



**PLANNING COMMISSION
MEETING AGENDA
SPECIAL/STUDY MEETING**

500 W. Big Beaver
Troy, MI 48084
(248) 524-3364
www.troymi.gov
planning@troymi.gov

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

September 28, 2010

7:30 P.M.

Council Board Room

1. ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES – September 14, 2010 Regular Meeting
4. PUBLIC COMMENTS – For Items Not on the Agenda
5. BOARD OF ZONING APPEALS (BZA) REPORT
6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT
7. PLANNING AND ZONING REPORT

STUDY ITEM

8. COMPREHENSIVE ZONING ORDINANCE REWRITE (ZOTA 236) – Discussion with Representatives from Carlisle/Wortman Associates, Inc.

OTHER BUSINESS

9. PUBLIC COMMENTS – Items on Current Agenda
10. PLANNING COMMISSION COMMENTS

ADJOURN

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

The Regular Meeting of the Troy City Planning Commission was called to order by Chair Hutson at 7:30 p.m. on September 14, 2010, in the Council Chamber of the Troy City Hall.

1. ROLL CALL

Present:

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

Absent:

Mark J. Vleck

Also Present:

R. Brent Savidant, Acting Planning Director
 Allan Motzny, Assistant City Attorney
 Zachary Branigan, Carlisle/Wortman Associates, Inc.
 Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2010-09-063

Moved by: Schultz
 Seconded by: Ullmann

RESOLVED, To approve the Agenda as prepared.

Yes: All present (8)
 Absent: Vleck

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2010-09-064

Moved by: Edmunds
 Seconded by: Sanzica

RESOLVED, To approve the minutes of the August 24, 2010 Special/Study meeting as prepared.

Yes: All present (8)
 Absent: Vleck

MOTION CARRIED

4. PUBLIC COMMENTS – Items not on the Agenda

There was no one present who wished to speak.

PRELIMINARY SITE PLAN REVIEW

5. PRELIMINARY SITE PLAN REVIEW (File Number SP 964) – Proposed Walmart Store Expansion, South of Maple and West of Crooks (2001 W. Maple Road), Section 32, Currently Zoned M-1 (Light Industrial) District (Consent Judgment)

Mr. Savidant apologized to members that hard copies of the site plan were not delivered to the members prior to the meeting.

Mr. Branigan presented a summary of the Planning Consultant report on the proposed Preliminary Site Plan application. He addressed:

- Site and façade improvements.
- Building additions.
- Impervious surface.
- Parking requirements.
- Parking reduction.
- Parking analysis conducted by OHM and CESO.
- Recommending body to City Council.

Robert Matko of CESO Engineers & Surveyors, 8164 Executive Court, Lansing, was present. Mr. Matko introduced project members: Steve Engelhart (Engelhart Realty), Patrick McCune (Kimco Realty), Tyler Tennent (DMMS), Jim Gallagher (pb2 Architecture). Mr. Matko addressed parking lot improvements, façade upgrades and internal modifications. He projected the construction time to be approximately 8 to 10 months, and indicated both stores would remain open during construction.

Jim Gallagher of pb2 Architecture, Rogers, Arkansas, addressed building materials. Mr. Gallagher said EFIS is proposed for Marshall's and trespa panels are proposed for Walmart, of which a material sample was circulated among members. Mr. Gallagher also addressed accommodations for the physically challenged.

Mr. Matko addressed stormwater management. He said the grading plan shows no changes to the existing basin because the existing basin is more than adequate to handle the stormwater on site.

Mr. Sanzica recommended consideration of stormwater quality as it enters the retention basin.

Mr. Matko said stormwater quality would be addressed during final site plan review by the Engineering Department.

There was a brief discussion on the appropriate recommending body for the proposed parking space reduction.

Resolution # PC-2010-09-065

Moved by: Schultz

Seconded by: Strat

RESOLVED, The Planning Commission hereby recommends approval of a reduction in the number of required parking spaces for the proposed Walmart expansion to 1,128 when a total of 1,203 spaces are required on the site based on off-street parking space requirements, as per Article XL. This 75-space reduction is justified through the application of ITE methodologies, as outlined in the Parking Analysis prepared by CESO, and further analyzed using ULI methodologies in the review letter prepared by OHM.

BE IT FURTHER RESOLVED, That the Planning Commission hereby recommends that Preliminary Site Plan Approval, pursuant to Section 03.40.03 of the Zoning Ordinance, as requested for the proposed Walmart expansion, located south of Maple and west of Crooks (2001 W. Maple Road), in Section 32, within the M-1 zoning district, be granted, subject to the following conditions:

1. Design consideration that stormwater quality issues be considered for the existing site.

Yes: All present (8)

Absent: Vleck

MOTION CARRIED

STUDY ITEMS

6. **COMPREHENSIVE ZONING ORDINANCE REWRITE (ZOTA 236)** – Discussion with Representatives from Carlisle/Wortman Associates, Inc.

Mr. Branigan gave a status report on the completion of the Zoning Ordinance rewrite. He indicated Article 20, Form Based Codes, would be discussed at the next meeting.

Mr. Branigan reviewed Article 10, Planned Unit Development, and addressed the following changes:

- Number of Public Hearings required.
- Process simplification.
- Authority to Zoning Administrator to waive certain information and materials.

A brief discussion followed.

Mr. Branigan reviewed Article 13, Landscaping, and addressed the following:

- Percentage of site area required to be landscaped (Section 13.07 A).
- Green incentives (vegetative roof, reduction in turf grass).
- Table 13.1 – Reference table for tree types.
- Low impact stormwater development.
- Natural landscape (Section 13.13).
- Maintenance schedule and enforcement.

A brief discussion followed.

OTHER BUSINESS

7. **PUBLIC COMMENTS** – Items on Current Agenda

There was no one present who wished to speak.

8. **PLANNING COMMISSION COMMENTS**

There was discussion around the table on the following:

- Troy/Birmingham Intermodal Transit Facility.
 - Memorandum distributed by the City Manager, dated September 14, 2010.
 - Consideration of Preliminary Site Plan Approval by City Council at their September 20, 2010 meeting. Two recommendations going forward to City Council.
 - Recommendation by City Management to approve Preliminary Site Plan as submitted because the application meets all Zoning Ordinance requirements.
 - Recommendation by Planning Commission to approve Preliminary Site Plan with design considerations, and a design workshop held prior to final approval.
- Zoning Ordinance Rewrite.
 - Stormwater management and quality.
 - Relationship of stormwater management to Planning Department/Planning Commission.
 - Engineering design standards.
 - Green incentives.
- Michigan Association of Planning (MAP) Conference, Detroit.
 - Budget monies available.
 - Contact Planning Department for assistance.

Mr. Maxwell addressed maintenance and care of residential lawns.

The Regular Meeting of the Planning Commission adjourned at 8:57 p.m.

Respectfully submitted,

Michael W. Hutson, Chair

Kathy L. Czarnecki, Recording Secretary

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Date: September 24, 2010
To: Planning Commission
From: R. Brent Savidant, Acting Planning Director
Subject: COMPREHENSIVE ZONING ORDINANCE REWRITE (ZOTA 236) –
Discussion with Representatives from Carlisle/Wortman Associates, Inc.

Representatives of Carlisle/Wortman Associates, Inc. (CWA) will attend the September 28, 2010 Regular meeting to discuss the following information related to the Comprehensive Zoning Ordinance rewrite:

1. Article 20 – Form Based Code
2. Proposed Zoning Districts

Please be prepared to discuss these items at the September 14, 2010 Regular meeting.

Attachment:

1. Article 20 – Form Based Code (draft).

cc: Richard Carlisle, Carlisle/Wortman Associates, Inc.

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ARTICLE 20

FORM-BASED DISTRICTS

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SECTION 20.01 GENERAL PURPOSE AND INTENT

10 A. The Zoning Ordinance regulates the intensity and use of development, which is appropriate in most parts of the City. There are also areas within the City in which the Master Plan places greater emphasis on regulating urban form and character of development as well as use and intensity of use.

15 B. These regulations are based on two (2) significant factors: site context and building form. Site context is derived from existing and desired characteristics of the area where these regulations are applied. Areas are distinguished from one another by their size and configuration of the site, street patterns, location, and intensity of use. Therefore, considering site context provides a customized approach to the inherent conditions of the areas where these regulations are applied.

20 Building form addresses the manner in which buildings and structures relate to their lots, surrounding buildings, and street frontage. Building form standards control height, placement, building configuration, parking location, and ground story activation applicable to the site context.

25 C. The general purpose of these regulations are as follows:

1. Ensure that development is of human scale, primarily pedestrian-oriented and designed to create attractive streetscapes and pedestrian spaces.

30 2. Promote infill development and redevelopment to expand employment and economic base.

3. Promote mixed-use development in both a horizontal and vertical form.

35 4. Ensure reasonable transition between higher intensity development and adjacent neighborhoods.

40 5. Improve mobility options and reduce the need for on-site parking by encouraging alternative means of transportation.

D. Regulations are tailored to meet a more specific intent of each district. These districts and their intents are set forth elsewhere in this Article.

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2. Use Groups are designated in locations within each District based on the Regulating Plan. Use Groups are classified in the following manner:

5 1. Permitted Use Groups. These Use Groups are permitted as of right in the locations specified, and are depicted with the symbol P.

10 2. Permitted Use Groups in Upper Stories. These Use Groups are permitted as of right in upper stories only in the location specified and are depicted with the symbol UP.

15 3. Special Use Groups. These Use Groups are permitted after review and approval by the Planning Commission, in accordance with the procedures set forth in Article 7.0 and the standards in this Ordinance. Use Groups requiring special use approval are depicted with the symbol S.

20 4. Prohibited Use Groups. These Use Groups are prohibited in the locations specified, and are depicted with the symbol NP.

25 5. Uses permitted in all locations within the District: Public parks and essential public services are permitted by right in all locations.

30 6. Similar Uses. If a use is not listed but is similar to other uses within a Use Group, the Zoning Administrator may make the interpretation that the use is similar to other uses within a Use Group.

The Zoning Administrator may also make the determination whether the use is permitted as of right, permitted in upper stories only, or permitted as a special use. The Zoning Administrator may refer the review of a similar use to the Planning Commission for a recommendation.

**Table 20.03-1
Use Groups by Category**

PRINCIPAL USE
Use Group 1
Residential Uses:
One-Family dwellings
Two-Family dwellings
Use Group 2
Residential/Lodging Uses:
Multiple-Family dwellings
Live/Work units
Senior assisted/independent living
Group day care
Child care centers
Use Group 3
Office/Institution:
General office
Professional office
Hospitals
Medical office
Primary/secondary schools
Colleges
Places of worship
Data centers
Technology centers/office research
Experimental Research & Testing Labs
Public service buildings
Funeral homes
Veterinary clinic
Use Group 4
Auto/Transportation Uses:
Auto sales
Auto service station
Auto repair station
Auto body repair
Auto wash
Use Group 5
Retail/Entertainment Uses:
Financial institutions
General retail
Retail, large format
Multi-tenant shopping centers
Fitness centers
Theaters
Indoor recreation establishments
Restaurant
Personal service
Dry cleaning
Hair care

Use Group 6
Misc. Commercial Uses:
Building & lumber supply
Garden centers, nurseries
Outdoor recreation
Golf driving ranges, mini-golf
Commercial outdoor storage
Mini / Self-Storage
Commercial kennels
Pet day care
Use Group 7
Industrial Uses:
Contractor's Equipment Storage
Food Products
Manufacturing, Processing, etc.
Metal Plating
Plastics
Printing
Tool & Die, Gauge & Machine Shops
Truck / Trailer Rental
Warehousing / Wholesale

B. Building Form Standards.

- 5 1. The Form Based Districts permit a series of potential building forms, dependant on the site's location. The six building forms set forth in Tables 20.03.B 1 through 6 are established in this section are as follows:
- 10 a. Building Form A: Small, generally single purpose buildings for retail, office, restaurant, or service uses. Typically situated in an out lot of a larger classification building form, or on a smaller, more remote site location within the district.
- 15 b. Building Form B: Smaller, multiple-tenant buildings for retail, restaurant, office, service, or residential uses. This category also includes multiple-tenant center style development, although it requires a second story to encourage a mix of uses or a higher-density project than those conventionally associated with a classic roadside retail shopping center.
- 20 c. Building Form C: This category is primarily designed for attached residential or live-work residential units. Townhouses and urban-style residential developments that are compatible with higher-density urban character are the primary buildings permitted under this building form.
- 25 d. Building Form D: This category includes multi-story mixed-use developments with a residential component on upper floors and retail, office, service, or restaurant uses on the first and lower floors. The category takes into consideration residential and commercial parking, access, and

connectivity, and requires buildings that are between 3 and 6 stories, to complement the higher-intensity areas within the district.

5 e. Building Form E: This category provides an opportunity for large-format retail or entertainment uses within the district under specific conditions. These buildings are over 50,000 square feet, but unlike classic large-format retail or entertainment uses, they directly abut the right-of-way, provide parking in the rear or side yards, and contribute to the street atmosphere by providing a consistent street front with other, more pedestrian-oriented projects. They may be set back from the right-of-way, but only when they provide out-lots within the same project for category a, b, c, or d building forms on the same or on separate lots.

10 f. Building Form F: This category is designed for large-scale buildings of unlimited height which serve as anchors within the district. These buildings function much like category E building forms, but with a minimum 5 story height. They may incorporate a series of mixed uses, typically are supported by lesser-classified building forms, and require complex solutions for parking and access.

15 2. Building Forms are designated within each District locations based on the Regulating Plan. Building Forms are classified in the following manner:

20 a. Permitted Building Forms. These Building Forms are permitted as of right in the locations specified, and are depicted with the symbol P.

25 b. Special Building Forms. These Building Forms are permitted after review and approval by the Planning Commission, in accordance with the procedures set forth in Article 7.0 and the standards in this Ordinance. Building Forms requiring special use approval are depicted with the symbol S.

30 c. Prohibited Building Forms. These Building Forms are prohibited in the locations specified, and are depicted with the symbol NP.

35 d. Exceptions: For all building forms in all locations, awnings may project into the right-of-way beyond the required building line by up to 5 feet.

40 3. The regulating plan dictates the site type and street type for each individual property in the district. Building forms are identified within each District as permitted, permitted subject to special use approval, or not permitted based upon the combination, the site type, and the street type of each property.

**Table 20.03.B.1
Building Form A**

- 5 1. Building Form A: Small, generally single purpose buildings for retail, office, restaurant, or service uses. Typically situated in an out lot of a larger classification building form, or on a smaller, more remote site location within the district.

height	minimum	stories	1 story
		feet	14 feet
	maximum	stories	3 stories
		feet	45 feet
	ground floor minimum	feet	12 feet
placement	front	required building line ¹	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration
		minimum setback	n/a
	side	minimum setback	n/a (building may be placed up to the property line, but are not required to do so)
	rear	minimum setback	30 feet
lot	required open space		30 percent
	lot coverage by all buildings		n/a
	access and circulation		Driveways may access the site from any side, pedestrian pathways must be provided from the right-of-way, and cross access must be provided in instances where a development is within an out lot of a high classified building form.
	parking location		Parking shall be located in a side or rear yard; when located in a side yard and abutting the required building line adjacent the primary building, parking shall be screened with a minimum 30-inch masonry wall on the required building line, or within 5 feet of the required building line provided that a landscape treatment is added between the wall and the required building line.

- 10 1: The Planning Commission may adjust the required building line to a maximum of 30 feet beyond the property line for projects incorporating a permanent space for an outdoor café, public space, or a cross access drive with an adjacent parcel. Outdoor cafes or public spaces must be developed as part of the primary building and must incorporate a permanent wall or landscaping area along the required building line.

15 **[insert graphic]**

**Table 20.03.B.2
Building Form B**

2. Building Form B: Smaller, multiple-tenant buildings for retail, restaurant, office, service, or residential uses. This category also includes multiple-tenant “strip mall” style development, although it requires a second story to encourage a mix of use.

height	minimum	stories	2 stories
		feet	24 feet
	maximum	stories	6 stories
		feet	72 feet
	ground floor minimum	feet	12 feet
placement	front	maximum setback	60 feet
		minimum setback	n/a
	side	minimum setback	n/a (building may be placed up to the property line, but are not required to do so)
	rear	minimum setback	30 feet
lot	required open space		15 percent
	lot coverage by all buildings		n/a
	access and circulation		Driveways may access the site from any side, pedestrian pathways must be provided from the right-of-way, and cross access must be provided.
	parking location		Parking shall be located in any yard, however, only one row of parking and a maneuvering land shall be permitted in a front yard. When parking is located in a side yard and abutting the required building line adjacent a primary building that abuts the right-of-way, parking shall be screened with a minimum 30-inch masonry wall on the required building line, or within 5 feet of the required building line provided that a landscape treatment is added between the wall and the required building line.

10 [insert graphic]

**Table 20.03.B.3
Building Form C**

3. Building Form C: This category is primarily designed for attached residential or live-work residential units. Townhouses and urban-style residential developments that are compatible with the higher-density and more urban character of this area, as envisioned by the Big Beaver Corridor Study, are the primary buildings permitted under this building form.

height	minimum	stories	2 stories
		feet	n/a
	maximum	stories	4 stories
		feet	55 feet
ground floor minimum	feet	n/a	
placement	front	required building line ¹	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration
		minimum setback	n/a
	side	minimum setback	n/a (building map be placed up to the property line, but are not required to do so)
	rear	minimum setback	30 feet
lot	required open space		15 percent
	lot coverage by all buildings		30 percent
	access and circulation		driveways must access garages, if provided, integrated into buildings from the rear, in an alley configuration; detached garages or multi-garage structures are permitted only in a rear yard, or behind primary buildings in an alley; pedestrian pathways must be provided from the right-of way
	parking location		parking shall be located in a rear yard or in an alley between buildings; parking may also be provided in integrated garages or detached garages when accessed from an alley or rear yard; on-street parking within private roads in developments is highly encouraged

- 10 1: The Planning Commission may adjust the required building line to a maximum of 30 feet beyond the property line for projects incorporating a permanent front yard, enclosed space that must incorporate a permanent wall or landscaping area along the required building line.

[insert graphic]

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**Table 20.03.B.4
Building Form D**

4. Building Form D: This category includes multi-story mixed-use developments with a residential component on upper floors and retail, office, service, or restaurant uses on the first or lower floors. The category takes into consideration residential and commercial parking, access, and connectivity, and requires buildings that are between 3 and 6 stories, to complement the higher-intensity areas within the district.

height	minimum	stories	3 stories
		feet	35 feet
	maximum	stories	6 stories
		feet	66 feet
ground floor minimum	feet	12 feet	
placement	front	required building line ¹	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration
		minimum setback	n/a
	side	minimum setback	n/a (building map be placed up to the property line, but are not required to do so)
	rear	minimum setback	40 feet
lot	required open space		15 percent
	lot coverage by all buildings		30 percent
	access and circulation		If a garage or below-grade parking are integrated into the building, they must be accessible from a side yard, rear yard, an alley, or from a side street in the case of a corner lot; access to surface parking for commercial traffic may be accessible from any direction; pedestrian pathways must be provided from the right-of-way.
	parking location		Surface parking shall be located in a rear yard or side yard; parking for residential tenants may be provided in integrated garages or below-grade parking.

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1: The Planning Commission may adjust the required building line to a maximum of 30 feet beyond the property line for projects incorporating a permanent space for an outdoor café, public space, or a cross access drive with an adjacent parcel. Outdoor cafes or public spaces must be developed as part of the primary building and must incorporate a permanent wall or landscaping area along the required building line.

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[insert graphic]

**Table 20.03.B.5
Building Form E**

5. Building Form E: This category provides an opportunity for large-format retail or entertainment uses within the district under very specific conditions. These buildings are over 20,000 square feet, but unlike classic large-format retail or entertainment uses, they directly abut the right-of-way, provide parking in the rear or side yards, and contribute to the street atmosphere by providing a consistent street front with other, more pedestrian-oriented projects. They may be set back from the right-of-way, but only when they provide out-lots within the same project for category a, b, c or d building forms on the same or on separate lots.

height	minimum	stories	1 story
		feet	14 feet
	maximum	stories	n/a
		feet	n/a
	ground floor minimum	feet	12 feet
placement	front	required building line ¹	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration
		minimum setback	n/a
	side	minimum setback	n/a (building may be placed up to the property line, but are not required to do so)
	rear	minimum setback	40 feet
lot	required open space		n/a
	Minimum ground floor area		20,000 square feet
	lot coverage by all buildings		30 percent
	access and circulation		Driveways may access the site from any side, pedestrian pathways must be provided from the right-of-way, and cross access must be provided between category building forms and all lesser or equally classified building forms.
	parking location		Parking shall be located in a side or rear yard; when located in a side yard and abutting the required building line adjacent the primary building, parking shall be screened with a minimum 30-inch masonry wall on the required building line, or within 5 feet of the line with a landscape transition; in instances where outlots line the required building line and the required building line has been waived for the category 5 building or buildings.

15 1: The Planning Commission may eliminate the required building line for projects incorporating a permanent series of outlots or smaller buildings in the a, b, c, or d building form categories, provided that those outlots and/or buildings make up the entire frontage of the overall development along the required building line, with the exception of access drives. The required building line frontage minimum for the outlots and/or other buildings forms along the required building line shall apply for each individual outlot and/or building.

20 [insert graphic]

**Table 20.03.B.6
Building Form F**

6. Building Form F: This category is designed for large-scale buildings of unlimited height which serve as anchors within the district. These buildings function much like category E building forms, but with a minimum 5 story height. They may incorporate a series of mixed uses, typically are supported by lesser-classified building forms, and require complex solutions for parking and access.

height	minimum	stories	5 stories
		feet	55 feet
	maximum	stories	n/a
		feet	n/a
ground floor minimum	feet	12 feet	
placement	front	required building line ¹	0 feet. 75% of the building façade must meet the required building line, while up to 25% of the façade can be setback to allow for architectural consideration
		minimum setback	n/a
	side	minimum setback	n/a (building map be placed up to the property line, but are not required to do so)
	rear	minimum setback	40 feet
lot	required open space		n/a
	lot coverage by all buildings		30 percent
	access and circulation		If a garage or below-grade parking are integrated into the building, they must be accessible from a side yard, rear yard, an alley, or from a side street in the case of a corner lot; access to surface parking for commercial traffic may be accessible from any direction; pedestrian pathways must be provided from the right-of-way.
	parking location		Surface parking shall be located in a rear yard or side yard; parking for residential tenants may be provided in integrated garages or below-grade parking.

- 10 1: The Planning Commission may eliminate the required building line for projects incorporating a permanent series of outlots or smaller buildings in the a, b, c, or d building form categories, provided that those outlots and/or buildings make up the entire frontage of the overall development along the required building line, with the exception of access drives. The required building line frontage minimum for the outlots and/or other buildings forms along the required building line shall apply for each individual outlot and/or building.

15 **[insert graphic]**

within large office centers, 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 or nearby developments in Type B or C categories.

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Parking for Type BB:A 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.

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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 in outlots will help keep pedestrians engaged and will make these larger sites fit better with surrounding smaller sites in the Type BB:B and BB:C categories.

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- b. Site Type BB:B (medium sites/classic retail sites/mixed use) – The sites in Site Type B are mostly between 2.51 and ten (10) acres in area, and are located at the edges of larger, Type BB:A sites. 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.

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This category also includes larger, single-use developments situated nearby one another. Hotels, single office buildings, and other medium single building developments often fall into this category. They often house employment centers.

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The Site Type BB:B category should be designed with integration in mind. Integration with one another, with Type BB:A sites, and in support of much larger destination retail and office complex sites in Type BB:A. This 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.

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- c. Site Type BB:C (small sites/outlot sites) – Made up mostly of lots in the two and a half (2.5) acre and smaller range, the Site Type BB:C 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.

40

Site Type BB:C 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

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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 BB:C properties may make excellent candidates for coordinated combination of properties to create more cohesive mini-destinations.

4. Street Types. The Regulating Plan includes three (3) different Street Types, described as follows:

a. Street Type BB:A (Primary Corridor) – Category BB:A refers to Big Beaver Road. Big Beaver has the widest spacing between building fronts of all roads within the form-based code area, and has many unique characteristics. 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 City of Troy.

Category BB:A will integrate features designed to accommodate through traffic and local traffic, will focus on gateways, and will enhance the Big Beaver Corridor experience. 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 Category BB:A a distinguished area within the region.

b. Street Type BB:B (Arterial) – Category BB:B is meant for the main north-south roads that cross the form-based code district. These roads connect the area 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 Big Beaver Road 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 within Category BB:B.

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.

5 The intersections between Category BB:A and BB:B roads 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.

10 c. Street Type BB:C (Local/Collector) – Category BB:C roads are those roads tying together smaller areas within the District. They have a more varied and localized character than Categories BB:A or BB:B, depending on their context within predominantly office, retail, or residential areas. They act as the backbone of smaller neighborhoods within the area and tie those areas to
15 Category BB:A and BB:B roads.

20 Category BB:C roads 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 Category BB:C road within an industrial area may be required to be wider than one in a residential area, although their purpose is similar.

25 Category BB:C roads will have a much higher frequency of curb cuts than Category BB:A and BB:B 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
30 the moderate traffic volumes anticipated on a Category BB:C road.

35 C. **Authorized Use Groups.** Authorized use groups, as set forth in Section _____ and in Table _____, are applied to the site types and street types in Big Beaver District in Table 20.04 C-1.

D. **Authorized Building Forms.** Authorized building form, as set forth in Section _____ and Table _____, are applied to the site types and street types in the Big Beaver District in Table 20.04 C-2.

40 E. **Design Standards.** In addition to standards set forth in this Ordinance, all proposed development shall comply with the standards set forth herein.

1. Building Design and Materials.

45 a. Overall Design. It is the intent of this District to improve the appearance of and add visual interest to the Big Beaver Road corridor. Emphasis shall be

placed upon methods that focus attention on attractive buildings that primarily front on Big Beaver Road.

5 b. Materials. Durable building materials, simple configurations, and solid
craftsmanship are required. Fifty percent (50%) of walls visible from public
streets, exclusive of wall areas devoted to meeting transparency
requirements, shall be constructed of brick, glass, fiber cement siding, metal
(beams, lintels, trim elements, and ornamentation only), wood lap, stucco,
10 split-faced block, or stone. Exterior Insulation Finishing Systems (E.I.F.S.)
and vinyl or aluminum siding should only be used for accents.

2. Façade Variation. The maximum linear length of an uninterrupted building façade
facing public streets and/or parks shall be thirty (30) feet. Façade articulation or
architectural design variations for building walls facing the street are required to
15 ensure that the building is not monotonous in appearance. Building wall offsets
(projections and recesses); cornices, varying building materials or pilasters shall be
used to break up the mass of a single building.

3. Pedestrian Access / Entrance.

20 a. Primary Entrance for Non-Residential and/or Mixed-Use Building. The
primary building entrance shall be clearly identifiable and useable and
located facing the right-of-way.

25 b. Pedestrian Connection. A pedestrian connection shall provide a clear,
obvious, publicly-accessible connection between the primary street upon
which the building fronts and the building. The pedestrian connection shall
comply with the following:

30 i. Fully paved and maintained surface not less than five (5) feet in
width.

ii. Unit pavers or concrete distinct from the surrounding parking and
drive lane surface.

35 iii. Located either within a raised median or between wheel stops to
protect pedestrians from vehicle overhangs where parking is
adjacent.

40 c. Secondary Entrance: In addition to the primary façade facing front façade
and/or the right-of-way, if a parking area is located in the rear or side yard,
must also have a direct pedestrian access to the parking area that is of a level
of materials quality and design emphasis at least equal to that of the primary
45 entrance.

4. Transparency.

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- a. The first floors of all buildings shall be designed to encourage and complement pedestrian-scale activity and crime prevention techniques. It is intended that this be accomplished principally by the use of windows and doors arranged so that active uses within the building are visible from or accessible to the street, and parking areas are visible to occupants of the building. The first floor of any front façade facing a right-of-way shall be no less than 50 percent windows and doors, and the minimum transparency for facades facing a side street, side yard, or parking area shall be no less than 30 percent of the façade.
 - b. The minimum transparency requirement shall apply to all sides of a building that abut an open space, including a side yard, or public right-of-way. Transparency requirements shall not apply to sides which abut an alley.
 - c. Windows for building sides shall be concentrated toward the front edge of the building, in locations most visible from an urban open space or public right-of-way.

25

5. Ground Story Activation Alternatives. The following alternatives may be used singularly or in combination. If used in combination, they may count toward no more than eighty percent (80%) of the transparency requirement set forth in Section 20.04 E-4. The wall design alternative may count toward one hundred percent (100%) of the side street transparency requirement, provided the entirety of the length and height of the wall is considered.

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- a. Wall Design. Wall designs that provide visual interest and pedestrian scale may count toward no more than fifty percent (50%) of primary street and fifty percent (50%) of side street transparency requirements. Wall designs must provide a minimum of three (3) of the following elements, occurring at intervals no greater than twenty-five (25) feet horizontally and ten (10) feet vertically:
 - i. Expression of structural system and infill panels through change in plane not less than three (3) inches.
 - ii. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters.
 - iii. System of horizontal and vertical reveals not less than one (1) inch in width/depth.
 - iv. Variations in material module, pattern, and/or color.
 - v. System of integrated architectural ornamentation.

vi. Green screen or planter walls.

vii. Translucent, fritted, patterned, or colored glazing.

5
b. Outdoor Dining/Seating. Outdoor dining/seating located between the building and the primary street zone lot line may count toward no more than sixty percent (60%) of the transparency requirement. Outdoor dining/seating located between the building and side street zone lot line may count toward
10 no more than eighty percent (80%) of the transparency requirement.

15
c. Permanent Art. Non-commercial art or graphic design of sufficient scale and orientation to be perceived from the public right-of-way and rendered in materials or media appropriate to an exterior, urban environment and permanently integrated into the building wall may count toward no more than forty percent (40%) of the transparency requirement.

6. Transitional Features.

20
a. Transitional features are architectural elements, site features, or alterations to building massing that are used to provide a transition between higher intensity uses and low- or moderate-density residential areas. These features assist in mitigating potential conflicts between those uses. Transitional features are intended to be used in combination with landscape buffers or
25 large setbacks.

b. Intensity. A continuum of use intensity, where moderate intensity uses are sited between high-intensity uses and low-intensity uses, shall be developed for multi-building developments. An example would be an office use
30 between commercial and residential uses.

c. Height and Mass. Building height and mass in the form of building step-backs, recess lines or other techniques shall be graduated so that structures with higher intensity uses are comparable in scale with adjacent structures of
35 lower-intensity uses.

d. Architectural Features. Similarly sized and patterned architectural features such as windows, doors, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations included on the lower-intensity use shall be incorporated in the transitional features.
40

7. Site Access, Parking, and Loading.

45
a. Required Parking. Off-street parking shall be provided for a principal use, erected, altered, or expanded after the effective date of this Ordinance in

accordance with the standards set forth in Article 14, Access Management, Parking, and Circulation.

The Form Based Districts are intended to encourage pedestrian- and transit-friendly design and compact mixed-use developments. Applicants are encouraged to consider the provisions for shared parking set forth in Section 14.02.D, and flexibility in application set forth in Section 14.02.E.

b. Location.

i. When parking is located in a side yard (behind the front building line) and has frontage on a public right-of-way, no more than twenty-five percent (25%) of the total site's frontage or sixty (60) feet, whichever is less, shall be occupied by parking lot.

ii. For a corner lot, the cumulative total of both frontages occupied by parking shall be no more than twenty-five percent (25%) or sixty (60) feet, whichever is less, and the building shall be located in the corner of the lot adjacent to the intersection.

iii. For a double frontage lot or a lot that has frontage on three (3) streets, the cumulative total of all frontages occupied by parking shall be no more than thirty-five percent (35%) of the total site's frontage or sixty (60) feet, whichever is less.

iv. Where off-street parking is visible from a street, it should be screened in accordance with the standards set forth in Section 13.05.B.2.

c. Parking Structures. Parking structures shall be located behind buildings in locations that minimize visibility from public streets. Parking structures may be located along public street frontages, subject to the following standards:

i. Building height and placement requirements for principal building shall be met.

ii. A lining of retail, office, or residential use with a useable depth of no less than twenty (20) feet shall be provided.

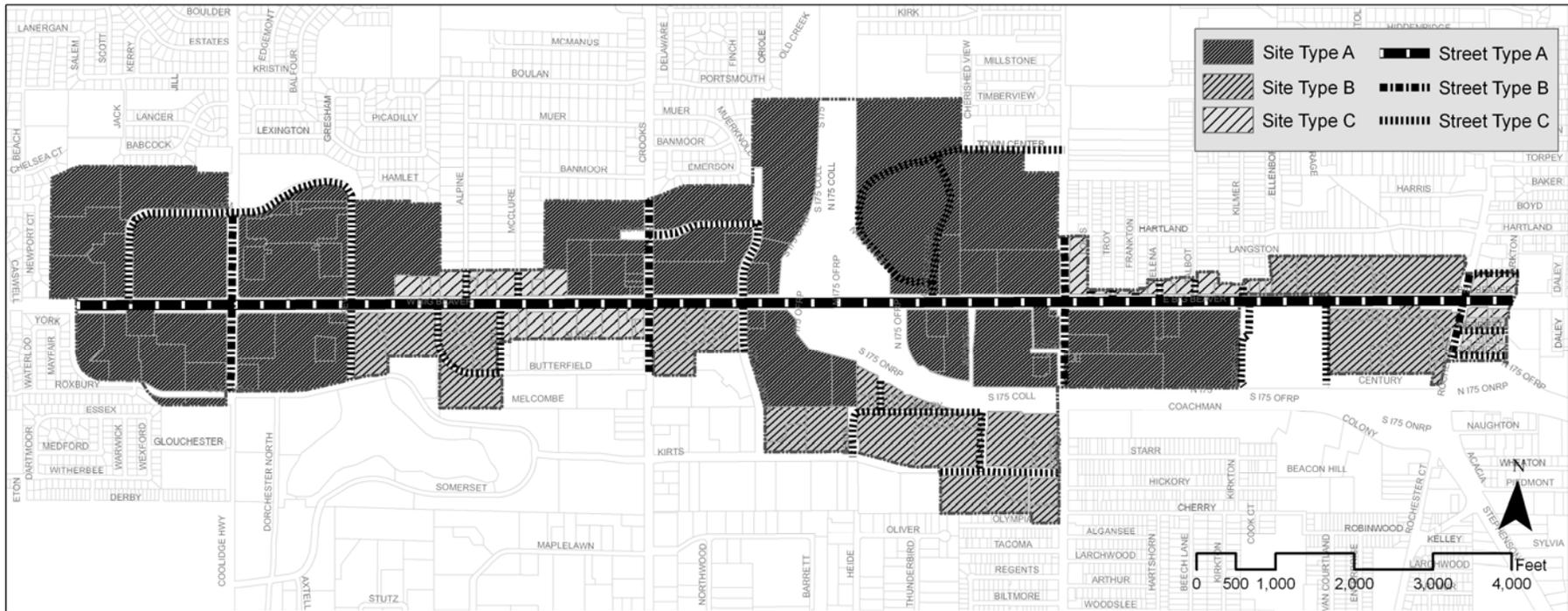
iii. At least fifty percent (50%) of the upper floors facing a public street shall consist of exposed openings. The openings shall be designed with one or more treatments:

(a) Planter boxes with living plants.

(b) A rail or fence to give the appearance of a balcony.

- (c) Framing and mullions to give the appearance of large windows.

Map ____: Regulating Plan



**Table 20.04.C-1
Use Groups Permitted**

Use Group	Site Type BB:A: Major Sites			Site Type BB:B: Medium Sites			Site Type BB:C: Minor Sites		
	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors
1	NP	NP	NP	NP	NP	NP	NP	NP	NP
2	UP	UP	P	UP	UP	P	UP	UP	P
3	P	P	P	P	P	P	P	P	P
4	NP	NP	NP	NP	NP	NP	NP	NP	NP
5	P	P	P	P	P	P	P	P	P
6	NP	NP	NP	NP	NP	NP	NP	NP	NP
7	NP	NP	NP	NP	NP	NP	NP	NP	NP

5

P – Permitted Use Groups
 UP – Permitted Use Groups in Upper Stories Only
 S – Special Use Approval Groups
 NP – Prohibited Use Groups

10

**Table 20.04.C-2
Building Forms Permitted**

Building Forms	Site Type BB:A: Major Sites			Site Type BB:B: Medium Sites			Site Type BB:C: Minor Sites		
	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors	Street Type BB:A: Big Beaver	Street Type BB:B: Arterials	Street Type BB:C: Collectors
<u>A: small, single purpose, out buildings</u>	P ¹	P	P	P ¹	P	P	P	P	P
<u>B: small, multi-tenant commercial with mixed use</u>	P ¹	P	P	S	P	P	P	P	P
<u>C: attached residential or live-work</u>	S	S	S	P	P	P	P	P	P
<u>D: multi-story mixed use, medium density</u>	P	P	P	P	P	P	P	P	P
<u>E: large format commercial</u>	P	P	S	P	P	S	NP	NP	NP
<u>F: large format mixed-use</u>	P	P	S	P	P	S	NP	NP	NP

1 Permitted only when located in an outlet of a Building Form 4, 5, or 6 project in a separate parcel, or within a designated outlet that remains part of the primary parcel

P – Permitted Building Form
S – Special Approval Building Form
NP – Prohibited Building Form

5

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 in outlots will help keep pedestrians engaged and will make these larger sites fit better with surrounding smaller sites outside the MR District.

- b. Site Type MR:B (former industrial sites and smaller commercial sites) – Made up mostly of smaller sites with obsolete industrial or small commercial projects, the Site Type C category is specifically singled out for innovative adaptive uses. Educational, retail, residential, entertainment, commercial, or light industrial uses will all be found in these adapted sites. The focus of this category is to find useful, innovative ways to redevelop obsolete former industrial, commercial, and office buildings in a way that they can connect with and support the larger MR:A developments and the adjacent industrial and residential areas not within the MR District.

4. Street Types. The Regulating Plan includes two (2) different Street Types, described as follows:

- a. Street Type MR:A (Maple Road and north-south arterials) – Category MR:A is meant for the Maple Road and the main north-south roads that cross the form-based code district. These roads connect the area with the rest of the City and the region. They will be characterized by high traffic volumes, effective signage and lighting, few individual residential curb cuts, new pedestrian amenities, and a vibrant revitalized streetscape.

The crosswalks spanning intersections at 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 within Category MR:A.

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.

- b. Street Type MR:B (Local/Collector) – Category MR:B roads are those roads tying together smaller areas within the District. They have a more varied and localized character than larger roads, depending on their context within predominantly office, retail, or residential areas. They act as the connection between the Corridor and adjacent smaller neighborhoods. They can also be developed as part of a larger project in the MR District, which may require new streets to be created to adequately and successfully implement the

project. It is likely that any new road in the MR District will be a Category MR:B road.

5 Category MR:B roads 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 Category MR:B road within an industrial area may be required to be wider than one in a residential area, 10 although their purpose is similar.

15 Category MR:B roads will have a much higher frequency of curb cuts than Category MR:A 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 Category MR:B road.

20 C. **Authorized Use Groups.** Authorized use groups, as set forth in Section _____ and in Table _____, are applied to the site types and street types in **Maple Road (MR) District** in Table 20.05 C-1.

25 D. **Authorized Building Forms.** Authorized building form, as set forth in Section _____ and Table _____, are applied to the site types and street types in the **Maple Road (MR) District** in Table 20.05 C-2.

E. **Design Standards.** In addition to standards set forth in this Ordinance, all proposed development shall comply with the standards set forth herein.

30 2. Building Design and Materials.

35 c. Overall Design. It is the intent of this District to improve the appearance of and add visual interest to the Maple Road corridor. Emphasis shall be placed upon methods that focus attention on attractive buildings that primarily front on Maple Road.

40 d. Materials. Durable building materials, simple configurations, and solid craftsmanship are required. Fifty percent (50%) of walls visible from public streets, exclusive of wall areas devoted to meeting transparency requirements, shall be constructed of brick, glass, fiber cement siding, metal (beams, lintels, trim elements, and ornamentation only), wood lap, stucco, split-faced block, or stone. Exterior Insulation Finishing Systems (E.I.F.S.) and vinyl or aluminum siding should only be used for accents.

45 8. Façade Variation. The maximum linear length of an uninterrupted building façade facing public streets and/or parks shall be thirty (30) feet. Façade articulation or

architectural design variations for building walls facing the street are required to ensure that the building is not monotonous in appearance. Building wall offsets (projections and recesses); cornices, varying building materials or pilasters shall be used to break up the mass of a single building.

5

9. Pedestrian Access / Entrance.

d. Primary Entrance for Non-Residential and/or Mixed-Use Building. The primary building entrance shall be clearly identifiable and useable and located facing the right-of-way.

10

e. Pedestrian Connection. A pedestrian connection shall provide a clear, obvious, publicly-accessible connection between the primary street upon which the building fronts and the building. The pedestrian connection shall comply with the following:

15

i. Fully paved and maintained surface not less than five (5) feet in width.

ii. Unit pavers or concrete distinct from the surrounding parking and drive lane surface.

20

iii. Located either within a raised median or between wheel stops to protect pedestrians from vehicle overhangs where parking is adjacent.

25

f. Secondary Entrance: In addition to the primary façade facing front façade and/or the right-of-way, if a parking area is located in the rear or side yard, must also have a direct pedestrian access to the parking area that is of a level of materials quality and design emphasis at least equal to that of the primary entrance.

30

10. Transparency.

35

d. The first floors of all buildings shall be designed to encourage and complement pedestrian-scale activity and crime prevention techniques. It is intended that this be accomplished principally by the use of windows and doors arranged so that active uses within the building are visible from or accessible to the street, and parking areas are visible to occupants of the building. The first floor of any front façade facing a right-of-way shall be no less than 50 percent windows and doors, and the minimum transparency for facades facing a side street, side yard, or parking area shall be no less than 30 percent of the façade.

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e. The minimum transparency requirement shall apply to all sides of a building that abut an open space, including a side yard, or public right-of-way. Transparency requirements shall not apply to sides which abut an alley.

5 f. Windows for building sides shall be concentrated toward the front edge of the building, in locations most visible from an urban open space or public right-of-way.

10 11. Ground Story Activation Alternatives. The following alternatives may be used singularly or in combination. If used in combination, they may count toward no more than eighty percent (80%) of the transparency requirement set forth in Section 20.04 E-4. The wall design alternative may count toward one hundred percent (100%) of the side street transparency requirement, provided the entirety of the length and height of the wall is considered.

15 a. Wall Design. Wall designs that provide visual interest and pedestrian scale may count toward no more than fifty percent (50%) of primary street and fifty percent (50%) of side street transparency requirements. Wall designs must provide a minimum of three (3) of the following elements, occurring at intervals no greater than twenty-five (25) feet horizontally and ten (10) feet vertically:

20 i. Expression of structural system and infill panels through change in plane not less than three (3) inches.

25 ii. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters.

30 iii. System of horizontal and vertical reveals not less than one (1) inch in width/depth.

iv. Variations in material module, pattern, and/or color.

35 v. System of integrated architectural ornamentation.

vi. Green screen or planter walls.

vii. Translucent, fritted, patterned, or colored glazing.

40 b. Outdoor Dining/Seating. Outdoor dining/seating located between the building and the primary street zone lot line may count toward no more than sixty percent (60%) of the transparency requirement. Outdoor dining/seating located between the building and side street zone lot line may count toward no more than eighty percent (80%) of the transparency requirement.

45

- c. Permanent Art. Non-commercial art or graphic design of sufficient scale and orientation to be perceived from the public right-of-way and rendered in materials or media appropriate to an exterior, urban environment and permanently integrated into the building wall may count toward no more than forty percent (40%) of the transparency requirement.

12. Transitional Features.

- e. Transitional features are architectural elements, site features, or alterations to building massing that are used to provide a transition between higher intensity uses and low- or moderate-density residential areas. These features assist in mitigating potential conflicts between those uses. Transitional features are intended to be used in combination with landscape buffers or large setbacks.

- f. Intensity. A continuum of use intensity, where moderate intensity uses are sited between high-intensity uses and low-intensity uses, shall be developed for multi-building developments. An example would be an office use between commercial and residential uses.

- g. Height and Mass. Building height and mass in the form of building setbacks, recess lines or other techniques shall be graduated so that structures with higher intensity uses are comparable in scale with adjacent structures of lower-intensity uses.

- h. Architectural Features. Similarly sized and patterned architectural features such as windows, doors, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations included on the lower-intensity use shall be incorporated in the transitional features.

13. Site Access, Parking, and Loading.

- d. Required Parking. Off-street parking shall be provided for a principal use, erected, altered, or expanded after the effective date of this Ordinance in accordance with the standards set forth in Article 14, Access Management, Parking, and Circulation.

The Form Based Districts are intended to encourage pedestrian- and transit-friendly design and compact mixed-use developments. Applicants are encouraged to consider the provisions for shared parking set forth in Section 14.02.D, and flexibility in application set forth in Section 14.02.E.

- e. Location.

- v. When parking is located in a side yard (behind the front building line) and has frontage on a public right-of-way, no more than twenty-

five percent (25%) of the total site's frontage or sixty (60) feet, whichever is less, shall be occupied by parking lot.

- 5 vi. For a corner lot, the cumulative total of both frontages occupied by parking shall be no more than twenty-five percent (25%) or sixty (60) feet, whichever is less, and the building shall be located in the corner of the lot adjacent to the intersection.

- 10 vii. For a double frontage lot or a lot that has frontage on three (3) streets, the cumulative total of all frontages occupied by parking shall be no more than thirty-five percent (35%) of the total site's frontage or sixty (60) feet, whichever is less.

- 15 viii. Where off-street parking is visible from a street, it should be screened in accordance with the standards set forth in Section 13.05.B.2.

- 20 f. Parking Structures. Parking structures shall be located behind buildings in locations that minimize visibility from public streets. Parking structures may be located along public street frontages, subject to the following standards:

 - 25 iv. Building height and placement requirements for principal building shall be met.

 - 30 v. A lining of retail, office, or residential use with a useable depth of no less than twenty (20) feet shall be provided.

 - vi. At least fifty percent (50%) of the upper floors facing a public street shall consist of exposed openings. The openings shall be designed with one or more treatments:
 - 35 (d) Planter boxes with living plants.

 - (e) A rail or fence to give the appearance of a balcony.

 - (f) Framing and mullions to give the appearance of large windows.

**Table 20.05.C-1
Use Groups Permitted**

<u>Use Group</u>	Site Type MR:A		Site Type MR:B	
	<i>Street Type MR:A Maple Road and Arterials</i>	<i>Street Type MR:B: Local and Connectors</i>	<i>Street Type MR:A: Maple Road and Arterials</i>	<i>Street Type MR:B: Local and Connectors</i>
1	NP	NP	NP	NP
2	P	P	P	P
3	P	P	P	P
4	S	S	S	S
5	P	P	P	P
6	S	S	S	S
7	S	S	S	S

5

P – Permitted Use Groups
 UP – Permitted Use Groups in Upper Stories Only
 S – Special Use Approval Groups
 NP – Prohibited Use Groups

**Table 20.05.C-2
Building Forms Permitted**

Building Forms	Site Type MR:A		Site Type MR:B	
	Street Type MR:A Maple Road and Arterials	Street Type MR:B: Local and Connectors	Street Type MR:A: Maple Road and Arterials	Street Type MR:B: Local and Connectors
<u>A: small, single purpose, out buildings</u>	P	P	P	P
<u>B: small, multi-tenant commercial with mixed use</u>	P	P	P	P
<u>C: attached residential or live-work</u>	S	P	S	10 P
<u>D: multi-story mixed use, medium density</u>	P	P	P	P
<u>E: large format commercial</u>	P	S	P	S 15
<u>F: large format mixed-use</u>	P	P	P	P

1 Permitted only when located in an outlot of a Building Form 4, 5, or 6 project in a separate parcel, or within a designated outlot that remains part of the primary parcel

- 20 P – Permitted Building Form
- S – Special Approval Building Form
- NP – Prohibited Building Form

SECTION 20.0 NEIGHBORHOOD NODES DISTRICT

A. **Intent.** The **Neighborhood Nodes** (NN) District is derived from the 2008 City of Troy Master Plan, which specifically identifies 21 specific intersections that play a critical role in the daily function, image, quality of life, and continued viability of the City. These nodes vary widely in character, but share common characteristics.

Neighborhood Nodes are meant to serve as the core of the “economic neighborhoods” of Troy identified in the Master Plan. Economic neighborhoods are destinations created as “go to” places that take on a social role, serving both as a place to meet basic needs of the community and as 21st century village centers, which can include integrated residential development.

The Neighborhood Nodes should draw people, and should be visually distinguished from the surrounding area because of their greater intensity, density and design. Design techniques such as the variation of building height shall be encouraged by these regulations to help separate the Node from the surrounding area. Such variations, however, will respect the adjacent neighborhoods and will not be so extreme as to visually overpower transitional or residential areas.

The success of the Neighborhood Nodes will play a critical role in the protection and cultivation of a high quality of life in Troy.

B. **Regulating Plan.**

1. The Regulating Plan, as set forth in Figure _____, identifies allowable uses and permissible development within the District based on location.

2. The Regulating Plan is based on two (2) factors: Site Type and Street Type. Site Types, as described in Section 20.05.B.3, are determined by lot size, location, and relationship to neighboring sites. Street Types, as set forth in Section _____, recognize that street patterns within the City of Troy are established. Streets range from primary corridors which carry a large volume of traffic to local streets which convey lower volumes of neighborhood traffic.

3. Site Types. The Regulating Plan includes two (2) different Site Types, described as follows:

a. Site Type NN:A (high intensity, predominantly commercial, regionally visible) – These sites are predominantly located directly on major arterial roads, have larger acreage than their Site Type NN:B counterparts, and have established driveways, cross access, and larger square footage existing buildings with commercial uses. The NN:A category is meant to accommodate the most ambitious redevelopment within the Nodes, as they typically have the prime location and the size to allow for the most creative

solutions for mixed use and node-specific development as outlined in the Master Plan.

5 While the established and intended character of each Node is distinct, the NN:A sites remain more similar to one another than do the NN:B sites, which are far more diverse in terms of use, acreage, and existing buildings. While the NN:B sites are intended primarily to provide a transition between the Node and the adjacent residential areas, the NN:A sites are intended to house the destination retail, service, and employment uses that are central to the economic neighborhoods outlined by the Master Plan. These NN:A sites may also often incorporate higher-density residential development on upper floors when possible, to incubate a compact, walkable environment at the Node and to diversity the City's housing base.

- 10
- 15 b. Site Type NN:B (transitional smaller scale, employment based, mixed use) – Site Type NN:B consolidates the smaller, diverse sites at and around Nodes throughout the City. They are located both in support of NN:A sites as transitional areas between more intense Nodes and the adjacent neighborhoods, and on their own, covering an entire Node, for those Nodes identified in the Master Plan as less intense, smaller scale Nodes with a direct connection to a residential area.

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25 While not always present between NN:A sites and residential neighborhoods, when possible or preferable based on the parcel arrangement and existing circumstances, the NN'B category allows the Node to develop in a tiered manner, with more intense developments and uses permitted within the core of the Node, and less intense, more quant scale projects providing a buffer for the residential area.

30 NN:B sites may contain a variety of uses, including residential at grade, in a higher-density arrangement, but may also include small scale retail and service or office uses. A string focus on transitional landscaping and a suitable connection to the neighboring residential areas is of critical concern for the NN:B sites, as they will often serve as eth primary zone through which residents in a social neighborhood, as identified in the Master Plan, engage the Node, which serves as the core of the economic neighborhood..

- 35
- 40 4. Street Types. The Regulation Plan includes two (2) different Street Types, described as follows:

- 45 a. Street Type NN:A (Arterials) – Category NN:A is meant for the main north-south and east-west roads that cross intersect at each of the 21 neighborhood nodes. These roads are characterized by high traffic volumes and few individual residential curb cuts. They accommodate the majority of the regional traffic through Troy, connect Troy with its adjacent communities, and serve as the primary framework for circulating throughout the City

5 The intersection of these arterial roads present opportunities to cultivate highly visible, highly used areas that connect the various elements of the City and bridge the gap between the residential portions of Troy with the major corridors, commercial areas, employment centers, and adjacent communities of Troy.

10 These roads will evolve over time to form “complete streets” which continue to accommodate regional traffic, but also cater to the emerging neighborhood nodes at their intersections. These roads and intersections will have well-defined crosswalks, and 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 within Category NN:A.

15 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.

- 20
- b. Street Type NN:B (Local/Collector) – Category NN:B roads are those roads tying together smaller areas and connecting various parts of individual developments within the Nodes. Either as public or private streets, NN:B streets will have a more varied and localized character than larger roads, depending on their context within predominantly office, retail, or residential areas.

25

30 They act as the connection between the Node and adjacent neighborhoods. Very few examples of streets identified as NN:B streets exist in Troy, but they can also be developed as part of a larger project in the NN District, which may require new streets to be created to adequately and successfully implement the project. It is likely that any new road in the NN District will be a Category NN:B road.

35

40 Category NN:B roads 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 Category NN:B road within an industrial area may be required to be wider than one in a residential area, although their purpose is similar.

45 Category NN:B roads will have a much higher frequency of curb cuts than Category NN:A roads, and will often provide direct rear or side yard access to retail centers, office complexes, or high density residential projects.

Sufficient width should be retained on either side of the roadway whenever possible to allow for on-street parking to ensure that a variety of local parking options exist to directly serve the Nodes without requiring significant surface lots on private property.

5

C. **Authorized Use Groups.** Authorized use groups, as set forth in Section _____ and in Table _____, are applied to the site types and street types in Neighborhood Nodes District in Table 20.05 C-1.

10

D. **Authorized Building Forms.** Authorized building form, as set forth in Section _____ and Table _____, are applied to the site types and street types in the Neighborhood Nodes District in Table 20.05 C-2.

15

E. **Design Standards.** In addition to standards set forth in this Ordinance, all proposed development shall comply with the standards set forth herein.

1. Building Design and Materials.

20

a. Overall Design. It is the intent of this District to improve the appearance of and add visual interest to the Neighborhood Nodes. Emphasis shall be placed upon methods that focus attention on attractive buildings that help provide character and distinction to the Nodes.

25

b. Materials. Durable building materials, simple configurations, and solid craftsmanship are required. Fifty percent (50%) of walls visible from public streets, exclusive of wall areas devoted to meeting transparency requirements, shall be constructed of brick, glass, fiber cement siding, metal (beams, lintels, trim elements, and ornamentation only), wood lap, stucco, split-faced block, or stone. Exterior Insulation Finishing Systems (E.I.F.S.) and vinyl or aluminum siding should only be used for accents. The Planning Commission may waive this requirement for projects requiring site plan approval when an existing building with unique or historic attributes that help define the character of the node, as determined by the Planning Commission, is being reused.

35

2. Building Orientation / Entrance.

40

a. Primary Entrance. The primary building entrance shall be clearly identifiable and useable and located in the front façade parallel to the street.

45

b. Recessed Doorways. Where the building entrance is located on or within five (5) feet of a lot line, doorways shall be recessed into the face of the building to provide a sense of entrance and to add variety to the streetscape. The entrance recess shall not be less than the width of the door(s) when opened outward.

c. Residential Dwellings. Entrances for all residential dwellings shall be clearly defined by at least one (1) of the following:

5 i. Projecting or recessed entrance. A recessed entrance is required if the building entrance is located on or within five (5) feet of the lot line.

ii. Stoop or enclosed or covered porch.

10 iii. Transom and/or side light window panels framing the door opening.

iv. Architectural trim or unique color treatments framing the door opening.

15 3. Transparency.

20 a. The first floors of all buildings shall be designed to encourage and complement pedestrian-scale activity and crime prevention techniques. It is intended that this be accomplished principally by the use of windows and doors arranged so that active uses within the building are visible from or accessible to the street, and parking areas are visible to occupants of the building. The first floor of any front façade facing a right-of-way shall be no less than 50 percent windows and doors, and the minimum transparency for facades facing a side street, side yard, or parking area shall be no less than 30 percent of the façade. The Planning Commission may waive this requirement for projects requiring site plan approval when an existing building with unique or historic attributes that help define the character of the node, as determined by the Planning Commission, is being reused.

30 b. The minimum transparency requirement shall apply to all sides of a building that abut an open space, including a side yard, or public right-of-way. Transparency requirements shall not apply to sides which abut an alley.

35 c. Windows for building sides shall be concentrated toward the front edge of the building, in locations most visible from an urban open space or public right-of-way.

40 5. Ground Story Activation Alternatives. The following alternatives may be used singularly or in combination. If used in combination, they may count toward no more than eighty percent (80%) of the transparency requirement set forth in Section 20.04 E-4. The wall design alternative may count toward one hundred percent (100%) of the side street transparency requirement, provided the entirety of the length and height of the wall is considered.

45 a. Wall Design. Wall designs that provide visual interest and pedestrian scale may count toward no more than fifty percent (50%) of primary street and

fifty percent (50%) of side street transparency requirements. Wall designs must provide a minimum of three (3) of the following elements, occurring at intervals no greater than twenty-five (25) feet horizontally and ten (10) feet vertically:

- 5 i. Expression of structural system and infill panels through change in plane not less than three (3) inches.
- 10 ii. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters.
- iii. System of horizontal and vertical reveals not less than one (1) inch in width/depth.
- 15 iv. Variations in material module, pattern, and/or color.
- v. System of integrated architectural ornamentation.
- vi. Green screen or planter walls.
- 20 vii. Translucent, fritted, patterned, or colored glazing.

- 25 b. Outdoor Dining/Seating. Outdoor dining/seating located between the building and the primary street zone lot line may count toward no more than sixty percent (60%) of the transparency requirement. Outdoor dining/seating located between the building and side street zone lot line may count toward no more than eighty percent (80%) of the transparency requirement.
- 30 c. Permanent Art. Non-commercial art or graphic design of sufficient scale and orientation to be perceived from the public right-of-way and rendered in materials or media appropriate to an exterior, urban environment and permanently integrated into the building wall may count toward no more than forty percent (40%) of the transparency requirement.

- 35 6. Transitional Features.
- a. Transitional features are architectural elements, site features, or alterations to building massing that are used to provide a transition between higher intensity uses and low- or moderate-density residential areas. These features assist in mitigating potential conflicts between those uses. Transitional features are intended to be used in combination with landscape buffers or large setbacks.
- 40 b. Intensity. A continuum of use intensity, where moderate intensity uses are sited between high-intensity uses and low-intensity uses, shall be developed
- 45

for multi-building developments. An example would be an office use between commercial and residential uses.

- c. Height and Mass. Building height and mass in the form of building step-backs, recess lines or other techniques shall be graduated so that structures with higher intensity uses are comparable in scale with adjacent structures of lower-intensity uses.
- d. Orientation. Primary building facades shall be placed away from the residential use.
- e. Architectural Features. Similarly sized and patterned architectural features such as windows, doors, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations included on the lower-intensity use shall be incorporated in the transitional features.

7. Site Access, Parking, and Loading.

- a. Required Parking. Off-street parking shall be provided for a principal use, erected, altered, or expanded after the effective date of this Ordinance in accordance with the standards set forth in Article 14, Access Management, Parking, and Circulation.

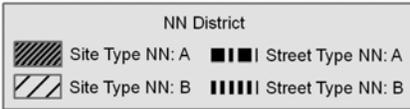
The Form Based Districts are intended to encourage pedestrian- and transit-friendly design and compact mixed-use developments. Applicants are encouraged to consider the provisions for shared parking set forth in Section 14.02.D, and flexibility in application set forth in Section 14.02.E.

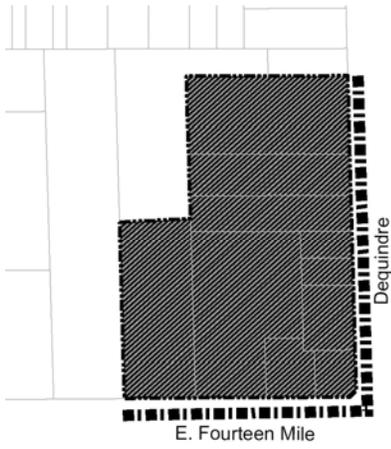
- b. Location.
 - i. When parking is located in a side yard (behind the front building line) and has frontage on a public right-of-way, no more than fifty percent (50%) of the total site's frontage or one hundred (100) feet, whichever is less, shall be occupied by parking lot.
 - ii. For a corner lot, the cumulative total of both frontages occupied by parking shall be no more than fifty percent (50%) or one hundred (100) feet, whichever is less, and the building shall be located in the corner of the lot adjacent to the intersection.
 - iii. For a double frontage lot or a lot that has frontage on three (3) streets, the cumulative total of all frontages occupied by parking shall be no more than sixty-five percent (65%) of the total site's frontage or one hundred and twenty-five (125) feet, whichever is less.

- iv. Where off-street parking is visible from a street, it should be screened in accordance with the standards set forth in Section 13.05.B.2.

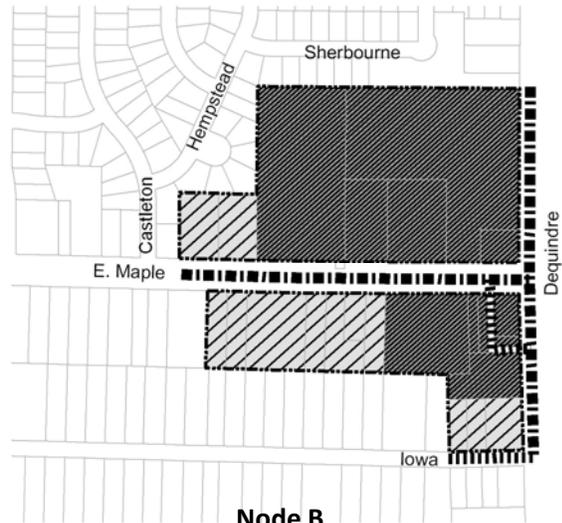
5 **Map ____: Regulating Plans**

Neighborhood Nodes Map Legend:

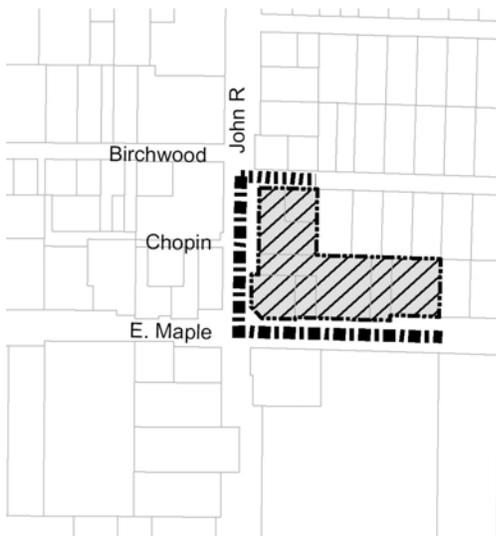




Node A



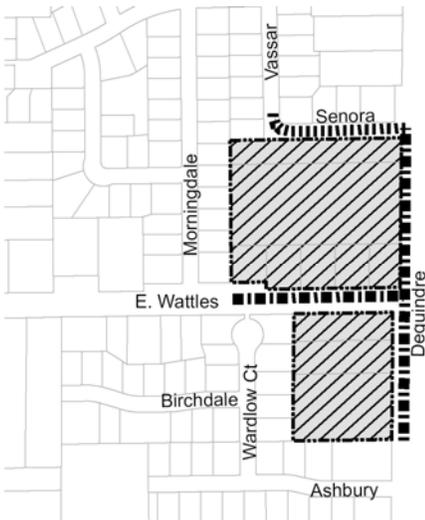
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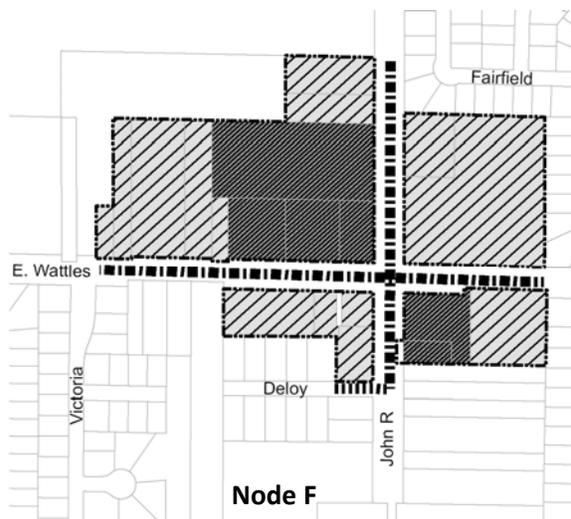
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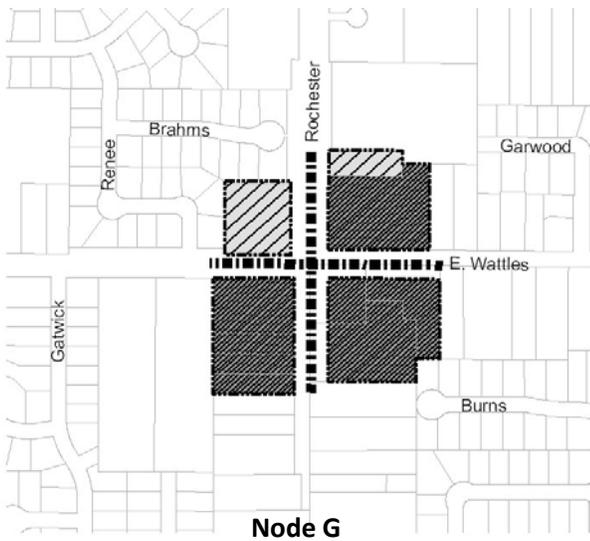
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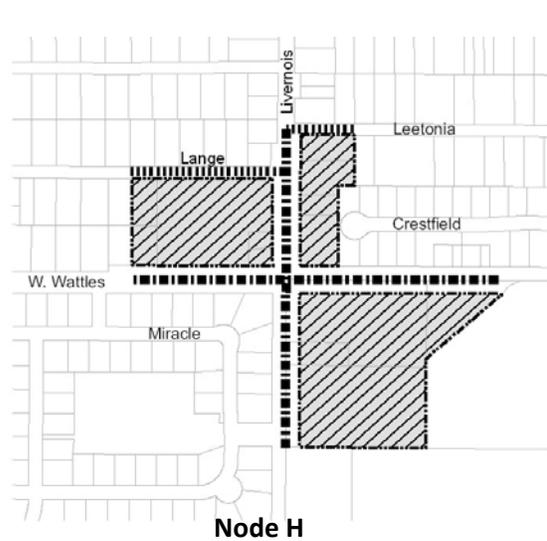
Node E



Node F



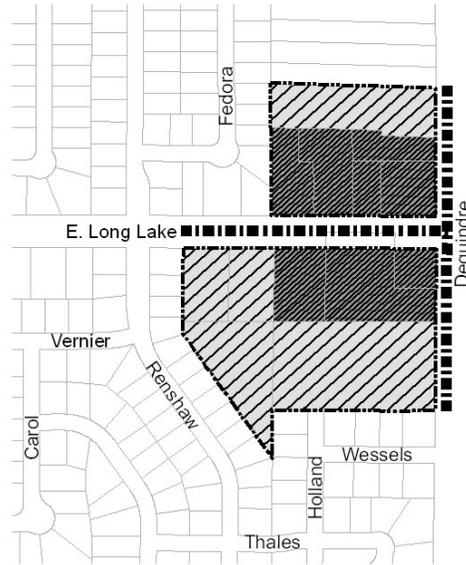
Node G



Node H



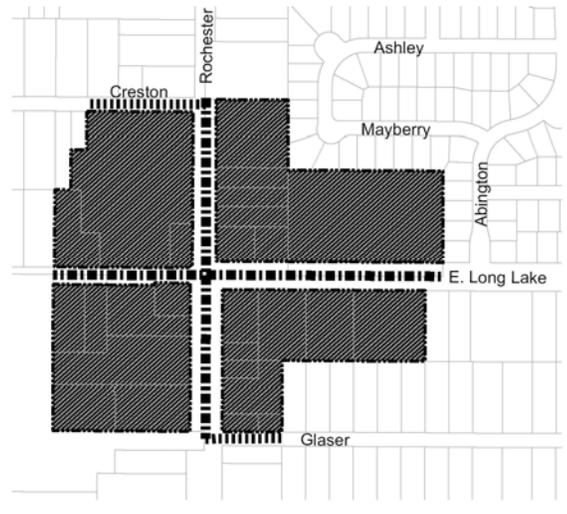
Node I



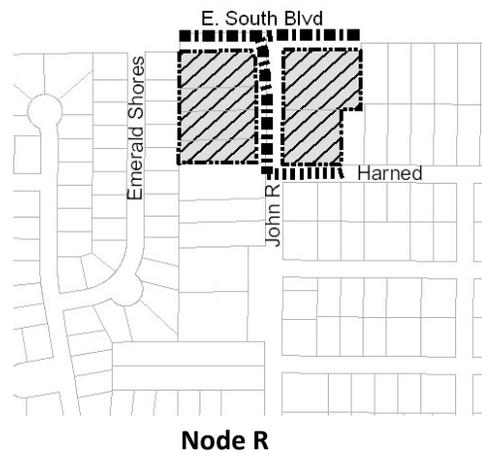
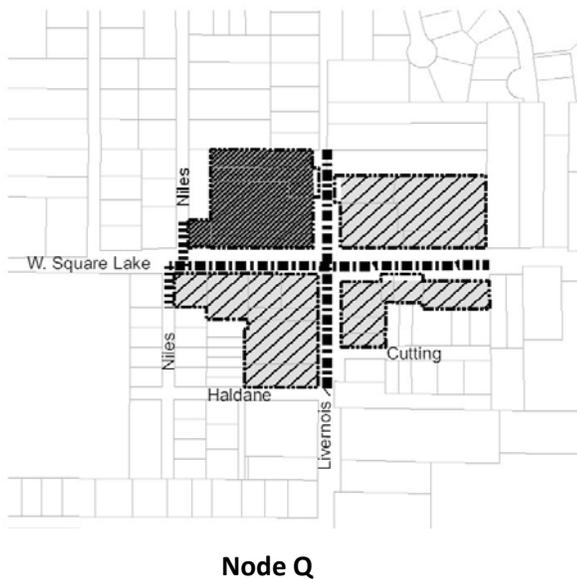
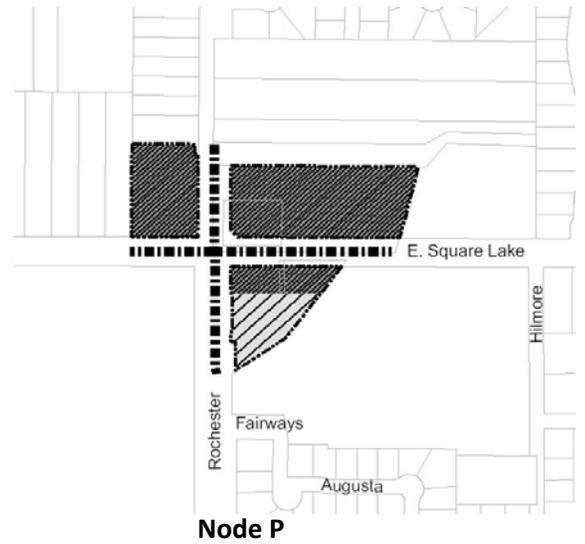
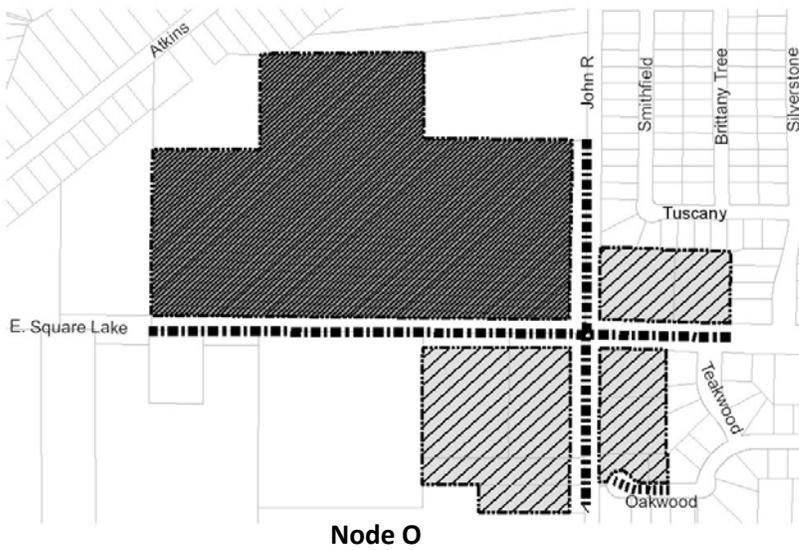
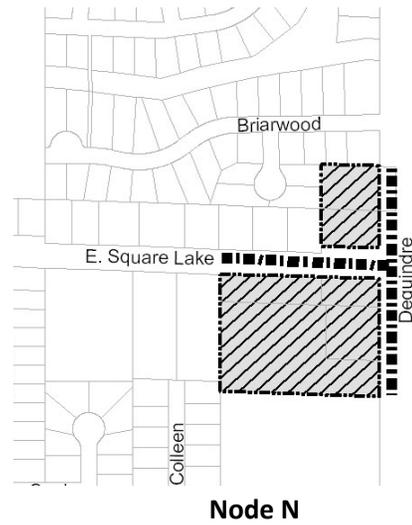
Node J



Node K

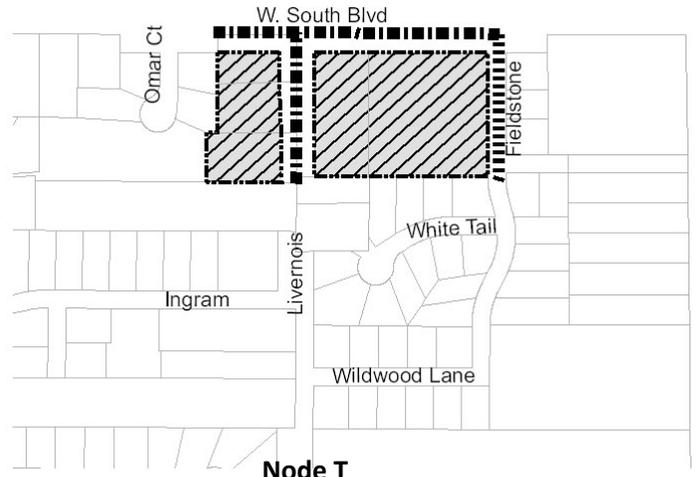


Node L

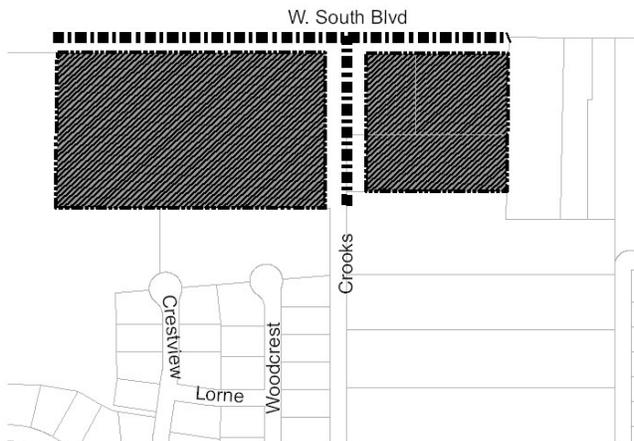




Node S



Node T



Node U

**Table 20.06.C-1
Use Groups Permitted**

<u>Use Group</u>	Site Type NN:A		Site Type NN:B	
	<i>Street Type NN:A Arterials</i>	<i>Street Type NN:B: Local and Connectors</i>	<i>Street Type NN:A: Arterials</i>	<i>Street Type NN:B: Local and Connectors</i>
1	NP	NP	NP	NP
2	P ¹	P ¹	P	P
3	P	P	P	P
4	S	S	NP	NP
5	P	P	P	P
6	S	S	NP	NP
7	NP	NP	NP	NP

1: Permitted on upper floors only

**Table 20.06.C-2
Building Forms Permitted**

Building Forms	Site Type NN:A		Site Type NN:B	
	<i>Street Type NN:A: Arterials</i>	<i>Street Type NN:B: Local and Connectors</i>	<i>Street Type NN:A: Arterials</i>	<i>Street Type NN:B: Local and Connectors</i>
<u>A: small, single purpose, out buildings</u>	P	P	P	P
<u>B: small, multi-tenant commercial with mixed use</u>	P	P	P	P
<u>C: attached residential or live-work</u>	S	S	P	P
<u>D: multi-story mixed use, medium density</u>	P	P	S	S
<u>E: large format commercial</u>	P	S	NP	NP
<u>F: large format mixed-use</u>	P	S	NP	NP

04.00.00 ARTICLE IV ZONING DISTRICTS AND MAP

04.10.00 DISTRICTS:

For the purpose of this Chapter, the City of Troy is hereby divided into the following Districts:

- 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
- CR-1 One-Family Residential-Cluster District

- R-T** **Townhouse Residential District**
- R-1T One-Family Attached Residential District
- R-EC Residential Elder Care
- R-2 Two-Family Residential District
- R-M Multiple-Family Residential Medium-Density
- RM-1 Multiple-Family Residential District (Low-Rise)
- RM-2 Multiple-Family Residential District (Mid-Rise)
- RM-3 Multiple-Family Residential District (High-Rise)
- RM** **Multiple-Family Residential District**
- RU** **Urban Residential District**

- C-F Community Facilities District
- E-P Environmental Protection District

- B-1 Local Business District
- B-2 CB** **Community Business District**
- B-3 GB** **General Business District**
- H-S Highway Service District
- IIBD** **Integrated Industrial and Business District**

- O-1 Office Building District
- O-M Office Mid-Rise District
- O-SC Office Service-Commercial District
- O-1** **Office District**
- O-2** **Office Mixed Use District**

- P-1 Vehicular Parking District
- R-C Research Center District
- M-1 Light Industrial District