# BOARD OF COMMISSIONERS

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RECEIVED
MAY 10 2016
CITY OF ROYAL OAK
PLANNING DEPARTMENT

April 26, 2016

Ms. Nancy Banks, Clerk
City of Southfield
26000 Evergreen Road
Southfield, MI 48076

Dear Ms. Banks:

On Tuesday, April 26, 2016 the Oakland County Coordinating Zoning Committee (CZC) held a meeting and considered the following draft Master Plan:

**Sustainable Southfield: A Comprehensive Plan for Now and the Future (Draft March 2016)**
**(County Code Master Plan No. 16-03)**

The Oakland County Coordinating Zoning Committee, by a 3-0 vote, endorses the County staff review of the draft Master Plan. The staff review finds the master plan **not inconsistent** with the plan of any of the surrounding communities and is enclosed.

On behalf of the Committee, I would like to thank Sarah Mulally, City of Southfield Senior Planner, for attending this meeting. If further documentation is necessary, the unofficial minutes of the April 26, 2016 Oakland County Coordinating Zoning Committee meeting will be available shortly. If you have any questions on the Committee's action, please feel free to call me at (248) 858-7935 or email me at kapelanskik@oakgov.com.

Sincerely,

Kristen Kapelanski

Kristen Kapelanski, AICP
Senior Planner

enc.
cc: Linne Taylor, Southfield Plng Com Chair
Terry Croad, Southfield Plng Dir
Nancy Quarles, Oakland County Bd of Comm
Janet Jackson, Oakland County Bd of Comm
Garth Christie, Redford Twnshp Clerk
Michael Dennis, Redford Twnshp Com Dev Dir
David Allen, Redford Twnshp Plng Com Chair
Annette Boucher, Berkley Clerk
Amy Vansen, Berkley Plng Dir
David Barnett, Berkley Plng Com Chair
David Woodward, Oakland County Bd of Comm
Lesley Carr, Detroit Plng Com Chair
Maurice Cox, Detroit Plng Dir
Janice Winfrey, Detroit Clerk
Pam Smith, Farmington Hills Clerk

OAKLAND COUNTY MICHIGAN

Economic Development & Community Affairs

April 18, 2016

Commissioner Robert Gosselin, Chairperson
Oakland County Coordinating Zoning Committee
1200 North Telegraph Road
Pontiac, MI 48341

SUBJECT: County Code No. MP 16-03, Planning & Economic Development Services' review of Sustainable Southfield: A Comprehensive Plan for Now and the Future (Draft March 2016)

Dear Chairperson Gosselin and Committee Members:

The Southfield Planning Commission has prepared a new master plan to replace its Comprehensive Master Plan City of Southfield (adopted in 2009). The following is a review and analysis of the draft plan. The Plan includes text, charts, and maps that describe the existing and desired future development of the community.

Under the amendments to the Michigan Planning Enabling Act, which took effect September 1, 2008, the City of Southfield is required to send a copy of the draft plan to Oakland County and neighboring communities for comment prior to adoption. Oakland County has 63 days to submit comments on the draft plan. The April 26, 2016 Oakland County Coordinating Zoning Committee (CZC) meeting falls within the 63-day comment period. Neighboring communities also have 63 days to submit comments directly to the City of Southfield and are asked to send a copy of any comments to the County as well. Once the comment period has expired, the Planning Commission can hold a public hearing and take final action to adopt the plan.

According to the City's Director of Planning, the Townships of Redford and Southfield, the Cities of Berkley, Detroit, Farmington Hills, Lathrup Village, Oak Park and Royal Oak, the Villages of Beverly Hills, Bingham Farms and Franklin, Comcast, Consumers Energy, DDOT, DTE Energy, Eight Mile Boulevard Association, Road Commission for Oakland County, SBC/AT&T, SEMCOG and SMART were sent a copy of the draft plan. All of these communities/agencies have received notice of the CZC meeting. Comments have been received from the City of Oak Park and Village of Franklin and are attached.

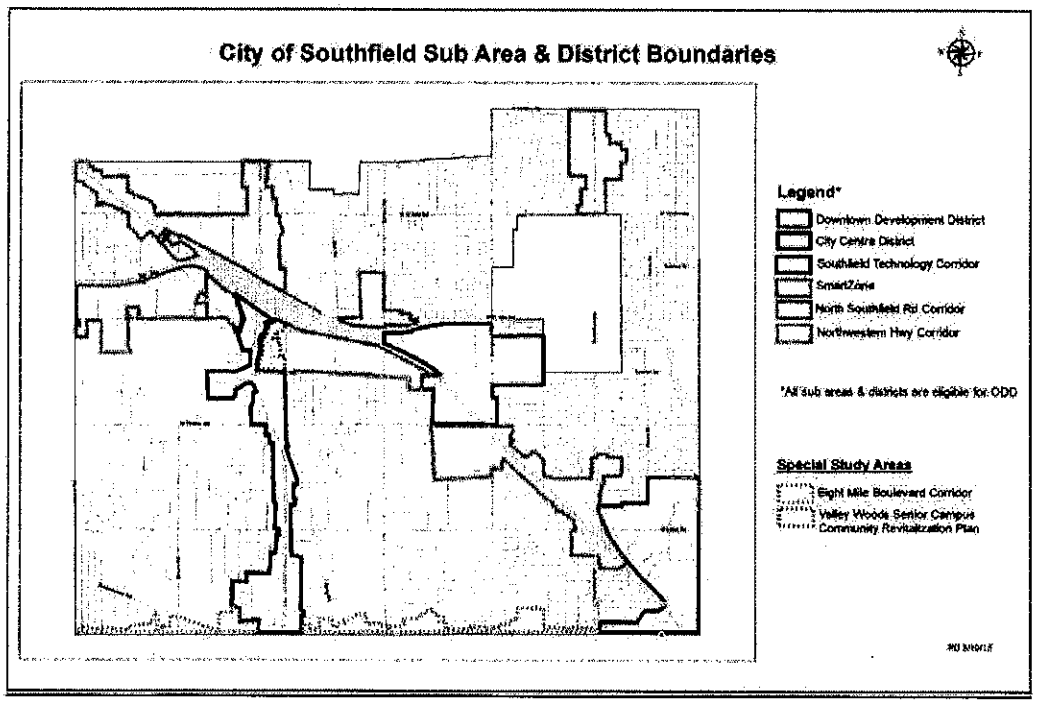
**Public Participation Process**

A concerted effort was made to solicit input with emphasis placed on enabling residents to participate at the time that most accommodated their schedule. This was accomplished using the social media platform *MindMixer, "...a website which allowed participants to get engaged and interact in a variety of ways. Community members, including residents, employees, students and visitors were invited to engage in a two-way dialogue with City leaders, vote in polls and earn rewards. Contrary to the traditional public meeting, participants could choose the day and time they wanted to participate."* (Page 99) Comments were solicited on twenty separate topics during a five month engagement period. Numerous public workshops and information meetings were also held to gather input from the general public as well as specific stakeholder groups (homeowner's associations, administrators, elected and appointed officials, etc.).

growth: Technology-Based Businesses, Health Care and Wellness Industries and Automotive-Research & Development. Five goals are listed focusing on workforce development, economic diversification, the development of economic partnerships and increased competitiveness in targeted business areas. Several programs intended to spur economic development are included as options businesses in Southfield can pursue, including the Property Assessed Clean Energy (PACE) initiative, the Southfield Brownfield Authority and tax abatements.

The majority of the City is developed, with only 4% of the total land area remaining undeveloped in 2015. Most of that developed land (39%) is currently used for single-family residential. With the exclusion of road rights-of-way, the next largest land use is Commercial/Office at 12.5%. Multiple-Family Residential and Public/Institutional uses comprise about 8% of the total land use. The remainder of land is used for Industrial (2.5%), Recreation/Conservation (4.8%), Transportation/Utility (1.4%), Vacant (4.4%) and Water (0.6%). When compared to the County as a whole, Southfield has higher concentrations of Commercial/Office and Multiple-Family uses and a lower concentration of Recreation/Conservation uses.

The plan identifies six subarea districts and two special study areas which are outlined on the map below along with one other study area, which is not shown on the map.




The Downtown Development District is bounded by Mount Vernon to the north, Greenfield Road to the east, Eight Mile Road to the south and Southfield Road to the west. The Southfield Downtown Development Authority was established in 1988 to stabilize the area through "*...redevelopment and renovation, landscaping and infrastructure improvements, and strategic planning and design...*" (Page 210). The Plan provides a demographic breakdown and lists several goals focused on infrastructure, aesthetics, economic vitality and marketing of the area. The planned demolition and redevelopment of the former Northland Mall property is highlighted as well.

A detailed study of the City Centre District provides demographic breakdowns, land use statistics, conceptual designs and implementation strategies for the area roughly bounded by Evergreen Road, Northwestern Highway Service Drive and Eleven Mile Road/I-696 Service Drive as well as the Southfield

The Plan concludes with chapters on Public Infrastructure, Public Facilities and Services and Implementation. Southfield has put substantial effort into improving their Stormwater Management Practices and Systems in recent years, with a focus on Low Impact Development (LID) as a way to encourage improved natural environments. Roads in the City are mostly under the jurisdiction of either the Road Commission for Oakland County (RCOC) or the City, with a minority established as private roads. The Plan emphasizes the need for expanded non-motorized connections throughout the City, as indicated by the included Non-Motorized Transit map. Public facilities, public safety departments and educational facilities are described in detail and recommendations to build on their current successes are outlined.

The last part of the Plan text focuses on the implementation of the themes detailed throughout the document. Action items are listed under the following themes: Livable Built Environment, Harmony with Nature, Resilient Economy, Interwoven Equity, Healthy Community, Responsible Regionalism, Active Living, Low Impact Design, Social Capital, Smart Growth, Urban Agriculture, Food Systems, Aging in Community Policy, Hazard Mitigation, Public Art, Economic Development, Housing, Land Use, Redevelopment Ready and Zoning Plan. While detailed strategies are provided, no timeline or responsible department for achieving each action item is noted.

**Future Land Use Map**

The Future Land Use map is included on Page 121. The largest planned land use is residential. Four residential designations are shown on the map: Low-Density Single Family, Moderate-Density Single Family, Low-Density Multiple Family and Moderate-Density Multiple Family.

Low-Density Single Family, described as single-family homes on lots that are a half acre or larger, is generally located west of Telegraph and south of Eleven Mile Road. There are additional pockets of this designation in other select areas of the City. Moderate-Density Single Family is located in virtually all areas of the City and the majority of single-family homes in the City fall into this classification, with lots ranging from 7,500 sq. ft. up to 20,000 sq. ft. Low-Density Multiple Family encompassing townhouses and multiple-family units under two stories is distributed throughout the City, mostly along major roads and abutting non-residential areas. Also located on major roads (i.e. Telegraph and Greenfield) or near activity nodes (i.e. Northland Mall and Providence Hospital), Moderate-Density Multiple Family includes all multiple family developments greater than two stories with an expected density of 30-60 units per acre.

The Local Mixed-Use classification is primarily located at or near the intersections of Mile Roads and north/south arterials and along portions of Twelve Mile Road, Greenfield Road, Southfield Road and Ten Mile Road. A mixture of neighborhood commercial, office and service uses are intended with a limited amount of accessory multiple-family. Regional Mixed-Use is centered around activity nodes, including Northland Mall and along portions of Eight Mile Road, Northwestern Highway and Telegraph Road, north of I-696.

The service drives of I-696 and M-10 and the American Commerce Center on Eleven Mile Road are shown as Office/Research. This category includes corporate headquarters, research facilities, bio-tech uses and limited industrial research operations.

Several parcels of Medical/Educational are shown, mostly on the west side of Lahser Road, south of Ten Mile Road. This designation includes the existing Straith Hospital facility but does not include Lawrence Tech, Oakland Community College or Providence Hospital, which are part of the City's sub-area plans.

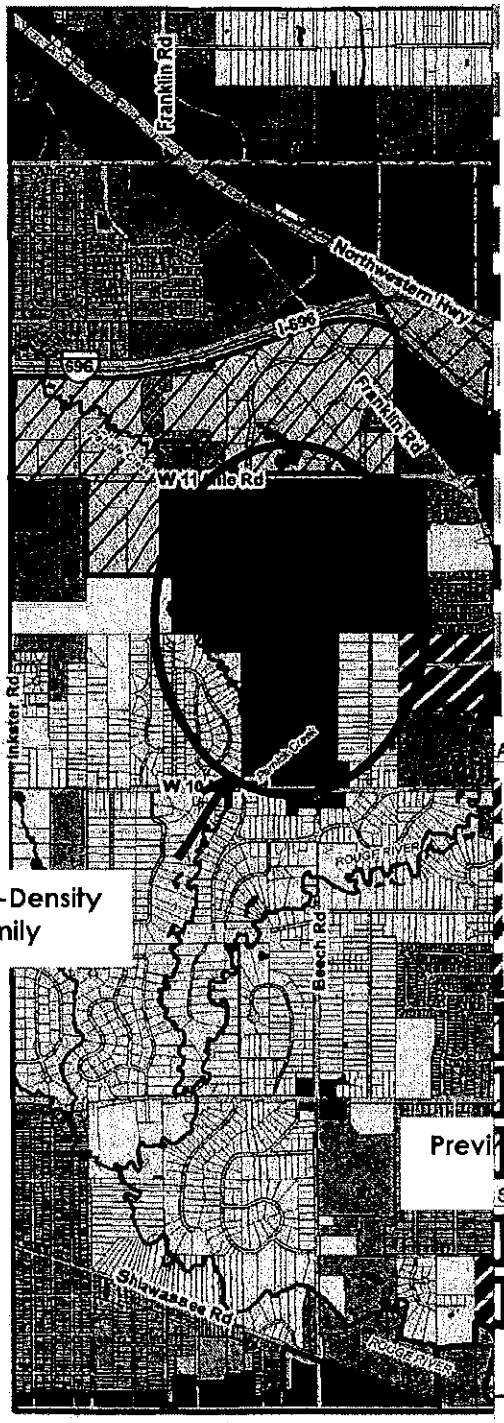
Light Industrial uses are generally located in the southern half of the City off of Eight Mile Road, Lahser Road, East Street, Keefer/Hazelhurst and Mapleridge Avenue. Industrial uses are limited to three areas on the north side Eight Mile Road, east of Lahser Road, east of Evergreen Road and west of Beech Road.

# Sustainable Southfield

## p 7-2: Future Land Use

Southfield
*the center of it all*™

Village of Franklin




Redford Township

**Water**

**Low-Density Single Family**
Single family homes on lots 20,000 sq. ft. or larger, permits complimentary small scale institutional uses.

**Moderate-Density Single Family**
Single-family homes on lots less than 20,000 sq. ft., permits complimentary small scale institutional uses.

**Low-Density Multiple Family**
Townhouses & multiple-family units, generally under 2 stories.

**Moderate-Density Multiple Family**
Multiple-family units over two stories.

**Local Mixed-Use**
Primarily business in nature, mixture of neighborhood commercial, service and office with accessory multiple family uses.

**Regional Mixed-Use**
Primarily business in nature, mixture of large scale commercial, service and office with accessory multiple-family uses.

**Office/Research**
Corporate and medical offices, research facilities, television stations.

**Medical/Educational Institutions**
Hospital and college campuses.

**Light Industrial**
Wholesale, warehouse and industrial operations with minimal external impacts.

**Industrial**
Wholesale, warehouse and industrial operations.

**Public Park**
City owned or operated recreation facilities and open space.

**Private Parks and Recreation/Cemeteries**
Privately owned or operated recreation facilities and open space.

AS (Mixed-Use)

**Southfield Technology Corridor**
Concentrated corridor consisting of high-tech office and research, with some support commercial interspersed.

**City Centre District**
Mixed-use area including universities and colleges, that serves as the community meeting place or heart of Southfield.

**North Southfield Road Corridor**
Unique corridor consisting of small-scale cultural retail and services.

**Downtown Development Authority District**
Regional node for shopping, office, and healthcare services.

**Proposed City Centre District**

**Northwestern Highway Corridor**

**Smart Zone District**

STUDY AREAS

**Eight Mile Blvd Corridor**

**Valley Woods Senior Campus Community Revitalization Plan**

Previously Low-Density Single Family

Previously called Cornerstone Development Authority Subarea

New designations

Miles

0.5 1 2

1 inch = 2,850 feet

Draft 3/1/16

Revised: 1/20/2016

**Coordination with Surrounding Community Boundaries**
Under state law, the County's review is required to include a statement indicating whether the proposed plan is "inconsistent with the plan of any city, village, or township" that received notice of the draft plan. Each of the adjacent communities has been encouraged to provide the City of Southfield with comments if they have any concerns.

**North Boundary – Villages of Franklin, Bingham Farms and Beverly Hills and Southfield Township:**
The Village of Franklin Michigan 2015 Master Plan Update was adopted in October 2015. The City of Southfield shares its southern border from Inkster Road to Telegraph with the Village of Franklin. In this location there is no road that forms the boundary between the two communities so the back yards of the homes in Franklin abut the parcels in the City of Southfield. Franklin has planned this entire border for single family residential of varying densities (22,500 square feet to 65,000 square feet). Southfield has planned this border for a variety of uses. Starting at Inkster and Northwestern Highway, Southfield has indicated the Northwestern Highway Corridor subarea, then one parcel of Moderate-Density Single Family followed by Low-Density Multiple Family both east and west of Franklin Road. Adjacent to this is Low-Density Single Family and then the Northwestern Highway Corridor subarea along Telegraph Road. Franklin definitely has less intensive land uses planned along its border with Southfield, where large scale commercial, office and service uses are allowed within the Northwestern Highway Corridor classification. While this is not a completely compatible border, Southfield's planned land uses represent existing conditions. From the aerials, it also appears that there is sufficient buffering between residential and non-residential uses due to vacant lots and existing vegetation. The Franklin Master Plan proudly states that *"There is a significant contrast between the physical appearance of Franklin and those communities that border it."* (Page 50) This border area with the City of Southfield is an example of this contrast. Franklin very clearly wishes to retain residential land use along its borders to provide a distinct entry into the community so this inherent land use difference is by design.

The Village of Franklin sent a letter stating *"The Village of Franklin Master Plan, and each Master Plan before it, has designated the future land use of the western Telegraph Road frontage, as Low-Density Residential and Medium Low-Density...Please keep this important element of the Franklin Future Land Use Plan in mind in your future efforts to encourage regional mixed use redevelopment along the Telegraph Road corridor north of I-696."* The letter is attached.

The Village of Bingham Farms 2014-2015 Master Plan Update was adopted in March 2015. The City of Southfield shares a border with the Village of Bingham Farms east from Telegraph Road to Bingham Farms' eastern municipal boundary (west of Lahser Road). Along Telegraph Road, Southfield has planned for Northwestern Highway Corridor subarea. This is adjacent to Commercial in Bingham Farms. Both of these classifications allow for large scale commercial, office, and service uses making the eastside of Telegraph consistent in the uses allowed. Adjacent to their commercial frontage, the City of Southfield has planned for Low-Density Multiple Family. This is adjacent to High Density Residential to the north in Bingham Farms. The remainder of the border is planned for Low-Density Single Family (20,000 square foot lots or larger) in Southfield and Low Density Residential (0.7 dwelling units/acre) in Bingham Farms. While lot sizes are larger in Bingham Farms, this is a very consistent border.

The Coordinating Zoning Committee reviewed the draft Village of Beverly Hills Master Plan in December of 2015. It has not been adopted but should be in the near future. This boundary analysis is based on the draft plan. The City of Southfield shares its northern border from just west of Lahser Road to Greenfield Road with the Village of Beverly Hills. The Southfield Future Land Use map shows most of this border as Moderate-Density Single Family Residential with a small area of Low-Density Single-Family Residential west of Lahser Road and between Southfield Road and Greenfield Road. Likewise, Beverly Hills has planned most of this border for residential, High Density east of Southfield Road, Low Density between Southfield and Evergreen, and Estate Density west of Evergreen.

Shopping is on either side of Nine Mile. Office & Service uses and General Business are indicated for the remainder of the east side of Greenfield Road. The existing and planned uses in both communities are similar and consistent with the character and development of the area. For these reasons, this boundary is compatible.

The City of Oak Park sent a letter noting the Planning Commission did not find the draft plan to be inconsistent with the plan of Oak Park. The letter is attached.

**West Boundary: City of Farmington Hills:**
The City of Farmington Hills Master Plan for Land Use was adopted in 2009. Southfield shares its entire western border with the City of Farmington Hills. Farmington Hills has this boundary mainly planned for either Single-Family Residential or Single-Family Cluster. Exceptions to this are at Northwestern Highway where Small Office is planned; at I-696 where Small Office is planned for the area north of the expressway; on the south side of Ten Mile Road where Quasi-Public is planned; and at Eight Mile Road where Non-Center Type Business is planned. The Southfield Future Land Use Plan map shows much of this border is also planned for Single Family Residential. Exceptions to this are Northwestern Highway Corridor subarea, Low-Density Multiple Family and Local Mixed-Use between Northwestern Highway and Twelve Mile Road; SmartZone District subarea on the south side of I-696; SmartZone District subarea and Low-Density Multiple Family on the south side of Eleven Mile Road; a small area of Low-Density Multiple Family Residential on the south side of Nine Mile Road; and Eight Mile Boulevard Corridor special study area along Eight Mile Road. While the border is not entirely consistent, the Future Land Use maps represent existing conditions, and there is general compatibility at the border.

**South Boundary: City of Detroit and Redford Township:**
The City of Detroit is in the process of reimagining their land use visions. The most current Future Land Use map was amended in November 2014. Southfield shares most of its southern border along Eight Mile Road with the City of Detroit, extending from Greenfield Road west to about Garfield. Southfield has planned for the Eight Mile Boulevard Corridor along most of this shared border, with the exception of the area between Southfield Road and Greenfield Road, which is planned for Downtown Development District. The City of Detroit has planned almost exclusively for Thoroughfare Commercial along this stretch of Eight Mile with a few parcels of Recreation and Medium Density Residential centered around Telegraph Road.

Southfield shares a small portion of its southern border with Redford Township, from Five Points to Inkster Road. In this area, Southfield has planned for the Eight Mile Boulevard Corridor and Redford has planned a mix of commercial and industrial uses. This is a very compatible border.

**Internal to the City: City of Lathrup Village:**
The City of Lathrup Village Master Plan Update 2014 was adopted in November 2014. Lathrup Village is completely surrounded by the City of Southfield. For most of the border, Southfield is planning for Moderate Density Single Family Residential (lots less than 20,000 square feet). This coordinates well with Lathrup Village's eastern, southern, and western border where either Single Family Residential or Multiple Family Residential is planned. Southfield is planning for Low Density Multiple-Family Residential adjacent to the Institutional/Public planned at Lathrup Village's northwest corner.

Along Twelve Mile Road, Lathrup Village has planned for Institutional/Public at the western edge then mainly Office for the rest of the frontage. This is compatible with the Local Mixed-Use and North Southfield Road subarea that Southfield has planned on the north side of Twelve Mile nearest Southfield Road. Further west of Southfield Road, the City of Southfield has planned for Moderate Density Single Family Residential, which should be compatible with the office use. At the Southfield Road intersection Lathrup Village is planning for commercial uses.

**Oakland County Planning Resources**

The Oakland County Department of Economic Development & Community Affairs (EDCA) offers a variety of programs to support Oakland County communities with innovative programming and assistance to create attractive destinations in which to live, work and raise a family. The chart below details those programs offered by the Planning Division (a division of the EDCA). Current participation in Planning Division programs and opportunities for future involvement are noted on the right of the chart. Additional information on all EDCA programs can be found at www.oakgov.com/advantageoakland.

| Program | Mission | City of Southfield Opportunities and Current Participation |
|---|---|---|
| Environmental Stewardship | Provide information, plans and options to promote conservation of the natural environment while supporting sustainable economic growth, development and redevelopment. | The City of Southfield Master Plan notes the preservation of green infrastructure and development of sustainable landscapes as key themes. County staff members are able to act in a supporting capacity with grant application identification and natural resource protection. |
| Historic Preservation Assistance | Support local efforts to maintain and enhance architectural and heritage resources through sustainable practices to enrich the quality of life for all. | The City of Southfield Master Plan includes several references to historic preservation, in particular noting the importance of redevelopment that is cognizant of the mid-century modern architecture in the Northwestern Highway Corridor. County staff members are able to act in a supporting capacity with grant application identification, façade update design, etc. |
| Land Use & Zoning Services | Prepare and provide land use, zoning and master plan reviews for communities to enhance coordination of land use decision-making. | The City of Southfield submits Master Plan updates and amendments for County review and boundary coordination as they are prepared. County-wide land use maps and statistics are also available. |
| Main Street Oakland County (MSOC) | Help local governments develop their downtowns as vibrant, successful districts that serve as the heart of their community. | The City of Southfield is not presently an MSOC member. As the City's plan aims to enhance and further develop the Downtown and City Centre areas, it may be appropriate for the City to consider participating as an MSOC member. |
| One Stop Ready (OSR) | Encourage communities to capitalize on their strengths and refine their economic development processes to implement their community vision. | The City of Southfield currently participates in the OSR Program and many of the program's recommendations are in line with the Implementation and Toolkit strategies included in the Master Plan. |
| Trail, Water & Land Alliance (TWLA) | Become an informed, coordinated, collaborative body that supports initiatives related to the County's Green Infrastructure Network | The Master Plan emphasizes the importance of non-motorized connections and facilities and includes strategies that could be used to successfully implement those recommendations. Participation in TWLA connects cities with like-minded communities and non-motorized planners. The County fully supports the expansion of non-motorized facilities and can aid the City in non-motorized planning efforts through education and the identification of potential funding sources. |

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RECEIVED
MAY 10 2016
CITY OF ROYAL OAK
PLANNING DEPARTMENT

April 26, 2016

Ms. Aileen Dickson, Clerk
City of Troy
500 W Big Beaver
Troy, MI 48084

Dear Ms. Dickson:

On Tuesday, April 26, 2016 the Oakland County Coordinating Zoning Committee (CZC) held a meeting and considered the following draft Master Plan:

**City of Troy Master Plan**
**(County Code Master Plan No. 16-02)**

The Oakland County Coordinating Zoning Committee, by a 3-0 vote, endorses the County staff review of the draft Master Plan. The staff review finds the master plan **not inconsistent** with the plan of any of the surrounding communities and is enclosed.

If further documentation is necessary, the unofficial minutes of the April 26, 2016 Oakland County Coordinating Zoning Committee meeting will be available shortly. If you have any questions on the Committee's action, please feel free to call me at (248) 858-7935 or email me at kapelanskik@oakgov.com.

Sincerely,

Kristen Kapelanski

Kristen Kapelanski, AICP
Senior Planner

enc.
cc: Donald Edmunds, Troy Plng Com Chair
Ben Carlisle, Carlisle Wortman & Assoc
Wade Fleming, Oakland County Bd of Comm
Brent Savidant, Troy Plng Dir
Gary McGillivray, Oakland County Bd of Comm
Robert Gosselin, Oakland County Bd of Comm
Bob Blanchet, Clawson Plng Com Chair
Jim Albus, Clawson Bldg & Zng Dir
Vidya Krishnan, McKenna Assoc Inc
G. Machele Kukuk, Clawson Clerk
Cheryl Printz, Madison Heights Clerk
Andy Wakeland, Madison Heights Plng Com Chair
James Schafer, Madison Heights Com Dev Dir
Clyde Esbri, Royal Oak Plng Com Chair
Melanie Halas, Royal Oak Clerk
Timothy Thwing, Royal Oak Plng Dir

OAKLAND COUNTY MICHIGAN

Economic Development & Community Affairs

April 18, 2016

Commissioner Robert Gosselin, Chairperson
Oakland County Coordinating Zoning Committee
1200 North Telegraph Road
Pontiac, MI 48341

SUBJECT: County Code No. MP 16-02, Planning & Economic Development Services' review of the City of Troy Master Plan (Draft February 2016)

Dear Chairperson Gosselin and Committee Members:

The Troy Planning Commission has prepared a new master plan to replace its City of Troy Master Plan (adopted in 2008). The following is a review and analysis of the draft plan. The Plan includes text, charts, and maps that describe the existing and desired future development of the community.

Under the amendments to the Michigan Planning Enabling Act, which took effect September 1, 2008, the City of Troy is required to send a copy of the draft plan to Oakland County and neighboring communities for comment prior to adoption. Oakland County has 63 days to submit comments on the draft plan. The April 26, 2016 Oakland County Coordinating Zoning Committee (CZC) meeting falls within the 63-day comment period. Neighboring communities also have 63 days to submit comments directly to the City of Troy and are asked to send a copy of any comments to the County as well. Once the comment period has expired, the Planning Commission can hold a public hearing and take final action to adopt the plan.

According to Troy's Planning Director, the Cities of Clawson, Madison Heights, Royal Oak, Auburn Hills, Rochester Hills, Warren, Birmingham and Sterling Heights, the Townships of Shelby and Bloomfield, the Southeast Michigan Council of Governments (SEMCOG) and the Macomb County Department of Planning and Economic Development were sent a copy of the draft plan. All of these communities/agencies have received notice of the CZC meeting. Comments have been received from the Shelby Township and are attached.

**Public Participation Process**

Public involvement is discussed in the Introduction chapter of the Master Plan. A concerted effort was made to solicit input from a variety of groups, building on the efforts of the Master Plan workshop conducted as part of the previous 2008 Master Plan. Four forums were held to solicit opinions from the Real Estate community, High School students, Neighborhood Association representatives and Baby-Boomers and Seniors ('Boomers and Shakers'). The Move Across Troy Symposium focused on transportation and pedestrian options along and across Big Beaver Road where the City seeks to create *"...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."* (Page 8)

In addition the text notes that, *"The Plan was further inspired by the 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."* (Page 2)

- Upgrading office and industrial buildings to provide spaces with the needed technology for emerging sector businesses

Housing for new and current residents is addressed in the plan. The Housing chapter looks at housing demand for the two ends of the demographic spectrum—young workers and those 65+. To accommodate both of these groups, the plan places an emphasis on "Missing Middle Housing," defined as small single-family homes, duplexes, fourplexes, lofts, etc. that encourages walkability, integration with the surrounding neighborhoods, community space and quality design. This section stresses the need for more affordability with the City, which could be addressed through the creation of missing middle housing types. The plan states, *"The City should continue to protect homeowners and the character of residential neighborhoods, while providing new opportunities and greater flexibility. Supporting townhomes 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."* (Page 59)

The plan also introduces the concept of 'visitability,' used to describe "*...basic, affordable design options which broaden the equity in housing accessibility without necessarily stressing full accessibility for persons with disabilities or older adults.*" (Page 63) Developing new homes with features like wide hallways and no-step entrances broadens the market for these homes to include disabled and elderly residents, and allows even younger, non-disabled residents to "age in place."

The bulk of the plan is made up of a series of Special Area Plans geared towards areas of the City where significant development or redevelopment is expected to occur. Where this 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.*" (Page 105) These plans also include potential development concepts, an action plan and implementation strategies.

The Rochester Road Special Area Plan focuses on the area of Rochester Road between Wattles Road and Hartland Drive, just north of Big Beaver. The plan enumerates several priorities and strategies to create a unified corridor/streetscape while also ensuring development and redevelopment remains compatible with the adjacent residences.

The Maple Road Special Area Plan seeks to reinvigorate the corridor "*...with less focus on land use, and more focus on quality development, business incubation, creation of anchors, and reinvestment through entrepreneurship...*" (Page 141) High quality commercial/mixed-use development should be encouraged at proposed development nodes including Maple Road's intersections with Coolidge, Crooks, Livernois, Rochester/Stephenson, John R and Dequindre. Districts of compatible industrial uses between these nodes could be enhanced by improvements in public infrastructure (i.e. sidewalks, stormwater management, etc.). Flexibility in zoning is important for more challenging sites. Lastly, pedestrian amenities should be upgraded as a way to further strengthen the corridor. Specific locations for improved pedestrian crossings are noted as are existing sidewalk gaps. Missing sidewalk segments on the south side of the road present an opportunity to work with the City of Clawson to create a continuous pedestrian corridor.

The area of North Troy is the business and employment center for the north side of the City and as such the overriding land use is a mix of mid-rise office buildings and large office towers developed in a campus like setting with little to no 'after-hours' uses or pedestrian connectivity. The Special Area Plan looks to introduce convenience uses (i.e. restaurants, retail, etc.), improved pedestrian facilities and promote residential infill where appropriate. Creative programming efforts and placemaking initiatives, such as wayfinding signage, health and wellness programming for area employers and mobile food vendors will add further vibrancy to North Troy.

interaction. *"Development will 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."* (Page 78) In the plan, each node is individually noted with a description of specific uses, considerations and character appropriate for that node.

*Big Beaver Road* is envisioned as a "World Class Boulevard." The key findings of the Big Beaver Corridor Study are included in this master plan. The City should capitalize on Big Beaver's existing high quality collection of signature office and retail uses to make it a more distinctive gateway into the City, consisting of unique mixed use developments with strong components of residential use. The boulevard should have significant landscaping, walkability, and public art. As redevelopment occurs, buildings should be located closer to the road, and height is encouraged in certain locations. The plan references the Big Beaver Development Code, which is used to regulate the specifics of building design and location.

The *Rochester Road* classification extends along the frontage of Rochester Road for a little over four miles from South Boulevard to just south of Big Beaver Road. An emphasis on mixed use will replace the current orientation of highway commercial uses. Main features of the road will be coordinated stormwater management, access management, and native landscaping. *"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...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."* (Page 87)

The *Maple Road* classification extends along the frontage of Maple Road from Crooks to just east of Rochester Road. This area is primarily industrial but could transition to a more eclectic mix including loft style residential units and mass transit stops. Three to four story buildings with open floor plans could be appropriate, although heights should be limited to two stories adjacent to the single family residential north of Maple Road.

*South John R. Road* is the southern gateway into the City of Troy and extends from Fourteen Mile Road to Maple Road along John R. Oakland Mall is a major destination in this area. If redevelopment should occur in this area, the plan identifies site and building guidelines to encourage a walkable, mixed use development where natural resource restoration may be possible. Redevelopment could entail retail, office, and higher density residential of three to six stories in height with a mass transit stop.

*Northfield* is between Long Lake and Square Lake Roads at I-75 in the northwest part of the City. This district along with the *Smart Zone* below is designed to provide locations for the employment of the desired knowledge workers. Medical and professional offices, related service uses and research uses are the prime land uses planned for this area.

*The Smart Zone* is a prime location for high-technology uses, including light industrial, office, and research and development. This district has high visibility along I-75 and extends from Big Beaver to Fourteen Mile Road. Because there are some vacant and underutilized parcels in this area, opportunities exist for new buildings set within a campus like setting. Amenities like pedestrian walkways, landscaped drainage areas, and mass transit stops are part of the concepts for this district.

*Automall* is a small area on Maple Road between Coolidge and Crooks Roads where a great variety of auto dealerships are located. The City intends to maintain this unique niche land use in this location.

*The Transit Center* is located in the far southwestern corner of Troy adjacent to the City of Birmingham. The Troy Transit Center described earlier is the central focus of this area around which a mixed use district can develop. The Oakland/Troy Airport is also within this district and contributes to the multi-modal orientation desired by the City. *"The combination of air, rail, bus and non-motorized transportation in one*

**Coordination with Surrounding Community Boundaries**
Under state law, the County's review is required to include a statement indicating whether the proposed plan is "inconsistent with the plan of any city, village, or township" that received notice of the draft plan. Each of the adjacent communities has been encouraged to provide the City of Troy with comments if they have any concerns.

**North Boundary – City of Rochester Hills:** The City of Rochester Hills Master Land Use Plan 2007 was adopted in February 2007. Troy shares its entire northern border with the City of Rochester Hills. Single Family Residential is the dominant land use planned by the City of Troy along this border, with Neighborhood Nodes (mixtures of commercial, office, and/or multi-family uses) shown at major intersections. From the western edge to Crooks Road, Rochester Hills has planned for a large area of Business/Flexible Use 1 at Adams Road, and then alternating areas of Park/Public Open Space, Residential 4 (4 dwelling units/acre), and Private Recreation/Open Space, terminating at a small node of Business/Flexible Use 1 and 2 at Crooks Road. In this area, Troy has planned for Single Family Residential except for two areas of Recreation and Open Space directly opposite land planned for either public or private open space in Rochester Hills and a Neighborhood Node at Crooks Road. The Business/Flexible Use 1 at Adams Road in Rochester Hills is intended to be a mixed use area of low intensity. Flexible 1 uses of residential, public, institutional and office should be compatible with the Single Family Residential in Troy.

East of Crooks, the Rochester Hills plan shows Residential 4 extending to a node of Business/ Flexible Use 1 at Livernois Road and then Residential 3 (3 dwelling units/acre) east to an area of Office at Rochester Road. In this area, Troy has planned for Single Family Residential except for Neighborhood Nodes at Livernois and Rochester Roads. East of Rochester Road, Rochester Hills has planned for a limited area of Residential 3 and then a narrow band of Office extending south along the M-59 Expressway to Dequindre Road. Troy again has planned for Single Family Residential in this area except for a Neighborhood Node at John R Road. Between John R and Dequindre, Troy has a large area of Recreation and Open Space (City Park) and Public and Quasi-Public (Detroit Water Station). This portion of the border is compatible.

**East Boundary – City of Sterling Heights:** The Master Land Use Plan 2005 City of Sterling Heights was adopted in July 2005. Troy shares its entire eastern border along Dequindre Road from South Boulevard to Fourteen Mile Road with the City of Sterling Heights. Dequindre is also the dividing line between Oakland County and Macomb County. Troy has planned for mostly Single Family Residential along this border except for Neighborhood Nodes (mixed commercial, office, or multi-family uses) at the Mile Roads and more intense uses both at the northern and southern corners. At Dequindre and South Boulevard, the City of Troy has Public and Quasi-Public planned (the Detroit Water utility site and the Beaumont Health Care Campus). At the southern border near Fourteen Mile Road, the City of Troy has 21st Century Industrial planned; industrial uses currently exist in this area.

Similarly, the City of Sterling Heights has Neighborhood Residential planned for most of this border except for more intense uses at the Mile Roads. Most of these Mile Road intersections contain a mixture of Office, Local Commercial, and/or NR-Moderate Density Residential. These classifications appear to be compatible with most of the Neighborhood Nodes planned in the City of Troy. Two Mile Road intersection locations in the City of Sterling Heights have larger, more intensive uses planned. At Dequindre and South Boulevard, Sterling Heights has planned for Transition and Office uses. The plan indicates future uses in the Transition classification will depend on the characteristics of that site. In this particular location, County staff feels the Office and Transition uses can be compatible with the hospital campus and water utility site in Troy. At Dequindre and Big Beaver (Metropolitan Parkway in Sterling Heights) Sterling Heights has planned for a large area of Regional Commercial and NR-Moderate Density Residential. This represents an existing shopping center and multi-family development. Overall, the boundary appears to be compatible.

of Troy. The City of Birmingham envisioned this area transitioning to a mixed use district. This is compatible with the vision the City of Troy has for The Transit Center. Land uses around the Troy Transit Center are intended to be higher-intensity mixed uses in a walkable environment. This border is very compatible.

**West Boundary – Bloomfield Township:** The Charter Township of Bloomfield Master Plan Update was adopted in March 2007. Troy shares its western border along Adams Road with Bloomfield Township. This border, which extends from South Boulevard to just south of Big Beaver, is almost entirely planned for Single Family Residential in Troy. The only exceptions to this are a small area of Public and Quasi-Public between I-75 and Square Lake Road and a small area of Recreation and Open Space about one-half mile south of South Boulevard. Single Family Residential is also the dominant land use planned by Bloomfield Township with a few exceptions. One exception is an area planned for Office between I-75 and Square Lake Road, adjacent to the Public and Quasi-Public in Troy. Another exception is an area of Multiple Family Residential on Big Beaver just west of Adams. Bloomfield Township also has planned for an area of Attached Single Family Residential (no density given) north of the expressway and four areas of Institutional/Civic at various locations along the border. This is a very compatible border with a shared residential focus.

**County Property – Oakland/Troy Airport:** The Oakland/Troy Airport is located in the southwest corner of the City in the area of the Troy Transit Center. The plan identifies the airport as a *"critical part of the Transit Center"* because it provides for another mode of transportation in this district. While new two to four story buildings are envisioned in this district in the future, it is acknowledged that building height has to meet Federal Aviation Administration requirements. Uses and concepts put forth in The Transit Center classification description are compatible with the continued operation of the Oakland/Troy Airport.

**Analysis**

The plan contains a lot of background material on a variety of topics and photographs and graphics help convey the type of new uses and character desired. This is important because educating residents will be a critical part of implementing this plan. Some major changes are proposed that will have a significant impact on the look and feel of the City. There is relatively little vacant land left in the City so much of what is envisioned in the plan, particularly in the areas of the four Special Area Plans, will be realized through redevelopment.

The main goal of this new master plan is to re-invent strategic parts of the City and most of these areas do abut single family residential on their periphery. In addition, the new uses and new types of residential units proposed are intended to attract more residents and workers into Troy, possibly adding to traffic congestion and other impacts. Based on the public input cited in the plan, there is support for these changes. The changes are designed to make Troy a more vibrant city with definite urban characteristics. Continued engagement of residents in discussions on the future of Troy will help make this plan successful.

Lastly, a zoning plan as required by the Michigan Zoning Enabling Act (PA 33 of 2008) is absent from the City of Troy Master Plan. A zoning plan should be included showing how proposed future land use categories correspond with existing zoning districts identified by the City's zoning ordinance.

**Conclusion**

Based on the review of the surrounding communities' master plans, the City of Troy Master Plan is not inconsistent with the plan of any city, village, or township that received notice of the draft plan. Shelby Township sent comments and they are attached.

Oakland County has not prepared a countywide development plan, so there is no countywide plan to which to compare the City of Troy Draft Master Plan.

**Oakland County Planning Resources**

The Oakland County Department of Economic Development & Community Affairs (EDCA) offers a variety of programs to support Oakland County communities with innovative programming and assistance to create attractive destinations in which to live, work and raise a family. The chart below details those programs offered by the Planning Division (a division of the EDCA). Current participation in Planning Division programs and opportunities for future involvement are noted on the right of the chart. Additional information on all EDCA programs can be found at www.oakgov.com/advantageoakland.

| Program | Mission | City of Troy Opportunities and Current Participation |
|---|---|---|
| Environmental Stewardship | Provide information, plans and options to promote conservation of the natural environment while supporting sustainable economic growth, development and redevelopment. | The City of Troy Master Plan supports redevelopment that is cognizant of natural resource protection and management. County staff members are able to act in a supporting capacity with grant application identification and natural resource protection. |
| Historic Preservation Assistance | Support local efforts to maintain and enhance architectural and heritage resources through sustainable practices to enrich the quality of life for all. | The City of Troy Master Plan does not specifically identify any historic sites. However, the Plan does note that the area of Livernois Road and Square Lake Road does contain historic structures and that adaptive reuse or relocation of these structures should be considered before demolition. County staff is able to assist with potential design concepts for adaptive reuse of historic structures. |
| Land Use & Zoning Services | Prepare and provide land use, zoning and master plan reviews for communities to enhance coordination of land use decision-making. | The City of Troy submits Master Plan updates and amendments for County review and boundary coordination as they are prepared. County-wide land use maps and statistics are also available. |
| Main Street Oakland County (MSOC) | Help local governments develop their downtowns as vibrant, successful districts that serve as the heart of their community. | The City of Troy is not presently an MSOC member and does not presently have a traditional downtown area that would lend itself to inclusion in MSOC. |
| One Stop Ready (OSR) | Encourage communities to capitalize on their strengths and refine their economic development processes to implement their community vision. | The City of Troy is an active participant and leader in the OSR Program. |
| Trail, Water & Land Alliance (TWLA) | Become an informed, coordinated, collaborative body that supports initiatives related to the County's Green Infrastructure Network | The Master Plan emphasizes the importance of non-motorized connections and includes strategies that could be used to successfully implement those recommendations. Participation in TWLA connects cities with like-minded communities and non-motorized planners. The County fully supports the expansion of non-motorized facilities and can aid the City in non-motorized planning efforts through education and the identification of potential funding sources. |