

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

Item	Page
<b>PRELIMINARY SITE PLAN REVIEW</b>	
<p><b>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</b></p>	<b>2</b>
<p><b>Motion by Mr. Williams</b>  <b>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.</b></p>	<b>8</b>
<p><b>Motion carried, 6-0.</b></p>	<b>8</b>
<p><b>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</b></p>	
<p><b>Motion by Mr. Schultz</b>  <b>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.</b></p>	
<p><b>Motion withdrawn.</b></p>	
<p><b>Amended by Mr. Edmunds</b>  <b>Seconded by Mr. Tagle that the previous (withdrawn) resolution be granted subject to the following design considerations:</b></p>	<b>8</b>
<p><b>1. Prior to final approval, conduct a design workshop with members of the Planning Commission, the Planning Board, the Hubbell, Roth &amp; 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:</b></p>	
<p>➤ <b>Building façade articulation to create a greater visual</b></p>	

Item	Page
<p><b>interest;</b></p> <ul style="list-style-type: none"><li>➤ <b>A more identifiable building entrance;</b></li><li>➤ <b>Enhancing the sense of arrival by focusing on a major point of interest;</b></li><li>➤ <b>Establishing visual interest with human-scale elements at the building;</b></li><li>➤ <b>Creating transitional features between the building, the ground plane and retaining wall; and</b></li><li>➤ <b>Offering additional, cost effective, sustainable design features.</b></li></ul> <p><b>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.</b></p> <p><b>2. The project shall be developed so that the construction cost does not exceed the approved funding amount.</b></p>	<p><b>8</b></p>
<p><b>Motion carried, 4-3.</b></p>	<p><b>9</b></p>

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**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

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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