TROY CITY COUNCIL

REGULAR MEETING AGENDA

MAY 22, 2023
CONVENING AT 7:30 P.M.

Submitted By
The City Manager

NOTICE: Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk at (248) 524-3316 or via e-mail at clerk@troymi.gov at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

500 West Big Beaver
Troy, MI 48084
troymi.gov

The Honorable Mayor and City Council Members

City of Troy
500 West Big Beaver
Troy, MI 48084

Dear Mayor and City Council Members:

In this packet, you will find the agenda for the City Council meeting. To help facilitate an informed discussion, the packet provides you with agenda items and additional details. The packet also contains recommended courses of action for your consideration and seeks to aid you in adopting sound policy decisions for the City of Troy.

This comprehensive agenda has been put together through the collaborative efforts of management and staff members. We have made all attempts to obtain accurate supporting information. It is the result of many meetings and much deliberation, and I would like to thank the staff for their efforts.

If you need any further information, staff is always available to provide more information and answer questions that may arise. You can contact me at CityManager@troymi.gov or 248.524.3330 with questions.

Respectfully,

Mark F. Miller,
City Manager

Chapter 14A – Elected and Appointed Persons' Ethics Ordinance
Section 14.3 Annual Training and Acknowledgement

We, the undersigned Members of Troy City Council, have reviewed *Chapter 14A – Elected and Appointed Persons' Ethics Ordinance*, understand its contents, and agree to be bound by its provisions.

Signed this 14th day of November, 2022.

Mayor Ethan Baker

Council Member Edna Abrahim

Council Member Theresa Brooks

Mayor Pro Tem Rebecca Chamberlain-Creanga

Council Member Ann Erickson Gault

Council Member David Hamilton

Council Member Ellen Hodorek

CITY COUNCIL AGENDA

May 22, 2023 – 7:30 PM

City Council Chambers
500 W. Big Beaver Rd.
Troy, MI 48084
(248) 524-3316
View the Meeting Live at: www.troymi.gov/webcast
or on Local Access Cable Channels
(WOW – Ch 10, Comcast – Ch 17, AT&T – Ch 99)

INVOCATION: Pastor Christina Hallam from Northminster Presbyterian Church 1

PLEDGE OF ALLEGIANCE: 1

A. CALL TO ORDER: 1

B. ROLL CALL: 1

C. CERTIFICATES OF RECOGNITION AND SPECIAL PRESENTATIONS: 1

C-1 No Certificates of Recognition and Special Presentations 1

D. CARRYOVER ITEMS: 1

D-1 No Carryover Items 1

E. PUBLIC HEARINGS: 1

E-1 No Public Hearings 1

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H-1 No Postponed Items 2

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I-4 Lease Agreement Amendments for Camp Ticonderoga Restaurant Operations *(Introduced by: Brian Goul, Recreation Director)* 8

I-5 Contract Amendment and Budget Amendment – Water Slide Repairs at the Troy Family Aquatic Center *(Introduced by: Brian Goul, Recreation Director)* 8

I-6 City of Troy Master Plan – Release Draft Master Plan for Public Review *(Introduced by: Brent Savidant, Community Development Director and Ben Carlisle, Planning Consultant)* 9

I-7 2023 City Council Meeting Schedule *(Introduced by: Robert J. Bruner, Deputy City Manager)* 9

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J-6 Request for Acceptance of a Quit Claim Deed and Six Permanent Easements, Adler Cove Site Condominium, Sidwell #88-20-13-100-012, -025 and -014 11

K. MEMORANDUMS AND FUTURE COUNCIL AGENDA ITEMS: 11

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K-2 Memorandums (Items submitted to City Council that may require consideration at some future point in time): None Submitted 12

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November 13, 2023 Regular Meeting 14
November 20, 2023 Regular Meeting 14
December 4, 2023 Regular Meeting 14
December 11, 2023 Regular Meeting 14

INVOCATION: Pastor Christina Hallam from Northminster Presbyterian Church

PLEDGE OF ALLEGIANCE:

A. CALL TO ORDER:

B. ROLL CALL:

a) Mayor Ethan Baker
Edna Abrahim
Theresa Brooks
Rebecca A. Chamberlain-Creanga
Ann Erickson Gault
David Hamilton
Ellen Hodorek

Excuse Absent Council Members:

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **EXCUSES** the absence of _____ at the Regular City Council of May 22, 2023, due to _____.

Yes:
No:

C. CERTIFICATES OF RECOGNITION AND SPECIAL PRESENTATIONS:

C-1 No Certificates of Recognition and Special Presentations

D. CARRYOVER ITEMS:

D-1 No Carryover Items

E. PUBLIC HEARINGS:

E-1 No Public Hearings

F. PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

In accordance with the Rules of Procedure for the City Council:

Any person not a member of the City Council may address the Council with recognition of the Chair, after clearly stating the nature of his/her inquiry or comment. ***NOTE TO THE PUBLIC****:*

City Council requests that if you do have a question or concern, to bring it to the attention of the appropriate department(s) whenever possible. If you feel that the matter has not been resolved satisfactorily, you are encouraged to bring it to the attention of the City Manager, and if still not resolved satisfactorily, to the Mayor and Council.

- Petitioners of items that are included in the pre-printed agenda booklet shall be given a fifteen (15) minute presentation time that may be extended with the majority consent of City Council.
- Any member of the public, not a petitioner of an item, shall be allowed to speak for up to three (3) minutes to address any Public Hearing item.
- Any member of the public, not a petitioner of an item, does not have the right to engage in discussion or debate with City Council during the Public Comment portions of the meeting.
- All members of the public who wish to address the Council at a meeting shall be allowed to speak only if they have signed up to speak within thirty minutes before or within fifteen minutes after the meeting's start time. Signing up to speak requires each speaker provide his or her name. If the speaker is addressing an item(s) that appears on the pre-printed agenda, then the speaker shall also identify each such agenda item number(s) to be addressed.
- City Council may waive the requirements of this section by a consensus of the City Council.
- Agenda items that are related to topics where there is significant public input anticipated should initiate the scheduling of a special meeting for that specific purpose.

Prior to Public Comment, the Mayor may provide a verbal notification of the rules of decorum for City Council meetings or refer to the pre-printed agenda booklet, which will include the following language, as approved by City Council:

Please direct your comments to the City Council as a whole rather than to any individual. Please do not use expletives or make derogatory or disparaging comments about any individual or group. If you do, there may be immediate consequences, including being muted and having your comments omitted from any re-broadcast of the meeting. Please abide by these rules in order to minimize the possibility of disrupting the meeting.

G. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

H. POSTPONED ITEMS:

H-1 **No Postponed Items**

I. REGULAR BUSINESS:

I-1 **Board and Committee Appointments: a) Mayoral Appointments – None; b) City Council Appointments – None**

a) **Mayoral Appointments: None**

b) **City Council Appointments: None**

I-2 Board and Committee Nominations: a) Mayoral Nominations – Brownfield Redevelopment Authority, Downtown Development Authority, Local Development Finance Authority; b) City Council Nominations – Liquor Advisory Committee, Personnel Board

a) Mayoral Nominations:

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That the Mayor of the City of Troy hereby **FORWARDS** the following nominated person(s) to serve on the Boards and Committees as indicated to the next Regular City Council Meeting for action:

Brownfield Redevelopment Authority
Appointed by Mayor
6 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 2	Notes 3
Beyer	Joseph	10/26/2022	4/30/2024		
Gottlieb	Steven	11/24/2016	4/30/2025		
Kornacki	Rosemary	2/24/2025	4/30/2026		
Noguez-Ortiz	Carolina	4/3/2025	4/30/2026	GTAC exp 10/30/2025	
Sweidan	Rami	4/28/2022	4/30/2023		
Vassallo	Joseph	12/20/2024	4/30/2024		

Nominations to the Brownfield Redevelopment Authority:

Term Expires: 4/30/2026

Term currently held by: Rami Sweidan

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1
Battle	Timothy	10/28/2024	
Garmo	Kathleen	6/17/2024	
Swaminathan	Abi	11/22/2023	
Voglesong	Cheryl	1/10/2024	
Von Oeyen	Schuyler	7/20/2024	

Downtown Development Authority

Appointed by Mayor
13 Regular Members
4 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1	Notes 2
Baker	Ethan		11/13/2023	At Large	City Council exp. 11/13/23
Blair	Timothy	6/17/2017	9/30/2023	In District	
Keisling	Laurence	9/11/2022	9/30/2024	At Large	
Kiriluk	Alan	9/29/2022	9/30/2024	In District	
Knollenberg	Martin	6/28/2021	9/30/2023	In District	
Koza	Kenny	9/18/2019	9/30/2025	In District	
Kuppa	Padma		9/30/2026	At Large	
MacLeish	Daniel	6/28/2023	9/30/2025	In District	
Reschke	Ernest	7/5/2024	9/30/2026	At Large	
Richards Jr.	John	2/13/2025	9/30/2026	Resident Member	
Stone	David	3/11/2023	9/30/2023	In District	
Tomcsik-Husak	Tara	9/22/2022	3/30/2024	In District	
Vacancy			9/30/2024	In District	Cheryl Bush resigned 9/22/21

Nominations to the Downtown Development Authority:

Unexpired Term Expiring: 9/30/2024 **In District**

Term currently held by: Vacancy-Cheryl Bush resigned 9/22/21

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1	Notes 2
Battle	Timothy	10/28/2024	At Large	
Beyer	Joseph	12/13/2024	In District	
Dicker	Susanne F.	1/3/2025	At Large	
Forster	Jeffrey	12/15/2024	At Large	Personnel Bd exp 4/30/24
Goetz	John	3/4/2023	At Large	
Kenkre	Mahendra	1/19/2025	At Large	
Kornacki	Rosemary	2/24/2025	At Large	Brownfield Redev Auth exp 4/30/26

Sekhri	Suneel	11/5/2023	At Large	
Thattai	Govindrajan	5/20/2024	At Large	
von Oeyen	Schuyler	7/20/2024	At Large	

Local Development Finance Authority (LDFA)

Appointed by Mayor
5 Regular Members
Staggered 4 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1	Notes 2
Bachert	Sandra	11/18/2023	6/30/2023	Resident Member	
Baker	Ethan		11/13/2023	Alternate; City Council	City Council exp. 11/13/23; DDA; GTAC, LDFA
Hodorek	Ellen		City Council Term	Alternate; City Council	City Council exp 11/10/2025
Rosenblum	Anthony	11/10/2024	6/30/2026	Resident Member	
Schmitz	Jim	9/14/2024	6/30/2024	Resident Member	
Starks	Louis			Oakland County Designee	
Vacancy			6/30/2024	Resident Member	John Sharp resigned 11/1/19; Term exp 6/30/20
Vacancy			6/30/2023	Resident Member	Nickolas Vitale resigned 7/17/21

Nominations to the Local Development Finance Authority (LDFA):

Unexpired Term Expiring: 6/30/2023 **Resident Member**

Term currently held by: Vacant – N. Vitale resigned 7/17/21

Term Expires: 6/30/2024 **Resident Member**

Term currently held by: Vacant – J. Sharp resigned 11/1/19

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1
Battle	Timothy	10/28/2024	
Christiansen	Dale	11/22/2024	

Mudaliar	Vinodh Kumar	3/2/2024	
Vassallo	Joseph	12/20/2024	Brownfield Redev Auth exp 4/30/24

Yes:
No:

b) City Council Nominations:

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **FORWARDS** the following nominated person(s) to serve on the Boards and Committees as indicated to the next Regular City Council Meeting for action:

Liquor Advisory Committee
Appointed by Council
7 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1
Ashland	David	12/14/2022	1/31/2024	Resigned 4/18/2023
Comiskey	Ann	12/22/2024	1/31/2024	
Ehlert	Max	1/8/2023	1/31/2024	
Giorgi	Lynn		Liaison	
Gorcyca	David	12/4/2021	1/31/2026	
Haight	David	4/11/2024	1/31/2025	
Jones	Kelly	12/20/2024	1/31/2026	
Martin	Matthew	5/11/2024	1/31/2025	

Nominations to the Liquor Advisory Committee:

Term Expires: 1/31/2024

Term currently held by: David Ashland – Resigned 4/18/2023

Interested Applicants:
No applications or resumes on file.

Personnel Board
Appointed by Council
5 Regular Members
3 Year Term

Current Members:

Last Name	First Name	App Res Expire	Appointment Expire	Notes 1	Notes 2	Notes 3
Forster	Jeffrey	12/15/2024	4/30/2024		ZBA Alt. exp 1/31/24	
Gordon	Pamela	4/2/2020	4/30/2024			
Haight	David	7/17/2022	4/30/2023			
Parpart	Jane	3/8/2023	4/30/2024			
Sackrison	Anne	2/23/2025	4/30/2023			Requests Reappointment

Nominations to the Personnel Board:

Term Expires: 4/30/2026

Term currently held by: David Haight

Term Expires: 4/30/2026

Term currently held by: Anne Sackrison

Interested Applicants:

Last Name	First Name	App Resume Expire	Notes 1
Sweidan	Rami	3/2/2023	
Wit	Callie	4/22/2024	

Yes:
No:

I-3 Request for Closed Session

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

BE IT RESOLVED, That Troy City Council **SHALL MEET** in Closed Session, as permitted by MCL 15.268(e) - pending litigation – Gillman v City of Troy, et al.

Yes:
No:

I-4 Lease Agreement Amendments for Camp Ticonderoga Restaurant Operations *(Introduced by: Brian Goul, Recreation Director)*

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That, as recommended by City Management, Troy City Council hereby **APPROVES** the Amendment to the Lease Agreement with *Gallatin, Inc*. for the additional five (5) year period with expiration date of May 1, 2031, unless otherwise terminated as provided in the Lease Agreement.

BE IT FURTHER RESOLVED, That Troy City Council hereby **APPROVES** the Amendment to the Lease Agreement with Gallatin, Inc. to transfer the contract to *5725 Rochester Road, LLC* in accordance with the terms and conditions in the current Lease Agreement.

BE IT FINALLY RESOLVED, That the Mayor and City Clerk are **AUTHORIZED** to **EXECUTE** the attached Lease Amendment and Lease Assignment and Assumption Agreements; a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

Yes:
No:

I-5 Contract Amendment and Budget Amendment – Water Slide Repairs at the Troy Family Aquatic Center *(Introduced by: Brian Goul, Recreation Director)*

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

WHEREAS, On January 23, 2023, Troy City Council approved a contract to *Dale Cooper LLC dba Safe Slide Restoration of Farmington, MI,* to furnish all equipment, material, and labor to renovate and resurface the interior and exterior water slide flumes at the Troy Family Aquatic Center for an estimated total cost of $86,365 and a 10% contingency for a not to exceed amount of $95,001.50 per prices contained in the bid tabulation dated January 5, 2023, Resolution 2023-01-018-J-4b;

NOW, THEREFORE, BE IT RESOLVED, That Troy City Council **APPROVES** the amending of the original resolution from $95,001.50 to $101,377.00 for the contract with *Dale Cooper LLC dba Safe Slide Restoration of Farmington, MI,* to furnish all equipment, material and labor to repair and resurface the water slide flumes including additional required repairs at the Troy Family Aquatic Center.

BE IT FURTHER RESOLVED, That Troy City Council **APPROVES** a budget amendment to the Troy Family Aquatic Center Capital General Equipment Fund and Project Number 2023C0089 in the amount of $1,177.00.

BE IT FINALLY RESOLVED, That the award is **CONTINGENT** upon the vendor's submission of properly executed contract documents, including insurance certificates and all other specified requirements.

Yes:
No:

I-6 City of Troy Master Plan – Release Draft Master Plan for Public Review *(Introduced by: Brent Savidant, Community Development Director and Ben Carlisle, Planning Consultant)*

I-7 2023 City Council Meeting Schedule *(Introduced by: Robert J. Bruner, Deputy City Manager)*

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That Troy City Council **SHALL HOLD** a Special Meeting for 3500 John R Rd Undeveloped Park Proposal on Monday June 12, 2023 at 6:00 PM in the Council Board Room or as otherwise provided by the City Council Rules of Procedure.

BE IT FURTHER RESOLVED, That Troy City Council **MAY RESCHEDULE** Regular Meetings and/or **SCHEDULE** additional Special Meetings in accordance with the City Charter and Michigan Open Meetings Act.

Yes:
No:

J. CONSENT AGENDA:

J-1a Approval of "J" Items NOT Removed for Discussion

Suggested Resolution
Resolution #2023-05-
Moved by
Seconded by

RESOLVED, That Troy City Council hereby **APPROVES** all items on the Consent Agenda as presented with the exception of Item(s) _____, which shall be **CONSIDERED** after Consent Agenda (J) items, as printed.

Yes:
No:

J-1b Address of "J" Items Removed for Discussion by City Council

J-2 Approval of City Council Minutes

Suggested Resolution
Resolution #2023-05-

RESOLVED, That Troy City Council hereby **APPROVES** the following Minutes as submitted:

a) Special City Council Minutes-Draft – May 8, 2023
b) City Council Minutes-Draft – May 8, 2023

J-3 Proposed City of Troy Proclamations: None Submitted

J-4 Standard Purchasing Resolutions:

a) Standard Purchasing Resolution 3: Exercise Renewal Option - Janitorial Services

Suggested Resolution
Resolution #2023-05-

WHEREAS, On March 16, 2020, Troy City Council approved a three (3) year contract with an option to renew for three, (3) year periods to RNA Facilities Management as a result of a best value evaluation process (Resolution #2020-03-051); and,

WHEREAS, RNA Facilities Management has offered to renew their contract for three (3) additional years under the same terms, conditions and scope as the 2020 contract, except as provided by their revised pricing schedule;

NOW, THEREFORE, BE IT RESOLVED, That Troy City Council hereby **EXERCISES** the three-year option to renew the contract for Janitorial Services with *RNA Facilities Management of Ann Arbor, MI,* under the same terms and conditions as the 2020 contract, effective July 1, 2023 through June 30, 2026, for an estimated annual amount of $1,130,522.04 in year one, $1,175,742.96 in year two, and $1,222,779.72 in year three for Proposal A; an hourly rate of $22.00 in year one, $23.00 per hour in year two, and $24.00 per hour in year 3 for casual labor, and $25.00 per hour for years 1-3 to provide as-needed furniture moving over and above the requirements of the specifications; and a monthly price not to exceed $.28 per square foot in year one, $.32 per square foot in year two, and $.36 per square foot in year three for future locations requiring janitorial services for Proposal C; contract to expire June 30, 2026.

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon submission of properly executed bid and contract documents, including bonds, insurance certificates and all other specified requirements.

b) Standard Purchasing Resolution 3: Exercise Renewal Option – Workers' Compensation Renewal

Suggested Resolution
Resolution #2023-05-

RESOLVED, That Troy City Council hereby **APPROVES** the one (1) year renewal Agreement with the Michigan Municipal League Workers' Compensation Fund for Workers' Compensation Insurance and **AUTHORIZES** payment in an amount not to exceed the annual premium of $493,885 for one (1) year, and **AUTHORIZES** the City Manager to execute any documents necessary for the renewal of the Agreement with the Michigan Municipal League Workers' Compensation Fund; contract to expire June 30, 2024.

J-5 Oakland County's Urban County Community Development Block Grant Cooperation Agreement for Program Years 2024-2026

Suggested Resolution
Resolution #2023-05-

WHEREAS, The City of Troy has been participating in Oakland County's Urban County Community Development Block Grant Program since 1982; and,

WHEREAS**,** The City of Troy receives approximately $178,000 in Oakland County Community Development Block funds each year; and,

WHEREAS, Currently, Oakland County handles the majority of the federal paperwork involved in administering the Community Development Block Grant Program, helping to maximize the benefit of each dollar received at the local level;

THEREFORE, BE IT RESOLVED, That the City of Troy **CONTINUE** its participation in Oakland County's Urban County Community Development Block Grant Program for program years 2024, 2025, and 2026, which shall be automatically renewed in successive three-year qualification periods of time, or until such time that it is in the best interest of the City of Troy to terminate the Cooperative Agreement.

J-6 Request for Acceptance of a Quit Claim Deed and Six Permanent Easements, Adler Cove Site Condominium, Sidwell #88-20-13-100-012, -025 and -014

RESOLVED, That Troy City Council **ACCEPTS** a quit claim deed for detention purposes and six permanent easements for franchise and public utilities, emergency ingress and egress, sanitary sewers, sidewalks, storm sewers and surface drainage, and water mains from Mondrian Properties, LLC and Adler Cove, LLC, owners of the properties having Sidwell #88-20-13-100-012, 025 & 014.

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED TO RECORD** the quit claim deed and permanent easements with Oakland County Register of Deeds, copies of which shall be **ATTACHED** to the original Minutes of this meeting.

K. MEMORANDUMS AND FUTURE COUNCIL AGENDA ITEMS:

K-1 Announcement of Public Hearings: None Submitted

K-2 Memorandums (Items submitted to City Council that may require consideration at some future point in time): None Submitted

L. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

M. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

N. COUNCIL REFERRALS:

Items Advanced to the City Manager by the Mayor and City Council Members for Placement on the Agenda

N-1 No Council Referrals Submitted

O. REPORTS:

O-1 Minutes – Boards and Committees:

a) Planning Commission-Final – April 11, 2023
b) Zoning Board of Appeals-Final – April 18, 2023

O-2 Department Reports:

a) Interim Financial Report 3rd Quarterly For The Nine Months Ended March 31, 2023
b) 2023 City of Troy Assessment Roll and Board of Review Report

O-3 Letters of Appreciation: None Submitted

O-4 Proposed Proclamations/Resolutions from Other Organizations: None Submitted

P. COUNCIL COMMENTS:

P-1 No Council Comments

Q. PUBLIC COMMENT FOR ITEMS ON OR NOT ON THE AGENDA FROM MEMBERS OF THE PUBLIC OUTSIDE OF TROY (NOT RESIDENTS OF TROY AND NOT FROM TROY BUSINESSES):

R. CLOSED SESSION

R-1 Closed Session

S. ADJOURNMENT:

Respectfully submitted,

Mark F. Miller
City Manager

2023 SCHEDULED SPECIAL CITY COUNCIL MEETINGS:

December 2, 2023.....Special Meeting – Troy Advance

2023 SCHEDULED REGULAR CITY COUNCIL MEETINGS:

June 12, 2023 .....Regular Meeting
June 26, 2023 .....Regular Meeting
July 10, 2023.....Regular Meeting
July 24, 2023.....Regular Meeting
August 7, 2023 .....Regular Meeting
August 21, 2023 .....Regular Meeting
September 11, 2023.....Regular Meeting
September 18, 2023.....Regular Meeting
October 2, 2023.....Regular Meeting
October 16, 2023.....Regular Meeting
November 13, 2023.....Regular Meeting
November 20, 2023.....Regular Meeting
December 4, 2023.....Regular Meeting
December 11, 2023.....Regular Meeting

I-04

500 West Big Beaver
Troy, MI 48084
troymi.gov

CITY COUNCIL AGENDA ITEM

Date: May 15, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Rob Maleszyk, Chief Financial Officer
Dee Ann Irby, Controller
Brian Goul, Recreation Director
Emily Frontera, Purchasing Manager

Subject: Lease Agreement Amendments for Camp Ticonderoga Restaurant Operations

History

- Since December 1995, restaurant operations at 5725 Rochester Road, adjacent to Sylvan Glen Golf Course, have been managed by Gallatin, Inc.
- The agreement is for restaurant and golf course cart beverage and food sale operations at Sylvan Glen Golf Course.
- On March 22, 2021 City Council approved a five (5) year contract with an option to renew for an additional five (5) year period to Gallatin, Inc. (Resolution #2021-03-037)
- The current five (5) year contract is scheduled to expire on May 1, 2026.
- Gallatin, Inc is requesting two amendments to the current contract.
  1. Requesting an amendment to the current five (5) year contract to include the additional five (5) year period. This would extend the current contract to expire on May 1, 2031.
  2. Requesting an amendment to transfer the management contract from Gallatin, Inc. to 5725 Rochester Road, LLC.
- The Recreation Department has checked references and recommend the transfer of the contract.

Purchasing

The current lease agreement with Gallatin, Inc. expires on May 1, 2026 with the option to renew for an additional five (5) year period. Gallatin, Inc. is requesting an amendment to the lease agreement to extend the lease for the additional five (5) year period with expiration of May 1, 2031. Gallatin, Inc. is also requesting an amendment to transfer the contract to 5725 Rochester Road, LLC.

Financial

Payments will remain consistent with the current terms of the agreement.

Recommendation

City Management recommends approval of the amendment between the City of Troy and Gallatin, Inc. to add the additional five (5) year period to the current contract with an expiration date of May 1, 2031. In addition, City Management recommends approval of the second amendment to transfer the current agreement for management of Camp Ticonderoga from Gallatin, Inc to 5725 Rochester Road, LLC.

Legal Review

This item was submitted to the City Attorney for review pursuant to City Charter Section 3.17.

AMENDMENT TO LEASE

THIS AMENDMENT TO LEASE made this 22nd day of May, 2023, by and between **the City of Troy**, who address is 500 W Big Beaver Road, Troy, Michigan, 48084 ("Landlord") and **Gallatin, Inc**, whose address is 3405 Rock Valley Road, Metamora, Michigan 48455 ("Tenant").

W I T N E S S E T H

The parties hereto entered into a Lease dated March 22, 2021, (collectively the "Lease"), under which Landlord leased to Tenant the premises known as 5725 Rochester Road, Troy, Michigan 48084 ("Premises"), Building and Liquor License in consideration of the rents to be paid and agreements to be performed by Tenant.

WHEREAS the parties are now desirous of amending the Lease to increase the term, which was set to expire April 30, 2026, as provided for in this Amendment.

NOW THEREFORE, in consideration of the mutual promises, covenants and agreements hereinafter contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is mutually understood and agreed by and between the parties hereto as follows:

1) The term of the lease shall now expire April 30, 2031. All rent increases shall continue as specified in the Lease.

IN WITNESS WHEREOF, this Amendment has been fully executed by the parties hereto on the day and year signed below.

WITNESSES:

By: _____

Printed Name: _____

LANDLORD: City of Troy

By: _____

Printed Name: _____

Its: _____

Date: _____

WITNESSES:

By: _____

Printed Name: _____

TENANT: Gallatin, Inc.

By: _____

Printed Name: _____

Its: _____

Date: _____

Both parties agree that faxed or scanned signatures emailed are acceptable to put this agreement into force.

ASSIGNMENT AND ASSUMPTION AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (the "Assignment") is entered into by and among **GALLATIN, INC**, a Michigan corporation ("Assignor") **5725 ROCHESTER ROAD, LLC**, a Michigan limited liability company located at **4151 17 Mile Road, Suite C, Sterling Heights, MI 48310** ("Assignee") and **CITY OF TROY** located at **500 W. Big Beaver Road, Troy MI 48084** ("Landlord").

W I T N E S S E T H:

WHEREAS, Assignor and Landlord are party to that certain retail building lease dated **February 22, 2021** (as amended, modified, supplemented and extended, the "Lease"), a copy of which is attached hereto as Exhibit A;

WHEREAS, Assignee purchased and now owns all of the issued and outstanding stock of Assignor; and

WHEREAS, Assignee desires to take assignment of the entire Lease and from Assignor and desires to continue conducting Assignee's regular business activities on the Premises.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Assignor, Assignee and Landlord hereby agree as follows:

1. This Assignment shall be effective (the "Effective Date") upon the Michigan Liquor Control Commission's issuance of a conditional license to the Assignee. If the Michigan Liquor Control Commission has not issued the Assignee a conditional license on or before June 1, 2023, this assignment shall be null and void.

2. Capitalized terms not otherwise defined herein shall have the meanings ascribed to them in the Lease.

3. As of the Effective Date Assignor hereby assigns to Assignee all of its continuing rights, interests, liabilities and obligations, including, without limitation, any security deposits made by Assignee, under the Lease.

4. As of the Effective Date, Assignee hereby assumes all of Assignor's continuing rights, interests, liabilities and obligations under the Lease, including, without limitation, the obligation to make continuing rental and other payments due under the Lease. Assignee hereby agrees to be bound by the terms of the Lease as though it was an original party thereto.

5. Each Party hereby agrees that from and after the Effective Date Assignee shall not have any continuing right, interest, obligation or liability under the Lease.

6. Each party hereby agrees that it will, upon the other's request, promptly and duly execute and deliver to the other, any and all other instruments, documents or agreements, and take any and all action, that the other may reasonably deem necessary or appropriate to confirm the assignment and assumption hereunder.

7. This Assignment shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors, assigns, heirs and legal beneficiaries, as applicable.

8. This Assignment may be executed in two or more counterparts and by facsimile, PDF or other electronic signature, all of which shall be considered one and the same agreement and each of which shall be deemed an original.

9. Landlord hereby consents to the terms of this Assignment in accordance with Section 27 of the Lease.

10. This Assignment shall be governed, construed and enforced in accordance with the laws of the State of Michigan, without giving effect to conflict of law provisions.

IN WITNESS WHEREOF, the undersigned have executed this Assignment and Assumption Agreement as of the date first written above.

Both parties agree that faxed or scanned signatures are acceptable to put this Lease Assignment and Assumption into force.

ASSIGNOR:

GALLATIN, INC.

By: _____
Name:
Title:

ASSIGNEE:

By: _____
Name: Kirit Patel
Title:

LANDLORD:

CITY OF TROY

By: _____
Name:
Title:

EXHIBIT A
TO
ASSIGNMENT AND ASSUMPTION AGREEMENT

Lease

LEASE AGREEMENT BETWEEN THE CITY OF TROY AND GALLATIN, INC., d/b/a CAMP TICONDEROGA

This Lease Agreement is entered into this 22nd day of March, 2021, between the City of Troy, a Michigan Municipal Corporation, whose address is 500 W. Big Beaver Road, Troy, Michigan 48084, hereinafter referred to as "LESSOR" and Gallatin, Inc., a Michigan Corporation, d/b/a Camp Ticonderoga, whose address is 3405 Rock Valley Road, Metamora, Michigan 48455, hereinafter referred to as "LESSEE", and the LESSOR and LESSEE collectively referred to as the "Parties".

RECITALS

A. WHEREAS, LESSOR has had a landlord-tenant relationship with LESSEE, for the past 25 years during which LESSEE has established and managed a restaurant with a Class C Liquor License in a structure on property owned by LESSOR at 5725 Rochester Road, Troy, Michigan 48084; and

B. WHEREAS, as a result of the past performance of the LESSEE and the benefit derived to the LESSOR from the presence of a restaurant with a Class C Liquor License on LESSOR owned property adjacent to the Sylvan Glen Golf Course (also owned by LESSOR), the parties have negotiated a new lease agreement, since the previous lease agreement is expiring as of May 1, 2021.

Now, therefore, in consideration of the covenants and agreements contained herein, LESSOR and LESSEE agree as follows:

1. **LOCATION AND USE OF LEASED PROPERTY**. LESSOR agrees to rent to LESSEE the premises commonly known as 5725 Rochester Road, Troy, Michigan 48084, and legally described in Exhibit A together with all easements, rights and appurtenances, hereinafter referred to as "Leased Property." LESSEE acknowledges and agrees that the Leased Property is exclusive of the Sylvan Glen Golf Course, Sylvan Glen Pro Shop and the Sylvan Glen Locker Room, hereinafter referred to as "Golf Course." The Leased Property is not to be used for any other purpose besides a restaurant with a Class C liquor license operating under the terms and conditions set out in this Agreement unless otherwise pre-approved by the LESSOR.

2. **EXCLUSIVE FOOD SERVICE PROVIDER**. The contractor managing the Sylvan Glen Golf Course (currently Indigo Golf) has the option of selling coffee, water, and snacks to accommodate golfers who are on the premises prior to the opening of the restaurant. Otherwise, LESSOR agrees to prohibit the sale or service of food or beverage service by any party other than LESSEE, unless such service is provided

by LESSOR on the Golf Course, in buildings upon the Golf Course or in the Golf Course Pro Shop.

3. **RENT**. LESSEE agrees to pay LESSOR rent in the sum of Seventy-Two Thousand Seven Hundred and Twenty ($72,720.00) dollars per year commencing May 1, 2021. Payments shall be made in equal monthly payments of six thousand sixty ($6060.00) dollars per month for the first lease year. For each year thereafter, the annual lease payments shall be adjusted, based on the Consumer Price Index for the Metro Detroit region. LESSOR will notify LESEE of the new annual and monthly payment amounts on or before April 1 of each year. Lease payments shall be made payable to: City of Troy, and must be received by the City of Troy Treasurer, 500 W. Big Beaver Road, Troy, Michigan 48084 on the first day of each month.

4. **CAPITAL IMPROVEMENTS BY LESSEE**. LESSEE may make capital improvements to the Leased Property. These capital improvements will be done at LESSEE'S own expense and only after LESSOR'S written approval. Before any work is done or any materials delivered, LESSEE shall comply with LESSOR'S request to see plans, specifications, contractor's information, and copies of contracts. All repairs and/or alterations shall be approved LESSOR prior to any work being done. LESSEE shall obtain all necessary building and mechanical permits from the City of Troy before any work is done.

   The Leased Property is a locally designated Historic District under Chapter 13 of the City of Troy Code of Ordinances (Historic Preservation). Therefore, all capital improvements by either LESSEE or LESSOR for areas of the Leased Property which are controlled by Chapter 13 shall be designed, approved and maintained in compliance with Chapter 13, applicable State of Michigan statutes and the U.S. Department of Interior Standards for Historic Rehabilitation.

   All capital improvements, repairs, installations, hardware, non-trade fixtures and improvements, temporary or permanent, on the Leased Property shall become the property of LESSOR unless otherwise mutually agreed to by the Parties in writing.

5. **TERM OF LEASE AGREEMENT.** This Lease Agreement shall be in effect for five (5) years with expiration date of April 30, 2026, unless otherwise terminated, as provided in this Lease Agreement. Within ninety (90) days of the expiration of this Lease Agreement, LESSEE shall notify LESSOR that it is agreeable to an extension of the Lease Agreement. The LESSOR may, at its option, renew this Lease Agreement for one additional five (5) year period under the terms and conditions as set out in this Lease Agreement. A request by LESSOR to determine LESSEE'S interest in renewing the contract in no way obligates LESSOR. The option to renew this Lease Agreement cannot be exercised without Troy City Council approval.

6. **UTILITIES**. LESSEE shall pay all telephone, cable, heat, gas, water and

electricity used in the Leased Property. LESSEE shall pay for all repairs or replacement parts that become necessary due to the malfunction, damage, or any other failure of any apparatus necessary for providing telephone, cable, heat, gas, water and electricity.

7. TAXES. LESSOR shall pay any real estate taxes attributable to the Leased Property. LESSEE SHALL pay any personal property and all other taxes attributable to the Lease Property or the restaurant operation on the Leased Property.

8. USE AND QUIET ENJOYMENT. Upon the timely payment of the monthly rental amount under the terms and conditions provided herein, LESSEE shall be given the use and quiet enjoyment of the Leased Property for the term or renewed term of this Lease Agreement.

9. DUTY TO MAINTAIN HIGH QUALITY OF PERFORMANCE. It is the intent of the Parties that the restaurant and Class C Liquor Licensed establishment on the Leased Property be operated and managed at a high level of quality. LESSEE acknowledges and agrees that any lesser standard will reflect poorly on LESSOR'S reputation. LESSEE shall maintain upon the premises a substantial stock of goods, wares, merchandise and equipment so as to provide for the proper storage, preparation, serving and disposal of food products, including, but not limited to, the use and implementation of recognized standards in the restaurant/food service industry required for the health and safety of patrons and employees.

10. PERSONNEL: LESSEE acknowledges and agrees that its choice of employees reflect upon the reputation of LESSOR. LESSEE shall require its employees to act courteously, responsively and responsibly towards patrons. LESSEE shall require each employee that will be serving alcohol to be TIPS and/or TAM trained or a similar alcohol server training that is approved by LESSOR. Employees shall be clean and modestly dressed at all times.

11. CLASS C LIQUOR LICENSE/SALE OF ALCOHOL ON GOLF COURSE BY CART. At all times under this Lease Agreement, LESSEE shall maintain its Class C Liquor License. LESSEE shall be permitted to sell alcoholic beverages on the Golf Course proper through use of at least one (1) beverage cart, which shall be purchased or leased by LESSEE. There will also be additional times, such as tournaments, when LESSOR or its Contractor (currently Indigo Golf) will request additional beverage service on the golf course for the event. For each request, LESSEE agrees to meet with the City's Contractor/ Golf Course Manager at the earliest opportunity and attempt to reach an agreement about the beverage cart arrangements. If the LESSEE and the City's Contractor cannot reach an Agreement, then the LESSEE must notify the City Manager. LESSEE is ultimately responsible for compliance with all federal, state and local laws related to the sale, distribution, use, or possession of alcohol, and the administrative rules, procedures, and guidelines as promulgated by the Michigan Liquor Control Commission including, but not limited to, obtaining or maintaining the necessary license(s) or permit(s) which allow for the operation of beverage cart(s) on the Golf Course. During the term of the Agreement, LESSEE shall comply with any restrictions

of its liquor license and also Chapter 30 of the City of Troy Ordinances, which currently restricts alcohol sales to those beverages containing less than 21% of alcohol by volume. LESSEE shall offer sandwiches, snacks, water and other nonalcoholic beverages, in addition to alcoholic beverages, for sale on the beverage cart(s).

Any of LESSEE'S employees operating the beverage cart must be trained to operate it in a safe manner and in proper golf course etiquette. LESSEE will train all operators of the beverage cart. LESSEE shall keep records of all training, and shall make such records available for review by LESSOR upon requests. LESSEE has the responsibility of determining the routing and hours of operation for the beverage cart. However, LESSOR may adjust the routing or hours of operation for good cause, after consultation with LESSEE.

Storage of the beverage cart or carts is the sole responsibility of LESSEE. Upon approval of LESSOR, LESSEE may store the beverage cart(s) with the golf carts during the golf season. Off season, LESSEE is responsible for beverage cart storage. Storage of the beverage cart inventory is also the sole responsibility of LESSEE. LESSOR has no liability or responsibility for damages to the beverage carts during storage.

LESSOR grants to LESSEE limited use of the Golf Course during the period of the Lease Agreement for the purpose of controlling and monitoring alcohol consumption. LESSEE shall have control and responsibility pursuant to this Lease Agreement for the sole purpose of enforcing MLCC regulations, and is responsible for the conduct of the employees of the LESSOR only as it relates to the Liquor Control Code and Administrative Rules. LESSEE shall indemnify and hold harmless LESSOR from all claims arising out of the sale of alcoholic beverages for consumption on the Golf Course. LESSEE understands and agrees that LESSOR may provide back up security for the monitoring of alcohol consumption on the Golf Course. LESSEE recognizes and agrees that operation and control of normal Golf Course activities lies exclusively with LESSOR and/or its contractor, except for insuring compliance with the Liquor Control Code and MLCC Administrative Rules, which is the responsibility of the LESSEE.

12. <u>NO ADULT USE BUSINESS</u>. LESSEE is strictly prohibited from any adult use activities, as further clarified in the City of Troy's Code of Ordinances, Chapter 76. It is the intent of the Parties that the restaurant will be operated and managed in such a manner that patrons feel comfortable in bringing minor children in to dine.

13. <u>NUISANCE AND PROHIBITED USES</u>. LESSEE shall not make or permit or allow any noise or odor that is objectionable to the public, to other occupants of the building, or to LESSOR. LESSEE shall not create or maintain a nuisance on the Leased Property and shall not engage in any actions tending to injure the reputation of the LESSOR. LESSOR shall have the sole discretion to determine that a nuisance exists. LESSEE shall not place or permit any antennae, loud speakers, sound amplifiers or similar devices on the roof or outside of the Lease Property.

LESSEE shall not make, use or permit any use of the Leased Property which is directly or indirectly prohibited by law, ordinance or governmental regulation. LESSEE shall not make, use or permit any use of the Lease Property which may be dangerous to life, limb or property.

LESSEE shall pay to LESSOR compensation for all damages sustained by LESSOR as a consequence of any nuisance or illegal acts set for in this Section, including, but not limited to, any increase insurance premiums paid by LESSOR resulting from those acts.

14. <u>STORAGE PROHIBITED IN PARKING LOT</u>. LESSEE is prohibited from using the parking lot for the Lease Property and/or the Golf Course for the storage of any personal property or equipment, and shall not obstruct any part of the parking lot for any reason, unless provided express advance written permission from LESSOR.

15. <u>DAYS AND HOURS OF OPERATION</u>. LESSEE shall keep the restaurant open for patrons during reasonable business hours seven (7) days per week except holidays unless LESSEE chooses to operate on those holidays. This provision will not apply to closures for fire, casualty, strikes or other causes beyond LESSEE's control or during repair, cleaning and decorating of the Leased Property, as pre-approved by LESSOR.

Except as otherwise provided in this Lease Agreement, LESSEE shall keep the "Grill Room" portions of the Leased Property open for food and beverage services, with breakfast, full lunch and dinner menus, from April through October, inclusive, from 11:00 a.m. to dusk seven days a week when the adjacent Golf Course is open.

Under no circumstances shall the "Grill Room" be used for any purpose other than service to golfers during the golf season except on Mother's Day and scheduled group use on Saturday evenings after 7:00 p.m. At all other times, full service shall be maintained for golfers.

With advance written permission by City Manager or his or her designee, LESSEE may erect temporary structures for outdoor dining. LESSEE shall obtain all necessary building, electrical, mechanical, and/or plumbing permits from the City of Troy before erecting any temporary structures. LESSEE shall be responsible for storage of any such temporary structure(s) off the property when not in use.

If LESSOR determines that LESSEE has failed to keep the Leased Property open to patrons as required under this Lease Agreement, or if LESSEE posts or publicizes days and/or hours of operation but does not open to patrons during those days and/or hours, LESSOR will immediately notify the LESSEE in writing of the nature of the non-compliance with the Lease Agreement. In the event of non-compliance, LESSOR, through the Troy City Manager or his/her designee, and LESSEE will meet immediately but no later than forty-eight (48) hours after such notice is provided. If the City Manager or his/her designee in their sole discretion determines that LESSEE has not complied with the terms and conditions of this Lease Agreement concerning required days and hours of

operation, and LESSEE has not satisfied the City Manager or his/her designee that an exception is justified, then LESSOR will provide immediate notice of the non-compliance. After this initial meeting and notification, LESSOR determines, in its sole discretion, that there are any subsequent failures to comply with the days and hours provisions, LESSEE will pay a five hundred ($500.00) dollar liquidated damage penalty to LESSOR for each such violation within five (5) days after being invoiced by LESSOR. If LESSEE violates the days and hours provisions of the lease two (2) times or more, then LESSOR may terminate this Lease Agreement as provided in Section 24.

16. CURRENT CONDITION OF LEASED PROPERTY. LESSEE acknowledges that it is familiar with the present condition of the Leased Property and that the Leased Property is in satisfactory condition as of the date of execution of this Lease Agreement.

17. GROUND SIGN. As a result of a variance granted by Troy City Council on May 6, 1996, LESSEE was allowed to replace a 96 square foot sign located 12 feet from the Rochester Road right-of-way with a sign of the same size, which is now 1 foot 2 inches into the planned Rochester Road right-of-way. LESSEE is allowed to continue to use the currently existing ground sign on the Leased Property for the duration of this Lease Agreement, including any mutually approved renewal period, or until the City of Troy needs additional Rochester Road right-of-way which requires removal and relocation of the sign, whichever occurs first. LESSEE shall be responsible for removing and /or relocating the sign at its own expense upon expiration of the variance as set forth in this Section.

In the event the LESSEE does not remove the sign, and has received advanced written notice of at least 120 days, LESSOR, without further judicial process, may enter upon the Leased Property and remove or cause the sign to be removed at LESSEE'S expense.

18. ANNUAL REPORT. LESSEE'S fiscal year is January 1st to December 31st. On or before the thirty-first (31st) day of March each year, LESSEE shall prepare and deliver to LESSOR an annual audited financial report prepared in the regular course of business, which accurately reflects the economic status of the business. Annual reports shall be delivered to the Troy City Manager, 500 W. Big Beaver Road, Troy, Michigan 48084.

If the LESSOR is dissatisfied with the completeness, accuracy or validity of the report, within thirty (30) days of the receipt of the annual report, LESSOR shall send written notice to the LESSEE of the reasons for its dissatisfaction. The LESSEE shall have ten (10) days from the date the notice is sent to provide acceptable documentation and reports or provide other reports requested by LESSOR. LESSEE's failure to provide satisfactory supplemental documentation or reports upon LESSOR's request may be considered a breach of this Lease Agreement.

19. LESSEE'S OBLIGATION TO MAINTAIN, REPAIR, DECORATE AND CLEAN. LESSOR has made no promises to maintain, repair, decorate or clean the Leased Property and has made no representations regarding the condition of the Leased Property. LESSEE shall at LESSEE'S own expense maintain the Leased Property in

good condition and repair, including, but not limited to the outdoor deck, all interior walls, floors, doorways, plumbing fixtures and pipes, electrical outlets, heating and cooling equipment, and interior and exterior glass.

LESSEE shall maintain the temperature for the Lease Property at a level high enough to prevent the freezing of water in the plumbing fixtures and to prevent all other damage caused by low temperatures.

LESSEE shall not overload any floor. LESSOR reserves the right to direct the routing and location of all safes and all other heavy objects. All supplies, merchandise, fixtures, appliances and equipment may only pass through proper service doors while the Lease Property is occupied by patrons.

LESSOR shall remove snow and ice from the parking area in front of, adjoining and in the rear of the Leased Property and maintain the grass and shrubbery areas adjacent to the restaurant building. LESSEE shall keep all sidewalks, entrances, passages, courtyards, corridors, vestibules, halls, approaches, exits, elevators and stairways free from all obstructions including, but not limited to, snow, ice, refuse, ashes and fire hazards of any kind.

LESSEE shall keep all windows of the Leased Property clean and shall maintain the Leased Property in an attractive condition. If LESSEE desires interior awnings, shades, blinds, window or door coverings, LESSEE shall furnish and maintain the same in an attractive manner at LESSEE'S own expense.

LESSEE shall not install any apparatus for exterior illumination, air conditioning, cooling, heating, refrigeration or ventilation on the Leased Property without LESSOR'S advance written consent, which shall not be unreasonably withheld.

If LESSEE fails to make repairs promptly and adequately, LESSOR reserves the option and charge the cost of the necessary repairs to the LESSEE, including but not limited to personnel costs, overtime costs, parts and supplies. In such event, LESSOR shall provide an invoice with a breakdown of its costs to LESSEE. If LESSEE fails to pay those costs within thirty (30) days of LESSOR'S invoice, LESSOR may add the costs as part of LESSEE'S rental payments until such costs are paid or pursue other legal remedies.

LESSEE SHALL INDEMNIFY LESSOR for any injuries, including property damage, personal injury or death, for claims based on a violation of this Section.

20. <u>LESSOR'S OBLIGATION TO MAINTAIN AND REPAIR</u>. LESSOR shall maintain and repair the foundation, exterior walls, and the roof of the Leased Property in good condition. LESSOR, at its own expense, may also voluntarily or pursuant to governmental requirements, repair any part of the Leased Property. During the repair, LESSOR shall be allowed to take whatever action is necessary to complete the repair. LESSOR shall make a reasonable effort to avoid, prevent or minimize the occurrence of

property damage and/or loss of business and profits to LESSEE during all times during the repair.

21. RIGHT OF ENTRY. LESSOR reserves the right to enter upon the Leased Property at all reasonable hours for the purpose of inspecting the Leased Property, and for exhibiting the Leased Property to prospective tenants, purchasers or others. The exercise by LESSOR of its rights under this Section shall not be deemed to be an eviction or interference with the LESSEE'S right to quiet enjoyment of the Leased Property.

22. SPECIAL EVENTS. LESSEE may conduct special events or seasonal events on the Leased Property upon approval of the City Manager or his/her designee. If a special event or seasonal event is approved by LESSOR, LESSEE shall maintain insurance coverage for both itself and LESSOR for those events through a rider to its insurance policy, if required for coverage. LESSEE shall provide a copy of the coverage rider and the applicable insurance policy provisions to LESSOR prior to the event. LESSEE shall be responsible for payment of any costs incurred by LESSOR as a result of a Special Event, including, but not limited to personnel costs, over-time costs, and/or costs for the use of LESSOR'S equipment. If LESSEE is required to pay any such cost, LESSOR will submit an invoice to LESSEE. LESSEE shall have thirty (30) days from the date of the invoice to pay those costs.

23. INSOLVENCY OR BANKRUPTCY OF LESSEE. Neither this Lease Agreement nor any interest in the Lease Property shall pass to any trustee or receiver for creditors, or to any person by attachment or execution of a judgment.

24. TERMINATION OF LEASE AGREEMENT: LESSOR may terminate this Lease Agreement upon sixty (60) days written notice to LESSEE for any of the following reasons:

A. LESSEE files for bankruptcy or insolvency in any state or federal court.
B. A receiver or trustee of LESSEE is appointed by reason of LESSEE'S bankruptcy or insolvency.
C. LESSEE makes a general assignment for the benefit of its creditors.
D. LESSEE terminated the normal operation of the restaurant facility by closing.
E. LESSEE'S liquor license is revoked, suspended, transferred or sold.
F. LESSEE or any of its officers is criminally charged with fraud, embezzlement, deceptive practices, larceny, or any similar offenses.
G. LESSEE has failed to comply with any term or provision contained in this Lease Agreement, including but not limited to non-payment of rent.
H. LESSEE modifies the days and/or hours of operation without LESSOR'S consent as set out in Section 15.

In any such event, LESSOR will send notification of termination in writing, stating the reasons for termination to LESSEE. Before LESSOR exercises its right to terminate this Lease Agreement under this Paragraphs G and H above, LESSOR will afford LESSEE an opportunity to respond within seven (7) calendar days to allegations of inadequacy of

performance and/or breach or default of this Lease Agreement. The City Manager or his/her designated representative shall have discretion to terminate this Lease Agreement for the reasons stated above. Within seven days, LESSEE may submit a written appeal of the City Manager's decision to terminate the lease, which would then be submitted to the Troy City Council for consideration at the next available regularly scheduled City Council meeting.

At termination of this Lease Agreement for any reason, LESSEE shall peaceably surrender the Leased Property to LESSOR in the same condition as the date of first use of the Leased Property by LESSEE, excepting normal wear and tear. If the LESSEE fails to remove trade fixtures or other property from the Leased Property within thirty (30) days after termination of this Lease Agreement, LESSOR may remove the fixtures and property and LESSEE shall pay the cost for the removal. At the option of LESSOR, LESSOR may retain the fixtures and property and it shall be presumed that LESSEE conveyed the fixtures and property to the LESSOR without further payment or credit.

25. INSURANCE REQUIREMENTS. LESSEE shall carry general liability insurance, automobile insurance, workers compensation, liquor liability coverage and employers' liability insurance for any actions, claims, liability or damages caused to others arising out of the performance of this Agreement in amounts approved by the LESSOR. LESSOR shall be named as an additional insured on the general liability and liquor liability policies using the following wording: "City of Troy, all elected and appointed officials, all employees and volunteers, those working as agents or on behalf of the City, boards, commissions and/or authorities, or board members, employees, and volunteers additional insured" on ISO form B or broader.

LESSOR shall be notified of any cancellation of that insurance within 30 days. The cancellation clause shall read:

"*Should any of the above-described policies be canceled before the expiration date thereof, the issuing company will provide 30 days written notice to the additional insured*."

Cancellation or lapse of the insurance shall be considered a material breach of this Agreement. LESSEE must immediately provide satisfactory proof of continuous coverage to the LESSOR prior to execution of this Agreement, and shall also provide LESSOR with satisfactory evidence of the LESSEE's renewals and continuous coverage. All insurance carriers shall be licensed and admitted to do business in the State of Michigan and acceptable to the LESSOR. LESSEE is responsible for any deductibles to any of the policies.

26. INDEMNIFICATION AND HOLD HARMLESS. To the fullest extent permitted by law, LESSEE agrees to defend, pay on behalf of, indemnify, and hold harmless the City of Troy, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Troy, against any and all claims, demands, suits, or loss, including all costs connected therewith, and for any damages which may be

asserted, claimed or recovered against or from the City of Troy, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Troy, by reason of personal injury, including bodily injury or death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with the execution of activities by the LESSEE outlined in this Lease Agreement or as relating to or resulting from those activities.

27. <u>ASSIGNMENT OF LEASE AGREEMENT OR LIQUOR LICENSE</u>: LESSEE shall have no authority or power to assign, sublet and/or transfer any rights, privileges or interests under this Lease Agreement without prior written consent from the LESSOR. LESSEE shall not assign, sublet and/or transfer any rights in its Class C liquor license without prior written consent from the LESSOR.

28. <u>LIENS OR ATTACHMENTS PROHIBITED</u>. LESSEE shall not cause any liens to be attached upon LESSEE'S interest by operation of law or otherwise. LESSEE is prohibited from transferring, selling, mortgaging, pledging, assigning, or conveying this Lease Agreement or any interest therein.

29. <u>DISASTER PROVISION</u>. In the event that the Lease Property is made wholly untenable by fire or other casualty, LESSOR shall take possession of the Leased Property within thirty (30) days thereof. If LESSOR is not prohibited from undertaking reconstruction or repair of the Leased Property by any provision or law or conditions on the Leased Property or any declarations of government or insurance adjusting agencies, LESSOR shall give written Notice of Intent to LESSEE of LESSOR'S intent to either: a) terminate this Lease Agreement as of the date of the notice, or b) repair, restore or rehabilitate the Leased Property within ninety (90) days following the date of notice.

If the LESSOR later determines that it cannot substantially complete the work, for whatever reason, within that ninety (90) day period, then at any time within one hundred (100) days of the date of LESSOR'S Notice of Intent, the LESSOR may inform the LESSEE that this Lease Agreement is terminated as of the date of the termination notice.

If, at the end of the ninety (90) day period, the work has not been substantially completed, for whatever reason, then there shall be a ten (10) day period during which the LESSEE may terminate this Lease Agreement upon written notice to LESSOR. At the end of the one hundred (100) days following LESSOR'S Notice of Intent, this Lease Agreement shall only be terminated by mutual agreement of the Parties.

While the Leased Property is untenable, the rent shall be abated on a per diem basis, but shall be paid, as provided herein, to the date of the fire or casualty. If the Leased Property is partially damaged by fire or other casualty, the Leased Property shall be repaired, restored or rehabilitated by LESSOR, and, until the damaged portion of the Leased Property is ready for occupancy by LESSEE, rent shall be apportioned by usable square footage of Leased Property.

In all cases, allowance shall be made for reasonable delay caused by adjustment of insurance, strikes, labor difficulties or any cause beyond LESSOR'S control. LESSEE shall cooperate with all LESSOR'S reasonable requests for moving of LESSEE'S property in order to facilitate repairs, restoration or rehabilitation.

LESSOR shall also allow reasonable rent abatement when LESSEE is unable to occupy the premises because of causes beyond LESSEE's control. The City Manager or his/her designee shall be responsible for determining any such abatement.

30. EMINENT DOMAIN. In the event that all of the Leased Property is taken through the governmental power of eminent domain, this Lease Agreement shall terminate as of the date possession is taken by the condemning governmental authority. In such event, LESSOR shall refund any monthly rent paid in advance, on a per diem basis with thirty (30) days as its denominator.

If a portion of the Leased Property is taken through the eminent domain process, but the taking does not include the land upon which the restaurant building is constructed, then this Lease Agreement shall not terminate. If LESSOR receives payment for estimated just compensation, LESSOR shall, at its own expense, within one hundred eighty (180) start any necessary repair or alteration of the Lease Property not affected by the taking, to make the remaining property useable. During the repair or alteration, alternate arrangements shall be made for the parking of employees and patrons.

31. INDEPENDENT CONTRACTOR. LESSEE acknowledges that it is an independent contractor with no authority to bind LESSOR to any contracts or agreements, written or oral.

32. NOTICE: All written notices to be given under this Agreement shall be via first class mail to the other party at its last known address set forth herein, or email if acknowledged by the intended recipient. Notice to the City shall be provided to the City Manager.

33. NON-DISCRIMINATION. LESSEE shall not discriminate, either directly or indirectly, in the hiring of any employees or in the use of the Leased Property on the basis of age, race, color, religion, national origin, sex, height, weight, disability, familial relationship, political orientation or any other illegal basis.

34. SEVERABILITY. If any court, agency, commission, legislative body or other authority of competent jurisdiction declares invalid, illegal or unenforceable any portion of this Agreement or its application to any person, that decision shall not affect the validity of the remaining portions of this Agreement.

35. ENTIRE AGREEMENT; AMENDMENT; WAIVER. This Lease Agreement is and shall be deemed to be the complete and final expression of the agreement between the Parties as to the matters contained in and related to this Agreement and

supersedes any previous understandings, dealing and communications, including negotiations, discussions, representations, warranties, information, documents and agreements, among the parties pertaining to such matters. This Lease Agreement shall not be modified or amended except pursuant to a written agreement signed by both Parties. Any waiver of any party's rights or obligations under this Agreement must be in writing and must be signed by the party against which such waiver is to be enforced. Neither Party's failure to exercise a right or to invoke a remedy in any particular circumstance shall be construed as a waiver of such right or remedy, and no waiver by either Party of any right or remedy in one situation shall constitute a waiver of such party's rights or remedies in any other subsequent situation.

36. GOVERNING LAW AND JURISDICTION: This Agreement is made in and shall be governed by the laws of the State of Michigan. Any lawsuits under this Agreement shall be filed in the Oakland County Circuit Court in the State of Michigan.

37. HEADINGS. Pronouns and relative words herein used shall be read interchangeably in the masculine, feminine or neuter, singular or plural as the respective case may be.

38. AUTHORITY TO EXECUTE: By execution of this Agreement, the respective Parties acknowledge that each has executed this Agreement with full and complete authority to do so.

LESSOR:
CITY OF TROY, a Michigan Municipal Corporation

WITNESSES:

Cheryl A Stewart

Cheryl A Stewart

By: Ethan D. Baker
Mayor

M. Aileen Dickson

By: M. Aileen Dickson
City Clerk

LESSEE:
GALLATIN, INC., a Michigan Corporation
d/b/a Camp Ticonderoga

By: Linda Egeland
Its: President

500 West Big Beaver
Troy, MI 48084
troymi.gov

I-05

CITY COUNCIL AGENDA ITEM

Date: May 16, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Rob Maleszyk, Chief Financial Officer
Dee Ann Irby, Controller
Kurt Bovensiep, Public Works Director
Dennis Trantham, Facilities and Grounds Operations Manager
Brian Goul, Recreation Director
Emily Frontera, Purchasing Manager

Subject: Contract Amendment and Budget Amendment – Water Slide Repairs at the Troy Family Aquatic Center

---

History

- The Aquatic Center was constructed in 1992 and is approaching 31 years old.
- The water slides interior and exterior of the flumes were last resurfaced in 2013 and require reconditioning to ensure the safety of the facility users.
- Water slide flumes resurfacing will be completed in conjunction with the painting of the slide supports.
- The water slide flumes require routine maintenance to be in compliance with the State of Michigan. During the 2022 season the excessive issues with the fiberglass coating was noted by the inspector as needing to be remedied prior to the opening of the 2023 season.
- On January 23, 2023, City Council approved expending budgeted funds to renovate the water slide flumes at the Troy Family Aquatic Center with the sole bidder meeting specifications Dale Cooper LLC dba Safe Slide Restoration of Farmington, MO. (Resolution #2023-01-018-J-4b)
- When preparing to start the project, Safe Slide Restoration found additional deterioration of the flumes.
- It is necessary that the additional work and originally scheduled work on the interior flume of the slides be completed before opening of the facility to ensure the safety of the users.
- The additional work and originally scheduled work on the exterior flume of the slides will be completed in the fall after the facility is closed for the season.

Purchasing

- The current contract with *Dale Cooper LLC dba Safe Slide Restoration of Farmington, MO* was awarded on January 23, 2023 for a total estimated cost of $86,365.00 with a 10% contingency for a not to exceed total amount of $95,001.50.
- The revised cost from Dale Cooper LLC to properly complete the slide repairs is $101,377.00.
- In order to proceed with a new, revised contract for the project, an amended Council resolution is required.

Financial

Funds for this project were approved for $95,001.50. The additional repairs will increase the total estimated cost to $101,377.00. The additional expense for the water slide restoration will require a budget amendment in the amount $1,177.00 to the Troy Family Aquatic Center Capital General Equipment Fund for the 2023 fiscal year and to Project Number 2023C0089. Expenditures will be charged to account number 587.789.7978.010.

Recommendation

City Management recommends City Council approve amending the original resolution from $95,001.50 to $101,377.00 for the contract with *Dale Cooper LLC dba Safe Slide Restoration of Farmington, MO* to furnish all equipment, material, and labor to renovate and resurface the interior and exterior water slide flumes including additional required repairs at the Troy Family Aquatic Center.

It is also recommended that City Council approve a budget amendment to the Troy Family Aquatic Center Capital General Equipment Fund and Project Number 2023C0089 in the amount of $1,177.00.

Safe Slide Restoration

"Restoring confidence in your slide."®

Dale Cooper LLC DBA Safe Slide Restoration
P.O. Box 102, Farmington, MO 63640
855-639-7543 / 989-954-6235 / 573-225-4765
www.safeslides.com

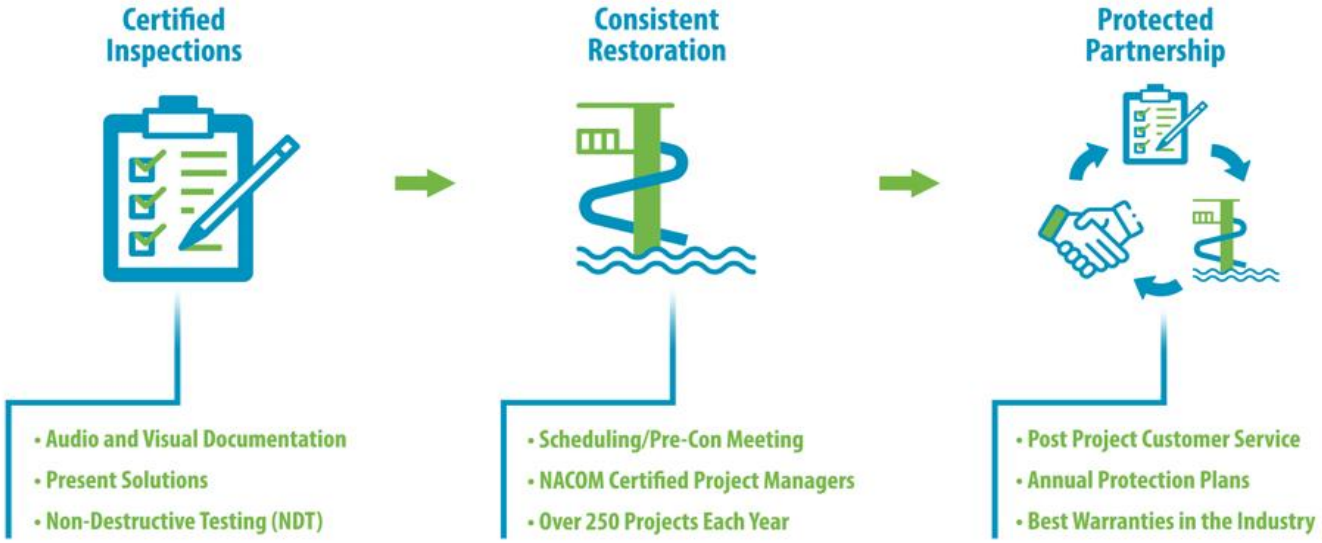
May 17, 2023

Troy Family Aquatic Center / Attn: Morgan Thrasher
3425 Civic Center Dr, Troy, MI 48084
480-353-6445 / Morgan.Thrasher@troymi.gov

Hello Morgan,
The following is a proposal for the restoration of your water slides. This proposal is based on the inspection done by Safe Slide Restoration on 05.15.2023. Our company is certified in fiberglass composites by the American Composite Manufacturer's Association (ACMA). We have over **20-years** of experience working with fiberglass and gel coat.

We Have The Industry's Best Warranties

- There is a **5 - year warranty** on paint for adhesion – Fiberglass
- There is a **5 - year warranty** on structural fiberglass repair not to delaminate.
- There is a **5 – year warranty** on gel coat. With yearly maintenance plan



Guarantees

- **All Project Managers are ACMA Certified**
- **Gel Coat Thickness Meets OEM Standards**
- **Meeting Deadlines**
- **Responsive**

V.12062022

Slide Description:

Open Flume Tube Slide – Blue
Open Flume Body Slide – Red
Kiddie Slide – White

Work Description:

Gel Coat - Interior:

- Remove failed coatings
- Repair all minor fiberglass repairs in ride path* (minor repair does not require laminating)
- All repairs will be done with vinyl-ester resin
- Prepare interior ride path for Gel Coat
- Add textured surface to start tub if needed
- Refinish interior ride path of slide with Gel Coat
- Gel Coat will be applied to a thickness of 20 - 24 mils.
- Premium Gel Coat will be used
- Recaulk all seams (recaulking is not a guarantee to stop leaking seams) **
- Seams will be sealed with premium caulk

Project Amount: ……. $65,005.00

Slide Description:

Open Flume Tube Slide – Blue
Open Flume Body Slide – Red

Paint - Exterior:

- Remove failed coatings
- Wash exterior of slide with internally formulated cleaner
- Prime-coat bare areas as needed
- Paint exterior with Poly - Siloxane Paint
- Paint RAL color: _____ INIT: _____

Project Amount: ……. $36,372.00

Total Project Amount: ……. $101,377.00

Note: This Proposal/Contract expires in 30 days from the date on the first page of this document.

We at Safe Slide Restoration are committed to quality and customer satisfaction. We are an international company that provides services to the largest water parks and cruise lines in the world. We look forward to putting our expertise to work for you. Please feel free to call my cell at 989-954-6235 or our office at 855-639-7543 if you have any questions or comments.

Thank you for your consideration, we appreciate your time!

Sincerely,
Joshua Lones
Senior Director of Customer Service
joshua@safeslides.com

V.12062022

Terms & Conditions

*__Fiberglass repair is defined as any damage that is an obvious threat to the guests, (i.e. a chip or gouge with a sharp edge). This is not to be confused with cosmetic repair, (i.e. a spider crack with no flaking or raised edge). This does not include any major repairs that require fiberglass cloth and resin lamination.__

__ Because of the restrictions of our caulk being able to adhere to joints without the proper amount of surface area, we require that the seams are 3/16" wide to caulk them (If seams are too tight, the caulk will not adhere properly).__

Customer Expectations

Safe Slide Restoration reserves the right to have adequate access to the project area in order to complete the project as efficiently as Safe Slide Restoration deems necessary. This may require, but is not limited to: working 12 hours per day and seven days per week. The facility is responsible for providing access to an adequate water source (5 gallons per minute), electrical power (multiple circuits will be needed), and restroom facilities for the duration of the job. In the event that the project involves any chip repairs or gel coat application, Safe Slide's technicians are capable of in-field color matching the existing Gel Coat. (This is not to be confused with the manufacturer's exact color matching). Our customers have the right to request a draw down, but requests must be made 28 days before the Safe Slide crew arrives on-site. Recaulking seams does not apply if the seam has been previously permanently fiberglassed. We strive towards the very best finish that can be achieved; however, some pinholes may be present. This Agreement shall be construed and governed by the laws of the State of Missouri. The parties agree that in the event any action is brought to enforce any terms of this Agreement or for damages for breach of the Agreement, the venue for such cause of action shall be Madison County, Missouri Circuit Court.

Customer Responsibilities

Safe Slide will provide draw down color options if requested 28 days prior to project start date. In the event that leaking seams are being addressed by Safe Slide Restoration, the customer is responsible for identifying and labeling seams on the interior and exterior of the slide (we recommend using a permanent marker in the ride path to label seams). The customer is responsible for identifying areas where lift is unable to operate. If a lift is required, Safe Slide is not responsible for any broken concrete, landscaping, etc. Safe Slide may require the removal of fencing to allow lift access to the water slide area if there isn't access through a gate opening. The customer is responsible for providing waste removal. The customer is required to provide access to restrooms to the Safe Slide crew for the duration of the project. A walk through of finished work and subsequent sign-off is required before Safe Slide's crew leaves the job site. Missing the post project walk through is equivalent to an approved sign off by the customer. Safe Slide Restoration will not be responsible for unscheduled return work in the case that the customer misses scheduled post project walk-through and subsequent sign-off. We recommend 20 test rides on your slide(s), with different body sizes and builds, if possible, before the season begins. We highly recommend daily dry inspections and a single test ride before daily operation.

Possible Additional Charges

If there are any previous interior or exterior coatings not specified in the above work scope, there will be an additional charge for interior or exterior failed coatings. The pricing above does not include the cost of state taxes, licenses, or permits if required. Slides may require a second coat of paint to achieve the desired finish. In the event that a second coat of paint is required, there will be an additional charge of 50% of the original paint price. A 2-3-point Tie-off system on top portion of closed flume slide may be needed if a lift is inaccessible. A cost of $90 per panel will be assessed and tie offs will stay in place for customer use. An additional daily fee may be assessed if the project site is compromised due to negligence of customer or persons under the customer's control of said project site. If the customer does not show up and needs to postpone the post job walk through, there will be an additional charge for the delay. This will be determined by how long Safe Slide must stay on site in order to get the walk-through and sign-off which is required before our staff leaves the site. **The cost of a lift and/or scaffolding is not included in the above pricing.** If a lift and/or scaffolding is required, it will be the responsibility of the park to provide. **Due to the effects of rising materials and transportation costs, all prices are subject to change in accordance with these increases. We will continue our commitment to use quality products with your project, as always. Our team is working diligently to secure fair pricing in an ever-evolving market to curb any potential price increases. Thank you in advance for your continued partnership.**

Warranty Information

5 – year paint Workmanship warranty:

Our 5 – year workmanship warranty covers any delamination that occurs of the coating applied. This warranty **does not** cover fading, claims from extreme acts of nature, improper washing procedures, vandalism, improper maintenance with application of aggressive chemicals. This warranty may become void if peeling occurs due to poor adhesion from the previous original or recoated substrate occurs.

5 – year structural repair workmanship warranty:

Our 5-year workmanship warranty covers delamination of fiberglass from original substrate. This warranty **does not** cover claims from extreme acts of nature, vandalism, or repair that overlaps a repair completed by a previous contractor.

5 – year gel coat workmanship warranty:

Our 5 - year workmanship warranty is only valid if the facility chooses to participate in a yearly maintenance program with Safe Slide Restoration. If not, a standard 2 – year workmanship warranty will apply. Gel coat warranty covers delamination of applied gel coat only. This warranty **does not** cover damage from osmotic blistering, damage or deterioration of cosmetic surface finishes, including corrosion, cracking, chipping, crazing, discoloration, fading, oxidation of gel coat, or wet coring/substrates. This warranty does not cover substrates previously coated after the manufacturer's original coating, unless post-manufacturer coating is completely removed by Safe Slide prior to the application of the new coating. This warranty also does not cover any repairs that have been completed by a previous contractor.

Safe Slide Restoration does not offer any warranty for caulking of seams.

Confidentiality Agreement

The information in this document is confidential to the person to whom it is addressed and should not be disclosed to any other person. It may not be reproduced in whole, or in part, nor may any of the information contained therein be disclosed without the prior written consent of the directors of Safe Slide Restoration.

500 West Big Beaver
Troy, MI 48084
troymi.gov

I-06

CITY COUNCIL AGENDA ITEM

Date: May 12, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Meg Schubert, Assistant City Manager
R. Brent Savidant, Community Development Director

Subject: CITY OF TROY MASTER PLAN – Release Draft Master Plan for Public Review

The City of Troy prepared a draft amended City of Troy Master Plan. The amendments are summarized in the attached memo.

The requirements for a Master Plan, including the approval process, is determined by the Michigan Planning Enabling Act, PA 33 of 2008, as amended. The Act requires that City Council review and comment on the proposed Master Plan prior to approval; however, the process of adopting a Master Plan shall not proceed further until City Council approves the distribution of the proposed Master Plan. The Act requires that the Draft Master Plan be distributed to all of the following:

- The Planning Commission of each municipality contiguous to Troy.
- The County Planning Commission.
- Each public utility company and railroad company owning or operating a public utility or railroad in Troy.
- Any government entity that registers its name for this purpose.
- The Road Commission for Oakland County (RCOC) and Michigan Department of Transportation (MDOT).

Each of the above entities has a 63-day review period to provide written comments to the Planning Commission. Following this review period, the Planning Commission shall hold a public hearing. City Council has authority to approve the City of Troy Master Plan.

On April 11, 2023, the Planning Commission submitted the Draft Master Plan to City Council for review and comment and recommended that City Council approve the distribution of the Draft Master Plan.

Attachments:

1. Memo prepared by Carlisle/Wortman Associates, Inc., dated April 5, 2023.
2. Minutes from April 11, 2023 Planning Commission meeting (excerpt)
3. Draft Master Plan

To: Troy Planning Commission

From: Ben Carlisle**,** AICP

Date: April 5, 2023

Re: Consideration of a resolution recommending to the City Council to release the Master Plan for 63-day public review period

---

In 2021 the City of Troy started the process to update the Master Plan. At the start of the process, it was agreed upon that the Master Plan continued to be relevant. It was forward thinking at the time and many of the issues that were focused on are still applicable. However, there were a few key issues that needed updated, specifically the planning for the Neighborhood Nodes.

Steering Committee

In order to guide the update process, the Planning Commission formed a four-person Steering Committee. 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

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

The Steering Committee reviewed each node in detail to revise their specific intent based on the revised node intent statement, historical pacts, 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 recommended 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.

Planning Commission Review

On June 28, 2022 the Steering Committee recommendations were presented to the Planning Commission. Discussion points include:

- Ten percent (10%) residential component for first-story mixed use buildings.
- Desire to achieve more mixed use; majority of existing nodes residential.
- Parking as relates to commercial and residential.
- Connectivity to nodes from surrounding areas; vehicular, pedestrian, shared use pathways.

- Design options as relates to intensity, density, height, urban pulsing.
- Reconsideration/clarification on node intent statement.
- Incorporation of trail pathways in node intent statement.
- Gateway plan relates to responsibility, engagement, involved parties.

Other Changes

Since the June 2022 meeting, the following other changes to the Plan include:

- Introduction – Strengthened the Introduction section to discuss relationship between Master Plan and Zoning Ordinance. This chapter serves as a Planning and Zoning primer.
- Format and Layout –Updated the 2008 Master Plan layout and format, including updated graphics and images.
- General updates – Removed and edited outdated and non-applicable language.
- Data and demographics – Updated relevant data and demographics based on most updated information.
- Public Input – Updated the public input section to reflect input as part of this amendment process.
- Neighborhood Map and Future Land Use Map – Updated future land use map to reflect changes in Neighborhood Nodes.

Process

The remaining adoption process is as follows:

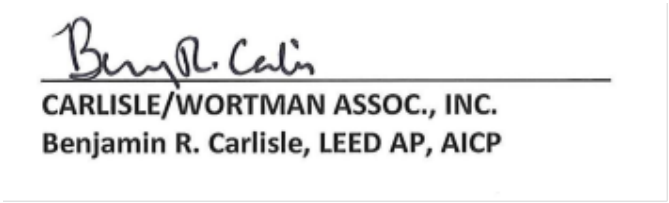
1. Planning Commission reviews Master Plan. After review, Planning Commission approves a resolution recommending to the City Council to release the Master Plan for 63-day public review period
2. The City Council adopts a resolution directing the Secretary of the Planning Commission to distribute the Master Plan for 63-day public review period
3. The Master Plan is distributed for 63-day public review period
4. 63-day review period expires
5. The Planning Commission holds a public hearing on the Master Plan amendment. The Planning Commission makes recommendation to the City Council
6. The City Council via resolution adopts Master Plan amendment.

Summary

We are seeking discussion and input from the Planning Commission regarding the draft Master Plan. After review and discussion, if the Planning Commission supports the draft Master Plan, the Planning Commission should pass the resolution recommending to City Council to release the Master Plan for 63-day public review period.

Please note that this resolution does not recommend approval of the plan, only supports the plan being released for public review. The Planning Commission and public will have additional opportunities for input including a Public Hearing.

We look to hearing feedback from the Commission at your April 11th meeting.



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

5. MASTER PLAN –

Presentation of completed Master Plan given by Mr. Carlisle.
Mr. Carlise gave emphasis to:

- Neighborhood Nodes and updates in language.
- Process, as it relates to approval of Masterplan

Discussion followed.

Some key discussion points:

- 63 Public Review period
- The Master Plan survey
- Dates to be corrected or placed in the Master Plan document
- Census data
- LEED businesses in Troy
- Sustainability
- Parks and Recreation Plan

Resolution # PC-2023-04-24
Moved by: Perakis
Support by: Buechner

RESOLVED, to recommend to the City Council to release the Master Plan for the 63 day public review period.

Yes: All present (8)
Absent: Michael W. Hutson

MOTION CARRIED

TROY
MICHIGAN

PLAN TROY 2040

CITY COUNCIL

Ethan Baker, Mayor
Rebecca Chamberlain Creanga, *Mayor Pro Tem*
Ellen Hodorek
Edna Abrahim
Theresa Brooks
Ann Erickson Gault
David Hamilton

PLANNING COMMISSION

Chair
Dave Lambert

Members
Marianna Perakis, *Vice Chair*
Toby Buechner
Carlton Faison
Michael Hutson
Tom Krent
Lakshmi Malalahalli
Sadek Rahman
John Tagle

CITY MANAGER

Mark Miller

COMMUNITY DEVELOPMENT DIRECTOR

Brent Savidant

PLANNING DEPARTMENT

Paul Evans,
Zoning and Compliance Specialist

Jackie Ferencz, *Assistant*

INFORMATION TECHNOLOGY DEPARTMENT

Alex Bellak, *I.T. Director*

CITY PLANNING CONSULTANT

Carlisle/Wortman Associates

PHOTOGRAPHER

All Troy photos, unless otherwise credited, were provided by Acacia Photography of Troy, MI

Resolution #2022 To Be Included

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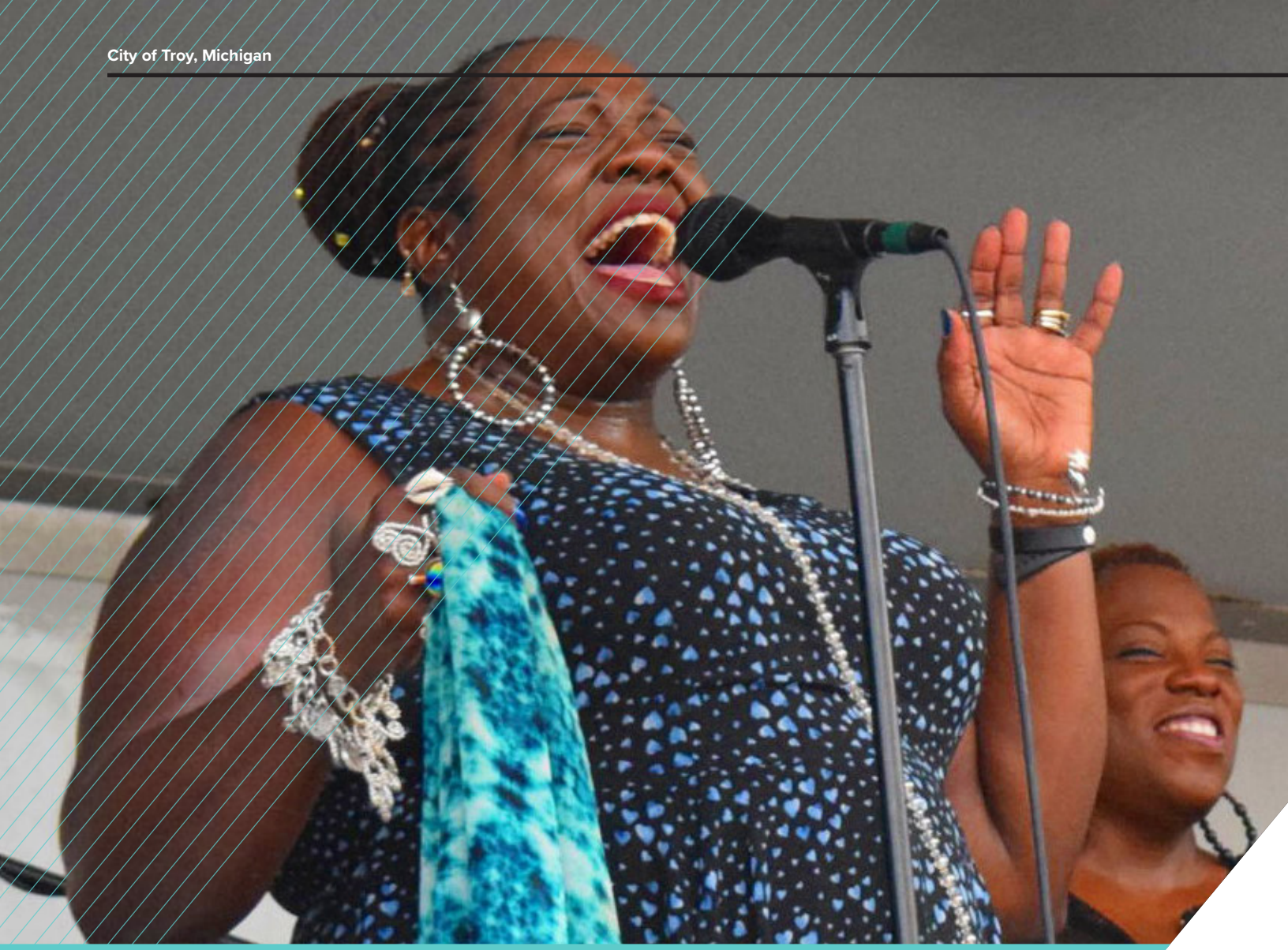
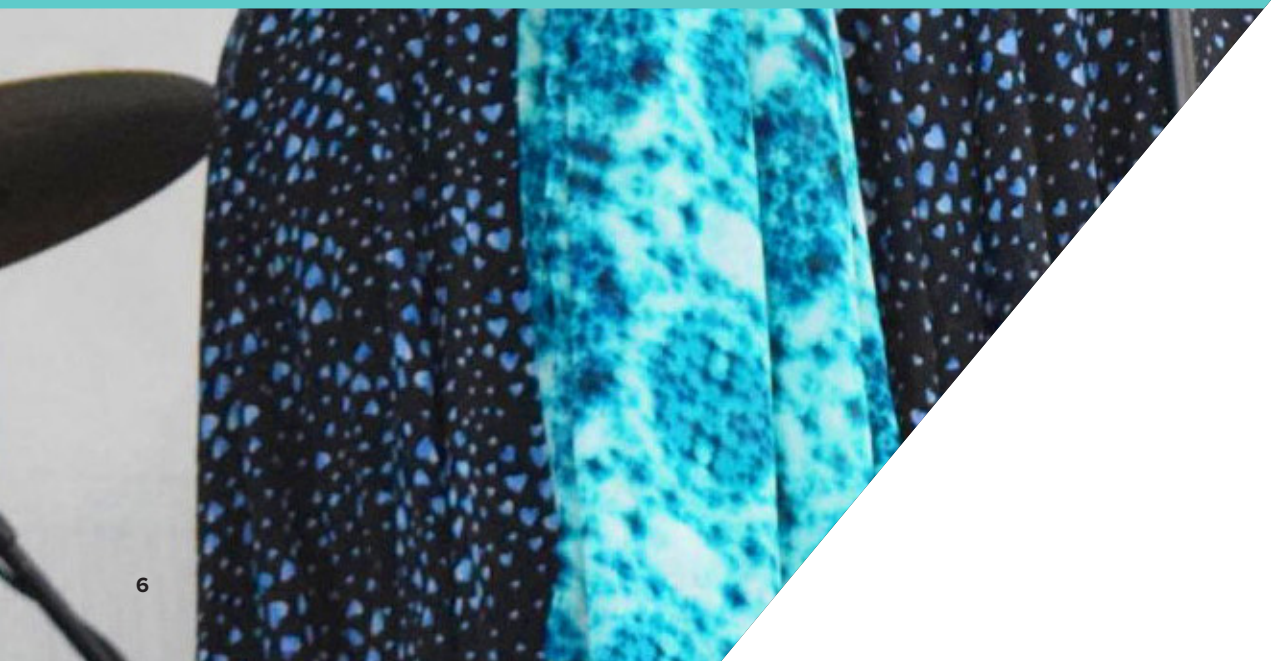


Introduction



Fueled by necessity and inspired by a changing population, economy and region, the City of Troy has determined that the preparation and periodic revision of the Troy Master Plan is critical to help the community cope with the realities of the 21st century in Michigan. The Master Plan is the official policy guide for the resolution of community development issues, and is relied upon to illustrate the desires of the City with regard to future growth and development.

The City derives its authority for the preparation of a Master Plan from the Municipal Planning Act, P.A. 33 of 2008.

In 2008, the City of Troy adopted a new Master Plan. This document was the culmination of a comprehensive effort to rewrite the plan that was originally adopted in 1965. It represented a dramatic shift in land use policy. The 1965 plan was crafted to control the rapid growth that occurred from the 1960's through the 1990's. The 2008 Master Plan recognized that Troy's place in a changing post-Recession world. Rather than control growth, the 2008 Master Plan identified opportunities and strategies for competing in the global economy.

The 2008 Master Plan was updated in 2015 with the inclusion of four Special Area Plans: Rochester Road, Maple Road, North Troy and Big Beaver Road. The document otherwise remained essentially unchanged.

In 2020 the City again reviewed the Master Plan to determine if it was still relevant. This review was conducted during the COVID-19 Pandemic, one of the most impactful event of the 21st Century. The City found that many of the strategies that aided the recovery from the Great Recession – flexibility in use, encouraging mixed use, permitting residential density in appropriate locations – are the same strategies that should assist the City as it recovers from the effects of the Pandemic.

The 2008 Master Plan, as amended in 2015, remains relevant and needs little revision. However, specific goals and policies within this document have been revised to respond to the changes that have taken place in Troy. These changes in goals and policies are necessary to respond to new conditions and projected trends in order to continue to ensure that Troy is an attractive place to live and work. Community planning is the process which involves a willful effort to draw from a variety of sources to develop those new goals and policies. In addition, background data which serves as the foundation of the Plan has been updated.

What is this Master Plan's true function?

The Plan serves many functions and is to be used in a variety of ways including, but not limited to, the following:

- **Vision:** The Master Plan lays out the future vision of Troy, as well as a road map - with goals policies, strategies and actions - to achieve that vision.
- **Aid in daily decision-making:** The Master Plan guides the Planning Commission, City Council, and other City bodies in their deliberations. It provides a stable, long-term basis for decisionmaking.
- **Statutory Basis:** The Master Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. Public/Private Coordination: The Master Plan attempts to coordinate public improvements and private developments supported by the Capital Improvements Plan. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
- The Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

The difference between the Master Plan & the Zoning Ordinance

Master Plan

- Is a long-term guiding policy document
- Applies 5-20 years into the future
- Has goals and objectives based on community input.
- Includes analysis and recommendations on economy development, housing, transportation, infrastructure, land use, etc.
- Must be reviewed once every 5 years by State Law
- Is not intended or expected to serve as law

Zoning Ordinance

- Is the law
- Applies now
- Is subject to Federal and State law, and Federal and State case law
- Regulates land use, building size, form, placement, parcel area, width, depth, parking, landscaping, etc.
- Must be based on a Master Plan, per State Law
- Is used to implement the Master Plan

Future Land Use Map

- Is a visual guide for future planning
- Applies now and up to 20 years into the future
- Has future land use categories, which describe what may be considered if zoning changes
- Provides descriptions on types of uses that are appropriate in particular areas and details on desired density, height, design, landscaping, etc.
- Show possibilities, not guaranteed changes
- Changed as a Master Plan Update, which has extensive community input, a recommendation by the Planning Commission, and approval by the City Council.

Zoning Map

- Is the law
- Applies now
- Has zoning districts, which state what land uses, building types can be built now
- Mandates land use, building size, form, placement, parcel area, width, depth, etc. for each zoning district
- Must be followed for all new development
- Can only be changed by a Rezoning or Zoning Map Amendment process, a multi-step approval process that includes a public hearing and recommendation by the Planning Commission, and two readings before the City Council.

What is a Master Plan?

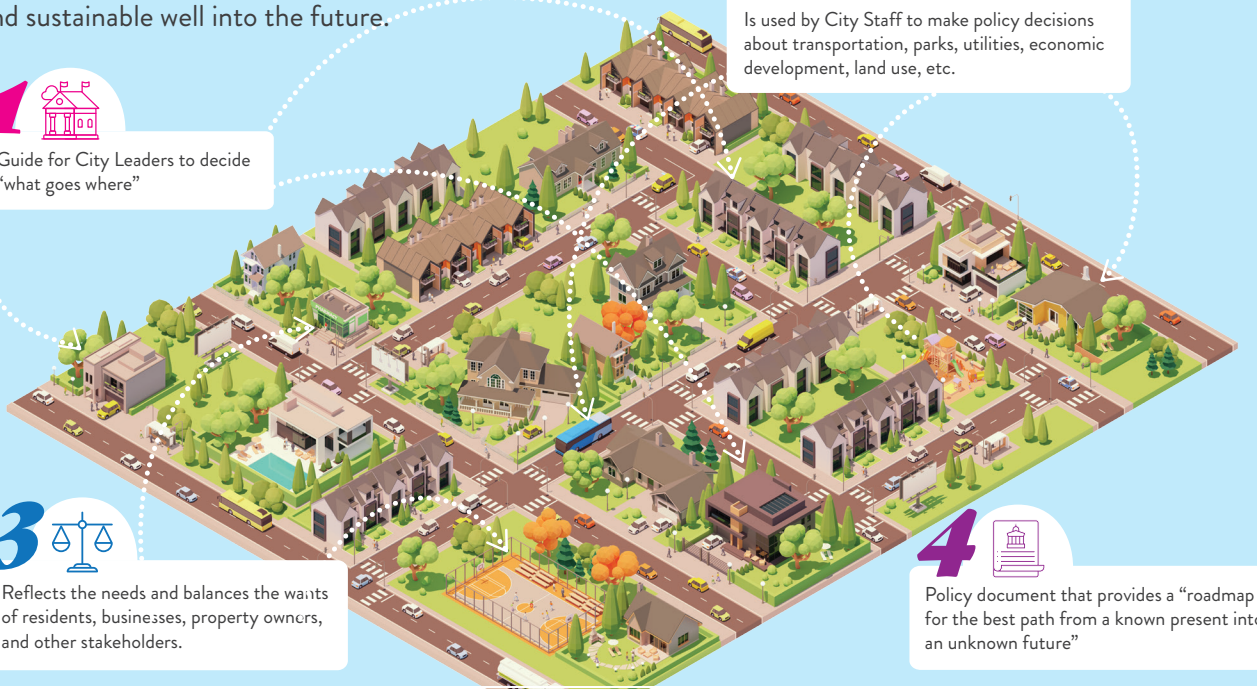
A Master Plan is all of the numbered items working together. Planners need a Master Plan document and city planning principles to create a city that is functional and sustainable well into the future.

What is city planning?

City planning is used in tandum with a Master Plan. Planning helps guide city growth, influence policy decisions, ensure a successful future, and is critical for sustainable growth.

1 Guide for City Leaders to decide "what goes where"

2 Is used by City Staff to make policy decisions about transportation, parks, utilities, economic development, land use, etc.



3 Reflects the needs and balances the wants of residents, businesses, property owners, and other stakeholders.

4 Policy document that provides a "roadmap for the best path from a known present into an unknown future"

The Creation and Care of the Master Plan

The Planning Commission of the City of Troy is the primary agency responsible for the preparation of the Troy Master Plan. Supported by City staff, consultants, and public involvement, it is the role of the Planning Commission to develop and adopt this Plan and encourage its implementation.

In a large, complex community such as Troy, however, the Planning Commission must broaden its planning process to go beyond conventional land use planning and explore a variety of topic areas which play a role in the development, redevelopment and well-being of the community. This Plan was designed from the ground up to relate to a broad range of topics and build momentum for the future of Troy.

Master Plan Leadership

The Master Plan is a document that should and must be embraced by as large a representation of the leadership of the City of Troy as possible. While ultimately the responsibility of the Planning Commission, the Master Plan must inspire consistent decision making throughout the community to live up to its potential. The Plan serves as a basis for the fundamental responsibilities of the Planning Commission, such as review of development proposals and maintenance of the Zoning Ordinance, but also serves a larger purpose to inspire informed, innovative community development. In that spirit, it is also the responsibility of the Planning Commission to advocate for the Master Plan outside of its own reach, to ensure that it is implemented community-wide.

Studies Related to the Master Plan

The concepts introduced in the Master Plan are drawn from many sources, including the previous Master Plan, other planning documents in the City, such as the Big Beaver Corridor Study, the goals of the City Council, and the Ten Tenets of Smart Growth, (see sidebar, next page) explored in depth during this Plan's development. The Big Beaver Corridor Study shall be considered an integrated component of this Master Plan, and is also adopted as part of the Master Plan adoption process.

The Plan was further inspired by the previous efforts of the Troy Futures Group; an organization of motivated "civic entrepreneurs" who collectively developed a document entitled "Vision 2020." Troy Futures consisted of over 150 volunteers who served on seven separate task forces eager to work on important issues such as infrastructure, community image, lifestyles, learning, mobility, the role of Troy in the region, and economics. These areas of study, along with the Ten Tenets of Smart Growth, in part inspired the topic areas covered in this Master Plan.

The Ten Tenets of Smart Growth are those principles adopted by the Smart Growth Network to encourage the idea that growth can improve conditions. These Tenets are:

1. Create a range of housing opportunities and choices.
2. Create walkable communities.
3. Encourage community and stakeholder collaboration in development decisions.
4. Foster distinctive, attractive communities with a strong sense of place.
5. Make development decisions predictable, fair, and cost-effective.
6. Mix land uses.
7. Preserve open space, farmland, natural beauty and critical environmental areas.
8. Provide a variety of transportation options.
9. Strengthen and direct development towards existing communities.
10. Take advantage of compact building design.

www.smartgrowth.org

Organization of the Plan

In order to bring together the wide variety of topic areas relating to community development beyond conventional land use planning, the Troy Master Plan represents a new generation of community planning document. The Plan is more strategic in nature and focuses on a series of subjects, such as transportation, urban design, or housing, and is designed to go beyond a simple basis for decision making. The Plan will also act as a vehicle for the development of new ideas in the City.

In many traditional community plans, the master plan is arranged around the process, and seeks to explain the steps taken to complete the Plan, rather than focus on the subject matter itself. While this conventional approach has worked in the past, it is far more useful to a smaller, less developed community for which land use allocation is still a primary concern. In a community such as Troy, where the City is nearly built out and in which the land use pattern is firmly established, new issues emerge. A more focused and strategic approach is necessary to fully appreciate the character, assets, and potential of the community.

In addition, many conventional master plans are simply impractical to use on a daily basis. A burdensome document with hundreds of pages of background data and exhaustive analysis is difficult to navigate. While this Plan is supported by similar research and analysis, such supporting elements are collected in an appendix and are distributed throughout the document within the topic areas where they are most appropriate. Therefore, when the reader is investigating a topic such as transportation, the salient research and data necessary to substantiate the policies for that topic are found in the most relevant Chapter.

The Plan is also designed to be used as a series of stand-alone documents, where an individual interested in a topic can rely upon the applicable Chapter of the Plan to learn where the City stands and where it desires to go.

In that spirit, the Plan has been arranged around the following topics:

Infrastructure: The Assets and Care of the City

In order to implement most of the measures that will ultimately be recommended by the Master Plan, upgrading and maintaining civil infrastructure must be considered. In that regard, this Chapter will contain the Master Plan's discussion of sewer, water, and stormwater infrastructure. It will describe some of the key needs or opportunities with regard to these utilities and discuss the City's ability to maintain them, while describing and recommending alternative methods of meeting the needs of the City.

Green City: Responsibility to Natural & Energy Resources

This Chapter will provide the City with a forum for establishing itself as a regional and national leader in the responsible treatment of natural resources and energy. The concept of sustainability will appear throughout the Chapter in many areas, from stormwater management to green building technology, to the preservation of natural features.

Specific techniques to preserve the quality of existing natural spaces and features related to development and redevelopment will be discussed. Formal programs such as Low Impact Development (LID) for watershed protection and Leadership in Energy and Environmental Design (LEED) for architecture and site design will be included.

Potential next steps beyond Master Planning will be outlined to provide additional guidance to the City in an effort to allow for the continued growth of green elements in the City while allowing for a balance of new construction and reconstruction.

People: Planning a Communitee for All Ages & Stages

This Chapter will analyze the changing nature of Troy's population and compare local trends to regional and national trends. Topics such as household size and age will be used to make recommendations to improve the utility of the City's housing stock to meet the changing demand for housing types of many varieties. The concepts of affordability and housing an aging population will be covered in detail.

Land Patterns: City Design & Image

The goals and objectives established in the previous Chapters of this Plan will be translated into land use policy within this Chapter. The Future Land Use Map will formalize the input, research, and conclusions of the Plan by establishing clear land use policy. While it is intended to be a fluid document, the Future Land Use Map establishes a continuous basis for land use decision-making through changes in the makeup of elected and appointed boards, and therefore encourages the implementation of the long-term goals and objectives adopted within the Master Plan.

This Chapter will also expand on the Future Land Use Map and discuss visual and design characteristics in the City of Troy. The physical differences which affect the daily function and success of developed areas, especially corridors, will be pointed out in order to more accurately focus on those areas which could benefit from change.

The Chapter will promote smart growth principles related to compact, mixed-use development, and will describe the benefits to Troy in this regard. This Chapter will center on a series of sub-area plans and will highlight the importance and utility of form-based codes.

Special Area Plans

As part of the 2015 Master Plan update, the city undertook a special area study of four areas of the city: Rochester Road, Maple Road, North Troy, and Big Beaver.

While the future land use plan ensures compatible and coordinated growth throughout Troy, key areas of the City will undergo significant change. In those areas where substantial development and redevelopment activity is likely, special area plans provide an illustrative framework to guide development in a way that fosters a sense of place and establishes community identity in key locations.

The plans provide schematic representations of potential development areas at a variety of scales and levels of detail, and may include illustrative configurations for new streets, buildings, parking, open space and circulation as may be appropriate to the area. They are accompanied by descriptive text that explains existing site characteristics, planning challenges, design considerations, and planning goals for each area.

How Will the Plan Be Used?

Day-To-Day

On a daily basis, the City Staff will refer to the Master Plan when conducting the regular business of the City. Whether discussing development options with a potential developer, working on drafting new Zoning Ordinance amendments, or making recommendations to the Planning Commission or City Council, the Master Plan will inform and guide the policies of the City's professionals. In addition, the Plan will serve as a reference for neighborhood groups, the local investment community, and for non-profit community development organizations.

Month-To-Month

On a weekly or monthly basis, the elected and appointed officials of the City will refer to the Master Plan when making decisions about land use development proposals, and in the setting of City policies relating to community development. The improvement of infrastructure, development of regulations and ordinances, and budgeting of the City will all be influenced by the goals and policies established by this Master Plan.

Year-To-Year

It is critical that the Master Plan be annually evaluated to ensure that it still represents the policy direction of the City. The City should audit its effort on a regular basis to reflect on the Plan and recognize the accomplishments it has made towards the execution of the goals and policies of the Plan. Revisions and updates to the Plan should be considered annually to make sure the Plan continues to enjoy widespread support.

Community Participation

The development of a community's master plan must involve not only elected and appointed officials within that community, but also leaders within the community at large. The community participation measures taken throughout the process are essential in establishing public support for the policies within the document, and to ensure that the plan is indicative of the preferences of as broad a representation of the population as possible.

Therefore, during the planning process, the importance of "civic entrepreneurship," such as that displayed by the Troy Vision 2020 group, becomes significant. These and other community leaders have brought their considerable knowledge and experience to the table to ask difficult questions about the future of the City, and to do their part to help the City evolve. The Planning Commission has called on groups such as Troy Vision 2020 to participate in the planning process, as well as other boards, commissions, and agencies throughout City government and beyond.

Civic Entrpreneurs

The phrase "Civic Entrepreneur" was coined in 1997 in the book "Grassroots Leaders for a New Economy—How Civic Entrepreneurs are Building Prosperous Communities" by Collaborative Economics. The main theme of civic entrepreneurship as stated by the authors is that an individual of influence, be it social, economic, political or some combination of these, chooses to volunteer their time and attention for a greater good at a large scale. Often associated with regional initiatives, civic entrepreneurs are known to use their connections and resources to lead opinions and bring visibility to large-scale initiatives. Collaborative Economics state that civic entrepreneurs "...have the personality traits commonly associated with entrepreneurial business leaders. They are risk takers. They are not afraid of failure. They possess courage born of strong conviction. They are people of vision. They are passionate and energetic. They bring out the best in people and know how to encourage them along."

Workshop

An extensive public engagement program was conducted in conjunction with the Master Plan adopted in 2008. A Master Plan workshop which involved a selected participant list of over 150 invitees initiated the public engagement process. Those invited to participate on the workshop process represented a wide cross section of Troy's population, and included residents, business owners, City officials, volunteers, and other participants.

In this workshop, the participants were engaged to employ the "Smart Growth Readiness Assessment Tool," (SGRAT) a new program designed by the Michigan Land Policy Institute at Michigan State University. The tool is designed to help communities learn how to incorporate "Smart Growth" principles into their land use management practices. "Smart Growth" is a term conceived in 1996, when the Environmental Protection Agency lead a group of organizations to form the Smart Growth Network. The Smart Growth Network is a group dedicated to creating new land development practices which "...boost the economy, protect the environment, and enhance community vitality," as stated by the Smart Growth Network.

A comprehensive document including the results of the June 21, 2007 workshop and an analysis of the findings uncovered by the SGRAT can be found in an appendix to this Plan.

The five common traits of civic entrepreneurs according to the authors of "Grassroots Leaders for a New Economy" are that they:

1. See opportunity in the new economy
2. Possess an entrepreneurial personality
3. Provide collaborative leadership
4. Are motivated by broad, enlightgened, long-term interests
5. Work in teams, playing complimentary roles

(Information from "Grassroots Leaders for a New Economy— How Civic Entrepreneurs are Building Prosperous Communities" Collaborative Economics, 1997 and "The civic entrepreneur— a new leadership model is taking root, but not here" Charleston Regional Business Journal 07/30/2001, http://www. charlestonbusiness.com/pub/4_16/news/1875-1.html)

2015 Master Plan Public Engagement

For the current revision of the Master Plan, public engagement was equally extensive but more targeted to specific subject matter. The following summarizes the content of each workshop:

Real Estate Forum

The City of Troy hosted a Real Estate Forum on Tuesday, April 29, 2014 at the Troy Community Center. Over 60 community leaders, business owners, real estate developers, and interested citizens participated in a productive dialogue regarding the future direction of key economic areas of the city, specifically Maple Road, Big Beaver, North Troy, and Rochester Road. Participants were presented with target area snapshots and were asked to identify and describe the assets and challenges of these four areas. Participants also offered strategies for reinforcing assets, re-envisioning challenges, and ultimately attracting new development that is right for the corridor and the community. Participants emphasized the need for collaboration between city departments and community stakeholders, as well as a coordinated vision that is responsive to market demands and focused on quality of life. By building on the unique strengths of each area, activating established nodes and reinforcing new development with pedestrian amenities, transit connections, and a desirable mix of uses those sites that were once viewed as challenges will appear as opportunities for reinvestment.

Key takeways from Real Estate Forum:

- Density is key
- Plan should be market driven and forward thinking
- Transportation and pedestrian improvements are important
- Zoning should align with the Master Plan and offer flexibility to encourage the right development at the right time
- North/South corridors provide important connections between the target areas and adjacent communities
- Residential development should attract and accommodate different ages, lifestyles, and income levels
- New developments should be connected
- Strategic, tactical, and creative placemaking strategies can activate node

Move Across Troy Symposium

The opportunity exists to create a transportation corridor along Big Beaver Road that is not only unique in Michigan, but in the United States – a corridor that not only carries a high volume of vehicles, but is walkable, hosts continuous pedestrian activity, and provides a variety of transportation options. To identify and address transportation and pedestrian options along and across Big Beaver, the City hosted a Symposium with both the general public and key stakeholders. Two sessions were held. The first was a technical meeting with representatives from MDOT, Oakland County, and City of Troy. The purpose of the meeting to discuss specialized solutions to address issues.

The second session was a public meeting to identify potential pedestrian issues and solutions. Over 60 attendees provided comments on targeted elements including I-75 underpass, grade-seperated crossings, intersection crossings, and mid-block crossings. The results informed the Big Beaver Pedestrian Special Area Plan.

High School Forum

In order to gain input from the future leaders, a session way held with twenty high school students (ten each from Troy and Athens High Schools). The students were intended to serve as a cross-section of the high school population. The students were quite impressive and were motivated at their responses.

Attendances were asked to use one word to describe Troy today and one word to describe Troy in 10 years:

Troy Today	Troy in 10 Years
Versatile	Fun
Peaceful	Advanced
Family-oriented	Utopia
Upscale	Safer
Quiet	Educated
Potential	Expanded
Diverse	More Diverse
Well-rounded	Innovative
Residential	Modern
Safe	Creative
Fun	Changing
Busy	Less-Congested
Close	Professional
Engaging	Busy
Boring	Beautiful
Suburbia	Affordable
Opportunity	Home-owner oriented

The students were then asked a series of questions about Troy including what they like best about living in Troy, what they like least, their desire to move back to Troy after school, and Troy's most pressing needs. The full results are located in the appendix. The students enjoy the quality of schools; however most students noted that they do not plan on moving back to Troy in the future. If they did move back to Troy it would be because of family and the quality of the schools. They note that Troy is missing entertainment options, and "cool" housing options, and does not provide walkable or bike-able places. Most students desire to live in a big city after college graduation.

Neighborhood Association Forum

City of Troy hosted a neighborhood forum with Presidents and representatives from the various neighborhood associations. All geographic residential portions of the city were represented.

We started the discussion with asking those in attendance one word to describe Troy today and one word to describe Troy in 10 years:

Troy Today	Troy in 10 Years
Suburban	Advanced
Future	Economic Leader
Random	Attractive
Evolving	Progressive
Bedroom-community	Education
Attractive	Birmingham; More Parking
Youth	Envied
Opportunity	Futuristic
Diverse	The standard
Accommodating	Smart
Modern	Advanced

Participants were asked a series of 15 questions. The full results are located in the appendix. The questions focused on neighborhood issues affecting their neighborhoods including property upkeep and maintenance, transportation improvements, land use transitions and buffers, desired community amenities, and need for housing options.

There were two big takeaways from the neighborhood forum discussion. The first takeaway was that residents like living in Troy and cited a number of reasons including high quality of the public schools, entertainment options, safety, and housing stability. Maintaining a quality school district was cited of critical importance, especially for neighborhood and property value stabilization. The second major takeaway was the biggest issue facing Troy is a lack services within walking distance and lack of non-automobile transportation options.

Boomer & Shaker Forum

The City of Troy hosted a Boomer and Shaker Forum on Monday, August 17, 2015 at the Troy Community Center. The purpose of the forum was to meet with Troy residents to identify issues and determine strategies to ensure Troy assists its aging population and creates an aging friendly place. The intent was to focus on issues facing Troy's boomer and senior population but also address issues that cross-generational lines:

- Housing
- Transportation
- Placemaking
- Walkability
- Safety and Security
- Health Services
- Recreation and Cultural Activities

Over 80 community residents participated in a productive input session to make Troy an aging friendly location.

Most of the participating residents are likely to remain living in Troy as they age. Many noted the high quality of life living in the city. For those that identified that they are likely to leave Troy, the most listed reason was a lack of

housing option and a lack of transportation options. Underserved senior housing options and a need for increased public and dedicated senior transportation options was a common discussion point of the Forum.

The first major takeaway was there is an identified underserved housing type of senior-friendly housing such as smaller, single-family homes, condominiums, or apartments with first floor master bedrooms. Housing affordability was listed as a significant housing limitation. Many remarked that they are on a fixed income and cannot afford a $400,000 house/condo. They noted that affordable, smaller housing options are difficult to find in Troy and the city should push development of those types.

The second major takeaway was the need for improved transportation options, particularly serving seniors. Most attendees noted that because they are able to drive they are able to obtain their daily needs (health services, retail goods, social, recreational, and cultural). However, they are unsure if they will be able to once they are unable to drive.

To improve transportation options, the city should work with SMART to increase bus hours and locations. While Medi-go, a transportation service for Troy disabled residents and those age 60, provides a valuable service, the hours are limited and should be expanded. Medi-go should be complimented with a dedicated transportation system or on-call shuttle service for seniors for daily needs in addition to just medical appointments, like grocery shopping, recreation activities, etc. Lastly, the City should focus on improving the sidewalk system and street crossing at major thoroughfares, and build trails. The results from the community engagement was used to establish the vision, priorities, and policies as set forth in the plan.

2022 Master Plan Public Engagement

For the current revision of the Master Plan, public engagement was equally extensive but more targeted with a focus on updating vision and policy of Neighborhood Nodes.

Survey

An online and paper survey was created to seek resident and stakeholder input. The survey was advertised in emails, social media posts, city website, flyer and hard copies posted at public locations such as the library, city hall, and community center.

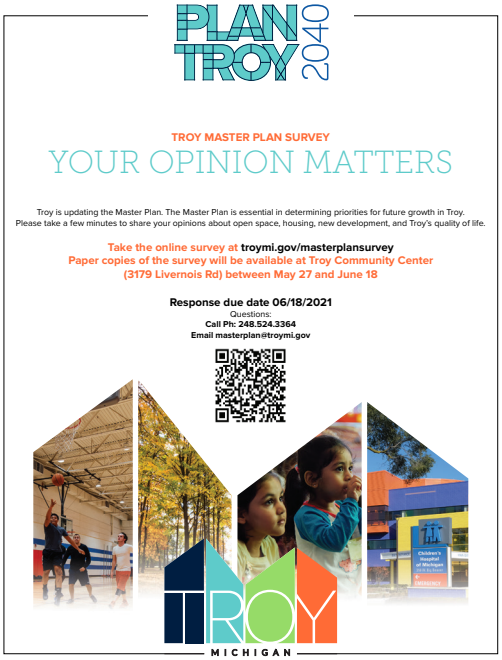
The survey sought input on identified important city topics such as the future of neighborhoods, parks and green space, housing options, and overall quality of life.

Over 1,650 people, responded to the survey conducted in the spring of 2021. Survey results are in the appendix and referred to throughout the Master Plan

Top MP priorities

1 - Need for additioanl parks and open space (overwhelmingly)
2 - Desire to protect existing neighborhoods
3 - Desire to proect natural environment

Survey Flyer >



Neighborhood Nodes Walk & Talk

In October and November, Troy held a series of six (6) walking tours of selected neighborhood nodes. The walking tours was open to all residents and stakeholders. The purpose was to visualy survey the nodes, collect stakeholder input about existing development, and discern a vision for the neighborhood nodes in general.

Major Overall Takeaways

- Each node needs a unique approach. One size does not fit all.
- Where appropriate, limit specific uses specifically townhomes.
- Design matters, especially in terms of size of yards, height, building materials and landscaping
- Onsite mixed use in nodes is appropriate and desired.
- The zoning should allow or incentivize uses that serve the local neighborhood.
- Building placement at roadway and parking behind creates a better built environment but a greater buffer between roadway to building should be provided. Multiple participants expressed safety concerns about parking in the rear yards only, but felt comfortable with parking in side yards.
- Landscaping can soften the built environment.
- One-story is appropriate; however no more than 2 stories even at the corner.
- As much buffering and landscape as possible should be preserved and/or required.

Steering Committee

The Master Plan Node Steering Committee, which consisted of four members of the Planning Commission, meet three times to discuss revisions to the master plan vision of the neighborhood nodes. The Steering Committee when through each node individually to discuss specific strategies.

- First Meeting: Revised node intent statement and an individual review of Nodes A-I.
- Second meeting: Draft revised node intent statement language and an individual 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.

Images from Nodes Walk & Tour

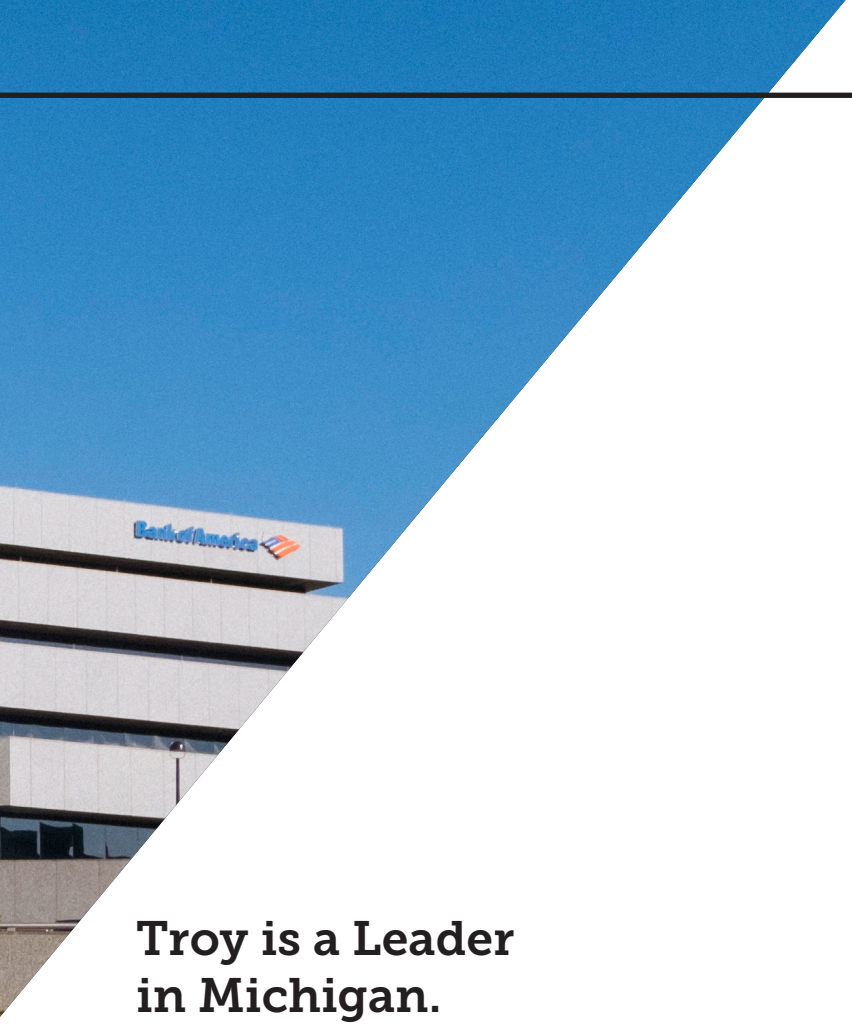
Planning Commission

Four members serving on the Steering Committee and all members of the Planning Commission played an active role it the vision, strategy, and drafting of the 2022 Master Plan amendment. In addition to holding a public hearing and attending various public engagement sessions, the Planning Commission discussed, reviewed, and provided insight into the Master Plan at eight (8) separate meetings. On _____, 2023, the Planning Commission held a public hearing and recommended unanimously to the City Council to adopt the 2022 amendment to the Master Plan.

City Council

The City Council has been actively engaged in the planning process. On March 12, the City Council toured three (3) neighborhood nodes to consider previous Planning Commission and resident input and make their own recommendations. This input was utilized to formulate the Neighborhood Node strategies. On _____2023, the City Council by Resolution, adopted the 2022 Master Plan update.

Troy's Context: From Local to Global



Troy is a Leader in Michigan.

Home to a large number of international corporations, and about 6,000 individual businesses, the City of Troy has a workforce of over 129,000 and a daytime population of over 170,000 people, nearly twice as many people than reside in the City. Given the scale of these estimates, it is clear that Troy possesses a business culture rivaling any in the Midwest. Building on this success, the City has seized upon the opportunity to establish itself as the international gateway to Southeast Michigan for the global business community.

The national manufacturing economy is becoming a "Knowledge Economy." The Knowledge Economy, which will be explored in subsequent Chapters, is essentially a new competitive environment empowered by the availability of information from new sources. This Master Plan includes many topics which relate directly to managing change in Troy to capitalize on this fundamental shift. Troy has a head start in this regard, given its substantial office presence, and its lesser dependence on conventional manufacturing land uses, when compared with other local communities.

Knowledge Economy businesses depend on global communication and 21st century technology to reach out to markets around the world. These types of practices tie communities together in new ways, for new purposes, than ever before. The emergence of such businesses demands a new set of assets for a City to attract the best new companies and workforce. Knowledge-based businesses, for instance, rely on telecommuting and home-based businesses more than ever before. Businesses that conduct much of their business over the internet may have specific building and use needs, which could benefit Troy in that it has a great deal of available light industrial and office complex property.

The integration of communities like Troy into these worldwide markets also creates opportunities for them to expand their horizons and introduce themselves to new, expanding or relocating businesses that may never have been aware of them otherwise. **Competing for these businesses and the workforce necessary to support them will be a major focus of this Master Plan.**

A Global Market

Troy has adopted a strategy to position itself globally, in terms of international business connections and with regard to marketing its assets to attract worldwide investment. Southeast Michigan is a region founded on innovation in industry. Troy is a community within that region with unique attributes which will empower it to serve as a gateway in the 21st century between this important region and the rest of the world.

City of Troy Facts

Population (Census 2020) - **87,294**
Retail Space - **3,728.977 sq. ft.**
Office Space - **17,180,459 sq. ft.**
Manufacturing/Engineering Space - **16,580,836 sq. ft.**
Businesses - **5,590**
Employment - **125,000**
Number of Households - **31,760**
Median Property Value - **$302,000**
Household Income - **$110,909**

www.troymi.gov

The International Population

Troy has embraced international populations and now benefits from a great deal of diversity. Troy has a much higher percentage of foreign-born residents than any community in the area, over 38 percent, or almost three times that over Oakland County on average. Troy's foreign-born population is overwhelmingly southeast Asian, which provides a unique opportunity to link Troy with the fast-growing markets of Asia. The Troy Vision 2020 Wealth Creation Task Force specifically mentioned Troy's Asian population as a asset for worldwide outreach.

By engaging the international population of Troy more actively, and collaborating with people from around the world, Troy will benefit from broad points of view and an international perspective.

Empowering International Investors

This City plays a central role in the establishment of a new business or the redevelopment of an old business. Approvals and permitting for new facility construction, provision of City services, taxing policies, and other elements of City governance are taken into account when a business investigates potential locations or markets. These complex elements become even more intimidating for international businesses, who may be facing hurdles with regard to language or understanding of Federal, State, or local laws and regulations.

With this in mind, the City has formed a strong partnership with Automation Alley, home of the International Business Center.

Troy in the Regional Economy

The use of effective communication is a key ingredient of building and nurturing partnerships or celebrating social, economic and physical diversity. Communication must include all forms of transmission and media. The importance of regional collaboration, a sentiment echoed by Troy Vision 2020, which stresses that Troy is part of a greater region, which must grow together for Troy to meet its full potential. The Regionalism Task Force for Troy Vision 2020 dealt exclusively with developing visions for all of Southeast Michigan, with the goal of contributing to a region with a cooperative spirit, willing to coordinate and consolidate services, and to improve relationships pertaining to water and sewer regional service.

Cities cannot thrive alone. Systems and relationships are needed between the public and private and non-profit environments. Coordination and consolidation efforts between public entities are also critical as resources become more expensive and services more difficult to sustain. Partnerships between the City and these other agencies, as well as partnerships that are regional in scope, have a place for the City of Troy. Through communication and partnering, the City can take an active part in making all of Southeast Michigan a better place to live and work.

Troy will continue to take the lead within Oakland County and Southeast Michigan to arrange networking functions, lead regional discussions, host events and functions, and take responsibility for managing projects relating to regional cooperation.

The City of Troy can advocate for common goals in the region by sharing its findings, plans, and studies with other communities. Given Troy's willingness to develop new and innovative ways to develop solutions and provide a high quality of life for its residents, Troy has developed resources that would be helpful in other area communities. The City can set an example for others to follow, and develop consensus on important issues like the environment and transportation..

Leadership

Becoming a regional leader in the areas of transit, environmental concerns, and civic infrastructure is an important theme of the Master Plan. While the City does have an opportunity to advocate for regional cooperation, it must also establish firm

precedents that will gain it increased credibility in the region to position itself as a leader and authority.

In order to provide the most successful example of a community thriving in the 21st Century economy, Troy must think strategically about focused areas which represent community values and which will differentiate Troy amongst its peers. If Troy is to provide leadership to other Southeast Michigan communities to establish firm partnerships geared toward regional improvement, it must select focused areas that serve the dual purpose of inspiring other communities, and in which Troy can be competitive. The City must find niche markets where it can lead the Midwest and the nation, which build on its strengths. Two areas where the City of Troy can excel, and which are important throughout the region, are preservation of the natural environment, and enhanced transportation.

Transportation

Troy is a complex place that contains diverse neighborhoods, business districts, industrial and educational campuses, and a wide variety of roads, from freeways to neighborhood streets. These ingredients are in place and complement one another to make up the City of Troy. To sustain the positive relationship between land uses and street characters, linking and connecting the City through multiple methods is critical. Linking the City to other communities and to the greater region is just as important.

Advocating for enhanced regional transportation is an important step in Troy's goal to become a regional leader. The development of the Troy Transit Center in 2014 brought Troy to the forefront of Southeast Michigan in providing an example of coordinated planning for new transportation options in Michigan.

Mobility, which is presented in a comprehensive Chapter later in this Master Plan, will be a crucial area for the City moving forward with regional cooperation and enhancement. Connecting the employment centers of Troy with a wide variety of housing markets in the area, including those in other nearby communities, and regional shopping, entertainment, and educational facilities is an important strategy for bringing Southeast Michigan together. Shared access to a successful multi-modal transportation framework will be a major step in providing access between communities for all residents, to allow people to experience other regional communities in new ways.

Regional Collaboration

The City of Troy, in collaboration with public and private-sector partners, is focused on helping businesses grow. The City of Troy has formed a strong alliance with key stakeholders including Automation Alley, Walsh College, Troy Chamber of Commerce, Oakland County's Economic Development Office and the Michigan Economic Development Corporation to provide targeted business assistance. Troy's economic development staff assists local companies by identifying specific business needs and providing the information, infrastructure and connectivity necessary to address those needs. By leveraging Troy's unique community assets, partnerships and available tools to promote business growth, the City is creating an environment for investment.

One of the key regional assets that the City makes use of is Automation Alley. There is no better example of regional collaboration than Automation Alley with the bulk of its members located in Oakland, Macomb, Wayne and Washtenaw Counties and membership growing in Livingston, Genesee, Ingham and St. Clair Counties.

Sustainable Development

An area where the City can accomplish a variety of objectives is the adoption of a strong philosophy toward sustainable development. Continuing to incorporate sustainable development standards into City policies will encourage environmentally, socially, and economically responsible development and enhance the preservation of the City and region's assets. This philosophy will also demonstrate to the greater Southeast Michigan Community that Troy is leading the effort to promote sustainability.

This important topic is being addressed in many Michigan communities, providing Troy with another opportunity to promote regional cooperation.

Another positive benefit that a City-wide philosophy encouraging sustainable development would be the creation of a new global reputation for environmental stewardship, under which the City could market itself to eco-conscious businesses throughout the world. The Master Plan will describe many techniques for enhancing the City's natural features in Chapter 7.

By demonstrating and marketing the City's commitment to sustainability, and specifically eco-friendliness, a new niche to attract green energy and other environmentally concerned businesses would emerge. Troy can become the model of an environmentally friendly community envisioned by the Image and Feel Task Force of Vision 2020, while enhancing its attraction to the Creative Class and welcoming Knowledge Economy businesses operating with a renewed interest in environmental protection.

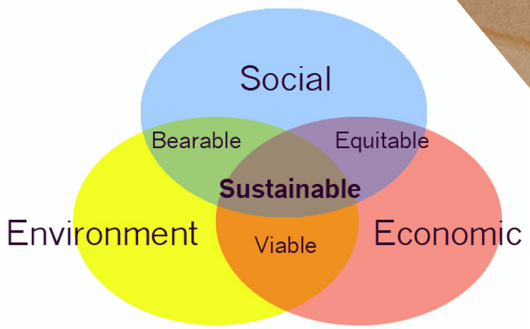


FIGURE 2.3: Sustainable Development
Graphic by Carlisle/Wortman, Content from Johann Dréo

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."Sustainable development essentially means improving quality of life without increasing the use of natural resources to the point of exhaustion or compromising economic or social well-being.

Sustainability covers many areas, including the environment, economics and social responsibility. In terms of the Master Plan, sustainable development may be the most important concept to be familiar with. Environmentally friendly building design and a reduced dependence on the automobile, for instance, are elements that contribute to a philosophy of sustainable development. A simple, common definition for sustainable development was originally presented in the report "Our Common Future."

Information from http://www.epa.gov/sustainability/, World Commission on Environment and Development (WCED). Our common future. Oxford: Oxford University Press, 1987 p. 43 and http://www.sdgateway.net/introsd/definitions.htm

Troy Transit Center

Located on a three-acre parcel of land behind the Midtown Square at Coolidge Highway and Maple Road in Troy, the Troy Transit Center serves as a central hub for train, taxi, rental car, or bus service. Opened in 2014, the project replaced the train in Birmingham with the new facility, located in the City of Troy.

www.michigan.gov/mdot

A Place to Learn & Play: The Quality of Life in Troy

Quality of life is what makes a community thrive. Elements like schools, parks, and cultural amenities contribute to the quality of life, but must be complemented by innovative development and supporting infrastructure. A dedication to learning, healthy citizens, and strong institutions will help create a community which attracts a workforce of educated and talented members of young generations. Excellence in these areas will enhance Troy beyond expectations, and therefore this Chapter provides a foundation for all other areas of this Master Plan.

People have a choice of where to live, and every community has its own unique elements to attract residents. What makes Troy a special community where people aspire to live and work? Troy Vision 2020 explored this issue in depth. Beyond strong employment, attractive and affordable housing, and efficient access to goods and services, people seek communities with the amenities that will enhance their lives.

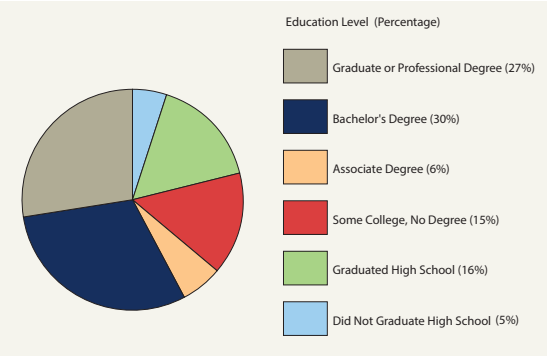


FIGURE 3:1 EDUCATIONAL ACHIEVEMENT OF RESIDENTS OVER 25 YEARS OF AGE
U.S. Census

Troy has invested greatly in its parks and cultural amenities and must continue to do so to grow as a community and differentiate itself from other Southeast Michigan cities and townships. Troy must embrace innovative development styles which capitalize on economic and social diversity, and cultural, educational, and recreational amenities. In that spirit, this Chapter will focus on the enhancement of quality of life issues to secure Troy's status as a global city.

A Philosophy of Learning

A critical theme to emerge from the Troy Vision 2020 was the concept of "Lifetime Learning." In order to become a competitive community in the Knowledge Economy and a community renowned for its attention to the enhancement of its citizens' changing educational needs, the City must adopt a new philosophy. This philosophy includes, but goes beyond, conventional formal education and introduces the idea that all aspects of community life must consider and promote the continued enhancement of Troy's citizens. The way in which learning is regarded in the City of Troy will continue to support and impact the future enrichment of the community in this area.

As indicated in the results of the 2020 American Community Survey, over 83 percent of Troy's residents have some college education. Sixty-three percent of residents have bachelors and graduate/professional degrees. Only 4 percent of residents did not graduate high school.

The Troy Vision 2020 Lifetime Learning Task Force developed ideas to ensure that "Troy will be globally recognized as a community that provides its citizens with the opportunity to achieve social enrichment and personal growth via lifetime learning." The Troy Vision 2020 Report indicates that the Lifetime Learning Task Force was asked to examine "access to personal, professional, and organizational intellectual stimulus and growth" within the Troy community. The Executive Summary from this Chapter of the Report states that the Task Force created a vision statement and goals for learning in Troy:

"Our vision is for Troy to be globally recognized as a community that places a high value on lifetime

learning for its citizens. A collective community effort is required for this effort to be successful. The vision can be achieved by taking action on five broad goals:"

1. Coordinate the efforts of our learning institutions — establish a new City of Troy committee focused on lifetime learning, with the responsibility for strategic coordination of Troy's learning resources. This will strengthen the connection between the needs of the community and Troy's lifetime learning assets.
2. Improve communication about the learning opportunities that are available in the Troy community — establish and maintain a "Learning Clearinghouse" and make it the primary resource for information about lifetime learning resources within the Troy community. This will increase the awareness of lifetime learning opportunities; establish a focal point for this information and make efficient use of the resources of the Troy Public Library.
3. Utilize the expertise and knowledge of Troy citizens — maintain and expand programs (ex. Sights & Sounds, APT to Succeed) that encourage the shared personal knowledge and discourse among different cultural, professional, public and private organizations. This benefit will strengthen the sense of community in Troy.
4. Invest in world-class lifetime learning services and facilities — build a bigger and better library. Now. The Troy Public Library is extremely popular and far too small. Additional parking and program space are desperately needed.
5. Provide opportunity, encouragement and recognition for the highest levels of academic achievement – actively pursue regional and national academic competitions (ex. Math Olympiad) and host them in Troy. Publicly celebrate academic achievement more often than once a year. This will enhance Troy's reputation as a center of high-quality K-16 education.

These formal goals must be supported by other measures which enhance Troy's culture of learning. To attract the Creative Class, Troy must continue to evolve into a regional leader for innovation. Troy Vision 2020 accurately observes that Southeast Michigan has historically been an "incubator" for innovative ideas, within the industrial sector especially. Troy has an opportunity to rekindle this reputation.

The development of formal City programs and facilities, like the "Learning Clearinghouse" introduced by Troy Vision 2020, and the further improvement or replacement of the Troy Library represent active steps the City can take to establish a basis for lifetime learning. Continuing education, higher education, job training, career counseling, and a renewed cooperation with local public and private schools, colleges and universities are measures Troy should take to build momentum for a culture of learning.

The enhancement of educational opportunities throughout all phases of community life will allow people from a wider variety of economic

High Quality Schools

The Troy School District operates an Early Childhood Center, twelve elementary schools, four middle, and three high schools within the City. In addition to the schools, the Troy School District has other properties in the City, including Niles Continuing Education Building, the Administration Building, bus garage, and several vacant properties. The Troy School District encompasses most of the City, but small segments along its perimeter are served by six other school districts. Three of these school districts, Birmingham School District, Warren Consolidated Schools, and Avondale Schools, have elementary schools in Troy.

Troy is also home to universities and colleges. Campuses or facilities of Central Michigan University, Michigan State University, ITT Technical Institute, the International Academy of Design and Technology, Walsh College, Spring Arbor College and the University of Phoenix can all be found within Troy.

and age groups to enjoy a quality of life already enjoyed by the most educated residents of Troy. Increased job opportunities and better income, as well as a more visible and meaningful role in community life can in this way be made available to anyone in the City. Complemented by the strong reputation of Troy schools, the regional image of Troy as a community dedicated to lifelong enhancement and engagement will continue to grow.

The Integral Role of Educational & Cultural Institutions

Schools, parks, vibrant downtowns, natural features, and many other land uses which factor into a community's quality of life consequently play a large role in the physical development of the community. The location of schools, for instance, has a profound effect on residential housing values. In fact, central civic uses like schools have always driven the success of whole communities, especially colleges and universities, which can greatly influence community development.

School Location

With this in mind, the City must closely monitor the demographics to prepare for the changing nature of schools. Given that schools, from elementary through college, are such a critical component of how cities develop, the continued presence of existing facilities and the placement of future facilities must be anticipated by the City through close communication with local public and private school leaders, and university and college officials.

This Master Plan can suggest physical planning and land use policies which support and improve the educational framework in the City by enhancing access and vitality of those areas where educational centers are located. Given the correlation between a good neighborhood school and its effect on nearby property values, the City must ensure that these institutions remain relevant and successful.

In order to secure continued enrollment in neighborhood schools, the City must permit residential densities within their districts which support and are compatible with their student capacity. Furthermore, the City can integrate safe, walkable school access into new mixed-use development in instances where such development is nearby existing or proposed neighborhood schools. As the demand for new or different schools arises, the City must partner with local school leaders to encourage the establishment of schools within mixed-use areas, rather than automobile-dependent locations, to promote interaction between classrooms and the greater community.

A City of Villages

Troy does not have a conventional "city center" or downtown. The vibrant core of many successful communities known for their ability to attract the creative class is often cited as a primary determinant of that community's image. Respondents to the Master Plan survey felt strongly that while Troy may not be able to have a single focused center, it must create activity nodes throughout the City, capitalizing on the diversity of Troy for shopping and entertainment experiences.

Safe Routes to School

Michigan's Safe Routes to School program is managed by the Michigan Department of Transportation (MDOT), with support from the Governor's Council on Physical Fitness, Health and Sports. A State coalition and steering committee provide leadership for all aspects of the program. The Federal Safe Routes to School program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), (P.L. 109-59) of August 10, 2005 (www.saferoutesmichigan.org) The purposes of the Safe Routes to School program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age;

For the period from 2005 to 2009, at total of 612 million dollars has been set aside for this program across the United States. In this period, Michigan will receive a total over five years of 19.26 million dollars, based on its share of national enrollment in grades K-8.

This type of response was preceded by Troy Vision 2020, which introduced the concept of "Villaging" in Troy. The idea of "Villaging" could be described as a means of staging complementary development in a focused manner intended to create vibrant "nodes" of activity which have an identifiable character. Similar to smaller towns, these areas would be compact, would have a clear edge, would generally be supported by a common theme, and would incorporate dense, mixed-use development. Such "Villages" should incorporate common community elements, be designed to encourage active living, and should have uses which support a successful business foundation.

The Big Beaver Corridor Study supports the concept of focused development areas. The area described by the Study as the "Troy City Center" is intended to be the "ultimate people place," an area which would build off of its most successful commercial and office tenants, such as Somerset Collection, to foster a mixed-use, vibrant area with significant year-round activity. The Study aspires for the Troy City Center to become the "heart" of Troy, where urban residents can live, work and play in a single area. The predominant building uses prescribed by the Study in the City Center are large mixed-use buildings with retail at grade and office and residential uses on upper floors.

Cultural Spaces

The Big Beaver Study also includes an area labeled "The Promenade" designed for restaurants and entertainment uses in close proximity to hotels and business meeting places. The Promenade would also serve as a large local draw, and could include a gathering public space for enjoyment for residents, visitors, workers, etc. Within Troy's focus areas, the City has an opportunity to leverage physical development to casually introduce cultural life to the City.

How can a City "casually" introduce cultural life? What should a Master Plan, a document focused on land use and physical planning, have to do with cultural life? While it may not be the direction of this document to introduce techniques for programming cultural activities, it can establish a direction for the provision of space for such activities to occur, either formally or informally. A city must have central, unprogrammed open spaces in close proximity to its homes and businesses to encourage a flourishing cultural atmosphere.

While many communities are home to traditional brick-and-mortar cultural facilities, such as theaters and art museums, those communities renowned for cultural atmosphere are so recognized for the things that take place in public spaces. Art in the park, street performers, summer theater programs, and many other forms of cultural expression are common in cities that allow for such activity by providing central, unprogrammed open space. Thousands of European cities have supported central parks or small unprogrammed open spaces for centuries.

The introduction of small, intimate public open spaces in select areas could be a positive step in encouraging a thriving cultural atmosphere in Troy. Those efforts outside of the Master Plan, such as the introduction of formal cultural facilities, are critical for the enhancement of Troy, but they must not be left to stand alone if Troy wishes to achieve the regional reputation expressed by Troy Vision 2020. To be successful, these spaces must have some of these traits:

- Little or no programming; that is, the space cannot be dominated by formal gardens or active recreation, such as baseball fields.
- The space must be located directly adjacent to vibrant, mixed-use development with both residential and commercial concerns nearby, to draw people throughout the day.
- The spaces must be walkable and accessible for pedestrians.
- The space must be located in a central area. Large unprogrammed spaces are located in many European cities at the intersection of major roads. In a community like Troy, they could be best located very near a major corridor, such as Big Beaver, but surrounded by a mixed-use development.
- The space should be intimate, that is, surrounded on several sides by buildings, to provide a feeling of enclosure and protection from the elements.

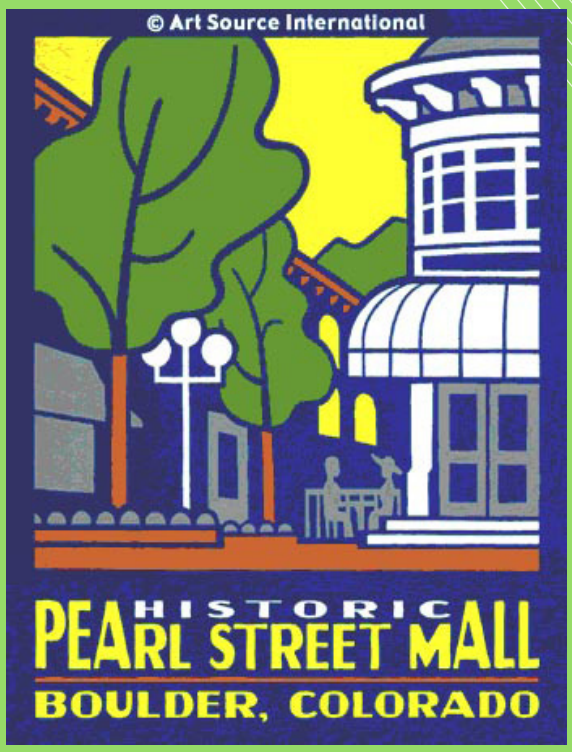
The creation of common areas for social interaction is a theme that threads throughout the Big Beaver Corridor Study. Along Big Beaver, the Study described potential "Experiential Moments," like a walk along the boulevard, interaction within a large public plaza enhanced by public art, and experiencing pocket parks throughout the community. The Study specifically calls for mixed-use development that makes Big Beaver a round-the-clock "people place," which attracts cultural and entertainment uses to the Corridor.

The central philosophy of the Big Beaver Corridor Study is that social interaction, and therefore quality of life, can be improved by the careful design of new elements and select redevelopment within the Big Beaver Corridor. The provision of public greens for example, is described in the Pedestrian Circulation and Greenspace Plan as focal points amid denser development to help draw people to these focus areas; a strategy for implementing the casual introduction of cultural life in Troy.

Quality of Life, the Knowledge Economy, and the Creative Class

In order to attract a premium workforce and support the long-term health of the City, Troy must recognize that the working world is changing. Many of the most valuable members of the new

"...the casual introduction of cultural life is part of the historic mission of cities."
-Jane Jacobs , Death and Life of Great American Cities



A good example in the United States of unprogrammed open space is Boulder, Colorado's Pearl Street Mall. Pearl Street Mall is a section of blocks in the center of Boulder which were closed off to automobile traffic, and finished with seating areas, landscaping, and most of all, large areas of open, unprogrammed space. These areas have become popular for political and artistic expression in the summer months. Given their strategic location and limited space, they provide a series of intimate outdoor "rooms" that enhance the surrounding businesses.

Pearl Street Mall in Boulder, Colorado. Photo by Mark Ruckman

workforce come from the Creative Class. The term was coined by the sociologist Richard Florida, who describes the Creative Class as an emerging class of working professional from a younger generation. The Creative Class is a demographic of worker with more education and a greater focus on high-tech or intellectual fields, rather than the previous generations, which were primarily based on agriculture and industry.

The Knowledge Economy, put very simply, is a competitive economy centered on knowledge-based industries which require high-tech facilities and which are empowered by the availability of information from new sources around the world. Knowledge-based businesses are less likely to manufacture a product as they are to conceive or design one.

In light of the struggling manufacturing economy of Michigan, the State has initiated programs to help communities more fully understand what they can do to attract the workforce and the employers functioning in these new areas. Troy Vision 2020 explored this concept and developed specific ideas about what Troy can do to become a leader in the cultivation of the Creative Class in Southeast Michigan.

Today, employers are no longer tied to railroads, rivers, highways, or resources to succeed. Knowledge-based businesses, especially, rely totally on the availability of a good workforce comprised of the most talented and creative individuals available. Quite commonly, emerging knowledge-based businesses will succeed in college towns or other communities reputed for an educated workforce and a high quality of life. This is a critical notion; the idea that communities with a high quality of life attract the potential workers who attract the businesses that need them.

What attracts the valuable workforce for knowledge-based businesses? In addition to diverse, vibrant mixed-use areas, which will be explored in depth in subsequent chapters of this Master Plan, these individuals seek communities that embody the lifetime learning philosophy and the availability of amenities that enhance

their lives, like quality parks and recreation programs, cultural amenities, and a diverse and welcoming community.

Parks & Recreation

Similar to schools and downtown areas, parks have the potential to transform a neighborhood. Recreational development in Troy is guided by the Parks and Recreation Plan, which is developed under criteria established by the Michigan Department of Natural Resources (MDNR). The current Parks and Recreation Plan was developed with strong public input and contains a series of goals and objectives relating to recreation improvements.

The City must be diligent in executing the Parks and Recreation Plan, which calls for many improvements to the City's existing parks and recreation inventory, and provides a basis for the introduction of new facilities. Successful parks, with good access and a focus on active lifestyles will be a strong asset in the competition for a globally recognized workforce.

Much of the public input suggests that people consider trails and pathways to be more than simple recreational amenities, and genuinely consider them valid transportation corridors for access to the important places and institutions discussed in this Section. Furthermore, they drive property values and can be seen as an amenity for real estate development.

The development of a trail system in Troy is the City's number one recreational priority based on the results of the public input. There is a wide range of benefits associated with the establishment of a trail system:

- Health and physical fitness
- Increases property values
- Promotes community enrichment/character
- Provides connectivity to neighboring communities
- Improve landscape aesthetics
- Recreation for diverse users
- Income for Michigan's tourism related business
- Linkages for a statewide network of trails
- Safe non-motorized transportation routes
- Conservation of green space and wildlife habitat

Top 10 Reasons Parks Are Important:

1. Public parks provide the opportunity to be physically active. Physical activity is an essential part of an individual's efforts to stay healthy, fight obesity and prevent chronic conditions that lead to coronary disease, high blood pressure and diabetes.
2. Parks have true economic benefits. Proximity to a park improves property value. Parks provide increased local and regional revenue from heritage tourism, steady jobs, and numerous small business benefits.
3. Parks provide vital green space in a fast-developing American landscape, and keep our living environment healthy.
4. Parks preserve critical wildlife habitat while providing enjoyment and educational opportunities for children and families.
5. Parks provide a meeting place where community members can develop social ties, and where healthy behavior is modeled and admired.
6. Leisure activities in parks improve moods, reduce stress and enhance a sense of wellness.
7. Recreational programs provide organized, structured, enjoyable activities for all ages. Quality recreational programs facilitate safety, good sportsmanship and community participation.
8. Community recreation services provide a refuge of safety for at-risk youth and give valuable life lessons to help steer young people to success.
9. Therapeutic recreation is an outlet that individuals with disabilities have to be physically active, socially engaged and cognitively stimulated.
10. Public parks embody the American tradition of preserving public lands for the benefit and use of all.

Summarized from the original by Richard J. Dolesh, Monica Hobbs Vinluan and Michael Phillips

- Environmental quality education opportunities
- Transportation alternative
- Connect with existing and proposed bicycle lanes

In 2018, the City implemented Troy's first linear park or trail facility, the Troy Trail was a project decades in the making. The 1.3-mile asphalt trail runs from the Troy Town Center, through P. Terry & Barbara Knight Park, past Wattles Road (where a pedestrian safety island has been installed), and finishes at Troy Historic Village. The hope is that this trail will spur further pathway development with connections to surrounding regional and national trail systems.

Cultural Amenities

Cultural institutions, like museums and theaters, must be complemented by a wider appreciation of the importance of cultural life in the community. As noted earlier in this Chapter, perhaps the most critical thing Troy can do to enhance the cultural life of the City is to provide the venue for cultural life to emerge in small parks and unprogrammed open spaces.

The Task Force most closely examining the issue of cultural facilities or events was the Vision 2020 Lifestyles Task Force. This group explored a number of concepts selected to help Troy continue to grow into a truly diverse, unique, global community. The Lifestyles Task Force established a direct call for the improvement and encouragement of existing and new cultural facilities in its "Preferred Future 5" which states that "In 2020, Troy is a 'Gotta Have Art' type of place, with opportunities to celebrate and experience all of the fine arts. This preferred future describes potential public spaces to experience art, and suggests music in the park events, theater, a symphony, art galleries, and public art as areas of focus.

Another important area where the City can be active in introducing cultural amenities is the encouragement of diverse, mixed-use development. One of the many positive attributes of mixed-use development, which will be explored throughout this Master Plan, is the creation of new areas for social interaction. Rather than isolate homes from entertainment and dining venues, and separate places of

work from places of play, mixed-use development is uniquely capable of creating energetic, memorable places where a person can experience new points of view, witness personal expression, and enjoy a variety of activities with other people. While this can be said for many types of communities, those places where mixed-use development occurs are more likely to succeed.

Public Art

The importance of public art can not be overstated. Many of the great communities of the world are identified by their public works of art. Public art makes a statement that the community supports the arts, and contributes greatly to the creation of unique, memorable urban places. The City of Troy can support public art by encouraging private development to include public art, by reserving public funds for art projects, and by pursuing grants for public art initiatives. As part of the development review process, the City has been incorporating public art in private development.

The City of Troy offers a wide range of recreational facilities and programming to its residents. Troy has six community parks, ten neighborhood parks, and one dog park covering over 400 acres of land. All parks are open daily from sunrise to sunset. The City also owns and maintains a number of special use facilities, including the following:

- Jeanne M. Stine Community Park
- Troy Community Center
- Two (2) 18-hole golf courses
- Lloyd A. Stage Nature Center
- Troy Farm
- Troy Family Aquatic Center and Recreation Center
- Daisy Knight Dog Park
- Troy Trail
- Troy Historic Village and Museum
- Troy Skate Park

A comprehensive study of each facility can be found in the Troy Parks and Recreation Plan at https://rec.troymi.gov/parksfacilities/parks/index.php

Troy is home to several notable formal cultural amenities, and is in a region famous for its cultural diversity. Some amenities in the City of Troy itself include:

- The Troy Museum and Historic Village, which is intended to encourage hands-on learning, especially on topics relating to Troy's heritage. The Museum is also responsible for the preservation of cultural heritage through physical structures, collection of artifacts, and archival materials. The Museum is located in the former Troy Township and City Hall.
- The Lloyd A. Stage Nature Center is a 100 acre sanctuary with a wide range of programs, including school programs.
- The Troy Public Library is a popular, award winning facility which provides free wireless internet service. The Troy Public Library is #1in Michigan among libraries serving populations of 50,000 or greater per Hennen's American Public Library Rating Index.
- The Ridgedale Playhouse is home to the Ridgedale Players, one of the oldest community theaters in Michigan. The Players are in their 75th season.

A Place of Prosperity: The Economy of Troy

Troy is in a unique position among Southeast Michigan communities. The assets of Troy lend themselves to a rapid transition from the manufacturing economy to the knowledge economy. The high quality of life, availability of prime office and light industrial real estate, and an emerging regional commitment to building a new foundation for global economic leadership make Troy a competitive choice for 21st century businesses. County-wide programs that focus on Mobility and Defense such as the Oakland County Emerging Sectors program and regional organizations like Automation Alley provide the resources for a community like Troy to emerge as a national leader in business growth.

This Chapter will expand on the concepts alluded to in Chapter 2, will discuss sustainability in business, and will describe the needs of new businesses in the changing economy. It is these changing needs that Troy can focus on, coupled with the quality of life elements described in Chapter 3, to become an economically stronger and more sustainable place to live and work.

A Hub For Emplyment

With a large number of employees and robust economic activity, it is not surprising that Troy is home to nearly 170,000 jobs. Of the people who work in Troy only 14% actually reside in Troy.

The major industry of employment are knowledge-based services, which will continue to grow at a much higher rate than any other source of employment. Currently, 35% of the workforce is employed in a knowledge-based industry. The next two highest sources of employment are retail trade and private education and health care.

Sustainable Business

A critical theme in Troy Vision 2020 was the concept of sustainability. As noted in Chapter 2, sustainability involves social responsibility, environmental stewardship, and economic vitality. These three elements contribute to one another. A commitment to sustainability makes good business sense in that companies can realize a reduction in operating costs, energy consumption, and win over customers with reduced prices and a good image by becoming a good neighbor. In other words, the first two elements of sustainability, social and environmental responsibility, can contribute to the third component, economic vitality.

The City can promote sustainability in a variety of ways. Leading by example by managing and governing itself using sustainable practices is a start, but the City can also promote sustainable development amongst its businesses, residents, and visitors. It is critical that the City of Troy encourage sustainable development practices to enhance the quality of life for this generation and future generations. Furthermore, the City can secure a positive financial future while protecting the natural environment by supporting sustainable business practices.

There are many measures the City can take with regard to sustainability, perhaps most notably those measures directly relating to environmental protection. Alternative fuel city-owned vehicles, innovative stormwater management, recycling programs and many other programs allow communities to lead by example. Many of these techniques will be described in Chapter 7.

Troy's Economic Development Plan will focus in on "Best Practices" which include Business Retention, Expansion and Attraction. Business Retention is the cornerstone of Troy's plan. Working to retain our existing business base by calling on advance manufactures, engineering, financial and mobility firms will ensure that Troy continues to lead Oakland County with Knowledge base businesses.

There are expansion projects that evolve from our Business Retention program because these are national and International firms that reside in Troy. These firms compete against other divisions Nationally and International for new product lines. Troy will focus on assisting these firms with their business cases in order to win that new business that will create additional jobs and investment in Troy which help pay for the great city services like fire and police that we provide to our residents.

Business Attraction is a key element for the continued growth of Troy's business community. Promoting Troy as a destination for mobility firms defined as electric/hybrid/autonomous fits the profile of Troy's firms. Business travel nationally and internationally is a component of business attraction. A Troy representative or representatives when appropriate will travel alone or with the Detroit RegionalPartnership/Michigan Economic Development Corporation to market why Troy is a great location for a new business.

Troy can assist in areas such as business development, market analysis, logistics, Geographic Information Systems (GIS), finance, human resources development, talent recruitment, supported employment, site selection, utility issues, building permits and inspections, planning, zoning and other areas. By leveraging Troy's unique community assets, partnerships and available tools to promote business growth, the City is creating an environment for investment.

The advantage the City of Troy enjoys in this regard is that developers seek Troy as a desirable place to live and work with a broad portfolio of assets. This puts the community in a position to offer benefits to those who choose to develope sustainable projects which include mixed-use, innovative stormwater management, green buildings, and excellent architecture in exchange for increased density or other benefits. In other words, the City can become the carrot rather than the stick.

Sustainable Business is a non-traditional strategy that strives to maximize efficiency and effectiveness while restoring environmental quality, building social equity and increasing long-term profitability. Since the industrial revolution, industry has intensified environmental degradation by exploiting natural resources and releasing unfathomable quantities of hazardous pollutants into the biosphere. On the other hand, business has spent billions of dollars to comply with governmental regulations aimed at minimizing contamination by prescribing the amount of toxic substances that can enter the air, water and landfills. An adversarial relationship has developed between business people and environmentalists, each seeing the other as a main source of the world's problems.

Emerging just under two decades ago, a movement began within the business sector to change the way companies operate. People began to recognize that environmental degradation and commerce do not have to go hand in hand. Some of the changes have included:

- The reduction and, in some cases, elimination of hazardous materials from industrial processes
- Equitable treatment of employees, which in turn increases productivity and worker retention
- Operating as a responsible member of the community

The same business practices that improve social and environmental capital have been shown to also improve long-term profitability. When implemented, sustainable business practices provide an avenue to achieve mutual benefits in the natural world, the community, and the economy.

Aquinas College Center for Sustainability www.ceneterforsustainability.org

The Changing Economic Environment

Shopping, working, communicating, and socializing are all aspects of our daily lives that have been impacted by the advent of the internet. While industrial properties have traditionally been located near railroads or waterways, new technology-based clean industries are locating nearly anywhere. In many cases, the prime determination a company must make is where does it want to locate, rather than where must it locate. Chapter 3 detailed the quality of life characteristics of successful communities in the knowledge economy, and recommended courses of action to raise the City's profile in this regard. This section will address three core areas of the local business environment and describe ways in which the City can preserve and enhance its position in these areas:

- retail and service
- office and information technology
- research and research technology

Retail and Services

The past 20 years have seen a revolution in the way people buy goods and secure services. The emergence of the internet has forever changed the way companies do business around the world. Small shops and family owned businesses can reach customers around the world, while giant corporations can maximize economics of scale and improve the position immeasurably. In this way the internet can be both a blessing and curse for retail. Those businesses that have embraced the internet to promote and sell their goods and services have an advantage over all but the strongest brick and mortar stores. Convenience and selection have become greater than ever.

There are a number of immediate advantages that traditional retail establishments have over e-commerce businesses. First, web-based businesses do not allow for consumers to see products in person or to speak face-to-face with salespeople who can assist the buyer in determining needs and preferences. Convenience is also a factor in many consumers' choice to purchase goods in person. Selecting an item in person and taking it home immediately requires a trip to the store, but usually does not involve a wait or additional costs associated with shipping.

Perhaps one of the more critical elements of retail success is the act of shopping as a social activity. Troy has an advantage in that it has a critical mass of large-scale retail developments, such as Somerset Collection and Oakland Mall,

Michigan's Premier Address for Business, Retail and Commerce

Troy is a prime location for businesses like yours. Troy's business environment is progressive and diverse with a solid mix of major corporations and small local businesses. Troy is an internationally recognized business center in a variety of sectors including Technology, Research & Development, Engineering, Advanced Manufacturing, Financial Services, and Health Care.

Grow Your Business Here

The City of Troy, in collaboration with our public and private sector partners, is focused on helping your business grow. Troy's economic development staff assists our local companies by identifying specific business needs and providing the information, infrastructure, and connectivity necessary to address those needs.

By leveraging Troy's unique community assets, partnerships and available tools to promote business growth, the City is creating an environment for investment.

https://www.troymi.gov/WorkHere/LocateYourBusinessHere

and has the opportunity along Big Beaver Road and other corridors to encourage retail in mixed-use developments with integrated residential units, open spaces, and other uses. The emerging trend of walkable, mixed-use areas enhances traditional retail establishments in that it counts on retail uses as anchors for neighborhood development. Book stores, coffee shops, shopping centers, and other retail and restaurant uses allow for social interaction and contribute to the City's quality of life.

B2B and B2C

It would be unwise to not consider the impact of e-commerce on the traditional retail community. E-commerce sales in the United States 2021 accounted for over 14 percent of total retail sales, up from about 7 percent in 2015.[1] Troy serves as a retail hub for the region, and must be prepared to support brick and mortar retail establishments in order to help them remain viable moving forward. Given the central role the primary retail areas in Troy have within the City, it is critical that the continued success of these areas is taken into consideration.

It is important for the City to understand and consider that there are two types of retail or service businesses, business to business (B2B) and business to consumer (B2C). B2C businesses are those conventional retail establishments offering goods and services directly to consumers. Comparison shopping, convenience shopping, and restaurant and service uses fall in this category.

Given Troy's considerable office, commercial, and industrial presence, the City should devote significant marketing and promotional efforts specifically towards B2B uses to make up for any real decline of conventional B2C uses due to e-commerce or other factors. While conventional retail and service remain strong in Troy for many of the reasons outline above, there is no guarantee that this trend will continue indefinitely. In many cases, B2B companies are not the first to come to mind when planning for commercial uses. Given that these uses are not always open to the public, often require warehousing, and rarely market themselves directly to the public, they are not as readily understood.

1: United States Census Bureau

B2B—Business-To-Business

A transaction that occurs between two companies, as opposed to a transaction involving a consumer. The term may also describe a company that provides goods or services for another company.

B2C—Business-To-Consumer

A transaction that occurs between a company and a consumer, as opposed to a transaction between companies. The term may also describe a company that provides goods or services for consumers.

www.investorwords.com

B2B businesses have embraced the internet as well, and where brick-and-mortar B2C businesses are still relevant for both practical and social reasons, B2B businesses cater to a market concerned only with convenience, quality, cost, service, and availability. B2B businesses, in other words, may have an even easier time transitioning to an e-commerce platform than conventional retail.

The City should investigate the needs of B2B businesses in the information age. The availability of office space in Troy can provide easy entry for a B2B business, while the available high-quality industrial properties in Troy's strategic location allows for B2B businesses to develop warehousing and shipping centers nearby. The presence of a significant business community in Troy and throughout Southeast Michigan provides an immediate market for B2B businesses.

Office and Information Technology

The Wealth Creation Task Force for Troy Vision 2020 suggests that Troy must become a link to international business. The City has a head start in that many of its largest office tenants are international corporations based in countries

around the world. Troy has 14 million square feet of office space, providing facilities in every imaginable shape, size, and form with any package of amenities a potential tenant may require. The Big Beaver Corridor is home to over 100 businesses and the headquarters for companies like Kelly Services, Kojaian Companies, Bank of America, Behr, National City Bank, Altair Engineering, and Kirco.[2]

What are information technology and other knowledge economy businesses looking for when seeking new office space? Assuming that many new information-based businesses can be very selective in their location, given that they are no longer tied to availability of materials or railroads, etc., when a business has chosen Troy based on other factors, what is a company looking for in a specific facility? If Troy is able to attract new office and high-tech businesses, it must then address the second part of the equation and ensure that the City's office spaces are qualified for the businesses it attracts.

Infrastructure for advanced technology offices and businesses includes fiber optics, wireless communication, multiple carriers, power redundancy and other components. Troy must ensure that new office spaces have this essential technology infrastructure. When new buildings are developed incorporating new technology standards, they enjoy lower vacancy rates and increased lease income based on higher rents.[3]

The City should consider encouraging physical components to ensure that new or redeveloped office spaces are more conducive to knowledge economy businesses. These elements will contribute to the economic sustainability of the structure, and when complemented by green building design will ensure that new or redeveloped structures are competitive and viable for generations to come. These elements could include:

- Elevated Ceiling Heights
- High Floor Load Capacity
- Power Redundancy Components
- Telecommunications Space
- Raised Flooring
- Flexible Connectivity
- Advanced Fire Protection Systems

2: Real Estate Knowledge Center

3: Troy Chamber of Commerce: http://www.troychamber.com/gli/whytroy.htm#office

- Closed Circuit Security Television Monitoring
- Tenant Controlled HVAC
- Flexible Work Stations

Given a choice between a conventional office space and one having many or all of the features described above, with all other factors being equal, the facility with these upgrades will be far more competitive. The City can explore incentives and regulations which enhance the City's stock of existing office space with an even more technologically advanced stock of desirable spaces. In this way, the City can ensure that those businesses attracted to Troy by the quality of life and other factors will find a physical space which allows them to excel in their sector and provide an optimal environment to attract the highest quality workforce.

Research and Research Technology

Troy has a tradition of innovation in research and research technology in a variety of sectors. Troy's top employers include automotive industrial giants such as GM, Volkswagen, Chrysler, Ford, Nissan, Delphi, Behr, Magna, Valeo, Lear, Porsche, and Arvin-Meritor. Other top employers include medical entities such as Beaumont, Quest Diagnostics, Trinity Health, Henry Ford, Oakwood, St. John's, and Wayne State Physician's Group.Other technological leaders include IBM, Fanuc Robotics, and ECD Ovonics, a developer of alternative energy products like photovoltaic shingles to capture

solar energy and fuel cells under development for alternative automotive power. It is a mix of companies like these, and especially companies in a growing field such as green energy like ECD Ovonics, for which the City of Troy must compete moving forward.

Oakland County strategy includes:

- Attracting high-tech businesses from around the world to Oakland County.
- Facilitating new collaborations between existing Oakland County businesses and outside companies looking to expand into North America.
- Assisting Oakland County companies as they identify and promote new applications for their existing technologies in domestic and international markets.
- Linking research and development projects at local universities with proven entrepreneurs to accelerate participation in the global marketplace.
- Aggressively identifying and increasing local sources of venture and growth capital for emerging sector companies.
- Continuing to attract and develop a highly-skilled workforce.[4]

One of the primary initiatives the City of Troy has undertaken with regard to targeting technology businesses is the establishment of the Smart Zone. The Big Beaver Corridor Study envisions the Smart Zone as an area in which high-technology uses at the cutting edge of innovation are cultivated. The Study calls this location a "paragon of innovation" and prescribes a combination of "signature" light industrial, research and development, and office uses.

As noted previously, Troy is also part of Automation Alley, and is home to the Automation Alley headquarters and Technical Center. Automation Alley is actually a broader multi-community Great Lakes Interchange Smart Zone, with a focus on business and technology in the advanced automotive, information technology and defense sectors.[5]

The Land Use Balance

A balanced tax base is an essential element of effective community governance. A balanced tax base ensures that residential taxes can be kept at reasonable levels without having to sacrifice quality of services.

The City has a reputation of strong, diversified tax base. However, as with many Michigan communities, there are challenges. The community's taxable value was $5.0 billion for fiscal 2020. This compares to $4.8 billion for fiscal 2019 values and indicates a recovery from the significant declines incurred from the 2008 great recession.

In the 2020-2021 fiscal year, the City issued 2,689 (valued at $220M) building and construction permits. Troy includes two Fortune 500 company headquarters and 5 North American headquarters.

Despite the challenges faced by the great recession, Troy's diversified business community, strong residential market and conservative financial management perpetuates a stable economy through regional and national market fluctuations. A wide range of industries in the business community, well maintained neighborhoods, excellent schools, and continued investment into roads and infrastructure all contribute to Troy's resilience.

Mixed-Use and Tax Base

One of the many advantages of mixed-use development is its ability to help offset residential development's impact on the tax base by integrating it with commercial development. That is, while new residential development alone would help tilt the land use balance towards residential overall, therefore requiring that residential pay a larger portion of the overall tax obligation, incorporating commercial, office, or even light industrial development can offset that obligation. Depending on the scale, nature, and location of the mixed use project, the non-residential component could be calculated to directly offset any increased burden created by adding the new residential uses. Employed consistently, mixed-use development could ensure that the tax base balance is maintained as new residential units are developed in Troy.

4. Troy Chamber of Commerce: http://www.troychamber.com/gli/whytroy.htm#office
5. Real Estate Knowledge Center

Automation Alley

Automation Alley is a "regionally-focused technology organization" intended to bring local business, educational institutions, and local units of government together in order to coordinate and promote technology-based businesses in Southeast Michigan.

The organization's members are located in Genesee County, Livingston County, Macomb County, Monroe County, Oakland County, St. Clair County, Washtenaw County, Wayne County and the City of Detroit. The mission of the organization is to "...act as a catalyst to enhance the image of Southeast Michigan to help members grow their businesses."

Automation Alley provides products and services to its members to stimulate and highlight technological excellence and economic diversity. Ultimately, Automation Alley aims to help industry, government and academia attract, develop and retain the skilled workforce required to be competitive in the new knowledge-based economy.

Automation Alley assists its members through three specific programs:

- International Business Center: the Automation Alley International Business Center helps small and medium size companies become export ready, organizes trade missions and conducts international business attraction services.
- Technology Center: the Automation Alley Technology Center leverages businesses, educators and government to help entrepreneurs bring new technologies to market quicker and more efficiently.
- GLIMA Network: GLIMA, Automation Alley's association for technology professionals, provides significant learning opportunities for individuals within Michigan's technology community.

www.automationalley.com

Troy as a Hub for the Regional Economy

In many ways, Troy is a primary center of urban Oakland County. Over 100,000 people come into Troy every day for work, and thousands more City residents also work in the City. Troy's workforce is approximately 130,000 people, yet only about fourteen (14%) percent of those workers actually reside in the City.

Troy is an educational hub, with its strong tradition of higher education and exemplary school systems. Troy is also a financial center in Southeast Michigan, as it is home to a large number of international banking and financial institutions. Troy is also home to regionally acclaimed retail and entertainment, and is a central location for shopping in Southeast Michigan. The City must capitalize on these facts and adopt the philosophies contained in Chapter 3 in order to encourage more of its daytime workforce to consider Troy the best place to live.

The DDA as a Center for the Regional Hub

The Downtown Development Authority Area is highly visible when compared to the rest of Troy and when compared to the surrounding area. While Troy may not have a traditional, small-scale downtown, its DDA is a regional center of activity. Within Troy's Downtown Development Authority boundary, there is approximately 1.1 billion dollars of building market value. The parcels within the DDA comprise only 3 percent of those in the City as a whole, and 1.6 percent of the acreage, but account for about 36 percent of the overall community building market value.

The City of Troy can capitalize on this role by allowing the evolution of the DDA to include increased residential uses and other mixed uses as envisioned in the Big Beaver Corridor Study.

The Study is a forward-thinking blueprint to the continued development of the Corridor, and includes a series of recommendations that will

help Troy capture more of the dollars spent by the over 100,000 commuters who enter and leave Troy everyday. Mixed-use projects with integrated residences will allow more people to live and work in Troy. The inclusion of more such properties will open Troy up as a popular place for young professionals who seek new residential styles in close proximity to their places of employment. Often, these individuals have money to spend at Troy retail businesses, and can contribute to the dynamic and vibrant community Troy desires to be.

Oakland County

- Oakland County is Michigan's employment hub with nearly 690,000 workers employed here
- More than 260,000 workers commute into Oakland County everyday
- The county has seen the addition of more than 97,000 jobs since the low-point of the recent recession in the first quarter of 2010
- Oakland County is forecast to add another 49,032 jobs through 2017
- Oakland County has a diverse economy with the top three employment sectors being Professional and Business Services (26%); Trade, Transportation, and Utilities (18%), and Private Education and Health Services (16%)
- The county's unemployment rate has dropped to 4.9% since hitting a high of 15.0% in July 2009; the rate is forecast to drop even further, to 4.3%, by 2017
- With a per capita income of $57,035, Oakland County has the highest per capita income in the state and the 12th highest nationally among all counties with at least a million residents
- Oakland County is home to more than 1,000 firms from 39 foreign countries
- With nearly $54 billion in goods exported from the area, the Metro Detroit region ranks 4th nationally for total exports

Sources: U.S. BLS, U.S. Census Bureau, U.S. ITA, Oakland County Economic Outlook

The City in Motion: Local and Regional Mobility

Mobility is changing as rapidly as the economy.

Companies are more mobile than ever, telecommuting is rising as a popular way to work, and e-commerce is taking a share of the conventional retail market, all of which have a dramatic effect on transportation needs. Fuel prices have changed the way consumers choose their homes or even plan their daily errands. Non-motorized transportation is becoming a viable option in many communities, especially when integrated with other forms of transportation to create a true multi-modal system. In that spirit, this Chapter will analyze the existing transportation network within the City of Troy and explore new ways the City can think about transportation.

Previous work by the Vision 2020 Task Force established a series of five preferred futures in the City. These five visions address the need for safer transportation, more transportation options for all age groups, and the desire for a regionally prominent non-motorized transportation network. Vision 2020 also acknowledged the emergence of virtual pathways and their importance as communication supplants transportation in many applications. The final vision of the Mobility Task Force was that Troy will become a "green" city where a series of actions contribute to make Troy an environmentally sustainable place within which to travel.

Stakeholder input also reveals that strong support exists for many of the concepts envisioned by Troy Futures, and specifically for the enhancement of non-motorized transportation options in the form of pathways or bike lanes.

Troy's Existing Transportation Infrastructure

This Section will detail the existing conditions of the transportation infrastructure in Troy and also describe City programs and entities charged with maintaining and developing that infrastructure.

Existing Conditions: Roadways

The primary method of transportation as it stands today in Troy is the private automobile. The City has a comprehensive roadway network, described in the following subsection.

Streets and Roads

The surface street network in the City of Troy is developed and maintained jointly by the City of Troy and the Road Commission for Oakland County (RCOC). Table 5.1, on the following page, demonstrates the major roadway jurisdictions in Troy, from north to south, then west to east.

The complete road network consists of 364 miles of roads, when all local and County roads are included. The City also maintains over 500 miles of sidewalks in Troy.[1]

1: www.troymi.gov

Table 5.1: Roadway Jurisdiction

Source: City of Troy Traffic Engineering

Roadway	Jurisdiction
Interstate 75	State of Michigan
South Blvd.	Road Commission of Oakland County
Square Lake Rd.	City of Troy
Long Lake Rd.	Road Commission of Oakland County
Wattles Rd.	City of Troy
Big Beaver Rd.	Road Commission of Oakland County
Maple Rd.	City of Troy and Road Commission of Oakland County
14 Mile Rd.	Road Commission of Oakland County
Adams Rd.	Road Commission of Oakland County
Cooldige Highway	City of Troy
Crooks Rd.	Road Commission of Oakland County
Livernois Rd.	City of Troy and Road Commission of Oakland County
Rochester Rd.	City of Troy
Stephenson Highway	City of Troy
John R. Rd.	Road Commission of Oakland County
Dequindre Rd.	Road Commission of Oakland County

Roadway Improvement Program

The City has a sophisticated Roadway Improvement Program which forecasts maintenance and enhancement needs for the City's streets. This program identifies timetables, projected costs and scheduling, and assists the City in obtaining transportation dollars and grant funding for road projects.[2]

2: City of Troy Traffic Engineering Department

Functional Classification

The National Functional Classification (NFC) System is a planning and identification tool used by most transportation agencies. The classifications are used to group streets and highways into classes according to the character of traffic service they are designed for.

Principal Arterials

These roadways are at the top of the classification hierarchy. The primary function of such roadways is to carry relatively long distance, through-travel movements. Examples include interstates and other freeways as well as state routes between larger cities.

Minor Arterials

Minor arterials include roads connecting intra-urban land uses. These roads tend to accommodate slightly shorter trips than principal arterials.

Major Collectors

Major collectors provide access and mobility within residential, commercial, or industrial use and connect local roads to arterials. Major collectors generally carry more traffic than minor collectors.

Minor Collectors

Minor collectors also provide access amongst varying land uses, but generally have less traffic than Major Collectors.

Local Roads

Local Roads provide access to individual properties and typically have moderate to low speeds. The improvement of local roads typically rates the lowest priority. Most residential streets in Troy are classified as local roads, and are often located in subdivisions.

FAST-TRAC

The City of Troy is a participant in the Road Commission for Oakland County FAST-TRAC (Faster And Safer Travel Through Routing and Advanced Controls) program. The system is a computerized real-time traffic signal timing program employing hardware and software to monitor and adjust traffic signalization in order to constantly optimize signals based on current traffic demands at times when traffic demand exceeds roadway capacity. The City of Troy has participated in the program since 1992, and has grown its reach within the City from 28 signals to over 300 signals.[3]

Traffic Committee

The City of Troy has a Traffic Committee which consists of seven members appointed to three-year terms. The Committee includes the Police Chief, Fire Chief and Traffic Engineer as ex-officio members. The Traffic Committee advises the City Manager and City Council with regard to traffic regulations and safety considerations.

Existing Conditions: Highway Access

The City of Troy is bisected by Interstate 75. The Interstate has access to the City at 14 Mile Road, Rochester Road, Big Beaver Road, Crooks Road, and Adams Road. Interstate 75 is over 1775 miles long and extends from southern Florida to Northern Michigan, and provides regional access to the City of Detroit, Canada, Northern Oakland County and beyond.

Existing Conditions: Air Travel

The Oakland/Troy Airport is owned and managed by Oakland County and provides executive airport service for private, corporate and charter air travel. The Oakland/Troy Airport is located at 2672 Industrial Row and is also used for limited air freight service. Aircraft maintenance and fuel are also available.

The Oakland County International Airport is located in Waterford and is the nation's 6th busiest general aviation airport. Originally known as Pontiac Municipal Airport, it provides corporate and general aviation service to Oakland County and Metro Detroit, and also provides a more advanced ground support network including major repair and full contract maintenance, fueling, catering and charter services.

The majority of commercial air passengers in Troy utilize the Detroit Wayne County Metropolitan Airport in Romulus, Michigan. The Airport is owned and operated by Wayne County, and is managed by The Wayne County Airport Authority. Detroit Wayne County Metropolitan Airport has undergone significant enhancement in recent years, including the construction of a new terminal and runway.

Existing Conditions: Transit

The City of Troy is served by the SMART (Suburban Mobility Authority for Regional Transportation) System. SMART is Southeast Michigan's bus system, which provides fixed route service over 54 routes and also provides a variety of curb-to-curb services including Dial-A-Ride and flexible routes, to access otherwise inaccessible locations.

SMART's primary routes within the City of Troy provide access to Big Beaver Road between Coolidge Road and Livernois Road, all across the City's south boundary, and north to Auburn Hills via Coolidge Road, Long Lake Road, and Interstate 75.

The SMART system extends throughout Oakland, Wayne, and Macomb Counties, and provides regional service to and from major employment centers in Southeast Michigan, including the City of Detroit. SMART also provides a wide variety of special, charter, private, and remote access services.

Transit Center

As mentioned in Chapter 2, the City developed the Troy Transit Center to provide a central, multi-modal hub primarily for rail and bus service. The Troy Transit Facility will serve the region by strengthening the existing transit options in the area through a centralized facility that will allow users to access intercity rail service, regional bus routes and other modes such as air and taxi services. A bridge over the railway line will provide a barrier-free non-motorized link between the regional bus terminal in Troy with the rail platform in Birmingham. This facility is included as a hub in the Detroit Regional Mass Transit plan (DRMT) and

3: Road Commission of Oakland County

will serve included as a hub in the Detroit Regional Mass Transit plan (DRMT) and will serve as a catalyst for coordinated regional and mass transit in Southeastern Michigan.

The Future of Mobility in Troy

Mobility needs are continuing to evolve. As mentioned in the opening paragraph of this Chapter, many significant factors are changing the way Americans address transportation. This section will introduce new measures intended to ensure that all people in Troy, regardless of age, remain mobile, that the attributes of the City and region are accessible, and that the transportation infrastructure of Troy contributes to a positive quality of life in the City.

Thoroughfare Plan

The City of Troy Thoroughfare Plan (see map, next page) is incorporated as a part of this Master Plan. The Thoroughfare Plan enables the City to better direct resources for roadway improvement by basing its decisions on the planned right-of-way and other enhancements provided on the Plan. The Thoroughfare Plan also enables the coordination of efforts between various levels of government responsible for the building and improving of roads.

Access Management

Access management is the development of a program intended to ensure that the major arterials, intersections and freeway systems serving a community or region will operate safely and efficiently while adequately meeting the access needs of the abutting land uses along the roadway. Implementing access management techniques can help increase roadway capacity, manage congestion and reduce crashes. In the case of businesses, there are also less obvious benefits such as a reduction in maintenance and other costs by utilizing shared driveways or eliminating entrance and exit points. Increased road frontage and improved aesthetics are also a result of eliminating driveways.[4]

The Big Beaver Corridor Study included an analysis of access management concerns within the Big Beaver Corridor. The Study concludes that while there are many positive attributes with regard to access management in this critical area, there is room for improvement in the future. Specifically, poor spacing between driveways, frequency of driveways, and driveways too close to certain intersections are areas where access issues have a significant effect on traffic management in the Corridor.

Successful access management practices in the Big Beaver Corridor that were noted by the Study include the area surrounding Somerset Collection, where limited, protected driveway “throats” provide access to consolidated areas. This design results in fewer overall driveways and reduces potential conflict between internal circulation and the entering traffic from Big Beaver Road. The Study also identifies several areas throughout the Corridor where consolidated driveways to Big Beaver Road or to other major north-south roads are used to provide access to multiple sites via collector streets or internal shared driveways.

Complete Streets

The MICHIGAN COMPLETE STREETS legislation was signed into law in 2010 through two public acts, Public Act 134 and Public Act 135. The Michigan Planning Act was also amended to require the consideration of complete streets in the Master Plan. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle.” It gives new responsibilities to local government and county and state transportation agencies to address transportation needs of all legal users (including pedestrians and bicyclists) in their community Master Plans.

Communities with Complete Streets policies help to ensure that roadways are designed to accomodate all users, not just motorists. Facilities that make a street “complete” depend on existing conditions and the intended users. It’s never a “one-size-fits-all” scenario. Examples include curb ramps, audible or tactile signals for blind pedestrians, longer crossing times, smooth sidewalks and bike lanes that are free of obstacles.

4: Federal Highway Administration

SMART — Suburban Mobility Authority for Regional Transportation

SMART is Southeast Michigan's bus system. SMART provides fixed route service over 41 routes and also provides a variety of curb-to-curb service including Dial-A-Ride and flexible routes, to access otherwise inaccessible locations.

SMART bus routes provide access to more than 67,000 businesses and 850,000 jobs. Over 9 million people including seniors, students and professionals use SMART to travel to work, school, doctor's offices and shopping centers annually

SMART serves nearly all of Wayne and Oakland Counties, and also serves all of Macomb County.

www.smartbus.org

Thoroughfare Plan

Date: May 27, 2008

Provided By: Carlisle/Wortman Assoc., Inc.
Community Planners & Landscape Architects

The Road Commission for Oakland County (RCOC) developed Complete Streets guidelines for use when designing future road improvements and considering the transportation needs of all legal users. The guidelines evaluate issues such as liability, funding, maintenance, connectivity, local involvement, environmental concerns and specific user needs.

To that end, the City will need to address the following key principles in all planning related to Complete Streets:

1. Consider all legal users - vehicles, bicycles and pedestrians of all ages and abilities - in the discussion of its transportation system.
2. Encompass all modes of transportation.
3. Ensure that the improvements identified in the Plan are appropriate to the context of the community.
4. Identify the means of cooperating with the Road Commission or MDOT when implementing transportation elements of the plan.

Non-Motorized Transportation Plans

The City of Troy has initiated a significant City-lead effort to construct and improve trails and pathways in the City. As evidenced by the overwhelming support for trails received during the Parks and Recreation Master Plan process, the Master Plan Survey, and within Troy Vision 2020, the community has expressed a great deal of interest in alternative transportation.

With that in mind, the City of Troy created the Troy Trails and Pathways Committee, a group charged with developing a world-class trails system in Troy. The Committee was allocated funding for assistance in developing strategies for trails and pathways. The City intends to fund the Parks and Recreation Department for Committee activities in each budget year for the foreseeable future.

The Trails and Pathways Committee determined that there are three main purposes for the development of trails in Troy:

- Interconnectivity between retail, restaurants, public facilities, and other trails
- Recreation
- Improved walkability and an opportunity for non-motorized transportation

In the summer of 2007, the Trails and Pathways Committee developed a series of long term and short term goals. Some of the predominant themes in the long term goals are:

- Provision of scenic trails throughout the City
- Overall safety, security, and sustained funding
- The inclusion of bike lanes, trails and pathways into road construction projects
- The development of bicycle and pedestrian friendly destinations throughout Troy
- The incorporation of trails and pathway systems into private developments
- The development of community education programs about trails and alternative transportation

As noted in Chapter 3, the responses collected from the Parks and Recreation Plan Survey and the input of the SGRAT suggest that people consider trails and pathways to be more than simple recreational amenities, and genuinely consider them valid transportation options that drive property values up and can be seen as an amenity for real estate development.

The Transit Center and Transit-Oriented Development

A central theme of the Master Plan includes the establishment of activity nodes with a connected sense of place, centered on a range of different concepts or themes. These areas would be compact, walkable, and would provide a mix of uses to contribute to an atmosphere of vitality and diversity. The “Villages” throughout the City would each have a unique character and would allow visitors or residents to have access to services, entertainment, and even employment within walking distance, with access to the other nodes, the rest of the City, and areas around the region available by transit.

The “Villaging” concept can be achieved by following the principles of Transit Oriented Development, or TOD. The TOD principles are centered on the basic idea that mixed-use,

Access Management

Basic design principles:

1. Provide a specialized road system; design roadways according to the function they are intended to provide.
2. Limit direct access to major roadways; preserve the traffic function of higher volume roads serving regional thru traffic.
3. Promote intersection hierarchy; transition from one classification of roadway to another.
4. Locate signals to favor through movements; proper placement of signals allows for better coordination of signals, continuous movement of traffic at the desired speed and reduces delays.
5. Preserve the functional areas of intersections and interchanges; the area where motorists respond to the intersection or interchange, decelerate, accelerate, or complete turns.
6. Limit the number of conflict points; collisions and mistakes occur when the driving environment is complex.
7. Separate conflict areas; traffic conflicts can also be reduced by separating conflict areas.
8. Remove turning vehicles from through traffic lanes; when turning vehicles are removed from through traffic lanes, better traffic flow and is maintained, capacity is preserved and safety is improved.
9. Use non-traversable medians to manage left-turn movements; the majority of access-related crashes involve left turns.
10. Provide a supporting street system and circulation system; interconnected street and circulation systems better support alternative forms of transportation.

TRB Access Management Manual, 2003

walkable, compact development surrounding transit stations contributes to the health of the community and helps support the transit itself. The non-profit group Reconnecting America, an organization dedicated to encouraging TOD development, states that a TOD is more than development near transit, it is also development that achieves the following:

- It increases "location efficiency" so people can walk, bike, and take transit
- It boosts overall transit ridership and minimizes the impacts of traffic
- It provides a rich mix of housing, jobs, shopping, and recreation
- It provides a value to the public and private sectors, and for both new and existing residents
- It creates a sense of community and sense of place[5]

In order for TOD to work, there are a number of coordinated efforts that must succeed. First, the City must demonstrate commitment to the provision of transit. The City of Troy has already expressed its support of transit, and the regional SMART system shows that the region is interested in expanding and enhancing its transit capabilities. The Transit Center project constitutes a strong local commitment to the provision of efficient, equitable, and world-class transit options for Troy residents.

A successful TOD strategy must also have the support and leadership of elected officials and investors. This is ultimately expressed by the adoption of policies that coordinate development with transit corridors and facilities. Strategies can be incentive-based or regulatory and could include the development of station area plans, the adoption of higher density, mixed use zoning, the development of design guidelines for station areas, strong public investment policies, and incentives like the sharing of infrastructure development costs, providing for brownfield remediation, or streamlining the development process for TOD projects.[6]

5: Reconnecting America, "Why Transit Oriented Development and Why Now?"
6: http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tod.html

Complete Streets

Complete Streets provide a number of benefits including, but not limited to:

- Improved safety for all users, including pedestrians, bicyclists, transit riders and drivers;
- Improved human health by encouraging walking and bicycling;
- Decreased car traffic, reducing dependence on gasoline and petroleum products, and improved air quality;
- More transportation options; and
- Fosters livable communities and improved quality of life.

Virtual Pathways

New advances in telecommunications could have dramatic impacts on transportation in the future, but the actual effects are still uncertain. In particular, the advent of telecommuting will allow a great number of people to work remotely, usually out of their homes or satellite offices. This kind of arrangement was not possible before high speed internet and other technological breakthroughs.

According to data scientists at Ladders, Inc., remote opportunities increased from under 4% of all high paying jobs before the pandemic to about 9% at the end of 2020, and to more than 15% by the end of 2021. They further project that 25% of all jobs in North America will be remote by the end of 2022, and remote opportunities will continue to increase through 2023.[7]

On its face, telecommuting would appear to relieve traffic congestion by taking more drivers off the streets and reducing the number of trips per day. However, in the long term, telecommuting could have the same effect that the emergence of knowledge based businesses has had in that workers will no longer be required to locate near their employers. While many employers locate strategically to secure a solid workforce, there are also firms which exist virtually online. That is, employees work all over the country and contribute via the internet.

Given this phenomenon, communities like Troy may have to rely even more heavily on the quality of life elements of the City to retain residents even if industry and professional offices succeed in the community. In fact, on a regional scale, telecommuting could result in a greater demand for more remote development and could ultimately contribute to urban sprawl. Without the requirement of proximity to an employer, employees can live wherever they wish.

Impacts of Telecommuting

The Research and Innovative Technology Administration of the Bureau of Transportation Statistics, a department within the United States Department of Transportation, identified a number of key issues with regard to the impact of telecommuting on transportation demand. They include, but are not limited to, the following:

- The actual amount and impact of telecommuting in any particular region will depend strongly on the local transportation environment and travel demand measures.
- The congestion and air quality improvements potentially attainable through telecommuting could be substantially diminished if telecommuters removed from the highways are replaced by the emergence of latent travel demand.
- Telecommuting could stimulate urban sprawl and have other adverse impacts on land use and public transportation.
- Factors which will impact the rate of growth of telecommuting include uncertainty of benefits for employers and the considerable time and effort inherently required to bring about major changes in work styles and ways of doing business.

The City must continue to consider the potential needs of telecommuters in order to combat the potential flight of knowledge economy workers in the City.[8]

7: Source: theladders.com: "Research: Remote Work Now Accounts for Nearly 15% of All High Paying Jobs"
8: Transportation Implications of Telecommuting, Bureau of Transportation Statistics

Transit-oriented development (TOD)

TOD is compact, walkable development centered around transit stations, generally including a mix of uses, such as housing, shopping, employment, and recreational facilities. TOD is designed with transit and pedestrians as high priorities, making it possible for visitors and residents to move around without complete dependence on a car.

Components of TOD include:

- Walkable design with pedestrian as the highest priority
- Train station as prominent feature of town center
- A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses
- High density, high-quality development within 10-minute walk circle surrounding train station
- Collector support transit systems including trolleys, streetcars, light rail, and buses, etc
- Designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems
- Reduced and managed parking inside 10-minute walk circle around town center / train station

Massachusetts Bay Transportation Authority, http://www.mbta.com/projects_underway/tod.asp and http://www.transitorienteddevelopment.org/index.html

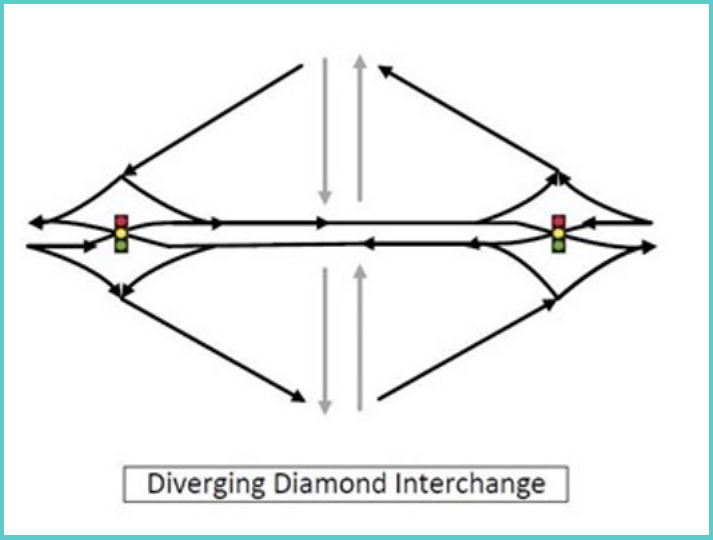
What is a Diverging Diamond Interchange (DDI)?

The Michigan Department of Transportation (MDOT) began construction of the I-75 Modernization Project in 2016. The Project featured a wide range of improvements including widening I-75 and introducing the first High Occupancy Vehicle (HOV) lanes in Michigan, plus replacing numerous bridges and interchanges in Oakland County. Road construction activity in Troy was completed in 2021.

Diverging Diamond Interchanges (DDI's) were constructed in Troy as part of the I-75 Modernization Project. DDI's are currently located along I-75 at Big Beaver (opened in spring 2021) and 14 Mile (opened in fall 2021) in Troy. Both interchanges were constructed as part of the I-75 road widening project completed by MDOT.

A Diverging Diamond Interchange is:

- An innovative interchange design that improves safety and mobility.
- Similar to a conventional diamond interchange, which is the most common in the United States, where the exit/entrance ramps make a diamond shape between the freeway and surface street. Right-hand turns are handled the same at both a DDI and a diamond interchange.
- Different in how it handles left turns, since:
- The intersections with the freeway ramps smoothly move traffic on the surface street from the right side of the roadway to the left side of the roadway as the road crosses the freeway.
- Traffic is on the left-hand side of the roadway between the signals at ramp intersections, all left turns occur at the entrance/exit ramps without having to cross opposing traffic.
- Road geometry, signs, and pavement markings working together to make driving through the DDI very simple.



Diverging Diamond Interchange

What are the benefits of DDI's?

DDI's help facilitate safer movement for vehicles, pedestrians, and cyclists while increasing throughput.

Safety Benefits:

- Reduces conflict points between vehicles and non-motorists by nearly 50 percent.
- Eliminates many of the most severe crashes, which happen at right-angles.
- Increases visibility for drivers turning.
- Reduces potential of people driving the wrong way on entry ramps.
- Separates non-motorized users (bikes and pedestrians) by routing them through the median or along the sides of the roadway.
- Simplifies crosswalks and involves crossing fewer lanes at a time.

Operational Benefits

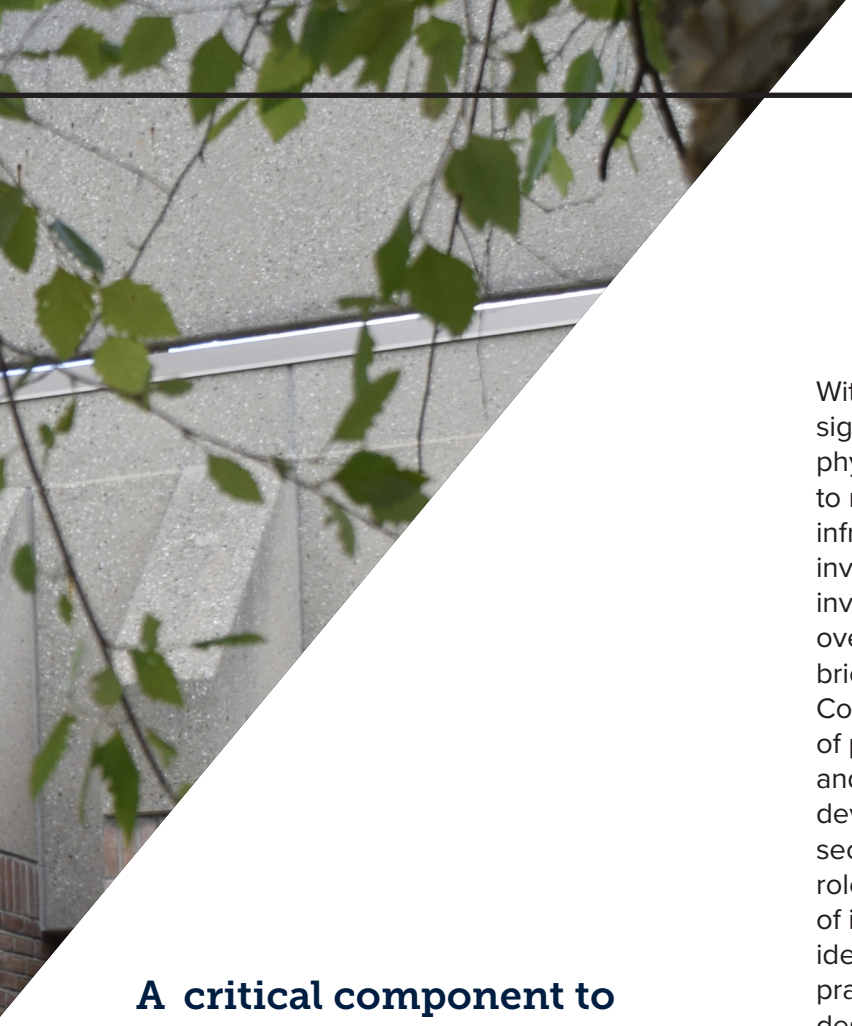
- Provides a simple two-phase signal design with shorter cycle lengths (total time for the traffic signal to give a green light for ramp traffic and a green light for the surface street traffic).
- Allows simple left and right turns from all directions.
- Increases the number of left-turning vehicles without the need for additional lanes.
- There is more space between the signalized intersections at the ramps and one less signal.

Cost-Effective Solution

- Reduces the construction cost compared to other interchange forms.
- Requires fewer lanes therefore, existing bridges and right-of-way can be utilized.
- Utilizes a smaller project footprint, which means fewer impacts to adjacent areas.

Source: Michigan Department of Transportation (Modernize75.com)

Infrastructure: The Assets & Care of the City



A critical component to Troy's quality of life is the quality of its municipal services.

Excellent water, efficient storm and sanitary sewer facilities, and well-maintained roads are elements that have provided the foundation for Troy's success. For a community of Troy's population and considerable size, providing these services is a vast undertaking.

Infrastructure, such as water and sewer lines, plays a significant role in what can be developed where, and must be planned in concert with land use to ensure that the City's capacity matches the City's vision for itself. In other words, planning for highly intensive uses is fruitless if the municipal services in the area are unable to support those uses. The converse is also true; planning for low-density uses in an area where desirable land has ready access to excellent sewer and water service is not practical. Fortunately for Troy, the City has a comprehensive system that allows a great deal of flexibility.

With this in mind, this Chapter will describe significant opportunities and issues related to physical infrastructure and discuss the City's efforts to maintain them. Integral to the discussion of infrastructure is adherence to three key principles: investment, coordination, and innovation. The investment portion of this Chapter will provide an overview of the scope of the City's services and briefly describe how services are currently provided. Coordination will emphasize the importance of planning for infrastructure improvements and address the relationship between land use development and infrastructure. The coordination section will also describe how the City can play a role in regional smart growth based on the strength of its infrastructure. The innovation section will identify and reference concepts to improve current practices with sustainability in mind, and will describe regional initiatives to improve water quality and stormwater management. This Chapter will focus only on the physical assets of the City, and will not discuss the City's public services, such as fire and police protection.

Investment

The City of Troy prides itself on providing the highest quality municipal services. In partnership with the Detroit Water and Sewerage Department (DWSD), the Michigan Department of Environmental Quality (MDEQ), and the Oakland County Drain Commission, residents and businesses in Troy enjoy reliable, affordable, municipal services.

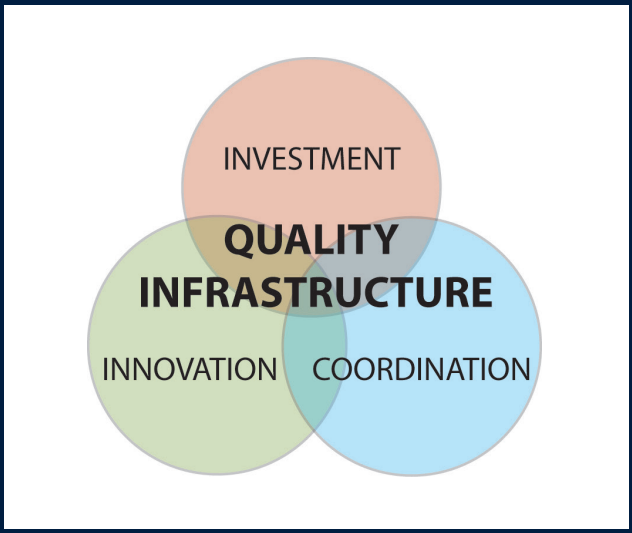
Water and sanitary sewer service in the City are managed by the City's Water and Sewer Division within the Department of Public Works. The Division is responsible for ensuring that the quality of the City's water supply exceeds expectations and that water is always available and sufficient to fight fires.

Troy is one of 126 customer communities who work with DWSD for regional water service. In Troy, there are 550 miles of water main, more than 6,100 fire hydrants, and over 29,000 water meters. Troy residents and businesses use more than 422 MCF of water annually.[1]

1: 2022 City of Troy

"A civilization's rise and fall is linked to its ability to feed and shelter its people and defend itself. These capabilities depend on infrastructure - the underlying, often hidden foundation of a society's wealth and quality of life. A society that neglects its infrastructure loses the ability to transport people and food, provide clean air and water, control disease, and conduct commerce."

United States National Science Foundation, 1995



The Water and Sewer Division is also responsible for monitoring the discharge of wastewater to the Detroit Water and Sewerage Department (DWSD) waste treatment facility.

Stormwater in the City of Troy is managed in partnership with the Oakland County Drain Commission. The City's Streets and Storm Drains Division investigates residential storm water issues and maintains the City's storm water drainage as regulated by Oakland County Storm Water Permit and the MDEQ. In addition to the hundreds of miles of water mains in the City, there are also many hundreds of miles of storm drains, which empty into 134 detention basins and the City's 6 lakes.[2]

The City of Troy falls within two watersheds. The northwest quarter of the City lies within the Rouge River Watershed, specifically, it is entirely within the Main 1-2 Subwatershed of the Rouge River. The remainder of the City is located within the Red Run Subwatershed of the Clinton River Watershed. The City is served by a complex and extensive network of County Drains, and many are enclosed. Major open drains in the City include Sprague Ditch, Sturgis Ditch, Big Beaver Creek, and Gibson Drain.

The Streets and Storm Drains Division is responsible for a network of 370 miles of roads and 520 miles of sidewalks, as well as traffic control devices and signs. Troy is a community that is very tightly integrated with its surrounding communities, and as such, is home to many major regional roads and highways. Many of the City's major thoroughfares are under the jurisdiction of other agencies, as was demonstrated in Chapter 5.

2: 2007/8 Streets and Drains Budget

Coordination

Management of infrastructure assets must include coordination between jurisdictions. Just as with its natural systems, Troy's infrastructure is largely part of a regional joint effort. Coordination also refers to that between departments and between boards and commissions within the City's administration itself.

Troy is a leader in many areas within the region. The City is a center of commerce, and is second only to the City of Detroit in the State of Michigan in terms of total property valuation. Consequently, relative to other communities in the area, the City has a low millage rate and excellent property values. This results in a financially stable City prepared to maintain its infrastructure at a very high level.[3]

Regional Smart Growth Development Patterns and Infrastructure Improvements

Given the high quality of Troy's sanitary sewer, water, and storm sewer infrastructure, Troy is able to continue to absorb new development in selected areas. This situation makes Troy unique to other regional communities that suffer from aging infrastructure, facilities already at their maximum capacity, and insufficient finances to update the systems without relying on outside assistance. Therefore, Troy can serve a larger smart growth purpose that extends beyond its own borders in that it can accept a larger regional share of new development than outlying areas in the region.

A national study conducted by the United States Department of Commerce Economic Development Administration (USEDA) showed conclusively that money spent updating or building new urban water and sewer facilities yielded much greater economic benefits than money spent on new systems in largely rural areas. Although construction costs for infrastructure projects in urban locations was slightly higher (1.3 times higher) than those in rural areas, the study concluded that the improvements in urban areas allowed new businesses to create 1.9 times as many new, permanent jobs than those in rural areas. Furthermore, the urban improvements were linked to 2.8 times as much private investment as rural areas realized, and added 2.9 times as much to the tax base as similar improvements in rural areas.[4,5]

With this in mind, it is plain to see that investment in infrastructure improvements in already established communities results in significant economic and smart growth benefits to the region as a whole. Tenet 9 of the Ten Tenets of Smart Growth challenges communities to "Strengthen and direct development towards existing communities." Given the quality of its infrastructure, Troy is in an excellent position to accomodate and absorb new development. This philosophy towards Troy's position in the regional growth pattern complements findings of the Big Beaver Corridor Study and Troy Vision 2020 to be both strategic and selective regarding growth.

In other words, by accepting a degree of new development and redevelopment, Troy can use its strong position in terms of infrastructure capacity to accommodate a significant portion of the region's growth. Consequently, Troy can help alleviate pressure on outlying areas.

Coordination Between Land Use Planning & Capital Improvements

Troy's capital improvement planning is largely done as part of the City's budgeting process. As part of the Capital Improvements Plan process, the City forecasts needs and plans projects 5 years in advance. Capital improvement planning done as part of budgeting includes planning for roadway, drain, sewer, sidewalk, and water main maintenance and improvements.

In the next 5 years, the City anticipates investing more than 118 million dollars into the continued improvement of its infrastructure.

As noted previously, it is critical that areas planned for additional development be coordinated with capital improvement planning to ensure that City facilities can accommodate the vision for that specific area. Conversely, the City should be aware that spending on infrastructure improvements in some areas may not be a priority, given the recommendations of this Master Plan.

3: http://www.troychamber.com/gli/whytroy.htm

4: United States Department of Commerce Economic Development Administration, "Public Works Program: Perfromance Evaluation

5: Bagli, Fagir, "Economic Impact of Water/Sewer Facilities on Rural and Urban Communities," Rural America Vol. 17, Issue 4

Innovation

The City has an opportunity to encourage and practice innovative infrastructure design and management, as well as encourage practices that help protect water supplies and reduce the stress on stormwater management, sanitary sewer, and water services. The primary area where the City of Troy can have an immediate impact with regard to environmental sustainability as it relates to infrastructure is stormwater management.

Low Impact Development

Later in this Master Plan, Chapter 7 will include Low Impact Development (LID) in its discussion of environmental sustainability. LID represents design techniques that manage rainfall at the source using uniformly distributed, decentralized techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source.

The primary concept behind LID is that stormwater runoff must be treated as a resource, rather than a waste product to be eliminated as efficiently as possible. Irrigation is perhaps the most obvious use for collected stormwater, but LID includes far more potential techniques for maximizing the potential of runoff. LID techniques generally stress infiltration rather than detention, and reduce the dependency on central stormwater systems. By allowing rainwater to infiltrate on site, there are many environmental benefits and often cost savings which result in a reduced need for underground systems. Innovation in stormwater management must be encouraged in both commercial and residential development.

Specific LID techniques include, but are not limited to, the following:

- Use permeable pavers for emergency stopping areas, crosswalks, sidewalks, road shoulders, on-street parking areas, vehicle crossovers and low-traffic roads.
- Disconnect the downspouts from roofs and direct the flow to permeable pavement or other vegetated infiltration and filtration practices.
- Use multi-functional open drainage systems in lieu of more conventional curb-and-gutter systems.
- Use green roofs for runoff reduction, energy savings, improved air quality, and enhanced aesthetics.
- Landscape with a rain garden to provide on-lot detention, filtering of rainwater, groundwater recharge, and to reduce runoff volume
- Redirect the flow from gutters and downspouts to a rain garden or retain rooftop runoff in a rain barrel for later on-lot use in lawn and garden irrigation
- Combine rain gardens with grassed swales to replace a curb-and-gutter system.
- When parking demands do not dictate, build narrower residential streets or restrict parking and sidewalk areas to one side of the road rather than both. Replace the space gained with pervious areas, bioretention (planted areas designed to retain and filter runoff), or vegetated channels.
- Use a linear bioretention cell in the highway median to treat runoff.[6]

Water Quality

The limitation of contaminants which ultimately enter the water system is the best way to ensure that water supplies will remain clean and viable. This is an area where SEMCOG has invested a great deal of energy locally, and which the City of Troy can play a large role. SEMCOG's "Seven simple steps to clean water" is an example of a successful approach to limiting water supply contamination at its source. This program is designed to educate individuals about basic techniques that they can adopt in order to help limit pollution. They include:

1: Help keep pollution out of storm drains: Sweep, rather than hose off your driveway, and keep storm drains clean.

2: Fertilize sparingly and caringly: Use fertilizer with low or no phosphorus, allow your lawn to remain taller, and prevent fertilizer from getting on the driveway or other impermeable surfaces, where it is likely to be swept up in runoff.

3: Carefully store and dispose of household cleaners, chemicals, and oil: Practice responsible disposal of potential pollutants.

6: Low Impact Development Center, www. lid-stormwater.net

4: Clean up after your pet: Practice appropriate pet waste disposal by using refuse containers or by flushing material down the toilet.

5: Practice good car care: Wash your car on the grass or go to a car wash facility, where dirty water is treated before it is allowed to leave the site.

6: Choose earth friendly landscaping: Choose native plants, use mulch around the base of trees to retain water, and be conservative with watering and irrigation.

7: Save water: Collect rainwater for irrigation or use less water generally for lawns and other plants.[7]

7: www.semcog.org/OursToProtect

Green City: Responsibility to Natural & Energy Resources

Every level of government bears responsibility for the protection of the natural environment.

The United States Government sets policy and protects national resources, like the national parks and other important wildlife refuges. The State of Michigan regulates wetlands and sets uniform statewide policies for the protection of critical Michigan resources. The State also empowers local units of government to establish laws to protect those resources in their own front yards. Local units of government are the front line of environmental protection and natural resource conservation. This Chapter will establish the philosophy of environmental sustainability in Troy, framed around a series of policies designed to make the most of the tools available to the City.

Troy is characterized as a vibrant and engaging place to live and work, where environmental and ecological resources play a role in creating a community that will draw the best workforce in the region. Troy can be an environmental leader, demonstrating to others how to grow while embracing its natural resources, and making wise use of energy resources. As discussed in Chapter 2, sustainable cities integrate the concepts of sustainability into policies covering social, economic and environmental topics. Troy and its citizens can use the community's environmental resources responsibly, without compromising the ability of tomorrow's residents to meet their needs.

Preservation and Enhancement of Existing Natural Features

Economic growth and environmental preservation are elements that are commonly perceived as two forces that must be at odds. However, environmental considerations have the ability to enhance economic development. Efficiency reduces the cost of products and services, and preservation of natural features increases the value of developed properties.

The City of Troy is nearly built out. However, the City manages over 900 acres of parkland. Some of the existing park land is used for active recreation areas, and some is maintained as natural areas for passive recreation and general open space. The City's current Parks and Recreation Master Plan identifies these City-owned properties, and provides a brief description of each.

Development and Natural Feature Preservation

The value of home sites adjacent to open space, parks, wetlands, greenbelts and other green amenities is greater, all things being equal, to similar sites not adjacent to such amenities. A report published by the Metropolitan Council, a regional planning agency for the Twin Cities of Minneapolis and St. Paul and surrounding seven-county metropolitan area, showed a conclusive positive impact of open space on residential property values.[1]

In addition, preservation of the existing natural systems can reduce infrastructure costs. For example, the preservation of woodlands and open space reduces the amount of stormwater infrastructure necessary to accommodate the site's runoff. Clustering of home sites is another preservation technique that reduces costs in that the developer does not need to unnecessarily extend underground infrastructure to accommodate a more sprawling site layout. The reduction of infrastructure costs results in a greater return on investment.

1: http://www.metrocouncil.org/Directions/development/dev2006/OpenSpaceStudyNov06.htm

Low Impact Development

Low Impact Development (LID) represents a different way of thinking about stormwater. It is a series of design techniques that manage rainfall at the source using uniformly distributed, decentralized techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source.

Under LID, stormwater runoff is not a waste product, but a resource. For instance, LID techniques such as cisterns and rain barrels use collected rain water for irrigation, or as gray water for toilet flushing. LID also advances the idea that almost all elements of a site plan (open space and built features) can be used for stormwater control. For instance, the parking lot can be made out of porous pavement. When stormwater drains through the pavement, it recharges the groundwater. Similarly, rooftops can be used as planting areas, soaking up rainwater and reducing runoff.

LID techniques often cost less to construct than traditional closed designs. Case studies conducted by the Low Impact Development Center show a 25-30 percent reduction in site development costs over traditional techniques. One reason for the lower costs is that LID techniques keep stormwater on top of the ground, rather than building the infrastructure underground to handle stormwater. Another reason is that small infiltration areas are generally less expensive to construct than one large detention area, particularly if the site is designed to limit the amount of stormwater generated by impervious surfaces.

Low Impact Development Center, www.lowimpactdevelopment.org

Encouraging natural feature preservation can be accomplished through ordinance regulations or guidelines that ensure the least amount of impact on a site so that it continues to function at its pre-development level. This can be done by limiting disturbance, imitating natural systems with built replacements, and mitigating the reduction in vegetation and infiltration when the land is covered with impervious surfaces. These design techniques are called Low Impact Development (LID) techniques. While these techniques generally concentrate on stormwater management, they also help preserve existing natural features, like woodlands, that contribute more to the community than just absorbing stormwater runoff. Troy does not have wetland or woodland protection ordinances in place.

The City of Troy must engage its neighbors to preserve features that cross more than one jurisdiction, such as a wetland system or watershed. Natural features provide significantly more benefits if they are maintained in larger units, such as a complex system of woodlands, wetlands, and rivers or streams. These larger, connected systems are more successful at maintaining their ecological integrity. The less fragmented natural features are, the higher quality they remain.

Urban Redevelopment

Troy Futures suggested several development methods that will influence natural feature preservation within the City. Villaging, for instance, will act to cluster commercial and cultural services in higher density locations within the community. This, in turn, will allow the few remaining greenfields, or undeveloped areas, to be less densely developed, enhancing the possibility of natural feature preservation on these sites.

For the remaining undeveloped parcels, emphasis should be placed on preserving any existing natural features to the greatest extent possible, clustering in already cleared areas of each site, and ensuring that open spaces are contiguous with adjoining open spaces.

Redevelopment of obsolete or underutilized properties provides opportunities to restore or

recreate vegetated communities that enhance the site's ecological value. While not completely natural systems, tree plantings mimic woodlands or native wildflowers plantings that simulate a meadow can be aesthetically pleasing and provide environmental benefits. For instance, one LID technique is to plant deep rooted plants, such as tall grasses typically found in a prairie. The root systems of these grasses grow up to 8 feet deep, and as they grow and die, they provide tiny waterways through the soil that improves infiltration of stormwater runoff. While these techniques would provide benefits in any situation, they could be especially effective in the case of a redevelopment property.

Brownfield Redevelopment Authority

The City Council established the Brownfield Redevelopment Authority in 1999, expressing Troy's interest in redeveloping brownfield and other idle or underutilized sites in the city. The Brownfield Redevelopment Authority can offer financial incentives for cleanup and redevelopment or for demolition of functionally obsolete buildings in the form of Tax Increment Financing (TIF) reimbursements.

TIF Reimbursement: The Brownfield Authority may capture the incremental real and personal property tax revenues generated by a developer's project to pay for eligible environmental clean up and contamination prevention incurred on the property.

Single Business Tax Credit: A tax credit of 10 percent up to ten million dollars is available for an owner or operator of a facility for capital and equipment expenditures for redevelopment.

The Troy Brownfield Redevelopment Authority has assisted in the redevelopment of sites throughout the community. Its first project was the redevelopment of the former Ford New Holland Tractor Plant at the southwest corner of Maple Road and Coolidge Highway. The site, which sat underutilized for nearly a decade because of liability and other issues concerning contamination, is now know as Midtown Square, a $200 million mixed use development boasting 600,000 square feet of retail space and 285 residential units.

Benefits of Brownfield Redevelopment

There are obvious environmental benefits to cleaning up brownfield sites in a community. These actions create a cleaner and safer environment, reducing risks to public health, safety and welfare, and other benefits:

- Redeveloping a brownfield site transforms property that is most likely not generating substantial tax revenues to a property that contributes to the local tax base, eliminating an opportunity cost. Also, by not redeveloping brownfields, they could potentially have a depressing effect on property values, leading to further tax revenue loss.
- Idle properties that were once viable businesses do not contribute to the job base. Turning them over for new, productive uses creates new job opportunities.
- It is likely that brownfield sites have the infrastructure in place to serve a new land use. This can represent a substantial savings by a community or developer compared to building on a green field site.
- Re-using property in urban areas decreases development pressure in green fields, which in turn, increases the opportunity to preserve open space and combat urban sprawl.

Brownfield Redevelopment Guide; Consumers Renaissance Development Corporation; 1998.

Redevelopment Incentives

Ordinance regulations are the first line of environmental stewardship in many communities. However, there are other ways of encouraging sustainable development. The following incentive-based techniques encourage sustainable development:

- Fee adjustments for infill housing: Riverside, California waives certain fees, such as grading permit fees and water distribution fees, if the property being redeveloped meets the definition of residential infill.[2]
- Smart Growth Zone: Developments in Smart Growth Zones in the City of Austin Texas are charged reduced fees for zoning, subdivision, and site plan applications, and for water and wastewater capital recovery fees.[3]
- Primary employer incentives: Incentives such as application fee waivers, utility and transportation improvements, streetscape improvements, and expedited processing of development applications are offered by the City of Austin, Texas to guide large employers to the Desired Development Zone. These types of employers generate significant levels of growth, both within their specific project and in the surrounding area.[4]
- Built Green Program: In partnership with local counties and builders, the City of Seattle promotes best known practices in energy, air quality, stormwater management and water efficiency to give homeowners added value and home builders a competitive advantage. To stimulate growth in Built Green-certified homes, the City launched a design competition, and highlighted winners on their website.[5]
- Green Review Track: King County, Washington, offers a dedicated "Green Track" for green buildings and projects that incorporate Low Impact Development techniques. Proposals on this track are assigned to a green team, composed of County staff with expertise in green development practices. Staff provides assistance to customers on sustainable development techniques including green roofs, alternative energy systems (solar, wind, geothermal), rain water collection, resource efficient framing, recycled materials, and Low Impact Development site design. Green developments follow a customized review schedule with a single point of contact.[6]

Transportation

Methods to reduce the dependence on the automobile were introduced in Chapter 5. Improving opportunities for non-motorized transportation, transit-oriented development, mixed-use, and technological pathways will contribute to the changing mobility needs of Troy.

Green Building

There is an emerging, global trend to encourage the development of environmentally sustainable buildings and neighborhoods. Commonly referred to as "green building," this trend has been fueled by numerous organizations who have worked to develop standards around which architects and builders can design their projects. The most prominent of these groups is the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program.

The LEED rating system was originally designed for individual buildings. LEED Certification can be achieved through the use of green techniques applied to new construction or renovations to existing buildings, including historic structures. Over 4,000 buildings have either already been LEED certified, or are registered and going through the certification process in the U.S. Michigan has almost 200 LEED-certified buildings including office buildings, university buildings, churches, nature centers and private residences.

Many green buildings across the country have been completed because the owner was self-motivated, based on the benefits those buildings enjoy. However, communities can also develop incentives to encourage green buildings and green site design techniques. Incentives could include property tax credits, tax abatement and tax

2: www.riversideca.gov/planning/infill.htm
3&4: www.ci.austin.tx.us/smartgrowth/sgincentives.htm
5: www.seattle.gov/dpd/GreenBuilding/OurProgram/DesignToolsStrategies/BuiltGreen/default.asp

6: http://www.metrokc.gov/dnrp/swd/greenbuilding/

exemptions, density bonuses, expedited permit review and waiving of permit fees.

In Troy, several notable green buildings have gained regional notoriety. The Kresge Foundation, highlighted on this page, is a model of green development located on Big Beaver Road. Walsh College is also adopting a green building philosophy. The College's 15 million dollar expansion at the Troy Campus will seek LEED Certification by choosing recycled or environmentally sensitive material, by incorporating rain water harvesting for irrigation and other uses, and the use of design techniques to capitalize on solar energy for heating.

Troy is also home to the first previously existing building in Michigan to earn LEED Certification. Bank of America's facility in Troy earned gold status due to its use of many environmentally-friendly technologies. The Bank of America facility has the second largest green roof in Michigan, over 53,000 square feet in area. The building also uses heat generated from the computer servers to warm the building, heat water, and melt snow. Other features include the use of underground well to provide water to the decorative fountain, whose wastewater is used to irrigate the landscaping and pull heat from the building during hotter periods.

In addition to LEED, the National Association of Homebuilders have developed their own, voluntary certification program for residential construction, which the Michigan Association of Homebuilders have adopted as part of their program known as GreenBuilt. GreenBuilt is a program intended to allow Michigan homebuilders to create more sustainable home developments that are energy efficient and more respectful of natural resources. The GreenBuilt program requires that all members who elect to secure GreenBuilt status attend a 3-hour Green Built training session. GreenBuilt also provides professional assistance to members.[7]

In Troy, the Cedar Pines of Troy project is the only entirely GreenBuilt project in southeast Michigan. This project includes homes that are designed to use 52 percent less electricity, 54 percent less natural gas, and 46 percent less water. The development also features homes with dual flush toilets, rain water harvesting, low flow faucets, renewable flooring materials, no VOC Paints, trim made from sustainable forests and plantations, high efficiency dual stage furnaces, high efficiency water heaters, and photovoltaic solar cells.[8]

Other green development techniques are reflected in projects such as Caswell Town Center, which incorporated innovative stormwater management techniques.

Urban Form and Neighborhood Design

Neighborhoods can be designed to reduce energy consumption by providing opportunities for shorter vehicle trips and the use of alternative forms of transportation. Some techniques include the locating of residential units near neighborhood shops and existing utilities, the provision of bicycle and transit facilities, and proximity to schools and parks.

The U.S. Green Building Council is piloting a program for energy-efficient neighborhoods. The LEED Neighborhood Development Pilot Program includes many site design techniques that preserve natural features, habitat and open space, such as:[9]

- Limit parking to encourage people to use alternative methods of transportation, like walking or bicycling.
- Promote local food production to minimize the impacts of transporting food long distances. Farmer's markets allow such goods to be sold locally.
- Use energy saving technology for infrastructure needs such as street lights, water and waste water pumps.
- Capture and use stormwater runoff and use in place of potable water for irrigation and toilet flushing.
- Use recycled concrete and asphalt for roadways and parking lots.

7: www.greenbuiltmichigan.org

8: Wake-Pratt Construction Company

9: Pilot Version, LEED for Neighborhood Development Rating System, U.S. Green Building Council

Sustainable Design Projects (SDP)

Troy's SDP program promotes environmentally sustainable and energy efficient design and development practices for the construction of new and the rehabilitation of existing buildings and sites within the City. It is a voluntary option that encourages property owners to incorporate features designed to minimize the adverse impacts on the environment.

There are numerous categories from which the applicant can seek relief, including lot coverage and front yard parking. Each category has specific design measures that must be met to qualify as a Sustainable Design Project. The design measures offset the effects of granting relief. For example, to offset the relief granted to exceed lot coverage, the applicant could provide measures related to stormwater quality control, stormwater quantity control, and reduction of the heat island effect.

An example of an approved and constructed SDP project is 966 Livernois. The applicant, O'Brien Construction Co. Inc., sought to construct four front yard parking spaces in the IB Industrial and Business Zoning District. To offset the effects of the impervious parking spaces, the applicant provided the following improvements:

- Rain garden and swale
- Underground storage tank to capture rainwater runoff from roof
- Runoff from garage captured in rainbarrels
- Exterior lights on timers

The applicant met the three Prerequisite Measures (Stormwater Quality and Quantity and Light Pollution) and one Qualifying Measure (Water Efficient Landscaping).

City Demonstration Projects

Many of the ideas presented in this chapter for environmental preservation and energy efficiency are long-term techniques. However, there are many initiatives the City can accomplish relatively quickly to communicate its commitment to the environment. These "next steps" will engage citizens and inspire community members to think about the environmental issues Troy is facing.

What is LEED?

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings' performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. LEED provides a roadmap for measuring and documenting success for every building type and phase of a building lifecycle.

United States Green Building Council, www.usgbc.org

Hands-On Projects

One way to foster a bond between residents and a particular natural feature, such as a wetland or stream, is to get them involved in a hands-on restoration or clean-up project on City-owned properties. Once people have been introduced to the plants in the ecosystem, and the function that those plants play, they have a greater understanding and appreciation for that place. Hands-on projects give residents a chance to learn about the ecosystems in the City. Once the project is complete, interpretive signage should be installed to describe the "why," "what" and "who" of the project.

Maintenance of Parks and Recreation Facilities

Another relatively short-term effort is to ensure that the City staff maintain parks and natural areas in an environmentally friendly way. New alternatives for maintaining turf, ball fields, roadways and other elements of City parks are now available. Better practices ensure that facility maintenance does not negatively impact adjacent wetlands or other natural features. A regular evaluation of how City activities are done should be considered in light of natural feature preservation objectives. If practices do change, interpretive signage can be used to inform the public of changes to a park's visual appearance.

Planting Trees

Climate change and stormwater management are two important environmental topics. One common thread between these two is the impact trees have on each. Trees sequester a large amount of carbon, a greenhouse gas. For example, a 2.5 acre Oak woodland can sequester about 3 tons of carbon in one year. Trees also intercept and absorb a large amount of stormwater. A typical woodland can absorb 20,000 gallons of rain in one hour through holding water on its leaves and trunk, absorption into the tree, and absorption into the deep leaf litter on the woodland floor.

The City can lead community planting programs and encourage additional trees with incentive techniques in the Zoning Ordinance.

Planting trees can be an annual community event that is also relatively inexpensive. The City is now working with the Alliance of Rouge Communities (ARC) to conduct a City-wide tree canopy survey using City Green software to quantify and evaluate the City's urban forest.

KRESGE FOUNDATION HEADQUARTERS

Kresge Foundation

In 2006, the Kresge Foundation has completed renovations to its headquarters in Troy in 2006 and 2015, which include the addition of a new a series of environmentally friendly site improvements. The project also restored 19th century farm buildings on the 3 acre site. The use of green roof materials, geothermal wells, and recycled materials help the facility function efficiently. The Kresge Foundation also provides challenge grants to other non-profits that adopt green building principles.

Source: www.worldarchitecturenews.com

LEED Across Michigan

Michigan is a national leader in the area of green building. As of 2013 there are 410 LEED certified projects in Michigan. West Michigan is especially successful in its encouragement of green building. In fact, the City of Grand Rapids has been recognized by the U.S. Green Building Council as a national award-winner in green building. Grand Rapids has more square footage per capita of LEED certified buildings than any other city in the United States. The City itself has lead the way with the development of its own new LEED certified Water and Environmental Services Facility, which uses 23 percent less gas and 35 percent less water than similar buildings of its use and size.

Private industry in Grand Rapids has also taken the green building initiative seriously. Steelcase and Herman Miller have voluntarily followed environmentally safe procedures for manufacture of furniture and Crystal Flash, a gasoline station chain, has begun offering biodiesel on a more widespread scale.

These and other Michigan companies, including large corporations like Ford, have begun to realize the benefits to green building in more ways than one. Not only do these companies realize actual savings in terms of building maintenance and energy use, but they also contribute to their public image by encouraging environmental stewardship.

Michigan Business Report; Michigan Economic Development Corporation, Volume 5, Issue 2, 2007

Waste Reduction

While the City has an extensive recycling program for its residents, the City could also institute a waste reduction program for its own operations. Waste reduction makes good business sense because it saves money through reduced purchasing and waste disposal costs. The US Environmental Protection Agency has a program called “WasteWise” that provides free technical assistance to help develop, implement, and measure waste reduction activities.

Adaptive Reuse

The economic impacts of the Covid-19 Pandemic, particularly the office market, continue to play out over time. Many zoning districts in Troy permit flexibility in the use of space, including the repurposing of offices into residential buildings. In October, 2022, the Planning Commission granted Preliminary Site Plan Approval to Forum Flats, a 200-unit multi-family development on Kirts Boulevard. This project included the conversion of a vacant 3-story office into 90 apartments. In addition, the development included two new 4-story, 55-unit apartments. This project had the effect of replacing underperforming office space while adding 200 new housing units to the market. This adaptability is important as Troy continues to evolve.

The City should also continue to identify opportunities for adaptive reuse of obsolete properties within its own facilities network. A good example of City-initiated adaptive reuse is the creation of the Sanctuary lakes Golf Course from a former landfill site. This 18-hole golf course is a critically acclaimed asset to the City and makes use of challenging property to create a significant asset for the community.

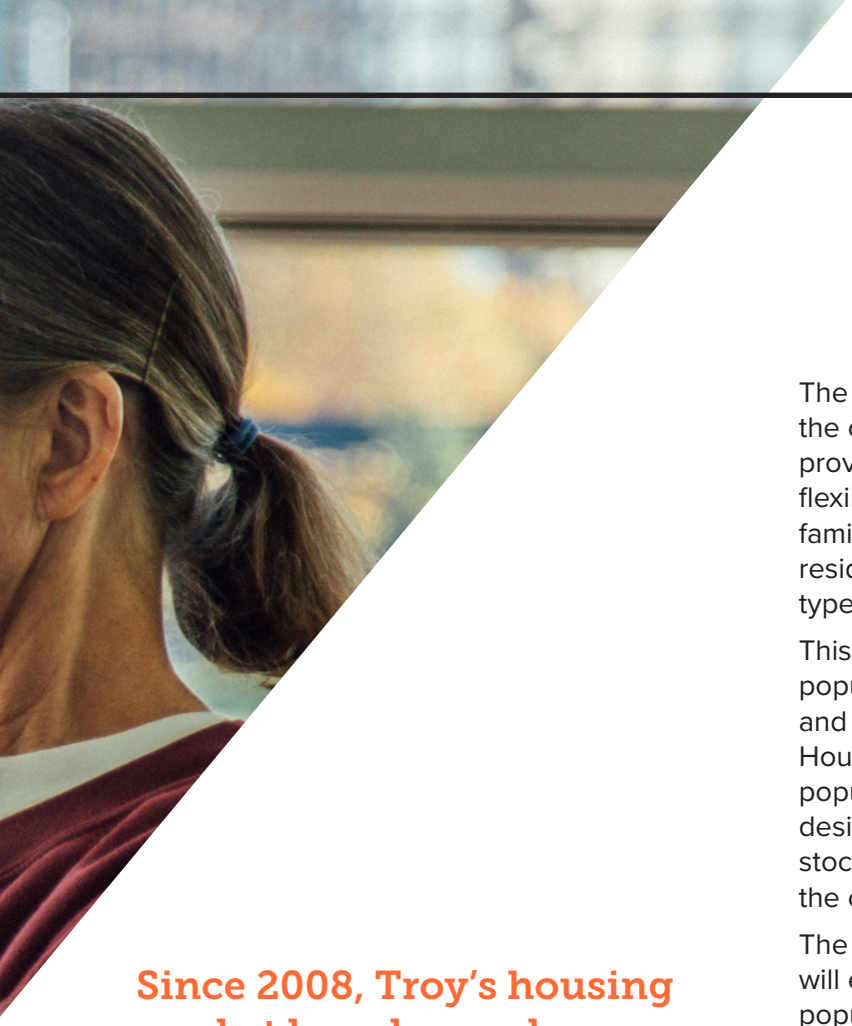
Electric Vehicles and EV Charging Stations

Electric vehicles offer an alternative to gasoline and diesel-powered vehicles. The benefits of electric vehicles and EV infrastructure include reduced air pollution and noise and reduced expenditures on gasoline. As the automobile industry ramps up efforts to produce more electric vehicles, EV infrastructure must also expand.

The Southeast Michigan EV Resource Kit and Planning Hub gives local communities and stakeholders quick access to key data and background information, the current status of infrastructure and deployment, funding opportunities, and local case studies and best practices. The EV Hub will be updated and expanded as needed to address emerging issues and in response to changes in technology, the market, grant programs, laws and regulations, state and federal Policies, and to requests and recommendations from communities, organizations, educational institutions, and other stakeholders.

The Hub maintains real time data related to publicly accessible charging locations by community. As of November 23, 2022, Troy had the most EV charging stations in Oakland County with 21. Zoning is not a barrier for the construction of EV charging stations in Troy. EV charging stations are permitted by right on any property, subject to review and approval of appropriate permits including electrical permit. (Source: SEMCOG, Electric Vehicle Resource Kit & Planning Hub).

People: Planning a Community for All Ages & Stages



Since 2008, Troy's housing market has changed dramatically.

While the focus on "Urban Villages" and promoting mixed use residential has been a positive force on the market, the foreclosure crisis, economic recession, and the pandemic had serious consequences for homeowners and housing developers. What did we learn in the last 15 years? When change is the only constant, diversity is the City's key to success.

A diverse mix of housing types is essential to meeting the needs of current residents, while attracting new households to the community. The City of Troy is a leader in the Knowledge Economy and should continue to meet the needs of this young, ambitious workforce by providing desirable entry level housing options. The City is also a leader in public education, recreation amenities, and community services; such quality of life factors make Troy an attractive community for families and empty nesters. Housing diversity provides a mixture of housing options that allows people with different housing needs to be able to live in Troy, and remain when their needs change. This requires a diversity of housing types at a range of price points, available to rent or own.

The City should continue to protect homeowners and the character of residential neighborhoods, while providing new opportunities and greater housing flexibility. Supporting missing-middle and other multi-family housing options as infill development will allow residents to transition through the various housing types while staying rooted in the Troy community.

This Chapter will analyze the changing nature of Troy's population and compare certain local demographic and housing trends to regional and national trends. Household size, age and other characteristics of the population will be used to make recommendations designed to improve the utility of the City's housing stock as well as other community elements to meet the changing demand.

The driving force behind many changes Troy will experience is changing characteristics of its population. The median age of Troy's population has increased and according to SEMCOG by 2045 over 22% of the population will be over 65. While the City will remain very attractive for families, both the younger and older population will desire a community that looks somewhat different than the current one.

Changing demographics can have the most profound impact on housing. A mix of housing types allows communities to retain existing residents while attracting new residents. The supply of entry level housing and housing which allows aging residents to "age in place" must be proportional to the population of those potential buyers. In a community that is also seeking to position itself as a leader in the knowledge economy, the most desirable housing to attract a younger workforce must exist at a variety of housing values in order to capitalize on other quality of life factors in the City. In other words, the City must strive to have the right housing for the right workforce at the right time, all without jeopardizing the previous generation's ability to continue their life in Troy.

A healthy and livable city is also one that provides a variety of elements that contribute to a high quality of life including; economic and education opportunities; access to cultural, religious, recreation, shopping and entertainment resources; quality built and natural environment; and the ability to have a safe and healthy lifestyle.

Housing Options in Troy

Ranked as one of the "Best Places to Live" in America in 2012, the City has become a desirable place to call home for people of all backgrounds (CNN Money, 2012). The most challenging part of long-range planning for housing a changing population involves taking account of the existing housing stock in the City and understanding in what areas it could be augmented to meet the anticipated changes in demand based on population trends and characteristics. For many years, Troy has been a magnet for families. Excellent schools, a safe environment, and attractive amenities have made Troy a very desirable place to live. The characteristics of the population have also driven the housing stock. As depicted in Figure 8.5, housing in Troy is overwhelmingly single-family detached.

There are several critical themes facing the City with regard to housing. First, national trends and local projections indicate that the residents of Troy are aging. As people mature, their needs change with regard to housing as a result in changes in employment, household size, mobility, income, and personal needs. Secondly, the City desires to encourage homeownership, and must therefore be concerned with ensuring that high-quality, but affordable housing options are available. Finally, as the City labors to provide modern amenities and foster a globally recognized center for knowledge economy businesses, it must ensure that this workforce finds Troy to be rich with the best housing options in the region.

Nothing in this plan is intended to change the overwhelmingly single family nature of the community. However, changes in the age and characteristics of the population will influence the characteristic of the housing stock. Large three and four bedroom homes appeal to families, but may not be ideal for seniors, young professionals or small families.

Plans for the future must include a variety of housing options for both a younger workforce as well as an aging population.

Housing an Aging Population

The next generation of older adults is one with a new perspective on aging; one that includes being physically active, staying close to family and friends, moving into a new second career, pursuing education, or accomplishing a lifelong dream. Given the expected shift in the City of Troy's population, this Plan must address how the housing needs of active seniors will be met. It is important to note that population age shifts and the resulting housing demands are largely cyclical, though not necessarily consistent, from cycle to cycle. Many of the concepts described here also provide options both for a younger population as well as persons with disabilities in Troy.

Where the previous generation of older Americans may have aspired to live in a resort-style destination community, today's active seniors are staying active longer than ever before.

To that end, there is an overwhelming desire of the "over 65" population to age in place. Given the complications, limitations, and expense in retrofitting existing homes to meet the needs of an aging tenant, many homes no longer remain practical as the homeowner ages.

Promoting an Aging in Places strategy will more fully address the full complement of the needs of an aging population. While Aging in Place is the preference of the vast majority of seniors, there can be limitations in fulfilling every need. Active seniors are looking for a rich social environment, walkable neighborhoods and access to needed services, as well as living in a comfortable home. A full environment for active seniors can be created by addressing the housing, well being and social engagement needs on a more complete basis.

"Universal Design" and "Visitability" are first steps towards making a community and its housing more inclusive, and one which can empower a homeowner to age in place. Universal Design is a broad concept which involves design products and spaces so they can be used by the widest range of possible users. Coined in the 1980s, the term "visitability" is used to describe a few basic, affordable design options which broaden the equity in housing accessibility

Today's Seniors How they are different

- Living longer
- Highly educated
- Diverse
- More single living arrangements
- Wealthy but with debt
- Remaining in workforce
- Technologically savvy
- Physically active

Key Findings of Boomers and Shakers Forum

Most of the participating residents are likely to remain living in Troy as they age. Many noted the high quality of life living in the city. For those that identified that they are likely to leave Troy, the most listed reason was a lack of housing option and a lack of transportation options. Underserved senior housing options and a need for increased public and dedicated senior transportation options was a common discussion point of the Forum.

The most identified underserved housing type was senior-friendly housing such as smaller, single-family homes, condominiums, or apartments with first floor master bedrooms. Housing affordability was listed as a significant housing limitation. Many remarked that they are on a fixed income and cannot afford a $400,000 house/condo. They noted that affordable, smaller housing options are difficult to find in Troy and the city should push development of those types.

without necessarily stressing full accessibility for persons with disabilities, or older adults: These design elements are far more important to the functionality and safety of a home than many traditional full-accessibility standards, such as lower mirrors and sinks, etc. These features are critical to even permit the entry of a disabled or aging person into the structure. The elements include:

- At least one no-step entrance;
- All doors and hallways wide enough to navigate through with a walker or wheelchair; and,
- A bathroom on the first floor big enough to get into in a wheelchair, and close the door.

In any new development or redevelopment, designers can easily gain a wider market by thinking about access and visitability at the concept phase. The visitability movement argues all new homes should be made visitable, which allows for them to be more easily converted to full-accessibility for an aging resident or to a resident with disabilities, and to provide for increased mobility for all persons, and therefore increased social equity. The proponents of visitability argue that if only those homes occupied by disabled or older adults are designed for visitability or full accessibility, that housing suitable for aging in place of older adults will be effectively cut-off from the mainstream public.

For those residents desiring a more structured housing situation or those that need a higher level of care or assistance, a wide variety of housing products are available. Traditional age-restricted multiple-unit senior housing developments continue to thrive in communities across the United States. Assisted living and nursing home care centers, which can provide different levels of care from basic assistance to full dementia care, are also growing.

Missing Middle Housing

In order to capitalize on the quality of life elements this Plan suggests to create a lively and vibrant community, the City must also have the right housing to retain and attract the changing population, mobility and proximity between civic elements, quality parks, shopping, dining and other amenities is critical, but what is even more critical is the proximity of those elements to innovative new housing.

Over 125,000 people work in Troy every day, but only about 12,000 of those people reside in the

Kitchen with accessible countertop, sink and storage. Source: I&E

City. The City must identify ways to capture more new residents from this critical group. Two factors contributing to this phenomenon could be the cost barrier, and the availability of innovative housing styles. The predominant housing type in the City of Troy (73 percent) is a single-family detached home. Twenty-percent of units are multi-unit apartments with the remaining 7 percent being one-family attached homes or duplexes and townhomes.

While most people characterized as part of knowledge economy workforce benefit from rising incomes and a great deal of investment mobility, not all members of this valuable demographic have the means to buy into new housing. Many members of this workforce will be first time homebuyers.

While most people characterized as part of knowledge economy workforce benefit from rising incomes and a great deal of investment mobility, not all members of this valuable demographic have the means to buy into new housing. Many members of this workforce will be first time homebuyers.

With average median home above $300,000, many new home buyers, young familes, and senior are priced out of the market. The increase in housing costs is attributable to new construction, the increased popularity of the City of Troy as a residential and business setting within the metropolitan Detroit community and general rises in housing costs within southeast Michigan.

With new white-collar business also comes a need for additional service industry businesses, which require a high-quality workforce themselves. Many members of the service workforce are priced out of communities they work in, and must commute into places like Troy.

There is a mismatch between the current housing stock in Troy and both the characteristics and desires of the population. There is increased preference for living in walkable environment, near shopping and parks. The solution is neither found in building large single family homes nor in traditional multiple family apartments.

The type of housing option that is lacking in Troy is the “Missing Middle.” Missing middle housing is composed of smaller single family homes, duplexes, fourplexes, lofts, townhouses, mid-scale apartments and live-work units. Missing middle housing achieves moderate density that can be appealing to both younger and older populations. Missing middle housing offers a range of multi-unit or clustered housing types compatible in scale with single-family homes.

High quality entry level housing does not necessarily mean subsidized or public housing. Housing becomes affordable when supply and demand for different housing types are balanced. For instance, if a majority of housing units in a community are small lot, small square footage, older homes, the few large, new homes with property may be all the more desirable, and vice versa. Conversely, if a community is exclusively single family detached homes and the only attached units are downtown luxury condominiums with 2,000 or more square feet, entry-level housing becomes scarce and the market for it becomes competitive.

In order to combat this in Troy, the City must encourage a variety of housing types to allow for a balanced housing stock. Smaller units for sale in newer developments allow for new homebuyers to invest in the City without a high cost barrier for entry.

Visitability Standards

The concept of "visitability" emerged in the 1980s and has been a growing trend nationwide. Some of the states and localities that have already incorporated visitability standards include Naperville, Bollingbrook, and Champagne, Illinois, Atlanta, Vermont, Texas, Kansas, and Arizona. The term refers to single-family housing designed to be lived in or visited by people with disabilities.

(http://www.accessiblesociety.org/topics/housing/visitability)

The Seven Principles of Universal Design

1: Equitable Use: The design is useful and marketable to people with diverse abilities.

2: Flexibility in Use: The design accommodates a wide range of individual preferences and abilities.

3: Simple and Intuitive Use: The design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

4: Perceptible Information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

5: Tolerance for Error: The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6: Low Physical Effort: The design can be used efficiently and comfortably and with a minimum of fatigue.

7: Size and Space for Approach and Use: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

When Places are Created, an Integrated Picture Looks Like This:

Creating an Aging in Places Framework for Troy

Aging in Places has three spheres:

Housing

Where We Live
- Home
- Neighborhood
- Community

Social Engagement

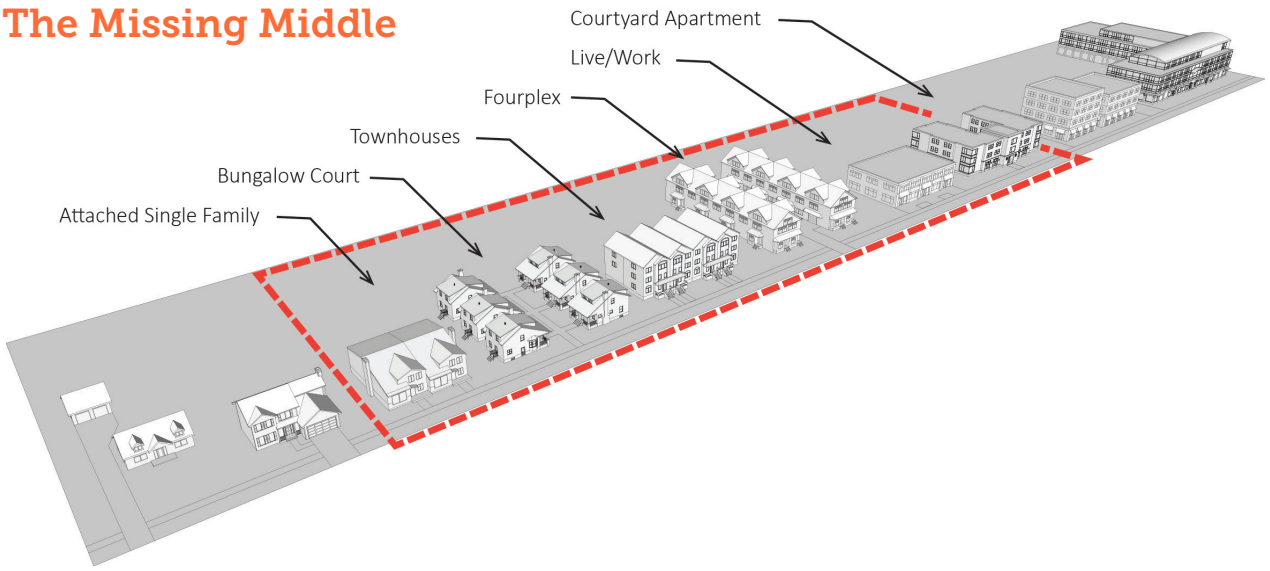
Who We See
- Social Relationships
- Places of Worship
- Formal/Informal Clubs

Wellbeing

Our Well-Being/ Daily Living
- Mobility
- Health/ Medical Services
- Finances

"Missing Middle" Housing can include attached single-family, fourplex, townhome, live-work, or apartment.

The Missing Middle



Characteristics of Missing Middle Housing

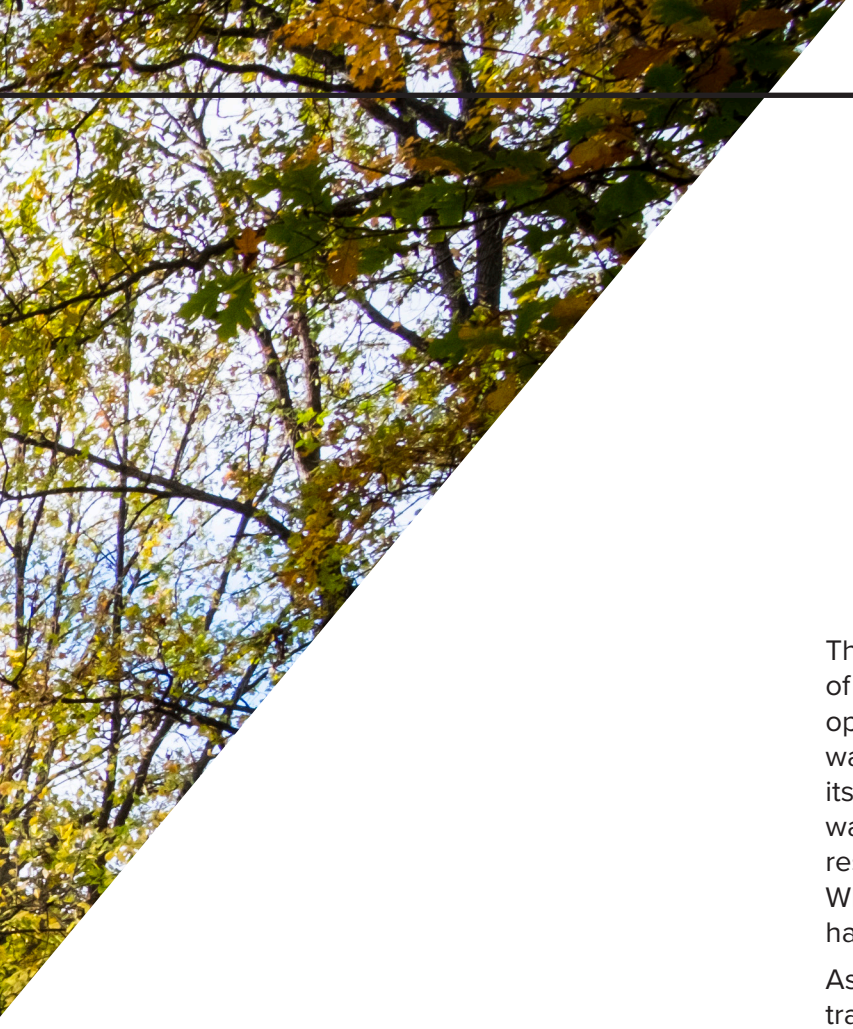
- Walkable context and sense of community - Location within an area which is in walking distance of services and amenities is essential. Sense of community is created through shared community space, either within or in close proximity to the development.
- Transitional density - The Missing Middle Market offers an opportunity to create housing at densities which fall between traditional single family and multiple family. Introducing a mixture of design and styles can reduce the perception of density.
- Smaller, well designed units. Combined with smaller footprints, there is a strong emphasis on quality and efficient use of space.
- De-emphasizing parking. Providing too much parking on-site defeats many of the efficiencies to be achieved. Again, location in a walkable environment, preferably near transit, can reduce the need for on-street parking.

(Source: Dan Parolek, blog post, Apr. 3, 2012, Better Cities and Towns)

Targeted Locations in Troy for Missing Middle

- Neighborhood Nodes
- Maple Road
- Big Beaver, as part of mixed use development
- Rochester Road

Land Patterns: City Design and Image



Future Land Use Categories

75 // Single Family Residential
77 // Neighborhood Nodes
83 // High Density Residential
85 // Big Beaver Road
87 // Rochester Road
89 // Maple Road
91 // South John R Road
93 // Northfield
95 // Smart Zone
97 // Automall
99 // Transit Center
101 // 21st Century Industry
103 // Recreation and Open Space
103 // Public and Quasi-Public

The term "Future Land Use" brings to mind a prescription for isolated, parcel-by-parcel land use classifications that permit the development of a very limited number of land uses.

This model tends to perpetuate the separation of land uses, even when it is not always the best option. This type of traditional land use planning was brought about in an age when zoning was in its infancy and land was readily available. There was less concern about the conservation of natural resources, and economic factors took precedence. While frequently effective, this kind of planning has had unintended consequences.

As cities and regions have grown over the years, traditional land use plans have fostered sprawl in Southeast Michigan and impeded compact communities served by close proximity to jobs, schools, and community services. At risk has been quality of life, an area which is critical to remaining competitive in the 21st Century, as discussed in detail in many Chapters of this Plan.

Today, Troy and many other communities have begun looking for new ways to improve quality of life by creating vibrant, mixed-use areas where jobs, great schools, opportunities for social interaction, excellent services and shopping, and high-quality neighborhoods exist in close proximity. Techniques such as Planned Unit Development (PUD) have been developed for just this reason. PUDs demonstrate that different land uses are compatible and supportive of each another.

As a result, this Future Land Use Plan will expand on the concept of "villaging" established by Troy Vision 2020, and translate that concept into policies that manifest themselves on the Future Land Use Map. It will introduce the concept of the "Social Neighborhood" and describe how it is intended to interact with the "Economic Neighborhood." It will describe the character and role of places like the Big Beaver Corridor and Oakland Mall, an alternative way to think about Maple and Rochester Roads, and the industrial areas of the City.

There are many traditional land use elements that should be maintained in Troy. Adherence to conventional approaches in all areas of the community will not allow the City to realize its vision.

A shortfall of traditional land use planning is the primary focus on land use, and the lack of attention toward physical form. The Troy Master Plan will incorporate city design and image as primary areas of focus. This Chapter will establish future land use categories on which the Plan is based, and define the urban design characteristics of established categories.

Land Use and City Design

The Troy Future Land Use Map does not allocate specific uses on a parcel-by-parcel basis, but represents a graphic illustration of the overall policies of this Plan, and describes the intended character of the various areas of the City. The primary categories will be supported by urban design guidelines and, in certain cases, sub-area plans which provide additional detail with regard to the intended styles and patterns of development.

The Future Land Use Plan of the City of Troy will be implemented through a variety of techniques. The most significant of these tools is the application of Zoning Classifications consistent with the Plan. It is important to note, however, that the Future Land Use Map is a long-range guide, and is not a “Zoning Map” intended to indicate the geographic extent of all land use classifications or to enable all indicated uses to occur immediately. The Future Land Use Map is included on the following page.

Neighborhoods are vital components of the City. Historically, neighborhoods provide societal, educational, recreational and economic needs within a half-mile walking distance. The Vision 2020 strategy establishes the idea of fostering “villages” within the City. Residents want to enjoy a personal sense of place which is best found at the neighborhood scale. For Troy, the ingredients are in place for classic walkable neighborhoods. Major thoroughfares delineate square mile grid patterns. Elementary and Middle Schools are centrally located within many of the neighborhoods. The corners of most neighborhoods are developed with convenience retail and service businesses.

The Master Plan recognizes that current lifestyles warrant modifying the walkable neighborhood concept. Not every person will walk a half-mile to get to a store or school. Most people will walk five minutes, or about one quarter of a mile. Typical comparison shopping for clothing, hardware and the like are measured by service radii related to drive times which are not realistically walkable. Furthermore, Michigan has cold winters that limit year-round walkability. Troy’s neighborhoods, now and in the foreseeable future, will serve its residents in two roles: the Social Neighborhood and the Economic Neighborhood.

The Social and Economic Neighborhoods of the City are shown on this Neighborhoods Map. The circles surrounding the Neighborhood Nodes and the circles within the Social Neighborhoods are meant to demonstrate a rough service area for each neighborhood. While not necessarily precise, the circles are meant to demonstrate the basic relationship between the Social Neighborhood and the Economic Neighborhood. The circles are not meant to establish a formal land use category or policy in and of themselves, but rather to validate the planned uses at and around the Economic Nodes.

Elements of Great Streets and Neighborhoods

Great Streets:

- Accommodate many users with various modes of transportation.
- Connect smoothly with the rest of the street network.
- Encourage social interaction.
- Allow for safe and pleasant pedestrian activity.
- Have a unique sense of public space created through physical elements.
- Consider the scale and architecture of surrounding building infrastructure.
- Benefits from community involvement.
- Reflect the culture or history of the community.
- Complement the visual qualities of the community.
- Utilize green and sustainable practices.

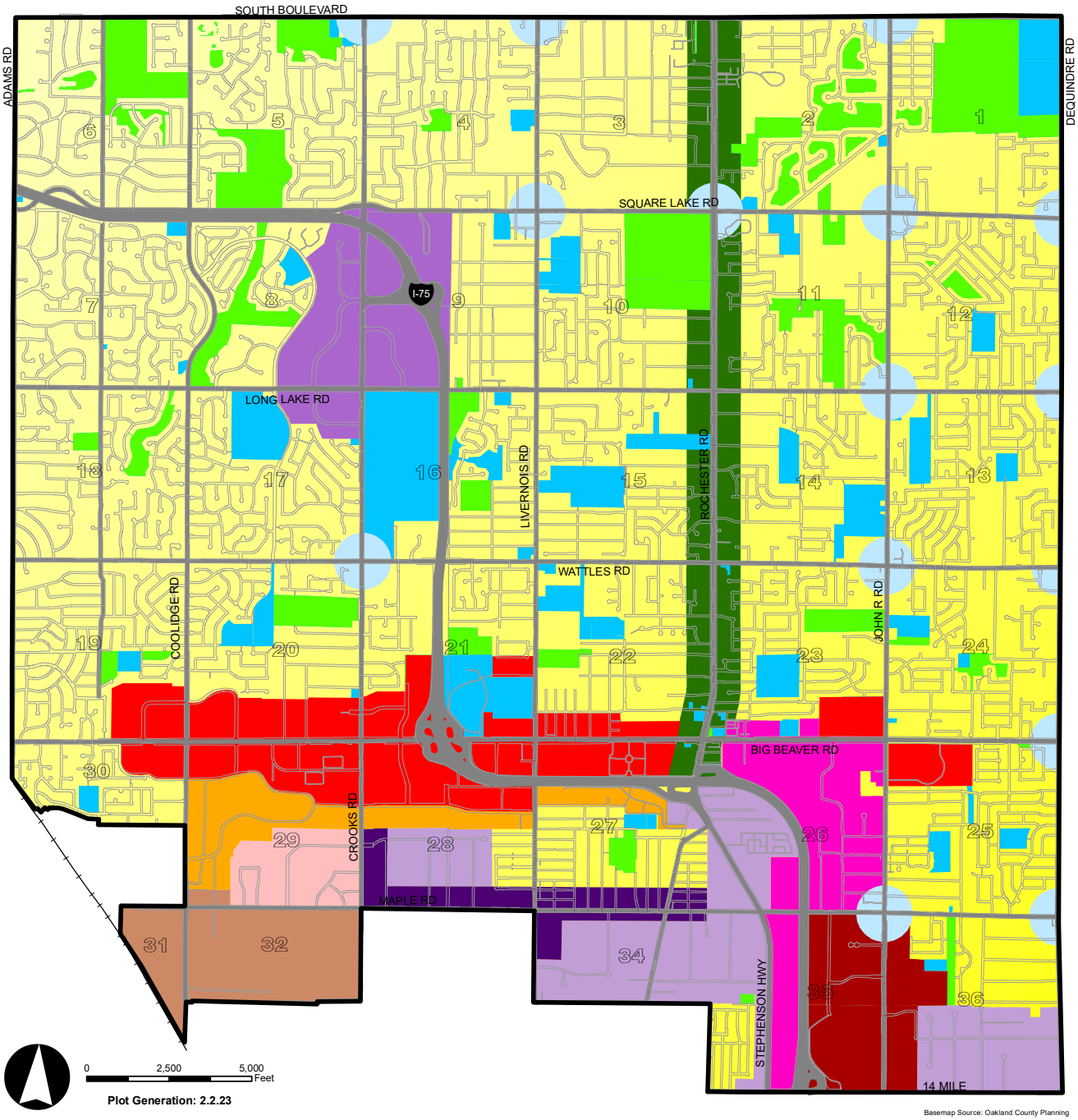
Great Neighborhoods:

- Consider the scale and architecture of the building infrastructure.
- Foster social interaction.
- Enable multiple modes of transportation safely and efficiently.
- Are safe.
- Are good stewards of the natural environment.
- Reflect the community's character and have unique characteristics that provide a sense of place.
- Retain the community's history.
- Promote and protect air quality and stewardship of natural resources.
- Protect or enhance the local environment and biodiversity.

Great Streets and Neighborhoods:

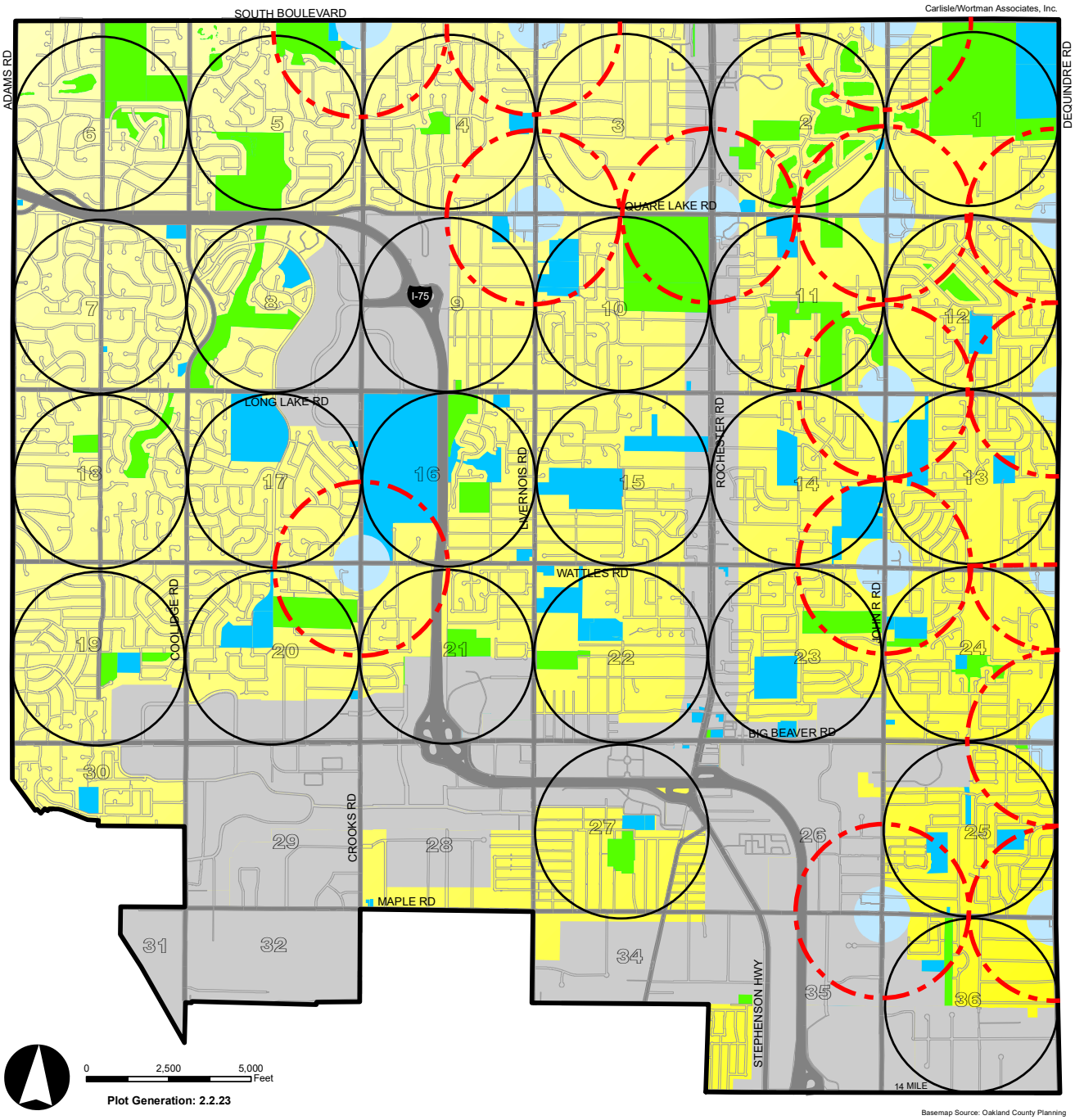
- Implement LEED standards in construction and neighborhood design.
- Have planted street trees.
- Reuse materials when possible.
- Make recycling convenient.
- Facilitate non-motorized and/or public transportation.

Planning and Zoning News, October 2007



Future Land Use

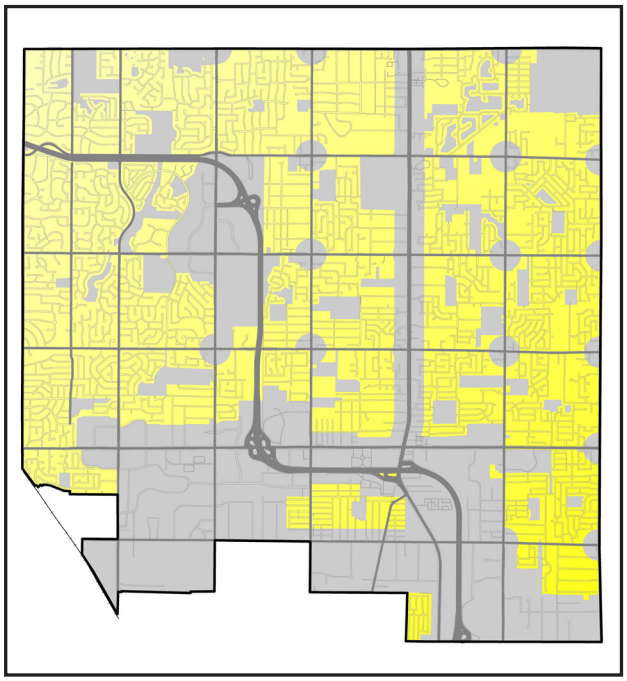
- Single Family Residential
- High Density Residential
- Neighborhood Nodes
- South John R. Road
- Big Beaver Road
- Rochester Road
- Maple Road
- Northfield
- The Smart Zone
- Automall
- The Transit Center
- 21st Century Industrial
- Public and Quasi-Public
- Recreation and Open Space
- 15 Section Number



Neighborhoods

- Social Neighborhood
- Single Family Residential: The Social Neighborhood
- Economic Neighborhood
- Neighborhood Nodes: The Economic Neighborhood
- Recreation and Open Space: Extraordinary Amenities
- Public and Quasi-Public: The Foundation of Troy's Neighborhoods
- All Other Uses
- 15 Section Number

Single-Family Residential: The Social Neighborhood



- **Social units of the City.**
- **Walkable, safe places to live.**
- **Centered on schools or other community facilities.**
- **Linked with nearby services.**

The predominant land use in the City of Troy is single family residential. This category is intended to preserve the existing quality residential neighborhoods of the City while recognizing the need for other uses that support the main function of residential areas. The single family areas of the City are arranged around Social Neighborhoods. Social Neighborhoods are unique, self-contained areas bounded by Troy's main thoroughfares. They are mostly single-family areas centered on community elements like schools or parks. Social Neighborhoods are described in more depth at the end of this Chapter, and are illustrated by the solid circles shown on the Neighborhoods Map.

In the Single Family Residential areas of the City, non-residential uses will be considered only when the use is clearly incidental to and ancillary to single-family residential, or when the use is a park, school, or other community-oriented public or quasi-public use.

The Social Neighborhoods of the City are bounded by the mile square grid pattern of Troy's thoroughfares. These defined areas can provide the sense of place that Vision 2020 and this Master Plan are striving for. In most cases, they have a school as central focus. Schools continue to be a means of stimulating social interaction on many fronts; children establish their first friendships, parents meet other local parents, schools often host public events. Furthermore, the play areas at school provide readily accessible recreation opportunities. Many Social Neighborhoods in Troy have sidewalks promoting accessibility and exercise, and Troy schools have walking paths that are open to the public.

The ideal Social Neighborhood will exemplify the safer, more enjoyable walking environments envisioned by the "Safe Routes to School" program.

DESIGN CONCEPT

- Neighborhoods are approximately 15 minutes walking from end-to-end.
- A wide variety of residential architecture characterizes the various neighborhoods of the City. Non-residential architecture for schools and places of worship complement the residential setting.

BUILDING LOCATION

- Homes must be located in relation to the street in a manner that complements surrounding, established homes.

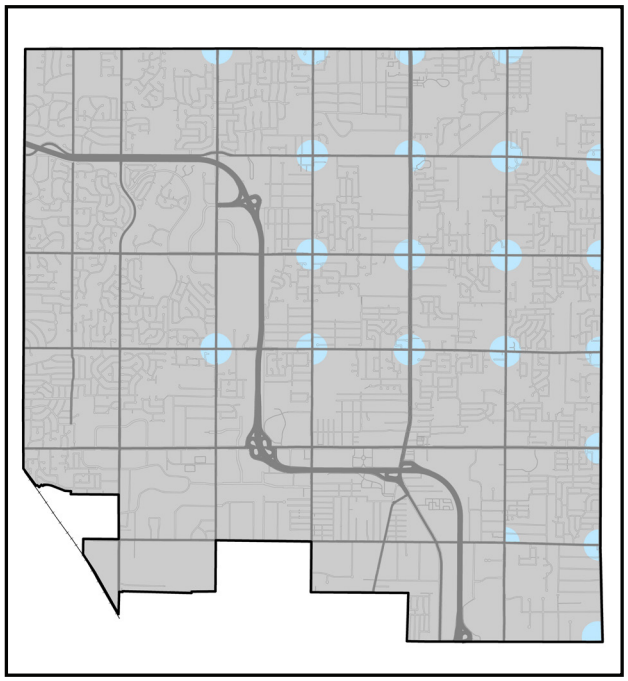
SITE DESIGN ATTRIBUTES

- Walks which link residences to destinations such as schools, libraries, abutting neighborhood commercial service areas, coffee shops, and other neighborhoods are critical.
- The neighborhoods must include improved perimeter walks that are functional and aesthetically pleasing. These exterior walks will directly connect to the activity nodes at major intersections and adjacent neighborhoods. Wide walks will be constructed which will incorporate landscaping and innovative stormwater detention areas. These areas will be artistically developed,

but functional landforms that carry visual interest. The perimeter walks have the ability to bring residents of adjacent neighborhoods together.

- Neighborhoods should be connected to one another to increase the area where residents can readily navigate on foot and expand the boundaries of social interaction. Crosswalks near the mid-mile areas of each grid will improve outside linkages.
- Lighting will not encroach on adjacent properties, and will be used carefully to provide safety and security, and for accent illumination.

Neighborhood Nodes: The Economic Neighborhood



- **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 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 be an accessory use in a node. Development within nodes on the same or adjacent parcels shall be seamless 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.

DESIGN CONCEPT

- These nodes are within a fifteen minute walking distance of residential neighborhoods to permit alternative modes of transportation.
- 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

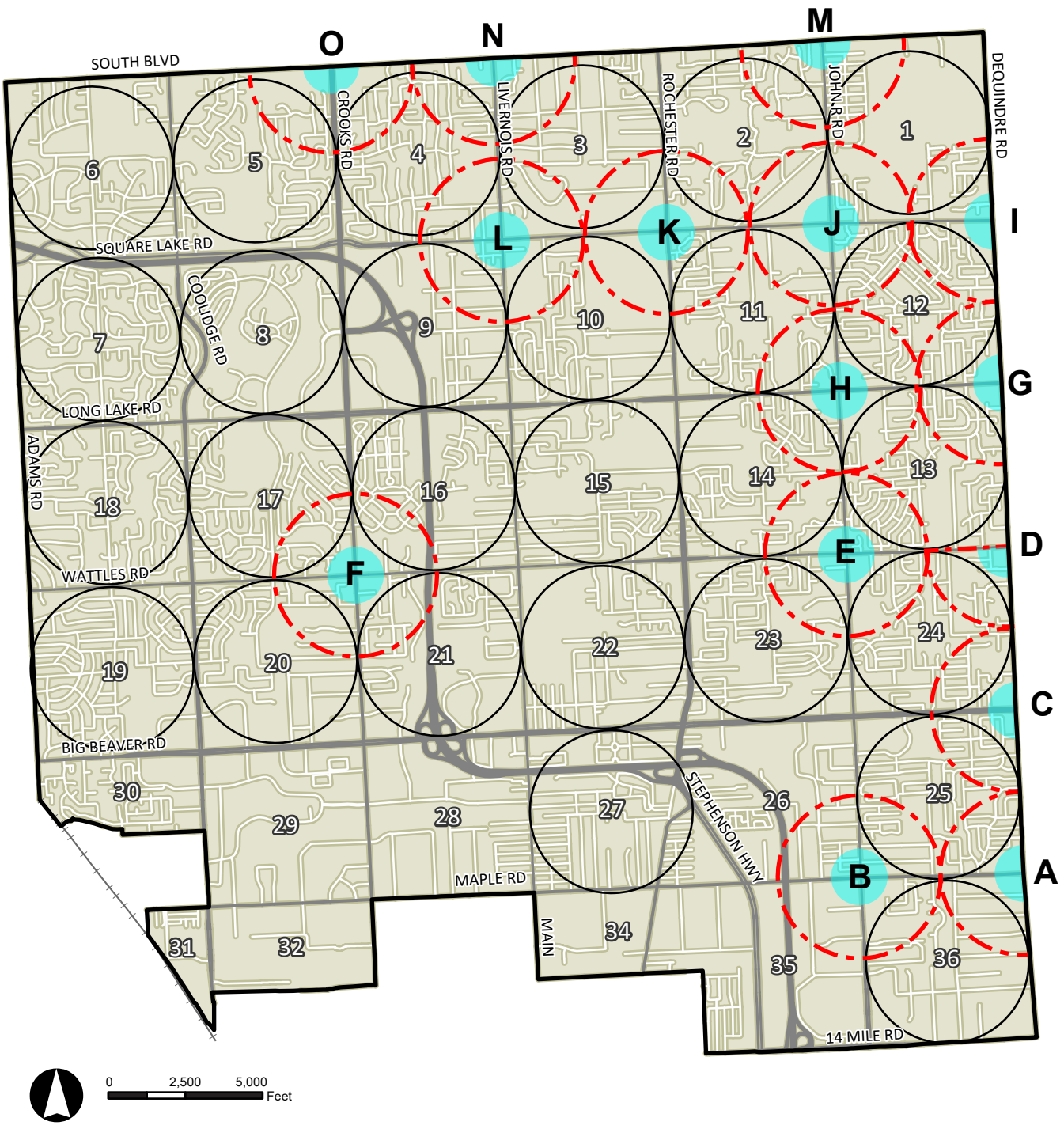
- Buildings should be separated from the street by a landscaped greenbelt and a pedestrian walk
- Primary parking areas will be located within rear or interior side yards.
- Off-street parking should be screened from the public right-of-way preferably by a hedge or row of shrubs. If landscaping is not 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. 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.

	Node/Intersection	Primary Uses and Character
A	Maple Road and Dequindre Road	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. 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.
B	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.
C	Big Beaver Road and Dequindre Road	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
D	Wattles Road and Dequindre Road	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.
E	John R Road and Wattles Road	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 lowscale 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.
F	Crooks Road and Wattles Road	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 lowscale nature of the area. Lowscale 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.
G	Dequindre Road and Long Lake Road	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. Inter-pedestrian connections and pedestrian access to the adjoining area and effective screening should be primary areas of focus during the site design process.

	Node/Intersection	Primary Uses and Character
H	John R Road and Long Lake Road	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. Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node. 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.
I	Dequindre 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
J	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.
K	Rochester 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
L	Livernois Road and Square Lake Road	Development in this area should be especially considerate of the remaining historic asset of the neighborhood. When possible, adaptive reuse of existing historic structures must be considered before demolition or relocation of these resources. Low intensity 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.
M	John R Road and South Boulevard	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. 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. Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.
N	Livernois Road and South Boulevard	Limited local commercial and housing for seniors should remain the primary focus of this neighborhood node. Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.
O	Crooks Road and South Boulevard	Area should remain predominantly commercial, catering to local needs of the surrounding neighborhoods. New development and redevelopment should be either be mixed use or commercial that serves to further enhance this successful commercial area. Any new development should incorporate distinctive elements to create a "gateway" feeling into Troy. Distinctive elements include gateway signage, streetscape, and unique architecture.



Economic Nodes

- Social Neighborhood
- Economic Neighborhood
- Neighborhood Nodes: The Economic Neighborhood
- 35 Section Number
- A Economic Node

DESIGN ATTRIBUTES / GUIDELINES

1. Multiple-story mixed-use with first floor retail serving the adjacent neigborhood.
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 screend 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.
8.

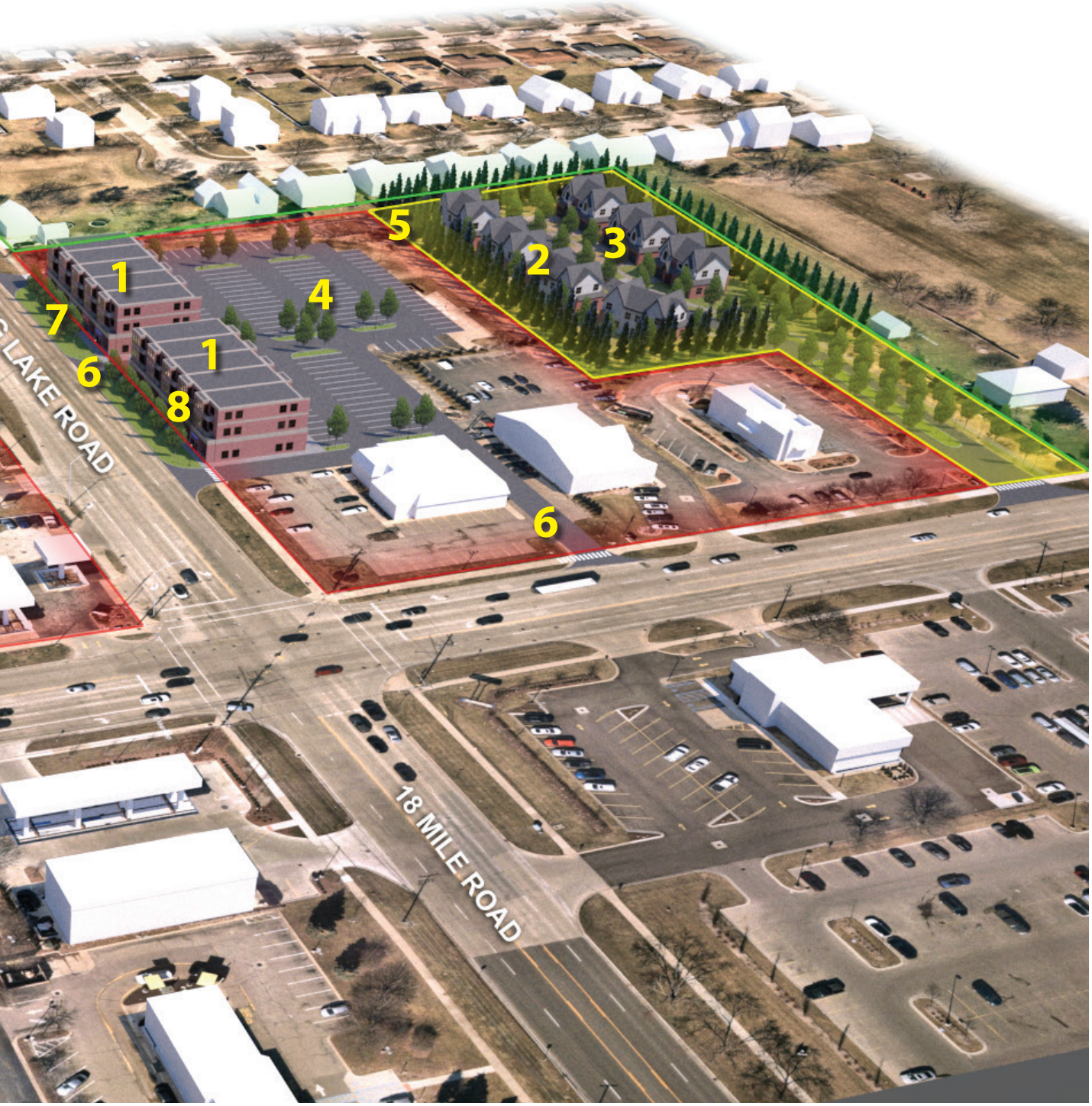
. Properly designed sidewalks and crosswalks of the appropriate width, with street trees, street furniture and a defined semi-public edge.

. 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 g
reducing the impact of ga
from the road with greens

garages increase visual appeal by
rage doors and softening the view
cape

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 neighbor
4. Curvilinear entry dri Wilmet Drives
5. Two- to three-story facing garages
6. Reconfigured retail small scale retail ter

hood park

ive connecting Orchard Crest and

townhomes along John R with rear

including existing pharmacy and new
ants.

Node-wide design elements for residential:

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- Multiple-row landscape edges provide buffer between land uses

FEMA Regulated Floodway (approximate)

Proposed park boundary

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FEMA Regulated Floodway (approximate)

Proposed park boundary

High Density Residential: Housing Choice

- **In close proximity to the most high-intensity nonresidential areas of the City.**
- **Diversify the City's housing stock.**
- **Excellent regional access and multi-modal access.**
- **Complementary to Big Beaver Road.**

The High Density Residential classification primarily includes multiple-family residential development made up of housing having three or more dwelling units per structure. This classification may have some limited mixed-use elements, especially those non-residential uses primarily geared towards day-to-day service needs of the resident population, although it is intended primarily to serve as the most dense residential development permitted by the City. The primary use in any development within this area must be residential.

The High-Density Residential classification is not the only area in the City in which high-density residential development may be appropriate. This category is, however, specifically identified for areas where high-density residential should be the primary, or exclusive land use. Other areas of the community, where mixed-use development is called for, may also integrate high-density residential as part of a mixed-use development. High-density residential development may also be appropriate along Maple Road in redevelopment projects or new development projects with a focus on open-floorplan, loft-style housing in new or renovated buildings.

The High-Density Residential classification may also include some redevelopment areas which may be better used for uses that support high-density residential. On a limited basis, small scale commercial development designed to cater to the day-to-day needs of the residents may be appropriate. The City should continually monitor the status of this classification to ensure that it remains viable, given the growing trend of integrating high-density residential projects in mixed-use settings.

Urban townhouses in Ann Arbor, Michigan; Photo by CWA

DESIGN CONCEPT

- The high-density residential district is integrated with surrounding land uses, and not simply considered a transitional use between traditionally intense and less-intense land uses.
- These areas will have a path system for access, exercise and leisurely strolls, designed to link residential communities, provides more land use efficiency with open space and access to neighborhood shopping and other services.
- Buildings frame the street network enclosing outdoor spaces.

SITE DESIGN ATTRIBUTES

- Front greenbelts with large street trees, decorative trees and low landscaping soften the environment between the street and building.
- Creative storm water detention should be designed as a focal point, including the use of appropriate landscaping and sitting areas.
- A path system that connects the building entries, parks, public sidewalk system and adjacent developments should be included in new development.
- Sites will be well-appointed with large trees and landscaping.

ARCHITECTURAL ATTRIBUTES

- Buildings will be between two and four stories.
- Front porches and tenant entries will be clearly defined through the use of canopies, overhangs, façade treatment or landscape.
- Fenestration will be accentuated with architectural trim work or decorative brick or stonework.

Urban townhouses in Ann Arbor, Michigan; Photo by CWA

Internal public spaces in a high-density residential development

Innovative facade and architecture in a high-density setting

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 neighborhoo
4. Curvilinear entry drive o Wilmet Drives
5. Two- to three-story tow facing garages
6. Reconfigured retail incl small scale retail tenant

od park

connecting Orchard Crest and

wnhomes along John R with rear

uding existing pharmacy and new
s.

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

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FEMA Regulated Floodway (approximate)

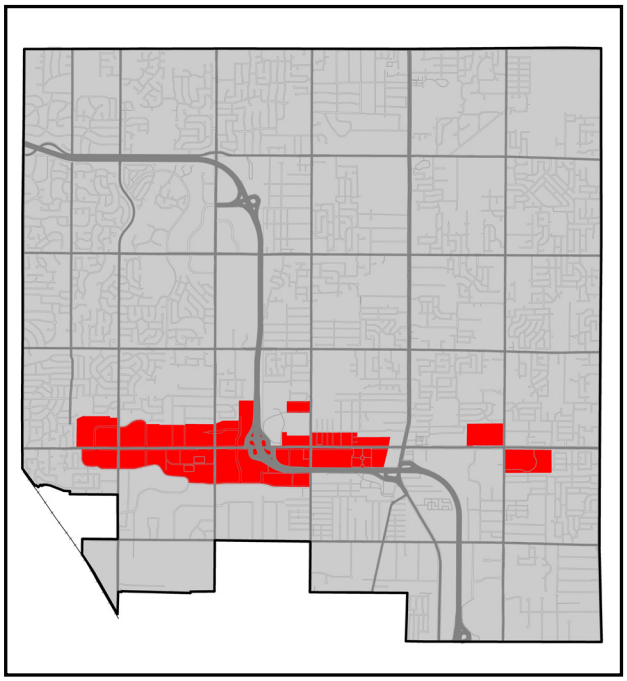
Proposed park boundary

CITY GATEWAY DESIGN ATTRIBUTES / GUID

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.

ELINES

Big Beaver Road: A World Class Boulevard



- **Home to large, landmark projects and mixed-use regional destinations.**
- **Central gathering area of the community.**
- **A collection of international corporations, local companies, and establishments which complement these high-visibility uses.**

The Big Beaver Road corridor is responsible for the first impression many people have throughout Michigan when they think of the City of Troy. The high-rise buildings, Somerset Collection, and its immediate proximity to I-75 are frequently the main elements visitors remember about the Corridor and the City. In order to remain competitive and continue to be a leader in economic development in Southeast Michigan, Troy must plan for this Corridor to evolve in light of a changing economy. In that spirit, the City adopted the key concepts of the Big Beaver Corridor Study in 2006:

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

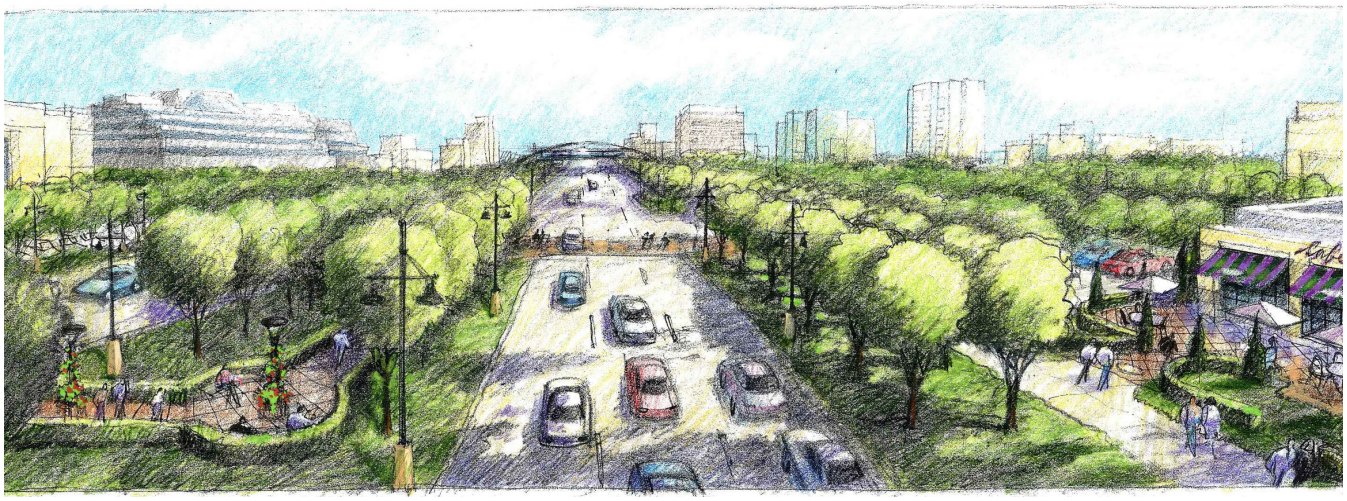
The uses and character of this future land use category are driven by the recommendations of the Big Beaver Corridor Study and subsequent efforts of the Planning Commission to create new zoning techniques to implement those recommendations.

This Study provided a comprehensive analysis of the existing and potential characteristics of this important area. The planned future land uses in the Big Beaver Corridor are in large part considered mixed-use, to allow for a wave of new residential development and the redevelopment of individual sites to make a more meaningful contribution to the quality of life of the City. The main difference between the various mixed-use districts planned in the Study is building height. The intended characteristics of the various districts are also very different, and are the topic of in-depth analysis in the Study. Some important recommendations of that Study are listed below.

- Moving toward the creation of distinct physical districts by building from lot line to lot line along the right-of-way rather than continuing to be a collection of isolated towers.
- Becoming flexible with land use relationships. The use of vertically integrated mixed-use commercial, office and residential towers should be promoted. The use of prominent ground floor retail, restaurants and cafes allows visual interest and activity for visitors and residents.
- Contain parking in structures that are shared by surrounding developments. Do not allow off-street parking to be visible from major thoroughfares.
- Landscape Big Beaver and intersecting thoroughfares with rows of mature trees.

DESIGN CONCEPT

- This will be a vibrant high-rise business and residential district.



Concept Sketch from the Big Beaver Corridor Study; Birchler Arroyo Associates, Inc.

- Pedestrian use will be promoted through massive landscaping, wide sidewalks, outdoor cafes, and public art.
- The Big Beaver Corridor Study and Big Beaver Development Code provide for a specific land development pattern.
- Architectural design must create an interesting visual experience for both sidewalk users at close range and for those viewing the skyline from a distance.

SITE DESIGN ATTRIBUTES

- Parking should be located in rear yards.
- Development should include intense street tree planting along Big Beaver.
- Cafes, plazas, parks and similar amenities to draw pedestrians will be encouraged.
- Buildings will frame the street network by building to the front and side property lines. Exceptions for cafes, plazas and access roads may be permitted.
- Appropriate transition with abutting single family residential neighborhoods

BUILDING DESIGN ATTRIBUTES

- Buildings should rise in height toward Crooks Road in the east-west direction.
- Buildings should rise in height toward Big Beaver in the north-south direction.
- Ground level stories should be a minimum of twelve feet in height; with large expanses of transparent glass.

Big Beaver Corridor Study; Birchler Arroyo Associates, Inc.

- Fenestration at the ground level should be highlighted through the use of awnings, overhangs or trim detailing, and building caps or roofs should provide a visually interesting skyline.

Additional goals, policies, and strategies for Big Beaver are set forth in the Big Beaver Pedestrian Special Area Plan on Page 205.

Rochester Road: Green Corridor

- **Regional model for a green corridor**
- **A strong focus on access management**
- **Heightened emphasis on strong stormwater management techniques**
- **Retail catering to regional traffic**
- **Innovative site design techniques applied through PUD use to allow for redevelopment for shallow lots**

Rochester Road carries high volumes of traffic causing backups at intersections. The abutting development pattern from Big Beaver Road north to Long Lake Road is a continuous row of highway-oriented commercial uses. North of Long Lake Road, the land use pattern evolves, becoming a mix of commercial and office near the intersections and older single-family homes and multiple-family complexes in between.

If Rochester Road is to have a defined role and pleasing character in the City, it must undergo a significant transformation over time. Ultimately, the Rochester Road Corridor will become a regional showcase for effective stormwater management and enhancement of the natural environment, while encouraging a combination of high-quality land uses. Effective landscaping focused on native plantings, and improved land use and access management along Rochester will create a green corridor that provides a high level of service for motorists, and which provides an effective natural buffer between high traffic volumes and people visiting adjacent properties. The creation of this green corridor would occur primarily in the right-of-way along road frontages and in the median of a future boulevard.

While the emphasis on innovative stormwater management is specifically called on for the Rochester Road Corridor, new low-impact techniques are to be encouraged elsewhere throughout the City of Troy. As noted in Chapter 7, innovative stormwater management is a priority for the community. Rochester Road will play an important role in this City-wide initiative by proving a regional showcase for such techniques.

New construction along the corridor may include detention and retention basins that work together from site-to-site with other features to create a continuous, linear landscape feature. By connecting properties, the basins create visual relief from traffic. Low impact development methods will be used throughout the corridor to filter stormwater runoff. Rochester Road will also be characterized by effective new signage, high-quality lighting, and effective, complementary site and architectural design.

Uses along Rochester Road will include a variety of mixed uses, established in a “pulsing” pattern where the most intense mixed-use or exclusively non-residential development will occur near the Neighborhood Nodes situated along its main intersections. Lower-impact uses, such as small scale retail or condominiums should be encouraged along the corridor frontage between these nodes.

DESIGN CONCEPT

- Commercial strip development should be limited and gradually replaced with mixed use.
- Commercial development should be encouraged to expand in the form of dense multi-story mixed-use concentrations at major

intersections. Concentrations are limited to within 1,000 feet of the intersection.

- The areas between nodes should develop as lower-rise office and multiple-family. The height differences encourage a visual "pulse."

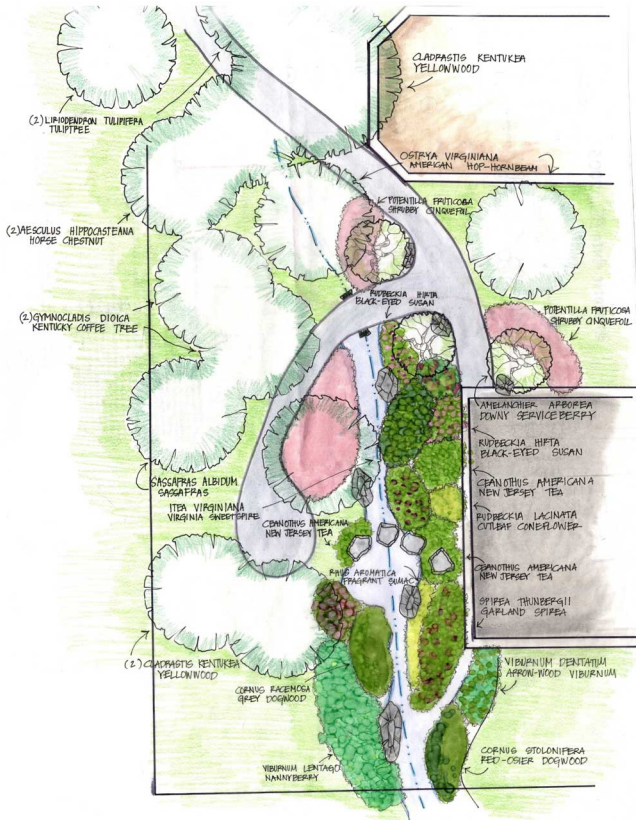
SITE DESIGN ATTRIBUTES

- Parking areas should be within rear yards or interior parts of the site. A single row of parking may be appropriate in front and exterior side yards in limited applications.
- Parking will connect to adjacent sites, eventually linking several developments with a rear access lane. The number of drives connecting to Rochester Road should be minimized.
- Defined internal walks will connect the businesses and buildings together.
- Internal walks will be connected to the public sidewalk system.
- Buildings will be separated from street traffic by a greenbelt or sculptural storm water detention basin.
- Height and size of signage will be reduced to contain visual clutter.
- Appropriate transition with abutting single family residential neighborhoods

BUILDING DESIGN ATTRIBUTES

- The height at nodes will be multi-story not exceeding four stories.
- The height between nodes should not exceed two stories.
- Ground level stories should be, at a minimum, twelve feet in height; with large expanses of transparent glass at intersection nodes.
- Fenestration for the ground level of buildings in nodes will be accentuated through the use of awnings, overhangs or trim detailing.

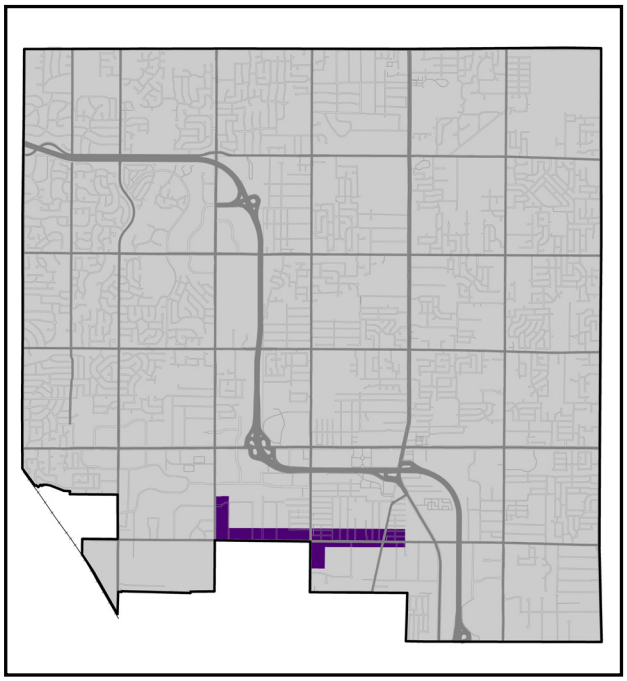
Additional goals, policies, and strategies for Rochester Road are set forth in the Rochester Road Special Area Plan on Page 113.



Design for a Rain Garden in Troy; City of Troy

Lovell Pond in Troy; an example of an innovative, urban stormwater basin; Photo by Jennifer Lawson

Maple Road: Mixed-Use



- **Predominantly industrial area, but with limited opportunities for transitional or service-oriented uses that complement the primary adjacent industrial areas**
- **Potential for urban-style open floorplan housing in redeveloping areas**
- **Focus on the quality of access management throughout Maple Road**

The Maple Road Corridor provides an opportunity for new, emerging land use types in the City of Troy. Limited development of industrial-style 3 to 4 story buildings with open-floorplan housing, developed in a transit-oriented setting, for instance, may be appropriate in some places. This type of development would help diversify the City's housing stock and provide a more effective buffer between the Corridor and the industrial uses located in the immediate area. Uses designed to support the workforce in the area may also be appropriate. Local commercial or small, mixed-use developments having a combination of such uses could greatly improve the character and image of this area. Such amenities would also help smaller, local industrial uses to recruit the best workforce.

DESIGN CONCEPT

- This area will be a high-quality, eclectic mix of land uses and architectural types.
- Emphasis should be placed less on land use and more on building and site design. Design should not reflect traditional forms of "colonial" architecture.
- Development should be linked together visually and functionally throughout the corridor.

SITE DESIGN ATTRIBUTES

- Uniform "build-to" lines guiding a uniform containment of open space within the right-of-way should be established.
- Primary parking areas should be within rear or interior side yards.
- Landscape design creativity will be encouraged by setting general parameters relating to environmental sustainability such as limiting storm water runoff.
- Larger sites with deep set buildings should redevelop with buildings near the Maple Road right-of-way line.
- Mass transit stops should be accommodated (see page 115)

BUILDING DESIGN ATTRIBUTES

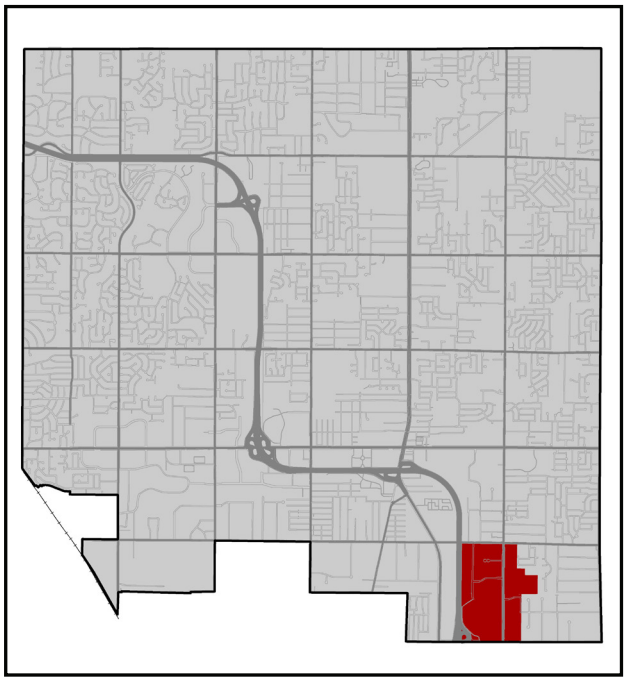
- Maximum height should not exceed four stories and limited to two stories for properties abutting single-family residential neighborhoods.
- Design creativity with regard to materials will be encouraged, although low quality materials or building designs that inhibit activity on the corridor will not be permitted.
- Primary parking areas within rear or interior side yards.
- Landscape design creativity should be encouraged by setting broad general parameters relating to environmental sustainability such as limiting storm water runoff or reusing gray water for irrigation.

Additional goals, policies, and strategies for Maple Road are set forth in the Maple Road Special Area Plan on Page 139.

Maple Road may provide a unique venue to expand opportunities for public art placement and for area artists to work and live.

New loft style, open floorplan residential development in Nashville

South John R Road: Connections



- **Provides a significant entryway into the City**
- **Walkable, mixed-use development and redevelopment**
- **Provides a central focus for the southeast area of the City**
- **Enhanced focus on Transit Oriented Design (page 48)**

The South John R Road future land use designation is reserved for Oakland Mall and the immediate surrounding area along John R Road. This classification is intended to allow for the continued operation and long term improvement to the area, focused on the provision of "comparison" commercial products. This area serves a large region, beyond the City of Troy, and blends with the area to the south, outside the City's boundaries.
However, the City recognizes that the nature of traditional retail is changing throughout the United States and that many conventional enclosed shopping centers are being redeveloped into a variety of new uses. Mixed-use developments with office and residential, and walkable outdoor shopping centers are two examples of uses that have replaced former enclosed shopping centers. The current configuration of Oakland Mall and its surrounding area may no longer be competitive in the near future and may necessitate additional study for this area.
Redevelopment in this area should carefully consider the opportunity for restoration of natural features. Existing underground drains, for instance, should be analyzed for potential to be integrated within redevelopment projects, Native landscaping and innovative stormwater management techniques should be considered in the area. The resurrection of urban waterways may provide an opportunity to introduce a valuable asset and differentiating feature for redevelopment projects in the South John R area.

Aracadia Creek Festival Place in Downtown Kalamazoo, Michigan, offers an excellent case study of the renovation of an historic urban stream to create a new, vibrant urban gathering place.

DESIGN CONCEPT

- This area will be a mix of retail, office and higher-density uses in multi-story buildings in an urban village.
- Building height will increase toward the center of the site.
- Height should not compete with the Big Beaver area.
- This area of opportunity will transform to a district of linked developments accentuated by significant landscaping and open space to off-set the increased height and density.
- Workforce housing, a part of the City's economic strategy, can be incorporated here.

SITE DESIGN ATTRIBUTES

- Buildings setback from the major road right-of-way should have a minimum distance that permits a greenbelt, single row of parking and wide sidewalk.
- Primary parking areas should be within rear or interior side yards, separated into modest-sized components for better storm water management and landscaping
- Internal walk system connects businesses, adjacent developments and the public sidewalks. Walks designed with trees, landscaping, water features or similar features to enhance the experience.
- Storm water detention should be captured in pedestrian friendly landscaped designs.
- Mass transit stops should be accommodated (see page 115).

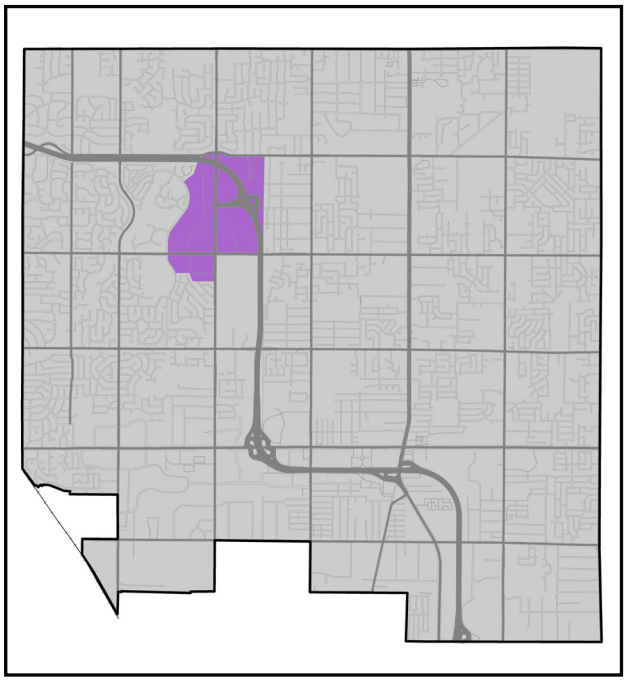
BUILDING DESIGN ATTRIBUTES

- A maximum of three stories or equivalent height in feet should be allowed at the perimeter of a site.
- A minimum of three stories and maximum of six stories or equivalent height in feet should be allowed near the center. One-story retail buildings should have a minimum height of twenty four feet.
- Ground level stories should have a minimum height of twelve feet from finished floor to finished ceiling.
- Facades should be over half transparent glass.
- Entries must be well-defined.
- Fenestration should be highlighted through the use of awnings, overhangs or trim detailing.

Walkable, mixed-use development with integrated parking

The San Antonio Riverwalk

Northfield:
A Focus On Innovation



- **A complement to the Smart Zone, but with an even broader mix of uses**
- **Outlot development to provide services to workers in the area**
- **Consistent site design throughout the District to create a unique identity**

The Master Plan identifies two primary districts for the encouragement of 21st Century, Knowledge Economy business development. The Smart Zone is situated along Big Beaver Road and an area to the south, along Interstate 75. Northfield, the second office and research area, is similar to the Smart Zone in its makeup, but will reflect its own unique style of development.

In terms of use, the emphasis in Northfield will be placed on office and planned research-office uses. Other uses primarily relating to the support of workers and activities in Northfield, such as supporting commercial uses, will also be considered on a limited basis. Residential uses, traditional industrial uses, and regional commercial uses will be encouraged within mixed-use developments only when they are designed to support the primary function of the Northfield area.

Medical, professional, general, service-related office uses, and research –based uses, especially those planned in a campus or park-like setting, will be the primary focus in Northfield. These uses are intended to be enclosed within a building, and in the case of research and development uses, external effects are not to be experienced beyond their property boundaries.

DESIGN CONCEPT

- The contemporary architectural image should be continued.
- Infill construction will provide a physical link between semi-isolated towers.
- Demarcated crosswalks, an internal and external walk system and plazas/pocket parks will support physical linkages.
- Higher-density housing of twenty units per acre will be encouraged at the immediate periphery.
- Streets will be framed and the public right-of-way space will be delineated.

SITE DESIGN ATTRIBUTES

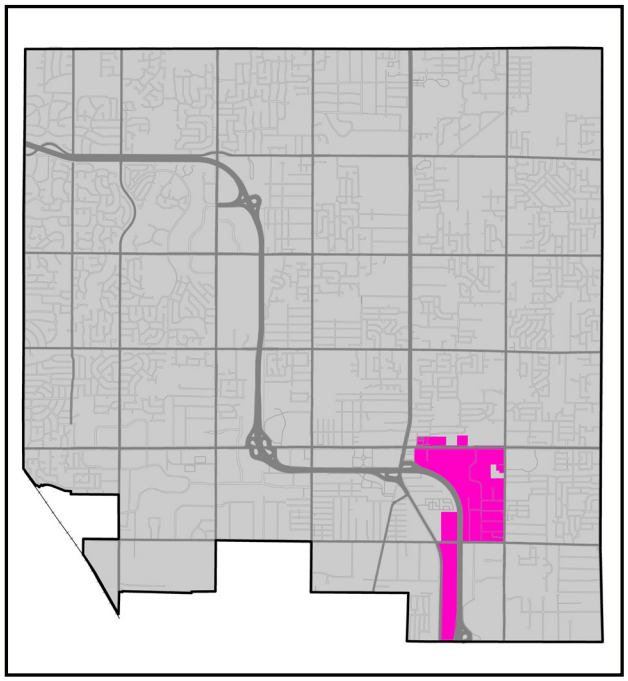
- Primary parking areas will be within rear or interior side yards and separated into modest-sized components by storm water management and landscaping.
- Walks will connect businesses, adjacent developments and public sidewalks.
- Storm water detention should be captured in pedestrian friendly landscape designs.
- Outdoor cafes, plazas, pocket parks and similar pedestrian amenities will be key features.
- Mass transit stops should be accommodated.

BUILDING DESIGN ATTRIBUTES

- Ground level story should have a minimum height of twelve feet from finished floor to finished ceiling.
- Facades should be half transparent glass.
- Entries should be well-defined.
- Fenestration on the ground level should be highlighted through the use of awnings, overhangs or trim detailing.

Additional goals, policies, and strategies for Rochester Road are set forth in the Rochester Road Special Area Plan on Page 113.

The Smart Zone: Big Beaver and Beyond



- **A special focus on high-technology uses that complement one another**
- **Potential high-density housing in proximity of 21st Century knowledge economy employers**
- **Regionally prominent location for technologically advanced companies**

The Smart Zone was strongly emphasized in the Big Beaver Corridor Study and is the only proposed district within the Study to be called out specifically as a future land use category in the Master Plan. The Study envisions the Smart Zone as a unique area dominated by high-technology uses which are at the cutting edge of innovation. The Study calls this location a "paragon of innovation" and prescribes a combination of "signature" light industrial, research and development, and office uses.

The Master Plan uses this category in an area expanded beyond the boundaries shown in the Big Beaver Corridor Study. The area south of the main Smart Zone area, situated around Interstate 75 provides an opportunity to foster additional Smart Zone uses and development. Furthermore, much of this area is occupied by vacant or underutilized office and industrial facilities that could be readily redeveloped into Knowledge Economy uses, or into uses that work in direct support of those uses. This area is highly visible from Interstate 75. Business-to-business functions, such as materials suppliers or office support uses also represent an ideal fit in this southern section of the Smart Zone.

DESIGN CONCEPT

- New construction and redeveloping properties should be set in an integrated campus environment.
- Paths, generous landscaping, water features and similar features found in first-class business parks should be infused throughout the site.
- Mass-transit stops should be located along routes to accommodate the workforce.

SITE DESIGN ATTRIBUTES

- Primary parking areas will be within rear or interior side yards and separated into modest-sized components by storm water management and landscaping.
- All parking should be screened from view by landscaping or walls.
- Walks should connect businesses, adjacent developments and the public sidewalks.
- Storm water detention should be captured in pedestrian friendly landscaped designs.
- Mass transit stops should be provided on the exterior and within the interior of the district.

ARCHITECTURAL ATTRIBUTES

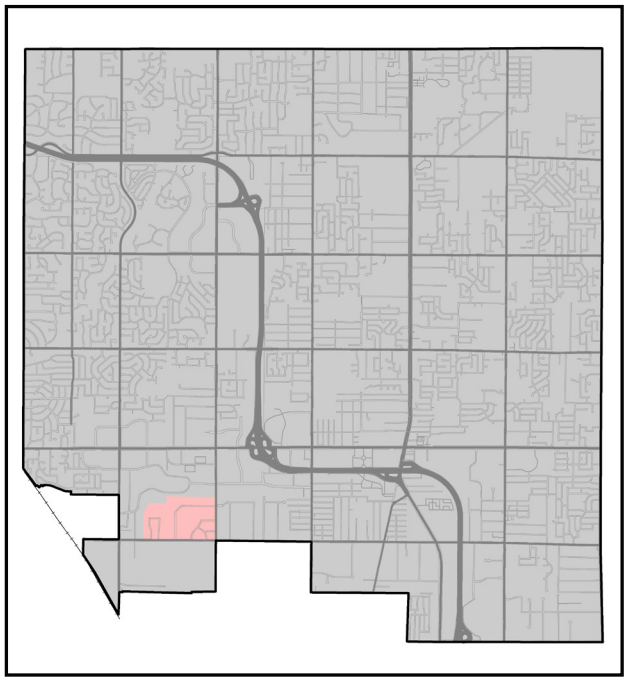
- Height should be encouraged in cases where the development makes unique contributions to the area.
- Non-industrial portions of businesses should face the street system.
- Durable metal, glass, masonry and other materials should be used to promote the scientific image of emerging technology.
- Entries should be well-defined.

Automation Alley Technology Park in Troy; Photo by Brent Savidant

Ford Rouge LEED Rated Assembly Plant and Visitor Center

High-tech industry within the Smart Zone; Photos by Brent Savidant

Automall: A Unique Approach & Competitive Advantage



- **A coordinated collection of automobile sales lots that have a competitive advantage in that they provide a comparison shopping experience in one area**
- **New development should include walkable elements to allow for users to experience more than one dealership without moving their car**
- **Coordinated site design characteristics throughout the area.**

The Automall is a category that is unique to Troy. This area is home to a comprehensive collection of retailers of nearly every automobile make in the Country, and their grouping in one small, planned district provides a distinct advantage over similar automobile retailers around the region. In this location, potential buyers can see a variety of makes and models up close and make more informed buying decisions. The City continues to encourage the development of the Automall for this purpose. While the predominant use in this location is auto dealerships, other ancillary uses directly relating and in support of these dealerships will also be considered.

Auto dealerships in the Automall should be encouraged to develop outstanding automotive displays and engaging facades. The combination of these upscale automobile dealerships in a dense collection, offering unique permanant displays will complement one another to create a showcase for automotive design as well as for autombile sales and service.

The Michigan Design Center, located at the northwest corner of the Automall area on Stutz Drive, provides a unique asset for Troy. This facility offers a unique collection of over 40 showrooms in a 215,000 square foot facility. These showrooms display the latest in home furnishings and interior design elements. Primarily geared toward design professionals, the facility also provides an exceptional resource for design students. Potential future opportunities for open floorplan, artist-loft residential development or other land uses located to capitalize on and strengthen the relationship to the Michigan Design Center should be strongly encouraged in the western section of the Automall area.

DESIGN CONCEPT

- The unique atmosphere of the Automall will be enhanced. Vehicle displays will provide the enhancement.
- Showrooms will provide the setting for the people and products.
- Large expanses of transparent glass, and uniquely designed outdoor lighting will define the experience.

SITE DESIGN ATTRIBUTES

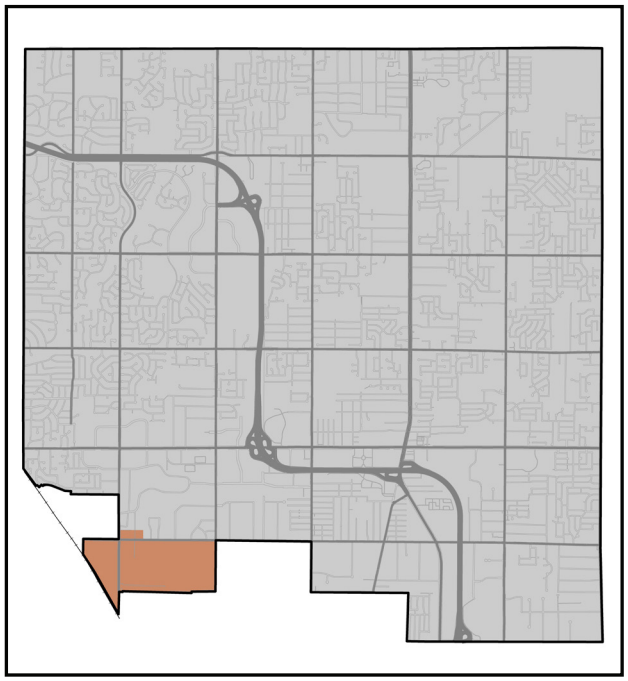
- Install pervious surfaces for walks and low-use parking areas to limit surface storm water runoff.
- Development should conform to a uniform “build-to” line corresponding to the line of currently existing buildings.
- Support businesses for the dealerships shall locate on Maple Road and not infill between dealerships.

BUILDING DESIGN ATTRIBUTES

- Showrooms should have a minimum height of sixteen feet.
- A minimum of 75 percent of a showroom façade should be sheathed in transparent glass.
- Support businesses not conducting individual customer sales will locate the office portion of the business along the public street. Site and building maintenance will be the primary design emphasis.
- Dealerships should visually differentiate themselves from one another; the variety of architectural styles will enhance the diversity of the product offerings.

High quality display area within the Automall; Photo by Brent Savidant

The Transit Center: Air, Train, and Transit in a Unique Setting



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A step in transit

Troy could become regional center for buses, light rail

IN TRANSIT

A proposed transit center brings hopes of regional connections between Troy, Birmingham and possibly Detroit.

Somerset Collection
Pavilions of Troy
Big Beaver Rd.
Troy
Coolidge Highway
Eton St.
Maple Rd.
Transit Center
Downtown Birmingham
Woodward Ave.

By Daniel Duggan
Crain's Detroit Business

High hopes surround a plan for a $3 million transit center in Troy that is expected to spur walkable development and connect the sprawling suburb to Detroit and other communities.

Regional planners say the center, near the edge of Birmingham, could act like a regional transit point as the area's struggling transportation system develops around it.

Whether it's the first step toward mass transit in the Motor City or part of the growing Troy-Birmingham rail district,

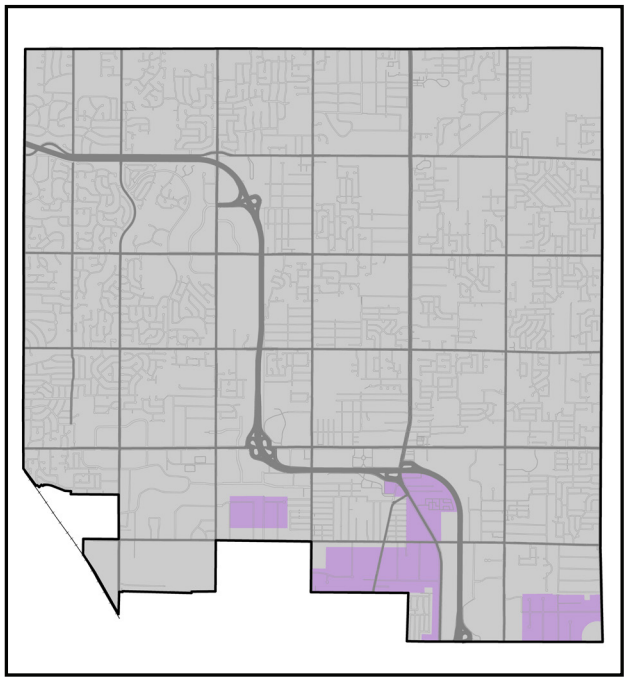
Blouse

Blouse, president and CEO of the Detroit Regional Chamber,

"If we want to stop the talent-job drain and preserve the knowledge-based jobs here, we have to create a different quality of life," he said at a two-day real estate conference in Troy last week. "Mass transit is a very important piece for an economic transformation."

CALDOT Transit-Oriented Development in Oakland, CA City Center

21st Century Industry: A New Opportunity for Growth



- **Continued encouragement of a variety of industrial uses**
- **Light industrial uses with no outdoor storage or external nuisances are especially encouraged**
- **The emphasis for site design should be on screening, landscaping, buffering, and effective transitioning to allow this important category to succeed without negative impacts on residential or commercial areas of the City**

The 21st Century Industry classification provides area for conventional manufacturing and assembly uses, but with a broader interpretation of what industrial areas can become. In addition to conventional industrial uses, shops, and warehousing, this category can be home to business-to-business uses that don't require a significant public presence, but which work in tandem with the Knowledge Economy uses encouraged within the Smart Zone and Northfield. Suppliers, fabricators, printers, and many other supporting uses which strengthen the City's appeal as a home to 21st Century businesses are all encouraged in this category.

An alternative use that may be considered on a very limited basis in the 21st Century Industrial area is loft-style residential development in reclaimed industrial buildings. Opportunities for artist lofts and open-floorplan residential development may exist within new, innovative mixed-use projects. Such projects would be an ideal fit within the 21st Century Industrial area. Such housing will only be considered when all potential environmental limitations have been identified, and if necessary, neutralized.

The majority of the 21st Century Industrial lands in Troy surround the Maple Road category (see page 105), although they are intermingled with areas planned for the Automall, the Smart Zone, and the Transit Center. Existing land uses along Maple Road vary widely, and do not have a clear, identifiable character. Maple Road is primarily experienced as a series of nodes that center on north-to-south traffic leading into and out of Troy from the Big Beaver Corridor. For this reason, Maple Road is planned as a series of areas designed to support the Big Beaver Corridor and the Smart Zone, such as the business-to-business uses noted above.

DESIGN CONCEPT

- This area will recognize that manufacturing and distribution will continue to provide valuable jobs and a tax base. Emphasis will be on maintaining a strong image by concentrating on site and building maintenance as well as redevelopment, rather than redevelopment alone.
- Code enforcement will be a critical tool to maintain the visual and physical health of the district.
- As land becomes available, green space should double and storm water management should improve.

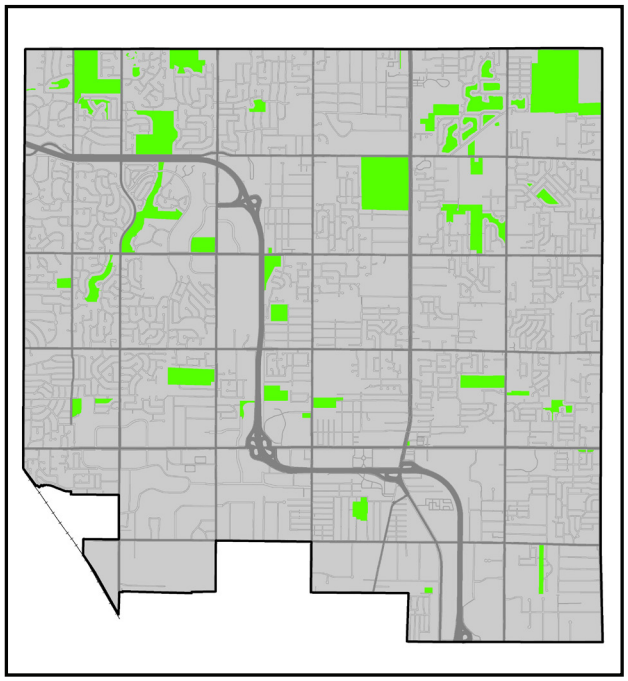
SITE DESIGN ATTRIBUTES

- Primary parking areas are located within rear or interior side yards.
- Front yards will be landscaped and well-maintained to continue an improved image.
- Green space will be placed along property perimeters to assist with controlling surface storm water runoff.

BUILDING DESIGN ATTRIBUTES

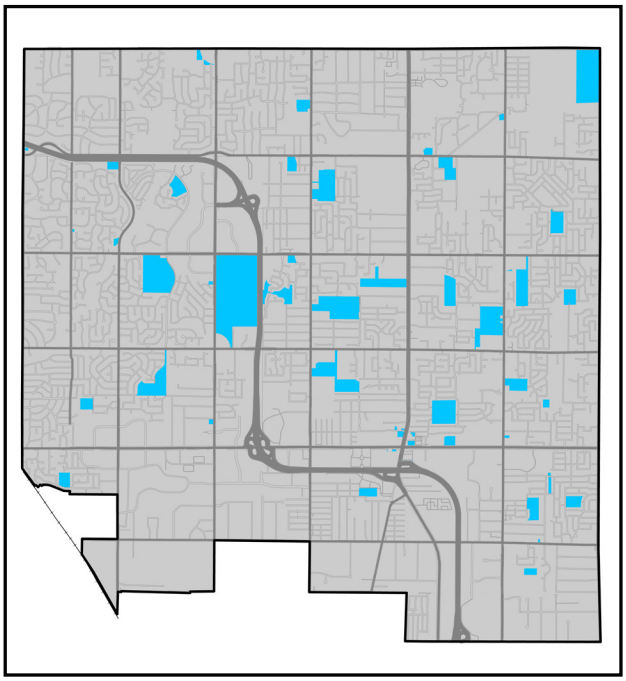
- The office portion of industrial developments will locate nearest the public street.

Recreation and Open Space: Extraordinary Amenities



The designation of Recreation and Open Space provides areas for both active recreation and conservation of natural resources. This land use can be either publicly or privately owned. Maintenance of these areas are essential to the preservation of fish and wildlife habitat, water quality, wetlands, scenic amenities, and outdoor recreation opportunities. Other significant areas are designated throughout the City and include private parks and common open areas associated with other private development.

Public and Quasi-Public: The Foundation of Troy's Neigborhoods



The Future Land Use Plan designates existing areas set aside for institutional uses such as schools, cemeteries, and other public and quasi-public activities. These sites are scattered throughout the City and are often at the center of the social neighborhood. Schools, especially, play a large role in the creation of social neighborhoods and provide a community center function.

This category also includes the Civic Center site, which contains the main operations of the City of Troy. Since the acquisition of the former Troy High School site in 1993 and construction of the Troy Community Center, this location has empowered the City to greatly enhance its operations and plan for future growth. With the addition of the model Solar Decathlon house and the potential future improvements to other facilities, the City has an outstanding opportunity to showcase innovative and responsible development practices in a visible location. It is expected that the current City, Court, and Library functions will continue at the present location.

This future land use category also includes the Beaumont Health Care Campus on Dequindre Road. The City supports the long term development of this site and encourages its growth and success.

Finally, the quality of utilities and service are inextricably tied to the quality of living, working and conducting business in the City. This category includes some areas reserved for meeting the basic needs and expectations of City residents through utility installations. Detention and retention basins are also included in this category.

Special Area Plans

Special Area Plans

113 // Rochester Road
139 // Maple Road
179 // North Troy

As part of the 2015 Master Plan update, the city undertook a special area study of four areas of the city: Rochester Road, Maple Road, North Troy, and Big Beaver.

The Michigan Planning Enabling Act, PA 33 of 2008 requires that the Master Plan shall be reviewed by the Planning Commission at least every five (5) years. The purpose of such review is to determine if the Plan requires revision. The Planning Commission reviewed the Plan and made a determination that a complete revision of the Plan was not necessary although there were several specific areas of the Plan which should be addressed.

While the future land use plan ensures compatible and coordinated growth throughout Troy, there are identified areas of the city that are undergoing significant change. In those areas where substantial development and redevelopment activity is likely, special area plans provide an illustrative framework to guide development in a way that fosters a sense of place and establishes community identity in key locations. The plans are intended to act as a catalyst for future economic redevelopment within the boundaries established by each plan.

As part of the 2015 Master Plan update, the city undertook a special area study of four areas of the city: Rochester Road, Maple Road, North Troy, and Big Beaver.

While the future land use plan ensures compatible and coordinated growth throughout Troy, key areas of the City will undergo significant change. In those areas where substantial development and redevelopment activity is likely, special area plans provide an illustrative framework to guide development in a way that fosters a sense of place and establishes community identity in key locations. The plans provide schematic representations of potential development areas at a variety of scales and levels of detail, and may include illustrative configurations for new streets, buildings, parking, open space and circulation as may be appropriate to the area. They are accompanied by descriptive text that explains existing site characteristics, planning challenges, design considerations, and planning goals for each area.

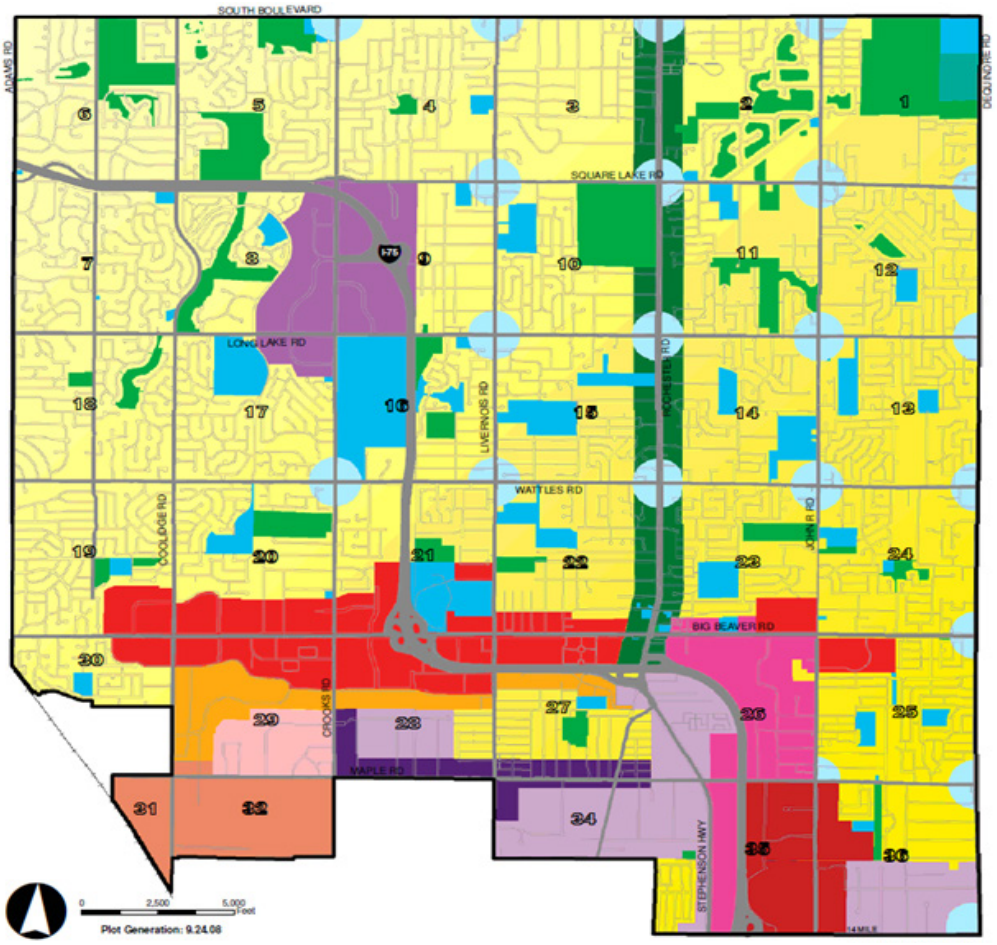
Public Engagement

The city pursued a unique approach in public engagement by holding a series of targeted forums focusing on specific issues. Feedback from the community guided the overall direction of the plan. The following summarizes the content of each forums:

Real Estate Forum

The City of Troy hosted a Real Estate Forum on Tuesday, April 29, 2014 at the Troy Community

Target Area	Geographic Area	Focus of Study
1. Maple Rd and IB Zoning Area	The Transit Center, Maple Road, 21st Century Industrial, and the Smart Zone as described in Master Plan that are located along Maple Road/ Stephenson Road and south to the city border	Market issues, pedestrian circulation, and minor zoning code amendments.
2. Rochester Rd	Big Beaver Road to Wattles Road	Address concerns of adjacent neighbors regarding height, and land use buffers and transitions. Will require amendments to zoning regulations for GB and CB.
3. North Troy	The Northfield area as described in Master Plan	Office vacancy and diversifying land uses
4. Big Beaver Pedestrian	The Big Beaver Form-Based District and the area from Rochester Road to John R. Road	Pedestrian circulation



Center. Over 60 community leaders, business owners, real estate developers, and interested citizens participated in a productive dialogue regarding the future direction of key economic areas of the city, specifically Maple Road, Big Beaver, North Troy, and Rochester Road. Participants were presented with target area snapshots and were asked to identify and describe the assets and challenges of these four areas. Participants also offered strategies for reinforcing assets, re-envisioning challenges, and ultimately attracting new development that is right for the corridor and the community. Participants emphasized the need for collaboration between city departments and community stakeholders, as well as a coordinated vision that is responsive to market demands and focused on quality of life. By building on the unique strengths of each area, activating established nodes and reinforcing new development with pedestrian amenities, transit connections, and a desirable mix of uses those sites that were once viewed as challenges will appear as opportunities for reinvestment.

- Density is key
- Plan should be market driven and forward thinking
- Transportation and pedestrian improvements are important
- Zoning should align with the Master Plan and offer flexibility to encourage the right development at the right time
- North/South corridors provide important connections between the target areas and adjacent communities
- Residential development should attract and accommodate different ages, lifestyles, and income levels
- New developments should be connected
- Strategic, tactical, and creative placemaking strategies can activate node

Move Across Troy Symposium

The opportunity exists to create a transportation corridor along Big Beaver Road that is not only unique in Michigan, but in the United States – a corridor that not only carries a high volume of vehicles, but is walkable, hosts continuous pedestrian activity, and provides a variety of transportation options. To identify and address transportation and pedestrian options along and across Big Beaver, the City hosted a Symposium with both the general public and key stakeholders. Two sessions were held. The first was a technical meeting with representatives from MDOT, Oakland County, and City of Troy. The purpose of the meeting to discuss specialized solutions to address issues.

The second session was a public meeting to identify potential pedestrian issues and solutions. Over 60 attendees provided comments on targeted elements including I-75 underpass, grade-seperated crossings, intersection crossings, and mid-block crossings. The results informed the Big Beaver Pedestrian Special Area Plan.

High School Forum

In order to gain input from the future leaders, a session way held with twenty high school students (ten each from Troy and Athens High Schools). The students were intended to serve as a cross-section of the high school population. The students were quite impressive and were motivated at their responses.
Attendances were asked to use one word to describe Troy today and one word to describe Troy in 10 years:

Troy Today	Troy in 10 Years
Versatile	Fun
Peaceful	Advanced
Family-oriented	Utopia
Upscale	Safer
Quiet	Educated
Potential	Expanded
Diverse	More Diverse
Well-rounded	Innovative
Residential	Modern
Safe	Creative
Fun	Changing
Busy	Less-Congested
Close	Professional
Engaging	Busy
Boring	Beautiful
Suburbia	Affordable
Opportunity	Home-owner oriented

The students were then asked a series of questions about Troy including what they like best about living in Troy, what they like least, their desire to move back to Troy after school, and Troy's most pressing needs. The full results are located in the appendix. The students enjoy the quality of schools; however most students noted that they do not plan on moving back to Troy in the future. If they did move back to Troy it would be because of family and the quality of the schools. They note that Troy is missing entertainment options, and "cool" housing options, and does not provide walkable or bike-able places. Most students desire to live in a big city after college graduation.

Neighborhood Association Forum

City of Troy hosted a neighborhood forum with Presidents and representatives from the various neighborhood associations. All geographic residential portions of the city were represented.

We started the discussion with asking those in attendance one word to describe Troy today and one word to describe Troy in 10 years:

Troy Today	Troy in 10 Years
Suburban	Advanced
Future	Economic Leader
Random	Attractive
Evolving	Progressive
Bedroom-community	Education
Attractive	Birmingham; More Parking
Youth	Envied
Opportunity	Futuristic
Diverse	The standard
Accommodating	Smart
Modern	Advanced

Participants were asked a series of 15 questions. The full results are located in the appendix. The questions focused on neighborhood issues affecting their neighborhoods including property upkeep and maintenance, transportation improvements, land use transitions and buffers, desired community amenities, and need for housing options.

There were two big takeaways from the neighborhood forum discussion. The first takeaway was that residents like living in Troy and cited a number of reasons including high quality of the public schools, entertainment options, safety, and housing stability. Maintaining a quality school district was cited of critical importance, especially for neighborhood and property value stabilization. The second major takeaway was the biggest issue facing Troy is a lack services within walking distance and lack of non-automobile transportation options.

Boomer and Shaker Forum

The City of Troy hosted a "Boomer and Shaker" Forum on Monday, August 17, 2015 at the Troy Community Center. The purpose of the forum was to meet with Troy residents to identify issues and determine strategies to ensure Troy assists its aging population and creates an aging friendly place. The intent was to focus on issues facing Troy's boomer and senior population but also address issues that cross-generational lines:

- Housing
- Transportation
- Placemaking
- Walkability
- Safety and Security
- Health Services
- Recreation and Cultural Activities

Over 80 community residents participated in a productive input session to make Troy an aging friendly location.

Most of the participating residents are likely to remain living in Troy as they age. Many noted the high quality of life living in the city. For those that identified that they are likely to leave Troy, the most listed reason was a lack of housing option and a lack of transportation options. Underserved senior housing options and a need for increased public and dedicated senior transportation options was a common discussion point of the Forum.

The first major takeaway was there is an identified underserved housing type of senior-friendly housing such as smaller, single-family

homes, condominiums, or apartments with first floor master bedrooms. Housing affordability was listed as a significant housing limitation. Many remarked that they are on a fixed income and cannot afford a $400,000 house/ condo. They noted that affordable, smaller housing options are difficult to find in Troy and the city should push development of those types. The second major takeaway was the need for improved transportation options, particularly serving seniors. Most attendees noted that because they are able to drive they are able to obtain their daily needs (health services, retail goods, social, recreational, and cultural). However, they are unsure if they will be able to once they are unable to drive.

To improve transportation options, the city should work with SMART to increase bus hours and locations. While Medi-go, a transportation service for Troy disabled residents and those age 60, provides a valuable service, the hours are limited and should be expanded. Medi-go should be complimented with a dedicated transportation system or on-call shuttle service for seniors for daily needs in addition to just medical appointments, like grocery shopping, recreation activities, etc. Lastly, the City should focus on improving the sidewalk system and street crossing at major thoroughfares, and build trails.

Rochester Road: Special Area Plan

Introduction

The Rochester Road corridor is a major north-south thoroughfare traversing Oakland County, with convenient access to I-75, M-59, Big Beaver Road, Maple Road, and Stephenson Highway. Recent road improvements and the creation of a boulevard have improved traffic flow along the corridor but the vision of a green corridor as envisioned in the 2008 Master Plan has not yet been realized. Development along the corridor has been inconsistent with variation in the size and location of buildings. Other challenges include the location of parking areas, outdated façades and nondescript architecture, landscaping, lighting, and signage. The goal of this Plan is to provide a unifying framework built around public and private improvements that will change the function and character of the corridor over time. Rochester Road has the potential to become a hub for small businesses, independent restaurants, neighborhood services, and live-work development.

Evolving to Meet New Challenges

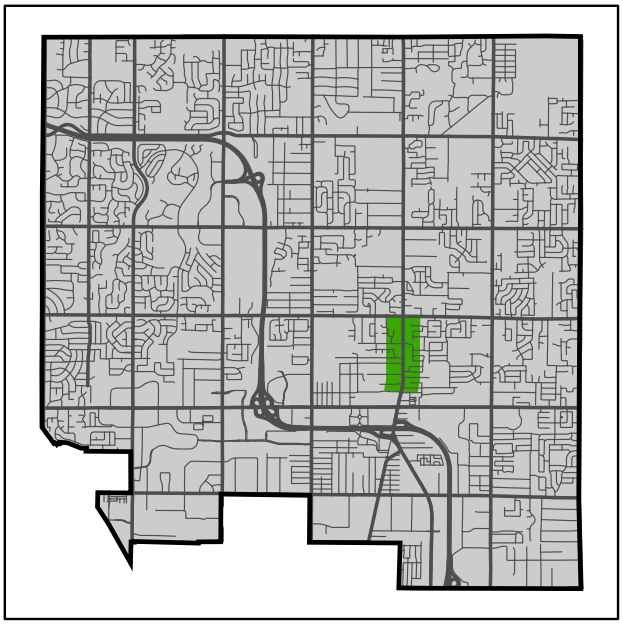
Rochester Road offers a convenient local commercial node close to the Big Beaver corridor. Adjacent to attractive neighborhoods of primarily single family homes in a great school district; it is principally service and retail use. The challenge for Rochester Road is to develop an active, aesthetically pleasing, commercial corridor that will attract customers, increase taxable value, provide and grow the Troy economy, while protecting the adjacent residential neighborhoods.

In general, Rochester Road has a split personality. In terms of traffic, commuters are trying to get through the area as fast as possible, while residents and businesses are calling for a much slower pace that will provide a safe, pedestrian friendly environment. The new boulevard has improved traffic; however it is only the first step in effectively addressing the pedestrian realm and access management. Continued public/private investment will be needed to transform the corridor. In terms of development, real estate professionals reiterate that “density is key” for corridor revitalization, while residents push to maintain height restrictions. The area is dominated by shallow, narrow lots with limited pedestrian access and inconsistent setbacks. Most users agree that excessive signage and inconsistent façade design result in the perception of visual clutter.

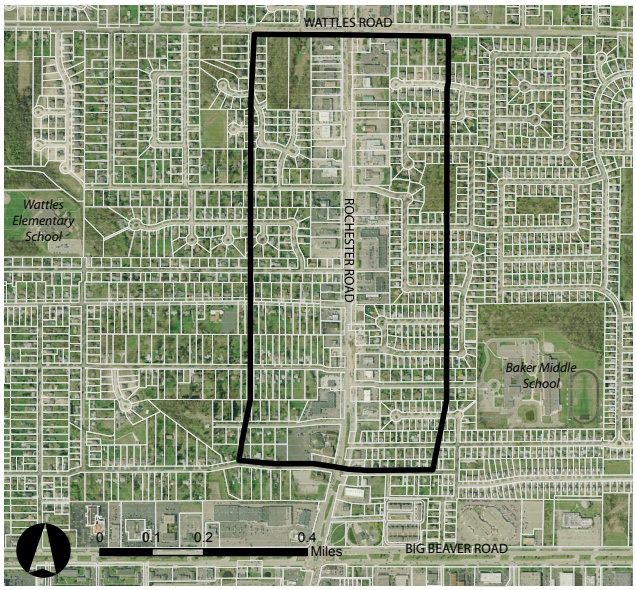
Development along the corridor has been uneven with tremendous variation in the size and scope, location of parking areas and roadway access, architecture, landscaping, lighting and signage. The goal of this Plan is to provide a unifying framework built around public and private improvements that will change the function and character of the corridor over time. The plan identifies three complementary concepts for dealing with these issues and creating a solution that all users will welcome. The first concept deals with restructuring the pattern of land use and development lining the corridor, the second involves incorporating the redesign of the public right-of-way, and finally, creating a cohesive image and stronger identity for the corridor.

Vision Statement

Rochester Road will be a welcoming, pedestrian friendly neighborhood shopping destination known for its small business incubation and stormwater management best practices. Green infrastructure, landscaping, and streetscaping enhance the character of the corridor, while also providing a buffer between commercials areas and adjacent residential uses.



Locator map



Target Area map

Existing Conditions

2013 Target area statistics

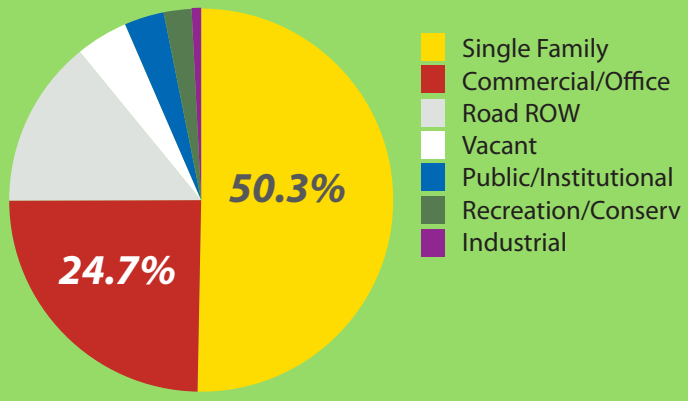
Total taxable value	$43,612,770
Total area (acres)	164
Total businesses	131
Total employees	1,037

2010 Market area statistics[1]

Population	9,651
Households	3,321
Percent owner occupied	81.4 %
Median household income	$86,712
Per capita income	$34,928

1: Esri 2013 Estimates Business Summary from Oakland County EDCA, Census 2010, City of Troy GIS data 2013 Note: 1. Market Area includes households within 1 mile of Target Area. 2. Employee and Business data use NAICS codes.

Land Use[2]



2. Land Use calculations include all parcels within the Target Area.

Property Data

	Target Area	Commercial	Industrial	Residential
Total Parcels	392	57	1	334
Total Structures	376	53	1	322
Total Acres	164	50	1	113
Median Year Structure Built		1982	NA	1976
Total Floor Area (SF)		379,321	NA	601,131
Median Floor Area (SF)		4,800	NA	1,709
Total Taxable Value	$ 43,612,770	$ 14,911,860	NA	$ 28,700,910

Source: City of Troy GIS data 2013

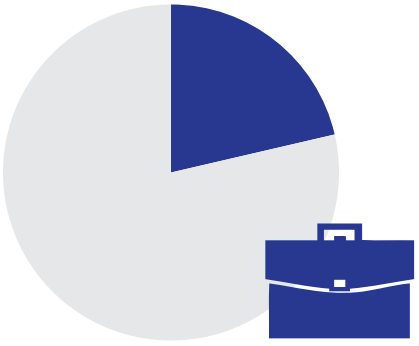
Top Industries in Target Area by Employment [3]

32.1% ***Finance & Insurance***

	Employees	Percent (%)
Finance & Insurance	333	32.1
Administrative & Support & Waste Management	135	13.0
Accommodation & Food Services	124	12.0
Retail Trade	109	10.5
Professional, Scientific & Tech Services	83	8.0

3: Esri 2013 Estimates Business Summary from Oakland County EDCA

Top Industries in Target Area by Number of Businesses



21.4 % ***Professional, Scientific & Tech Services***

	Businesses	Percent (%)
Professional, Scientific & Tech Services	28	21.4
Administrative & Support & Waste Management	22	16.8
Retail Trade	15	11.5
Other Services (except Public Administration)	11	8.4
Health Care & Social Assistance	10	7.6

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA

Gateways

- Wattles Road
- Big Beaver Road

Assets

1: Rochester Road street improvements

2: Wattles Elementary School

3: Baker Middle School

4: Gateway Park on Big Beaver Road

Opportunities

1: Potential development site

2: Recent redevelopment

3: Potential development site

4: SE of Rochester Rd and Troywood Drive

5: NW of Rochester Rd and Colebrook Driv

6: Troy Pointe Plaza

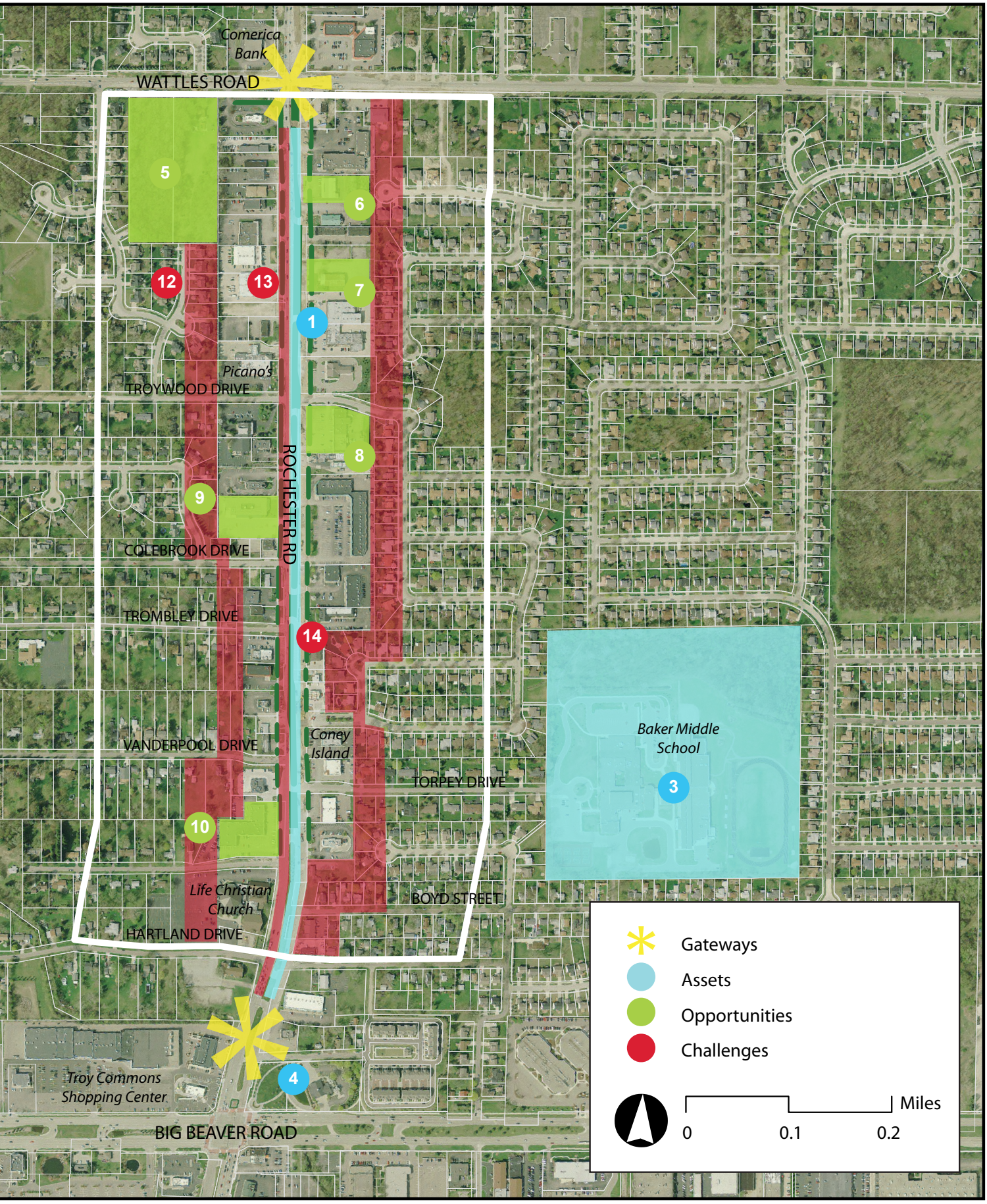
7: Mom and Pop character

Challenges

1: Boundary/transition between single-family residential Boundary/transition between single-family residential

2: Inconsistent building setback

3: Shallow depth of commercial frontage


Comerica Bank
WATTLES ROAD
5
6
7
12
13
1
Picano's
TROYWOOD DRIVE
ROCHESTER RD
8
9
COLEBROOK DRIVE
TROMBLEY DRIVE
14
Baker Middle School
3
Coney Island
VANDERPOOL DRIVE
TORPEY DRIVE
10
Life Christian Church
BOYD STREET
HARTLAND DRIVE
4
Troy Commons Shopping Center
BIG BEAVER ROAD
Gateways
Assets
Opportunities
Challenges
Miles
0
0.1
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Rochester Road Public Engagement Findings

Rochester Road offers a convenient economic node close to residential neighborhoods. It is primarily service and retail use. The corridor could be marketed as the "Entrepreneurial Center" for the city as it provides an incubator for small start-up businesses. The area is dominated by shallow, narrow lots with limited pedestrian access and inconsistent setbacks. Excessive signage and inconsistent façade design result in the perception of visual clutter. New development may require the consolidation of parcels, but there are concerns from the community about increasing building heights where adjacent to residential properties.

There needs to be a conscious effort in branding Rochester Road and making it a notable place. Streetscape should not be underestimated. Sidewalk connections and pedestrian access must be accommodated in new developments. In some ways infrastructure can be used to mask the visual clutter and give the corridor a unified image.

Considerations

- Keep integrity of residential as more commercial frontage is developed
- Reface retail and create more pedestrian friendly intersections
- Clean corridor and remove or revitalize obsolete buildings by finding incentives for redevelopment
- Reduce setbacks and parking associated with strip malls
- Develop retail and restaurants that reflect the needs of nearby residents
- Encourage senior housing and compatible uses

Priorities and Strategies

This plan recommends three priorities for establishing Rochester Road as a vibrant and walkable corridor with ample pedestrian amenities, convenient neighborhood services, and great accessibility. These priorities and strategies include:

1. Enhance the image and identity through private investment and public/private partnerships

Strategies:

- Adopt Design Guidelines/Standards
- Establish building improvement programs
- Coordinate streetscape improvements
- Encourage innovative stormwater management

2. Improve access management

Strategies:

- Implement Rochester Road Access Management Plan between Big Beaver and Wattles Road
- Support lot consolidation
- Require consistent building and parking location placement

3. Preserve adjacent residential character and encourage compatible development

Strategies:

- Provide rear setback and landscape buffers between Rochester Road frontage parcel and adjacent residential properties

Priority and Strategy Interconnection:

These priorities and their strategies are not mutually exclusive; rather they reinforce each other and together they have the ability to attract users and spark investment, and ultimately achieve these aims of vibrancy, identity, and walkability.

Priority 1: Enhance image and identity through private investment and public/ private partnerships

Rochester Road offers a different kind of retail environment, one that is focused on neighborhood service and affordable to small businesses. Despite recent improvements to the right-of-way, Rochester Road lacks a unified identity and cohesion. Excessive signage and outdated strip malls result in the corridor feeling visually cluttered. Updating existing buildings, eliminating blight, and creating a cohesive streetscape will require financial incentives, comprehensive planning, and coordinated public and private investment. However, with targeted interventions and plan implementation the corridor can elevate the aesthetic quality of the area and embrace its green corridor identity.

Renovating commercial storefronts and addressing code violations will enhance the corridor's appearance and economic strength.

Rochester Road Image and Identity

Priority 1: Enhance image and identity through private investment and public/private partnerships

Strategy: Develope Design Guidelines

The City has made a significant investment in the public portion of Rochester Road and private development should reflect that high quality investment. Design guidelines will facilitate the phased redevelopment of the corridor. These standards are a paradigm shift - from customary single use zoning and automobile oriented development patterns to development decisions focused on building placement, integrated use, universal access, and pedestrian amenities. The fundamental element of the Design Guidelines is the relationship of the building to the street which includes building mass, site access, parking arrangement, and treatment of the pedestrian realm.

It is important the design guidelines be crafted to encourage quality design while not reducing development incentives.

Strategy: Establish Building Improvement Programs

Many of the commercial buildings along Rochester Road are over 30 years old, including a few structures built in the 1950s and 60s. Establishing a façade improvement grant program will provide the necessary incentive and guidance to update and enhance tired exteriors. Increased focus on beautification and code enforcement is necessary, and can be promoted through social media and neighborhood groups. Even the newer buildings constructed in the last 10 years will benefit from formal design guidelines.

Existing Conditions

Potential Building Improvements

New awning

High quality materials

Architectural details

New light fixtures

Consistent signage

Priority 1: Enhance image and identity through private investment and public/ private partnerships

Strategy: Coordinate streetscape improvements

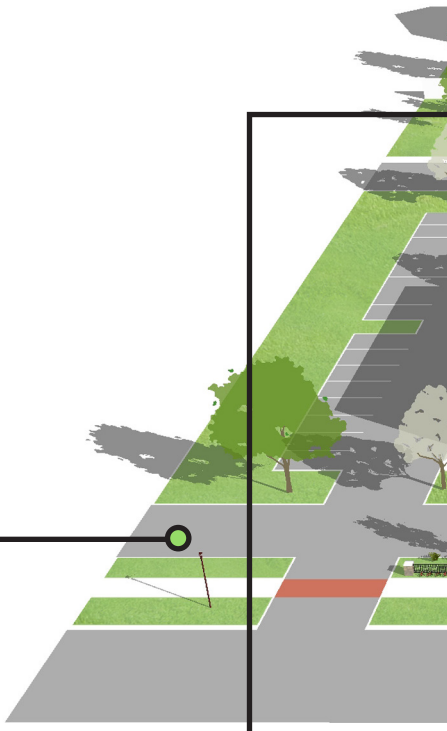
Streetscape elements can identify an area as a special and distinct place for residents, shoppers, visitors, and employees. The City should establish a conceptual Streetscape Plan that sets recommended standards for landscaping, signage, lighting, sidewalks, intersections and access.
The Rochester Road streetscape should provide:

- A defined edge between the pedestrian and automobile areas
- A unified relationship between the public/pedestrian realm and private domain
- The use of street trees and landscaping, furniture, paving, lighting, and other streetscape elements
- Attractive street lighting that reinforces the corridor image and minimizes extraneous light

Streetscape may occur corridor wide or occur as redevelopment does.

Strategy: Encourage innovative stormwater management

The 2008 plan identified Rochester Road as a green corridor as this section of the corridor is intersected by the Shanahan and Lane Drains. Use of green infrastructure in coordination with infrastructure and nonstructural stormwater best management practices (BMP) should be incorporated. New development should protect natural flow pathways and reduce impervious surfaces. The Plan encourages installing rain gardens, vegetated filter, pervious pavement, vegetated roof, and native plants. Project considerations should include land use, runoff quality, site factors, costs, construction coordination, and maintenance issues. Property owners should reference the Low Impact Development (LID) Manual for Michigan produced by SEMCOG.

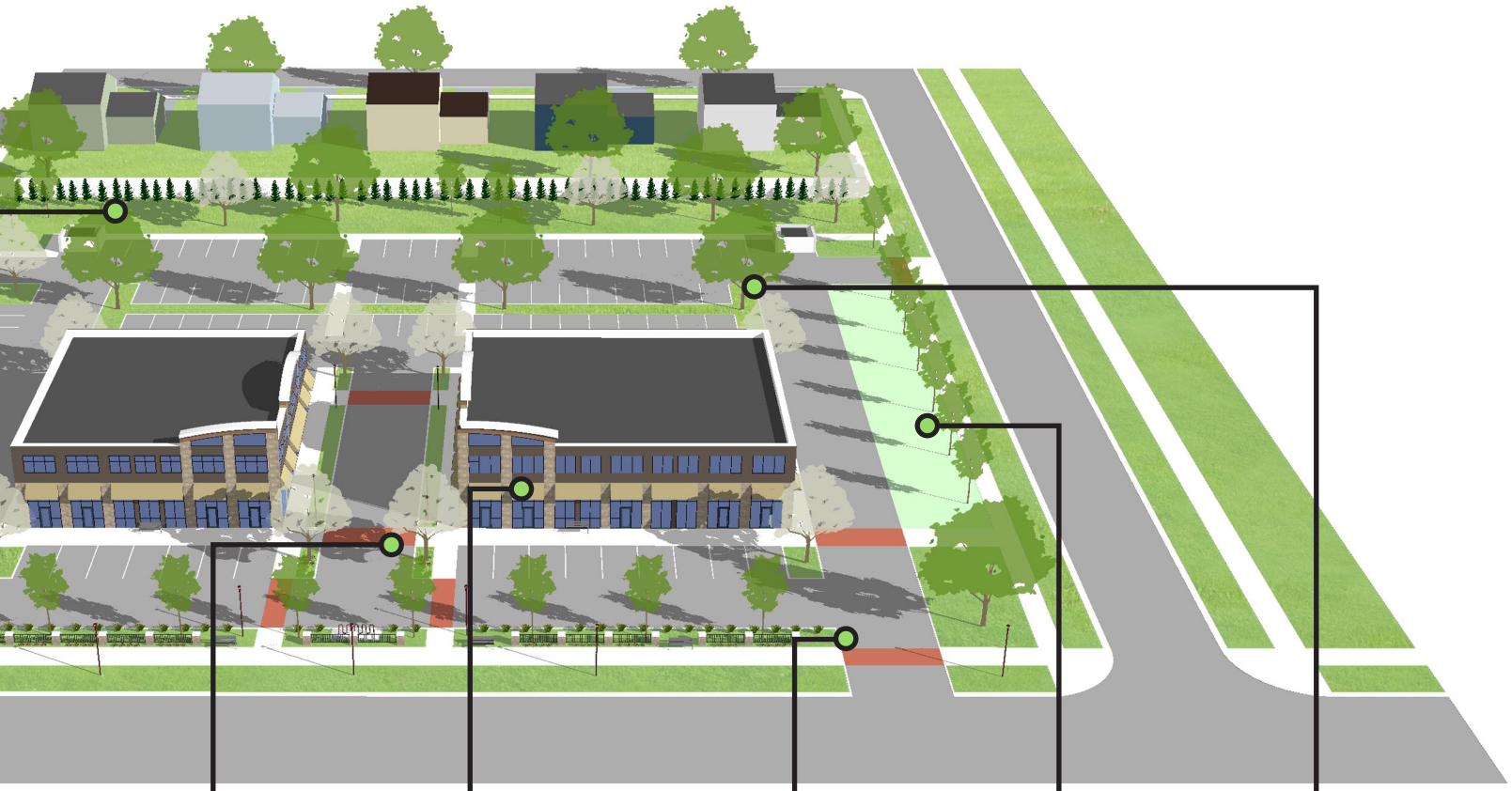


Cross Access

Provides vehicular access between adjacent sites in order to create a safer pedestrian and automobile environment by reducing the need for multiple site curb cuts.

Buffering between Land Uses

Development edges should provide a transition to adjacent parcels.



Pedestrian Connections

Properly designed sidewalks and crosswalks that provide internal and external site connections to adjacent parcels and the Rochester Road public sidewalk.

Building Form

Building form and design should result in an integrated and high quality development. The building massing and material should be complementary of context and enrich the corridor environment.

Streetscape

Streetscape amenities such as decorative lighting, special pavers, bollards, trash cans, and benches can enhance an area's pedestrian environment and commercial viability.

Stormwater Management

New development should incorporate stormwater management best practices, including Low Impact Development (LID).

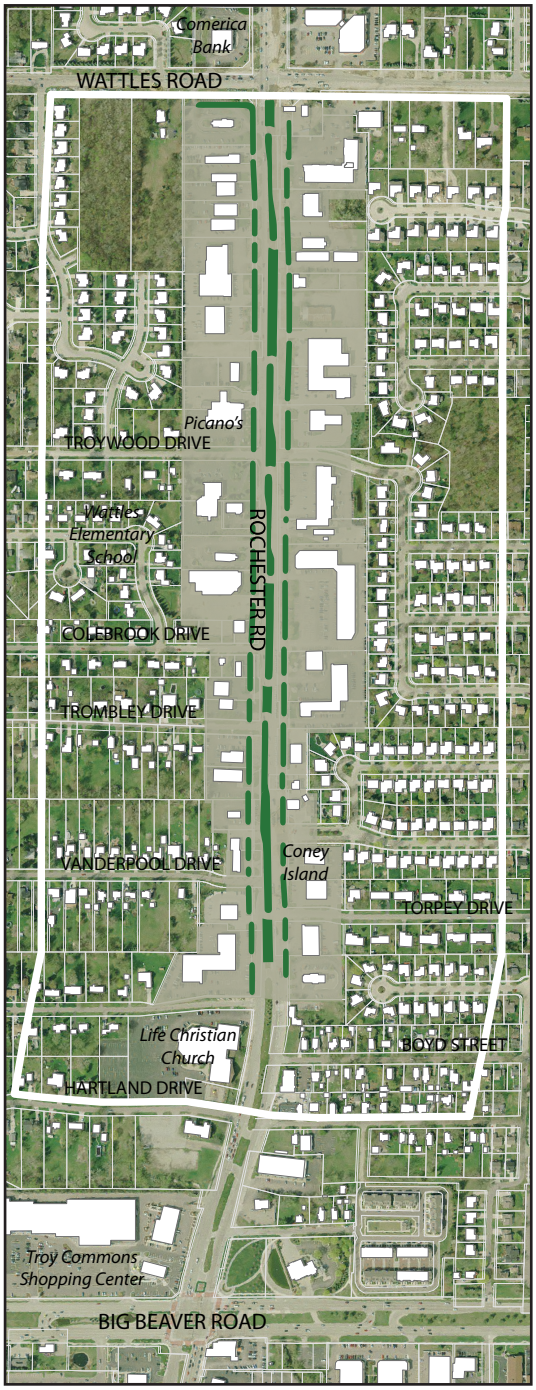
Parking Lot Landscaping

Parking should be conveniently provided but located behind buildings and screened with necessary landscape and design elements.

Priority 2: Improve site access and building orientation

Drivers often experience difficultly entering and exiting sites along Rochester Road. Curb cuts and inconsistent setbacks also deter pedestrian and non-motorized traffic. Access management along Rochester Road is necessary to ensure roadway safety and efficient operations while providing reasonable access to the adjacent land uses. Eliminating driveway redundancy and establishing consistent building placement and parking locations actually increase business access and visibility, and also create a safer, more inviting automobile and pedestrian environment.

Existing Conditions



Proposed Improvements

Priority 2: Improve site access and building orientation

Strategy: Implement Rochester Road Access Management Plan between Big Beaver and Wattles Road

In 2011, the City of Troy participated in the creation of the Rochester Road Access Management Plan along with four other communities, Southeast Michigan Council of Governments (SEMCOG), Michigan Department of Transportation (MDOT), and Road Commission of Oakland County (RCOC). Based on MDOT's Access Management Guidebook, the Plan recommends improved road design, modified access, increased walking and biking, and coordinated low impact development along the entire corridor. In addition to these overarching principles, the following corridor segment specific recommendations should be implemented for the portion of Rochester Road between Big Beaver and Wattles Road:

- Reduce driveway density by removing 11 of the 38 total existing access points
- Increase visibility of the un-marked bike route crossing at Bishop/Troywood
- Connect properties at the rear with parking lot connections, access easements, or an alley

The City has recently made significant roadway improvements, introducing a boulevard. Recommendations from the Access Management Plan should be implemented as development occurs. The City should also coordinate implementation with other local initiatives, capital improvements, and road construction projects.

Building oriented to Rochester Road

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways, increase the capacity of these roads, manage congestion, and reduce crashes.

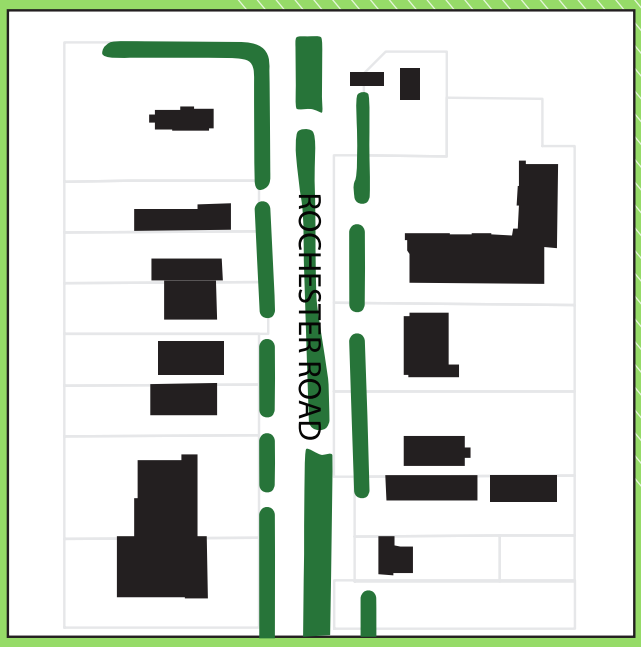
Source: Federal Highway Administration

Benefits of Access Management:

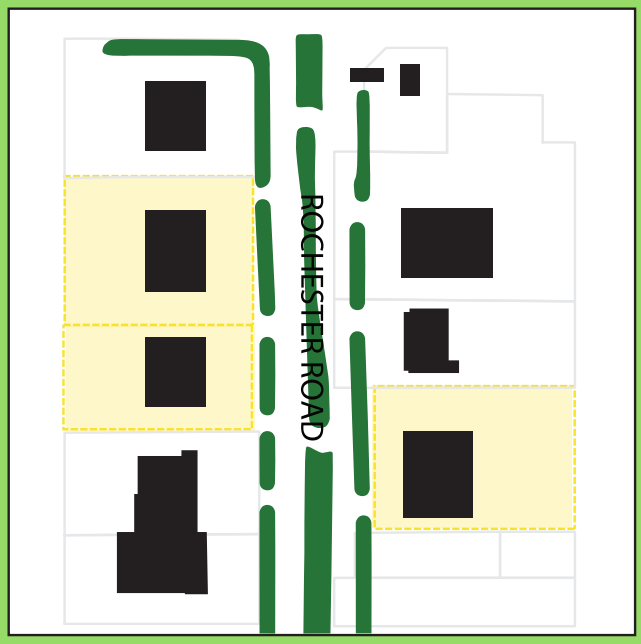
- **Safety** – reduces crashes
- **Capacity** – improves traffic flow
- **Walkability/Transit** - reduces conflicts
- **Aesthetics**– increases landscaped areas
- **Business Vitality** – improves customer ingress/egress
- **Preserve Investment** – very cost effective

Source: Rochester Road Access Management Plan, 2011

Existing Conditions



After Lot Consolidation



A street wall is formed when buildings front onto a street with consistent setbacks. The placement, scale and design quality of the building's street wall determine the character of the streetscape and reinforce pedestrian objectives.

Strategy: Support lot consolidation

Lot consolidation provides two significant benefits. First, lot consolidation permits the elimination of curb cuts. Reducing curb cuts increases safety for motorists, cyclists, and pedestrians reducing points of vehicular conflict. Secondly, lot consolidation creates larger lots, which permit greater design flexibility and are easier to develop. Contiguous parcels on Rochester Road create challenges for coordinated development and design continuity. Land assembly can work to the advantage of both a developer and property owners. Property owners benefit from increased property values, and developers get a large enough parcel to build on for today's markets

Strategy: Require a consistent building placement and parking location

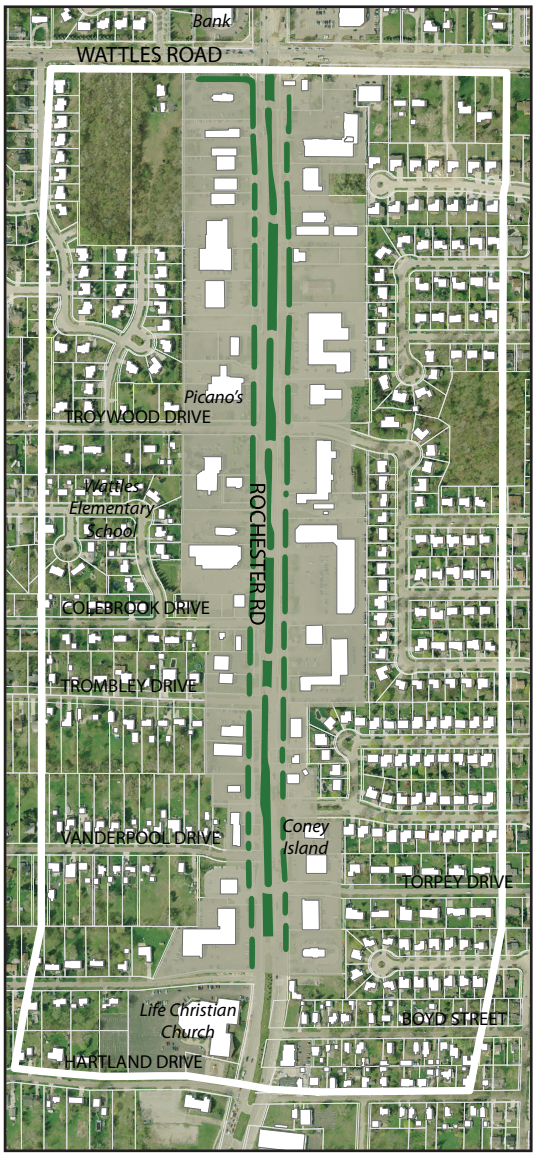
A consistent building placement and parking location will help improve access management and establish a defined street wall. As noted in the Rochester Road Access Management Plan, some of the buildings are set too close to the right-of-way to allow cross access between properties. On the other hand, the strip retail centers are set back to accommodate parking, providing limited pedestrian connections and little to no landscaping in the parking area. Orientation should avoid overcrowding and allow for functional use of the space between buildings and in the front and rear yards. Parking should not be the dominant visual element on the site; instead the building should provide a welcoming entrance – preferably covered – that provides convenient access to all users.

Priority 3: Preserve adjacent residential character and encourage compatible development

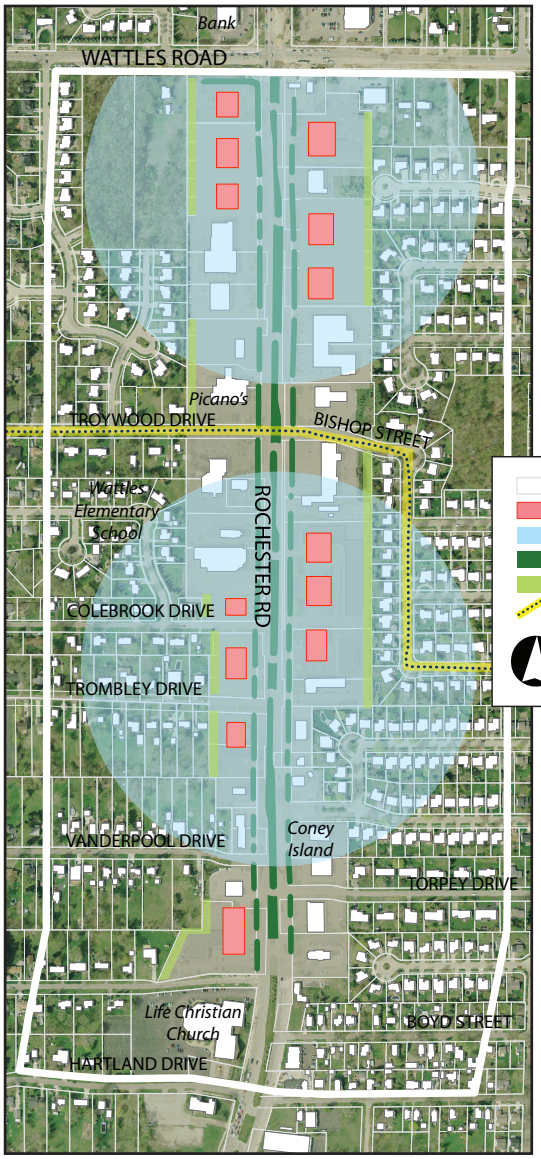
Rochester Road functions as a link, connecting the single family neighborhoods to the larger commercial corridors and regional highways. This function presents both an opportunity and a challenge for the corridor. Redevelopment along Rochester Road must respond to a range of land use patterns and existing conditions.

A tenet of both the Master Plan and Zoning Ordinance is the protection of residential properties. Balancing development priorities and surrounding neighborhood character will be vital to the success and health of the corridor. Senior housing, casual dining, professional office, and neighborhood services are some of the desirable uses for this community. Mixing uses, horizontally and vertically, will also provide for a more walkable and vibrant area. Too much flexibility can appear inconsistent at times, so establishing clear regulations on building form and use is essential. Many of the commercial properties are outdated, particularly the strip retail stores. These larger sites and, through lot consolidation, the properties near the Wattles intersection offer great potential for redevelopment.

Existing Conditions



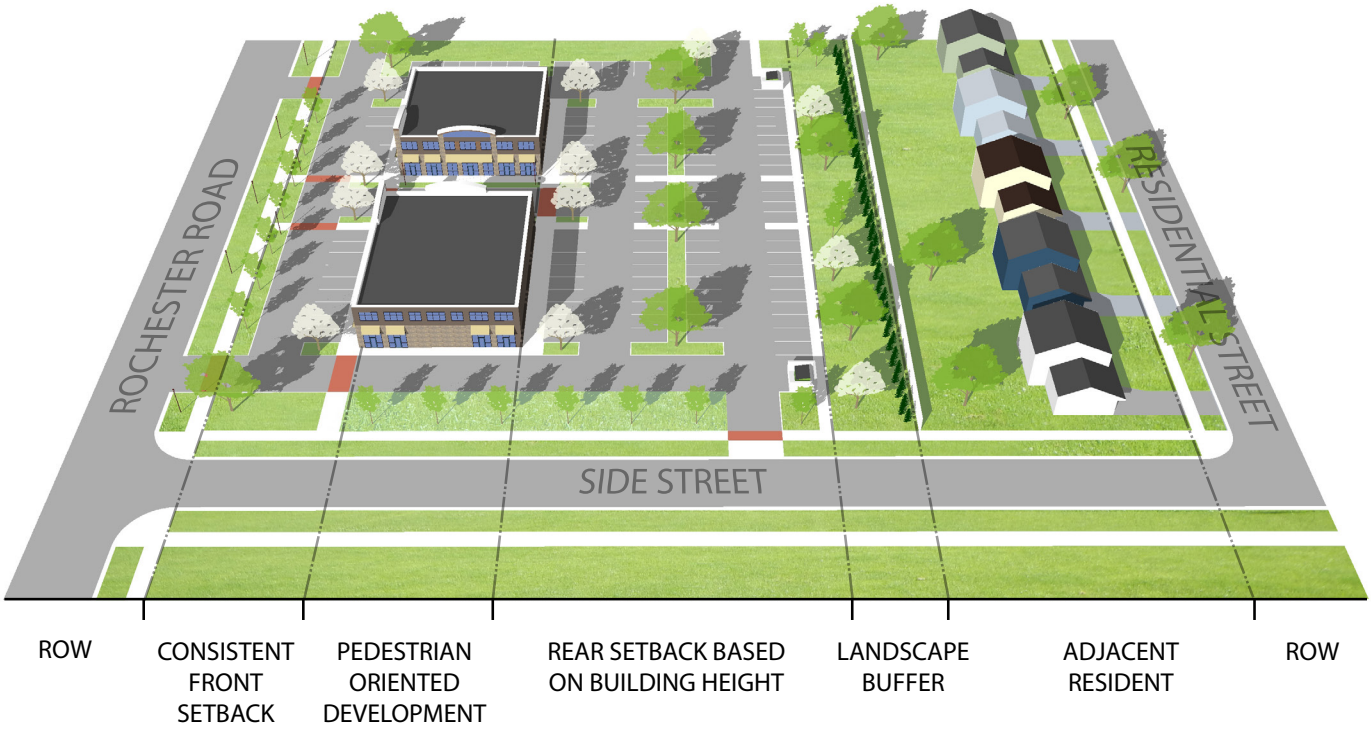
Proposed Improvements



Priority 3: Preserve adjacent residential character and encourage compatible development

Strategy: Provide buffer and landscape between Rochester Road frontage parcel and adjacent residential properties.

Shallow parcel depth along Rochester Road is a constraint on site design. Parcels range in size from 90 to 300 feet deep, with frontages ranging from 60 to 460 feet. In order to protect residential properties, additional buffers and transitions should be applied for commercial and industrial developments adjacent to residential uses. The buffers can be in the form of setbacks, greenbelts, and increased landscape requirements.



Transition between Commercial Uses and Residential Uses

Action Plan and Implementation

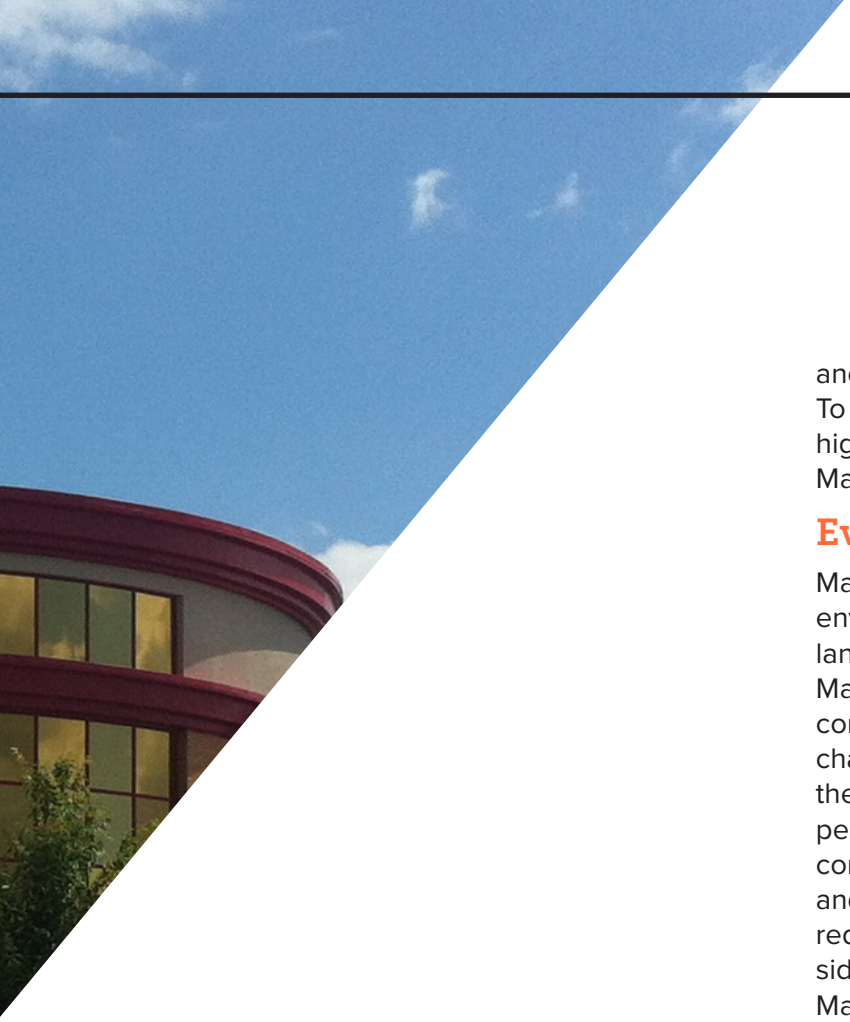
The Rochester Road Plan is organized into multiple projects so the vision can be refined and implemented in phases over time in a flexible manner. Priority transformative projects like the streetscape projects and facade improvement programs entail multiple phases given their scale and ambition and serve as economic catalysts enhancing the image of the corridor. The timeframe to implement the Plan will depend on many factors, including market conditions, financing, approvals, and other city initiatives.

Priority 1 Enhance the image and identity through private investment and public/private partnerships	Strategy	Actions	Phasing	Responsibility
	Design Guidelines	Develop and adopt Design Guidelines	Near	City
		Incorporate Design Guidelines into Zoning Ordinance	Near	City
		Implement Design Guidelines as development occurs	Near/Mid	City, Private entities
	Establish building improvement program	Research building improvement programs and best practices	Mid	City
		Determine managing body and identify program resources and funding	Mid	City
		Adopt criteria from Design Guidelines/Standards	Mid	City
		Develop and implement Building Improvement Program	Mid	City
	Coordinate streetscape improvements	Develop Rochester Road Streetscape Plan	Near	City
		Implement Streetscape Plan comprehensively or as development occurs	Near/Mid	City, Private entities
	Encourage innovative stormwater management	Develop Rochester Road Stormwater Plan	Near	City
		Implement Stormwater Plan comprehensively or as development occurs	Mid	City, Private entities

Priority 2 Improve access management	Strategy	Actions	Phasing	Responsibility
	Implement Rochester Road Access Management Plan between Big Beaver and Wattles Road	Eliminate identified access points as development occurs	Near	City, Private entities
		Create parking connections as development occurs	Near	City
		Improve crossing safety for bicycles at Troywood/Bishop	Near	City
	Support lot consolidation	Create Rochester Road Overlay or amend Community Business (CB) and General Business (GB) District zoning regulations	Near	City
		Encourage/require lot consolidation as development occurs	Near	City
	Require a consistent building placement and parking location	Create Rochester Road Overlay or amend CB and GB zoning regulations	Near	City

Priority 3 Project adjacent residential	Strategy	Actions	Phasing	Responsibility
	Provide buffer and landscape between Rochester Road frontage parcel and adjacent residential properties	Create Rochester Road Overlay or amend CB and GB zoning regulations	Near	City

Maple Road: Special Area Plan



Introduction

The six (6) mile stretch of Maple Road serves as a primary regional east-west roadway connecting Troy with the surrounding communities of Birmingham and Bloomfield to the west, and Sterling Heights to the east. Historically, the Maple Road and Stephenson Highway corridors have been home to Troy's industrial and technology development base. The Maple Road area also includes the Troy Smart Zone Campus and is home to the Automation Alley headquarters. Industries along the corridor provide essential services including business-to-business (B2B) and business-to-consumer (B2C) transactions, and help diversify Troy's economy. It is vital to Troy's long-term economic standing to maintain a viable industrial base. Over the past 30 years of growth and development, Maple Road has evolved incrementally. It is now comprised of an eclectic mix of uses including industrial, research and development, automobile dealerships, big box retail, smaller neighborhood retail, office, and both single-family and multiple-family residential. Due to a diversification of land uses, mixed parcel sizes, and abutting municipal boundaries the pattern and character of Maple Road is difficult to classify. To ensure that future development is intentional and high quality, Troy recognized that a new focus for Maple Road needs to be considered.

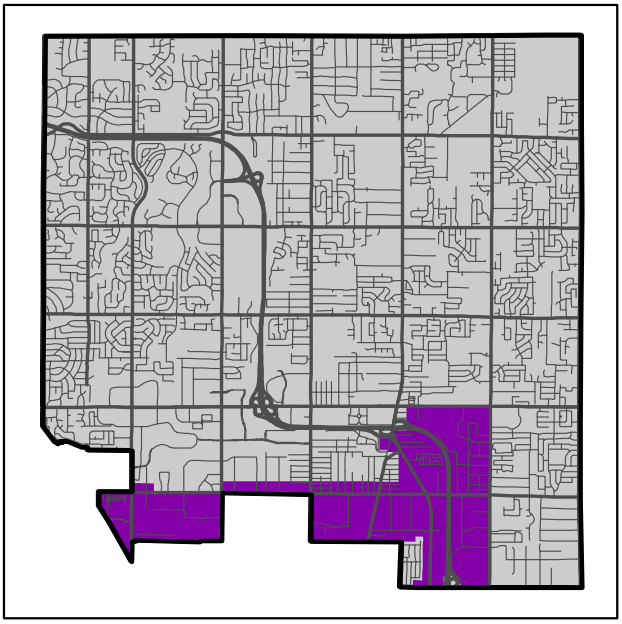
Evolving to Meet New Challenges

Maple Road exemplifies the car-dominated environment that is typical of the modern American landscape. Recent redevelopment interest along Maple Road and the success of the Big Beaver corridor to the north provides an opportunity to change the rules for new development so that the corridor will be more economically viable and people-oriented. Maple Road is a corridor of contrast in terms of land use, building placement, and investment. Comprehensive corridor redevelopment requires careful attention to both sides of the corridor's right-of-way line. While Maple Road has experienced recent reinvestment, there are pockets of disinvestment, resulting in vacant, abandoned, and underused properties. Nevertheless, Maple Road presents an opportunity to build on the existing diversity of land uses, transportation options, and proximity to residential. For properties lining the corridor, revitalization requires a restructuring of development patterns, with less emphasis on land use and more focus on quality, accessibility, and innovative redevelopment. For those parcels in the industrial areas located off the corridor, a focus on protection and reinvestment of the industrial and technology development base should be emphasized. The repurposing of Maple Road offers three key priorities based on the following land patterns: the development nodes at major mile intersections, the linear segments of the corridor between the major mile intersections, and the industrial and employment areas located off the corridor.

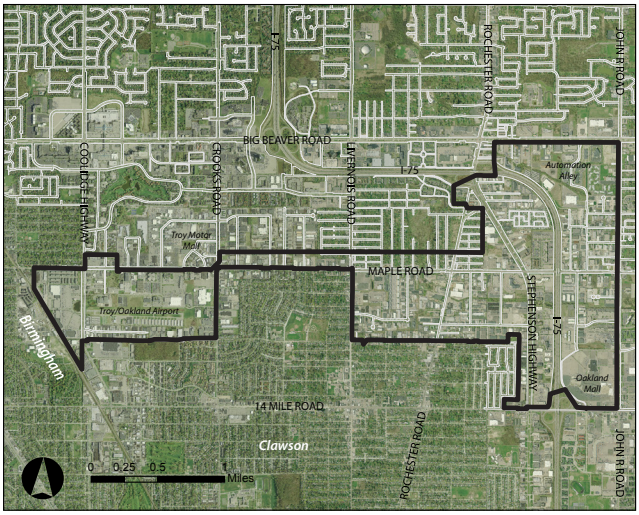
Vision Statement

There are moments in the development of a city where an opportunity presents itself, and where entrepreneurs are rewarded. With less focus on land use, and more focus on quality development, businesses incubation, creation of anchors, and reinvestment through entrepreneurship, Maple Road can become a choice location.

Existing Conditions



Locator map



Target Area map

2013 Target area statistics

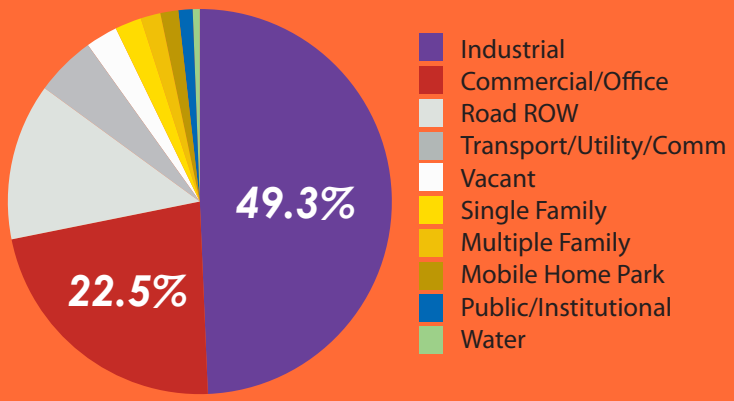
Total taxable value	$341,823,442
Total area (acres)	1,828
Total businesses	1,625
Total employees	24,576

2010 Market area statistics [1]

Population	10,677
Households	4,681
Percent owner occupied	58.5%
Median household income	$52,475
Per capita income	$28,402

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA, Census 2010, City of Troy GIS data 2013
Note: 1. Market Area includes households within 1 mile of Target Area.
2. Employee and Business data use NAICS codes.

Land Use

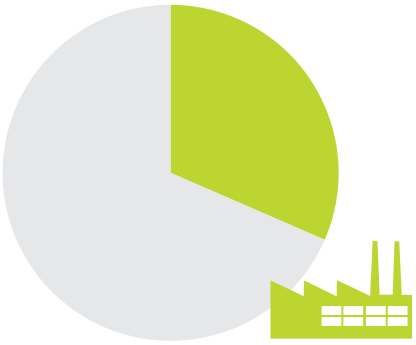


Property Data

	Target Area	Commercial	Industrial	Residential
Total Parcels	392	57	1	334
Total Structures	376	53	1	322
Total Acres	164	50	1	113
Median Year Structure Built		1982	NA	1976
Total Floor Area (SF)		379,321	NA	601,131
Median Floor Area (SF)		4,800	NA	1,709
Total Taxable Value	$ 43,612,770	$ 14,911,860	NA	$ 28,700,910

Source: City of Troy GIS data 2013

Top Industries in Target Area by Employment [3]

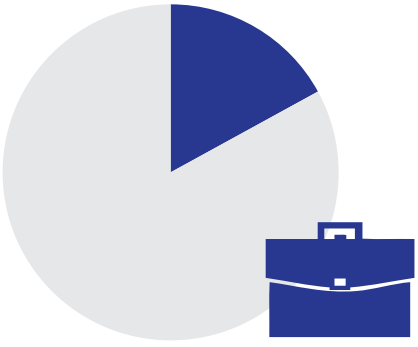


31.5% ***Manufacturing***

	Employees	Percent (%)
Manufacturing	7,745	31.5
Professional, Scientific & Tech Services	3,723	15.1
Retail Trade	2,918	11.9
Wholesale Trade	2,199	8.9
Health Care & Social Assistance	1,675	6.8

3: Esri 2013 Estimates Business Summary from Oakland County EDCA

Top Industries in Target Area by Number of Businesses



17.0% ***Professional, Scientific & Tech Services***

	Businesses	Percent (%)
Professional, Scientific & Tech Services	277	17.0
Wholesale Trade	211	13.0
Manufacturing	205	12.6
Retail Trade	204	12.6
Administrative & Support & Waste Management & Remediation	130	8.0

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA

Gateways

- Wattles Road
- Big Beaver Road

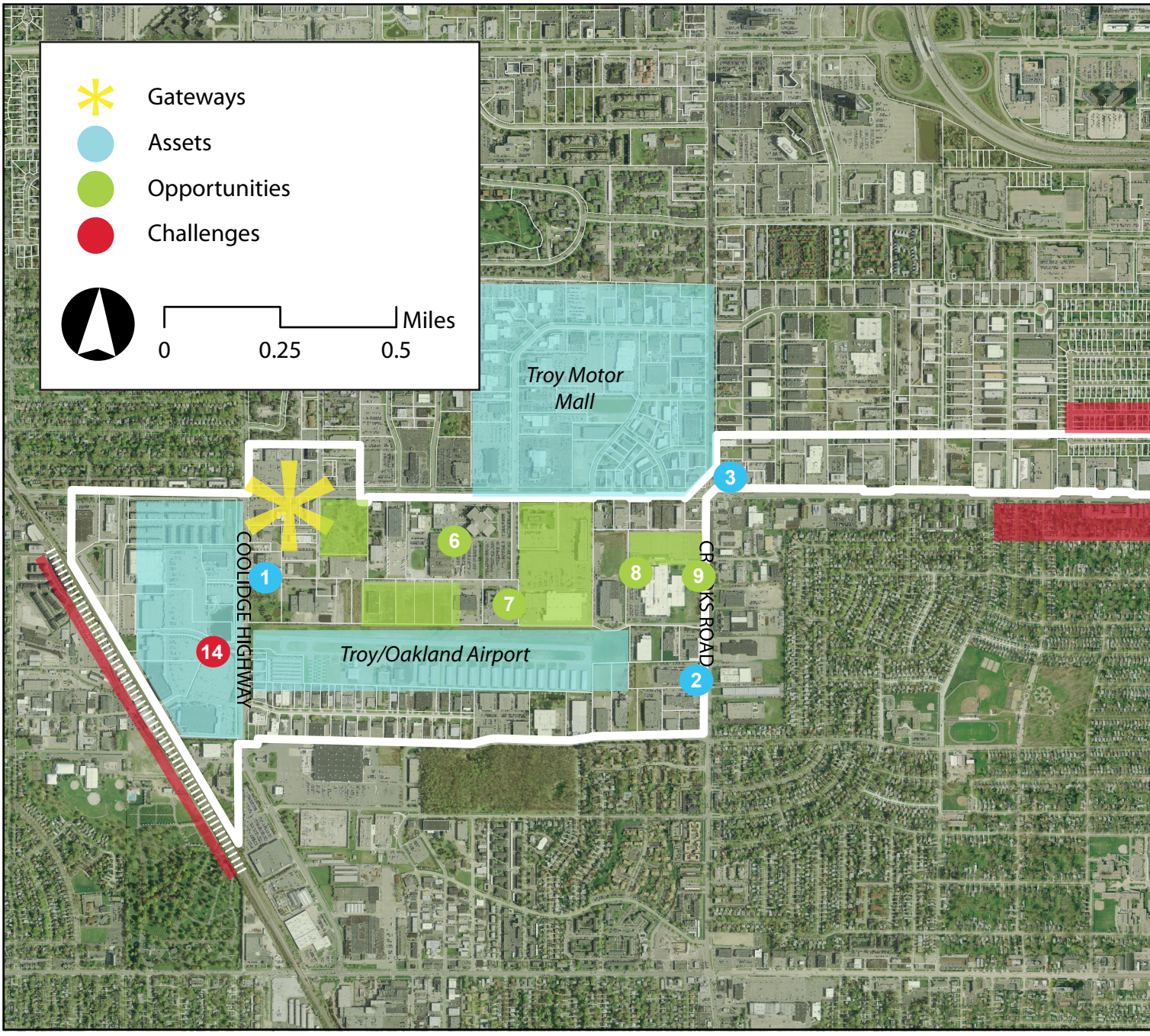
Assets

1: Rochester Road street improvements

2: Wattles Elementary School

3: Baker Middle School

4: Gateway Park on Big Beaver Road



Opportunities

1: Potential development site

2: Recent redevelopment

3: Potential development site

4: SE of Rochester Rd and Troywood Drive

5: NW of Rochester Rd and Colebrook Driv

6: Troy Pointe Plaza

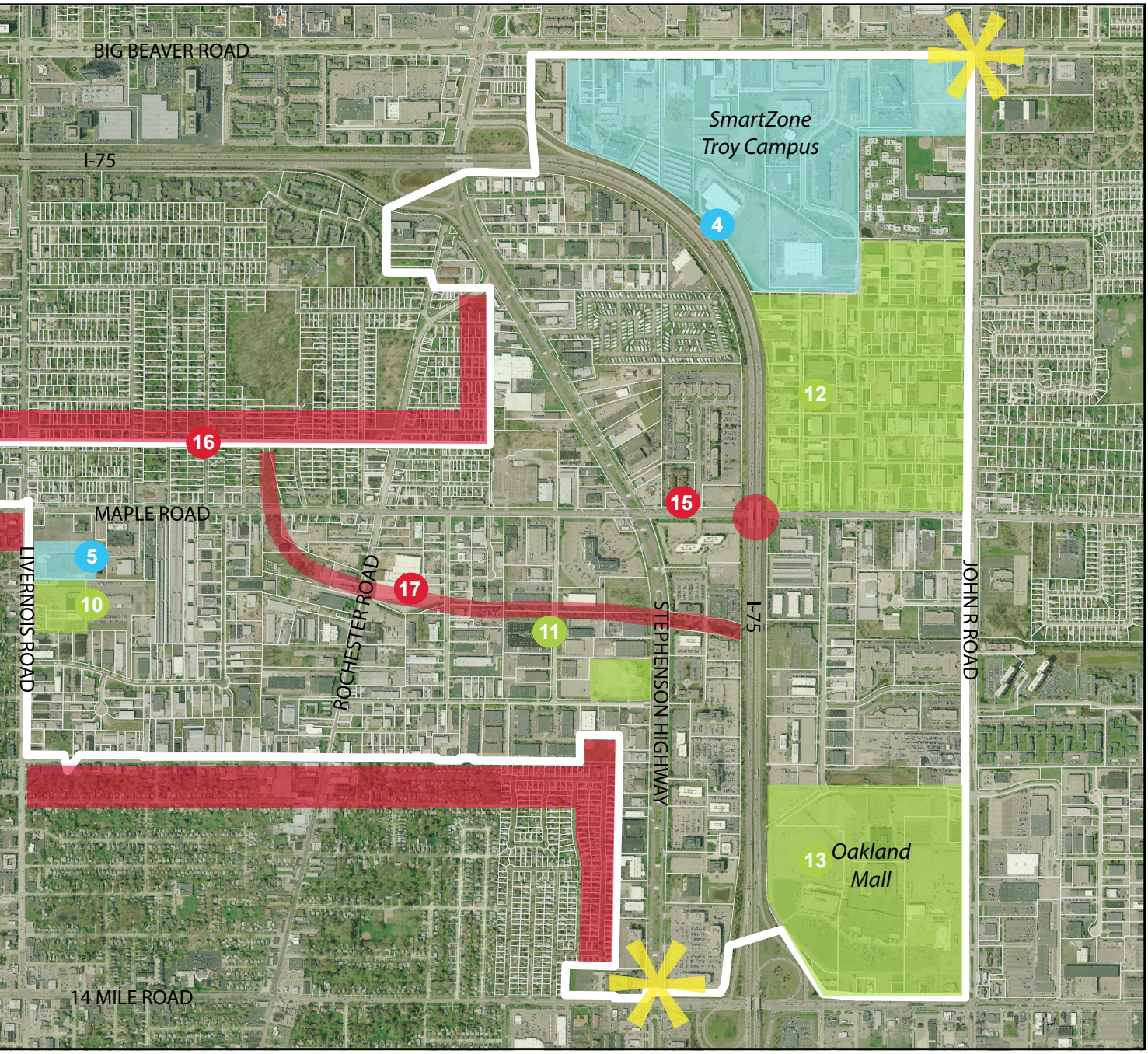
7: Mom and Pop character

Challenges

1: Boundary/transition between single-family residential Boundary/transition between single-family residential

2: Inconsistent building setback

3: Shallow depth of commercial frontage



Maple Road Public Engagement Findings

Maple Road provides a great central location with a well-established traffic flow and close proximity to residential areas. Midtown Square, Automation Alley, and the new MJR theater can serve as anchors for the corridor and should be reinforced by complementary uses including retail, dining, and multifamily residential. Industrial and office spaces offer architecturally unique redevelopment opportunities and could foster a live/work culture if marketed to local startups, small tech companies, or creative design firms with a need for light manufacturing facilities or collaborative work spaces.

Access, connectivity, and convenient parking are major challenges for sites along Maple Road. Strip development and industrial uses are segregated and offer limited connection to the surrounding residential communities and current business sector. While the zoning ordinance provides site design flexibility through the Sustainable Development Project (SDP) option, the city staff may need to educate potential investors on how to take advantage of this development tool and communicate the overall vision for Maple Road.

Considerations

- Think creatively about attracting companies and investment
- Encourage circulation planning that integrates public transit stops and connects pedestrian nodes to greenway trails and residential sidewalks
- Cluster pedestrian activities through redevelopment of underutilized properties
- Support mixed-use development with strong ties to the Transit Center and transit-oriented development
- Expand SmartZone and establish an overall vision for Maple Road
- Consider transit impact study for I-75 access onto Maple Road

Priorities and Strategies

This plan recommends three priorities for establishing Maple Road as a safe, active, and vibrant district with opportunities for investment, entrepreneurship, and innovation. These priorities and strategies include:

1. Generate investment at development nodes

Strategies:

- Encourage high-quality commercial /mixed-use development at major mile intersections
- Engage surrounding residential neighborhoods through linkage
- Incentivize development through zoning

2. Encourage entrepreneurism and redevelopment

Strategies:

- Preserve and enhance traditional-innovative-entrepreneurial industrial areas
- Promote creation of districts and encourage compatible industries

3. Enhance and strengthen segments between major mile intersections

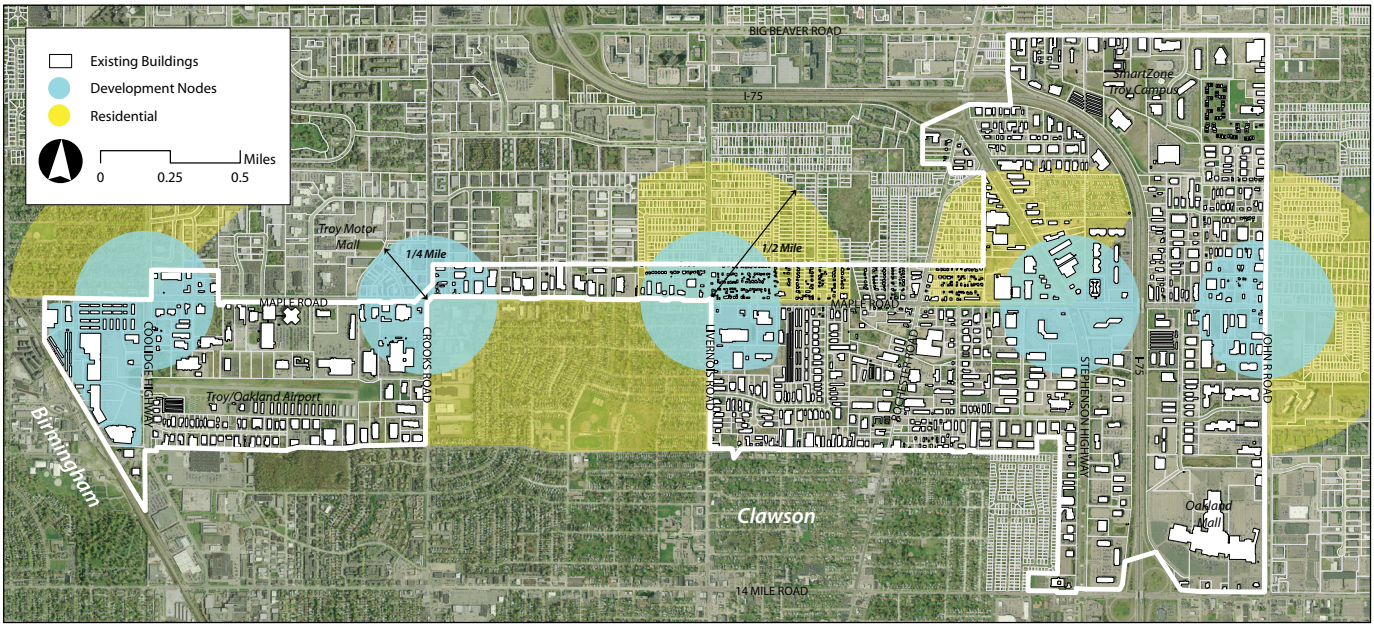
Strategies:

- Identify alternative value for challenging sites
- Implement zoning amendments to permit flexibility
- Improve pedestrian access
- Improve pedestrian crossing

Priority and Strategy Interconnection:

These priorities and their strategies are not mutually exclusive; rather they reinforce each other and together they have the ability to attract users and spark investment, and ultimately achieve these aims of vibrancy, identity, and economic resiliency.

Priority 1: Generate Investment at Development Nodes



Existing Conditions

Coolidge Highway

Coolidge Highway

Crooks Road

Livernois Road

Stephenson Highway

John R Road

Priority 1: Generate Investment at Development Nodes

The age, scale, and condition of structures along Maple Road vary considerably. This incremental and inconsistent development pattern has also resulted in incompatibilities between land uses. Mixing land uses can be effective and prosperous when implemented in conjunction with standards and policies. Maple Road is a major east-west thoroughfare bordered by residential neighborhoods that depend on services and convenience retail within walking distance. Maple Road serves many important functions as a commercial and industrial corridor, but its lack of identity, cohesion, and consistency are very apparent to residents, employees, and investors.

In response to increasing traffic and aging infrastructure conditions, changing patterns of retail development that favor newer sites in outlying areas, and the evolving needs of the industrial sector, many properties along Maple Road are suffering from ongoing disinvestment. Although Maple Road has pockets of investment, there are many underperforming areas with high vacancy rates, lower sales per square foot, and a lack of money to reinvest in aging structures.

In order to realign the Maple Road corridor to be consistent with the forces of market demand, portions of the corridor should be significantly and deliberately restructured into a form which property owners, developers, and communities will once again invest. Since market-driven forces in the retail industry are cause for the change along commercial corridors, Maple Road planning should start with a reevaluation of commercial, particularly retail, development patterns along the corridor.

To compete, the Maple Road corridor will need to evolve beyond its aging commercial center reality to better appeal to prospective customers, residents, and businesses. The strategy for the corridor's future should focus on improved aesthetics and creation of exciting new mixed-use clusters at major mile intersection nodes.

8 Principles of Good Urban Design

1. **Imageability:** Quality of a place that makes it distinct, recognizable, and memorable.
2. **Enclosure:** Degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other vertical elements.
3. **Human Scale:** Size, texture, and articulation of physical elements that match the size and proportions of humans, and equally important, correspond to the speed at which humans walk.
4. **Transparency:** Degree to which people can see or perceive what lies beyond a building façade
5. **Complexity**: Visual richness of a place including number and kinds of buildings, architectural diversity, landscape elements, street furniture, signage and human activity.
6. **Coherence:** Sense of visual order including scale, character and arrangement of buildings, landscaping, street furniture, and other physical elements.
7. **Legibility:** Ease with which the spatial structure of a place can be understood and navigated as a whole.
8. **Linkage:** Physical and visual connections-from building to street, building to building, space to space, or one side of the street to the other-that tend to unify disparate elements.

Source: Pedestrian & Transit-Oriented Design (2013)

Priority 1: Generate Investment at Development Nodes

Strategy: Encourage high-quality commercial/ mixed-use development at major mile intersections

Maple Road has a scattered mix of retail development along the corridor; however many of the parcels along the corridor are not ideal for intense retail or mixed use development. Some of the parcels between nodes lack depth and size, which are essential elements for retail development. They also have limited access, limited visibility, and lower traffic counts, and adjacent to residential, which are hindrances to retail development. Alternatively many of the parcels located at major mile intersections have the significant size and depth, and offer greater access options, visibility, and higher traffic counts.

The 6-mile study section of Maple Road includes six (6) major mile intersections including Coolidge, Crooks, Livernois, Rochester/Stephenson, John R, and Dequindre. The restructuring along Maple Road should encourage and accommodate the transformation from a linear strip retail corridor to one with clustered retail at the major mile intersections. These intersections can become successful economic nodes that concentrate activity by virtue of the intensity of development and the density of their mix of uses. The greater development intensity of nodes makes them easy to distinguish and areas of economic activity that distinguish from other parts of the corridor.

These nodal intersections should be visibly taller, denser, and busier than other sections of the corridor. The key characteristics of successful economic nodes are activity, demand, and mix. Retail, food service, and entertainment venues are primary activity-generating uses, the key ingredients for street life and urban vitality.

Key Principles:

- Encourage and incentivize lot consolidation
- Consider internal pedestrian connectivity to create walkable developments
- Require shared parking facilities and cross access easements
- Ensure every hard corner has a building rather than parking
- Ground-level retail should be a focus of buildings in activity zones
- Build off existing anchors such as the MJR theater at Livernois and Maple
- Encourage a variety in design yet overall consistency
- Ensure a balanced and compatible mix of uses to create more reasons for people to frequent the district over the course of a day.
- Ensure that outlot development is compatible and connected with anchor development
- Require good design including consistent signage, pedestrian lighting, and increased landscaping along roadways and in parking lots.

Priority 1: Generate Investment at Development Nodes

Strategy: Encourage high-quality commercial/mixed-use development at major mile intersections

Potential redevelopment strategy at Maple and Livernois

Priority 1: Generate Investment at Development Nodes

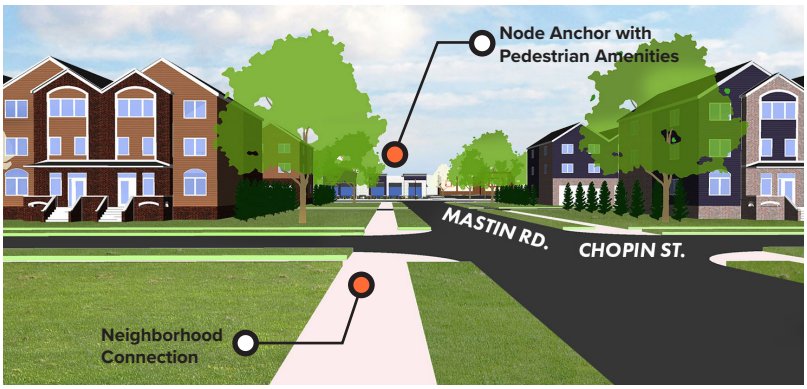
Strategy: Engage surrounding residential neighborhoods through linkages

As traffic congestion rises, there is increasing attention devoted to the role of infrastructure investments in affecting travel behavior. Bringing trip origins and destinations closer together is a necessary step to reduce overall travel distances and promote use of “active transportation” modes such as walking and bicycling.

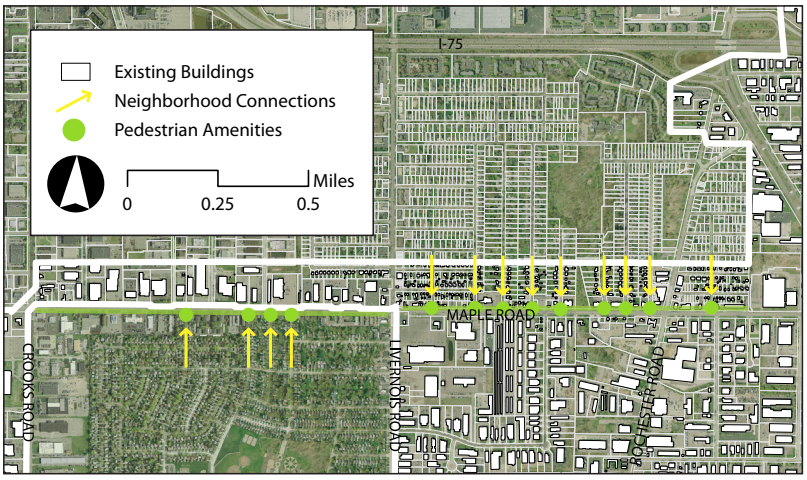
Within a ½ mile walking distance of the Maple Road major mile intersections, there are thousands of residents from the communities of Troy, Clawson, Sterling Heights, and Birmingham. One-half (½) mile is the typical maximum distance people without mobility limitations are willing to walk. These residents are a captive market who desire shopping areas and service uses that can serve their daily needs within walking distance.

Future development at the Maple Road nodes should provide a link between the Maple Road and adjacent neighborhoods. Linkages can be defined as features that promote the interconnections of different places and provide convenient access between them. Linkages may be in the form of physical or visual connections.

Additional improvements to engage the surrounding residential neighborhood is to improve public transportation and improve the linkage to the new Troy Transit Center. The City should work with SMART to improve bus service along the corridor and upgrade the SMART bus stops to shelters.



Maple Road and Livernois Road Node



Neighborhood Connections

Key Recommendations:

- Focus on the ½ mile radius of the major mile nodes
- Uses should provide everyday services and evening/weekend amenities including restaurants, retail, service, open space, and entertainment appropriate for the market
- Provide convenient neighborhood access to sites
- Utilize the appropriate landscape buffering/screening
- Improve public transportation and linkages to the new Troy Transit Center.

Priority 1: Generate Investment at Development Nodes

Strategy: Incentivize development through zoning

Current zoning permits the type of development envisioned: taller, denser, and busier; however current Maple Road market realities may not be reflective of the development density and intensity permitted by zoning. While zoning cannot create a market, it can be used to incentivize the type of development desired.

To promote redevelopment and stimulate reinvestment along the corridor, the Maple Road form-based zoning can be amended to provide flexibility to create a system of development incentives that entice transformative development. The development flexibility must provide a benefit to the developer and the community.

Potential flexibility incentives may include:

- Drive-through use;
- Build-to-line flexibility;
- Increase in building height;
- Site Reclassification;
- Increased signage; and/or
- Parking in front of the building.

As a trade-off for providing flexibility incentives the applicant must provide a benefit. Potential benefits may include:

- Lot consolidation;
- Mixed use development;
- Transit amenity;
- Sustainable design and development;
- Pedestrian facility and/or amenity; or
- Public art.

Providing greater site design flexibility will encourage investment in challenging sites. In return, the applicant can provide certain amenities or benefits to the community. The chart to the right shows the relationship between potential flexibility incentives and community benefits.

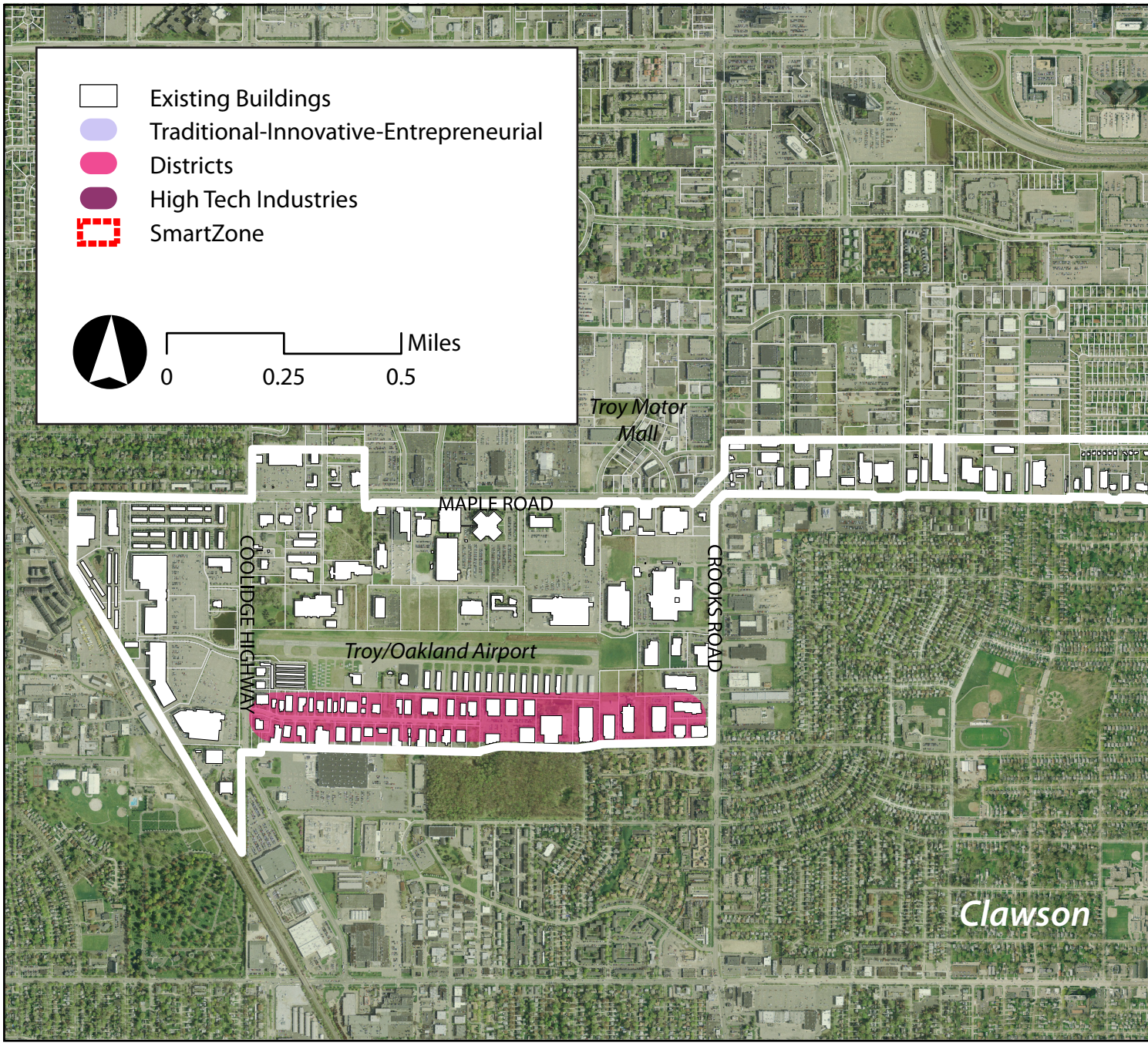
Mixed Use Development

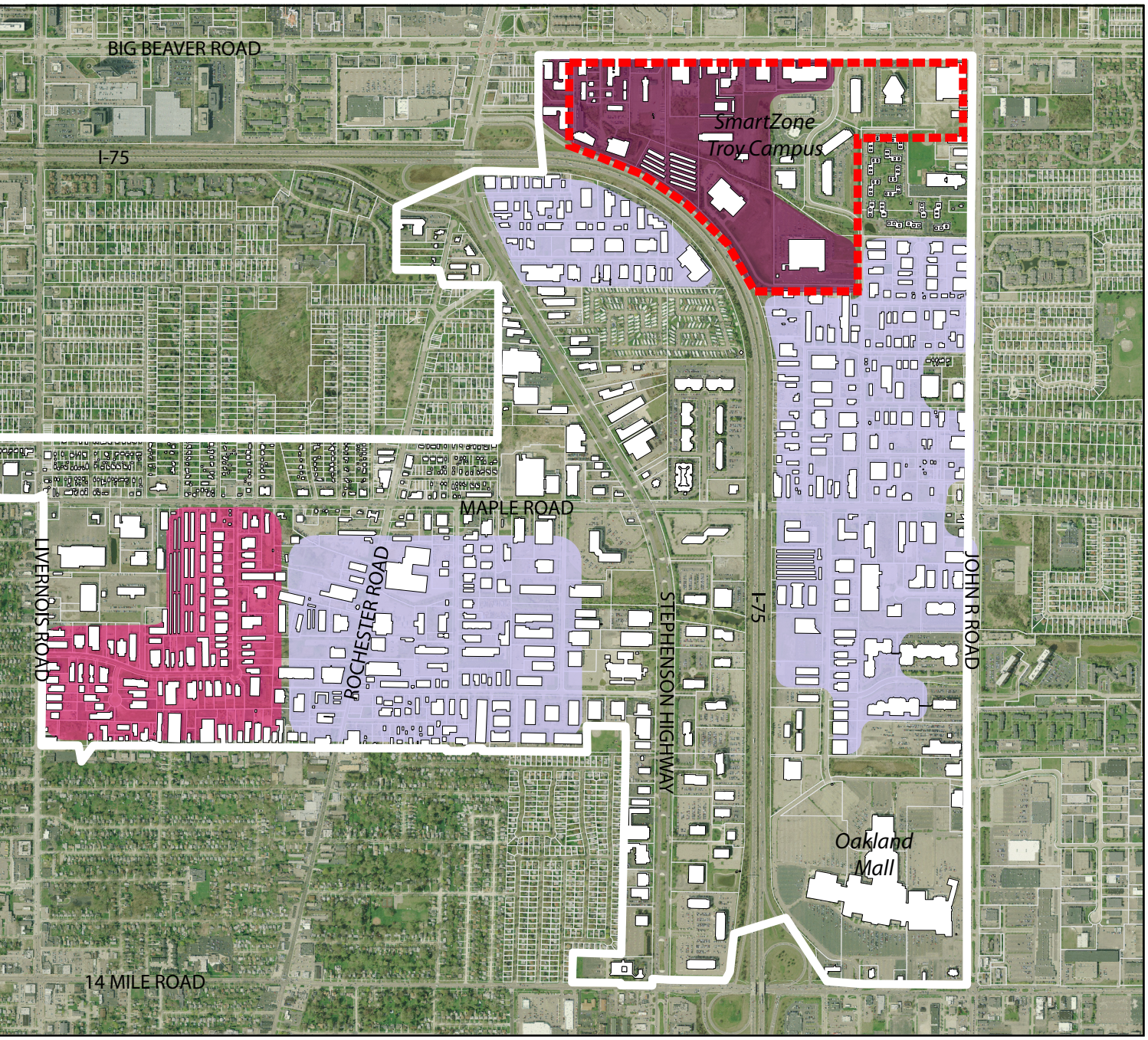
Transit Amenity - Troy Transit Center

Pedestrian Amenity in Orland Park, IL

	Flexibility in Application of Zoning Standards				
Recognized Benefit	**(1) Drive-thru**	**(2) Build-to-Line Flexibility**	**(3) Increased Building Height**	**(4) Site Reclassification**	**(5) Increased Signage**
(a) Lot Consolidation				x	
(b) Mixed Use Development	x	x	x		x
(c) Inclusion of Transit Amenity		x	x		x
(d) Sustainable Design and Development	x	x	x		x
(e) Pedestrian Facilities and/or Amenity			x		x
(f) Public Art					x

Priority 2: Encourage entrepreneurism and redevelopment




BIG BEAVER ROAD
I-75
SmartZone
Troy Campus
MAPLE ROAD
LIVERNOIS ROAD
ROCHESTER ROAD
STEPHENSON HIGHWAY
I-75
JOHN R ROAD
Oakland
Mall
14 MILE ROAD

Priority 2: Encourage entrepreneurism and redevelopment

The character and land use pattern of Maple Road, also known regionally as 15 Mile Road, changes dramatically between the City of Walled Lake to the west and Clinton Township to the east. For example, it has a distinctly residential character through West Bloomfield Township and Bloomfield Township to the west, while it is one of the main roads in Birmingham's downtown. In Troy, the Maple Road corridor is known for its commercial and industrial uses. To many residents and visitors, this segment of Maple Road - between Eton Street and John R Road - presents an assortment of uses and building typologies. Revitalizing the properties along Maple Road and reinvesting at the major nodes is critical for the long-term success and sustainability of this corridor, but the Plan must also address the areas to the north and south of Maple Road.

These areas consist primarily of industrial buildings and warehouses. The structures range in age and square footage, although many share similar architectural qualities including few windows, large warehouse doors, and brick or masonry block construction. Generally, these areas lack walkability, curb appeal, and a vibrant pedestrian realm but they serve a very important function for the City of Troy.

These industrial areas are home to a variety of uses including manufacturing and equipment repair, construction trades and material suppliers, staff and business services, event rentals and beverage suppliers, marketing and communications, as well as professional design services. In short, these areas offer diversity within Troy's economy.

The significance of a Special Area Plan is to recognize the intricacies of these target areas and to redefine that which was once considered a shortcoming when viewed out of context. The businesses located in the industrial areas north and south of Maple Road can be classified into three categories: traditional, innovative, and entrepreneurial.

If one were to view the City metaphorically as machine, one might consider that Maple Road keeps the community and its economy in motion. Improving public services and infrastructure and expanding business development and financial support are strategies to support existing and future businesses. Changing the perception of Maple Road's industrial core is not just about the physical environment, it also requires marketing and rebranding. There are clusters of entrepreneurial energy and complimentary industries within this industrial fabric that should be identified and reinforced.

Traditional:
The traditional businesses are characterized as long-standing companies and traditional industrial and manufacturing uses.

Innovative:
The innovative businesses have a good reputation and highly-rated services. Due to lower land costs these companies have been able to focus on product innovation rather than overhead costs.

Entrepreneurial:
Finally, the entrepreneurial businesses are comprised of lifestyle businesses and startup companies, including cross fit gyms, pet daycare facilities, and several photography studios.

Existing Conditions

Rochester-Rankin

Chicago-Bellingham

Industrial Row

Park-Combermere

Bellingham

Automation Alley

Priority 2: Encourage entrepreneurism and redevelopment

Strategy: Preserve and enhance traditional-innovative-entrepreneurial industrial areas

There are three distinct industrial areas that fit into the traditional-innovative-entrepreneurial industry classification: Rochester and Rankin, Naughton-Wheaton-Piedmont, and Bellingham-Chicago. Home to a wide range of manufacturing and equipment repair facilities from automotive, marine, and aviation to HVAC and computer technology, these areas form the backbone of Troy's industrial and technology base. They also provide for the health, safety, and welfare of the community and support important regional economic sectors.

These areas allow companies big and small to focus on product and service innovation rather than overhead costs, and also afford opportunities for startup companies. Preservation of this industrial fabric is desirable for the overall sustainability of Troy's economy. Public infrastructure improvements related to the construction of sidewalks, installation of street lights at intersections, and stormwater management improvements are essential to maintain these areas as viable Industrial areas. Again, this strategy is not just about physical improvement, traditional-innovative-entrepreneurial businesses may also benefit from local incentives and targeted use of state and federal funds.

Construction Business

Tree Service Business

Priority 2: Encourage entrepreneurism and redevelopment

Strategy: Promote creation of districts and encourage compatible industries

Similar to original land use pattern of Birmingham's Eton Road Corridor, Industrial Row and Parks-Combermere provide ideal locations for the creation of "districts." Industrial Row and Parks-Combermere have notable concentrations of similar industries including construction trades and material suppliers, creative and marketing services, landscaping, and professional design firms. These existing businesses provide the foundation for an industry specific rebranding. Districts are not limited to a certain use but they tend to have an overarching theme.

- Design-Creative: construction trades, design, interior furnishings, landscaping
- Technology: Engineering, software, research
- Entertainment: microbrewery, distillery, music hall, comedy club
- Health and Wellness: personal training, nutrition, indoor sports, gymnastics

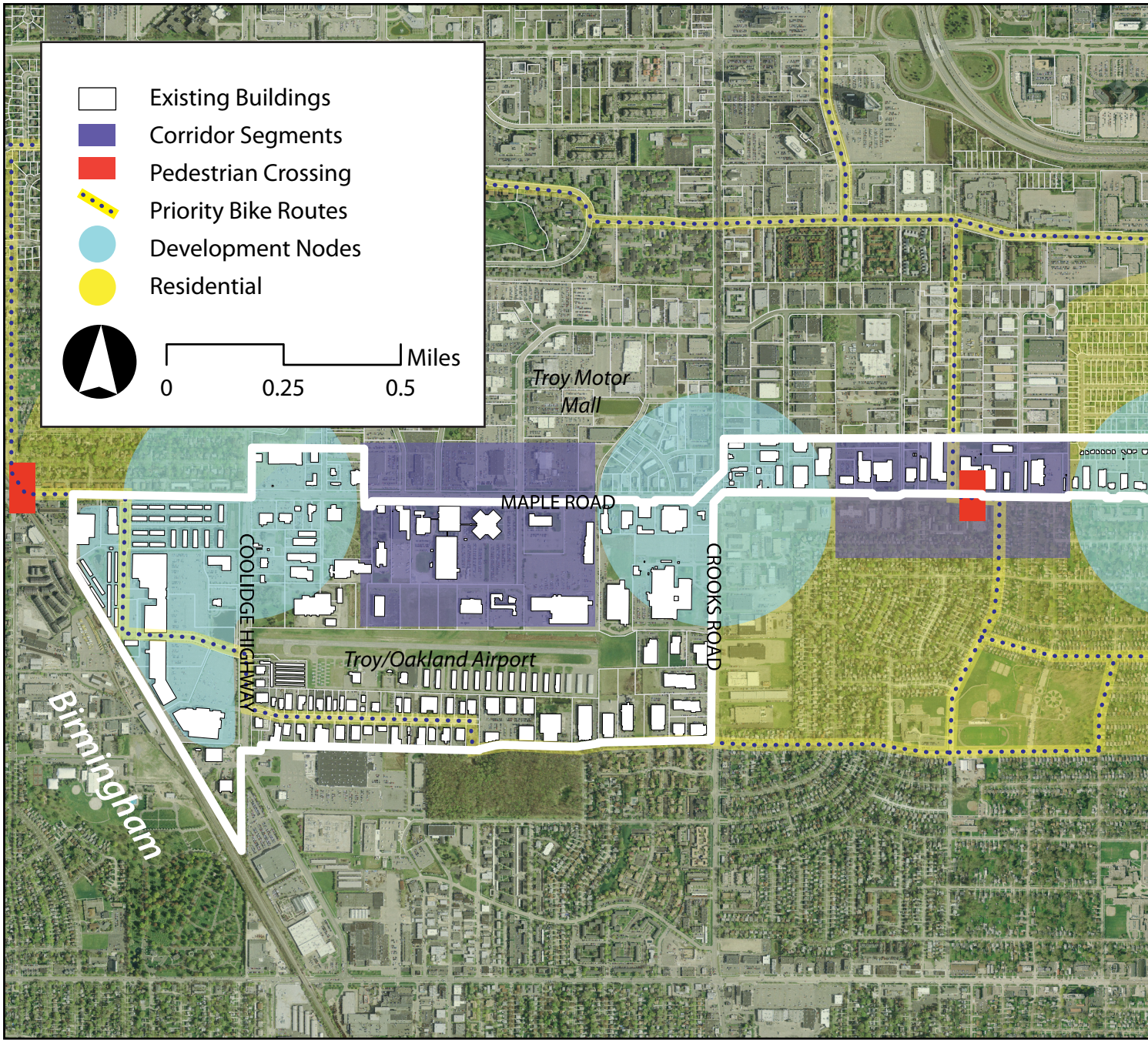
Industrial Row and Parks-Combermere are located adjacent to the proposed development nodes at Coolidge Highway and Livernois Road respectively. The curation of a mixed-use environment with a dynamic edge focused on related enterprises can be an important component of placemaking.

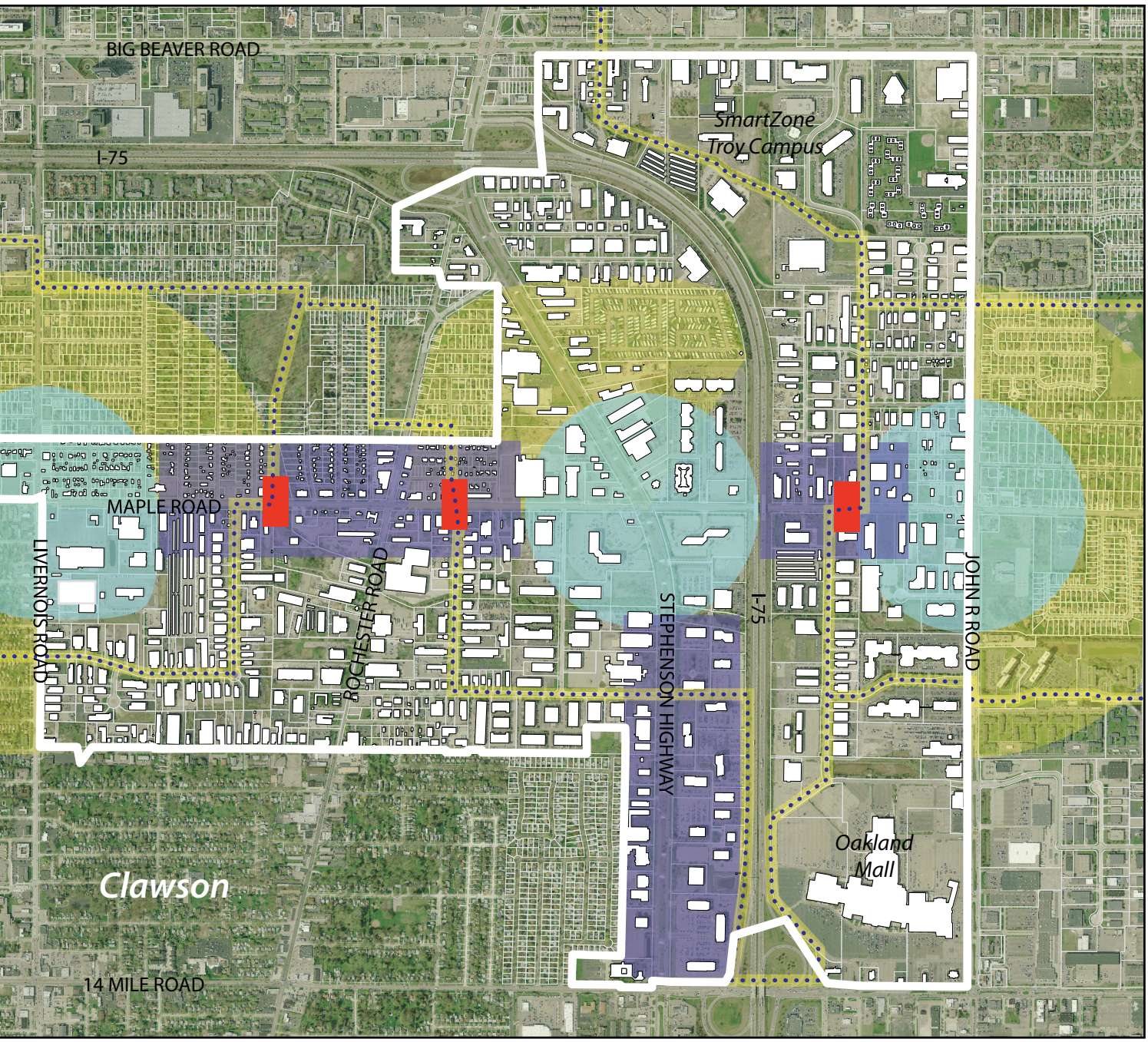
These districts have the potential to become catalysts for collaboration and engagement between businesses, residents, and the community. This will be the place to encourage adaptive reuse and sustainable technology, social networking, and strategic placemaking through public/private partnerships. Bridging the space between development nodes and residential neighborhoods, the districts will ultimately foster a richer work-live environment.

Eton Road Corridor in Birmingham, MI

Container City in Las Vegas, NV

Priority 3: Enhance and strengthen segments between major mile intersections




BIG BEAVER ROAD
I-75
SmartZone
Troy Campus
MAPLE ROAD
LIVERNOIS ROAD
ROCHESTER ROAD
STEPHENSON HIGHWAY
I-75
JOHN R ROAD
Oakland
Mall
Clawson
14 MILE ROAD

Priority 3: Enhance and strengthen segments between major mile intersections

By focusing retail development into major mile intersections, the interior corridor segments—the long portions of corridor between centers—need consideration. These segments, one-half (1/2) mile long, include hundreds of separately owned parcels. While, the character and uniqueness of these parcels vary, many of them currently lack the necessary size and depth for redevelopment for commercial purpose. The Plan must consider strategies to enhance and strengthen the interior corridor segments between major mile intersections.

Strategy: Identify Alternative Value

The extensive and effective retail trade competition offered by major mile road intersection development nodes, Big Beaver, and Oakland Mall reduce the potential for new retail development along the interior corridor segments of Maple Road. Development nodes, Big Beaver, and Oakland Mall sites offer either existing cluster shopping locations or offer the potential to combine parcels to create cluster shopping locations. The parcels in the segments between the major mile intersections are often too shallow or too narrow to support cluster retail uses. As such, the segments between major mile intersections should be planned for alternatives to strip retail and shopping centers.

The corridor's future opportunities along these segments should be focused on entrepreneurial development and growth. This strategy focuses on eliminating barriers and creating a sense of entrepreneurism to identify and promote new uses and development types that can restore values. The Plan intent is to accommodate the widest possible spectrum of uses to ensure flexibility and provide for entrepreneurism.

Shopping Center

Family Business

Entrepreneurial Business

Priority 3: Enhance and strengthen segments between major mile intersections

Reinforce and build on value already in place

If a corridor segment is doing well, leave well enough alone. For example, the interior corridor segment between Coolidge and Crooks is an automobile dealership, supply, and service cluster. The plan supports these stable assets and supports the extension of their market draw by promoting investment in similar or complementary uses on nearby property.

Permit alternative land uses including residential and usable open space

For segments without a strong existing market, alternative uses including residential and usable open space may be a market driven solution. Troy has started to experience a demand for alternative housing options. Segments along Maple Road supply vast areas of underused land that is available to meet the demand for alternative housing types. Because many sections of Maple Road are bordered by residential neighborhoods, it is much easier for these segments to attract reinvestment by integrating with the surrounding neighborhoods rather than compete with larger, developable parcels at major mile intersections. Furthermore, since many established residential neighborhoods are only one parcel off of Maple Road, converting some segments to residential replaces the conflicting land use with a compatible land use that completes the neighborhood along the Maple Road boundary. Re-making sections of the corridor by putting some residential on the frontage is an opportunity to complete the residential neighborhood and provide an appropriate transition.

The usable open space of parks and squares are the civic glue that binds an area. These are the places that create community culture and pride; they are the gathering areas for planned and chance meetings; they serve as the front door to development; and make both the motorized and non-motorized experience more enjoyable. A network of usable open space comprises both the distinct parks and plazas, but also the linkages – streets and trails - that connect them.

Additional housing, particularly the missing middle, and usable open space along the corridor would enhance the retail development nodes at the intersections.

Residential-Missing Middle Housing

Residential

Priority 3: Enhance and strengthen segments between major mile intersections

Strategy: Implement zoning amendments to permit flexibility

While it is recognized that zoning cannot create a market, it can surely stifle one. Acknowledging that the interior corridor segments have less of a market demand and that some parcels along the corridor do not have the necessary parcel size, the Plan recommends that targeted zoning amendments should be considered.

Build-to-line Flexibility

Redevelopment in the interior corridor segments should focus less on building placement and rather emphasize quality architecture and design. By relaxing the build-to-line requirements, zoning in these segments become less of a hindrance to site redevelopment. The recommendation of build-to-line flexibility is intended for the interior segments of Maple Road, but not at the nodes (intersections of major mile roads).

Extend Maple Road Form Base District North to Chopin Road

The north side of Maple Road between Livernois and Rochester has very limited depth, as little as 100 feet. A 100-foot parcel depth is not sufficient to accommodate any reasonable commercial or office development without significantly encroaching on the single family residential it abuts. Alternatively, extending the Maple Road Form Based District north to Chopin Road would permit greater land assemblage which would allow for the redevelopment of those parcels. The target land use for this section would be multiple-family residential, which would provide an alternative housing option. The change in zoning would permit these single family homes to remain in perpetuity but increase their property values with increased redevelopment opportunities.

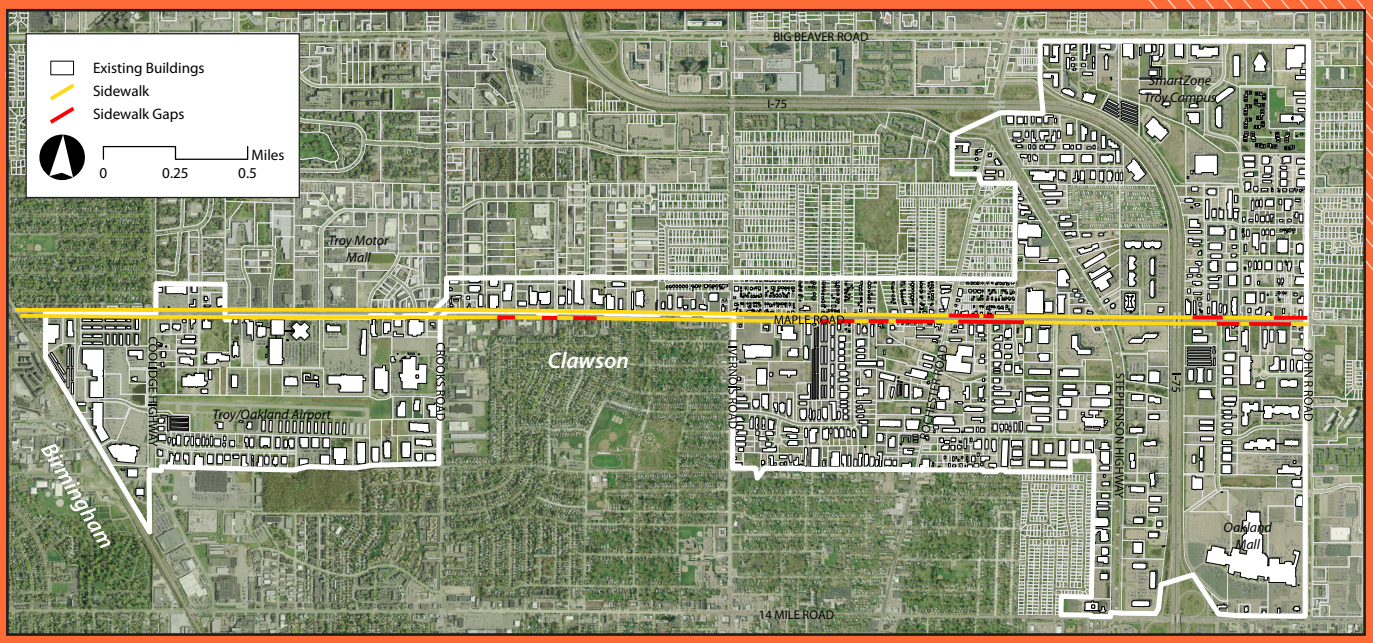
Strategy: Improve pedestrian access

The street is the largest public open space along the Maple Road and should be considered part of the public realm. The corridor segments between the nodes are a tremendous untapped resource that provides a link between the adjacent residential neighborhoods and the commercial nodes at the major mile intersections. In order to provide for a pedestrian friendly corridor, pedestrian amenities must be improved. Maple Road should be made more a comfortable place to walk by providing continuous, wide sidewalks and recognizing the importance of the public realm in “place” creation through the inclusion of elements such as trees, landscaping, lighting, public art, special pavement treatments, and bus shelters, etc.

Sidewalk connections and cross-access easements

Additional pedestrian amenities should be considered along the corridor. The City should consider coordinated streetscape improvements along Maple Road. Streetscape elements can identify an area as a special and distinct place for residents, shoppers, visitors, and employees. The City should establish a conceptual Streetscape Plan that sets recommended standards for landscaping, signage, lighting, sidewalks, intersections, and access.

In addition, there are existing gaps in the sidewalk along the Maple Road. Most of the gaps are along the south side, including some in the City of Clawson; however there are some gaps on the north side. Even if redevelopment does not occur, the City of Troy should work with property owners to fill in these sidewalk gaps and should encourage the City of Clawson to do the same.



Existing Sidewalk Gaps

The Maple Road streetscape should provide:

- A defined edge between the pedestrian and automobile areas
- A unified relationship between the public/pedestrian realm and private domain
- The use of street trees and landscaping, furniture, paving, lighting, and other streetscape elements
- Attractive street lighting that reinforces the corridor image and minimizes extraneous light

Streetscape may occur corridor wide or occur as redevelopment does.

Streetscape Improvements:

- Street trees and landscaping
- Decorative fencing
- Transit amenity
- Furniture
- Pedestrian style lighting

Priority 3: Enhance and strengthen segments between major mile intersections

Strategy: Improve pedestrian crossings

Due to the auto-centric nature of Maple Road, including multiple travel lanes and long blocks, employees and residents who venture out on foot to destinations have difficulty crossing. Providing safe crossings for pedestrians and cyclists is an integral strategy for walkability. Maple Road crossing improvements should take place both at major mile intersections and mid-block. Improvements at major mile intersections may include better marked crosswalks and improvements to pedestrian signals.

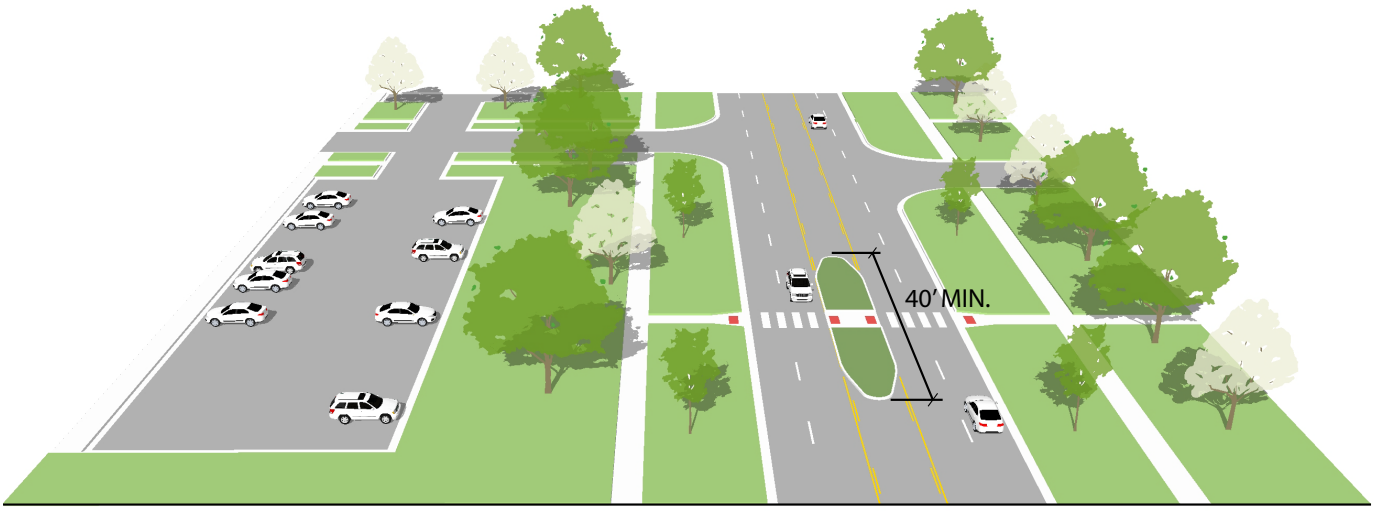
Mid-block crossings for Maple Road will further integrate and strengthen the connection with the adjacent residential neighborhood. Pedestrian refuge islands and signalized crossings are some of the techniques for providing mid-block crossing. Applicability should be determined based on site context and budget.

Priority pedestrian crossing improvements should be considered:

- At all major mile road intersections
- Improvements to existing crossing at Edenborough Road (Birmingham)/Doyle Drive
- Crosswalk at light at Maplelawn
- Mid-block crossing near Heide Drive/Bywood Avenue (Clawson)
- Improvements to existing crossing at Combermere Drive
- Mid-block crossing near Bellingham Drive/ Chicago Road

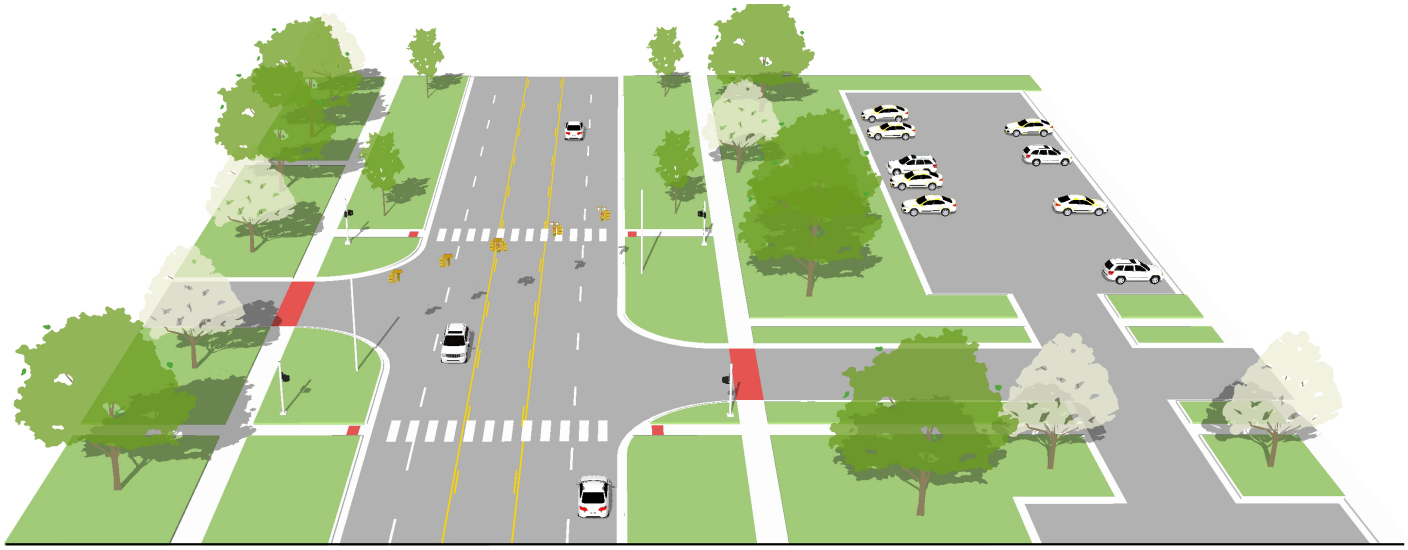
Provide Pedestrian Crossing near SMART Bus Stops

Improve Striping at Intersection Crosswalks



Unsignalized Pedestrian Mid-Block Crossing

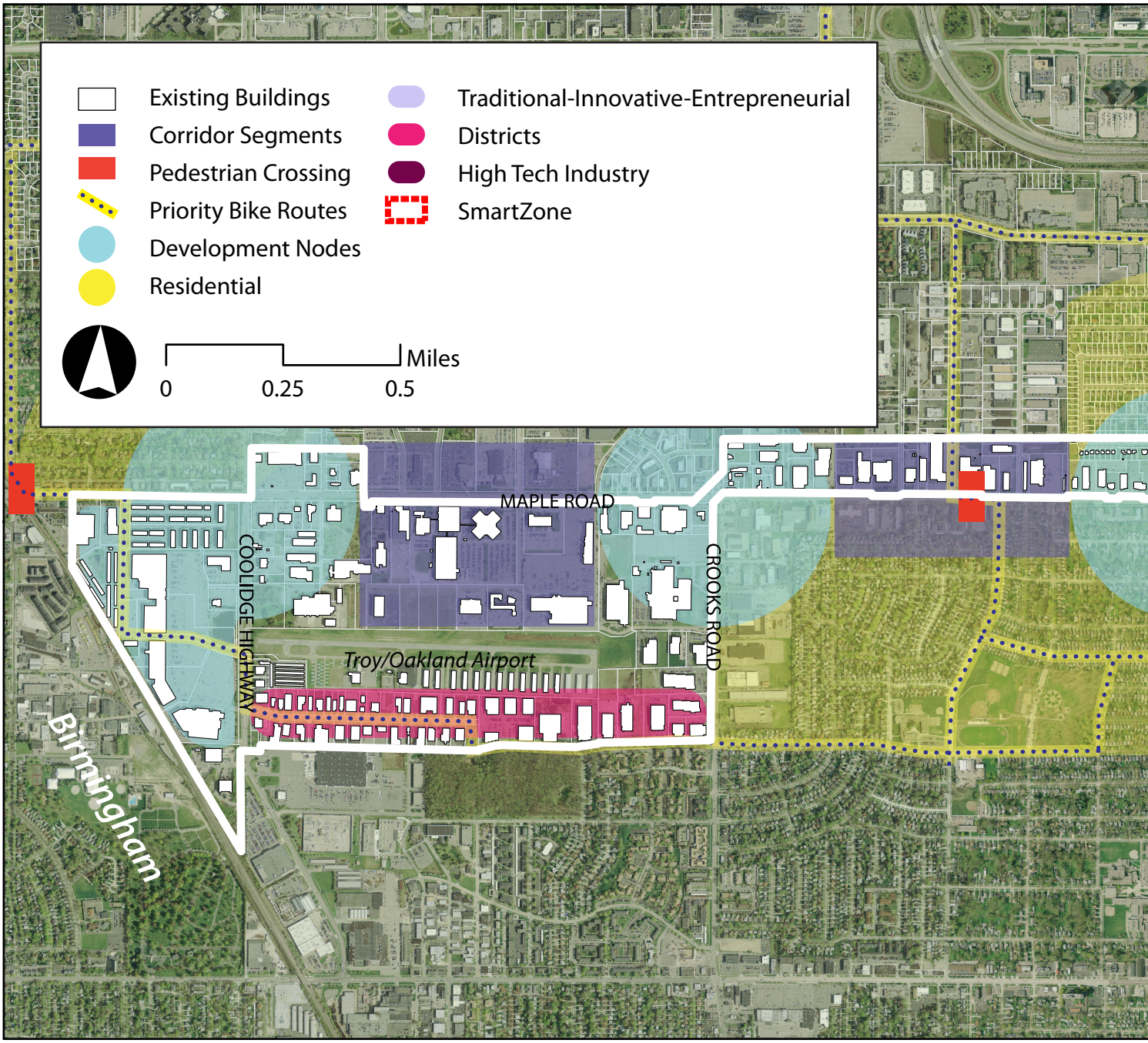
SIDEWALK PEDESTRIAN REFUGE ISLAND SIDEWALK

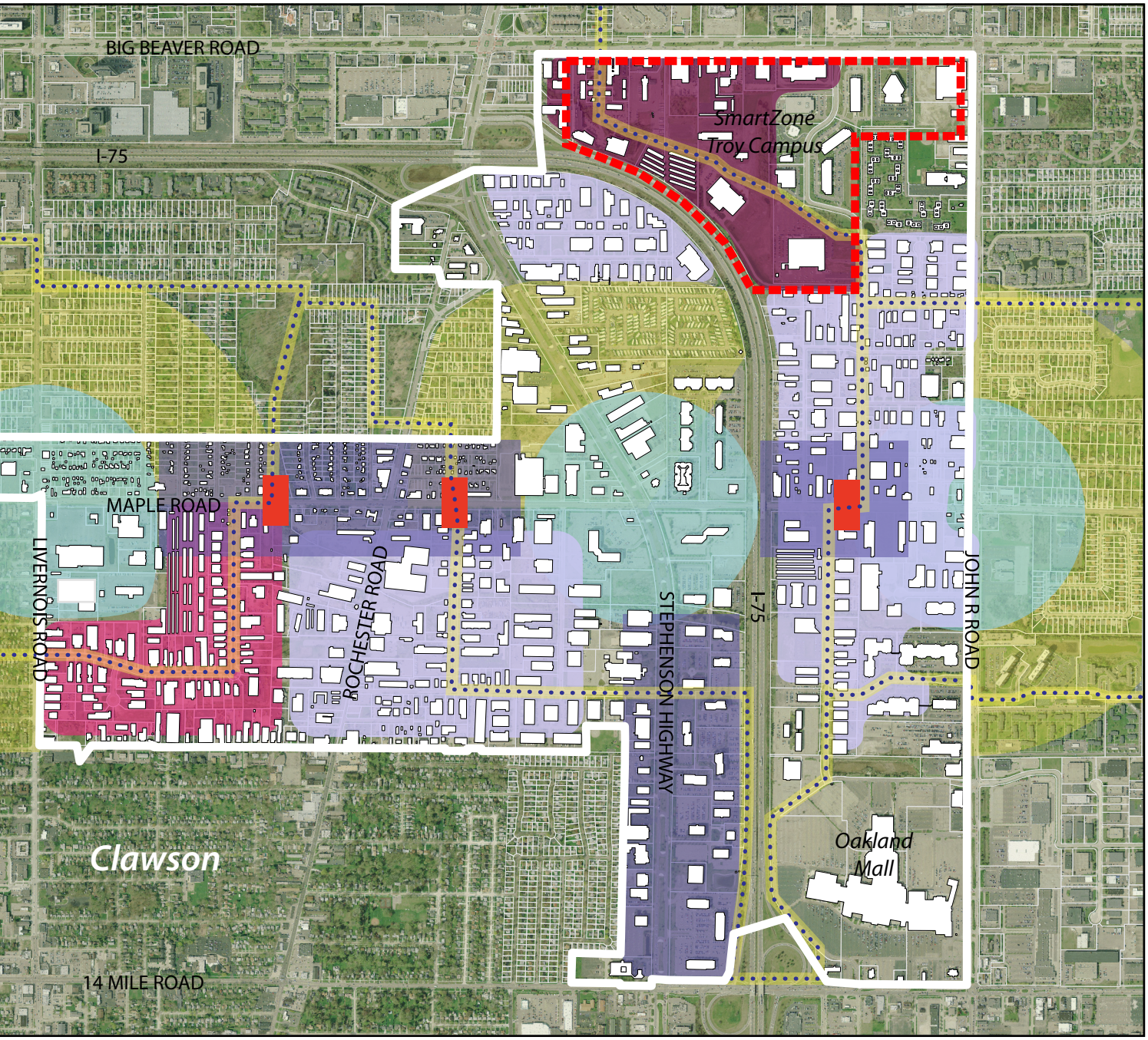


SIDEWALK SIGNALIZED INTERSECTION WITH STRIPED CROSSWALK SIDEWALK

Signalized Pedestrian Mid-Block Crossing

Maple Road Strategic Plan Map

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Action Plan and Implementation

The Maple Road Plan is organized into multiple projects so the vision can be refined and implemented in phases over time in a flexible manner. Priority transformative projects like the streetscape projects and facade improvement programs entail multiple phases given their scale and ambition and serve as economic catalysts enhancing the image of the corridor. The timeframe to implement the Plan will depend on many factors, including market conditions, financing, approvals, and other city initiatives.

	Strategy	Actions	Phasing	Responsibility
Priority 1 Generate investment at development nodes	Encourage high-quality commercial /mixed-use development at major mile intersections	Evaluate all tools to encourage and incentivize lot consolidation	Near	City
		When evaluating new developments: •Review cross-access easements and pedestrian access to create walkable developments •Require shared parking facilities where appropriate •Ensure a balanced and compatible mix of uses to that provide everyday services and evening/ weekend amenities including restaurants, retail, service, open space, and entertainment appropriate for the market •Ensure that outlot development is compatible with anchor development •Require good design including consistent signage, pedestrian lighting, and increased landscaping along roadways and in parking lots	Near	
		Ensure redevelopment of corners of major mile intersections are redeveloped with buildings at the hard corner	Mid/Long	City, Private entities
	Engage surrounding residential neighborhoods through linkages	Evaluate pedestrian infrastructure improvements within ½ mile radius of the major mile nodes	Long	City
		Evaluate zoning to require appropriate landscape buffering / screening	Near	City
		Work with SMART to improve public transportation along the corridor and link to the new Troy Transit Center	Mid	City, SMART
	Incentivize development through zoning	Develop Rochester Road Streetscape Plan	Near	City, Private entities
		Implement Streetscape Plan comprehensively or as development occurs	Near	City
		Implement zoning flexibility and development benefits into zoning ordinance	Near	City

	Strategy	Actions	Phasing	Responsibility
Priority 2 Encourage entrepreneurism and redevelopment	Preserve and enhance tradition-innovation-entrepreneurship industrial areas	Evaluate public infrastructure needs in industrial areas	Mid	City
		Work with existing firms in industrial areas to provide city resources and assist in obtaining regional, state, and federal resources	Near	City
	Promote creation of districts and encourage compatible industries	Evaluate city codes and policies to remove any barriers to adaptive reuse	Near	City

	Strategy	Actions	Phasing	Responsibility
Priority 3 Enhance and strengthen segments between major mile intersections	Identify alternative value	Evaluate interior corridor segments for areas of stable assets and encourage entrepreneurial development and growth	Mid	City
		Permit alternative land uses including residential and useable open space	Mid	City
		Find opportunities along corridor to install public spaces	Mid	City, Private entities
	Implement zoning amendments to permit flexibility	Evaluate the existing zoning for interior corridor segments and amend zoning as necessary	Near	City
		Reach out to property owners regarding rezoning Chopin Road to Maple Road Form Base District	Mid	City
		Rezone Chopin Road area to Maple Road Form Base District	Mid	City, Private entities
	Improve pedestrian access	Develop Maple Road Streetscape Plan	Mid	City
		Infill sidewalk gaps and implement Streetscape Plan comprehensively or as development occurs	Mid	City
		Evaluate new developments for cross-access easements and pedestrian access	Mid	City, Private entities
	Improve pedestrian crossings	Evaluate and improve pedestrian crossings at all major mile road intersections	Near	City
		Improve existing pedestrian crossings at Edenborough Road (Birmingham) / Doyle Drive and Combermere Drive	Near	City
		Install crosswalk and crosswalk light at Maplelawn Road	Mid	City
		Evaluate and install new midblock crossing near Heide Drive/Bywood Avenue (Clawson) and near Bellingham Drive/ Chicago Road	Long	City

North Troy: Special Area Plan

Introduction

North Troy serves as the business and employment hub for the north side of the city. The area is dominated by office use, specifically mid-rise buildings and towers with large footprints built primarily in the mid-1980s to early 1990s. These buildings provide Class A and B space with ample parking, convenient highway access, fiber optic connections, and well manicured grounds. They have been marketed as ideal for corporate headquarters facilities. However, in order to maintain this position as a business and employment hub for the future, the area must evolve to serve the future office worker. Providing a compatible mix of uses, increasing amenities, and creating unique identity will help attract new tenants and keep employees and residents in the area beyond the work hour.

Evolving to Meet New Challenges

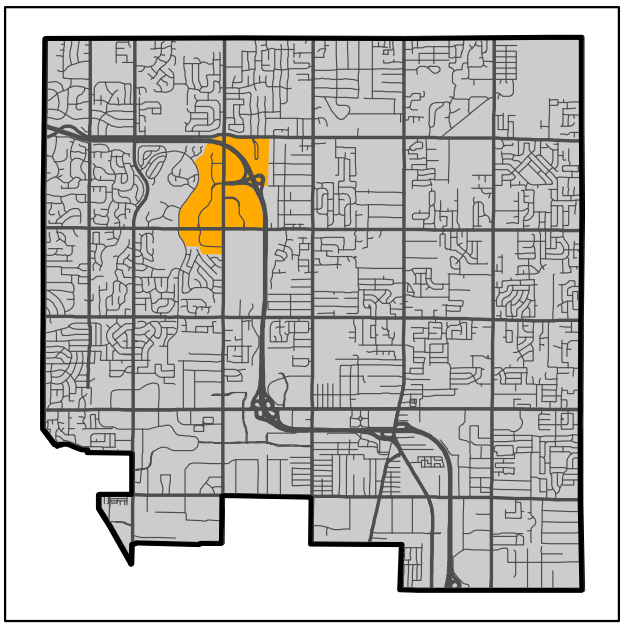
In today's world, many of the qualities that made North Troy so successful in the 20th Century run counter to current market trends. Whereas earlier generations of American workers fled urban areas for newly constructed suburban campuses and car-accessible employment centers, today's innovation workers seek the greater connectivity, convenient amenities, and vitality that comes from a denser mix of uses, as well as a firmer commitment to sustainability.

North Troy faces a turning point. Its original development pattern should evolve to meet new challenges in the marketplace. Both employers and employees must be flexible and nimble to respond to demands in competition. As such, their facilities must adapt to fulfill evolving, diverse requirements in the workplace. Many of today's knowledge workers expect entertainment and service amenities nearby as well as opportunities and spaces to connect and share ideas. The isolated buildings in North Troy do not reflect this trend. There is no central, defining place that represents the heart and vision of North Troy. Creating this balanced mix of uses and a sense of place will create a symbiotic relationship with the adjacent neighborhoods, where employment, service, and residential uses are interconnected. Fortunately, North Troy has ample opportunities to evolve and create a modern, preferred employment hub. The challenge and opportunity is determining how and where the potential can be unlocked.

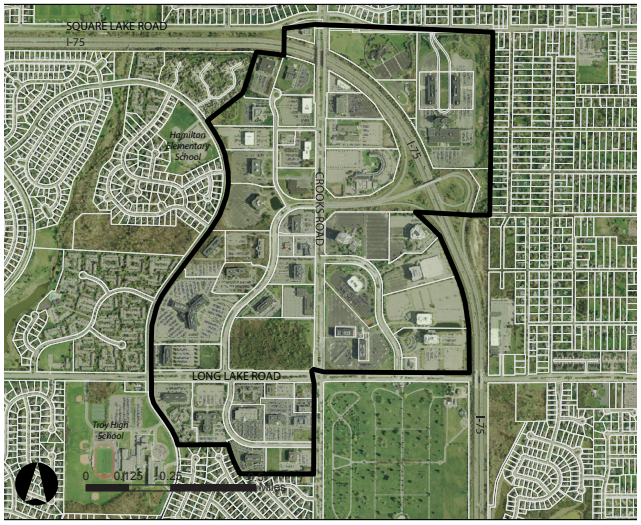
Vision Statement

North Troy will be a dynamic, high-amenity employment district with where the business and office core contributes to the health and welfare of the employees. The area will include a balanced mix of uses that supports the needs of the community and businesses by providing services and amenities for all individuals, from employer to employee to resident. The physical environment will promote an active lifestyle, while the new uses and creative programming encourage healthy choices and work together to build social capital.

Existing Conditions



Locator map



Target Area map

2013 Target area statistics

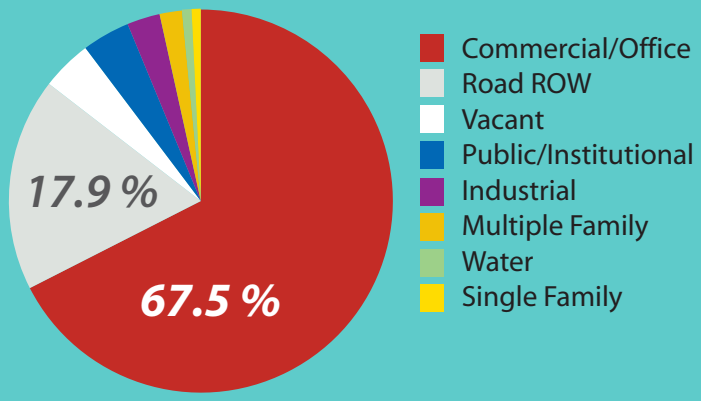
Total taxable value	$119,423,759
Total area (acres)	461
Total businesses	282
Total employees	5,042

2010 Market area statistics [1]

Population	5,908
Households	2,370
Percent owner occupied	86.6%
Median household income	$86,217
Per capita income	$44,887

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA, Census 2010, City of Troy GIS data 2013
Note: 1. Market Area includes households within 1 mile of Target Area.
2. Employee and Business data use NAICS codes.

Land Use

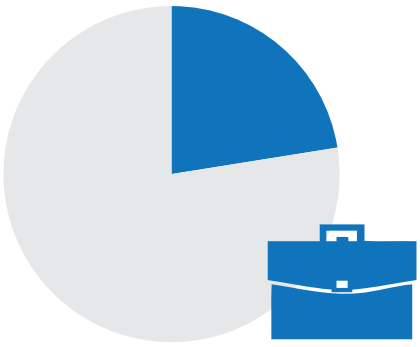


Property Data

	Target Area	Commercial	Industrial	Residential
Total Parcels	61	55	3	3
Total Structures	48	45	3	NA
Total Acres	461	415	17	29
Median Year Structure Built		1988	1998	NA
Total Floor Area (SF)		95,916	44,457	NA
Median Floor Area (SF)		5,232,280	143,213	NA
Total Taxable Value	$119,423,759	$114,897,329	$4,370,860	NA

Source: City of Troy GIS data 2013

Top Industries in Target Area by Employment [2]

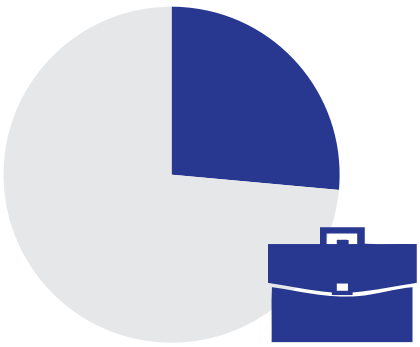


21.5 % ***Professional, Scientific & Tech Services***

	Employees	Percent (%)
Manufacturing	1,035	20.5
Professional, Scientific & Tech Services	1,084	21.5
Finance & Insurance	683	13.5
Administrative & Support & Waste Management	521	10.3
Real Estate	408	8.1

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA

Top Industries in Target Area by Number of Businesses



27.0 % ***Professional, Scientific & Tech Services***

	Businesses	Percent (%)
Professional, Scientific & Tech Services	76	27.0
Finance & Insurance	37	13.1
Manufacturing	17	6.0
Real Estate	17	6.0
Administrative & Support & Waste Management	43	15.2
Other Services (except Public Administration)	17	6.0

Source: Esri 2013 Estimates Business Summary from Oakland County EDCA

Gateways

- Square Lake Road
- Corporate Drive
- Corporate Drive

Assets

1: Flagstar Bank Headquarters

2: Northfield Point Marketplace

3: The Learning Experience childcare facility

4: Delphi Headquarters

5: Direct access to and from I-75

6: Quality stormwater management design

7: Hamilton Elementary Schoolr

8: Troy High School

Opportunities

1: SW corner Crooks Road and Square Lake Road

2: Infill at MET Hotel

3: NW corner Crooks Road and Long Lake Road

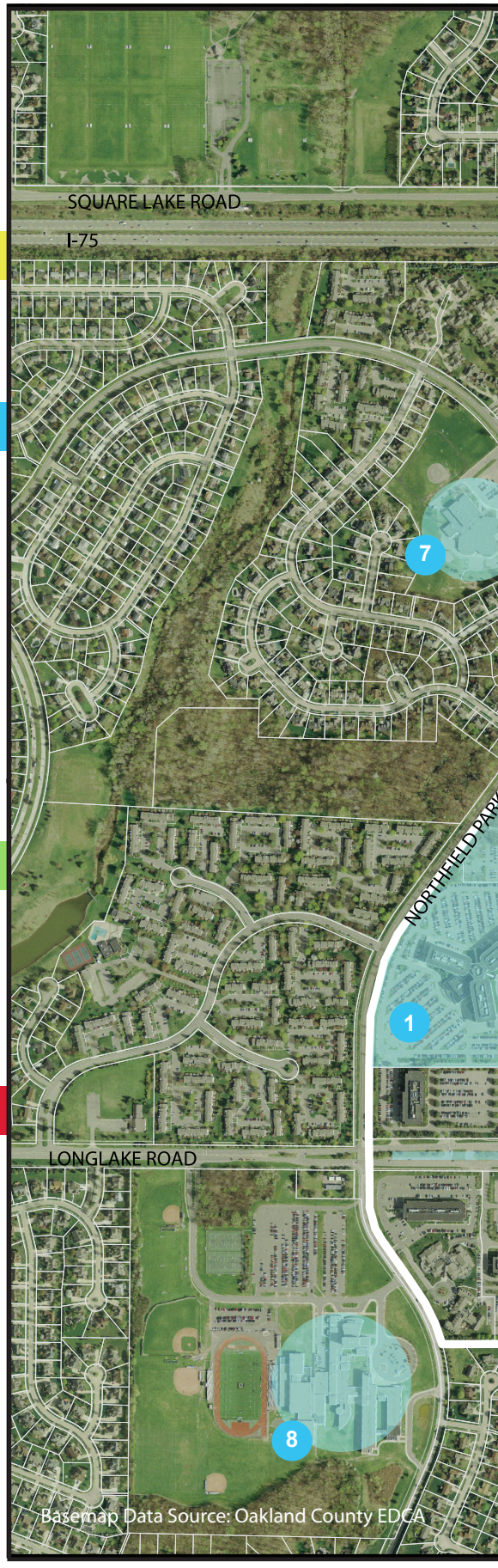
4: NE corner Crooks Road and Long Lake Road

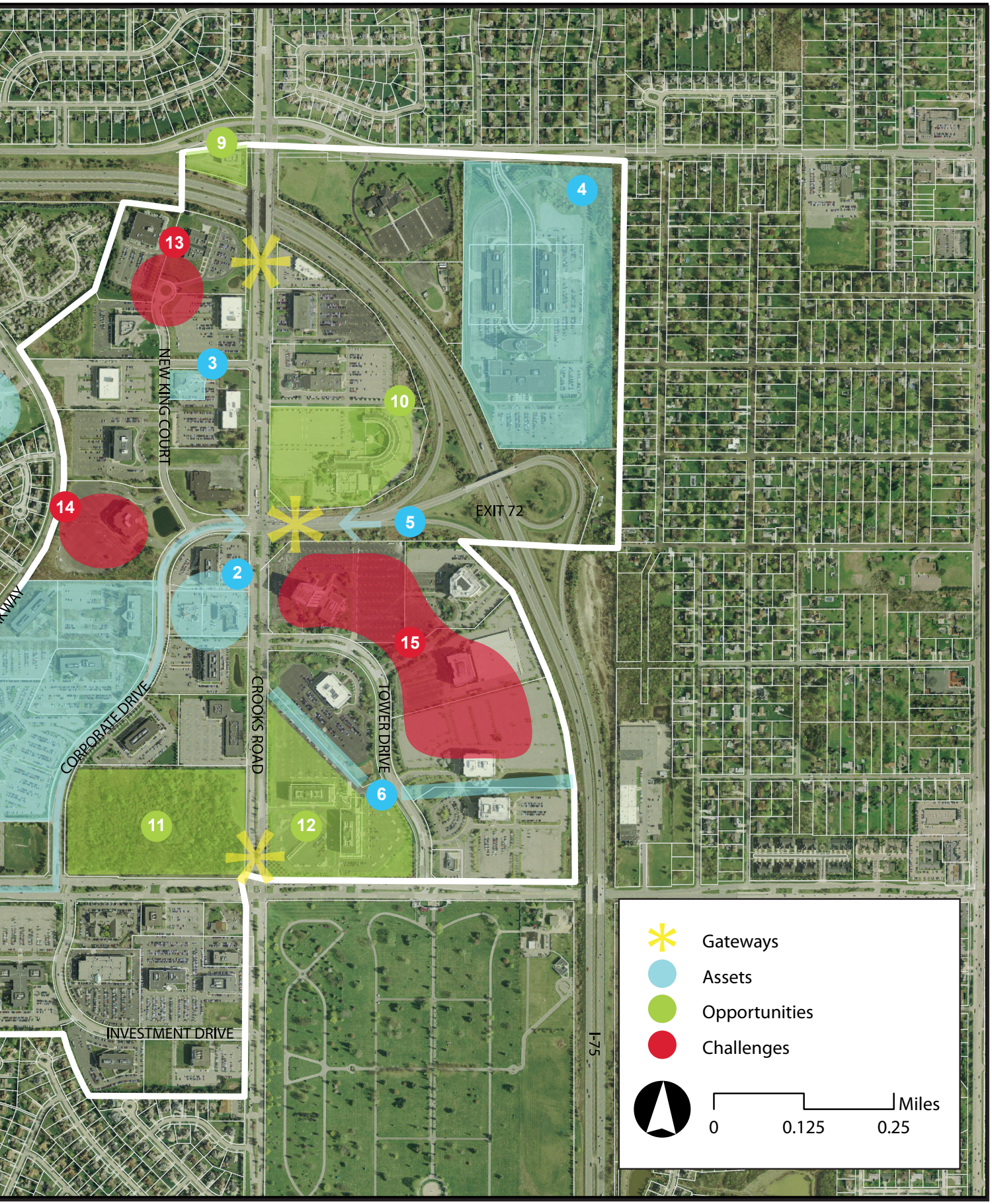
Challenges

1: Access management along New King Court

2: Lack of pedestrian connection to New King Court and Corporate Drive development

3: Large surface parking lots surrounding Tower Drive properties




9
4
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3
10
NEW KING COURT
14
EXIT 72
5
2
15
CORPORATE DRIVE
CROOKS ROAD
TOWER DRIVE
6
11
12
INVESTMENT DRIVE
I-75
Gateways
Assets
Opportunities
Challenges
Miles
0
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North Troy Public Engagement Findings

North Troy consists primarily of office use with excellent freeway access to I-75 and close proximity to a large employee base. Large setbacks and wooded areas provide a desirable campus setting for certain sites. Natural features provide amenities and may help attract mixed-use and multi-family development, if desired by the community. Existing corporate companies may look to build or expand in under-utilized areas. Looking at the area as a whole, North Troy lacks identity and character. Office space has been slow to fill resulting in high vacancy. Regional access is good but internal connectivity and pedestrian access is not optimal. The area is dominated by cars with few alternative mobility options or usable green space. It also lacks entertainment for younger families. Road repair around the area needs to be addressed.

Downtown Detroit has been experimenting with pop-ups and initiating corporate programs to get employees out of the office. High quality food trucks provide indirect competition to brick and mortar establishments. Ultimately it's about options and getting people exposed to business. Right now North Troy is just an employment center. It needs uses and amenities to complement the office uses and to keep people around after 5 pm.

Considerations

- Establish more convenience uses such as restaurants, retail, and daycare
- Experiment with tactical placemaking, such as food trucks and pedestrian improvements, to provide more amenities to workforce
- Increase flexibility of current zoning to widen development of potential uses
- Encourage more parking structures
- Encourage quality stormwater management for improved drainage and connected green space

Priorities and Strategies

This plan recommends three priorities for establishing North Troy as a safe, active, and walkable district with premiere office space and generous amenities for employees and residents. These priorities and strategies include:

1. Provide a Compatible and Vibrant Mix of Use

Strategies:

- Promote service infill through property repurposing
- Promote residential infill through property repurposing
- Develop and strengthen core
- Create a community gathering space

2. Improve Multi-modal Circulation and Safety

Strategies:

- Study and implement road diets
- Introduce pedestrian mid-block crossings
- Establish consistent landscape buffer and setbacks

3. Inspire Tactical Placemaking to Create a Lively Place

Strategies:

- Create an identity through gateways and wayfinding
- Facilitate health and wellness initiatives
- Encourage creative programming

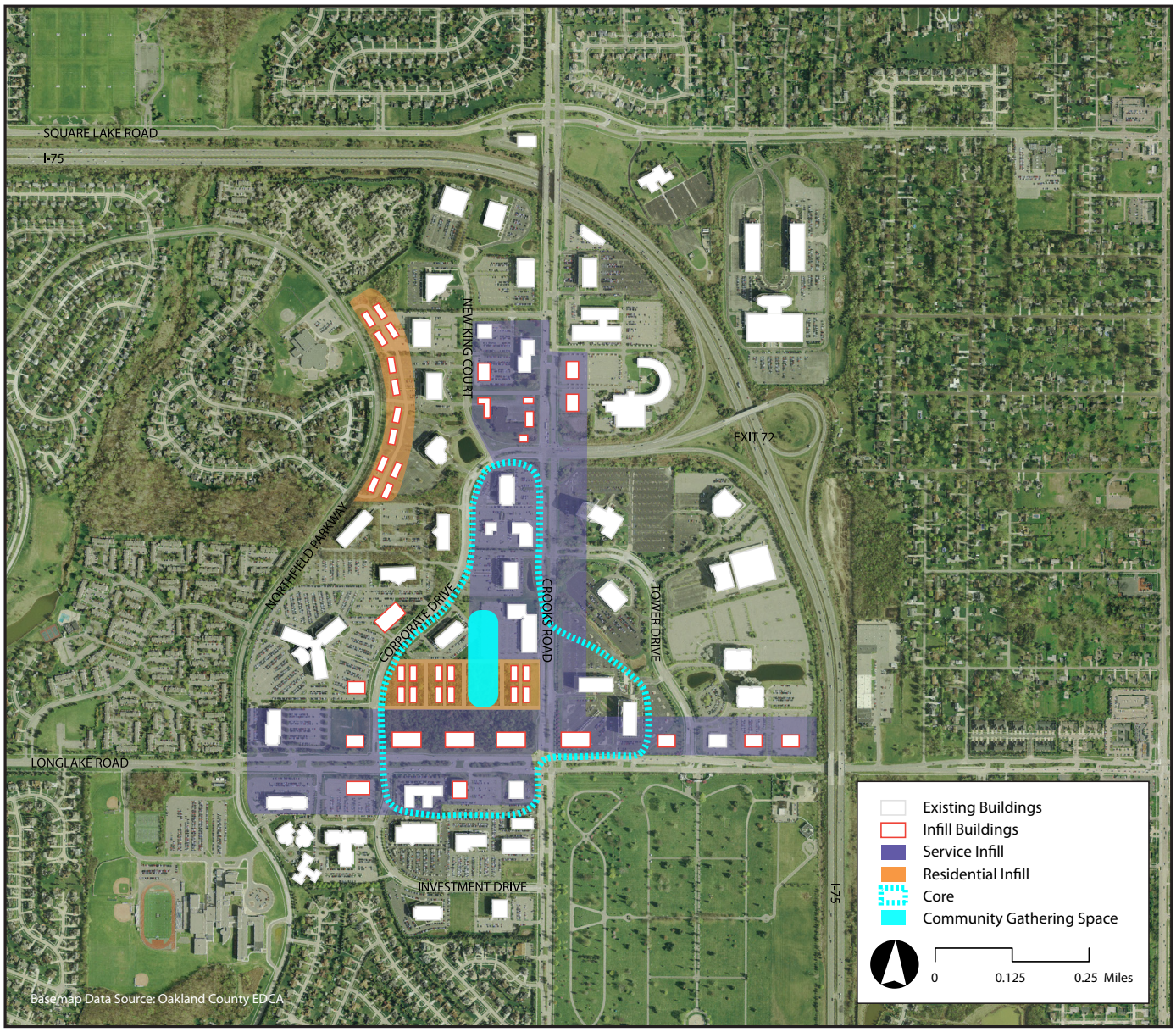
Priority and Strategy Interconnection:

These priorities and their strategies are not mutually exclusive; rather they reinforce each other and together they have the ability to attract users and spark investment, and ultimately achieve these aims of vibrancy, identity, and walkability.

Priority 1: Provide a Compatible and Vibrant Mix of Uses

Located at the intersection of two main arterial roads with a direct access ramp to I-75, North Troy is strategically located to serve as a major employment hub for Oakland County. North Troy currently is home to over 5,000 primarily daytime employees; in addition, there are over 2,000 households within one mile of the area. However, the area is dominated by single-use office buildings with limited interconnections, and few amenities for these workers and nearby residents.

Preparing North Troy for the next generation of growth will require a broader and more creative real estate strategy that will tap into regional trends and market opportunities in order to create a more vibrant, attractive, and flexible work environment. A compatible and vibrant mix of uses will create a life and vibrancy, provide interconnections and a relationship with the adjacent neighborhoods, reduce automobile trips, and enhance walkability by providing destinations.



Priority 1: Provide a Compatible and Vibrant Mix of Uses

Strategy: Promote service infill through property repurposing

The land use pattern of North Troy is primarily single use office space. Given the existing market conditions, many of these buildings are over-served by parking. As a means to attract new business to North Troy, these under-utilized parking areas may be repurposed for service infill development. Infill development is increasingly recognized as an effective way to achieve a variety of goals, including making better use of existing infrastructure; locating community services, jobs, and shopping in close proximity to neighborhoods; and reducing auto trips by supporting walking, biking, and transit.

Location

Service infill should be focused on Crooks Road, Long Lake Road, and the area around Northfield Market Place.

Uses

Mixed use, casual and family dining, personal services, dry cleaning services, health and wellness, grocery, pharmacy, and childcare.

Characteristics

Mixed use buildings, placed closed to the street, use of high quality materials, naturalized stormwater treatment, and woodland protection. Specific design features can promote this interconnections including the layout and orientation of buildings, the network of sidewalks and pathways, the location of parking relative to structures and walkways, and the amount and placement of green space, landscaping, benches, and other amenities.

Big Beaver retail development in Troy, MI

Grocery store in Kansas City, MO

Strategy: Promote residential infill through property repurposing

North Troy has the opportunity to re-envision the underutilized land adjacent to Northfield Parkway and the vacant lot on the northwest corner of Crooks Road and Long Lake Road as single-family attached residential. Single-family attached residential will provide residents with convenient access to work, schools, and the new infill service amenities. It will also provide an appropriate transition between the more intense multiple story office use and the less intense single family neighborhoods.

Rezoning transitional areas between the service core and surrounding social neighborhoods as mixed use would also enable property owners to repurpose the upper stories of underutilized office buildings as residential use. Introducing housing to North Troy will provide attractive housing options for rising professionals as well as active seniors.

Location

East side of Northfield Parkway and vacant lot on corner of Crooks Road and Long Lake Road.

Uses

Single-family attached residential, live-work lofts

Characteristics

Two-to-three story urban style residential development set close to the street with appropriate landscaping buffer, use of high quality materials, and alleys or rear loading garages. Vehicular access should be limited off Northfield Parkway.

Rochester Commons PUD in Troy, MI

Townhomes in Victoria, BC

Priority 1: Provide a Compatible and Vibrant Mix of Uses

Strategy: Develop and strengthen the core

The Master Plan addresses the need for concentrated investment, activity, and services within the Target Areas.

Within each Target Area, the Plan identifies specific sites and nodes that can be utilized to build this physical fabric and social atmosphere, and support economic development. Building off the surrounding employment base and the highly trafficked Northfield Point Marketplace, the vacant parcel on the northwest corner of Long Lake and Crooks Road offers an opportunity to establish a core for North Troy. This core will provide a compatible mix of uses and should be the starting place of other strategies in the Plan, including pedestrian circulation improvements, landscaping, wayfinding, and creative programming. At the heart of the core is the community gathering space.

Strategy: Create a community gathering space

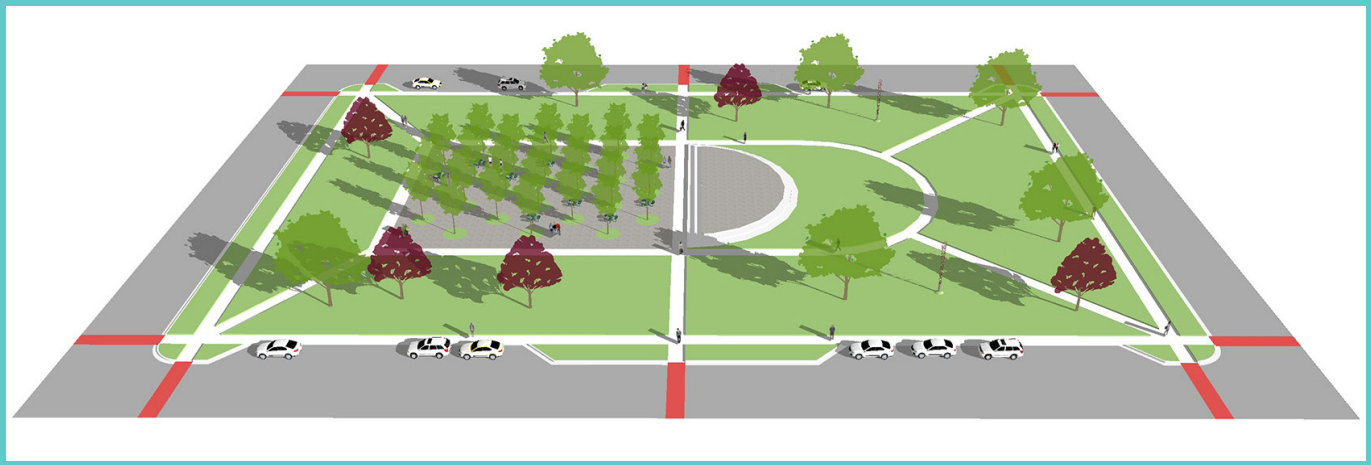
The community gathering space will serve as the heart of North Troy, providing physical amenities and social programming for employees and residents. Given that the area is known primarily as an office campus, North Troy is fairly green. Many of the corporate sites offer attractive landscaping, mature trees, and even water features, but most of these facilities are designed for aesthetics not for use.

Creating a community gathering space in the vacant land and underutilized parking area will enhance North Troy's sense of place. This area should combine landscaping and hardscape, and include amenities such as cafe seating, movable chairs, bike racks, water features, permanent and seasonal shaded areas, public art, and performance space. This combination of plaza and green space will provide a space for corporate programming and neighborhood recreation, supporting the adjacent office, service, and residential uses.

Town Center in Novi, MI

Conceptual design for North Troy community gathering space

Shopping Center in Orland Park, IL

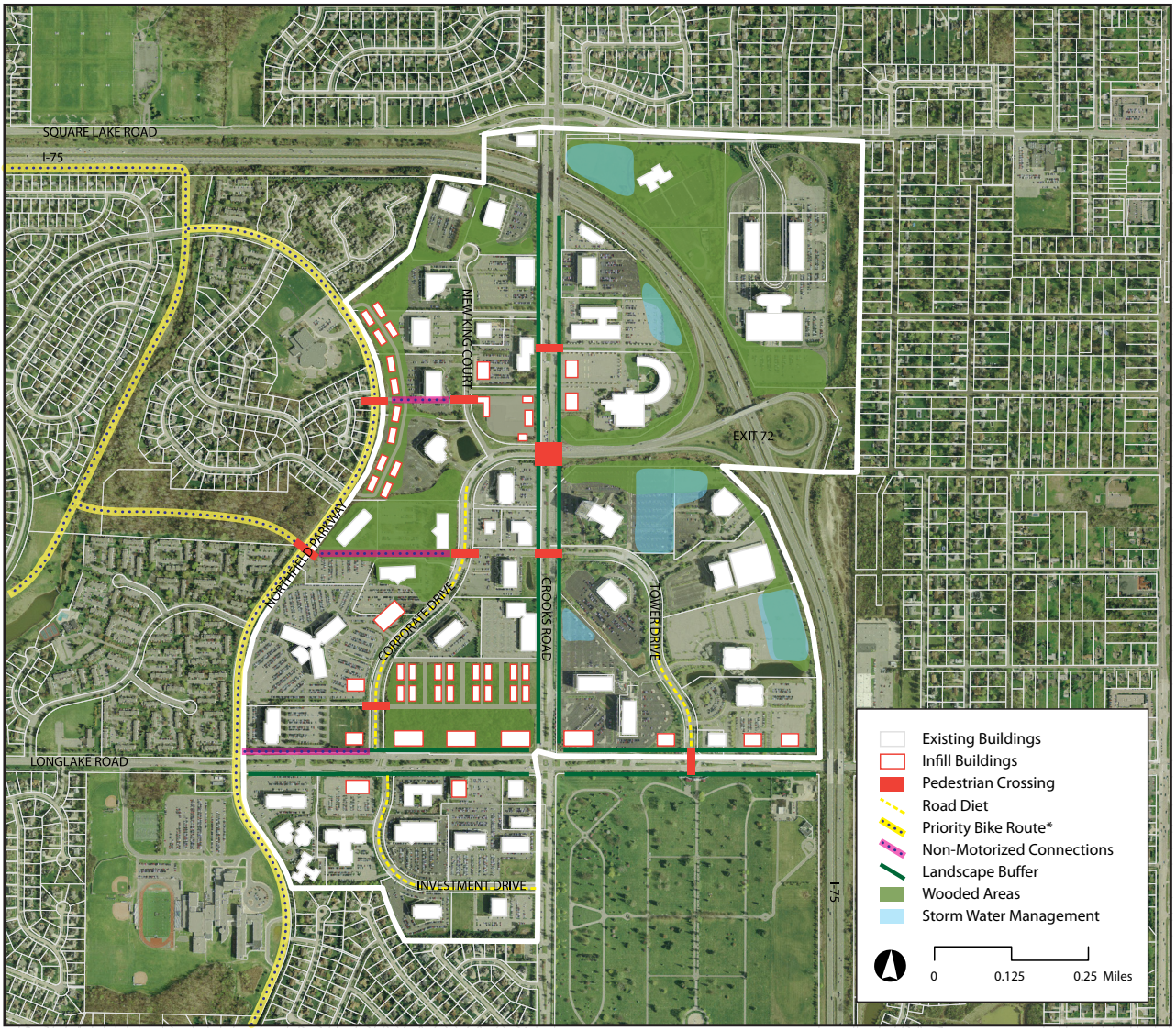


Conceptual design for North Troy community gathering space

Priority 2: Improve Multi-modal Circulation and Safety

At some point during our commute to work or school, everyone becomes a pedestrian. North Troy provides a beautiful campus setting with large lawns, water features, and woodland areas, but it is auto-oriented and lacks walkability. There are sidewalks but they don't really function for pedestrians and cyclists, they don't lead to desired destinations, and they often follow indirect routes. Changes to landscaping and transportation infrastructure within the right-of-way, coupled with strategic infill, will improve safety and encourage walkability.

It will be important to link new circulation paths across North Troy to the non-motorized facilities along Northfield Parkway. Northfield Parkway is highlighted as a Priority Bike Route on the Priority Bike Routes Neighborhood Greenways Map* in the 2009 City of Troy Trails and Pathways Master Plan. In the short term, Long Lake Road will serve as the primary connection to the parkway and as development occurs there will be more opportunities to create non-motorized connections using public easements. In addition to perimeter sidewalks, private developers should be encouraged to improve internal pedestrian circulation, creating convenient, logical, and attractive walkways.



Priority 2: Improve Multi-modal Circulation and Safety

Strategy: Study and implement road diets

North Troy was designed for the automobile in the mid-1980s and cars remain the dominant transportation choice. In order to provide for multi-model transportation options, the City should look to integrate principles of complete streets and best management practices (BMP) into capital projects. Road diets offer a strategy for reconfiguring travel lanes to better accommodate non-motorized transportation such as walking, biking, and transit, while also incorporating landscaping and green infrastructure. As secondary connector streets with large right-of-way (ROW) widths and less than 1,000 vehicles per hour (vph) at peak times, Investment Drive (86 foot ROW), Corporate Drive (120 foot ROW), and Tower Drive (105-120 ROW) provide appropriate locations to implement 4-to-3 lane conversions with striped bike lanes or a protected multi-use pathway.

Complete Streets

"Complete streets means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. "

Together Michigan Public Act 134 and Public Act 135 of 2010 form the Complete Streets legislation. These laws effect project planning and coordination between government and state transportation agencies, and ensure that complete streets policies consider the local context, functional road classification, project costs, and most importantly, the mobility of all legal users.

FIGURE A.1: Corporate Drive Existing Conditions (120 foot ROW)

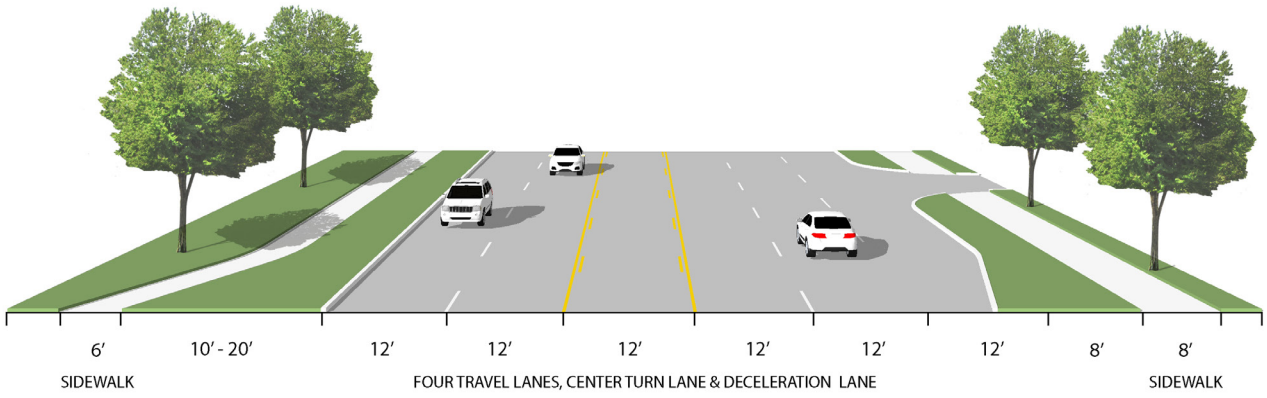


FIGURE A.2: Corporate Drive Proposed Conversion (120 foot ROW)

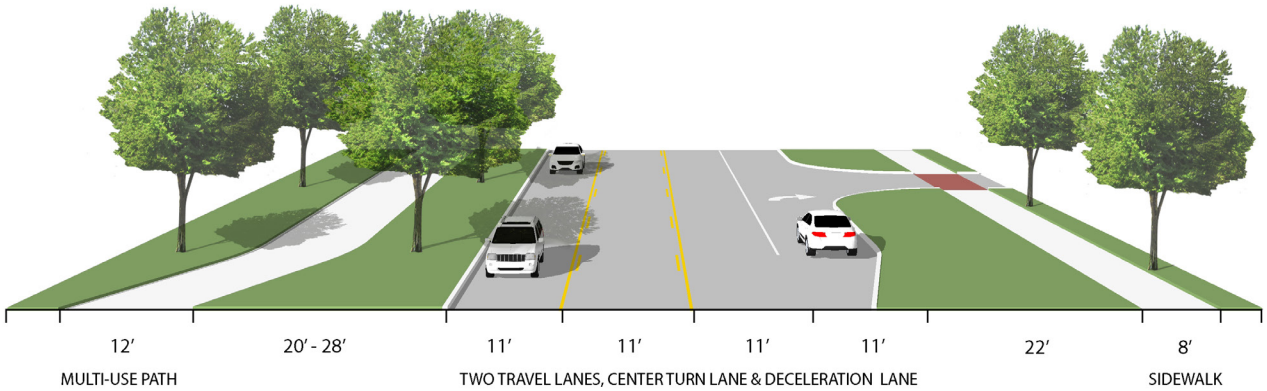


FIGURE A.3: Investment Drive
Existing Conditions (86 foot ROW)

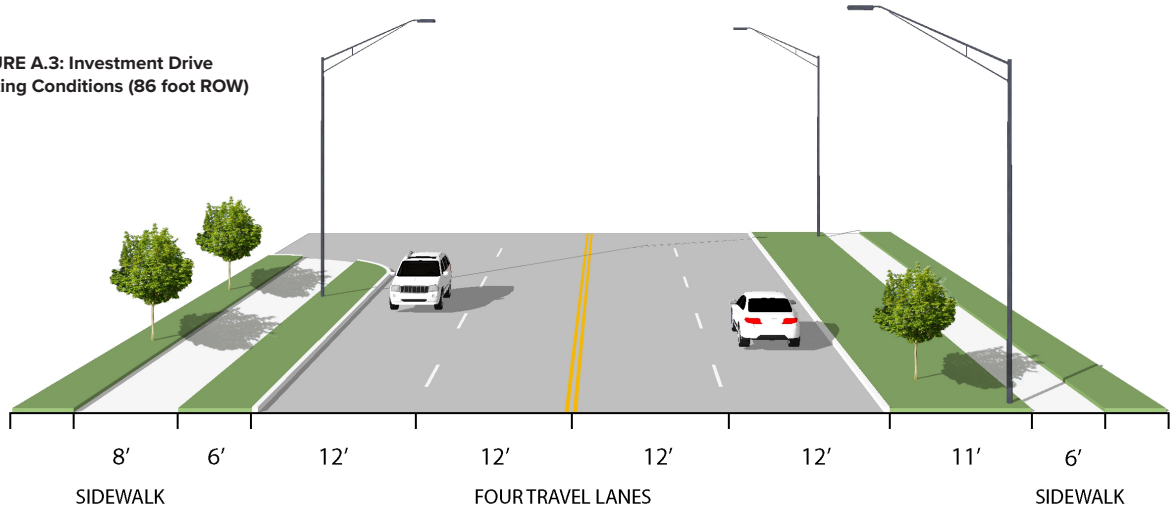


FIGURE A.4: Investment Drive
Proposed Conversion 1 (86 foot ROW)

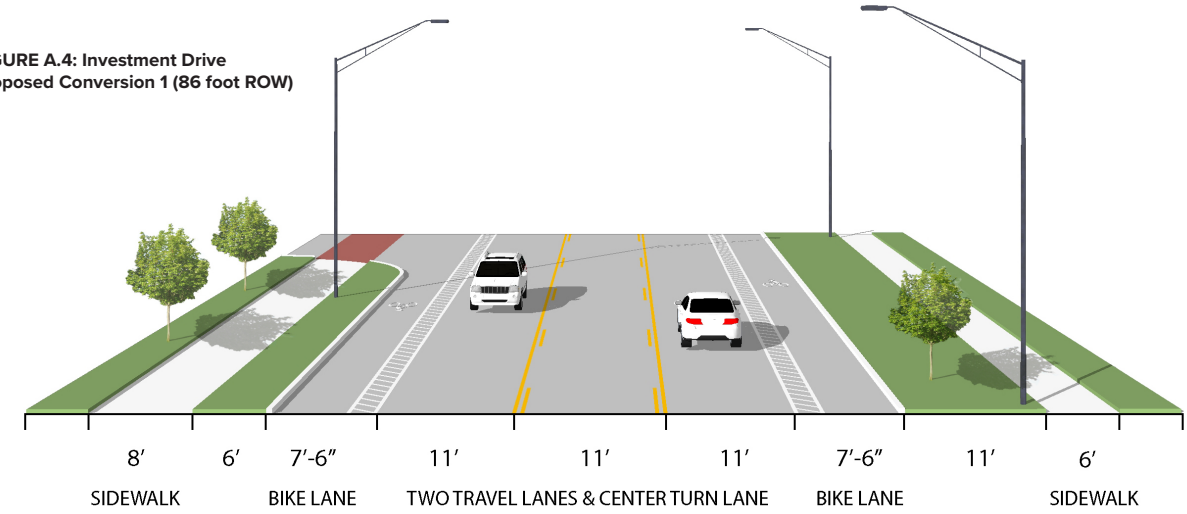
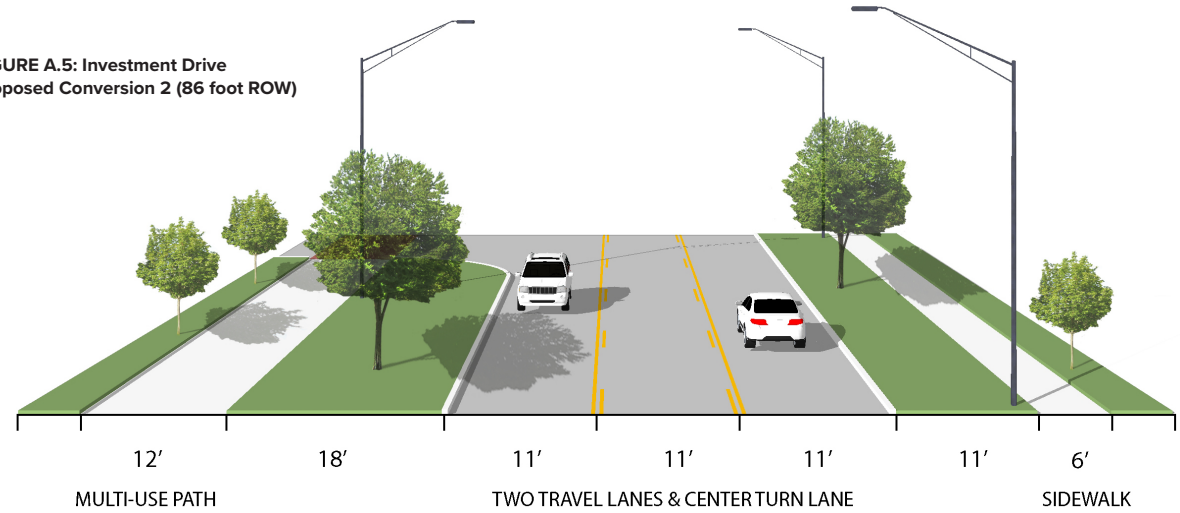


FIGURE A.5: Investment Drive
Proposed Conversion 2 (86 foot ROW)

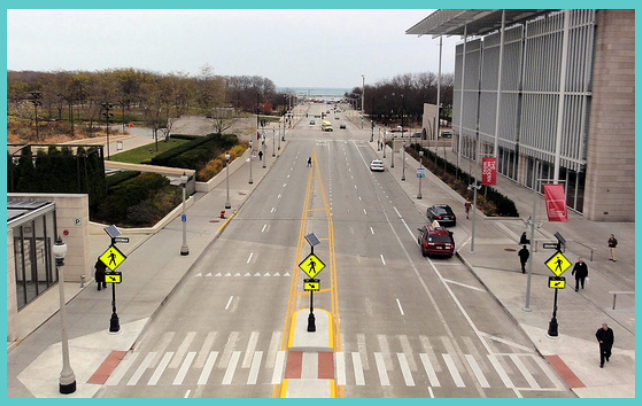


Priority 2: Improve Multi-modal Circulation and Safety

Strategy: Introduce pedestrian mid-block crossing

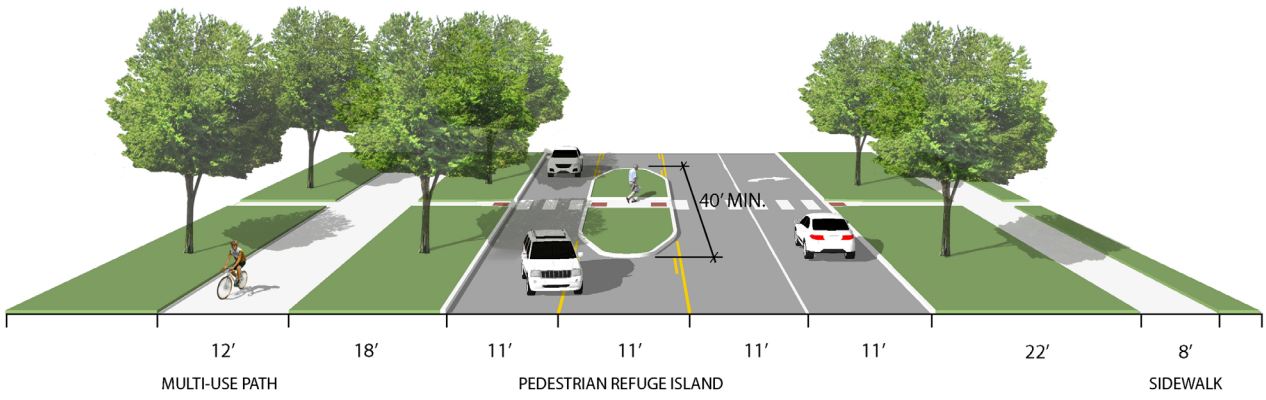
Due to the auto-centric nature of North Troy, including multiple travel lanes, curving roads with reduced visibility, and long blocks, employees and residents who venture out on foot to destinations such as the Northfield Pointe Marketplace have difficulty crossing Corporate Drive and Crook Road. Providing safe mid-block crossings for pedestrians and cyclists is an integral strategy for walkability. Mid-block crossings for Northfield Parkway will further integrate and strengthen the connection with the adjacent residential neighborhood. Pedestrian refuge islands and signalized crossings are some of the techniques for providing mid-block crossing. Applicability should be determined based on site context and budget. Priority pedestrian routes will develop based on new infill development.

Cyclist at Corporate Drive and Crooks Road



Crosswalk in Chicago, IL

FIGURE A.7: Long Lake Road and Crooks Road Improved Landscape Buffer



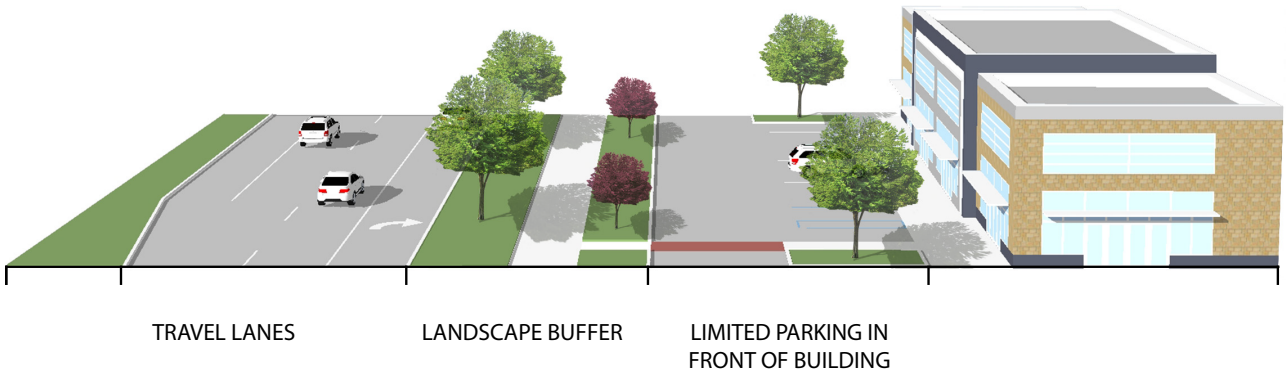
Priority 2: Improve Multi-modal Circulation and Safety

Strategy: Establish consistent landscape buffer and setbacks

The office uses in North Troy have large setbacks and landscaping designed to produce a dramatic approach via car. Pedestrians are walled off by vegetation, forced to walk through parking lots, or left on sidewalks that lead to nowhere. New residential and service development should front the street, creating a more consistent street wall. Sidewalks along Crooks Road and Long Lake Road should be pushed back away from the edge of pavement to accommodate vertical elements such as street lights and street trees in the landscape buffer. These elements provide real and perceived protection to pedestrians on the sidewalk. Low shrubs also offer a separation between the flow of traffic and the pedestrian realm.

New Development along Big Beaver in Troy, MI

FIGURE A.7: Long Lake Road and Crooks Road Improved Landscape Buffer



Priority 3: Tactical Placemaking

Tactical placemaking will allow the City and private partners to experiment with physical interventions and social programs using a lighter, quicker, cheaper approach to transforming the image and identity of North Troy. Placemaking is as much about the process of engagement as it is about improving the physical environment. Through community education and public-private partnerships, there are things the City can start work on today to get employees and residents interacting with the place and each other. Tactical placemaking feeds into the North Troy's overall strategy of strategic placemaking, which has recently become Michigan's statewide approach to economic development. The MI Place Initiative includes business and talent attraction and retention.

Strategy: Create an identity through gateways and wayfinding

North Troy currently lacks an identity. Public wayfinding and site identification and directional signs are important elements of a project. North Troy's location offers a prime opportunity to capitalize upon the entrance into the City of Troy along I-75. In addition, several smaller gateways will provide project identification for the business park development. Directional and information signs, as well as street signs, will help users navigate the area.

Strategy: Facilitate health and wellness initiatives

Many North Troy employees already walk during the lunch hour. Establishing a walking and biking loop with wayfinding and mile markers will encourage this culture. These non-motorized pathways should be connected to the priority bike route along Northfield Parkway. Public-private programming, similar to Oakland County's Count Your Steps Initiative or the University of Michigan's BlueBike rental program, can encourage employees to utilize non-motorized facilities.

Strategy: Encourage creative programming

North Troy would benefit from the City's "Lunch in Troy" program which brings in mobile food vendors, or food trucks to sites with few brick and mortar dining options for workers. The City can expand this program by working with member vendors of the Michigan Mobile Food Vendors Association (MMFVA). Introducing movable chairs and tables will help create an atmosphere for socializing. Other corporate sponsored programming will expand vibrancy to the area.

Eleven Principles for Creating Great Community Places

1. Recognize the community as the expert
2. Create a place, not a design
3. Look for partners
4. Observe existing spaces
5. Establish a vision
6. Use Lighter, Quicker, Cheaper approach
7. Triangulate by linking streetscape elements, amenities, and activity
8. Build on small projects
9. Allow form to support function
10. Remember that money is not the issue
11. Embrace Placemaking as a process rather than a product

Projects for Public Spaces

North Troy Corporate Park signage

Flagstar Bank Headquarters driveway

Wayfinding signage

Mark's Carts in Ann Arbor, MI

Clinton River Trail in Rochester, MI

Action Plan and Implementation

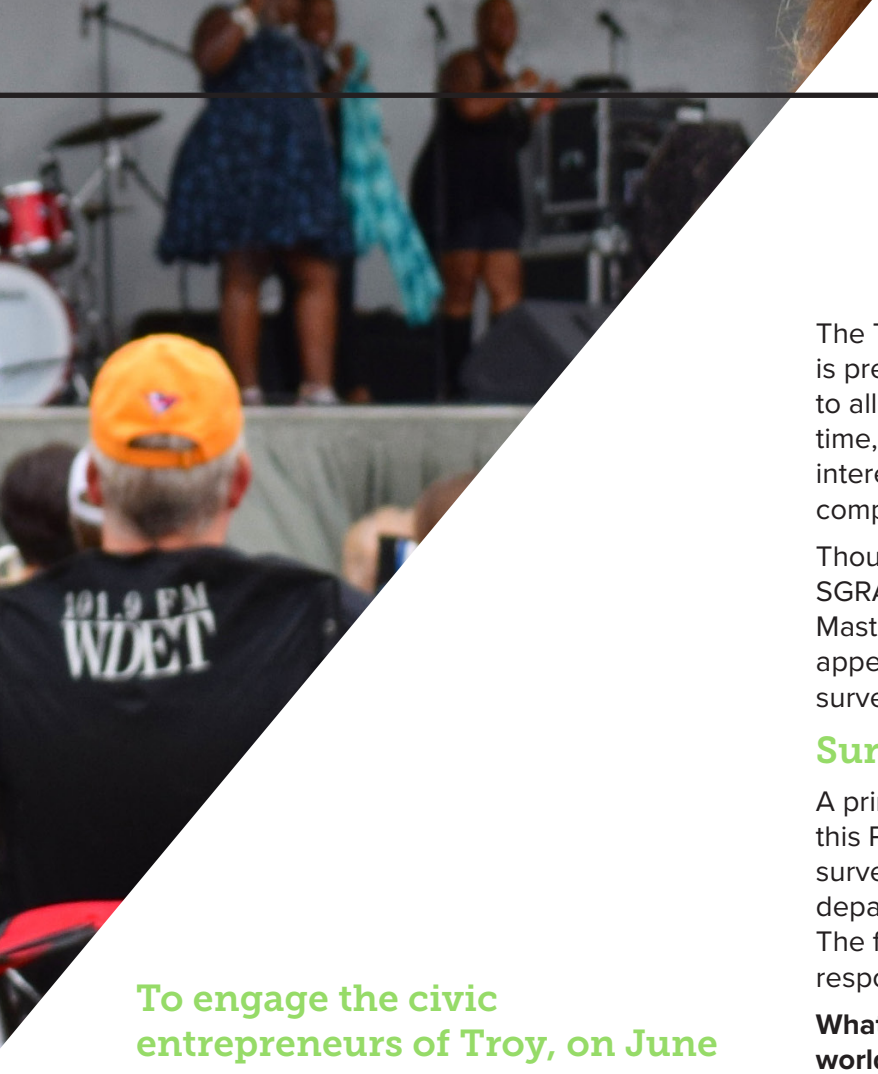
The North Troy Plan is organized into multiple projects so the vision can be refined and implemented in phases over time in a flexible manner. Priority transformative projects like the road diet projects entail multiple phases given their scale and ambition and serve as economic catalysts for tapping the development potential of the area for years to come. The timeframe to implement the Plan will depend on many factors, including market conditions, financing, approvals, and other city initiatives.

	Strategy	Actions	Phasing	Responsibility
Priority 1 Provide a Compatible and Vibrant Mix of Use	Promote service infill through property repurposing	Identify sites for infill and meet with property owners	Near	City, Private entities
		Amend zoning if necessary	Near	City
	Promote residential infill through property repurposing	Identify sites for infill and meet with property owners	Mid/Long	City, Private entities
		Amend zoning if necessary	Mid/Long	City
	Develop and strengthen core	Implement infrastructure improvements	Mid/Long	City, Private entities
		Encourage development of the core	Mid/Long	City, Private entities
	Create a community gathering space	Design and construct public space	Mid/Long	City, Private entities

	Strategy	Actions	Phasing	Responsibility
Priority 2 Improve Multi-modal Circulation and Safety	Study and implement road diets	Implement Road Diet for Investment Drive	Mid	City, Private entities
		Implement Road Diet for Corporate Drive	Long	City, Private entities
		Implement Road Diet for Tower Drive	Long	City, Private entities
	Introduce pedestrian mid-block crossing	Identify location(s) for mid-block crossing	Near	City, Private entities
		Identify type of crossing based on location and funding source	Near	City, Private entities
		Implement crossing	Near	City
	Establish consistent landscape buffer and setbacks	Amend zoning if necessary and implement appropriately scaled landscape buffers and setbacks when new development occurs	Near	City, Private entities
		Implement new streetscape along Crooks and Long Lake Road	Long	City, Private entities

	Strategy	Actions	Phasing	Responsibility
Priority 3 Inspire Tactical Placemaking to Create a Lively Place	Create an identity through gateways and wayfinding	Create and install gateway and wayfinding program	Mid	City, private entities
		Work with existing corporations to establish common identification signage	Mid	Private entities
	Facilitate health and wellness initiatives	In cooperation with gateway and wayfinding program, identify North Troy walking and biking loop	Mid	Private entities
	Encourage creative programming	City to establish initial programming efforts such as City's "Lunch in Troy" program	Near	City
		Work with existing corporations to establish long-term programming	Mid	City, Private entities

Appendix



To engage the civic entrepreneurs of Troy, on June 21, 2007, the City conducted a Master Plan workshop which involved a selected participant list of over 150 invitees.

Those invited to participate on the workshop process represented a wide cross section of Troy's population, and included residents, business owners, City officials , volunteers, and other participants.

In this workshop, the participants were engaged to employ the "Smart Growth Readiness Assessment Tool," (SGRAT) a new program designed by the Michigan Land Policy Institute at Michigan State University. The tool is designed to help communities learn how to incorporate "Smart Growth" principles into their land use management practices. "Smart Growth" is a term conceived in 1996, when the Environmental Protection Agency lead a group of organizations to form the Smart Growth Network. The Smart Growth Network is a group dedicated to creating new land development practices which "...boost the economy, protect the environment, and enhance community vitality," as stated by the Smart Growth Network.

The Tool is intended to assess how well a community is prepared to develop according to the Ten Tenets, to allow communities to measure progress over time, and to supply resources for communities interested in growing smart. The SGRAT is the most comprehensive such tool in the nation.

Though produced 8 years ago, the results of the SGRAT greatly influenced the creation of the 2008 Master Plan. Recognizing their importance, this appendix includes the detailed results of the SGRAT survey.

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What can the City of Troy do to continue to attract world-class businesses?

- Steamline the start up process. Be proactive in soliciting business – domestic and worldwide. Help business to find locations and reasons to locate in Troy (incentives). Accelerate development of the transit center. Improve road conditions and traffic movement.

What steps would you take to make Troy a more vibrant and engaging place to live and work?

- Provide mass transit options to access entertainment in metro Detroit.

What is the most important improvement that Troy can make to ensure that all residents have access to safe and efficient transportation?

- Lobby and work towards a high density regional transit system with a City component connected to the system.
- Create regional public transportation that is efficient, safe and inexpensive.
- Make it affordable and convenient not just within the City.
- Keep the roads nice – for all transportation.
- Promote multi model transportation options in City.
- Transit – regional transportation initiative.

Should Troy play a role in the development of improved regional transportation?

- Yes, we should work on developing the proposed Transit Center and expand from there.
- Yes. We need a method for our residents to get to their place of employment without using single occupant vehicles. We need a method of transportation for youth and seniors. Lastly, we need a method to bring employees to the businesses located in Troy. Continue to develop walkability.
- Mass transit will be critical to future vitality of all communities. The leader regionally in mass transit will create financial stability for all. Troy should be the leader in Oakland County.

Should the City be a model for responsible care of the natural environment?

- Yes. The City needs to promote green growth in new developments and within its own buildings. City owned property does not need to be all developed into parks, it can be just left in its natural state. Encourage and educate about mass transit and walkability.
- Yes, we only have a natural environment once. The trees, parks and water resources must be protected. The City of Troy is the steward of the resources in the community.

Do you feel it is important for the City of Troy to promote the advancement of or mandate the practice of sustainable development, such as, but not limited to, the construction of certified "green buildings" and Low Impact Development techniques for stormwater management?

- I believe promotion is desired for construction of certified "green buildings". Low impact Development techniques for stormwater management are a practice that should be mandated. Economics will determine the practical nature of these areas of development.
- Absolutely – we are doing that now with planning.

What does the Smart Growth Readiness Assessment Tell Us?

Throughout this Master Plan, each Chapter will contain a brief summary of those SGRAT results which most directly inform the topics covered by that Chapter. The SGRAT responses will also play a critical role in the development of implementation policies.

Tenets 3 and 5 contained a series of questions addressing cooperation and collaboration, public outreach, and the practices and procedures which regulate land development in the City. The following summaries provide a short description of the City's score in these areas .

Tenet 3: Encourage community and stakeholder collaboration in development decisions.

Troy was awarded approximately 40 percent of the available points for Tenet 3. While the participants perceived the City of Troy to be very good about collaboration in formal settings, such as the development of new Zoning Ordinance amendments or Master Plan revisions, the perception of collaboration outside of those programs was poor. In other words, respondents felt that the City has room to improve when it comes to general encouragement of an open, collaborative environment with special interest groups, adjoining communities, and the general public, especially as it relates to smart growth principles.

Another area where the City could improve its score in this area is to develop stronger community outreach programs with regard to planning and growth issues. While collaboration with schools scored well, education and collaboration with the general public, especially when initiated by the City itself, was not perceived well.

Tenet 5: Make development decisions predictable, fair, and cost-effective.

The City scored very well with regard to Tenet 5. The City received nearly 75 percent of the available points in this area, thanks to a strong perception that the City diligently maintains its Zoning Ordinance, Master Plan, and other community planning documents, its consistency between its zoning and planning, and perception of fairness to the development community. Respondents felt that developers are given a fair chance to innovate in Troy, and that most new development makes a strong contribution to the City as a whole.

The City could score even higher in this area were it to permit additional density for developers who propose more smart-growth oriented developments. Also, participants felt that more attention to long-range planning could be paid, although there was a positive recognition that current practices for ongoing development were strong and fair.

The City received extra points for supporting participation in elected and appointed official training programs, such as the Michigan State University Extension Citizen Planner Program, and continuing education in the area of planning.

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What kind of image do you want people to think of when they are asked about Troy?

- Excellent schools, nice residential, strong City government and services, shopping.
- A well maintained City with excellent schools, neighborhoods, corporations, and good services.
- Home to Walsh College, branches for the University of Phoenix, Central Michigan University, Spring Arbor University, ITT Technical Institute and Michigan State University Management Center.

What can the City of Troy do to continue to attract world-class businesses?

- In cooperation with Troy School district (plus other educational facilities) continue to promote education, diversity of ethnic groups which constitute the vibrant Troy community.
- Offer reasonable incentives. Maintain quality infrastructure. Continue to offer quality City services & A ++ rated schools. Make it attractive for the business community to also want to live here in Troy.

What steps would you take to make Troy a more vibrant and engaging place to live and work?

- A need exists for the young teenagers to meet, and hang out in a secure environment. The young adults (18-22 years old) also need a place to meet and congregate. These activities need to be available to these groups year around.
- Add paths and trail system in City; increase property maintenance standards; increase art in public places; create synergy.

What is the most important improvement that Troy can make to ensure that all residents have access to safe and efficient transportation?

- Create a comprehensive pedestrian pathway system (walking, biking, rollerblading, etc.) that system would help to reduce short trip car drives that add to roadway congestion.

How can the City better accommodate non-motorized transportation?

- Emphasize bike paths. Develop specific requirements for safe walk & bike access.
- Increase the numbers of walkable/bikeable areas....more trails and information letting people know where the trails and sidewalks are.
- Plan the City in small village components that can service the daily needs of nearby residents by sufficient shopping areas central to each village.

What steps would you take to make Troy a more vibrant and engaging place to live and work?

- Build an arts center or better venues for music, stand-up comedy, performing arts, night life, etc..., utilize more mixed use development, and connect these elements with pedestrian pathways.
- Develop the Civic Center that becomes a focal point for residents to interact and learn.

Many land use issues result between single-family residential areas adjacent properties proposed for higher density. How can these conflicts be reduced?

- Include some “entertainment” areas or common areas for use of both groups.

What does the Smart Growth Readiness Assessment Tell Us?

The SGRAT did not include any questions directly related to the care and management of educational facilities, nor did it specifically address cultural facilities. As a tool primarily directed towards the examination of the Smart Growth Tenets, which are mostly related to physical development and infrastructure, the areas where the SGRAT may most readily apply for this Chapter are related to access to such facilities.

The City scored 33 percent of the available SGRAT points for Tenet 8, "Provide a variety of transportation options." The assessment demonstrated that the City can improve its transportation score in a variety of areas, especially by providing stronger access to public transit, rail service, or a multi-modal method of access to a regional airport. Troy could also gain points by encouraging better infrastructure for cycling as a viable option, and the provision of park-and-ride areas for bus service. Further, the City does not make extensive use of traffic calming devices, which can restrict automobile traffic, but encourage safer non-motorized transportation in certain circumstances.

These results were drawn in part from the City's response to these questions:

Does your community provide infrastructure to promote bicycling as a viable, healthy transportation option by any of the following? (Check all that apply, if any).

A. Providing well-maintained bike lanes, five feet in width along or between local transportation corridors.

B. Providing non-motorized paths that connect recreation facilities and other community destinations.

C. Implementing access management strategies that improve safety and efficiency of both bicycle and vehicular travel.

D. Providing appropriate signage and bike racks in common community destinations such as schools, public buildings, work places and shopping centers.

Best Answer: A, B, C, D

Troy's Response: None

Does your community encourage bicycling through any of the following?

A. Inventorying existing conditions and developing a strategy or plan to improve biking conditions.

B. Programs that promote bicycling to work, school or for recreational purposes.

C. Accommodating advanced or experienced riders, basic or less confident riders and children.

Best Answer: A, B, C

Troy's Response: A

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What kind of image do you want people to think of when they are asked about Troy?

- A commerce metropolis, clean and modern.
- A strong business presence; thriving neighborhoods, a balanced mix of residential and business tax base; the cutting edge of environmental sensitivity and walkability.
- A center of knowledge; an economy based on information technology.

What can the City of Troy do to continue to attract world-class businesses?

- Offer reasonable incentives. Maintain quality infrastructure. Continue to offer quality City services & A ++ rated schools. Make it attractive for the business community to also want to live here in Troy.
- Promote Troy as a high-tech corridor and streamline the process of establishing and maintaining a Troy business. Make guidelines for developers very clear, concise, fair and predicable.
- Start by realizing that Troy needs the business community. Not long ago, businesses paid more than 50 percent of the taxes, making Troy a very desirable place to live; it has shifted the other way. Work with the Chamber of Commerce and diversify the business base.

What is the role of the City of Troy in the region? What role should the region play in the future of Troy?

- Cooperative neighbor that shares ideas and challenges in open communication with neighboring communities, taking on a leadership role when it is in the best interest for all.
- Troy should provide an example of how a city can balance between successful business and a qualified residential base. Recent economic trouble for the state and region has tarnished that image. Troy can provide an example of leadership in how a community can excel as it matures.
- A leader and model of an environmentally friendly community.
- Troy is perceived as a strong entity and therefore we can be a leader in moving the region to think, govern, buy, and plan regional. The image of the entire region will affect the ability of Troy to attract and retain jobs and the creative class. We need to work together to solve issues of blight, economy, education and mass transit.
- Troy should be a role model city of how a community can balance commercial and residential needs so each complements each other. The City should lead in being flexible to accommodate future needs of the residents.

What is the future of traditional industrial land uses, such as manufacturing or fabrication, in the City of Troy?

- We need to be creative as these traditional uses become obsolete. Our PUDs are a positive start for the future of these areas.
- Manufacturing is not coming back. Those buildings need to be used for other things. Allow residential use.
- Allow some to be developed as described in the Maple Road study. Especially, the work/home development for entrepreneurs. It is important that these work/home developments are visually pleasing.
- Information about how industrial parcels could be converted to alternative uses should be made available. Selectively purchase vacant industrial properties that can be used as parking lots to other nearby buildings and allow those buildings to have alternative commercial uses.

What does the Smart Growth Readiness Assessment Tell Us?

Many of the questions asked in the SGRAT have some bearing on the local economy, either directly or indirectly. Those questions which asked about the current trends in the City with regard to redevelopment of existing properties and the ability to develop mixed-use properties relate to the City's strategy for transitioning to the 21st century marketplace. Questions which relate to live-work units and brownfield redevelopment show how the City can improve its ability to accept new development types and encourage manufacturing era properties to redevelop as knowledge-economy facilities.

Are developers actively redeveloping vacant, under-utilized, and/or brownfield properties?

A. Yes

B. No

Best Answer: A

Troy's Response: A

Does your Zoning Ordinance and Master Plan provide strategies and incentives for redeveloping existing urban areas?

A. Yes

B. No

Best Answer: A

Troy's Response: B

In which of the following zoning districts is mixed-use permitted? (Check all that apply, if any).

A. Central business district

B. Neighborhood commercial districts

C. Special mixed-use overlay district

D. Planned Unit Development Districts

E. Other

Best Answer: A, B, C, D, E

Troy's Response: D

Has your local government adopted zoning codes that give as much opportunity for a mixed-use development as for a typical single-use project (e.g., a medium density housing subdivision, strip mall or office park)?

A. Yes

B. No

Best Answer: A

Troy's Response: B

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What can the City of Troy do to continue to attract world-class businesses?

- Strategic parking plans to make businesses easy to find and convenient and safe for customers and employees to use.
- Improve our roads and pedestrian pathways, maintain high standards in architecture, rigorously enforce zoning violations, retain residential character of our neighborhoods in spite of the majority of City Council pushing to commercialize them with large commercial vehicles and large group child care homes, start the customer solutions department, and more.
- Provide good roads that are well maintained and well operated.

What steps would you take to make Troy a more vibrant and engaging place to live and work?

- Mass transit options to access entertainment in metro Detroit.
- Add paths and trail system in City; increase property maintenance standards; increase art in public places; create synergy.

Should Troy play a role in the development of improved regional transportation?

- Yes, we should work on developing the proposed Transit Center and expand from there.
- Absolutely, we need a creative connector (trolley to Big Beaver Corridor from Maple/Eton Station. More Bike, walking paths from subs to parks. Destination emphasis planning.
- Yes, Troy should play an important role in improving regional transportation. Mass regional transportation will enable people to move from “here to work” economically and efficiently. We can’t build wide enough roads to move traffic; we need to economically and efficiently move people during the course of the day.
- It would help make the City more family friendly. We would be sharing transportation options. It would also help attract world – class business. It is a good selling point.
- Yes. If we are to be the hub of business and fun activities (family, night life, etc) we must make it easy for people in nearby communities to visit Troy without getting into a traffic jam.
- Yes. We need a method for our residents to get to their place of employment without using single occupant vehicles. We need a method of transportation for youth and seniors. Lastly, we need a method to bring employees to the businesses located in Troy. Continue to develop walkability.

What is the most important improvement that Troy can make to ensure that all residents have access to safe and efficient transportation?

- Affordable regional mass public transportation.
- Create a comprehensive pedestrian pathway system (walking, biking, rollerblading, etc.) that system would help to reduce short trip car drives that add to roadway congestion.
- Provide a means within the City to get the residents to the collection points for the regions/ transportation system.
- Create regional public transportation that is efficient, safe and inexpensive.
- Make it affordable and convenient not just within the City.

- Keep the roads nice for all modes of transportation.
- Promote the transit center and the transit services to be housed in it. Then make sure adequate walking and bike paths are connected throughout the whole City.

How can the City better accommodate non-motorized transportation?

- Emphasize bike paths. Include in all developments specific requirements for safe walk & bike access.
- Follow ADA guidelines. Create refugee islands on highways, increase the “walk” time on traffic lights, make bike paths to get bikers off pedestrian sidewalks, and provide adequate lighting.
- Better cross town connected bike routes that also have destinations, i.e. mall or civic center. Have a dedicated 4 foot lane for bicycles.
- Complete the trailways initiative with a completed infrastructure as recommended by Vision 2020.
- The development of pathways and trails is a start. We need an alternate mode of transportation that is cost affective and reliable.
- Promote mixed-use development.
- Plan the City in small village components that can service the daily needs of nearby residents by sufficient shopping areas central to each village.

What does the Smart Growth Readiness Assessment Tell Us?

The SGRAT included a section dedicated to the provision of transportation options. Tenet 8 of the Smart Growth Tenets, "Provide a variety of transportation options" was covered by 15 questions ranging from topics like mass transit to air travel. The assessment granted 33 percent of the available points to Troy for Tenet 8. The City received many points for its strong capital improvements planning, access management standards, well-developed subdivision regulations, provision of transportation options for the mobility impaired (either by income restrictions or physical limitations), and the mitigation of the negative impacts of parking on surrounding areas.

The assessment demonstrated that the City can improve its transportation score in a variety of areas, especially by providing stronger access to public transit, rail service, or a multi-modal method of access to a regional airport. Troy could also gain points by encouraging better infrastructure for cycling as a viable option, and the provision of park-and-ride areas for bus service. Further, the City does not make extensive use of traffic calming devices, which can restrict automobile traffic, but encourage safer non-motorized transportation in certain circumstances. Specific questions from this section included:

Does your community have a Transportation Plan (or a transportation element within your Master Plan) that does any of the following? (Check all that apply, if any).

A. Establishes consistent policies that reflect and support the Master Plan, Zoning Ordinance, capital improvement program, access management plan and new development on a regional basis?

B. Coordinates and supports multi-jurisdictional land use and transportation planning along regional transportation corridors?

C. Provides goals, objectives and strategies to enhance an interconnected pedestrian network which serves the entire community?

D. Provides goals, objectives and strategies to implement infrastructure and initiatives to promote bicycling and other non-motorized transportation options?

E. Provides goals, objectives and strategies to implement public transit systems that are appropriate to the size, scale and need of your community?

F. Provides goals, policies and objectives that prioritize improvements and maintenance of existing roads rather than the construction of new roads?

G. Identifies where and when public funding will be necessary to implement context sensitive solutions to transportation issues?

Best Answer: A, B, C, D, E, F, G

Troy's Response: A, B, D, E

Does your transportation plan support and your Zoning Ordinance allow different street widths, depending on the functional classification of the roadway, character of the area, the projected volume of traffic, and/or the desired speed of traffic?

A. Yes

B. No

Best Answer: A

Troy's Response: A

Does your community provide infrastructure to promote bicycling as a viable, healthy transportation option by any of the following? (Check all that apply, if any).

A. Providing well-maintained bike lanes, five feet in width along or between local transportation corridors.

B. Providing non-motorized paths that connect recreation facilities and other community destinations.

C. Implementing access management strategies that improve safety and efficiency of both bicycle and vehicular travel.

D. Providing appropriate signage and bike racks in common community destinations such as schools, public buildings, work places and shopping centers.

Best Answer: A, B, C, D

Troy's Response: None

Does your community have transportation policies or programs that increase mobility options for residents who face financial or physical impediments to driving an automobile?

A. Yes

B. No

Best Answer: A

Troy's Response: A

Does your region provide an airport that is supported by efficient multi-modal access to your community, regional distribution centers, public transit, highways and emergency response?

A. Yes

B. No

Best Answer: A

Troy's Response: B

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What kind of image do you want people to think of when they are asked about Troy? (i.e., an office building? A shopping center? A fine restaurant or an evening at a show? A residential neighborhood? Something else?)?

- Efficient, low cost government (low cost – not cheap). I want Troy to continue to be know as the one place you can drive after (or during) a snow storm; a good place to shop, work and live, a place with helpful people in City hall.
- A well maintained City with excellent schools, neighborhoods, corporate residents and good city services.

Do you feel it is important for the City of Troy to promote the advancement of or mandate the practice of sustainable development, such as, but not limited to, the construction of certified "green buildings" and Low Impact Development techniques for stormwater management?

- I believe promotion is desired for construction of certified "green buildings". Low impact Development techniques for stormwater management are a practice that should be mandated. Economics will determine the practical nature of these areas of development.
- The City should promote such efforts thru various incentives and demonstration but should not mandate.
- Yes – storm water will only become a bigger problem as the years progress. We need to promote sustainable development at the very least and perhaps it should be required or mandated. However, we should be prepared to address the arguments that these activities are cost prohibitive.

What can the City of Troy do to continue to attract world-class businesses?

- Clean and well-maintained infrastructure.
- Offer reasonable incentives. Maintain quality infrastructure. Continue to offer quality City services & A ++ rated schools. Make it attractive for the business community to also want to live here in Troy.
- Provide good services, good infrastructure, low tax rate, good debt ratings, and a solid residential community.

What does the Smart Growth Readiness Assessment Tell Us?

The provision of excellent municipal services is clearly a critical element to the future growth and development (or redevelopment) of the City. However, the Ten Tenets of Smart Growth do not specifically speak to infrastructure in and of itself. Consequently, none of the Sections of the SGRAT are directed exclusively towards infrastructure. There were individual questions, though, designed to bring attention to the issue of utilities and City services. The following questions, taken from Section 9, "Strengthen and direct development towards existing communities," address infrastructure issues:

Does your community know the capacity of its infrastructure and natural environment to accept new development, by location, type and amount of new development?

A. Yes

B. No

Best Answer: A

Troy's Response: A

If your community provides public sewer and/or water (or is included in a public sewer/water district), does the public sewer and water service area include:

A. Only developed areas with streets or areas immediately adjacent to the developed areas planned for urban growth?

B. Undeveloped areas outside the urban service area not immediately adjacent to the developed area and not planned for urban growth?

Best Answer: A

Troy's Response: A

Has your community adopted a "fix-it-first" policy as part of the Capital Improvement Program process that sets priorities for upgrading existing facilities and infrastructure before new facilities or infrastructure are built?

A. Yes

B. No

C. No, the community is all built out with no opportunity for new facilities in new locations

Best Answer: A, C

Troy's Response: A

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What is the role of the City of Troy in the region? What role should the region play in the future of Troy? Are there any other additional thoughts or input with regard to community character or image not reflected in the questions of this Section?

- A leader and model of an environmentally friendly community.
- Preserve as much open and park land as possible.

Should the City be a model for responsible care of the natural environment?

- Oh yes! Lead the way! Look at Chicago's efforts! Bring others on board, garden groups, retailers, community organizations.
- Yes, we only have a natural environment once. The trees, parks and water resources must be protected. The City of Troy is the steward of the resources in the community.
- Yes, but they aren't. They are not "totally" neglected, but many opportunities have arisen over the years where they looked the other way or they have not acted to become more responsible for the natural environment.
- Yes. The City needs to promote green growth in new developments and within its own buildings. City owned property does not need to be all developed into parks, it can be just left in its natural state. Encourage and educate about mass transit and walkability.
- Yes, we are doing good things but we can always do better. Don't develop every inch because someone can make a profit, do things for the good of the community.
- It would be very difficult for a City the size of Troy to be such a model in all its various parts. Responsible stewardship and promotion of sustainable building can be done. Troy needs to keep growing its tax base to maintain its level of services, thus redevelopment is needed and that cannot always be done in an environmentally friendly way.

Do you feel it is important for the City of Troy to promote the advancement of or mandate the practice of sustainable development, such as, but not limited to, the construction of certified "green buildings" and Low Impact Development techniques for stormwater management?

- I believe promotion is desired for construction of certified "green buildings." Low Impact Development techniques for stormwater management are a practice that should be mandated. Economics will determine the practical nature of these areas of development.
- If it helps our environment and future generations – yes.
- Sure, if we can afford it. Who pays?
- The City should promote such efforts thru various incentives and demonstration but should not mandate.

What do you consider to be natural features worth preserving in the City of Troy?

- Our lakes within neighborhoods, the rivers, park system, Nature Center/Troy Farm, trees and landscaping within our rights-of-way.
- The rookery area, wetlands preservation, the parks, and lakes in the City. The streams need to be safe guarded.
- The few remaining wetland and lake prairie areas left (situated in the northern part of the City in the Square Lake Road area) and head waters of the River Rouge.

What does the Smart Growth Readiness Assessment Tell Us?

The implementation of Smart Growth principles over time can have a positive and meaningful impact on the preservation of natural features. Compact development, leading to fewer, shorter vehicle trips and a reduction in impervious surface complemented by other benefits of Smart Growth techniques help preserve areas that could have otherwise been threatened by conventional development. Tenet 7, in fact, is directly related to the preservation of natural features, open space, and farmland. A selection of SGRAT questions which relate to natural features preservation directly or indirectly are included here.

Does your community Master Plan establish goals, policies and strategies to preserve forest lands (e.g. exclusive forestry district, purchase of development rights program, quarter-quarter zoning, TDR, etc.).

A. Yes

B. No

Best Answer: A

Troy's Response: B

Does your community have provisions within the Site Plan Review standards of the Zoning Ordinance to identify and protect renewable resource lands such as farmland and forest land?

A. Yes

B. No

Best Answer: A

Troy's Response: B

Are developers implementing projects which contain public open spaces (such as parks or natural areas) that connect to adjacent open spaces and/or preserve sensitive natural features?

A. Yes

B. No

Best Answer: A

Troy's Response: B

In public and private meetings, do community leaders and elected officials:

A. Promote cluster housing development as an approach to preserve open space in the community?

B. Oppose the development of cluster housing development?

Best Answer: A

Troy's Response: A

Survey Responses

A primary source from which many of the ideas in this Plan have been derived is the supplemental survey given to SGRAT Workshop participants, City department heads, and the Planning Commission. The following are a selection of questions and responses which helped inform this Chapter.

What steps would you take to make Troy a more vibrant and engaging place to live and work?

- We need to start redeveloping our community to fit into the requirements of a global economy. The ways in which we lived in 1957 is not how we live today or will live in 2020. Areas where we can redevelop should be mixed use of housing, retail and business. They should incorporate the latest technology and be green.

What new and innovative approaches should be encouraged in the City of Troy to provide a better housing stock for the aging population?

- Facilitate loans for home repair and improvement to keep aging populations in their older homes and to prevent blight. Keep housing affordable. Canvas the aging population to determine what they are looking for and what they would buy
- Allow some more assisted – living facilities/nursing homes. More single story condos.
- Mixed use developments with independent and assisted living components, with barrier free walkability.
- High end options are needed. Currently there is no where in Troy to appeal to seniors selling their $400,00+ houses. Multi family units on city golf course? Seniors want activities.
- Smaller single family homes on one floor.
- Variety of housing stock. Site condo that look like ranch style homes, condos, assisted living, nursing care. Location needs to provide proximity to shopping, health care, transportation, necessary services and recreation.
- Keep prices reasonable! Many are so expensive only the really well to do can afford to stay in Troy. Ask all the seniors what they want, you may be surprised.
- The City should encourage any type of residential use that will attract economically desirable residents. The current interest in mixed uses should be encouraged as well as all new future types that will attract solid citizens

Is the available housing stock in Troy sufficient to serve the City's needs?

- No, fewer children and many older residents wanting to stay without upkeep require creative building ideas and economy and green spaces.
- We don't have residential units that also serve as business. Troy's ordinances work against having both a residence and a business in the same building. Changes should be made to allow for that. Some residential areas could serve in that function and zoning (a new zoning class) should be made.
- Number of units is sufficient, but more condos should be available for those not choosing to cut grass and shovel snow.

Do you have any additional thoughts or input with regard to housing?

- Starter homes. Young families with lower income don't have much opportunity to buy in Troy.
- We need a development of mixed use housing for seniors that included individual small residents, assisted living, senior apartments, nursing home so that a person can remain at one development. Incorporate recreation, transportation and other amenities for seniors.
- We need more affordable housing for younger population. Not everyone can afford million dollar homes. Get them young and keep them to move up.

What does the Smart Growth Readiness Assessment Tell Us?

The SGRAT includes a section dedicated to Tenet 1: "Create a range of housing opportunities and choices." The results of this portion of the analysis in Troy revealed that while Troy has made some steps towards smart growth as it relates to affordability of a wide variety of housing types, it has room for improvement. For instance, while the City has funded training for City staff for housing affordability programs, it has not actively promoted housing affordability. Further, while there are a variety of housing types in the City that may allow for an array of people to become homeowners, the City has not proactively pursued funding assistance or renovation assistance for the lowest ends of the economic spectrum. Specific questions contributing to these results include:

Are homes or apartments readily available in your community that people of all income levels can buy or rent (from service industry workers, to teachers, police and small business owners, to the elderly, young marrieds, professionals and executives)?

A. Yes

B. No

Best Answer: A

Troy's Response: A

Do community leaders and elected officials actively promote a wide range of housing types to meet the full spectrum of household incomes and preferences?

A. Yes

B. No

Best Answer: A

Troy's Response: B

Do many of the people who work in your community live in another community because they cannot afford housing in your community?

A. Yes, most workers, especially those earning low/moderate incomes, live outside the community.

B. No, most of the people who work in our community, including low to moderate income workers, live in our community.

Best Answer: B

Troy's Response: A

Does the Zoning Ordinance provide for areas zoned multi-family residential or for mobile home parks that are close to job centers and transit or other access opportunities? In order to answer yes, areas must be zoned and not fully developed in order to count.

A. Yes

B. No

Best Answer: A

Troy's Response: B

Survey Responses

TROY
MICHIGAN

PLAN TROY 2040

500 West Big Beaver
Troy, MI 48084
troymi.gov

I-07

CITY COUNCIL AGENDA ITEM

Date: May 18, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager

Subject: 2023 City Council Meeting Schedule

Background

The City Council approved its calendar year 2023 Regular Meeting schedule on November 14, 2022. The schedule also included two Special Meeting in April for presentation of the proposed budget in accordance with City Charter Section 8.2. City Council subsequently scheduled additional Special Meetings on Tuesday, March 21, 2023 for personnel evaluations and Saturday, December 2, 2023 for the 2023 City of Troy Advance.

Recommendation

City staff recommends scheduling a Special Meeting prior to the June 12, 2023 Regular Meeting to discuss a proposal from League Sports Foundation (a Michigan nonprofit corporation) to lease undeveloped park parcel #88-20-24-100-041, commonly referred to as 3500 John R Rd and identified as Site #10 in the City of Troy Parks & Recreation Plan 2020 – 2024 (see attached), for the purpose of building and operating a recreation complex (see attached design concept).

This meeting will be held at 6:00 PM in the Council Board Room or as otherwise provided by the City Council Rules of Procedure.

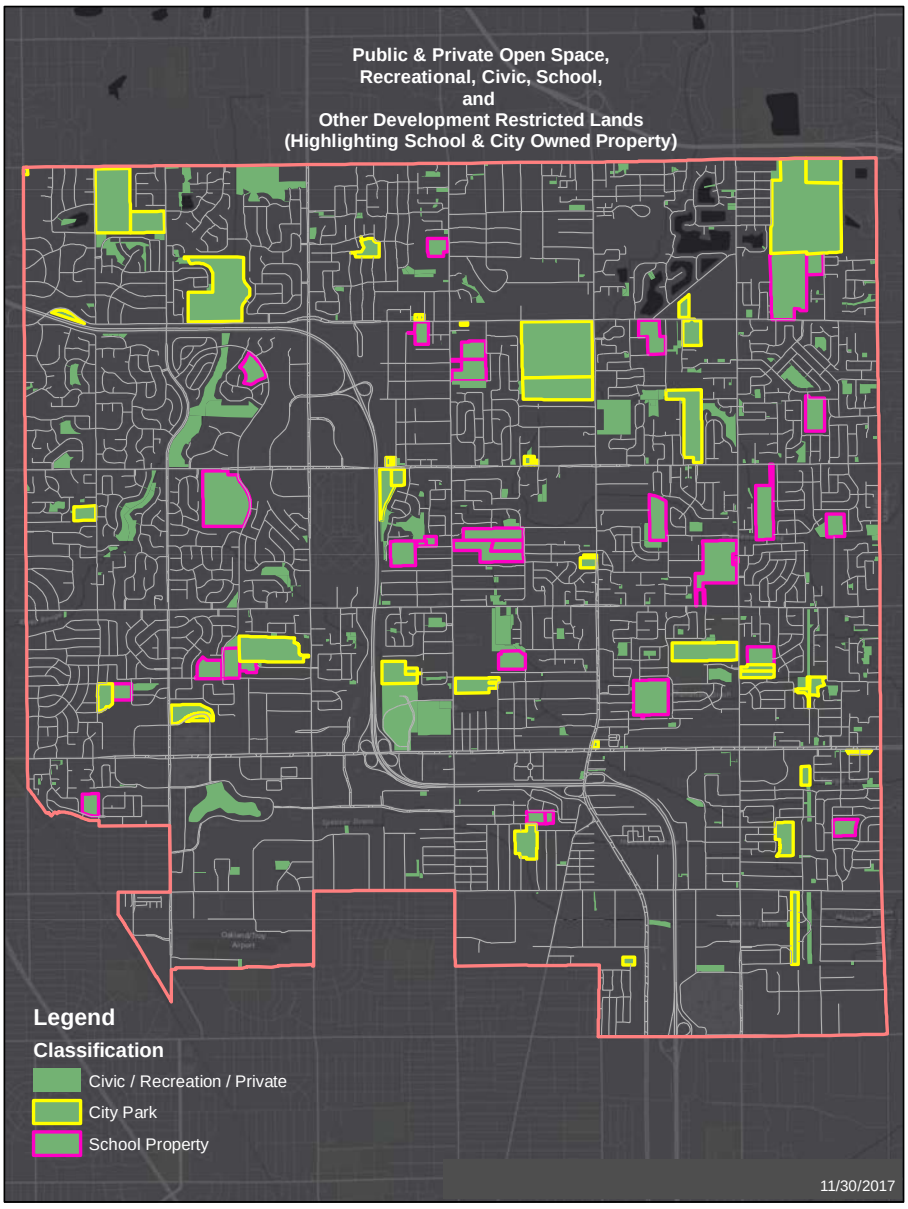
2018 Troy Green Space Study

Appointed by the Parks and Recreation Board on January 11, 2018, the Green Space Subcommittee was tasked with defining "open space" and "green space" as it relates to the City of Troy. The Subcommittee analyzed current City inventory, including both developed and undeveloped parks, to gain a better understanding of current conditions, and compared the results with conditions in surrounding communities. They also identified open land parcels not owned by the City, e.g. the Troy School district, the State of Michigan, or Oakland County. Finally, the Committee provided recommendations which provides means to protect and enhance the City's green space.

After developing broad definitions for open space and green space, the Subcommittee refined the definition for the City of Troy. The Subcommittee's final definition of green and open space is as follows:

Open/Green Space is any open piece of land that is available to Troy residents for both active and passive recreational use; and may or may not be owned by the City of Troy. This space includes the following:

- **City Owned: Developed Parks, Undeveloped "Pocket" Parks, Community Gardens, Cemeteries, Dog Park, two Golf Courses, Nature Center, Historic Village, Civic Center and the Community Center.**
- **Troy School District Owned: Various School Yards and any undeveloped land.**
- **Private Ownership: Both developed and undeveloped land within the city that may be accessible by permission to Troy citizens**



A full inventory of Troy's green and open space properties is provided in the Recreation Inventory section beginning on page 27.

Cemeteries

Cemeteries provide passive open space and historical and cultural educational opportunities.

Troy has four publicly-owned cemeteries:

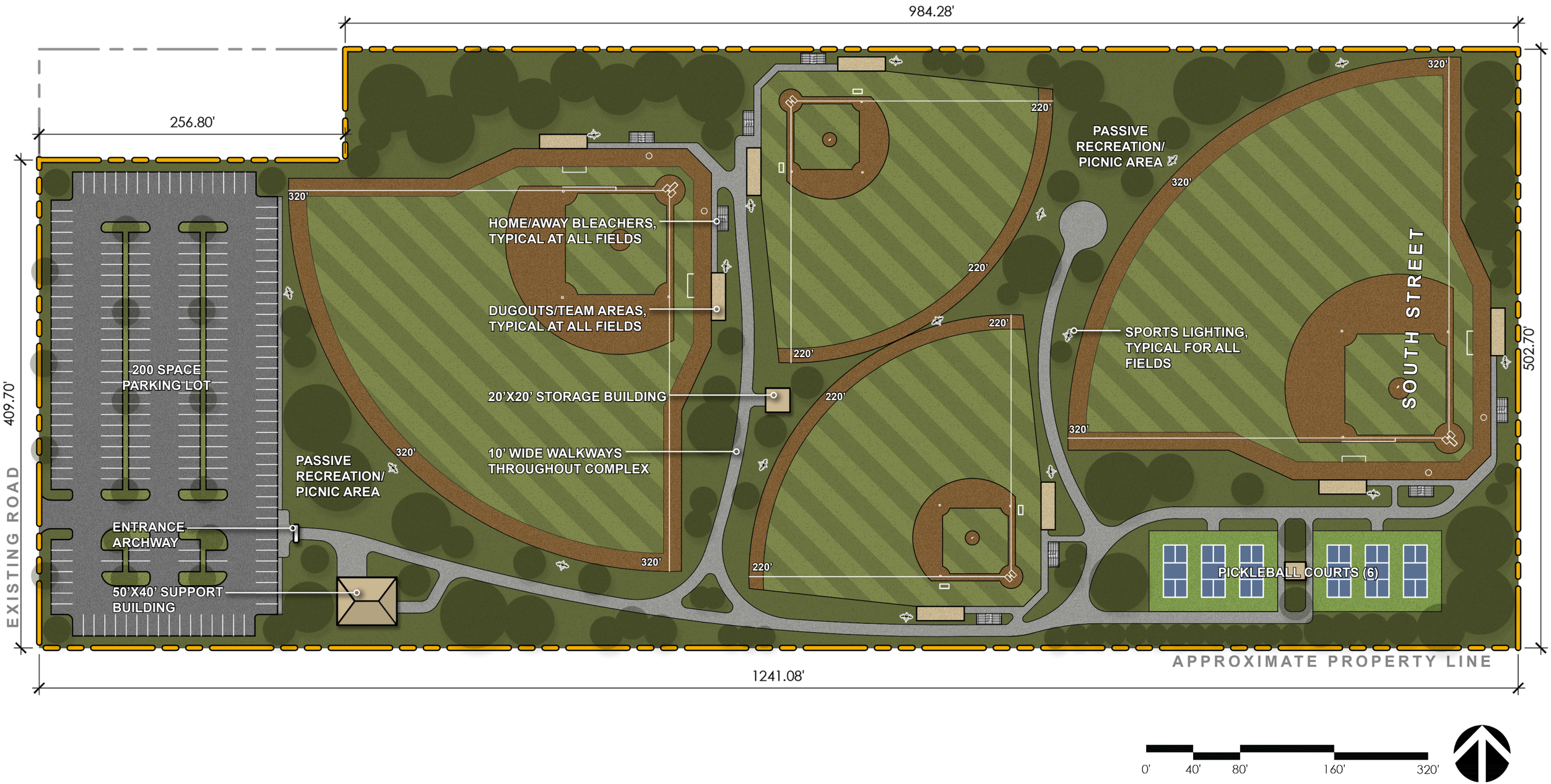
- Troy Union Corners Cemetery, 1199 E. Square Lake Road
- Crooks Road Cemetery, 3701 Crooks Road
- Beach Road Cemetery, 5360 Beach Road
- Perrin Cemetery, 1050 Coolidge Highway

City of Troy Undeveloped Parks

The City of Troy 2007-2012 and the 2015 - 2020 Parks and Recreation Plans and the 2018 Troy Green Space Report describe several parcels designated as "Undeveloped Parks." While financial realities and limited funds for park development may limit options for developing these properties at this time, it is important to remember that these parcels represent the some of last public open spaces left in Troy. The City will continue seek direction regarding preservation of the remaining properties or other utilization of these twelve pieces of land for the betterment of the City.

- Site #1
  Parcel #: 88-20-02-451-010
  Location: Section 2, north of Square Lake/Willow Grove, west of Kensington Church
  Area: 6.5 acres
- Site #2
  Parcel #: 88-20-04-476-011 & 012
  Location: Section 4, north of Square Lake/Willow Grove, west of Livernois
  Area: 1.7 acres
- Site #3
  Parcel #: 88-20-09-451-014, 015, 016 & 017
  Location: Section 9, north of Long Lake East of I-75.
  Area: 2.48 acres
- Site #4
  Parcel #: 88-20-10-101-004
  Location: Section 10, on Square Lake East of Livernois.
  Area: .70 acres
- Site #5
  Parcel #: 88-20-10-452-010, 007 & 014
  Location: Section 10, on Long Lake between Livernois and Rochester.
  Area: 3.04 acres
- Site #6
  Parcel #: 88-20-11-201-029
  Location: Section 11, south of Square Lake between Rochester and John R.
  Area: 14.6 acres
- Site #7
  Parcel #: 88-20-15-426-053 & 054
  Location: Section 15, on Rochester between Long Lake and Wattles
  Area: 5.02 acres
- Site #8
  Parcel #: 88-20-16-200-026
  Location: Section 16, south of Long Lake east of Livernois.
  Area: 14.12 Acres
- Site #9
  Parcel #88-20-22-101-041
  Location: Section 22, on Wattles between Livernois and Rochester Rd. South side of Wattles
  Area: 1.4 acres
- Site #10
  Parcel #: 88-20-24-100-041
  Location: Section 24, east of John R. between Wattles and Big Beaver.
  Area: 6.13 acre
- Site #11
  Parcel #: 88-20-25-126-018
  Location: Section 25, south of Big Beaver and east of John R.
  Area: 5.82 acres

See Map 2, Natural Features, on page 22, for a graphical map of these parcels.



RECREATION COMPLEX - DESIGN CONCEPT

TROY, MI

1-02a

A. CALL TO ORDER:

A Special Meeting of the Troy City Council was held on Monday, May 8, 2023, at City Hall, 500 W. Big Beaver Rd. Mayor Baker called the meeting to order at 6:00 PM.

B. ROLL CALL:

a) Mayor Ethan Baker
Edna Abrahim
Theresa Brooks
Rebecca A. Chamberlain-Creanga
Ann Erickson Gault
David Hamilton
Ellen Hodorek

C. PUBLIC COMMENT:

D. BUSINESS STATED IN THE SPECIAL MEETING NOTICE:

D-1 Vote on Resolution to Adjourn into Closed Session

Resolution #2023-05-071
Moved by Baker
Seconded by Brooks

BE IT RESOLVED, That Troy City Council **SHALL ADJOURN** into Closed Session, as permitted by MCL 15.268 (h)(MCL 15.243 (g)) - Command Officers Union v. Troy Grievance.

Yes: All-7
No: None

MOTION CARRIED

The Meeting **RECESSED** into Closed Session at 6:01 PM.
The Meeting **RECONVENED** at 7:05PM.

D-2 Command Officers Union v. Troy Grievance

Resolution #2023-05-072
Moved by Baker
Seconded by Erickson Gault

BE IT RESOLVED, That following a closed session discussion, Troy City Council **WAIVES** the attorney client privilege in this unique circumstance, allowing for an in-camera release of an independent attorney's investigative report and recommendation to the arbitrator in the pending Command Officers Union v. Troy grievance, in accordance with the Arbitrator's decision.

Yes: All-7
No: None

MOTION CARRIED

E. OTHER BUSINESS:

F. ADJOURNMENT:

The Meeting **ADJOURNED** at 7:06 PM.

Mayor Ethan Baker

M. Aileen Dickson, MMC, MiPMC II
City Clerk

1-02b

Mr. David Lomasney Jr., Pastoral Care Director from Motor City Church performed the Invocation. The Pledge of Allegiance to the Flag was given.

PLEDGE OF ALLEGIANCE:

A. CALL TO ORDER:

A Regular Meeting of the Troy City Council was held on Monday, May 8, 2023, at City Hall, 500 W. Big Beaver Rd. Mayor Baker called the meeting to order at 7:32 PM.

B. ROLL CALL:

a) Mayor Ethan Baker
Edna Abrahim
Theresa Brooks
Rebecca A. Chamberlain-Creanga
Ann Erickson Gault
David Hamilton
Ellen Hodorek

C. CERTIFICATES OF RECOGNITION AND SPECIAL PRESENTATIONS:

C-1 Proclamation to Celebrate Dean Sellers Ford 75 Years in Business – 1948-2023

D. CARRYOVER ITEMS:

D-1 No Carryover Items

E. PUBLIC HEARINGS:

E-1 Adoption of Proposed 2023-2024 City Budget *(Introduced by: Mark F. Miller, City Manager, and Robert C. Maleszyk, Chief Financial Officer)*

The Mayor opened the Public Hearing. The Mayor closed the Public Hearing after receiving Public Comment from:

Sarah Lackey	Spoke on behalf of the Ridgedale Players in support of a partnership with the City of Troy
Jen Myers	Commented on the process and funding of paving of dirt roads, and the Special Assessment District process
Jim Fagan	Commented on budgetary concerns with paving dirt roads in Middlesex subdivision
Raja Puli	Commented on the need for paving the dirt roads in Middlesex subdivision
Sunil Rao	Commented on the Special Assessment District process, and the need to pave the dirt roads in Middlesex subdivision
Marco Masciulli	Commented on the need to pave the dirt roads in Middlesex subdivision

Irene Sadikoff	Commented on the need to pave the dirt roads in Middlesex subdivision
Tony Kapas	Commented on his appreciation for Council's willingness to review development plans, and requested that builder's working hours be restricted due to noise issues

Resolution #2023-05-073
Moved by Baker
Seconded by Hamilton

WHEREAS, Section 8.3 of the City Charter directs the City Council to adopt a budget for the ensuing year, beginning July 1, 2023; and,

WHEREAS, City Council directed City Management to also produce a three-year budget;

NOW, THEREFORE, BE IT RESOLVED, That the following listed operating revenues including tax revenues and operating transfers "to" the General Operating Fund are **ANTICIPATED** and that the General Operating Fund has sufficient Fund Balance to appropriate as follows:

Taxes	$40,715,450
Licenses and Permits	2,895,060
Federal Grants	22,000
State Grants	28,000
State Shared Revenues	10,358,603
Contributions – Local	56,500
Charges for Services	8,286,400
Fines and Forfeitures	736,750
Interest and Rents	1,370,500
Other Revenue	1,365,700
Operating Transfers – In	849,330
Total Revenues and Transfers	**66,684,293**
Appropriation of Fund Balance	3,150,196
Total Revenues, Transfers and Appropriations	**$69,834,489**

BE IT FURTHER RESOLVED, That the tax rate for the General Operating Fund **SHALL BE** six and fifty one-hundredths (6.50) mills on the 2023 taxable valuation.

BE IT FURTHER RESOLVED, In order to meet anticipated service delivery levels, expenditures amounts from the following listed budgetary activity level **SHALL BE** appropriated from the General Operating Fund:

General Government:

Council	$117,128
Manager	1,962,276
City Attorney	1,387,724
City Clerk	1,337,216
Human Resources	1,045,118
Finance	1,363,025

Treasurer	826,044
Purchasing	412,662
Assessing	1,213,390
Building Operations	1,794,408
Total General Government:	**$11,458,991**

Public Safety:

Police	$31,288,936
Fire	6,652,213
Building Inspection	2,389,478
Total Public Safety	**$40,330,627**

Public Works:

Streets/Drains	$1,842,622
Transportation	606,255
Total Public Works	**$ 2,448,877**

Community Development:

Engineering	$3,378,752
Planning	1,260,070
Total Community Development	**$ 4,638,822**

Recreation and Culture:

Parks	3,725,550
Recreation	4,736,123
Nature Center	193,930
Museum/Historic Village	301,569
Total Recreation and Culture	**$8,957,172**

Other

Operating Transfers Out	**$2,000,000**

Total General Fund: $ 69,834,489

BE IT FURTHER RESOLVED, That the following listed operating revenues of the Capital Projects Fund including tax revenues and transfers “to” the Capital Projects Fund are **ANTICIPATED** and that the Capital Projects Fund has sufficient Fund Balance to appropriate as follows:

Taxes	$ 7,200,000
Grants	9,528,000
Contributions	210,000
Charges for Services	460,000
Interest and Rents	35,000
Other Revenues	30,000
Operating Transfer – In	11,725,000
Total Revenues and Transfers	**29,188,000**
Appropriation (Surplus) of Fund Balance	2,456,930
Total Revenues, Transfers and Appropriations	**$31,644,930**

BE IT FURTHER RESOLVED, That the tax rate for the Capital Fund **SHALL BE** one and two thousand two hundred seventy ten-thousandths (1.2270) mills on the 2023 taxable valuation.

BE IT FURTHER RESOLVED, In order to meet anticipated expenses, amounts from the following listed budgetary centers **SHALL BE** appropriated from the Capital Projects Fund:

City Clerk	$167,000
Finance	10,000
Building Operations	1,158,200
Police	925,000
Streets	20,755,000
Public Works	385,000
Parks	3,905,000
Recreation	2,870,000
Library	1,260,000
Nature Center	40,000
Debt and Other Financing Uses	169,730
Total Expenditures	**$31,644,930**

BE IT FURTHER RESOLVED, That the following listed operating revenues including tax revenues and operating transfers “to” the Refuse Fund are **ANTICIPATED** and that the Refuse Fund has sufficient Fund Balance to appropriate as follows:

Taxes	$6,425,000
Grants	60,000
Charges for Services	500
Interest and Rents	20,000
Appropriation (Surplus) of Fund Balance	(32,150)
Total Revenues, Transfer, and Appropriations	**$ 6,473,350**

BE IT FURTHER RESOLVED, That the tax rate for the Refuse Fund **SHALL BE** one and nine one-hundredths (1.09) mills on the 2023 taxable valuation.

BE IT FURTHER RESOLVED, In order to meet anticipated expenses, amounts from the following listed budgetary centers **SHALL BE** appropriated from the Refuse Fund:

Refuse and Recycling	$6,473,350
Total Expenditures	**$ 6,473,350**

BE IT FURTHER RESOLVED, That the following listed operating revenues including tax revenues and operating transfers “to” the Library Fund are **ANTICIPATED** and that the Library Fund has sufficient Fund Balance to appropriate as follows:

Taxes	$6,550,000
Grants	120,000
Contributions	141,600

Charges for Services 4,100
Fines and Forfeitures.....10,000
Interests and Rents 42,000
Other Revenue 8,000
Appropriation (Surplus) of Fund Balance..... (452,126)

Total Revenues, Transfers, And Appropriations $6,423,574

BE IT FURTHER RESOLVED, That the tax rate for the Library Fund **SHALL BE** one and seven hundred ninety-six ten-thousandths (1.0796) mills on the 2023 taxable valuation.

BE IT FURTHER RESOLVED, In order to meet anticipated expenses, amounts from the following listed budgetary centers **SHALL BE** appropriated from the Library Fund:

Library $6,423,574

Total Expenditures $6,423,574

BE IT FURTHER RESOLVED, That Troy City Council hereby **APPROVES** the following budgets as shown in the 2023/24 budget document:

Major Road Fund
Revenue:
Grants $7,700,000
Interests and Rent.....35,000
Appropriation (Surplus) of Fund Balance 2,466,638
Total Revenues, Transfers, and Appropriations $10,201,638
Expenditures:
Streets.....$3,567,718
Parks.....133,920
Other Finances Uses.....6,500,000
Total Expenditures.....$10,201,638
Local Road Fund:
Revenue:
Grants $3,000,000
Interest and Rents.....32,000
Operating Transfers – In 1,500,000
Appropriation (Surplus) of Fund Balance 2,205,597
Total Revenues, Transfers, and Appropriations $6,737,597
Expenditures:
Streets.....$2,793,617
Parks.....943,980
Other Financing Uses.....3,000,000
Total Expenditures.....$6,737,597
Transit Center:
Revenue:
Charges for Services.....$150,000
Appropriation (Surplus) of Fund Balance…… (5,136)
Total Revenues, Transfers and Appropriations $144,864
Expenditures:

Building and Facility Maint $126,144
Grounds and Common Area 18,720
Total Expenditures $144,864

Forfeiture Fund
Revenue:
Fines and Forfeitures $131,000
Interest and Rents 10,000
Appropriation (Surplus) of Fund Balance 343,040
Total Revenue, Transfers, and Appropriations $484,040
Expenditures:
Police Forfeitures $144,040
Other Finances Uses 340,000
Total Expenditures $484,040

Community Development Block Grant Fund
Revenue:
Grants $170,000
Total Revenue, Transfers, and Appropriations $170,000
Expenditures:
Home Chore $45,000
Park Improvements 125,000
Total Expenditures $170,000

Cemetery Fund
Revenue:
Charges for Services $4,000
Interest and Rents 2,200
Appropriation (Surplus) of Fund Balance ..... (5,000)
Total Revenue, Transfers, and Appropriations $1,200
Expenditures:
Other Financing Uses $1,200
Total Expenditures $1,200

Series 2013 and 2020 DDA Debt Fund
Revenue:
DDA $703,107
Total Revenue, Transfers, and Appropriations $703,107
Expenditures:
Gen Obligation Debt $703,107
Total Expenditures $703,107

Sanctuary Lake Golf Course Fund
Revenue:
Charges for Services $2,033,740
Appropriation (Surplus) of Fund Balance 826,725
Total Revenue, Transfers, and Appropriations $2,860,465
Expenditures:
Sanctuary Lake $2,860,465
Total Expenditures $2,860,465

Sylvan Glen Golf Course Fund
Revenue:
Charges for Services $1,227,800
Interest and Rent 182,400
Appropriation (Surplus) of Fund Balance 78,535

Total Revenue, Transfers, and Appropriations .....$ 1,488,735
Expenditures:
Sylvan Glen.....$1,488,735
Total Expenditures.....$1,488,735

Aquatic Center Fund
Revenue:
Charges for Services.....$717,000
Interest and Rent.....28,100
Appropriation (Surplus) of Fund Balance 234,808
Total Revenue, Transfers, and Appropriations $979,908
Expenditures:
Aquatic Center $979,908
Total Expenditures.....$979,908

Sanitary Sewer Fund
Revenue:
Charges for Services.....$15,999,000
Interest and Rents.....200,000
Appropriation (Surplus) of Fund Balance 1,717,939
Total Revenue, Transfers, and Appropriations $17,916,939
Expenditures:
Sanitary Sewer.....$17,916,939
Total Expenditures.....$17,916,939

Water Fund
Revenue:
Charges for Services.....$23,695,500
Interest and Rent.....104,400
Other Rent.....100,100
Appropriation (Surplus) of Fund Balance 2,022,317
Total Revenue, Transfers, and Appropriations $25,922,317
Expenditures:
Water.....$25,922,317
Total Expenditures.....$25,922,317

Building Operations
Revenue:
Charges for Services.....$1,659,350
Interest and Rent.....1,000
Appropriation (Surplus) of Fund Balance 2,926
Total Revenue, Transfers, and Appropriations $1,663,276
Expenditures:
Building Operations.....$1,663,276
Total Expenditures.....$1,663,276

Fleet Maintenance Fund
Revenue:
Charges for Services.....$7,000
Interest and Rent.....4,790,850
Other Revenue.....572,700
Appropriation (Surplus) of Fund Balance 2,833,116
Total Revenue, Transfers, And Appropriations.....$8,203,666
Expenditures:
Administration $820,776

Equipment Operation and Maint 3,475,970
DPW Facility Maintenance 459,920
Capital 3,447,000
Total Expenditures $8,203,666

Information Technology
Revenue:
Charges for Services $2,576,300
Interest and Rent 10,000
Appropriation (Surplus) of Fund Balance..... (77,390)
Total Revenue, Transfers, and Appropriations..... $2,508,910
Expenditures:
Information Technology $2,508,910
Total Expenditures $2,508,910

Unemployment Insurance Fund
Revenue:
Charges for Services $3,875
Total Revenue, Transfers, and Appropriations..... $3,875
Expenditures:
Unemployment Insurance..... $3,875
Total Expenditures $3,875

Worker's Compensation Fund
Revenue:
Charges for Services $825,000
Other Revenue 15,000
Total Revenue, Transfers, and Appropriations..... $840,000
Expenditures:
Worker's Compensation $840,000
Total Expenditures $840,000

Compensated Absences Fund
Revenue:
Interest and Rent $35,000
Other Revenue 5,450,000
Appropriation (Surplus) of Fund Balance…… (175,000)
Total Revenue, Transfers, and Appropriations..... $5,310,000
Expenditures:
Compensated Absences $5,310,000
Total Expenditures $5,310,000

BE IT FURTHER RESOLVED, That the three-year budget (2024/25 – 2025/26) for the General Fund, Capital Projects Fund, Refuse Fund, and Library Fund be **APPROVED** based on the following revenues, expenditures and available, if needed, Fund Balance:

General Fund Operating	2024/25	2025/26
Taxes	$42,085,450	$43,302,450
Licenses and Permits	2,909,560	3,025,710
Federal Grants	10,000	9,000
State Grants	28,000	28,000
State Shared Revenues	10,554,100	10,856,100
Contributions – Local	56,500	56,500
Charges for Services	8,437,400	8,669,400

Fines and Forfeitures	745,950	754,750
Interest and Rents	1,403,500	1,430,500
Other Revenue	1,410,950	1,459,500
Operating Transfers – In	882,200	916,550
Total Revenues & Transfers	**$68,523,610**	**$70,508,460**
Appropriation of Fund Balance	3,100,339	3,303,297
Total Revenue, Transfers and Appropriations	**$71,623,949**	**$73,811,757**

BE IT FURTHER RESOLVED, That the tax rate for the General Operating Fund **SHALL BE** six and fifty one-hundredths (6.50) mills on the 2024 and 2025 taxable valuation.

BE IT FURTHER RESOLVED, That in order to meet anticipated service delivery levels expenditures amounts from the following listed budgetary centers **SHALL BE** appropriated from the General Operating Fund:

	2024/25	2025/26
General Government	$11,680,222	$12,000,217
Public Safety	41,513,999	42,931,146
Public Works	2,499,284	2,549,304
Community Development	4,749,709	4,866,120
Recreation and Culture	9,180,735	9,464,970
Operating Transfers Out	2,000,000	2,000,000
Total Expenditures	**$71,623,949**	**$73,811,757**

BE IT FURTHER RESOLVED, That the following listed revenues and appropriation Fund Balance of the Capital Projects Fund are **ANTICIPATED**:

	2024/25	2025/26
Taxes	$7,200,000	$7,200,000
Grants	2,200,000	120,000
Contributions	210,000	210,000
Charges for Services	460,000	460,000
Interest and Rents	35,000	35,000
Other	30,000	30,000
Operating Transfer-In	7,820,000	10,160,000
Total Revenues and Transfers	$**17,955,000**	**$18,215,000**
Appropriation (Surplus) of Fund Balance	23,713,134	(222,560)
Total Revenues, Transfers and Appropriations	**$41,668,134**	**$17,992,440**

BE IT FURTHER RESOLVED, That the tax rate for the Capital Projects Fund **SHALL BE** one and two thousand two hundred seventy ten-thousandths (1.2270) mills on the 2024 and 2025 taxable valuation.

BE IT FURTHER RESOLVED, That in order to meet anticipated expenditures, amounts from the following listed budgetary centers **SHALL BE** appropriated from the Capital Projects Fund:

	2024/25	2025/26
Finance	$10,000	$10,000
Building Operations	8,235,000	190,000
Police	2,922,200	370,000
Fire	2,855,000	45,000
Streets	12,643,000	10,240,000
Public Works	4,098,000	330,000
Parks	8,367,500	1,025,000
Recreation	630,000	40,000
Library	755,000	5,535,000
Nature Center	370,000	40,000
Museum	765,000	150,000
Debt and Other Financing Uses	17,434	17,440
Total Expenditures	**$41,668,134**	**$17,992,440**

BE IT FURTHER RESOLVED, That the tax rate for the Refuse Fund **SHALL BE** one and nine one-hundredths (1.09) mills on the 2024 taxable valuation and the 2025 taxable valuation.

BE IT FURTHER RESOLVED, That the Refuse Fund **SHALL BE** appropriated $6,730,130 in 2024/25 and $6,997,070 in 2025/26.

BE IT FURTHER RESOLVED, That the tax rate for the Library Fund **SHALL BE** one and seven hundred ninety-six ten-thousandths (1.0796) mills on the 2024 taxable valuation and the 2025 taxable valuation.

BE IT FURTHER RESOLVED, That the Library Fund **SHALL BE** appropriated $6,061,425 in 2024/25 and $10,991,795 in 2025/26.

Yes: All-7
No: None

MOTION CARRIED

F. PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

G. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT FOR ITEMS ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

H. POSTPONED ITEMS:

H-1 No Postponed Items

I. REGULAR BUSINESS:

I-1 Board and Committee Appointments: a) Mayoral Appointments – Brownfield Redevelopment Authority; b) City Council Appointments – None

a) Mayoral Appointments:

Resolution #2023-05-074
Moved by Baker
Seconded by Chamberlain-Creanga

RESOLVED, That the Mayor of the City of Troy hereby **APPOINTS** the following nominated person(s) to serve on the Boards and Committees as indicated:

Brownfield Redevelopment Authority
Appointed by Mayor
6 Regular Members
3 Year Term

Nominations to the Brownfield Redevelopment Authority:

Term Expires: 4/30/2026 **Rosemary Kornacki**
Term currently held by: Rosemary Kornacki

Term Expires: 4/30/2026 **Carolina Noguez-Ortiz**
Term currently held by: Carolina Noguez-Ortiz

Yes: All-7
No: None

MOTION CARRIED

b) City Council Appointments: None

I-2 Board and Committee Nominations: a) Mayoral Nominations – None; b) City Council Nominations – None

a) Mayoral Nominations: None

b) City Council Nominations: None

I-3 No Closed Session Requested

I-4 Approval of the Troy Downtown Development Authority (TDDA) Proposed Fiscal Year 2023/24 and Three-Year Budget *(Introduced by: Mark F. Miller, City Manager)*

Resolution #2023-05-075
Moved by Erickson Gault
Seconded by Chamberlain-Creanga

WHEREAS, The Troy Downtown Development Authority has adopted and recommends that City Council approve its proposed fiscal year 2023/24 Budget and Three-Year Budget.

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **APPROVES** the Troy Downtown Development Authority's annual Budget for fiscal year beginning July 1, 2023 through June 30, 2024 and Three-Year Budget.

Yes: All-7
No: None

MOTION CARRIED

I-5 Approval of the Troy Brownfield Redevelopment Authority (TBRA) Proposed Fiscal Year 2023/24 and Three-Year Budget *(Introduced by: Mark Adams, Economic Development Manager)*

Resolution #2023-05-076
Moved by Chamberlain-Creanga
Seconded by Brooks

WHEREAS, The Troy Brownfield Redevelopment Authority has adopted and recommends that City Council approve its proposed fiscal year 2023/24 Budget and Three-Year Budget.

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **APPROVES** the Troy Brownfield Redevelopment Authority's annual Budget for fiscal year July 1, 2023 through June 30, 2024 and Three-Year Budget.

Yes: All-7
No: None

MOTION CARRIED

I-6 Approval of the Joint Local Development Finance Authority Troy Subcommittee Proposed Fiscal Year 2023/24 and Three-Year Budget *(Introduced by: Mark Adams, Economic Development Manager)*

Resolution #2023-05-077
Moved by Abrahim
Seconded by Hodorek

WHEREAS, The Joint Local Development Finance Authority Troy Subcommittee has adopted and recommends that City Council approve its proposed fiscal year 2023/24 Budget and Three-Year Budget.

THEREFORE BE IT RESOLVED, That Troy City Council hereby **APPROVES** the Joint Local Development Finance Authority Troy Subcommittee annual Budget for fiscal year July 1, 2023 through June 30, 2024 and Three-Year Budget.

Yes: All-7
No: None

MOTION CARRIED

I-7 Amendment to Chapter 20 of the Troy City Code (Water and Sanitary Sewer Rates)

(Introduced by: Robert C. Maleszyk, Chief Financial Officer)

Resolution #2023-05-078
Moved by Erickson Gault
Seconded by Brooks

BE IT RESOLVED, That Troy City Council hereby **AMENDS** Sections 5.01 and 5.02 of Chapter 20, Water and Sewer Rates, as recommended by City Administration; a copy of the amendments shall be **ATTACHED** to the original Minutes of this meeting.

Yes: All-7
No: None

MOTION CARRIED

J. CONSENT AGENDA:

J-1a Approval of "J" Items NOT Removed for Discussion

Resolution #2023-05-079-J-1a
Moved by Abrahim
Seconded by Erickson Gault

RESOLVED, That Troy City Council hereby **APPROVES** all items on the Consent Agenda as presented.

Yes: All-7
No: None

MOTION CARRIED

J-1b Address of "J" Items Removed for Discussion by City Council

J-2 Approval of City Council Minutes

Resolution #2023-05-079-J-2

RESOLVED, That Troy City Council hereby **APPROVES** the following Minutes as submitted:

a) City Council Minutes-Draft – April 17, 2023

J-3 Proposed City of Troy Proclamations: None Submitted

J-4 Standard Purchasing Resolutions:

a) Standard Purchasing Resolution 2: Award to Low Bidder Meeting Specifications – Tree/Stump Maintenance Services

Resolution #2023-05-079-J-4a

RESOLVED, That Troy City Council hereby **AWARDS** a three (3) year contract with an option to renew for two (2) additional years with a 5% escalator for Tree/Stump Maintenance Services to the low bidder meeting specifications, *J.H. Hart Urban Forestry* of *Sterling Heights, MI,* at unit prices contained in the bid tabulation opened April 20, 2023, a copy of which shall be **ATTACHED** to the original Minutes of this meeting; not to exceed budgetary limitations; contract to expire June 30, 2028.

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon submission of properly executed bid and contract documents, including bonds, insurance certificates and all other specified requirements.

b) Standard Purchasing Resolution 2: Award to Sole Bidder Meeting Specifications – Major Street Pavement Marking

Resolution #2023-05-079-J-4b

RESOLVED, That Troy City Council hereby **AWARDS** a two (2) year contract with the option to renew for one (1) additional year to sole bidder meeting specifications; *PK Contracting, Inc. of Troy, MI,* to provide Major Street Pavement Marking Services on an as needed basis not to exceed budgetary limitations at unit prices contained in the bid tabulation opened on April 27 2023, a copy of which shall be **ATTACHED** to the original minutes of this meeting; and as detailed below by year; with the contract expiring June 30, 2025.

BE IT FURTHER RESOLVED, That the award is **CONTINGENT** upon the contractor's submission of properly executed bid and contract documents, including bonds, insurance certificates and all other specified requirements.

J-5 Bid Waiver Purchase – Globe Particulate Barrier Hoods – Sole Source Distributor

Resolution #2023-05-079-J-5

RESOLVED, That in the best interest of the City, Troy City Council hereby **WAIVES** the formal bid process and **AWARDS** a contract to the only authorized distributor for Globe hoods in the

state of Michigan, *Macqueen Emergency of Delafield, WI,* to purchase a total of one hundred eighty (180) Globe Guard Hoods for an estimated total cost of $20,800.00.

J-6 Assessment of Delinquent Accounts

Resolution #2023-05-079-J-6

WHEREAS, Section 1.167 of Chapter 5 and Section 6 of Chapter 20 of the Ordinance Code of the City of Troy require that delinquent payments and invoices, as of April 1st each year, shall be reported to City Council. City Council shall certify the list to the City Assessor who shall assess the same on the next annual City Tax Roll; and,

WHEREAS, Section 10.8 of the Troy City Charter provides for the collection of delinquent invoices through property tax collection procedures; and,

WHEREAS, A list of individual properties is on file in the Office of the Treasurer and comprises a summation of totals as follows:

➢ Delinquent invoices (various funds)	$ 60,127.63
➢ Delinquent water & sewer accounts	$ 723,440.08
Total Assessments including penalties	$ 783,567.71

NOW, THEREFORE, BE IT RESOLVED, That the City Assessor is **AUTHORIZED** to assess these delinquent accounts on the annual City Tax Roll.

J-7 Traffic Committee Minutes and Recommendations – April 19, 2023

Resolution #2023-05-079-J-7

4. Request for Traffic Control – Elm at Forest Park Drive

RESOLVED, That the intersection of Elm and Forest Park Drive be **MODIFIED** from UNCONTROLLED on the Elm approach to STOP control on the Elm approach to the intersection.

5. Request for Traffic Control – Lesdale at Donaldson

RESOLVED, That the intersection of Lesdale St. and Donaldson Rd. be **MODIFIED** from UNCONTROLLED on the Donaldson Rd. approach to STOP control on Donaldson Rd.

J-8 Adler Cove Open Space Preservation Easement

Resolution #2023-05-079-J-8

WHEREAS, As part of a City Council approved cluster development, the Troy Zoning Ordinance requires the developer to execute a recordable document permanently preserving the dedicated open space, and

WHEREAS, The development known as Adler Cove is nearing completion of final site plan review, but prior to the issuance of Certificates of Occupancy for the homes, City Council must approve the document that sets aside the required open space, and

WHEREAS, The attached Open Space Preservation Easement has been negotiated with the Developer, and if approved by City Council, would be recorded at the Oakland County Register of Deeds to require Developer and/or its successors to permanently maintain the dedicated open space.

NOW THEREFORE BE IT RESOLVED, That City Council hereby **APPROVES** the Open Space Preservation Easement for the cluster development known as Adler Cove, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-9 Request for Acceptance of a Permanent Easement for Water Mains, Bostick Bellingham, LLC, Sidwell #88-20-26-200-082, Project #22.502.5

Resolution #2023-05-079-J-9

RESOLVED, That Troy City Council hereby **ACCEPTS** a permanent easement for water mains from Bostick Bellingham, LLC, owner of the property having Sidwell #88-20-26-200-082.

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED** to **RECORD** the permanent easement with Oakland County Register of Deeds, a copy of which shall be **ATTACHED** to the original Minutes of this meeting.

J-10 Request for Acceptance of Two Permanent Easements from GFA Development, Inc., Sidwell #88-20-28-476-059

Resolution #2023-05-079-J-10

RESOLVED, That Troy City Council **ACCEPTS** two permanent easements for storm sewers and surface drainage, and sidewalks from GFA Development, Inc., owner of the property having Sidwell #88-20-28-476-059, and

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED TO RECORD** the permanent easements with Oakland County Register of Deeds, copies of which shall be **ATTACHED** to the original Minutes of this meeting.

J-11 Request for Acceptance of Two Permanent Easements from Ryan Patrick Hunt and Caitlin Rose Hunt, Sidwell #88-20-28-476-058

Resolution #2023-05-079-J-11

RESOLVED, That Troy City Council **ACCEPTS** two permanent easements for storm sewers and surface drainage, and sidewalks from Ryan Patrick Hunt and Caitlin Rose Hunt, owners of the property having Sidwell #88-20-28-476-058, and

BE IT FURTHER RESOLVED, That the City Clerk is hereby **DIRECTED TO RECORD** the permanent easements with Oakland County Register of Deeds, copies of which shall be **ATTACHED** to the original Minutes of this meeting.

K. MEMORANDUMS AND FUTURE COUNCIL AGENDA ITEMS:

K-1 Announcement of Public Hearings: None Submitted

K-2 Memorandums (Items submitted to City Council that may require consideration at some future point in time): None Submitted

L. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

M. CITY COUNCIL/CITY ADMINISTRATION RESPONSE/REPLY TO PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA FROM TROY RESIDENTS AND BUSINESSES:

N. COUNCIL REFERRALS:

Items Advanced to the City Manager by the Mayor and City Council Members for Placement on the Agenda

N-1 No Council Referrals Submitted

O. REPORTS:

O-1 Minutes – Boards and Committees:

a) Parks and Recreation Board-Final – November 17, 2022
b) Traffic Committee-Final – January 18, 2023
c) Parks and Recreation Board-Final – February 9, 2023
d) Traffic Committee-Final - March 15, 2023

Noted and Filed

O-2 Department Reports:

a) 2023 Troy Named Tree City USA
b) City Manager Status Report

O-3 Letters of Appreciation: None Submitted

O-4 Proposed Proclamations/Resolutions from Other Organizations: None Submitted

O-5 Notice of Hearing for the Electric Customers of DTE Electric Company Case No. U-21051

Noted and Filed

P. COUNCIL COMMENTS:

P-1 Council Comments

Council Member Hodorek thanked Mayor Baker for his State of the City Address that was held last week. She said that she appreciated the optimism of the Address, and the time he spent preparing. She also thanked the Troy Chamber of Commerce, Somerset Collection, and Cindy Stewart for their help with the event. She encouraged residents and business representatives to reach out with their ideas, thoughts, and comments on the City of Troy.

Mayor Pro Tem Chamberlain-Creanga thanked the public for their comments during the Budget item. She said that she would like a status update on signage for the parks, if not the entire city. Mr. Miller commented that as we move forward to the next Budget year, when the Fund Balance recovers somewhat, City Management will present options to City Council regarding signs.

Mayor Pro Tem Chamberlain-Creanga commented that she understands that funding for paving roads, such as the residential street mentioned in Public Comment tonight, is part of a long-term Capital Fund plan.

Mayor Baker thanked the Troy Chamber of Commerce and Cindy Stewart for their help with the State of the City Address event last week, and he thanked all who attended.

Q. PUBLIC COMMENT FOR ITEMS ON OR NOT ON THE AGENDA FROM MEMBERS OF THE PUBLIC OUTSIDE OF TROY (NOT RESIDENTS OF TROY AND NOT FROM TROY BUSINESSES):

R. CLOSED SESSION

R-1 No Closed Session

S. ADJOURNMENT:

The Meeting **ADJOURNED** at 8:54 PM.

Mayor Ethan Baker

M. Aileen Dickson, MMC, MiPMC II
City Clerk

2023 SCHEDULED SPECIAL CITY COUNCIL MEETINGS:

December 2, 2023 ..... Special Meeting – Troy Advance

2023 SCHEDULED REGULAR CITY COUNCIL MEETINGS:

May 22, 2023 ..... Regular Meeting
June 12, 2023 ..... Regular Meeting
June 26, 2023 ..... Regular Meeting
July 10, 2023 ..... Regular Meeting
July 24, 2023 ..... Regular Meeting
August 7, 2023 ..... Regular Meeting
August 21, 2023 ..... Regular Meeting
September 11, 2023 ..... Regular Meeting
September 18, 2023 ..... Regular Meeting
October 2, 2023 ..... Regular Meeting
October 16, 2023 ..... Regular Meeting
November 13, 2023 ..... Regular Meeting
November 20, 2023 ..... Regular Meeting
December 4, 2023 ..... Regular Meeting
December 11, 2023 ..... Regular Meeting

500 West Big Beaver
Troy, MI 48084
troymi.gov

J-04a

CITY COUNCIL AGENDA ITEM

Date: May 15, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Rob Maleszyk, Chief Financial Officer
Dee Ann Irby, Controller
Kurt Bovensiep, Public Works Director
Brian Goul – Recreation Director
Dennis Trantham, Facilities and Grounds Operations Manager
Emily Frontera, Purchasing Manager

Subject: Standard Purchasing Resolution 3: Exercise Renewal Option – Janitorial Services

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History

The Facilities and Grounds Division of the Department of Public Works is responsible for the comprehensive oversight of the citywide janitorial services contract.

At the March 16, 2020 meeting of Troy City Council, RNA Facilities Management of Ann Arbor, MI was awarded a three-year contract with an option to renew for three 3-year periods as a result of a best value process (Resolution #2020-03-051). RNA was awarded the contract at the very beginning of the COVID pandemic. The further decline of janitorial services from the previous provider lead the City of Troy to begin the janitorial services contract before July 1, 2020. RNA has provided good service to the City of Troy and has responded well to the additional requests of cleaning and disinfecting related to the global pandemic.

On January 12, 2022 RNA approached the City of Troy and asked for an increase to provide higher salaries in an effort to competitively recruit quality staff. RNA submitted a request for an additional $9,265 per month for the sole purpose of raising salaries and contained no additional profit for the company. The JanSan Industry has been hit hard with the effects of the pandemic, increased workload coupled by a reduced workforce. At the February 28, 2022 meeting of Troy City Council, the request was approved (Resolution #2022-02-032). At this time, RNA continues to experience staffing shortages, the additional increase in salaries is expected to combat this issue.

During the current contract, additional cleaning services were requested for some facilities including:
Police Department – Additional cleaning on weekends
Multi-Modal Transit Center – Additional daily cleaning in am and pm
Public Works – Additional daily cleaning during working hours
Aquatic Center – Assistance with seasonal start-up cleaning and daily cleaning
Library – Friday cleaning services added
Community Center – Porter Services provided at casual labor rate

History (continued)
The current Janitorial Services Contract with RNA Facilities Management expires on June 30, 2023. Taking into consideration the current labor market the Facilities and Grounds Division has been working with RNA Facilities Management since February 2023 on a renewal and have arrived at an agreeable increase which reflects an average of 4% across all areas of service with the exception of the Community Center. The Community Center has a proposed increase of 91%. The increase is directly related to a miscalculation from the original contract. During the renewal review, the contractor realized they did not calculate pricing accurately. Going forward all the hours and costs have been validated as accurate.

Purchasing
- Employment issues and the increasing cost of hourly wages continue to affect the hiring and retention of highly productive employees in every industry.
- Data from the US Bureau of Labor Statistics shows the CPI has increased 1.4 percent over the last few months and is up 4.9 percent from a year ago.
- Based on the current economic statistics, tight employment market and the high rate of inflation, the City would not benefit in soliciting new proposals for janitorial services.
- RNA Facilities Management continues to provide a best value service for citywide janitorial services and City Management is in mutual agreement with the proposed three-year renewal.

Financial
Funds are budgeted and available in the various department operating budgets. The Community Center custodial budget will be monitored for potential future budget amendment. The monthly invoices are prorated and paid based upon the hours worked during the month.

The costs for any additional casual labor or furniture moving are available in the various department operating/capital budgets as needed.

Recommendation
City Management recommends exercising the three-year option to renew the Janitorial Services Contract with RNA Facilities Management of Ann Arbor, MI; under the same terms and conditions for an estimated annual amount of $1,130,522.04 in year one, $1,175,742.96 in year two and, $1,222,779.72 in year three for Proposal A; an hourly rate of $22.00 per hour in year one and, $23.00 per hour in year two and, $24.00 per hour in year 3 for casual labor and $25.00 per hour for years 1-3 to provide as needed furniture moving over and above the requirements of the specifications and a monthly price not to exceed $.28 per square foot in year one and, $.32 per square foot in year two and, $.36 per square foot in year three for future locations requiring janitorial services for Proposal C; contract to expire June 30, 2026.

2023 Janitorial Service

RNA
FACILITIES MANAGEMENT

In Partnership With:

TROY
MICHIGAN

4130 VARSITY DR • STE A | ANN ARBOR, MI 48108 | 734-260-3395

May 15, 2023

RNA
FACILITIES MANAGEMENT

City of Troy - Facilities & Grounds,

This letter serves as an explanation behind the request for additional hours of service for your Community Center.

Our request for additional hours is based on the significant increase in facility usage since we originally took over the contract amidst the COVID-19 pandemic. When we initially assumed responsibility for the Community Center's cleaning services, the foot traffic and usage were relatively low due to the restrictions and limitations imposed by the pandemic. However, as the situation has improved and restrictions have been lifted, we have observed a tremendous surge in community members utilizing the facilities.

To ensure that we continue to deliver the high standard of cleanliness and maintain a safe and healthy environment for all visitors, it has become necessary to increase the labor hours dedicated to the Community Center's cleaning. By allocating additional resources, we can effectively manage the heightened foot traffic and ensure that all areas receive thorough and timely cleaning and maintenance.

Currently, the staff hourly rate stands at $16.00 per hour, with the proposed new rate to be paid by RNA being $18.00.

This pricing has been revised to coincide with the latest approved formula to ensure consistency across the board for every City location.

Thank you for your time and consideration,

Mike Farha
Chief Operating Officer
734-260-3395

www.RNAFM.com | Mfarha@rnafm.com

30 YEARS OF SERVICE

SCHEDULE 4 - PRICING
PROPOSALS RFP-COT 18-04

RENEWAL 1 Jul-2023 - Jun-2026

PRICE PROPOSAL A - JANITORIAL SERVICES FOR ALL SERVICES PER SCOPE OF WORK

#	CITY FACILITY Location	Square ft cleaned	Estimated daily minimum hours	Monthly Cost **Year 1 of 3**	Monthly Cost Year 2 of 3	Monthly Cost Year 3 of 3
1.	CITY HALL 500 W Big Beaver	49,450	22 M-F	$13,925.07	$14,482.07	$15,061.35
2.	POLICE DEPARTMENT** 500 W Big Beaver	55,215	24 M-F 8 SAT/8 SUN	$16,636.90	$17,302.38	$17,994.47
3.	52-4 DISTRICT COURT 520 W Big Beaver	29,000	14 M-F	$10,222.75	$10,631.66	$11,056.86
4.	LIBRARY** 510 W Big Beaver	44,500	22 M-F 16 SAT/16 SUN	$14,841.43	$15,435.08	$16,052.48
5.	DEPARTMENT of PUBLIC WORKS** 4693 Rochester	9,500	7 M-F	$3,705.43	$3,853.65	$4,007.79
6.	PARKS GARAGE** 4695 Rochester	1,800	4 M-F	$1,522.19	$1,583.08	$1,646.40
7.	TRANSIT CENTER** 1201 Doyle	2,600	3.5 SUN-SAT	$1,914.33	$1,990.90	$2,070.54
8.	FIRE STATION 1 1019 E Big Beaver	2,175	2 T, F	$505.78	$526.01	$547.05
9.	FIRE STATION 2 5600 Livernois	2,320	2 M, TH	$537.92	$559.44	$581.82
10.	FIRE STATION 3 2400 W Big Beaver	3,000	2 T, F	$696.20	$724.05	$753.01
11.	FIRE STATION 4 2117 E Maple	5,900	3 T, F	$1,372.16	$1,427.04	$1,484.12
12.	FIRE STATION 5 6399 John R	2,000	1.5 M, TH	$462.94	$481.46	$500.72
13.	FIRE STATION 6 5901 Coolidge	1,920	1.5 M, TH	$445.09	$462.90	$481.42
14.	FIRE/POLICE TRAINING CENTER 4850 John R	6,915	2.5 SUN-FRI	$1,201.99	$1,250.07	$1,300.73
15.	COMMUNITY CENTER 3179 Livernois	53,045	33 SUN-SAT	$25,021.59	$26,022.45	$27,063.35
16.	STAGE NATURE CENTER 6685 Coolidge	8,100	2.5 M, W, F	$1,198.40	$1,246.34	$1,296.20
	MONTHLY COST FOR JANITORIAL SERVICES LOCATIONS 1-16			$94,210.17	$97,978.58	$101,898.31
	ANNUAL COST FOR JANITORIAL SERVICES LOCATIONS 1-16			$1,130,522.04	$1,175,742.96	$1,222,779.72

**2. Police Department - Additional Cleaning Saturday and Sunday Shifts 9a-5:30p

**4. Library - Update Hours and Include Friday Cleaning Current Hours = M-TH 9:30a-9p F-S 9:30a-5p and Sunday 1-5p

**5. Department of Public Works - Additional Cleaning 3 hours per day M-F between 9a-1:00p

**6. Parks Garage - Additional Cleaning 2 hours per day M-F between 9a-1:00p

**7. Transit Center - Additional Cleaning 1 hour am and 1 hour pm

SCHEDULE 4 - PRICING
PROPOSALS RFP-COT 18-04

PRICE PROPOSAL C - SUPPLEMENTARY SERVICES PRICING FOR ALL LOCATIONS

1) CASUAL LABOR – Any time of day or night, including Saturdays, Sundays and Holidays

Casual Labor shall be defined as the labor required at specific locations to do tasks of a porter/custodial activity type including, but not limited to room/table set-up and take-down, chair placement, unloading of office supplies, custodial supplies, and other minor materials, and custodial work over and above the requirements of the specifications for locations as specified and other locations on an as needed basis. Under most circumstances, notice of 24 hours or more will be given. However, situations may develop that require immediate attention of one of more casual labor personnel. The City of Troy will not pay overtime charges for any casual labor.

Casual Labor Hourly Rate July 1, 2023 – June 30, 2024 Year 1 of 3	Casual Labor Hourly Rate July 1, 2024 – June 30, 2025 Year 2 of 3	Casual Labor Hourly Rate July 1, 2025 – June 30, 2026 Year 3 of 3
$ 22.00 per hour	$ 23.00 per hour	$ 24.00 per hour

2) FURNITUREMOVING– Provide hourly rate to perform office furniture moving and rearranging

Furniture moving is required for renovations, relocation of offices or to rearrange current furniture. Under most circumstances, notice of 24 hours or more will be given.

Furniture Moving Hourly Rate July 1, 2023 – June 30, 2024 Year 1 of 3	Furniture Moving Hourly Rate July 1, 2024 – June 30, 2025 Year 2 of 3	Furniture Moving Hourly Rate July 1, 2025 – June 30, 2026 Year 3 of 3
$ 25.00 per hour	$ 25.00 per hour	$ 25.00 per hour

3) PRICE per SQUARE FOOT – Future Locations

For any location added to the contract where a price has not been established, a price per square foot will be used to calculate the monthly charge for janitorial services. The City of Troy reserves the right to negotiate the final pricing of the location with the successful bidder. If the successful bidder and City cannot come to an agreement as to the amount to be charged, the City reserves the right to establish a contract with another provider.

Price per Square Foot Future Locations July 1, 2023 – June 30, 2024 Year 1 of 3	Price per Square Foot Future Locations July 1, 2024 – June 30, 2025 Year 2 of 3	Price per Square Foot Future Locations July 1, 2025 – June 30, 2026 Year 3 of 3
$ 0.28 per sq ft	$ 0.32 per sq ft	$ 0.36 per sq ft

500 West Big Beaver
Troy, MI 48084
troymi.gov

J-04b

CITY COUNCIL AGENDA ITEM

Date: May 15, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Rob Maleszyk, Chief Financial Officer
Dee Ann Irby, Controller
Jeanette Menig, Human Resources Director
Emily Frontera, Purchasing Manager

Subject: Award Standard Purchasing Resolution 3 – Exercise Renewal Option - Workers' Compensation Renewal

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History

- The State of Michigan requires the City of Troy to provide workers' disability compensation under Public Act 317 of 1969.
- The Michigan Municipal League (MML) Workers' Compensation Fund has been providing Workers' Compensation coverage to the City of Troy since 1986.
- The MML provides coverage to more than 900 public entities throughout Michigan.
- The MML Workers' Compensation Fund's Pay Lag was an average of 4 days for calendar year 2022 compared to the 25-day average for all of Michigan's 22 Group workers' compensation funds. This is the lowest average number of days of any of the Michigan Group funds. It shows the responsiveness of the MML Workers' Compensation Fund.
- The MML Workers' Compensation Fund is audited annually by the State of Michigan and continues to comply with all State requirements.
- The MML Workers' Compensation Fund 2022 audited Financial report can be found at https://mml.org/wp-content/uploads/2023/01/MML-WC-Fund-Audited-Financial-Statements-at-June-30-2022.pdf
- The MML Workers' Compensation Fund in conjunction with Meadowbrook as the Third-Party Administrator consistently provides:
    - Legal expertise, defense and related expenses
    - Loss control consultation and expertise
    - Expertise in claims specific to municipalities (including Police and Fire claims)
    - Medical Bill Review that mitigates medical expenses
    - Timely customer service to City management and injured employees
    - Responsive services that assist City staff communications with employees, administration and others
    - Knowledge specific to the City of Troy claims including long-term claims
    - When in the City's best interest, they actively monitor and initiate settlement on the City's behalf.

Purchasing

City Management recommends waiving the bid process for the following reasons:

- A different carrier would necessitate City management to work with multiple Third-Party Administrators. New claims would be determined by the new insurance company and existing claims would still be handled by the MML.
- The City has more than 35 years of claims history with the MML Workers' Compensation Fund; The Experience Modifier is calculated based on 3.5 years of claims and payroll history by classification code.
- The City's Experience Modifier has not changed and remains at 1.07. Prior years have been as high as 1.30. This stable experience modifier is a result of the City's ability to train employees on safety which holds our total claims incurred for 2019, 2020, 2021, and half of 2022.
- The City of Troy continues to benefit from the expertise of the MML in the unique provisions of Workers' Compensation that specifically apply to Police Officers and Firefighters.
- If the City were to enroll with a different carrier, current dividends would be frozen for a minimum of two to three years.

Financial

- The City is in receipt of the renewal package from the MML Workers' Compensation Fund which includes a dividend credit attributable to Fund members overall.
- The City will receive a dividend credit of $271,041. The renewal premium for FY 2023-2024 is $493,885 (net of dividend credit). Rates change annually, but the MML Workers' Compensation Fund works to maintain rate stability from year to year. For 2023-2024 average rates are increased by approximately 4.0%.
- Premium cost fluctuates predicated upon the City's payroll by classification code. There is a greater change in premium when employees are added or reduced in the higher risk classes such as Street Operations, Fire, Police and Building Operations.
- The relevant indicator is the Experience Modifier which reflects the City's performance with loss control, return to work programs and overall safety training and performance.
- Funds are budgeted and available in the Workers' Compensation Fund in the 2023-2024 Fiscal Year.

Recommendation

City management recommends it is in the City's best interest to waive the bid process and continue the relationship with the Michigan Municipal League Workers' Compensation Fund. It is recommended that City Council approve the renewal of the City's Workers' Compensation Fund for the net cost of $493,885 as detailed in the attached Michigan Municipal League Workers' Compensation Fund Declaration Page for the Fiscal Year 2023-2024.

Legal Review

This item was submitted to the City Attorney for review pursuant to City Charter Section 3.17.

Michigan Municipal League Workers' Compensation Fund

04/17/2023 Declaration Page 5000410-23

City of Troy
Attn: Lori Thaar
500 W. Big Beaver
Troy, MI 48084

Coverage Period 7/1/2023 to 6/30/2024
RENEWAL

Class Code	Class Description	Estimated Annual Payroll	Rate per $100 of Payroll	Estimated Annual Premium
0106-00	Tree Pruning	67,079	5.75	3,857
5509-00	Street Operations	1,723,628	6.39	110,140
7382-00	Transit Authority/Dial-A-Ride Drivers	251,171	3.65	9,168
7520-00	Water Operations	1,877,036	3.17	59,502
7704-01	Firefighters	1,128,513	4.47	50,445
7704-02	Volunteer/On-Call Firefighters	75,000	6.65	4,988
7720-01	Police Officers	13,988,275	2.52	352,505
8395-00	Garage Operations	920,345	3.00	27,610
8810-01	Clerical-Office	8,624,834	0.37	31,912
8810-02	Elected Officials	36,400	0.20	73
8810-03	Libraries & Museums: Prof/Clerical	2,455,552	0.27	6,630
8820-00	Attorneys/Judges	487,230	0.26	1,267
9015-00	Building Operations	729,162	4.05	29,531
9102-00	Parks & Recreation	2,146,668	2.88	61,824
9103-00	Crossing Guards	37,111	3.43	1,273
9104-00	Lifeguards	149,150	1.50	2,237
9410-00	Municipal Employee	2,924,609	0.61	17,840
	Totals:	$37,621,763		$770,802

Coverage Amount

Employers Liability: $2,000,000
Workers' Compensation: STATUTORY

Premium To Be Billed on Installments: $493,885

Total Standard Premium		$770,802
Experience Modifier: 1.07		$53,956
Modified Premium	=	$824,758
Size of Premium Credit		($59,982)
Expense Constant		$150
Total Estimated Premium	=	$764,926
(Dividend Credit)		($271,041)
NET ESTIMATED ANNUAL PREMIUM	=	$493,885

J-05

CITY COUNCIL AGENDA ITEM

Date: May 9, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
Kurt Bovensiep, Public Works Director
Cindy Stewart, Community Affairs Director

Subject: Oakland County's Urban County Community Development Block Grant Cooperation Agreement for Program Years 2024-2026

History

Oakland County Community and Home Improvement Division are requesting the City of Troy's continued participation in Oakland County's Urban County Community Development Block Grant program for program years 2024-2026. The U.S. Department of Housing and Urban Development requires Oakland to renew the Cooperation Agreement every three years. The City of Troy has been participating in Oakland County's Urban County CDBG Program since 1982. Oakland County handles the majority of the federal paperwork involved in administering the CDBG program. The reduction in administrative burden helps maximize the benefit of each dollar at the local level.

Funding

The City of Troy should receive approximately $178,000 in CDBG funds through the "Urban County" program this year. During the past three years approximately $533,640 has funded such programs as Parks and Recreational Facilities Projects, Non-Residential Historic Preservation (Roof on Barn at the Troy Farm),and Public Services (Yard Assistance for Low Income Seniors and Persons with Disabilities).

Recommendation

It is recommended that City Council approve the resolution for the City of Troy to continue its participation in Oakland County's Urban County Community Development Block Grant Program for program years 2024-2026, which shall be automatically renewed in successive three-year qualification periods of time, or until such time that it is in the best interest of the City of Troy to terminate the Cooperative Agreement.

OAKLAND COUNTY MICHIGAN

OAKLAND COUNTY EXECUTIVE DAVID COULTER

NEIGHBORHOOD
& HOUSING DEVELOPMENT

Shane Bies, Manager
(248) 858-0493 | biess@oakgov.com

May 5, 2023

The Honorable Ethan Baker, Mayor
City of Troy
500 W. Big Beaver
Troy, MI 48084

RE: 2024 - 2026 Cooperation Agreements

Dear Mayor Baker:

We invite the City of Troy to continue participating in the Oakland County urban county Community Development Block Grant (CDBG) program for program years 2024-2026. The City has participated during the past three years. During this period, approximately $533,640 has funded programs to address the needs of low-income residents.

The U. S. Department of Housing and Urban Development (HUD) requires the County to renew its Cooperation Agreement with participating communities every three years. Your participation is essential to the County and the other cities, townships and villages that combine demographics each year to achieve the highest level of federal funding for local projects. Participation in the urban county requires a three-year commitment and your community must remain in the program for the three-year duration. Ifyour community chooses to remain with the urban county, it is ineligible to apply for grants under the State CDBG program while a part of the urban county.

Although Troy has a population of more than 50,000 and is eligible to apply directly for HUD funding, we would like to point out several reasons for the City to consider remaining in the County program. The City receives approximately $177,880 in CDBG funds through the urban county program each year. Besides the annual CDBG allocation, Troy also benefits from the County's HOME Investment Partnerships and Emergency Solutions Grant (ESG) programs. As a participating community, the City will automatically be included in the County HOME and ESG programs.

The HOME program provides low-income residents with access to our award-winning Home Improvement Program. HOME funds are also used to develop affordable rental and owner housing. ESG funds are used to meet the needs of the homeless through emergency shelters, rapid re-housing and homeless prevention assistance. Another benefit is that Oakland County takes care of most of the federal paperwork involved in the CDBG, HOME and ESG programs. The reduction in administrative burden maximizes the benefit of each dollar at the local level.

As a current participant, there is a Cooperation Agreement between the City of Troy and Oakland County on file. This three-year Cooperation Agreement is automatically renewed for each three-year cycle unless an amendment is required by HUD. Your CDBG primary contact was provided a copy of the most current Cooperation Agreement and should have it on file. If you require a copy, please contact us.

In order to continue to participate in the Oakland County urban county program the City must submit the following document to the County by Monday, June 12, 2023:

1) **A resolution (see attached) specifically designed to meet HUD requirements. Please** ensure that the original resolution is signed, dated and certified by the City Clerk. **Alternatively, the original resolution can be signed and dated by the City Clerk and embossed with a seal. Please send us the original resolution and keep a copy for your records.**

If you decide to opt out of the urban county program, a letter signed by the chief executive officer is required. The letter should state that the community intends to opt out of the Oakland County urban county program. Due to federal requirements, you must submit this letter to the County **and** to HUD. Please mail HUD's copy of the letter to Keith E. Hernandez, AICP, Director, Office of Community Planning and Development, U.S. Dept of Housing and Urban Development, Patrick V. McNamara Federal Building 477 Michigan Ave., Ste. 1600, Detroit MI 48226 by **Monday, June 12, 2023.** The County's copy of the letter should be mailed to Samantha Ferguson, Grant Compliance Coordinator, by **Monday, June 12, 2023.** If you have questions, please contact Samantha at (248) 858-5312.

We look forward to three more years of productive partnership.

Sincerely,

Shane Bies, Manager

cc: Cindy Stewart, Community Affairs Director

INTERESTED IN PARTICIPATING – RESOLUTION REQUIRED
Community Development Block Grant (CDBG) Program
Oakland County, Michigan
Urban County Qualification 2024-2026

Resolution Language

We resolve to opt into Oakland County's Urban County Community Development Block Grant (CDBG) programs for the program years 2024, 2025 and 2026. Furthermore, we resolve to remain in Oakland County's Urban County Community Development programs, which shall be automatically renewed in successive three-year qualification periods of time, or until such time that it is in the best interest of the local Community to terminate the Cooperative Agreement.

NOTE: Please ensure that the above resolution is signed, dated and certified in the originals by the Clerk. Alternatively, the resolution can be signed and dated by the Clerk and embossed with a seal. Please keep a copy for your records.

Please send the original by Monday, June 12, 2023 to:
Samantha Ferguson, Grant Compliance Coordinator
Oakland County Neighborhood & Housing Development
250 Elizabeth Lake Road #1900
Pontiac, MI 48341-0414

J-06

500 West Big Beaver
Troy, MI 48084
troymi.gov

CITY COUNCIL AGENDA ITEM

Date: May 17, 2023

To: Mark F. Miller, City Manager

From: Robert J. Bruner, Deputy City Manager
R. Brent Savidant, Community Development Director
G. Scott Finlay, City Engineer
Larysa Figol, Sr. Right-of-Way Representative

Subject: Request for Acceptance of a Quit Claim Deed and Six Permanent Easements, Adler Cove Site Condominium, Sidwell #88-20-13-100-012, 025 & 014

History

As part of the proposed Adler Cove Site Condominium development, the City of Troy received a quit claim deed for detention purposes and six permanent easements for franchise and public utilities, emergency ingress and egress, sanitary sewers, sidewalks, storm sewers and surface drainage, and water mains from Mondrian Properties, LLC and Adler Cove, LLC, owners of the properties having Sidwell #88-20-13-100-012, 025 & 014.

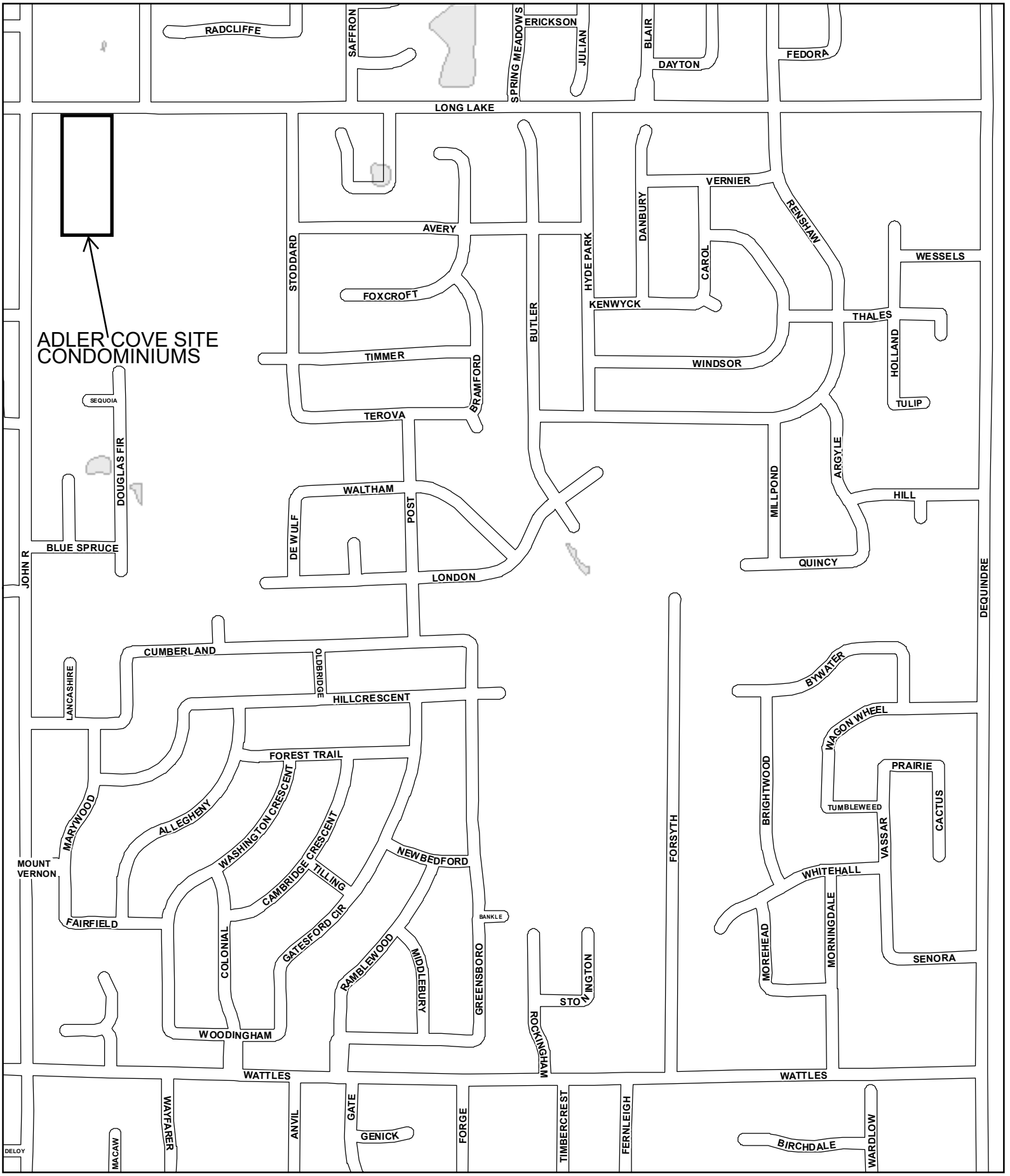
Mondrian Properties, LLC and Adler Cove, LLC propose a 20-unit single family residential site condominium located in the northwest quarter of Section 13, east of John R and south of Long Lake Road. City of Troy Planning Commission granted preliminary site plan approval on February 14, 2022.

Financial

The consideration amount on each document is $1.00.

Recommendation

City Management recommends that City Council accept the attached quit claim deed permanent easements consistent with our policy of accepting easements and deeds for development and improvement purposes.



City of Troy

Section 13

Date: 7/13/2022

QUIT CLAIM DEED

Sidwell # 20-13-100-012 & 025 (pt)

The Grantors, **MONDRIAN PROPERTIES, LLC**, a Michigan limited liability company, whose address is 50215 Schoenherr, Shelby Twp., MI 48315 and **ADLER COVE, LLC**, a Michigan limited liability company, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grant to the Grantee the following described premises situated in the City of Troy, County of Oakland and State of Michigan:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

For the sum of One Dollar ($ 1.00)

Dated this 17 day of May, 2023.

MONDRIAN PROPERTIES, LLC,
a Michigan limited liability company

By _____ (L.S.)
* Joseph Maniaci
Its Manager

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Manager of MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

[SIGNATURES AND ACKNOWLDEGMENTS ON NEXT PAGE]

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
Notary Public, Macomb County, Michigan
My Commission Expires March 29 2026
Acting in Oakland County, Michigan

Prepared by:
Larysa Figol, SR/WA,
City of Troy,
500 West Big Beaver,
Troy, MI 48084

When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084

EXHIBIT "A"

LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

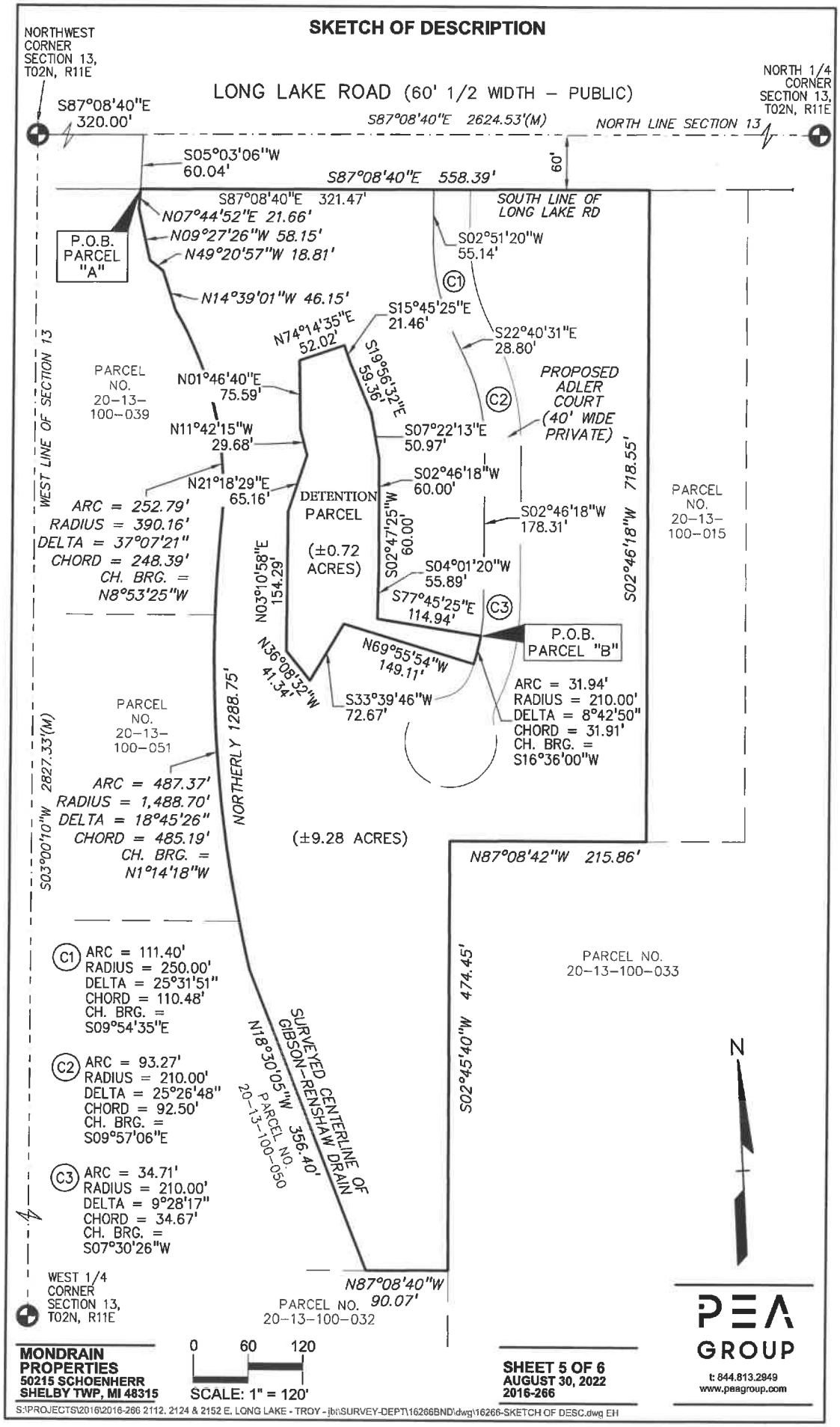
PROPOSED PARCEL B DETENTION AREA

A parcel of land over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, and being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet to the POINT OF BEGINNING;
thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet;
thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet;
thence N36°08'32"W, 41.34 feet; thence N03°10'58"E, 154.29 feet;
thence N21°18'29"E, 65.16 feet; thence N11°42'15"W, 29.68 feet;
thence N01°46'40"E, 75.59 feet; thence N74°14'35"E, 52.02 feet;
thence S15°45'25"E, 21.46 feet; thence S19°56'32"E, 59.36 feet;
thence S07°22'13"E, 50.97 feet; thence S02°46'18"W, 60.00 feet;
thence S02°47'25"W, 60.00 feet; thence S04°01'20"W, 55.89 feet;
thence S77°45'25"E, 114.94 feet to the aforementioned west line of a proposed road and the POINT OF BEGINNING.

Containing 0.72 acres of land, more or less.

SKETCH OF DESCRIPTION



MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

SHEET 5 OF 6
AUGUST 30, 2022
2016-266

PEA GROUP
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PERMANENT EASEMENT
FOR FRANCHISE AND PUBLIC UTILITIES

Sidwell #88-20-13-100-012, 025 & 014 (part of)

MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr, Shelby Twp., MI 48315 and **ADLER COVE, LLC**, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee the right to access, construct, reconstruct, modify, operate, maintain, repair, upgrade, improve, inspect, enlarge or remove and/or replace **franchise and public utilities**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17th day of May A.D. 2023.

MONDRIAN PROPERTIES, LLC,
a Michigan limited liability company

By _____ (L.S.)
* Joseph Maniaci
Its Manager

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17th day of May, 2023, by Joseph Maniaci, Manager of MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, on behalf of the company.

*

Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

STATE OF MICHIGAN)
COUNTY OF Oakland)

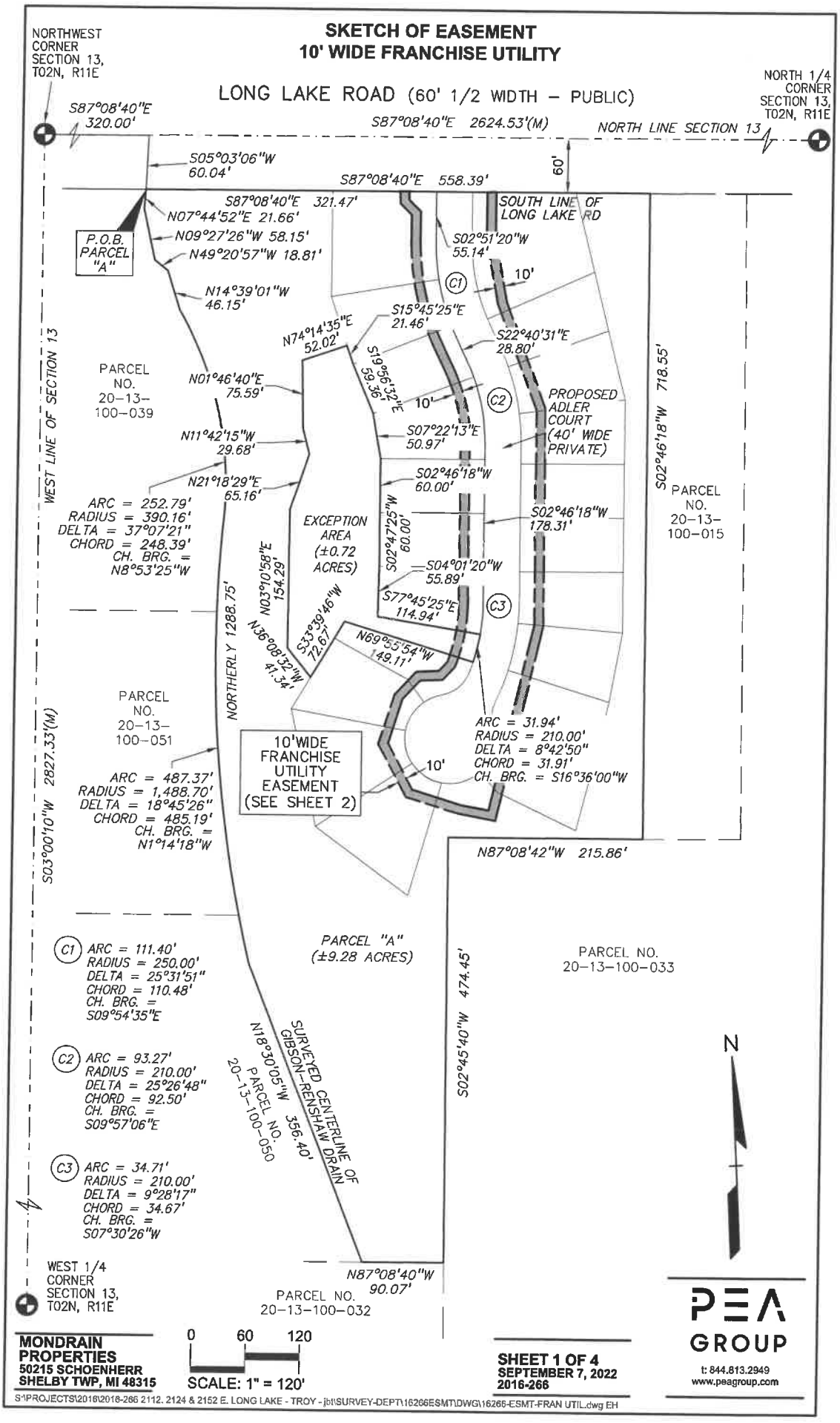
The foregoing instrument was acknowledged before me this 17th day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

Prepared by:
Larysa Figol, SR/WA,
City of Troy,
500 West Big Beaver,
Troy, MI 48084

When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084


SKETCH OF EASEMENT
10' WIDE FRANCHISE UTILITY
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
S87°08'40"E 558.39'
60'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
P.O.B. PARCEL "A"
N14°39'01"W 46.15'
S02°51'20"W 55.14'
C1
10'
S15°45'25"E 21.46'
S22°40'31"E 28.80'
N74°14'35"E 52.02'
S19°56'32"E 59.36'
PARCEL NO. 20-13-100-039
N01°46'40"E 75.59'
10'
C2
PROPOSED ADLER COURT (40' WIDE PRIVATE)
S07°22'13"E 50.97'
N11°42'15"W 29.68'
S02°46'18"W 60.00'
N21°18'29"E 65.16'
S02°46'18"W 718.55'
PARCEL NO. 20-13-100-015
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
EXCEPTION AREA (±0.72 ACRES)
S02°47'25"W 60.00'
S02°46'18"W 178.31'
S04°01'20"W 55.89'
N03°10'58"E 154.29'
S77°45'25"E 114.94'
C3
S33°39'46"W 72.67'
N36°08'32"W 41.34'
N69°55'54"W 149.11'
WEST LINE OF SECTION 13
NORTHERLY 1288.75'
S03°00'10"W 2827.33'(M)
PARCEL NO. 20-13-100-051
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
10'WIDE FRANCHISE UTILITY EASEMENT (SEE SHEET 2)
10'
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
N87°08'42"W 215.86'
C1 ARC = 111.40'
RADIUS = 250.00'
DELTA = 25°31'51"
CHORD = 110.48'
CH. BRG. = S09°54'35"E
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
C2 ARC = 93.27'
RADIUS = 210.00'
DELTA = 25°26'48"
CHORD = 92.50'
CH. BRG. = S09°57'06"E
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
C3 ARC = 34.71'
RADIUS = 210.00'
DELTA = 9°28'17"
CHORD = 34.67'
CH. BRG. = S07°30'26"W
N
WEST 1/4 CORNER SECTION 13, T02N, R11E
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 1 OF 4
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
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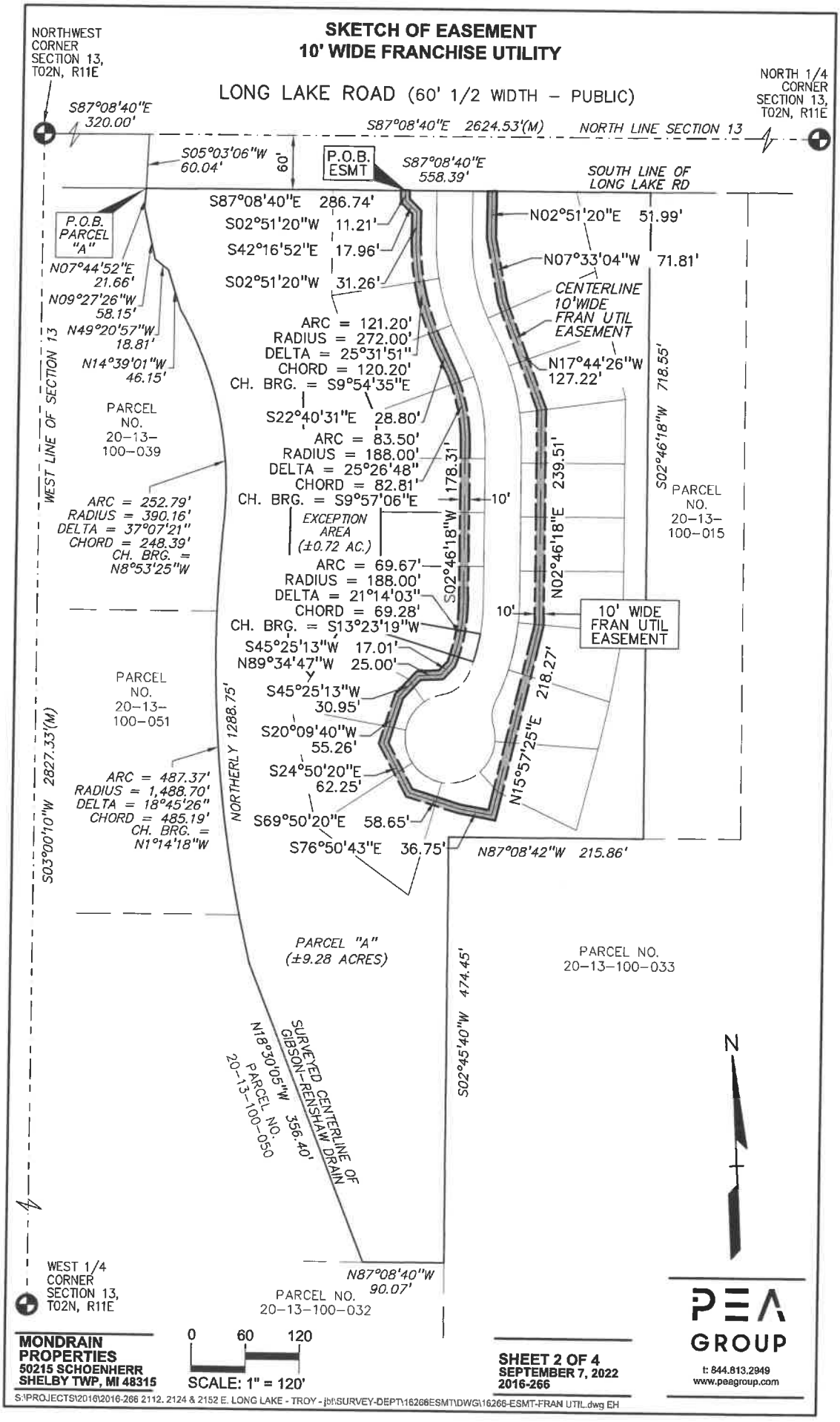
SKETCH OF EASEMENT
10' WIDE FRANCHISE UTILITY
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
P.O.B. ESMT
S87°08'40"E 558.39'
SOUTH LINE OF LONG LAKE RD
P.O.B. PARCEL "A"
S87°08'40"E 286.74'
S02°51'20"W 11.21'
S42°16'52"E 17.96'
S02°51'20"W 31.26'
N02°51'20"E 51.99'
N07°33'04"W 71.81'
CENTERLINE 10'WIDE FRAN UTIL EASEMENT
N17°44'26"W 127.22'
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
WEST LINE OF SECTION 13
ARC = 121.20'
RADIUS = 272.00'
DELTA = 25°31'51"
CHORD = 120.20'
CH. BRG. = S9°54'35"E
S22°40'31"E 28.80'
ARC = 83.50'
RADIUS = 188.00'
DELTA = 25°26'48"
CHORD = 82.81'
CH. BRG. = S9°57'06"E
178.31'
10'
EXCEPTION AREA (±0.72 AC.)
S02°46'18"W 718.55'
PARCEL NO. 20-13-100-015
PARCEL NO. 20-13-100-039
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
ARC = 69.67'
RADIUS = 188.00'
DELTA = 21°14'03"
CHORD = 69.28'
CH. BRG. = S13°23'19"W
S02°46'18"W
N02°46'18"E 239.51'
10'
10' WIDE FRAN UTIL EASEMENT
S45°25'13"W 17.01'
N89°34'47"W 25.00'
S45°25'13"W 30.95'
S20°09'40"W 55.26'
S24°50'20"E 62.25'
S69°50'20"E 58.65'
S76°50'43"E 36.75'
N15°57'25"E 218.27'
N87°08'42"W 215.86'
PARCEL NO. 20-13-100-051
NORTHERLY 1288.75'
S03°00'10"W 2827.33'(M)
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
WEST 1/4 CORNER SECTION 13, T02N, R11E
N
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 2 OF 4
SEPTEMBER 7, 2022
2016-266
PEA GROUP
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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

PROPOSED PARCEL A

A parcel of land over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, and being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width) and the POINT OF BEGINNING;
thence along said south line, S87°08'40"E, 558.39 feet;
thence S02°46'18"W, 718.55 feet; thence N87°08'42"W, 215.86 feet;
thence S02°45'40"W, 474.45 feet; thence N87°08'40"W, 90.07 feet to the surveyed centerline of the Gibson–Renshaw Drain;
thence Northerly 1288.75 feet along said drain centerline, the surveyed centerline of said drain being described as the following seven (7) courses: 1) N18°30'05"W, 356.40 feet and 2) 487.37 feet along an arc of a curve to the right, having a radius of 1488.70 feet and a chord that bears N01°14'18"W, 485.19 feet and 3) 252.79 feet along an arc of a curve to the left, having a radius of 390.16 feet and a chord that bears N08°53'25"W, 248.39 feet and 4) N14°39'01"W, 46.15 feet and 5) N49°20'57"W, 18.81 feet and 6) N09°27'26"W, 58.15 feet and 7) N07°44'52"E, 21.66 feet to aforementioned south line of Long Lake Road and the POINT OF BEGINNING

EXCEPT that portion of land being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet to the POINT OF BEGINNING;
thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet;
thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet;
thence N36°08'32"W, 41.34 feet; thence N03°10'58"E, 154.29 feet;
thence N21°18'29"E, 65.16 feet; thence N11°42'15"W, 29.68 feet;
thence N01°46'40"E, 75.59 feet; thence N74°14'35"E, 52.02 feet;
thence S15°45'25"E, 21.46 feet; thence S19°56'32"E, 59.36 feet;
thence S07°22'13"E, 50.97 feet; thence S02°46'18"W, 60.00 feet;
thence S02°47'25"W, 60.00 feet; thence S04°01'20"W, 55.89 feet;
thence S77°45'25"E, 114.94 feet to the aforementioned west line of a proposed road and the POINT OF BEGINNING.

Containing 9.28 acres of land, more or less.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 3 OF 4
SEPTEMBER 7, 2022
2016-266

PEA GROUP
t: 844.813.2949
www.peagroup.com

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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

10' WIDE FRANCHISE UTILITY EASEMENT

A 10 foot wide franchise utility easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 286.74 feet to the POINT OF BEGINNING;
thence S02°51'20"W, 11.21 feet;
thence S42°16'52"E, 17.96 feet;
thence S02°51'20"W, 31.26 feet;
thence 121.20 feet along an arc of a curve to the left, having a radius of 272.00 feet and a chord that bears S09°54'35"E, 120.20 feet;
thence S22°40'31"E, 28.80 feet;
thence 83.50 feet along an arc of a curve to the right, having a radius of 188.00 feet and a chord that bears S09°57'06"E, 82.81 feet;
thence S02°46'18"W, 178.31 feet;
thence 69.67 feet along an arc of a curve to the right, having a radius of 188.00 feet and a chord that bears S13°23'19"W, 69.28 feet;
thence S45°25'13"W, 17.01 feet;
thence N89°34'47"W, 25.00 feet;
thence S45°25'13"W, 30.95 feet;
thence S20°09'40"W, 55.26 feet;
thence S24°50'20"E, 62.25 feet;
thence S69°50'20"E, 58.65 feet;
thence S76°50'43"E, 36.75 feet;
thence N15°57'25"E, 218.27 feet;
thence N02°46'18"E, 239.51 feet;
thence N17°44'26"W, 127.22 feet;
thence N07°33'04"W, 71.81 feet;
thence N02°51'20"E, 51.99 feet to the aforementioned south line of Long Lake Road and the POINT OF ENDING.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 4 OF 4
SEPTEMBER 7, 2022
2016-266

PEA GROUP
t: 844.813.2949
www.peagroup.com

S:\PROJECTS\2016\2016-266 2112, 2124 & 2152 E. LONG LAKE - TROY - jbt\SURVEY-DEPT\16266ESMT\DWG\16266-ESMT-FRAN UTIL.dwg EH

PERMANENT EASEMENT
FOR SANITARY SEWERS

Sidwell #88-20-13-100-025 & 014 (part of)

ADLER COVE, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee the right to access, construct, reconstruct, modify, operate, maintain, repair, upgrade, improve, inspect, enlarge or remove and/or replace **sanitary sewers**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17th day of May A.D. 2023.

ADLER COVE, LLC,
a Michigan limited liability company

By _____ (L.S.)
* Joseph Maniaci
Its Member

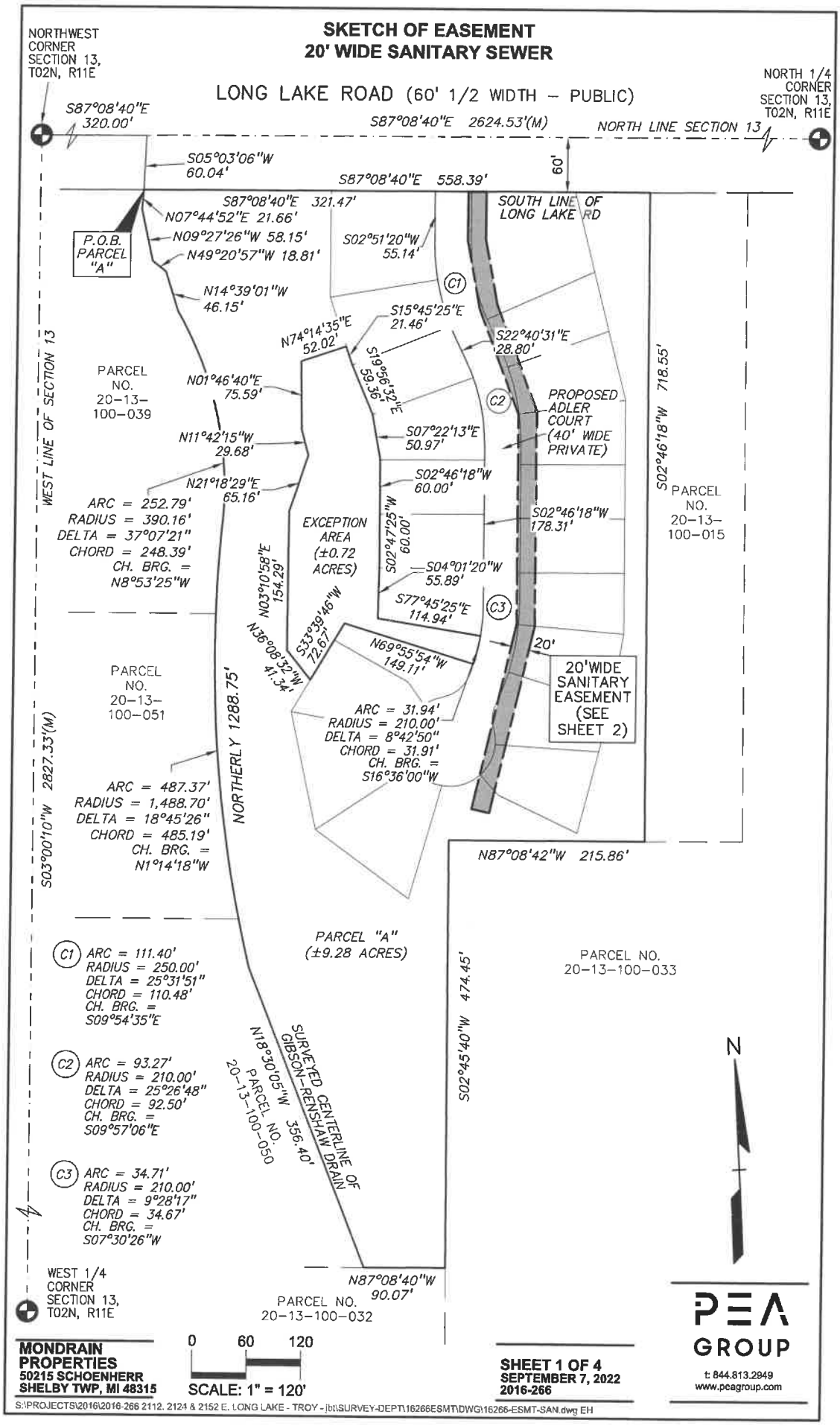
STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17th day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

Prepared by: Larysa Figol, Engineering Department, City of Troy, 500 West Big Beaver, Troy, MI 48084
When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084


SKETCH OF EASEMENT
20' WIDE SANITARY SEWER
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
S87°08'40"E 558.39'
60'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
P.O.B. PARCEL "A"
S02°51'20"W 55.14'
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S15°45'25"E 21.46'
N74°14'35"E 52.02'
S22°40'31"E 28.80'
S19°56'32"E 59.36'
WEST LINE OF SECTION 13
PARCEL NO. 20-13-100-039
N01°46'40"E 75.59'
PROPOSED ADLER COURT (40' WIDE PRIVATE)
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S02°46'18"W 178.31'
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
EXCEPTION AREA (±0.72 ACRES)
S02°47'25"W 60.00'
N03°10'58"E 154.29'
S04°01'20"W 55.89'
S77°45'25"E 114.94'
S33°39'46"W 72.67'
N36°08'32"W 41.34'
N69°55'54"W 149.11'
20'
20'WIDE SANITARY EASEMENT (SEE SHEET 2)
PARCEL NO. 20-13-100-051
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
NORTHERLY 1288.75'
S03°00'10"W 2827.33'(M)
N87°08'42"W 215.86'
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-033
C1 ARC = 111.40'
RADIUS = 250.00'
DELTA = 25°31'51"
CHORD = 110.48'
CH. BRG. = S09°54'35"E
C2 ARC = 93.27'
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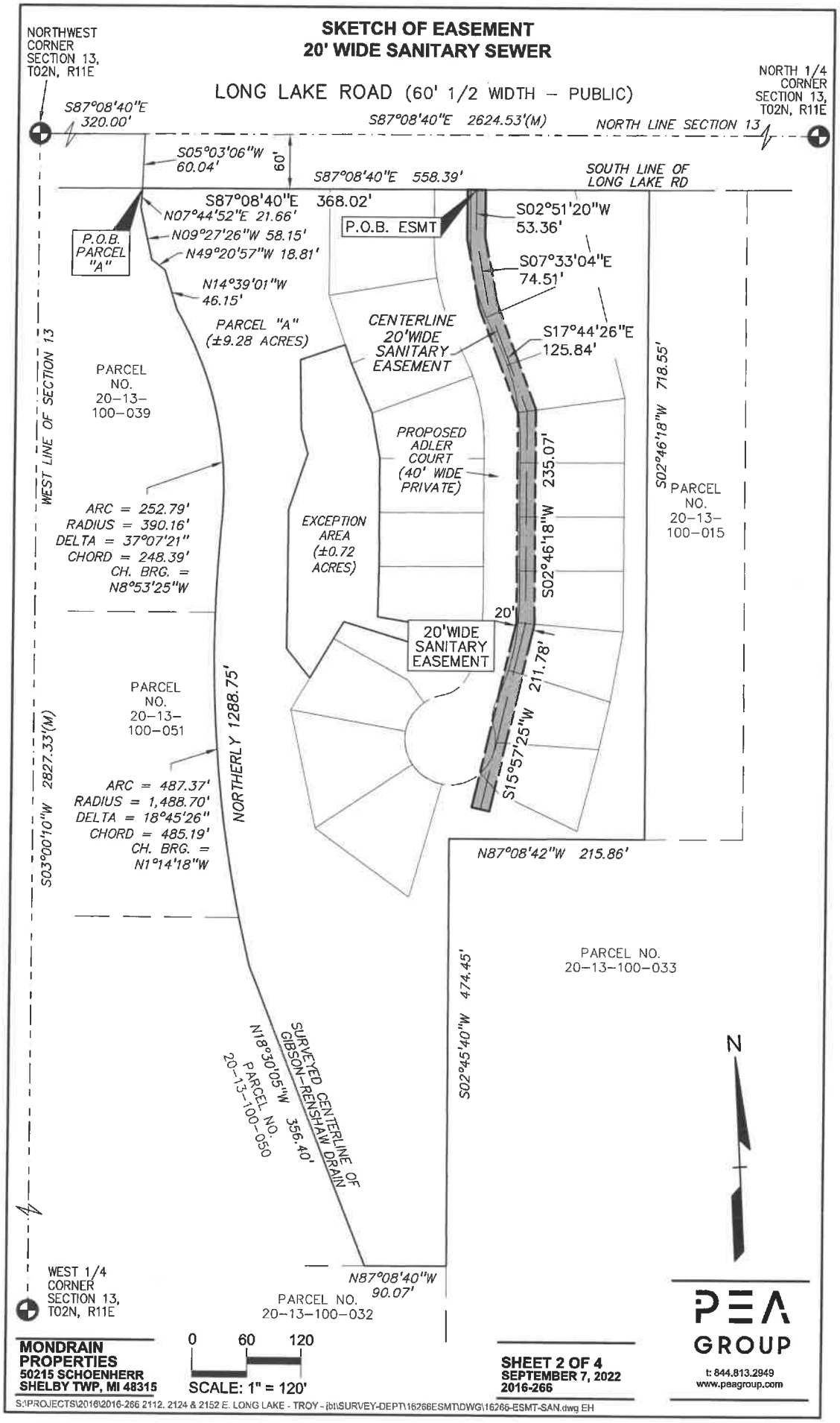
DELTA = 25°26'48"
CHORD = 92.50'
CH. BRG. = S09°57'06"E
C3 ARC = 34.71'
RADIUS = 210.00'
DELTA = 9°28'17"
CHORD = 34.67'
CH. BRG. = S07°30'26"W
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
S02°45'40"W 474.45'
N
WEST 1/4 CORNER SECTION 13, T02N, R11E
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
0 60 120
SCALE: 1" = 120'
SHEET 1 OF 4
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
www.peagroup.com
S:\PROJECTS\2016\2016-266 2112, 2124 & 2152 E. LONG LAKE - TROY - jbt\SURVEY-DEPT\16266ESMT\DWG\16266-ESMT-SAN.dwg EH


SKETCH OF EASEMENT
20' WIDE SANITARY SEWER
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
SOUTH LINE OF LONG LAKE RD
S87°08'40"E 368.02'
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
P.O.B. ESMT
S02°51'20"W 53.36'
S07°33'04"E 74.51'
S17°44'26"E 125.84'
PARCEL "A" (±9.28 ACRES)
CENTERLINE 20'WIDE SANITARY EASEMENT
WEST LINE OF SECTION 13
PARCEL NO. 20-13-100-039
PROPOSED ADLER COURT (40' WIDE PRIVATE)
S02°46'18"W 718.55'
PARCEL NO. 20-13-100-015
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
EXCEPTION AREA (±0.72 ACRES)
S02°46'18"W 235.07'
20'
20'WIDE SANITARY EASEMENT
S15°57'25"W 211.78'
PARCEL NO. 20-13-100-051
NORTHERLY 1288.75'
S03°00'10"W 2827.33'(M)
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
N87°08'42"W 215.86'
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
N
WEST 1/4 CORNER SECTION 13, T02N, R11E
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
0 60 120
SCALE: 1" = 120'
SHEET 2 OF 4
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
www.peagroup.com
S:\PROJECTS\2016\2016-266 2112, 2124 & 2152 E. LONG LAKE - TROY - jb\SURVEY-DEPT\16266ESMT\DWG\16266-ESMT-SAN.dwg EH

LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

20' WIDE SANITARY SEWER EASEMENT

A 20 foot wide sanitary sewer easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 368.02 feet to the POINT OF BEGINNING;
thence S02°51'20"W, 53.36 feet;
thence S07°33'04"E, 74.51 feet;
thence S17°44'26"E, 125.84 feet;
thence S02°46'18"W, 235.07 feet;
thence S15°57'25"W, 211.78 feet to the POINT OF ENDING.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 4 OF 4
SEPTEMBER 7, 2022
2016-266

PEA GROUP
t: 844.813.2949
www.peagroup.com

S:\PROJECTS\2016\2016-266 2112, 2124 & 2152 E. LONG LAKE - TROY - jbt\SURVEY-DEPT\16266ESMT\DWG\16266-ESMT-SAN.dwg EH

PERMANENT EASEMENT
FOR SIDEWALKS

Sidwell #88-20-13-100-025 & 014 (part of)

ADLER COVE, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee the right to access, construct, reconstruct, modify, operate, maintain, repair, upgrade, improve, inspect, enlarge or remove and/or replace **sidewalks**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17th day of May A.D. 2023.

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

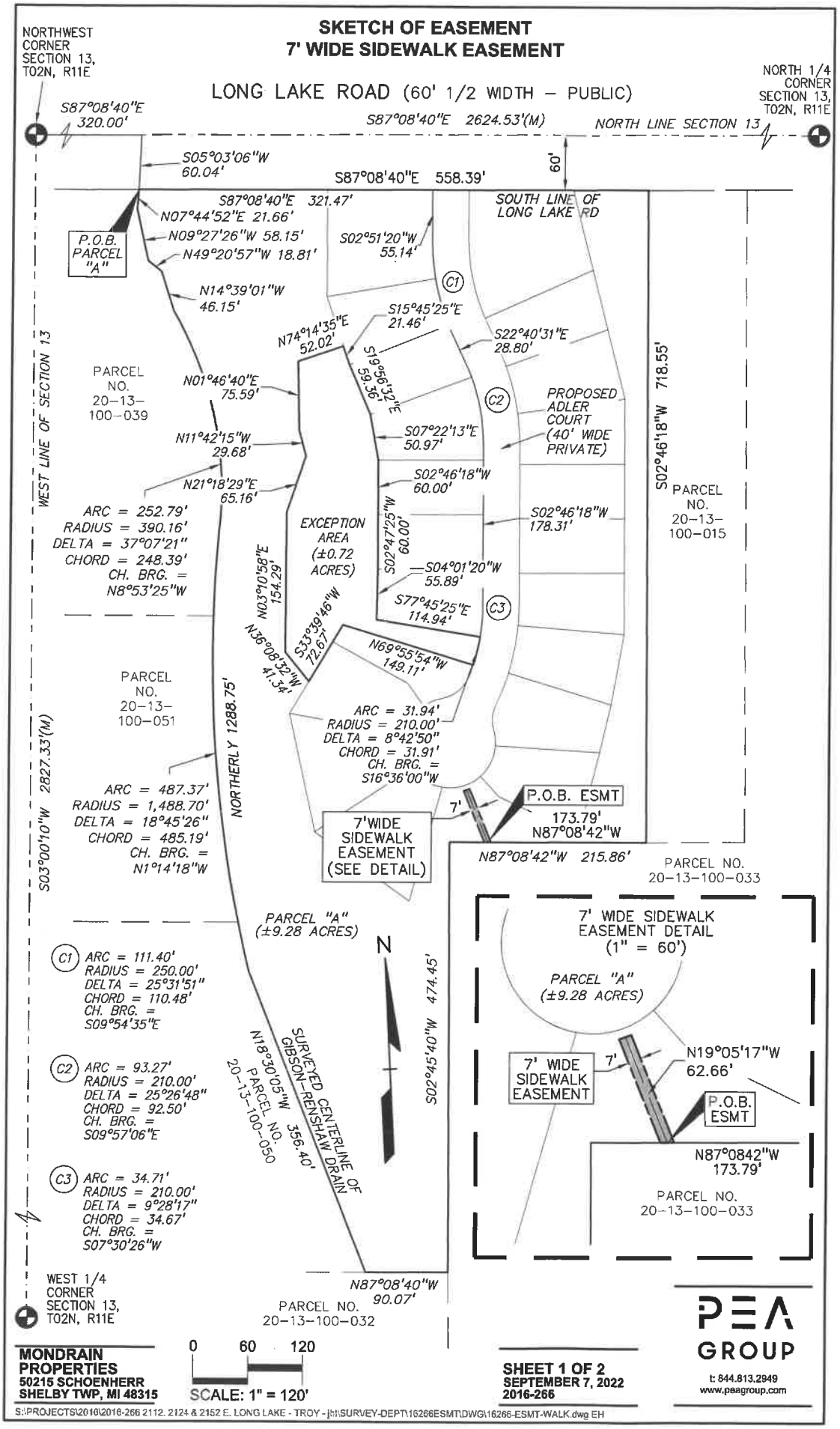
STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17th day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

*
Notary Public, Macomb County, Michigan
My Commission Expires _____
Acting in Oakland County, Michigan

Prepared by: Larysa Figol, Engineering Department, City of Troy, 500 West Big Beaver, Troy, MI 48084
When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084


SKETCH OF EASEMENT
7' WIDE SIDEWALK EASEMENT
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
WEST 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
S87°08'40"E 558.39'
60'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
S02°51'20"W 55.14'
C1
S15°45'25"E 21.46'
S22°40'31"E 28.80'
N74°14'35"E 52.02'
S19°56'32"E 59.36'
C2
PROPOSED ADLER COURT (40' WIDE PRIVATE)
PARCEL NO. 20-13-100-039
N01°46'40"E 75.59'
N11°42'15"W 29.68'
N21°18'29"E 65.16'
S07°22'13"E 50.97'
S02°46'18"W 60.00'
S02°46'18"W 718.55'
PARCEL NO. 20-13-100-015
S02°46'18"W 178.31'
S02°47'25"W 60.00'
EXCEPTION AREA (±0.72 ACRES)
S04°01'20"W 55.89'
S77°45'25"E 114.94'
C3
N03°10'58"E 154.29'
S33°39'46"W 72.67'
N36°08'32"W 41.34'
N69°55'54"W 149.11'
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
PARCEL NO. 20-13-100-051
NORTHERLY 1288.75'
WEST LINE OF SECTION 13
S03°00'10"W 2827.33'(M)
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
7'WIDE SIDEWALK EASEMENT (SEE DETAIL)
7'
P.O.B. ESMT
173.79'
N87°08'42"W
N87°08'42"W 215.86'
PARCEL NO. 20-13-100-033
PARCEL "A" (±9.28 ACRES)
N
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
C1 ARC = 111.40' RADIUS = 250.00' DELTA = 25°31'51" CHORD = 110.48' CH. BRG. = S09°54'35"E
C2 ARC = 93.27' RADIUS = 210.00' DELTA = 25°26'48" CHORD = 92.50' CH. BRG. = S09°57'06"E
C3 ARC = 34.71' RADIUS = 210.00' DELTA = 9°28'17" CHORD = 34.67' CH. BRG. = S07°30'26"W
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
7' WIDE SIDEWALK EASEMENT DETAIL (1" = 60')
PARCEL "A" (±9.28 ACRES)
7' WIDE SIDEWALK EASEMENT
7'
N19°05'17"W 62.66'
P.O.B. ESMT
N87°0842"W 173.79'
PARCEL NO. 20-13-100-033
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 1 OF 2
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
www.peagroup.com
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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

PROPOSED PARCEL A

A parcel of land over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, and being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width) and the POINT OF BEGINNING;
thence along said south line, S87°08'40"E, 558.39 feet;
thence S02°46'18"W, 718.55 feet; thence N87°08'42"W, 215.86 feet;
thence S02°45'40"W, 474.45 feet; thence N87°08'40"W, 90.07 feet to the surveyed centerline of the Gibson–Renshaw Drain;
thence Northerly 1288.75 feet along said drain centerline, the surveyed centerline of said drain being described as the following seven (7) courses: 1) N18°30'05"W, 356.40 feet and 2) 487.37 feet along an arc of a curve to the right, having a radius of 1488.70 feet and a chord that bears N01°14'18"W, 485.19 feet and 3) 252.79 feet along an arc of a curve to the left, having a radius of 390.16 feet and a chord that bears N08°53'25"W, 248.39 feet and 4) N14°39'01"W, 46.15 feet and 5) N49°20'57"W, 18.81 feet and 6) N09°27'26"W, 58.15 feet and 7) N07°44'52"E, 21.66 feet to aforementioned south line of Long Lake Road and the POINT OF BEGINNING

EXCEPT that portion of land being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet to the POINT OF BEGINNING;
thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet;
thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet;
thence N36°08'32"W, 41.34 feet; thence N03°10'58"E, 154.29 feet;
thence N21°18'29"E, 65.16 feet; thence N11°42'15"W, 29.68 feet;
thence N01°46'40"E, 75.59 feet; thence N74°14'35"E, 52.02 feet;
thence S15°45'25"E, 21.46 feet; thence S19°56'32"E, 59.36 feet;
thence S07°22'13"E, 50.97 feet; thence S02°46'18"W, 60.00 feet;
thence S02°47'25"W, 60.00 feet; thence S04°01'20"W, 55.89 feet;
thence S77°45'25"E, 114.94 feet to the aforementioned west line of a proposed road and the POINT OF BEGINNING.

Containing 9.28 acres of land, more or less.

LEGAL DESCRIPTION (Per PEA Group)

7' WIDE SIDEWALK EASEMENT

A 7 foot wide sidewalk easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 558.39 feet; thence S02°46'18"W, 718.55 feet; thence N87°08'42"W, 173.79 feet to the POINT OF BEGINNING;
thence N19°05'17"W, 62.66 feet to the POINT OF ENDING.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 2 OF 2
SEPTEMBER 7, 2022
2016-266

PEA GROUP
t: 844.813.2949
www.peagroup.com

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PERMANENT EASEMENT
FOR STORM SEWERS AND SURFACE DRAINAGE

Sidwell #88-20-13-100-012, 025 & 014 (part of)

MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr, Shelby Twp., MI 48315 and **ADLER COVE, LLC**, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee the right to access, construct, reconstruct, modify, operate, maintain, repair, upgrade, improve, inspect, enlarge or remove and/or replace **storm sewers and surface drainage**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17 day of May A.D. 2023.

MONDRIAN PROPERTIES, LLC,
a Michigan limited liability company

By _____ (L.S.)
* Joseph Maniaci
Its Manager

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17th day of May, 2023, by Joseph Maniaci, Manager of MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

STATE OF MICHIGAN)
COUNTY OF Oakland)

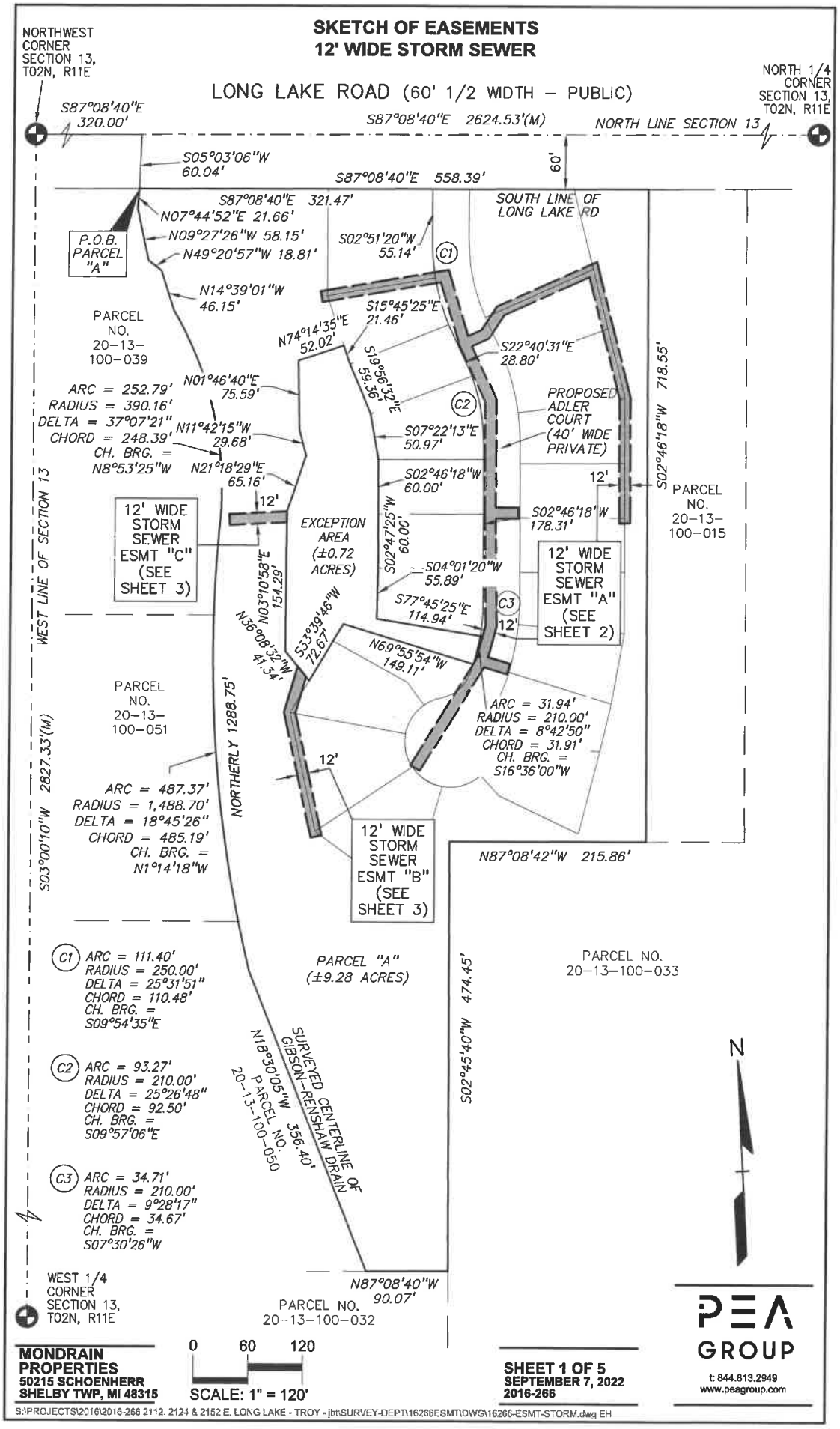
The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29 2026
Acting in Oakland County, Michigan

Prepared by:
Larysa Figol, SR/WA,
City of Troy,
500 West Big Beaver,
Troy, MI 48084

When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084


SKETCH OF EASEMENTS
12' WIDE STORM SEWER
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
WEST 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
S02°51'20"W 55.14'
C1
S15°45'25"E 21.46'
S22°40'31"E 28.80'
N74°14'35"E 52.02'
S19°56'32"E 59.36'
C2
PROPOSED ADLER COURT (40' WIDE PRIVATE)
PARCEL NO. 20-13-100-039
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
N01°46'40"E 75.59'
N11°42'15"W 29.68'
N21°18'29"E 65.16'
S07°22'13"E 50.97'
S02°46'18"W 60.00'
S02°46'18"W 718.55'
12'
PARCEL NO. 20-13-100-015
S02°46'18"W 178.31'
12' WIDE STORM SEWER ESMT "C" (SEE SHEET 3)
EXCEPTION AREA (±0.72 ACRES)
S02°47'25"W 60.00'
S04°01'20"W 55.89'
12' WIDE STORM SEWER ESMT "A" (SEE SHEET 2)
S77°45'25"E 114.94'
C3
12'
N03°10'58"E 154.29'
S33°39'46"W 72.67'
N36°08'32"W 41.54'
N69°55'54"W 149.11'
WEST LINE OF SECTION 13
S03°00'10"W 2827.33'(M)
PARCEL NO. 20-13-100-051
NORTHERLY 1288.75'
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
12'
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
12' WIDE STORM SEWER ESMT "B" (SEE SHEET 3)
N87°08'42"W 215.86'
C1 ARC = 111.40'
RADIUS = 250.00'
DELTA = 25°31'51"
CHORD = 110.48'
CH. BRG. = S09°54'35"E
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
C2 ARC = 93.27'
RADIUS = 210.00'
DELTA = 25°26'48"
CHORD = 92.50'
CH. BRG. = S09°57'06"E
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
C3 ARC = 34.71'
RADIUS = 210.00'
DELTA = 9°28'17"
CHORD = 34.67'
CH. BRG. = S07°30'26"W
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
N
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 1 OF 5
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
www.peagroup.com
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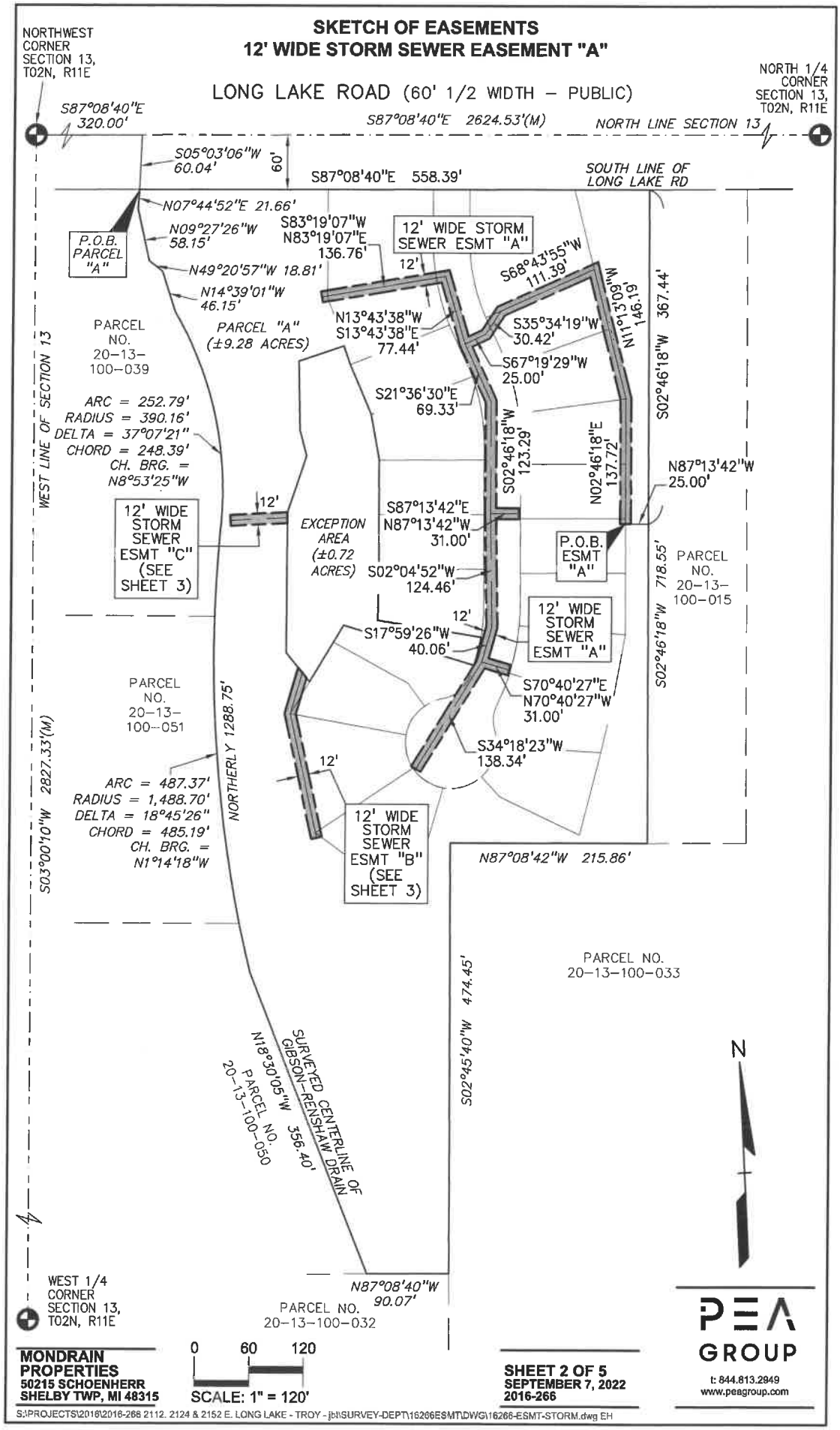
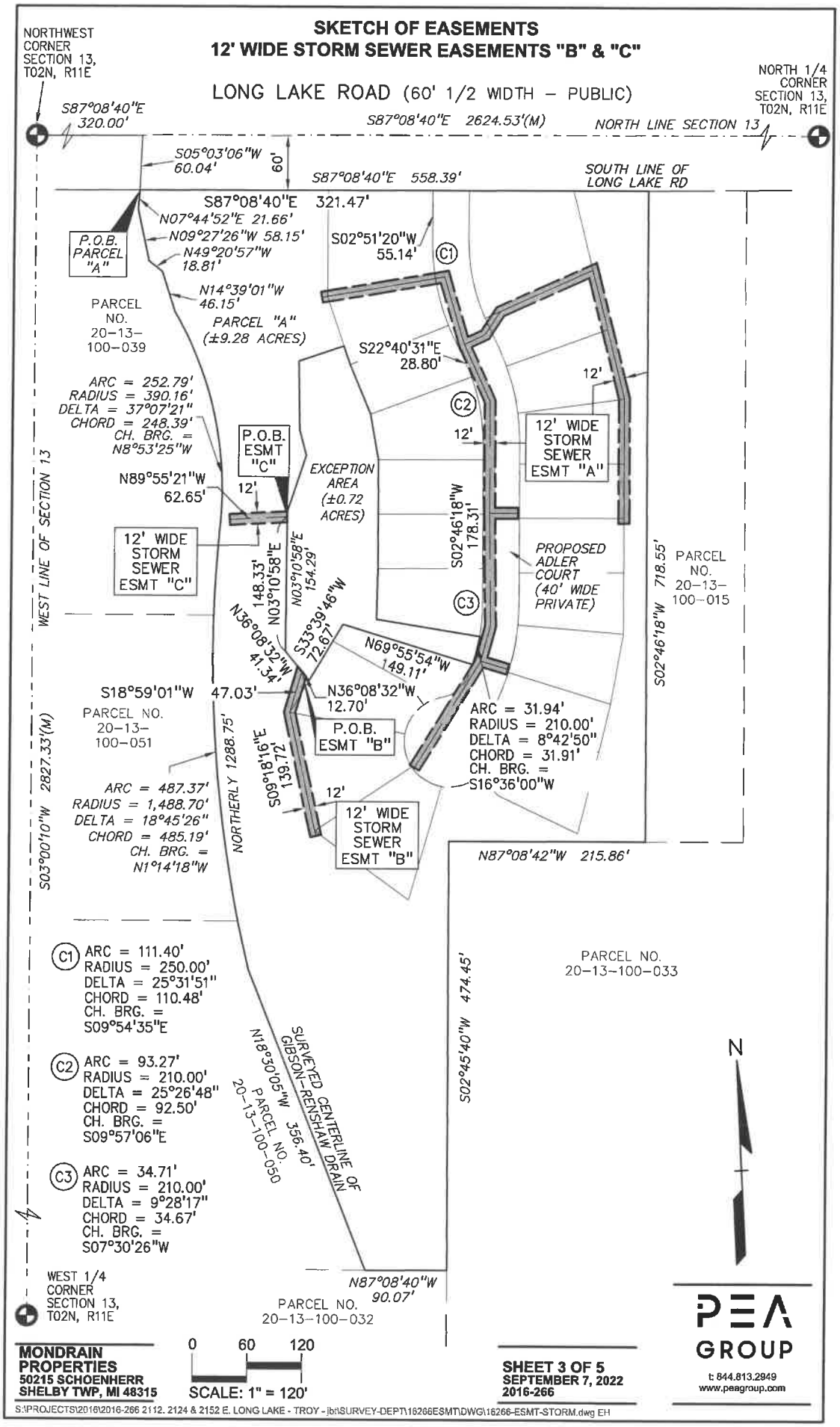

SKETCH OF EASEMENTS
12' WIDE STORM SEWER EASEMENT "A"
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
WEST 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-039
WEST LINE OF SECTION 13
S03°00'10"W 2827.33'(M)
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
12' WIDE STORM SEWER ESMT "C" (SEE SHEET 3)
S83°19'07"W 136.76'
N83°19'07"E
12' WIDE STORM SEWER ESMT "A"
S68°43'55"W 111.39'
N11°13'09"W 146.19'
N13°43'38"W 77.44'
S13°43'38"E
S35°34'19"W 30.42'
S67°19'29"W 25.00'
S21°36'30"E 69.33'
S02°46'18"W 123.29'
N02°46'18"E 137.72'
S02°46'18"W 367.44'
N87°13'42"W 25.00'
EXCEPTION AREA (±0.72 ACRES)
S87°13'42"E
N87°13'42"W 31.00'
P.O.B. ESMT "A"
S02°04'52"W 124.46'
PARCEL NO. 20-13-100-015
S02°46'18"W 718.55'
12' WIDE STORM SEWER ESMT "A"
S17°59'26"W 40.06'
S70°40'27"E
N70°40'27"W 31.00'
S34°18'23"W 138.34'
PARCEL NO. 20-13-100-051
NORTHERLY 1288.75'
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
12' WIDE STORM SEWER ESMT "B" (SEE SHEET 3)
N87°08'42"W 215.86'
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
N
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 2 OF 5
SEPTEMBER 7, 2022
2016-266
PEA GROUP
t: 844.813.2949
www.peagroup.com
S:\PROJECTS\2016\2016-266 2112, 2124 & 2152 E. LONG LAKE - TROY - jb\SURVEY-DEPT\16266ESMT\DWG\16266-ESMT-STORM.dwg EH


SKETCH OF EASEMENTS
12' WIDE STORM SEWER EASEMENTS "B" & "C"
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
SOUTH LINE OF LONG LAKE RD
S87°08'40"E 321.47'
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
PARCEL NO. 20-13-100-039
PARCEL "A" (±9.28 ACRES)
S02°51'20"W 55.14'
C1
S22°40'31"E 28.80'
C2
12'
12' WIDE STORM SEWER ESMT "A"
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
P.O.B. ESMT "C"
EXCEPTION AREA (±0.72 ACRES)
N89°55'21"W 62.65'
12' WIDE STORM SEWER ESMT "C"
N03°10'58"E 148.33'
N03°10'58"E 154.29'
S02°46'18"W 178.31'
PROPOSED ADLER COURT (40' WIDE PRIVATE)
C3
PARCEL NO. 20-13-100-015
S02°46'18"W 718.55'
WEST LINE OF SECTION 13
S03°00'10"W 2827.33'(M)
N36°08'32"W 41.34'
S33°39'46"W 72.67'
N69°55'54"W 149.11'
S18°59'01"W 47.03'
N36°08'32"W 12.70'
P.O.B. ESMT "B"
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
PARCEL NO. 20-13-100-051
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
NORTHERLY 1288.75'
S09°18'16"E 139.72'
12' WIDE STORM SEWER ESMT "B"
N87°08'42"W 215.86'
C1 ARC = 111.40'
RADIUS = 250.00'
DELTA = 25°31'51"
CHORD = 110.48'
CH. BRG. = S09°54'35"E
C2 ARC = 93.27'
RADIUS = 210.00'
DELTA = 25°26'48"
CHORD = 92.50'
CH. BRG. = S09°57'06"E
C3 ARC = 34.71'
RADIUS = 210.00'
DELTA = 9°28'17"
CHORD = 34.67'
CH. BRG. = S07°30'26"W
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
N
WEST 1/4 CORNER SECTION 13, T02N, R11E
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
0 60 120
SCALE: 1" = 120'
SHEET 3 OF 5
SEPTEMBER 7, 2022
2016-266
PEA GROUP
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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

PROPOSED PARCEL A

A parcel of land over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, and being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width) and the POINT OF BEGINNING;
thence along said south line, S87°08'40"E, 558.39 feet;
thence S02°46'18"W, 718.55 feet; thence N87°08'42"W, 215.86 feet;
thence S02°45'40"W, 474.45 feet; thence N87°08'40"W, 90.07 feet to the surveyed centerline of the Gibson–Renshaw Drain;
thence Northerly 1288.75 feet along said drain centerline, the surveyed centerline of said drain being described as the following seven (7) courses: 1) N18°30'05"W, 356.40 feet and 2) 487.37 feet along an arc of a curve to the right, having a radius of 1488.70 feet and a chord that bears N01°14'18"W, 485.19 feet and 3) 252.79 feet along an arc of a curve to the left, having a radius of 390.16 feet and a chord that bears N08°53'25"W, 248.39 feet and 4) N14°39'01"W, 46.15 feet and 5) N49°20'57"W, 18.81 feet and 6) N09°27'26"W, 58.15 feet and 7) N07°44'52"E, 21.66 feet to aforementioned south line of Long Lake Road and the POINT OF BEGINNING

EXCEPT that portion of land being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet to the POINT OF BEGINNING;
thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet;
thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet;
thence N36°08'32"W, 41.34 feet; thence N03°10'58"E, 154.29 feet;
thence N21°18'29"E, 65.16 feet; thence N11°42'15"W, 29.68 feet;
thence N01°46'40"E, 75.59 feet; thence N74°14'35"E, 52.02 feet;
thence S15°45'25"E, 21.46 feet; thence S19°56'32"E, 59.36 feet;
thence S07°22'13"E, 50.97 feet; thence S02°46'18"W, 60.00 feet;
thence S02°47'25"W, 60.00 feet; thence S04°01'20"W, 55.89 feet;
thence S77°45'25"E, 114.94 feet to the aforementioned west line of a proposed road and the POINT OF BEGINNING.

Containing 9.28 acres of land, more or less.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 4 OF 5
SEPTEMBER 7, 2022
2016-266

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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

12' WIDE STORM SEWER EASEMENT "A"

A 12 foot wide storm sewer easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 558.39 feet; thence S02°46'18"W, 367.44 feet; thence N87°13'42"W, 25.00 feet to the POINT OF BEGINNING;
thence N02°46'18"E, 137.72 feet; thence N11°13'09"W, 146.19 feet;
thence S68°43'55"W, 111.39 feet; thence S35°34'19"W, 30.42 feet;
thence S67°19'29"W, 25.00 feet; thence N13°43'38"W, 77.44 feet;
thence S83°19'07"W, 136.76 feet; thence N83°19'07"E, 136.76 feet;
thence S13°43'38"E, 77.44 feet; thence S21°36'30"E, 69.33 feet;
thence S02°46'18"W, 123.29 feet; thence S87°13'42"E, 31.00 feet;
thence N87°13'42"W, 31.00 feet; thence S02°04'52"W, 124.46 feet;
thence S17°59'26"W, 40.06 feet; thence S70°40'27"E, 31.00 feet;
thence N70°40'27"W, 31.00 feet; thence S34°18'23"W, 138.34 feet to the POINT OF ENDING.

LEGAL DESCRIPTION (Per PEA Group)

12' WIDE STORM SEWER EASEMENT "B"

A 12 foot wide storm sewer easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet; thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet; thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet; thence N36°08'32"W, 12.70 feet to the POINT OF BEGINNING;
thence S18°59'01"W, 47.03 feet;
thence S09°18'16"E, 139.72 feet to the POINT OF ENDING.

LEGAL DESCRIPTION (Per PEA Group)

12' WIDE STORM SEWER EASEMENT "C"

A 12 foot wide storm sewer easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the west line of a proposed road (Adler Court – 40 foot wide); thence along said west line the following six (6) courses:
1) S02°51'20"W, 55.14 feet and 2) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet and 3) S22°40'31"E, 28.80 feet and 4) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet and 5) S02°46'18"W, 178.31 feet and 6) 34.71 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S07°30'26"W, 34.67 feet; thence continuing along said west line of a proposed road, 31.94 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S16°36'00"W, 31.91 feet; thence N69°55'54"W, 149.11 feet; thence S33°39'46"W, 72.67 feet; thence N36°08'32"W, 41.34 feet; thence N03°10'58"E, 148.33 feet to the POINT OF BEGINNING;
thence N89°55'21"W, 62.65 feet to the POINT OF ENDING.

PERMANENT EASEMENT
FOR EMERGENCY INGRESS and EGRESS

Sidwell #88-20-13-100-012, 025 & 014 (part of)

MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr, Shelby Twp., MI 48315 and **ADLER COVE, LLC**, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee, **the right to traverse over all roads by emergency and/or service vehicles for the purpose of ingress and egress for fire and police protection, ambulance and rescue services and other lawful governmental or private emergency services,** over the real property situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO & BY REFERENCE MADE A PART HEREOF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17 day of May A.D. 2023.

MONDRIAN PROPERTIES, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Manager

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Manager of MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

[SIGNATURES AND ACKNOWLEDGMENTS ON NEXT PAGE

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

STATE OF MICHIGAN)
COUNTY OF Oakland)

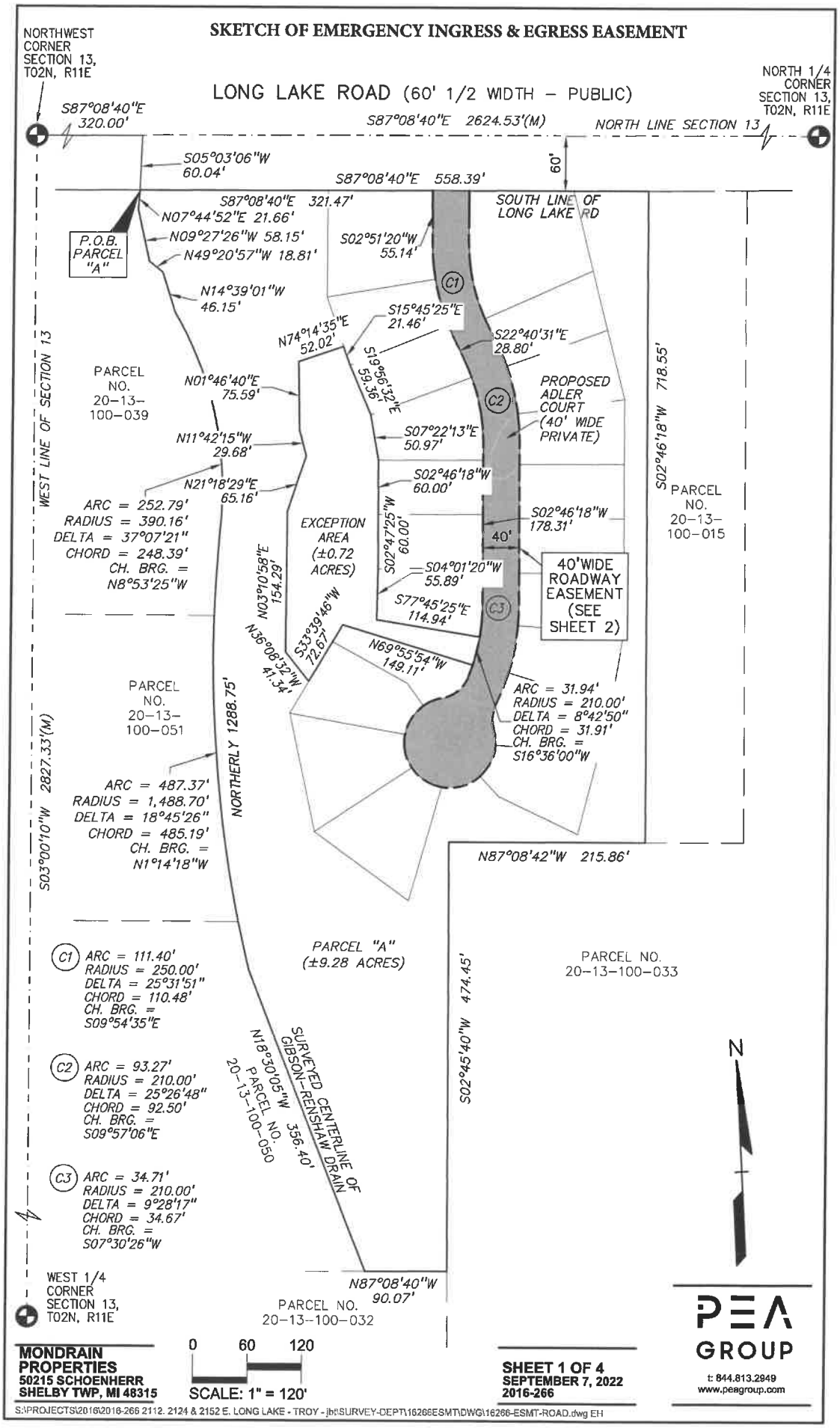
The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29 2026
Acting in Oakland County, Michigan

Prepared by:
Larysa Figol, SR/WA,
City of Troy,
500 West Big Beaver,
Troy, MI 48084

When recorded return to:
City Clerk,
City of Troy,
500 West Big Beaver,
Troy, MI 48084


SKETCH OF EMERGENCY INGRESS & EGRESS EASEMENT
NORTHWEST CORNER SECTION 13, T02N, R11E
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
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P.O.B. PARCEL "A"
S02°51'20"W 55.14'
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N14°39'01"W 46.15'
S15°45'25"E 21.46'
N74°14'35"E 52.02'
S22°40'31"E 28.80'
S19°56'32"E 59.36'
PARCEL NO. 20-13-100-039
N01°46'40"E 75.59'
PROPOSED ADLER COURT (40' WIDE PRIVATE)
C2
S07°22'13"E 50.97'
N11°42'15"W 29.68'
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S02°46'18"W 718.55'
PARCEL NO. 20-13-100-015
ARC = 252.79'
RADIUS = 390.16'
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CHORD = 248.39'
CH. BRG. = N8°53'25"W
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40'WIDE ROADWAY EASEMENT (SEE SHEET 2)
S77°45'25"E 114.94'
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S33°39'46"W 72.67'
N36°08'32"W 41.34'
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NORTHERLY 1288.75'
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CH. BRG. = N1°14'18"W
N87°08'42"W 215.86'
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PARCEL NO. 20-13-100-033
C1 ARC = 111.40'
RADIUS = 250.00'
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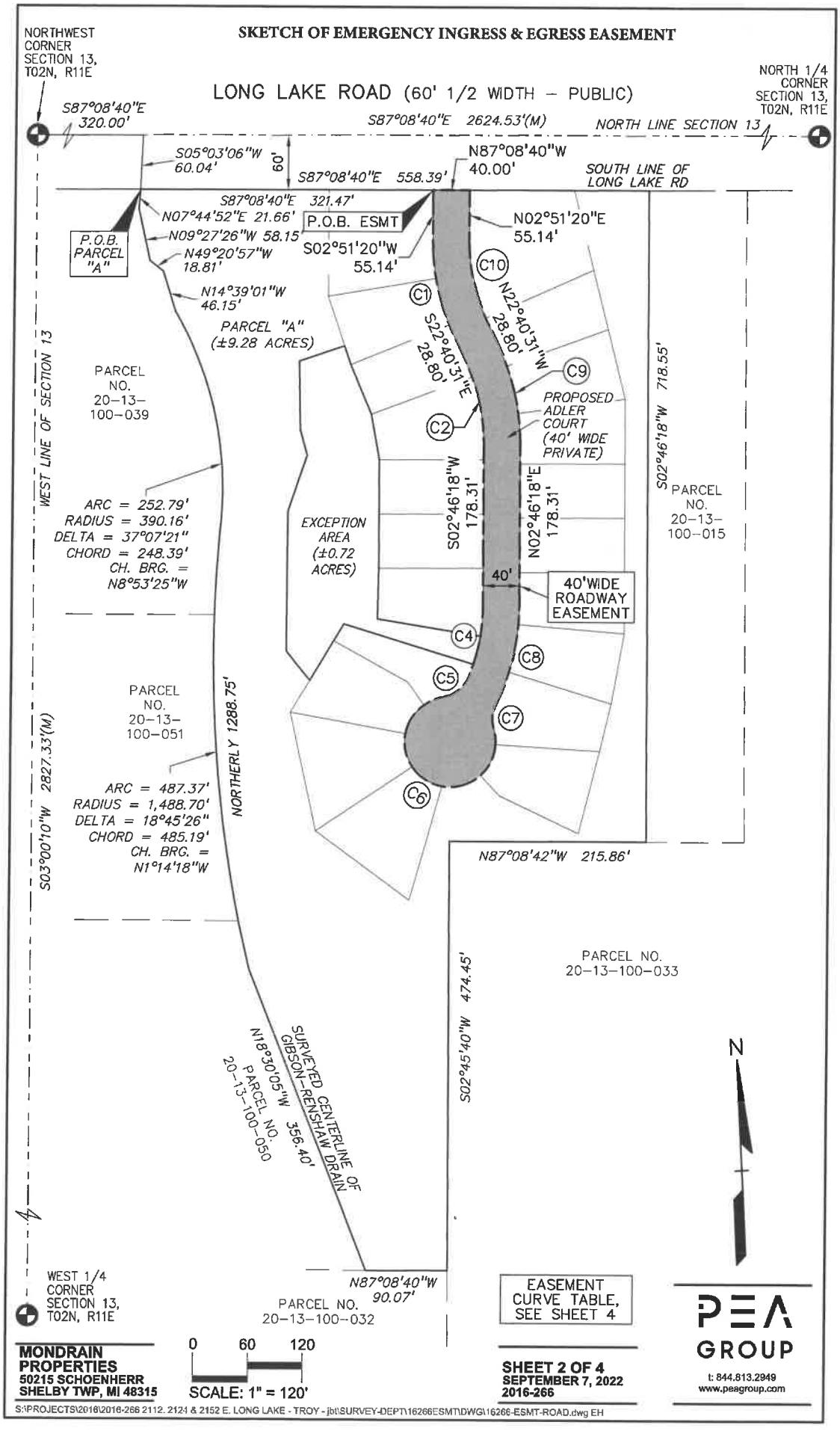
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N02°51'20"E 55.14'
PARCEL "A" (±9.28 ACRES)
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S03°00'10"W 2827.33'(M)
PARCEL NO. 20-13-100-039
C1
C2
C4
C5
C6
C7
C8
C9
C10
S22°40'31"E 28.80'
N22°40'31"W 28.80'
PROPOSED ADLER COURT (40' WIDE PRIVATE)
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N02°46'18"E 178.31'
S02°46'18"W 718.55'
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EXCEPTION AREA (±0.72 ACRES)
40'
40' WIDE ROADWAY EASEMENT
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RADIUS = 390.16'
DELTA = 37°07'21"
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DELTA = 18°45'26"
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CH. BRG. = N1°14'18"W
N87°08'42"W 215.86'
PARCEL NO. 20-13-100-033
S02°45'40"W 474.45'
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
N
WEST 1/4 CORNER SECTION 13, T02N, R11E
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
EASEMENT CURVE TABLE, SEE SHEET 4
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 2 OF 4
SEPTEMBER 7, 2022
2016-265
PEA GROUP
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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

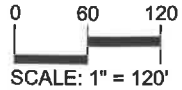
40' WIDE ROADWAY EASEMENT

A 40 foot wide roadway easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 321.47 feet to the POINT OF BEGINNING;
thence S02°51'20"W, 55.14 feet;
thence C1) 111.40 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears S09°54'35"E, 110.48 feet;
thence S22°40'31"E, 28.80 feet;
thence C2) 93.27 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S09°57'06"E, 92.50 feet;
thence S02°46'18"W, 178.31 feet;
thence C4) 80.82 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears S13°47'47"W, 80.32 feet;
thence C5) 38.45 feet along an arc of a curve to the right, having a radius of 38.00 feet and a chord that bears S53°48'37"W, 36.83 feet;
thence C6) 241.45 feet along an arc of a curve to the left, having a radius of 50.00 feet and a chord that bears S55°32'33"E, 66.47 feet;
thence C7) 28.26 feet along an arc of a curve to the right, having a radius of 38.00 feet and a chord that bears N07°25'04"E, 27.61 feet;
thence C8) 113.22 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears N15°44'45"E, 112.26 feet;
thence N02°46'18"E, 178.31 feet;
thence C9) 111.03 feet along an arc of a curve to the left, having a radius of 250.00 feet and a chord that bears N09°57'06"W, 110.12 feet;
thence N22°40'31"W, 28.80 feet;
thence C10) 93.57 feet along an arc of a curve to the right, having a radius of 210.00 feet and a chord that bears N09°54'35"W, 92.80 feet;
thence N02°51'20"E, 55.14 feet to the aforementioned south line of Long Lake Road;
thence N87°08'40"W, 40.00 feet to the POINT OF BEGINNING.

Curve Table					
Curve #	Length	Radius	Delta	CH. BRG.	Chord
C1	111.40'	250.00'	25°31'51"	S09°54'35"E	110.48'
C2	93.27'	210.00'	25°26'48"	S09°57'06"E	92.50'
C4	80.82'	210.00'	22°02'58"	S13°47'47"W	80.32'
C5	38.45'	38.00'	57°58'42"	S53°48'37"W	36.83'
C6	241.45'	50.00'	276°41'03"	S55°32'33"E	66.47'
C7	28.26'	38.00'	42°36'16"	N07°25'04"E	27.61'
C8	113.22'	250.00'	25°56'54"	N15°44'45"E	112.26'
C9	111.03'	250.00'	25°26'48"	N09°57'06"W	110.12'
C10	93.57'	210.00'	25°31'51"	N09°54'35"W	92.80'

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315



SCALE: 1" = 120'

SHEET 4 OF 4
SEPTEMBER 7, 2022
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PERMANENT EASEMENT
FOR WATER MAINS

Sidwell #88-20-13-100-012 and 025 (part of)

MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr, Shelby Twp., MI 48315 and **ADLER COVE, LLC**, a Michigan limited liability company, Grantor, whose address is 50215 Schoenherr Road, Shelby Twp., MI 48315 for and in consideration of the sum of: One and no/100 Dollars ($1.00) paid by the **CITY OF TROY**, a Michigan municipal corporation, Grantee, whose address is 500 West Big Beaver, Troy, MI 48084, grants to the Grantee the right to access, construct, reconstruct, modify, operate, maintain, repair, upgrade, improve, inspect, enlarge or remove and/or replace **water mains**, said easement for land situated in the City of Troy, Oakland County, Michigan described as:

SEE EXHIBIT "A" ATTACHED HERETO AND BY REFERENCE MADE A PART OF

and to enter upon sufficient land adjacent to said improvement(s) for the purpose of the construction, operation, maintenance, repair and/or replacement thereof.

The premises so disturbed by the exercise of any of the foregoing powers shall be reasonably restored to its original condition by the Grantee.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their heirs, representatives, successors and assigns and the covenants contained herein shall run with the land.

IN WITNESS WHEREOF, the undersigned hereunto affixed _____ signature(s)
this 17 day of May A.D. 2023.

MONDRIAN PROPERTIES, LLC,
a Michigan limited liability company

By _____ (L.S.)
* Joseph Maniaci
Its Manager

STATE OF MICHIGAN)
COUNTY OF Oakland)

The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Manager of MONDRIAN PROPERTIES, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

ADLER COVE, LLC,
a Michigan limited liability company

By _____(L.S.)
* Joseph Maniaci
Its Member

STATE OF MICHIGAN)
COUNTY OF Oakland)

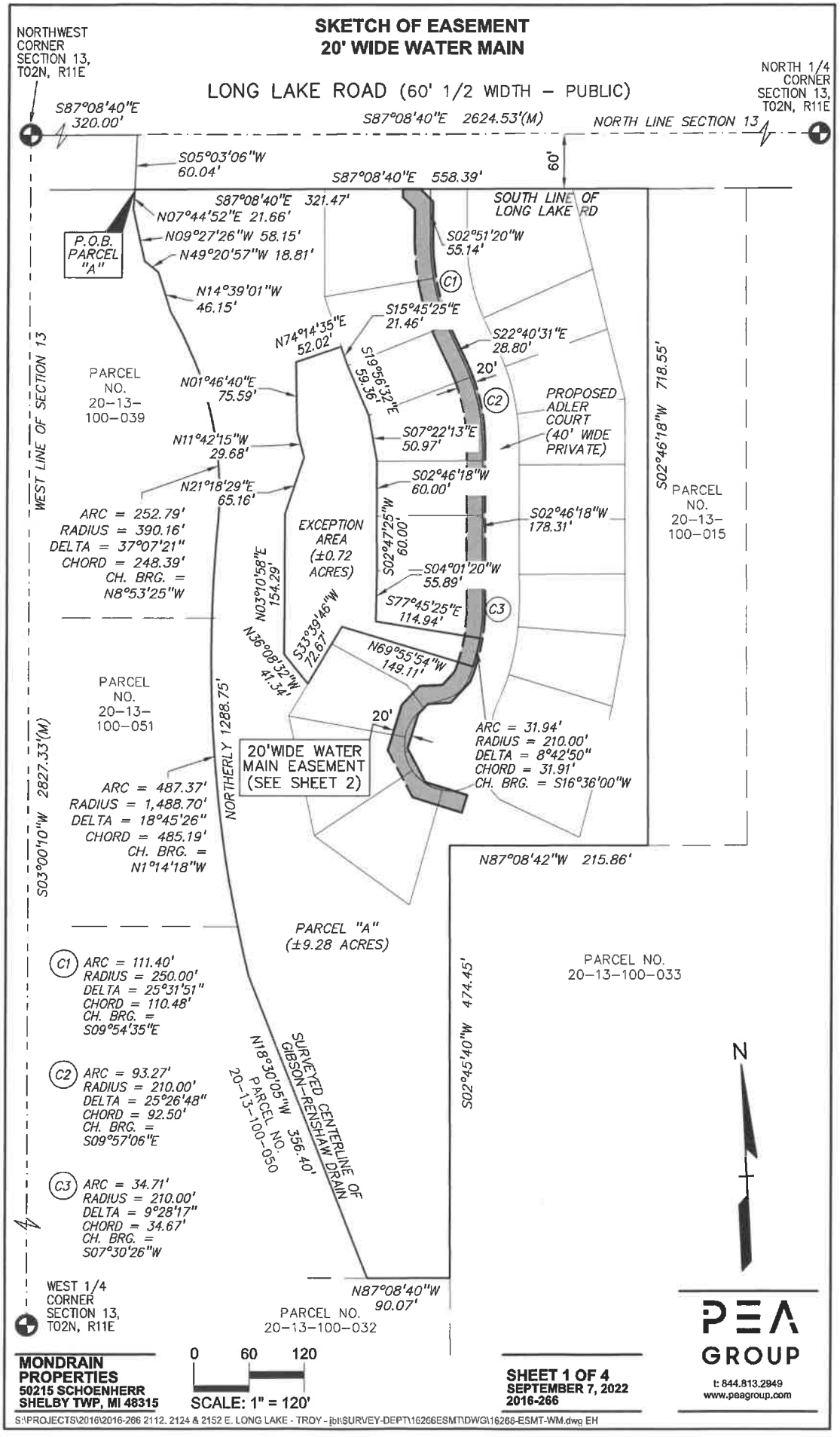
The foregoing instrument was acknowledged before me this 17 day of May, 2023, by Joseph Maniaci, Member of ADLER COVE, LLC, a Michigan limited liability company, on behalf of the company.

ANITA SRBINOVSKI
NOTARY PUBLIC, STATE OF MI
COUNTY OF MACOMB
MY COMMISSION EXPIRES Mar 29, 2026
ACTING IN COUNTY OF Oakland

_____
*
Notary Public, Macomb County, Michigan
My Commission Expires March 29, 2026
Acting in Oakland County, Michigan

Prepared by:
Larysa Figol, SR/WA,
City of Troy,
500 West Big Beaver,
Troy, MI 48084

When recorded return to: City Clerk, City of Troy, 500 West Big Beaver, Troy, MI 48084


SKETCH OF EASEMENT
20' WIDE WATER MAIN
LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
S87°08'40"E 558.39'
60'
S87°08'40"E 321.47'
SOUTH LINE OF LONG LAKE RD
N07°44'52"E 21.66'
N09°27'26"W 58.15'
N49°20'57"W 18.81'
N14°39'01"W 46.15'
P.O.B. PARCEL "A"
S02°51'20"W 55.14'
C1
S15°45'25"E 21.46'
N74°14'35"E 52.02'
S22°40'31"E 28.80'
S19°56'32"E 59.36'
20'
C2
PROPOSED ADLER COURT (40' WIDE PRIVATE)
S02°46'18"W 718.55'
PARCEL NO. 20-13-100-039
N01°46'40"E 75.59'
N11°42'15"W 29.68'
N21°18'29"E 65.16'
S07°22'13"E 50.97'
S02°46'18"W 60.00'
S02°46'18"W 178.31'
PARCEL NO. 20-13-100-015
WEST LINE OF SECTION 13
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
EXCEPTION AREA (±0.72 ACRES)
S02°47'25"W 60.00'
S04°01'20"W 55.89'
N03°10'58"E 154.29'
S77°45'25"E 114.94'
C3
S33°39'46"W 72.67'
N36°08'32"W 41.34'
N69°55'54"W 149.11'
PARCEL NO. 20-13-100-051
20'
20'WIDE WATER MAIN EASEMENT (SEE SHEET 2)
ARC = 31.94'
RADIUS = 210.00'
DELTA = 8°42'50"
CHORD = 31.91'
CH. BRG. = S16°36'00"W
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
NORTHERLY 1288.75'
S03°00'10"W 2827.33'(M)
N87°08'42"W 215.86'
PARCEL "A" (±9.28 ACRES)
PARCEL NO. 20-13-100-033
C1 ARC = 111.40' RADIUS = 250.00' DELTA = 25°31'51" CHORD = 110.48' CH. BRG. = S09°54'35"E
C2 ARC = 93.27' RADIUS = 210.00' DELTA = 25°26'48" CHORD = 92.50' CH. BRG. = S09°57'06"E
C3 ARC = 34.71' RADIUS = 210.00' DELTA = 9°28'17" CHORD = 34.67' CH. BRG. = S07°30'26"W
SURVEYED CENTERLINE OF GIBSON-RENSHAW DRAIN
N18°30'05"W 356.40'
PARCEL NO. 20-13-100-050
S02°45'40"W 474.45'
N87°08'40"W 90.07'
PARCEL NO. 20-13-100-032
WEST 1/4 CORNER SECTION 13, T02N, R11E
N
0 60 120
SCALE: 1" = 120'
MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315
SHEET 1 OF 4
SEPTEMBER 7, 2022
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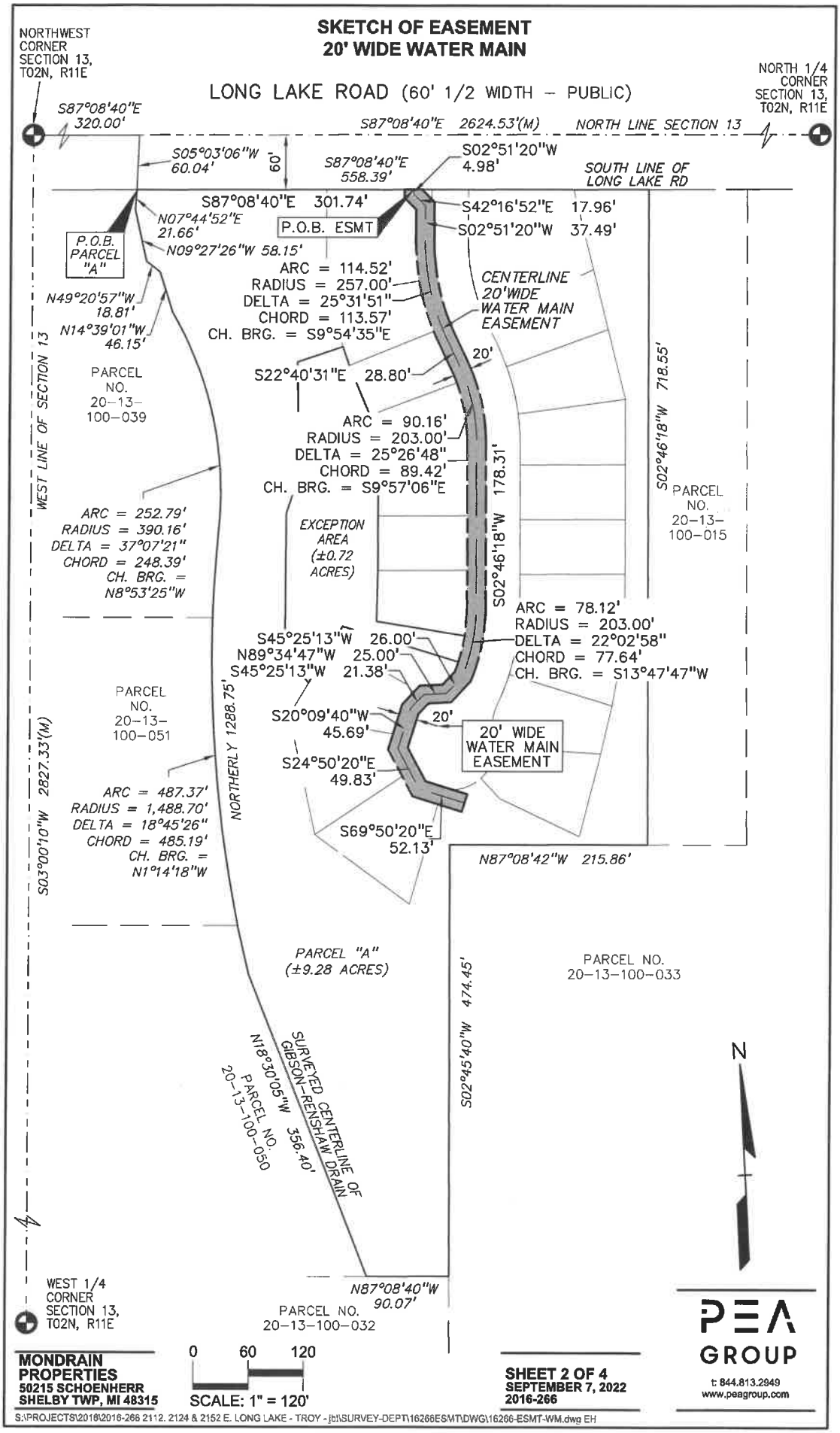
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LONG LAKE ROAD (60' 1/2 WIDTH – PUBLIC)
NORTHWEST CORNER SECTION 13, T02N, R11E
NORTH 1/4 CORNER SECTION 13, T02N, R11E
S87°08'40"E 320.00'
S87°08'40"E 2624.53'(M)
NORTH LINE SECTION 13
S05°03'06"W 60.04'
60'
S87°08'40"E 558.39'
S02°51'20"W 4.98'
SOUTH LINE OF LONG LAKE RD
S87°08'40"E 301.74'
P.O.B. ESMT
S42°16'52"E 17.96'
S02°51'20"W 37.49'
N07°44'52"E 21.66'
N09°27'26"W 58.15'
P.O.B. PARCEL "A"
ARC = 114.52'
RADIUS = 257.00'
DELTA = 25°31'51"
CHORD = 113.57'
CH. BRG. = S9°54'35"E
CENTERLINE 20'WIDE WATER MAIN EASEMENT
N49°20'57"W 18.81'
N14°39'01"W 46.15'
20'
S22°40'31"E 28.80'
PARCEL NO. 20-13-100-039
ARC = 90.16'
RADIUS = 203.00'
DELTA = 25°26'48"
CHORD = 89.42'
CH. BRG. = S9°57'06"E
S02°46'18"W 718.55'
S02°46'18"W 178.31'
PARCEL NO. 20-13-100-015
WEST LINE OF SECTION 13
ARC = 252.79'
RADIUS = 390.16'
DELTA = 37°07'21"
CHORD = 248.39'
CH. BRG. = N8°53'25"W
EXCEPTION AREA (±0.72 ACRES)
ARC = 78.12'
RADIUS = 203.00'
DELTA = 22°02'58"
CHORD = 77.64'
CH. BRG. = S13°47'47"W
S45°25'13"W 26.00'
N89°34'47"W 25.00'
S45°25'13"W 21.38'
PARCEL NO. 20-13-100-051
S20°09'40"W 45.69'
20'
20' WIDE WATER MAIN EASEMENT
S24°50'20"E 49.83'
S03°00'10"W 2827.33'(M)
NORTHERLY 1288.75'
ARC = 487.37'
RADIUS = 1,488.70'
DELTA = 18°45'26"
CHORD = 485.19'
CH. BRG. = N1°14'18"W
S69°50'20"E 52.13'
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LEGAL DESCRIPTION

LEGAL DESCRIPTION (Per PEA Group)

20' WIDE WATER MAIN EASEMENT

A 20 foot wide water main easement over part of the Northwest 1/4 of said Section 13, Town 2 North, Range 11 East, City of Troy, Oakland County, Michigan, the centerline of said easement being more particularly described as:

Commencing at the Northwest corner of said Section 13;
thence along the north line of said Section 13, S87°08'40"E, 320.00 feet; thence S05°03'06"W, 60.04 feet to the south line of Long Lake Road (60 foot half width); thence along said south line, S87°08'40"E, 301.74 feet to the POINT OF BEGINNING;
thence S02°51'20"W, 4.98 feet;
thence S42°16'52"E, 17.96 feet;
thence S02°51'20"W, 37.49 feet;
thence 114.52 feet along an arc of a curve to the left, having a radius of 257.00 feet and a chord that bears S09°54'35"E, 113.57 feet;
thence S22°40'31"E, 28.80 feet;
thence 90.16 feet along an arc of a curve to the right, having a radius of 203.00 feet and a chord that bears S09°57'06"E, 89.42 feet;
thence S02°46'18"W, 178.31 feet;
thence 78.12 feet along an arc of a curve to the right, having a radius of 203.00 feet and a chord that bears S13°47'47"W, 77.64 feet;
thence S45°25'13"W, 26.00 feet;
thence N89°34'47"W, 25.00 feet;
thence S45°25'13"W, 21.38 feet;
thence S20°09'40"W, 45.69 feet;
thence S24°50'20"E, 49.83 feet;
thence S69°50'20"E, 52.13 feet to the POINT OF ENDING.

MONDRAIN PROPERTIES
50215 SCHOENHERR
SHELBY TWP, MI 48315

0 60 120
SCALE: 1" = 120'

SHEET 4 OF 4
SEPTEMBER 7, 2022
2016-265

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Chair Lambert called the Regular meeting of the Troy City Planning Commission to order at 7:02 p.m. on April 11, 2023, in the Council Boardroom 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
Tyler Fox
Tom Krent
David Lambert
Lakshmi Malalahalli
Marianna Perakis
John J. Tagle

Absent:
Michael W. Hutson

Also Present:
Ben Carlisle, Carlisle Wortman & Associates
R. Brent Savidant, Community Development Director
Julie Quinlan Dufrane, Assistant City Attorney
Jackie Ferencz, City of Troy staff

2. APPROVAL OF AGENDA

Resolution # PC-2023-04-22
Moved by: Perakis
Support by: Fox

RESOLVED, To approve the Agenda as prepared.

Yes: All present (8)
Absent: Michael W. Hutson

MOTION CARRIED

3. APPROVAL OF MINUTES – March 14, 2023

Resolution # PC-2023-04-23
Moved by: Buechner
Support by: Krent

RESOLVED, To approve the minutes of the March 14, 2023 Regular meeting as submitted.

Yes: All present (8)
Absent: Michael W. Hutson

MOTION CARRIED

4. PUBLIC COMMENT – For Items Not on the Agenda

There was no one present who wished to speak.

5. MASTER PLAN –

Presentation of completed Master Plan given by Mr. Carlisle.
Mr. Carlise gave emphasis to:

- Neighborhood Nodes and updates in language.
- Process, as it relates to approval of Masterplan

Discussion followed.

Some key discussion points:

- 63 Public Review period
- The Master Plan survey
- Dates to be corrected or placed in the Master Plan document
- Census data
- LEED businesses in Troy
- Sustainability
- Parks and Recreation Plan

Resolution # PC-2023-04-24
Moved by: Perakis
Support by: Buechner

RESOLVED, to recommend to the City Council to release the Master Plan for the 63 day public review period.

Yes: All present (8)
Absent: Michael W. Hutson

MOTION CARRIED

6. BYLAWS

Ms. Dufrane reviewed input received from Planning Commission members. Ms. Dufrane will make corrections as discussed with Board.

7. PLANNING COMMISSION COMMENT –

Mr. Savidant gave an update from March 20, 2023 City Council meeting relating to the Estates of Eckford project.

There were general comments some related to:

- ZBA representative will provide updates to Planning Commission going forward
- Turtle Creek Preserve parking for visitors

8. ADJOURN

The Regular meeting of the Planning Commission adjourned at 8:50 p.m.

Respectfully submitted,

David Lambert, Chair

Jackie Ferencz, Planning Department staff

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On April 18, 2023 at 7:00 p.m., Chairperson Bossenbroek called the Zoning Board of Appeals meeting to order.

1. ROLL CALL

Present:
Michael Bossenbroek
Barbara Chambers
David Eisenbacher
Jeffrey Forster
Tyler Fox
Aaron Green

Also Present:
Paul Evans, Zoning and Compliance Specialist
Allan Motzny, Assistant City Attorney

2. PROCEDURE- read by Vice Chair Eisenbacher.

3. APPROVAL OF MINUTES –

Moved by Fox
Seconded by Green

RESOLVED, to approve the February 21, 2023 draft minutes.

Yes: All

MOTION PASSED

4. APPROVAL OF AGENDA –

Moved by Eisenbacher
Seconded by Fox

RESOLVED, to bifurcate item 5B as follows: 5B) determine whether or not this request is properly before the ZBA, 5C) if affirmative, decide on the request.

Yes: All

5. HEARING OF CASES:

A. 3459 TALBOT, FLORAINE BISHAY- A variance request to allow construction of a home addition setback 1.5 feet from the side property line. The Zoning Ordinance requires the addition be setback 5 feet from the side property line.

a. COMMUNICATIONS – Mr. Evans advised the Board of upcoming MAP training, update on 1300 Bradley, no March meeting.

6. MISCELLANEOUS BUSINESS – None

7. PUBLIC COMMENT – Several individuals commented.

8. ADJOURNMENT –The Zoning Board of Appeals meeting ADJOURNED at 8:18 p.m.

Respectfully submitted,

Michael Bossenbroek, Chairperson

Paul Evans, Zoning and Compliance Specialist

G:\ZONING BOARD OF APPEALS\Minutes\2023\FINAL\ZBA Minutes 2-21-2023 FINAL.doc

O-02a

Interim Financial Report
3rd Quarter
For The Nine Months Ended
March 31, 2023

CITY OF TROY
QUARTERLY REPORT
NINE MONTHS ENDED MARCH 31, 2023
HIGHLIGHTS

General Fund

Revenues

Total revenues are $54.0 million to date and represent 86.4% of total budgeted revenues and other sources. This is an increase of $4.2 million or 8.4% compared to the same time period in the prior year and includes recognition of total annual tax revenues of $38.6 million. Tax revenue increased $2.3 million or 6.3%. Grant Revenue including State Shared Revenue is currently at $5.9 million, which is an increase of $0.5 million from the prior year.

Expenditures

Total General Fund expenditures to date are $44.7 million or 66.0% of the annual budget. This is an increase of $3.2 million or 7.8% compared to the same time period in the prior year. The majority of departments appear to be within expected budgetary parameters to date. The 4th Quarter will bring some budget amendments for the Volunteer Fire Fighter Incentive Plan and corresponding legal costs. These expenditures were forecasted in the 2024 fiscal budget.

Capital Fund

Revenues

Total revenues are $12.9 million to date and represent 41.5% of total budgeted revenues and other sources. This amount is consistent with the prior year amount of $13.3 million; however, this amount is expected to increase during the last quarter of Fiscal Year 23 as additional grant revenue will be recognized for the MDOT Rochester Road and Beach Road Projects.

Expenditures

Expenditures for capital projects of $11.7 million represent 29.8% of budgeted projects. This is up approximately $3.4 million from the prior year, which is expected based on the significant increase in the Capital Fund budget (Approximately $10.7 million greater than prior year) for the current fiscal year.

Major Streets Fund

Revenues

Total revenues of $4.6 million represent 61.1% of total budgeted revenues. This is an increase of $0.2 million or 5.0% from the prior year. Current trends indicate that the fund will generate budgeted amounts by the end of the fiscal year.

Expenditures

Total expenditures of $5.1 million represent 68.6% of total budgeted expenditures. This is a decrease of $0.7 million over the prior year amount or 12.7%, which is primarily due to the budgeted transfers out for the current fiscal year being reduced by $1.0 million.

Local Streets Fund

Revenues

Total revenues of $3.0 million represent 66.9% of total budgeted revenues. This is an increase of $100 thousand from the prior year and the amount is consistent with expectations. Current trends indicate that the fund will generate budgeted amounts by the end of the fiscal year.

Expenditures

Total expenditures of $3.2 million represent 60.5% of total budgeted expenditures. This is consistent with the prior year amount of $3.4 million.

Aquatic Center

Revenues

Total revenues of $358 thousand represent 60.5% of total budgeted revenues. This is a decrease of approximately 16.3% from the prior year, which is primarily driven by a $68 thousand reduction in charges for services.

Expenses

Expenses of $376 thousand or 41.5% compared to budget are lower than the prior year amount to date of $553 thousand due to reduced capital expenditures as planned.

Sanctuary Lake Golf Course

Revenues

Revenues of $1.5 million are up $0.2 million or 18.1% compared to the prior year for the same time period. Total year to date rounds are 28,536 representing an increase of approximately 2,987 rounds from the prior year. Average revenue per round is $53.99 compared to prior year of $51.04.

Expenses

Total expenditures of $1.6 million are down $66 thousand or 4.0% compared to the prior year, which is in line with expectations. Golf Course operating expenses are covered by the day-to-day revenues; however, similar to previous years, the fund cannot cover its annual debt requirements. As a result, the General Fund pays the remaining portion.

Sylvan Glen Golf Course

Revenues

Revenues of $1.2 million are up slightly compared with the prior year to date amount of $1.1 million. Total year to date rounds are 32,329 representing an increase of approximately 2,799 rounds from the prior year. Average revenue per round is $33.02 compared to the prior year of $30.93.

Expenses

Total expenditures of $1.0 million are flat compared to prior year but are in line with expectations. As of 3/31/23, the cash advance to Sanctuary Lake remains at $2.8 million which is consistent with last year.

Sanitary Sewer Fund

Revenues

Sanitary Sewer fund revenues of $11.1 million are up $0.6 million or 5.5% from the prior year to date due primarily from consumption (sold 347,729 mcf, up 20,271 mcf or 6.2%). Note: Sewer disposal charges are based upon water consumption.

Expenses

Sanitary Sewer fund expenses of $13.6 million are down approximately $0.6 million from the prior year to date due to less capital work being performed through March 31st and a delay of one-month in the billing cycle.

Water Fund

Revenues

Water fund revenues of $16.8 million are up $1.6 million or 10.9% primarily due to an increase in consumption (sold 347,729 mcf, up 20,271 mcf or 6.2%). Weather patterns can have a significant impact on consumption over the summer months.

Expenses

Water fund total expenses of $14.9 million are down $2.6 million from the prior year to date. The decrease is primarily due to the timing of billings as the February billing was not received until late April and the March bill is yet to be received.

Quarterly Financial Report
Aquatic Center Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Aquatic Center Fund Revenues							
CHARGES FOR SERVICES	764,344	600,000	412,429	68.74	563,000	344,462	61.18
INTEREST & RENT	-19,628	33,000	15,953	48.34	29,100	14,156	48.65
OTHER REVENUE	3,710	0	-421	0.00	0	-445	0.00
	748,427	**633,000**	**427,961**	**67.61**	**592,100**	**358,173**	**60.49**
Aquatic Center Fund Expenditures							
Aquatic Center	702,102	693,724	552,938	79.71	907,078	376,103	41.46
	702,102	**693,724**	**552,938**	**79.71**	**907,078**	**376,103**	**41.46**

Quarterly Financial Report
Capital Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Capital Fund Revenues							
TAXES	6,990,841	7,008,000	6,997,906	99.86	6,800,000	6,867,612	100.99
GRANTS	125,924	1,720,000	122,549	7.12	13,851,545	234,202	1.69
CONTRIBUTIONS FROM LOCAL UNITS	273,910	570,000	273,910	48.05	210,000	0	0.00
CHARGES FOR SERVICES	150,599	326,000	91,946	28.20	460,000	165,647	36.01
INTEREST & RENT	-1,399,189	36,600	139,005	379.79	35,000	347,012	991.46
OTHER REVENUE	96,493	30,000	71,943	239.81	114,000	40	0.04
OTHER FINANCING SOURCES	7,432,890	8,858,000	5,586,685	63.07	9,718,000	5,331,980	54.87
	13,671,469	**18,548,600**	**13,283,944**	**71.62**	**31,188,545**	**12,946,494**	**41.51**
Capital Fund Expenditures							
Capital Outlay	16,785,995	28,578,563	8,264,929	28.92	39,175,793	11,677,850	29.81
	16,785,995	**28,578,563**	**8,264,929**	**28.92**	**39,175,793**	**11,677,850**	**29.81**

Quarterly Financial Report
General Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
General Fund Revenues							
TAXES	36,326,754	36,285,700	36,257,518	99.92	38,239,200	38,554,081	100.82
LICENSES AND PERMITS	2,499,547	2,692,978	1,809,806	67.20	3,336,610	1,701,899	51.01
GRANTS	12,360,662	9,353,283	5,353,499	57.24	9,274,100	5,895,184	63.57
CONTRIBUTIONS FROM LOCAL UNITS	50,444	26,000	50,444	194.01	32,000	217,931	681.04
CHARGES FOR SERVICES	7,492,017	7,448,396	3,863,512	51.87	7,457,050	4,243,640	56.91
FINES AND FORFEITURES	715,594	887,700	429,079	48.34	706,000	510,218	72.27
INTEREST & RENT	-2,014,972	1,458,280	990,150	67.90	1,338,780	1,252,730	93.57
OTHER REVENUE	1,292,380	1,282,300	962,786	75.08	1,324,200	1,247,491	94.21
OTHER FINANCING SOURCES	439,220	315,835	131,866	41.75	827,060	412,529	49.88
	59,161,645	**59,750,472**	**49,848,659**	**83.43**	**62,535,000**	**54,035,703**	**86.41**
General Fund Expenditures							
General government	8,914,757	9,677,577	6,410,411	66.24	11,067,484	7,435,188	67.18
Public Safety	35,392,831	38,352,713	24,634,552	64.23	38,989,030	25,732,796	66.00
Public Works	2,567,687	2,602,070	2,000,244	76.87	2,319,121	1,475,960	63.64
Community Development	4,171,327	4,449,120	2,744,250	61.68	4,655,464	2,874,365	61.74
Recreation and Culture	7,068,146	7,937,375	4,888,951	61.59	8,628,928	5,636,929	65.32
Transfers Out & Other Uses	1,000,000	1,000,000	750,000	75.00	2,000,000	1,500,000	75.00
	59,114,747	**64,018,855**	**41,428,409**	**64.71**	**67,660,027**	**44,655,238**	**66.00**

Quarterly Financial Report
Library Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Library Fund Revenues							
TAXES	5,852,034	5,800,000	5,746,793	99.08	6,100,000	6,201,966	101.67
GRANTS	101,222	53,000	58,624	110.61	53,000	173,537	327.43
CONTRIBUTIONS FROM LOCAL UNITS	131,241	131,000	800	0.61	141,000	800	0.57
CHARGES FOR SERVICES	5,701	8,900	4,316	48.50	1,250	5,186	414.91
FINES AND FORFEITURES	6,808	25,000	3,593	14.37	2,000	11,334	566.70
INTEREST & RENT	-196,697	3,000	25,383	846.11	3,000	79,338	2644.59
OTHER REVENUE	111,348	7,000	79,125	1130.36	7,000	118,496	1692.80
	6,011,656	**6,027,900**	**5,918,635**	**98.19**	**6,307,250**	**6,590,657**	**104.49**
Library Fund Expenditures							
Recreation and Culture	4,893,649	5,827,898	3,539,902	60.74	7,216,220	3,559,560	49.33
	4,893,649	**5,827,898**	**3,539,902**	**60.74**	**7,216,220**	**3,559,560**	**49.33**

Quarterly Financial Report
Local Street Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Local Street Fund Revenues							
GRANTS	2,931,402	2,742,000	1,720,251	62.74	2,900,000	1,793,265	61.84
INTEREST & RENT	-202,910	32,000	20,082	62.76	32,000	46,974	146.79
OTHER FINANCING SOURCES	1,500,000	1,500,000	1,125,000	75.00	1,500,000	1,125,000	75.00
	4,228,492	**4,274,000**	**2,865,333**	**67.04**	**4,432,000**	**2,965,240**	**66.91**
Local Street Fund Expenditures							
Public Works	1,738,269	2,488,977	1,356,356	54.49	2,602,262	1,156,199	44.43
Recreation and Culture	690,401	694,600	515,816	74.26	758,260	584,224	77.05
Transfers Out & Other Uses	2,000,000	2,000,000	1,500,000	75.00	2,000,000	1,500,000	75.00
	4,428,670	**5,183,577**	**3,372,173**	**65.05**	**5,360,522**	**3,240,423**	**60.45**

Quarterly Financial Report
Major Street Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Major Street Fund Revenues							
GRANTS	7,459,460	6,948,200	4,370,615	62.90	7,500,000	4,571,991	60.96
INTEREST & RENT	-136,615	35,000	14,009	40.02	35,000	33,139	94.68
	7,322,845	**6,983,200**	**4,384,624**	**62.79**	**7,535,000**	**4,605,130**	**61.12**
Major Street Fund Expenditures							
Public Works	2,793,728	3,230,757	2,038,865	63.11	3,294,675	2,027,120	61.53
Recreation and Culture	56,865	112,307	29,164	25.97	114,327	52,369	45.81
Transfers Out & Other Uses	5,000,000	5,000,000	3,750,000	75.00	4,000,000	3,000,000	75.00
	7,850,593	**8,343,064**	**5,818,029**	**69.73**	**7,409,002**	**5,079,489**	**68.56**

Quarterly Financial Report
Refuse Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Refuse Fund Revenues							
TAXES	5,721,634	5,717,000	5,727,445	100.18	6,050,000	6,097,843	100.79
GRANTS	93,902	30,000	93,902	313.01	30,000	86,058	286.86
CHARGES FOR SERVICES	575	500	515	102.92	500	357	71.39
INTEREST & RENT	-210,376	10,000	25,471	254.71	10,000	59,844	598.44
	5,605,735	**5,757,500**	**5,847,332**	**101.56**	**6,090,500**	**6,244,102**	**102.52**
Refuse Fund Expenditures							
Sanitation	5,656,977	5,747,460	3,973,242	69.13	6,006,570	4,141,662	68.95
	5,656,977	**5,747,460**	**3,973,242**	**69.13**	**6,006,570**	**4,141,662**	**68.95**

Quarterly Financial Report
Sanctuary Lake Golf Course
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Sanctuary Lake Golf Course Revenues							
CHARGES FOR SERVICES	2,253,407	1,775,350	1,304,157	73.46	1,824,609	1,540,787	84.33
	2,253,407	**1,775,350**	**1,304,157**	**73.46**	**1,824,609**	**1,540,787**	**84.44**
Sanctuary Lake Golf Course Expenditures							
Sanctuary Lake	2,385,370	2,720,920	1,625,219	59.73	2,802,322	1,559,527	55.65
	2,385,370	**2,720,920**	**1,625,219**	**59.73**	**2,802,322**	**1,559,527**	**55.65**

Quarterly Financial Report
Sewer Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Sewer Fund Revenues							
CONTRIBUTIONS FROM LOCAL UNITS	63,672	0	63,672	0.00	0	0	0.00
CHARGES FOR SERVICES	12,953,666	14,721,800	10,347,518	70.29	14,871,000	10,947,525	73.62
INTEREST & RENT	-947,380	200,000	115,847	57.92	200,000	162,597	81.30
OTHER REVENUE	234,801	0	0	0.00	0	0	0.00
	12,304,759	**14,921,800**	**10,527,037**	**70.55**	**15,071,000**	**11,110,122**	**73.72**
Sewer Fund Expenditures							
Sewer	15,377,656	20,108,603	14,251,675	70.87	21,301,235	13,634,310	64.01
	15,377,656	**20,108,603**	**14,251,675**	**70.87**	**21,301,235**	**13,634,310**	**64.01**

Quarterly Financial Report
Sylvan Glen Golf Course
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Sylvan Glen Golf Course Revenues							
CHARGES FOR SERVICES	1,541,494	1,180,120	913,380	77.40	1,222,600	1,072,919	87.36
INTEREST & RENT	73,120	182,400	169,740	93.06	182,400	134,540	73.76
	1,614,614	**1,362,520**	**1,083,120**	**79.49**	**1,405,000**	**1,207,458**	**85.94**
Sylvan Glen Golf Course Expenditures							
Sylvan Glen	1,413,003	1,303,150	974,231	74.76	1,365,423	1,027,057	75.22
	1,413,003	**1,303,150**	**974,231**	**74.76**	**1,365,423**	**1,027,057**	**75.22**

Quarterly Financial Report
Water Fund
For the Period Ending March 31, 2023

Description	Last Year Total Actual	Last Year Budget	Last Year Year To Date	Last Year Percent to Budget	Current Year Budget	Current Year Year To Date	Current Year % to Budget
Water Fund Revenues							
CONTRIBUTIONS FROM LOCAL UNITS	63,672	0	63,672	0.00	0	0	0.00
CHARGES FOR SERVICES	19,080,412	21,406,500	14,994,496	70.05	22,605,000	16,744,647	74.07
INTEREST & RENT	-515,085	104,400	69,384	66.46	104,400	83,807	80.28
OTHER REVENUE	554,066	100,100	53,385	53.33	100,100	0	0.00
	19,183,066	**21,611,000**	**15,180,937**	**70.25**	**22,809,500**	**16,828,454**	**73.78**
Water Fund Expenditures							
Water	20,941,923	25,466,336	17,582,148	69.04	27,785,542	14,942,846	53.78
	20,941,923	**25,466,336**	**17,582,148**	**69.04**	**27,785,542**	**14,942,846**	**53.78**

City of Troy
Schedule of Cash and Investments
3/31/2023

Fund	Financial Institution	Type of Investment	Rate	G/L Account	Balance per Bank (cost)	Deposits in Transit	Outstanding Checks	Transfers	Other Items	Balance per Books
Pooled Investment Fund	Comerica	Checking Account	-	751.1001.001	$ 5,842,142.44	$ 92,231.80	$ (988,835.07)	$ 1,456.12	$ (4,870.47)	$ 4,942,124.82
Pooled Investment Fund	Comerica	Cash & Cash Equivalents	3.79	751.1001.230	$ 225,022.11					$ 225,022.11
Pooled Investment Fund	Comerica	Government & Municipal Bonds	3.10	751.1120	$ 31,780,462.89					$ 31,780,462.89
Pooled Investment Fund	Fifth Third Bank	Cash & Cash Equivalents	4.63	751.1001.230	$ 1,939,185.78					$ 1,939,185.78
Pooled Investment Fund	Fifth Third Bank	Government & Municipal Bonds	2.20	751.1120	$ 50,486,602.48					$ 50,486,602.48
Pooled Investment Fund	Huntington Investment Co	Cash & Cash Equivalents	4.14	751.1001.230	$ 82,900.19					$ 82,900.19
Pooled Investment Fund	Huntington Investment Co	Government Bonds	0.10	751.1120	$ 1,118,776.16					$ 1,118,776.16
Pooled Investment Fund	Huntington	Money Market	1.51	751.1001.140	$ 5,817,928.20					$ 5,817,928.20
Pooled Investment Fund	MBIA-Class	Money Market	4.85	751.1120	$ 11,890,576.66					$ 11,890,576.66
Pooled Investment Fund	PNC Bank	Money Market	4.41	751.1120	$ 5,380,534.08					$ 5,380,534.08
Pooled Investment Fund	Robinson Capital	Cash & Cash Equivalents	4.62	751.1001.230	$ 508,902.11					$ 508,902.11
Pooled Investment Fund	Robinson Capital	Government & Municipal Bonds	4.19	751.1120	$ 9,598,717.15					$ 9,598,717.15
Sanctuary Lake Golf Course	Fifth Third Bank	Checking Account	-	583.1001.100	$ 100,747.03	$ 3,840.55	$ (15,282.52)			$ 89,305.06
Sanctuary Lake Golf Course	Fifth Third Bank	Checking Account	-	583.1001.130	$ 12,784.21	$ -	$ (3,432.53)			$ 9,351.68
Sylvan Glen Golf Course	Fifth Third Bank	Checking Account	-	584.1001.100	$ 103,745.97	$ 1,895.02	$ (6,515.76)			$ 99,125.23
Sylvan Glen Golf Course	Fifth Third Bank	Checking Account	-	584.1001.130	$ 4,579.65					$ 4,579.65
Trust & Agency Fund	Comerica	Checking Account	-	701.1001.001	$ 144,166.43	$ -	$ (28,540.70)	$ (1,456.12)	$ -	$ 114,169.61
Trust & Agency Fund	MBIA-Class	Money Market		701.1120	$ 9,470.87					$ 9,470.87
Water Fund	Fifth Third Bank	Cash & Cash Equivalents	4.63	591.1001.100	$ 368,052.80					$ 368,052.80
Water Fund	Fifth Third Bank	Government & Municipal Bonds	2.15	591.1120	$ 4,413,158.06					$ 4,413,158.06
Total					**$ 129,828,455.27**	**$ 97,967.37**	**$ (1,042,606.58)**	**$ -**	**$ (4,870.47)**	**$ 128,878,945.59**

O-02b

2023

CITY of TROY

Assessment Roll

&

Board of Review

Report

City of Troy

Board of Review

ANNUAL REPORT

2023 ASSESSMENT ROLL

2023 Board of Review:

John Howard Adams, Chairman
Michele Shoan
Karen Greenwood

Submitted by: Kelly M. Timm, City Assessor

May 22, 2023

TO: The Honorable Mayor and City Council

FROM: Kelly M. Timm, City Assessor

RE: 2023 Assessment Roll Report and Board of Review Minutes

It is my pleasure to present to you the 2023 Assessment Roll Report and Board of Review Minutes for the City of Troy. The goal of the Assessing Department is to promote and maintain public trust in the assessment services provided. Our department provides the highest quality assessment services of real and personal property. We strive for the highest quality of professionalism and communication skills to ensure public trust in assessment administration practices. We continuously examine best practices to ensure proper administration of land division, property tax exemptions and record retention policies. The Assessing Department continues to provide useful parcel data information to the public through the internet.

This roll is the product of a full year's effort by the entire Assessing Department Staff. Without their able assistance, this roll would surely suffer. I am most appreciative of the efforts they expend every year to service the community.

The **2023 Assessment Roll** is summarized as follows:

Total Assessed Value	Total Taxable Value	Residential Taxable Value	Commercial Taxable Value	Industrial Taxable Value	Personal Taxable Value
8,138,288,970	6,194,962,650	4,113,587,760	1,305,736,060	411,040,030	364,598,800

The Assessed Value for 2023 reflects an **8.40%** increase from 2022. This year, the **Taxable Value** increased **7.66%.**

The following chart represents a **5-year history of Assessed and Taxable Values:**

Year	Assessed Value	Increase (Decrease)	%	Taxable Value	Increase (Decrease)	%
2023	8,138,288,970	630,862,100	**8.40**	6,194,962,650	440,724,490	**7.66**
2022	7,507,426,870	351,192,140	4.90	5,754,238,160	375,665,490	6.98
2021	7,156,234,730	240,053,260	3.50	5,378,572,670	112,788,250	2.10
2020	6,916,181,470	379,817,300	5.80	5,265,784,420	179,789,310	3.30
2019	6,536,364,170	389,478,696	6.34	5,096,995,110	222,916,670	4.57

The Consumer Price Index in Michigan for the 2023 Taxable Values was 5.0%, a multiplier of 1.050 (3.3% for 2022). The inflation rate was 7.9%, however, Proposal A capped the rate at 5.0%.

The following chart details the **Ratio of Taxable Value to Market Value** (2 times the Assessed Value) with and without Personal Property, since the passage of Proposal "A".

Ratio of Taxable Value to Market Value since 1994					
Year	**Assessed Value**	**Taxable Value**	**Ratio All**	**Personal Property**	**Ratio No Personal**
2023	8,138,288,970	6,194,962,650	38.06	364,598,800	35.82
2022	7,507,426,870	5,754,238,160	38.32	368,284,690	32.55
2021	7,156,234,730	5,378,572,670	37.58	365,554,540	36.91
2020	6,916,181,470	5,265,784,420	38.07	380,822,580	37.37
2019	6,536,364,170	5,095,995,110	38.98	386,182,310	38.29
2018	6,146,885,474	4,873,078,440	39.64	382,154,210	38.95
2017	5,894,241,720	4,467,788,440	39.70	384,517,840	38.98
2016	5,626,878,870	4,540,034,370	40.34	381,971,050	39.64
2015	5,313,611,700	4,504,785,190	42.39	437,230,620	41.71
2014	4,827,541,740	4,371,580,350	45.28	425,841,680	44.82
2013	4,491,432,340	4,310,263,448	47.98	414,094,580	47.78
2012	4,410,108,900	4,312,692,050	48.90	395,095,920	48.79
2011	4,540,412,680	4,448,750,160	48.99	384,084,890	48.90
2010	4,958,518,313	4,843,613,012	48.84	407,990,730	48.74
2009	5,838,869,239	5,459,779,936	46.75	448,100,230	46.48
2008	6,227,094,050	5,562,596,010	44.26	457,552,500	44.24
2007	6,422,659,810	5,550,516,437	43.21	464,213,650	42.68
2006	6,608,804,750	5,435,035,442	41.12	479,874,950	40.42
2005	6,525,074,330	5,264,351,550	40.33	503,497,670	39.53
2004	6,337,222,973	5,094,758,223	40.20	536,093,423	39.34
2003	6,188,084,256	4,978,263,437	40.22	584,236,696	39.21
2002	5,955,697,398	4,861,640,648	40.82	619,964,538	39.75
2001	5,652,563,942	4,686,250,942	41.45	649,562,212	40.34
2000	5,218,597,300	4,373,072,080	41.90	643,070,690	40.76
1999	4,696,926,183	4,183,560,453	44.54	666,496,353	43.63
1998	4,284,960,814	4,005,628,276	46.74	626,129,990	46.18
1997	3,954,663,960	3,775,248,837	47.73	579,417,710	47.34
1996	3,672,996,870	3,573,652,298	48.65	522,531,950	48.42
1995	3,463,173,910	3,425,410,880	49.45	507,025,520	49.36
1994	3,308,095,110	3,308,095,110	50.00	453,375,110	50.00

The **Personal Property Roll** for 2023 is $364,598,800 representing a decrease of $3,685,890 or 1.00%. This is due to the continued phase in of the exemption of Industrial Personal

Property, the normal replacement and depreciation of non-exempt property and fewer new commercial and utility purchases due to the pandemic. Also, the Small Business Taxpayer Exemption for Personal Property was increased this year from $80,000 to $180,000.

The following chart illustrates the **5-year Personal Property Roll** history:

5 Year Personal Property History			
Year	**Assessed/Taxable Value**	**Change**	**% +,-**
2023	364,598,800	(3,685,890)	(1.00)
2022	368,284,690	2,730,150	.74
2021	365,554,540	(15,268,040)	(4.00)
2020	380,822,580	(5,359,730)	(1.40)
2019	386,182,310	4,028,100	1.05

The **Industrial Facilities Tax Roll** has a decrease of $2,204,610 or 66.75%. This is due to the depreciation of the property, the increase in the Small Business Taxpayer Exemption threshold and the expiration of multiple exemptions.

The chart below reflects a 5-year history of the tax abatement roll:

5 Year Industrial Facilities Tax Abatement History			
Year	**Assessed/Taxable Value**	**Change**	**% +,-**
2023	1,098,110	(2,204,610)	(66.75)
2022	3,302,720	(1,477,780)	(30.91)
2021	4,780,500	(2,965,300)	(38.28)
2020	7,745,800	(433,630)	(5.30)
2019	8,179,430	(1,631,960)	(16.60)

As you recall, the **Downtown Development Authority (DDA)** was reconfigured and the debt was refinanced for the 2022 year. The history of the DDA is 10 years at this point.

The following chart details the **10-year history of the DDA:**

DDA History and Capture Changes					
Year	**TOTAL DDA Taxable Value**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	482,246,130	397,576,080	84,670,050	173,053,860	17.87
2022	456,004,500	365,085,100	90,919,400	146,812,230	48.69
2021	407,929,380	320,436,970	87,492,410	98,737,110	(11.78)
2020	421,121,610	323,435,390	97,686,220	111,929,340	0.20
2019	420,883,490	321,085,080	99,798,410	111,691,220	11.16
2018	409,667,440	309,325,190	100,342,250	100,475,170	26.85
2017	388,398,470	287,767,050	100,631,420	79,206,200	6.59
2016	383,504,400	283,344,760	100,159,640	74,312,130	6.18
2015	379,177,070	277,522,820	101,654,250	69,984,800	(2.34)
2014	380,857,480	277,809,450	103,048,030	71,665,210	

The DDA taxable capture value for 2023 increased 17.87% due to new construction, uncapping, and the consumer price index.

The City of Troy currently has 5 **Brownfield Redevelopment Authorities (BRA)**, **TCF Bank, Somerset Shoppes, Troy Senior Leasing (Regency at Troy), Midtown Apartments** and **Harrison Poolside Troy** apartments.

The **TCF Bank Brownfield** is in its 17th year. The 2023 Taxable Value is $1,107,380, an increase of $319,750 or 40.6% from the 2022 value, while the capture increased 54.22% from the previous year. The increase is due to Personal Property that was previously not was captured.

TCF BRA History and Capture Changes					
Year	**Total BRA**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	1,107,380	803,170	304,210	909,440	54.22
2022	787,630	787,630	0	589,690	236.70
2021	373,080	373,080	0	175,140	3.0
2020	367,930	367,930	0	169,990	4.20
2019	361,070	361,070	0	163,130	5.47
2018	352,610	352,610	0	154,670	4.92
2017	345,360	345,360	0	147,420	2.13
2016	342,280	342,280	0	144,340	0.30
2015	341,260	341,260	0	143,320	3.89
2014	335,890	335,890	0	137,950	0.73
2013	334,880	334,880	0	136,940	(15.60)
2012	360,210	360,210	0	162,270	(12.08)
2011	382,510	382,510	0	184,570	(22.85)
2010	437,180	437,180	0	239,240	(21.71)
2009	503,530	503,530	0	305,590	(5.66)
2008	521,860	521,860	0	323,920	(4.91)
2007	538,570	538,570	0	340,630	

The **Somerset Shoppes BRA** is in its 5th year. It shows a 2023 captured Taxable Value of $1,115,540. This represents an increase of 2.62% due to new threshold of $180,000 for personal property exemptions in Somerset Shoppes.

Somerset Shoppes BRA History and Capture Changes					
Year	**TOTAL BRA**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	2,953,890	2,126,710	827,180	1,115,540	2.62
2022	2,930,290	2,025,440	904,850	1,087,040	13.65
2021	2,735,700	1,960,740	774,960	956,480	40.61
2020	2,459,440	1,791,000	668,440	680,220	998.0
2019	1,881,890	1,757,610	109,890	68,100	(15.95)
2018	1,778,870	1,640,330	138,540	81,020	

The **Troy Senior Leasing (Regency at Troy) BRA** is in its first year of capture. The 2023 taxable value represents a partial assessment on the property as construction was not completed as of December 31, 2022.

Troy Senior Leasing (MSC) BRA History and Capture Changes					
Year	**TOTAL BRA**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	8,360,270	8,360,270	0	7,480,430	
2022	738,480	738,480	0	0	
2021	695,500	695,500	0	0	
2020	685,900	685,900	0	0	
2019	893,400	893,400	0	13,560	

The **Midtown Apartments BRA** construction was completed and fully assessed for 2023.

Midtown Apartments (MTA) BRA History and Capture Changes					
Year	**TOTAL BRA**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	28,540,680	28,540,680	0	26,683,930	535.05
2022	6,058,630	6,058,630	0	4,201,880	28.41
2021	5,128,880	5,128,880	0	3,272,130	
2020	652,060	652,060	0	0	
2019	2,135,070	1,972,880	162,190	116,130	

The **Harrison Poolside Troy (HPT) BRA** had no captured Taxable Value for 2023.

Midtown Apartments (MTA) BRA History and Capture Changes					
Year	**TOTAL BRA**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	173,850	173,850	0	0	
2022	165,580	165,580	0	0	
2021	160,300	160,300	0	0	
2020	160,300	160,300	0	0	
2019	377,460	377,460	0	8,840	

This is the 20th year for the **Smart Zone (SZ), or LDFA** in the City of Troy. The Smart Zone is located near the southwest corner of E. Big Beaver and John R. The SmartZone has a positive capture for 2023.

The chart below details the **History of the SmartZone**.

SmartZone Totals					
Year	**TOTAL SZ**	**Real**	**Personal**	**Capture**	**Capture %+,-**
2023	21,845,200	18,096,180	3,749,020	7,397,820	22.42
2022	20,490,250	17,330,750	3,159,500	6,042,870	(18.16)
2021	21,831,400	16,777,140	5,054,260	7,384,020	16.62
2020	20,779,280	16,545,550	4,233,730	6,331,900	9.26
2019	20,242,700	16,226,360	4,016,340	5,795,320	27,60
2018	18,989,235	14,277,910	4,711,325	4,541,855	(44.50)
2017	22,626,490	14,767,100	7,859,390	8,179,110	13.30
2016	21,666,445	13,301,350	8,365,095	7,219,065	(14.09)
2015	22,850,510	13,261,600	9,588,910	8,403,130	29.75
2014	20,923,395	13,052,800	7,870,595	6,476,015	6.10
2013	20,546,380	13,126,260	7,420,120	6,099,000	(6.80)
2012	20,096,250	12,118,900	7,977,350	6,546,350	14.27
2011	20,097,510	13,907,950	6,189,560	5,650,130	(46.09)
2010	24,927,370	17,102,270	7,825,100	10,479,990	(10.99)
2009	26,221,980	19,630,100	6,591,880	11,774,600	12.14
2008	24,947,540	18,428,290	6,519,250	10,500,160	(0.69)
2007	25,725,320	18,164,810	7,560,510	11,277,940	25.89
2006	23,405,930	16,888,080	6,517,850	8,958,550	11.50
2005	22,482,220	16,372,300	6,109,920	8,034,840	48.22
2004	19,867,910	15,089,770	4,778,140	5,420,530	

For the 2023 Assessment Year, there are **27,544** residential parcels in the City of Troy. They have an average Assessed Value (A/V) of $194,253 and an average Market Value of $388,507. The average Taxable Value (T/V) for residential parcels is $149,346.

There were **1,006** valid residential sales in the 2022 calendar year. The total sale price was $477,936,985, with an **average sale price of $475,086**. The lowest recorded residential sale was $80,000 and the highest recorded residential sale was $1,450,000.

There were also **211** sales of residential condominiums in 2022. They totaled $58,725,259, with an average sale price of $278,318. The lowest recorded condominium sale was $85,000 and the highest recorded condominium sale was $625,000.

There were approximately 2,462 deeds processed by the Assessing Office Staff in 2022. The vast majority of these lead to the filing of a Property Transfer Affidavit that is also processed by this department. In addition, we handle approximately the same amount of Principal Residence Exemption Affidavits annually.

There are currently **1,955** Commercial/Industrial classed parcels in the City of Troy. These parcels encompass 5,539 businesses that file Personal Property returns in the City. The filing deadline is February 20th, of any given year. All of these returns are processed before the last scheduled session of the Board of Review.

Following this report is a variety of information that is valuable throughout the year. It includes:

Assessment Roll Summary or **Quick Stats.** This summarizes all of the information in the report, in an easy to use format.

Commercial/Industrial Economic Condition Factors. This report indicates the parcel count along with the percent change from the previous year.

Local Millage Comparison. Which compares any local unit's millage rate in Oakland, Macomb or Wayne County to Troy's millage rate.

Top Twenty Taxpayers. A Listing of the Top Twenty Taxpayers in the entire City. Also, separate listings of the Top Twenty Taxpayers in each of the 7 school districts in Troy, along with the Top Twenty Taxpayers in the DDA.

I must also praise the staff of the Assessing Department for the valuable work they do on behalf of the citizens of the City of Troy. The telephone volume is staggering. Staff personally reviews and changes dozens of Assessments, on top of the many that they each reviewed and were unable to change. In spite of the multitude of citizens we spoke with by telephone, I received not a single complaint. Staff's work this year was again, outstanding.

This year, all of this work was accomplished accurately and on time.

I should also mention the extraordinary work performed by the citizen volunteers who served on the 2023 Board of Review. Their work is difficult and stressful. This was another great job in a high stress environment.

The Minutes of the Board of Review close this report. I am available to answer any questions you may have.

Respectfully submitted by Kelly M. Timm, City of Troy Assessor

2023 March Board of Review
2023 Assessment Roll Summary

Type	Count	Assessed Value	Taxable Value
Agricultural Real	**0**	0	0
Commercial Real	**1,039**	1,802,283,570	1,305,736,060
Industrial Real	**916**	620,885,900	411,040,030
Residential Real	**27,544**	5,350,520,700	4,113,587,760
Total Real	**29,499**	7,773,690,170	5,830,363,850
Commercial Personal	**5,142**	248,343,750	248,343,750
Industrial Personal	**378**	39,389,490	39,389,490
Utility Personal	**19**	76,865,560	76,865,560
Deletes	**0**		
Total Personal	**5,539**	364,598,800	364,598,800
Total of Roll	**35,038**	8,138,288,970	6,194,962,650

Percent Changes by Class

Assessed Value Percent Change	%	Taxable Value Percent Change	%
Residential	8.63%	**Residential**	7.30%
Commercial	8.97%	**Commercial**	10.85%
Industrial	10.88%	**Industrial**	9.87%
Personal	-1.00%	**Personal**	-1.00%
Overall A/V	8.40%	**Overall T/V**	7.66%

Percent of Total Roll (A/V = Assessed Value, T/V = Taxable Value)

	A/V %	T/V %		A/V %	T/V %
Residential	65.75	66.40	**Real**	95.52	94.11
Commercial	22.15	21.08	**Personal**	4.48	5.89
Industrial	7.63	6.64			
Personal	4.48	5.89			
Total	100.00	100.00	**Total**	100.00	100.00

Averages

	Sale Price	Market Value	Assessed Value	Taxable Value
Residential	475,086			
1,006 Sales @ $477,936,985	**High Sale**	1,450,000	**Low Sale**	80,000
	Price	**M/V**	**A/V**	**T/V**
Condo	278,318			
211 Sales @ $58,725,259	**High Sale**	625,000	**Low Sale**	85,000
	Price	**M/V**	**A/V**	**T/V**
Combined Residential & Condo	440,971			
1,217 Sales @ $536,662.244	**High Sale**	1,450,000	**Low Sale**	80,000

2023 March Board of Review
2023 Assessment Roll Summary

Ratio of Taxable Value to Market Value	
Total Market Value (including Personal Property)	16,276,577,940
Total Taxable Value (including Personal Property)	12,389,925,300
Ratio of T/V to M/V (including Personal Property) %	38.06
Total Market Value (No Personal Property)	15,547,380,340
Total Taxable Value (No Personal Property)	11,660,727,700
Ratio of T/V to M/V (No Personal Property) %	37.50

By Type (No Personal Property)	Assessed Value	Market Value	Taxable Value	Ratio
Commercial	1,802,283,570	3,604,567,140	1,305,736,060	36.22
Industrial	620,885,900	1,241,771,800	411,040,030	33.10
Residential	5,350,520,700	10,701,041,400	4,113,587,760	38.44

DDA Statistics

	Base	2023 T/V	2023 Capture
Total	309,192,270	482,246,130	173,053,860

Troy Brownfield #4 - TCF Bank Statistics

	Base	2023 T/V	2023 Capture
Total	197,940	1,107,380	909,440

Troy Brownfield #7 - Troy Senior Leasing Statistics

	Base	2023 T/V	2023 Capture
Total	879,840	8,360,270	7,480,430

Troy Brownfield #8 - Somerset Shoppes Statistics

	Base	2023 T/V	2023 Capture
Total	1,843,250	2,930,290	1,087,040

Troy Brownfield #9 - Mid Town Apartments Statistics

	Base	2023 T/V	2023 Capture
Total	1,856,750	28,540,680	26,683,930

Troy Brownfield #10 - Harrison Poolside Troy Apartments Statistics

	Base	2023 T/V	2023 Capture
Total	368,620	173,850	0

Troy Smart Zone (SZ) Statistics

	Base	2023 T/V	2023 Capture
Total	14,447,380	21,845,200	7,397,820

2023 March Board of Review
2023 Assessment Roll Summary

2022 Millage Rates (2023 rates are not Certified until late Fall)

School Code	School	P.R.E July	P.R.E Dec	Total P.R.E	Non-H July	Non-H Dec	Total Non-H
63150	Troy	28.7743	5.9147	34.6890	36.3142	13.4548	49.7690
63070	Avondale	28.7568	5.8974	34.6542	37.8468	14.9874	52.8342
63010	Birmingham	31.0107	4.3649	35.3756	37.5943	10.8969	48.4912
63080	Bloomfield	29.1757	6.2780	35.4537	35.4973	12.6380	48.1353
63280	Lamphere	33.0432	10.1841	43.2273	35.2357	12.3765	47.6122
63040	Royal Oak	28.6387	1.8069	30.4456	46.2035	1.8069	48.0104
50230	Warren	33.6822	1.8069	35.4891	48.7610	1.8069	50.5679

P.R.E. = Principal Residence Exemption (Homestead), Non-H = Non-Homestead

Top Twenty Taxpayers - 2023

Rank	Name	2023 A/V	2023 T/V	Parcels	Activity	% of Total T/V
1	Somerset Collection	66,269,490	63,920,120	5	Mall - Retail	1.03%
2	DTE Electric Co.	50,511,220	50,052,990	17	Utility	0.81%
3	Lithia Real Estate Inc	48,533,800	44,085,040	19	Automotive Dealer	0.71%
4	Troy Apts I-IV LLC	103,277,530	33,682,460	25	Apartments	0.54%
5	Zen Troy LLC	30,987,390	30,730,160	2	Apartments	0.50%
6	Midtown Place Troy LLC	29,882,950	28,540,680	2	Apartments	0.46%
7	Pentrecentre LLC	25,925,890	25,925,890	2	Office Leasing	0.42%
8	MK Oakland Mall LLC	25,352,410	25,352,410	6	Mall - Retail	0.41%
9	CC Troy Associates LLC	34,967,770	24,043,020	4	Office Leasing	0.39%
10	Consumers Energy	23,601,430	23,419,270	12	Utility	0.38%
11	GLF Troy Office LLC	19,614,740	19,614,740	2	Office Leasing	0.32%
12	Wilshire Plaza MI LP	18,598,760	18,168,770	3	Office Leasing	0.29%
13	Troy KS Development	19,100,590	17,748,870	4	Office Leasing	0.29%
14	755 Tower Assoc LLC	25,096,350	16,922,870	2	Office Leasing	0.27%
15	Troy Beaver Realty LLC	15,720,490	15,599,580	2	Office Leasing	0.25%
16	Bostick	20,729,880	15,455,040	26	Leasing-Multi Use	0.25%
17	Regents Park of Troy	17,860,060	15,279,830	3	Apartments	0.25%
18	Mich Troy Technology	15,877,590	14,547,250	5	Office Leasing	0.23%
19	SCA-100 LLC	14,322,020	14,277,490	1	Office Leasing	0.23%
20	LREH Michigan LLC	15,034,130	12,946,150	5	Office Leasing	0.21%
		621,264,490	510,312,630	147		8.24%

City of Troy - Assessing Department					
2023 C/I ECF's					
Neighborhood	**Count**	**2022 ECF**	**2023 ECF**	**% Change**	**Full Name**
APT1	75	0.825	1.311	58.91%	Apartments (Income Approach)
AUTO	18	1.384	1.464	5.8%	Auto Dealer
BANK	30	1.016	1.161	14.27%	Bank
BBS	7	1.179	1.069	-9.33%	Barber Beauty Shops
BOWL	4	0.247	0.247	0.00%	Bowling (alleys have n/v)/Movie/Rink
CH	6	0.434	0.434	0.00%	Clubhouse
CW	7	1.725	1.439	-16.58%	Car Wash *used SG Service Garage 2023
DCC	15	0.862	0.853	-1.04%	Day Care Centers
DistW	12	1.396	1.298	-7.02%	Distribution Warehouse
ENG	67	0.817	0.784	-4.04%	Engineering
GAS	20	1.170	0.740	-36.75%	Gas/Service Station/Convenience
HC	2	0.200	0.200	0.00%	Health Club
Hosp	2	0.874	0.874	0.00%	Hospital Surical Center
HTL	15	0.618	0.514	-16.83%	Hotel/Motel
ILM	685	0.961	0.958	-0.31%	Industrial LM
LOFT	38	0.504	0.694	37.70%	Loft
MED	91	0.767	0.802	4.56%	Medical Office
MINIW	12	0.614	1.402	128.34%	Mini Warehouse
MKT	21	0.891	0.891	0.00%	Market
MORT	2	0.641	0.641	0.00%	Mortuary-Funeral Home
MSC	8	2.073	2.000	-3.52%	Multiple Senior Citizen
OFF	256	0.873	0.816	-6.53%	Office
RHCOM	19	1.268	1.118	-11.83%	Row Houses Commerical
RST	50	1.376	1.260	-8.43%	Restaurant Sit Down
RSTFF	30	0.898	1.036	15.37%	Restaurant Fast Food
RTL	65	0.605	0.647	6.94%	Retail
SCN	80	0.929	0.983	5.81%	Shopping Center Neighborhood
SCR	3	0.929	0.641	-31.00%	Shopping Center Regional (Somerset & Oakland Malls)
SG	37	1.635	1.439	-11.99%	Garage/Service Garage
VET	4	1.302	1.144	-12.14%	Veterinary
C3501	7	n/a	2.082	new	Oakland Mall 14 Mile & John R Condos
					`

City of Troy - Assessing Department

Comparison of County Certified Local Millage Rates - Oakland County

2022 Oakland County Certified Millage Rates for Cities, Villages, & Townships (alphabetically)		2022 Oakland County Certified Millage Rates for Cities, Villages, & Townships (by Millage Rate)	
City Village or Township	Total Millage	City Village or Township	Total Millage
Addison Twp	9.6011	Southfield Twp	0.6000
Auburn Hills	13.0702	Holly Twp	2.4408
Berkley	15.7752	Novi Twp	2.9464
Beverly Hills Village	14.2735	Commerce Twp	3.0363
Bingham Farms Village	9.6000	Groveland Twp	4.4557
Birmingham	13.3542	Rose Twp	4.4590
Bloomfield Hills	10.9600	Oakland Twp	5.6057
Bloomfield Twp	12.0149	Brandon Twp	6.4327
Brandon Twp	6.4327	Lyon Twp	7.6364
Clarkston Village	15.4534	Highland Twp	7.7830
Clawson	22.3778	Springfield Twp	8.0811
Commerce Twp	3.0363	Orchard Lake Village (City)	8.3540
Farmington	19.7084	Independence Twp	8.6823
Farmington Hills	18.0435	Franklin Village	8.7328
Fenton	13.3426	Bingham Farms Village	9.6000
Ferndale	24.6953	Addison Twp	9.6011
Franklin Village	8.7328	Orion Twp	9.7509
Groveland Twp	4.4557	** Troy **	9.8966
Hazel Park	34.5157	Milford Twp	9.9081
Highland Twp	7.7830	White Lake Twp	10.2322
Holly Twp	2.4408	Waterford Twp	10.2615
Holly Village	14.0914	Novi	10.5376
Holly Village (RH)	16.1096	Rochester Hills	10.5510
Huntington Woods	24.2612	Bloomfield Hills	10.9600
Independence Twp	8.6823	Lake Angelus	11.1547
Keego Harbor	15.1394	Oxford Twp	11.5640
Lake Angelus	11.1547	West Bloomfield Twp	11.6475
Lake Orion Village	18.9862	Bloomfield Twp	12.0149
Lathrup Village (City)	24.1266	Wolverine Lake Village	12.6093
Leonard Village	16.6011	Rochester	12.8514
Lyon Twp	7.6364	Wixom	12.9487
Madison Heights	26.0771	Auburn Hills	13.0702
Milford Twp	9.9081	Royal Oak Twp	13.0818
Milford Village	17.5050	Fenton	13.3426
Northville	16.5235	Birmingham	13.3542
Novi	10.5376	Holly Village	14.0914
Novi Twp	2.9464	Beverly Hills Village	14.2735
Oak Park	32.4383	Ortonville Village	14.4327
Oakland Twp	5.6057	Keego Harbor	15.1394

City of Troy - Assessing Department
Comparison of County Certified Local Millage Rates - Oakland County

2022 Oakland County Certified Millage Rates for Cities, Villages, & Townships (alphabetically)		2022 Oakland County Certified Millage Rates for Cities, Villages, & Townships (by Millage Rate)	
City Village or Township	Total Millage	City Village or Township	Total Millage
Orchard Lake Village (City)	8.3540	Clarkston Village	15.4534
Orion Twp	9.7509	Berkley	15.7752
Ortonville Village	14.4327	Holly Village (RH)	16.1096
Oxford Twp	11.5640	Northville	16.5235
Oxford Village	18.8749	Leonard Village	16.6011
Pleasant Ridge	21.9997	South Lyon	16.8611
Pontiac	17.9089	Sylvan Lake	17.1896
Rochester	12.8514	Milford Village	17.5050
Rochester Hills	10.5510	Royal Oak	17.5580
Rose Twp	4.4590	Pontiac	17.9089
Royal Oak	17.5580	Farmington Hills	18.0435
Royal Oak Twp	13.0818	Oxford Village	18.8749
South Lyon	16.8611	Lake Orion Village	18.9862
Southfield	27.3741	Walled Lake	19.3412
Southfield Twp	0.6000	Farmington	19.7084
Springfield Twp	8.0811	Pleasant Ridge	21.9997
Sylvan Lake	17.1896	Clawson	22.3778
** Troy **	9.8966	Lathrup Village (City)	24.1266
Walled Lake	19.3412	Huntington Woods	24.2612
Waterford Twp	10.2615	Ferndale	24.6953
West Bloomfield Twp	11.6475	Madison Heights	26.0771
White Lake Twp	10.2322	Southfield	27.3741
Wixom	12.9487	Oak Park	32.4383
Wolverine Lake Village	12.6093	Hazel Park	34.5157

Southfield Twp	0.6000
Holly Twp	2.3948
Novi Twp	2.9663
Rose Twp	2.9813
Commerce Twp	3.0412
Groveland Twp	4.4557
Oakland Twp	5.6350
Brandon Twp	6.4603
Lyon Twp	6.7310
Leonard Village	7.0000
Springfield Twp	7.3537
Milford Village	7.7216
Franklin Village	7.7231
Highland Twp	7.8442
Milford Twp	7.9241
Ortonville Village	8.0000
Addison Twp	8.3106
Orchard Lake Village (City)	8.3590
Bingham Farms Village	9.0000
Wolverine Lake Village	9.5730
White Lake Twp	9.8310
Fenton	9.8822
** Troy **	10.0154
Orion Twp	10.0815
Waterford Twp	10.2310
Novi	10.5376
Rochester Hills	10.5510
Independence Twp	10.6018
Bloomfield Hills	10.9600
Oxford Village	11.1200
Lake Angelus	11.2109
West Bloomfield Twp	11.7285
Holly Village (Ind Twp)	11.9176
Oxford Twp	11.9466
Bloomfield Twp	12.1734
Lake Orion Village	12.6756
Rochester	12.8528
Wixom	13.0201
Auburn Hills	13.0702
Royal Oak Twp	13.0818
Birmingham	13.5896
Beverly Hills Village	13.9206
Keego Harbor	15.1306
Holly Village (RH)	15.4828
Berkley	15.9886
Northville	16.6044
South Lyon	17.0223
Pontiac	17.4139
Royal Oak	17.4679
Clarkston Village	17.5522
Sylvan Lake	17.6629
Farmington Hills	18.3628

Walled Lake	**19.6201**
Farmington	**19.8167**
Pleasant Ridge	**21.3110**
Clawson	**22.8139**
Lathrup Village (City)	**24.4906**
Huntington Woods	**24.9327**
Ferndale	**26.1345**
Madison Heights	**26.2646**
Southfield	**28.1272**
Oak Park	**33.8541**
Hazel Park	**35.6130**

City of Troy - Assessing Department

Comparison of County Certified Local Millage Rates - Macomb County

2022 Macomb County Certified Millage Rates for Cities, Villages, & Townships (alphabetically)		2022 Macomb County Certified Millage Rates for Cities, Villages, & Townships (by Millage Rate)	
City Village or Township	Total Millage	City Village or Township	Total Millage
Armada Twp	2.2235	Chesterfield Twp	0.7543
Armada Village	12.1625	Richmond Twp	1.0562
Bruce Twp	1.7148	Washington Twp	1.5801
Center Line	30.1632	Bruce Twp	1.7148
Chesterfield Twp	0.7543	Lenox Twp	2.0041
Clinton Twp	5.3564	Armada Twp	2.2235
Eastpointe	26.0798	Macomb Twp	2.9783
Fraser	21.0210	Ray Twp	3.5861
Grosse Pointe Shores	18.7031	Clinton Twp	5.3564
Harrison Twp	9.5000	Shelby Twp	9.2999
Lenox Twp	2.0041	Harrison Twp	9.5000
Macomb Twp	2.9783	** Troy **	9.8966
Memphis	18.2623	New Haven Village	11.7500
Mount Clemens	21.3112	Armada Village	12.1625
New Baltimore	13.3627	New Baltimore	13.3627
New Haven Village	11.7500	Romeo Village (Bruce)	14.5368
Ray Twp	3.5861	Romeo Village (Washington)	14.5368
Richmond	15.6637	Richmond	15.6637
Richmond Twp	1.0562	Sterling Heights	16.3800
Romeo Village (Bruce)	14.5368	Memphis	18.2623
Romeo Village (Washington)	14.5368	Grosse Pointe Shores	18.7031
Roseville	27.6940	Utica	19.2513
Shelby Twp	9.2999	Fraser	21.0210
St Clair Shores	23.4090	Mount Clemens	21.3112
Sterling Heights	16.3800	St Clair Shores	23.4090
** Troy **	9.8966	Eastpointe	26.0798
Utica	19.2513	Warren	27.0913
Warren	27.0913	Roseville	27.6940
Washington Twp	1.5801	Center Line	30.1632

City of Troy - Assessing Department

Comparison of County Certified Local Millage Rates - Wayne County

2022 Wayne County Certified Millage Rates for Cities, Villages, & Townships (alphabetically)		2022 Wayne County Certified Millage Rates for Cities, Villages, & Townships (by Millage Rate, without Transportation mills)	
City Village or Township	Millage Rate	City Village or Township	Millage Rate
Allen Park	23.7068	Canton Twp Chrtr	2.8669
Belleville	15.9353	Brownstown Twp	3.9603
Brownstown Twp	3.9603	Sumpter Twp	4.7566
Canton Twp Chrtr	2.8669	Plymouth Twp	5.1276
Dearborn	22.7000	Van Buren Twp	7.2463
Dearborn Heights	21.9049	Northville Twp	8.3113
Detroit	28.9520	Huron Twp	8.5570
Ecorse	33.2669	** Troy **	9.8966
Flat Rock	19.9847	Livonia	13.1780
Garden City	26.0588	Plymouth	15.1110
Gibraltor	21.2115	Northville	15.4260
Grosse Isle Twp	15.5378	Grosse Isle Twp	15.5378
Grosse Pointe	16.9194	Romulus	15.6988
Grosse Pointe Farms	16.7155	Redford Twp	15.7177
Grosse Pointe Park	18.9873	Belleville	15.9353
Grosse Pointe Shores	18.7031	Grosse Pointe Farms	16.7155
Grosse Pointe Woods	21.4272	Grosse Pointe	16.9194
Hamtramck	23.2395	Grosse Pointe Shores	18.7031
Harper Woods	32.5208	Grosse Pointe Park	18.9873
Highland Park	48.2877	Westland	19.3283
Huron Twp	8.5570	Rockwood	19.9513
Inkster	31.6813	Flat Rock	19.9847
Lincoln Park	20.4138	Lincoln Park	20.4138
Livonia	13.1780	Riverview	20.5900
Melvindale	37.2892	Gibraltor	21.2115
Northville	15.4260	Grosse Pointe Woods	21.4272
Northville Twp	8.3113	Dearborn Heights	21.9049
Plymouth	15.1110	Woodhaven	22.6371
Plymouth Twp	5.1276	Dearborn	22.7000
Redford Twp	15.7177	Wyandotte	22.7500
River Rouge	37.1068	Hamtramck	23.2395
Riverview	20.5900	Allen Park	23.7068
Rockwood	19.9513	Wayne	24.3394
Romulus	15.6988	Trenton	25.7506
Southgate	26.5459	Taylor	25.8060
Sumpter Twp	4.7566	Garden City	26.0588
Taylor	25.8060	Southgate	26.5459
Trenton	25.7506	Detroit	28.9520
** Troy **	9.8966	Inkster	31.6813
Van Buren Twp	7.2463	Harper Woods	32.5208
Wayne	24.3394	Ecorse	33.2669
Westland	19.3283	River Rouge	37.1068
Woodhaven	22.6371	Melvindale	37.2892
Wyandotte	22.7500	Highland Park	48.2877

2023
Top Twenty by Taxable Value
Troy City - All
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	Somerset Collection	66,269,490	63,920,120	5	Mall - Retail	1.03
2	DTE Electric Co	50,511,220	50,052,990	17	Utility	0.81
3	Lithia Real Estate Inc	48,533,800	44,085,040	19	Automotive Dealer	0.71
4	Troy Apts I-IV LLC	103,277,530	33,682,460	25	Apartments	0.54
5	Zen Troy LLC	30,987,390	30,730,160	2	Apartments	0.50
6	Midtown Place Troy LLC	29,882,950	28,540,680	2	Apartments	0.46
7	Pentrecentre LLC	25,925,890	25,925,890	2	Office Leasing	0.42
8	MK Oakland Mall LLC	25,352,410	25,352,410	6	Mall - Retail	0.41
9	CC Troy Associates LLC	34,967,770	24,043,020	4	Office Leasing	0.39
10	Consumers Energy	23,601,430	23,419,270	12	Utility	0.38
11	GLF Troy Office LLC	19,614,740	19,614,740	2	Office Leasing	0.32
12	Wilshire Plaza MI LP	18,598,760	18,168,770	3	Office Leasing	0.29
13	Troy KS Development	19,100,590	17,748,870	4	Office Leasing	0.29
14	755 Tower Assoc LLC	25,096,350	16,922,870	2	Office Leasing	0.27
15	Troy Beaver Realty LLC	15,720,490	15,599,580	2	Office Leasing	0.25
16	Bostick	20,729,880	15,455,040	26	Leasing-Multi Use	0.25
17	Regents Park of Troy	17,860,060	15,279,830	3	Apartments	0.25
18	Michigan Troy Technology	15,877,590	14,547,250	5	Office Leasing	0.23
19	SCA-100 LLC	14,322,020	14,277,490	1	Office Leasing	0.23
20	LREH Michigan LLC	15,034,130	12,946,150	5	Office Leasing	0.21
Totals		621,264,490	510,312,630	147		8.24
	Total A/V	8,138,288,970	6,194,962,650	**Total T/V**		

2023
Top Twenty by Taxable Value
Avondale Schools 63070
City of Troy - Assessing Department

Rank	Name	2023 A/V	2023 T/V	Parcels	Activity	%
1	Nino Salvaggio Investment	5,166,550	3,854,880	2	Market	0.06
2	Northfield Commons LLC	6,026,680	3,610,470	1	Retail Rental	0.06
3	925 W South Blvd MI LLC	5,359,860	3,467,220	1	Senior Housing	0.06
4	Caswell Townhomes LLC	5,905,200	2,471,510	1	Retail & Apartments	0.04
5	Sunrise Assisted Living	3,405,900	2,018,540	1	Senior Housing	0.03
6	DTE Electric Co	1,672,790	1,672,790	1	Utility	0.03
7	Caswell Town Center LLC	2,289,560	1,043,320	4	Retail	0.02
8	Petruzzello Trust	1,272,710	946,100	2	Catering	0.02
9	Consumers Energy	906,250	906,250	1	Utility	0.01
10	Troy Professional Bldgs LLC	1,121,240	806,610	2	Office Leasing	0.01
11	1981 South Blvd LLC	773,690	773,690	1	Retail	0.01
12	Amberwood Townhomes	771,940	544,670	1	Apartment	0.01
13	Comcast LLC	534,090	534,090	1	Cable	0.01
14	Bostick, Charles Trust	731,750	511,480	4	Residential/Rental	0.01
15	Kroger Co of MI	508,600	508,600	1	Market	0.01
16	Rest Ret/Off LLC	1,460,240	469,590	1	Office Leasing	0.01
17	Boji	609,810	448,950	1	Residence	0.01
18	Nikolla	440,440	438,920	1	Residence	0.01
19	Zeray	392,090	392,090	1	Residence	0.01
20	Abou	494,090	389,780	1	Residence	0.01
Totals		34,676,930	21,954,670	27		0.35

Total A/V	8,138,288,970	6,194,962,650	**Total T/V**

2023
Top Twenty by Taxable Value
Birmingham Schools 63010
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	DTE Electric Co	7,075,250	7,063,100	2	Utility	0.11
2	Grand/Sakwa New Holland	7,992,080	6,069,510	3	Retail Rental	0.10
3	Target Corp	7,234,290	5,411,170	2	Retail	0.09
4	Home Depot	5,709,720	3,819,290	2	Retail	0.06
5	SP Industrial	3,410,670	3,087,180	2	Industrial	0.05
6	International Transmission	2,631,870	2,631,870	1	Utility	0.04
7	Kroger	3,751,070	2,509,090	2	Market	0.04
8	Kohl's	2,981,740	2,415,330	2	Retail	0.04
9	LA Fitness	2,321,100	1,391,860	2	Gym	0.02
10	Consumers Energy	841,160	841,160	1	Utility	0.01
11	Secured Storage	1,436,070	788,190	2	Storage	0.01
12	2717 Industrial Row LLC	753,770	753,770	1	Industrial	0.01
13	Wolverine Carbide	1,339,150	748,490	1	Industrial	0.01
14	ESS Prisa LLC	1,477,270	741,990	1	Warehouse	0.01
15	Queen Nour LLC	773,570	713,860	1	Residence	0.01
16	Fields Christopher	803,410	708,460	1	Residence	0.01
17	Koneru Trust	786,020	693,880	1	Residence	0.01
18	Fishman Trust	777,150	686,430	1	Residence	0.01
19	2966 Industrial Row LLC	682,410	682,410	1	Industrial	0.01
20	Sunblad, Kyle & Stacy	722,040	639,900	1	Residence	0.01
Totals		53,499,810	42,396,940	30		0.68

Total A/V	8,138,288,970	6,194,962,650	**Total T/V**	

2023
Top Twenty by Taxable Value
Bloomfield Schools 63080
City of Troy - Assessing Department

Rank	Name	2023 A/V	2023 T/V	Parcels	Activity	%
1	Windemere Park of Troy	5,149,000	2,978,820	1	Senior Living	0.05
2	Chadha	1,254,970	1,254,970	1	Residence	0.02
3	DTE Electric Co	1,120,430	1,108,510	2	Utility	0.02
4	Pllumaj	1,564,330	1,037,380	2	Residence	0.02
5	LREH California LLC	1,395,940	1,032,680	1	Office Leasing	0.02
6	Reid	1,742,770	990,570	1	Residence	0.02
7	Garippa Trust	994,190	969,680	1	Residence	0.02
8	Veluru	1,330,250	846,360	1	Residence	0.01
9	Malik	1,216,280	790,520	1	Residence	0.01
10	Dedvukaj	1,162,280	778,730	1	Residence	0.01
11	Mac Neill	1,117,240	776,560	1	Residence	0.01
12	Varghese	1,139,360	751,170	1	Residence	0.01
13	Kumar	732,410	732,410	1	Residence	0.01
14	Kissoondial	753,930	728,260	1	Residence	0.01
15	Rao	741,380	713,270	1	Residence	0.01
16	Camaj	1,062,090	696,260	1	Residence	0.01
17	Khan	987,320	662,290	1	Residence	0.01
18	Jain	999,220	641,950	1	Residence	0.01
19	Lee	991,070	640,630	1	Residence	0.01
20	Hajjar	740,460	636,930	1	Residence	0.01
Totals		26,194,920	18,767,950	22		0.30

Total A/V	8,138,288,970	6,194,962,650	**Total T/V**	

2023
Top Twenty by Taxable Value
Lamphere Schools 63280
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Count	Activity	%
1	MK Oakland Mall LLC	25,352,410	25,352,410	6	Mall/Retail	0.41
2	CR Oakland Square LLC	10,361,640	9,865,250	3	Retail	0.16
3	MGA Research Corp	9,642,960	9,642,960	1	Engineering	0.16
4	CR Oakland Plaza LLC	8,296,850	8,031,880	4	Retail	0.13
5	14 Mile & John R Holdings LLC	7,231,690	5,679,680	7	Retail	0.09
6	CTL Propco I LLC	5,223,660	4,804,090	1	Retail	0.08
7	Macy's	8,172,380	4,664,100	1	Retail	0.08
8	Spirit Realty LP	4,098,020	4,098,020	1	Retail	0.07
9	Zago Properties LLC	3,942,020	3,942,020	1	Retail	0.06
10	Sun Rise Troy LLC	3,518,080	3,518,080	1	Retail	0.06
11	400 John R Road LLC	3,289,700	2,382,250	1	Retail	0.04
12	Wolverine Carbide & Tool	2,726,440	2,250,800	2	Warehouse	0.04
13	Bostick West Prop LLC	2,504,090	1,704,180	4	Industrial	0.03
14	Managed Way Co	1,250,000	1,250,000	1	Personal Property	0.02
15	AGNL Doors LLC	1,283,540	1,200,290	1	Industrial	0.02
16	600 Data Center LLC	1,566,220	1,192,050	1	Industrial	0.02
17	Telli Invt LLC	1,110,080	1,086,300	1	Industrial	0.02
18	Vosburgh Investments LP	1,069,650	864,680	1	Restaurant	0.01
19	LGA 3 LLC	1,195,450	859,130	1	Retail	0.01
20	Executive Real Estate	1,415,100	798,510	1	Industrial	0.01
Totals		103,249,980	93,186,680	40		1.50

Total A/V	8,138,288,970	6,194,962,650	**Total T/V**

2023
Top Twenty by Taxable Value
Royal Oak Schools 63040
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	Cole OFC Troy MI LLC	4,905,180	3,910,680	1	Office Leasing	0.06
2	Troy Hotels Inc	5,161,140	3,719,380	1	Hotel	0.06
3	Holiday Inn Express	3,885,560	3,083,920	2	Hotel	0.05
4	250 Stephenson Assoc Inc	5,679,190	3,013,620	1	Office Leasing	0.05
5	HOV Services Inc	2,709,310	2,709,310	1	Office Leasing	0.04
6	SourceHOV LLC	2,892,380	2,532,430	1	Office Leasing	0.04
7	LREH Michigan LLC	3,992,720	2,450,250	1	Office Leasing	0.04
8	Kostal of America Inc	4,723,790	2,241,970	2	Corp HQ	0.04
9	Troy 750 Investors LLC	2,283,840	1,735,440	1	Office Leasing	0.03
10	FSC Con Troy MI LLC	2,121,700	1,376,100	1	Industrial	0.02
11	Troy 500 Investors LLC	1,960,930	1,206,670	1	Office Leasing	0.02
12	501 Stephenson LLC	1,105,250	1,074,950	1	Industrial	0.02
13	Site One Landscape LLC	1,395,100	985,390	2	Landscaping	0.02
14	Continental Catering LLC	842,810	842,810	1	Catering	0.01
15	Phoenix Wire Works Inc	1,548,740	831,100	1	Industrial	0.01
16	Source Corp BPS Inc	786,480	786,480	1	Personal Property	0.01
17	Intraco Corporation	1,101,210	743,320	2	Office Leasing	0.01
18	North American Bancard	741,640	741,640	1	Personal Property	0.01
19	Deal Investment LLC	1,017,110	685,740	1	Office Leasing	0.01
20	St Real Estate Holdings LLC	810,960	600,350	1	Office Leasing	0.01
Totals		49,665,040	35,271,550	24		0.57
	Total A/V	8,138,288,970	6,194,962,650	**Total T/V**		

2023
Top Twenty by Taxable Value
Troy Schools 63150
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	Somerset Collection	66,269,490	63,920,120	5	Mall - Retail	1.03
2	Lithia Real Estate Inc	43,724,930	39,661,250	17	Auto Dealership	0.64
3	DTE Electric Co	37,603,740	37,169,580	9	Utility	0.60
4	Troy Apartments I-IV LLC	103,277,530	33,862,460	25	Apartments	0.55
5	Zen Troy LLC	30,987,390	30,730,160	2	Apartments	0.50
6	Midtown Place Troy LLC	29,882,950	28,540,680	2	Apartments	0.46
7	Pentrecentre LLC	25,925,890	25,925,890	2	Office Leasing	0.42
8	Consumers Energy	19,996,580	19,814,420	6	Utility	0.32
9	GLF Troy Office LLC	19,614,740	19,614,740	2	Office Leasing	0.32
10	Wilshire Plaza MI Realty	18,598,760	18,168,770	3	Office Leasing	0.29
11	Troy KS Development LLC	16,363,720	17,748,870	4	Office Leasing	0.29
12	755 Tower Associates LLC	25,096,350	16,922,870	2	Office Leasing	0.27
13	Troy Beaver Realty	15,720,490	15,599,580	2	Office Leasing	0.25
14	Regents Park of Troy	17,860,060	15,279,830	3	Apartments	0.25
15	SCA-100 LLC	14,322,020	14,277,490	1	Office Leasing	0.23
16	VHS Childrens Hospital	14,836,850	12,620,900	2	Hospital	0.20
17	CC Troy Associates I LLC	19,258,390	12,445,430	3	Office Leasing	0.20
18	Zimmer US Inc	12,295,090	12,295,090	1	Personal Property	0.20
19	Nemer Troy LLC	14,458,830	11,828,940	5	Office Leasing	0.19
20	Somerset Place LLC	16,730,230	11,794,650	1	Office Leasing	0.19
Totals		562,824,030	458,221,720	97		7.40
	Total A/V	8,138,288,970	6,194,962,650	**Total T/V**		

2023
Top Twenty by Taxable Value
Warren Consolidated Schools 50230
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	Mich Troy Technology LLC	15,877,590	14,547,250	5	Industrial Leasing	0.23
2	Edinburgh Properties LP	9,686,090	6,513,620	1	Apartments	0.11
3	Home Properties	10,748,570	5,142,730	2	Apartments	0.08
4	Lithia Real Estate Inc	4,808,870	4,423,790	2	Auto Dealer	0.07
5	Indusco Holdings LLC	4,316,970	4,316,970	1	Industrial	0.07
6	2055 Meridian Troy LLC	3,800,000	3,800,000	1	Industrial	0.06
7	Bostick Real Estate	4,131,520	2,538,250	10	Industrial Leasing	0.04
8	DTE Electric Co	2,412,590	2,412,590	1	Utility	0.04
9	Holden Hayden LLC	2,421,910	2,338,580	1	Industrial	0.04
10	Lukowski Yarema LLC	3,986,480	2,004,880	5	Manufacturing	0.03
11	1099 Chicago Road LLC	2,380,300	1,457,070	1	Industrial	0.02
12	Phoenix Property LLC	1,463,240	1,441,350	2	Industrial	0.02
13	1740 E Maple LLC	1,634,310	1,361,860	1	Industrial Leasing	0.02
14	John R Spring Co LLC	4,486,900	1,287,220	1	Repair	0.02
15	American Polish Cultural	2,254,320	1,280,870	3	Clubhouse	0.02
16	Ring Road Props	1,287,610	1,210,460	1	Industrial Leasing	0.02
17	John R Spring	3,315,590	1,186,770	1	Repair	0.02
18	Dequindre REIT	1,791,140	1,184,550	4	Industrial Leasing	0.02
19	1783 E Fourteen Mile LLC	2,212,300	1,178,670	1	Warehouse	0.02
20	Tepel Land LLC	2,140,240	1,173,450	7	Industrial	0.02
Totals		85,156,540	60,800,930	51		0.98
	Total A/V	8,138,288,970	6,194,962,650	**Total T/V**		

2023
Top Twenty by Taxable Value
DDA
City of Troy - Assessing Department

Rank	Owner	2023 A/V	2023 T/V	Parcels	Activity	%
1	Somerset Collection	66,269,490	63,920,120	5	Mall Retail	1.03
2	Zen Troy LLC	30,987,390	30,730,160	2	Apartments	0.50
3	Pentrecentre LLC	25,925,890	25,925,890	2	Office Leasing	0.42
4	Wilshire Plaza MI Realty	18,598,760	18,168,770	3	Office Leasing	0.29
5	755 Tower Associates LLC	25,096,350	16,922,870	2	Office Leasing	0.27
6	Troy KS Development LLC	13,754,860	12,644,380	3	Office Leasing	0.20
7	VHS Childrens Hospital	14,836,850	12,620,900	2	Hospital	0.20
8	CC Troy Associates I LLC	19,258,390	12,445,430	3	Office Leasing	0.20
9	Nemer Troy Place Realty	14,458,830	11,828,940	5	Office Leasing	0.19
10	Somerset Place LLC	16,730,230	11,794,650	1	Office Leasing	0.19
11	CC Troy Associates II LLC	15,709,380	11,597,590	1	Office Leasing	0.19
12	Liberty Investments I LLC	11,609,750	10,079,440	2	Office Leasing	0.16
13	Macys	13,209,560	9,467,410	2	Retail	0.15
14	OVT Wilshire Owner LLC	8,470,930	8,012,600	1	Office Leasing	0.13
15	Galleria of Troy LLC	8,870,240	7,886,050	1	Office Leasing	0.13
16	Nordstrom Inc	9,442,360	7,541,020	2	Retail	0.12
17	NS International Ltd	8,514,610	6,128,260	2	Office Leasing	0.10
18	Sheffield Owner LLC	15,545,390	5,495,840	2	Office Leasing	0.09
19	Neiman Marcus	7,103,710	5,443,980	2	Retail	0.09
20	Troy 888 LLC	8,332,490	5,434,480	4	Office Leasing	0.09
Totals		352,725,460	294,088,780	47		4.75

Total A/V	8,138,288,970	6,194,962,650	**Total T/V**	

City of Troy 2023

March Board of Review Minutes

Organizational Meeting

Troy City Hall Conference Room E

500 W. Big Beaver Rd, Troy MI 48084

TUESDAY, MARCH 7, 2023 10:00 A.M.-12:00 P.M.

The 2023 Board of Review was called to order at 10:00 A.M. at Troy City Hall. Members present: Karen Greenwood, Howard Adams, and Michele Shoan. Motion by Karen Greenwood to appoint Howard Adams as Chairperson, Seconded by Michele Shoan, Motion Carried. Also present were City Assessor, Kelly Timm who served as the Secretary and Kim Harper, Deputy Assessor. Kelly Timm presented the 2023 Certified Assessment Roll to the Board, reviewed with the Board of Review how to conduct business, reviewed statutory or policy changes for the current year, and briefed the members on aspects of the 2023 Assessment Roll. There were no corrections of omissions or errors. Motion by Michele Shoan to adjourn the meeting, Seconded by Howard Adams. Meeting adjourned at 12:00 PM. Actual hours in Session-2 hours. There were no scheduled appointments for this session.

City of Troy 2023

March Board of Review Minutes

Meeting

Troy City Hall Conference Room E

500 W. Big Beaver Rd, Troy MI 48084

MONDAY, MARCH 13, 2023 9:00 A.M-4:00 P.M.

The 2023 Board of Review was called to order at 9:00 A.M. at Troy City Hall. Members present: Karen Greenwood, Howard Adams, Chairperson and Michele Shoan. Also present was City Assessor, Kelly Timm who served as the Secretary. See Attached for the Petitions heard at this meeting. Motion by Karen Greenwood to adjourn the meeting, Seconded by Michele Shoan. Meeting adjourned at 4:00 PM. Actual hours in Session-8 hours.

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	01.03.13	**88-20-14-401-011**
REA, DARIO & MARISA		**1617 ROCKFIELD**

THE PETITIONERS REQUESTED A CHANGE IN HOW TAX REVENUE IS COLLECTED. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
194,280	194,280	194,280	194,280	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	02.03.13	**88-20-15-101-022**
SZTUMERSKI, RONALD & BAERBEL		**155 BELHAVEN**

THE PETITIONER SUBMITTED THE STYLE OF HOME AND THE SQUARE FOOTAGE FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED VALUE TO $170,450 AND THE TAXABLE VALUE TO $101,900.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
185,030	117,200	170,450	101,900	-14,580	-15,300

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	03.03.13	**88-20-24-401-029**
CHOWDHURY, MOHAMMED & JANNATUN N		**2673 LOCKSLEY**

THE PETITIONER SUBMITTED COMPARABLES AND AN APPRAISAL FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
234,910	234,910	234,910	234,910	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	04.03.13	**88-20-07-202-025**
DAHHAN, WAEL		**5829 CLEARVIEW**

THE PETITIONER SUBMITTED THE CONDITION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $433,060.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
444,180	444,180	433,060	433,060	-11,120	-11,120

Appeal Date	Appeal # / Time	Parcel ID #

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	05.03.13	**88-20-08-105-004**
ADHIKARI, BIKAL & JAYA PARAJULI		**1844 FORDHAM**

THE PETITIONER PRESENTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE WITH ONE BOARD MEMBER RECUSING HERSELF.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
187,640	177,290	187,640	177,290	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	06.03.13	**88-20-01-351-028**
LI, SANJUN		**6230 BRITTANY TREE**

THE PETITIONER WANTED INFORMATION ON HOW THE ASSESSED AND TAXABLE VALUES WERE CALCULATED. HE REQUESTED A DECREASE IN ASSESSED VALUE. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
224,400	198,740	224,400	198,740	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	07.03.13	**88-20-07-151-045**
HASAN, AKM R & SHORMI S		**2974 SQUIRE CT**

THE PETITIONER SUBMITTED THE CONDITION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
346,710	325,810	346,710	325,810	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	08.03.13	**88-20-24-127-020**
LYON, NICHOLAS		**2355 KETTLE**

THE PETITIONER SUBMITTED COMPARABLES AND CONDITION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $179,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
183,230	183,230	179,000	179,000	-4,230	-4,230

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	09.03.13	**88-20-28-426-018**
SIAVRAKAS, DENNIS & TERESA		**330 OLYMPIA**

2023 March Board of Review Report

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
105,530	36,480	105,530	36,480	0	0

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V01.04:00PM	**88-20-01-451-018**
WAWKZYNIAK, JAMES H & SANDRA M		**6159 MEADOWLARK**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
330,310	301,540	0	0	-330,310	-301,540

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V02.04:00PM	**88-20-02-132-008**
BENEDICT, PAUL J		**1490 HARTWIG**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
172,110	172,110	0	0	-172,110	-172,110

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V03.04:00PM	**88-20-02-203-021**
ANDREWS, MARK & GINA Y		**6729 EMERALD LAKE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
183,760	179,880	0	0	-183,760	-179,880

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V04.04:00PM	**88-20-02-203-024**
MC KNIGHT, BRITTANY & KYRA		**6866 WESTPOINTE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
201,910	201,910	0	0	-201,910	-201,910

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V05.04:00PM	**88-20-02-229-004**
SZYSZKOWSKI, JOHN & CATHERINE A		**6845 LITTLE CREEK**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
212,380	204,220	0	0	-212,380	-204,220

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V06.04:00PM	**88-20-03-103-003**
NAIMAN, R G & KATHLEEN		**6938 FIELDSTONE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
252,160	243,940	0	0	-252,160	-243,940

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V07.04:00PM	**88-20-03-177-001**
FARRUG TRUST, JOSEPH M & VIRGINIA S		**274 LESDALE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
139,900	138,680	0	0	-139,900	-138,680

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V08.04:00PM	**88-20-03-277-005**
CASILLAS JR, MICHAEL & NORA		**882 HANNAH**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
276,670	276,670	0	0	-276,670	-276,670

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V09.04:00PM	**88-20-03-277-006**
KARLOFF, MICHAEL S		**900 HANNAH**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
126,720	126,720	0	0	-126,720	-126,720

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V10.04:00PM	**88-20-03-279-012**
REIDMAN, DENNIS M		**926 MARENGO**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
131,680	77,960	0	0	-131,680	-77,960

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V11.04:00PM	**88-20-03-451-001**
SMITH, JAMES E & CYNTHIA A		**536 OTTAWA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
172,860	172,020	0	0	-172,860	-172,020

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V12.04:00PM	**88-20-04-201-020**
ROYS, GARY & CYNTHIA		**6955 VERNMOOR**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
194,510	130,180	0	0	-194,510	-130,180

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V13.04:00PM	**88-20-04-252-005**
CALLAHAN, ISAAC & TRACEY		**6644 HOUGHTEN**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
196,180	185,640	0	0	-196,180	-185,640

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V14.04:00PM	**88-20-04-257-004**
HINSON, RAY L & LINDA L		**6500 VERNMOOR**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
134,330	128,350	0	0	-134,330	-128,350

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V15.04:00PM	**88-20-04-477-022**
MERSHMAN, NOEL & FRANCINE		**6041 NILES**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
178,380	177,540	0	0	-178,380	-177,540

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V16.04:00PM	**88-20-06-352-025**
WILLIAMS, TEVIS & ARMEACE		**2595 MANCHESTER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
378,630	378,630	0	0	-378,630	-378,630

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V17.04:00PM	**88-20-08-152-006**
COOSAIA, EDWARD & MICHELE P		**1945 FREEMONT**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
186,870	179,100	0	0	-186,870	-179,100

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V18.04:00PM	**88-20-09-227-017**
OGUNYANWO, OLUGBENGA & MOJISOLA		**5977 NILES**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
192,290	192,290	0	0	-192,290	-192,290

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V19.04:00PM	**88-20-09-277-024**
REINHART, RICHARD L & YOLANDA		**5541 LIVERNOIS**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
126,980	125,970	0	0	-126,980	-125,970

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V20.04:00PM	**88-20-09-426-021**
GASIECKI, KENNETH & PATRICIA		**5360 VIRGILIA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
202,760	130,300	0	0	-202,760	-130,300

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V21.04:00PM	**88-20-10-376-010**
DOLKOWSKI, MICHAEL & DONA		**5183 FOLKSTONE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
168,080	159,690	0	0	-168,080	-159,690

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V22.04:00PM	**88-20-11-176-051**
WELLS III, WADE PIERSON		**1253 PLAYER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
176,320	156,660	0	0	-176,320	-156,660

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V23.04:00PM	**88-20-11-276-006**
CLARK, TERRI & ALLAN		**1760 ABBOTSFORD**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
162,620	162,620	0	0	-162,620	-162,620

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V24.04:00PM	**88-20-11-377-012**
BURKHART, PHYLLIS		**5045 CARNABY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
138,400	132,040	0	0	-138,400	-132,040

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V25.04:00PM	**88-20-11-426-002**
ELIAN, JOSEPH & ROSE M		**1872 HOPEDALE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
214,790	204,490	0	0	-214,790	-204,490

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V26.04:00PM	**88-20-11-480-001**
SKRUMBELLOS, NICHOLAS		**1780 WILMET**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
229,670	217,890	0	0	-229,670	-217,890

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V27.04:00PM	**88-20-12-128-027**
BRENNAN, MARIE ANN		**5855 CLIFFSIDE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
196,220	185,090	0	0	-196,220	-185,090

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V28.04:00PM	**88-20-12-153-003**
COURTNEY, LAWRENCE & LORRAINE		**2081 HIGHBURY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
172,390	163,000	0	0	-172,390	-163,000

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V29.04:00PM	**88-20-12-183-008**
HYNES III, TERRENCE C & JENNIFER		**2304 HIGHBURY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
173,390	151,990	0	0	-173,390	-151,990

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V30.04:00PM	**88-20-12-204-031**
KINGREY, JAMES P & JANICE L		**2655 CORAL**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
117,950	113,090	0	0	-117,950	-113,090

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V31.04:00PM	**88-20-12-226-008**
CAPERS, BARTHOLOMEW & MARTHA		**5844 RUBY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
217,140	216,000	0	0	-217,140	-216,000

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V32.04:00PM	**88-20-12-255-005**
PLOSS, AARON W & AMY E		**5532 PATTERSON**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
278,050	140,540	0	0	-278,050	-140,540

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V33.04:00PM	**88-20-12-276-006**
HANDRINOS, RANDY & ANNETTE		**2837 DENISE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
158,570	150,400	0	0	-158,570	-150,400

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V34.04:00PM	**88-20-12-327-027**
WENTZEL, CHARLES R & TRACI L		**5334 CLOISTER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
199,730	191,620	0	0	-199,730	-191,620

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V35.04:00PM	**88-20-12-376-005**
BUCHANAN, MICHAEL & BARBARA		**2314 TUCKER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
210,210	201,480	0	0	-210,210	-201,480

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V36.04:00PM	**88-20-13-128-003**
BROWN, CORY & BOBBI		**2350 AVERY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
148,150	128,630	0	0	-148,150	-128,630

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V37.04:00PM	**88-20-13-279-002**
MARTINEZ, CHRISTOPHER M & SUZANNE J		**2792 QUINCY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
189,790	169,010	0	0	-189,790	-169,010

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V38.04:00PM	**88-20-13-351-043**
ROGERS TRUST, JEAN		**2035 APPLEWOOD**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
165,590	165,590	0	0	-165,590	-165,590

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V39.04:00PM	**88-20-13-379-010**
HUDKINS, SANDRA J		**4066 MIDDLEBURY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
155,450	101,580	0	0	-155,450	-101,580

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V40.04:00PM	**88-20-13-478-021**
RIVERA JR, JESUS & JUANITA		**2887 E WATTLES**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
166,990	147,680	0	0	-166,990	-147,680

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V41.04:00PM	**88-20-14-202-013**
ROBB, ALAN E & CAROLE E		**1563 WELLING**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
170,640	105,470	0	0	-170,640	-105,470

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V42.04:00PM	**88-20-14-328-021**
ARMSTRONG, GORDON M		**4408 REILLY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
170,360	167,700	0	0	-170,360	-167,700

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V43.04:00PM	**88-20-14-352-009**
LANCE, BRYAN E		**1075 MAYA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
189,750	175,920	0	0	-189,750	-175,920

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V44.04:00PM	**88-20-15-103-020**
COOK, JOHN & MARY ANN		**307 WILTON**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
175,520	152,690	0	0	-175,520	-152,690

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V45.04:00PM	**88-20-15-104-003**
MEOLA TRUST, PHILIP F & PATRICIA E		**170 WILTON**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
153,450	135,390	0	0	-153,450	-135,390

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V46.04:00PM	**88-20-15-204-009**
HANNAH, ROBERT & NORMA		**570 SARA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
267,120	248,620	0	0	-267,120	-248,620

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V47.04:00PM	**88-20-15-428-004**
ROSE, JOHN R		**827 THURBER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
224,340	210,450	0	0	-224,340	-210,450

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V48.04:00PM	**88-20-16-228-002**
EILER, ERNEST T & JOYCE		**139 BRAEMAR**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
193,800	117,370	0	0	-193,800	-117,370

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V49.04:00PM	**88-20-17-100-023**
SEPELAK, FRED & CONNIE		**4866 RAMBLING**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
337,540	231,330	0	0	-337,540	-231,330

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V50.04:00PM	**88-20-17-202-006**
DONOVAN, SUSAN		**4719 BENTLEY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
270,200	270,200	0	0	-270,200	-270,200

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V51.04:00PM	**88-20-18-353-012**
LEHNE, STANFORD J & KAREN		**4085 WALNUT HILL**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
157,170	156,320	0	0	-157,170	-156,320

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V52.04:00PM	**88-20-18-477-014**
LINK, JOHN & KAREN		**4228 CHERRYWOOD**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
193,360	193,360	0	0	-193,360	-193,360

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V53.04:00PM	**88-20-19-202-012**
MC GEE, TIMOTHY S & JULIE A		**3871 WOODMAN**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
197,630	197,630	0	0	-197,630	-197,630

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V54.04:00PM	**88-20-19-427-003**
D'AOUST, ALLEN & ERIKA		**2163 LANCER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
281,130	273,470	0	0	-281,130	-273,470

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V55.04:00PM	**88-20-20-101-016**
SHERMAN, THOMAS J & NANCY L		**1897 WARBLER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
234,290	175,290	0	0	-234,290	-175,290

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V56.04:00PM	**88-20-20-226-041**
KURKOWSKI, LAWRENCE & KARIN		**3665 CROOKS**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
207,100	207,100	0	0	-207,100	-207,100

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V57.04:00PM	**88-20-20-227-007**
WITYK, NICHOLAS & HALINA		**1745 MCMANUS**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
201,590	201,590	0	0	-201,590	-201,590

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V58.04:00PM	**88-20-23-410-005**
SIDELKO, JOSEPH B & JENNIFER D		**1649 BOYD**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
304,520	304,150	0	0	-304,520	-304,150

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V59.04:00PM	**88-20-24-103-014**
CROSS, SHAUN		**3868 WAYFARER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
226,420	226,420	0	0	-226,420	-226,420

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V60.04:00PM	**88-20-24-128-011**
SMITH, DENNIS L & NANCY A		**3812 FORGE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
147,540	146,800	0	0	-147,540	-146,800

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V61.04:00PM	**88-20-25-182-013**
CHAPMAN, RONALD & LINDA		**2372 PARIS**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
125,470	120,610	0	0	-125,470	-120,610

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V62.04:00PM	**88-20-25-326-008**
ZIEGLER, EDWARD ROMAN & MARY E		**2153 MILVERTON**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
95,780	90,620	0	0	-95,780	-90,620

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V63.04:00PM	**88-20-25-326-056**
GRICE, THOMAS R & KIM E		**2048 CRABTREE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
147,480	146,220	0	0	-147,480	-146,220

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V64.04:00PM	**88-20-25-478-009**
BAKER, CHARLES E & KATALIN E		**2912 TEASDALE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
141,060	133,780	0	0	-141,060	-133,780

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V65.04:00PM	**88-20-27-155-028**
BUNGE, ERNEST J & ELIZABETH L		**218 STARR**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
130,050	130,050	0	0	-130,050	-130,050

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V66.04:00PM	**88-20-30-101-013**
BECKER, BRUCE V & SUSAN R		**1031 NORWICH**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
170,780	170,780	0	0	-170,780	-170,780

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V67.04:00PM	**88-20-30-126-019**
VAN TIEM, MICHAEL & ASHLEY		**961 NAMPA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
196,610	196,610	0	0	-196,610	-196,610

Appeal Date	Appeal # / Time	Parcel ID #
03/12/2002	V68.04:00PM	**88-20-30-126-043**
QUIROZ-BARTON, DAVID		**3593 W BIG BEAVER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
119,070	115,470	0	0	-119,070	-115,470

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V69.04:00PM	**88-20-30-152-011**
FOWLER, SARA E & ERIC J		**1005 BROOKLAWN**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
139,380	75,680	0	0	-139,380	-75,680

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V70.04:00PM	**88-20-06-301-005**
FROST, MARGIE L & JAMES E		**2898 BRETBY**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
201,790	168,730	201,790	168,730	0	0

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V71.04:00PM	**88-20-11-328-018**
HOLTER, NICOLE		**5304 HALE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
192,840	176,100	192,840	176,100	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V72.04:00PM	**88-20-05-228-010**
BIGGERS TRUST, JOSEPH & VELMA		**6822 WOODCREST**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
215,880	206,020	0	0	-215,880	-206,020

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	V73.04:00PM	**88-20-15-451-007**
MERCER, MELISSA & NOWAK, MARCUS		**4408 TALLMAN**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
161,200	158,990	0	0	-161,200	-158,990

City of Troy 2023

March Board of Review Minutes

Meeting

Troy City Hall Conference Room E

500 W. Big Beaver Rd, Troy MI 48084

TUESDAY, MARCH 14, 2023 1:00 P.M - 9:00 P.M.

The 2023 Board of Review was called to order at 1:00 P.M. at Troy City Hall. Members present: Karen Greenwood, Howard Adams, Chairperson and Michele Shoan. Also present was City Assessor, Kelly Timm who served as the Secretary. See Attached for the Petitions heard at this meeting. Motion by Howard Adams to adjourn the meeting, Seconded by Michele Shoan. Meeting adjourned at 9:00 PM. Actual hours in Session-8 hours.

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	10.03.14	**88-20-05-129-057**
CHATTERJEE TRUST, MADHU & TAPATI		**6628 CRABAPPLE**

THE PETITIONER SUBMITTED CONDITION OF LAND FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
226,010	196,090	226,010	196,090	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	11.03.14	**88-20-16-427-058**
PANDEY, VINANT		**4368 VIRGILIA**

THE PETITIONER PRESENTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE WITH ONE BOARD MEMBER RECUSING HIMSELF.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
408,140	408,140	408,140	408,140	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	12.03.14	**88-20-18-252-006**
BACHOR, ROSANNE E TRUST		**4630 RIVERS EDGE**

THE PETITIONER PRESENTED EXTERIOR CONDITION OF THE COMMON AREA FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE WITH ONE BOARD MEMBER RECUSING HIMSELF.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
314,450	266,450	314,450	266,450	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	13.03.14	**88-20-18-252-005**
KORNACKI, ROSEMARY		**4648 RIVERS EDGE**

THE PETITIONER PRESENTED EXTERIOR CONDITION OF THE COMMON AREA FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE WITH ONE BOARD MEMBER RECUSING HIMSELF.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
347,110	289,820	347,110	289,820	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	14.03.14	**88-20-34-101-033**

2023 March Board of Review Report

MIDTOWN PLACE TROY LLC **41 CROSSROADS LANE -231**

ON THE BEHALF OF THE PETITIONER THE PROPERTY MANAGMENT REPRSENTATIVES REQUESTED THIER VALUE TO BE ANALYZED USING THE INCOME APPROACH. THEY REQUESTED A DECREASE IN ASSESSED VALUE. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
29,882,950	28,540,680	29,882,950	28,540,680	0	0

Appeal Date **Appeal # / Time** **Parcel ID #**

03/14/2023 15.03.14 **88-20-32-126-038**

TROY SENIOR LEASING LLC **2685 W MAPLE**

ON BEHALF OF THE PETITIONER HIS ATTORNEY CONTESTED BEING ASSESSED USING THE COST APPROACH METHOD AND CLASSIFICATION. HE REQUESTED A DECREASE IN ASSESSED VALUE. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $7,500,000 AND TO NOT CHANGE THE CLASSIFICATION.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
7,992,090	7,810,600	7,500,000	7,500,000	-492,090	-310,600

Appeal Date **Appeal # / Time** **Parcel ID #**

03/14/2023 16.03.14 **88-20-35-226-100**

2055 MERIDIAN TROY OWNER LLC **1848 RING -1872**

THE PETITIONER AND HIS TENANT SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $3,800,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
3,927,110	3,927,110	3,800,000	3,800,000	-127,110	-127,110

Appeal Date **Appeal # / Time** **Parcel ID #**

03/14/2023 17.03.14 **88-20-03-201-030**

HERZEK, NICHOLAS **6763 NORTON**

THE PETITIONERS PRESENTED AN APPRAISAL FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $245,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
273,680	273,680	245,000	245,000	-28,680	-28,680

Appeal Date **Appeal # / Time** **Parcel ID #**

03/14/2023 18.03.14 **88-20-07-402-035**

2023 March Board of Review Report

SCHAD, NICKOLAS A **5380 BEACH**

THE PETITIONER PRESENTED THE CONDITION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
487,360	487,360	487,360	487,360	0	0

Appeal Date	Appeal #/Time	Parcel ID #
03/14/2023	19.03.14	**88-20-24-232-011**
JALIPARTHI, RAMAKRISHNA		**2986 SIENA**

THE PETITIONER SUBMITTED THE CONDTION OF THE HOME AND NOISE FROM BEING ON A MAIN ROAD FOR THE BOARD TO REVIEW. PETITIONER STATED THEY OVERPAID FOR THE HOUSE. THE BOARD VOTED NO CHANGE TO ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
284,580	284,580	284,580	284,580	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	20.03.14	**88-20-23-178-015**
MILAKOVIC, SRDJAN		**3648 CARMEL**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
191,800	157,500	191,800	157,500	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	21.03.14	**88-20-12-157-021**
HENEN, YASSA		**5531 ASTER**

THE PETITIONER AND HIS REPRESENTATIVE SUBMITTED THE CONDTION OF THE HOME AND SUBMITTED QUOTES FOR REPAIRS TO THE BOARD FOR REVIEW. PETITIONER STATED THEY OVERPAID FOR THE HOUSE BUT WANTED KIDS IN THE TROY SCHOOLS. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $154,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
170,980	170,980	154,000	154,000	-16,980	-16,980

Appeal Date	Appeal # / Time	Parcel ID #
03/14/2023	22.03.14	**88-20-17-451-004**

2023 March Board of Review Report

ZHANG, YONGPENG **1372 BRADBURY**

THE PETITIONER SUBMITTED THE CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
251,270	236,970	251,270	236,970	0	0

Appeal Date	Appeal #/Time	Parcel ID #
03/14/2023	23.03.14	**88-20-24-456-016**
ABOUREZK, KATHLEEN MARY		**2689 E BIG BEAVER**

THE PETITIONER SUBMITTED THE LOCATION AND CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
100,720	74,100	100,720	74,100	0	0

City of Troy 2023

March Board of Review Minutes

Meeting

Troy City Hall Conference Room E

500 W. Big Beaver Rd, Troy MI 48084

THURSDAY, MARCH 16, 2023 9:00 A.M. - 4:00 P.M.

The 2023 Board of Review was called to order at 9:00 A.M. at Troy City Hall. Members present: Karen Greenwood, Howard Adams, Chairperson and Michele Shoan. Also present was City Assessor, Kelly Timm who served as the Secretary. See Attached for the Petitions heard at this meeting. Motion by Howard Adams to adjourn the meeting, Seconded by Michele Shoan. Meeting adjourned at 4:00 PM. Actual hours in Session-8 hours.

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	24.03.16	**88-20-11-277-031**
PUTRUS, TERRY & NADA		**5548 VIKING**

THE PETITIONER SUBMITTED THE CONDITION AND SAFTEY CONCERNS OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
259,220	259,220	259,220	259,220	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	25.03.16	**88-20-18-101-014**
CYMERMAN, JOSEPH A		**2886 QUAIL RUN**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
291,750	280,770	291,750	280,770	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	26.03.16	**88-20-27-429-042**
HMB DEVELOPMENT INC		**2146 ROCHESTER -2148**

THE PETITIONER SUBMITTED COMPARABLES AND AGE OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED VALUE TO $199,000 AND NO CHANGE TO THE TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
216,000	81,960	199,000	81,960	-17,000	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	27.03.16	**88-20-27-478-022**
JLGM LLC		**1030 VERMONT -1034**

THE PETITIONER SUBMITTED COMPARABLES AND CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED VALUE TO $194,500 AND NO CHANGE TO THE TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
198,000	81,960	194,500	81,960	-3,500	0

Appeal Date	Appeal # / Time	Parcel ID #

2023 March Board of Review Report

03/16/2023	28.03.16	**88-20-29-356-105**
KUMAR, VIVEK		**1840 AXTELL 1**

THE PETITIONER SUBMITTED CONDITION OF THE HOME, INFLATION COSTS AND INCREASED HOA FEES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
58,440	56,580	58,440	56,580	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	29.03.16	**88-20-29-356-057**
KUMAR, VIVEK		**1890 AXTELL 3**

THE PETITIONER SUBMITTED THE CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
57,250	49,380	57,250	49,380	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	30.03.16	**88-20-29-356-060**
KUMAR, VIVEK		**1890 AXTELL 1**

THE PETITIONER SUBMITTED THE CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
57,250	55,380	57,250	55,380	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	31.03.16	**88-20-27-429-043**
DARSOT, MOHMED		**1014 KELLEY -1016**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
180,000	180,000	180,000	180,000	0	0

Appeal Date	Appeal # / Time	Parcel ID #

2023 March Board of Review Report

03/16/2023 32.03.16 **88-20-12-100-086**

OXFORD OAKS LLC **2032 E SQUARE LAKE**

THE PETITIONER PRESENTED THAT THE BUILDING IS LESS THAN 50% OCCUPIED WITH TENATS FOR THE BOARD TO REVIEW. THE BOARD VOTED TO REDUCE THE ASSESSED AND TAXABLE VALUE TO $746,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
779,710	779,710	746,000	746,000	-33,710	-33,710

03/16/2023 **Appeal #/Time**

DEMAGGIO, LYNDA L 33.03.16

Parcel ID #

88-20-01-428-003

2788 RANIERI

THE PETIIONER SUBMITTED THE CONDITION OF THE BASEMENT FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
194,200	181,580	194,200	181,580	0	0

Appeal Date **Appeal # / Time** **Parcel ID #**

03/16/2023 34.03.16 **88-20-25-208-021**

BEGUM, TAMANNA **2674 PARASOL**

THE PETITIONER AND HER HUSBAND REQUESTED TO HAVE THEIR TAXABLE VALUE LOWERED. THE BOARD VOTED NO CHANGE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
200,070	178,480	200,070	178,480	0	0

Appeal Date **Appeal # / Time** **Parcel ID #**

03/16/2023 35.03.16 **88-20-07-201-027**

DORCHAK, MICHAEL J **2444 HAVERFORD**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE TO THE ASSESSED VALUE TO $395,000 AND NO CHANGE TO THE TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
399,040	381,470	395,000	381,470	-4,040	0

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	36.03.16	**88-20-20-401-018**
SUDA, ERIC		**3129 ALPINE**

THE PETITIONER SUBMITTED AN APPRAISAL & MARKET ANALYSIS OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED AND TAXABLE VALUE TO $339,000.

2023A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
356,380	356,380	339,000	339,000	-17,380	-17,380

Appeal Date	Appeal #/Time	Parcel ID #
03/16/2023	37.03.16	**88-20-07-202-028**
		5763 CLEARVIEW
CUENY, MARK E & POLLY R		

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED AND TAXABLE VALUE TO $379,210.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
428,800	398,170	379,210	379,210	-49,590	-18,960

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	38.03.16	**88-20-04-205-007**
ZHANG, DEZHI		**6820 FREDMOOR**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED AND TAXABLE VALUE TO $150,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
160,510	160,510	150,000	150,000	-10,510	-10,510

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	39.03.16	**88-20-14-102-019**
JAJO, RODNEY		**1230 GLASER**

THE PETITIONER'S ATTORNEY SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
438,990	421,800	438,990	421,800	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	40.03.16	**88-20-08-202-113**
IWASCHINA, LYDIA		**1232 AUTUMN**

2023 March Board of Review Report

THE PETITIONER SUBMITTED THE EXTERIOR CONDTION, REPAIRS & HIGH HOA FEES OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED VALUE TO $162,900 AND NO CHANGE TO THE TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
167,810	144,090	162,900	144,090	-4,910	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	41.03.16	**88-20-07-126-009**
		5735 ANDOVER

KEMP, GREGORY J & CELIA O

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE TO THE ASSESSED VALUE TO $332,000 AND NO CHANGE TO THE TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
374,360	231,120	332,000	231,120	-42,360	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	42.03.16	**88-20-14-101-021**
LAKES OF THE NORTH PROPERTIES INC		**1336 E LONG LAKE**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
118,050	118,050	118,050	118,050	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	43.03.16	**88-20-14-451-034**
LAKES OF THE NORTH PROPERTIES INC		**1579 E WATTLES**

THE PETITIONER SUBMITTED COMPARABLES AND CONDTION OF THE HOME FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED VALUE AND TAXABLE VALUE TO $130,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
136,830	136,830	130,000	130,000	-6,830	-6,830

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	44.03.16	**88-20-22-201-008**
LAKES OF THE NORTH PROPERTIES INC		**3853 JENNINGS**

2023 March Board of Review Report

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
225,010	225,010	225,010	225,010	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	45.03.16	**88-20-23-353-016**
		1168 HARTLAND

LAKES OF THE NORTH PROPERTIES INC

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED TO CHANGE THE ASSESSED AND TAXABLE VALUE TO $100,000.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
101,800	101,800	100,000	100,000	-1,800	-1,800

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	46.03.16	**88-20-36-227-033**
LAKES OF THE NORTH PROPERTIES INC		**2771 WISCONSIN**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
91,840	91,840	91,840	91,840	0	0

Appeal Date	Appeal # / Time	Parcel ID #
03/16/2023	47.03.16	**88-20-36-227-046**
LAKES OF THE NORTH PROPERTIES INC		**2957 WISCONSIN**

THE PETITIONER SUBMITTED COMPARABLES FOR THE BOARD TO REVIEW. THE BOARD VOTED NO CHANGE TO THE ASSESSED AND TAXABLE VALUE.

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
71,400	71,400	71,400	71,400	0	0

City of Troy 2023

March Board of Review Minutes

Meeting

Troy City Hall Conference Room E

500 W. Big Beaver Rd, Troy MI 48084

TUESSDAY, MARCH 21, 2023 9:00 A.M. - 11:00 A.M.

The 2023 Board of Review was called to order at 9:00 A.M. at Troy City Hall. Members present: Karen Greenwood, Howard Adams, Chairperson and Michele Shoan. Also present was City Assessor, Kelly Timm who served as the Secretary. See Attached for the Petitions heard at this meeting. Motion by Karen Greenwood to adjourn the meeting, Seconded by Michele Shoan. Meeting adjourned at 11:00 AM. Actual hours in Session-2 hours.

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC01.03.21	**88-20-11-379-001**
ZHENG, SHAN LONG		**5169 TYLER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
198,340	198,340	183,500	183,500	-14,840	-14,840

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC02.03.21	**88-99-00-701-610**
GREATAMERICA FINANCIAL SERVICE CORP		

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
257,050	257,050	262,820	262,820	5,770	5,770

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC03.03.21	**88-20-03-201-057**
JANKOWSKI, GREGORY & MICHELLE		**6776 MONTCLAIR**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
314,860	169,720	298,500	169,720	-16,360	0

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC04.03.21	**88-20-06-226-028**
QURESHI, MUJADDED		**2105 RUSSET**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
283,310	221,370	237,500	221,370	-45,810	0

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC05.03.21	**88-20-16-277-013**
KOLA, ERIOL & ELONA		**4616 BONNIEBROOK**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
171,760	160,760	170,970	159,930	-790	-830

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	AC06.03.21	**88-20-22-382-017**

KILMER PLAZA

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
26,540	26,540	0	0	-26,540	-26,540

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP01.03.21	**88-99-00-412-295**
COOPERS HAWK WINERY & RESTAURANT		**151 E BIG BEAVER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
429,450	429,450	421,130	421,130	-8,320	-8,320

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP02.03.21	**88-99-00-394-000**
THINK IT TECH		**1985 W BIG BEAVER B-220**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
19,060	19,060	0	0	-19,060	-19,060

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP03.03.21	**88-99-00-250-640**
RESTORATION HARDWARE #15		**2800 W BIG BEAVER R236**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
87,660	87,660	0	0	-87,660	-87,660

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP04.03.21	**88-99-00-411-225**
TED BAKER		**2800 W BIG BEAVER T251**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
67,010	67,010	18,850	18,850	-48,160	-48,160

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP05.03.21	**88-99-00-503-875**
ZARA USA INC		**2800 W BIG BEAVER U201**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
647,930	647,930	506,820	506,820	-141,110	-141,110

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP06.03.21	**88-99-00-303-520**
EVERYTHING BUT WATER		**2800 W BIG BEAVER V342**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
149,430	149,430	51,730	51,730	-97,700	-97,700

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP07.03.21	**88-99-00-325-980**
EILEEN FISHER INC		**2801 W BIG BEAVER C113**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
174,810	174,810	128,840	128,840	-45,970	-45,970

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP08.03.21	**88-99-00-389-700**
TORY BURCH LLC #27		**2801 W BIG BEAVER C153**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
111,440	111,440	113,220	113,220	1,780	1,780

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP09.03.21	**88-99-00-506-810**
HLADIK ONORATO & FEDERMAN LLP		**3290 W BIG BEAVER 117**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
5,470	5,470	0	0	-5,470	-5,470

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP10.03.21	**88-99-00-407-190**
LA SAJ LEBANESE BISTRO		**2145 CROOKS 250**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
102,840	102,840	0	0	-102,840	-102,840

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP11.03.21	**88-99-00-504-825**
BECKER VENTURES LLC		**5700 CROOKS 225**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
9,700	9,700	0	0	-9,700	-9,700

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP12.03.21	**88-99-00-504-550**
VU MANUFACTURING		**2151 LIVERNOIS 200**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
5,860	5,860	0	0	-5,860	-5,860

Appeal Date	Appeal # / Time	Parcel ID #
03/13/2023	PP13.03.21	**88-99-00-404-710**
MJR GROUP LLC		**100 E MAPLE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
590,210	590,210	452,670	452,670	-137,540	-137,540

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP14.03.21	**88-99-00-507-005**
CORE COACHING & CONSULTING LLC		**2820 W MAPLE 232**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
2,500	2,500	0	0	-2,500	-2,500

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP15.03.21	**88-99-00-504-275**
VU MANUFACTURING		**1694 MAXWELL**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
22,910	22,910	0	0	-22,910	-22,910

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP16.03.21	**88-99-00-410-885**
QUICKLY BODA CAFE		**3668 ROCHESTER**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
37,350	37,350	18,620	18,620	-18,730	-18,730

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP17.03.21	**88-99-00-357-120**
GREAT LAKES BUSINESS CREDIT LLC		**900 WILSHIRE 305**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
74,540	74,540	58,040	58,040	-16,500	-16,500

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP18.03.21	**88-99-00-414-455**
KJS GROUP ENTERPRISE LLC		**1090 WHEATON B**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
20,000	20,000	0	0	-20,000	-20,000

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP19.03.21	**88-99-00-056-186**
U HAUL CO OF DETROIT INC		**1250 W MAPLE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
59,050	59,050	0	0	-59,050	-59,050

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP20.03.21	**88-99-00-342-300**
AMTECH ELECTRO CIRCUITS INC		**701 MINNESOTA**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
222,580	222,580	0	0	-222,580	-222,580

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP21.03.21	**88-99-00-504-575**
K9 CLUB		**551 E MAPLE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
72,100	72,100	0	0	-72,100	-72,100

Appeal Date	Appeal # / Time	Parcel ID #
03/17/2023	PP22.03.21	**88-99-00-410-105**
MAAN DALLY VIDEOS & PHOTOS		**34725 DEQUINDRE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
3,910	3,910	0	0	-3,910	-3,910

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP23.03.21	**88-99-00-412-695**
LUME HOLDINGS INC		**769 CHICAGO 200**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
74,930	74,930	48,210	48,210	-26,720	-26,720

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP24.03.21	**88-99-00-201-440**
CONFERENCE TECHNOLOGIES INC		**1307 E MAPLE D**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
99,610	99,610	72,560	72,560	-27,050	-27,050

Appeal Date	Appeal # / Time	Parcel ID #
03/20/2023	PP25.03.01	**88-99-00-045-687**
MADISON FORD		**2616 INDUSTRIAL ROW**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
6,490	6,490	0	0	-6,490	-6,490

2023 March Board of Review Report

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP26.03.21	**88-99-00-045-697**
MID COAST STUDIO INC		**2616 INDUSTRIAL ROW**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
127,650	127,650	0	0	-127,650	-127,650

Appeal Date	Appeal # / Time	Parcel ID #
03/20/2023	PP27.03.21	**88-99-00-506-335**
A&P MOTORS OF TROY LLC		**2859 INDUSTRIAL ROW**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
2,000	2,000	0	0	-2,000	-2,000

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP28.03.21	**88-99-00-413-155**
ONE ZO TEA		**1707 CROOKS**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
50,000	50,000	13,860	13,860	-36,140	-36,140

Appeal Date	Appeal # / Time	Parcel ID #
03/21/2023	PP29.03.21	**88-99-00-413-700**
QUALITY BEHAVIORAL HEALTH INC		**1059 OWENDALE**

2023 A/V	2023 T/V	2023 BOR A/V	2023 BOR T/V	Change A/V	Change T/V
125,000	125,000	125,000	125,000	0	0

Board of Review Action Report

Required by State Tax Commission Bulletin 17 of 2007

March Session

State Tax Commission Bulletin 17 of 2007 states that the STC is requiring that all Boards of Review maintain appropriate documentation of their decisions including minutes, a copy of the form 4035 and the 4035a whenever the Board of Review makes a change that causes the Taxable Value to change, and a Board of Review Action Report

The Board of Review Action Report is a report summarizing the actions of the Board of Review. It must include a total assessed and taxable value changed, assessed and taxable value change by classification, total poverty exemption appeals made and number approved, and total number of classification appeals made and number of classification changes made.

OAKLAND CITY OF TROY 05/16/2023

2023 Board of Review Action Report

Code	Classification	No. of Appeals	No. Granted	Total Assessed Value Change	Total Taxable Value Change
Real Property					
100	Agricultural	0	0	$0	$0
200	Commercial	7	4	$-1,161,010	$-370,850
300	Industrial	4	2	$-219,490	$-127,110
400	Residential	138	98	$-14,873,810	$-13,446,660
500	Timber-Cutover	0	0	$0	$0
600	Developmental	0	0	$0	$0
Personal Property					
150	Agricultural	0	0	$0	$0
250	Commercial	28	27	$-1,120,680	$-1,120,680
350	Industrial	2	2	$-245,490	$-245,490
450	Residential	0	0	$0	$0
550	Utility	0	0	$0	$0
	Total	179	133	$-17,620,480	$-15,310,790

No. of Poverty/Vet Exemptions Applied For	No. of Poverty/Vet Exemptions Granted
81	78

Local unit retains original. File report and minutes with local unit clerk (MCL 211.33)
Copy sent to County Equalization Department by May 1