



AGENDA

REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION

BOARD THURSDAY DECEMBER 1ST, 2022

151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI

*******6:00 pm*******

The City recommends members of the public wear a mask if they have been exposed to COVID-19 or have a respiratory illness. City staff, City Commission and all board and committee members must wear a mask if they have been exposed to COVID-19 or actively have a respiratory illness. The City continues to provide KN-95 respirators and triple layered masks for attendees.*

- A. Roll Call
- B. Introductions & Chairpersons Comments
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of November 3rd, 2022
- E. New Business
 - 1. **34350 Woodward Ave – Fred Lavery Porsche Review**
 - 2. **S. Eton, Palmer – Sight Distance Evaluation**
 - 3. **Southfield, Southlawn – Pedestrian Crossing Evaluation**
- F. Unfinished Business
 - 1. **S. Eton, Villa to 14 Mile**
- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
 - 1. **Booth/Linden Trail Improvements Plan**
 - 2. **Fairway Sidewalk Request**
- I. Next Meeting – Rescheduling recommended from January 5th to January 12th, 2023
- J. Adjournment

*Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at

Link to Access Virtual Meeting: <https://us06web.zoom.us/j/88295194746>

Telephone Meeting Access: 929 205 6099 US Toll-free

Meeting ID: 824 7795 4435

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, November 3, 2022

151 Martin Street, City Commission Room 205, Birmingham, MI

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, November 3, 2022. Chair Doug White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White; Board Members Mark Doolittle, David Hocker, Anthony Long, Tom Peard, Victoria Policicchio; Alternate Board Member Gordon Davies (present but not voting), Patrick Hillberg; Student Representative Ben Rosenfield (left 8:01 p.m.)

Absent: Board Member Joe Zane; Student Representative Isabela Betanzos

Staff: Senior Planner Cowan, Operations Commander Grewe, Lieutenant Kierney, Assistant City Engineer Zielinski

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

The Board welcomed Messrs. Davies and Hillberg, and congratulated Mr. Doolittle on his appointment to regular member.

C. Approval of MMTB Minutes of October 4, 2022

Motion by Mr. Long

Seconded by Mr. Hocker to approve the MMTB Minutes of October 4, 2022 as submitted.

Motion carried, 6-0.

VOICE VOTE

Yeas: Long, Hocker, Policicchio, Doolittle, Zane, Hillberg

Nays: None

Abstain: White

D. Review of the Agenda

E. Unfinished Business

1. Multi-Modal Transportation Plan Sidewalk Priorities

SP Cowan presented the item and Staff answered informational questions.

Mr. Long summarized the MMTB's September 2022 and October 2022 discussions pertaining to this item and Fairway. He also stated that improvements to Fairway were not presently included in the City's capital improvement plans, and that residents would have advance notice and the ability to provide input before any project would commence.

ACE Zielinski concurred.

Public Comment

Margaret Dufault, Dory Balian, Mark Baker, and Sheri Hunter, residents of Fairway, said Fairway should be a tier-three priority.

Julia Cooney and Mark Schoeppe, residents of Fairway, spoke against sidewalks on Fairway.

Rackeline Hoff reiterated that residents would have the opportunity to provide feedback on projects. She gave a brief overview of the process for potentially adding sidewalks to streets.

Janelle Whipple-Boyce spoke in favor of filling in sidewalk gaps.

Seeing no further public comment, the Chair returned the conversation to the Board.

Ms. Policicchio re-emphasized that community perspectives are solicited and taken into account when planning City infrastructure projects.

Mr. Long advised the public that they could access City boards' agendas, minutes, and recordings on the City website in order to stay up-to-date on items being discussed. He noted that all meetings of board members are held in public.

SP Cowan said members of the public could reach out to him to receive further instructions on how to access those items.

2. Neighborhood Traffic Calming Program – Speed Humps

SP Cowan introduced the item. He noted that the packet said five miles over the speed limit but that the presentation was updated to say 10 miles over the speed limit to align with City policy. Mr. Strader and SP Cowan presented the item. Staff answered informational questions from the Board.

Ms. Policicchio conjectured that many residents would be more amenable to increased speed enforcement over physical changes to their streets.

Mr. Peard said he has seen enforcement work in keeping vehicle speeds lower in certain areas. He also spoke in favor of Staff's recommendation that the City use data-driven criteria to evaluate the potential installation of speed humps.

Mr. Long supported other potential traffic calming measures.

Mr. Strader noted that even in situations where speed humps might be appropriate, there may traffic calming measures that would be comparably more effective.

There was general Board consensus not to recommend speed hump criteria presently since few-to-no streets would qualify.

Ms. Policicchio added she was against speed humps also because they would impede snow plows and emergency vehicles.

Mr. Long added that he was against speed humps also due to aesthetics and the likelihood that it would be difficult to get the requisite number of residents on a street to agree to speed hump installation.

Motion by Mr. Doolittle

Seconded by Mr. Long to recommend to the City Commission that the City consider alternative traffic calming mitigations other than speed humps to reduce speeds in areas where speed limits are commonly exceeded.

Motion carried, 7-0.

VOICE VOTE

Yeas: Long, Hocker, Policicchio, Doolittle, Zane, Hillberg, White

Nays: None

3. S. Eton, Villa to 14 Mile

SP Cowan introduced the item. Mr. Strader and SP Cowan presented the item. Staff answered informational questions from the Board.

Mr. Peard said he had some preference for Option A due to its simplicity.

Mr. Long said he would email Staff an option he had seen in use in Bloomington, Indiana.

F. New Business

1. Brown & Southfield Intersection

SP Cowan introduced the item. Lt. Kearney and Ms. Kroll presented the item. Staff answered informational questions from the Board.

Mr. Hocker suggested that if the condominium association applied to move its access drive further north to be out-of-alignment with the left-turn lane from Brown that could be helpful.

Public Comment

Jim Arpin, president of the homeowners' association, thanked the Board and Staff for its review. He asked why Staff was against recommending LED lights for the intersection.

Seeing no further public comment, the Chair returned the conversation to the Board.

Ms. Kroll stated that Staff did not recommend the addition of LED lights because the intersection was signalized at all hours. She said the red light was visible from far away. She said adding additional lights would be unlikely to resolve the concern.

Since, of the four accidents, three were the result of inebriation and one was the result of a medical emergency, Mr. Doolittle noted that additional lighting would be unlikely to prevent further accidents at the intersection.

In reply to Mr. Hocker, ACE Zielinski agreed that the optimal location for the added signage would be centered by the left turn lane. It was noted that was not presently possible due to the location of the condominium association's driveway.

G. Meeting Open to the Public for items not on the Agenda

H. Miscellaneous Communications

- 1. SMART Bus Millage**
- 2. Letters from residents regarding sidewalk gap priorities**

Renee Suchara, resident of Fairway, asked why Fairway from Arden to Pleasant would not be considered a gap street and thus a tier-three priority.

I. Adjournment

No further business being evident, the Board adjourned at 8:34 p.m.

Brooks Cowan, Senior Planner



Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Police Department

DATE: December 1st, 2022

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, City Planning
Ryan Kearney, Police Lieutenant
Scott Zielinski, Engineering Department
With assistance from:
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: 34350 Woodward Avenue – Fred Lavery Porsche Review

INTRODUCTION:

Fred Lavery Porsche has applied for a new three story building at the intersection of Haynes Street, Elm Street, and Woodward Ave. Issues related to a pedestrian crosswalk with respect to Elm Street alignment recommendations were discussed during their CIS & PSP review with the Planning Board. The Triangle District Urban Design Plan recommends three different alternatives for the intersection of Elm Street and Woodward Ave.

Chapter 110, Section 110-32(6) of the Birmingham City Code states the Multi-Modal Transportation Board shall endeavor to provide an objective and technical multi-modal evaluation of site plans submitted for proposed development or redevelopment, as referred to the board by the Planning Board, thus enabling review and recommendations for such situations brought forth by the applicant.

BACKGROUND:

The applicant submitted a Traffic Impact Study (TIS) conducted by Stonefield dated August 29th, 2022 as required by the City's transportation consultants. A review of the submission has been conducted by the City's traffic consultants dated October 21st, 2022. The City's traffic consultants Fleis and Vandenbrink (F&V) have concluded that the Traffic Impact Study provided by Stonefield needs revisions and that there are several items that need further review and clarification prior to final site plan approval.

On October 26th, 2022, the applicant appeared before the Planning Board for a Community Impact Study & Preliminary Site Plan Review for the proposed project. The Community Impact Study & Preliminary Site Plan were accepted with the condition that the applicant obtain site plan review and recommendation from the Multi-Modal Transportation Board (MMTB) related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave.

Some major concerns from the City's traffic consultants include the location of the proposed curb cut and driveway access facing Elm Street where there currently is a pedestrian crosswalk. The applicant will either need to relocate the driveway, or coordinate with the City on relocating the crosswalk. The Planning Board discussed the Elm intersection and commented that it is presently dangerous and should be improved and that making the crosswalk more visible might be appropriate. Additionally, board members' saw opportunity to greatly improve the streetscape through this project.

The Triangle District Urban Design Plan also recommends a change to the curb and approach for the intersection of Woodward Ave, Haynes Street, and Elm Street. The recommendation is meant to prevent high speeds traveling north off of Woodward Ave to Elm Street. The proposed site plan does not appear to address such concerns of The Plan. The proposed site plan does not appear to align with all of the vehicular and pedestrian safety recommendations of the Triangle District Urban Design Plan.

The Planning Board approved the Preliminary Site Plan with the condition that the applicant obtain site plan review and recommendation from the Multi-Modal Transportation Board (MMTB) related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave.

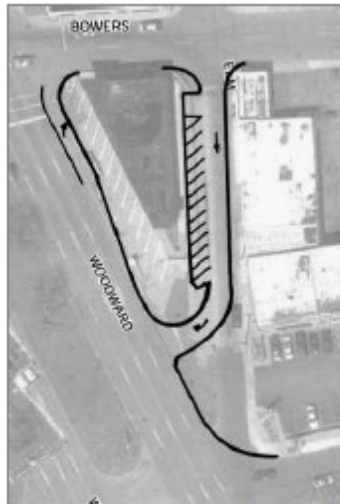
Per the Triangle District Plan "There are a number of options for the short block of Elm Street between Bowers and Woodward Avenue. Because of the slight angle from Woodward Avenue, traffic on Woodward Avenue tends to enter Elm at high speeds. In addition, the intersection with Bowers has limited sight distance because of building placements and a narrow right-of-way." The Triangle District Plan details three possible alternatives designs as detailed below and in the attached pages excerpted from The Plan.

Option A, referred to as 'CI' in The Plan, proposes that the intersection of Elm at Woodward should be reconfigured to require traffic entering the District at Elm to make a right turning movement rather than merely veering right. The Plan states that "this would slow traffic and improve safety for pedestrians and motorists."



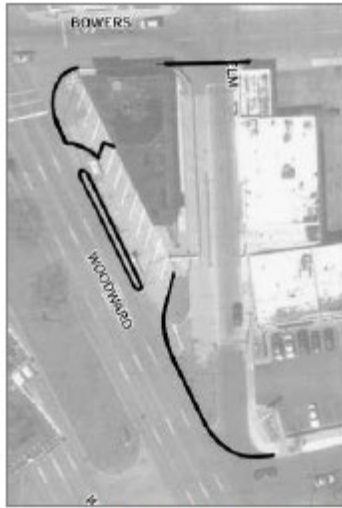
Woodward/Elm (C1)

Option B, named 'C2' in The Plan, proposes that this portion of Elm south of Bowers could be converted to southbound traffic only with the former northbound lanes converted to angled street parking.



Woodward/Elm (C2)

Option C, referred to as 'C3' in The Plan states this segment could be vacated altogether and used as open space or developable land for an adjacent parcel.



Woodward/Elm (C3)

It is the task of the Multi-Modal Transportation Board (MMTB) to evaluate the attached alternatives

The MMTB should review and discuss these options and provide a recommendation for the design for Fred Lavery to incorporate for Final Site Plan and Special Land Use Permit application review.

RECOMMENDATION:

To consider the proposed options for reconfiguration of Elm Street at Woodward from the Triangle District Plan and make a design recommendation for Final Site Plan and Special Land Use Permit review.

ATTACHMENTS:

- Triangle District Plan relevant pages
- Planning Board CIS & PSP Memo and Site Plan

SUGGESTED MOTION

Move to recommend to the Planning Board that the applicant incorporate option _____ into their Final Site Plan and SLUP application.

Circulation

To supplement the streetscape and walkability improvements, there are a number of roadway improvements recommended through the Triangle District. Some will enhance traffic operations and safety, while others are intended to make the district more walkable.

Maple Road (A). Maple Road between Woodward and Adams should be converted from two lanes in each direction to an imbalanced roadway configuration, for example with two westbound lanes, one eastbound lane and a center turn lane, as depicted in A1. This configuration would improve access into the Triangle along Elm Street and to the businesses along Maple without widening. Additionally, intersection improvements should be made at Elm and Maple to better emphasize this entrance to the Triangle District.

Hazel Street (B). The segment of Hazel between Woodward and Elm could be closed to minimize the number of access points along Woodward Avenue and minimize cut-through traffic in the residential neighborhood. The new space could be used as open space or could be conferred to a property owner or developer in a beneficial exchange.

Woodward/Elm (C). There are a number of options for the short block of Elm Street between Bowers and Woodward Avenue (C). Because of the slight angle from Woodward Avenue, traffic on Woodward Avenue tends to enter Elm at high speeds. In addition, the intersection with Bowers has limited sight distance because of building placements and a narrow right-of-way. The intersection of Elm at Woodward should be reconfigured to require traffic entering the District at Elm to make a right turning movement rather than merely veering right (C1). This would slow traffic and improve safety for pedestrians and motorists. Additionally, this portion of Elm south of Bowers could be converted to southbound traffic only with the former northbound lanes converted to angled street parking (C2). Alternatively, this segment could be vacated altogether and used as open space or developable land for an adjacent parcel (C3).

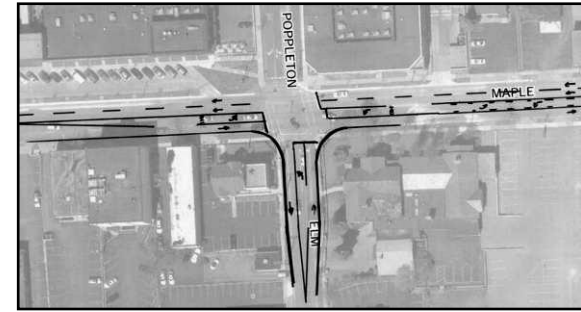


Woodward/Worth (D). The intersection of Worth Street at Woodward Avenue shares many of the same problems as Bowers discussed above. It is recommended that this intersection be reconfigured to form a right angle, greatly slowing traffic and creating the opportunity in the vacated right-of-way for a small greenspace with public art, landscaping, and wayfinding signs.

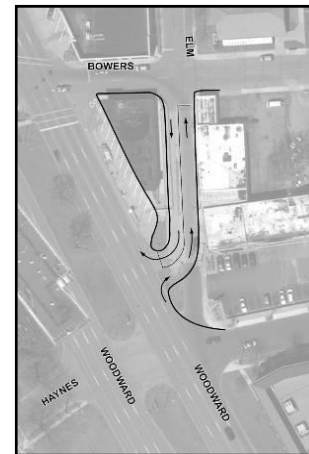
Worth Street (E). Currently Worth Street ends at Haynes Street. This prevents circulation between the Triangle District's northern and southern halves. Worth should be realigned parallel to Woodward Avenue and extended to Bowers. This will improve north/south interior connectivity within the Triangle District and better link the north and south halves of the District, which will help support redevelopment of this area. This road reconfiguration will also allow the creation of Worth Plaza in the heart of the Triangle District. The alignment of Worth Street will be through the rear of the Boarder's parking lot and buildings currently located between Bowers and Haynes. Therefore Worth Street realignment will need to be done in conjunction with the development of a parking structure and redevelopment of the properties on the north side of Haynes. The specific alignment shown on this plan is conceptual and could be varied, provided the ultimate alignment created Worth Plaza.

Bowers Street (F). Bowers Street should also be emphasized as an east/west connector corridor that connects the residential areas east of Adams to the Triangle District and Downtown.

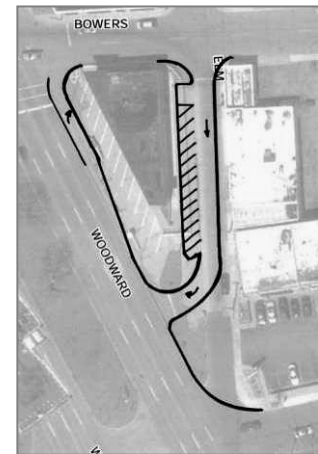
Additional traffic modeling and detailed geometric designs will need to be evaluated further by the City's traffic engineer prior to implementing these recommendations.



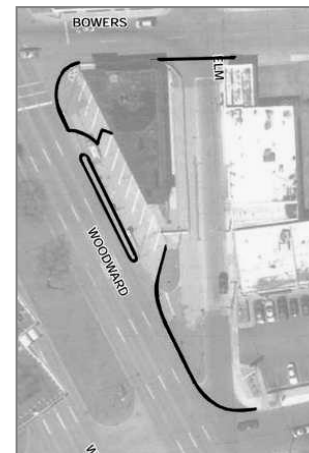
Maple Road (A1)



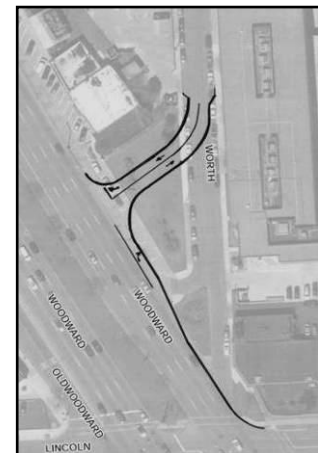
Woodward/Elm (C1)



Woodward/Elm (C2)



Woodward/Elm (C3)



Woodward/Worth (D1)



MEMORANDUM

Planning Division

DATE: October 17th, 2022

TO: Planning Board

FROM: Brooks Cowan, Senior Planner

Approved: Nick Dupuis, Planning Director

SUBJECT: 34350 Woodward & 909-911 Haynes Street - Fred Lavery Porsche – Community Impact Study & Preliminary Site Plan Review

The subject properties are located at 34350 Woodward and 909-911 Haynes Street. Both parcels are zoned B-2, General Business. 34350 Woodward is zoned MU-7 in the Triangle Overlay District while 909-911 Haynes Street is zoned MU-5. Auto sales agencies require a Special Land Use Permit (SLUP) to operate in the B2 District as well as the MU-5 and MU-7 Districts. The applicant originally received a Special Land Use Permit in 2010 to operate a Porsche car dealership at 34350 Woodward Ave.

In 2016, the applicant received a temporary SLUP amendment to use the building next door at 909-911 Haynes as an office for the Porsche sales and management team for one year while renovations were made to the Porsche dealership at 34350 Woodward Ave. Conditions of approval were that the applicant could not have cars for sale parked on 909-911 Haynes Street.

In January 2020, the applicant appeared before the Planning Board for Final Site Plan review and SLUP amendment to demolish the building at 909-911 Haynes Street and expand the Porsche dealership's parking lot. After discussions regarding how the Triangle District Overlay requires expanding uses to bring the entire site into conformity, and that the Triangle District Urban Design Plan's Worth Street Extension is recommended to pass through the subject property, the owner withdrew their application.

In January, March, and April of 2021, the applicant appeared before City Commission to apply for a lot combination. It was determined that expanding the use through a lot combination meant that the site would not satisfy the requirements of the Zoning Ordinance, and therefore would not satisfy the requirements for a lot combination. It was recommended that the applicant appear before the Planning Board and obtain Final Site Plan and SLUP approval before obtaining a lot combination. **City staff recommends that the Planning Board review the City Commission Memos from [January 25th, 2021](#), [March 22nd, 2021](#), and [April 26th, 2021](#)**

regarding the lot combination of the subject site and recommendations of the Triangle District Urban Design Plan.

The applicant is now proposing to demolish both buildings at 34350 Woodward Ave and 909-911 Haynes Street and construct a three story auto sales agency. The applicant will be required to apply for Final Site Plan and SLUP review after the CIS & Preliminary Site Plan review. The applicant will also be required to apply for a lot combination with the City Commission. The lot combination hearing with City Commission shall be held after the SLUP hearing.

Community Impact Statement

Article 7, Section 7.27 (E) states that a community impact study (CIS) shall be required for a new structure and/or building of 20,000 square feet of gross floor area or greater, to be prepared by the petitioner, for review by the Planning Board at the Preliminary Site Plan Review. The subject building is proposed to be 100,060 square feet, therefore a CIS has been submitted. The Zoning Ordinance recognizes that buildings of a certain size may affect community services, the environment, and neighboring properties. The CIS acts as a foundation for discussion between the Planning Board and the applicant, beyond the normal scope of information addressed in the preliminary site plan review application. The Planning Board "accepts" the CIS prior to taking action on a Preliminary Site Plan.

1.0 Planning & Zoning Issues

- 1.1 **Use:** The proposed use is an auto sales agency in the B2, MU-5, and MU-7 zoning districts.
- 1.2 **Triangle District Urban Design Plan:** Article 3, Section 3.05 of the Zoning Ordinance states that the purpose of the Triangle Overlay District is to:
 1. Develop a fully integrated, mixed-use, pedestrian-oriented environment with buildings containing commercial, residential and office uses, similar to the downtown character west of Woodward Avenue.
 2. Create a synergy of uses within the Triangle Overlay District to support economic development and redevelopment in accordance with the recommendations of the Triangle District Urban Design Plan.
 3. Minimize traffic congestion, inefficient surface parking lots, infrastructure costs and environmental impacts by promoting a compact, mixed-use, pedestrian-friendly district.
 4. Regulate building height to achieve appropriate scale along streetscapes to ensure proper transition to nearby residential neighborhoods.
 5. Create a definable sense of place for the Triangle Overlay District with a pedestrian oriented, traditional urban form with bold innovations in architecture.

The proposed development appears to conform to the bulk, height and setback requirements of the Triangle District Urban Design Plan (The Plan), however it

appears to be lacking in the goals of the The Plan regarding mixed-use building in a pedestrian oriented environment and transportation recommendations to enhance vehicular and pedestrian safety.

In terms of bulk, placement, design and size, the proposed building will replace two existing one story and two story buildings. The proposed Porsche dealership is able to satisfy the majority of the setback and height requirements of the Triangle District, though it is not maximizing the permissible height of its respective zoning districts.

The MU-7 District at 34350 Woodward Ave allows up to nine stories in height while the MU-5 District at 909-911 Haynes allows up to six stories. The applicant is proposing a building that is predominantly two stories with a small third floor for office near Elm Street, leaving between three to six stories of available space unused.

The building is a singular use for an auto sales agency and the associated retail, office, service, and parking uses accompanying an auto sales agency. The majority of the building space is occupied by a multi-level parking facility for the storage of cars to be sold. Such space is not being used for active commercial or residential uses as recommended by The Plan.

The Triangle District Urban Design Plan recommends a mix of residential and commercial uses to create a vibrant walkable community that maximizes the space for Birmingham residents and businesses. **The singular use of the proposed auto sales agency in a three story building does not appear to align with the mixed-use recommendations of the Triangle District Plan.**

The exterior material is predominantly metal. The exterior of the showroom appears to use more modern materials than most buildings in Birmingham, however the expansive walls along the multi-level parking facility could be considered lacking in architectural variation.

In regards to minimizing traffic congestion, the Triangle District Plan recommends Worth Street be extended north to Bowers Street through the subject property, particularly in the location of the current 909-911 Haynes building. The Worth Street extension is recommended in the The Plan to provide a traffic valve and help relieve north-south traffic congestion in the Triangle District where additional residential and commercial density is anticipated.

The Planning Division has discussed pursuing the Worth Street Extension since 2020 with the subject property under conditions of a SLUP. Upon review, City staff has determined that it would difficult to complete the extension due to the fact that the City does not control the Bowers Street property to the north of the applicant. **The Planning Board may wish to discuss their preference of pursuing the Worth Street Extension.**

The Triangle District Urban Design Plan also recommends a change to the curb and approach for the intersection of Woodward Ave, Haynes Street, and Elm Street. The recommendation is meant to prevent high speeds traveling north off of Woodward Ave to Elm Street. The proposed site plan does not appear to address such concerns of The Plan.

The proposed site plan does not appear to align with all of the vehicular traffic and pedestrian safety recommendations of the Triangle District Urban Design Plan.

Given the concerns and issues with the proposed building and recommendations from the Triangle District Urban Design Plan, City staff recommend that the site plan be sent to the Multi-Modal Transportation Board for review and recommendations of ways to enhance the vehicular and pedestrian safety connected to the property.

Chapter 110, Section 110-32(6) of the Birmingham City Code states the Multi-Modal Transportation Board shall endeavor to provide an objective and technical multi-modal evaluation of site plans submitted for proposed development or redevelopment, as referred to the board by the Planning Board, thus enabling review and recommendations for such situations brought forth by the applicant.



*Triangle District Urban Design Plan

1.3 **Land Development Issues**

The applicant has submitted a Phase 1 Environmental Site Assessments (ESA's) for the subject properties of 909-911 Haynes and 34350 Woodward Ave which was prepared by G2 Consulting Group dated August 26th, 2022. The results of the study indicate that there is evidence of Recognized Environmental Conditions (REC's) within the subject property that include the following:

- A drycleaner was formerly present within the subject property.
- A 2005 Subsurface Investigation Report found tetrachloroethene and trichloroethene, both chemicals found in dry cleaning solvents, identified in the soil above the applicable cleanup criteria which represents a REC.
- The 909-911 Haynes Street property is identified on the Baseline Environmental Assessment database indicating that contamination has been identified in the soil and/or groundwater of the property in excess of unrestricted residential use criteria. In April of 2014, five soil borings were taken that indicated contaminants in the soil including benzo(a)pyrene, fluoranthene, phenanthrene, cadmium, total chromium, and lead at levels above EGLE's Generic Residential Cleanup Criteria (GRCC). Hence, the presence of contamination in the soil of the subject property above unrestricted residential use criteria represents a REC.
- The easternmost portion of the property was formerly used as a warehouse that operated as a contractor supply company. It is G2's experience that contractor supply warehouses typically included operations that entailed the use of hazardous materials and/or petroleum products. Hence, it is G2's professional opinion that the former contractor supply warehouse represents a REC.
- The historical occupants to the north of the subject site were identified as contractor supply yards and auto body work operations which would have included operations entailing the use of hazardous substances and/or petroleum products. It is G2's professional opinion that the former uses adjoining the property to the north represent a REC to the property.

Typically when RECs are found, an Environmental Phase 2 is conducted when large amounts of soil are required to be moved. In this case, no basement is being dug and no substantial amount of earth is required to be moved.

A geotechnical investigation was provided by McDowell Associates dated June 10th, 2022. The report stated that on June 4th, 2022, two soil borings were completed on the subject site to a depth of forty feet and six inches (40'6"). The borings encountered 4-5" inch thick asphalt pavement, 10" and 3'2" of fill soils consisting of brown sand, gravel, and stiff discolored brown sandy clay. This was followed by stiff to extremely stiff brown to blue silty clay throughout the remainder of the borings.

The geotechnical report concludes that future site development will require the removal of the asphalt pavement prior to new foundation construction. The report

also found that there was no evidence of sensitive soils on site that would require stabilization or alteration to support the proposed development.

There are no steep slopes and very little grade change on the subject parcels. However, during construction of the development, care will be taken to prevent sediment laden soils from leaving the site and to stabilize any steep slopes by employing soil erosion best management techniques.

In regards to the volume of excavated soils to be removed, the site will only be excavated to accommodate for foundations immediately below grade only. There is no basement use being proposed therefore the applicant has not projected an amount of soil to be excavated, though certain amounts of soil may have to be removed for foundation installation.

In regards to potential hazards and nuisances that may be created by the proposed development, the applicant will be providing pedestrian and traffic control that will be clearly marked and identified with either jersey barriers, fencing, signage, street and sidewalk closures, and "do not enter" signs clearly identified as mitigations. Dust mitigation and track out clean-up will be accomplished with water spray guns and sweepers.

1.4 **Utilities, Noise & Air Issues**

Utilities

In regards to the source of all private utilities to be provided, the CIS checklist comments says "refer to Civil Engineering Drawings". A survey of existing conditions has been provided, however the applicant has not provided a survey of the proposed building indicating connections to utilities. The existing conditions survey indicates a Consumers Energy gas main and DTE electric that service the site.

Comments from the Engineering Department is that the topographic survey needs to show and label all existing utilities servicing the buildings, including what is located in the right of way. A proposed Civil Site Plan with the proposed building footprint and existing topographic survey of the right of way will be required.

The Engineering Department has also commented that the existing north utility pole on Elm Street will require relocation for the proposed drive for the service garage. Other utility poles will need to be reviewed for conflicts.

Noise

A Noise Impact Assessment dated May 23rd, 2022 was prepared by Kolano and Saha Engineers, Inc. (K & S) for the proposed development. The report concludes that given the existing use of an auto dealership, the proposed development will not produce excessive noise contribution to the adjacent community and will be within the Birmingham noise ordinance limits.

The report comments on how vehicles using the expanded parking deck are expected to be traveling at low speeds and not producing high levels of noise. The relocated service garage to a more central position within the building in a climate controlled space is expected to produce less noise than the current operation. No noticeable changes in noise are expected for delivery trucks or additional heating and cooling systems as well.

Air

The subject site is located within the Southeast Michigan Air Quality District, with monitoring stations in Pontiac, Rochester, Oak Park and Allen Park. The district has attained and surpassed the National Ambient Air Quality Standards for carbon monoxide, nitrogen dioxide, ozone, sulfur dioxide and particulate matter less than 10 microns. The air quality is expected to remain high and will not establish a trend which may lead to a violation of air quality standards.

The proposed parking facility has more than 75 cars as 143 on-site spaces are proposed. The percentage of parking provided in relation to what is required is 300%, however this is an auto sales agency where a large portion of the parking facility is proposed to be occupied by car inventory.

1.5 **Environmental Design & Historic Values**

The current sites have been developed with large surface parking lots and a few small landscaped areas across a flat surface that will not require substantial regrading. Thus, there are no concerns over the loss of natural areas on the property. **The applicant has indicated that the few trees currently on the site will be made available to the City to transplant along the sidewalk.**

There will not be an intrusion of elements out of character or scale with the existing physical environment. The applicant is expanding the size of the building to satisfy the City's Triangle District requirements for height and setback.

In regard to elements of the project that are eligible for LEED points, the project will have public electric charging stations and a service fleet of automobiles that are 100% electric. The project will also utilize extensive daylighting, blinds on glass, electronic energy efficient controls and HVAC equipment, LED lighting fixtures, and use of low VOC paint. The applicant has not indicated whether or not they will be pursuing LEED certification.

The proposed building will not block or degrade views as it is a predominantly 2-story building with a small 3rd floor. The applicant is not maximizing the allowable height of the site. There will be no objectionable visual pollution as parking, loading, and trash receptacles will be inside the building and hidden from view.

Furthermore, the applicant has indicated that there are no historic properties on the site, and that the subject sites do not appear on the National Register of Historic Places. In addition, they applicant suggests that the buildings on site do not appear to be historic (or eligible for designation), and that there are no

designated historic resources on the adjacent properties. The Planning Division is in agreement with the assertions provided.

1.6 **Refuse, Sewer & Water**

The CIS and site plans indicate a refuse area in the northeast corner of the property that will have adequate space for separation of recyclable materials and is screened by the building's façade.

The development appears to have access to the public combined sanitary and storm sewer that exist within the Haynes Street right-of-way along the frontage of the proposed development. It is anticipated by the applicant that the existing sanitary sewer will have the capacity to adequately service the proposed development. Preliminary discussions with the City Engineering Department have indicated that the existing sewer has the capacity to handle flows from the proposed development. It is not anticipated that the design capacity of the of the existing sanitary sewer will be exceeded by the proposed development. The applicant has indicated that low flush toilets, restricted flow faucets, and greywater recycling may be incorporated to reduce the amount of water entering the sewer system.

In regards to storm water disposal, the existing conditions drain via a storm sewer conveyance pipe network. The amount of impervious surface will remain nearly the same due to the building land coverage. No storm water treatment measures are incorporated into the existing drainage system at the moment, though the applicant will coordinate with the City's Engineering Department prior to Final Site Plan review. It is not anticipated that the design capacity of the existing municipal storm sewer systems in the area will be exceeded or adversely affected by the runoff from the proposed development. No additional runoff will be directed to drain to the municipal storm sewer system along Haynes Street. The proposed pipe conveyance system will be designed to handle a 10 year design frequency storm accordance with City standards.

In regards to water service, a public 4-inch water main exists within the Haynes Street right-of-way along the frontage of the proposed development. It is expected that the existing water mains should have the capacity to service the proposed building types. It is not anticipated that the water quality of the existing water main supply is unsafe. The water will be tested in accordance with State and City standards prior to making the connections to the existing water network.

1.7 **Public Safety**

The applicant has indicated there are no public safety concerns for the proposed development. The proposed development offers direct access for emergency personnel from Haynes Street and Elm Street. Elm Street and Haynes Street also provide adequate access for emergency vehicles as there is a fire station down the block. The proposed building will have one elevator that will accommodate a medical cart if required by code.

There are plans for a security system to secure the Porsche dealership. The applicant intends to meet all fire code requirements and will provide full fire suppression and/or standpipe, Siamese FDC, and knox box will be provided when required.

1.8 **Transportation Issues**

The applicant has submitted a Traffic Impact Study (TIS) conducted by Stonefield dated August 29th, 2022 as required by the City's transportation consultants. A review of the submission has been conducted by the City's traffic consultants dated October 21st, 2022.

The City's traffic consultants Fleis and Vandenbrink (F&V) have concluded that the Traffic Impact Study provided by Stonefield needs revisions and that there are several items that need further review and clarification prior to final site plan approval.

Some major concerns from the City's traffic consultants include the location of the proposed curb cut and driveway access facing Elm Street where there currently is a pedestrian crosswalk. **The applicant will either need to relocate the driveway, or coordinate with the City on relocating the crosswalk.**

F&V have requested that the applicant review the City's relevant Master Plan, Subarea Plan, and Multi-Modal Transportation Plan and describe or illustrate any specific recommendations in the the study area from those plans. It is of note that the Triangle District Urban Design Plan recommends alterations to the interesection of Elm Street and Woodward Ave.

F&V have requested that the applicant provide an evaluation of the need for any changes to streets or access to improve safety and travel for vehicles, pedestrians, and bicyclists (driveway radii, widths, turn lanes, tapers, etc.) **Previous discussions with the applicant requested an evaluation of closing Elm Street at Woodward Ave as a mitigation measure to improve the safety, access and site circulation. This analysis should be provided in the revised TIS.**

Other items requested include but are not limited to design changes that could improve the Quality of Service for pedestrians and bicyclists, updated LOS analysis for Woodward Ave to evaluate the intersections with the correct geometry, identifying the impact of on-street parking for the sight distance at the site ingress and egress points, and information regarding the circulation for vehicles that will commonly operate on the site and illustrate with appropriate turning radii.

1.9 **Parking Issues**

Based on a review of the site plans submitted, the applicant is proposing a two-story off-street parking facility with 143 parking spaces where 47 are required. The majority of parking spaces will be used for inventory of cars for sale.

There are 12 parking spaces on-street that are available to the public. The Triangle District Overlay allows on-street parking to be counted towards a property's requirement without approval from City Commission. There are no major concerns related to parking with the proposed development.

1.10 **Natural Features**

As previously noted, the site does not have substantial natural features nor does it have any wildlife or habitats that will be lost as a result of this development. The amount of impervious surface will be relatively the same and runoff peak discharge rates are expected to be similar in proposed conditions as they are now. It is not anticipated that the project will adversely impact unique natural features on or near the proposed development.

1.11 **Departmental Reports**

1. **Engineering Division** – Please see attached Engineering Division comments dated 10/20/2022.
2. **Department of Public Services** – The current spacing of trees and empty tree wells are not uniform - we would recommend adjusting their locations to give the property a cleaner look. Also, depending on the required amount of trees by the zoning ordinance, we would be open to removal of the tree closest to the stop sign for visibility concerns.
3. **Fire Department** – Please see the attached Fire Department comments.
4. **Police Department** – In reviewing this plan, it appears that there is a proposed garage door on the west side of the new building leading into a service area that would be in direct conflict with where the current crosswalk is located on Elm St, north of Haynes. This is an obvious conflict. In looking at solutions, either the service garage door must be moved in the new building or the crosswalk moved to the north. If the crosswalk is moved, there would be a loss of on-street parking space(s) and the "flow" of the current walking pattern would require pedestrians to "backtrack" to the north in order to utilize a marked crosswalk.
5. **Building Division** – Comments from the building Department will be provided by the Planning Board meeting on 10/26/2022.
6. **Parking Manager** – The Parking Manager has no concerns at this time.

1.12 **Summary of CIS**

The following is a list of outstanding or unresolved issues relating the CIS information provided:

1. The Transportation Impact Study revisions and clarifications as requested by the City's traffic consultants;

1.13 **Suggested Action**

Based on a review of the CIS documents provided and the standards outlined in Article 7, Section 7.27 of the Zoning Ordinance, the Planning Division recommends that the Planning Board **ACCEPT** the Community Impact Study as provided by the applicant for the proposed development at 34350 Woodward Ave and 909-911 Haynes Street with the following condition:

1. The applicant resolve all issues related to the Transportation Impact Study as requested by the City's traffic consultants;
2. The applicant obtain site plan review and recommendation from the Multi-Modal Board related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave;
3. The applicant comply with all requests from City Departments.

1.14 **Sample Motion Language**

Motion to **ACCEPT** the Community Impact Study as provided by the applicant for the proposed development at 34350 Woodward Ave and 909-911 Haynes Street with the following condition:

1. The applicant resolve all issues related to the Transportation Impact Study as requested by the City's traffic consultants;
2. The applicant obtain site plan review and recommendation from the Multi-Modal Board related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave;
3. The applicant comply with all requests from City Departments.

OR

Motion to **POSTPONE** the Community Impact Study as provided by the applicant for the proposed development at 34350 Woodward Ave and 909-911 Haynes Street pending receipt of the following:

1. _____
2. _____
3. _____

OR

Motion to **REJECT** the Community Impact Study as provided by the applicant for the proposed development at 34350 Woodward Ave and 909-911 Haynes Street for the following reason(s):

1. _____
2. _____
3. _____

Preliminary Site Plan Review

The applicant has submitted an application for Preliminary Site Plan review for the construction of a three story auto sales agency in the B2 (General Business) and MU-5/MU-7 Districts. The proposed development spans two parcels that are currently separate. The subject sites currently contain a single story auto sales agency on 34350 Woodward Ave which is zoned MU-7 and a two story office-retail building on 909-911 Haynes Street which is zoned MU-5.

The newly proposed building spans across both properties with two to three stories of commercial space for the auto sales agency. There are three stories of commercial space for the sale agency's associated showroom floor and office space. A multi-level parking facility is proposed to provide additional inventory and staff parking on levels two and three. The proposed site plan also includes ground level parking and electrical charging stations available to the public.

1.0 Land Use & Zoning

- 1.1 **Existing Land Use** – The existing land use is commercial with two buildings, one an auto sales agency and the other a two story office-retail use
- 1.2 **Zoning** – The subject site exists within the B2 (General Business), MU-5 (Mixed-Use 5), and MU-7 (Mixed-Use 7) Zoning Districts.
- 1.3 **Summary of Adjacent Land Use & Zoning** – The following chart summarizes existing land use and zoning classifications of the adjacent and/or nearby properties:

	North	South	East	West
Existing Land Use	Commercial/ Office	Commercial/ Office	Commercial/ Office	Commercial
Existing Zoning District	B2 (General Business)	B2 (General Business)	B2 (General Business) & O2 (Office-Commercial)	B2 (General Business)
Overlay Zoning District	MU-3 & MU-5	MU3 & MU-5	N/A	MU-5 & MU-7

2.0 Setback & Height Requirements

The attached zoning compliance summary analysis provides the required and proposed bulk, area, and placement regulations for the proposed project. The applicant appears to satisfy the bulk, area and placement requirements of the Triangle District with particular clarifications noted below.

Article 3, Sections 3.08(C) & 3.08(D) of the Triangle District Overlay requires building facades in the MU-5 and MU-7 Districts to be built within 0-5 feet of the front lot line for a minimum of 75% of the street frontage length which the applicant appears to satisfy. Furthermore, Article 3.08(F) allows frontyard building setback exceptions when additional

sidewalk and landscaping enhancements have been provided which is the case for the proposed showroom entrance at the corner of Elm, Woodward Ave, and Haynes.

It is also of note that the Triangle District Overlay does not regulate the size of the third floor. Article 3, Sections 3.08(C) & 3.08(D) for the MU-5 and MU-7 Districts only require three floors as a minimum. The third floor is proposed to be 1,660 square feet. Obtaining a lot combination will bring both parcels into conformity.

3.0 Screening & Landscaping

3.1 Dumpster Screening – The dumpster is proposed to be located in the northeast corner of the property. The eastern elevation indicates the dumpster will consist of masonry and with a 6' minimum height, which is also concealed by the Haynes Street Façade.

3.2 Parking Lot Screening – Article 4, Section 4.54 (C) of the Zoning Ordinance requires screening to be placed along the front or side of any parking facility that abuts a street, alley, passage or mixed passage. The site plan indicates 7 ground level parking spaces accessible from Haynes Street. The ground level parking spaces are screened by the building's two-story metal façade along Haynes Street as indicated in the eastern elevation design.

The applicant has provided the openings with metal cable for the upper level parking facility in order prevent large blank walls from facing Haynes Street, however the upper level parking spaces do not satisfy the Zoning Ordinance requirements for parking facility screening. The spaces are exposed with only 42" horizontal metal cabling to contain them. **The upper level parking facility spaces will be required to be screened in accordance with the requirements of Article 4, Section 4.54 Screening Standards.**

3.3 Mechanical Equipment Screening – The site plan indicates rooftop and ground-mounted mechanical units that will require screening. The level 3 floor plan indicates five mechanical rooftop units screened by a black corrugated metal panel screen wall that is 5 feet in height and will match the building façade. The proposed rooftop mechanical units are 39 inches in height and therefore are completely concealed by the screenwall. The ground level transformer on the northeast corner of the building is screened by the building's façade along Haynes Street.

3.4 Landscaping – The applicant is proposing additional landscaping at the entrance of the building on the corner of Haynes, Woodward, and Elm. Article 4, Section 4.20(E) of the Zoning Ordinance does not require the applicant to provide landscaping on-site due to its location in a commercial zoning district. A full review of proposed landscaping species will be conducted during Final Site Plan review.

Streetscape Elements – The applicant has provided a number of street trees, street lights, and streetscape furnishings. In terms of street trees, Article 4, Section 4.20 (G) requires at least 1 street tree for each 40 linear feet of frontage along a street. The site plan indicates a total of 11 street trees which satisfies the ordinance

requirements. A breakdown of the required and proposed street trees is provided below:

Street	Linear Frontage (ft.)	Required	Provided
Haynes	313'	8	8
Elm	89'	2	3
Woodward	25'	N/A	0
Total			11

The site plan indicates a total of 13 street lights which appear to be adequately spaces approximately 40 feet apart. All streetlights proposed are expected to meet the streetscape standards for the Triangle District.

In regards to streetscape furnishings, the applicant has proposed 3 benches, 3 trash receptacles, and 5 bike racks along Haynes Street. All benches, bike racks, and trash receptacles are expected to meet the streetscape standards of the Triangle District. **The Planning Division recommends additional benches at the showroom entrance.**

To support an all electric fleet, the applicant is also providing two electric car charging kiosks for the public along Haynes Street on the eastern portion of the property.

Section 3, Article 3.12(B) requires sidewalks in the Triangle Overlay District to be a minimum of 12 feet wide. Prior decisions by the Planning Board with 750 Forest incorporated the "furnishing zone" in the required 12 foot sidewalk. The sidewalk surrounding the building appears to be between 10-12 feet along Haynes and Elm Street. **The applicant must adjust the site plan to provide 12 feet of sidewalk space surrounding the entire property or obtain a variance from the Board of Zoning Appeals.**

The northwest corner of the property has a congested sidewalk space transitioning from the subject site to the northern property on Elm Street. There is an electrical pole in the middle of the sidewalk and a city streetlight directly south of it which impedes pedestrian passage.

It is of note that the Engineering Department has commented that the applicant will be required to move the utility pole on Elm Street. Issues with streetscape elements and pedestrian sighting from the proposed driveway could also arise. **The Planning Board may wish to discuss the placement of streetscape elements on the northwest corner of the property.**



4.0 Parking, Loading & Circulation

- 4.1 Parking – Article 4, Section 4.46 of the Zoning Ordinance requires the applicant to provide the following off-street parking for the uses proposed in the site plans submitted:

Proposed Use	Requirements	Area or Units	Spaces
Sales Room	1 per 300 SF	6,800 SF	23
Office	1 per 300 SF	8,460 SF	4
Service Stalls	1 per Stall	12 Stalls	12
Other (Storage)	1 per 550 SF	4,269 SF	8
Total Required	-	-	47
Total Proposed	-	-	155

Article 4, Section 4.46(A) Table A Parking Standards of the Zoning Ordinance requires motor vehicle sales and service establishments to provide 1 space for each 300 square feet of floor area of sales room plus 1 space per each auto service stall, not to be used for new or used car storage.

The first floor sales room is 6,800 square feet, while the cumulative office space on floors one, two, and three is 8,460 square feet. There are 12 service stalls and 4,269 square feet of storage which is classified as "other" for parking. The applicant is required to provide 47 parking spaces on-site for the proposed uses.

The applicant is providing a total of 155 parking spaces that consist of 7 ground level surface parking spaces, 10 interior building service parking spaces on the first floor, 62 parking spaces on the second level parking facility, 64 parking spaces on

the third floor, and 12 public on-street parking spaces. City staff did not count showroom spaces as open and accessible. The applicant satisfies the parking requirements.

Article 3, Section 3.08(G)(1)(b) of the Zoning Ordinance permits no more than 60 feet of parking lot frontage for corner lots. Given that all parking spaces are within the building façade, the applicant appears to satisfy this requirement.

Article 3, Section 3.08(G)(4) of the Zoning Ordinance enables the Planning Board to allow a multi-level parking facility above the first floor to occupy the frontage provided that the façade of the parking structure is integrally designed with the architecture of the overall building, utilizes the same building materials, and has wall openings that provide proportions and rhythm that are compatible with building upper story fenestration. **The Planning Board may wish to discuss the parking facility during Design Review.**

- 4.2 Loading – Based on the habitable commercial space within the proposed development, the applicant is required to provide two off-street loading space with the following minimum dimensions: 40 feet long, 12 feet wide and 14 feet high. Article 4, Section 4.24(C)(4) requires that loading spaces be screened. The loading spaces are located within the interior elevations of the building and are screened by the front façade and garage door.
- 4.3 Vehicle Circulation & Access – The site plans indicate that the main vehicular access to the site will be from Hanyes Street on the east side of the property. The access drive is 24 feet wide and is regulated by a black anodized aluminum and glass overhead door. Vehicles may enter at the ground level parking lot and take the ramp to the second or third floor parking structure facility. The curb cut along Haynes Street also provides access to the ground level service shop.

Article 3, Section 3.09(A)(4) of the Zoning Ordinance does not allow garage doors on the front façade, however Architectural exemptions are available through the provisions of Article 3, Section 3.11 of the Zoning Ordinance. **The Planning Board may wish to discuss the presense of an overhead door regulating access to on-site parking.**

A second curb cut for vehicular ingress and egress is proposed on the northwest corner of the building facing Elm Street. The proposed curb cut will provide access to the interior of the building for the service shop. Access to the service area is also regulated by a black annodized and glass overhead door. **A concern of City staff is that the newly proposed curb cut for vehicular ingress an egress is facing a pedestrian crosswalk connecting across Elm Street. The applicant must remove the curb cut and garage ingress/egress facing Elm Street.**

The applicant has provided site plans proposing the relocation of the Elm Street crosswalk to a location south of the proposed driveway. City staff has concerns with moving the crosswalk closer to Woodward Ave, as

well as site distance issues with vehicular movement next to the pedestrian crosswalk. Comments from the Police Department mentions that moving the pedestrian crosswalk north of the proposed driveway would require the elimination of on-street parking and would make the connection closer to the electric pole in the sidewalk.

If the Planning Board wishes to consider having the location of the pedestrian crosswalk on Elm Street moved or eliminated, The Planning Board may delegate this issue to the Multi-Modal Transportation Board for review and recommendation as allowed by Chapter 110, Section 110-32(6) of the Birmingham City Code.

In regards to on-site vehicular circulation, the site plans indicate that employee parking will be on a portion of the the third level parking facility. A large portion of the second and third level parking facility will be used for vehicle inventory. Also, the current plans would enable a vehicle to enter from Elm Street, pass through the service shop, and exit on Haynes Street or vice versa.

- 4.4 Pedestrian Circulation & Access – The main pedestrian access to the building is at the corner of Elm Street, Woodward Ave, and Haynes Street which leads into the Porsche showroom. There are four additional pedestrian entrances to the site facing Haynes Street, and one facing Elm Street.

The subject site appears to provide a 5 foot clear pedestrian sidewalk with additional space for street trees and street lights along the entire building frontage. **The Triangle District Streetscape Design Requirements of Article 3, Section 3.12(B) states that sidewalks in the Triangle District shall be a minimum of 12 feet wide, therefore the applicant must verify a 12 foot sidewalk surrounding the building for Final Site Plan.**

As previously mentioned, a concern of City staff is that there is a pedestrian crosswalk in the location where the applicant is proposing a curb cut for vehicular ingress and egress to the service area.

The Planning Board may wish to have the Multi-Modal Transportation Board review the proposed site plan to consider the impact on the pedestrian connectivity in this area and make recommendations for potential improvements as allowed by Chapter 110, Section 110-32(6) of the Birmingham City Code.



5.0 Lighting

The applicant has submitted plans indicating the locations of exterior lights along with a photometric plan. A full review of lighting will be conducted during Final Site Plan review.

6.0 Departmental Reports

1. **Engineering Division** – Please see attached Engineering Division comments dated 10/20/2022.
2. **Department of Public Services** – The current spacing of trees and empty tree wells are not uniform - we would recommend adjusting their locations to give the property a cleaner look. Also, depending on the required amount of trees by the zoning ordinance, we would be open to removal of the tree closest to the stop sign for visibility concerns.
3. **Fire Department** – Please see the attached Fire Department comments.
4. **Police Department** – In reviewing this plan, it appears that there is a proposed garage door on the west side of the new building leading into a service area that would be in direct conflict with where the current crosswalk is located on Elm St, north of Haynes. This is an obvious conflict. In looking at solutions, either the service garage door must be moved in the new building or the crosswalk moved to the north. If the crosswalk is moved, there would be a loss of on-street parking space(s) and the "flow" of the current walking pattern would require pedestrians to "backtrack" to the north in order to utilize a marked crosswalk.
5. **Building Division** – The Building Division will provide comments by the Planning Board meeting on 10/26/2022.

6. **Parking Manager** – The Parking Manager has no concerns at this time.

7.0 Design Review

The proposed building has frontage along Elm Street and Haynes Street where the first floor façade predominantly consists of glazing. The showroom entrance has a metallic design above it that appears to be modeled after the Porsche 911 rear window louvers. The curved architectural reveals will be illuminated by red lighting. The Western elevation has a large "PORSCHE" sign in red with silver metal composite spanning most of the façade above the first floor glazing.

The southern elevation has a long stretch of glazing for the first floor parts and storage rooms facing Haynes Street. Levels two and three consist of ribbed metal with cable rail and posts where the multi-level parking facility is. As previously mentioned, Article 3, Section 3.08(G)(4) of the Zoning Ordinance enables the Planning Board to allow a multi-level parking facility above the first floor to occupy the frontage provided that the façade of the parking structure is integrally designed with the architecture of the overall building, utilizes the same building materials, and has wall openings that provide proportions and rhythm that are compatible with building upper story fenestration.

A portion of the first floor on the eastern elevation is exposed where the parking and charging kiosks are located. Behind the parking spaces are glass overhead doors for service station entry and access to the upper level parking facility. Levels two and three are exposed parking facility space with cable rail and posts.

The northern elevation consists of architectural ribbed metal and the cable rail and posts for the multi-level parking facility. There are no windows or facing north.

In regards to Article 3, Section 3.09 *Commercial/Mixed Use Architectural Requirements* of the Triangle District Overlay, there are a few issues with the proposed design, mainly the metallic exterior façade. Article 3, Section 3.09(D)(1) requires that all walls exposed to public view or parking area shall be constructed of not less than 60% brick, stone, or glass. The proposed building does not satisfy the building material requirements of the Triangle District Overlay.

It is also of note that the applicant is proposing two overhead doors on their front façade, one facing Elm Street and another facing Haynes Street. The garage doors consist of black anodized aluminum and glass. Article 3, Section 3.09(A)(4) states that garage doors shall not be permitted on a front façade.

Article 3, Section 3.11 of the Triangle District Overlay requirements enables the Planning Board to approve deviations to the architectural requirements of Section 3.09 in order to allow for creativity and flexibility in design. A more detailed analysis of the criteria for architectural requirement deviations will be provided for the design review at Final Site Plan review, however the Planning Board may wish to provide commentary on the multi-level parking facility cable rail, the metal façade, and the garage doors on the frontage of the property. **Obtaining a general consensus from the Planning Board on the architectural materials will assist the applicant in knowing whether to pursue a**

materials variance from the Board of Zoning Appeals, or deviation approval from the Planning Board based on the standards from Article 3, Section 3.11.

A complete design review will be conducted at Final Site Plan review.

8.0 Required Attachments

	Submitted	Not Submitted	Not Required
Existing Conditions Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed and Scaled Site Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Certified Land Survey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interior Floor Plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscape Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Photometric Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Colored Elevations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Material Specification Sheets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Material Samples	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Site & Aerial Photographs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9.0 Approval Criteria

In accordance with Article 7, section 7.27 of the Zoning Ordinance, the proposed plans for development must meet the following conditions

- 9.1 The location, size and height of the building, walls and fences shall be such that there is adequate landscaped open space so as to provide light, air and access to the persons occupying the structure.
- 9.2 The location, size and height of the building, walls and fences shall be such that there will be no interference with adequate light, air and access to adjacent lands and buildings.
- 9.3 The location, size and height of the building, walls and fences shall be such that they will not hinder the reasonable development of adjoining property and not diminish the value thereof.
- 9.4 The site plan, and its relation to streets, driveways and sidewalks, shall be such as to not interfere with or be hazardous to vehicular and pedestrian traffic.
- 9.5 The proposed development will be compatible with other uses and buildings in the neighborhood and will not be contrary to the spirit and purpose of this chapter.
- 9.6 The location, shape and size of required landscaped open space is such as to provide adequate open space for the benefit of the inhabitants of the building and the surrounding neighborhood.

10.0 Recommendation

Based on a review of the site plans submitted and the requirements outlined in Article 7, Section 7.27 of the Zoning Ordinance, the Planning Division recommends that the Planning Board **APPROVE** the Preliminary Site Plan for 34350 Woodward Ave & 909-911 Haynes Street with the following conditions:

1. The applicant obtain site plan review and recommendation from the Multi-Modal Transportation Board related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave;
2. The applicant provide screening for all parking facility levels facing a public street;
3. The applicant provide sidewalks along Elm Street, Woodward Ave, and Haynes Street that are a minimum of 12 feet wide;
4. The applicant comply with all department requests.

11.0 Sample Motion Language

Motion to **APPROVE** the Preliminary Site Plan for 34350 Woodward Ave & 909-911 Haynes Street with the following conditions:

1. The applicant obtain site plan review and recommendation from the Multi-Modal Transportation Board related to vehicular and pedestrian traffic safety features for the intersection of Haynes Street, Elm Street, and Woodward Ave;
2. The applicant provide screening for all parking facility levels facing a public street;
3. The applicant provide sidewalks along Elm Street, Woodward Ave, and Haynes Street that are a minimum of 12 feet wide;
4. The applicant comply with all department requests.

OR

Motion to **POSTPONE** the Preliminary Site Plan for 34350 Woodward Ave & 909-911 Haynes Street pending receipt of the following:

1. _____
2. _____
3. _____

OR

Motion to **DENY** the Preliminary Site Plan for 34350 Woodward Ave & 909-911 Haynes Street for the following reasons:

1. _____
2. _____
3. _____

**Zoning Compliance Summary Sheet
Preliminary Site Plan Review
34350 Woodward Ave & 909-911 Haynes**

Existing Site: 1 story auto sales agency & 2 story commercial building

Zoning: B2 (General Business) & MU-5/MU-7 (Triangle District Overlay)

Land Use: Retail/Office/ Auto Sales Agency

Existing Land Use and Zoning of Adjacent Properties:

	North	South	East	West
Existing Land Use	Commercial/ Office	Commercial/ Retail	Commercial/ Office	Commercial
Existing Zoning District	B2 (General Business)	B2 (General Business)	B2 (General Business) & O2 (Office-Commercial)	B2 (General Business)
Overlay Zoning District	MU3	MU-7 & MU-5	MU-5	MU3

Land Area: Existing: 42,875 SF
Proposed: 42,875 SF

Dwelling Units: Existing: 0 units
Proposed: 0 units

Minimum Lot Area/Unit: Required: N/A
Proposed: N/A

Min. Floor Area /Unit: Required: N/A
Proposed: N/A

Max. Total Floor Area: Required: N/A
Proposed: N/A

Min. Open Space: Required: N/A
Proposed: N/A

Max. Lot Coverage: Required: N/A

	Proposed:	N/A
Front Setback:	Required:	0-5 ft. for a minimum of 75% of the street frontage length
	Proposed:	Within 0-5 feet of the front lot line for greater than 75% of the street frontage length.
Side Setbacks	Required:	0 ft. with walls facing side lot line w/ no windows 10 ft. for walls with windows
	Proposed:	0 ft.
Rear Setback:	Required:	N/A
	Proposed:	N/A
Max. Bldg. Height:	Permitted:	66 ft., 5 stories (MU-5) 90 ft., 7 stories (MU-7)
	Proposed:	45 ft., 3 stories
Min. Bldg. Height:	Permitted:	34 ft., 3 stories (MU-5) 34 ft., 3 stories (MU-7)
	Proposed:	45 ft., 3 stories
Floor-Floor Height:	Required:	14 ft. minimum (1 st story)
	Proposed:	14 ft
Front Entry:	Required:	On frontage line
	Proposed:	On frontage line
Absence of Bldg. Façade:	Required:	N/A
	Proposed:	N/A
Opening Width:	Required:	N/A
	Proposed:	N/A
Parking:	Required:	35 off-street spaces
	Proposed:	47 off-street spaces available to workers and patrons 160 total on-site: accessible + inventory
Min. Parking Space Size:	Required:	180 sq. ft.
	Proposed:	180 sq. ft.
Parking in Frontage:	Required:	N/A
	Proposed:	N/A
Loading Area:	Required:	2 off-street loading space 40 ft. x 12 ft. x 14 ft.

Screening:

Proposed: 2 off-street loading space
40 ft. x 12 ft. x 14 ft.

Parking: Required: 6 ft. masonry screen wall
Proposed: Screened by building facade

Loading: Required: Screened from view
Proposed: Interior loading area screened by building

Rooftop Mechanical: Required: Screened from view
Proposed: 5 ft. screen wall

Elect. Transformer: Required: Obscured from public view
Proposed: Screened by building facade

Dumpster: Required: Masonry screen wall with wood gates
Proposed: Screened by building facade and masonry screen wall

October 21, 2022

VIA EMAIL ndupuis@bhamgov.org

Mr. Nicholas Dupuis
Planning Director
City of Birmingham
151 Martin Street, P.O. Box 3001
Birmingham, MI 48012

**RE: Fred Lavery Porsche, Porsche Woodward DID
34350 Woodward Ave. Birmingham, MI
Transportation Impact Study Review**

Dear Mr. Dupuis:

Fleis & VandenBrink (F&V) and MKSK have completed our review of the Transportation Impact Study prepared by Stonefield, dated August 29, 2022. Based on our review of the traffic study provided by Stonefield **we find that the Transportation Impact Study needs revisions.** There are several items that need further review and clarification that should be provided by the applicant prior to final site plan approval.

We offer the following comments for the City's consideration:

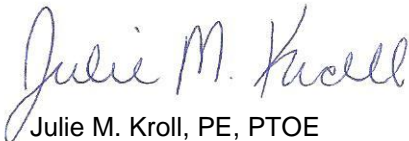
1. The access driveway for vehicle service on Elm Street. Several concerns were noted with the site access and circulation of this driveway:
 - a. The driveway is located within an existing crosswalk, either the driveway or the crosswalk will need to be relocated.
 - b. The site access must provide for at least 3 vehicles to queue within the service area without impacting Elm Street. This is not shown on the site plan.
2. Review the City's Master Plan, Subarea Plan, and Multi-Modal Transportation Plan, and describe or illustrate any specific recommendations in the Study Area from those Plans.
3. Provide an evaluation of the need for any changes to streets or access to improve safety and travel for vehicles, pedestrians, and bicyclists (driveway radii, widths, turn lanes, tapers, etc.) Previous discussions with the applicant requested an evaluation of closing Elm Street at Woodward Ave. as a mitigation measure to improve the safety, access and site circulation. This analysis should be provided in the revised TIS.
4. Describe any design changes that could improve the Quality of Service (travel convenience and safety) for pedestrians and bicyclists (both in the study area and on-site).
5. The operational (LOS) analysis on Woodward Ave. needs to be revised to evaluate the intersections with the correct geometry. The resulting operational analysis should be updated using SimTraffic delays.
6. Provide data to demonstrate the number of driveways proposed is the fewest necessary to provide reasonable access.
7. A map should be provided that illustrates anticipated pedestrian and bicycle travel to and from the site including existing sidewalks, crosswalks or expected crossing locations, bike lanes, bicycle parking, and the closest SMART bus stops.
8. Identify the impacts to on-street parking spaces including an evaluation of the sight distance at the parking garage egress and if applicable, changes to meet standards.

9. The crash analysis should include an evaluation in accordance with the most recent version of the SEMCOG Crash Analysis Process as outlined in the SEMCOG Traffic Safety Manual. Provide a summary of generally related causes and potential countermeasures for crash patterns, including specific countermeasures to address pedestrian and bicycle safety.
10. The proposed development plan includes the addition of one bike rack that can accommodate up to ten (10) bikes. Provide additional information regarding micromobility parking areas.
11. Provide information regarding the circulation for vehicles that will commonly operate on the site and illustrate with appropriate turning radii (delivery vehicles, semi-trucks, access to waste receptables, etc.)

We hope that this report addresses the City's needs regarding this project. If you have any questions, please do not hesitate to contact us at your convenience.

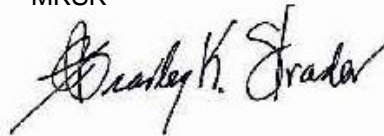
Sincerely,

FLEIS & VANDENBRINK ENGINEERING, INC.



Julie M. Kroll, PE, PTOE
Traffic Services Manager

MKSK



Brad Strader, AICP, PTP
Principal, Transportation Planning Studio Leader



MEMORANDUM

Engineering Department

DATE: October 21, 2022

TO: Brooks Cowan, Senior Planner

FROM: Melissa A. Coatta, City Engineer

SUBJECT: **Preliminary Site Plan Review – 34350 Woodward - Fred Lavery Porsche**

The Engineering Department has completed a review of the Preliminary Site Plan, with respect to conformance with City ordinances and engineering standards, and has the following comments:

GENERAL:

- The Topographic Survey needs to show and label all existing utilities servicing the buildings, including what is located within the right of way.
- Site Plans will be required to show changes in planned grade elevations.
- A Proposed Civil Site Plan with the proposed building footprint and existing topographic survey of the right of way will be required.
- The proposed one (1) full movement drive along Elm Street to the service garage needs to show impacts to the intersection of Elm Street and Woodward Ave before additional traffic review. The current drive approach along Elm Street is located just north of Haynes Street and had adjacent open space/landscaping. The proposed drive for the service garage is located just north of the existing island of Woodward Ave and Elm Street with possible impacts to the existing pedestrian crossing, turning movements at the Woodward and Elm intersection, and sight distance.
- The existing north utility pole on Elm Street will require relocation for the proposed drive for the service garage. Other utility poles will need to be review for conflicts.

SEWER:

- The CIS report mentions the existing combined sanitary on Haynes Street will be used to service the building. The proposed sizes and location needs to be shown on the plans.
- Separate connections for both Storm Sewer and Sanitary Sewer will be required, see below for additional comments related to storm water work.
- Plans do not indicate how roof drainage will be handled. Note that City Ordinance (Chapter 114, Article III, Division 2, Sec 114-181) prohibits downspouts from being directly connected to the sewer system.

STORM WATER RUNOFF:

- For the proposed site development, the Engineering Department has made the determination that the proposed construction site is the "affected area" with respect to City's Storm Water Runoff Ordinance (Chapter 114, Article III, Division 4, Sec 114-271 to 114-274). Therefore, the allowable runoff from the site for a 10-year storm event is 1.0 cfs/acre, or 0.2 cfs, whichever is greater.
- Provide calculations for required storm water detention, and show how the excess storm water will be detained and released at the allowable discharge rate
- The CIS report mentions the existing storm sewer on Haynes Street will be used to service the property. The proposed size and location need to be shown on the plans.

WATER SYSTEM:

- Existing site connections to water mains must be evaluated and properly abandoned as needed to complete the work.
- The CIS report mentions the existing 4" water main on Haynes Street will be used to service the building. There is an existing 8" water main on Haynes Street for water service.
- The existing 8" water main on Elm Street needs to be shown on the plans.
- Show sizes of the proposed water service for domestic supply and fire suppression on the plans.

PERMIT FOR CONSTRUCTION:

- Right-of-Way Permit for any excavations or work in the road right-of-way.
- Street Obstruction Permit for any temporary traffic interference on any surrounding road, or pedestrian traffic interference on public sidewalks.
- Sidewalk/Drive Approach Permit for any pavement installed in the public right-of-way.

GENERAL CONSTRUCTION:

- Inspections will be required for planned utility work within the right of way, and streetscape work including sidewalk preparation and concrete placement.

Please note these are our initial comments and the City should be provided an opportunity to review engineered drawings prior to final submission. Engineering comments could impact design requirements.



CITY OF BIRMINGHAM FIRE DEPARTMENT

572 SOUTH ADAMS • BIRMINGHAM, MICHIGAN 48009 • 248.530.1900 FAX 248.530.1950

Fred Lavery

Preliminary Site Plan Comments

The following list are preliminary comments for the Fred Lavery Expansion Proposal.

1. Follow all applicable Building Codes that have been adopted by the City of Birmingham for the following items.
 - a. Fire suppression requirements.
 - b. Fire standpipe requirements.
 - c. Fire alarm requirements.
 - d. Life safety requirements.
 - e. Egress requirements.
 - f. Rated construction requirements.
 - g. Vehicle storage requirements/electric or fuel type.
 - h. Emergency back up power (if applicable).
2. Installation of the Knox 4500 Power Shut Down Device per local adopted city ordinance.
3. Install Knox key boxes at strategic locations as determined by the Fire Marshal. Size of structure will determine locations and quantity of boxes required.

These comments are preliminary and future comments or concerns will be addressed as the project progresses.

If there are any questions, please contact the Fire Marshal Office at 248-530-1903.

Jack D. Pesha

Alan G. Soave

Jack D. Pesha

Alan G. Soave

Fire Marshal

Fire Marshal

Luckenbach | Ziegelman | Gardner Architects PLLC

Project: Fred Lavery Company - Porsche Woodward DID

Owner: **Lavery Michigan Dealership Properties No 1 LLC**

Address: 34350 Woodward Ave, Birmingham, MI 48009

Architect's Project Number: 21063

Date Issued: SEPTEMBER 15, 2022

CIS | PRELIMINARY SITE PLAN REVIEW
9.15.2022

ARCHITECTURAL DRAWINGS:

		A 000	TITLE SHEET	
		C 100	SURVEY	
		C 110	ADJACENT PROPERTIES SURVEY	
		A 100	ARCHITECTURAL SITE PLAN	1/16"
		A/LA 100.01	SITE+LANDSCAPE PLAN	
		A 100.2	SITE PHOTOS BUILDING MATERIALS / IMAGES / SPECS	
		A 201	FLOOR PLAN - LEVEL 1	1/8"
		A 202	FLOOR PLAN - LEVEL 2	
		A 203	NOT ISSUED THIS SET	1/8"
		A 204	FLOOR PLAN - LEVEL 3	
		A 205	ROOF PLAN	
		A 400	BUILDING ELEVATIONS - SOUTH & WEST	
		A 401	BUILDING ELEVATIONS - NORTH & EAST	
		A 400 G	BUILDING ELEVATIONS - SOUTH & WEST FACADE GLASS & OPENINGS CALCULATIONS	
		M 01	MECHANICAL ROOF PLAN	
		L 01	EXTERIOR LIGHTING / PHOTOMETRICS	
		L 011	PHOTOMETRICS PLAN DETAILS: AREAS 1 & 2	
		L 012	PHOTOMETRICS PLAN DETAILS: AREA 3	

SITE, ZONING & BUILDING DATA

■EXISTING ZONING = MU-7 & MU-8

■TOTAL SITE AREA = 42,875 SQ FT

■BUILDING AREAS

"B" (BUSINESS) USE GROUP AREAS

LEVEL 1

SHOWROOM = 6,800 SF

SERVICE WRITE UP OFFICE AREA = 500

LEVEL 2

OFFICE AREA = 6,300

LEVEL 3

OFFICE AREA = 1,650

TOTAL "B" USE GROUP AREA = 15,250 SF

"S-2" (LOW HAZARD STORAGE) USE GROUP AREA

LEVEL 1

SERVICE WRITE UP, SERVICE, PARTS = 30,900 SF

SERVICE WRITE UP OFFICE = 500

LEVEL 15

PARTS MEZZANINE = 2,450

LEVEL 2

PARKING STRUCTURE = 28,900

TOTAL "S-2" USE GROUP AREA = 64,800 SF

■ BUILDING FOOTPRINT AREA = 39,000 SF

■PARKING REQUIRED

MOTOR VEHICLE SALES AND SERVICE ESTABLISHMENT

- 1 SPACE FOR EACH 300 SF OF FLOOR AREA OF SALES ROOM PLUS 1 SPACE FOR EACH AUTO SERVICE STALL, NOT TO BE USED FOR NEW CAR STORAGE

- SHOWROOM AREA = 6800 SF / 300 SF PER SPACE = 23 SPACES REQUIRED

- SERVICE STALLS = 12 TOTAL / 1 SPACE PER STALL = 12 SPACES REQUIRED

TOTAL SPACES REQUIRED = 35 SPACES

■PARKING PROVIDED

LOCATION PARKING SPACES HANDICAP PARKING SPACES INVENTORY PARKING SPACES STACKED VEHICLE INVENTORY SPACES TOTAL SITE + PARKING STRUCTURE VEHICLE CAPACITY

STREET 12 PUBLIC SPACES 12 PUBLIC STREET SPACES

LEVEL 1 17 SERVICE AREA SPACES 7 SHOWROOM INVENTORY 24 SERVICE + SHOWROOM INVENTORY

LEVEL 2 13 EMPLOYEE SPACES 5 HDOP (4 REGULAR + 1 VAN) 51 INVENTORY, DEMO, LOANER 11 INVENTORY 62 INVENTORY

LEVEL 3 42 PARKING SPACES 5 12 INVENTORY, DEMO, LOANER 11 INVENTORY 62

TOTALS 42 REGULAR PARKING + 5 HDOP 91 22 180 TOTAL ON SITE + PARKING STRUCTURE VEHICLES

= 47 PARKING TOTAL

■ BICYCLE RACKS REQUIRED / PROVIDED

1 FOR EVERY 3000 SF OF BUILDING AREA

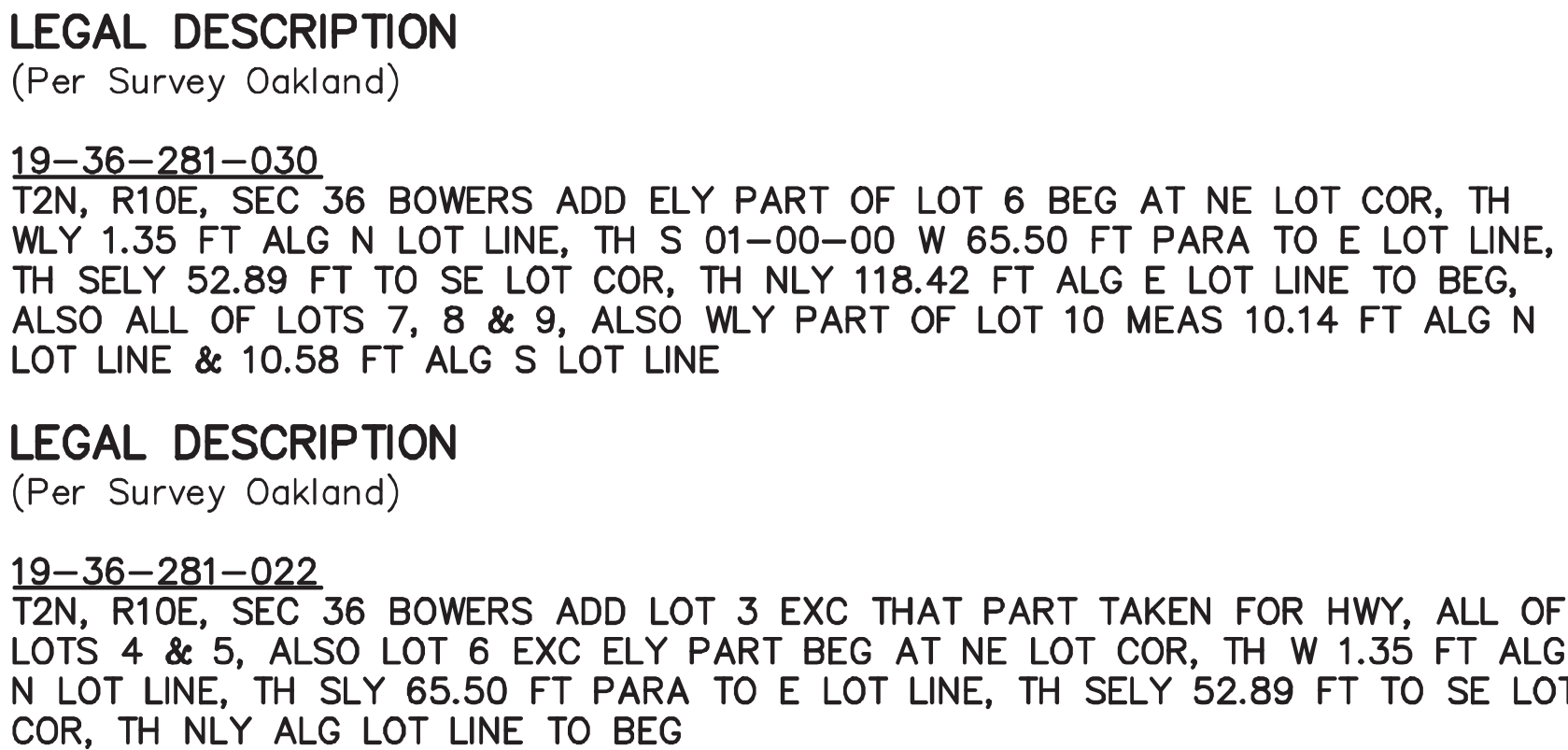
USE GROUP B INHABITABLE AREA = 15,250 SF

15,250 SF / 3000 SF PER BIKE RACK = 5 BIKE RACKS

BICYCLE RACKS PROVIDED

= 5 RACKS @ STREET LEVEL PROVIDED FOR 10 BICYCLES

■ BUILDING HEIGHT 3 STORIES | HEIGHT = 45'-0"



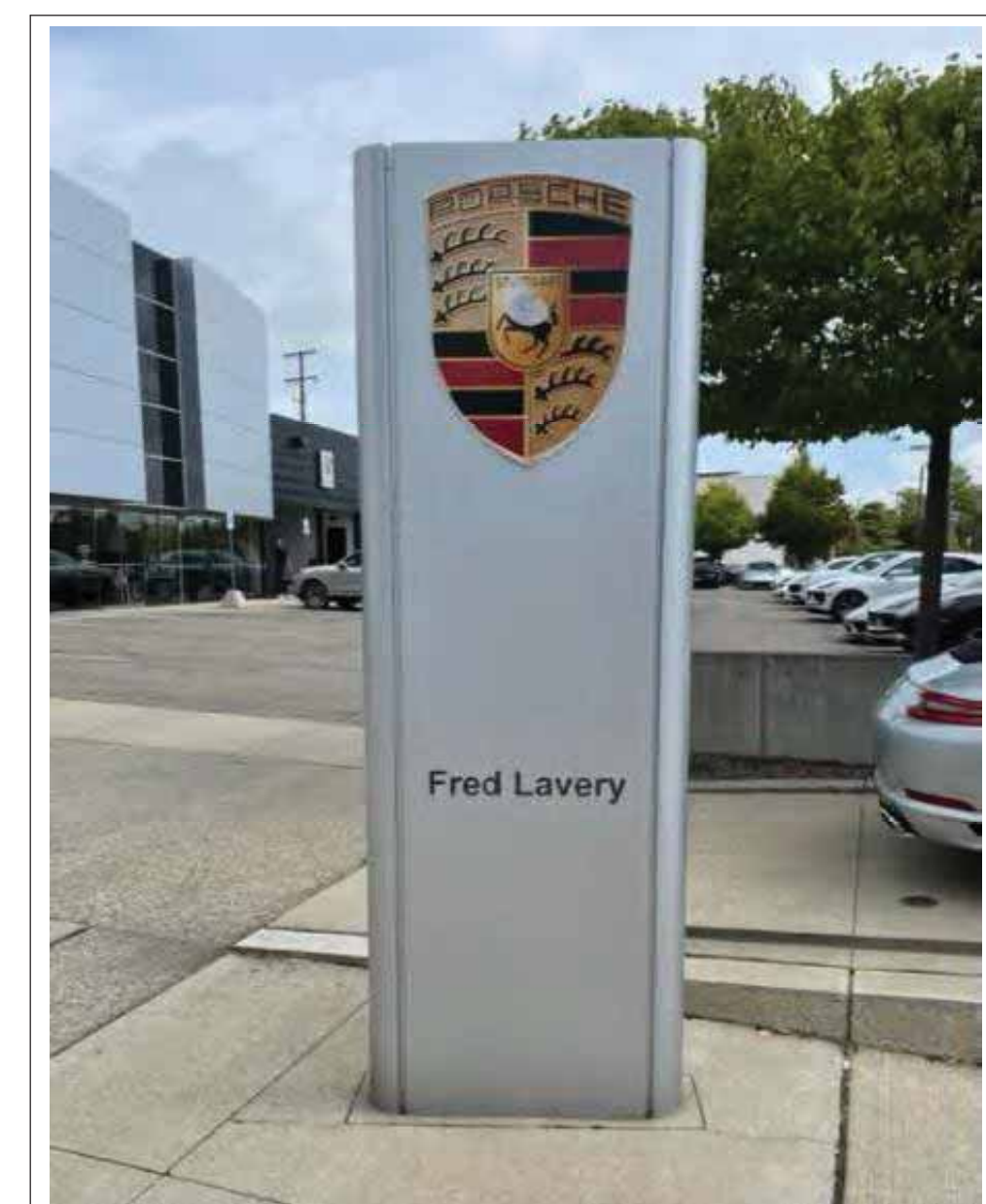
SITE KEY + PHOTOGRAPHS



A GINKGO TREE (Ginkgo biloba - Autumn Gold)
Existing Trees + New Replacement Trees
Note: Male Tree - Non Fruit Bearing



B LANDSCAPED AREA
EXPOSED AGGREGATE CONCRETE PAVING
BLUE RUG CREEPING JUNIPER (Anger's horizontal) Proposed



C PYLON GROUND SIGN
Re-use Existing. Sign Dimensions = W 3'-0" x H 8'-0" x D 1'-0"



D EXPOSED AGGREGATE CONCRETE PAVING
30"x30" Scoring Pattern Typical



E EXISTING + NEW STREETLIGHTS (BL-X & BL-P)
Lumen Street Light Model P790-42W
To conform with Triangle District Standards



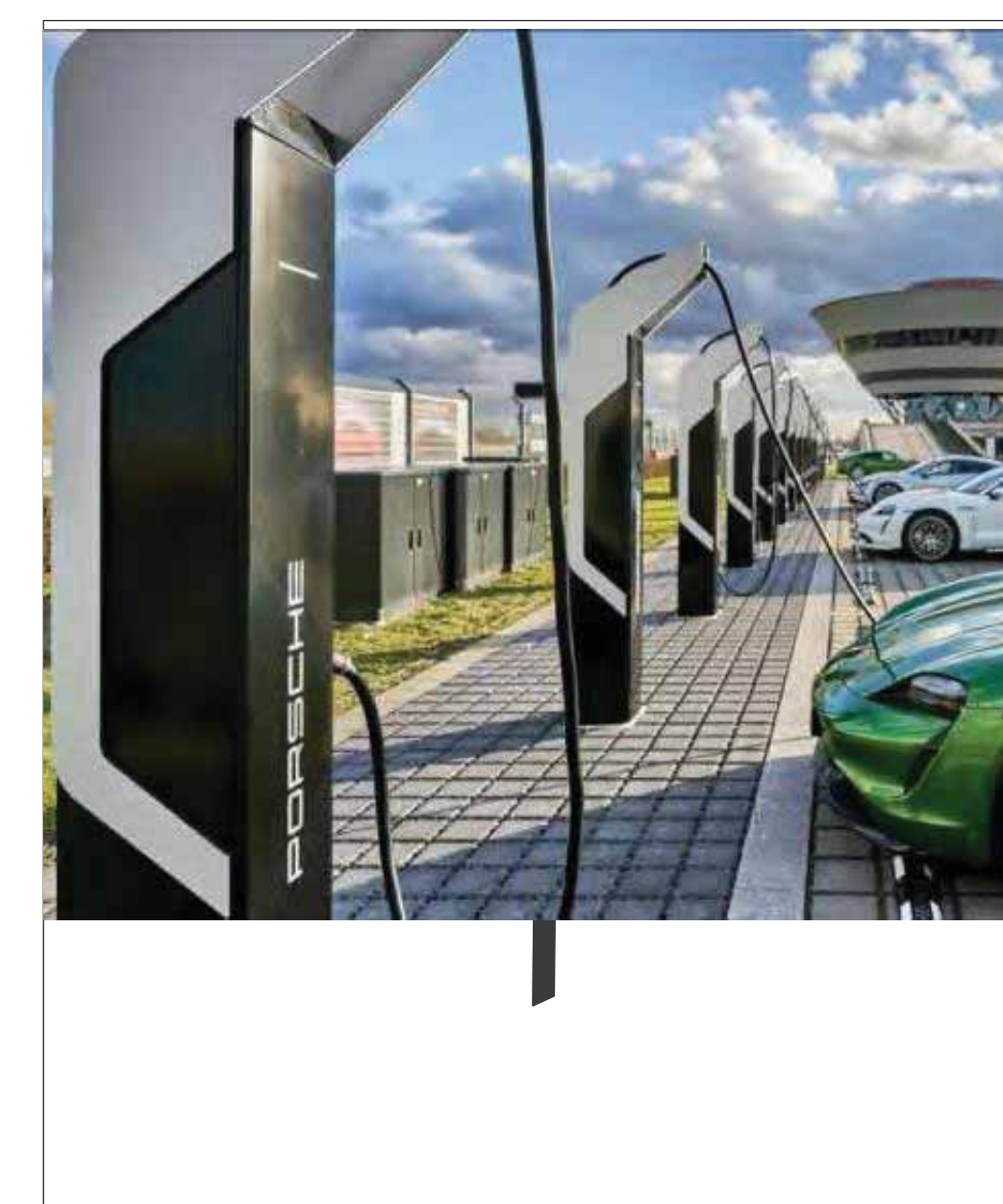
F BENCHES AND TRASH RECEPTACLES
Re-use Existing which conform with Triangle District Standards
(3 benches + 3 receptacles on Haynes Street)



G NEW IRON TREE GRATES Add &/or Replace as Necessary
East Jordan Iron Works - East Jordan, Michigan
with Ginkgo Leaf Pattern



H BICYCLE RACKS
RING by Landscapeforms, Kalamazoo, Michigan
Conforms with Triangle District Standard



I CHARGING STATION (AC)
2 Public Accessible located on Haynes Street



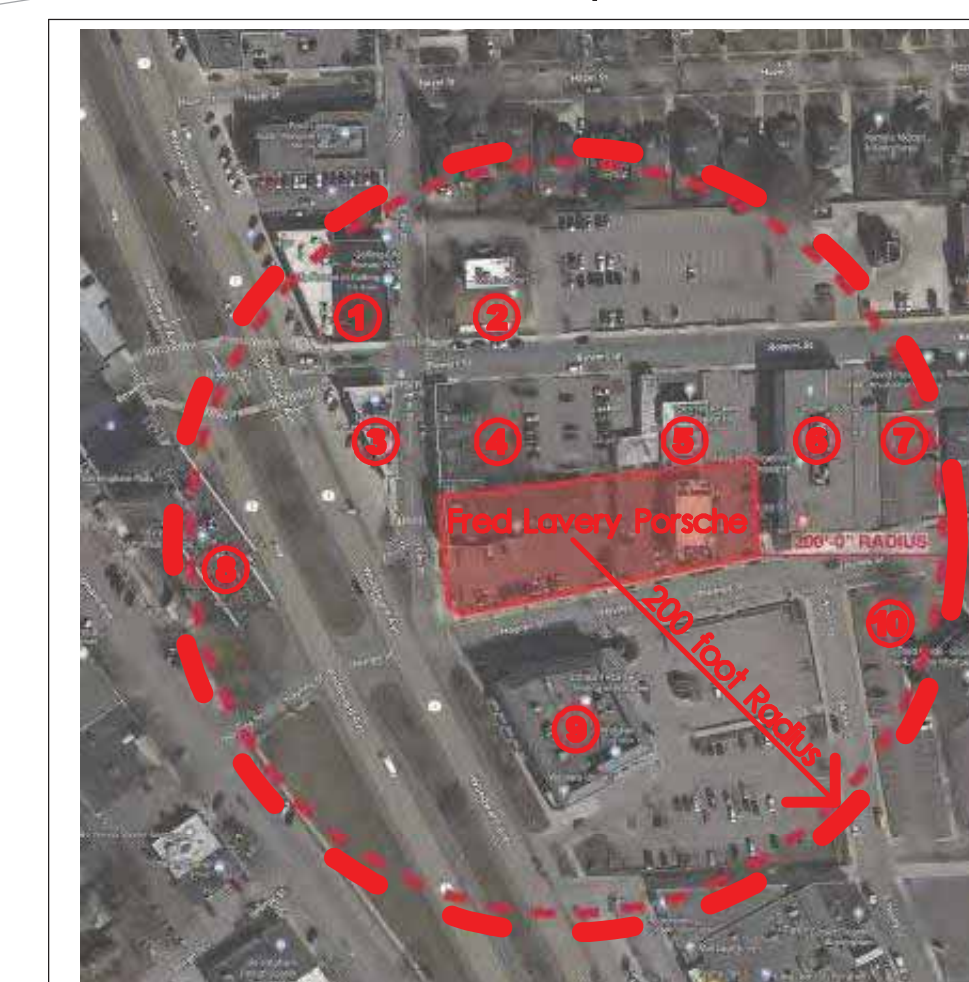
J OVER-HEAD DOORS

SITE, ZONING & BUILDING DATA

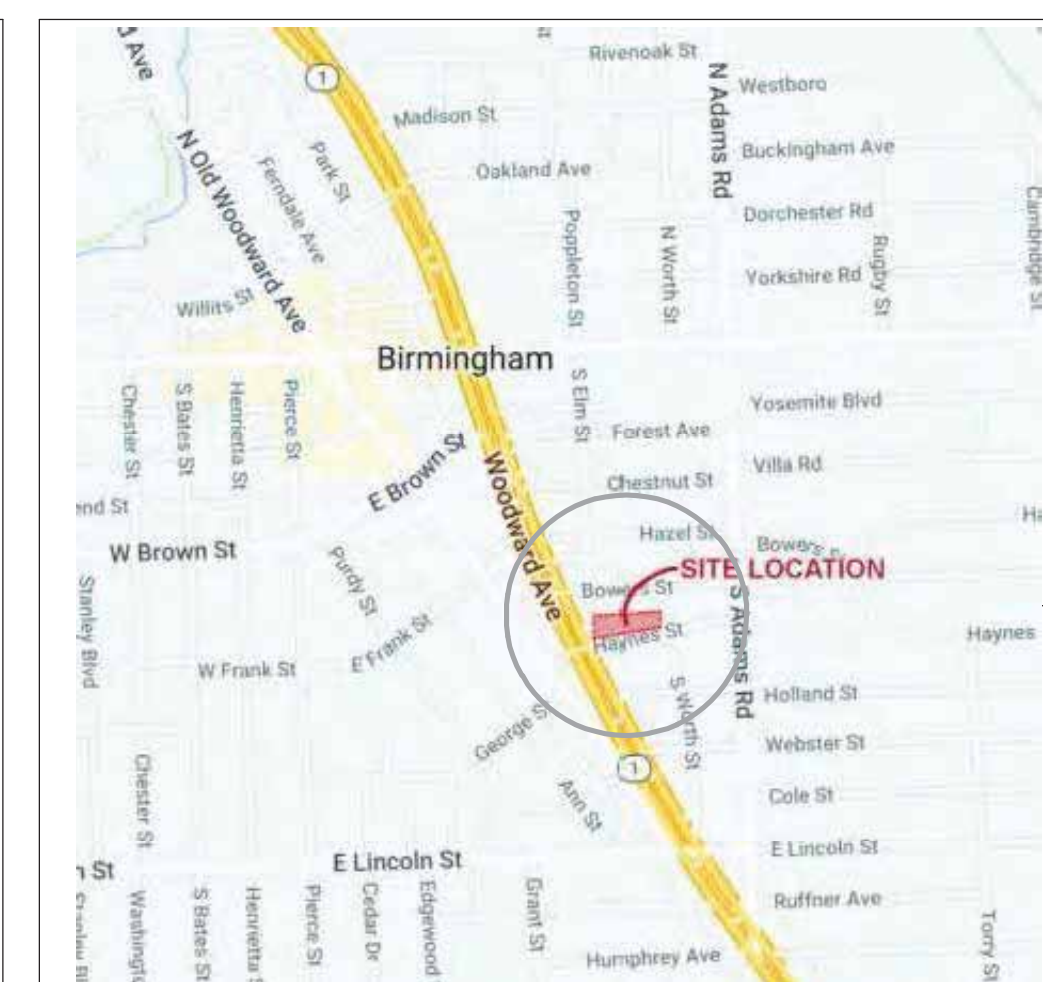
- EXISTING ZONING = MU-7 & MU-5
- TOTAL SITE AREA = 42,875 SQ FT
- BUILDING AREAS
 - "B" (BUSINESS) USE GROUP AREA (Showroom + Office Areas)
 - LEVEL 1: SHOWROOM = 6,000 SF
 - LEVEL 2: SERVICE WRITE UP OFFICE AREA = 500
 - LEVEL 3: OFFICE AREA = 6,300
 - LEVEL 4: OFFICE AREA = 1,950
 - TOTAL "B" USE GROUP AREA = 15,200 SF
 - "S-2" (LOW HAZARD STORAGE) USE GROUP AREA (Parking Garage / Service / Storage / Non Habitable Spaces)
 - LEVEL 1: SERVICE WRITE UP, SERVICE PARTS = 30,000 SF
 - LEVEL 2: SERVICE WRITE UP OFFICE = 500
 - LEVEL 3: PARTS MEZZANINE = 2,450
 - LEVEL 4: PARTS STRUCTURE = 26,000
 - TOTAL "S-2" USE GROUP AREA = 58,950 SF
 - BUILDING FOOTPRINT AREA = 30,000 SF
- PARKING REQUIRED
 - MOTOR VEHICLE SALES AND SERVICE ESTABLISHMENT
 - 1 SPACE FOR EACH 300 SF OF FLOOR AREA OF SALES ROOM PLUS 1 SPACE FOR EACH AUTO SERVICE STALL, NOT TO BE USED FOR NEW CAR STORAGE
 - SHOWROOM AREA = 6,000 SF / 300 SF PER SPACE = 20 SPACES REQUIRED
 - SERVICE STALLS = 6 TOTAL / 1 SPACE PER STALL = 6 SPACES REQUIRED
 - TOTAL SPACES REQUIRED = 26 SPACES
- PARKING PROVIDED
 - LEVEL 1 = 11 SERVICE AREA PARKING
 - LEVEL 2 = 61 PARKING STRUCTURE SPACES
 - LEVEL 3 = 48 PARKING STRUCTURE SPACES
 - LEVEL 4 = 10 PARKING STRUCTURE SPACES
 - MIN. NUMBER OF ACCESSIBLE PARKING SPACES PER ADA - SECTION 5, TABLE 2002 FOR 100-50 PARKING SPACES
 - 1 REGULAR HANDICAP ACCESSIBLE PARKING SPACES
 - 1 VAN HANDICAP ACCESSIBLE PARKING SPACE
 - TOTAL ACCESSIBLE SPACES = 3
- HAYNES STREET TOTAL - INCLUDING HAYNES STREET & ACCESSIBLE PARKING = 12 SPACES
- BICYCLE RACKS REQUIRED / PROVIDED
 - 1 FOR EVERY 3000 SF OF BUILDING AREA
 - USE GROUP B HABITABLE AREA = 15,200 SF
 - 15,200 SF / 3000 SF PER BIKE RACK = 5 BIKE RACKS
 - BICYCLE RACKS PROVIDED = 5
 - 1 BIKE RACK @ STREET LEVEL PROVIDED FOR 10 BICYCLES
- BUILDING HEIGHT = 3 STORIES / HEIGHT = 45'-0"

- KEY:
- GOLLING ALFA ROMEO FIAT 1
 - TODD'S ROOM 2
 - T-MOBILE 3
 - 611 ELM ST. 4
 - PARMLEY'S PAINT & BODY WORK 5
 - 999 HAYNES ST. 6
 - 1006 BOWERS ST. 7
 - 555 S. OLD WOODWARD AVE. 8
 - WALGREENS 9
 - CITIZENS BANK 10

ADJACENT PROPERTIES (200FT FROM SITE)



SITE LOCATION MAP

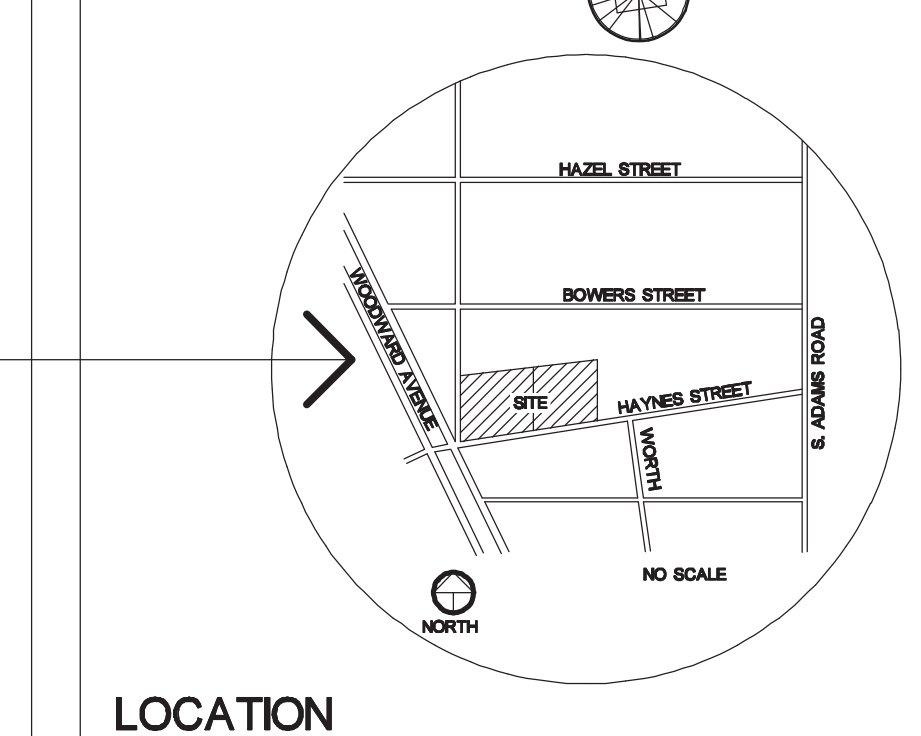


1 SITE AND LANDSCAPE PLAN
A/LA 100.1
SCALE 1/8" = 1'-0"



LEGEND

- NEW STREET LIGHT: (BL-P)
- EXISTING STREET LIGHT: (BL-X)
- STREET TREE



Fred Lavery Company

Luckenbach
Ziegelman
Gardner
Architects
PLLC

Porsche Woodward DID
34350 Woodward Ave, Birmingham, MI 48009

Preliminary Site Plan | Landscape Plan | Location Map
Adjacent Properties within 200 feet

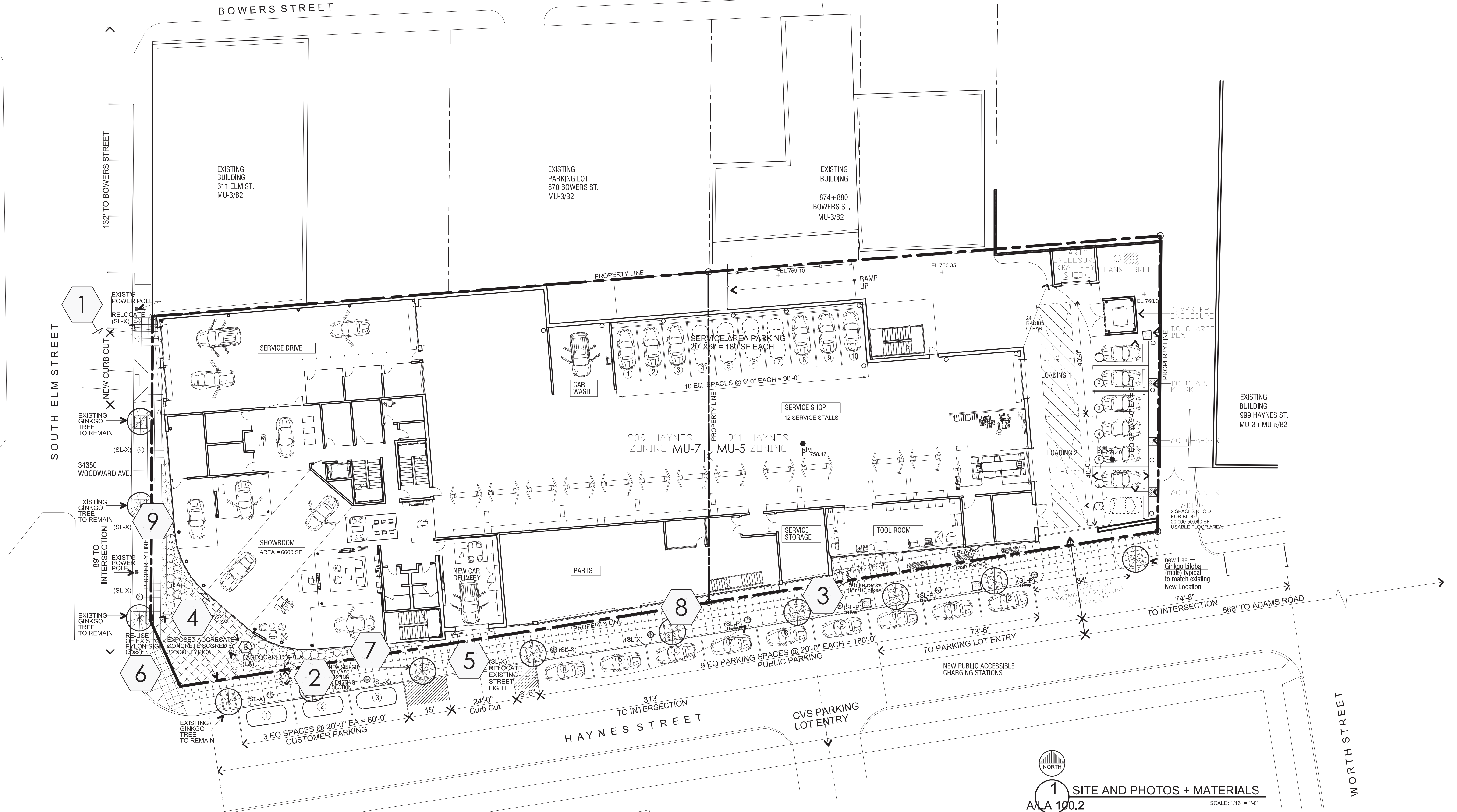
Project No. 21063

09.15.2022
CIS / Preliminary Site Plan Review
/11.10.20.2022

A/LA 100.1

A photograph of a modern building with a blue and grey facade, a black roll-up door, and a wooden planter box with greenery. A utility pole with signs and a street lamp are in the foreground.

EXISTING
BUILDING
34400
WOODWARD AVE.
MU-3/B2



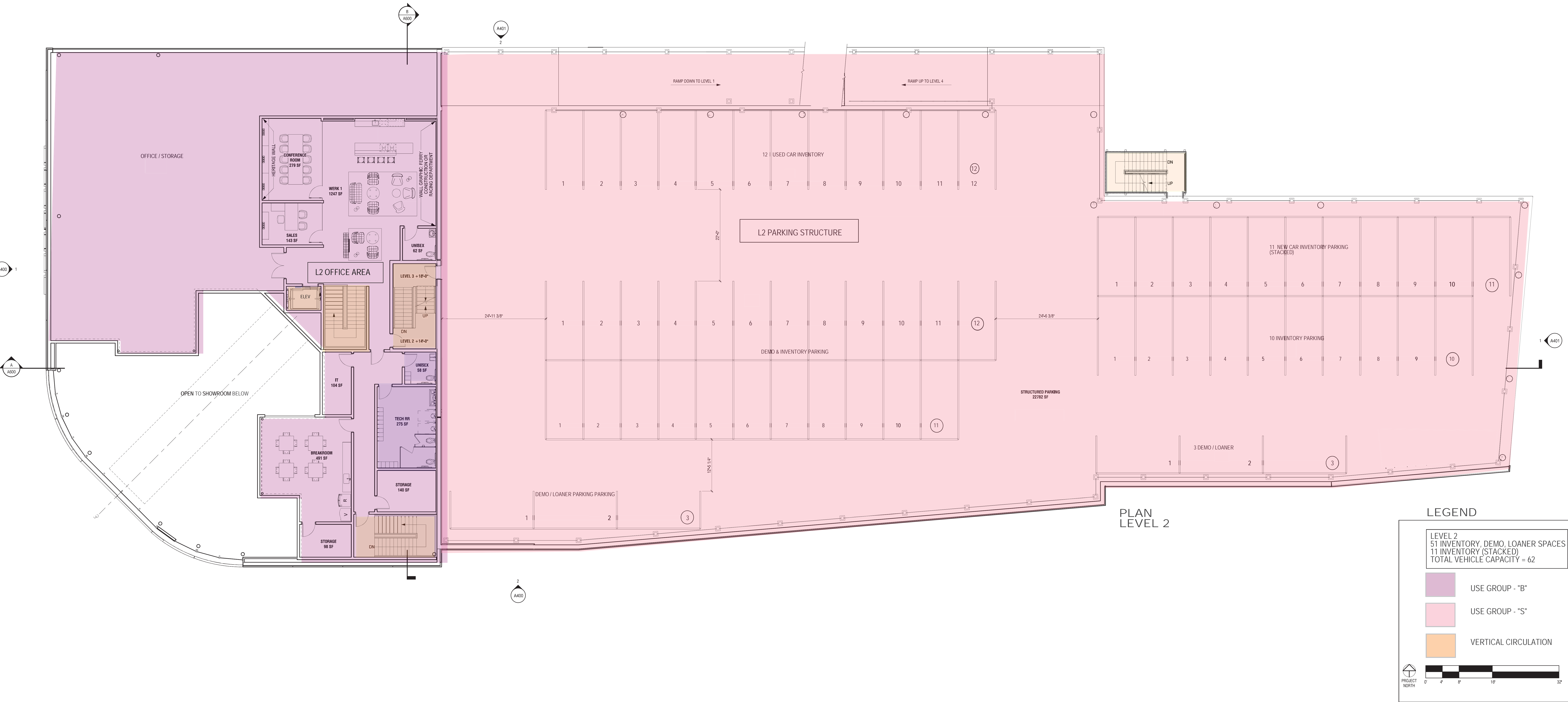
				Exterior Finish Schedule		
TAG		MATERIAL	MANUFACTURER	DESCRIPTION/COMMENTS		
9	7	4	CR-1	MCM METAL COMPOSITE MATERIAL WALL PANEL B&G ALU/COBORD (DUNNIE SILVER)	SUBJECT STATUS OR AG	
8	5	MP-1	ARCHITECTURAL RIBBED METAL (ART) WALL PANEL	ATAS	RIBB WALL ATAS TARGA BLACK (RAL 7021)	
8		MC-2	PRE FINISHED METAL COPING TO MATCH MP-1		SMOOTH TEXTURE	
		CW-1	STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM	OLD CASTLE	FRAMELESS WITH FINS, BLACK SEALANT AT VERTICAL JOINTS	
9	7	CW-2	IMPACT RESISTANT STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM	SILMFACIT	FRAMELESS, BLACK SEALANT AT VERTICAL JOINTS	
		OV-1	STRUCTURAL CURTAIN WALL GLAZING	OLD CASTLE	7-1/2" DEEP SYSTEM; CLEAR ANODIZED	
9	7	SF-1	ALUMINUM STOREFRONT	OLD CASTLE	4-1/2" DEEP SYSTEM; BLACK ANODIZED	
		SL-1	ALUMINUM FRAMED SKYLIGHT	SUPERSKY OR OLD CASTLE	LOW SLOPE; CLEAR ANODIZED	
		EP-2	EXTERIOR PAINT/ELASTOMERIC COATING	SHERWIN WILLIAMS	SW 6550 CAVAR; SEMIGLOSS SHEEN	
9	8	3	EP-3	EXTERIOR PAINT		ALL EXPOSED STRUCTURAL STEEL MATCH RAL 7001 SEMIGLOSS SHEEN
9	8	3	ON-1	CONCRETE		SITE HARDWARES/DEWAKS AT SHOWROOM. LIGHT BROOM FINISH
		CN-2	INTEGRALLY COLORED SEALED STAMPEDED CONCRETE		SITE HARDWARES/DEWAKS AT SHOWROOM. RAL 7021 DARK GREY	
9		CN-7	INTEGRALLY COLORED CONCRETE		SITE HARDWARES/RETAINING WALLS (RAL 7021) DARK GREY	
3		PV-2	CONCRETE PAVERS		SITE HARDWARES/DEWAKS AT SHOWROOM. RAL 7021 DARK GREY. TIGHT JOINTS	

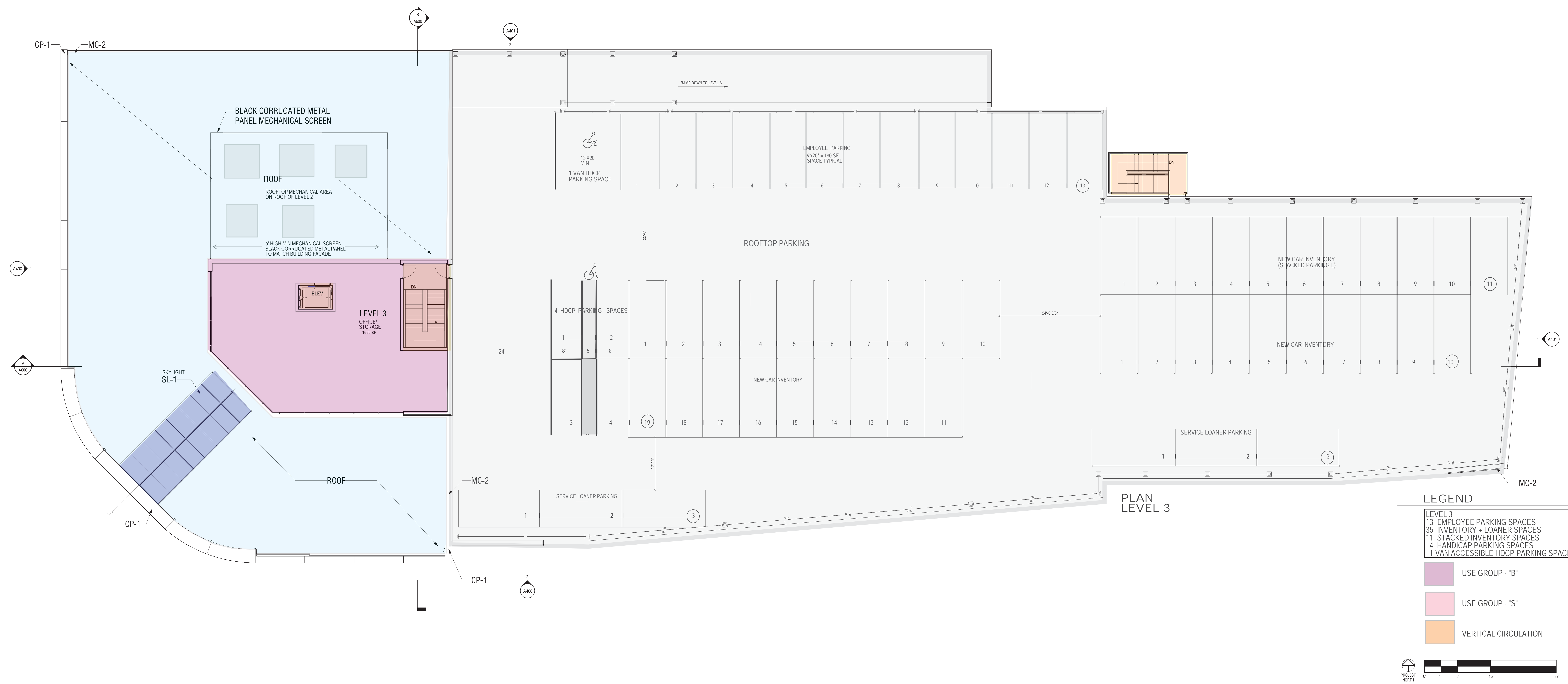
A photograph of a Fred Meyer store exterior. The building features a modern design with a metallic, silver-colored upper facade and large glass windows on the ground floor. The "Fred Meyer" logo is prominently displayed on the metallic section. A young tree is planted in a mulched area in front of the store, and a street lamp stands nearby. The sky is blue with scattered clouds.

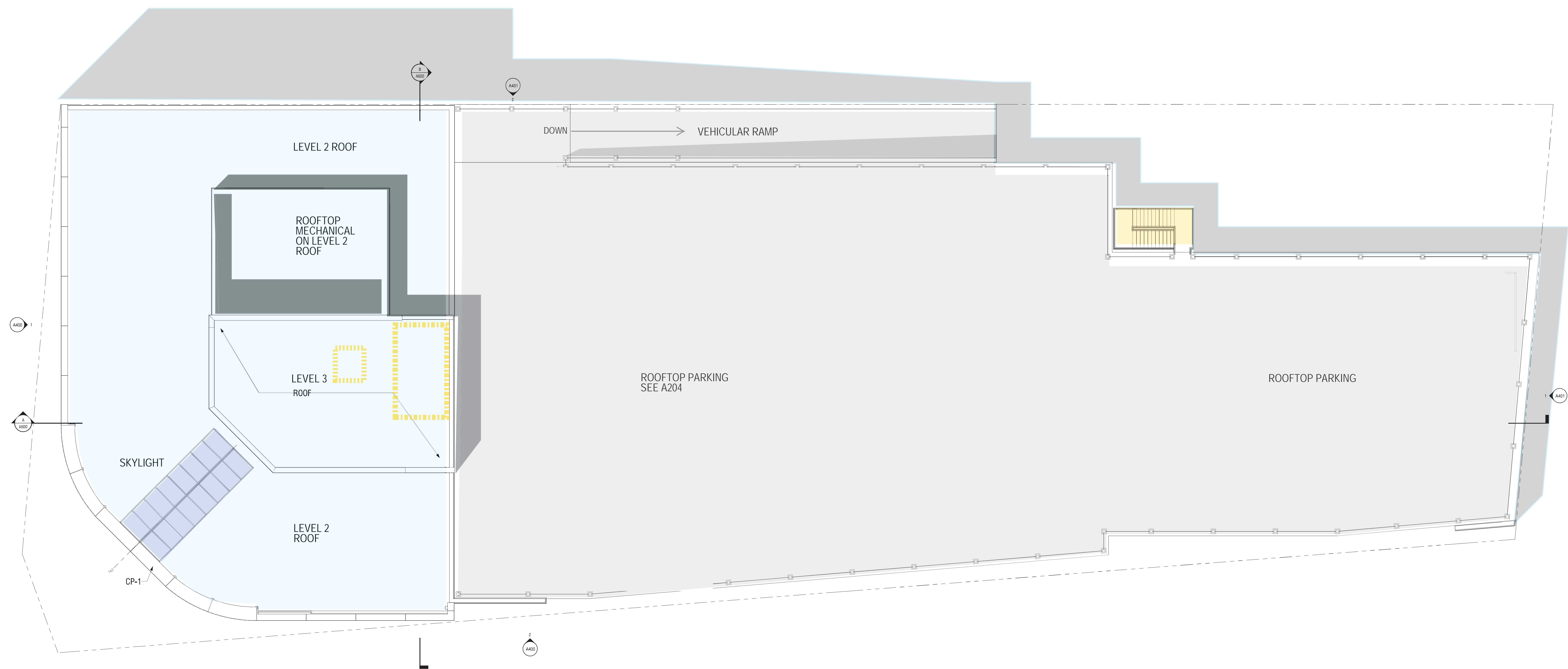
PROJECT NORTH

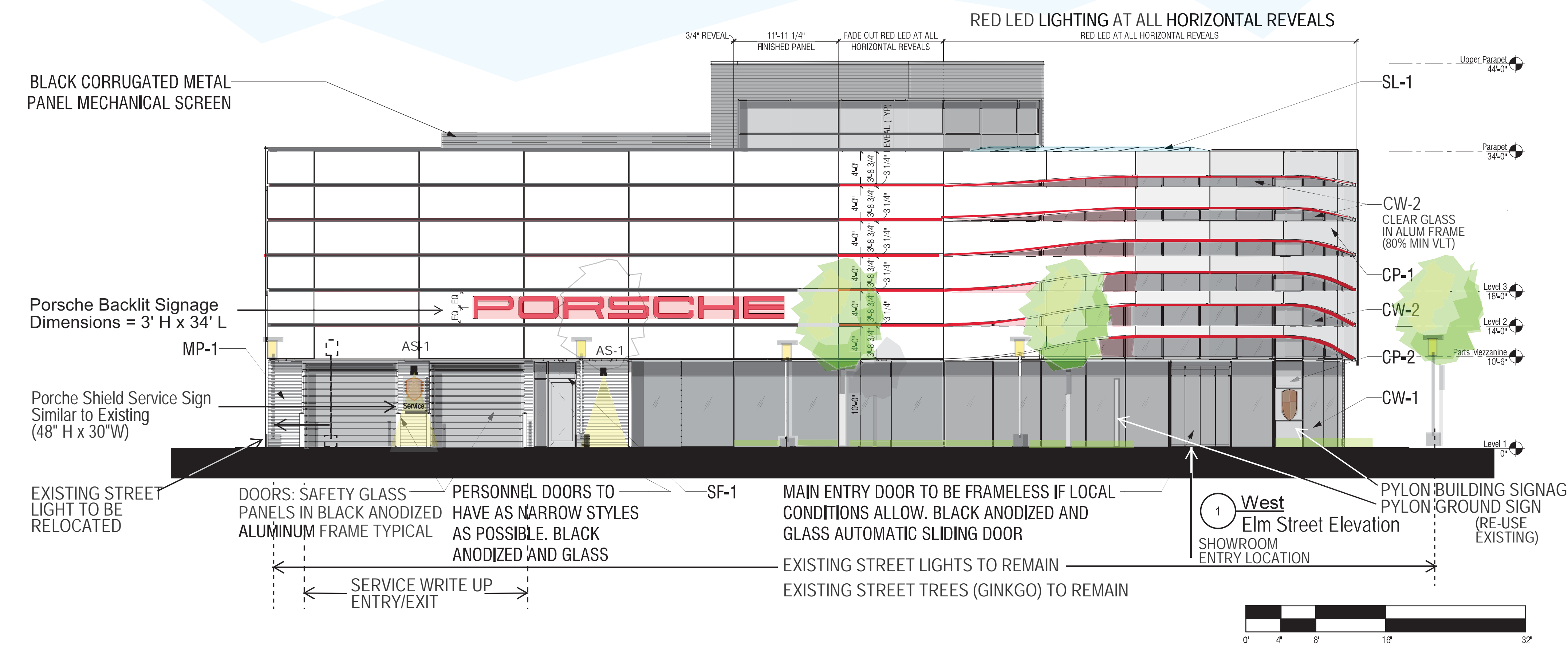
0' 4' 8' 16' 32'





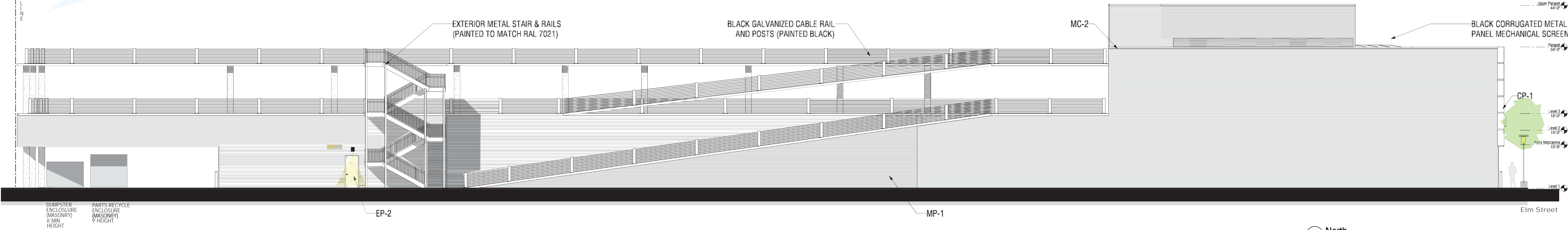






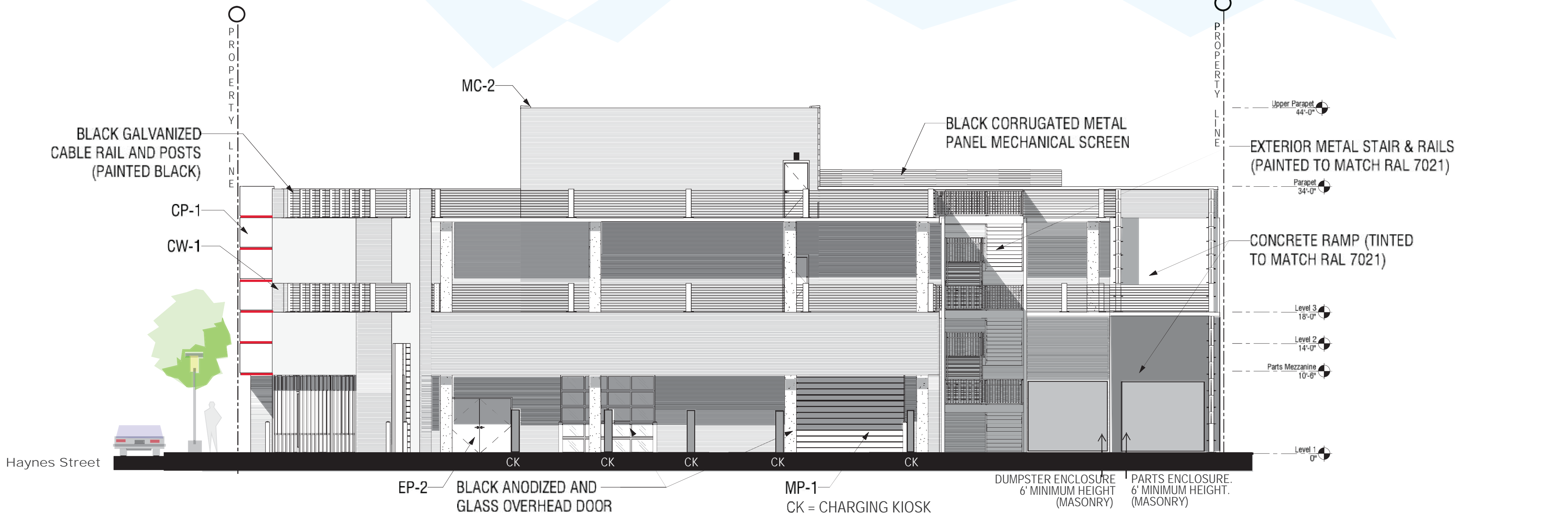
	Fred Lavery Company	Luckenbach Ziegelman Gardner Architects PLLC	Porsche Woodward DID 34350 Woodward Ave, Birmingham, MI 48009	Elevations	Project No. 21063	09.15.2022	A400
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PROPERTY LINE

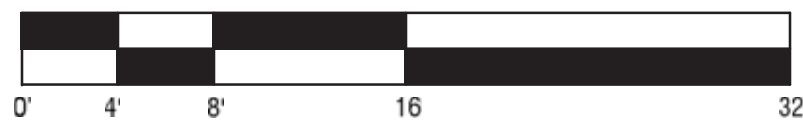


2 North

Exterior Finish Schedule			
TAG	MATERIAL	MANUFACTURER	DESCRIPTION/COMMENTS
CP-1	MCM, METAL COMPOSITE MATERIAL WALL PANEL, 8x10, ALUCOBOND (SUNRISE SILVER)	SOBOTEC, STRATUS OR AGI	
CP-2	MCM, METAL COMPOSITE MATERIAL WALL PANEL, 8x10, ALUCOBOND (TRAFFIC WHITE, RAL 9016)	SOBOTEC, STRATUS OR AGI	
MP-1	ARCHITECTURAL, RIBBED METAL (ARM) WALL PANEL	ATAS	RIGID WALL ATAS TARGA BLACK (RAL 7021) SMOOTH TEXTURE
MC-2	PRE-FINISHED METAL COPING TO MATCH MP-1		
CW-1	STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM	OLD CASTLE	FRAMELESS WITH FINS, BLACK SEALANT AT VERTICAL JOINTS
CW-1	IMPACT RESISTANT STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM	SLIMPACT	FRAMELESS, BLACK SEALANT AT VERTICAL JOINTS
CW-2	STRUCTURAL CURTAIN WALL GLAZING	OLD CASTLE	1-1/2" DEEP SYSTEM, CLEAR ANODIZED
SF-1	ALUMINUM STOREFRONT	OLD CASTLE	4-1/2" DEEP SYSTEM, BLACK ANODIZED
SL-1	ALUMINUM FRAMED SKYLIGHT	SUPERSKY OR OLD CASTLE	LOW SLOPE, CLEAR ANODIZED
EP-2	EXTERIOR PAINT/ELASTOMERIC COATING	SHERWIN WILLIAMS	SW 6890 CAVIAR, SEMI-GLOSS SHEEN
EP-3	EXTERIOR PAINT		ALL EXPOSED STRUCTURAL STEEL MATCH RAL 9007, SEMI-GLOSS SHEEN
CN-1	CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, LIGHT BROOM FINISHED
CN-2	INTEGRALLY COLORED SEALED STAMPED CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, (RAL 7021) DARK GREY
CN-7	INTEGRALLY COLORED CONCRETE		SITE HARDSCAPES/RETAINING WALLS, (RAL 7021) DARK GREY
PV-2	CONCRETE PAVERS		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, (RAL 7021) DARK GREY, TIGHT JOINTS



1 East



Fred Lavery Company

Luckenbach
Ziegelman
Gardner
Architects
PLLC

Porsche Woodward DID
34350 Woodward Ave, Birmingham, MI 48009

Elevations

Project No. 21063

09.15.2022

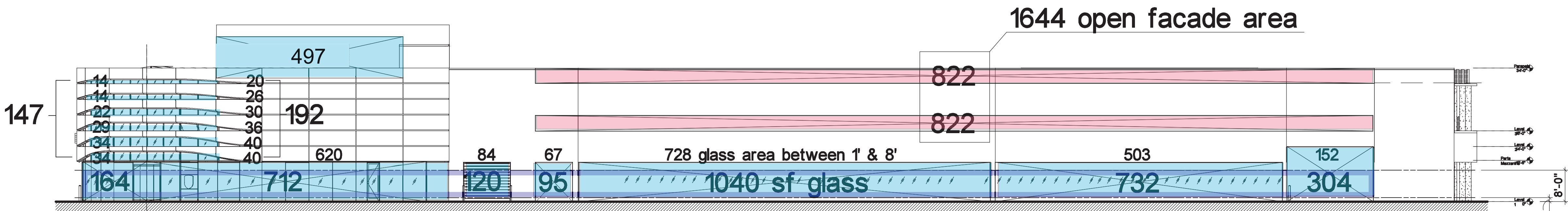
A401

SOUTH FACADE GLASS AREA =	4,003 SF
TOTAL SOUTH FACADE AREA =	12,668 SF
PERCENTAGE GLASS =	4,003 / 12,668 (100) = 31.5%

SOUTH FACADE OPEN AREA =	1,644 SF
TOTAL SOUTH FACADE AREA =	12,668 SF
PERCENTAGE OPEN AREA =	1,644 / 12,668 (100) = 13%

SOUTH FACADE GLASS & OPEN AREA =	5,647 SF
TOTAL SOUTH FACADE AREA =	12,668 SF
PERCENTAGE GLASS + OPEN AREA =	5,647 / 12,668 (100) = 44.5%

HAYNES STREET ELEVATION
FACADE OPEN AREA AND GLASS AREA CALCULATIONS



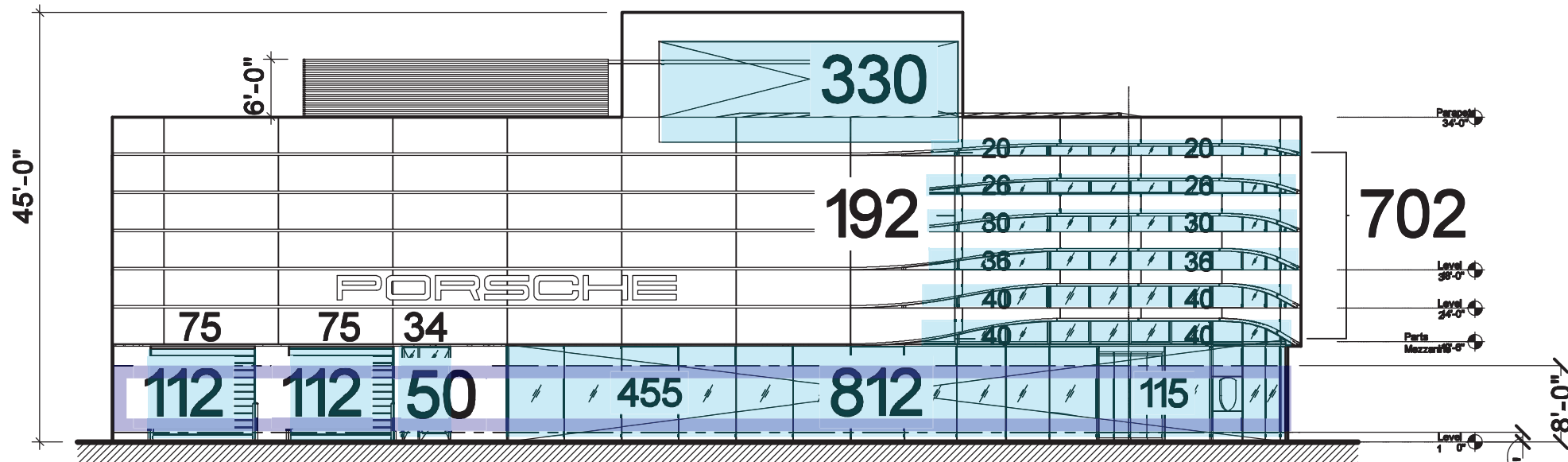
HAYNES STREET ELEVATION (SOUTH)

TOTAL GLASS AREA =	2,154 SF
TOTAL AREA BETWEEN 1' & 8' =	2,484 SF
% GLASS BETWEEN 1' & 8' =	2,154 / 2,484 (100)
TOTAL PERCENT GLASS =	86.7% (MIN. REQ'D = 70%)

HAYNES STREET ELEVATION
GLASS PERCENTAGE BETWEEN 1 & 8 FEET

WEST FACADE GLASS AREA =	2,310 SF
TOTAL SOUTH FACADE AREA =	4,740 SF
PERCENTAGE GLASS AREA =	2310/ 4,740 (100) = 46.4%

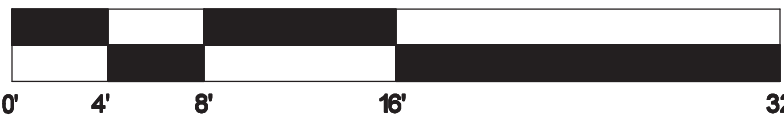
ELM STREET ELEVATION
FACADE GLASS CALCULATIONS

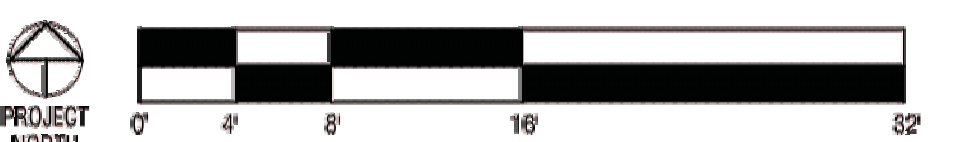
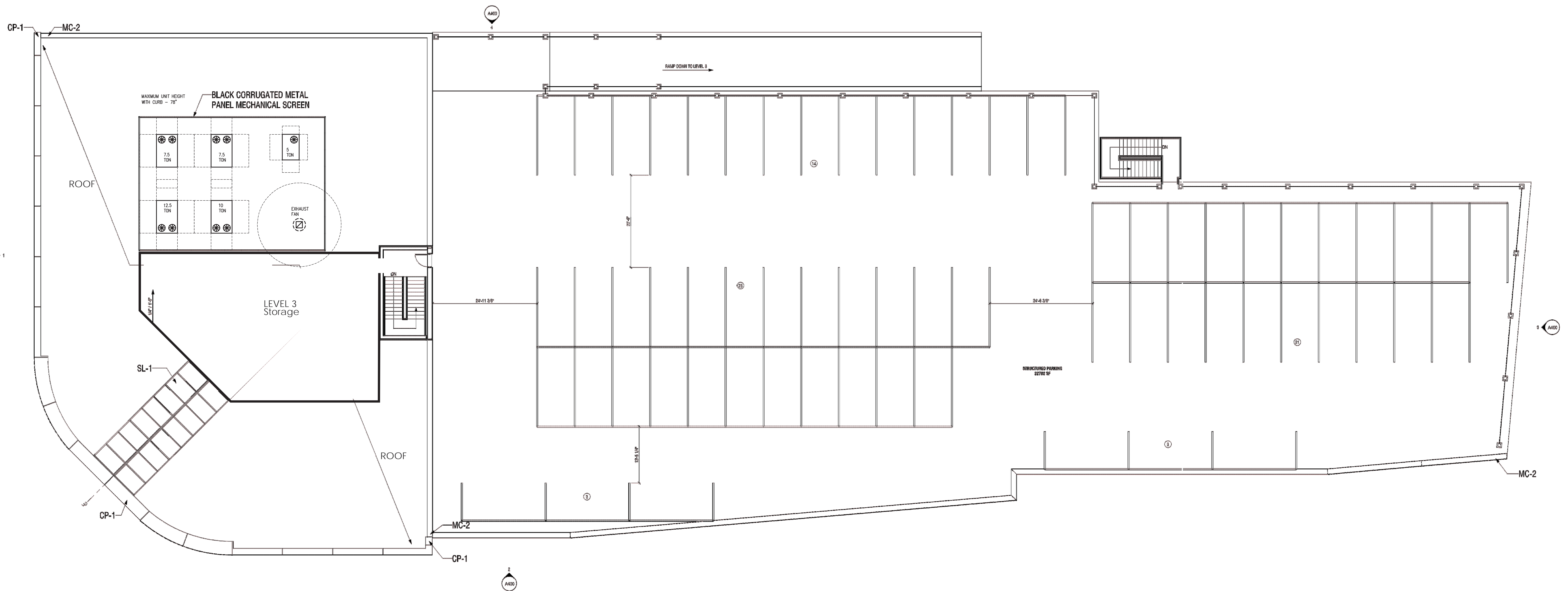


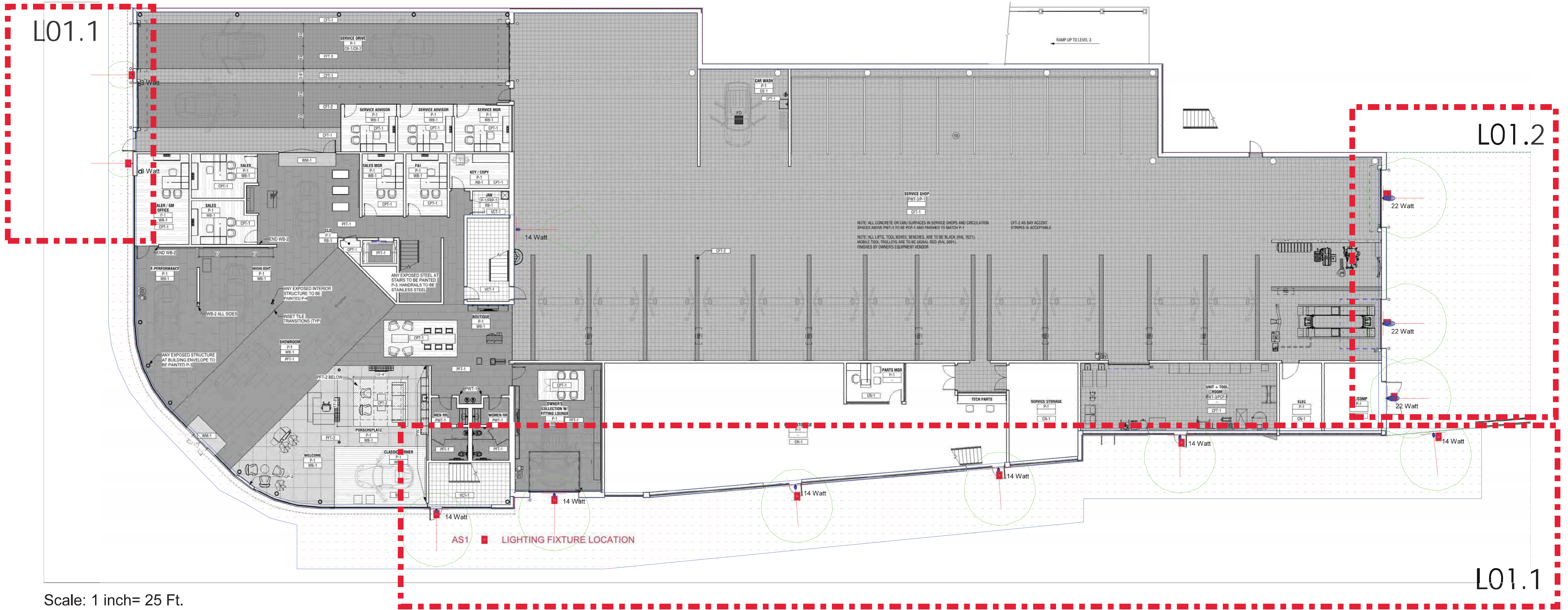
ELM STREET ELEVATION (WEST)

TOTAL GLASS AREA =	754 SF
TOTAL AREA BETWEEN 1' & 8' =	865 SF
% GLASS BETWEEN 1' & 8' =	754 / 865 (100)
TOTAL PERCENT GLASS =	87.2% (MIN. REQ'D = 70%)

ELM STREET ELEVATION
% GLASS BETWEEN 1' & 8'





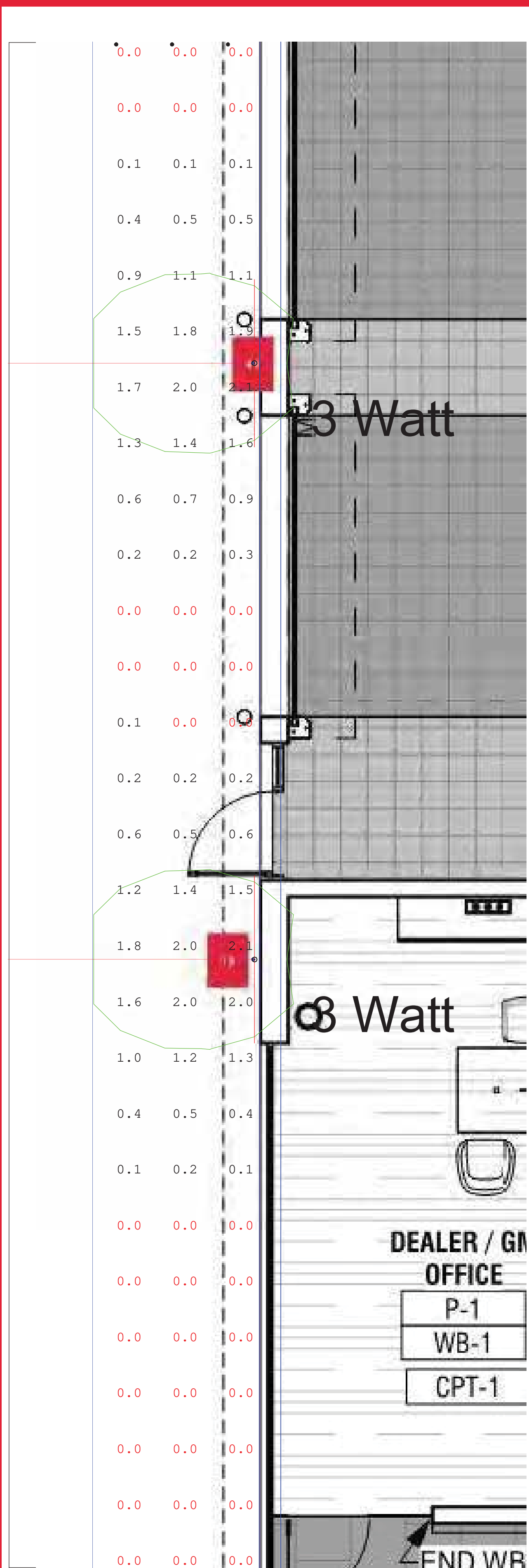


LIGHTING FIXTURE SCHEDULE				
SYMBOL	TYPE	QTY	WATTS	LUMENS
⊙	22 Watt	3	26	2023
⊙	14 Watt	7	17	1217
⊙	3 Watt	2	5	145

CALCULATION SUMMARY						
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN	
Garage Area_Floor	Fc	1.72	42.6	0.0	N.A.	
Sidewalk_Planar	Fc	1.09	11.6	0.0	N.A.	
Upper Garage Entry	Fc	4.71	34.9	0.0	N.A.	

NOTES:

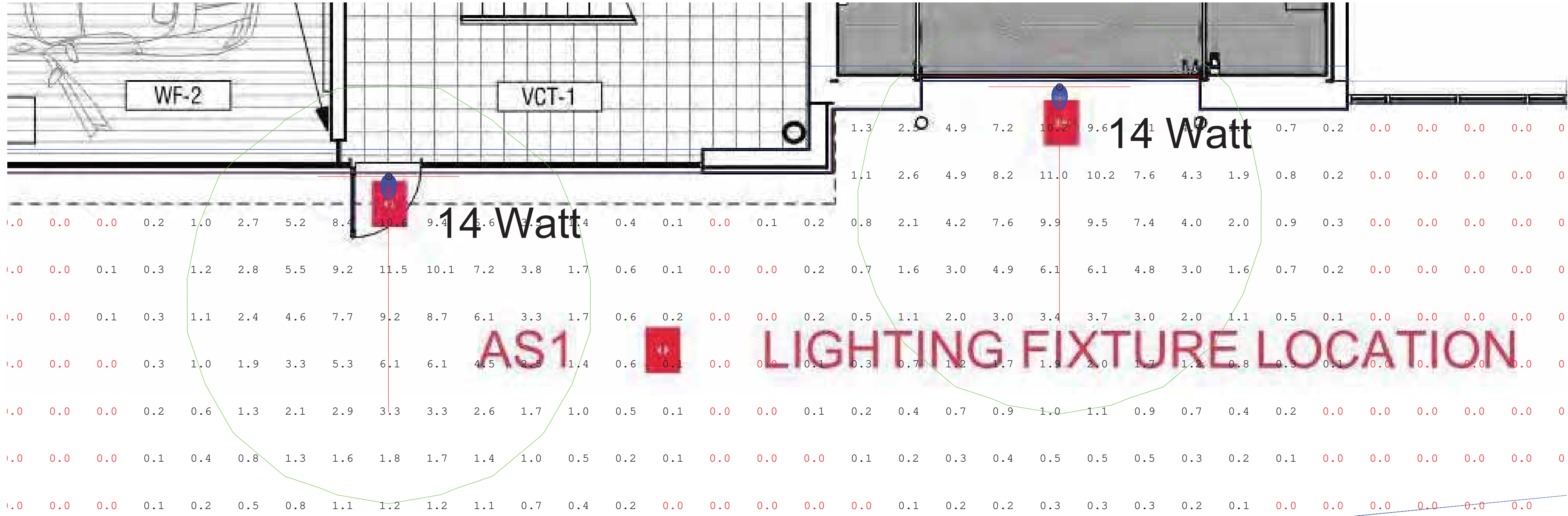
1. STANDARD LIGHT REFLECTANCE VALUES: 80% CEILING, 50% WALLS, 20% FLOORS.
2. TYPICAL CALCULATION PLANE HEIGHTS ARE INDICATED BY FLOOR BEING AT 0'-0" AND WORKPLANE BEING AT 2'-6".
3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.



Scale: 1 inch= 8 Ft.



Scale: 1 inch= 8 Ft.



Scale: 1 inch= 8 Ft.

LIGHTING FIXTURE SCHEDULE					
SYMBOL	TYPE	QTY	WATTS	LUMENS	DESCRIPTION / NOTES
⊙	22 Watt	3	26	2023	
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3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.

date

REVISION
X

5145 Livernois Suite 100
Troy, Michigan 48068-3275
T: 248-879-5666 F: 248-879-007
www.PeterBassoAssociates.com
PBA Project #

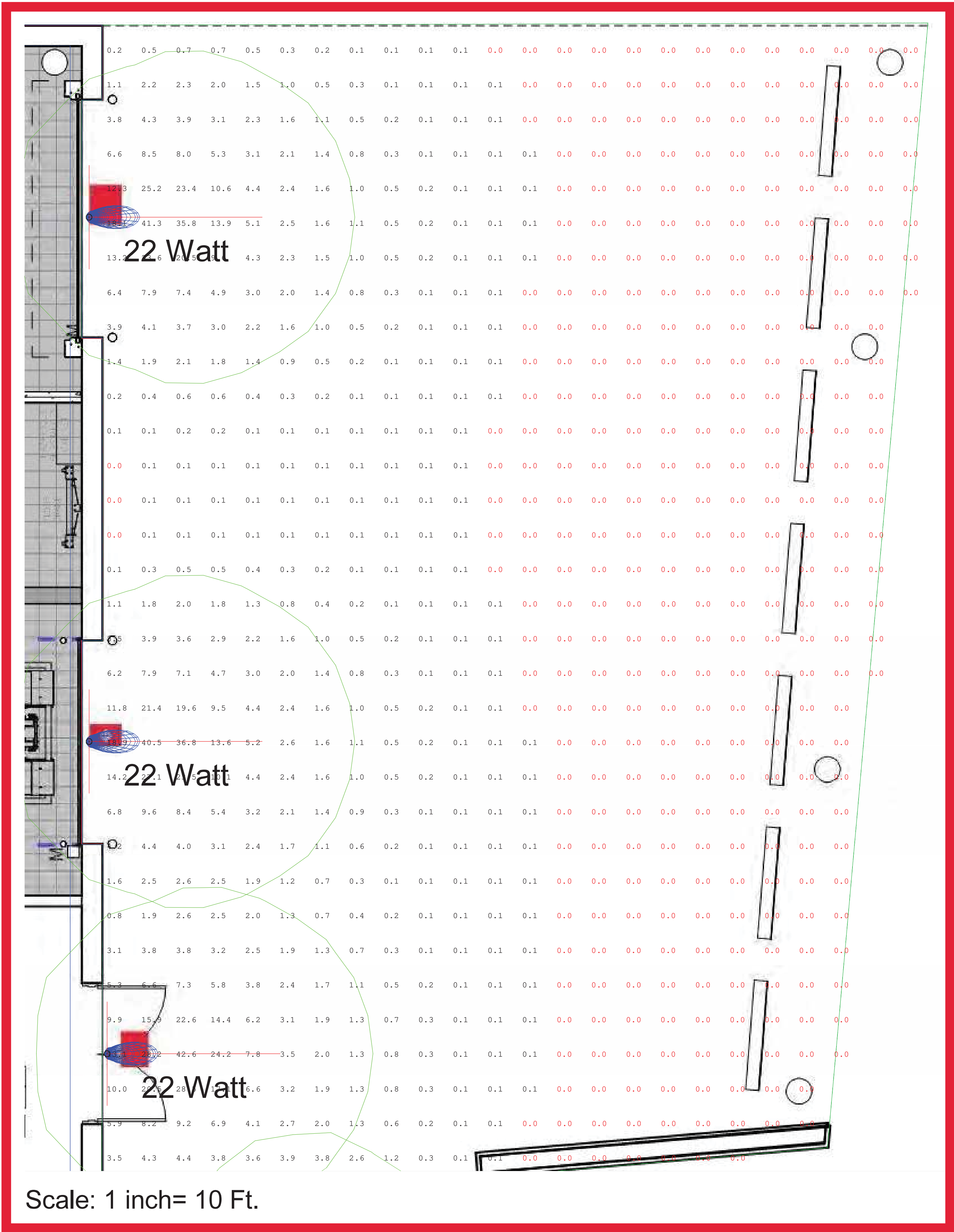


PROJECT TITLE
LAVERY PORSCHE EXTERIOR LIGHTING

SHEET TITLE
EXTERIOR LIGHTING CALCULATIONS

DATE
2022-08-26
BY:
AS/KD
SHEET No.

L01.1



LIGHTING FIXTURE SCHEDULE					
SYMBOL	TYPE	QTY	WATTS	LUMENS	DESCRIPTION / NOTES
⊙	22 Watt	3	26	2023	
⊕	14 Watt	7	17	1217	
⊗	3 Watt	2	5	145	

CALCULATION SUMMARY						
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN	
Garage Area_Floor	Fc	1.72	42.6	0.0	N.A.	
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1. STANDARD LIGHT REFLECTANCE VALUES: 80% CEILING, 50% WALLS, 20% FLOORS.
2. TYPICAL CALCULATION PLANE HEIGHTS ARE INDICATED BY FLOOR BEING AT 0'-0" AND WORKPLANE BEING AT 2'-6".
3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.



MEMORANDUM

Police Department

DATE: November 21, 2022

TO: Multi-Modal Transportation Board

FROM: Ryan Kearney, Lieutenant
Scott Grewe, Operations Captain
Scott Zielinski, Engineering Department
Leah Blizinski, Planning Department
Julie Kroll, Fleis & VandenBrink

SUBJECT: S. Eton St. and Palmer St. – Sight Distance Evaluation

Introduction:

A Birmingham business owner contacted city staff concerned about a sight-distance obstruction at the intersection of S. Eton and Palmer due to on-street parking. In addition, the complainant is concerned with the lack of lighting at night at the intersection.

Background:

Since 2016, there have been five crash reports involving this location:

08/2016 - Sight Distance Obstruction
11/2016 - Failure to Yield
06/2017 - Sight Distance Obstruction
04/2019 - Distance Obstruction
08/2022 - Sight Distance Obstruction

Of the five crashes, (4) were related to sight-distance obstructions on the south side of the intersection. It should be noted that in late 2019, on-street parking and painted bump-outs were added along the corridor. Since these mitigation measures, there has only been one (1) crash at this intersection.

City traffic consultants, Fleis & VandenBrink evaluated the intersection.

Conclusions:

Based upon this review, the existing design meets the MMUTCD criteria for intersections with on-street parking. The minimum requirement for distance of on-street parking from an intersection is 15 ft. In this instance, 37 ft. is provided. The crash data shows that only one (1)

crash at this intersection has occurred since the addition of bump-outs in 2019. Therefore, there is not a crash pattern at this intersection with the existing configuration.

Recommendation

1. S. Eton is scheduled to be reconstructed in FY 2023, and future designs will be developed to consider on-street parking, intersection alignment, and other design considerations.
2. Vegetation near the intersection should be cleared to ensure adequate sight distance.

From: Scott LePage <slepage@griffinclaw.com>
Sent: Wednesday, November 16, 2022 5:31 PM
To: Rkearney@bhamgov.org
Subject: Palmer & Eton

Pulling out from Palmer onto Eton has proven increasingly difficult. This area poses a safety threat to drivers and pedestrians as the visibility is low due to the parking spots on the East side of Eton. when attempting to pull out from Palmer onto Eton the driver has to inch forward in order to view oncoming traffic past the parked vehicles. By the time you are able to see clearly you are already in oncoming traffic. There have been accidents and near accidents in this spot as before you can see the oncoming traffic the driver is already inched out too far in an attempt to see if there is traffic heading North on Eton. There are constant horns beeping, and quick braking. Eton can prove to be a busy road and the low visibility due to parked cars is a constant safety issue. Summer months with people walking is a huge concern especially at dusk or night when the visibility is terrible because of minimal light.

I would like to see more lighting or some sort of flashing crosswalk to slow the traffic down. Not sure how to help the visibility issue other than removing parking spots on Eton to the north and south of Palmer.

Scott LePage

MEMO

VIA EMAIL RKearney@bhamgov.org

To: Lt. Ryan Kearney
Birmingham Police Department

From: Julie Kroll, PE, PTOE
Fleis & VandenBrink Engineering

Date: November 20, 2022

Re: S. Eton St. and Palmer St. – Sight Distance Evaluation

Fleis & VandenBrink (F&V) staff is pleased to present this memorandum to the City of Birmingham for your use evaluating the intersection of S. Eton and Palmer Street intersection. The City of Birmingham has received input from neighborhood residents regarding the safety of this intersection and requested an evaluation to determine if the on-street parking is creating an obstruction to the intersection sight distance.

F&V performed an evaluation of the crash history and the intersection sight distance to determine if any mitigation measures should be considered at this intersection. The analysis was performed accordance with the guidance outlined in the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* and the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highway and Streets (Green Book)*. The results of the analysis and the recommendations are included herein.

CRASH HISTORY

Crash data at this intersection was provided by the Birmingham Police Department and showed that since 2016 there have been five (5) reported crashes at this intersection; four (4) crashes were related to sight-distance obstructions on the south side of the intersection. It should be noted that the in late 2019 on-street parking and painted bumpouts were added along the corridor. Since these mitigation measures were added to the intersection, there has only been one (1) crash at this intersection.

Date	Injury Type	Crash Type	Primary Cause
8/2016	N/A	Angle	Sight Distance Obstruction
11/2016	N/A	Angle	Failure to Yield
6/2017	N/A	Angle	Sight Distance Obstruction
4/2019	N/A	Angle	Sight Distance Obstruction
8/2022	N/A	Angle	Sight Distance Obstruction

SIGHT DISTANCE

The intersection sight distance evaluation is shown on Figure 1, there is not adequate sight distance due to the on-street parking. Based upon this review, all of the on-street parking would need to be eliminated to meet the sight distance recommendation. However, in urban areas this is not practical. Therefore, the MMUTCD provides guidelines for on-street parking from an intersection. The minimum requirement is 15ft and 37ft is provided, as shown in **Figure 2**.

FIGURE 1: INTERSECTION SIGHT DISTANCE

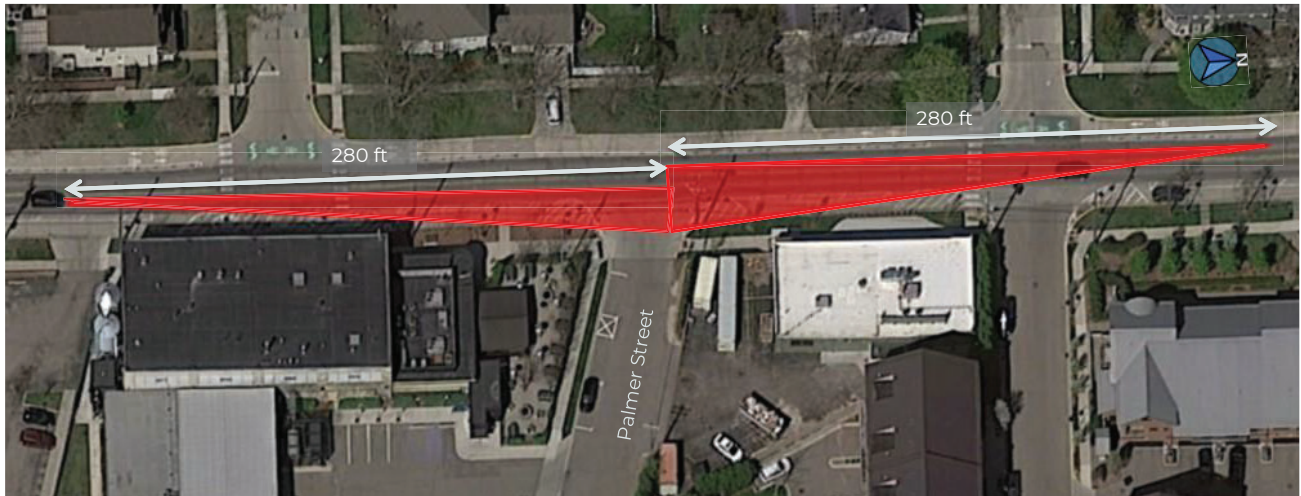
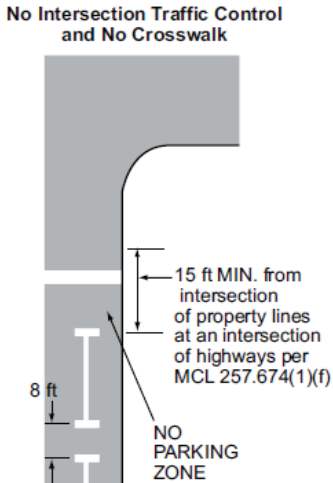


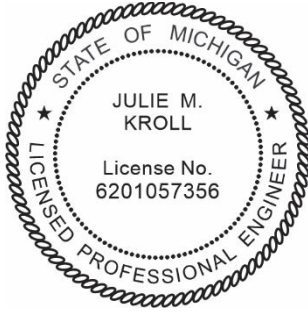
FIGURE 2: EXISTING PARKING OFFSET



CONCLUSIONS

- Based upon this review, the existing design meets the MMUTCD criteria for intersections with on-street parking. The crash data shows that only one (1) crash at this intersection has occurred since the existing bump-outs were added in 2019. Therefore, there is not a crash pattern at this intersection with the existing configuration.
- S. Eton is scheduled to be reconstructed in FY 2023 and the future designs will be developed to consider on-street parking, intersection alignment and other design considerations.
- Existing vegetation in the vicinity of the existing should be cleared to insure adequate sight distance.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

- *Julie M. Kroll*

Digitally signed by Julie M. Kroll
Date: 2022.11.20 17:39:27 -05'00'

JMK:jmk



MEMORANDUM

Police Department

DATE: November 21, 2022

TO: Multi-Modal Transportation Board

FROM: Ryan Kearney, Lieutenant
Scott Grewe, Operations Captain
Scott Zielinski, Engineering Department
Leah Blizinski, Planning Department
Julie Kroll, Fleis & VandenBrink

SUBJECT: Southfield and Southlawn Pedestrian Crossing Evaluation

Introduction:

A resident contacted city staff requesting an evaluation of the crosswalk at Southfield and Southlawn. Expressly noted was how long pedestrians must wait for vehicles to stop and allow an opportunity to cross.

Background:

Fleis & VandenBrink (F&V) evaluated the existing crossing location for additional mitigation measures with guidance from (Michigan Department of Transportation (MDOT) and the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

F&V performed a signal warrant analysis to determine if a signal should accommodate the existing pedestrian crossing. The analysis results do not recommend a traffic signal or alternative pedestrian devices at this intersection.

Recommendation:

The City of Birmingham install the following additional crosswalk warning signs:

1. Marked special emphasis crosswalk
2. Pedestrian warning sign at crosswalk (W11-2)
3. Advance Pedestrian warning signs (W11-2)
4. In street crosswalk signs (R1-6), seasonal

From: Rachel K Avshalumov <rachel.k.avshalumov@gmail.com>
Sent: Monday, July 25, 2022 8:10 PM
To: Brooks Cowan
Cc: Ryan Kearney; Julie M. Kroll
Subject: Re: Birmingham Crosswalks

Thank you very much. I waited a while today to cross that street with my two children after playing at crest view park. No one stopped for us!

I also see a lot of people cross it in the summer months too as they head to the park/pickleball courts or walk to the Birmingham country club

Thank you for looking into this. I know they have one with a flashing light on maple road when you cross over for the trial.

Talk to you soon
Rachel Avshalumov
2487870503
Rachel.K.Avshalumov@gmail.com

> On Jul 25, 2022, at 4:11 PM, Brooks Cowan <bcowan@bhamgov.org> wrote:
>
>
> Rachel,
>
> We have received your email regarding the crosswalk at Southfield Rd connecting Southlawn and Worthington. The City will conduct traffic and pedestrian counts at that location. The best time to collect data for this intersection is when kids are back in school, so sometime late August or September.
>
> Birmingham's Multi-Modal Transportation Board will most likely review this crosswalk recommendations the first week of October.
>
> Let me know if you have any questions.
>
> --
> Brooks Cowan
> Senior Planner
> (248) 530-1846

MEMO

VIA EMAIL RKearney@bhamgov.org

To: Lt. Ryan Kearney
Birmingham Police Department

From: Julie M. Kroll, PE, PTOE
Fleis & VandenBrink

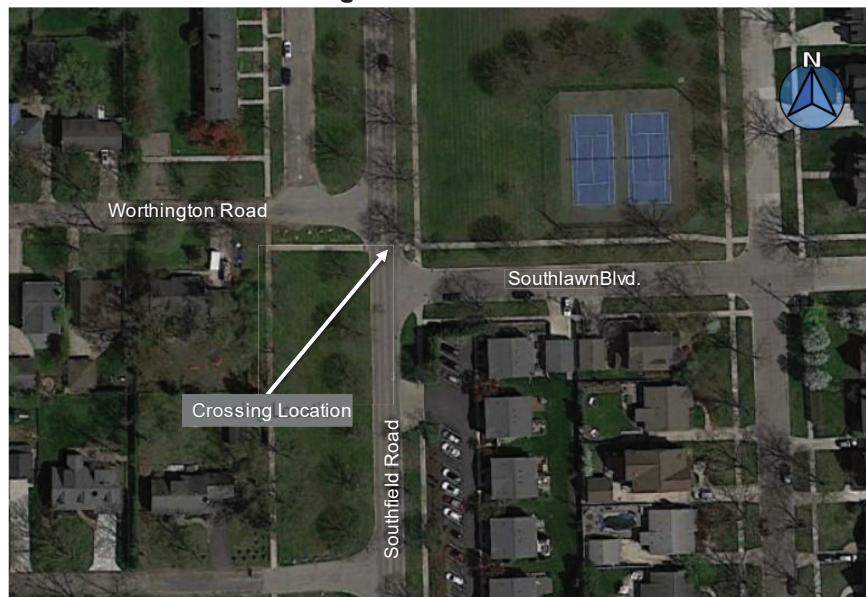
Date: November 20, 2022

Re: Southfield Road & Southlawn Blvd. Crossing Evaluation
Birmingham, Michigan

1 INTRODUCTION

This memorandum presents the results of an evaluation of the existing pedestrian crossing on Southfield Road at Southlawn Blvd. The purpose of this study is to evaluate the existing crossing location to determine if additional mitigation measures are recommended. The intersection and crossing are summarized in **Figure 1**.

Figure 1: Site Location



Southfield Road runs generally in the north and south directions, and there is stop control on Southlawn Blvd. at the intersection. Additional roadway information is summarized in **Table 1**.

Table 1: Roadway Information

Roadway	Southfield Road
Number of Lanes	2 lanes
Functional Classification	Minor Arterial
Post Speed Limit	25 mph
AADT	15,900 vpd (2021)

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

2 PEDESTRIAN CROSSING EVALUATION ANALYSIS

The following criteria were evaluated at the existing crossing location to determine if additional mitigation measures are recommended in accordance with the following guidelines:

- MDOT *Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways*.
- Michigan Manual on Uniform Traffic Control Devices

The pedestrian volumes collected are summarized in **Table 2** below for the 11-hours of data collection performed on October 27, 2022.

Table 2: MDOT Pedestrian Crosswalk Criteria

Start Time	Crossing Southfield		Crossing Southlawn
	North Leg	South Leg	East Leg
7:00 AM	2	0	5
8:00 AM	2	0	1
9:00 AM	2	1	2
10:00 AM	0	1	2
11:00 AM	1	0	1
12:00 PM	1	0	0
1:00 PM	0	0	2
2:00 PM	4	0	0
3:00 PM	1	0	5
4:00 PM	2	0	2
5:00 PM	9	0	1
6:00 PM	2	0	1
Total	26	2	22

2.1 MDOT Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways

MDOT provides guidance for determining appropriate pedestrian treatments as outlined in the MDOT *Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways, March 2020*. While it is understood that Southfield Road is not a state trunkline, the roadway operates as north/south arterial route, and is similar to a trunkline.

MDOT provides guidance for the crossing types which includes uncontrolled crossing treatments. The existing crossing on Southfield Road is considered a Crossing Type A, as identified in the attached Table 1 from the MDOT Guidance. A Crossing Type A includes the following crossing treatments, as applicable to this location:

- Marked special emphasis crosswalk
- Standard pedestrian warning signs (W11-2) at Crosswalk
- Advance pedestrian crossing warning signs
- In street crosswalk signs (R1-6), seasonal

2.2 Signal Warrant Analysis

A signal warrant analysis was performed to determine if a signal is warranted and recommended at this intersection to accommodate the existing pedestrian crossing. The *Michigan Manual on Uniform Traffic Control Devices (MMUTCD)* Warrant 4 (Pedestrian Volume) was evaluated at this intersection. The results of the analysis are summarized below, and the signal warrant data is attached and show that neither a traffic signal or alternative pedestrian devices are recommended at this intersection.

Table 3: Signal Warrant Analysis Summary

Warrant		Criteria Met
Warrant 4: Pedestrian Volume		NO
Four Hour	Hours Met	0
	Warrant Met	NO
Peak Hour	Hours Met	0
	Warrant Met	NO
Pedestrian Hybrid Beacon (HAWK Signal)	Hours Met	0
	Warrant Met	NO
Rectangular Rapid Flashing Beacon (RRFB)	Hours Met	0
	Warrant Met	NO

3 RECOMMENDATIONS

The recommendations of the proposed Pedestrian Crossing Evaluation are as follows:

- Marked special emphasis crosswalk
- Pedestrian warning sign at crosswalk (W11-2)
- Advance Pedestrian warning signs (W11-2)
- In street crosswalk signs (R1-6), seasonal

Figure 2: Recommendations Summary



Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

- *Julie M. Kroll*

Digitally signed by Julie M.
Kroll

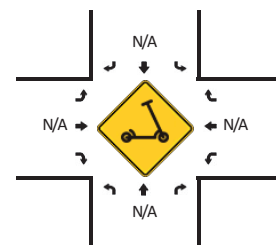
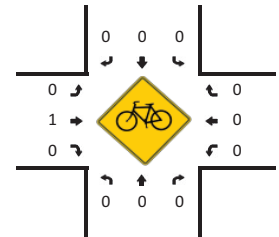
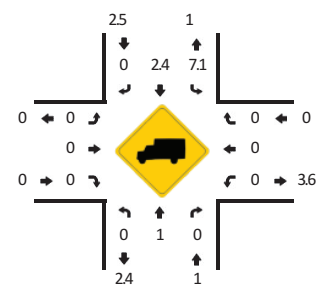
Date: 2022.11.20 15:38:21
-05'00'

Attachments:

Traffic Volume Data
MDOT Table 1-Crossing Type
Signal Warrant Analysis

QC JOB #: 15994401

DATE: Thu, Oct 27 2022

Page 1 of 2

15-Min Count Period Beginning At	Southfield Rd (Northbound)				Southfield Rd (Southbound)				Southlawn Blvd (east) (Eastbound)				Southlawn Blvd (east) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:45 PM	0	176	3	0	3	172	0	0	0	0	0	0	1	0	4	0	359	1275
5:00 PM	0	171	5	0	6	170	0	0	0	0	0	0	0	0	2	0	354	1323
5:15 PM	0	170	0	0	2	189	0	0	0	0	0	0	1	0	4	0	366	1389
5:30 PM	0	160	6	0	3	166	0	0	0	0	0	0	2	0	3	0	340	1419
5:45 PM	0	163	1	0	3	143	0	0	0	0	0	0	4	0	1	0	315	1375
6:00 PM	0	170	4	0	1	156	0	0	0	0	0	0	2	0	4	0	337	1358
6:15 PM	0	176	1	0	2	121	0	0	0	0	0	0	0	0	3	0	303	1295
6:30 PM	0	112	2	0	0	118	0	0	0	0	0	0	1	0	1	0	234	1189
6:45 PM	0	111	1	0	2	111	0	0	0	0	0	0	2	0	2	0	229	1103
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	680	0	0	8	756	0	0	0	0	0	0	4	0	16	0	1464	
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	0		24	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

Report generated on 11/2/2022 3:56 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Table 1
Criteria for Crossing Treatments at Uncontrolled Locations

Roadway configuration	# of lanes crossed to reach a refuge	# of multiple threat lanes*	Roadway ADT and Posted Speed															
			1,500 - 9,000 vpd				9,000 - 12,000 vpd				12,000 - 15,000 vpd				>15,000 vpd			
			≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 Lanes (one way street)	2	1	A	A	A	B	A	A	B	B	A	A	B	B	A	A	B	B
2 Lanes (two way street with no median)	2	0	A	A	A	B	A	A	B	B	A	A	B	B	A	A	B	B
3 Lanes w/refuge island or 2 Lanes w/raised median	1	0	A	A	A	B	A	A	B	B	A	A	B	B	A	B	B	B
3 Lanes (center turn lane)	3	1	A	A	B	B	A	B	B	B	A	B	B	B	A	B	B	B
4 Lanes (two way street with no median)	4	2	A	B	B	C	A	B	C	C	A	B	C	C	B	B	C	C
5 Lanes w/ refuge island or 4 lanes w/raised median	2	2	A	A	B	B	A	B	B	C	A	B	C	C	B	B	C	C
5 Lanes (center turn lane)	5	2	A	B	C	C	B	B	C	C	C	C	C	D	C	C	C	C
6 lanes (two way street with or without median)	3 to 6	4	A	B	D	D	B	B	D	D	D	D	D	D	D	D	D	D
* A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out in front of a moving vehicle in the adjacent travel lane (Either through or turn)																		

Using Table 1, determine the treatment type recommended for the features of the roadway being considered for a pedestrian crossing location. Use the discussion and suggested installations for each crossing type.

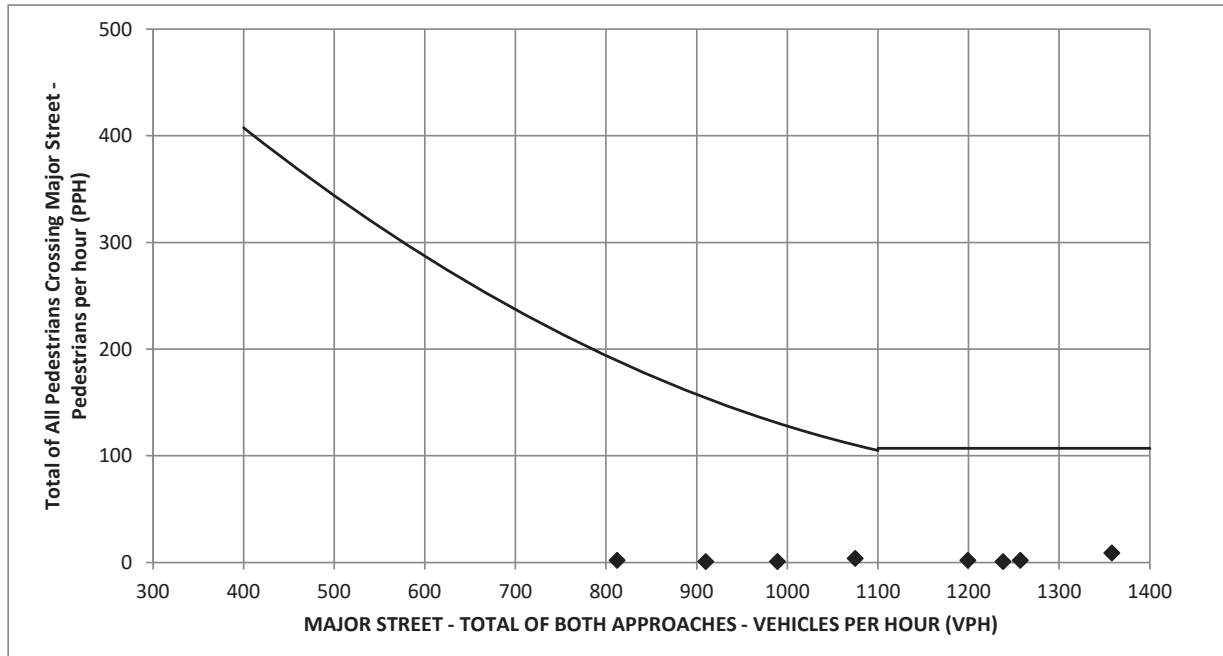
Review any current best practices or alternatives that may be available for the location type determined by Table 1. Discuss these applications with Safety Programs.

asdfaasdfj;

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 4 (100%): Four-Hour Pedestrian Volume

Spot Number:	0		
Intersection:	Southfield @ Southlawn		
Date	11/20/2022	by	F&V

5000	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
35	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met	0
Is Warrant 4 B (100%): Four Hour Met?	NO

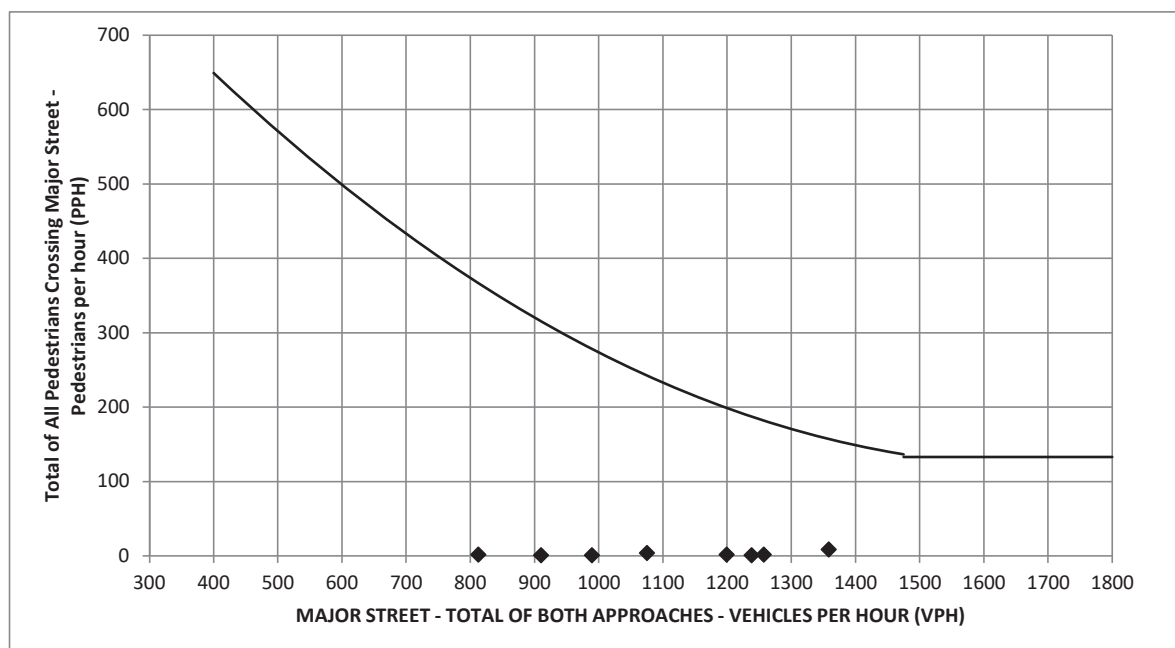
Michigan Manual of Uniform Traffic Control Devices

Worksheet for Signal Warrants (Section 4C)

WARRANT 4 (100%): Peak-Hour Pedestrian Volume

Spot Number:	0		
Intersection:	Southfield @ Southlawn		
Date	11/20/2022	by	F&V

5000	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
35	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

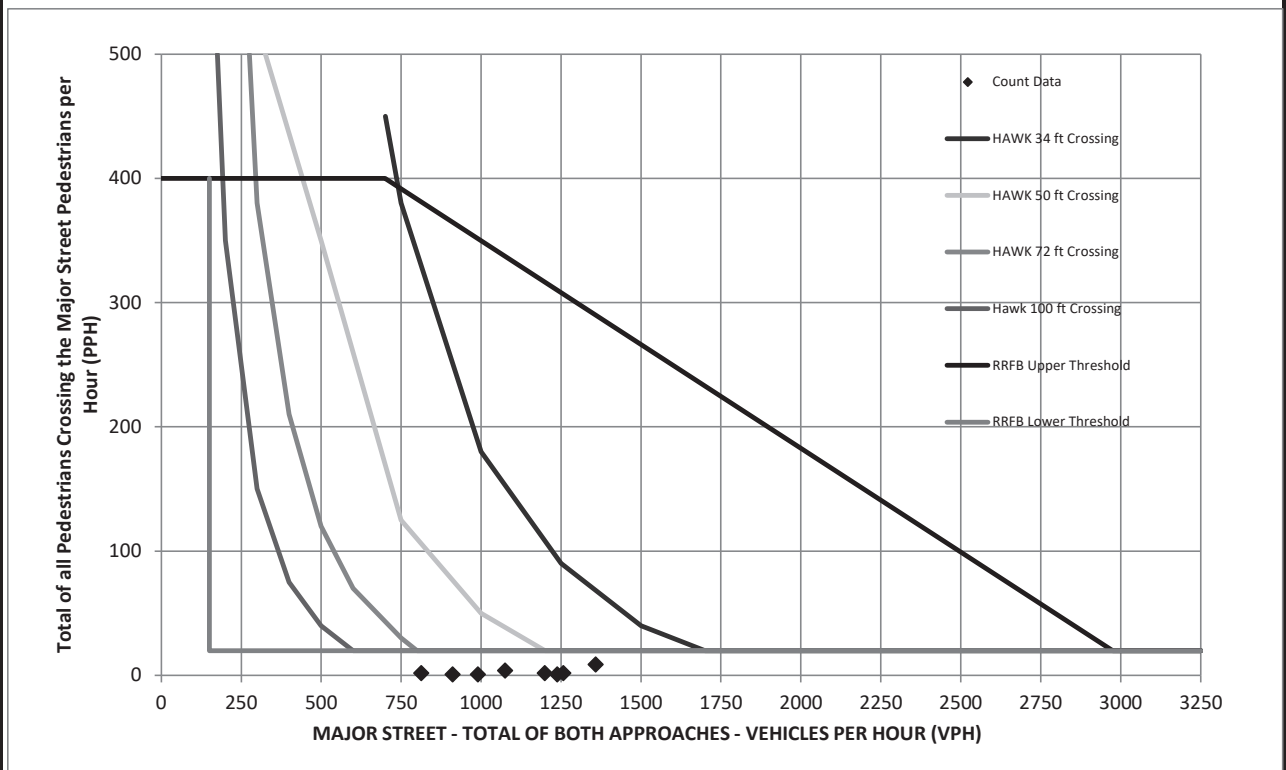
Is Warrant 4 B (100%): Peak Hour Met?

NO

**Michigan Manual of Uniform Traffic Control Devices
Worksheet for Pedestrian Device Thresholds (Section 4F)
ALTERNATE PEDESTRIAN DEVICES (SPEED <= 35 mph)**

Spot Number:	0		
Intersection:	Southfield @ Southlawn		
Date	11/20/2022	by	F&V

5000	: Distance to Nearest Signal or Stop Control on Major Road
35	: Speed limit or 85th Percentile? (MPH)
24	: Crosswalk Length
YES	: Sight Distance Sufficient?



Is the Ped Volume Warrant Met? (See W4 Tabs for Details)	NO
Is the School Crossing Warrant Met? (See W5 Tabs for Details)	NO
Pedestrian Hybrid Beacon	
How Many Hours Are Met (HAWK)?	0



MEMORANDUM

Department of Public Services

DATE: **October 27, 2022**

TO: **Multi-Modal Board**

FROM: **Carrie Laird, Parks and Recreation Manager**

SUBJECT: **Rouge River Trail Corridor Improvements**

INTRODUCTION:

Trail Improvements are identified as part of the approved Parks and Recreation Bond. Design Services with MCSA Group, Inc. (MCSA) were engaged in February of 2022. This is the first review of the Trail Improvements Concept Plan. Feedback and comment from the Parks and Recreation Board and the public is currently being gathered. A public input session will be held at the November 1, 2022 Parks and Recreation Board. Engage Birmingham is another avenue for feedback on this concept plan.

BACKGROUND:

In late February 2022, the city engaged the services of MCSA Group, Inc to begin planning for improvements along the Rouge River Trail Corridor. This consultant prepared the original concept plan in 2006.

Improvements focus on three (3) main sections: (1) Booth Park Trail between Booth Park and Willits Street, (2) the Museum Trail between Willits Street and West Maple Road, and (3) the connection from Booth to Linden Trail between Willits Street and Baldwin Road, to just south of Maple into Linden Park. City staff walked the trail with this consultant in order to determine this scope, based upon discussions and planning for the Parks and Recreation Bond. Other plans such as the Multi-Modal Transportation Plan and the Downtown Birmingham 2016 Plan were also considered.

Over the past few months, MCSA has been preparing design development for the Booth Park Trail, including a restroom building at Booth Park, an entrance plaza identifier at Willits Street, confidence markers and identifiers in select locations, accessible connections and overlook areas at the museum and elsewhere, a new pedestrian bridge located at Linden Park near Maple, and exploring potential trail connections and wayfinding in areas that are lacking or disjointed between Booth and Linden Parks.

MCSA will be preparing a trust fund grant application early next year and exploring other grant opportunities including Oakland County Parks and Recreation grants. MCSA Group, Inc. has been successful in grant application-project awards in other municipalities. It is good timing to apply.

FISCAL IMPACT:

Preliminary estimates are as follows:

Booth Park Improvements: \$570,000 - \$680,000 (includes corner feature)

Museum Trail Improvements: \$800,000

Booth to Linden: \$730,000

PUBLIC COMMUNICATIONS:

The city will use various forms of media to communicate this project including, public meetings, Engage Birmingham, social media outlets, website updates, and email.

SUMMARY:

The Trail Improvement Concept Plan is made up of three focus areas, described below.

Booth Park Trail:

- Corner Feature
- Open plaza- food truck/coffee cart, movable seating, concrete plaza paving
- Park perimeter seating
- Park signage
- New restroom building
- 10 ft concrete path- accessibility and event set up
- Trail entry- columns and pavers

Museum Trail

- Improved trail connection along Willits, north side heading east to the Museum
- Trail entry identifiers (3)- columns and pavers
- Confidence markers
- Coordinate with Museum Improvements
- Accessible boardwalk and overlook

Booth to Linden Trail

- Confidence markers along Maple Rd
- New trail plaza – near bus stop
- Willits to Baldwin- new overlook, signage
- Trail entry identifier
- New crushed stone path
- 10 ft wide bridge with built in benches

The Trail Improvement Concept Plan will be circulated through the city departments for review and comment as well. Collaboration with other projects could also determine prioritization and phasing of this project.

ATTACHMENTS:

- Proposed Trail Improvement Concept Plan
- Parks and Recreation Board Presentation-October 11, 2022



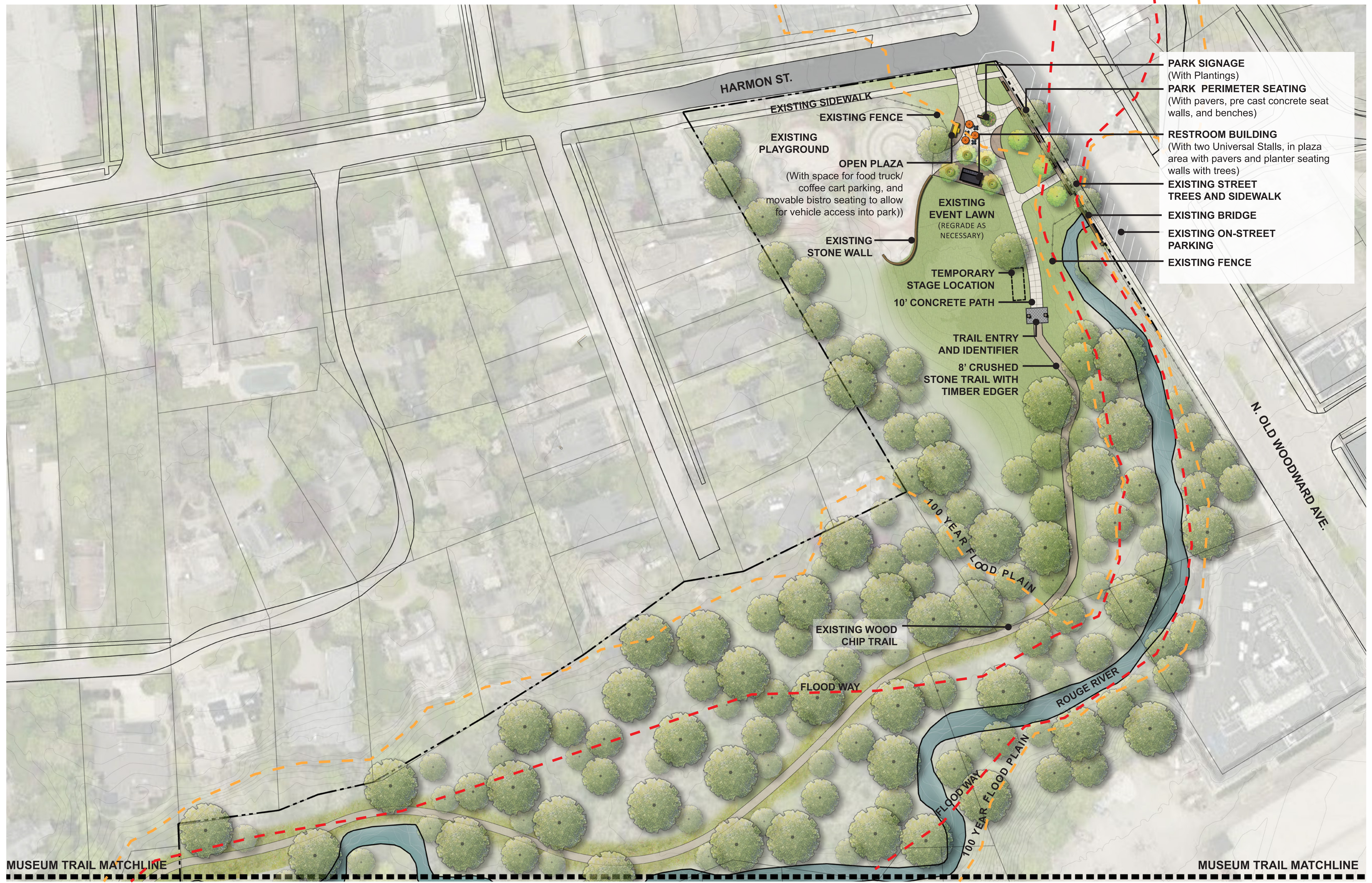
OVERALL SITE MAP
TRAIL IMPROVEMENT CONCEPT PLAN
BIRMINGHAM, MICHIGAN

NOT TO SCALE

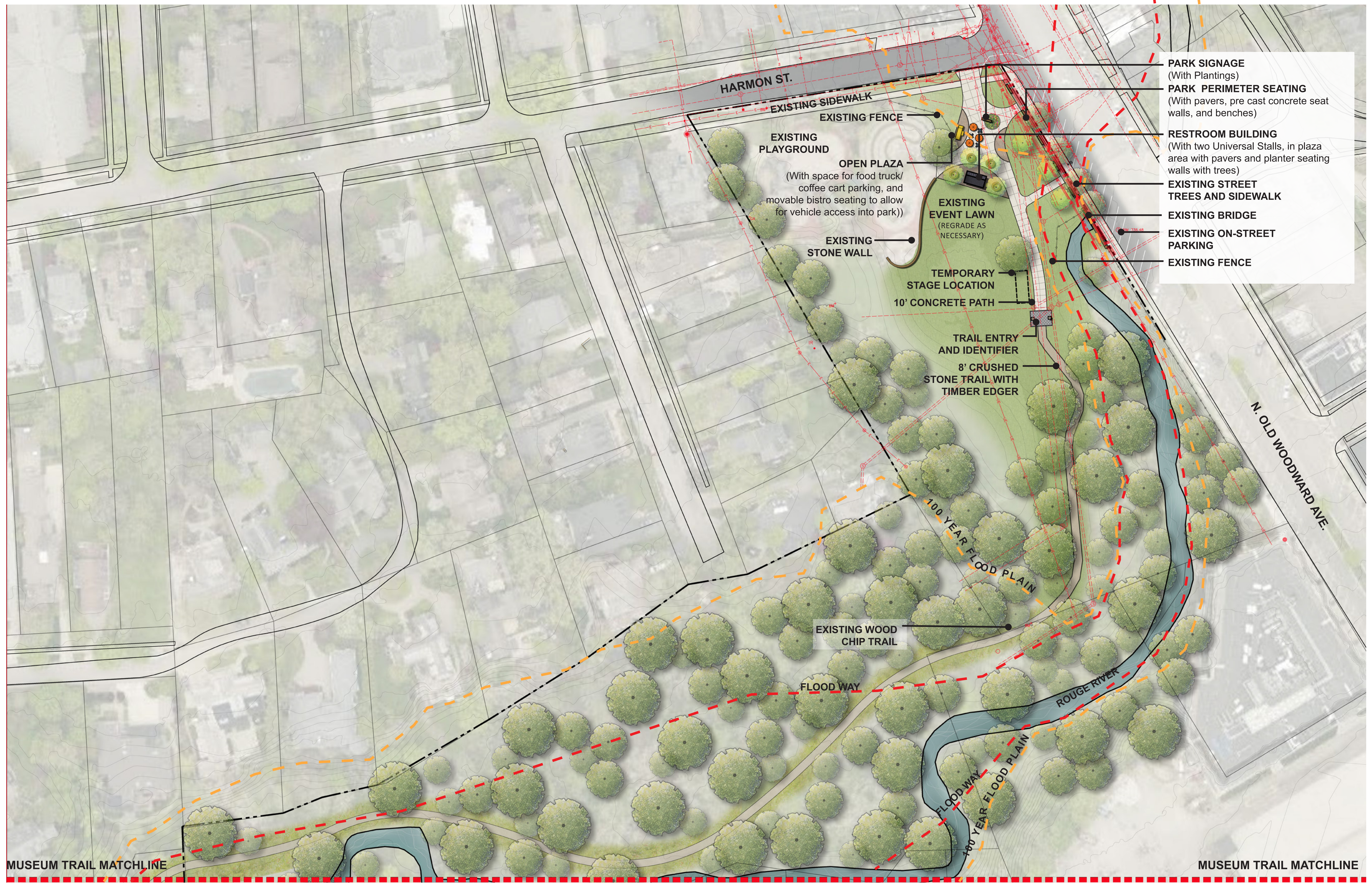


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10.19.2022
PROJECT NO.
2149

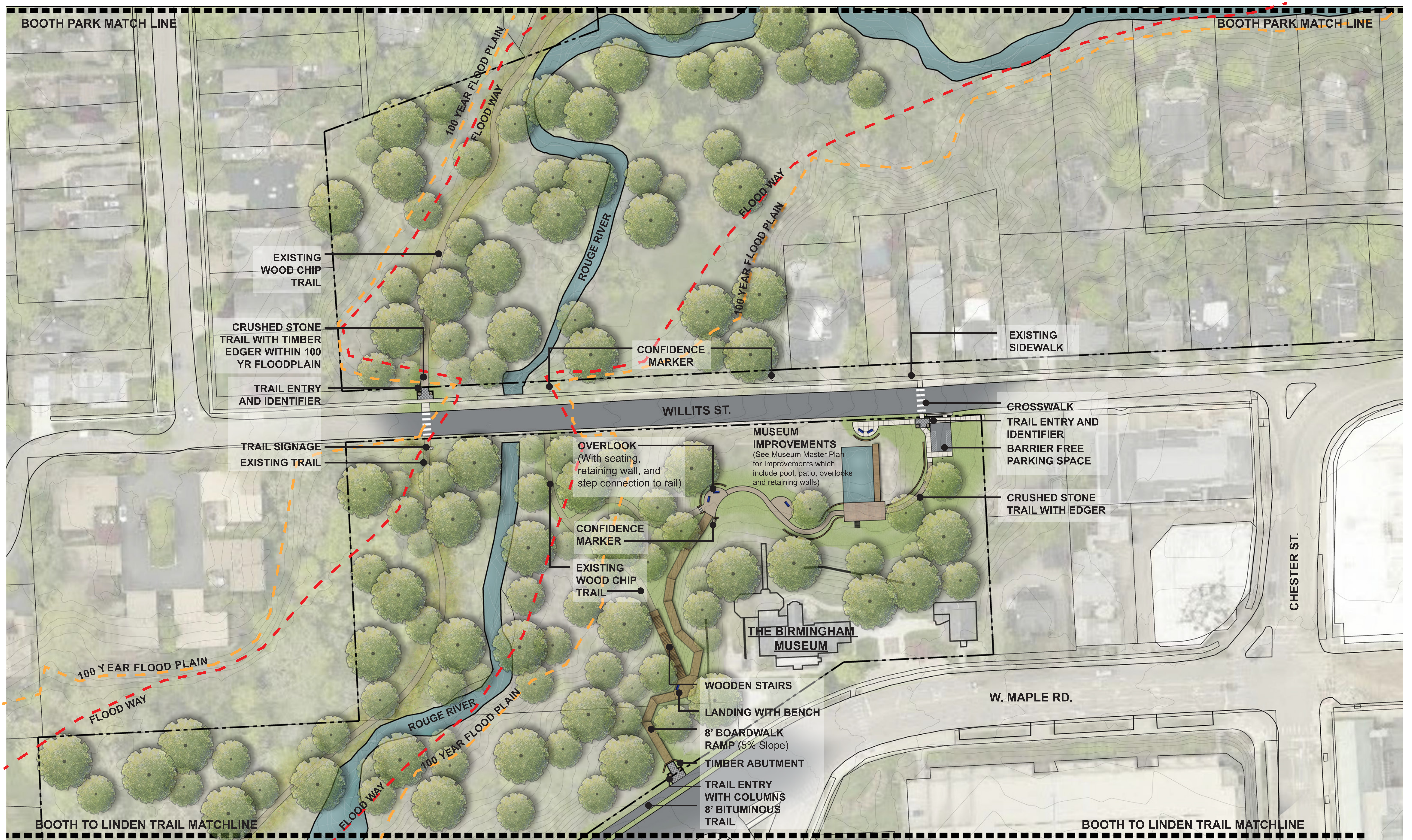




**BOOTH PARK
TRAIL IMPROVEMENT CONCEPT PLAN
BIRMINGHAM, MICHIGAN**



BOOTH PARK - WITH UTILITIES
TRAIL IMPROVEMENT CONCEPT PLAN
BIRMINGHAM, MICHIGAN



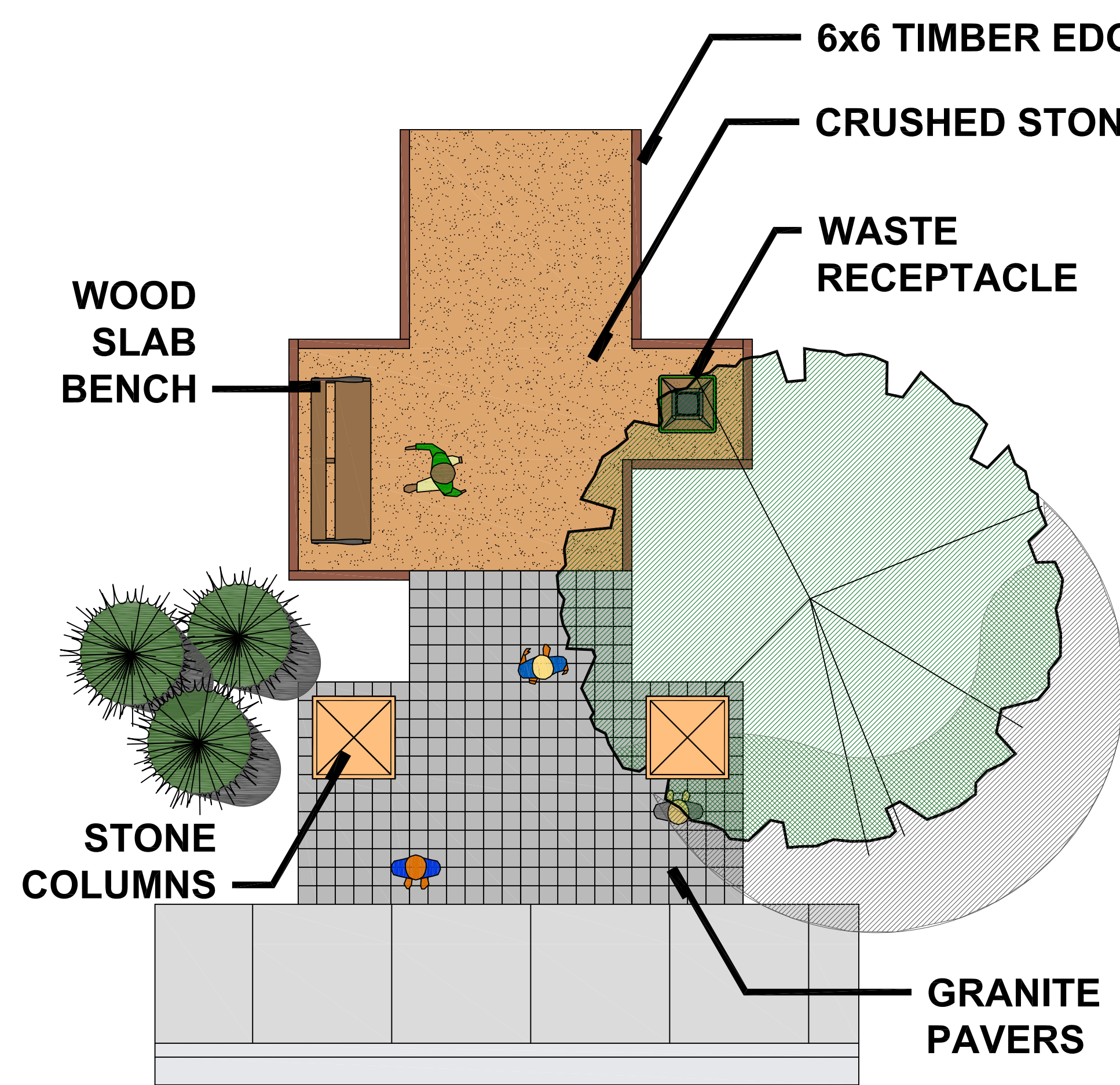
MUSEUM TRAIL TRAIL IMPROVEMENT CONCEPT PLAN BIRMINGHAM, MICHIGAN

0' 30' 60' 120'

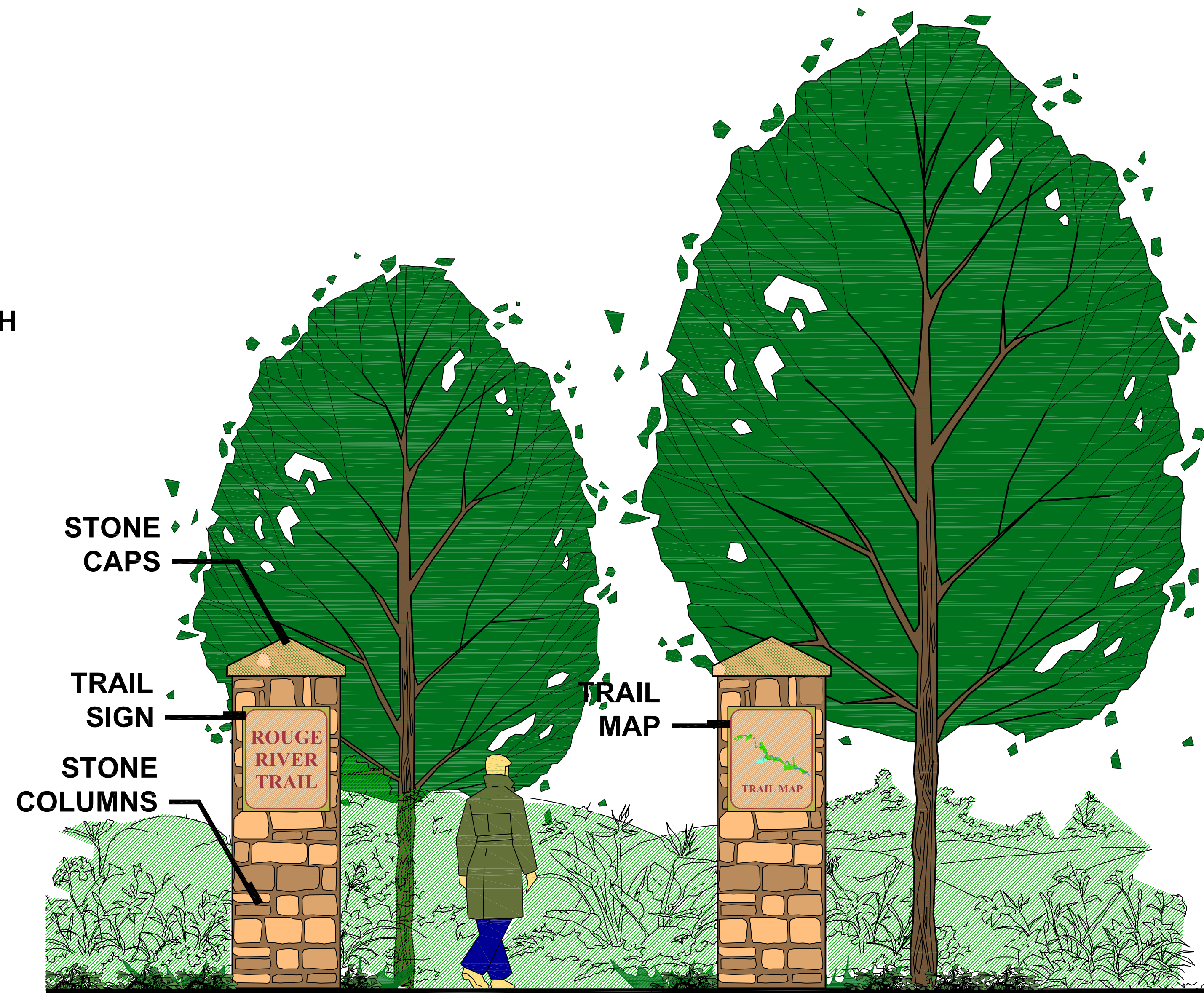
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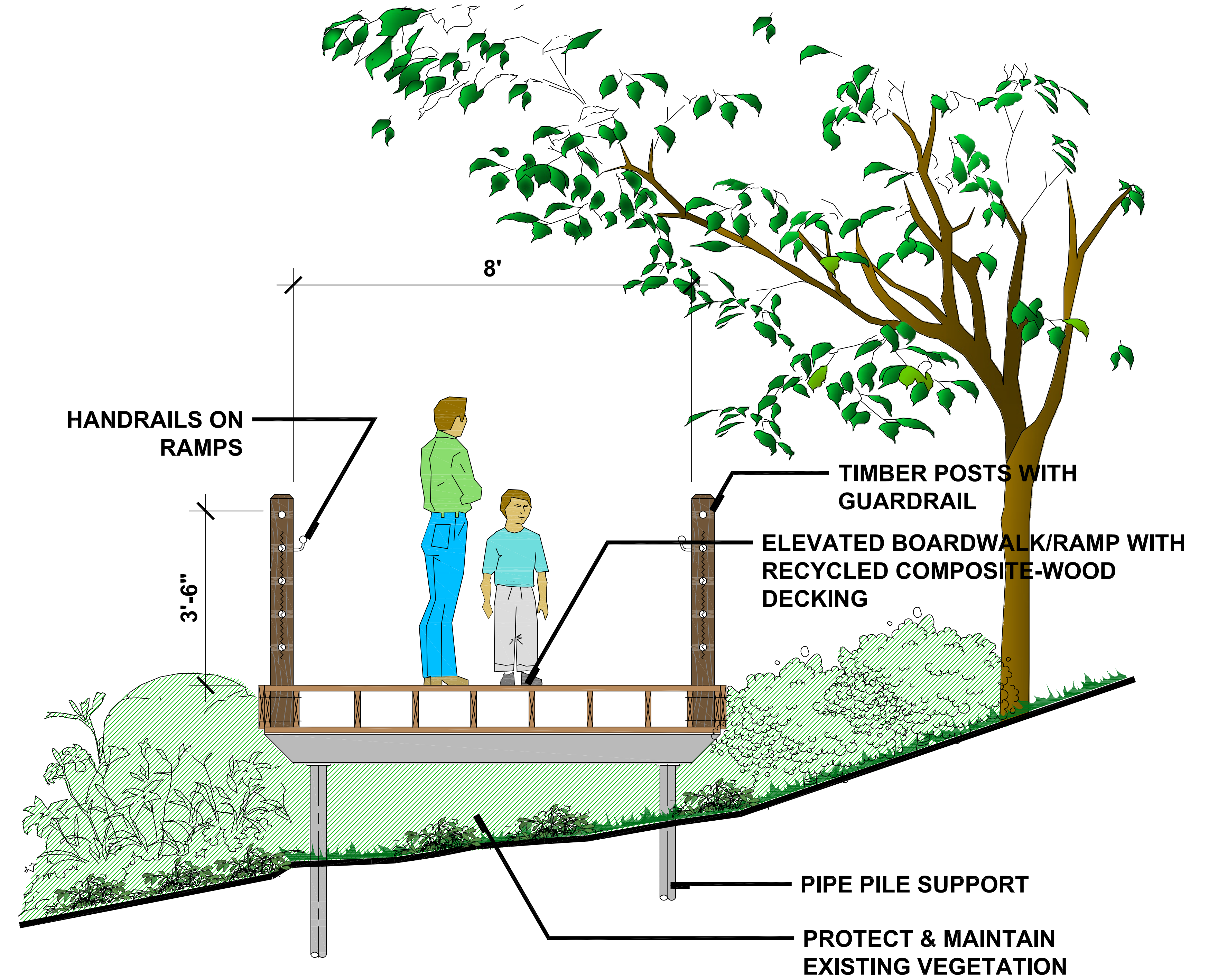
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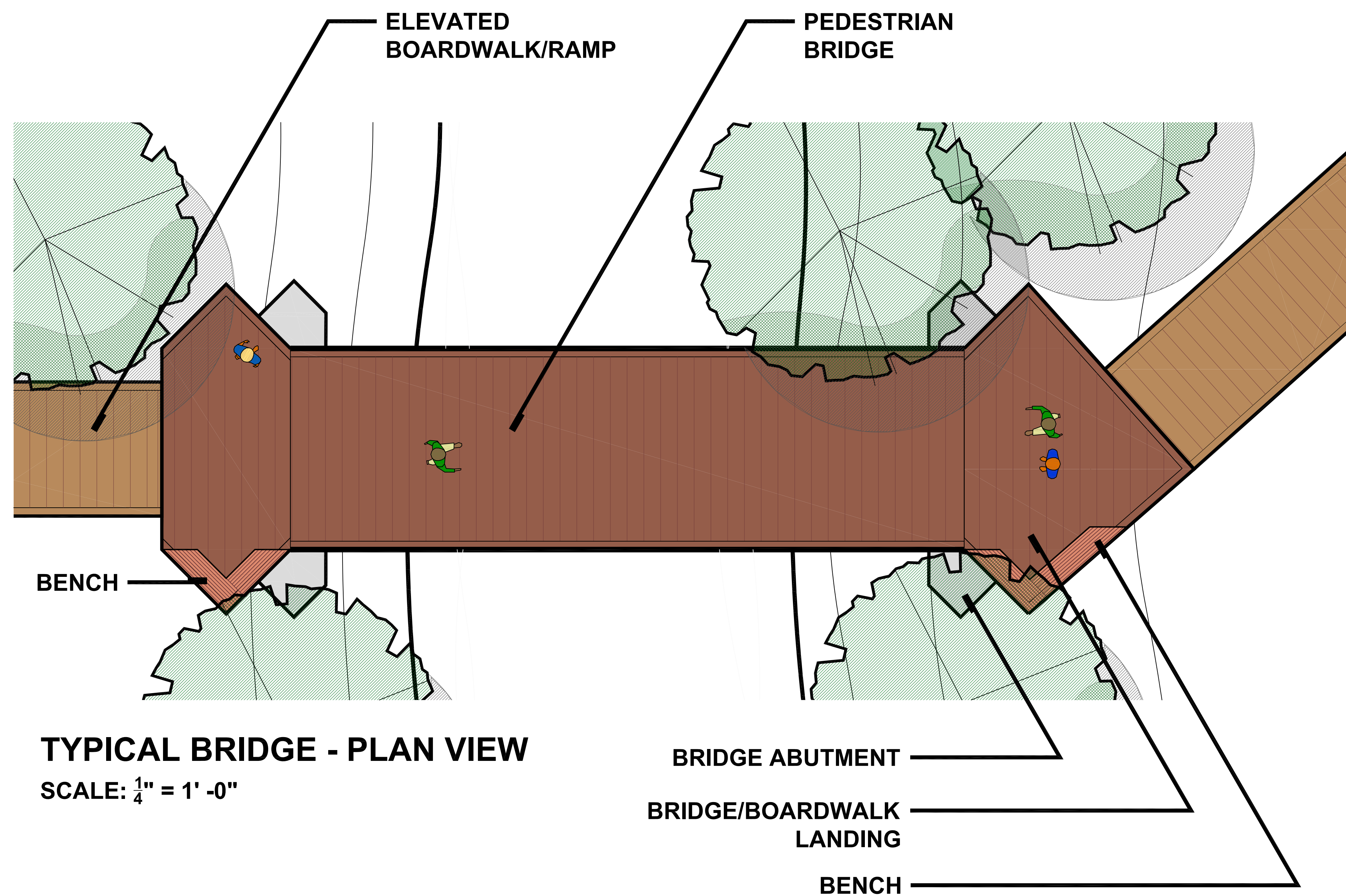
TRAIL ENTRY AND IDENTIFIER - PLAN VIEW
SCALE: $\frac{1}{4}" = 1' - 0"$



TRAIL ENTRY AND IDENTIFIER - SECTION VIEW
SCALE: $\frac{1}{2}" = 1' - 0"$

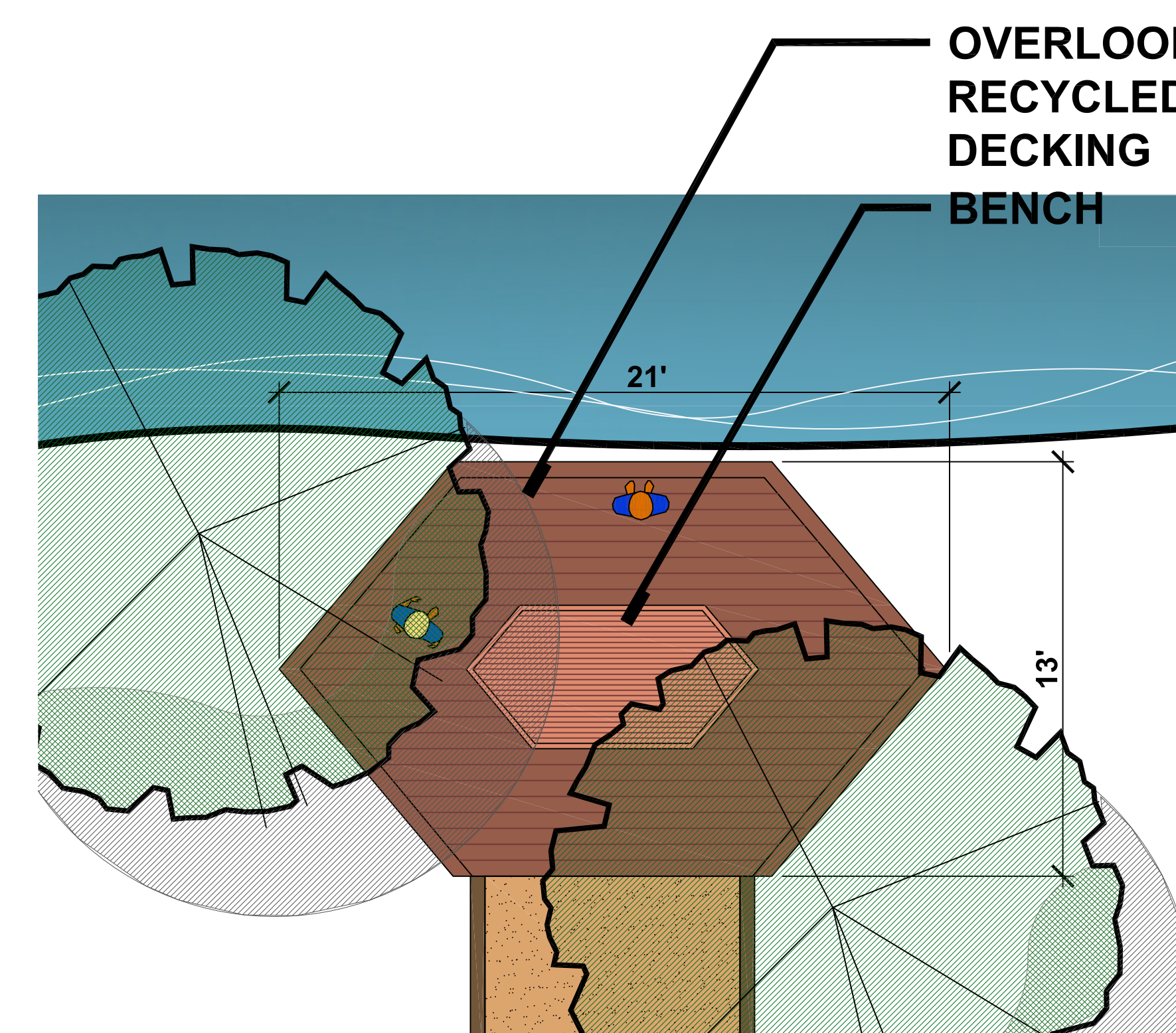


ELEVATED BOARDWALKS AND RAMPS - SECTION VIEW
SCALE: $\frac{3}{4}" = 1' - 0"$

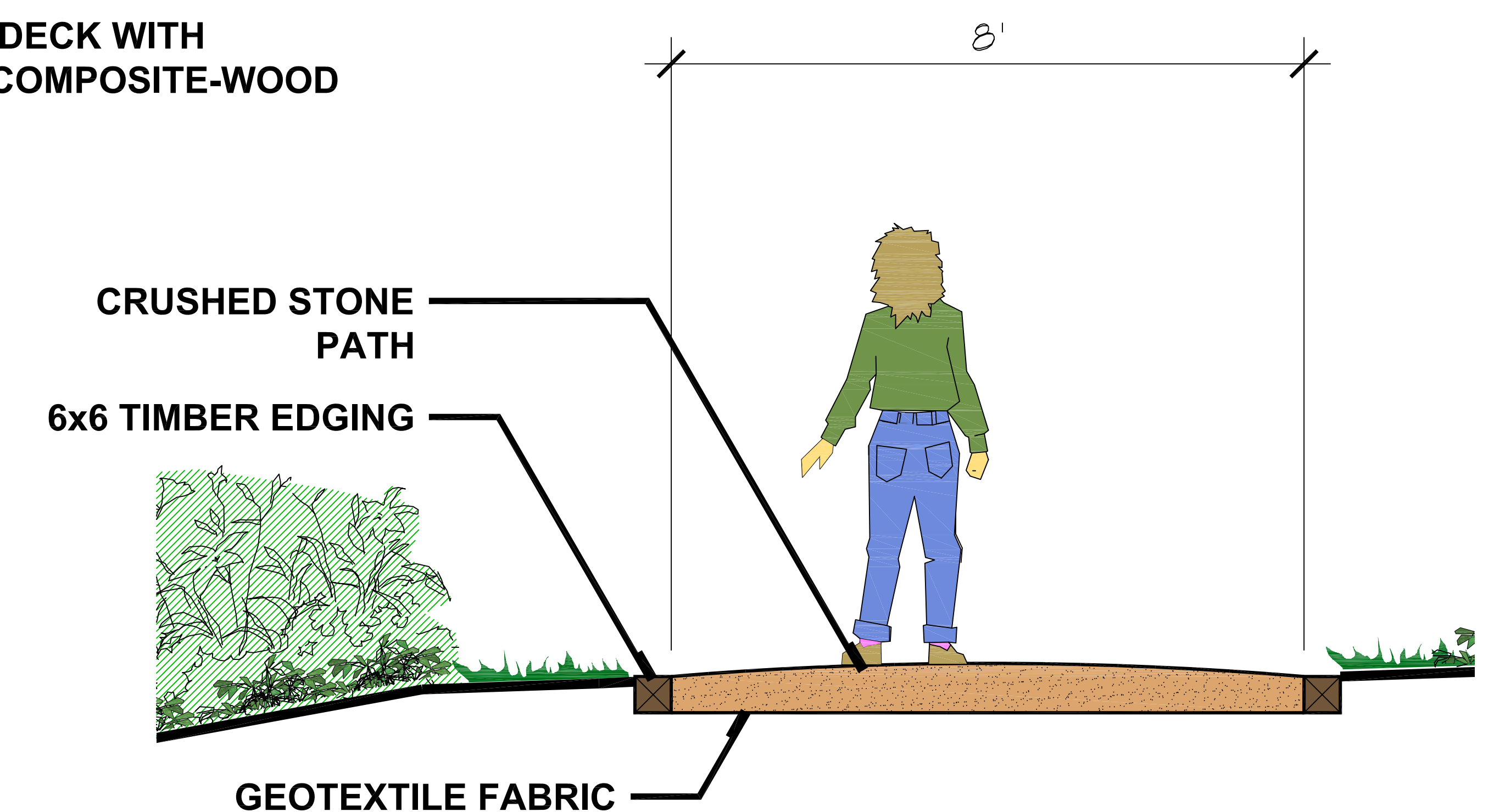


TYPICAL BRIDGE - PLAN VIEW
SCALE: $\frac{1}{4}" = 1' - 0"$

BRIDGE ABUTMENT
BRIDGE/BOARDWALK
LANDING
BENCH



OVERLOOK DECK - PLAN VIEW
SCALE: $\frac{1}{4}" = 1' - 0"$



CRUSHED STONE PATH - SECTION VIEW
SCALE: $\frac{3}{4}" = 1' - 0"$

DESIGN DETAILS

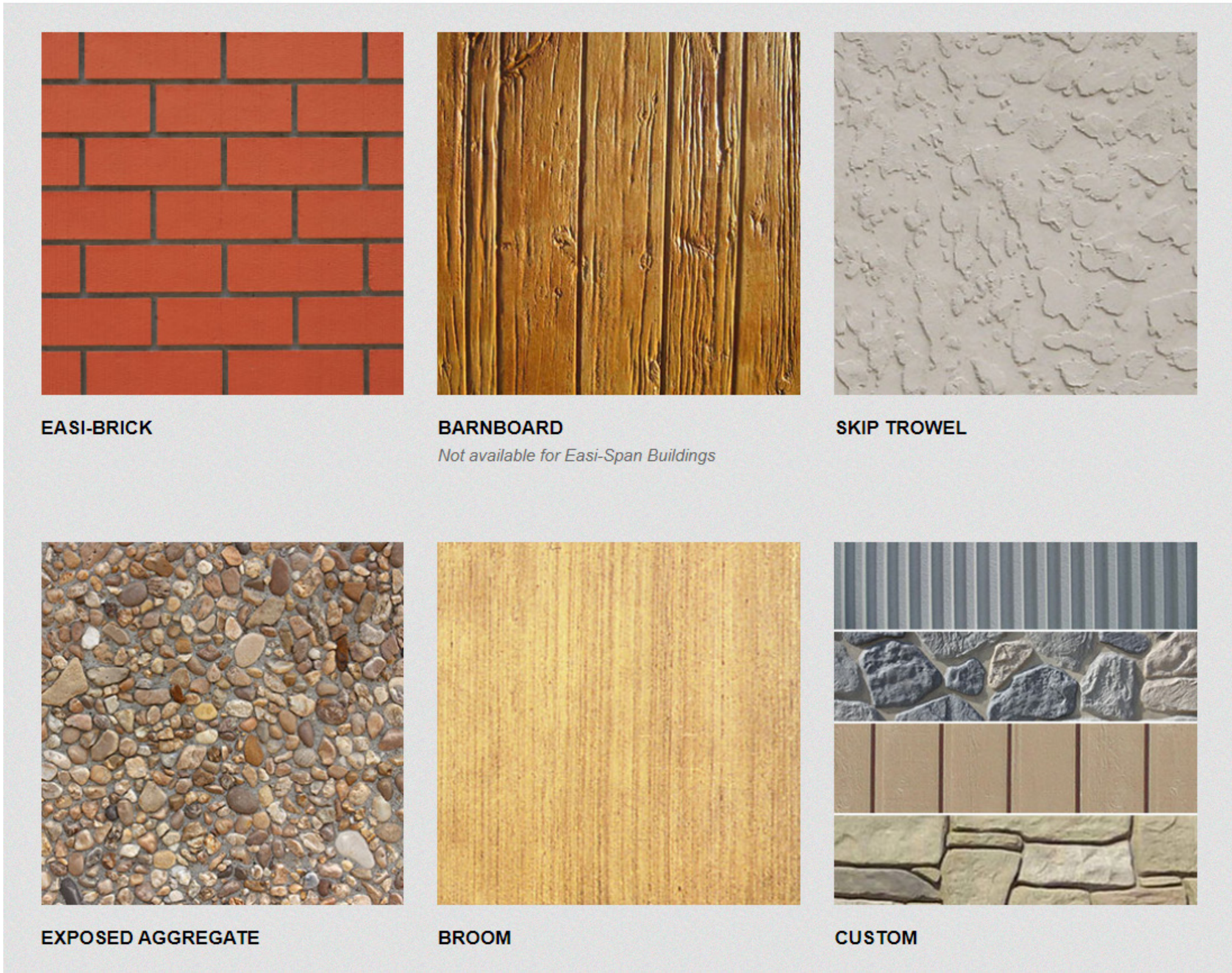
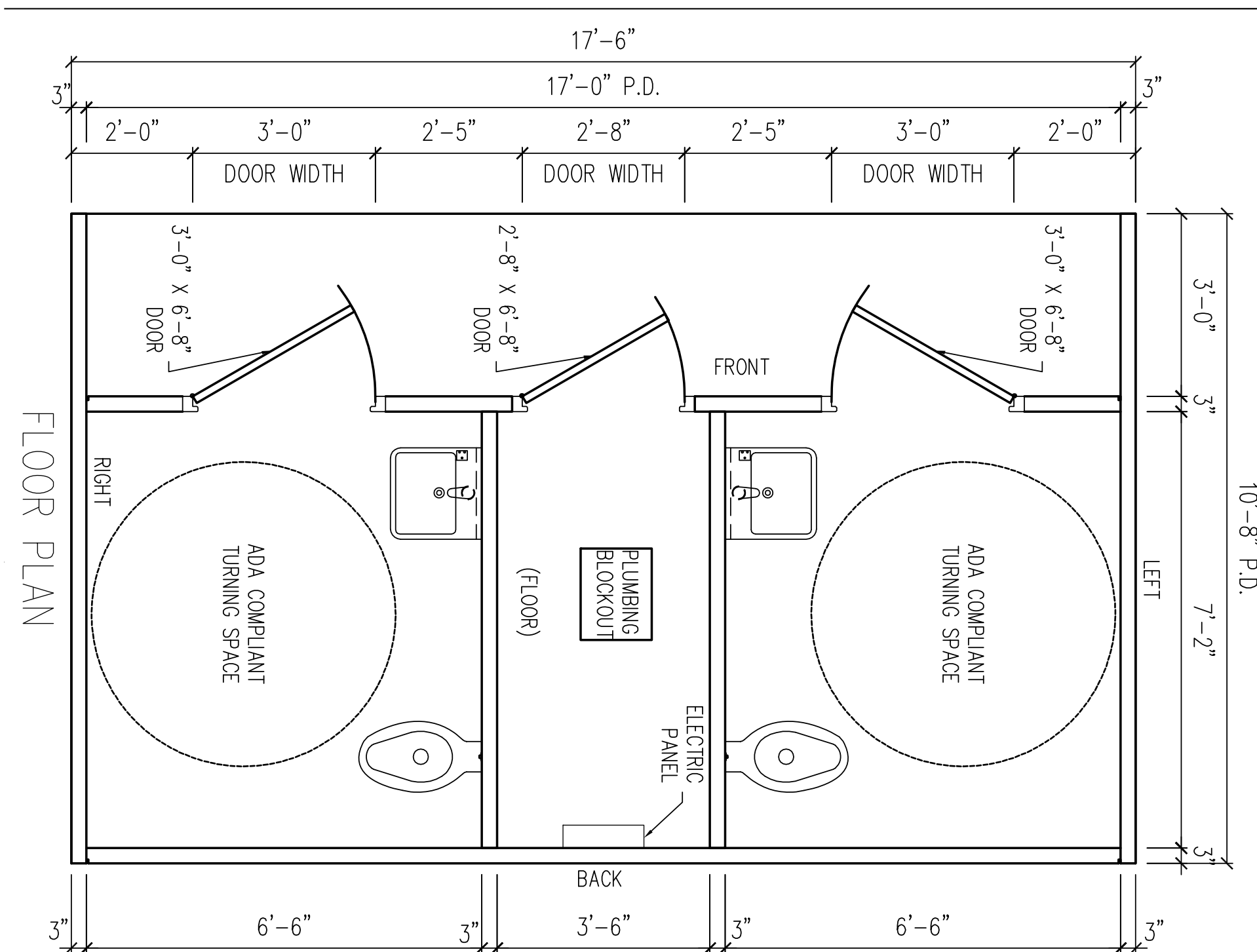
TRAIL IMPROVEMENT CONCEPT PLAN

BIRMINGHAM, MICHIGAN

DATE
10.19.2022
PROJECT NO.
2149

RESTROOM BUILDING

PRE-FABRICATED

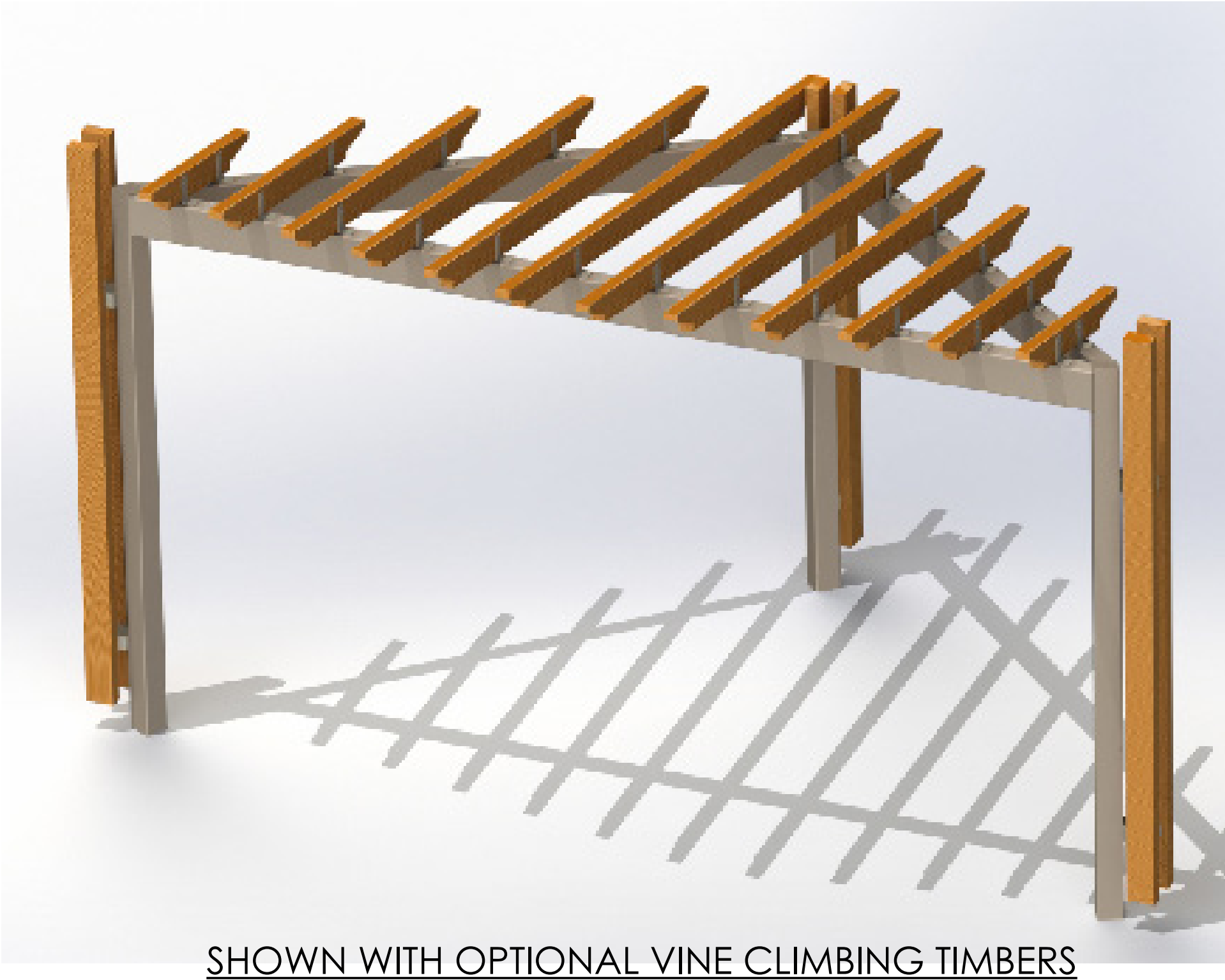


DESIGN VOCABULARY

TRAIL IMPROVEMENT CONCEPT PLAN

BIRMINGHAM, MICHIGAN

SHADE SHELTER OPTIONS



SHOWN ABOVE WITH OPTIONAL VINE CLIMBING TIMBERS AND BENCHES



BOOTH PARK ENTRANCE PLAZA





Parks and Recreation Board Meeting

October 11, 2022

Trail Improvements

Trail Improvements

- 1st review of the Plan
- Gathering feedback and comment tonight
- Public Input session November 1, 2022- Parks and Recreation Board Meeting

Overall Site Map



OVERAL SITE MAP
TRAIL IMPROVEMENT MASTER PLAN
BIRMINGHAM, MICHIGAN

NOT TO SCALE



NORTH

DATE
09/24/2022
PROJECT NO.
2149



Trail Improvements

- 3 sections to review
- Restroom Facility at Booth Park
- Trail Entry Identifiers - 5
- Confidence Markers/Identifiers/Wayfinding
- Accessible Connections and Overlook Areas
- New Pedestrian Bridge

Booth Park



BOOTH PARK TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

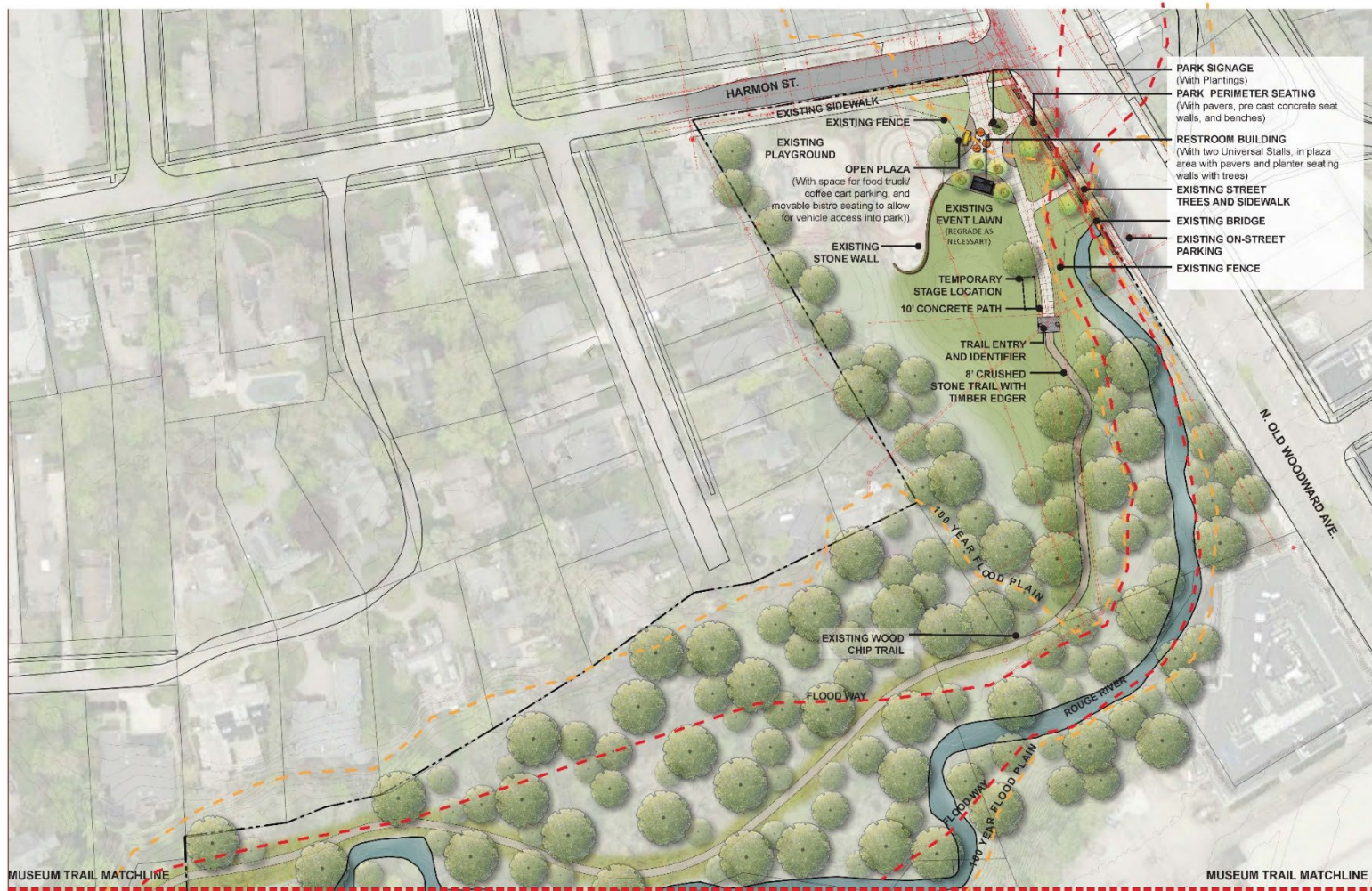
0' 30' 60' 120'
SCALE: 1"=30'



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Booth Park Utilities



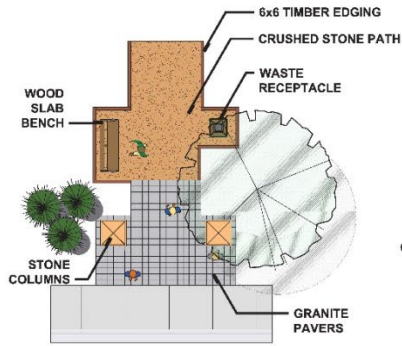
BOOTH PARK - WITH UTILITIES TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

0' 30' 60' 120'
SCALE: 1"=30'



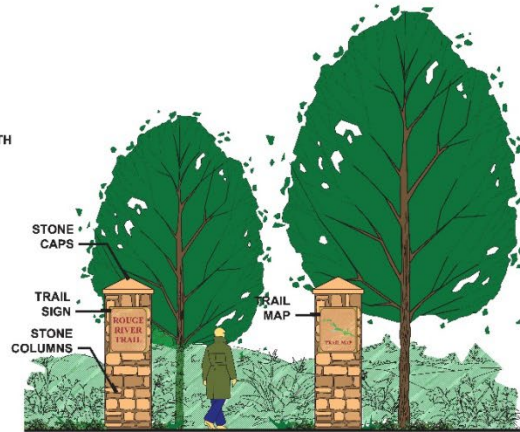
DATE
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PROJECT NO.
2145





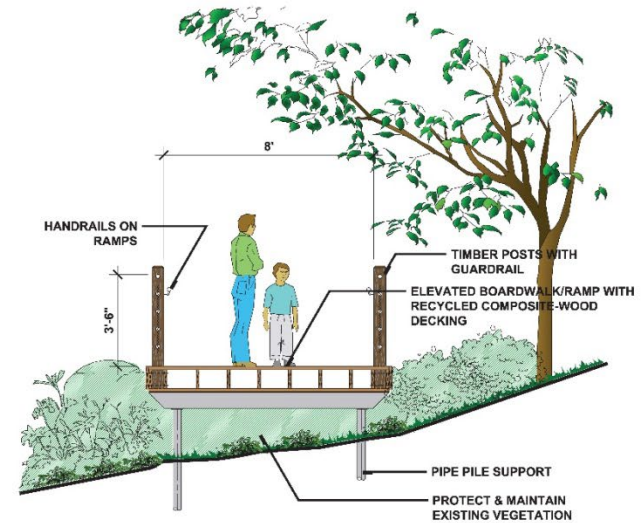
TRAIL ENTRY AND IDENTIFIER - PLAN VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$



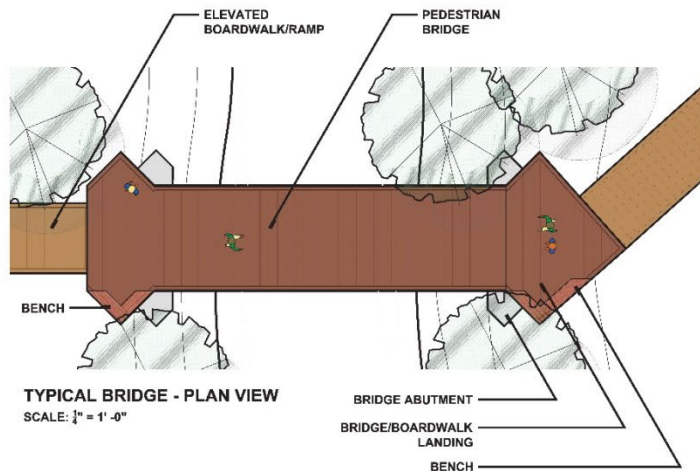
TRAIL ENTRY AND IDENTIFIER - SECTION VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$



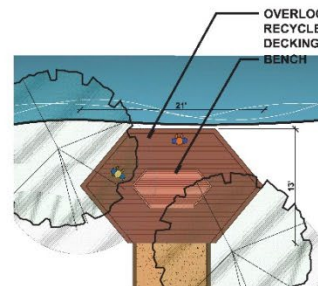
ELEVATED BOARDWALKS AND RAMPS - SECTION VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$



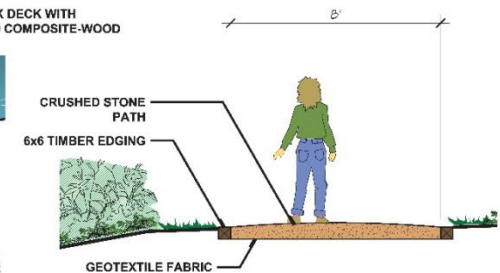
TYPICAL BRIDGE - PLAN VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$



OVERLOOK DECK - PLAN VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$



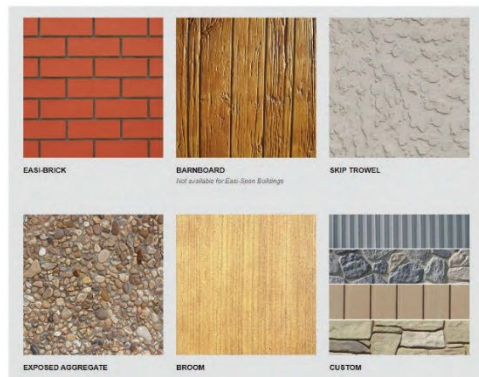
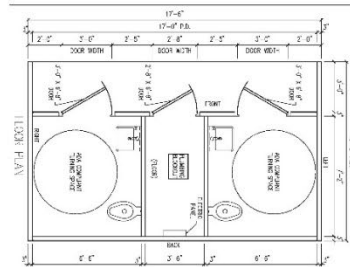
CRUSHED STONE PATH - SECTION VIEW

SCALE: $\frac{1}{4}" = 1' - 0"$

DESIGN DETAILS TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

DATE
09/24/2022
PROJECT NO.
2149

RESTROOM BUILDING



DESIGN VOCABULARY TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

SHADE SHELTER OPTIONS



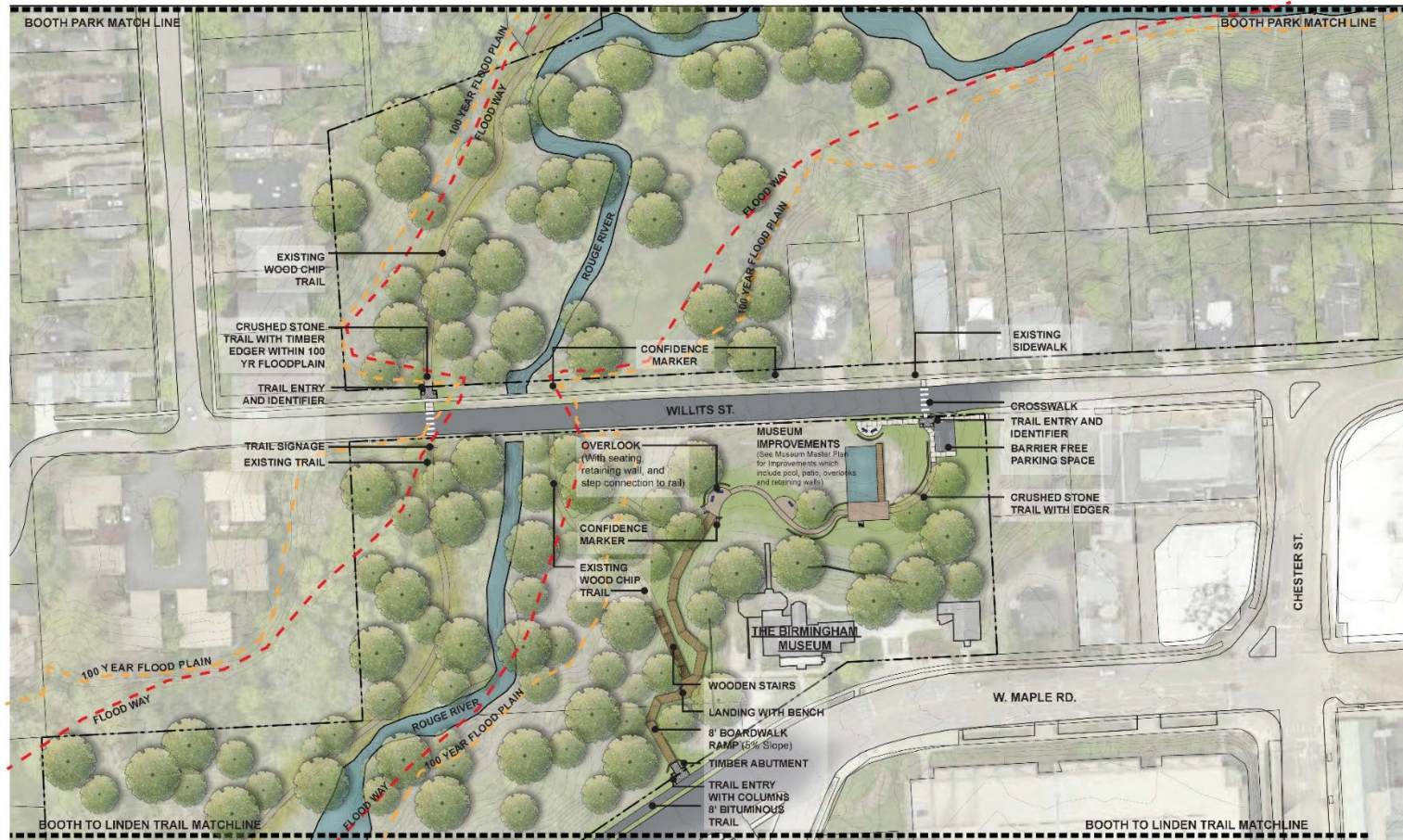
BOOTH PARK ENTRANCE PLAZA



Booth Park



Museum Trail



MUSEUM TRAIL TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

0' 30' 60' 120'
SCALE: 1"=30'



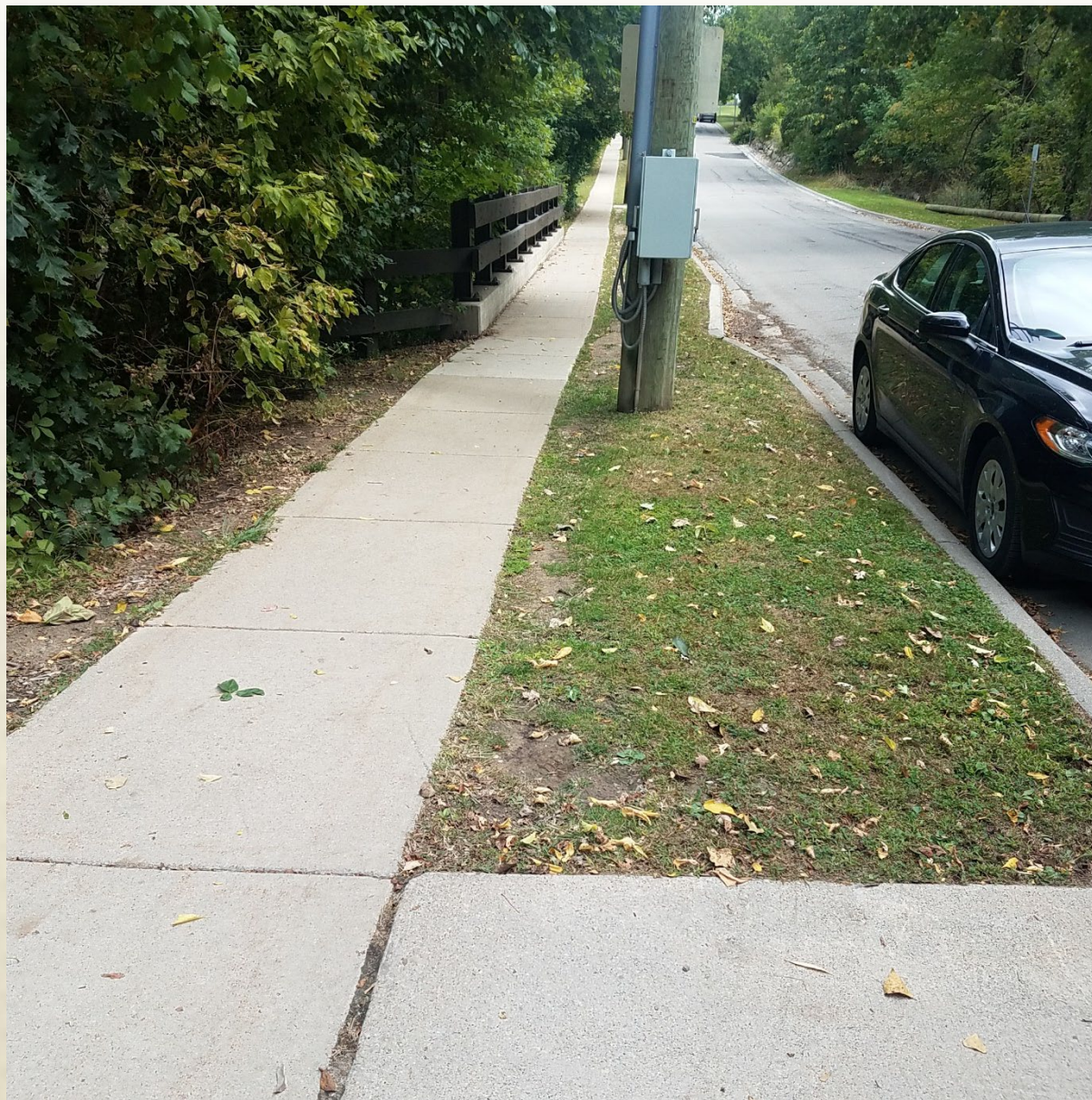
DATE
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Wilits- North side, heading to Booth



Wilits- North side, heading to Museum



*Wilits- taken from the North side, looking to
the south side, heading to Museum*



Museum

PLANT LIST - WOODLAND RESTORATION

KEY QTY.	BOTANICAL NAME	COMMON NAME	SIZE / HT.
Canopy Trees			
ASR	Acer saccharum	Sugar Maple	2" - 2-1/2" cal. B&B
CO	Carya occidentalis	Northern Redberry	2" - 2-1/2" cal. B&B
LT	Liriodendron tulipifera	Tulip Tree	2" - 2-1/2" cal. B&B
Subcanopy Trees			
AA	Amenchier arborea	Downy Serviceberry	2" cal. B&B
CA	Cornus alternifolia	Flowering Dogwood	1" cal. B&B
CC	Cornus canadensis	Muscadine	2" cal. B&B
CV	Corylus virginiana	American Hickory	2" cal. B&B
Shrub Layer			
HY	Hamelis virginiana	Witch-hazel	3/4" N. B&B
LB	Lonicera japonica	Spicebush	3/4" N. 5 gal. pot
VO	Viburnum dentatum	American Viburnum	3/4" N. 5 gal. pot
VL	Viburnum lentago	Hairybark Viburnum	3/4" N. 5 gal. pot

KEY QTY.	BOTANICAL NAME	COMMON NAME	SIZE / HT.	FLOWER COLOR	FLOWERING TIME
Ground Layer					
AL	Alisma canadense	Wild Ginger	6" - 12"	Dark red to brown	Late Spring
AR	Artemisia vulgaris	Jack-in-the-Pulpit	12" - 30"	White	Spring
CA	Carex acutata	Spring Beauty	6" - 12"	White	Spring
GM	Geranium maculatum	Wild Geranium	12" - 18"	Light purple to pink	Late Spring
HA	Hieracium americanum	Riverbank Yellow	4" - 10"	Pink, white, blue	Spring
MA	Maianthemum canadense	Mayapple	12" - 24"	White	Late Spring
PR	Prunella virginiana	Black Chokeberry	12" - 30"	White	Spring
SCA	Sanguinaria canadensis	Snake Root	6" - 12"	White	Spring
SM	Silene maritima	Rock Rose	12" - 40"	White	Spring/Summer
SS	Solidago nemoralis	Foxglove	12" - 30"	White	Late Spring
TG	Tofieldia californica	Shooting Star	10" - 18"	White	Spring
FERN					
AD	Adiantum pedatum	Maidenhair Fern	12" - 24"		
PAC	Polystichum acrostichoides	Christmas Fern	12" - 24"		

PLANT LIST - WATER GARDEN

KEY QTY.	BOTANICAL NAME	COMMON NAME	SIZE / HT.
Shrub Layer			
AD	Andromeda glaucophylla	Big Rosemary	24" H., 3 gal. pot
CA	Chamaecyparis canadensis	Leatherleaf	24" H., 3 gal. pot
GM	Geranium maculatum	Creeping Geranium	24" H., 3 gal. pot
HA	Hieracium americanum	Big Yellow	24" H., 3 gal. pot
LG	Lysichiton ciliatum	Labrador Tea	24" H., 3 gal. pot
LL	Lilium lancasterianum	Queen's Choice	24" H., 3 gal. pot
VC	Vaccinium macrocarpon	Lowbush Blueberry	24" H., 3 gal. pot
Ground Layer			
DT	Dryopteris filix-mas	Woods Fern	8" - 12"
DS	Dryopteris argentea	Woods Fern	8" - 12"
PO	Polygonum spirale	Spider Plant	8" - 12"
SC	Saxifraga hypnoides	Woods Plant	8" - 12"

* Quantity to be determined in the field.

COST ESTIMATE

AREA	QTY.	COST	TOTAL
HERITAGE ZONE:			
* Tree Removal:	4	\$500	\$4,000.00
* New Plant Material:			
Deciduous Trees	3	\$650	\$1,950.00
Dwarfed Yew	30	\$120	\$3,600.00
Winter Green Boxwood	25	\$120	\$3,000.00
* Garden Bed Preparation:			
* Wood Fencing:	80 L.F.	\$30 L.F.	\$2,400.00
* Metal Edging:	48 L.F.	\$10 L.F.	\$480.00
* Stone Mulch:	3 c.y.	\$75 c.y.	\$225.00
Subtotal:			\$21,650.00

TRANSITION ZONE:			
* Tree Removal:	3	\$500 ea.	\$1,500.00
* Stone Walls:	520 L.F.	\$120 L.F.	\$62,400.00
* Stone Steps:	340 s.f.	\$60 s.f.	\$20,400.00
* Exposed Aggregate Concrete:	400 s.f.	\$18 s.f.	\$7,200.00
* New Plant Material:			
Deciduous Trees	5	\$650	\$3,250.00
Subtotal:			\$101,550.00

POND ZONE:			
* Tree Removal:	12	\$500	\$6,000.00
* Shrub Removal:			
Pond Dredging:	\$85,000 / ac. @ 12 ac.		\$10,200.00
Boulder Retaining Walls:	1,120 L.F.	\$35 L.F.	\$39,200.00
* Stone Walls:	260 L.F.	\$120 L.F.	\$31,200.00
* Crushed Limestone Path:	1,220 s.f.	\$6 s.f.	\$7,320.00
* Boardwalk:	360 s.f.	\$65 s.f.	\$23,400.00
* Wood & Cable Rail Fencing:	96 L.F.	\$25 L.F.	\$2,400.00
Concrete Boardwalk & Pad:	1,040 s.f.	\$8 s.f.	\$8,320.00
* Benches:	2	\$350	\$700.00
* Stone Patio:	670 s.f.	\$22 s.f.	\$14,740.00
* New Plant Material:			
Subtotal:			\$172,480.00

WOODLAND / RIVERINE ZONE:			
* Tree Removal:	15	\$500	\$7,500.00
* Boulder Retaining Walls:	2,480 L.F.	\$35 L.F.	\$86,800.00
* Large Boulders:	6	\$1,500	\$9,000.00
* Stone Wall:	320 L.F.	\$120 L.F.	\$38,400.00
* Stone Steps:	744 s.f.	\$60 s.f.	\$44,640.00
* Crushed Limestone Path:	1,050 s.f.	\$6 s.f.	\$6,300.00
* Crushed Limestone Pad:	250 s.f.	\$6 s.f.	\$1,500.00
* Wood & Metal Handrail:	190 L.F.	\$25 L.F.	\$4,750.00
* River Overlook:			\$14,000.00
* New Plant Material:			
* Benches:	2	\$350	\$700.00
* Invasive Species Eradication:			\$12,000.00
Subtotal:			\$232,350.00

Total:			\$528,035.00
Pond Restoration:			\$180,000.00

date: October 5, 2017
 revised:
 11-02-2017 Adjust for pond
 survey.
 01-04-2018 Refine plan.
 01-05-2018 Minor adjustments.

LANDSCAPE PLAN FOR:
 City of Birmingham
 151 Martin Street
 Post Office Box 3001
 Birmingham, Michigan
 48012-3001
 (248) 530-1808

PROJECT LOCATION:
 Birmingham Museum
 John West Hunter Park
 556 West Maple Road
 Birmingham, Michigan
 48009
 Ms. Leslie Pielack, Director
 (248) 530-1928

LANDSCAPE PLAN BY:
 Nagy Devlin Land Design
 31736 West Chicago Ave.
 Livonia, Michigan 48150
 (734) 634-9208



CLP - 1:
 CONCEPTUAL
 LANDSCAPE
 MASTER PLAN

* Base data provided by
 Client from Atwell Hicks & HRC.



LANDSCAPE DEVELOPMENT PLAN

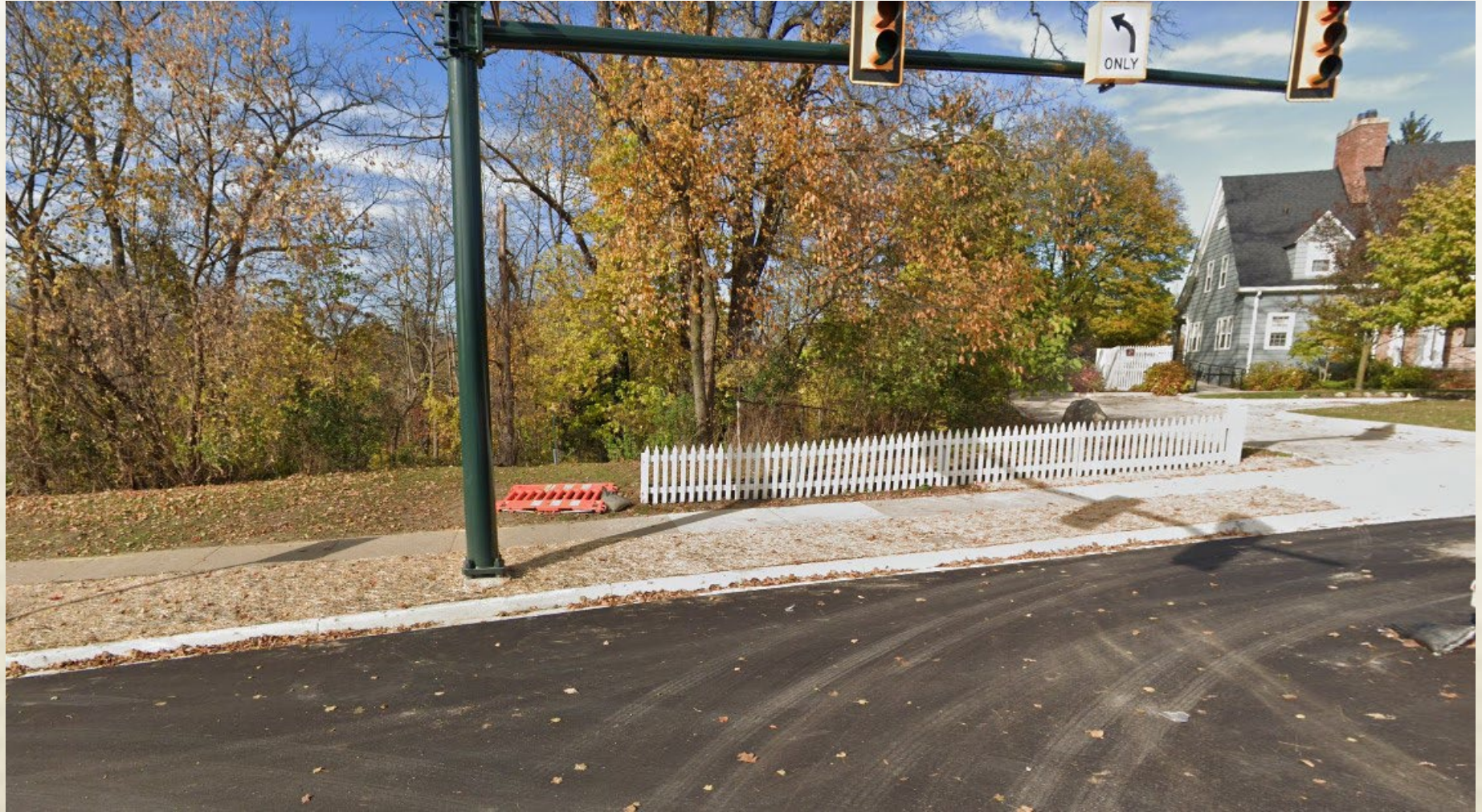
scale: 1" = 20'



811
 dig before you dig
 Call before you dig



Museum



*Museum,
West edge*



Museum, west edge, wooden steps between Maple and Willits



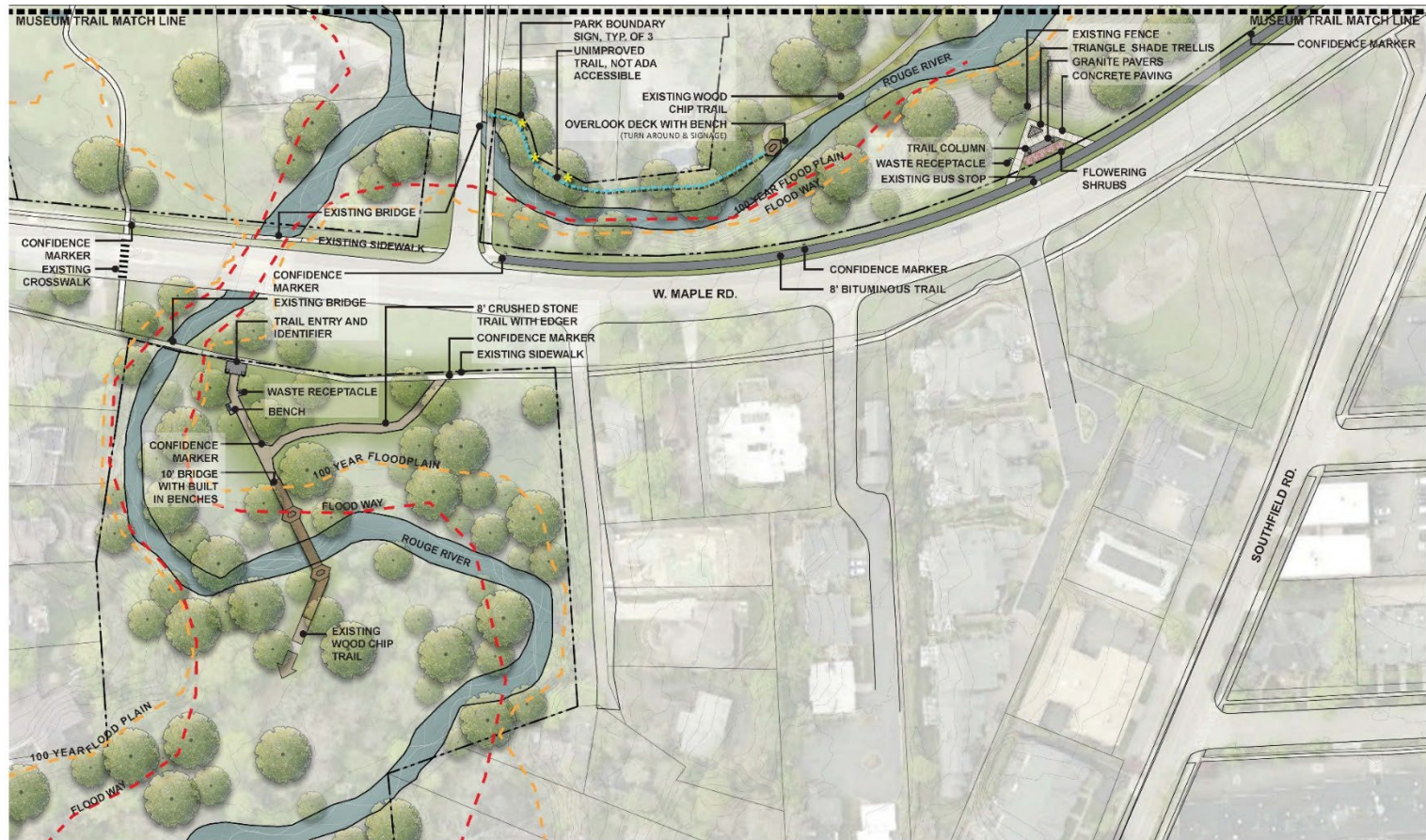
Museum



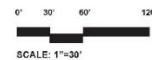
Museum



Linden Trail



LINDEN TRAIL TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN



DATE
08.24.2022
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2148



West Maple (Linden section of concept plan)



West Maple (Linden section of concept plan)



Example of bituminous trail

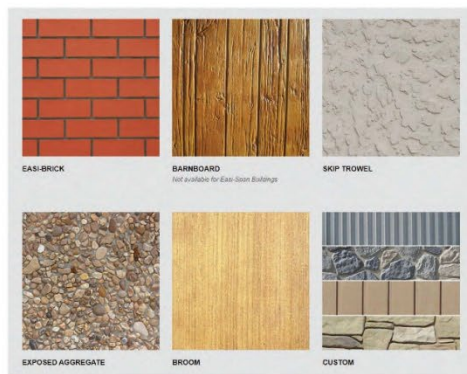
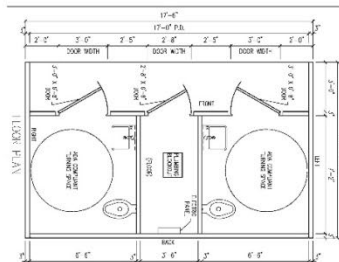


Location of proposed plaza on W. Maple



RESTROOM BUILDING

PRE-FABRICATED



DESIGN VOCABULARY

TRAIL IMPROVEMENT MASTER PLAN

BIRMINGHAM, MICHIGAN

SHADE SHELTER OPTIONS

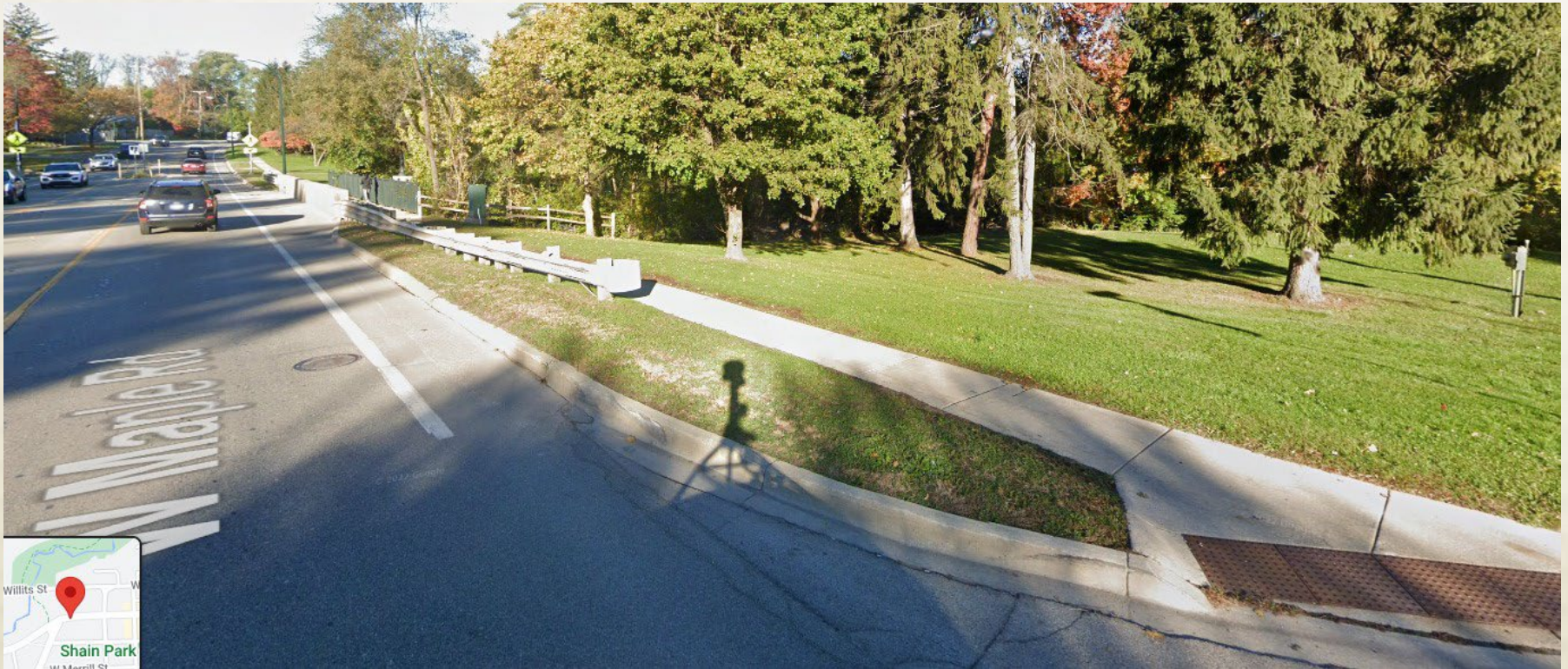


BOOTH PARK ENTRANCE PLAZA



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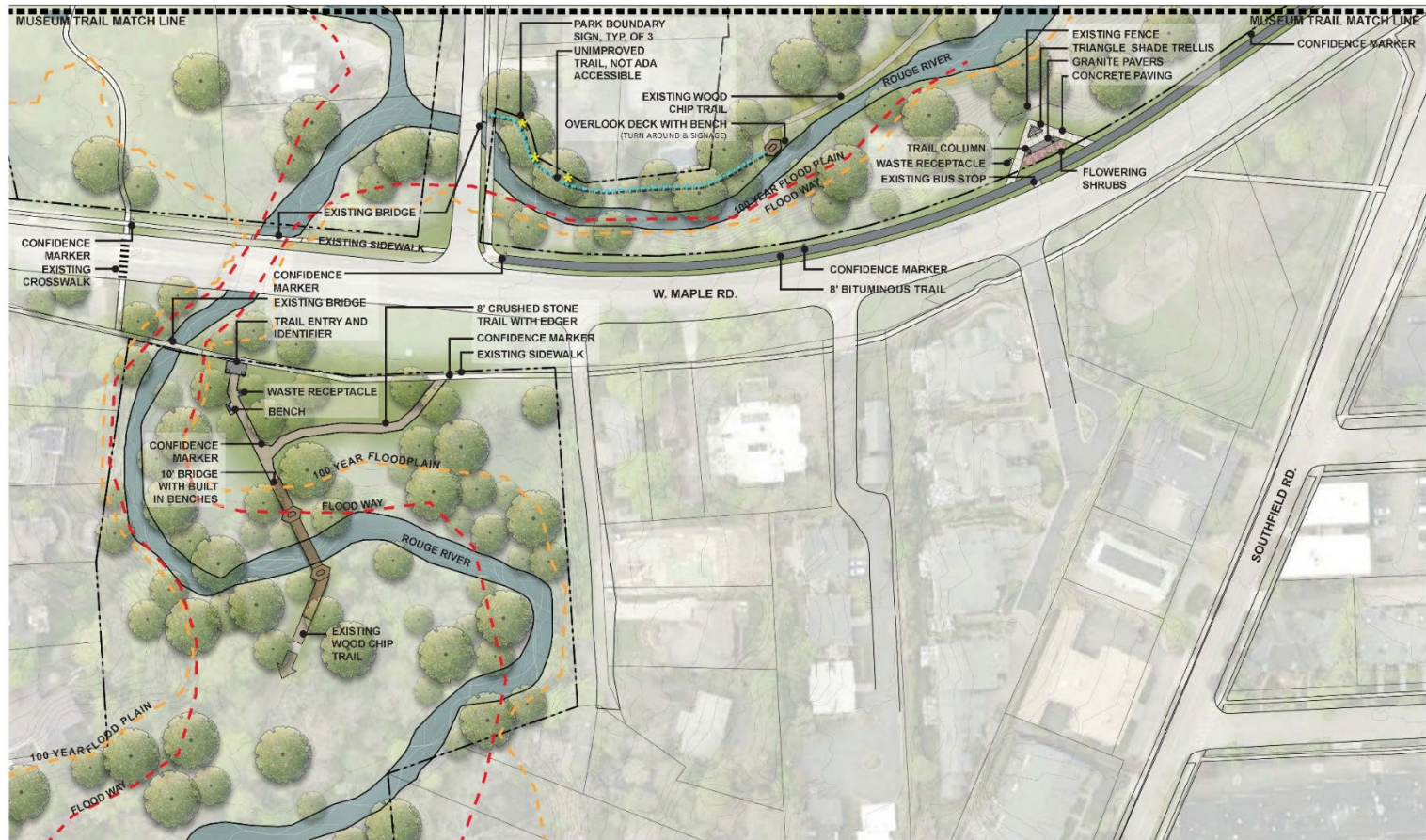
Linden



Linden



Linden Trail



LINDEN TRAIL TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

0' 30' 60' 120'
SCALE: 1"=30'



DATE
08.24.2022
PROJECT NO.
2140



Linden-section between Willits and Baldwin

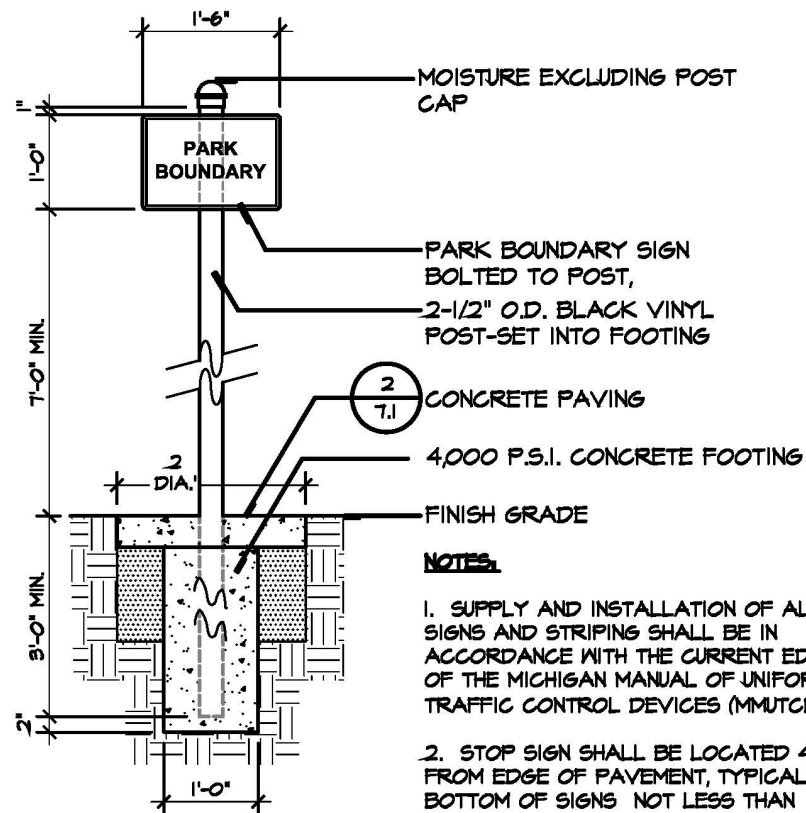


Linden-section between Willits and Baldwin



Baldwin





NOTES

1. SUPPLY AND INSTALLATION OF ALL SIGNS AND STRIPING SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).

2. STOP SIGN SHALL BE LOCATED 4' FROM EDGE OF PAVEMENT, TYPICAL WITH BOTTOM OF SIGNS NOT LESS THAN 7' ABOVE FINISHED GRADE.

2
7.2

Park Boundary Sign

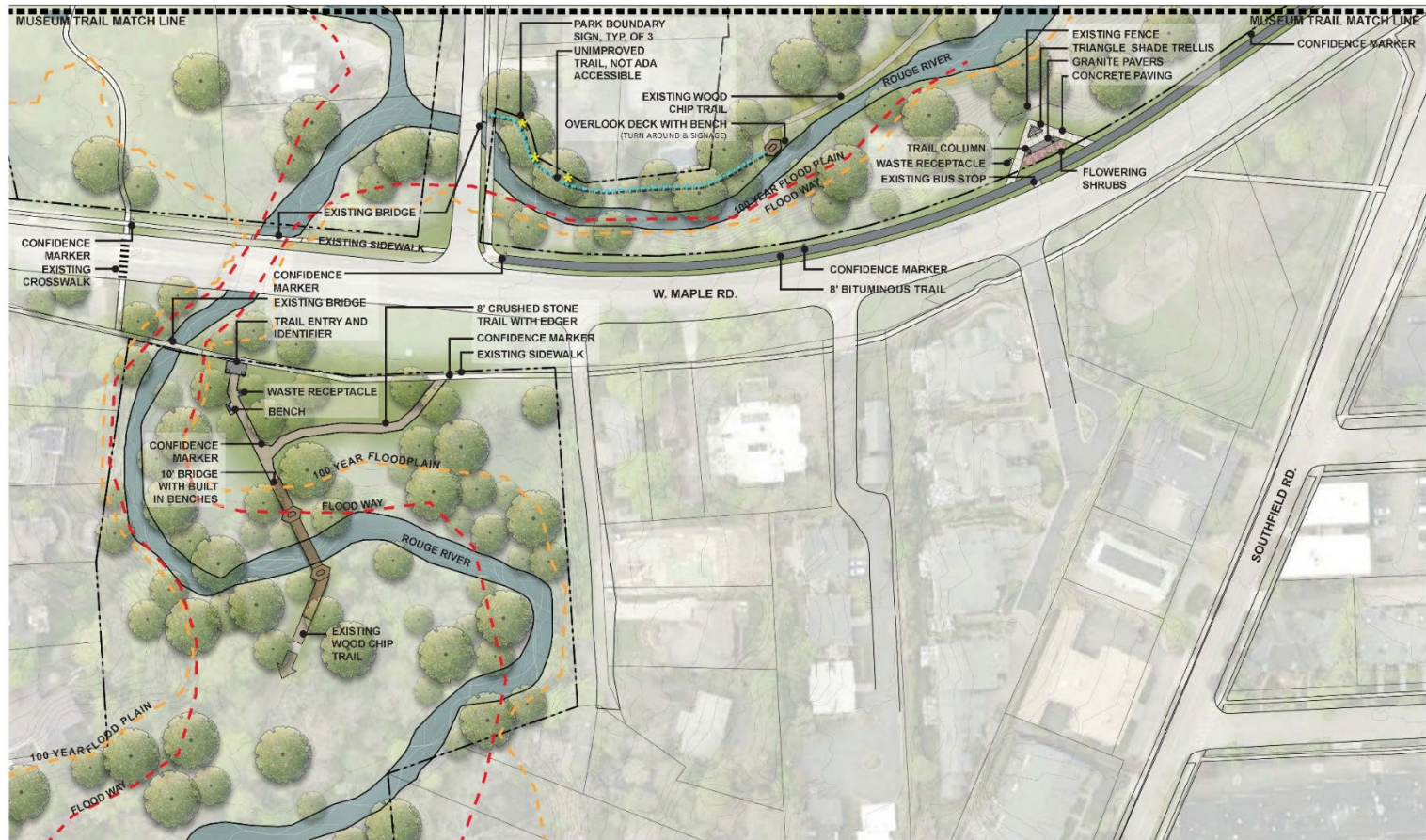
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PRODUCT DATA REQUIRED

Linden



Linden Trail



LINDEN TRAIL TRAIL IMPROVEMENT MASTER PLAN BIRMINGHAM, MICHIGAN

0' 30' 60' 120'
SCALE: 1"=30'



DATE
08.24.2022
PROJECT NO.
2140



Linden



Linden



Linden



Quarton Lake



Linden



Linden



Linden



Next Steps

- Post to Engage- survey
- Circulate for city department review
- Review with other applicable boards
- November 1, 2022 Parks and Recreation Board Meeting- Public Input Session
- City Commission
- Grant Application(s)

LET'S PLAY

BIRMINGHAM,
MICHIGAN

Parks & Recreation

For updates visit Engage Birmingham:

<https://engage.bhamgov.org>



Leah Blizinski <lblizinski@bhamgov.org>

Fwd: It's Time for Change: Let's lay sidewalks on Fairway Drive

Ryan Kearney <RKearney@bhamgov.org>
 To: Leah Blizinski <lblizinski@bhamgov.org>

Wed, Nov 16, 2022 at 12:06 PM

Please create a PDF of the following email and add it to the next MMTB packet. Let me know if you have any questions.
 Thanks

----- Forwarded message -----

From: **Jana Ecker** <Jecker@bhamgov.org>

Date: Mon, Nov 14, 2022 at 5:42 PM

Subject: Fwd: It's Time for Change: Let's lay sidewalks on Fairway Drive

To: Alex Bingham <abingham@bhamgov.org>, Brooks Cowan <bcowan@bhamgov.org>, Nicholas Dupuis <ndupuis@bhamgov.org>, Kearney, Ryan <RKearney@bhamgov.org>, Grewe, Scott <Sgrewe@bhamgov.org>, Scott Zielinski <szielinski@bhamgov.org>, Melissa Coatta <mcoatta@bhamgov.org>

Cc: Tom Markus <tmarkus@bhamgov.org>

Please share the email and photos with the City Commission and the MMTB.

Thanks.

----- Forwarded message -----

From: **Jana Ecker** <Jecker@bhamgov.org>

Date: Mon, Nov 14, 2022 at 5:40 PM

Subject: Re: It's Time for Change: Let's lay sidewalks on Fairway Drive

To: Wendy DeWindt <WDeWindt@doner.com>

Cc: tmarkus@bhamgov.org <tmarkus@bhamgov.org>

We will certainly provide your email to both the Multi-Modal Transportation Board and to the City Commission.

Thank you for sharing your thoughts with us.

On Mon, Nov 14, 2022 at 5:11 PM Wendy DeWindt <WDeWindt@doner.com> wrote:

Hi Tom and Jana –

Would you be able to advise how I get the below letter distributed to the MMTB members, Scott and Brooks? Not seeing email addresses for them on the city site. Would also like the City Commissioners to also receive a copy.

Please lmk – thank you!

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To: Multi-Modal Board supporting the City of Birmingham

We are writing to express our support for sidewalks on Fairway Drive. We understand there is opposition from a strong vocal group so we would like it to be known there continue to be those in favor of them. This letter is also to acknowledge the challenging process that residents need to navigate when looking to initiate change within the City.

It goes without saying that sidewalks are simply safer. As recently as the past two weeks the kids on our street have had to walk to school/bus stops in the dark with dense fog with limited visibility. It was a Thursday, trash day, which adds another layer of complexity as there are trash cans up and down the street and garbage trucks weaving in and out. With leaves flanking either side of the street the kids find themselves walking down the middle of the street with low visibility to oncoming traffic nor oncoming traffic towards them. As they're approached by oncoming traffic they're forced into the growing leaf piles that regularly flank our street at this time of the year or are sent trapesing through neighboring lawns. Either of which has put them in an uncomfortable, position that is unsafe and or has left them w/soaked shoes. Drivers could not see what was in front of them until they were on top of it and as you are likely aware, buses were delayed 15-20 minutes for low visibility. The fog was thick; visibility was limited. It was not safe.



November 3, 2022



A common day on Fairway Drive during the Fall

As we look ahead to winter we will find ourselves in a similar situation only this time it's often with snow and ice. Snow builds up on the sides and the kids walking down the middle of the street. If a snow storm comes our road is one of the last to get plowed. Cars approach or come from behind, kids are sent running into the same obstacles. It's not safe. Exasperating the issue, is fewer bus stops. With the lack of bus drivers there are now few stops, meaning longer walks for our kids.



Winter 2020

Birmingham has named itself, *A Walkable Community* with the goal of laying sidewalks to connect all of the neighborhoods. And since doing so we've seen 2 sidewalks go in with one being on Oak Street adjacent to the cemetery. Please don't misunderstand, we are happy to see it. Optically however, it underscores the trouble we have with this process. The sidewalk wasn't laid in front of houses with families living in them. And on the other side of the street there already is a sidewalk. We seek to understand how this was prioritized ahead of others?

Furthermore, the process for change within the city of Birmingham is difficult, exhausting and contentious. Sidewalks on Fairlife Drive isn't a new topic. It's been going on for years, decades actually. Most recently sidewalks on Fairway Drive have resulted in public shaming and hostile actions not considered neighborly towards those who are in support of them. There's a lack of respect for opinions that aren't consistent with your own. It is reminiscent of the divide that's formed w/in our country. Over sidewalks on Fairway Drive. Really?



2017 article – a circular conversation that has no conclusion in sight.

It's time to consider changing the way we approach change. Stop pitting neighbors against each other. We need to put a stake in the ground and consider what's safest and in the best interest of our community. Let that guide and shape our decisions.

We look forward to seeing progress on this front in the very near future.

Wendy + Jonathan DeWindt

1979 Fairway Drive

cc:

Birmingham City Commission

Brooks Cowan

Scott Grewe

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Jana L. Ecker

***Assistant City Manager
City of Birmingham
248-530-1811***

Important Note to Residents

Let's connect! Join the Citywide Email System to receive important City updates and critical information specific to your neighborhood at www.bhamgov.org/citywideemail.

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Jana L. Ecker

***Assistant City Manager
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