> <ul style="list-style-type: none">➤ A more identifiable building entrance;➤ Enhancing the sense of arrival by focusing on a major point of interest;➤ Establishing visual interest with human-scale elements at the building;➤ Creating transitional features between the building, the ground plane and retaining wall; and➤ Offering additional, cost effective, sustainable design features. <p>The workshop shall be scheduled so that the results of the workshop can be a part of what is presented to the Troy City Council and Birmingham’s Planning Board for Final Site Plan Approvals.</p> <p>2. The project shall be developed so that the construction cost does not exceed the approved funding amount.</p>	<p>8</p>
<p>Motion carried, 4-3.</p>	<p>9</p>

**SPECIAL JOINT MEETING OF THE CITY OF BIRMINGHAM
PLANNING BOARD AND CITY OF TROY PLANNING COMMISSION
WEDNESDAY, SEPTEMBER 8, 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 September 8, 2010. Birmingham Chairman Robin Boyle convened the meeting at 7:01 p.m.

Birmingham Planning Board

Present: Chairman Robin Boyle; Board Members Scott Clein, Carroll DeWeese, Bert Koseck, Gillian Lazar, Bryan Williams; Student Representative Aaron Walden

Absent: Board Member Janelle Whipple-Boyce

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, Robert Schultz, Thomas Strat, John Tagle, Lon Ullmann

Absent: Commission Members Philip Sanzica, Mark Vleck

Troy Administration: Mark Miller, Acting City Manager/ Economic Development Services
Christopher Forsyth, Asst. City Attorney
Brent Savidant, Acting Planning Director
Steve Vandette, City Engineer

Also Present

Walter Alix, Hubbell, Roth & Clark
Sally Elmiger, Carlisle/Wortmen Associates, Inc.
Jim Epping, JEP Partners
Michael MacDonald, Hubbell, Roth & Clark
James Surhigh, Hubbell, Roth & Clark
Larry Ancypa, Hubbell, Roth & Clark

09-151-10

CHAIRPERSON'S COMMENTS AND INTRODUCTION OF GUESTS

Chairman Boyle explained this joint meeting is only a part of the process of approving a multi-modal transit center. The plan will eventually move forward to the councils in Birmingham and Troy for their final approval. He went on to welcome members of the public including students from Wayne State University.

09-152-10

REVIEW AND APPROVAL OF THE MINUTES OF THE JOINT MEETING OF JULY 14, 2010

Mr. Williams:

Page 6 - First partial paragraph, last sentence should read that they do have "consent" of the property owners rather than "control."

REVIEW AND APPROVAL OF THE MINUTES OF THE JOINT MEETING OF JULY 27, 2010

Mr. Schultz:

Page 2 - Ms. Quincey's name is misspelled.

Mr. Walden:

Page 1 - He was marked as present when he was not.

Motion by Mr. Schultz

Seconded by Mr. Williams to approve the Minutes of July 14 and July 27, 2010.

Motion carried, all were in favor.

09-153-10

REVIEW AND APPROVAL OF THE AGENDA (no changes)

09-154-10

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

09-155-10

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) PROPOSED NORTHERN APPENDAGE PARCEL, TO BE SPLIT OFF OF THE BIRMINGHAM SCHOOL PROPERTY AND PURCHASED BY CITY. (AS SURVEYED)

PART OF LOT 164, BIRMINGHAM GARDENS, AS RECORDED IN LIBER 31 ON PAGE 38 OF PLATS, OAKLAND COUNTY RECORDS, AND ALSO PART OF THE NORTHEAST ¼ OF SECTION 31, TOWN 2 NORTH, RANGE 11 EAST, CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTH ¼ CORNER OF SAID SECTION 31; THENCE S. 01° 59' 10" W. 701.82 FEET; THENCE S 88° 11' 20" E. 36.00 FEET TO THE NORTHWEST CORNER OF LOT 1 OF "ASSESSOR'S PLAT NO. 28, BEING A REPLAT OF PART OF LOT 169 OF BIRMINGHAM GARDENS AND A PLAT OF PART OF THE N.E. ¼ OF SECTION 31, T.2N., R.11E., CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN", LIBER 43, PAGE 50, OAKLAND COUNTY RECORDS; THENCE S. 01° 59' 10" W. 1,278.38 FEET ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ETON ROAD (WIDTH VARIES) TO A POINT AT THE NORTHEAST INTERSECTION OF SAID ETON ROAD AND HOLLAND AVENUE (50 FEET WIDE),

ALSO BEING THE SOUTHWEST CORNER OF LOT 9 OF SAID ASSESSOR'S PLAT NO. 28; THENCE S. 88° 15' 29" E. 604.19 FEET ALONG THE NORTH RIGHT OF WAY LINE OF HOLLAND AVENUE TO THE SOUTHEAST CORNER OF LOT 9 OF SAID ASSESSOR'S PLAT NO. 28; THENCE N. 01° 53' 01" E. 621.11 FEET TO THE NORTHEAST CORNER OF LOT 1 OF SAID ASSESSOR'S PLAT NO. 28, SAID POINT ALSO BEING A CORNER OF ETON STREET STATION II CONDOMINIUM PLAN NO. 1678, LIBER 34405, PAGE 578 - 665, OAKLAND COUNTY RECORDS; THENCE ALONG THE PERIMETER OF SAID ETON STREET STATION II FOR TWO (2) COURSES: 1). 44.04 FEET ALONG A NON-TANGENT CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 22,661.83 FEET, A CENTRAL ANGLE OF 00° 06' 41", A CHORD LENGTH OF 44.04 FEET AND A CHORD BEARING OF N. 31° 39' 31" W.; 2). N. 58° 13' 52" E. 99.79 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING A CORNER OF SAID ETON STREET STATION II; THENCE ALONG THE PERIMETER OF SAID ETON STREET STATION II FOR FOUR (4) COURSES: 1). N. 31° 31' 34" W. 80.22 FEET, 2). N. 57° 32' 30" E. 52.11 FEET; 3). N. 11° 54' 39" W. 114.49 FEET; 4) N. 19° 00' 45" W. 116.00 FEET TO A POINT ON THE RIGHT-OF-WAY LINE OF GRAND TRUNK WESTERN RAILROAD; THENCE ALONG SAID RIGHT-OF-WAY LINE S. 30° 43' 58" E. 304.96 FEET; THENCE S. 59° 24' 46" W. 57.75 FEET; THENCE S. 60° 25' 16" W. 53.74 FEET TO THE POINT OF BEGINNING. CONTAINING 15,111 SQUARE FEET OR 0.35 ACRES, MORE OR LESS

(B) PROPOSED SOUTHERN APPENDAGE PARCEL TO BE SPLIT OFF OF THE BIRMINGHAM SCHOOL PROPERTY AND PURCHASED BY CITY. (AS SURVEYED)

A PARCEL OF LAND LOCATED IN THE NORTHEAST ¼ OF SECTION 31, TOWN 2 NORTH, RANGE 11 EAST, CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTH ¼ CORNER OF SAID SECTION 31; THENCE S. 01° 59' 10" W. 701.82 FEET; THENCE S 88° 11' 20" E. 36.00 FEET TO THE NORTHWEST CORNER OF LOT 1 OF "ASSESSOR'S PLAT NO. 28 BEING A REPLAT OF PART OF LOT 169 OF BIRMINGHAM GARDENS AND A PLAT OF PART OF THE N.E. ¼ OF SECTION 31, T.2N., R.77 E., CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN", LIBER 43 PAGE 50, OAKLAND COUNTY RECORDS; THENCE S. 01° 59' 10" W. 1,278.38 FEET ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ETON ROAD (WIDTH VARIES) TO A POINT AT THE INTERSECTION SAID ETON ROAD AND HOLLAND AVENUE (50 FEET WIDE), SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 9 OF SAID ASSESSOR'S PLAT NO. 28; THENCE S. 88° 15' 29" E. 604.19 FEET TO THE SOUTHEAST CORNER OF LOT 9 OF SAID ASSESSOR'S PLAT NO. 28; THENCE S. 02° 29' 25" W. 16.90 FEET; THENCE S. 87° 53' 30" E. 396.57 FEET ALONG THE NORTH LINE OF "ASSESSOR'S PLAT NO. 28-B, BEING A REPLAT OF LOTS 11 & 12 OF ASSESSOR'S PLAT NO. 28, BEING A REPLAT OF PART OF LOT 169 OF BIRMINGHAM GARDENS AND A PLAT OF PART OF THE NE. 1/4 OF SECTION 31, T.2N., R77 E., CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN," LIBER 64, PAGE 10, OAKLAND COUNTY RECORDS, TO THE POINT OF BEGINNING; THENCE N. 15° 59' 00" E 117.21 FEET; THENCE S. 18° 59' 54" EAST 182.57 FEET; THENCE ALONG A CURVE TO THE LEFT 239.09

FEET, SAID CURVE HAVING A RADIUS OF 1,564.10 FEET, A CENTRAL ANGLE OF 08° 45' 30"; A CHORD LENGTH OF 238.86 FEET AND A CHORD BEARING OF S. 23° 22' 39" E.; THENCE S. 27° 47' 20" E. 218.21 FEET; THENCE N. 67° 00' 00" W. 47.75 FEET; THENCE ALONG A CURVE TO THE LEFT 515.19 FEET, SAID CURVE HAVING A RADIUS OF 22,661.83 FEET, A CENTRAL ANGLE OF 01° 18' 09" A CHORD LENGTH OF 515.17 FEET AND A CHORD BEARING OF N. 28° 18' 13" W. TO THE POINT OF BEGINNING, SAID CURVE ALSO BEING THE EASTERLY LINE OF LOT 1 OF SAID ASSESSOR'S PLAT NO. 28-B. CONTAINING 23,605 SQUARE FEET OR 0.54 ACRES, MORE OR LESS

**(C) PARENT PARCEL 2 PER TITLE INFORMATION REPORT S-378832-1-125 SU
(EDGEMERE ENTERPRISES' PROPERTY) PARCEL ID NO. 20-31-203-024**

A PART OF THE NORTHEAST ¼ OF SECTION 31, TOWN 2 NORTH, RANGE 11 EAST, IN THE CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: COMMENCING AT A POINT ON THE NORTH LINE OF SAID SECTION 31; THENCE NORTH 88 DEGREES 12 MINUTES 00 SECONDS WEST, ALONG SAID NORTH SECTION LINE TO THE NORTH ¼ CORNER OF SAID SECTION; THENCE SOUTH 31 DEGREES 18 MINUTES 02 SECONDS EAST 1442.06 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE WESTERLY LINE OF THE GRAND TRUNK WESTERN RAILROAD THE FOLLOWING TWO COURSES BEING ALONG THE WESTERLY LINE OF SAID RAILROAD; 1) SOUTH 30 DEGREES 34 MINUTES 07 SECONDS EAST 416.60 FEET; AND 2) SOUTH 28 DEGREES 10 MINUTES 17 SECONDS EAST 385.25 FEET; THENCE SOUTH 62 DEGREES 42 MINUTES 03 SECONDS WEST 134.00 FEET; THENCE NORTH 18 DEGREES 59 MINUTES 17 SECONDS WEST 272.01 FEET; THENCE ALONG A CURVE TO THE LEFT 403.53 FEET, SAID CURVE HAVING A RADIUS OF 1907.31 FEET, CENTRAL ANGLE OF 12 DEGREES 07 MINUTES 20 SECONDS AND LONG CHORD BEARING OF NORTH 25 DEGREES 02 MINUTES 57 SECONDS WEST 402.78 FEET; THENCE NORTH 31 DEGREES 06 MINUTES 37 SECONDS WEST, 126.48 FEET; THENCE NORTH 59 DEGREES 25 MINUTES 23 SECONDS EAST 57.75 FEET TO THE POINT OF BEGINNING.

Ms. Ecker highlighted what has gone on since the last couple of meetings. There was consensus both on the part of the Birmingham Planning Board and the Troy Planning Commission primarily with regard to where the building would be situated and whether there would be elevators. Further, a consensus building exercise had determined a number of other elements. Therefore, staffs from both cities have been meeting extensively with the design team since July 27 and they have re-designed the entire building and the entire site based on the comments that were heard from both boards.

They are looking to have the whole project wrapped up within the next two to three months in order to have it finalized concurrent with the Federal Railroad Administration's process.

Once everyone around the table is in agreement on the plans, the numbers will be run and a cost estimate presented.

Mr. Michael MacDonald reiterated some of the major points that were determined during the consensus building exercise as well as in the Vision Statement:

- Revise the building exterior using traditional materials;
- Take a fresh look at how the building was laid out;
- Incorporate elevators into the building on the Troy side;
- No elevators to be incorporated into the Birmingham side of the project;
- Revise the vertical element at the building entrance;

- Revise the platform shelter and canopy so it is more substantial and respects the building materials and roof design;
- Plaza area should compliment the building.

Mr. MacDonald went through slides of the site vicinity map and showed photographs taken from different vantage points.

Mr. Larry Ancypa started out by saying that the design team comprised of the City of Troy, the City of Birmingham and the technical people from HRC, CWA, and JEP are all excited and proud of the new drawings that they have put together.

Key points included in the Vision Statement were:

- Project should have high visibility;
- Consideration for future development;
- The facility should respect the surrounding neighbors;
- Security is of prime importance centering on the decision that the facility will be un-manned;
- Materials need to be vandal resistant and supportive of the project identity;
- Users should understand how to circulate through the site;
- The canopy should visually link both sides of the rail as one comprehensive site.

The Troy/Birmingham facility is currently classified as a small facility with ridership exceeding 10,000 per year. This should grow to a medium size station by the year 2027 with more than 50,000 riders.

Mr. Ancypa went on to describe significant improvements that have been made to the facility:

- A vestibule was incorporated in the northwest corner to allow the use of the elevator if the main portion of the building is locked;
- The main entrance now has a larger vestibule;
- Additional seating has been added along the north wall;
- A second kiosk was moved to the southwest corner of the building;
- North, east and west elevations better reflect compatibility with the surroundings;
- Contemporary style, but use of the materials captures a traditional feeling.

Mr. Ancypa explained that Leadership in Energy and Environmental Design (“LEED”) is an internationally recognized green building certification program. Buildings can qualify for four levels of certification: Basic, Silver, Gold, or Platinum. The Intermodal Transit Project has chosen to achieve the Silver Certification level. Some of the main items that the design team has selected are:

- Green roof;
- Storm water management;
- Rain water harvesting;
- Geothermal for the HVAC;
- LED lighting;
- Regional materials;
- Recycled materials.

The cost was the determining factor in the selection of the LEED features. LEED and sustainability elements cost more initial dollars to implement than traditional building methods. However, over the life of the structure the sustainable building methods can save significant operation and maintenance dollars and return their initial cost in some cases many times over.

Mr. Ancypa advised that the platform and canopy carry through the same brick, limestone, glass and sloped roof theme established by the building. This allows for linking of the Birmingham side to the Troy side so the overall facility is seen as one development as originally stated in the Vision Statement. A cross-section of the site illustrates the massing and how everything fits together on the site.

Mr. James Surhigh went over the site plans for each side of the railroad tracks. He showed slides that described parking including electric vehicle plug-in stations, accessibility, circulation, sheltered bus drop-off areas, the pedestrian tunnel, train platform, heated sidewalks for snow melt, distances, green site design elements, retaining wall elevations, elevator entrance, site lighting with LED fixtures, and the site photometrics.

Ms. Sally Elmiger illustrated the site amenities/landscaping. On the Troy side, the plaza incorporates a hardscape compass that will utilize a focal piece of artwork to create an arrival zone and gathering area. The amount of landscaping on the site has been reduced, thereby decreasing the cost to install it and to maintain it. The plant materials were shown and they will provide four seasons of interest. Paving patterns point the pedestrians to use the cross-walks across Doyle Dr. Locations for benches and receptacles were described. These site furnishings will be Michigan made. The bus shelters that are proposed are very similar to the bus shelters in Birmingham, but will have a different finish. They will be located at the spot where busses will actually be opening their doors.

A compass is also featured on the Birmingham side. An overlook provides a beefy element. The retaining wall creates a nice weight to the canopy on the Birmingham side and it discourages people from walking through the landscaping. The retaining wall will be concrete that is stamped and colored. Covered bike racks are provided and there is a location for artwork that is a focal point to the entrance.

Mr. Williams requested that the video of this hearing be kept in perpetuity in case of a dispute as to what was said or not said.

Ms. Lazar received confirmation that there will be a bike path along Doyle Dr. and that traffic calming measures along Doyle Dr. will include raised crosswalks, contrasting pavement and signage along the road to warn drivers that there are pedestrians in the area. Space on both sides of the tracks for ticket purchase is envisioned.

Mr. Surhigh specified that all the changes they have made will bring the cost down. Mr. Ullmann said it is really important that they not exceed Federal and State grants that are already in place.

Mr. Koseck complimented the design team on an incredibly great job. The retaining walls and landscape walls match the building and help to tie everything together. He commented on the plans as follows:

- Shift the building slightly to the east so it does not focus on a loading dock;
- Sidewalk along the back of the building could be eliminated. Mr. Surhigh indicated that it serves as an emergency ingress/egress path.
- Bike rack is almost directly across from the loading dock. He would rather see the view to that area buffered by shifting two deciduous trees from another part of the site.
- Two pairs of entry doors are close to one another. Eliminate one.
- Placement of the bench against the glass wall hinders visibility into the building. Also, the window sill could be lowered so people can look out.
- Extend the metal canopy out further to cover the sidewalk and offer protection.
- He misses the tower element because it delineates the destination.
- Consider brick rather than stamped concrete for the retaining walls. Brick used on the building should be dense and not porous.

Mr. Strat voiced his concern about the slope of the roof and the inability to see the green roof from the tracks. He would rather have seen a flat roof. Mr. Ancypa indicated one of the reasons for the sloped roof is so they could put the elevator inside. Mr. Strat also thought the Kroger dumpster should be screened off. He agreed with the idea of removing the walkway at the rear of the building.

Mr. Tagle commended the design team for listening so well to the comments from the last meeting. Design is a process that needs continued refinement and good architecture is made from that.

Chairman Boyle took discussion from the public at 8:45 p.m.

Ms. Dorothy Conrad from Birmingham received confirmation that the tunnel is always open. Ms. Ecker explained the access from Crosswinds to the Birmingham platform for her. Mr. Surhigh said they anticipate that an emergency phone and security cameras monitored by the police stations will be located on the platform. Ms. Conrad asked the design team to take a look at the dangerous pedestrian crossing at Doyle Dr. and Maple Rd.

Ms. Michelle Hodges who spoke to represent the Troy Chamber of Commerce reiterated their gratitude to the group for continuing to keep the process moving forward. The business community feels strongly that this is an important part of the solution in maintaining economic viability and they will continue their support for the process.

Ms. Denna Kelly from Detroit noticed there is very limited bicycle parking in the plans. The bicycle parking that was shown doesn't accommodate a U-lock which is preferred by most bicyclists. She asked if there are plans for bike lockers. Mr. Surhigh said the proposed bike rack and its use can be modified as they go forward to final design. He described the covered bike racks that are proposed and indicated there is room to add

more racks in the future. Currently there are 12 bike racks on the Troy side and 6 on the Birmingham side. Ms. Kelly thought they looked like short-term racks that leave bicycles susceptible to the elements.

Ms. Alice Thimm from Birmingham received confirmation that the distance from the Troy parking lot to the platform is 900 ft.

Discussion of the Birmingham side of the tracks

Chairman Boyle explained this is a Preliminary Site Plan Review. After that there will be a Final Site Plan Review. Then the plan will go to the Birmingham City Commission who will have the final say after the bidding process and contract award.

Mr. Miller noted that the Troy Planning Commission will be invited to the Final Site Plan Review. Mr. Savidant advised that tonight's decision by the Troy Planning Commission will move forward to the Troy City Council for Preliminary Site Plan Approval. Final Site Plan Approval in Troy is administrative.

Chairman Boyle noted that as they go forward through the process there is opportunity to pick up some of the points that have been made. Mr. Schultz added that considerations can be applied to the motions. Chairman Boyle thanked the staff and the consultants for listening to the public and giving them what was asked for.

Motion by Mr. Williams

Seconded by Mr. DeWeese on behalf of the Birmingham Planning Board to grant Preliminary Site Plan Approval as requested for the proposed Troy/Birmingham Intermodal Transit Facility with respect to property located within the City of Birmingham, including that portion of the property which comprises the tunnel between Troy and Birmingham.

There were no comments from members of the public at 9:01 p.m.

Motion carried, 6-0.

ROLLCALL VOTE:

Yeas: Williams, DeWeese, Boyle, Clein, Lazar, Koseck

Nays: None

Absent: Whipple-Boyce

Discussion of the Troy side of the tracks

Motion by Mr. Schultz

Seconded by Mr. Hutson that the Troy Planning Commission recommends to the City Council Preliminary Site Plan Approval as requested for the proposed Troy/Birmingham Intermodal Transit Facility located south of Maple Rd. and west of Coolidge in Section 31 within the M-1 Zoning District and controlled by Consent Judgment be granted.

Amended by Mr. Edmunds

Seconded by Mr. Tagle that the previous resolution be granted subject to the following design considerations:

- 1. Prior to final approval, conduct a design workshop with members of the Planning Commission, the Planning Board, the Hubbell, Roth & Clark team and staff from the Cities of Birmingham and Troy. The goal of the workshop would be to discuss and incorporate further design enhancements into the plans for improved aesthetics and functionality of the project. In general, the enhancements will address:**
 - **Building façade articulation to create a greater visual interest;**
 - **A more identifiable building entrance;**
 - **Enhancing the sense of arrival by focusing on a major point of interest;**
 - **Establishing visual interest with human-scale elements at the building;**
 - **Creating transitional features between the building, the ground plane and retaining wall; and**
 - **Offering additional, cost effective, sustainable design features.**

The workshop shall be scheduled so that the results of the workshop can be a part of what is presented to the Troy City Council and Birmingham’s Planning Board for Final Site Plan Approvals.
- 2. The project shall be developed so that the construction cost does not exceed the approved funding amount.**

Mr. Edmunds confirmed that the results of the workshop would be presented to City Council before their final action on it.

Mr. Schultz withdrew his original motion and Mr. Hutson withdrew his second to that motion.

Mr. Hutson said City Council won’t take this up unless they overrule their recommendations. He would like to get it there immediately without having a workshop that would delay the process.

Vote on the amendment now considered to be the main motion:

Motion carried, 4-3.

ROLLCALL VOTE:

Yeas: Ullmann, Tagle, Edmunds, Strat

Nays: Hutson, Maxwell, Schultz

Absent: Sanzica, Vleck

Mr. Forsyth confirmed by looking at the Planning Commission Bylaws, Article 4, Section 7, that a majority of those present at a meeting shall be necessary for those matters in which the Planning Commission serves in an advisory capacity, thus the motion passes.

09-156-10

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

09-157-10

ADJOURNMENT

No further business being evident, meeting adjourned at 9:15 p.m.

Respectfully submitted,

Jana Ecker
Planning Director
City of Birmingham

Brent Savidant
Acting Planning Director
City of Troy