



500 West Big Beaver
Troy, MI 48084
troymi.gov

248.524.3364
planning@troymi.gov

**PLANNING COMMISSION
MEETING AGENDA
REGULAR MEETING**

David Lambert, Chairman, Marianna Perakis, Vice Chairman
Toby Buechner, Carlton Faison, Michael W. Hutson, Tom Krent,
Lakshmi Malalahalli, Sadek Rahman and John J. Tagle

June 28, 2022

7:00 P.M.

Council Chambers

1. ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES – June 14, 2022
4. PUBLIC COMMENT – For Items Not on the Agenda

CITY OF TROY MASTER PLAN

5. MASTER PLAN DISCUSSION – Neighborhood Node Subcommittee Discussion

OTHER ITEMS

6. PUBLIC COMMENTS – For Items on the Agenda
7. PLANNING COMMISSION COMMENT
8. 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

Televised Live, Government Channel WTRY (10 WideOpenWest and 17 Comcast) Replayed Wednesdays 3:00 pm, 6:00 pm and 11:00 pm

Chair Lambert called the Regular meeting of the Troy City Planning Commission to order at 7:00 p.m. on June 14, 2022, in the Council Chamber of the Troy City Hall. Chair Lambert and Vice Chair Perakis presented opening remarks relative to the role of the Planning Commission and procedure of tonight’s meeting.

1. ROLL CALL

Present:

Toby Buechner
Carlton M. Faison
Michael W. Hutson
Tom Krent
David Lambert
Lakshmi Malalahalli
Marianna Perakis

Absent:

Sadek Rahman
John J. Tagle

Also Present:

R. Brent Savidant, Community Development Director
Ben Carlisle, Carlisle Wortman Associates
Julie Quinlan Dufrane, Assistant City Attorney
Kathy L. Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2022-06-034

Moved by: Krent
Support by: Faison

RESOLVED, To approve the Agenda as prepared.

Yes: All present (7)
Absent: Rahman, Tagle

MOTION CARRIED

3. APPROVAL OF MINUTES – May 24, 2022

Resolution # PC-2022-06-035

Moved by: Perakis
Support by: Buechner

RESOLVED, To approve the minutes of the May 24, 2022 Regular meeting as submitted.

Yes: Buechner, Faison, Hutson, Krent, Lambert, Perakis
 Abstain: Malalahalli
 Absent: Rahman, Tagle

MOTION CARRIED

4. PUBLIC COMMENT – For 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 JPLN2022-0017) – Proposed Abbey Estates Site Condominium, 4 units/lots, North side of Wattles, West of Rochester, Section 15, Currently Zoned R-1C (One Family Residential) District

Mr. Carlisle reviewed the Preliminary Site Plan for Abbey Estates Site Condominium. Some items he addressed were location, access, surrounding property zoning, number of lots, average lot sizing, storm water management and natural resources. Mr. Carlisle detailed the tree inventory, designated landmark trees and the applicant’s request to allow two off-site landmark trees located in the right of way of Wattles to count toward the required number of street trees. Mr. Carlisle specifically addressed average lot sizing and gave examples of previous applications applying lot size averaging for infill development.

In summary, Mr. Carlisle asked Planning Commission to consider allowing two landmark trees count toward the street tree requirement along Wattles and to confirm with the applicant the roof height of the homes and building materials. Mr. Carlisle recommended if the Planning Commission determines to grant approval of the Preliminary Site Plan application, that its approval be subject to the conditions as identified in his report dated May 20, 2022.

A discussion among Board members and the administration followed, some comments relating to:

- Location, protection, replacement of landmark trees if damaged during construction; setting up an escrow account to insure replacement of trees.
- Vehicular turnaround; purpose, screening from residential.
- Concerns expressed by residents with flooding, standing water (email communications).
- Storm water management.
 - Engineering review standards; assurance to not negatively impact adjacent residential.
 - Detention pond; capacity, type, potential to improve existing on-site flooding.
- Chain link fence along perimeter of parcels.

Present were Civil Engineer Nathan Robinson of Horizon Engineering LLC and Artur Kokaj of MGM Signature Homes.

Mr. Robinson said the roof height of the homes is at 26.5 feet and is noted on the Site Plan under building construction summary. He said the building materials noted on the architectural elevations are brick, stone, horizontal siding and asphalt shingles. Mr. Robinson requested that the Zoning Administrator waive the requirement that the Landscape Plan be stamped by a Licensed Landscape Architect, according to Article 13 of the Zoning Ordinance. He said the plan itself is fairly simple and straightforward. Mr. Robinson questioned the landscape calculations cited in the Planning Consultant report.

Mr. Carlisle gave an explanation how the landscape calculations were achieved as relates to the Woodland Protection ordinance, mitigation and credits.

Mr. Robinson indicated the applicant is amenable to replacing any landmark trees that might be damaged during construction and to provide an escrow account for replacement. Mr. Robinson addressed the turnaround and existing chain link fence around the perimeter of the property. He stated the applicant is amenable to planting narrow upright evergreens to screen the turnaround from homeowners. Mr. Robinson addressed in depth storm water management, detailing how runoff water would be collected from the development, as well as from adjacent properties. He addressed the detention basin, as relates to type (dry), slope, features and retaining wall.

Mr. Kokaj addressed the style of homes and building materials. He said they would consider building two-story homes with first floor master bedrooms as well as ranches. Mr. Kokaj said the building materials are of high quality and confirmed no vinyl siding would be used.

Mr. Savidant said he would comply with a Planning Commission decision to waive the requirement that the Landscape Plan be stamped by a Licensed Landscape Architect. He said the plan meets the Zoning Ordinance requirements and is a relatively simple design as the Civil Engineer stated.

Chair Lambert opened the floor for public comment.

- Dale Otto, 4037 Cypress; expressed concerns with drainage, existing water problems, wildlife, number of trees to be cut down and expense to replace trees; questioned density of development, how developer plans to sell homes, one by one, or after completion of all units.
- Karen Kernen, 4057 Cypress; gave brief history of property, expressed concerns with eliminating trees on east side, specifically existing Colorado spruce near her property to assure no damage to her property; questioned if existing fence would remain, construction hours and when applicant plans to break ground.
- Christine Karas, 4065 Cypress; home is next to turnaround, expressed concerns with privacy and screening, drainage, loss of wildlife.

- Bill DeArmit, 4209 Cypress; addressed easements, trees within easements; expressed concerns with viability of detention pond, headlights shining into his home, screening, loss of wildlife and nature.

Chair Lambert closed the floor for public comment.

Discussion followed on:

- Zoning Ordinance permits four (4) lots on site.
- Construction hours; Monday through Saturday, 7 a.m. to 8 p.m.
- Similarities of development with adjacent properties; lot size, utility easements, rear yard drainage.
- Stormwater management, City standards relating to storm events.
- Shielding of headlights from residential.
- Tree inventory, as relates to prohibited invasive species, three landmark trees on site, two landmark trees off site, number of trees to be removed, quality and location of trees.
- Woodland Protection ordinance.
- Applicant confirmed existing chain link fence would remain.
- Price point of homes; \$650,000 to \$850,000, model home is not on site.
- Detention pond located at Leonard Elementary School; schools exempt from local zoning regulations and building codes.

Resolution # PC-2022-06-036

Moved by: Krent

Support by: Faison

RESOLVED, That Preliminary Site Condominium Approval, pursuant to Article 8 and Section 10.02 of the Zoning Ordinance, as requested for Abbey Estates Site Condominium, 4 units/lots, North side of Wattles, West of Rochester, Section 15, Currently Zoned R-1C (One Family Residential) District, be granted, subject to the following:

1. All five (5) landmark trees must be protected during construction, and if any of those trees die within five (5) years at the end of construction, the developer is responsible for replacing those trees with equivalent diameter trees. To ensure that the developer does replace those trees, an escrow account will be established with the City of Troy so that those replacement trees can be paid for in the future.
2. Screening from the vehicular turnaround to abutting neighbors such that no headlights will go on the property of abutting neighbors, in both directions, both to the north and to the east.
3. Waive the requirement for the Landscape Plan to be stamped by a Licensed Landscape Architect.

Discussion on the motion on the floor.

Chair Lambert said, based on comments by the petitioner, it appears the petitioner is willing to work with neighbors to address concerns about adjoining trees, privacy fencing and not having work vehicles there at a time that would be an infringement upon their lifestyle.

Vote on the motion on the floor.

Yes: All present (7)
 Absent: Rahman, Tagle

MOTION CARRIED

OTHER ITEMS

6. PUBLIC COMMENT – For Items on the Agenda

- Karen Kernen, 4057 Cypress; asked when the development would break ground.

Mr. Kokaj estimated construction would start the beginning of fall or winter.

7. PLANNING COMMISSION COMMENT

There were general comments, some relating to:

- Applications granted approval by City Council at their June 13, 2022 meeting:
 - Golden Villas One Family Residential Cluster.
 - Eckford Oaks One Family Residential Cluster.
- Proposed development signage.
- Community Engagement position in the future.

8. ADJOURN

The Regular meeting of the Planning Commission adjourned at 8:41 p.m.

Respectfully submitted,

 David Lambert, Chair

 Kathy L. Czarnecki, Recording Secretary

DATE: July 22, 2022
TO: Planning Commission
FROM: R. Brent Savidant, Community Development Director
SUBJECT: MASTER PLAN DISCUSSION – Neighborhood Node Subcommittee Discussion

The Planning Commission held three (3) Subcommittee meetings to discuss the Neighborhood Node land use classification.

Attached are the recommendations of the Neighborhood Node Subcommittee meetings, prepared by Carlisle/Wortman Associates, Inc. The attached memo summarizes the attachments.

We will discuss this item at the June 28, 2022 Planning Commission Regular meeting. Subcommittee members are encouraged to take an active role in this discussion.

Attachments:

1. Memo prepared by CWA, dated June 20, 2022
2. Revised Node Intent Statement (clean and redline)
3. Node Updated Language (clean and redline)
4. Dequindre and Long Lake Concept Plan
5. John R and Long Lake Concept Plan
6. Gateway Concept Plan



To: Troy Planning Commission

From: Ben Carlisle, AICP
Megan Masson-Minock, AICP

Date: June 20, 2022

Re: Node Master Plan Discussion

The Master Plan Node Steering Committee meet three times to discuss revisions to the master plan vision of the neighborhood nodes:

- First Meeting: Node intent statement and a review of Nodes A-I.
- Second meeting: Draft revised node intent statement language and review of Nodes J-U.
- Third meeting: Final revisions and review of the Dequindre and Long Lake concept plan.

The Steering Committee drafted a revised node intent statement, revised language for each node, and provided direction on concept plans. Details of each aspect are listed below:

Revised Node Intent Statement (page 77 of current Master Plan)

As the title indicates, the intent statement lays out the overall purpose of the neighborhood nodes. The Committee spent a significant time reviewing the intent statement in detail and amended the language based on historical past, current conditions, and intended overall vision. The revised intent statement better articulates the planned vision of the nodes.

Node Updated Language (starts on Page 79 of current Master Plan)

The Steering Committee reviewed each node in detail to revise their specific intent based on the revised node intent statement, historical facts, current conditions, and future anticipated vision.

Language has been revised for the following nodes:

- B (Maple and Dequindre)
- C (John R. and Maple)
- D (Big Beaver and Dequindre)
- E (Wattles and Dequindre)
- F (John R and Wattles)
- I (Crooks and Wattles)
- J (Dequindre and Long Lake)
- K (John R and Long Lake)
- N (Dequindre and Square Lake)
- O (John R and Square Lake)
- P (Rochester and Square Lake)
- Q (Livernois and Square Lake)
- R (John R and South)
- T (Livernois and South)
- U (Crooks and South)

Based on detailed review, the Steering Committee are recommending eliminating the following nodes:

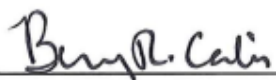
- A (Dequindre and Maple)
- G (Rochester and Wattles)
- H (Livernois and Wattles)
- L (Rochester and Long Lake)
- M (Livernois and Long Lake)
- S (Rochester and South)

Dequindre and Long Lake Concept Plan, John R and Long Lake Concept Plan, and Gateway Concept Plan

To best visual portray the intended vision for the nodes, we have produced two concept plans of intersections. These concept plans include elements of mixed use, architectural quality, transitions between intensity on roadways to adjacent single-family neighborhoods, infill development, and landscape buffers.

In addition, we created a third concept plan that could be applied at gateway intersections along Dequindre and South. Gateway features include public art, pedestrian scale lighting, increased landscaping, and gateway signage.

We look to hearing feedback from the Commission at your June 28th meeting.



CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, LEED AP, AICP



CARLISLE/WORTMAN ASSOC., INC.
Megan Masson-Minock, AICP
Planner

Attachments:

- Revised Node Intent Statement (clean and redline)
- Node Updated Language (clean and redline)
- Dequindre and Long Lake Concept Plan
- John R and Long Lake Concept Plan
- Gateway Concept Plan

PLAN TROY 2040

- Located at intersections of the City's main roads.
- Work together with Social Neighborhoods to create a more livable community.
- Mixed use.
- Provide neighborhood gathering places.
- Accommodate the daily needs of residents.

Neighborhood Nodes are intended to be , commercial and mixed-use centers situated at major intersections of Troy thoroughfares that serve as the center of the City's Economic Neighborhoods. The nodes are specifically identified on pages <insert page #> . 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. The attributes of Economic Neighborhoods are described in more detail in the final section of this Chapter, and the design characteristics of Neighborhood Nodes will be described in depth in Chapter 10. The nodes may permit a mix of commercial, office, mixed use with a residential component, open space and pocket parks. The predominant uses in any Neighborhood Node development must be in keeping with the node characteristics described on <insert page #>. Industrial uses will not be permitted in the Neighborhood Nodes.

The Economic Neighborhoods of Troy also center on the square mile grid system. Unlike the social neighborhood, the Economic Neighborhoods are centered on major road intersections where commercial, office, and mixed use development occurs. When destinations are created, these nodes become a

"go to" place and take on a social role. Each of these nodes serves up to four quadrants of the overlapping social neighborhoods and has the ability to bring residents of all abutting neighborhoods together. These nodes are intended to serve the neighborhoods they abut. Non-motorized connections should be considered when appropriate from nodes into neighborhoods and be accessible by bicycle or pedestrians.

These Economic Neighborhood nodes are destinations that draw people, visually distinguished from the balance of corridor strips through greater density and scale. Variation in building height will often be used to separate the node from the surrounding area, but will not be so extreme as to visually overpower abutting neighborhoods. The separation of building heights at intersections with the "between" segments of corridors stimulates the visual concept of "pulsing" development and sets up a system of visual anchors.

Moderately dense residential environments within mixed use developments, may be encouraged within some nodes to provide steady activity for longer periods of the day., Residences may be mixed with offices on upper floors or be developed immediately adjacent to the commercial areas. Residential uses should only occupy no more than 10% of allowable building footprints. Development within nodes on the same or adjacent parcels shall be seamlessly integrated with a focus on pedestrian connections. During the course of multiple planning processes, the Planning Commission closely analyzed the role, function, and location of neighborhood nodes throughout the City.

PLAN TROY 2040

DESIGN CONCEPT

- These nodes are within a fifteen minute walking distance of residential neighborhoods to encourage alternative modes of transportation such as bicycle and pedestrian.
- Development may be denser and taller than the surrounding area, encouraging visual prominence to signal a gathering space.
- Nodes should be generally confined to a 1,000 foot radius from a major intersection.
- The nodes provide uses and spaces that attract and welcome neighborhood residents.
- First floor is intended to be commercial in nature.

SITE DESIGN ATTRIBUTES

- Buildings should be separated from the street by a landscaped greenbelt and a pedestrian walk.
- Primary parking areas will be located within rear or interior side yards.
- Off-street parking should be screened from the public right-of-way preferably by a hedge or row of shrubs. If landscaping is not possible, parking should be screened by a knee wall or low decorative fence.
- Walks will connect adjacent developments and the public sidewalks.
- Well-defined crosswalks with timed signalization will permit safe crossings.

- Provide a flexible use of space allowing modest outdoor gathering spaces. This may include plazas with seating, landscape and open space features, water features, public art, or a similar feature.
- Encourage a creative mix of open space and landscaping to provide an amenity to the residents, visual relief to passersbys, and a buffer to adjacent properties.

BUILDING DESIGN ATTRIBUTES

- One-story buildings should have a minimum exterior height of sixteen feet. In multiple story buildings, the ground level story should have a minimum height of twelve feet from finished floor to finished ceiling.
- Three stories may be permitted for mixed use development with the first floor being a commercial use and two upper stories of residential.
- Multiple story buildings should be placed along major thoroughfare and not adjacent to residential uses.
- Facades facing major thoroughfares will be treated as fronts and should have a minimum of half transparent glass and special architectural design treatments.
- Fenestration (the arrangement of windows and doors) should be highlighted through the use of awnings, overhangs or trim detailing.
- Lighting will be carefully managed so as not to encroach on adjacent residential areas.

PLAN TROY 2040

- Located at intersections of the City's main roads.
- Work together with Social Neighborhoods to create a more livable community.
- Mixed use.
- Provide neighborhood gathering places.
- Accommodate the daily needs of residents.

Neighborhood Nodes are ~~the intended to be concentrated~~, commercial and mixed-use centers situated at major intersections of Troy thoroughfares that serve as the center of the City's Economic Neighborhoods. The nodes are specifically identified on pages ~~<insert page #> 95 and 96~~. 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. The attributes of Economic Neighborhoods are described in more detail in the final section of this Chapter, and the ~~urban~~ design characteristics of Neighborhood Nodes will be described in depth in Chapter 10. The nodes ~~will may typically~~ permit a mix of commercial, office, ~~mixed use with a residential component, open space and pocket parks, and high density residential,~~ ~~although t~~he predominant uses in any Neighborhood Node development must be in keeping with the node characteristics described on ~~<insert page #> pages 95 and 96~~. Industrial uses will not be permitted in the Neighborhood Nodes.

The Economic Neighborhoods of Troy also center on the square mile grid system. Unlike the social neighborhood, the Economic Neighborhoods are centered on major road

intersections where commercial, ~~and office,~~ ~~and mixed use~~ development occurs. When destinations are created, these nodes become a "go to" place and take on a social role. Each of these nodes serves ~~up to~~ four quadrants of the overlapping social neighborhoods and has the ability to bring residents of ~~four all abutting~~ neighborhoods together. ~~These nodes are intended to serve the neighborhoods they abut.~~

~~Non-motorized connections should considered when appropriate dfrom nodes into neighborhoods and be accessible by bicycle or pedestrians.~~

These Economic Neighborhood nodes are destinations that draw people, visually distinguished from the balance of corridor strips through greater density and scale. Variation in building height will often be used to separate the node from the surrounding area, but will not be so extreme as to visually overpower abutting neighborhoods. The separation of building heights at intersections with the "between" segments of corridors stimulates the visual concept of "pulsing" development and sets up a system of visual anchors.

Moderately dense residential environments ~~within mixed use developments,~~ may be encouraged within some nodes to provide steady activity for longer periods of the day. ~~In these cases, R~~esidences may be mixed with offices on upper floors or be developed immediately adjacent to the commercial areas. ~~Residential uses should only occupy no more than 10% of allowable building footprints. Development within nodes on the same or adjacent parcels shall be seamless integrated~~

Formatted: Indent: Left: 0"

PLAN TROY 2040

with a focus on pedestrian connections. ~~Connections between the commercial activity and residences must be directly and seamlessly integrated.~~ During the course of ~~multiple~~ the planning processes, the Planning Commission closely analyzed ~~the need for additional the~~ role, function, and location of neighborhood nodes throughout the City. ~~The City will continue to consider the demand for additional nodes as part of subsequent plan revisions.~~

DESIGN CONCEPT

- These nodes are within a fifteen minute walking distance of residential neighborhoods to ~~permit~~ encourage alternative modes of transportation such as bicycle and pedestrian.
- Development ~~will~~ may be denser and taller than the surrounding area, encouraging visual prominence to signal a gathering space.
- Nodes should be generally confined to a 1,000 foot radius from a major intersection.
- The nodes provide uses and spaces that attract and welcome neighborhood residents.
- First floor is intended to be commercial in nature.

SITE DESIGN ATTRIBUTES

- Buildings should be separated from the ~~right of way line~~ street by a landscaped greenbelt ~~and, one lane of off street parking or a pedestrian walk,~~ or a combination of these.
- Primary parking areas will be located within rear or interior side yards. ▲
- ~~Off-street parking should be screened from the public right-of-way~~ preferably by a hedge of plantings or row of shrubs. ~~If plantings/landscaping is not possible, parking should be screened by a knee wall or low decorative fence with a hedge of plantings.~~
- Walks will connect adjacent developments and the public sidewalks.
- Well-defined crosswalks with timed signalization will permit safe crossings.
- Provide a flexible use of space allowing modest outdoor gathering spaces. This may include plazas with seating, landscape and open space features, water features, public art, or a similar feature. ~~such as plazas, will be encouraged.~~
- Encourage a creative mix of open space and landscaping to provide an amenity to the residents, visual relief to passersby, and a buffer to adjacent properties.

BUILDING DESIGN ATTRIBUTES

- One-story buildings should have a minimum exterior height of sixteen feet. In multiple story buildings, the ground level story should have a


PLAN TROY 2040

minimum height of twelve feet from finished floor to finished ceiling.


- Buildings should be between two-Three stories may be permitted for mixed use development with the first floor being a commercial use-use and two upper stories of residential. and three stories, although one-story structures accommodating gas stations or other special situations may be permitted.
- Multiple story buildings should be placed along major thoroughfare and not adjacent to residential uses.
- One-story buildings should have a minimum exterior height of sixteen feet.
- A ground-level story should have a minimum height of twelve feet from finished floor to finished ceiling.
- Facades facing major thoroughfares will be treated as fronts and should have a minimum of half transparent glass and special architectural design treatments.
- Fenestration (the arrangement of windows and doors) should be highlighted through the use of awnings, overhangs or trim detailing.
- Lighting will be carefully managed so as not to encroach on adjacent residential areas.
-

Formatted: Indent: Left: 0.5", No bullets or

PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
A	14 Mile and Dequindr e Road	Eliminate and convert back to IB	


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
B	Maple Road and Dequindre Road	<p>The unique neighborhood node is home to a collection of uses serving the local Polish population. Uses complementary to the cultural center and bank which help this area serve as a gathering place and focus area for the neighborhood could include service uses, or specialty retail and dining. Infill commercial development within existing underutilized parking lots should be explored. However, infill or redevelopment of existing commercial properties should provide an appropriate buffer and transition to the adjacent residential uses.</p> <p>There may be opportunities for limited infill residential development in the northwest corner of the node. The residential should be of a scale and massing to complement the existing low-scale nature of the area.</p>	 <p>The aerial map shows a residential neighborhood with a central commercial node. The node is bounded by E Maple to the north and Dequindre to the east. Several large commercial buildings are highlighted with yellow outlines. The map includes a scale bar (0 to 1,189 feet), a north arrow, and a disclaimer note: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
C	John R. Road and Maple Road	The node should expand to all four corners. The City should be open to redevelopment of all parcels in the node to best serve the area with a predominantly commercial mix of uses catering to the immediate residential and employment areas..	<p>GIS Online</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
D	Big Beaver Road and Dequindre Road	<p>Any redevelopment in this area should be designed to create a very noticeable “gateway” into Troy. Redevelopment south of Big Beaver should focus on commercial uses that serve the adjacent neighborhoods but also provide an appropriate transition and buffer to the adjacent residential neighborhood. The City should encourage continued investment in the commercial property on the northwest corner.</p>	 <p>The aerial map displays the intersection of Big Beaver Road and Dequindre Road. Two commercial buildings on the northwest corner are highlighted with orange outlines. The map includes a scale bar (0 to 1,189 feet) and a north arrow.</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>

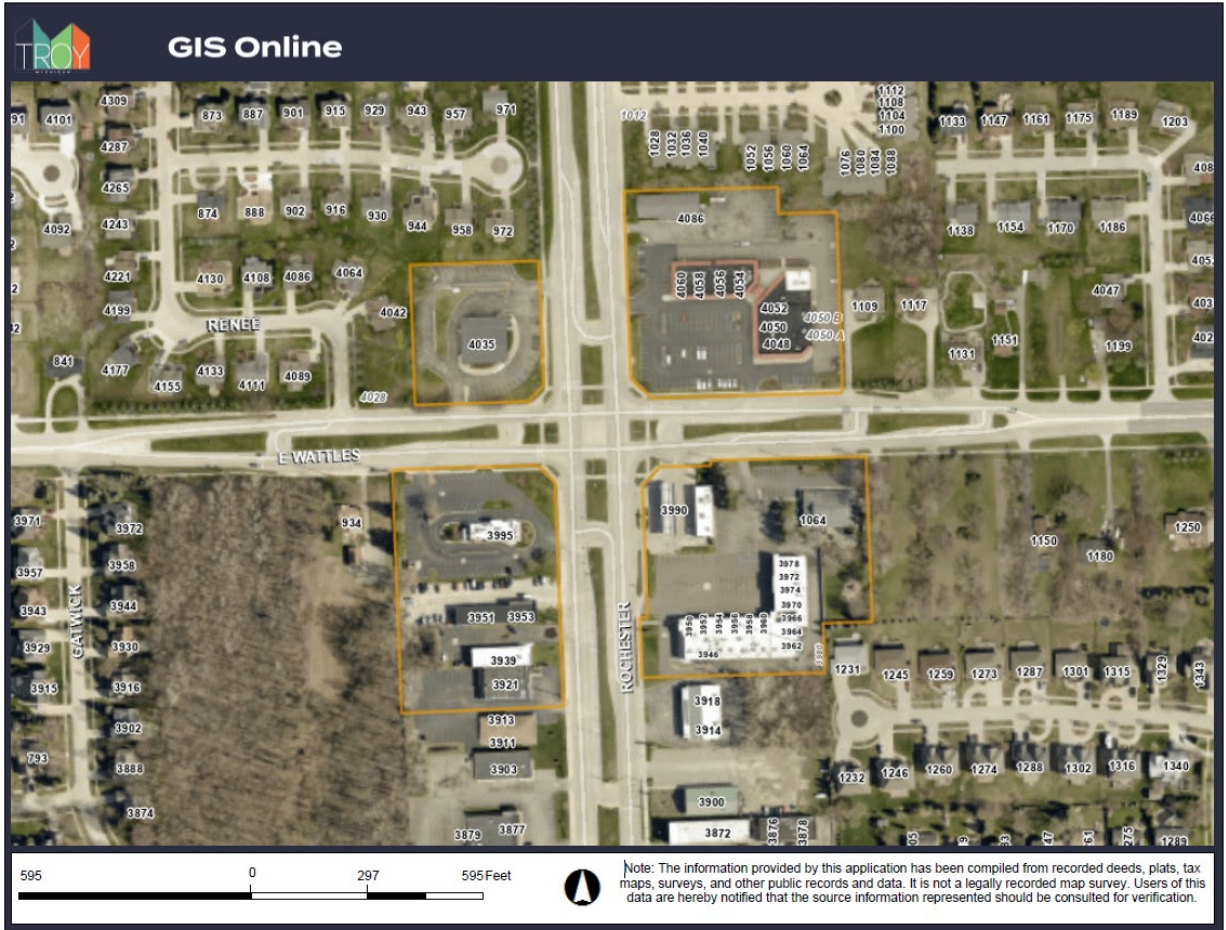
PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
E	Wattles Road and Dequindre Road	<p>The north side of the node should be removed and reclassified to residential use which may include single-family, cluster, low-scaled multiple family or assisted living to provide creative housing options in the area. South side should continue to focus on office uses. However, limited commercial and service uses designed to complement the main focus of the area as an office node may also be permissible.</p>	<p>The aerial GIS Online map displays the intersection of E Wattles and Dequindre. The map shows residential areas on the north side and commercial/office areas on the south side. A scale bar at the bottom indicates a distance of 595 feet. A north arrow is also present. A note at the bottom of the map area states: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
F	John R Road and Wattles Road	<p>This node should focus on mixed-use, service or commercial uses to serve the immediate neighborhoods. Any development or redevelopment shall be of a scale and massing to complement the existing low-scale nature of the area. Low scale multiple family may be permissible if it models the scale and orientation of the multiple family neighborhood at the northeast corner of the node.</p>	


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
G	Rocheste r Road and Wattles Road	Eliminate	 <p>The aerial map displays a residential neighborhood with streets Renee, E Wattles, Gatwick, and Rochester. Several buildings are highlighted with orange outlines, including a large complex on the northeast corner of Renee and E Wattles, a building on the southeast corner of Renee and E Wattles, and a building on the southeast corner of Gatwick and Rochester. A scale bar at the bottom indicates 595 feet, and a north arrow is present. A note at the bottom right states: 'Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.'</p>


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
H	Livernois Road and Wattles Road	Eliminate	


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
I	Crooks Road and Wattles Road	<p>The southeast corner of this node satisfies the mixed use, service and multi-family residential uses to serve the immediate neighborhoods. Any development or redevelopment of the northwest corner shall be of a scale and massing to complement the existing low-scale nature of the area. Low-scale single family and multiple family residential may be permissible if it models the scale and orientation of the multiple family neighborhood at the northeast corner of the node F. The City recognizes that expansion of the Stonehaven subdivision into the southwest corner of this node would be appropriate. The City also recognizes that expansion of the White Chapel Cemetery into the northeast corner of this node would also be appropriate.</p>	 <p>The aerial map shows the intersection of Crooks Road and Wattles Road. Several parcels are highlighted with orange outlines, indicating areas of interest. The map includes a scale bar (0 to 1,189 feet), a north arrow, and a disclaimer: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
J	Dequindre Road and Long Lake Road	<p>Predominantly commercial, catering to both local needs and regional traffic, new development and redevelopment should be mostly commercial, identifying opportunities for small office and mixed-use. Large undeveloped parcels to the north and south of Long Lake Road should be low-scale multiple family, which provides an appropriate transition and buffer to adjacent residential neighborhoods.</p> <p>Inter-pedestrian connections and pedestrian access to the adjoining area and effective screening should be primary areas of focus during the site design process.</p>	 <p>The aerial GIS Online map displays the intersection of Dequindre Road and Long Lake Road. Several parcels are highlighted with orange outlines, indicating areas of interest for development. The map includes a scale bar (0 to 1,189 feet) and a north arrow. A disclaimer note at the bottom right states: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
K	John R Road and Long Lake Road	<p>New development and redevelopments should either be compact, walkable mixed-use development with a combination of uses serving the immediate surroundings or low-scale multiple family, such as duplexes, triplexes, or senior housing which provide an appropriate transition and buffer to adjacent residential neighborhoods.</p> <p>Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node.</p> <p>Because the node has a significant amount of open space, preservation of green space shall be incorporated into any development or redevelopment within the node.</p>	


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
L	Rochester Road and Long Lake Road	Eliminate	


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
M	Livernois Road and Long Lake Road	Eliminate	 <p>The aerial GIS map displays a grid of streets including Livernois, Long Lake, Berwick, Hertford, and Belhaven. Several large commercial or industrial buildings are highlighted with orange outlines. A scale bar at the bottom indicates a distance of 595 feet. A disclaimer note at the bottom right states: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>

PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
N	Dequindr e Road and Square Lake Road	Redevelopment should include an integrated compact residential component, live/work units, or small office. Service oriented use development in combination with new residential development would provide a unique setting here. New residential can include low-scale multiple family, such as duplexes or triplexes, which provides an appropriate transition and buffer to adjacent residential neighborhoods.	 <p>GIS Online</p> <p>Map showing residential lots with addresses. A yellow box highlights a specific area bounded by Briarwood, E Square Lake, and Dequindre roads. The highlighted area contains several lots, including 43109, 43037, and a large multi-lot area with addresses ranging from 42889 to 42915.</p> <p>Scale: 595 0 297 595 Feet</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>

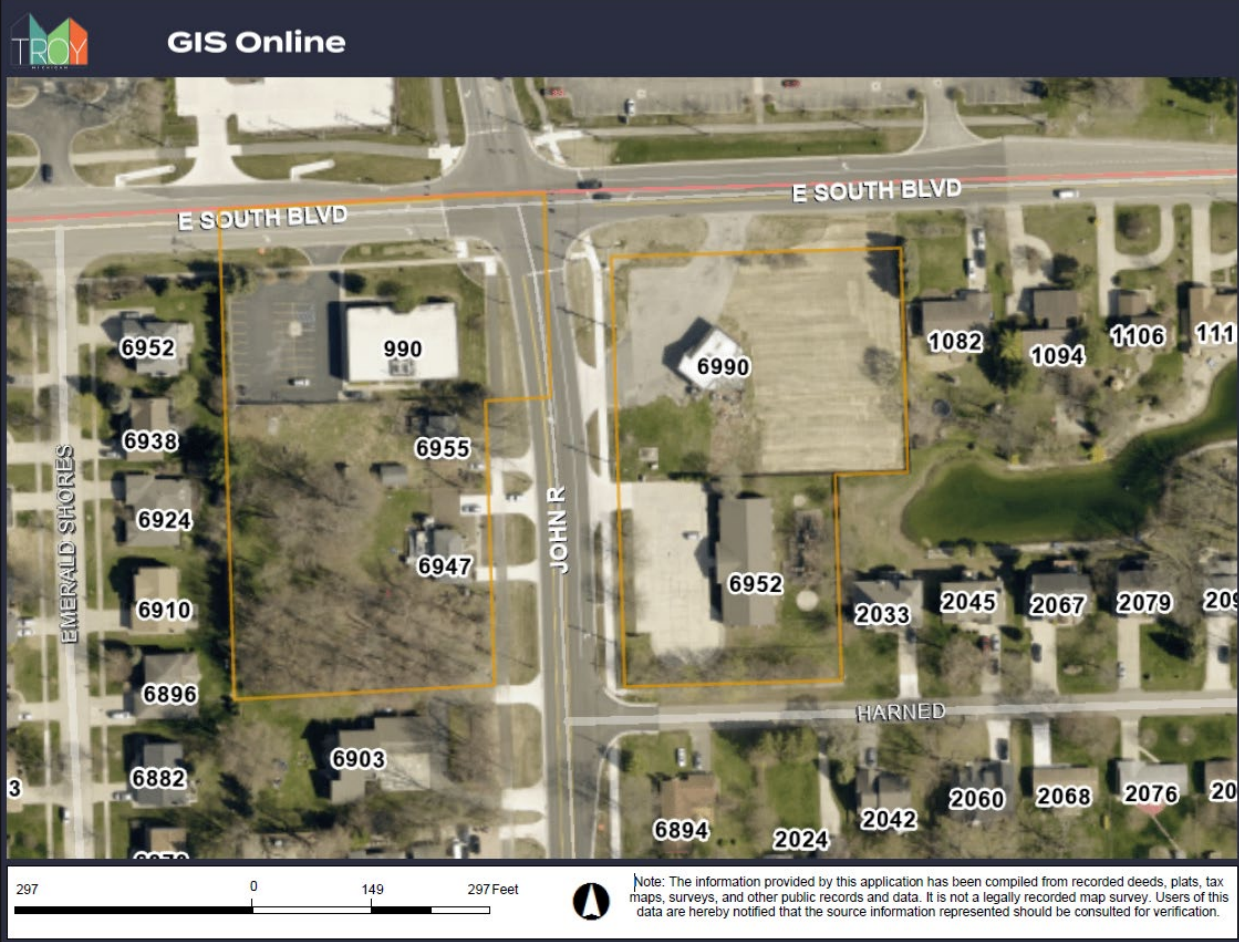
PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
O	John R Road and Square Lake Road	This node must be careful to respect this important natural resource. New development or redevelopment should complement the churches and limited commercial uses in the area and should incorporate robust landscaping, natural buffers, and conscientious site design to enhance the known natural features in the area.	


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
P	Rocheste r Road and Square Lake Road	Existing commercial uses should continue to provide a foundation for this neighborhood node. As tenants change, new service uses, retail, and limited office uses should provide service to the immediate residential neighborhood.	<p>The aerial GIS map displays a neighborhood with several commercial buildings highlighted in orange. The buildings are located at the intersection of Rochester Road and Square Lake Road. The map shows a grid of streets including Rochester, Square Lake, Creekside, and Fairways. Numerous residential addresses are visible, ranging from 6017 to 1154. A scale bar at the bottom indicates 595 feet. A disclaimer note is present at the bottom right.</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>

PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
R	John R Road and South Boulevard	<p>Small local commercial uses and office uses should be the focus of this node, to complement the large-scale office development across the City's boundary to the north, within the City of Rochester Hills.</p> <p>The southwest corner provides a significant opportunity for a mixed-use development that provides a low-scale multiple family development with neighborhood-oriented retail on the first floor.</p> <p>Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.</p>	


PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Aerial
S	Road	Eliminate	 <p>The aerial GIS map displays a residential neighborhood. A yellow rectangular outline highlights a central parcel area bounded by Edgewater to the west, Rochester to the east, and W South Blvd to the north. The highlighted area contains several buildings, including a large white-roofed structure with address 6835. Other nearby addresses include 6915, 6905, 6843, and 6837. The map also shows surrounding streets: Edgewater, Rochester, Solomon, Cadmus, and Hartwig. A scale bar at the bottom indicates a distance of 595 feet, and a north arrow is present. A disclaimer note is located at the bottom right of the map area.</p>

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Aerial
T	Livernois Road and South Boulevard	<p>Limited local commercial and housing for seniors should remain the primary focus of this neighborhood node.</p> <p>Any new development should incorporate distinctive elements to create a “gateway” feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.</p>	<p>The aerial map displays the intersection of W South Blvd and Livernois. A yellow rectangular boundary encloses a large, multi-story residential building complex with a parking lot, labeled with address 925. To the west of this complex, along Livernois, are several smaller residential buildings with addresses 6974, 6995, 6956, and 6975. Further south along Livernois are addresses 6908, 71, 89, 107, and 53. The map includes a scale bar at the bottom left showing 0, 149, and 297 feet, and a north arrow. A note at the bottom right states: 'Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.'</p>


PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
A	14 Mile and Dequindre Road	<p>Non-residential uses catering to the day-to-day needs of the workforce in the surrounding industrial area. Restaurants and convenience needs integrated with banks and other service uses in compact developments would suit the needs of this area.</p> <p><u>Eliminate and convert back to IB</u></p>	<p><u>Aerial</u></p>  <p><u>Eliminate and convert back to IB</u></p>


Formatted Table



PLAN TROY 2040


<p>B</p>	<p>Maple Road and Dequindre Road</p>	<p>The unique neighborhood node is home to a collection of uses serving the local Polish population. Uses complementary to the cultural center and bank which help this area serve as a gathering place and focus area for the neighborhood could <u>include limited housing, service uses, or specialty retail and dining.</u> <u>Infill commercial development within existing underutilized parking lots should be explored.</u> <u>However, infill or redevelopment of existing commercial properties should provide an appropriate buffer and transition to the adjacent residential uses.</u></p> <p><u>There may be opportunities for limited infill residential development in the northwest corner of the node. The residential should be of a scale and massing to complement the existing low-scale nature of the area.</u></p>	
----------	--------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes/Aerial
C	John R. Road and Maple Road	<p>The node should expand to all four corners. The City should be open to redevelopment of all parcels in the node to best serve the area with a predominantly commercial mix of uses catering to the immediate residential and employment areas coming and going from their homes. The node should serve as a transition to the more intense commercial development to the south.</p>	 <p>GIS Online</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes <u>Aerial</u>
D	Big Beaver Road and Dequindre Road	<p><u>This area should be a high-intensity, high-density, compact area that serves as a notable entry point to the community. Development may include residential, retail, office, and service-oriented uses, but should be Any redevelopment in this area should be designed to create a very noticeable "gateway" into Troy. Redevelopment south of Big Beaver should focus on commercial uses that serve the adjacent neighborhoods but also provide an appropriate transition and buffer to the adjacent residential neighborhood. with its complex, high-density, mixed-use character. The City should encourage continued investment in the commercial property on the northwest corner.</u></p>	 <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>

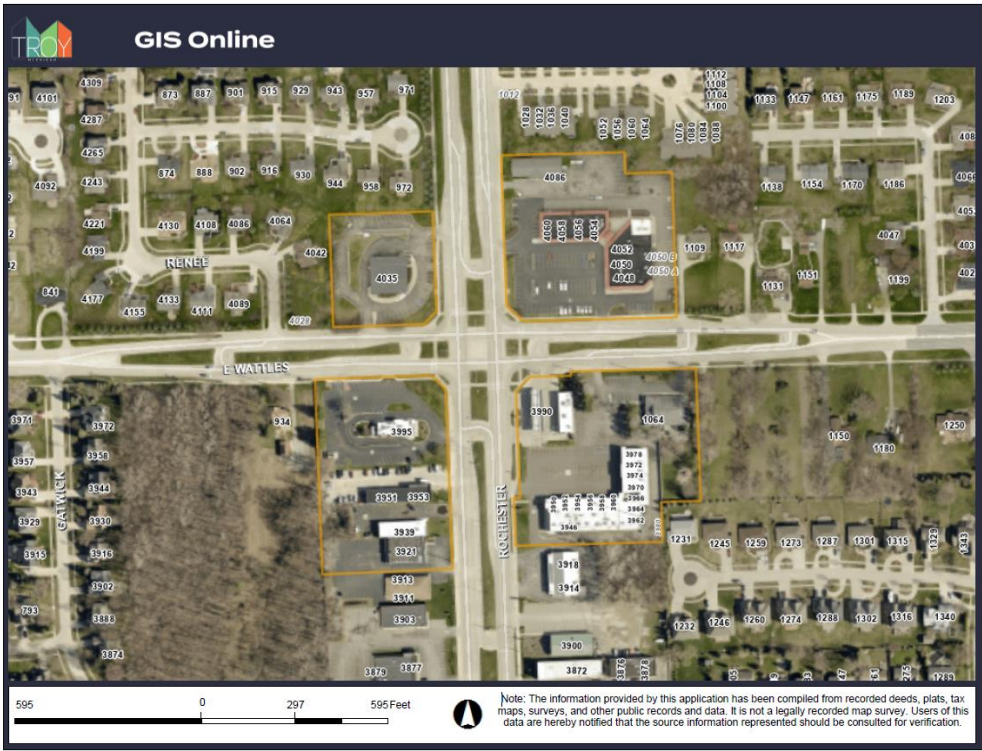
Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
E	Wattles Road and Dequindre Road	<p><u>The north side of the node should be removed and reclassified to residential use which may include single-family, cluster, low-scaled multiple family or assisted living to provide creative housing options in the area. South side should continue to focus on office uses. However, The predominant use in this node should be offices, both medical and professional. Limited commercial and service uses designed to complement the main focus of the area as an office node serving this area of the City may also be permissible, if clearly secondary to the primary office character of the area.</u></p>	<p><u>Aerial</u></p> 


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
G	Rochester Road and Wattles Road	<p>A careful blend of commercial uses and office uses, effectively transitioned into the adjoining residential neighborhoods, should be the main uses at this intersection. Recent residential development in the area has taken pedestrian access to the intersection into consideration with effective pathways and sidewalks, and any new development at the intersection must continue this positive trend.</p> <p><u>Eliminate</u></p>	<p><u>Aerial</u></p>  <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes <u>Aerial</u>
H	Livernois Road and Wattles Road	<p>This lower-intensity area is characterized by single-family residential directly abutting the southwest corner of the intersection, and uses which generate only sporadic activity, such as churches and day care. This node contains the Troy Museum and Historic Village. New development or redevelopment at this node must be especially considerate of the adjoining residential and low-intensity uses and should not include any retail or restaurant uses. Office and other uses similar to the existing uses would likely provide the best combination here. <u>Eliminate</u></p>	

Formatted Table

PLAN TROY 2040


<p>I</p>	<p>Crooks Road and Wattles Road</p>	<p><u>The southeast corner of this node satisfies the mixed use, service and multi-family residential uses to serve the immediate neighborhoods. Any development or redevelopment of the northwest corner shall be of a scale and massing to complement the existing low-scale nature of the area. Low-scale single family and multiple family residential may be permissible if it models the scale and orientation of the multiple family neighborhood at the northeast corner of the node F. The City recognizes that expansion of the Stonehaven subdivision into the southwest corner of this node would be appropriate. The City also recognizes that expansion of the White Chapel Cemetery into the northeast corner of this node would also be appropriate.</u></p> <p><u>Development at this location should be low impact and provide a high benefit to the neighborhood using the least amount of land.</u></p>	
----------	-------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
		<p>complement Compact, walkable mixed use development with a combination of uses serving the immediate surroundings would be an ideal fit. Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node. The City also recognizes that expansion of the White Chapel Cemetery into the northeast corner of this node would be appropriate.</p>	<p>Aerial</p>

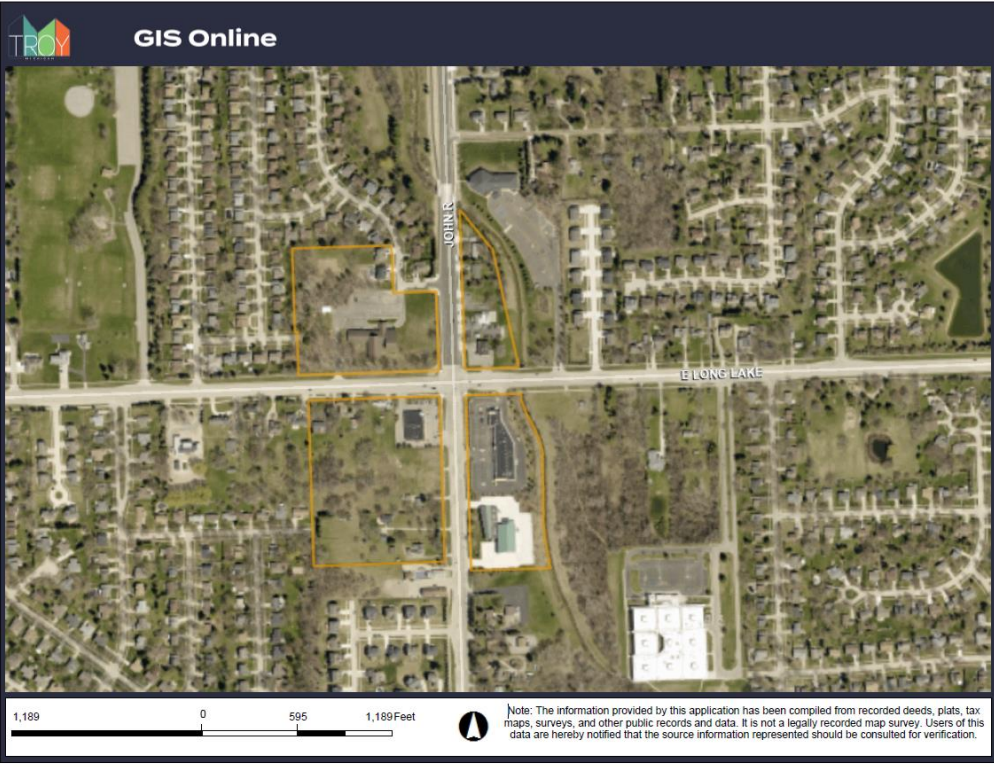
Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes <u>Aerial</u>
J	Dequindre Road and Long Lake Road	<p>Predominantly commercial, catering to both local needs and regional traffic, new development and redevelopment should be mostly commercial, identifying opportunities for small office <u>and mixed-use and variations in floor area to allow for a wide range of commercial types.</u> <u>Large undeveloped parcels to the north and south of Long Lake Road should be low-scale multiple family, that which provides an appropriate transition and buffer to adjacent residential neighborhoods.</u></p> <p><u>Inter-pedestrian connections and pedestrian access to the adjoining area and effective screening should be primary areas of focus during the site design process.</u></p>	


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
K	John R Road and Long Lake Road	<p>Like Crooks Road and Wattles Road. <u>New development and redevelopments should either be compact, walkable mixed use mixed-use development with a combination of uses serving the immediate surroundings would be an ideal fit or low-scale multiple family, such as duplexes, triplexes, or senior housing that which provides an appropriate transition and buffer to adjacent residential neighborhoods.</u></p> <p>Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node.</p> <p><u>Because the node has a significant amount of open space, preservation of green space shall be incorporated into any development or redevelopment within the node.</u></p>	<p><u>Aerial</u></p> 

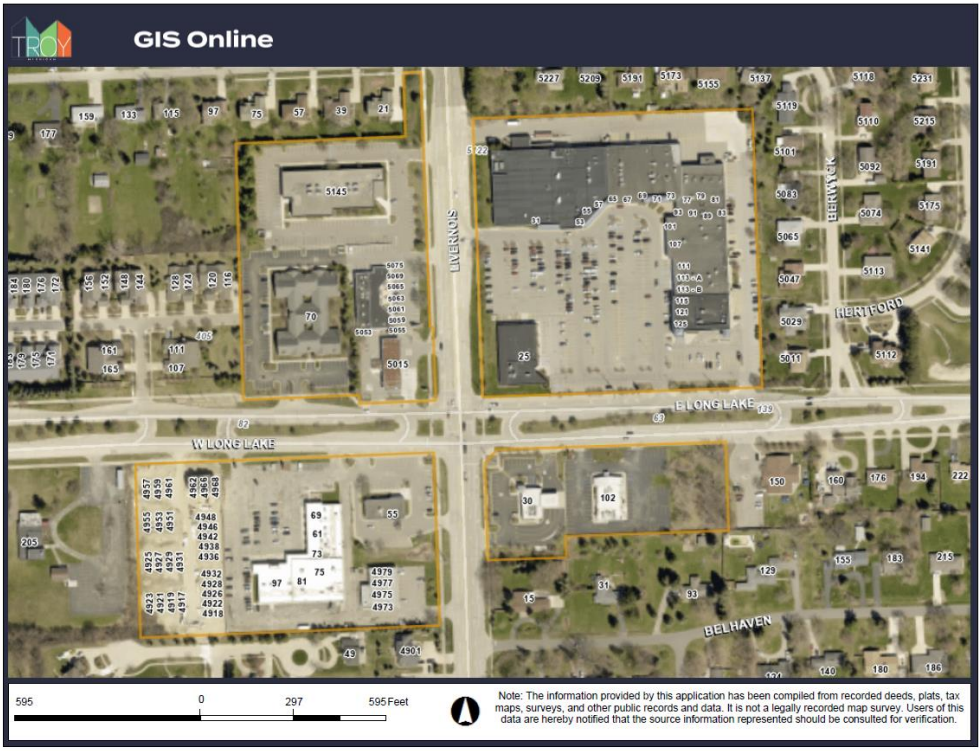
Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes Aerial
L	Rochester Road and Long Lake Road	<p>Intersections L, M, and U and should remain, predominantly commercial, catering to local needs and regional traffic, new development and redevelopment should be mostly commercial and should serve to further enhance this successful commercial area. Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development. <u>Eliminate</u></p>	

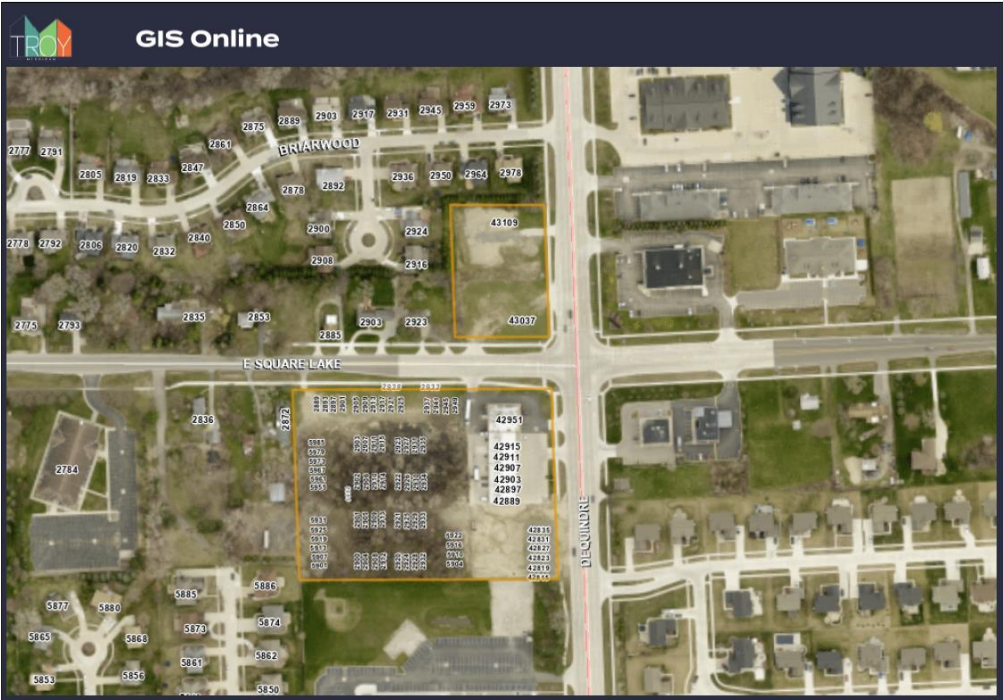
Formatted Table

PLAN TROY 2040

Node	Intersecti on	Primary Uses and Character	Notes <u>Aerial</u>
M	Livernois Road and Long Lake Road	<p>Intersections L, M, and U and should remain, predominantly commercial, catering to local needs and regional traffic, new development and redevelopment should be mostly commercial and should serve to further enhance this successful commercial area. Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development. <u>Eliminate</u></p>	 <p>GIS Online</p> <p>Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.</p>


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
N	Dequindre Road and Square Lake Road	<p><u>Low-intensity commercial uses should remain, but</u> redevelopment should include an integrated compact residential component, live/work units, or small office. Service-oriented use development in combination with new residential development would provide a unique setting here. <u>New residential can include low-scale multiple family, such as duplexes or triplexes, that which provides an appropriate transition and buffer to adjacent residential neighborhoods.</u></p>	<p><u>Aerial</u></p>  <p>The image is a screenshot of a GIS Online application showing an aerial view of a residential neighborhood. The map is overlaid with a grid of property lines and lot numbers. A yellow rectangular box highlights a specific area of interest, which appears to be a vacant lot or a small commercial building. The map includes labels for streets: 'BRIARWOOD' at the top, 'E SQUARE LAKE' in the middle, and 'DEQUINDRE' on the right side. A scale bar at the bottom left indicates a distance of 595 feet. A north arrow is located at the bottom center. A note at the bottom right states: 'Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.'</p>


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes <u>Aerial</u>
0	John R Road and Square Lake Road	<p>Near a known heron rookery, This node must be careful to respect this important natural resource. New development or redevelopment should complement the churches and limited commercial uses in the area, <u>area and</u> should incorporate above average robust landscaping, natural buffers, and conscientious site design to enhance the known natural features in the area.</p>	

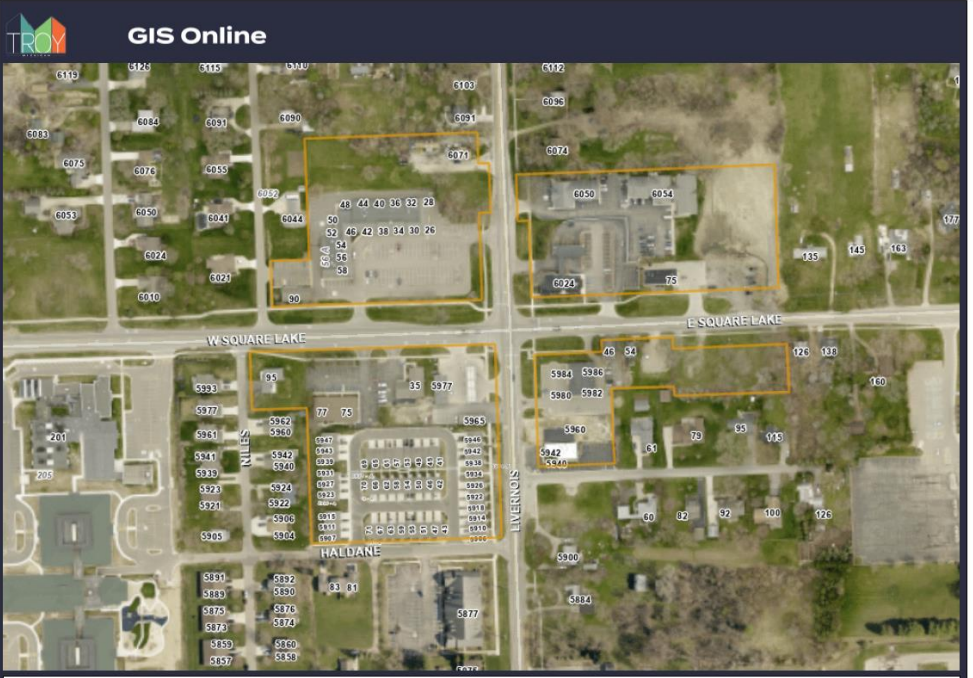
Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes/Aerial
P	Rochester Road and Square Lake Road	<p>Major Existing commercial uses commercial uses dominate and should continue to provide a foundation for this neighborhood node. While uses in the area may cater to regional traffic, as tenants change, new service uses, retail, and limited office uses designed should to provide service to the immediate residential neighborhood should be incorporated into any new development or redevelopment plans.</p>	

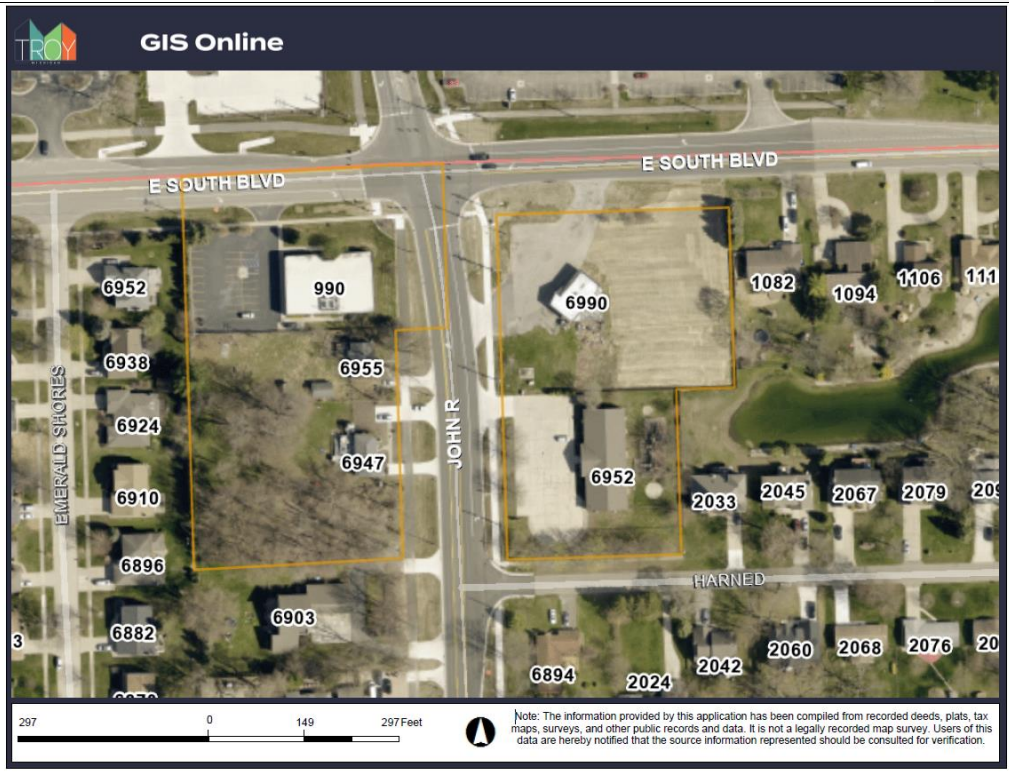
Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes <u>Aerial</u>
Q	Livernois Road and Square Lake Road	<p>Development in this area should be especially considerate of the remaining historic asset of the neighborhood. <u>When possible</u>, <u>Adaptive reuse</u> of existing historic structures must be considered before demolition or relocation of these resources. <u>Low intensity</u> uses working in conjunction with one another to form a central neighborhood village, walkable and accessible, would create an ideal complement to the predominantly residential surroundings.</p>	 <p>The aerial GIS map displays a grid of streets including W Square Lake, E Square Lake, Livernois, Haldane, and Niles. Several parcels are highlighted with orange outlines, indicating areas of interest for development. The map includes a scale bar from 0 to 595 feet and a north arrow. A note at the bottom states: 'Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.'</p>


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
R	John R Road and South Boulevard	<p>Small local commercial uses and office uses should be the focus of this node, to complement the large-scale office development across the City's boundary to the north, within the City of Rochester Hills.</p> <p>The southwest corner provides a significant opportunity for a mixed-use development that provides a low-scale multiple family development with neighborhood-oriented retail on the first floor.</p> <p>Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.</p>	<p>Aerial</p> 


Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes/Aerial
S	Rochester Road and South Boulevard	<p>This neighborhood node provides a suitable mix of uses to cater to the daily needs of the immediate residential area, while also providing a unique opportunity for specialty retailers, compact walkable residential development, and small scale office development in an integrated, mixed-use setting.</p> <p><u>Eliminate</u></p>	 <p>The aerial GIS map displays the Troy neighborhood with various streets and property lots. A yellow rectangular box highlights a specific area on the west side of Rochester Road, bounded by Edgewater and Hartwig streets. The map includes a scale bar (0 to 595 feet) and a north arrow. A note at the bottom states: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>

Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes Aerial
	Livernois Road and South Boulevard	<p>Limited local commercial and housing for seniors in a dense development pattern should remain the primary focus of this neighborhood node.</p> <p><u>Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.</u></p>	 <p>The aerial GIS map displays the intersection of W South Blvd and Livernois. A large, multi-story building complex is highlighted with a yellow border, featuring address 925. To the west of this complex, several residential lots are visible, with addresses 6974, 6995, 6956, and 6975. Further south along Livernois, addresses 6908, 71, 89, 107, and 53 are marked. The map includes a scale bar at the bottom indicating 0 to 297 feet and a north arrow. A note at the bottom right states: "Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification."</p>

Formatted Table

PLAN TROY 2040

Node	Intersection	Primary Uses and Character	Notes
U	Crooks Road and South Boulevard	<p><u>Intersections L, M, and U and Area should</u> remain, predominantly commercial, catering to local needs <u>of the surrounding neighborhoods.</u> <u>and regional traffic.</u> <u>New</u> development and redevelopment should be <u>either be mixed use or mostly commercial and that should serve</u> to further enhance this successful commercial area. <u>Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development.</u></p> <p><u>Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy.</u> <u>Distinctive elements include gateway signage, streetscape, and unique architecture.</u></p>	<p><u>Aerial</u></p>

DESIGN ATTRIBUTES / GUIDELINES

1. Multiple-story mixed-use with first floor retail serving the adjacent neighborhood.
2. Low-scale multiple-family development serving as a transition from commercial uses along the corridor to adjacent residential uses.
3. Infill development replaces underutilized parking lots.

4. Parking is conveniently provided behind buildings and screened with landscaping. Pedestrian elements are also provided.
5. Multiple-row landscape buffer provides visual buffer between land uses.
6. Access and circulation is improved by creating shared-access points, properly spacing driveways, and creating delineations between pedestrian and vehicular zones.

7. Properly designed sidewalks and crosswalks of the appropriate width, with street trees, street furniture and a defined semi-public edge.
8. A defined "street wall" is formed by buildings fronting on a street with consistent setbacks. Placement, scale, and design quality of the street wall determine the character of the streetscape.

- Commercial uses that directly front on major mile road
- Low-scale multiple-family developments serving as a transition between commercial and adjacent single-family residential
- Single-family residential





RESIDENTIAL

Three levels of intensity as you move away from the main corridor:

- 1. Commercial uses that directly front on major mile road
- 2. Low-scale multiple-family developments serve as a transition between commercial and adjacent single-family residential
- 3. Single-family residential

Design elements such as:

- A. Curvilinear streets
- B. Shared driveways
- C. Sideloaded and recessed garages increase visual appeal by reducing the impact of garage doors and softening the view from the road with greenscape

Node-wide design elements for residential:

- D. Direct pedestrian connections from residential to commercial uses and public sidewalks along the main corridor
- E. Multiple-row landscape edges provide buffer between land uses



JOHN R & E LONG LAKE ROADS

The redesigned intersection includes a variety of elements which blend in to the surrounding neighborhood, including:

1. Duplexes
2. Two- to three-story mixed-use commercial and residential

3. A 1.2-acre neighborhood park
4. Curvilinear entry drive connecting Orchard Crest and Wilmet Drives
5. Two- to three-story townhomes along John R with rear facing garages
6. Reconfigured retail including existing pharmacy and new small scale retail tenants.

Node-wide design elements for residential:

- Direct pedestrian connections from residential to commercial uses and public sidewalks along the main corridor
- Multiple-row landscape edges provide buffer between land uses

— — — FEMA Regulated Floodway (approximate)
— — — Proposed park boundary



JOHN R & E LONG LAKE ROADS

The redesigned intersection includes a variety of elements which blend in to the surrounding neighborhood, including:

1. Duplexes
2. Two- to three-story mixed-use commercial and residential

3. A 1.2-acre neighborhood park
4. Curvilinear entry drive connecting Orchard Crest and Wilmet Drives
5. Two- to three-story townhomes along John R with rear facing garages
6. Reconfigured retail including existing pharmacy and new small scale retail tenants.

Node-wide design elements for residential:

- Direct pedestrian connections from residential to commercial uses and public sidewalks along the main corridor
- Multiple-row landscape edges provide buffer between land uses

- — — — FEMA Regulated Floodway (approximate)
- — — — Proposed park boundary



JOHN R & E LONG LAKE ROADS

The redesigned intersection includes a variety of elements which blend in to the surrounding neighborhood, including:

1. Duplexes
2. Two- to three-story mixed-use commercial and residential

3. A 1.2-acre neighborhood park
4. Curvilinear entry drive connecting Orchard Crest and Wilmet Drives
5. Two- to three-story townhomes along John R with rear facing garages
6. Reconfigured retail including existing pharmacy and new small scale retail tenants.

Node-wide design elements for residential:

- Direct pedestrian connections from residential to commercial uses and public sidewalks along the main corridor
- Multiple-row landscape edges provide buffer between land uses

- — — FEMA Regulated Floodway (approximate)
- - - Proposed park boundary



JOHN R & E LONG LAKE ROADS

The redesigned intersection includes a variety of elements which blend in to the surrounding neighborhood, including:

1. Duplexes
2. Two- to three-story mixed-use commercial and residential

3. A 1.2-acre neighborhood park
4. Curvilinear entry drive connecting Orchard Crest and Wilmet Drives
5. Two- to three-story townhomes along John R with rear facing garages
6. Reconfigured retail including existing pharmacy and new small scale retail tenants.

Node-wide design elements for residential:

- Direct pedestrian connections from residential to commercial uses and public sidewalks along the main corridor
- Multiple-row landscape edges provide buffer between land uses

- — — FEMA Regulated Floodway (approximate)
- - - Proposed park boundary

CITY GATEWAY DESIGN ATTRIBUTES / GUIDELINES

- 1. Upgraded traffic signal and street sign poles.
- 2. Street lights with pole banners.
- 3. Street trees.
- 4. Marked crosswalks with pedestrian activated signals, curb cuts, and textured warning strips to meet ADA guidelines.
- 5. "Welcome to Troy" signage with landscaping. Additional art or sculptural elements can be included at key intersections.

