

BIRMINGHAM CITY COMMISSION AGENDA
JUNE 6, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mark Nickita, Mayor Pro Tem

II. ROLL CALL

Laura M. Pierce, City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Announcements:

- The Birmingham Bloomfield Community Coalition Youth Action Board is hosting the Teen Summer Concert on Friday, June 17th from 7:00 PM to 10:00 PM in Shain Park. For more information, visit www.bbcoalition.org.
- The In the Park concert summer series begins Wednesday, June 22nd at 7:00 PM in Shain Park. Visit www.bhamgov.org/summerconcerts for the complete summer concert schedule.
- The Birmingham Shopping District hosts the first Movie Night of the summer season at Booth Park on Friday, June 24th. The "Minions" movie will begin at dusk. For more information, visit www.enjoybirmingham.com.
- The Farmers' Market continues on Sundays from 9 AM to 2 PM in Municipal Parking Lot #6 on N. Old Woodward.
- Birmingham Night will be held at the new Jimmy John's Field in downtown Utica on Thursday, June 23rd with the Birmingham Beavers battling the Eastside Diamond Hoppers. Use promo code: BIRMINGHAM2016 for special Birmingham tickets. Visit www.uspbl.com/events/list for more information, or call 248.601.2400.

Appointments:

- A. Interview for appointment to the Ethics Board.
 - 1. James Robb, 1533 Pleasant Ct.
- B. To appoint _____ to the Ethics Board to serve a three-year term on the Board of Ethics to expire June 30, 2019.
- C. Interview for appointment to the Advisory Parking Committee.
 - 1. Gayle Champagne, 833 Hazel
- D. To appoint _____ to the Advisory Parking Committee, as the resident shopper member, to serve the remainder of a three year term to expire September 4, 2016.
- E. Administration of oath to the appointed board members.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

- A. Approval of City Commission minutes of May 23, 2016.
- B. Approval of warrant list, including Automated Clearing House payments, of May 25, 2016 in the amount of \$350,994.04.
- C. Approval of warrant list, including Automated Clearing House payments, of June 1, 2016 in the amount of \$427,958.08.
- D. Resolution setting June 27, 2016 at 7:30 PM for a public hearing to consider approval of the Final Site Plan and Special Land Use Permit of the Townsend Hotel to convert The Corner Bar into a private reception and special event space.
- E. Resolution accepting the resignation of Johanna Slanga from the Multi-Modal Transportation Board, thanking Ms. Slanga for her service, and directing the Clerk to begin the process to fill the vacancy.
- F. Resolution approving the agreement between the Birmingham Fire Department and Michigan Academy of Emergency Services and Allied Health to allow the Birmingham Fire Department to conduct ACLS training to their paramedics. Further, directing the Mayor to sign the agreement on behalf of the City.
- G. Resolution approving the street light agreement between the City of Birmingham and DTE Energy regarding the installation of street lights at 2400 E. Lincoln Ave. Further, directing the Mayor to sign the agreement on behalf of the City. All costs relative to this agreement will be charged to the adjacent owner.

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

- A. Resolution endorsing the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, and authorizing the issuance of a Request for Proposals for construction.
- B. Resolution approving the following changes to rates and policies of the Auto Parking System, as recommended by the Advisory Parking Committee:
 - 1. Effective July 1, 2016, to change the daily parking rate at all five parking structures, as follows:

<i>Time</i>	<i>Existing Rate at Four Structures</i>	<i>Existing Rate at Pierce St. Str.</i>	<i>Proposed Rate</i>
<i>Less than 2 hours</i>	<i>Free</i>	<i>Free</i>	<i>Free</i>
<i>Less than 3 hours</i>	<i>\$1</i>	<i>\$1</i>	<i>\$2</i>
<i>Less than 4 hours</i>	<i>\$2</i>	<i>\$2</i>	<i>\$4</i>
<i>Less than 5 hours</i>	<i>\$3</i>	<i>\$3</i>	<i>\$6</i>
<i>Less than 6 hours</i>	<i>\$4</i>	<i>\$4</i>	<i>\$8</i>
<i>Less than 7 hours</i>	<i>\$5</i>	<i>\$5</i>	<i>\$10</i>
<i>Less than 8 hours</i>	<i>\$5</i>	<i>\$7.50</i>	<i>\$10</i>
<i>More than 8 hours</i>	<i>\$5</i>	<i>\$10</i>	<i>\$10</i>

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM will have a maximum value of \$5.

- 2. Effective August 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

Parking Facility	Existing	Proposed 7-1-16
Pierce St.	\$65	\$70
Park St.	\$60	\$70
Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

3. To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of approximately \$30,000 per year.

4. To lower the authorized number of monthly permits at the following parking structures, as follows:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

5. To increase all parking meters on Chester St. currently set at 50¢ per hour to \$1 per hour.
6. To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 PM every day, at a rate discounted by \$10 per month over the regular monthly permit rate.
- C. TZ2 Refresher
- D. Resolution approving in concept the Woodward Avenue Complete Streets Plan prepared and approved by the Woodward Avenue Action Association in October 2015.
- E. Resolution to meet in Closed Session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

- A. Commissioner Reports
1. Notice of Intention to appoint to Museum Board, Greenwood Cemetery Advisory Board, and Multi-Modal Transportation Board on July 11, 2016.
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas

- D. Legislation
- E. City Staff
 - 1. Hill School Bell Brick Paver Fundraiser update, submitted by Museum Director Pielack
 - 2. 3RD Quarter Financial Reports, submitted by Finance Director Gerber

XI. ADJOURN

INFORMATION ONLY

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al [\(248\) 530-1880](tel:2485301880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).



NOTICE OF INTENTION TO APPOINT TO THE BOARD OF ETHICS

At the regular meeting of Monday, June 6, 2016, the Birmingham City Commission intends to appoint one member to the Board of Ethics to serve a three-year term to expire June 30, 2019.

Board members are to serve as an advisory body for the purposes of interpreting the Code of Ethics. The board consists of three members who serve without compensation. The members shall be residents and have legal, administrative or other desirable qualifications.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, June 1, 2016. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
	Applicants shall be residents and have legal, administrative or other desirable qualifications.
James Robb 1533 Pleasant Court	Resident Associate Dean & General Counsel

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

To appoint _____ to serve a three-year term on the Board of Ethics to expire June 30, 2019.



BOARD OF ETHICS

Ordinance 1805

The board shall serve as an advisory body for purposes of interpreting the Code of Ethics.

The board consists of three members who serve without compensation. The members shall be residents and have legal, administrative, or other desirable qualifications.

Last Name	First Name	Home Business	Appointed	Term Expires
Home Address		E-Mail		
Fierro-Share 1040 Gordon Lane	Sophie	(248) 642-7340 <i>sfierro-share@comcast.net</i>	7/14/2003	6/30/2017
Robb 1533 Pleasant Ct	James	(248) 647-2632 (517) 371-5140 <i>robbJ@cooley.edu</i>	8/11/2003 Chairperson	6/30/2016
Schrot 1878 Fairway	John	(248) 646-6513 <i>jschrot@berrymoorman.com</i>	7/14/2003	6/30/2018



OFFICE USE ONLY
Meets Requirements? Yes No
Will Attend Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Board of Ethics

Name James D. Robb

Phone (248) 647-2632

Residential Address 1533 Pleasant Court

Email robby@cooley.edu

Residential City, Zip Birmingham, 48009

Length of Residence 30+ years

Business Address WMU-Cooley Law School

Occupation Assoc. Dean & Gen. Counsel

Business City, Zip 300 S. Capitol, Lansing, MI 48933

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____

I seek to continue my work on the Board of Ethics to assist the city in meeting its goal of helping employees, volunteers, and contractors meet their ethical obligations under the Ethics Ordinance.

List your related employment experience WMU-Cooley Law School: Assoc. Dean and General Counsel, 2002-present
Wayne State University Law School: Asst. Dean & Adj. Asst. Professor, 1994-2002
Miller, Canfield Paddock and Stone, Assoc. & Partner, 1983-94

List your related community activities City of Birmingham Board of Ethics: 2003 - present
City of Birmingham Board of Election Canvassers: 1987-2003
Holy Name Parish Choir


List your related educational experience J.D. cum laude, Wayne State University Law School, 1983
B.A., University of Michigan, Ann Arbor, 1978

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: _____

No.

Do you currently have a relative serving on the board/committee to which you have applied? No.

Are you an elector (registered voter) in the City of Birmingham? Yes.


Signature of Applicant

May 20, 2016
Date



**NOTICE OF INTENTION TO APPOINT TO THE
ADVISORY PARKING COMMITTEE**

At the regular meeting of Monday, September 21, 2015 the Birmingham City Commission intends to appoint two members to the Advisory Parking Committee to serve three-year terms to expire September 4, 2018.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, September 16, 2015. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and voter on appointments.

Committee Duties

The advisory parking committee shall provide guidance to the city commission in the management of Birmingham's Auto Parking System. The committee shall recognize parking requirements of the CBD and fairly assess the costs to users. It will provide for attractive, maintained and safe facilities.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications One resident shopper One building owner
Gayle Champagne 833 Hazel	Resident

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

To appoint _____ to the Advisory Parking Committee, as the resident shopping member, to serve the remainder of a three year term to expire September 4, 2016.



ADVISORY PARKING COMMITTEE

Resolution No. 8-882-84 - August 6, 1984. Amended by Resolution No. 9-989-84 September 4, 1984. Amended by Resolution No. 05-152-00 May 22, 2000.

Terms: Three years

Appointment requirements: The majority of the members shall be residents and membership shall be as follows:

Downtown commercial representatives - large retail - 1 member; small retail - 1 member; professional firm - 1 member; building owner - 1 member; restaurant owner - 1 member; downtown employee representative - 1 member; residential - two members who do not qualify under any of the previous categories, and one resident shopper.

The Advisory Parking Committee shall provide guidance to the City Commission in the management of Birmingham's Auto Parking System. The committee shall recognize parking requirements of the CBD and fairly assess the costs to users. It will provide for attractive, maintained and safe facilities.

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Honhart 197 E. Frank Birmingham	Anne 48009	(248) 644-3678 <i>ahonhart@atlaswelding.com</i>	9/4/1984 Resident	9/4/2018
Kalczynski 100 Townsend Birmingham	Steven 48009	(248) 642-7900 <i>skalczynski@yahoo.com</i>	11/26/2012 Large Retail	9/4/2017
Krueger 348 Ferndale Ave Birmingham	Lisa 48009	(248) 921-0099 <i>lisakrug21@gmail.com</i>	3/30/2015 Downtown Employee Member	9/4/2017
Kuhne 1530 Pilgrim Ave Birmingham	Lex 48009	(248) 642-8819 (248) 644-4539 <i>lexkuhne@gmail.com</i>	9/24/2004 Professional Firm	9/4/2016

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Paskiewicz 560 Woodland Birmingham	Judith 48009	248-642-3337 <i>judith.paskiewicz@gmail.com</i>	1/28/2013 Resident	9/4/2016
Peabody 1229 Oxford Rd Berkley	Susan 48072	(248) 568-4853 (248) 644-5222 <i>sannepeabody@gmail.com</i>	1/28/2002 Restaurant Owner	9/4/2017
Vacant			Building Owner	9/4/2018
Vacant			Resident Shopper	9/4/2016
Vaitas 2633 Endsleigh Drive Bloomfield Village	Algirdas 48301	(248) 593-3177 <i>alvorth@aol.com</i>	11/13/2006 Small Retail	9/4/2018



OFFICE USE ONLY
Meets Requirements? ☒ Yes ☐ No
Will Attend ☒ Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City Website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Advisory Parking Committee: Resident Shopper

Name Gayle Champagne

Phone 248-978-5581

Residential Address 833 Hazel

Email gchampagne1@aol.com

Residential City, Zip Birmingham, MI 48009

Length of Residence lifetime

Business Address _____

Occupation Sales/Marketing Retired: Presently Consulting

Business City, Zip _____

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____

I have been a lifetime resident of Birmingham. I graduated from Groves High School and have degrees from 2 Michigan Universities. I have great pride in being from and living in Birmingham and would like to give back to the community that has given so much to me.

I have been a Board Member and Committee Member for a number of professional and volunteer organizations, and understand the role of committee member well. I am familiar with and can work within timelines, budgets and deadlines.

List your related employment experience _____

My marketing and sales career depended largely on my ability to collaborate and cooperate with many people in a variety of capacities. I was required to be analytical and practical in my approach to problems and projects. I was frequently called upon for public speaking engagements and presentations.

List your related community activities _____

I was a lifetime member of the Detroit Adcraft Club, I have been on the Board of Directors of the American Junior Golf Association (based in Atlanta) for 25 years, and was the President from 2004-2014. I have served on, chaired and overseen every committee for both the Association and the Foundation.

List your related educational experience _____

Western Michigan: BS in Education
University of Michigan: RDH

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: _____

no

Do you currently have a relative serving on the board/committee to which you have applied? no

Are you an elector (registered voter) in the City of Birmingham? yes


Signature of Applicant

May 5, 2016
Date

BIRMINGHAM CITY COMMISSION MINUTES
MAY 23, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Rackeline J. Hoff, Mayor, called the meeting to order at 7:30 PM.

II. ROLL CALL

ROLL CALL:	Present,	Mayor Hoff Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Harris Mayor Pro Tem Nickita Commissioner Sherman
	Absent,	None

Administration: City Manager Valentine, City Attorney Currier, Clerk Pierce, Assistant to the City Manager Haines, Police Chief Studt, Fire Chief Connaughton, Building Official Johnson, City Planners Ecker & Baka, City Engineer O'Meara, Finance Director Gerber, Library Director Koschik, Assistant Library Director Craft

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

05-159-16 RECOGNITION OF CITIZENS ACADEMY GRADUATES

The Commission recognized the Citizens Academy Graduates.

**05-160-16 OAKLAND COUNTY COMMISSIONER
SHELLEY TAUB**

Oakland County Commissioner Taub commented on available road funding to be matched by the City to fix the roads.

05-161-16 RECOGNITION OF POLICE CHIEF DON STUDT

The Mayor presented a proclamation to Police Chief Studt acknowledging his forty-two years of service to the City.

**05-162-16 OAKLAND COUNTY WATER RESOURCES COMMISSIONER
JIM NASH**

Oakland County Water Resources Commissioner Nash explained green infrastructure projects which would absorb the first inch of rain before it reaches the storm sewer system. He stated that green infrastructure is easier and cheaper to install and lasts a significant amount of time. The County is working with local communities and will be developing a policy on it. He stated that they are also working with local communities to develop a plan to calculate how much each property produces.

In response to a question from Commissioner Sherman regarding the billing issue lawsuits, Mr. Nash explained that they are working with a group to get legislation to address this issue. City Manager Valentine pointed out that a solution is in the works and there is comprehensive effort underway to try to address multiple issues related to that challenge.

**05-163-16 APPOINTMENT TO THE
GREENWOOD CEMETERY ADVISORY BOARD**

MOTION: Motion by DeWeese, seconded by Boutros:

To appoint Margaret Suter, 1795 Yosemite, to the Greenwood Cemetery Advisory Board to serve the remainder of a three-year term to expire July 6, 2016.

VOTE: Yeas, 7
 Absent, None

**05-164-16 APPOINTMENT OF THE CITY COMMISSIONER MEMBER TO THE
BIRMINGHAM YOUTH ASSISTANCE GENERAL CITIZENS
COMMITTEE**

The Commission discussed the option of serving as a voting or non-voting member on the Birmingham Youth Assistance General Citizens Committee.

The Commission discussed the potential conflict and recusal of a non-voting member and a voting member on the Committee. It was noted that there is an inherent conflict and the Commission should only act as liaisons on these boards. It was also noted that by making a Commissioner a non-voting member it still allows the Commissioner to give perspective and influence. It was stated that the Commissioner should not be advocating for the board, he/she should be looking out for the City.

Commissioner Harris noted that the City has an ethics ordinance in place with criteria for when a Commissioner should recuse him/herself. Commissioner Nickita noted that part of the duties is to be a fundraiser advocate for the group. He questioned if that was an appropriate position for a Commissioner.

MOTION: Motion by DeWeese, seconded by Nickita:

To appoint a representative as a liaison to the Birmingham Youth Assistance General Citizens Committee.

The Commission continued to discuss whether a liaison or a board member makes more sense. Commissioner Harris suggested a request for an advisory opinion be submitted to the Board of Ethics. City Attorney Currier explained that Section 2-324(b)(1) of the Ethics Ordinance reads that "No Official or employee of the City shall participate as an agent or representative of the City in approving, disapproving, voting abstaining from voting, recommending or otherwise acting upon any matter in which he or she has directly or indirectly a financial or personal interest".

VOTE: Yeas, 2 (Hoff, DeWeese)
 Nays, None
 Absent, None

Mayor Pro Tem Nickita stated that the best way to address this issue is to gain more insight from multiple organizations and return to the Commission to make a determination. He noted

that the Board of Ethics would want to know the answers to the same questions posed by the Commission. More information is needed to understand the capacity of the Commissions role and then the role of voting or non-voting can be determined.

The Clerk administered the oath to the appointed Greenwood Cemetery Advisory Board member.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

05-165-16 APPROVAL OF CONSENT AGENDA

The following items were removed from the consent agenda:

- Item B (Minutes of May 9, 2016) by Commissioner Bordman
- Item J (Special Event Request Lung Run) by Commissioner Bordman
- Item H (Set Public Hearing for 404 Park) by Commissioner Sherman

MOTION: Motion by DeWeese, seconded by Bordman:

To approve the consent agenda as follows:

- A. Approval of City Commission budget minutes of April 16, 2016.
- C. Approval of warrant list, including Automated Clearing House payments, of May 11, 2016 in the amount of \$454,136.78.
- D. Approval of warrant list, including Automated Clearing House payments, of May 18, 2016 in the amount of \$1,263,561.32.
- E. Resolution appointing City Engineer Paul T. O'Meara, as representative, and Austin Fletcher, Assistant City Engineer, as alternate representative, for the City of Birmingham, on the Southeastern Oakland County Water Authority Board of Trustees for the period starting July 1, 2016.
- F. Resolution appointing Joseph Valentine as the representative and Lauren Wood as the alternate representative for the City of Birmingham on the Southeast Oakland County Resource Recovery Authority Board of Trustees for the period starting July 1, 2016.
- G. Resolution setting Monday, June 27, 2016 for a public hearing to consider approval of the Revised Final Site Plan and Temporary Special Land Use Permit Amendment of one year for 835 & 909 Haynes – Lavery Porsche.
- I. Resolution approving a request submitted by Woodward Camera requesting permission to place one tent in the parking area in front of 33501 Woodward Ave on August 20, 2016, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- K. Resolution authorizing the City to enter into a contract with Great Lakes Fireworks, LLC for providing a fireworks display on July 3, 2016 (July 5 rain date) at Lincoln Hills for the sum of \$15,000.00, and further authorizing the administration to secure the necessary insurance. This would be contingent upon the vendor meeting all state and local laws, City requirements, and insurance requirements.
- L. Resolution accepting the resignation of Steven Syzdek from the Birmingham Shopping District Board, thanking Mr. Syzdek for his service, and directing the Clerk to begin the process to fill this vacancy.

ROLL CALL VOTE: Yeas, Commissioner Bordman

	Commissioner Boutros
	Commissioner DeWeese
	Commissioner Harris
	Mayor Pro Tem Nickita
	Commissioner Sherman
	Mayor Hoff
Nays,	None
Absent,	None
Abstention,	None

**05-166-16 SPECIAL EVENT REQUEST
LUNG RUN**

Commissioner Bordman questioned the hours for set up and requested the group set up quietly. Stephanie Sills, event coordinator, explained that set up will begin at 6:00 AM.

Ms. Sills confirmed for Mayor Hoff that there will be a volunteer at every intersection.

MOTION: Motion by Sherman, seconded by Nickita:

To approve a request submitted by Seaholm Interact Club and Seaholm Offers Support to hold the Lung Run benefitting the American Cancer Society on September 5, 2016, contingent up on compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

VOTE: Yeas, 7
 Nays, None
 Absent, None

**05-167-16 SET PUBLIC HEARING FOR REZONING OF
404 PARK**

Commissioner Sherman stated that this parcel was previously up to be rezoned and was not approved. He noted that the Planning Board was asked to address several items before returning back to the Commission, in particular the detail on the other parcels between Woodward and Old Woodward. He suggested the Planning Board review these other parcels first as lack of consistency was the concern.

Rick Rattner, 380 North Old Woodward representing the applicant, explained that the other parcels were specifically addressed in the Planning Board Public Hearing. He explained that a third of that street is an office building, a third of that street is several houses that have been developed and this is the only vacant parcel which is approximately a third of the street. He noted that the goal of TZ1 is a buffering zone.

City Planner Ecker explained that this is a private application submitted by a single petitioner, the last time that the City Commission considered this parcel, it was one of a package of zoning amendments as part of a City initiated package. She stated that the City cannot require them to add on parcels to their application that they do not own or control.

Mayor Pro Tem Nickita commented on each third of the street. He questioned why there would be higher density zoning on either end of the street and why would this not be considered as a unit collectively so the thirds become one. Ms. Ecker explained that the Planning Board did

have them lumped together. She explained that the various corridors create different conditions for the end lots that buffer facing Oakland and the north and south corridor. It is also next to an eight lane road.

Commissioner Sherman stated that he would like to see this go back to the Planning Board to review the entire area. Mayor Hoff suggested this item be moved forward as the original vote from the Commission was split.

MOTION: Motion by Bordman, seconded by Harris:

To set Monday, June 27, 2016 for a public hearing to consider rezoning the property at 404 Park Street, Parcel #1925451021, lots 66 and 67 of Oak Grove Addition from R-2 Single Family Residential to TZ-1 Transitional.

Mayor Pro Tem Nickita commented that during the previous discussion on this, he recused himself based on a potential conflict. Since then the Board of Ethics ruled and determined that it was not a conflict, therefore he will participate in the discussion.

David Bloom expressed concern for the residents in this neighborhood.

DeAngello Espree expressed concern that this would set a precedent.

VOTE: Yeas, 5
Nays, 2 (DeWeese, Sherman)
Absent, None

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

05-168-16 PUBLIC HEARING TO CONSIDER A LOT REARRANGEMENT AT 1525 CHESTERFIELD

Mayor Hoff opened the Public Hearing to consider the proposed lot rearrangement at 1525 Chesterfield at 9:14 PM.

City Planner Baka explained the request to split the parcel located at Chesterfield and Quarton into three approximately equal portions. There are three basic standards that lots need to meet to be considered for a lot split, which included minimum lot size, average lot width, and the lots must meet the other aspects of the zoning ordinance. All three standards have been met, with the understanding that the applicant will remove the circular drive portion of the existing driveway.

Commissioner DeWeese commented on deed restrictions on the property. City Attorney Currier explained that deed restrictions are private between the property owners and are not enforced by the City.

Commissioner Bordman pointed out that the name on the quit claim deed and death certification do not match. She questioned if Jane Buchanan and Carolyn F. are the same person and expressed her concern.

Marlo and Jason Scott, applicant, confirmed that it is the same person. Charlene Rosenbaum, real estate agent for Jane Buchanan, confirmed that it is the same person. Ms. Scott explained that Ms. Rosenbaum is a life-long friend of the Buchanan's. Mr. Scott pointed out that Ms. Buchanan signed the application.

Mayor Hoff expressed concern with the removal of the trees on the lot. Mr. Scott noted that the trees are part of an easement and will not be removed.

Commissioner Boutros stated that he does not see an issue with the name and noted a condition could be added to the motion.

Mayor Pro Tem Nickita commented that in looking at the pattern of development of lots in the area, he questioned if this has been reviewed by others outside of the planning staff. Mr. Baka confirmed that it is sent to the Building Department and Treasurer's Office. The code does not require a hearing at the Planning Board.

Dave Bozynski, 1665 Quarton, expressed concern that the house on the northern most lot would be further north than the house to its west. He noted that up until very recently, the address of that property was Quarton.

Building Official Johnson confirmed that the owners were approved to change the address from Quarton to Chesterfield as the house cannot be seen from Quarton.

Ms. Ecker explained that the setback requirements would have to be met for the construction of the house.

Thomas Goad, 1840 Redding, stated that the way the lot is proposed to be divided makes sense.

Brian Bolyard, 202 Wimbledon, expressed support of the lot split.

The Mayor closed the Public Hearing at 9:47 PM.

MOTION: Motion by Boutros, seconded by Harris:

To approve the proposed lot rearrangement at 1525 Chesterfield with the following condition:

- A. The applicant brings the property into compliance with the paved surface limitations of the Zoning Ordinance Prior to the recording of the proposed split.

With the clarification that Jane Buchanan is the same person as Carolyn F as the same owner of the property.

VOTE: Yeas, 6
 Nays, 1 (Bordman)
 Absent, None

**05-169-16 SET PUBLIC HEARING TO CONSIDER STREET NAME CHANGE
 OF MILLRACE ROAD TO LAKESIDE COURT**

Assistant to the Manager Haines explained that the City administration has reviewed the name change request. In addition, the request was reviewed by the Museum Board, Historic District Commission, Historic District Study Committee, and the Parks and Recreation Board.

Commissioner DeWeese noted that four boards recommended the name change be to Millrace Court, not Lakeside Court as the concern from the petitioner was it being called a "Road". He questioned if the petitioner would consider a change from "Road" to "Court". Ms. Haines confirmed that the applicant stated that he was only interested in changing it to Lakeside Court.

Commissioner Boutros commented that the reason stated for the name change was due to traffic on the road thinking it is a through-street. He stated that if the street name is changed to from "Road" to "Court", that is a solution to the issue.

Commissioner Bordman expressed opposition to the name change and suggested adding a sign that it is not a through street.

MOTION: Motion by Bordman, seconded by Nickita:
To decline a public hearing to consider the street name change of Millrace Road.

Mayor Pro Tem Nickita expressed support of the review process implemented for the name change request.

City Manager Valentine confirmed for Commissioner DeWeese that staff will talk to the residents on the street about installing a sign.

VOTE: Yeas, 7
Nays, None
Absent, None

05-170-16 APPROVAL OF BUDGET FOR FISCAL YEAR 2016-2017

Finance Director Gerber presented the budget for Fiscal Year 2016-2017.

MOTION: Motion by Sherman, seconded by Nickita:
To approve the budget appropriations resolution adopting the City of Birmingham's budget and establishing the total number of mills for ad valorem property taxes to be levied for the fiscal year commencing July 1, 2016 and ending June 30, 2017:

WHEREAS, the City Manager has submitted the proposed 2016-2017 Budget, and;

WHEREAS, the City Commission has reviewed the 2016-2017 Budget, and;

WHEREAS, the City Commission has held a Public Hearing on the 2016-2017 Budget;

WHEREAS, Chapter VII, Section 14 of the Birmingham City Charter requires that the City Commission pass an annual appropriations resolution, and;

NOW THEREFORE, BE IT RESOLVED, that the City Commission does hereby adopt the following estimated revenues for the City of Birmingham for the fiscal year commencing July 1, 2016, and ending June 30, 2017:

GENERAL FUND:

Taxes	\$ 21,081,640
Licenses & Permits	3,070,540
Intergovernmental Revenue	2,078,000
Charges for Services	2,800,400
Fines & Forfeitures	1,686,060
Interest & Rent	275,810

Other Revenue	240,740
Draw from Fund Balance	<u>321,280</u>
Total General Fund	\$ 31,554,470
MAJOR STREETS FUND:	
Intergovernmental Revenue	\$ 1,153,830
Interest & Rent	7,540
Other Revenue	401,360
Contributions from Other Funds	1,550,000
Draw from Fund Balance	<u>926,200</u>
Total Major Streets Fund	\$ 4,038,930
LOCAL STREETS FUND:	
Intergovernmental Revenue	\$ 484,890
Interest & Rent	15,050
Other Revenue	358,310
Contributions from Other Funds	<u>2,650,000</u>
Total Local Streets Fund	\$ 3,508,250
COMMUNITY DEVELOPMENT BLOCK GRANT FUND:	
Intergovernmental Revenue	<u>\$ 31,340</u>
Total Community Development Block Grant Fund	\$ 31,340
SOLID WASTE DISPOSAL FUND:	
Taxes	\$ 1,820,000
Charges for Services	22,400
Interest	10,040
Draw from Fund Balance	<u>10,310</u>
Total Solid Waste Disposal Fund	\$ 1,862,750
LAW AND DRUG ENFORCEMENT FUND:	
Fines & Forfeitures	\$ 37,500
Interest	<u>720</u>
Total Law and Drug Enforcement Fund	\$ 38,220
DEBT SERVICE FUND:	
Taxes	\$ 1,626,220
Intergovernmental	4,000
Interest	<u>2,380</u>
Total Debt Service Fund	\$ 1,632,600
GREENWOOD CEMETERY PERPETUAL CARE FUND:	
Charges for Services	\$ 360,000
Interest	<u>2,720</u>
Total Greenwood Cemetery Perpetual Care Fund	\$ 362,720
PRINCIPAL SHOPPING DISTRICT FUND:	
Special Assessments	\$ 887,800
Interest	8,020
Other Revenue	180,000
Draw from Fund Balance	<u>43,690</u>
Total Principal Shopping District Fund	\$ 1,119,510
BALDWIN LIBRARY FUND:	
Taxes	\$ 2,936,970

Intergovernmental Revenue	950,810
Charges for Services	96,240
Interest	16,500
Other Revenue	200,000
Draw from Fund Balance	<u>1,210,260</u>
Total Baldwin Library Fund	\$ 5,410,780
BROWNFIELD REDEVELOPMENT AUTHORITY FUND:	
Taxes	\$ 243,230
Charges for Services	3,000
Interest	1,500
Other Revenue	<u>20,000</u>
Total Brownfield Redevelopment Authority Fund	\$ 267,730
TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY FUND:	
Taxes	\$ 90,000
Interest	<u>520</u>
Total Triangle District Corridor Improvement Authority Fund	\$ 90,520
CAPITAL PROJECTS FUND:	
Intergovernmental Revenue	\$ 16,500
Interest	28,070
Other Revenue	18,580
Contribution from Other Funds	320,000
Draw from Fund Balance	<u>2,984,270</u>
Total Capital Projects Fund	\$ 3,367,420
AUTOMOBILE PARKING SYSTEM FUND:	
Charges for Services	\$ 5,322,690
Interest	76,430
Draw from Net Position	<u>261,230</u>
Total Automobile Parking System Fund	\$ 5,660,350
WATER-SUPPLY SYSTEM RECEIVING FUND:	
Taxes	\$ 750,000
Charges for Services	4,473,030
Interest	12,060
Transfers In	<u>500,000</u>
Total Water-Supply System Fund	\$ 5,735,090
SEWAGE DISPOSAL FUND:	
Taxes	\$ 2,826,330
Intergovernmental Revenue	7,820
Charges for Services	8,184,610
Interest	32,130
Draw from Net Position	<u>575,560</u>
Total Sewage Disposal Fund	\$ 11,626,450
LINCOLN HILLS GOLF COURSE:	
Charges for Services	\$ 635,900
Interest	30,130
Other Revenue	<u>200</u>
Total Lincoln Hills Golf Course Fund	\$ 666,230
SPRINGDALE GOLF COURSE:	

Charges for Services	\$ 485,700
Interest & Rent	9,000
Other Revenue	200
Draw from Net Position	<u>9,870</u>
Total Springdale Golf Course Fund	\$ 504,770

COMPUTER EQUIPMENT FUND:

Intergovernmental Revenue	\$ 34,020
Charges for Services	555,040
Interest	11,070
Other Revenue	3,000
Draw from Net Position	<u>510,600</u>
Total Computer Equipment Fund	\$ 1,113,730

AND, BE IT FURTHER RESOLVED, that the City Commission does hereby adopt on a budgetary center basis the following expenditures for 2016-2017:

GENERAL FUND:

General Government	\$ 5,332,820
Public Safety	12,760,340
Community Development	2,596,980
Engineering & Public Services	4,714,330
Transfers Out	<u>6,150,000</u>
Total General Fund	\$ 31,554,470

MAJOR STREETS FUND:

Maintenance of Streets and Bridges	\$ 308,060
Street Cleaning	132,060
Street Trees	241,450
Traffic Controls & Engineering	382,990
Snow and Ice Removal	372,780
Administrative	18,690
Capital Outlay-Engineering and Construction of Roads and Bridges	<u>2,582,900</u>
Total Major Streets Fund	\$ 4,038,930

LOCAL STREETS FUND:

Maintenance of Streets and Bridges	\$ 375,480
Street Cleaning	184,470
Street Trees	499,440
Traffic Controls & Engineering	64,570
Snow and Ice Removal	204,640
Administrative	26,370
Capital Outlay-Engineering and Construction of Roads and Bridges	<u>1,893,850</u>
Contribution to Fund Balance	<u>259,430</u>
Total Local Streets Fund	\$ 3,508,250

COMMUNITY DEVELOPMENT BLOCK GRANT FUND: \$ 31,340

SOLID WASTE DISPOSAL FUND:

Personnel Services	\$ 152,810
Supplies	8,500
Other Charges	1,681,440
Capital Outlay	<u>20,000</u>

Total Solid Waste Disposal Fund	\$ 1,862,750
LAW AND DRUG ENFORCEMENT FUND:	
Capital Outlay	\$ 8,500
Contribution to Fund Balance	<u>29,720</u>
Total Law and Drug Enforcement Fund	\$ 38,220
DEBT SERVICE FUND:	
Debt Service	\$ 1,627,600
Contribution to Fund Balance	<u>5,000</u>
Total Debt Service Fund	\$ 1,632,600
GREENWOOD CEMETERY PERPETUAL CARE FUND:	
Contribution to Fund Balance	<u>\$ 362,720</u>
Total Greenwood Cemetery Perpetual Care Fund	\$ 362,720
PRINCIPAL SHOPPING DISTRICT FUND:	\$ 1,119,510
BALDWIN LIBRARY FUND:	\$ 5,410,780
BROWNFIELD REDEVELOPMENT AUTHORITY FUND:	
Expenditures	\$ 263,230
Contribution to Fund Balance	<u>4,500</u>
Total Brownfield Redevelopment Authority Fund	\$ 267,730
TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY FUND:	
Expenditures	\$ 20,000
Contribution to Fund Balance	<u>70,520</u>
Total Triangle District Corridor Improvement Authority Fund	\$ 90,520
CAPITAL PROJECTS FUND:	\$ 3,367,420
AUTOMOBILE PARKING SYSTEM FUND:	\$ 5,660,350
WATER-SUPPLY SYSTEM RECEIVING FUND:	
Expenses	\$ 5,635,090
Contribution to Net Position	<u>100,000</u>
Total Water-Supply System Receiving Fund	\$ 5,735,090
SEWAGE DISPOSAL SYSTEM FUND:	\$ 11,626,450
LINCOLN HILLS GOLF COURSE:	
Expenses	\$ 566,750
Contribution to Net Position	<u>99,480</u>
Total Lincoln Hills Golf Course	\$ 666,230
SPRINGDALE GOLF COURSE:	\$ 504,770
COMPUTER EQUIPMENT FUND:	\$ 1,113,730

BE IT FURTHER RESOLVED that the budget summary above be approved as the 2016-2017 City Budget and that this resolution shall be known as the City of Birmingham 2016-2017 General Appropriations Act.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$23,495,420 to be raised by 11.1843 mills levied for General Purposes on the taxable valuation of all real and personal property subject to taxation in the City.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$2,962,030 to be raised by 1.4100 mills levied for Library Operations on the taxable valuation of all real and personal property subject to taxation in the City

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$2,739,770 to be raised by 1.2984 mills levied for Debt Service Requirements on the taxable valuation of all real and personal property subject to taxation in the City.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$1,825,000 to be raised by 0.8687 mills levied on the taxable valuation of all real and personal property subject to taxation in the City for the purpose of the collection and removal of garbage and trash of the City as authorized by MCL 123.261, et. seq.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to make budgetary transfers within the budgetary centers established through the adoption of this budget, and that all transfers between budgetary centers may be made only by further action of the City Commission pursuant to the provisions of the Michigan Uniform Accounting and Budgeting Act.

BE IT FURTHER RESOLVED that the 2016-2017 budget shall be automatically amended on July 1, 2016, to re-appropriate encumbrances outstanding and reserved at June 30, 2016.

BE IT FINALLY RESOLVED that the City Treasurer be authorized to add to all taxes paid after August 31, 2016, three-fourths of one percent (3/4 of 1%) penalty each and every month, or fraction thereof, that remains unpaid. On all taxes paid after February 14, 2017, and through February 28, 2017, there shall be added a late penalty charge equal to three percent (3%) of such tax.

VOTE: Yeas, 7
 Nays, None
 Absent, None

**05-171-16 BALDWIN PUBLIC LIBRARY ADULT SERVICES RENOVATION
APPROVAL OF FINAL PLAN**

Library Director Koschik explained that the Adult Services Renovation plan builds on a conceptual design that the Commission approved in October, which is Phase 1 of a three Phase plan for the entire Library. The budget for this Phase is \$2.2 million. The project improves both the aesthetics and functionality.

Robert Ziegelman, with Luckenbach, Ziegelman, Gardner Architects, presented the plan and discussed the lighting, wayfinding, and windows. Karen Swanson, with Luckenbach, Ziegelman, Gardner Architects, discussed the color scheme and furniture. She noted that it will be contemporary and will complement the Grand Hall.

Commissioner Sherman and Mayor Pro Tem Nickita agreed that they would like to review the final plan schematics which show the elevations, dimensions and materials. Commissioner Sherman noted that the Commission is responsible to review the details.

John Gardner, with Luckenbach, Ziegelman, Gardner Architects, explained the material that will be used.

Commissioner DeWeese and Commissioner Harris expressed support of moving forward on this as the renderings have not changed.

MOTION: Motion by Harris, seconded by DeWeese:

To endorse the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, and authorizing issuance of a Request for Proposals for construction.

Mayor Pro Tem Nickita noted that the Commission has reviewed the general plans and the conceptual elevations, but has not reviewed the actual elevations with dimensions. He questioned if the final approval is based on the actual drawings with the actual information or a verbal explanation of the plan. Mr. Valentine noted that it takes time to incorporate the specifics into the RFP and suggested that a condition could be added that the final designs are presented at the next meeting.

MOTION WITHDRAWN

MOTION: Motion by Boutros, seconded by DeWeese:

To authorize the City to begin preparation of the RFP for the Baldwin Public Library Adult Services renovation, subject to the City Commission review of the final construction drawings at the June 6th City Commission meeting.

David Bloom thanked the Commission for working through the issues.

VOTE: Yeas, 7
 Nays, None
 Absent, None

05-172-16 TZ2 ZONING REFRESHER

The Commission agreed to postpone this item to the next Commission meeting.

05-173-16 VILLA AVE. PAVING PROJECT

City Engineer O'Meara explained that the bids came in much higher than expected. A letter was sent to the homeowners explaining the increase of approximately 31%. The homeowners were given the option to move forward or rebid the project based on the decision of the majority of the homeowners. He explained that based on the responses, there was not a clear majority.

Dan Miarka, 1208 Villa, expressed concern with the current state of the road and expressed support of moving forward with the project this year.

John Durnell, 1750 Villa, expressed support of moving forward with the project this year. He expressed concern with the cost and lack of communication.

Anthony Marciniak, 1180 Villa, commented on the flooding problems on the street and expressed support of moving forward with the project this year.

In response to a question from Mayor Hoff regarding work performed by Consumer Energy, Mr. O'Meara explained that Consumers scheduled a gas main replacement prior to this project. He

noted that Consumers will restore any damage except for the sidewalks if the City moves forward with the project.

Commissioner Boutros expressed support with moving forward on the project.

The Commission discussed rebidding the project and potential issues if it was rebid such as a higher price.

MOTION: Motion by Harris, seconded by Nickita:

To award the Villa Ave. Paving Project, Contract #6-16(P) to C.I. Contracting, Inc., of Brighton, MI, in the amount of \$1,329,848.75, to be charged to the various accounts as detailed in the report; and further approving the appropriations and budget amendments for the fiscal 2016/17 budget as follows:

Sewer Fund		
Revenues:		
Draw from Fund Balance	#590-000.000-400.0000	\$405,155
Total Revenue Adjustments		\$405,155
Expenditures:		
Public Improvements	#590-536.001-981.0100	\$405,155
Total Expenditure Adjustments		\$405,155
Local Street Fund		
Revenues:		
Draw from Fund Balance	#203-000.000-400.0000	\$202,694
Total Revenue Adjustments		\$202,694
Expenditures:		
Public Improvements	#203-449.001-985.7300	\$202,694
Total Expenditure Adjustments		\$202,694

Mr. O'Meara confirmed for Commissioner Sherman that there are strong penalty provisions in the agreement should the work not be completed on time.

VOTE: Yeas, 7
Nays, None
Absent, None

City Manager Valentine explained that there will be routine notifications on the status update of the project.

**05-174-16 SET PUBLIC HEARING OF NECESSITY FOR THE
INSTALLATION OF LATERAL SEWERS WITHIN THE
VILLA AVE PAVING PROJECT AREA**

MOTION: Motion by Sherman, seconded by Nickita:

To set Monday, June 27, 2016 at 7:30 P.M., conduct a public hearing of necessity for the installation of lateral sewers within the Villa Ave. Paving project area. If necessity is declared, setting Monday, July 11, 2016 at 7:30 P.M. to conduct a public hearing to confirm the roll for the installation of lateral sewers in the Villa Ave. Paving project area.

VOTE: Yeas, 7
Nays, None
Absent, None

05-175-16 MDOT W. MAPLE RD. RESURFACING PROJECT

City Engineer O'Meara explained that the contract with MDOT is needed in order to receive the funding that was authorized as part of this project. He noted that MDOT will pay the contractor directly and the City will pay its share to MDOT.

MOTION: Motion by Sherman, seconded by DeWeese:

To authorize Mayor Rackline Hoff to sign Contract No. 16-5183 between the City of Birmingham and the Michigan Dept. of Transportation to proceed with the project known as the W. Maple Rd. Resurfacing project, from Cranbrook Rd. to Southfield Rd., with federal funding up to \$1,110,900.00 included. The estimated cost of the local City share is \$246,300.00 charged to account number 202-449.001-981.0100.

VOTE: Yeas, 7
Nays, None
Absent, None

MOTION: Motion by Boutros, seconded by Bordman:

To approve an appropriation and budget amendment to provide for the City's local share of the W. Maple Rd. Resurfacing Project (Cranbrook Rd. to Southfield Rd.), as follows:

Major Street Fund

Revenues:

Draw from Fund Balance	#202-000.000-400.0000	\$15,000
------------------------	-----------------------	----------

Total Revenue Adjustments		\$15,000
---------------------------	--	----------

Expenditures:

Major Street Public Improvements	#202-449.001-981.0100	\$15,000
----------------------------------	-----------------------	----------

Total Expenditure Adjustments		\$15,000
-------------------------------	--	----------

VOTE: Yeas, 7
Nays, None
Absent, None

VII. REMOVED FROM CONSENT AGENDA**05-176-16 CITY COMMISSION MEETING MINUTES OF
MAY 9, 2016**

Commissioner Bordman recommended the following revision to Resolution #05-153-16:

"Commissioner Bordman explained that it will be stocked with children's books and suggested that future little libraries should be expanded for adult books."

MOTION: Motion by Bordman, seconded by DeWeese:

To approve the City Commission minutes of May 9, 2016 as amended.

VOTE: Yeas, 7
Nays, None
Absent, None

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

05-177-16 COMMISSIONER REPORTS

The Commission intends to appoint members to the Birmingham Shopping District Board on June 6, 2016 and the Martha Baldwin Park Board on June 27, 2016.

05-178-16 CITY STAFF REPORTS

The Commission received the Third Quarter Financial Report submitted by Finance Director Gerber.

The Commission received the March 2016 Investment Report submitted by Finance Director Gerber.

XI. ADJOURN

The meeting adjourned at 11:50 PM.

Laura M. Pierce
City Clerk

City of Birmingham
Warrant List Dated 05/25/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
242343	*	MISC	CAROL E RIESTERER	589.21
242344	*	000855	48TH DISTRICT COURT	100.00
242345	*	000855	48TH DISTRICT COURT	100.00
242346		002284	ABEL ELECTRONICS INC	185.00
242347		007215	ADMIN ARSENAL CORPORATION	450.00
242348		001007	AGT BATTERY SUPPLY LLC	3,493.00
242349		007745	ALL COVERED	1,192.00
242350		005376	ALLEN AUDIO SYSTEM, LLC	800.00
242351		000282	APOLLO FIRE EQUIPMENT	409.50
242352	*	006759	AT&T	1,119.11
242353	*	006759	AT&T	108.03
242354	*	006759	AT&T	2,310.45
242356	*	007216	AT&T	80.60
242358		003012	BATTERIES PLUS	33.90
242359	*	000518	BELL EQUIPMENT COMPANY	186.28
242360		007345	BEVERLY HILLS ACE	159.21
242362		006683	BIRMINGHAM LAWN MAINTENANCE	9,426.74
242363		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	70.68
242364		MISC	BOA CONSTRUCTION	200.00
242365	*	003282	LISA MARIE BRADLEY	324.00
242366	*	006177	BULLSEYE TELECOM	37.67
242367		001236	BURINGTON GOLF CAR RENTALS, INC	425.00
242368		008082	CAMFIL	780.43
242370		007710	CINTAS CORP	99.16
242371		000605	CINTAS CORPORATION	65.60
242372		003633	CLARKE MOSQUITO CONTROL	9,680.88
242373	*	008006	CLEAR RATE COMMUNICATIONS, INC	1,284.67
242374		004188	COFFEE BREAK SERVICE, INC.	39.75
242375	*	007625	COMCAST	119.10
242376		000979	COMERICA BANK	4,197.44
242377	*	000627	CONSUMERS ENERGY	5,510.92
242378		MISC	CREATIVE MOBILITY GROUP	207.50
242379		004386	CYNERGY WIRELESS	560.65
242380		003120	CITY OF DEARBORN	30.00
242382	*	007980	CURTIS DAVID DICHO	145.00
242383		000186	JACK DOHENY SUPPLIES INC	2,952.38
242384	*	000179	DTE ENERGY	18,527.43
242385	*	000180	DTE ENERGY	54,468.59
242386		001077	DUNCAN PARKING TECH INC	115.50
242387		008089	EFRAIN RIOS	650.00
242388		007684	ELITE TRAUMA CLEAN-UP INC.	50.00
242389		001292	ENGRAVING SPECIALISTS INC	68.00
242390		000207	EZELL SUPPLY CORPORATION	144.61

City of Birmingham
Warrant List Dated 05/25/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
242391		000213	FIRE DEFENSE EQUIP CO INC	34.68
242392		007172	GARY KNUREK INC	100.00
242393		006384	GISI	1,942.44
242394		004604	GORDON FOOD	1,113.09
242395		007099	GRANICUS, INC.	3,474.00
242396		004983	GREAT AMERICAN BUSINESS PRODUCTS	416.41
242397		001531	GUNNERS METER & PARTS INC	1,424.00
242398	*	006799	NATALIA HAASE	120.00
242399		000261	J.H. HART URBAN FORESTRY	8,880.22
242400		001672	HAYES GRINDING	51.00
242402	*	001956	HOME DEPOT CREDIT SERVICES	2,019.10
242404		007021	THE IDENTITY SOURCE INC.	18.23
242405		007035	INNOVATIVE OFFICE TECHNOLOGY GROUP	103.28
242406		001934	ISA	209.00
242407		002407	J & B MEDICAL SUPPLY	273.60
242408		008088	J'S SILKSCREENS LLC	1,040.95
242409		007870	J.C. EHRLICH CO. INC.	27.00
242410		002576	JAX KAR WASH	69.92
242411		003458	JOE'S AUTO PARTS, INC.	98.49
242412	*	007837	LARYSSA KAPITANEC	20.00
242413		004088	KGM DISTRIBUTORS INC	239.00
242414		001406	KIPLINGER LETTER	58.00
242415		000353	KNAPHEIDE TRUCK EQUIPMENT	61.05
242416	*	000352	JILL KOLAITIS	1,164.00
242417		004904	KONICA MINOLTA-ALBIN	359.13
242418		000362	KROGER COMPANY	31.98
242419	*	005327	L-3 GCS	54.50
242420		MISC	LANDMARK BUILDING COMPANY LLC	356.25
242421		008081	MARK LAWRY	39.36
242422		005550	LEE & ASSOCIATES CO., INC.	1,066.55
242423	*	007977	KAREN LINGENFELTER	336.00
242424	*	003945	SANDRA LYONS	679.00
242425	*	002169	MAYO WELDING & FAB. CO INC	268.00
242426		001241	MDASA	104.00
242428		000377	MICHIGAN MUNICIPAL LEAGUE	6,475.00
242429		006955	MICTA	100.00
242430		007214	MIDWEST ARBORIST SUPPLIES	127.70
242431	*	007402	MIDWESTERN AUDIT SERVICES, INC.	202.39
242432		007163	MOBILE HEALTH RESOURCES	1,619.28
242434		006359	NYE UNIFORM COMPANY	679.17
242435		002853	OAKLAND COMMUNITY COLLEGE	350.00
242437		004370	OCCUPATIONAL HEALTH CENTERS	1,200.75
242438		000481	OFFICE DEPOT INC	1,241.01

City of Birmingham
Warrant List Dated 05/25/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
242439	*	005794	PAETEC	674.34
242440		005688	PEGASUS ENTERTAINMENT	5,850.00
242441	*	001753	PEPSI COLA	281.12
242442		001277	PHYSIO-CONTROL CORP.	628.15
242443		001341	PIFER GOLF CARS INC	4,975.00
242444		001883	PIONEER DOOR COMPANY INC	3,950.00
242445		MISC	POWER HOME REMODELING GROUP	258.75
242446		006697	PROGRESSIVE IRRIGATION, INC	985.32
242448		000478	ROAD COMM FOR OAKLAND CO	1,566.59
242449		000218	ROYAL OAK P.D.Q.	1,197.47
242450		002456	SALES MARKETING GROUP INC	325.95
242451		000230	MIKE SAVOIE CHEVROLET INC	341.47
242452		003785	SIGNS-N-DESIGNS INC	250.00
242453		008073	SITEONE LANDSCAPE SUPPLY, INC	490.06
242454	*	000254	SOCRRA	59,959.79
242455		007907	SP+ CORPORATION	3,245.00
242456		001369	SPEEDWAY SUPERAMERICA LLC	108.71
242457		006376	SUBURBAN CHRYSLER DODGE JEEP - TROY	854.71
242458		001095	SUBURBAN/PRESTIGE GLASS	620.00
242459		001076	TAYLOR FREEZER OF MICH INC	325.00
242460		001255	TEKNICOLORS INC	429.90
242461		000273	TERMINAL SUPPLY CO.	34.88
242462		005645	TRAFFIC DATA COLLECTION LLC	5,225.00
242463		004692	TRANSPARENT WINDOW CLEANING	5,034.00
242464		000278	TROY AUTO GLASS CO INC	297.94
242465		002949	UNIVERSAL PLUMBING SUPPLY	54.41
242466		000293	VAN DYKE GAS CO.	288.42
242467	*	000158	VERIZON WIRELESS	117.78
242468	*	000158	VERIZON WIRELESS	236.38
242469		005231	WALKER RESTORATION CONSULTANTS	9,216.48
242470	*	007355	LINDSAY WILLEN	180.00
242471	*	007894	BRENDA WILLHITE	2,395.35
242472	*	003890	LAUREN WOOD	525.00
242473		000837	WOODWARD CAMERA INC	7.96
242474		000926	WRIGHT TOOL COMPANY	305.00

City of Birmingham
Warrant List Dated 05/25/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
Sub Total Checks:				\$270,981.45
Sub Total ACH:				\$80,012.59
Grand Total:				\$350,994.04

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
ACH Warrant List Dated 5/25/2016

Vendor Name	Transfer Date	Transfer Amount
Comerica	*	
Cutwater Asset Management-February	**	3,170.80
Automated Benefit Services, Inc.	5/20/2016	76,841.79
TOTAL		80,012.59

*In October 2015, the City Manager's credit card company was changed from Bank of America to Comerica Bank. Comerica Bank requires payment by ACH.

**Awaiting approval from Commission.

Cutwater Asset Management provides advisory and reporting services for the City's general investments. It was acquired by Bank of New York Mellon, N.A. in January 2015. As a result of the acquisition, they no longer accept checks as payment for services. Once the Commission approves this warrant list, the City will electronically transmit payment. These invoices will start appearing once a month on the ACH Warrant List.

City of Birmingham
Warrant List Dated 06/01/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
242475	*	000855	48TH DISTRICT COURT	100.00
242476	*	000855	48TH DISTRICT COURT	100.00
242477	*	000855	48TH DISTRICT COURT	120.00
242478	*	000855	48TH DISTRICT COURT	100.00
242479	*	001831	52-3 DISTRICT COURT	358.00
242480	*	006965	7UP DETROIT	315.70
242481		002284	ABEL ELECTRONICS INC	837.49
242482		003431	AIS CONSTRUCTION CO	213.35
242483		001206	AMERICAN MIDWEST PAINTING INC	775.00
242484		003243	AMERICAN PRINTING SERVICES INC	1,980.00
242485		007479	ASB DISTRIBUTORS	49.98
242486	*	006759	AT&T	93.70
242487		008036	BERMUDA SANDS	506.45
242488		007345	BEVERLY HILLS ACE	157.13
242489		008095	BIRMINGHAM BLOOMFIELD ART CENTER	566.00
242490		000524	BIRMINGHAM LOCKSMITH	10.80
242491	*	001086	CITY OF BIRMINGHAM	1,092.55
242492		003907	CADILLAC ASPHALT, LLC	5,750.00
242493		008082	CAMFIL	190.54
242494		002067	CENTRAL PARKING SYSTEM	16.00
242495		000605	CINTAS CORPORATION	13.41
242496	*	007625	COMCAST	398.12
242497		MISC	DIRLEA, VIOLETKA S	64.91
242498		000995	DSS CORPORATION	2,256.45
242499		000207	EZELL SUPPLY CORPORATION	76.00
242500		001223	FAST SIGNS	99.75
242501		000936	FEDEX	65.97
242502		000213	FIRE DEFENSE EQUIP CO INC	22.70
242503		004200	FIRST CLASS TIRE SHREDDERS, INC	141.00
242504		007314	FLEIS AND VANDENBRINK ENG. INC	11,612.64
242505		007807	G2 CONSULTING GROUP LLC	14,086.50
242506		004604	GORDON FOOD	1,153.88
242507		003870	GREAT LAKES TURF, LLC	2,778.87
242508		001531	GUNNERS METER & PARTS INC	630.00
242509		006346	HARRELL'S LLC	9,202.99
242510		000261	J.H. HART URBAN FORESTRY	2,824.00
242511		007466	HOME BUILDERS ASSOC. OF SE MI	600.00
242512		001415	HORNUNG'S PRO GOLF SALES INC	235.36
242513		003888	INTERNATIONAL CODE COUNCIL INC	311.37
242514		008090	INTERNATIONAL MINUTE PRESS	1,490.00
242515		002407	J & B MEDICAL SUPPLY	135.75
242516		003458	JOE'S AUTO PARTS, INC.	323.67
242517		008061	K-LOG, INC	357.31

City of Birmingham
Warrant List Dated 06/01/2016

Meeting of 06/06/2016

Check Number	Early Release	Vendor #	Vendor	Amount
242518		005465	RYAN KEARNEY	261.10
242519		000362	KROGER COMPANY	55.32
242520		002767	OSCAR W. LARSON CO.	3,576.75
242521	*	006661	ROGER LAWRENCE	93.71
242522		005550	LEE & ASSOCIATES CO., INC.	1,432.00
242523		000888	MCKENNA ASSOCIATES INC	19,087.50
242524		007214	MIDWEST ARBORIST SUPPLIES	66.80
242525		007163	MOBILE HEALTH RESOURCES	3,245.20
242526		004370	OCCUPATIONAL HEALTH CENTERS	188.50
242527		000481	OFFICE DEPOT INC	331.40
242528		008028	PK SAFETY SUPPLY	1,610.92
242529	*	000801	POSTMASTER	1,739.82
242530		002134	RED HOLMAN PONTIAC GMC	83,022.00
242531		000286	RESIDEX LLC	3,767.79
242532		000493	ED RINKE CHEVROLET BUICK GMC	746.53
242533		MISC	ROBERTSON BROTHERS	700.00
242534		000218	ROYAL OAK P.D.Q.	58.00
242535		002051	SEAWAY PAINTING, LLC	16,815.00
242536		008073	SITEONE LANDSCAPE SUPPLY, INC	168.60
242537		005787	SOUTHEASTERN EQUIPMENT CO. INC	149.56
242538		000260	SPARTAN DISTRIBUTORS INC	555.58
242539		000273	TERMINAL SUPPLY CO.	90.00
242540		002037	TOTAL ARMORED CAR SERVICE, INC.	694.00
242541		007226	VALLEY CITY LINEN	104.70
242542	*	000158	VERIZON WIRELESS	838.28
242543		000279	VIP TRUCK CENTER LLC	1,300.34
242544		005112	WOLVERINE	104,521.00
242545		000926	WRIGHT TOOL COMPANY	502.00
242546	*	008008	JEFF ZIELKE	199.00
Sub Total Checks:				\$308,134.74
Sub Total ACH:				\$119,823.34
Grand Total:				\$427,958.08

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
6/1/2016

Vendor Name	Transfer Date	Transfer Amount
Automated Benefit Services, Inc.	5/31/2016	119,823.34
TOTAL		119,823.34



MEMORANDUM

Planning Division

DATE: May 25, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana L. Ecker, Planning Director

SUBJECT: Set Public Hearing for Final Site Plan & Special Land Use Permit at 100 Townsend, Townsend Hotel (formerly Corner Bar)

The Townsend Hotel is located at 100 Townsend St. between Pierce and Henrietta. The applicant is seeking approval to renovate the portion of the hotel formerly known as The Corner Bar, located at the corner of Pierce and Merrill St., into a private dining space to be used for private dining and special events. Under Article 6, section 6.02 (5) of the Zoning Ordinance, all existing establishments with alcoholic beverage sales (on-premise consumption) require the approval of a Special Land Use Permit if none was previously approved, upon a change in ownership, name of establishment, or upon application for site plan review. Due to the addition of 30 sq. ft. of interior space, the applicant is required to receive site plan review approval. Accordingly, the applicant is required to obtain a recommendation from the Planning Board and then approval from the City Commission for the Final Site Plan and SLUP.

On May 25, 2016, the Planning Board conducted a public hearing to discuss the request by the applicant for a Final Site Plan and Special Land Use Permit (SLUP). The Planning Board voted to recommend approval of the Special Land Use Permit to the City Commission.

Thus, the Planning Division requests that the City Commission set a public hearing date for **June 27, 2016** to consider approval of the Final Site Plan and Special Land Use Permit of the Townsend Hotel to convert The Corner Bar into a private reception and special event space. Please find attached the staff report presented to the Planning Board.

SUGGESTED ACTION:

To set a public hearing date for **June 27, 2016** to consider approval of the Final Site Plan and Special Land Use Permit of the Townsend Hotel to convert The Corner Bar into a private reception and special event space.

TOWNSEND HOTEL
100 TOWNSEND
SPECIAL LAND USE PERMIT
2016

WHEREAS, The Townsend Hotel has filed an application pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code to operate a private dining and special event space with alcoholic beverage sales for on-premise consumption under Chapter 126, Zoning, of the City Code;

WHEREAS, The land for which the Special Land Use Permit is sought is located on at 100 Townsend St. between Pierce and Henrietta;

WHEREAS, The land is zoned B-4 and D-4, and is located within the Downtown Birmingham Overlay District, which permits food and drink establishments with alcoholic beverage sales for on-premise consumption with a Special Land Use Permit;

WHEREAS, Article 7, section 7.34 of Chapter 126, Zoning requires a Special Land Use Permit to be considered and acted upon by the Birmingham City Commission, after receiving recommendations on the site plan and design from the Planning Board for the proposed Special Land Use;

WHEREAS, On May 25, 2016, the Planning Board reviewed the proposed changes to the site and recommended approval of the Final Site Plan to the City Commission;

WHEREAS, On May 18, 2016 the Historic District Commission reviewed the proposed changes to the site and issued a Certificate of Approval pursuant to the requirements of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings;

WHEREAS, The Birmingham City Commission has reviewed The Townsend Hotel Special Land Use Permit application and the standards for such review as set forth in Article 7, section 7.36 of Chapter 126, Zoning, of the City Code;

NOW, THEREFORE, BE IT RESOLVED, The Birmingham City Commission finds the standards imposed under the City Code have been met, subject to the conditions below, and that The Townsend Hotel application for a Special Land Use Permit authorizing the operation of a establishment with alcoholic beverage sales (on-premise consumption) at 100 Townsend in accordance with Chapter 10, Alcoholic Liquors, is hereby approved;

BE IT FURTHER RESOLVED, That the City Commission determines that to assure continued compliance with Code standards and to protect public health, safety, and welfare, this Special Land Use Permit is granted;

BE IT FURTHER RESOLVED, That failure to comply with any of the above conditions shall result in termination of the Special Land Use Permit.

BE IT FURTHER RESOLVED, Except as herein specifically provided, The Townsend Hotel and its heirs, successors, and assigns shall be bound by all ordinances of the City of Birmingham in effect at the time of the issuance of this permit, and as they may be subsequently amended. Failure of The Townsend Hotel to comply with all the ordinances of the city may result in the Commission revoking this Special Land Use Permit.

I, Laura Pierce, City Clerk of the City of Birmingham, Michigan, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Birmingham City Commission at its regular meeting held on June 27, 2016.

Laura Pierce, City Clerk



MEMORANDUM

Planning Department

DATE: May 19, 2016

TO: Planning Board

FROM: Sean Campbell, Assistant Planner

SUBJECT: Final Site Plan & Design Review and Special Land Use Permit - Corner Bar

Executive Summary

The subject site is a 1,778 sq. ft. commercial space inside the Townsend Hotel located at the corner of Pierce St. and Merrill St. The applicant is proposing exterior renovations to the north and east elevations as well as interior work to the existing Corner Bar establishment. The applicant has indicated that the former establishment will be remodeled into a private dining and meeting venue.

The applicant is seeking approval for a Special Land Use Permit (SLUP) pursuant to Article 6, Section 6.02 which requires existing and new establishments with alcoholic beverage sales to obtain a SLUP upon a change in name or ownership of establishment, or upon application for a site plan review.

1.0 Land Use and Zoning

- 1.1 Existing Land Use – The portion of the building that will undergo renovations is currently a bar and restaurant establishment.
- 1.2 Existing Zoning – The property is currently zoned B-4, Business-Residential, and D-4 in the Downtown Birmingham Overlay District. The existing use and surrounding uses appear to conform to the permitted uses of each Zoning District.
- 1.3 2016 Report – The subject site is located within the boundaries of the Downtown Birmingham 2016 Overlay District. The Regulating Plan applies in this case.
- 1.4 Summary of Land Use and Zoning - The following chart summarizes existing land use and zoning adjacent to and/or in the vicinity of the subject site.

	North	South	East	West
Existing Land Use	Government Office (City Hall)	Commercial/ Retail	Parking Structure (Pierce Street Parking Garage)	Public Park (Shain Park)
Existing Zoning District	PP, Public Property	B-4, Business-Residential	B-2, General Business	PP, Public Property
Existing Overlay Zoning	C, Community Use	D-2, Downtown Two or Three Stories	D-3, Downtown Three or Four Stories	C, Community Use

2.0 S etback, Height, and Floor Area Requirements

A summary of all standards is provided for your review on the attached Zoning Compliance Summary. The summary demonstrates that the proposed plan does meet all the setback, height and floor area requirements for a B-4 (Business-Residential) development.

3.0 Screening and Landscaping

- 2.1 Dumpster Screening – The proposed plans do not indicate any new outdoor trash receptacles.
- 2.2 Parking Lot Screening – The subject site is located in the Parking Assessment District, which does not require on-site parking for commercial uses. The required parking will be provided in a public parking facility and therefore does not require any screening.
- 2.3 Mechanical Equipment Screening – The applicant does not propose any rooftop or grounded-mounted mechanical equipment. Thus, no mechanical screening is required.
- 2.4 Landscaping – In Accordance with Article, Section 4.20 (C) (1) of the Zoning Ordinance, properties located in the Downtown Birmingham Overlay District are not required to provide any plantings. However, the applicant proposes one (1) Boxwood Topiary to be placed on each side of the door on the north elevation.

4.0 Parking, Loading, Access, and Circulation

- 3.1 Parking – As the subject site is located within the Parking Assessment District, no on-site parking is required for the proposed commercial use.

- 3.2 Loading – The proposed remodel of the subject site neither requires nor indicates a loading space.
- 3.3 Vehicular Access & Circulation - Vehicular access to the building will not be altered.
- 3.4 Pedestrian Access & Circulation –Pedestrian access is made available via sidewalks along Pierce and Merrill. City sidewalks will connect to two entrances along the north elevation of the subject building. The existing corner entrance and step will be eliminated.
- 3.5 Streetscape – The applicant is proposing two new rectangular 18" x 18" x 18" lead planters to flank the new entrance. One new street tree will also be added.

5.0 Lighting

The applicant is not proposing any changes to the existing lighting on site.

6.0 Departmental Reports

- 6.1 Engineering Division – No concerns were reported by the Engineering Division.
- 6.2 Department of Public Services – No concerns were reported from DPS.
- 6.3 Fire Department – No concerns were reported from the Fire Dept.
- 6.4 Police Department - No concerns were reported from the Police Dept.
- 6.5 Building Division –Standard comments were provided by the Building Division.

7.0 Design Review

The applicant is proposing to utilize the following materials for the exterior renovations:

- Benjamin Moore Gray 2121-10 paint
- Brushed stainless steel sign letters
- Sunbrella 64 Charcoal Tweed awnings
- Brass doors

The applicant proposes to remove the revolving door and adjoining staircase located at the corner of Pierce St. and Merrill St. and replace it with three (3) 2' x 6.5' windows; add three (3) new 2.25' x 2' windows above the existing metal entrance canopy; build out the entrance with 30 sq. ft. of matching limestone to align with existing curved building corner frontage; replace wood framed windows next on north elevation adjacent to entrance with two (2) 3' x 9' windows; replace existing wood doors at north elevation with two (2) new brass doors; insert two (2) boxwood plants on both sides of brass entry door; build a limestone border around the new brass entry door; replace the

green fabric awning above the north elevation door with a 6" tall metal canopy; paint both the existing and proposed metal canopies with Benjamin Moore "Gray" 2121-10; install 8" applied brushed stainless steel letters along the canopies at the corner entrance; and replace fabric on all existing awnings with Sunbrella Charcoal Tweed.

Article 3, section 3.04(E), Downtown Overlay District, of the Zoning Ordinance contains architectural and design standards that will apply to this building, including specific requirements for the design and relief of front façades, glazing requirements, window and door standards and proportions, roof design, building materials, awnings and other pedestrian scaled architectural features.

In accordance with Article 3, Downtown Birmingham Overlay District, of the Zoning Ordinance, the proposed work for 100 Townsend St. demonstrates no blank, windowless walls, provides direct access to the space from the public sidewalk, and proposes awnings 11' above the sidewalk grade. The Downtown Overlay standards, per Article 3, Section 3.04, (E) (4) of the Zoning Ordinance, require that all buildings must have a minimum of 70% glazing on the first floor between 1 and 8 feet above grade. The submitted plans do not indicate the required glazing for the first floor frontage. However, the existing first floor glazing has been grandfathered in and will not be reduced with the alterations as proposed in the submitted plans and therefore will be permitted.

8.0 Signage Review

The applicant is proposing to remove the existing sign that reads "CORNER BAR" along the valence of the northwest metal canopy and to replace it with a 8" tall, 19'-6" long, brushed stainless steel name letter sign. The sign will display "THE TOWNSEND HOTEL" to match the north main entrance canopy sign. The proposed sign will be 13 square feet, which meets the requirements for area in accordance with Article 1, Section 1.05, Table B of the Sign Ordinance.

9.0 Approval Criteria for Final Site Plan

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

- (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.
- (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.
- (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 not diminish the value thereof.

- (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.
- (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.
- (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 Approval Criteria for Special Land Use Permits

Article 07, section 7.34 of the Zoning Ordinance specifies the procedures and approval criteria for Special Land Use Permits. Use approval, site plan approval, and design review are the responsibilities of the City Commission. This section reads, in part:

Prior to its consideration of a special land use application (SLUP) for an initial permit or an amendment to a permit, the **City Commission shall refer the site plan and the design to the Planning Board for its review and recommendation. After receiving the recommendation, the City Commission shall review the site plan and design of the buildings and uses proposed** for the site described in the application of amendment.

The City Commission's approval of any special land use application or amendment pursuant to this section shall constitute approval of the site plan and design.

11.0 Suggested Action

Based on a review of the site plans submitted, the Planning Division recommends that the Planning Board RECOMMEND APPROVAL of the applicant's request for Final Site Plan and a SLUP to allow exterior and interior work for the former Corner Bar at 100 Townsend St.

12.0 Sample Motion Language

Based on a review of the site plans submitted, the Planning Division recommends that the Planning Board RECOMMEND APPROVAL of the applicant's request for Final Site Plan and a SLUP to allow the exterior and interior work for the former Corner Bar at 100 Townsend St.

OR

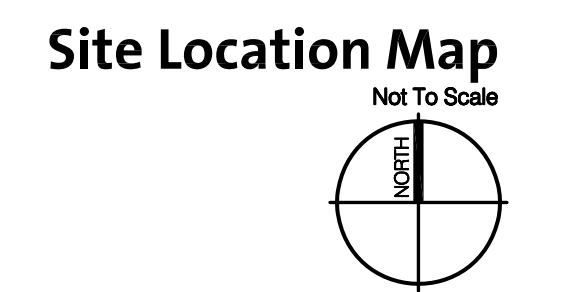
Motion to recommend DENIAL of the Final Site Plan and SLUP amendment to the City Commission for the commercial space at 100 Townsend St. for the following reasons:

OR

Motion to POSTPONE the Final Site Plan and SLUP to the City Commission for the commercial space at 100 Townsend St, with the following conditions:

1. _____
2. _____

A
—
B
—
C
—
D
—
E
—
F
—
G
—
H



The following drawings refer to the exterior alteration and renovation of the existing Corner Bar at The Townsend Hotel to a private dining and meeting venue. Removal of current revolving door and adding 30sf to complete the curved corner all the way to the ground floor. New limestone border (to match existing) around new brass entry doors on W Merrill St along with a new metal canopy above. Existing metal canopies to be painted. Replace fabric on existing awnings on Pierce St and Merrill St.

THC Investors
100 Townsend
Birmingham, MI 48009
T: 248.433.1270
Contact: David Sillman

Saroki Architecture
430 N. Old Woodward / Suite 300
Birmingham, Michigan 48009
T: 248.258.5707
F: 248.258.5515
Contact: Victor Saroki, FAIA

Design-Build Delivery

Frank Rewold & Son, Inc.
333 East Second Street
Rochester, Michigan 48307
T: 248-651-7242
F: 248-651-5174
Contact: Frank Rewold

2012 Michigan Building Code
2012 Michigan Plumbing Code
2012 Michigan Mechanical Code
2011 National Electrical Code
2009 Michigan Uniform Energy Code
2012 Edition NFPA 101
Barrier Free Requirements per PA Act 1 of 1966 as amended,
ADAAG 2010, and ICC / ANSI A117.1-2009 Edition

Primary: A-2 (Assembly/Restaurant)

Construction Type:
Fire Protection:

Allowable Height:

Building Height	(Existing) No Change
Zoning	(Existing) No Change
Parking Requirements	(Existing) No Change
Loading Space Requirements	(Existing) No Change

Use Group:

Dining & Pre Function Area		1,778 GSF
Total Occupant Load for Rugby Grille	1,778 GSF / 15 Net	= 118.53 ~ 119 occupants
Means of Egress:		(2) 6'-0" Exterior doors facing Merrill

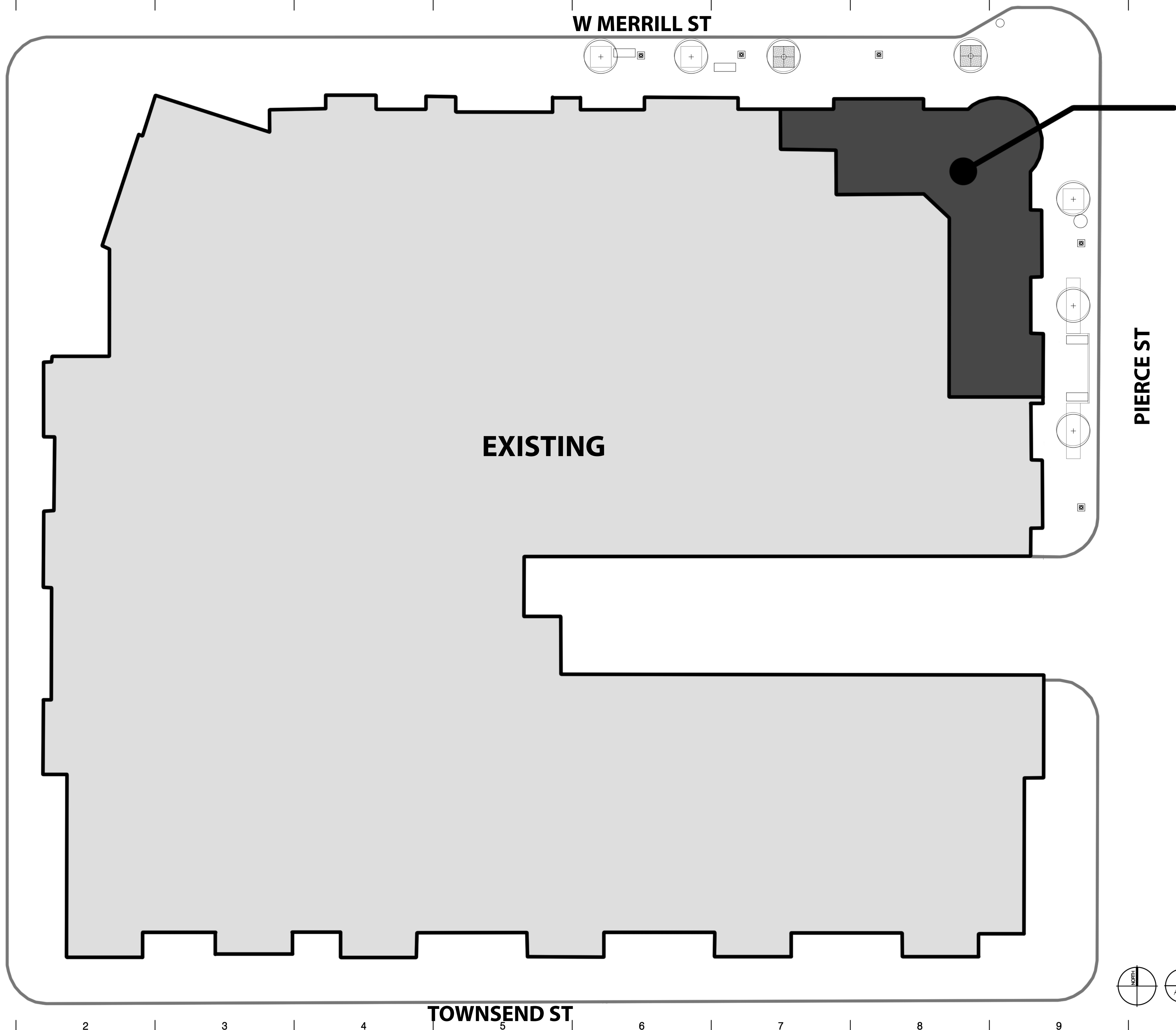
[illegible]

430 N. OLD WOODWARD
BIRMINGHAM, MI 48009
P. 248.258.5707
F. 248.258.5515
SarokiArchitecture.com

Corner Bar
100 Townsend St.
Birmingham, MI 48009

04-22-2016 DESIGN REVIEW

A000
COVER SHEET



SITE

PIERCE ST

W MERRILL ST

HENRIETTA ST

EXISTING

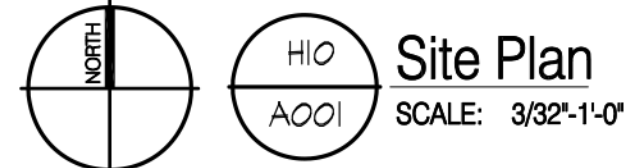
TOWNSEND ST

SAROKI
ARCHITECTURE
430 N. OLD WOODWARD
BIRMINGHAM, MI 48009
P. 248.258.5707
F. 248.258.5515
SarokiArchitecture.com

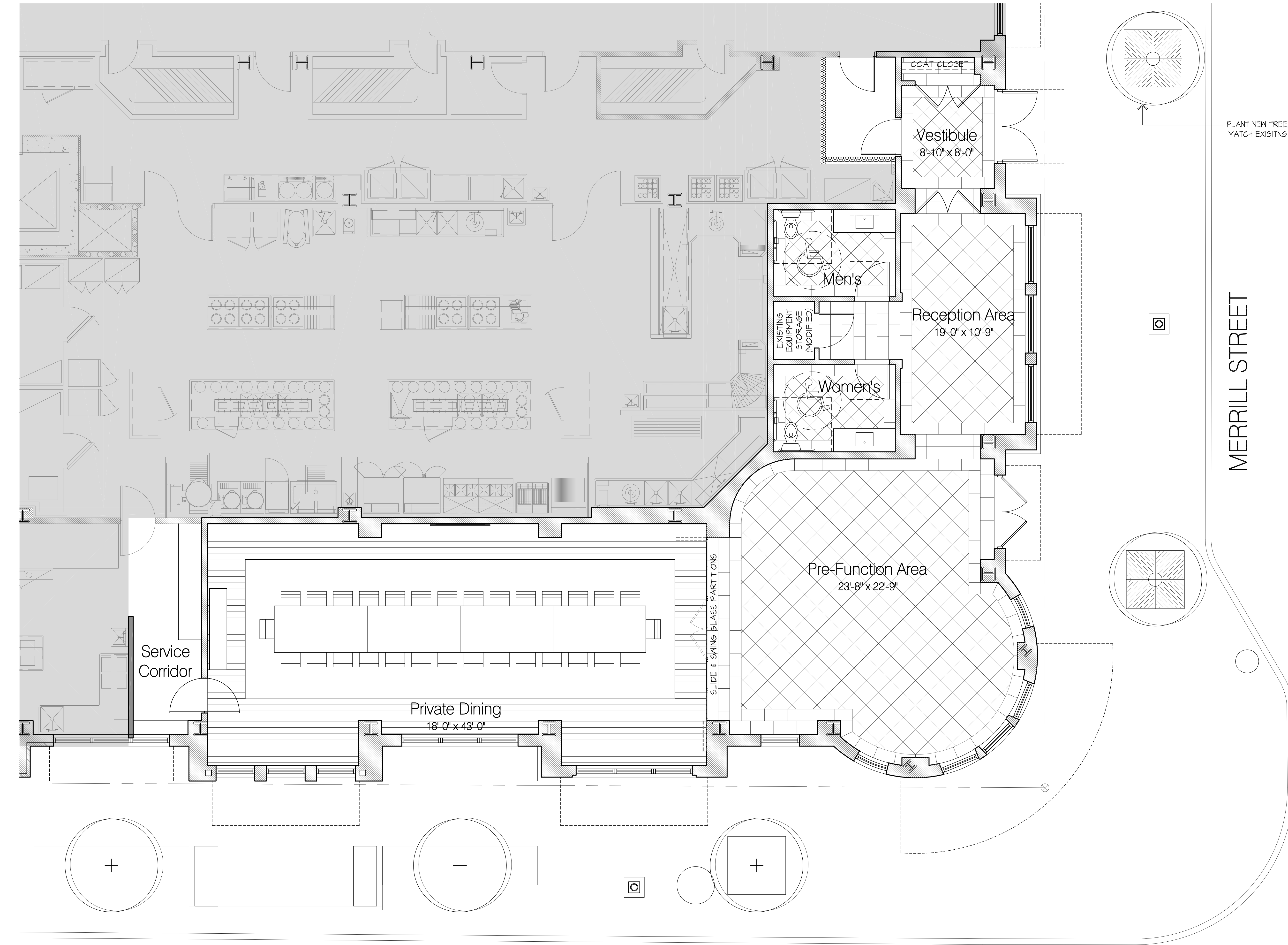
Project:
Corner Bar
100 Townsend St.
Birmingham, MI 48009

Date: 04-22-2016 **Issued For:** DESIGN REVIEW

Sheet No.:
A001
Site Plan



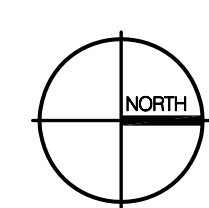
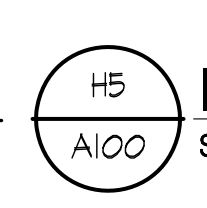
A
B
C
D
E
F
G
H



PLANT NEW TREE.
MATCH EXISTING

MERRILL STREET

PIERCE STREET

  **Proposed Floor Plan**
SCALE: 1/4"=1'-0"

SAROKI
ARCHITECTURE
430 N. OLD WOODWARD
BIRMINGHAM, MI 48009
P. 248.258.5707
F. 248.258.5515
SarokiArchitecture.com

Project:
Corner Bar
100 Townsend St.
Birmingham, MI 48009

Date: 04-22-2016 **Issued For:** DESIGN REVIEW

Sheet No.:
A100
PROPOSED FLOOR PLAN

1 2 3 4 5 6 7 8 9 10

B

C

D

E

F

G

H

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

A
B
C
D
E
F
G
H



REPLACE FABRIC ON
EXISTING AWNINGS WITH
SUNBRELLA "CHARCOAL
TREED"
NEW WINDOWS
PAINT EXISTING CANOPY
BENJAMIN MOORE "GRAY" 2121-10.
ADD 8" BRUSHED STAINLESS
STEEL LETTERS TO MATCH OTHER
BUILDING ENTRANCES. EXISTING
CANOPY IS 40 SF.
MATCH EXISTING
LIMESTONE

PROPOSED SIGNAGE A - 13 S.F.

EXISTING 100 TOWNSEND BUILDING
109'-8" FRONTAGE

H5
A201 Proposed East Elevation
SCALE: 3/32"=1'-0"

SAROKI
ARCHITECTURE
430 N. OLD WOODWARD
BIRMINGHAM, MI 48009
P. 248.258.5707
F. 248.258.5515
SarokiArchitecture.com

Project:
Corner Bar
100 Townsend St.
Birmingham, MI 48009

Date: Issued For:
04-22-2016 DESIGN REVIEW

Sheet No.:
A201
Proposed East Elevation

B

C

D

E

F

G

H

PERMANENT BUSINESS SIGN A AREA (THE TOWNSEND HOTEL CANOPY - proposed)	=	13 S.F.
PERMANENT BUSINESS SIGN B AREA (THE TOWNSEND HOTEL PLAQUE - existing)	=	4 S.F.
PERMANENT BUSINESS SIGN C AREA (THE TOWNSEND HOTEL CANOPY - existing)	=	13 S.F.
PERMANENT BUSINESS SIGN D AREA (THE TOWNSEND HOTEL PLAQUE - existing)	=	4 S.F.
TOTAL PERMANENT BUSINESS SIGN AREA	=	34 S.F.

 **Corner Signage**
SCALE: 1/2"-1'-0"

A202
Corner Signage

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----



Laura Pierce <lpierce@bhamgov.org>

Fwd: News to share

1 message

Paul O'Meara <pomeara@bhamgov.org>
To: Laura Pierce <lpierce@bhamgov.org>
Cc: Joe Valentine <jvalentine@bhamgov.org>

Thu, May 26, 2016 at 8:39 AM

Laura - Please note that we have a resignation on the MMTB board. This is for the position with traffic expertise.

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

From: **Johanna Slanga** <johannaslanga@gmail.com>
Date: Wed, May 25, 2016 at 3:41 PM
Subject: News to share
To: Jana Ecker <jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>, Mark Clemence <mclemence@bhamgov.org>

Well, it's taken me some time to gain the courage to email you about my impending move to bloomfield twp. I know...you did read that correct...bloomfield twp. Maple road just wore me out. Just kidding. :)

I will be selling my home in Birmingham and purchasing a property in the charing cross area June 8. I wanted to share this news with you first (was hoping to in person) and then would email the rest of the board and the commission.

It's been a very hard decision but personally something I need.

I wish you all the best and I am hopeful our paths will cross in the future.

Best regards,
Johanna Slanga

—
Paul T. O'Meara
City of Birmingham, MI
City Engineer

248-530-1836
pomeara@bhamgov.org

SUGGESTED RESOLUTION:

To accept the resignation of Johanna Slanga from the Multi-Modal Transportation Board, to thank Ms. Slanga for her service, and to the direct Clerk to begin the process to fill the vacancy.



MEMORANDUM

Fire Department

DATE: May 27, 2016
TO: Joseph A. Valentine, City Manager
FROM: John M. Connaughton, Fire Chief
SUBJECT: Training Site Agreement

The Birmingham Fire Department Firefighter/Paramedics are required to attend a continuing education course in Advanced Cardiac Life Support (ACLS) every two years. In past years we would pay a certified ACLS trainer to come to our facility and conduct the training, the cost of the training is \$800.00 which is drawn from the fire department training budget. We have to conduct this training every year due to having to split the paramedics into two groups, we cannot conduct the training with on duty personnel.

In 2016, I approved to send two Firefighter/Paramedics to become certified in teaching ACLS which will greatly reduce the yearly cost, and give the department flexibility when we conduct the training. The American Heart Association requires that we become a Community Training Center or have an affiliation with a training center to conduct training at the Adams Fire Station. The Michigan Academy of Emergency Services and Allied Health is an American Heart Association Community Training Center which has agreed to partner with the Birmingham Fire Department, there is no cost to the City for this agreement. The Adams Fire Station would be designated as a Training Site.

It is recommended that the City Commission authorize the Mayor to sign the attached agreement with Michigan Academy of Emergency Services and Allied Health to allow the Birmingham Fire Department to conduct ACLS training to their paramedics.

SUGGESTED RESOLUTION:

To approve the agreement between the Birmingham Fire Department and Michigan Academy of Emergency Services and Allied Health. Further, to direct the Mayor to sign the agreement on behalf of the City.



Michigan Academy of Emergency Services and Allied Health

17612 Commerce Dr. Suite 100 New Boston, MI 48164 (734) 753-9991 Fax (734) 606-6004

Visit us at: www.MAESAH.com

Community Training Center/Training Site Agreement

This is an agreement between Michigan Academy of Emergency Services and Allied Health, an American Heart Association Community Training Center, and Birmingham FD, for designation as a Training Site.

The combined venture of the Community Training Center (hereinafter "CTC") and the Training Site (hereinafter "TS") will be to further goals and objectives of the American Heart Association by providing training that follows guidelines established and approved by and for the following emergency cardiac care (ECC) disciplines: BLS HCP, Heart Saver, ACLS HCP, Bloodborne Pathogens.

The CTC agrees to maintain Center Faculty (CF) Records and issue provider and instructor cards.

The TS agrees to maintain instructor and course records and to make those records available to the CTC.

The CTC will distribute course completion cards to the TS as determined by the CTC and TS for distribution to students upon submission of a course roster.

The CTC agrees to meet with the TS appointee on a need be basis and update the TS of all new pertinent information and feedback on issues of past business.

The TS agrees to establish, along with the CTC and other training sites, a TS committee to develop policies for all ECC disciplines, to adhere to those policies and to adhere to the policies established for ECC programs by the American Heart Association and the CTC.

Training sites offering Basic Life Support (BLS) programs will maintain a CF or Training Center (TC) Faculty of record who shall be responsible for the quality of their BLS program. Training sites offering Advanced Cardiac Life Support and Pediatric Advanced Life Support programs shall maintain a Course Director or TC Faculty of record who shall be responsible for the quality of these programs.

The TS will designate a TS Coordinator who will ensure that all instructors under the TS are informed, advised and encouraged to adhere to the policies developed by the TS committee, the CTC, the American Heart Association ECC programs and instructor manuals. The TS Coordinator will also encourage instructors to further the goals of the American Heart Association.

The TS agrees to handle all complaints and concerns and if unresolved will present the complaint or concern to the TCC for review and resolution.

The TS agrees to schedule all programs through the TC, and direct students through the TC for registration of programs and to obtain materials (as needed).

This agreement lasts one year from the date of signing with automatic renewal for a second year but can be terminated in writing by either party within ten business days after receipt of written notice.



Michigan Academy of Emergency Services and Allied Health

17612 Commerce Dr. Suite 100 New Boston, MI 48164 (734) 753-9991 Fax (734) 606-6004

Visit us at: www.MAESAH.com

The parties below acknowledge and agree that each is an independent entity and neither may represent itself as a representative, employee or agent of the other. The parties below agree that neither will incur obligations on behalf of the other. The parties below agree that they are not joint ventures, partners or franchises. The parties below agree that they will not be liable for any direct, indirect, special, consequential or incidental damages incurred by the other. The parties below acknowledge that the CTC does not provide any insurance coverage for the TS.

AGREED

For the Community Training Center:

CTC: Michigan Academy of Emergency Services
and Allied Health

By: [Signature]

Title: Training Center Manager

Date: 2/27/16

For the Training Site:

Name of TS: BIRMINGHAM FIRE DEPT.

By: _____

Title: _____

Date: _____



MEMORANDUM

Engineering Dept.

DATE: May 27, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Sheridan Residential Building Development
2400 E. Lincoln Ave.
DTE Energy Street Light Agreement

Construction has begun for the installation of a new senior living residence at the east end of Lincoln Ave. The relatively large parcel has frontage both on E. Lincoln Ave., as well as the new street that will be constructed as a part of the project to serve as an access to the development, as well as for the adjacent Forest Hills Swim Club.

As a part of the site plan review process, the owner is required to pay for the installation of new pedestrian scale street lights along their frontages. The new lights will match those installed previously across the street, matching the Rail District approved design. A total of 9 street lights in proposed on Lincoln Ave., with an additional 6 lights proposed on the new street at the west end of the property.

DTE Energy has prepared the attached contract for the installation of the lights by their contractor. The agreement is identical to those authorized for other street light agreements. The language has been reviewed and approved by the City Attorney's office. Once the agreement has been signed, we will return it to DTE for their signature and execution. Once the work has been completed to our satisfaction, we will invoice the owner for the full amount being charged (\$63,784). A final Certificate of Occupancy will not be issued until payment has been received. We expect after the work is complete, we will in turn be invoiced for the value of the work from DTE Energy, which will be charged to the streetscape account 401-901.009-981.0100, in the Capital Projects Fund.

It is recommended that the Commission authorize the Mayor to sign the attached Agreement for Municipal Street Lighting presented by DTE Energy relative to 2400 E. Lincoln Ave. All costs relative to this agreement will be charged to the owner and developer of the property.

SUGGESTED RESOLUTION:

To approve the street light agreement between the City of Birmingham and DTE Energy regarding the installation of street lights at 2400 E. Lincoln Ave. Further, to direct the Mayor to sign the agreement on behalf of the City. All costs relative to this agreement will be charged to the adjacent owner.

Exhibit A to Master Agreement

Purchase Agreement

This Purchase Agreement (this "Agreement") is dated as of May 25, 2016 between The Detroit Edison Company ("Company") and City of Birmingham ("Customer").

This Agreement is a "Purchase Agreement" as referenced in the Master Agreement for Municipal Street Lighting dated April 11, 2013 (the "Master Agreement") between Company and Customer. All of the terms of the Master Agreement are incorporated herein by reference. In the event of an inconsistency between this Agreement and the Master Agreement, the terms of this Agreement shall control.

Customer requests the Company to furnish, install, operate and maintain street lighting equipment as set forth below:

1. DTE Work Order Number:	45262606 If this is a conversion or replacement, indicate the Work Order Number for current installed equipment: N/A	
2. Location where Equipment will be installed:	2400 E Lincoln Ave along south side of Lincoln Ave just east of Commerce St, as more fully described on the map attached hereto as <u>Attachment 1</u> .	
3. Total number of lights to be installed:	15	
4. Description of Equipment to be installed (the " <u>Equipment</u> "):	15 Rockford Harbor posts all with single sheperds crook arms & 100 watt Glaswerks LED's. All posts and fixtures to be Birmingham green in color.	
5. Estimated Total Annual Lamp Charges	\$4,556.25	
6. Computation of Contribution in aid of Construction (" <u>CIAC Amount</u> ")	Total estimated construction cost, including labor, materials, and overhead:	\$77,452.28
	Credit for 3 years of lamp charges:	\$13,668.75
	CIAC Amount (cost minus revenue)	\$63,783.53
7. Payment of CIAC Amount:	Due promptly upon execution of this Agreement	
8. Term of Agreement	5 years. Upon expiration of the initial term, this Agreement shall continue on a month-to-month basis until terminated by mutual written consent of the parties or by either party with thirty (30) days prior written notice to the other party.	
9. Does the requested Customer lighting design meet IESNA recommended practices?	(Check One) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "No", Customer must sign below and acknowledge that the lighting design does not meet IESNA recommended practices Signature: _____	
10. Customer Address for Notices:	City of Birmingham 151 Martin St, PO Box 3001 Birmingham, MI 48012 Attn: Paul O'Meara	

11. Special Order Material Terms:

All or a portion of the Equipment consists of special order material: (check one) ☒ YES ☐ NO

If "Yes" is checked, Customer and Company agree to the following additional terms.

A. Customer acknowledges that all or a portion of the Equipment is special order materials ("SOM") and not Company's standard stock. Customer will purchase and stock replacement SOM and spare parts. When replacement equipment or spare parts are installed from Customer's inventory, the Company will credit Customer in the amount of the then current material cost of Company standard street lighting equipment.

B. Customer will maintain an initial inventory of at least **1 post** and **1 luminaire** and any other materials agreed to by Company and Customer, and will replenish the stock as the same are drawn from inventory. Costs of initial inventory are included in this Agreement. The Customer agrees to work with the Company to adjust inventory levels from time to time to correspond to actual replacement material needs. If Customer fails to maintain the required inventory, Company, after 30 days' notice to Customer, may (but is not required to) order replacement SOM and Customer will reimburse Company for such costs. Customer's acknowledges that failure to maintain required inventory could result in extended outages due to SOM lead times.

C. The inventory will be stored at City of Birmingham DPW Yard. Access to the Customers inventory site must be provided between the hours of 9:00 am to 4:00 pm, Monday through Friday with the exceptions of federal Holidays. Customer shall name an authorized representative to contact regarding inventory: levels, access, usage, transactions, and provide the following contact information to the Company:

Name: Paul O'Meara

Title: City Engineer

Phone Number: 248-530-1840

Email: pomeara@bhamgov.org

The Customer will notify the Company of any changes in the Authorized Customer Representative. The Customer must comply with SOM manufacturer's recommended inventory storage guidelines and practices. Damaged SOM will not be installed by the Company.

D. In the event that SOM is damaged by a third party, the Company may (but is not required to) pursue a damage claim against such third party for collection of all labor and stock replacement value associated with the damage claim. Company will promptly notify Customer as to whether Company will pursue such claim.

E. In the event that SOM becomes obsolete or no longer manufactured, the Customer will be allowed to select new alternate SOM that is compatible with the Company's existing infrastructure.

F. Should the Customer experience excessive LED equipment failures, not supported by LED manufacturer warranties, the Company will replace the LED equipment with other Company supported Solid State or High Intensity Discharge luminaires at the Company's discretion. The full cost to complete these replacements to standard street lighting equipment will be the responsibility of the Customer.

12. Experimental Emerging Lighting Technology ("EELT") Terms:

All or a portion of the Equipment consists of EELT: (check one) ☒ YES ☐ NO

If "Yes" is checked, Customer and Company agree to the following additional terms.

A. The annual billing lamp charges for the EELT equipment has been calculated by the Company are based upon the estimated energy and maintenance cost expected with the Customer's specific pilot project EELT equipment. .

B. Upon the approval of any future MPSC Option I tariff for EELT street lighting equipment, the approved rate schedules will automatically apply for service continuation to the Customer under Option 1 Municipal Street Lighting Rate, as approved by the MPSC. The terms of this paragraph B replace in its entirety Section 7 of the Master Agreement with respect to any EELT equipment purchased under this Agreement.

Company and Customer have executed this Purchase Agreement as of the date first written above.

Company:

Customer:

The Detroit Edison Company

City of Birmingham

By: _____

By: _____

Name: _____

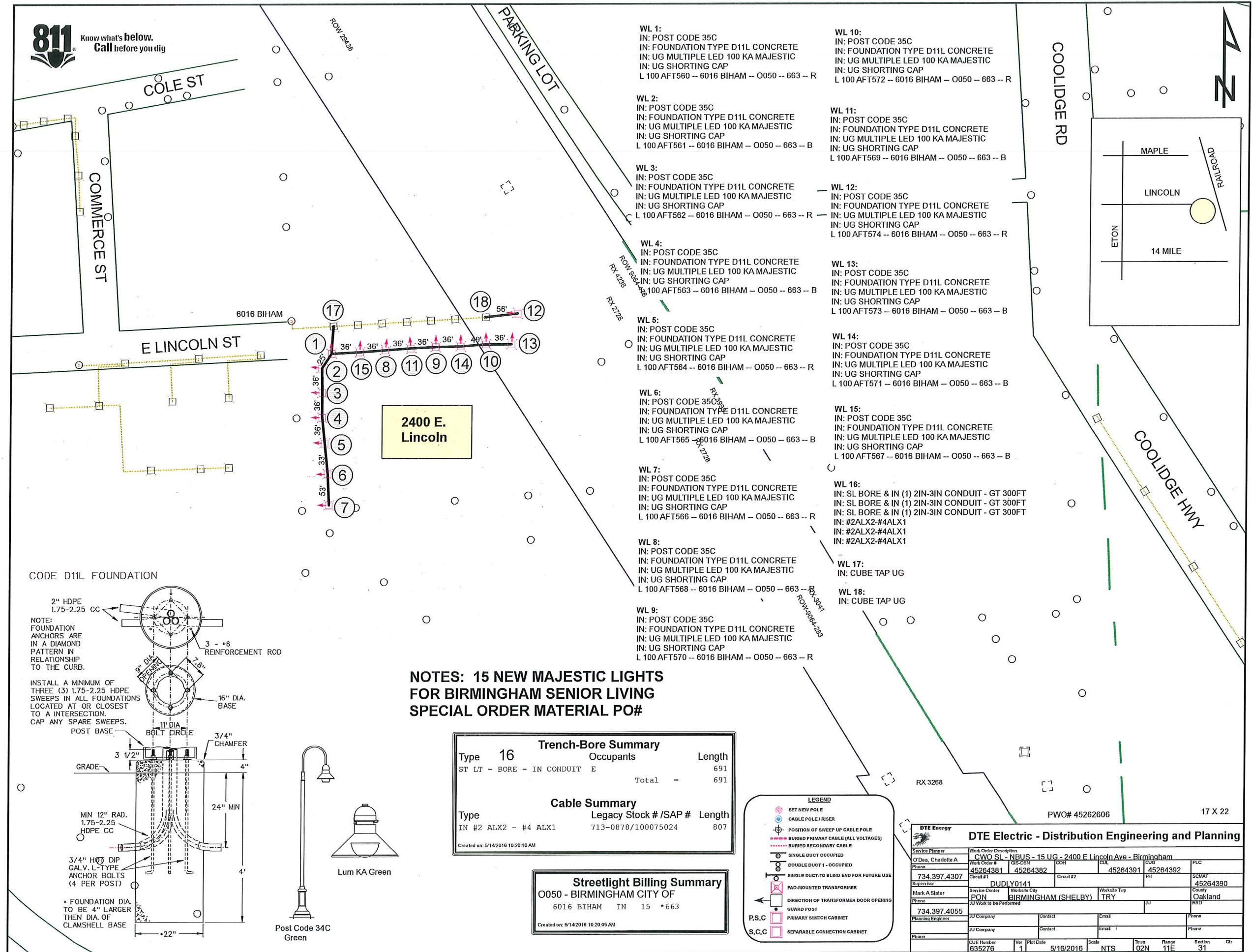
Name: _____

Title: _____

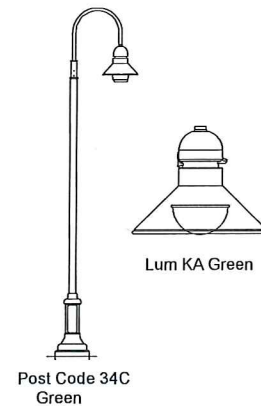
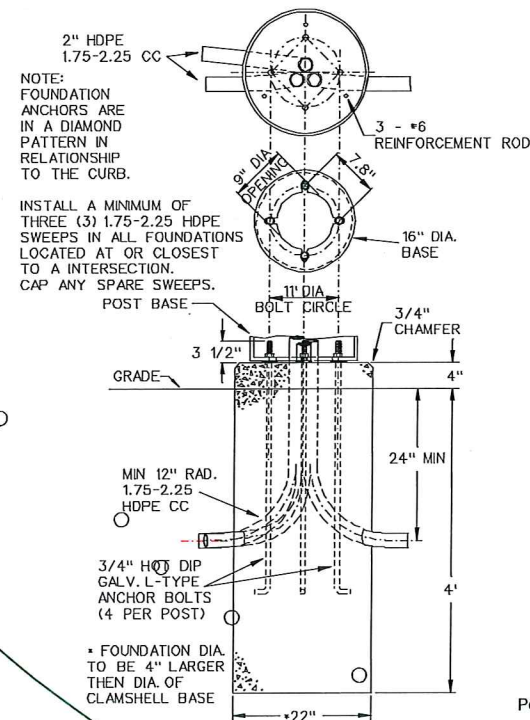
Title: _____

Attachment 1 to Purchase Agreement

Map of Location



CODE D11L FOUNDATION



NOTES: 15 NEW MAJESTIC LIGHTS
FOR BIRMINGHAM SENIOR LIVING
SPECIAL ORDER MATERIAL PO#

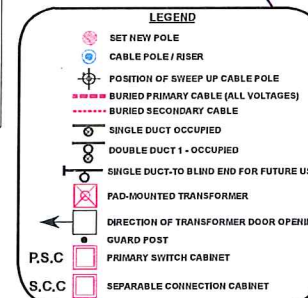
Trench-Bore Summary			
Type	16	Occupants	Length
ST LT - BORE - IN CONDUIT	E		691
Total			691

Cable Summary			
Type	Legacy Stock # /SAP #	Length	
IN #2 ALX2 - #4 ALX1	713-0878/100075024	807	

Created on: 5/14/2016 10:20:10 AM

Streetlight Billing Summary	
O050 - BIRMINGHAM CITY OF	6016 BIHAM IN 15 *663

Created on: 5/14/2016 10:20:05 AM



DTE Electric - Distribution Engineering and Planning	
Service Planner: CWO SL - NBUS - 15 UG - 2400 E Lincoln Ave - Birmingham	
O'Dea, Charlotte A	Work Order # 45264381
Phone: 734.397.4307	Work Order # 45264382
Supervisor: Mark A Slater	Work Order # 45264391
Phone: 734.397.4055	Work Order # 45264392
Planning Engineer: JU Company	Work Order # 45264390
Phone: 734.397.4055	Work Order # 45264390
CUJ Number: 635276	Ver: 1
Pkt Date: 5/16/2016	Scale: NTS
Sheet: 02N	Range: 11E
Section: 31	Alt: 0



MEMORANDUM

Office of the City Manager

DATE: June 2, 2016

TO: City Commission

FROM: Joseph A. Valentine, City Manager

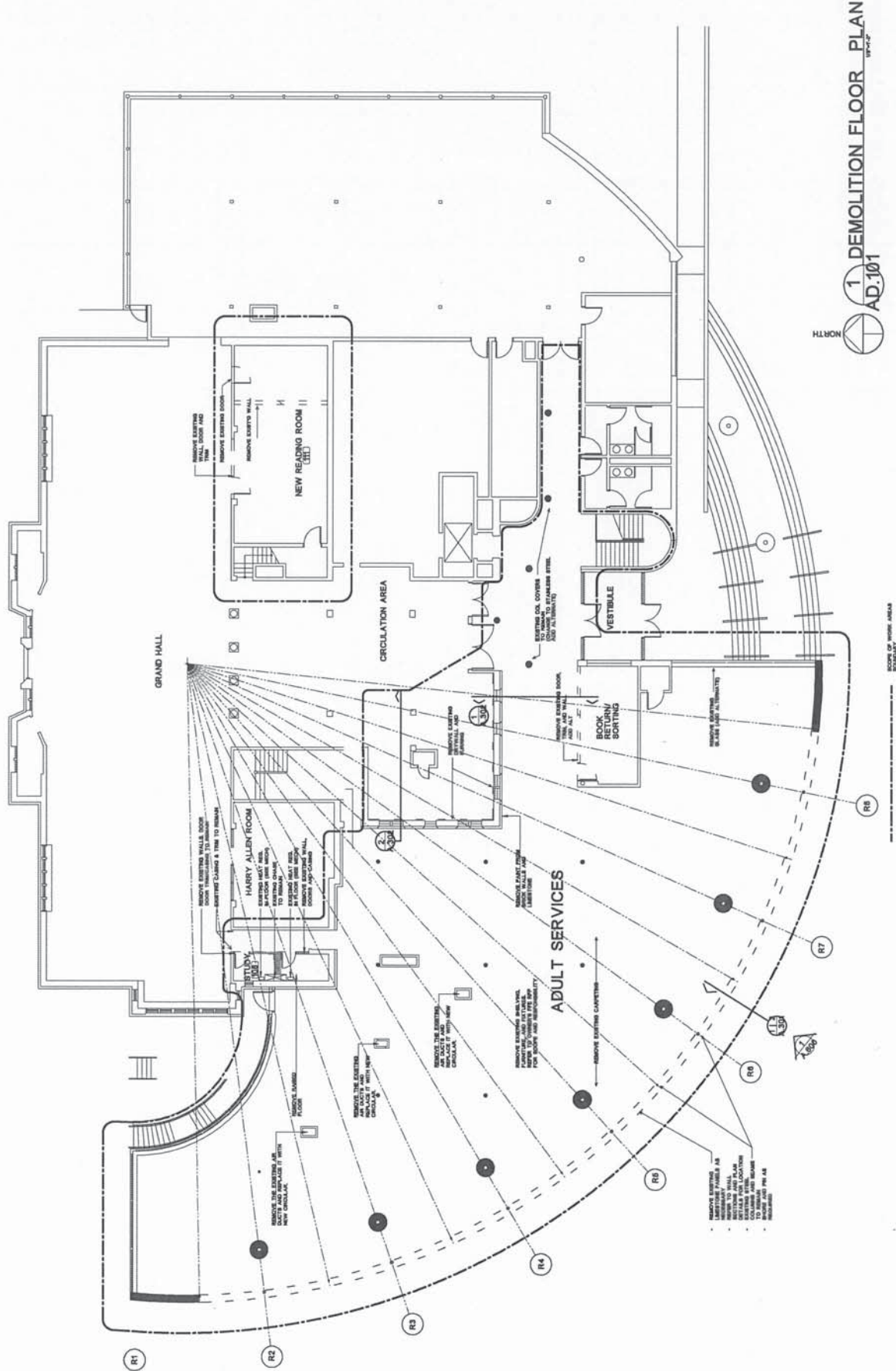
SUBJECT: Baldwin Public Library Renovation Drawings

At the May 23, 2016 Commission meeting, the Commission considered a request from the Baldwin Public Library to endorse the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, and to authorize the issuance of a Request for Proposals for construction. Based on concerns that the renderings provided did not include sufficient detail, direction was provided to obtain the final construction drawings for review. The final construction drawings have now been finalized and provided by the architects for review by the City Commission. A full-size set of the final construction drawings have also been provided under separate cover.

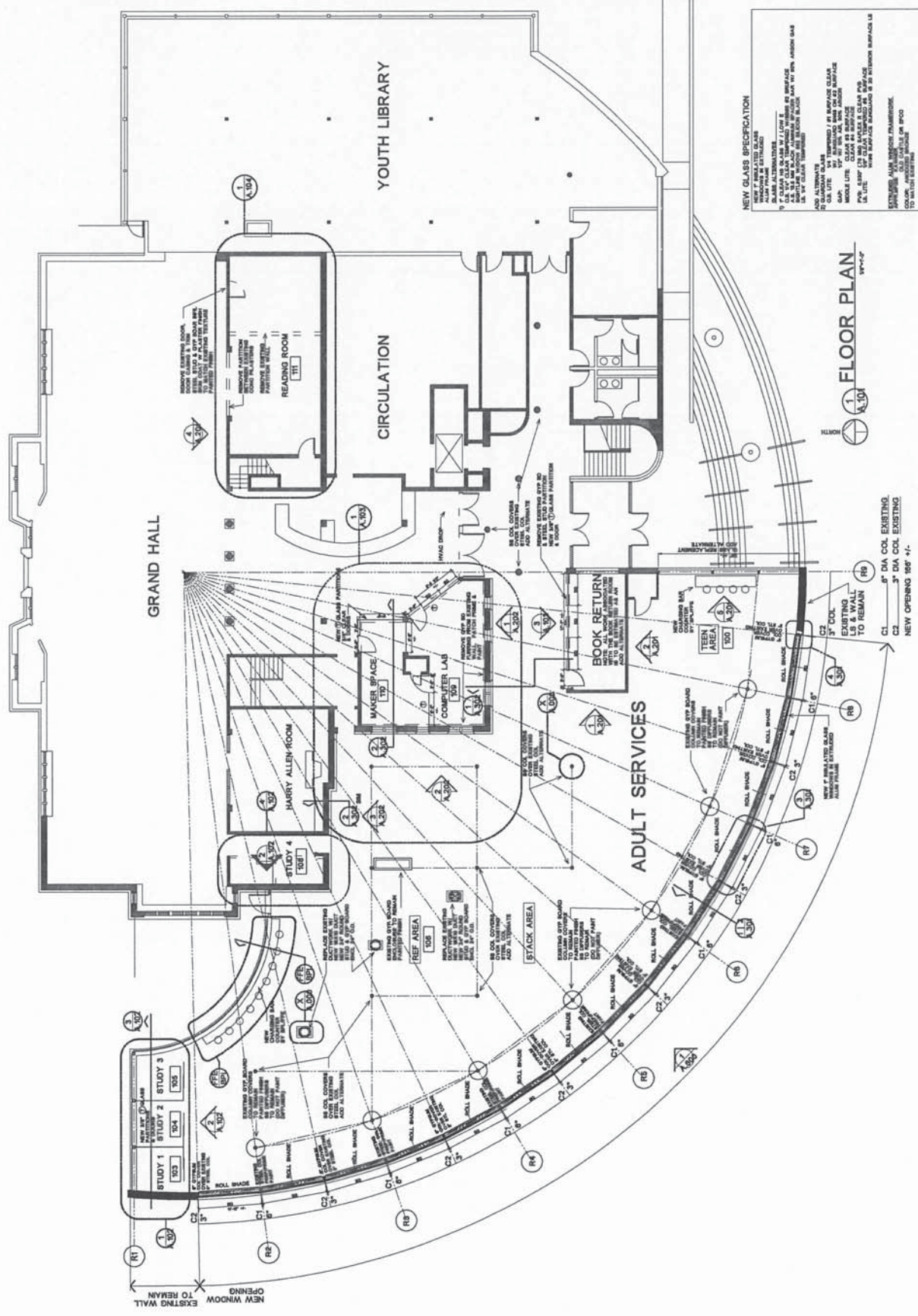
Library Director, Doug Koschik, will be available at the June 6, 2016 meeting to present the drawings and respond to questions, along with the project architect.

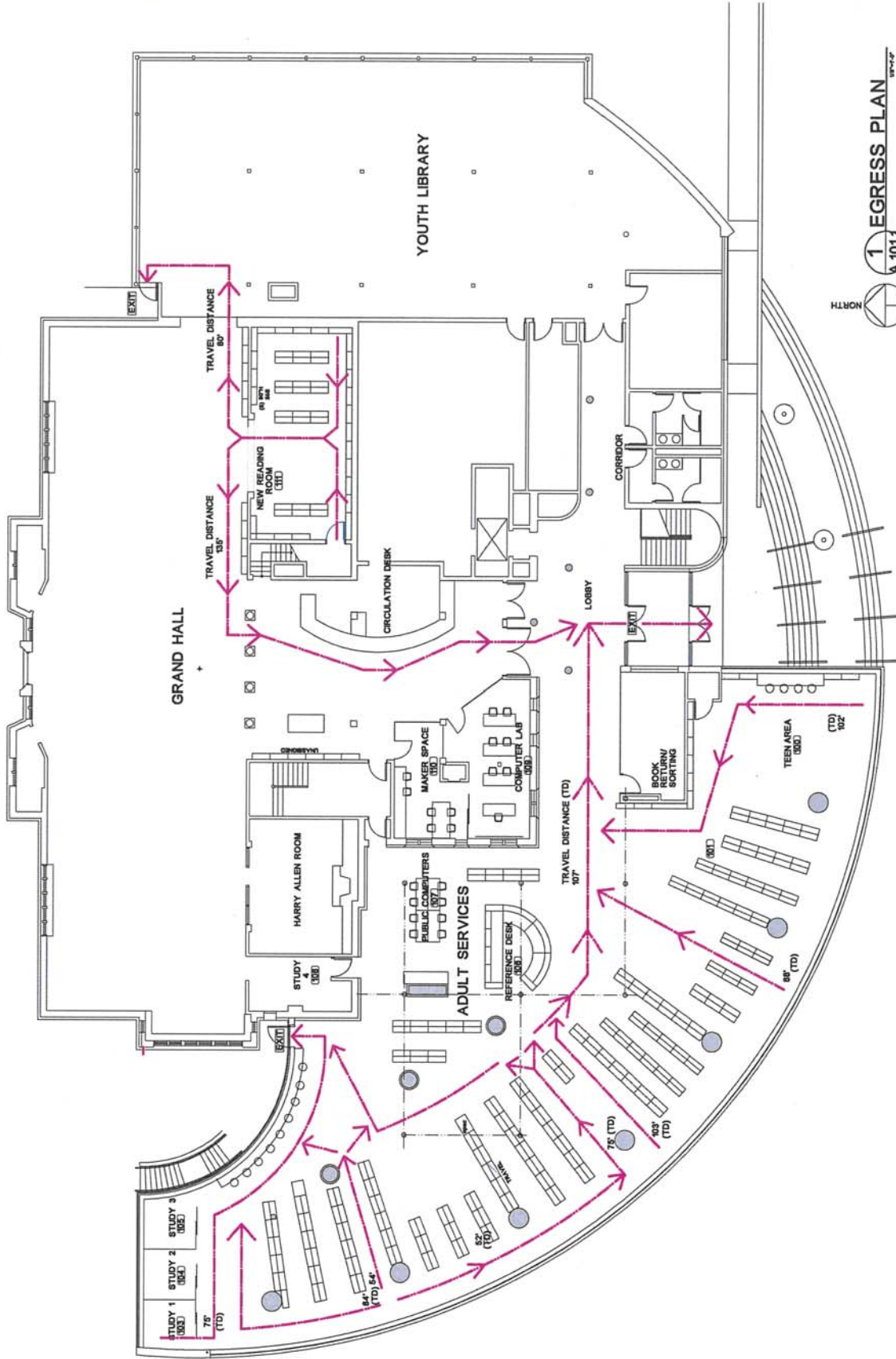
SUGGESTED RESOLUTION:

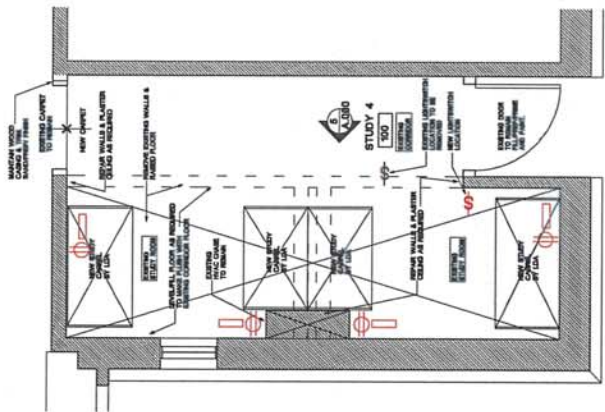
To endorse the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, and to authorize the issuance of a Request for Proposals for construction.



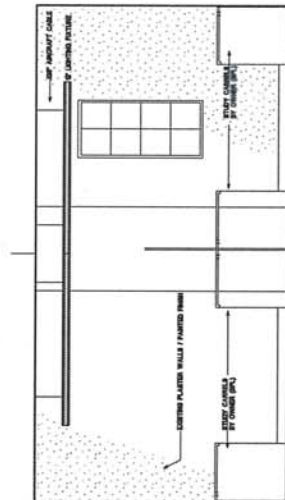




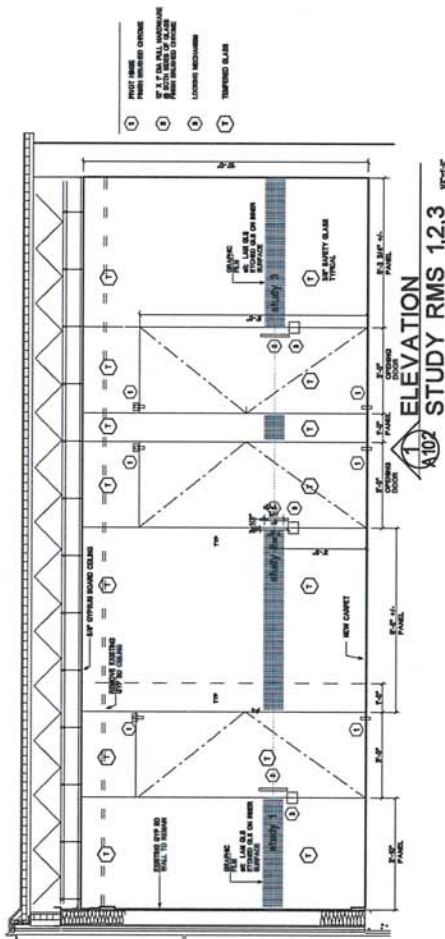




**4 PLAN
A102 STUDY ROOM 4**



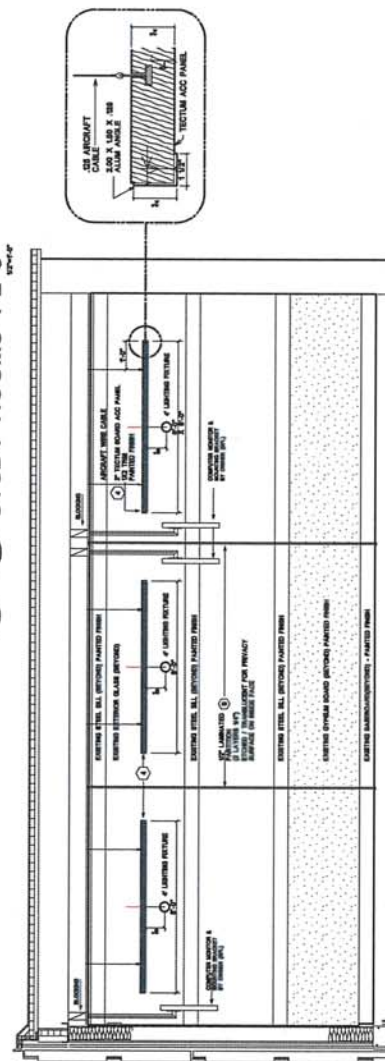
**5 ELEVATION
A102 STUDY ROOM 4**



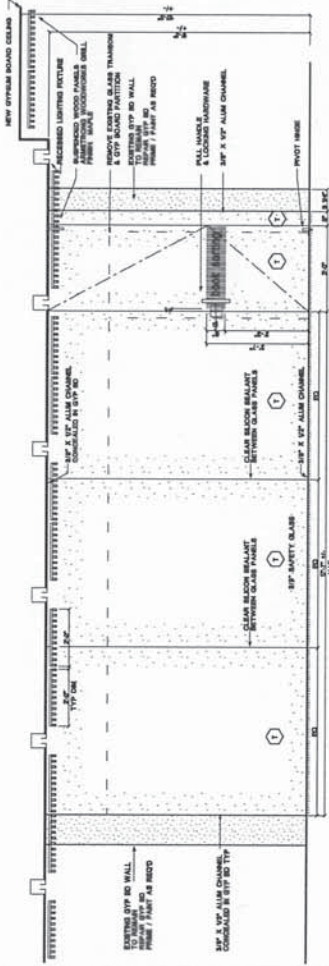
**1 ELEVATION
A102 STUDY RMS 1,2,3**



**2 PLAN
A102 STUDY ROOMS 1 2 3**



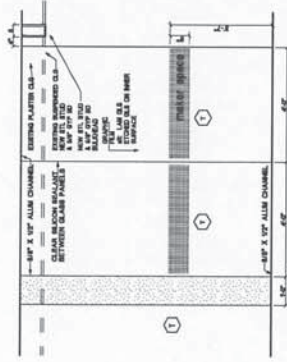
**3 SECTION DETAIL
A102 STUDY ROOMS 1 2 3**



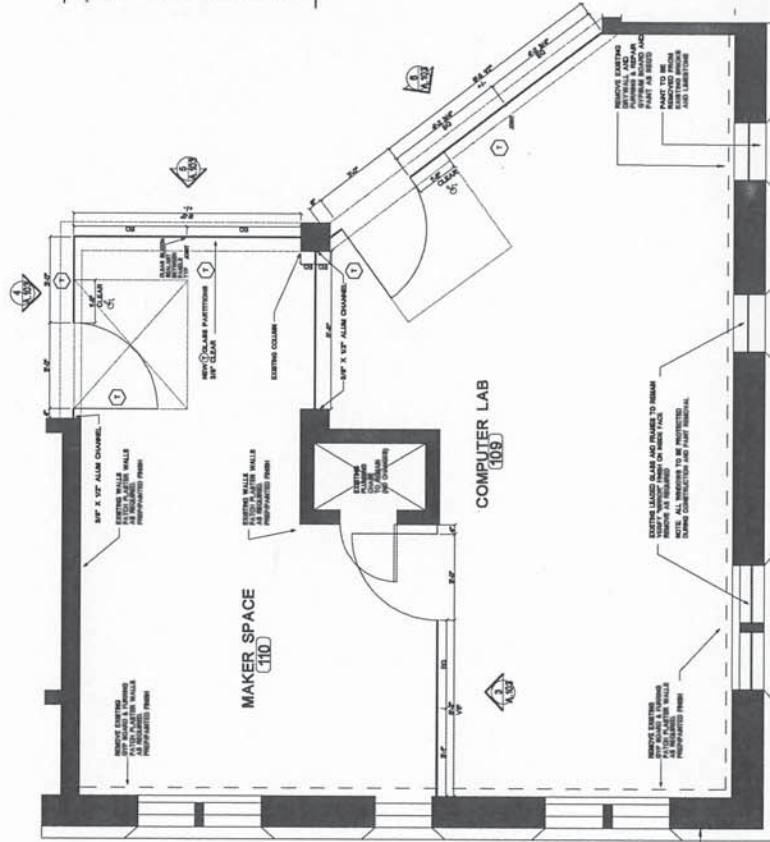
**ELEVATION 3
BOOK SORTING ROOM
ADD ALTERNATE**



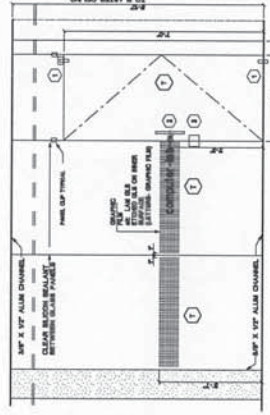
**INTERIOR ELEVATION 4
A.103**



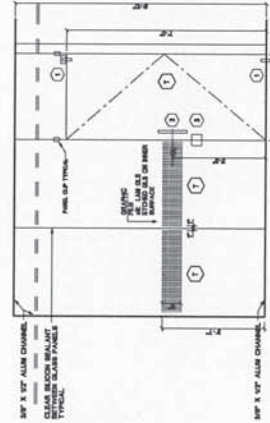
**INTERIOR ELEVATION 5
A.103**



**PARTIAL PLAN 1
COMPUTER LAB / MAKER SPACE
ADD ALTERNATE**

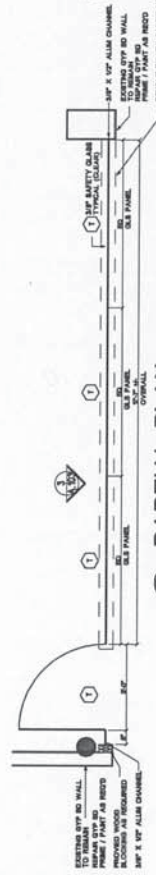


**INTERIOR ELEVATION 6
A.103**



**INTERIOR ELEVATION 7
A.103**

- KEY**
- 1 NEW EXTERIOR BOARD CEILING
 - 2 INCREASED LIGHTING FIXTURE
 - 3 ADDITIONAL WOOD PANELING
 - 4 EXISTING STYPED WALL
 - 5 EXISTING STYPED WALL
 - 6 EXISTING STYPED WALL
 - 7 EXISTING STYPED WALL
 - 8 EXISTING STYPED WALL
 - 9 EXISTING STYPED WALL
 - 10 EXISTING STYPED WALL
 - 11 EXISTING STYPED WALL
 - 12 EXISTING STYPED WALL
 - 13 EXISTING STYPED WALL
 - 14 EXISTING STYPED WALL
 - 15 EXISTING STYPED WALL
 - 16 EXISTING STYPED WALL
 - 17 EXISTING STYPED WALL
 - 18 EXISTING STYPED WALL
 - 19 EXISTING STYPED WALL
 - 20 EXISTING STYPED WALL
 - 21 EXISTING STYPED WALL
 - 22 EXISTING STYPED WALL
 - 23 EXISTING STYPED WALL
 - 24 EXISTING STYPED WALL
 - 25 EXISTING STYPED WALL
 - 26 EXISTING STYPED WALL
 - 27 EXISTING STYPED WALL
 - 28 EXISTING STYPED WALL
 - 29 EXISTING STYPED WALL
 - 30 EXISTING STYPED WALL
 - 31 EXISTING STYPED WALL
 - 32 EXISTING STYPED WALL
 - 33 EXISTING STYPED WALL
 - 34 EXISTING STYPED WALL
 - 35 EXISTING STYPED WALL
 - 36 EXISTING STYPED WALL
 - 37 EXISTING STYPED WALL
 - 38 EXISTING STYPED WALL
 - 39 EXISTING STYPED WALL
 - 40 EXISTING STYPED WALL
 - 41 EXISTING STYPED WALL
 - 42 EXISTING STYPED WALL
 - 43 EXISTING STYPED WALL
 - 44 EXISTING STYPED WALL
 - 45 EXISTING STYPED WALL
 - 46 EXISTING STYPED WALL
 - 47 EXISTING STYPED WALL
 - 48 EXISTING STYPED WALL
 - 49 EXISTING STYPED WALL
 - 50 EXISTING STYPED WALL
 - 51 EXISTING STYPED WALL
 - 52 EXISTING STYPED WALL
 - 53 EXISTING STYPED WALL
 - 54 EXISTING STYPED WALL
 - 55 EXISTING STYPED WALL
 - 56 EXISTING STYPED WALL
 - 57 EXISTING STYPED WALL
 - 58 EXISTING STYPED WALL
 - 59 EXISTING STYPED WALL
 - 60 EXISTING STYPED WALL
 - 61 EXISTING STYPED WALL
 - 62 EXISTING STYPED WALL
 - 63 EXISTING STYPED WALL
 - 64 EXISTING STYPED WALL
 - 65 EXISTING STYPED WALL
 - 66 EXISTING STYPED WALL
 - 67 EXISTING STYPED WALL
 - 68 EXISTING STYPED WALL
 - 69 EXISTING STYPED WALL
 - 70 EXISTING STYPED WALL
 - 71 EXISTING STYPED WALL
 - 72 EXISTING STYPED WALL
 - 73 EXISTING STYPED WALL
 - 74 EXISTING STYPED WALL
 - 75 EXISTING STYPED WALL
 - 76 EXISTING STYPED WALL
 - 77 EXISTING STYPED WALL
 - 78 EXISTING STYPED WALL
 - 79 EXISTING STYPED WALL
 - 80 EXISTING STYPED WALL
 - 81 EXISTING STYPED WALL
 - 82 EXISTING STYPED WALL
 - 83 EXISTING STYPED WALL
 - 84 EXISTING STYPED WALL
 - 85 EXISTING STYPED WALL
 - 86 EXISTING STYPED WALL
 - 87 EXISTING STYPED WALL
 - 88 EXISTING STYPED WALL
 - 89 EXISTING STYPED WALL
 - 90 EXISTING STYPED WALL
 - 91 EXISTING STYPED WALL
 - 92 EXISTING STYPED WALL
 - 93 EXISTING STYPED WALL
 - 94 EXISTING STYPED WALL
 - 95 EXISTING STYPED WALL
 - 96 EXISTING STYPED WALL
 - 97 EXISTING STYPED WALL
 - 98 EXISTING STYPED WALL
 - 99 EXISTING STYPED WALL
 - 100 EXISTING STYPED WALL



**PARTIAL PLAN 2
BOOK SORTING ROOM
ADD ALTERNATE**



**BALDWIN
PUBLIC
LIBRARY**
300 West Merrill Street
Birmingham, MI 48009

Adult Services
Interior Renovation

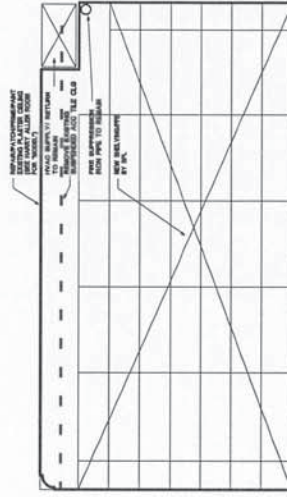
READING ROOM

DATE MAY 17, 2018

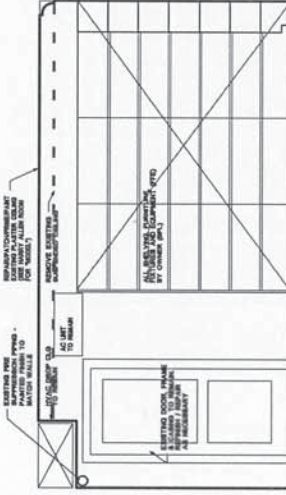
Project Number
000000

What's New

A.104



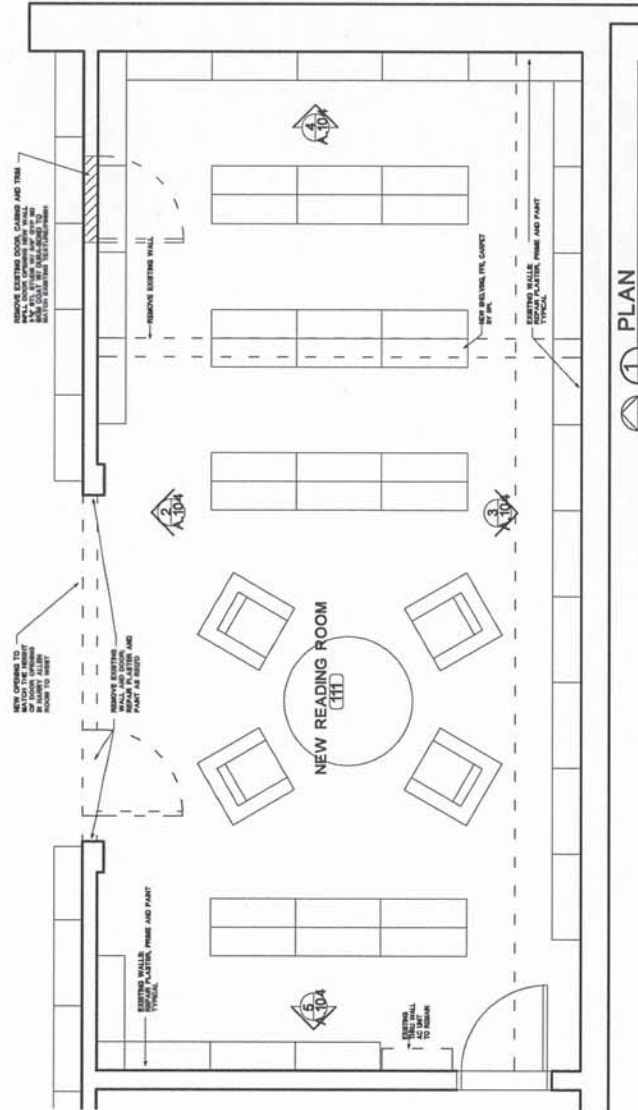
A.104 VIEW 2 **EAST INT. ELEVATION**



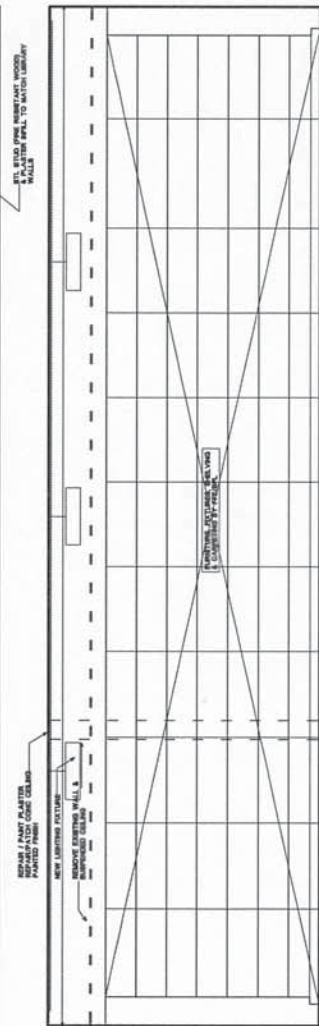
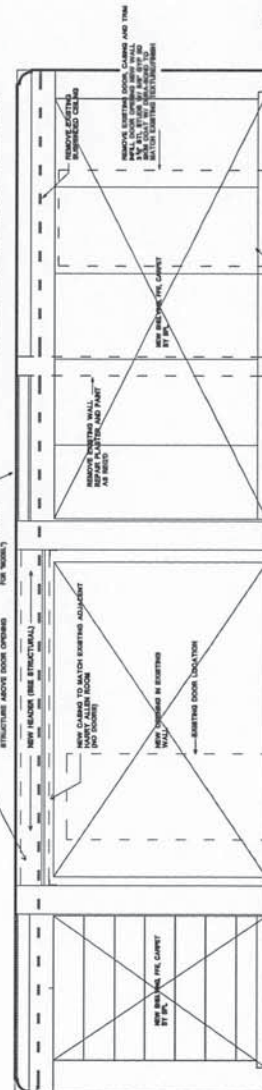
2 WEST INT. ELEVATION
A.104 1/2" x 1/2"

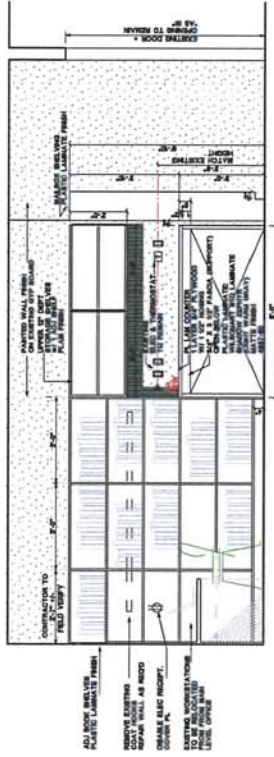
5 NORTH INT. ELEVATION

3 SOUTH INT. ELEVATION
A.104 1/8" = 1'-0"

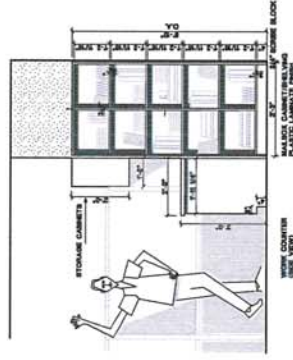


PLAN
A.104 NEW READING ROOM

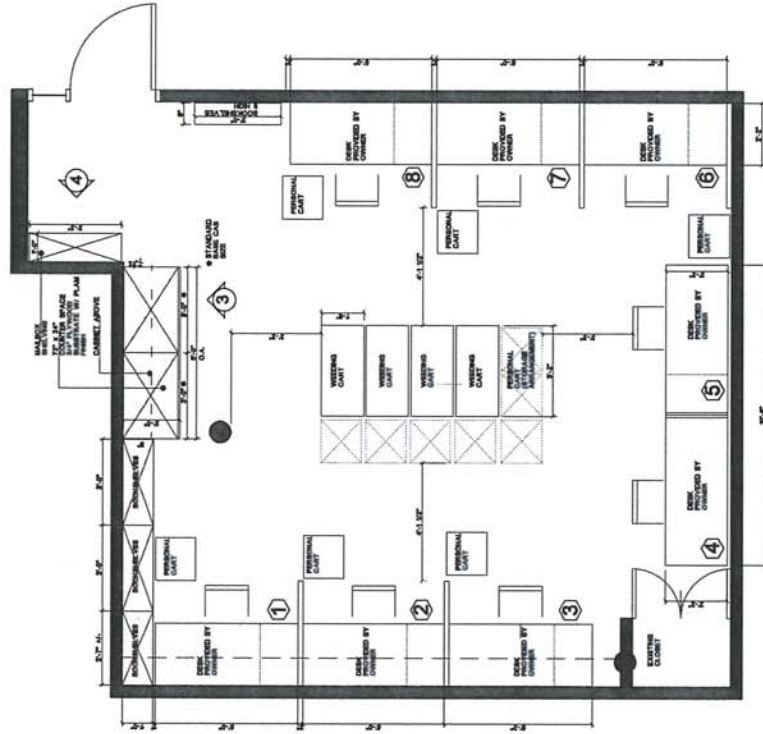





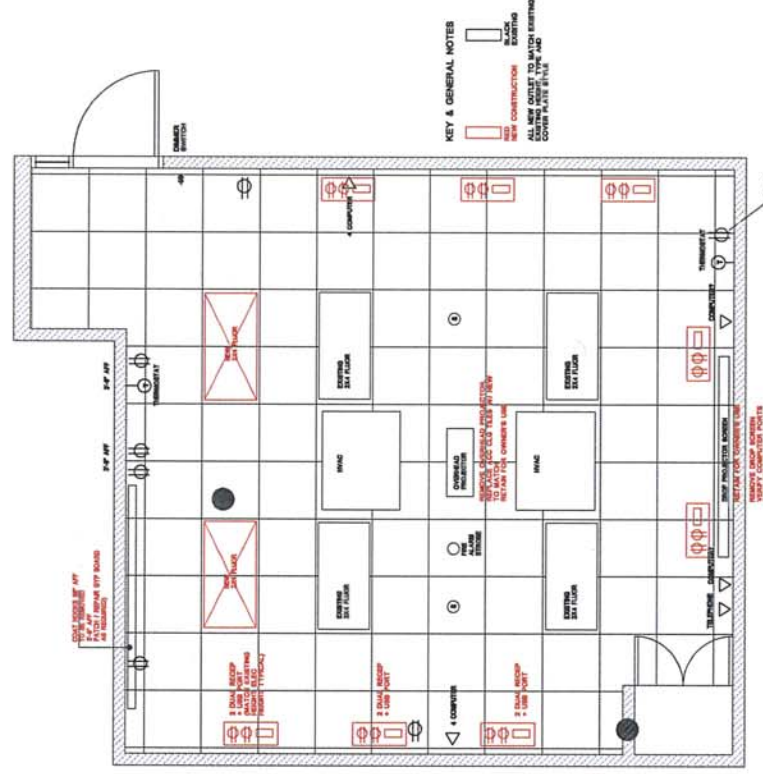
Elevation
A.105 north wall shelving & cabinetry



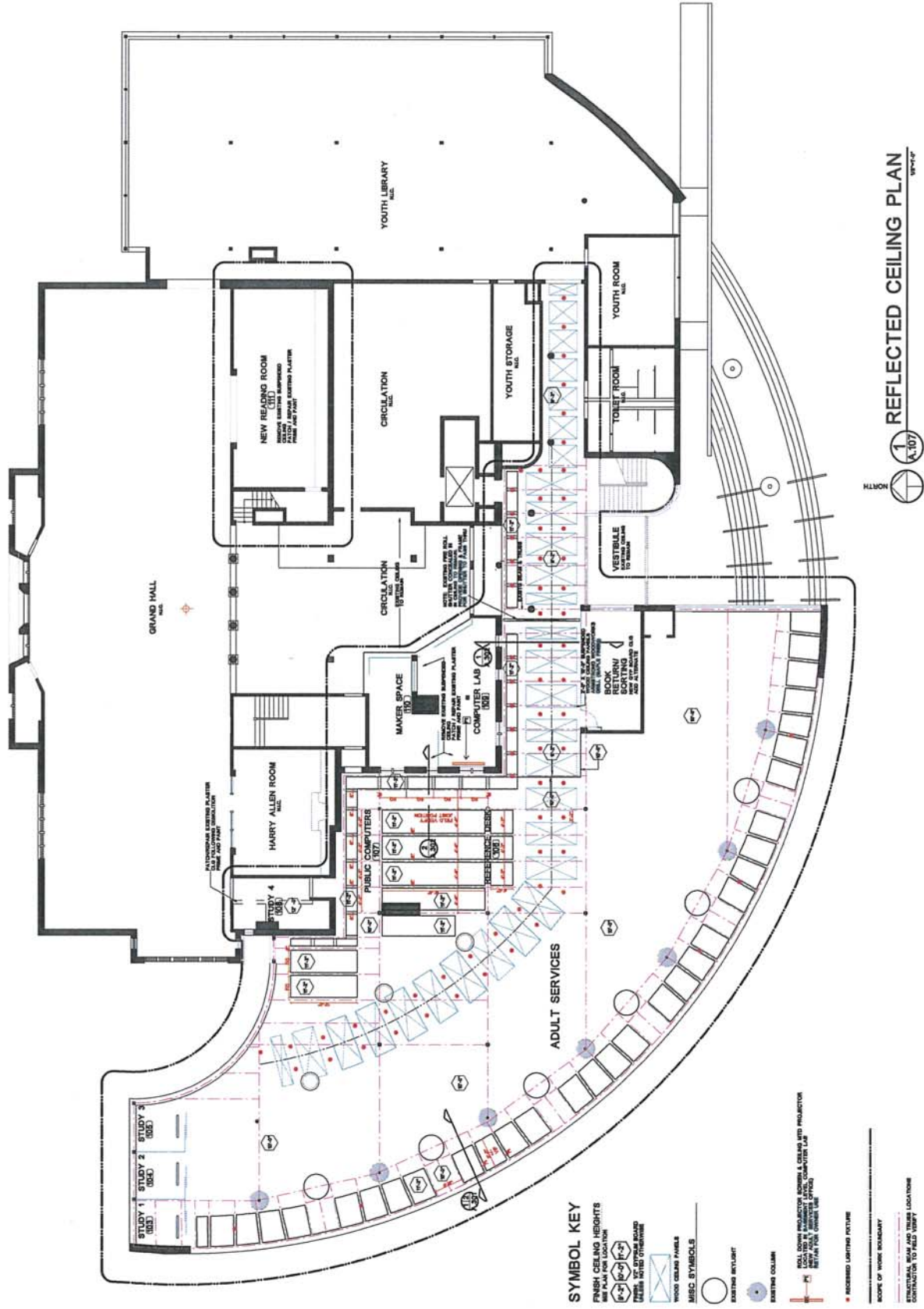
Elevation
A.105 "Mailbox" Storage

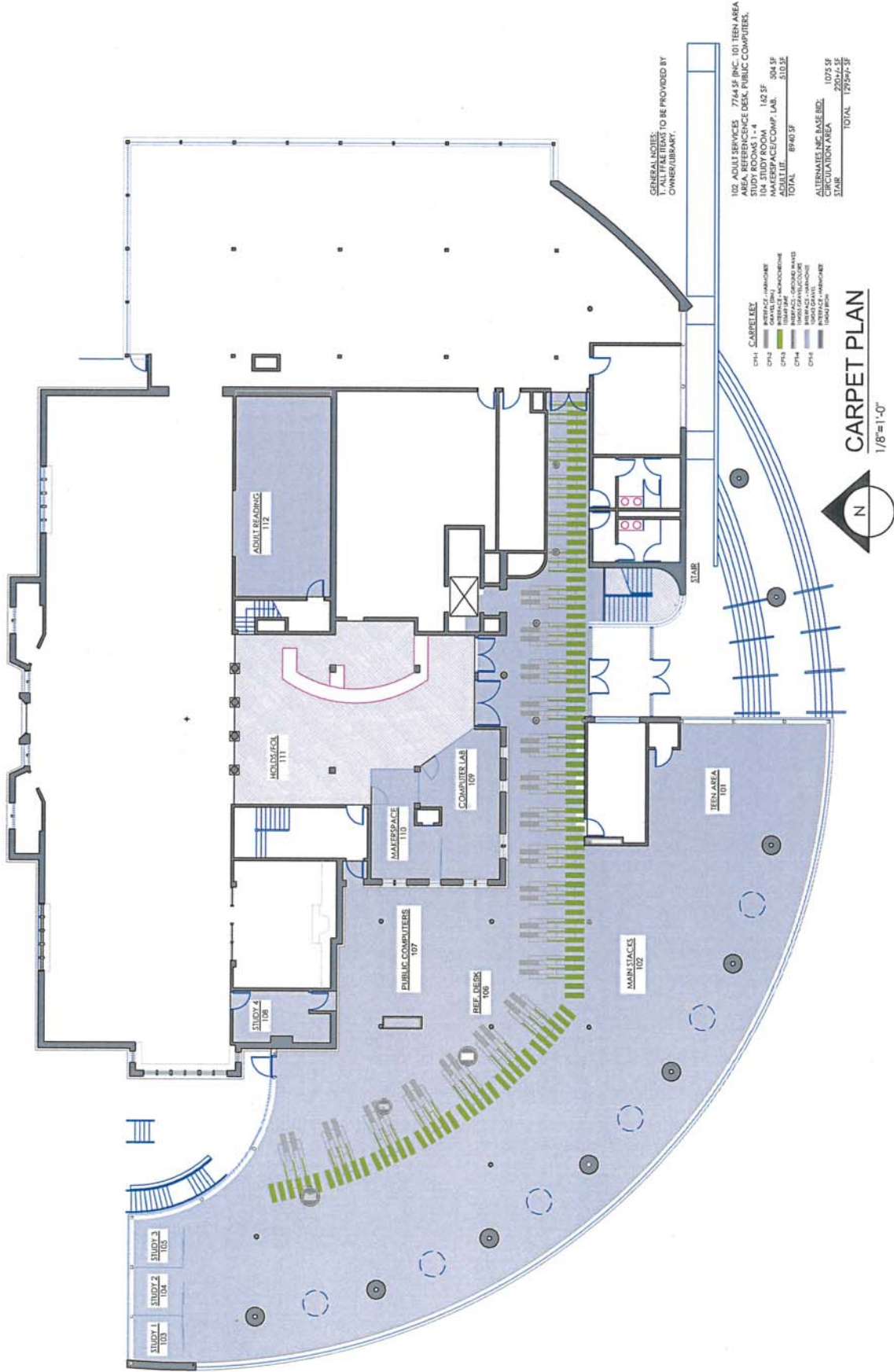


 **PLAN**
A105 Adult Services Office
plan 2B / with existing furniture

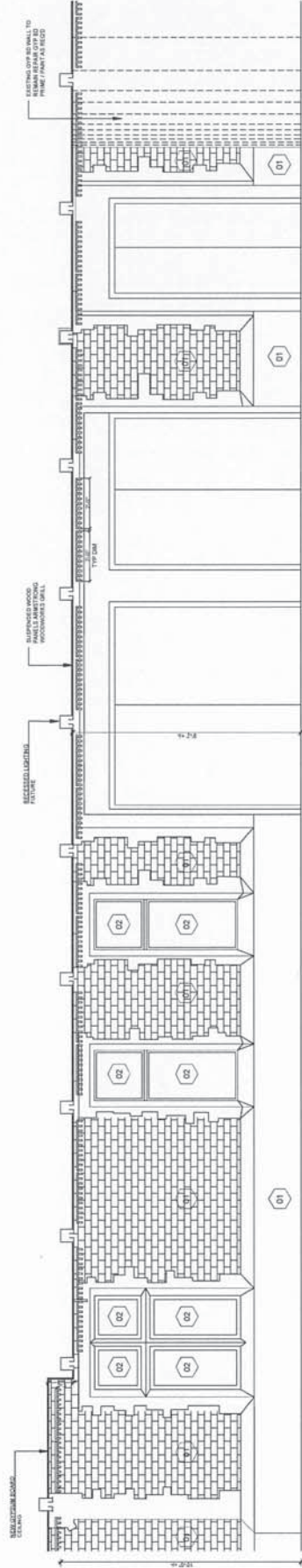


REF CLG PLAN / POWER & LIGHTING EXISTING
A.105 Adult Services Office

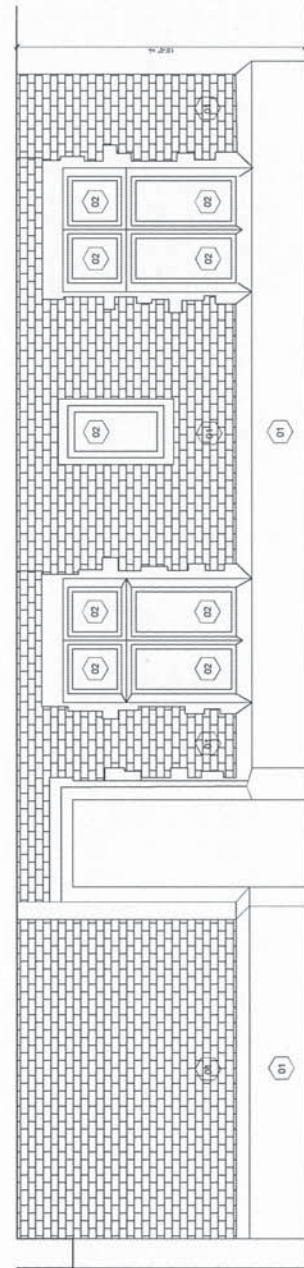




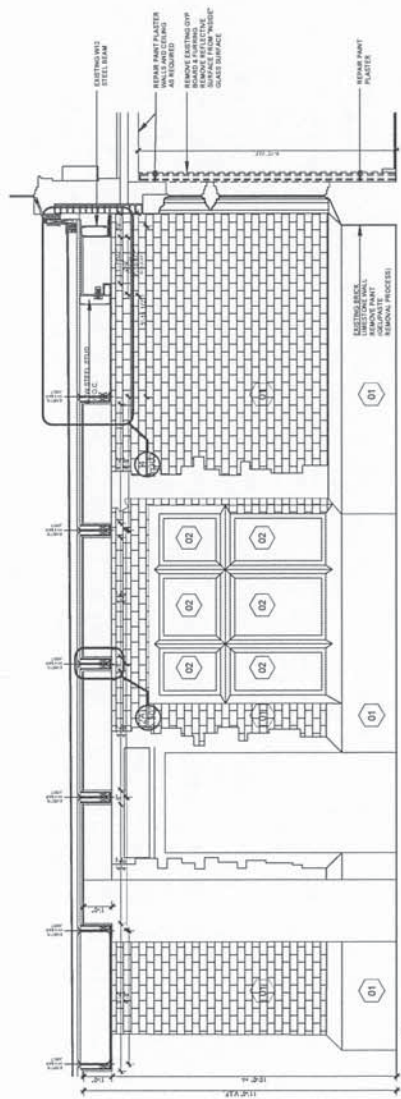
01 INTERIOR ELEVATION
A20 TEEN AREA- LOOKING EAST



01 INTERIOR ELEVATION
A202 CORRIDOR LOOKING NORTH
SCALE 1/8" = 1'-0"



02 INTERIOR ELEVATION AREA
A202 1927 LIBRARY- LOOKING EAST
SCALE 1/8" = 1'-0"



03 INTERIOR ELEVATION
A202 1927 LIBRARY LOOKING NORTH
SCALE 1/8" = 1'-0"

- 1 REMOVE PAINT FROM EXISTING BRICKS AND LIMESTONE
- 2 EXISTING LEADED GLASS AND FRAME TO REMAIN. PROTECT FROM DAMAGE DURING CONSTRUCTION AND MASONRY PAINT REMOVAL

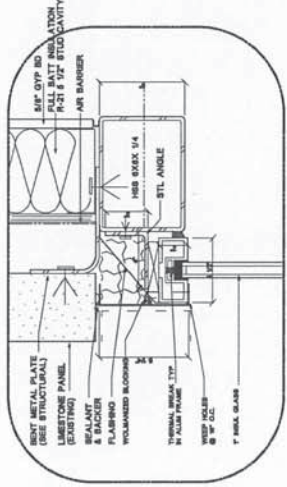
**Luckenbach
Ziegelman
Gardner
Architects
PLLC**
38800 Woodward Suite 100
Bloomfield Hills, Michigan 48304
248.644.0900

BPL
BALDWIN PUBLIC LIBRARY
**BALDWIN
PUBLIC
LIBRARY**
300 West Merrill Street
Birmingham, MI 48009
INTERIOR
ELEVATIONS

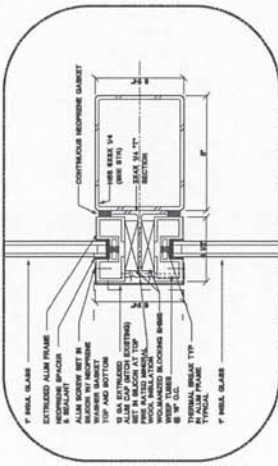
MAY 25, 2016

2016

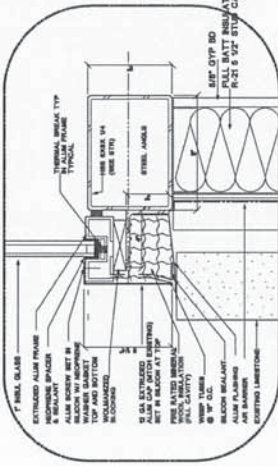
A. 202



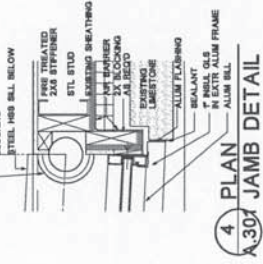
7 SECTION DETAIL
A.301 HEAD



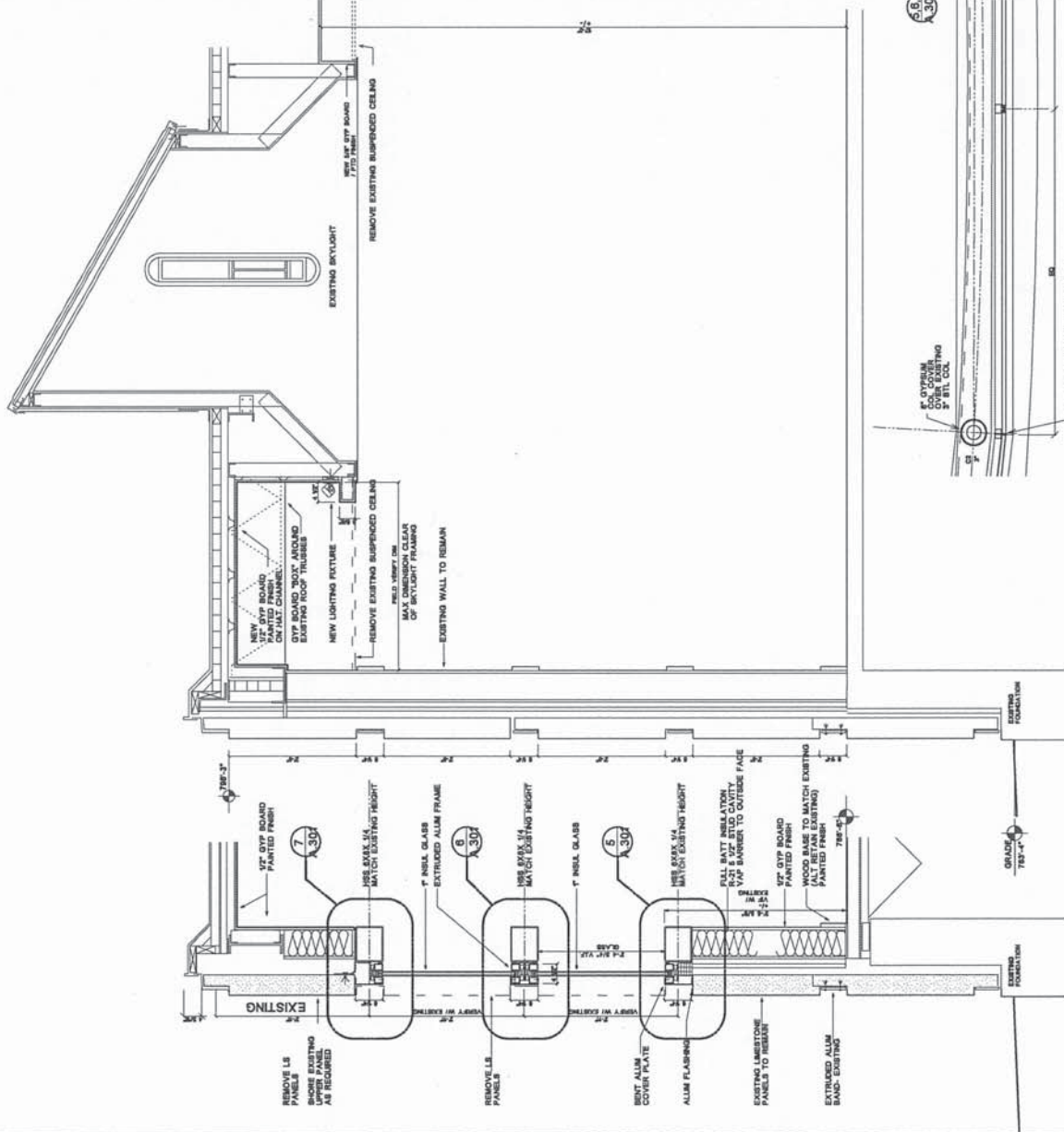
6 SECTION DETAIL
A.301 MID SECTION



5 SECTION DETAIL
A.301 SILL



4 PLAN JAMB DETAIL
A.301



3 WINDOW SECTION
A.301 TYPICAL PLAN

2 WALL SECTION
A.301 EXISTING W/ NEW
COVE CEILING

1 WALL SECTION
A.301 PROPOSED ALUM FRAME
& INSULATED GLASS INFILL



Luckenbach
Ziegelman
Gardner
Architects
PLLC



**BALDWIN
PUBLIC
LIBRARY**
300 West Merrill Street
Birmingham, MI 48009

Adult Services
Interior Renovation
EXTERIOR
ELEVATIONS

DATE: 11.18.18

AREA OF WORK
REINFORCING STEEL AND FORMWORK
FOR CONCRETE WALL
AND FLOOR SLAB
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

REINFORCING STEEL
AND FORMWORK
TO BE REMOVED
IN THE NORTH
WING OF THE BUILDING

EXISTING EXTERIOR ALUM.
BASED TO REMAIN
BASED TO BE REMOVED

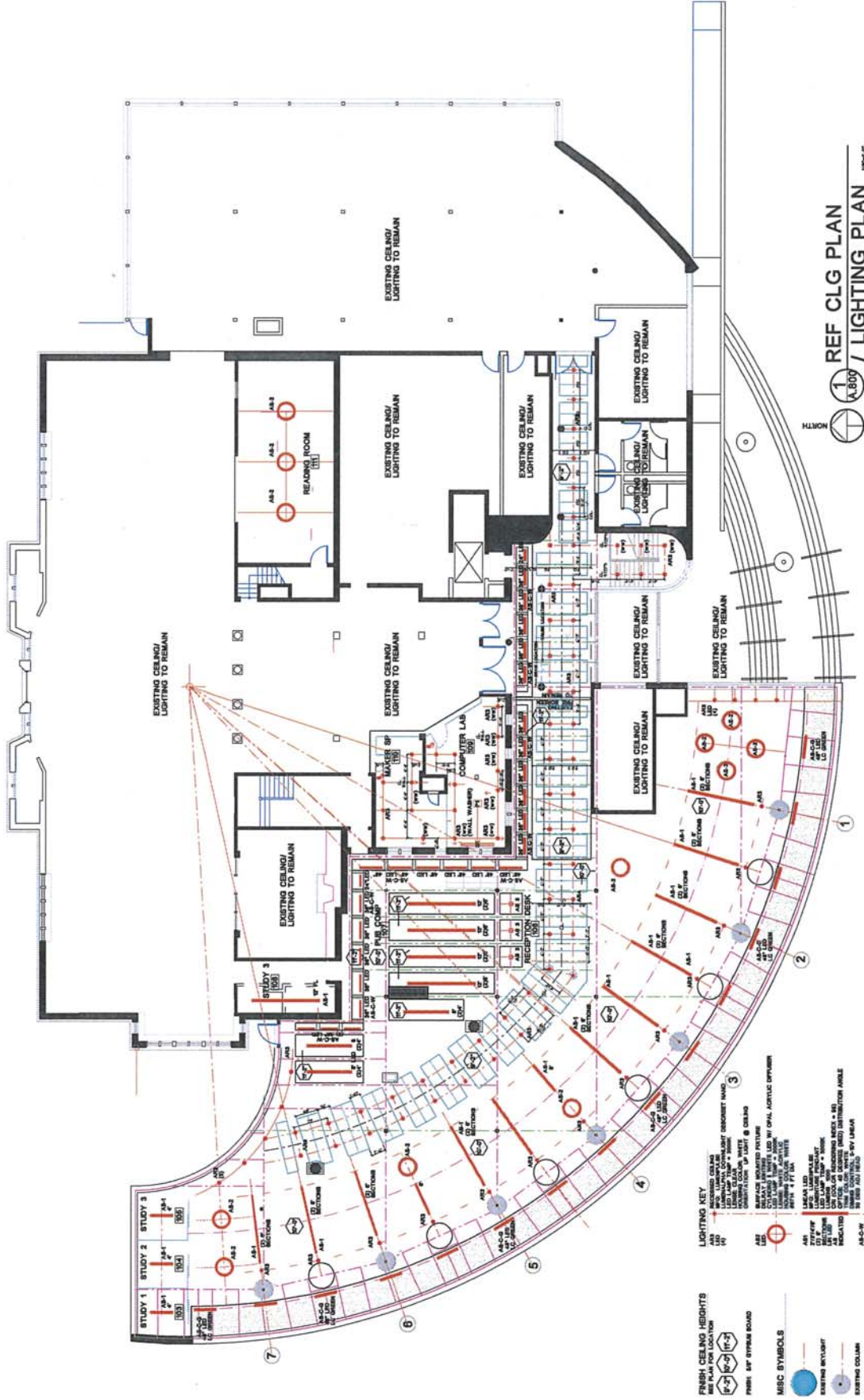
**1 SOUTH ELEVATION
A.600 DEMOLITION**
SCALE: 1/4" = 1'-0"

EXISTING EXTERIOR ALUM.
BASED TO REMAIN
BASED TO BE REMOVED

**2 SOUTH ELEVATION
A.600**
SCALE: 1/4" = 1'-0"

NEW GLASS SPECIFICATION
1. GLASS TYPE: CLEAR GLASS
2. GLASS THICKNESS: 1/2" MIN.
3. GLASS FINISH: POLISHED
4. GLASS COLOR: CLEAR
5. GLASS TINT: NONE
6. GLASS STRENGTH: 100 PSI MIN.
7. GLASS WEIGHT: 10 LBS. MIN.
8. GLASS AREA: 10 SQ. FT. MIN.
9. GLASS PERIMETER: 10 FT. MIN.
10. GLASS SPACING: 10 FT. MIN.

**2 PARTIAL STEEL FRAMING ELEVATION
A.600**
SCALE: 1/4" = 1'-0"



1 REF CLG PLAN
A.800 / LIGHTING PLAN

FINISH CEILING HEIGHTS
SEE PLAN FOR LOCATION

FINISH 2" X 4" SYMBOL BOARD

MISC SYMBOLS

EXISTING RECYCLED

EXISTING COLUMNS

EXISTING WALLS

EXISTING FLOORS

EXISTING ROOF

EXISTING STRUCTURE

EXISTING UTILITIES

EXISTING LANDSCAPE

EXISTING SITE

EXISTING ADJACENT

LIGHTING KEY

101 RECESSED CEILING

102 RECESSED CEILING

103 RECESSED CEILING

104 RECESSED CEILING

105 RECESSED CEILING

106 RECESSED CEILING

107 RECESSED CEILING

108 RECESSED CEILING

109 RECESSED CEILING

110 RECESSED CEILING

111 RECESSED CEILING

112 RECESSED CEILING

113 RECESSED CEILING

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

109

110

111

112

113

101

102

103

104

105

106

107

108

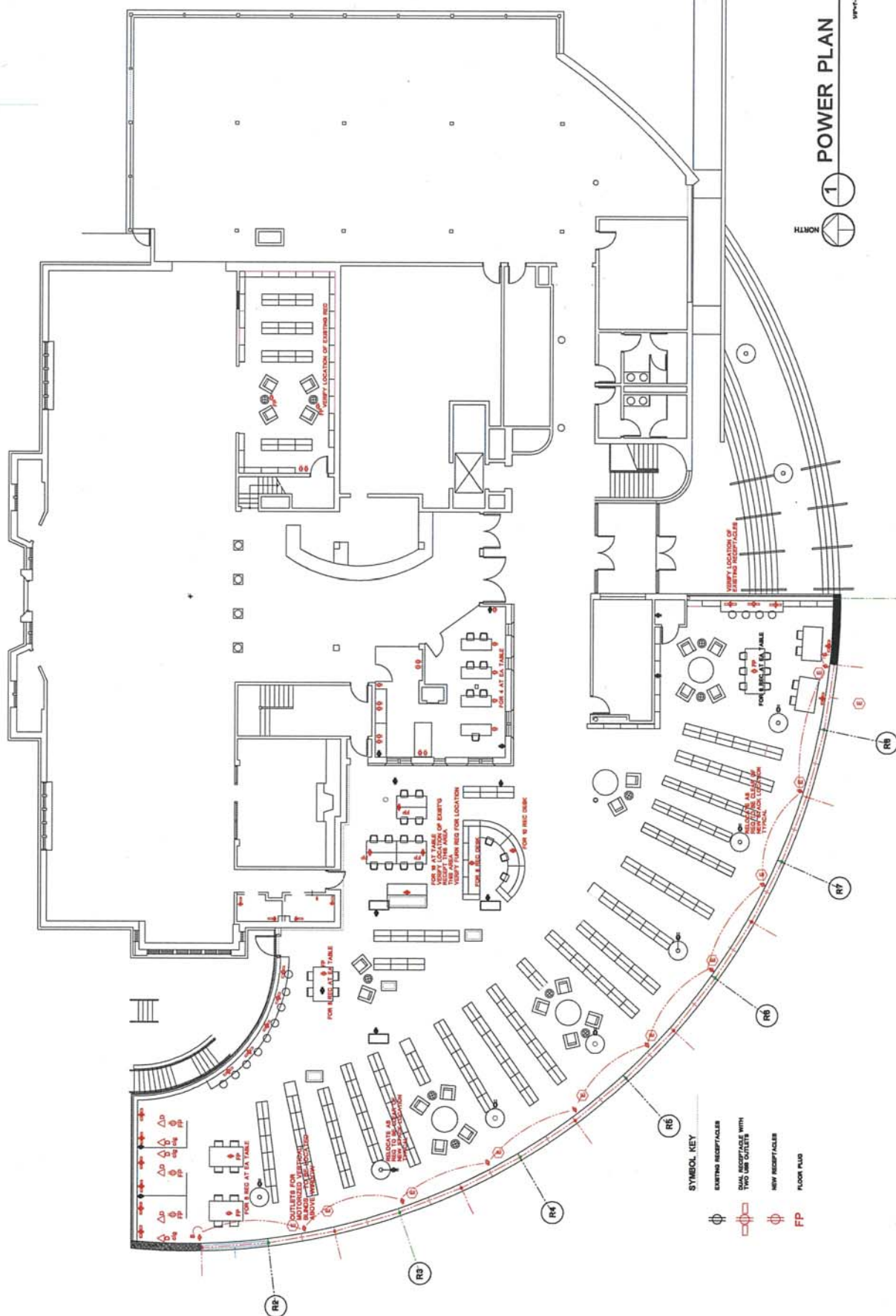
109

110

111

112

113



ELECTRICAL DRAWING INDEX

[illegible]

g:\2016\2016-0167-00\2016-0167-LB-WD.wg; E001; 9/17/2016 12:53:07 PM; Tony L. Coranough, Peter Basso Associates Inc.

NOTE: SOME SYMBOLS AND ABBREVIATIONS SHOWN MAY NOT APPLY TO THIS PROJECT.

- [illegible]

g:\2016\2016-0162-00\CMO\2016-0162-EO-LCS.dwg, E:005, 5/17/2016 12:42:05 PM, Tonya L. Covacough, Pelter Bosso Associates Inc.

Technical Drawing: Lamincover 2000

Dimensions: 200mm x 200mm x 20mm

Table of Dimensions:

Dimension	Value
Width	200mm
Height	20mm
Thickness	20mm

Notes:

- 1. The profile is made of 100% virgin PVC.
- 2. The profile is suitable for use in a wide range of applications.
- 3. The profile is available in a range of colors.
- 4. The profile is available in a range of lengths.
- 5. The profile is available in a range of thicknesses.

[illegible][illegible][illegible][illegible][illegible]

[illegible]

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

© 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 105–110



Peter Brasso Associates Inc
CONSULTING ENGINEERS
5345 Livernois, Suite 100
Troy, Michigan 48066-3276
Tel: 248-679-9666
Fax: 248-679-0007
www.PeterBrassoAssociates.com
cMA Project No. 20-03-016



BALDWIN PUBLIC
LIBRARY
300 W Merrill St.,
Birmingham, MI 48009

FIRST FLOOR LIGHTING PLAN

Scale: 1/8" = 1'-0"

3016

E.201



1. POLICE SEARCHED THE RECORDS OF THE COUNTY JAIL AND FOUND THAT THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
2. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
3. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
4. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
5. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
6. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
7. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
8. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
9. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.
10. THE INDIVIDUAL HAD BEEN CONVICTED OF A FELONY IN 1978 AND HAD BEEN RELEASED ON PROBATION IN 1980.

© 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 395–402

BPL
BALDWIN PUBLIC LIBRARY
300 W Merrill St.,
Birmingham, MI 48009

Scale: 1/8" = 1'-0"

E.301



[illegible]

Journal of Management Studies 2000, 37(1), 101-116

PBA
Peter Basco Associates Inc
CONSULTING ENGINEERS
5141 Lawrence, Suite 100
Troy, Michigan 48066-3278
Tel. 248-679-5668
Fax 248-679-0027
www.PeterBasco.com
pba@peterbasco.com

 **BPL**
BIRMINGHAM PUBLIC LIBRARY

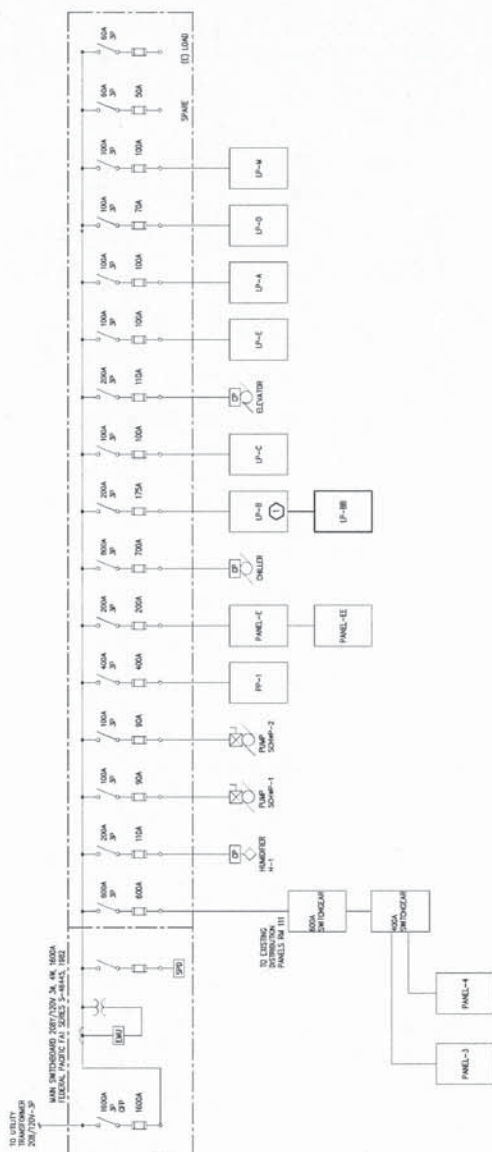
BALDWIN PUBLIC LIBRARY

300 W Merrill St.,
Birmingham, MI 48009

ONE LINE DIAGRAM

Scale: NONE

Project Number	3016
Field Station	E.501



DISCONNECT AND REMOVE (3) 25A-IP CIRCUIT BREAKERS. REPLACE WITH (1) 25A-IP CIRCUIT BREAKER FOR NEW PANEL. IP-00.

DISCONNECT AND REMOVE (3) 25A-IP CIRCUIT BREAKERS. REPLACE WITH (1) 25A-IP CIRCUIT BREAKER FOR NEW PANEL. IP-00.

Journal of Management Education 33(10)
Copyright © 2009 Sage Publications
10.1177/1053426909350000

[illegible][illegible]

Scale: NONE

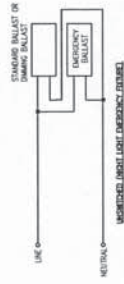
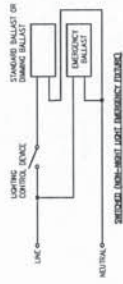
PANEL SCHEDULE INDEX		
	(1) PANEL -A	(1) PANEL-B
	(N) PANEL -BB	(1) PANEL -D

100

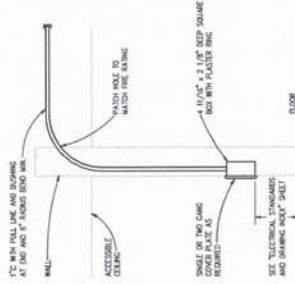
3016

David Karpman

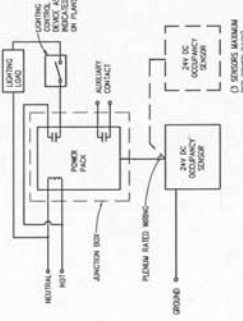
E.503



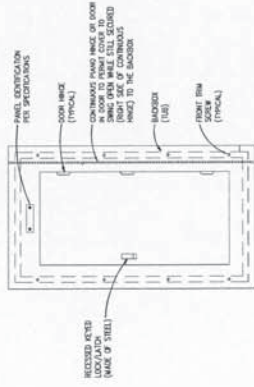
EMERGENCY BALLAST WIRING DIAGRAM
NO SCALE
PRIMARY CIRCUIT ONLY. LAMP LEADS NOT SHOWN.



TELE/DATA OUTLET DETAIL
NO SCALE
IF CEILING IN ROOM IS NOT ACCESSIBLE ROUTE CONDUIT TO NEAREST ACCESSIBLE CEILING IN DIRECTION OF TELECOM ROOM.



OCCUPANCY SENSOR WIRING DIAGRAM
NO SCALE
1. REFER TO SPECIFICATIONS FOR ADJUSTED MANUFACTURER'S RECOMMENDATIONS.
2. PROVIDE POWER PACKS AND SLAVE PACKS AS REQUIRED FOR SENSING AS INDICATED ON DRAWING.
3. PROVIDE POWER PACKS AND SLAVE PACKS AS REQUIRED FOR SENSING AS INDICATED ON DRAWING.
4. ADJUST SENSITIVITY LEVELS FOR THE SENSING REQUIREMENTS.
5. ADJUST SENSITIVITY LEVELS FOR THE SENSING REQUIREMENTS.
6. PLACE CEILING MOUNTED OCCUPANCY SENSORS IN CENTER OF A FULL CEILING TILL WHERE POSSIBLE.
7. SENSORS SHOULD BE PLACED AT LEAST 10 FEET FROM WALLS AND DOORS.
8. SENSORS SHOULD BE PLACED AT LEAST 10 FEET FROM WALLS AND DOORS.
9. SENSORS SHOULD BE PLACED AT LEAST 10 FEET FROM WALLS AND DOORS.
10. SENSORS SHOULD BE PLACED AT LEAST 10 FEET FROM WALLS AND DOORS.



PANELBOARD FRONT COVER DETAIL
NO SCALE

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

3000 Riverchase Blvd., Suite 100
Birmingham, AL 35244
Phone: 205.988.1100
Fax: 205.988.1101



Peter Basso Associates Inc.
Consulting Engineers
3000 Riverchase Blvd., Suite 100
Birmingham, AL 35244
Phone: 205.988.1100
Fax: 205.988.1101
www.peterbasso.com



**BALDWIN PUBLIC
LIBRARY**
300 W Merrill St.
Birmingham, AL 35203

ELECTRICAL DETAILS AND
DIAGRAMS

Scale: NONE
Date: 11.08.2016

3016

E.701

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

© 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 395–401



3145 Livingston, Suite 120
Troy, Michigan 48068-3279
Tel: 248-479-0446
Fax: 248-479-0007
www.PeterBassettLLC.com
High Speed Fax: 248-682-8622



BALDWIN PUBLIC
LIBRARY
300 W Merrill St.,
Birmingham, MI 48009

FIRST FLOOR ELECTRICAL
DEMOLITION PLAN

Scale: 1/8" = 1'-0"

3016

ED.101

GENERAL NOTES:

- [illegible]

DEMOLITION NOTES:

9. DISCONNECT AND REMOVE EXISTING DUPLEX RECEPTACLE. REMOVE ALL ASSOCIATED WIRING AND CONDUIT BACK TO SOURCE OR LAST REMAINING OUTLET. PATCH PANEL W/ALL TO MATCH.
10. DISCONNECT AND REMOVE EXISTING DUPLEX RECEPTACLE AND DATA OUTLET. REMOVE ALL ASSOCIATED WIRING AND CONDUIT BACK TO SOURCE OR LAST REMAINING OUTLET.
11. DISCONNECT AND REMOVE EXISTING LIGHTING FIXTURES IN MATCHED AREAS. REMOVE ALL CONDUIT, WIRING AND SUPPORT SYSTEMS BACK TO SOURCE.
12. DISCONNECT AND REMOVE EXISTING CEILING SPRAKER SCENE FOR REUSE.



FIRST FLOOR ELECTRICAL DEMOLITION PLAN

THE FOLLOWING DIMENSION EQUALS
ONE INCH WHEN PRINTED TO SCALE.

© 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 115–121



MECHANICAL SPECIFICATIONS

Scale: NONE

M.003

[illegible]

- [illegible]

[illegible]

- [illegible]

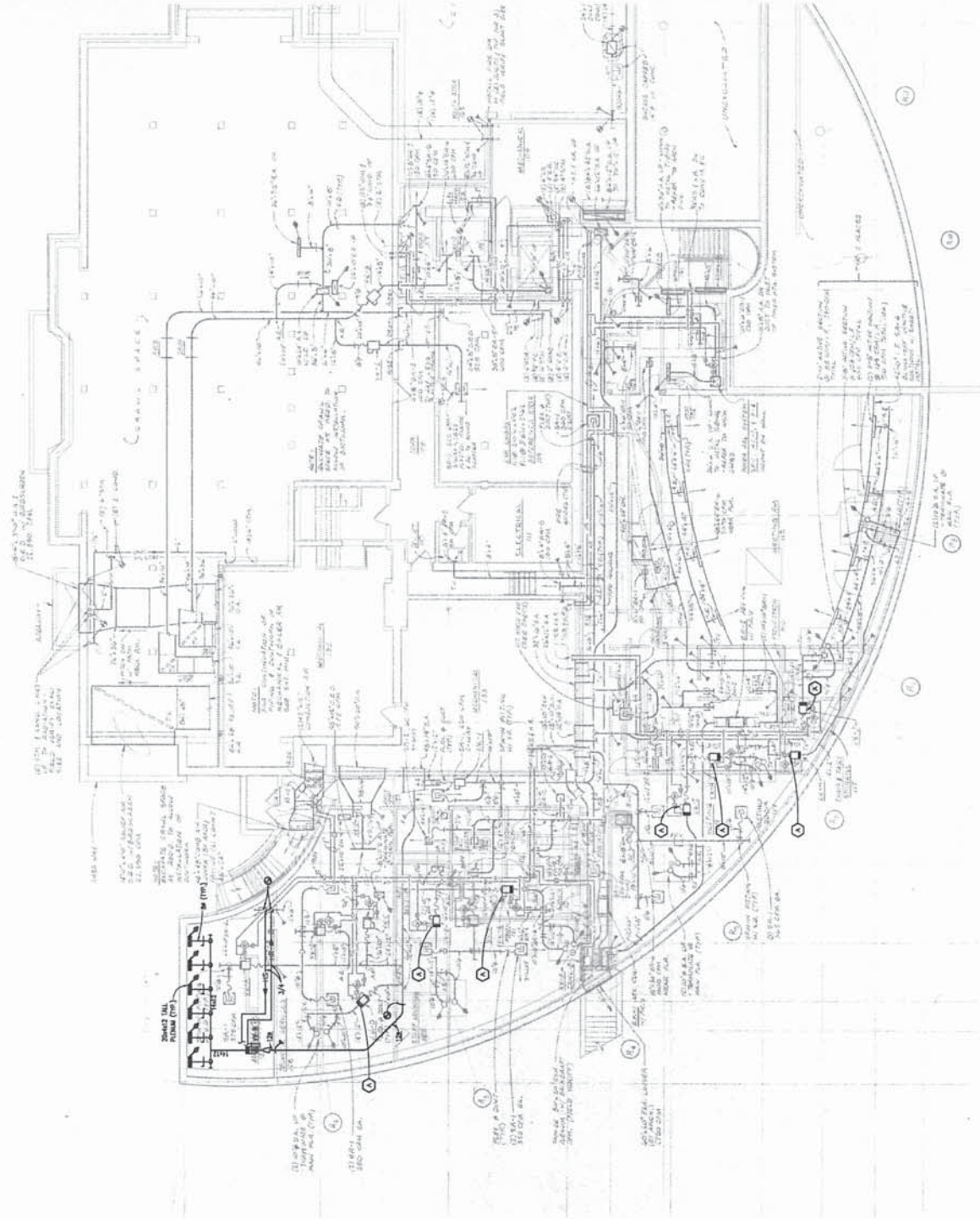
APPROVED INSTALLER OF THE AUTOMATIC CONTROL SYSTEM MANUFACTURED FOR BOTH INSTALLATION AND MAINTENANCE OF UNITS REQUIRED FOR THIS PROJECT.

E. ELECTRICAL COMPONENTS, DEVICES, AND ACCESSORIES: LISTED AND LABELED AS DEFINED IN NFPA 70, NATIONAL ELECTRICAL CODE, AND LISTED AS DEFINED IN NFPA 70B, NATIONAL ELECTRICAL CODE, ARTICLE 100, BY A TESTING AGENCY ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION, AND MARKED FOR INTENDED USE.

COMPANY WITH NFPA 70B, "INSTALLATION OF AIR CONDITIONING AND VENTILATION SYSTEMS."

- [illegible]

THE FOLLOWING DIMENSION EQUALS
ONE INCH WHEN PRINTED TO SCALE.



LOWER LEVEL MECHANICAL PLAN
SCALE: 1/8" = 1'-0"

MECHANICAL GENERAL NOTES:

1. THESE DRAWINGS ARE DIMENSIONAL AND REPRESENT THE GENERAL INTENT AND APPROXIMATE LOCATION OF MECHANICAL EQUIPMENT. THE EXACT LOCATION OF EQUIPMENT SHALL BE DETERMINED BY THE MECHANICAL CONTRACTOR. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
2. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
3. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
4. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
5. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
6. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

CONSTRUCTION KEY NOTES:

1. BALANCE EXISTING AIR TERMINAL UNIT FOR THE FOLLOWING HUMAN AIRFLOW: 100 CFM. SUMMER WINTER AIRFLOW: 100 CFM.
2. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
3. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
4. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
5. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
6. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

3000 Rockledge Drive, Suite 100
Birmingham, AL 35203
Phone: 205.988.1100
Fax: 205.988.1101

PBA
Peter Basso Associates Inc.
1000 17th Avenue South
Birmingham, AL 35203
Phone: 205.988.1100
Fax: 205.988.1101

BPL
BALDWIN PUBLIC
LIBRARY
300 W. Merrill St.
Birmingham, AL 35203
Phone: 205.988.1100
Fax: 205.988.1101

LOWER LEVEL MECHANICAL
PLAN

Scale: 1/8" = 1'-0"

3016

M.400

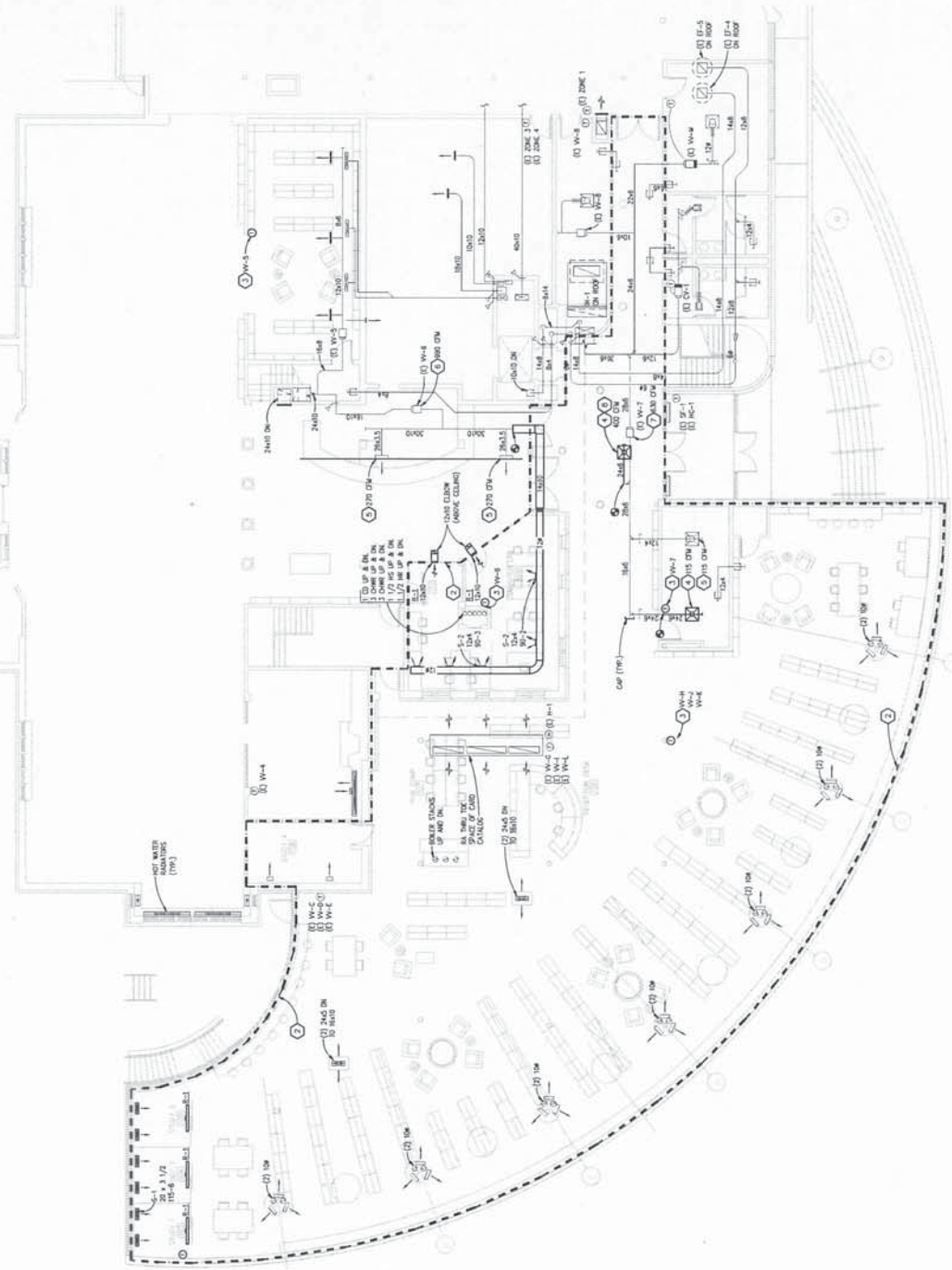
THE FOLLOWING DIMENSION EQUALS
ONE INCH WHEN PRINTED TO SCALE.

MECHANICAL GENERAL NOTES:

1. THESE DRAWINGS ARE DIMENSIONAL, AND REPRESENT THE GENERAL INTENT AND APPROXIMATE LOCATION OF MECHANICAL EQUIPMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROPER INSTALLATION OF ALL MECHANICAL EQUIPMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.

CONSTRUCTION KEY NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION OF ALL MECHANICAL EQUIPMENT, AND FOR THE PROPER CONNECTION OF ALL MECHANICAL EQUIPMENT TO THE BUILDING SYSTEMS.



FIRST FLOOR MECHANICAL PLAN
SCALE: 1/8" = 1'-0"



Luckenbach
Ziegelman
Gardner
Architects
PLLC

Peter Basso Associates Inc.
3141 Levee, Suite 300
Troy, Michigan 48063-0375
Tel: 313-475-2027
Fax: 313-475-2027
www.peterbasso.com

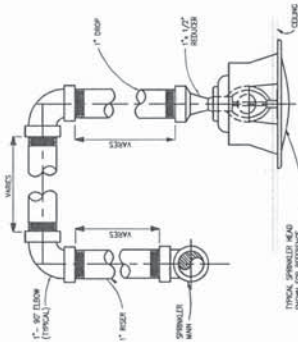
BALDWIN PUBLIC
LIBRARY
300 W Merrill St.,
Birmingham, MI 48009

FIRST FLOOR MECHANICAL
PLAN

Scale: 1/8" = 1'-0"
Sheet 15 of 15

3016

M.401



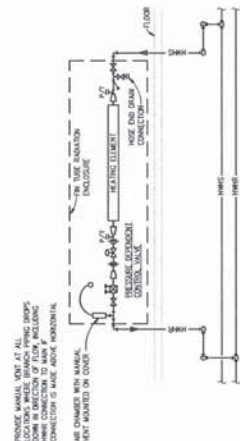
TYPICAL SPRINKLER PIPING DETAIL
NO SCALE



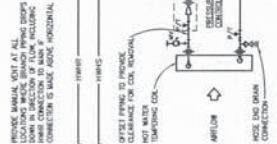
BRANCH CONNECTION OFF BOTTOM
REFLECT TO THE COLLARING SYSTEM
NOT WATER PIPING

NOTE: BRANCH IS LOCATED ON THE CONNECTION
IS ACCEPTABLE CONNECTION ABOVE CHANGING
OF MAIN IS NOT ACCEPTABLE

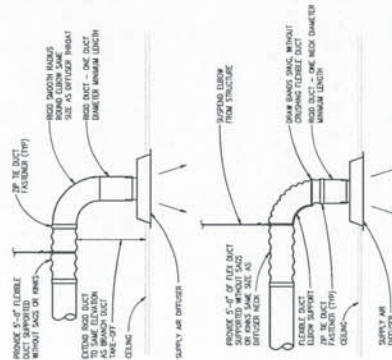
TYPICAL BRANCH TAKE-OFF
CONNECTION PIPING DETAIL
NO SCALE



FIN TUBE RADIATION PIPING DIAGRAM
NO SCALE



HOT WATER TEMPERING COIL WITH TWO-WAY
CONTROL VALVE PIPING DIAGRAM
NO SCALE



ROUND NECK SUPPLY AIR DIFFUSER DETAIL
NO SCALE

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

10000 Boulevard of the Arts, Ste.
1000
Birmingham, AL 35202-3300
Phone: 205.975.1000 Fax: 205.975.1001

Peter Basso Associates Inc.
11011 University, Suite 100
Birmingham, AL 35202-3300
Phone: 205.975.1000 Fax: 205.975.1001

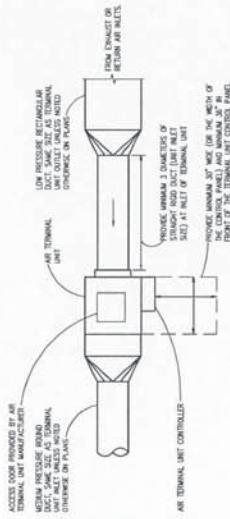
BPL
**BALDWIN PUBLIC
LIBRARY**
300 W Merrill St.,
Birmingham, MI 48009

MECHANICAL DETAILS

Scale: NONE
REV 1.0, 04/11/2016, 04/11/2016

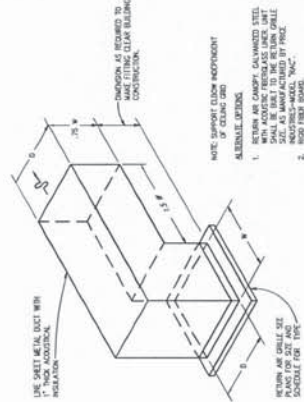
3016

M.601

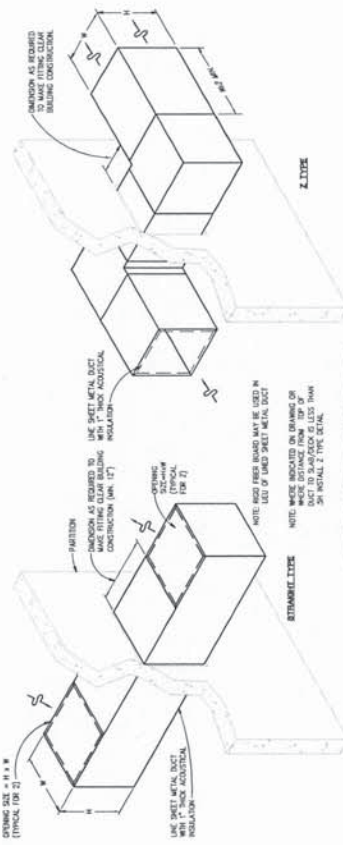
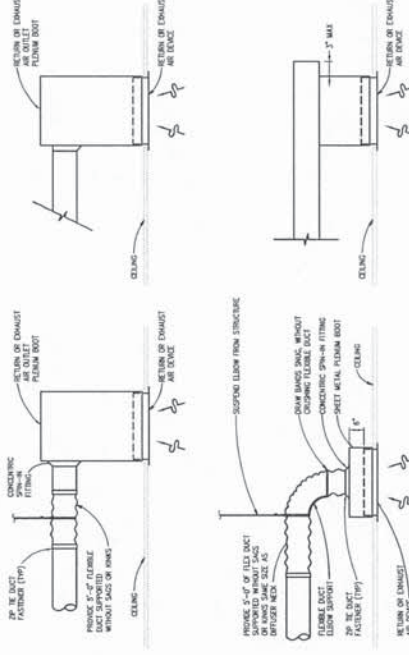


EXHAUST TU CONFIGURATION

PLENUM RETURN AIR GRILLE DETAIL
NO SCALE

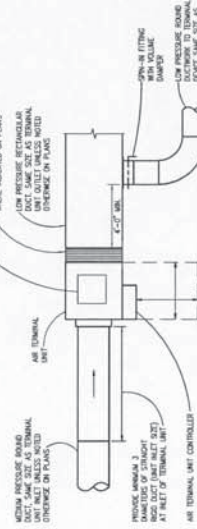


RETURN OR EXHAUST AIR DEVICE INSTALLATION DETAIL
NO SCALE



AIR TRANSFER DUCT DETAIL
NO SCALE

SUPPLY TU CONFIGURATION



TERMINAL UNIT SECTION

AIR TERMINAL UNIT (TU) DETAIL
NO SCALE

PRODUCT SYSTEM INSULATION APPLICATION SCHEDULE

[illegible]

ABOVEGROUND HVAC PIPING & VALVE APPLICATION SCHEDULE

[illegible]

ABOVEGROUND HVAC PIPE & ACCESSORY INSULATION APPLICATION SCHEDULE

[illegible]

DUCT SYSTEM APPLICATION SCHEDULE

ITEM	DESCRIPTION	UNIT	QTY	PRICE	TOTAL	REMARKS
1	CONCRETE FOR FOUNDATION	CUM	10.00	150.00	1500.00	
2	BRICKS FOR WALL	SQ. M	10.00	100.00	1000.00	
3	ROOFING SHEET	SQ. M	10.00	100.00	1000.00	
4	CEMENT FOR FLOOR	SQ. M	10.00	100.00	1000.00	
5	PAINT FOR WALL	SQ. M	10.00	100.00	1000.00	
6	GLASS FOR WINDOW	SQ. M	10.00	100.00	1000.00	
7	DOOR FRAME	NO.	1.00	100.00	100.00	
8	WINDSHIELD	SQ. M	10.00	100.00	1000.00	
9	SEALANT FOR WINDOW	M	10.00	100.00	1000.00	
10	ROOFING INSULATION	SQ. M	10.00	100.00	1000.00	
11	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
12	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
13	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
14	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
15	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
16	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
17	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
18	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
19	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
20	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
21	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
22	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
23	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
24	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
25	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
26	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
27	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
28	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
29	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
30	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
31	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
32	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
33	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
34	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
35	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
36	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
37	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
38	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
39	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
40	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
41	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
42	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
43	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
44	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
45	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
46	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
47	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
48	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
49	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
50	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
51	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
52	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
53	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	

DUCT SYSTEM INSULATION APPLICATION SCHEDULE

[illegible]

HORIZONTAL PIPING AND SUPPORT APPLICATION SCHEDULE

[illegible]

DUCT SYSTEM APPLICATION SCHEDULE

ITEM	DESCRIPTION	UNIT	QTY	PRICE	TOTAL	REMARKS
1	CONCRETE FOR FOUNDATION	CUM	10.00	150.00	1500.00	
2	BRICKS FOR WALL	SQ. M	10.00	100.00	1000.00	
3	ROOFING SHEET	SQ. M	10.00	100.00	1000.00	
4	CEMENT FOR FLOOR	SQ. M	10.00	100.00	1000.00	
5	PAINT FOR WALL	SQ. M	10.00	100.00	1000.00	
6	GLASS FOR WINDOW	SQ. M	10.00	100.00	1000.00	
7	DOOR FRAME	NO.	1.00	100.00	100.00	
8	WINDSHIELD	SQ. M	10.00	100.00	1000.00	
9	SEALANT FOR WINDOW	M	10.00	100.00	1000.00	
10	ROOFING INSULATION	SQ. M	10.00	100.00	1000.00	
11	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
12	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
13	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
14	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
15	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
16	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
17	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
18	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
19	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
20	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
21	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
22	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
23	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
24	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
25	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
26	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
27	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
28	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
29	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
30	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
31	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
32	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
33	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
34	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
35	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
36	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
37	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
38	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
39	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
40	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
41	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
42	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
43	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
44	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
45	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
46	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
47	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
48	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
49	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
50	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
51	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	
52	ROOFING BRICKS	SQ. M	10.00	100.00	1000.00	
53	CEMENT FOR ROOF	SQ. M	10.00	100.00	1000.00	

1. REFER TO ELECTRICAL STANDARD SCHEDULES, ONE LINE DIAGRAM AND PANEL SCHEDULES FOR ADDITIONAL ELECTRICAL INFORMATION

PROVIDE THE FOLLOWING FACTORY-WIRED ELECTRICAL OPTIONS/ACCESSORIES WHERE INDICATED IN SCHEDULE:

- A - NON-FUSED DISCONNECT SWITCH
- B - UNIT SHALL BE SINGLE POINT ELECTRICAL CONNECTION WITH FACTORY WIRING TO THE MAIN ELECTRICAL PANEL AND ALL REQUIRED STATIONS AND CONTROLS
- C - SERVICE RECEPTACLE
- D - FUSED DISCONNECT SWITCH
- E - COMBINATION STARTER
- F - UNIT SHALL MARK (2) SINGLE POINT CONNECTIONS WITH FACTORY INSTALLED DISCONNECTING MEANS AND REQUIRED IDENTIFIERS AND CONTROLS. (1) IDENTIFIERS SHALL BE IDENTICAL TO THE IDENTIFIERS OF THE DISCONNECT AND (1) CONTROLS SHALL BE THE REMAINDER OF THE UNIT.

1. FOR MODULATION/CONTROL, THE COLUMN "VFC" INDICATES VARIABLE FREQUENCY

IF VARIABLE FREQUENCY CONTROLLERS ARE INSTALLED RETROFIT TO THE UNIT, VARIABLE FREQUENCY CONTROLLERS SHALL BE SUPPLIED BY THE MECHANICAL CONTRACTOR (UNLESS OTHERWISE NOTED) AND INSTALLED BY THE ELECTRICAL CONTRACTOR INCLUDING THE LINE SIZE AND LOAD RATING TO THE MOTOR AND INCLUDING NECESSARILY ALL ITEMS REQUIRED FOR PROPER INSTALLATION AND WIRING OF THE VFD. IF A FLOOD HAZARD FOR LOCALIZATION OF THE FLOODING IS IDENTIFIED, THE FLOOD HAZARD SHALL BE IDENTIFIED AND THE FLOOD HAZARD MITIGATION SHALL BE INSTALLED AND WIRING SHALL BE COMPLETED PRIOR TO THE START OF THE FLOOD HAZARD MITIGATION WORK.

WHERE EQUIPMENT IS INDICATED TO HAVE A SINGLE POINT ELECTRICAL CONNECTION.

[illegible]

THE LAST.

WHERE EQUIPMENT IS DESIGNATED BY MANUFACTURER AND MODEL NUMBER, THIS IS THE BASIS OF DESIGN. IF THE CONTRACTOR ELICTS TO PROVIDE EQUIPMENT BY OTHER SPECIFIED MANUFACTURERS OR PROPOSED ALTERNATE EQUIPMENT BY THE BASIS OF DESIGN MANUFACTURER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REVISIONS TO ELECTRICAL REQUIREMENTS, STRUCTURAL LOADING, OR ARCHITECTURAL APPEARANCE/DETAILS AND SHALL INCLUDE THE COST OF SUCH REVISIONS IN HIS BID.

TRANSFORMERS CONNECTED ON THE LINE SIDE OF THE UNIT DISCONNECT. PROVIDE A NAMEPLATE ON THE DISCONNECT SWITCH INDICATING THE PRESENCE OF LIVE POWER TO THE TRANSFORMER(S) WITH THE UNIT DISCONNECT IS IN THE OFF POSITION.

NOTE: ALL EQUIPMENT FIELDS BASED ON THE LISTED MOP (MAXIMUM OVERCURRENT PROTECTION). REFER TO THE FIELDER AND BRANCH CIRCUIT SIZING SCHEDULE ON THE ELECTRICAL STANDARD SCHEDULES SHEET.

[illegible]

- [illegible]

TERMINAL UNIT CONTROL

1. RETURN TO PILING & SHEET PILE PLANS FOR LOCATION OF TERMINAL UNIT AND LOCATION OF ASSOCIATED RAMP TRAP DEVICES.
2. TO CONTRACTOR SHALL PROVIDE 24 HOUR SUPPORT TO TERMINAL UNIT CONTROLLER.
3. TERMINAL UNIT MANUFACTURER SHALL PROVIDE DUMPER AND TO CONTRACTOR SHALL PROVIDE DUMPER ACTUATOR.
4. TERMINAL UNIT MANUFACTURER SHALL PROVIDE VELOCITY SENSOR FOR SYSTEM CONTROL. TO CONTRACTOR SHALL COORDINATE WITH AIR BALANCE CONTRACTOR TO OCCURENCE DAMPER CONTROL SETTINGS TO ACHIEVE NOTED MINIMUM AND MAXIMUM VELOCITY.
5. TO CONTRACTOR SHALL FURNISH CONTROL VALVE FOR TUNING OF THE SYSTEM. MECHANICAL DESIGN SELECT CONTROL VALVE TO ACHIEVE THE SCHEDULED FLOW AT 1.5 PPG PRESSURE DROP.

TEMPERATURE SETTING

ALL SETPOINTS INCLUDING SET POINTS SHALL BE AVAILABLE BY SYSTEM OPERATORS THROUGH REQUIRED MANUALS.

THE SUPPLY AIR TEMPERATURE SETPOINTS TO MINIMUM AND MAXIMUM AIRFLOW SETTINGS SHALL BE AS INDICATED ON THE TEMPERATURE SCHEDULE. WHEN THE SUPPLY AIR FLOW IS AT FULL, THE TEMPERATURE SHALL OPERATE AS DOCUMENTED VALUE.

1. WHEN ZONE SPACE TEMP REACHES ABOVE THE COOLING COIL SETPOINT, THE SUPPLY AIR TO CONTROLLED SPACE MUST BE SET BETWEEN 55 DEGREES AND MINIMUM SETPOINT TO COOLING COIL SPACE TEMP.

2. WHEN ZONE SPACE TEMPERATURE FALLS BELOW HEATING SETPOINT, THE SUPPLY AIR TO CONTROLLED SPACE MUST INCREASE TO TEMPERATURES TO MINIMUM AIRFLOW SETPOINT TO COOLING COIL SPACE TEMP. WHEN THE ZONE SPACE TEMPERATURE REACHES DOWN TO HEATING COIL SETPOINT, THE ZONE SPACE TEMPERATURE SHALL BE SET BETWEEN 65 DEGREES AND MINIMUM AIRFLOW SETPOINT TO HEATING COIL SPACE TEMP.

3. WHEN ZONE SPACE TEMPERATURE REACHES ABOVE THE COOLING COIL SETPOINT, THE SUPPLY AIR TO CONTROLLED SPACE MUST BE SET BETWEEN 55 DEGREES AND MINIMUM SETPOINT TO COOLING COIL SPACE TEMP.

ZONE SPACE TEMPERATURE SETPOINTS SHALL BE AS FOLLOWS:

- [illegible]

[illegible]

16. THE CONTRACTOR SHALL FIELD MAINTAIN ALL REQUIRED PACKAGED CONTROL COMPONENTS FURNISHED BY EQUIPMENT SUPPLIERS WHERE INDICATED. ALL REQUIRED 24V AND 120V FIELD WIRING SHALL BE PROVIDED BY THE CONTRACTOR. UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL COORDINATE SPECIFIC SYSTEM WIRING REQUIREMENTS WITH PACKAGED EQUIPMENT SUPPLIERS.

TEMPERATURE CONTROLS

Scale: NONE

3016

M.801



Peter Basso Associates Inc
CONSULTING ENGINEERS

5105 Leesview, Suite 230
Troy, Michigan 48069-3276
Tel. 248-619-9666
Fax 248-675-2007
www.PeterBassoAssociates.com
PBA, Basso & Co., 2014-2015

BPL
BALDWIN PUBLIC
LIBRARY
500 W Merrill St.,
Birmingham, MI 48009

THE FOLLOWING DIMENSION EQUALS ONE INCH WHEN PRINTED TO SCALE.

- ### DEMOLITION KEY NOTES:

- © 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 395–401

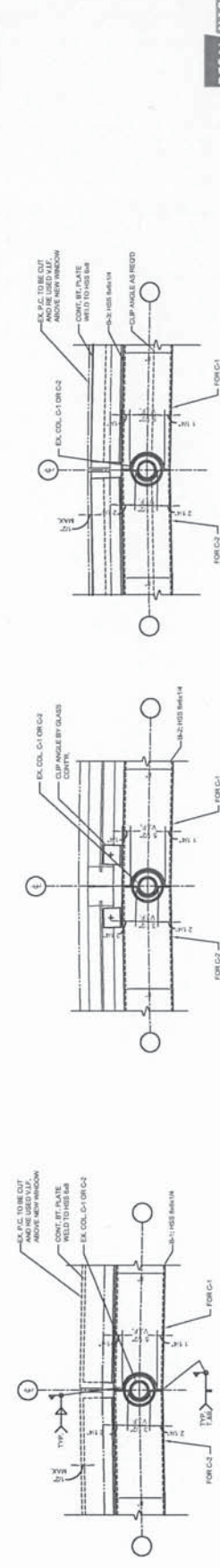
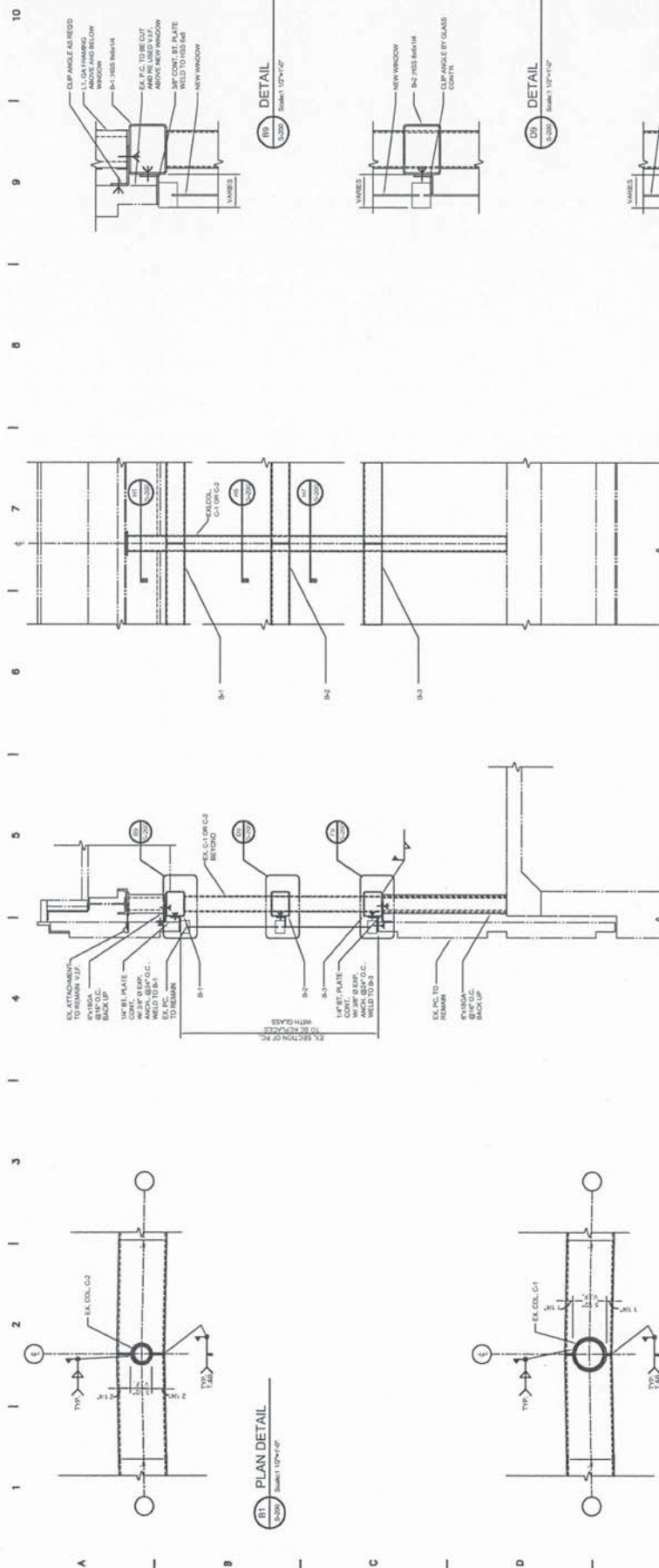


Scale: 1/16" = 1'-0"

MD.101



SPECIAL INSPECTION REQUIREMENTS - STEEL CONSTRUCTION							RESPONSIBLE AGENT
INSPECTION TASK		INSPECTION FREQUENCY	REFERENCED STANDARD	BC REFERENCE	RESPONSIBLE AGENT		
CONTINUOUS	PERIODIC						
1. INSPECTION OF STEEL FABRICATION							
A. INSPECTION OF STEEL FABRICATION SHALL BE COMPLETED PRIOR TO THE START OF ERECTION AND SHALL BE PROVIDED BY OTHERS WHEN REQUIRED BY THE AUTHORITY HAVING JURISDICTION. APPLICABLE BUILDING CODE, MANUFACTURER, OWNER, OR ENGINEER OF RECORD. QUANTITY ASSURANCE DATA SHALL BE PROVIDED BY OTHERS WHEN REQUIRED BY THE AUTHORITY HAVING JURISDICTION. APPLICABLE BUILDING CODE, MANUFACTURER, OWNER, OR ENGINEER OF RECORD.							
INSPECTION TASK		QC	CA				
INSPECTION TASKS PRIOR TO ERECTION							
A.	MANUFACTURER'S CERTIFICATION AVAILABLE FOR ALL JOINTS	O	O				
B.	FASTENERS LABELED IN ACCORDANCE WITH ASTM REQUIREMENTS	O	P				
C.	PROPER FASTENERS SELECTED FOR THE JOINT TYPE, GRADE, PLATE, AND THICKNESS. FASTENERS ARE TO BE EXCLUDED FROM BEAM PLATES	O	O				
D.	PROPER Erection PROCEDURE SELECTED FOR JOINT TYPE	O	O				
E.	PROPER Erection PROCEDURE SELECTED FOR JOINT TYPE	O	O				
F.	APPLICABLE REQUIREMENTS	O	O				
G.	PROPER STORAGE PROVIDED FOR BOLTS, NUTS, WASHERS AND OTHER FASTENER COMPONENTS	O	O				
H.	FASTENERS ASSEMBLED OF SUITABLE CONCENTRA PLACED IN ALL JOINTS AND AREAS IF REQUIRED ARE POSITIONED AS REQUIRED	O	O				
I.	PREHEATING OPERATION	O	O				
J.	FASTENERS ARE NOT TIGHTENED BY THE WRENCH PREVENTING TIGHTENING	O	O				
K.	FASTENERS ARE PREHEATED IN ACCORDANCE WITH THE WELDING PROCEDURE SPECIFICATION	O	O				
L.	FASTENERS ARE PREHEATED IN ACCORDANCE WITH THE WELDING PROCEDURE SPECIFICATION	O	O				
M.	FASTENERS ARE PREHEATED IN ACCORDANCE WITH THE WELDING PROCEDURE SPECIFICATION	O	O				
N.	FASTENERS ARE PREHEATED IN ACCORDANCE WITH THE WELDING PROCEDURE SPECIFICATION	O	O				
O.	FASTENERS ARE PREHEATED IN ACCORDANCE WITH THE WELDING PROCEDURE SPECIFICATION	O	O				
3. INSPECTION TASKS AFTER ERECTION							
A.	INSPECTION TASKS AFTER ERECTION						
B.	INSPECTION TASKS AFTER ERECTION						
C.	INSPECTION TASKS AFTER ERECTION						
D.	INSPECTION TASKS AFTER ERECTION						
E.	INSPECTION TASKS AFTER ERECTION						
F.	INSPECTION TASKS AFTER ERECTION						
G.	INSPECTION TASKS AFTER ERECTION						
H.	INSPECTION TASKS AFTER ERECTION						
I.	INSPECTION TASKS AFTER ERECTION						
J.	INSPECTION TASKS AFTER ERECTION						
K.	INSPECTION TASKS AFTER ERECTION						
L.	INSPECTION TASKS AFTER ERECTION						
M.	INSPECTION TASKS AFTER ERECTION						
N.	INSPECTION TASKS AFTER ERECTION						
O.	INSPECTION TASKS AFTER ERECTION						
4. INSPECTION TASKS AFTER ERECTION							
A.	INSPECTION TASKS AFTER ERECTION						
B.	INSPECTION TASKS AFTER ERECTION						
C.	INSPECTION TASKS AFTER ERECTION						
D.	INSPECTION TASKS AFTER ERECTION						
E.	INSPECTION TASKS AFTER ERECTION						
F.	INSPECTION TASKS AFTER ERECTION						
G.	INSPECTION TASKS AFTER ERECTION						
H.	INSPECTION TASKS AFTER ERECTION						
I.	INSPECTION TASKS AFTER ERECTION						
J.	INSPECTION TASKS AFTER ERECTION						
K.	INSPECTION TASKS AFTER ERECTION						
L.	INSPECTION TASKS AFTER ERECTION						
M.	INSPECTION TASKS AFTER ERECTION						
N.	INSPECTION TASKS AFTER ERECTION						
O.	INSPECTION TASKS AFTER ERECTION						
5. INSPECTION TASKS AFTER ERECTION							
A.	INSPECTION TASKS AFTER ERECTION						
B.	INSPECTION TASKS AFTER ERECTION						
C.	INSPECTION TASKS AFTER ERECTION						
D.	INSPECTION TASKS AFTER ERECTION						
E.	INSPECTION TASKS AFTER ERECTION						
F.	INSPECTION TASKS AFTER ERECTION						
G.	INSPECTION TASKS AFTER ERECTION						
H.	INSPECTION TASKS AFTER ERECTION						
I.	INSPECTION TASKS AFTER ERECTION						
J.	INSPECTION TASKS AFTER ERECTION						
K.	INSPECTION TASKS AFTER ERECTION						
L.	INSPECTION TASKS AFTER ERECTION						
M.	INSPECTION TASKS AFTER ERECTION						
N.	INSPECTION TASKS AFTER ERECTION						
O.	INSPECTION TASKS AFTER ERECTION						



NOT FOR CONSTRUCTION

DESAI NASR
CONSULTING ENGINEERS
8780 SHELLEY ROAD
WEST BROMFIELD, AL 35640-4000
TEL: 205/822-0115 FAX: 205/822-3096

9



Luckenbach | Ziegelman | Gardner Architects

 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1927 LIBRARY

1981 BIRKERTS ADDITION

LIMESTONE PANELS

BRONZE ANODIZED TRIM

SCOPE OF WORK
NEW EXTRUDED
ALUMINUM FRAME
W/ 1" INSULATED GLASS

TINTED INSULATING GLASS

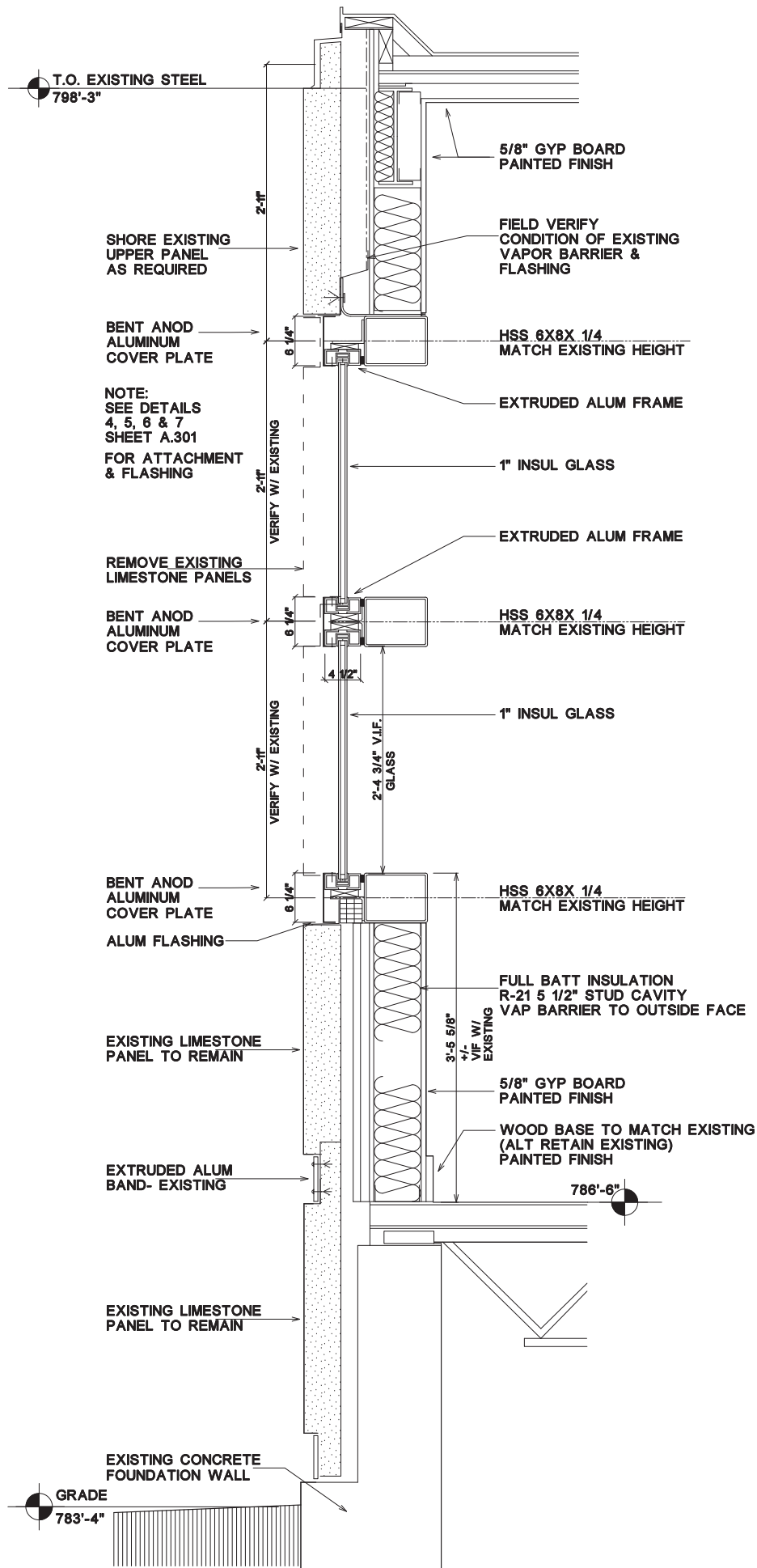
BRONZE ANODIZED ALUMINUM LOUVER

ELEVATION = 774'-0"

ELEVATION = 774'-0"

WEST ELEVATION
1/8" = 1'-0"

Luckenbach | Ziegelman | Gardner Architects







Date: May 17, 2016

To: Joe Valentine, City Manager

From: Doug Koschik, Director, Baldwin Public Library

Subject: Final Plan for Renovation of Baldwin Public Library's Adult Services Dept.

In February 2015, the Baldwin Public Library issued a Request for Proposals (RFP) for architectural design services for the renovation of the Library's Adult Services Department. In April 2015, the Library awarded the contract to Luckenbach Ziegelman Architects (LZG). LZG performed the conceptual and schematic design stages and presented its work to the Library Board and Birmingham City Commission in September/October 2015. On October 12, 2015, the City Commission approved LZG's concept plan and authorized the City and Library to initiate an RFP for design development and construction drawings, which the City and Library proceeded to do in December 2015. On January 25, 2016, the City Commission approved the agreement with LZG to carry out the design development, construction drawings, bidding assistance, and construction administration stages of the project. LZG presented its final plan to the Library Board on May 16, 2016, at which time the Library Board unanimously passed the following motion:

To endorse the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, to authorize the Library to issue an RFP for Fixtures, Furniture and Equipment, and to request that the Birmingham City Commission endorse the plan and authorize issuance of the RFP for the building renovation.

On May 23, representatives from LZG will present the final plan to the City Commission. If the Commission endorses it, the City will issue an RFP for the building renovation, and the Library will issue an RFP for Fixtures, Furniture and Equipment (FFE).

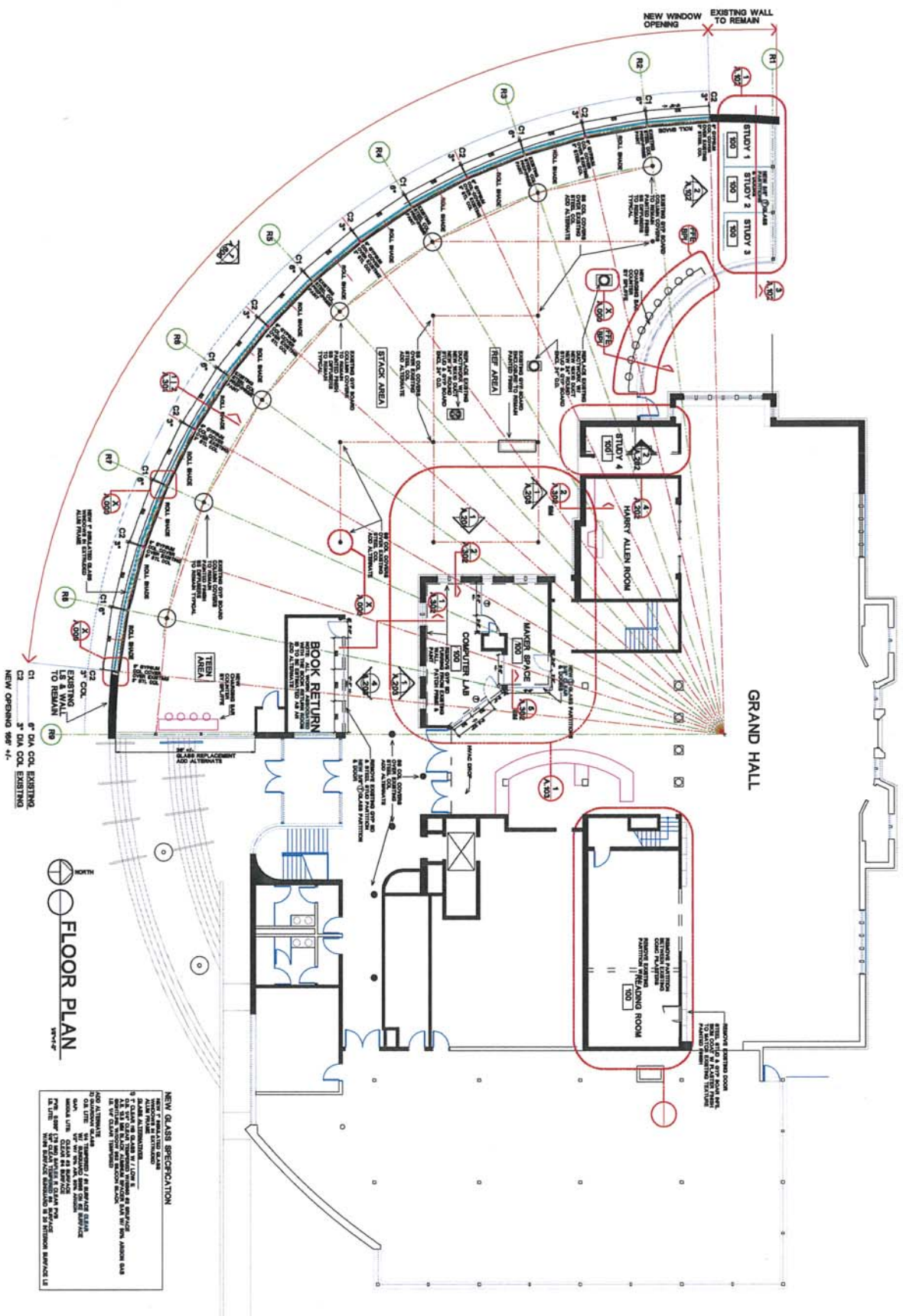
The projected budget for the Adult Services renovation remains at \$2,218,172, as LZG had projected in October 2015.

Note that the Adult Services renovation is Phase 1 of a proposed three-phase long-term vision to renovate the Library building. Phase 2 (Youth Department) and Phase 3

(Circulation and Main Entrance) will be considered for implementation at some point in the future.

SUGGESTED RESOLUTION:

To endorse the final plan for the Baldwin Public Library Adult Services renovation, as developed by Luckenbach Ziegelman Gardner Architects, and to authorize issuance of a Request for Proposals for construction.



1/8"=1'-0" REV. 5.14.16

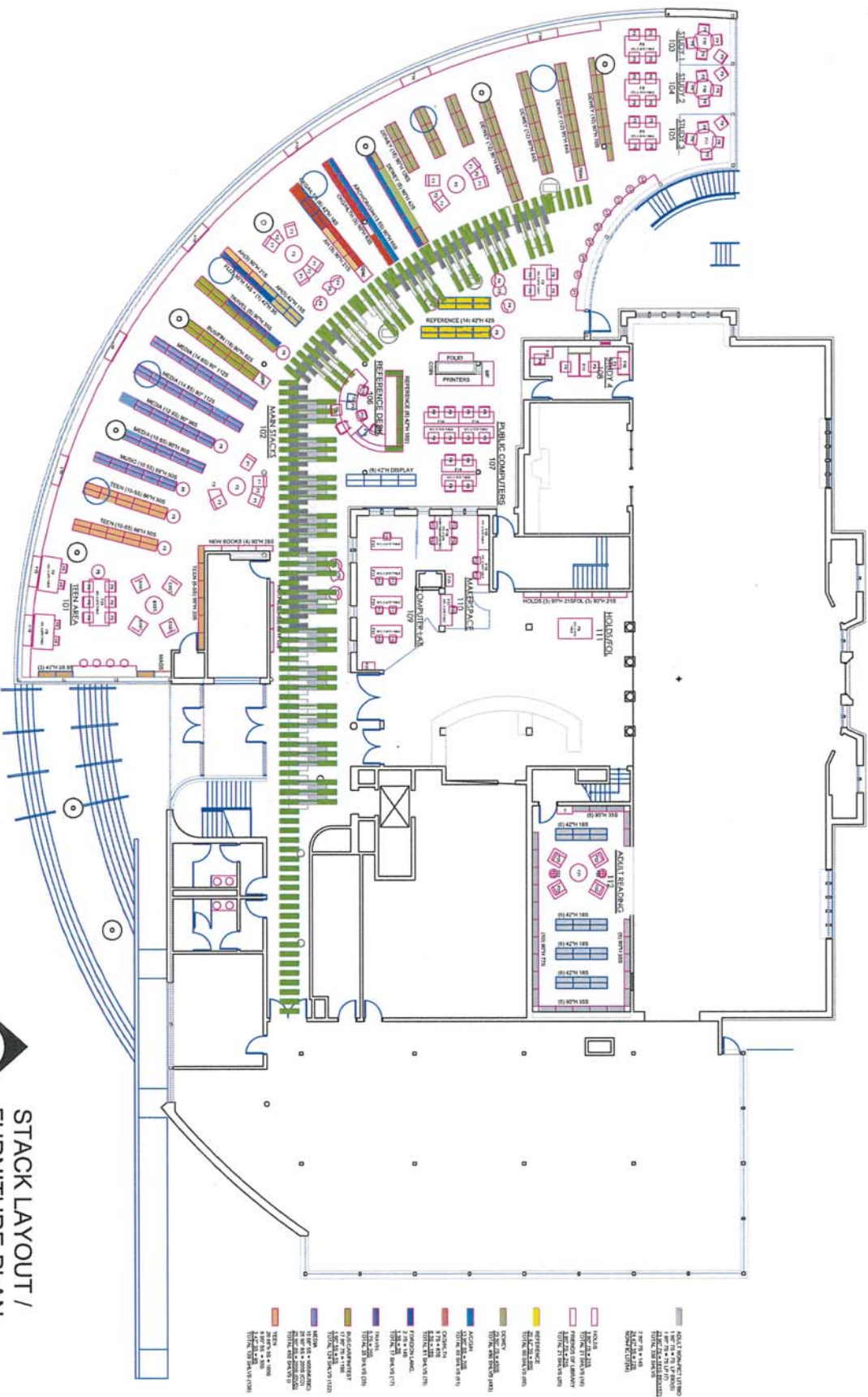
#####

A. 106

**BALDWIN PUBLIC
LIBRARY**
300 W Merrill St.,
Birmingham, MI 48009

NUMERIC PUJ
Scale 1/8" = 1'-0"

1998



SYMBOL KEY

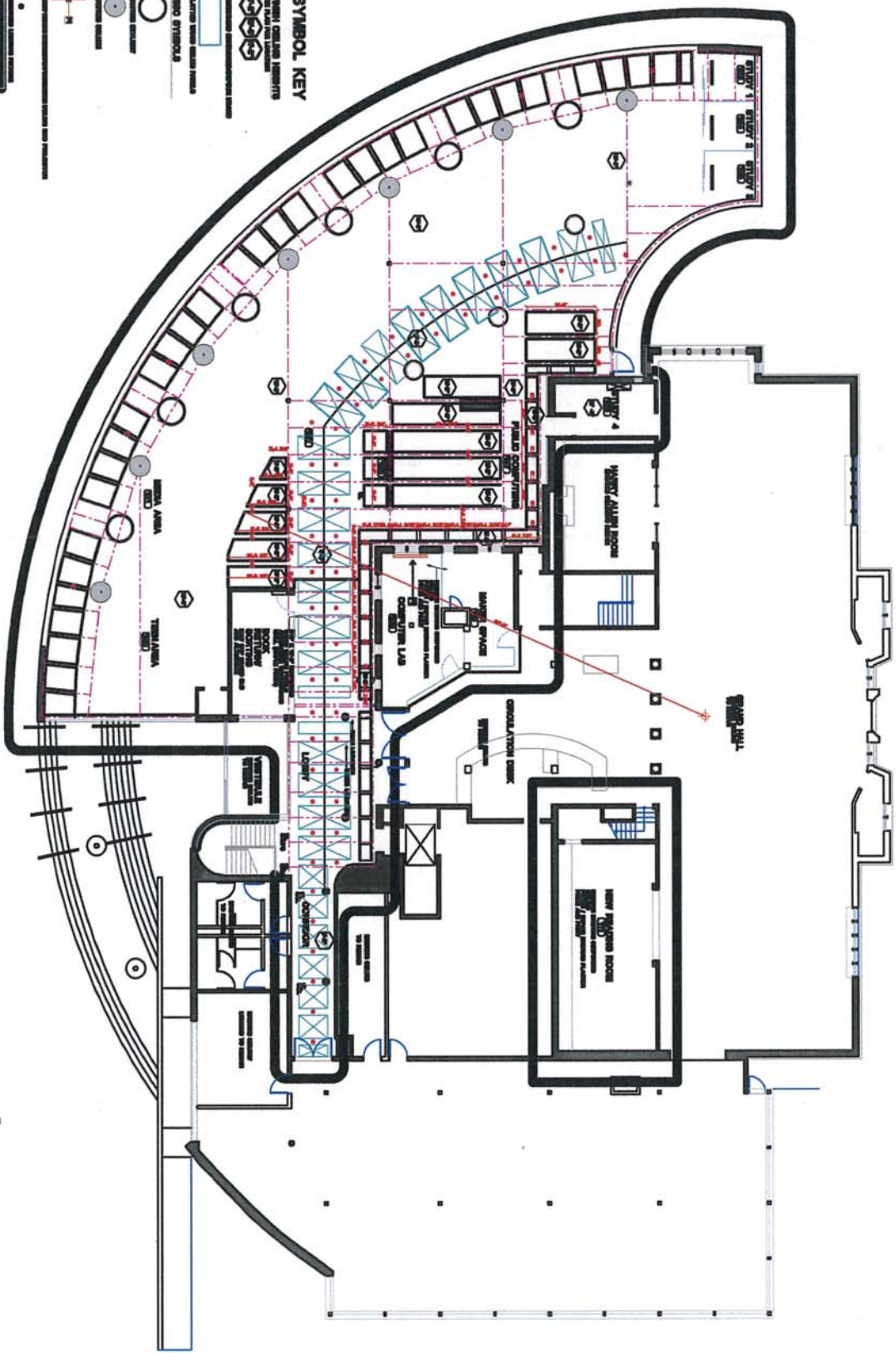
PLUMBING SYMBOLS

MECHANICAL SYMBOLS

ELECTRICAL SYMBOLS

FINISHES

NOTES



REF CLG PLAN

**Luckenbach
Ziegelman
Gardner
Architects
PLLC**

**BALDWIN PUBLIC
LIBRARY**
Adult Services
Interior Renovation
300 W Merrill St.
Birmingham, MI 48008

NOTES:
1. SEE SHEET A.108 FOR
GENERAL NOTES.
2. SEE SHEET A.109 FOR
ELECTRICAL NOTES.

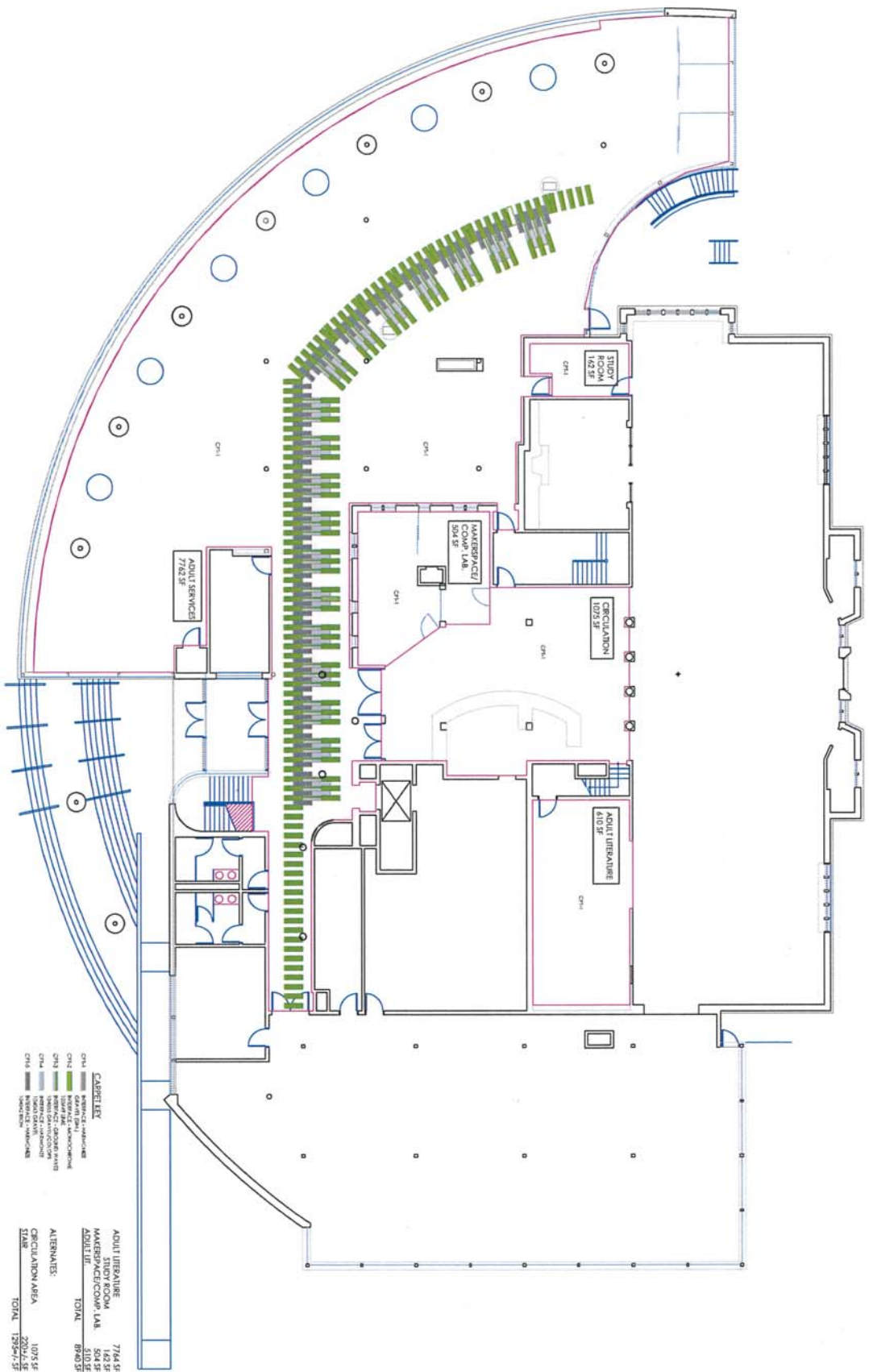
**BALDWIN PUBLIC
LIBRARY**
300 W. Merrill St.,
Birmingham, MI 48009

CARPET PLAN
Scale: 1/8" = 1'-0"

DATE: 10.10.08

###

A. 108



01 CARPET PLAN
A.108



BALDWIN PUBLIC LIBRARY

LIBRARY
Open 5:30am
- 10pm









MEMORANDUM

Engineering Dept.

DATE: May 31, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Auto Parking System
Recommended Rate Changes

The Advisory Parking Committee (APC) has conducted annual reviews of the rates charged to service the parking system's on-going maintenance and future capital improvements. This review includes an assessment of current and long-term needs, as well as, comparable rates from other jurisdictions. The APC has had discussions on the system's rates at their April and May meetings, and a comprehensive recommendation was finalized at their meeting of May 18. Following substantial study and analysis, staff and the Advisory Parking Committee feels that the following package of rate and policy changes are appropriate to help the system run effectively. The executive summary below outlines each of the 6 proposed changes individually.

PARKING SYSTEM GOALS

The goal of the Auto Parking System is to operate a system that provides sufficient parking to support the needs of the Central Business District. Rates and operating policies are set up with the hope of providing adequate, well located parking first and foremost for the customers and visitors of the various businesses, so that their visit to Birmingham will be as pleasant and productive as possible. Providing parking for employees, while important, is always considered secondary to the needs of the customer/visitor.

ADVISORY PARKING COMMITTEE RECOMMENDATIONS

The Advisory Parking Committee recommends that the City Commission approve the following changes to reflect the current value of parking, and to help position the Auto Parking System Fund for future expected parking system capacity improvements. Each recommended change is provided in italics, followed by commentary:

1. Daily Rate Increase

Effective July 1, 2016, to change the daily parking rate at all five parking structures, wherein parking will be charged as follows:

<i>Time</i>	<i>Existing Rate at Four Structures</i>	<i>Existing Rate at Pierce St. Str.</i>	<i>Proposed Rate</i>
<i>Less than 2 hours</i>	<i>Free</i>	<i>Free</i>	<i>Free</i>
<i>Less than 3 hours</i>	<i>\$1</i>	<i>\$1</i>	<i>\$2</i>
<i>Less than 4 hours</i>	<i>\$2</i>	<i>\$2</i>	<i>\$4</i>
<i>Less than 5 hours</i>	<i>\$3</i>	<i>\$3</i>	<i>\$6</i>
<i>Less than 6 hours</i>	<i>\$4</i>	<i>\$4</i>	<i>\$8</i>
<i>Less than 7 hours</i>	<i>\$5</i>	<i>\$5</i>	<i>\$10</i>
<i>Less than 8 hours</i>	<i>\$5</i>	<i>\$7.50</i>	<i>\$10</i>
<i>More than 8 hours</i>	<i>\$5</i>	<i>\$10</i>	<i>\$10</i>

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM will have a maximum value of \$5.

As you know, demand for parking from daytime employees has increased significantly. All five parking structures and the Lot 6 area have waiting lists, some that now require waiting as much as three years. While waiting for a permit, many employees park in the structures, and pay the daily rate. The daily rate has not changed in almost 20 years (the “first two hours free” program was implemented in late 1996). The daily rates were modified at the Pierce St. Structure only in about 2006, due to a higher demand for employee parking that was being experienced there at that time.

All parties involved tend to agree that the “first two hours” free component of the daily rate is important, and it should not be modified. The focus of this change is to increase the cost for daily parkers that are using the structure for long periods of the workday. By increasing the cost of parking all day, it is hoped that employers may look more seriously at the off-site parking opportunities that the City would like them to use, as described in more detail below.

Initially, staff recommended a rather modest change, wherein the parking structures other than Pierce St. would be changed to match the “Pierce St. Rate.” This would leave most fee categories as is, but increase the all day rate from \$5 to \$10 maximum. After further discussion and review, the APC is recommending leaving the first two hours free in place, but doubling the cost for all the other categories, with a maximum charge of \$10 per day, as summarized below. The maximum rate after 10 PM would drop to \$5, to assist late evening employees who are parking at a time when the system has plenty of capacity.

Attached is an up to date rate comparison sheet showing current parking rates at several mid-sized midwestern cities. If Birmingham proceeds with this change as suggested, our daily rate structure will be comparable with other jurisdictions.

Revenue increases for this change are difficult to predict. A net revenue increase of \$870,000 annually is estimated.

2. Monthly Permit Rate Increase

Effective July 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

<i>Parking Facility</i>	<i>Existing</i>	<i>Proposed 7-1-16</i>
<i>Pierce St.</i>	<i>\$65</i>	<i>\$70</i>
<i>Park St.</i>	<i>\$60</i>	<i>\$70</i>
<i>Peabody St.</i>	<i>\$65</i>	<i>\$70</i>
<i>N. Old Woodward Ave.</i>	<i>\$55</i>	<i>\$70</i>
<i>Chester St.</i>	<i>\$45</i>	<i>\$50</i>
<i>Lot 6 – Regular Permit</i>	<i>\$65</i>	<i>\$70</i>
<i>Lot 6 – Economy Permit</i>	<i>\$45</i>	<i>\$50</i>
<i>South Side Permit (Ann St.)</i>	<i>\$50</i>	<i>\$50</i>
<i>South Side Permit (S. Old Woodward Ave.)</i>	<i>\$25</i>	<i>\$25</i>

Historically, rates for monthly permits have been adjusted to reflect demand. Chester St. has the least demand, because it is further from most of the buildings that generate the demand. Therefore, its cost has been lower. In recent years, Pierce St. and Peabody St. had higher demand, and were priced the highest.

Recent changes in employee patterns has changed the demand. The north side of town is now the most popular, while demand seems to be a bit lower on the south side. Staff recommends that the rate structure be simplified to show a similar demand at four of the five structures, and raising them all to match each other at \$70 per month. The rate at Chester St. should remain lower. Even though there is a waiting list there as well, the wait time is less, because most people that park at Chester St. would prefer to be somewhere else if they could. A \$50 rate is suggested.

Parking demand remains strong in the Parking Lot 6 area (600 N. Old Woodward Ave.). The APC recommends continuing with the two-tiered rate structure there to encourage cost minded employees to volunteer to park in the less desirable street or parking lot spaces that are further from most destinations.

No rate increase is recommended on the south side of town. Only a small number of permits can be sold on Ann St. (to service one particular building). Finally, demand remains very low for permits south of the 555 building. Keeping the rate low will hopefully at some point encourage some people to use these meters more than they are today.

Given the timing of this approval, the final resolution is recommending an implementation date of August 1 for this element only. SP+ will need at least 30 days to advise current monthly permit customers of the upcoming change in price, so another month will be needed to do this.

Reviewing the new rate structure to the cost comparison table attached, Birmingham will still be relatively low for the cost of a monthly permit.

A net revenue increase of \$260,000 is estimated for this change.

3. Free Parking at Remote Parking Lots

To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected

means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of \$30,000 per year.

It is important for the system to implement any program it can to reduce daytime demand in the parking structures so they are open and available for daily visitors. As noted in the past, three off-site parking lots owned by churches are waiting and available to be rented for use during the work week. To date, no employer has agreed to use these areas.

Increasing the daily and monthly rates may encourage employers to take another look at this idea. Further, not charging the rental fee for the lots seems appropriate, as the employer would still have to pay the expenses involved in transportation, be it carpooling, shuttle, or valet. Pending agreements at three area churches are ready to activate once there is a demand. If at some point the usage of these lots is more popular, it is projected that the cost to the parking system would not exceed \$30,000 per year. The APC feels that this is a small cost to help make this idea more attractive.

4. Lower Authorized Monthly Permits for Sale at the Park St. and N. Old Woodward Ave. Parking Structures

To lower the authorized number of monthly permits at the following parking structures, as follows:

<i>Parking Structure</i>	<i>Current Authorized Permits</i>	<i>Recommended Auth. Permits</i>
<i>Park St.</i>	<i>815</i>	<i>750</i>
<i>N. Old Woodward Ave.</i>	<i>900</i>	<i>800</i>

Similar to monthly permit rates, the number of permits authorized for sale is based on previous experience. If the parking structure is filling regularly due to high demand, the number of monthly permits should be lowered. Removing monthly permit holders from the structure should keep more spaces open for daily visitors.

In the current environment, we acknowledge that this change is somewhat academic. People that cannot get a permit will still be parking here, only paying the daily rate. However, the parking structure should first accommodate its visitors. Once that is accomplished, it should accommodate its monthly parkers. Striking the right balance between the two is important to make the facility work optimally.

5. Raise the parking meter rate for all meters on Chester St. from 50¢ per hour to \$1 per hour

To increase all parking meters on Chester St. currently set at 50¢ per hour to \$1 per hour.

As shown on the attached parking meter map, the majority of the parking meters in Birmingham are set at a rate of \$1 per hour. Meters set at half that rate remain primarily in the more remote areas of the downtown, such as the far north and south ends of Old Woodward Ave. Some 50¢ meters are also located on Chester St.

With the suggested change in the daily rate, staff recommended that all 50¢ meters be changed to \$1 per hour. If they are left as is, for example, someone parking in the structure for less than 4 hours will be charged \$4, while parking at a meter will be \$2.

A member of the APC noted that the current price strategy is working well in the area of Parking Lot 6. Meters installed in front of the buildings on the east side of Old Woodward Ave. are set at \$1 per hour, while those in Lot 6 itself, as well as meters on the west side of Old Woodward Ave. are 50¢. The difference in cost helps encourage employees that do not have a monthly permit to park in the more remote spaces, leaving the spaces closest to the fronts of businesses open for customers. There is also the idea that comparing the price to the parking structure rate is not appropriate if the meters are located a long distance from a structure. With that in mind, the meters on the south side of the district should also remain as is.

The meters on Chester St. that are currently 50¢ do not meet the criteria above. Therefore, the APC is recommending that they be changed to \$1. Changing the meter rate is relatively simple. It involves renting a hand-held device from the meter manufacturer, and reprogramming them individually. Since the number of meters involved is small, and the hours that they are used is also relatively low, the net revenue increase for this change is negligible.

6. Evening Only Monthly Permit

To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 PM every day, at a rate discounted by \$20 per month over the regular monthly permit rate.

Using the theory that rates should be set based on demand, those employees that use the parking structures primarily in the evening hours could benefit from the issuance of an Evening Only Monthly Permit.

Demand for parking starts dropping each day after 4 PM, as daytime workers begin leaving. There is always capacity for more usage in all five structures at this time of day. Currently, employees that park in the evening must compete with daytime workers for the purchase of a monthly permit, or pay the daily rate. It is estimated that currently about 100 monthly permits issued system-wide use it only after 4 PM each day. These permit holders could be switched to an evening only permit, which would open up the sale of 100 permits (system-wide) for those that are currently on the waiting list for a daytime permit. Secondly, it would offer a lower cost alternative to those employees that currently do not have a permit, but work in the evenings. Since the permit would only operate in the evenings, it would not be as valuable as a regular monthly permit. The APC is suggesting a discount of \$20 per month to encourage their use.

Since there is plenty of capacity in the evenings, it is not suggested that any authorized cap be placed on sales.

Offering these permits will result in a reduction in revenues, not only due to the \$20 discounted price, but because it will convert current daily customers to monthly. However, we see this as a positive customer service initiative, which is important as parking becomes generally more restricted and expensive.

LONG TERM FISCAL IMPACT

Adding up the various positive and negative cash flows that these changes represent, we estimate a net gain of about \$1 million annually the Parking System Fund. The Ad Hoc Parking Development Committee is currently looking closely at current and projected cash flows in the system as it ponders the financial ability of the system to sustain the construction of a new parking structure. Attached for reference is the current cash flow projections, followed by a cash flow projection based on the previous staff recommended rate package. Using the current rate structure, it is projected that the system can save about \$1.4 million toward the cost of a new construction project. The second cash flow projection is based on the rate package first recommended by staff, which was less aggressive on daily rates, but more aggressive on parking meters. This results in a projected savings of about \$1.8 million per year toward the cost of a new construction project. If this new package of rate changes is approved, the system should be able to save at about \$2.4 million per year towards future capital improvements.

The six suggested changes to the Auto Parking System's rates and policies are provided below in a suggested resolution:

SUGGESTED RESOLUTION:

To approve the following changes to rates and policies of the Auto Parking System, as recommended by the Advisory Parking Committee:

1. Effective July 1, 2016, to change the daily parking rate at all five parking structures, as follows:

<i>Time</i>	<i>Existing Rate at Four Structures</i>	<i>Existing Rate at Pierce St. Str.</i>	<i>Proposed Rate</i>
<i>Less than 2 hours</i>	<i>Free</i>	<i>Free</i>	<i>Free</i>
<i>Less than 3 hours</i>	<i>\$1</i>	<i>\$1</i>	<i>\$2</i>
<i>Less than 4 hours</i>	<i>\$2</i>	<i>\$2</i>	<i>\$4</i>
<i>Less than 5 hours</i>	<i>\$3</i>	<i>\$3</i>	<i>\$6</i>
<i>Less than 6 hours</i>	<i>\$4</i>	<i>\$4</i>	<i>\$8</i>
<i>Less than 7 hours</i>	<i>\$5</i>	<i>\$5</i>	<i>\$10</i>
<i>Less than 8 hours</i>	<i>\$5</i>	<i>\$7.50</i>	<i>\$10</i>
<i>More than 8 hours</i>	<i>\$5</i>	<i>\$10</i>	<i>\$10</i>

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM will have a maximum value of \$5.

2. Effective August 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

Parking Facility	Existing	Proposed 7-1-16
Pierce St.	\$65	\$70
Park St.	\$60	\$70
Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

3. To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of approximately \$30,000 per year.
4. To lower the authorized number of monthly permits at the following parking structures, as follows:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

5. To increase all parking meters on Chester St. currently set at 50¢ per hour to \$1 per hour.
6. To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 PM every day, at a rate discounted by \$10 per month over the regular monthly permit rate.

Prime On-Street Meter Rate

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$ 1.50	\$ 1.50	\$ 1.60	\$ 1.00	\$ 1.00	\$ 1.75	\$ 1.20

Surface Lot Hourly

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$ 1.50	\$ 1.35	\$ 1.50	\$ 0.50	\$ 0.75	\$ 2.00	\$ 2.00
After 2HR \$1.60	After 1 HR \$1.70	After 3HR \$1.70				

Off-Street Lot Daily Max

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$ 15.00	\$ 3.75	N/A	N/A	\$ 16.00	\$ 4.00	\$ 10.00

Monthly Lots

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$65 - \$75	\$29 - \$56	\$90 - \$115	N/A	\$65	\$45 - \$76	\$48 - \$70
\$70	\$43	\$103	N/A	\$65	\$60	\$59

Garage Hourly

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$ 1.40	\$ 1.35	\$ 1.50	\$ 0.50	\$ 1.00	\$ 2.00	\$ 2.00
After 2HR \$1.60	After 1 HR \$1.70	After 3HR \$1.70	First 3HR Free	First 30min Free		
				\$.50/HR After 6pm		

Garage Daily Max

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$ 15.00	\$ 9.70	N/A	N/A	\$ 16.00	\$ 15.00	\$ 10.00

Monthly Garage Unreserved

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
\$75 - \$85	\$88 - \$90	\$150 - \$165	\$40 - \$67	\$75 - \$105	\$119 - \$154	\$107 - \$137
\$ 80	\$ 89	\$ 158	\$ 54	\$ 90	\$ 137	\$ 122

Monthly Garage Reserved

East Lansing	Kalamazoo	Ann Arbor	Bloomington	State College	Grand Rapids	Lansing
0	\$125	\$213	\$67	0	\$195	\$152

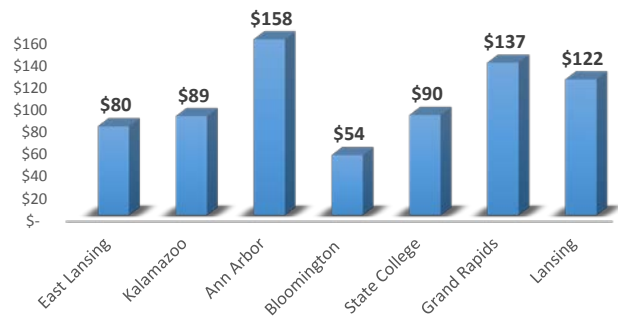
Surface Lot Hourly Rates



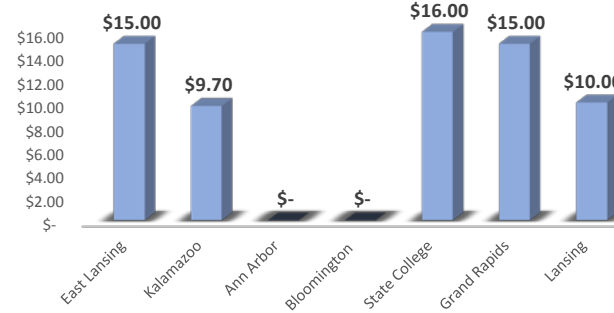
Prime On-Street Meter Rates



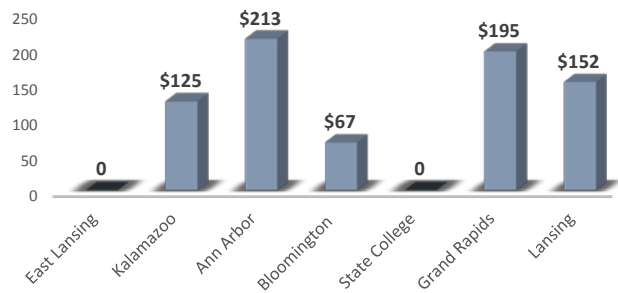
Average Unreserved Garage Rates



Garage Daily Max



Average Reserved Garage Rates



Garage Hourly Rate



Pierce Street Structure

Garage full list

MAY 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5 FULL @ 11:11AM OPEN @ 2:40PM	6 FULL @ 11:09AM OPEN @ 2:30PM	7
8	9	10 FULL @ 10:51AM OPEN @ 2:39PM	11 FULL @ 12:37PM OPEN @ 1:21PM	12	13	14
15	16	17	18 FULL @ 10:34AM OPEN @ 3:04PM	19	20 FULL @ 1:04PM OPEN @ 2:05PM	21
22	23	24	25	26 FULL @ 12:27PM OPEN @ 2:47PM	27 DATA NOT AVAILABLE	28 DATA NOT AVAILABLE
29	30 DATA NOT AVAILABLE	31 DATA NOT AVAILABLE				
		Notes:				

Park Street Structure

Garage full list

MAY 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 FULL @ 10:40AM OPEN @ 1:32PM	3 FULL @ 10:27AM OPEN @ 11:52AM FULL @ 12:17PM OPEN @ 2:04PM	4 FULL @ 10:17AM OPEN @ 1:32PM	5 FULL @ 10:14AM OPEN @ 2:32PM	6 FULL @ 11:01AM OPEN @ 2:32PM	7
8	9 FULL @ 10:57AM OPEN @ 1:48PM	10 FULL @ 10:01AM OPEN @ 3:17PM	11 FULL @ 10:48AM OPEN @ 1:33PM	12 FULL @ 11:12AM OPEN @ 1:51PM	13	14
15	16 FULL @ 11:45AM OPEN @ 1:42PM	17 FULL @ 12:07PM OPEN @ 12:44PM FULL @ 1:27PM OPEN @ 2:10PM	18 FULL @ 12:07PM OPEN @ 12:44PM	19	20	21
22	23	24 FULL @ 11:48AM OPEN @ 1:52PM	25 FULL @ 11:04PM OPEN @ 1:52PM	26 FULL @ 11:36AM OPEN @ 1:48PM	27 DATA NOT AVAILABLE	28 DATA NOT AVAILABLE
29	30 DATA NOT AVAILABLE	31 DATA NOT AVAILABLE				
		Notes:				

Peabody Street Structure

Garage full list

MAY 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 FULL @ 11:34AM OPEN @ 1:30PM	4 FULL @ 10:42AM OPEN @ 12:35PM	5 FULL @ 11:27AM OPEN @ 1:15PM	6	7
8	9	10 FULL @ 12:15PM OPEN @ 2:18PM	11 FULL @ 11:54AM OPEN @ 2:04PM	12 FULL @ 1:02PM OPEN @ 1:48PM	13	14
15	16	17 FULL @ 11:07AM OPEN @ 12:21PM FULL @ 1:07PM OPEN @ 3:01PM	18 FULL @ 11:49AM OPEN @ 3:04PM	19 FULL @ 11:49AM OPEN @ 2:10PM	20	21
22	23	24 FULL @ 11:48AM OPEN @ 1:47PM	25 FULL @ 1:35PM OPEN @ 2:57PM	26 FULL @ 11:05AM OPEN @ 2:57PM	27 DATA NOT AVAILABLE	28 DATA NOT AVAILABLE
29	30 DATA NOT AVAILABLE	31 DATA NOT AVAILABLE				
		Notes:				

Woodward Street Structure

Garage full list

MAY 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 FULL @ 11:34AM OPEN @ 2:01PM	4 FULL @ 11:46AM OPEN @ 1:14PM	5 FULL @ 11:46AM OPEN @ 1:14PM	6	7
8	9 FULL @ 11:37AM OPEN @ 1:56PM	10 FULL @ 10:36AM OPEN @ 2:05PM	11 FULL @ 10:48AM OPEN @ 1:39PM	12 FULL @ 11:48AM OPEN @ 1:39PM	13	14
15	16 FULL @ 10:39AM OPEN @ 1:27PM	17 FULL @ 10:39AM OPEN @ 1:27PM	18	19	20	21
22	23	24	25 FULL @ 11:41AM OPEN @ 1:30PM	26 FULL @ 12:35PM OPEN @ 1:19PM	27 DATA NOT AVAILABLE	28 DATA NOT AVAILABLE
29	30 DATA NOT AVAILABLE	31 DATA NOT AVAILABLE				
		Notes:				

Chester Street Structure

Garage full list

MAY 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18 FULL @ 1:37PM OPEN @ 3:03PM	19	20	21
22	23	24	25	26	27 DATA NOT AVAILABLE	28 DATA NOT AVAILABLE
29	30 DATA NOT AVAILABLE	31 DATA NOT AVAILABLE				
		Notes:				



MEMORANDUM

Engineering Dept.

DATE: April 15, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Parking System Rates

PROBLEM

The Birmingham parking structures has long been operated with the premise that spaces need to be made available in each parking structure at all times for customer (shopper) traffic. While customers would generally prefer to park at a street meter, once these become full, it is imperative that the nearest parking structure be open and ready to serve them. In the past, this was easy to achieve simply by limiting the number of monthly parking permits sold in each structure, based on the supply and demand.

With the large increase in office occupancy seen since 2013, demand on the parking structures is greater than can be accommodated. Monthly permits are sold out in all five structures, with the shortest current wait time being about a year at Chester St. (People have been known to wait over three years to get into Peabody St.) Since there are many more employees than available monthly permits, a large number of employees elect to park in the parking structure all day, and pay the daily rate. (Many of the larger employers are covering this cost, and paying the parking system through validations.)

As you know, through the efforts of the Manager's office, off site parking options have been made available at three local churches. A promotional sheet was put together (discussed previously, and attached again to this report) encouraging large employers to take advantage of this option. During talks with these employers, it has become evident that it is important that they keep their staff happy. As a result, parking off site is not considered an attractive option, particularly if it is almost or as costly as just parking in the structure.

A new large influx of employees started working in downtown Birmingham in late January. The impact this has made can be demonstrated on the attached "Garage Full" lists. We are now in a position where all five parking structures are often filling for a period of time during the middle of the day (peak time). Considering that this is historically the lowest demand time of year, and considering all five parking structures are fully open (without construction underway), we have a situation that must be remedied. It is important to the overall dynamics of the downtown to have a healthy retail/restaurant sector in place. If the customers of these establishments come to town and cannot find a parking place, it will begin impacting their bottom line.

SOLUTION

In order to keep the parking structures open and accessible to customers, the number of employee vehicles within need to be reduced. The following options are offered for your consideration (presented in order of expected impact):

1. **Increase the Parking Structure Daily Rate**
2. **Increase the Parking Structure Monthly Permit Rate**
3. **Reduce the Cost of Parking Vehicles Outside Downtown**
4. **Reduce the Authorized Number of Monthly Parking Permits**

Finally, due to the above changes, it is appropriate to review the rate at the parking meters. Detail of this topic can be found below, and is listed as a fifth recommended change to complete this report:

5. **Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.**

More detail of each option is provided below:

1. Increase the Parking Structure Daily Rate

The last system-wide change to the daily rates in the parking structures came in 1996 (almost twenty years ago) with the implementation of the "First Two Hours Free" campaign. Given its longevity, it can be considered a major success. The rate structure remains unchanged in four of the five structures. About ten years ago, the rate was modified at the Pierce St. Structure, when demand in that area was resulting in a large number of daily rate employees. In an effort to move these people into the other, less desirable structures, the daily rate was increased, and it remains that way today. Below are the rates currently in place:

Time	Standard Daily Rate	Pierce St. Rate ¹
Less than 2 hours	Free	Free
Less than 3 hours	\$1	\$1
Less than 4 hours	\$2	\$2
Less than 5 hours	\$3	\$3
Less than 6 hours	\$4	\$4
Less than 7 hours	\$5	\$5
Less than 8 hours	\$5	\$7.50
More than 8 hours	\$5	\$10

The recent increase in demand can largely be traced to an increase in full time employees parking all day long. The larger employers are typically paying the cost of parking for their

¹ The maximum rate drops back to \$5 for those that leave after 10 PM. This provision was implemented to help late evening employees since parking demand is much lower at that time of night.

employees, in the form of validation charges. The "Pierce St." modified rate structure has three benefits:

1. The change in rates does not impact the customer or short term visitor.
2. The change in rates results in a large increase to those who stay all day. The increase can be significant particularly if an employer is covering the costs for many employees.
3. The additional revenue can be saved for future parking space construction, as well as the cost of the initiative noted below.

It is recommended that the Pierce St. rate structure be extended to the other four parking structures, so that employees are given a stronger financial incentive to look to alternate means of parking.

Given current (as of the last few weeks) usage patterns, it is estimated that approximately \$500,000 additional annual revenue would result from this change. (If the reaction to the rate increase results in substantial behavior changes, this number would go down.)

The only costs for implementation would be to update the rate signs posted at each vehicle entrance in the four other structures, as well as reprogramming the traffic control system equipment. Total costs are estimated to be about \$1,000.

2. Increase the Parking Structure Monthly Permit Rate

The following rate structure lists what the rates have been over the past three years, as well as a suggested increase to be implemented on July 1. The rate changes in the recent past have been predicated on the fact that:

1. Monthly permits represent a commodity that is in high demand that is under priced.
2. Revenues in excess of expenditures can be saved in the Parking System Fund and used later toward the cost of constructing new parking spaces.

Historically, the south side of downtown was in highest demand for permits, and the rate structure reflects that. However, demand is now strong everywhere. Even Chester St. Structure is filling at least once, if not more, each week. With this in mind, increases are recommended more toward equalizing costs between the different facilities, with the exception of the following:

Chester St. – While the Chester St. Structure is now filling more frequently, it is still recognized that for a lot of employees, this is not the facility of their choice. Many people parking here must walk further to their destination than they would if they could park closer. For that reason, staff recommends that the price at Chester, while increasing, should remain below the others.

Lot 6 Economy Permit – All of the Lot 6 area is now in high demand during the peak hour. However, we think an incentive for those willing to park in the least desirable parking metered spaces continues to be appropriate.

South Side Permit (Ann St. & S. Old Woodward Ave.) – Sales of permits in this area remains below demand. Particularly at the S. Old Woodward Ave. location, sales are very low. Staff feels that having this option available for those that are sensitive to cost is a good thing. No increases are suggested here.

Parking Facility	Prior to 8-1-14	Effective 8-1-14	Effective 7-1-15	Proposed 7-1-16
Pierce St.	\$55	\$60	\$65	\$70
Park St.	\$45	\$50	\$60	\$70
Peabody St.	\$45	\$55	\$65	\$70
N. Old Woodward Ave.	\$45	\$50	\$55	\$70 ²
Chester St.	\$30	\$40	\$45	\$50
Lot 6 – Regular Permit	\$50	\$55	\$65	\$70
Lot 6 – Economy Permit	\$30	\$35	\$45	\$50
South Side Permit (Ann St.)	\$40	\$40	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$40	\$40	\$25	\$25

The increase in revenues over the course of the fiscal year, should these rates be implemented, is estimated at almost \$400,000 per year. The cost of implementation will be a small amount of programming changes.

3. Reduce the Cost of Parking Vehicles Outside Downtown

Tentative agreements have been made with three churches within or adjacent to Birmingham:

1. First United Methodist Church (1669 W. Maple Rd.)
2. Ascension of Christ Lutheran Church (16935 W. 14 Mile Rd., Beverly Hills)
3. Our Shepherd Lutheran Church (2225 E. 14 Mile Rd.)

All three have offered similar opportunities. For discussion purposes, the first one will be used as an example. If desired, an employer could begin renting 50 of these spaces through the City at the cost of \$10,000 per year (\$833.33 per month, which translates to a cost of \$16.67 per vehicle per month). The rental fee has been considered a “pass through” cost wherein the City would charge the same amount for the rental fee, since the City has to pay rent to the landowner. The employer must also sustain the transportation costs inherent in this off site program, be it via carpooling, shuttle, or valet.

Staff is suggesting that it is important for these off site spaces to be used. Doing so will benefit customers having access to the parking spaces these vehicles would be using downtown, which helps the viability of the businesses they are patronizing. In order to incentivize the use of these spaces, it is recommended that the Parking System be responsible for this rental cost. Then the employers’ only cost would be the transportation costs (carpool, shuttle, or valet). Given the current availability of these spaces, the cost to the City will be less than \$30,000

² In previous rate increases, no change greater than \$10 per month has been implemented. A change of \$15 this one time is recommended at the N. Old Woodward Ave. Structure, given the large jump in demand that has been seen there, and to equalize it to the other three prime parking locations.

annually. Given the current revenues of the Parking System, we feel that this cost can be easily sustained.

4. Reduce the Authorized Number of Monthly Parking Permits

Each parking structure has an authorized number of monthly permits that may be sold. The number is based on past experience, keeping the number as high as practical, but low enough that the parking structure does not fill to capacity except during extreme demand periods that should only happen a small number of times per year.

Based on the attached "Garage Full" list, the recent change in demand in the area of the N. Old Woodward Ave. and Park St. Structures has resulted in these facilities filling almost five times per week during the peak hour.

As can be seen on the attached monthly demand summary, some of the parking structures are authorized to sell more monthly permits than there are spaces within. These numbers worked in the past because only about 60% of the monthly permit holders are actually present at one time during the peak hour. This, coupled with relatively low daily demand, allowed the oversell factor to work. While the oversell at Park St. is minimal (less than 1%), it is significant at N. Old Woodward Ave. (21%). Perhaps not coincidentally, the Park St. Parking Structure is not filling quite as often as N. Old Woodward Ave. The amount of reduction recommended is less at Park St., accordingly. The suggested changes are shown below:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

Lowering the number of permits sold has historically been voluntary, through attrition. Turnover for monthly permits is relatively low, given their current demand and value. Recent experience has shown that lowering the authorized number of permits in this environment will not result in much change. It may take two to three years to accomplish. However, given the current environment, it is not appropriate to be filling the structure with too many permits. Converting future permit sales to daily traffic will then encourage more vehicles to participate in the off-site parking options.

5. Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.

Currently, the majority of the City's meters charge for parking at the rate of \$1 per hour, as they have since 1996. However, about 30% of the meters, mostly on the far north and south sides of the district, charge at 50¢ per hour. A map of the meter rates as they currently exist is attached for reference. Some of these meters are close to a parking structure, while others are located far away. Most are being used more now than they were at the time the decision was made to make them less expensive.

If one chooses to park at a 50¢ meter for the majority of the work day, and the new rates go into effect, it is actually cheaper than parking in the structures. This goes against the philosophy that meters are prime parking, and that the rate paid should reflect their demand.

Changing the rate would involve renting a programming device from the parking meter vendor, and installing new labels on the affected meters. Parts and labor for this effort should cost less than \$2,000 as a one time expense. Revenues are roughly estimated to increase by \$260,000 annually.

A suggested recommendation encompassing all four parts of this package is provided below:

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission approve the following changes to reflect current value, and in order to encourage the use of the off-site parking spaces currently available at three local churches:

1. Effective July 1, 2016, to change the daily parking rate at the Park St., Peabody St., N. Old Woodward Ave., and Chester St. Structures to match the rate currently in effect at the Pierce St. Parking Structure, wherein parking will be charged as follows:

Time	Pierce St. Rate
Less than 2 hours	Free
Less than 3 hours	\$1
Less than 4 hours	\$2
Less than 5 hours	\$3
Less than 6 hours	\$4
Less than 7 hours	\$5
Less than 8 hours	\$7.50
More than 8 hours	\$10

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM will have a maximum value of \$5.

2. Effective July 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

Parking Facility	Existing	Proposed 7-1-16
Pierce St.	\$65	\$70
Park St.	\$60	\$70
Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

3. To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their

selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of \$30,000 per year.

4. To lower the authorized number of monthly permits at the following parking structures, as follows:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

5. To increase all parking meters currently set at 50¢ per hour to \$1 per hour, making the entire City uniform at \$1 per hour.

February

Garage	Time	How long	Date	- Physical Count
Woodward	1015a	5hrs	2/1/2016	0
Park	11a	4hrs	2/1/2016	25
Peabody	12	2hrs	2/1/2016	30
Pierce	12	2hrs	2/1/2016	60
Chester	12	2hrs	2/1/2016	54
Woodward	11a	4hrs	2/2/2016	8
Park	12	4hrs	2/2/2016	15
Peabody	12	2hrs	2/2/2016	20
Pierce	1p	1hr	2/2/2016	30
Woodward	11	4hrs	2/3/2016	20
Park	11	3hrs	2/3/2016	15
Pierce	12	2hrs	2/3/2016	50
Peabody	12	2hrs	2/3/2016	22
Chester	12	2hrs	2/3/2016	35
Park	1015a	4hrs	2/4/2016	15
Woodward	11a	4hrs	2/4/2016	12
Pierce	1230p	1hr	2/4/2016	54
Peabody	1p	1hr	2/4/2016	15
Chester	1p	1hr	2/4/2016	22
Park	1030a	4hrs	2/5/2016	5
Woodward	11a	4hrs	2/5/2016	35
Pierce	1145a	2hrs	2/5/2016	64
Peabody	12	1.5hrs	2/5/2016	43
Park	945a	4hrs	2/8/2016	0
Woodward	11a	3hrs	2/8/2016	54
Pierce	12p	1hr	2/8/2016	78
Peabody	1230p	1hr	2/8/2016	25
Park	955a	4hrs	2/9/2016	0
Woodward	1035a	3hrs	2/9/2016	11
Pierce	12p	1hr	2/9/2016	89
Peabody	12p	1hr	2/9/2016	45
				We stopped this daily as more spaces seemed to be open. We do spot check weekly
Park	1030a	3hrs	2/10/2016	
Woodward	11a	3hrs	2/10/2016	

[illegible]



MEMORANDUM

Engineering Dept.

DATE: January 14, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Off Site Parking Options

As you know, monthly parking permit demand has grown significantly beyond what the parking system can support, resulting in a large waiting list at all five parking structures. Attached under another agenda item in this package are the most recent materials from the Ad Hoc Parking Development Committee's most recent meeting. (A verbal update of that meeting will be provided at the meeting.) The Development Committee represents the long term solution to this issue.

To provide a more immediate response, last May the Advisory Parking Committee was updated on initiatives the City Manager's office was pursuing, including possibly renting existing church parking lots for alternative parking areas. At that time, a program of carpooling was suggested as a means to get four employees to group together, parking three cars at the remote lot, and one at the Chester St. Structure. While no one has used the carpooling option to date, it is still considered a viable option. In the past several months, two other options have surfaced as possible ways to address this problem:

Shuttle – After reviewing the feasibility with a private company, it is possible that a large employer could hire a company to provide a shuttle from a remote parking lot to the specific downtown office of the company paying for the service. It is possible that more than one company could work together to make this more affordable.

Valet – The City also reviewed the feasibility of a private company being hired by a large employer to run a valet service. The valet would have more staff at the beginning and end of the day, and take individual cars from the employer's office to the remote parking lot.

The attached flyer has been prepared, and will now be available in the SP+ Parking office. If staff gets questions or comments about the lack of parking from large employers, they will have this sheet available to hand out to those that may be interested in other options. The options are arranged from the lowest cost (carpooling) to the highest (valet). The cost structure for carpooling would be completely between the employer and the City. The City's costs that would need to be covered would include the church parking lot rental (negotiated at \$10,000 per year per lot, ranging in size from 45 to 70 cars), and the cost of one monthly permit (for the benefit of four employees). For example, if 50 vehicles are involved, the rental fee for the lot would be covered at a cost of \$17 per month per vehicle, and the cost of one parking permit at Chester St. would be \$45 (for each group of 4 employees).

For the shuttle and valet operations, again using the 50 vehicles scenario, a cost of \$17 per month per vehicle would apply (to the City). A separate payment from the employer to the service company would then also apply for the service, at whatever rate the employer can negotiate.

While the feasibility of these programs may have seemed low in the past, as demand for parking continues to rise, we expect these programs to look more attractive. The current option of parking in a parking structure and paying \$5 per day can be brought down with these options, and hopefully will become more attractive. As employee demand makes the parking structures busier, the demand can also have negative consequences on customer parking as well. We will work to encourage these programs actually being used, in an effort to keep the parking structures open and available for shopper and customer traffic.

Birmingham Parking System Offers Additional Parking Opportunities

The City of Birmingham has the opportunity to offer approximately 200 parking spaces at off-site facilities in and around the City to companies on the waiting list for monthly parking permits willing to explore creative solutions. Any of these solutions will enable your staff to avoid the daily parking rate, and will offer a reduced monthly permit cost.

While the City is conducting its due diligence in examining long-term parking facility improvements, these interim opportunities are being offered to expand current parking capacity and address current demands. Three sites have agreed to participate, including the First United Methodist Church at 1589 W. Maple Road, Our Shepherd Lutheran Church at 2225 E. 14 Mile Road, and Ascension of Christ Lutheran Church at 16935 W. 14 Mile Road in Beverly Hills. The opportunity to utilize these spaces can be accomplished in three alternative forms.



Carpooling –

A parking lot would be made available for employee carpooling, and monthly parking permits in the Chester St. Structure would be issued to a select number of companies that choose to participate.

Parking Shuttle –

An exclusive shuttle service would be provided to transport employees from one of the parking facilities to the door of the business and return them at the end of the day.

Valet Parking –

A valet station would be set up at a business location to transport employee vehicles to a surface lot for parking and return their cars at the end of the day.

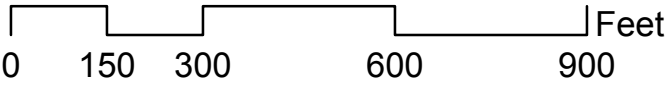
Given the logistics of administering off-site parking, arrangements must be made with businesses with groups of 20 or more employees. Additional solutions may be considered for these spaces that meet the objectives of the interim program.

Cost: Monthly parking permits issued under this arrangement would be issued at a reduced rate from the current permit fees. Individual rates would be determined by the alternative selected.

Questions: For additional information on any of these alternatives, please contact our parking agency to discuss these alternatives at Spplusbirmingham@spplus.com or call 248-540-9690.

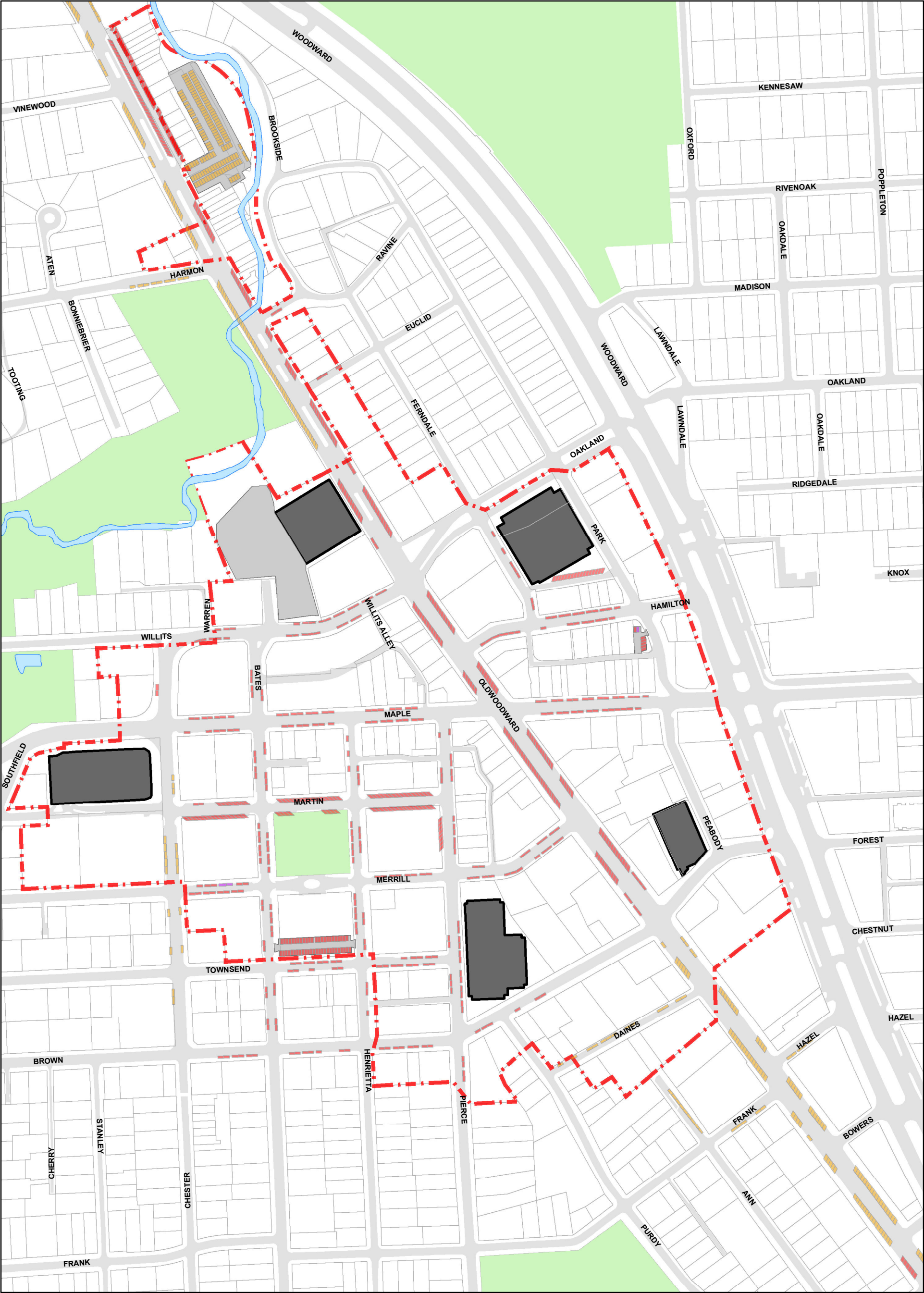
CITY OF BIRMINGHAM

DOWNTOWN PARKING RATES



PARKING RATES

- Free
- \$.50 Per Hour
- \$1 Per Hour



DRAFT

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING
Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, April 20, 2016

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, April 20, 2016. The meeting was called to order by Chairman Lex Kuhne at 7:30 a.m.

Present: Chairman Lex Kuhne
Steven Kalczynski
Lisa Krueger
Judith Paskewicz
Al Vaitas

Absent: Anne Honhart
Vice-Chairperson Susan Peabody

SP+ Parking: Catherine Burch
Josh Gunn
Jason O'Dell

Birmingham Shopping District: Richard Astrein
John Heiney

Administration: Austin Fletcher, Engineering Dept.
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF MARCH 16, 2016

Motion by Ms. Paskewicz
Seconded by Mr. Kalczynski to approve the Minutes of the Special APC Meeting of March 16, 2016 as presented.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskewicz, Kalczynski, Krueger, Kuhne, Vaitas

Nays: None

Absent: Honhart, Peabody

PARKING SYSTEM RATE CHANGE PROPOSAL

Problem

Mr. O'Meara noted the Birmingham parking structures have long been operated with the premise that spaces need to be made available in each parking structure at all times for customer (shopper) traffic. However, with the large increase in office occupancy seen since 2013, demand on the parking structures is greater than can be accommodated. Monthly permits are sold out in all five structures and a large number of employees elect to park in the parking structure all day and pay the daily rate.

Through the efforts of the manager's office, off-site parking options have been made available at three local churches. However, it appears that parking off site is not considered an attractive option, particularly if it is as costly as just parking in the structure.

A new large influx of employees started working in Downtown Birmingham in late January. We are now in a position where all five parking structures are often filling for a period of time during the middle of the day. It is important to the overall dynamics of the Downtown to have a healthy retail/restaurant sector in place. If the customers of these establishments come to town and cannot find a parking place, it will impact their bottom line.

Solution

In order to keep the parking structures open and accessible to customers, the number of employee vehicles within needs to be reduced. The following options are offered for consideration:

1. Increase the Parking Structure Daily Rate

It is proposed to have all five structures match the rate structure currently in use at Pierce St. The maximum rate drops back to \$5 for those that leave after 10 p.m. in order to help late evening employees since parking demand is much lower at that time of night.

2. Increase the Parking Structure Monthly Permit Rate

It was discussed that this permit rate increase was designed to motivate the big employers to move to the off-site parking lots. However, it affects the bottom line of smaller businesses.

3. Reduce the Cost of Parking Vehicles Outside Downtown

The City would cover the cost of the lot rental through the Parking System. Committee members thought this may be a hard sell because that type of service may not fit some of the larger companies.

4. Reduce the Authorized Number of Monthly Parking Permits

Converting future permit sales to daily traffic will then encourage more vehicles to participate in the off-site parking options. Or, they will park there anyway at the daily rate.

Finally, due to the above changes, it is appropriate to review the rate at the parking meters:

5. Increase lower cost parking meters so that all meters charge the rate of \$1 per hour.

If one chooses to park at a low rate meter and the new parking structure rates go into effect, it is actually cheaper than parking in the structures.

The chairman called for comments from the public at 8:07 a.m.

Mr. Richard Astrein, 120 W. Maple Rd., received clarification that free parkers who park for less than two hours represent 61% of customers. Mr. Astrein thought those parking five hours or more should be at a higher rate. Further, enforcement should be tightened so that permit parkers go to the top floors.

The committee was not ready to move on this matter today because of their need for numbers showing how many people are using the different price categories.

Mr. John Heiney asked for a list of those employers who pay for their employees' monthly passes. Another push can be made to them to show that shuttling to off-site lots will seem more attractive once the permit rates are increased.

It was noted that when people come to Birmingham and can't find a place to park, retailers and smaller service businesses will be affected because their customers will be circling and then giving up. That is taking money out of the business owners' pockets.

Consensus was to select three members each from the BSD and APC to develop a strategy and then have a joint meeting with the Planning Board to discuss parking. Chairman Kuhne, Ms. Krueger, and Dr. Vaitas volunteered to represent the APC.

The suggestion was made to initiate a lower rate for people parking in the structures after 4 p.m.

N. OLD WOODWARD AVE. PARKING STRUCTURE VALET PROPOSAL

Mr. O'Dell reported that discussions have been held with SP+ management to take a look at valet assist to help address the current high demand for parking in the Central Business District. An idea was presented that is successfully used in large cities where parking demand is high. When a parking structure becomes full the structure (or a portion thereof) can be turned over to a valet only operation in order to utilize more spaces. Most of the various options involve roof level valet parking. It is not clear how the public will respond to this option but it is recommended that it be tried in the beginning on the roof of the N. Old Woodward Ave. Structure. Further, a lot more cars could be parked on the surface lot if it was valet controlled. Everyone agreed this would be a very cost effective way to increase capacity.

Motion by Dr. Vaitas

Seconded by Dr. Paskewicz The Advisory Parking Committee recommends that the City Commission approve the SP+ proposal to operate a valet service on weekdays at the N. Old Woodward Ave. Parking Structure roof level wherein:

- 1. Two valet service staff provided by SP+ will be stationed at the entrance to the roof level from approximately 9 a.m. to 2 p.m.**
- 2. As the structure nears capacity, all vehicles looking to park on the roof would be required to valet their vehicle, at no additional cost to the customer.**
- 3. The cost to the Auto Parking System is estimated at \$52,020 annually.**
- 4. Valet service hours will be subject to change based on actual need.**

Motion carried, 5-0.

VOICE VOTE:

Yeas: Vaitas, Paskewicz, Krueger, Kalczynski , Kuhne

Nays: None

Absent: Honhart, Peabody



MEMORANDUM

Engineering Dept.

DATE: May 12, 2016
TO: Advisory Parking Committee
FROM: Paul T. O'Meara, City Engineer
SUBJECT: Parking System Rates

OVERVIEW

Last month, a comprehensive package of rate changes were presented to the Advisory Parking Committee for review. The suggested changes were presented from the perspective that:

1. Demand from employees is forcing the system to operate without sufficient capacity for shoppers and visitors that arrive later in the day. Creating an incentive to move employees to less desirable parking locations would help the business community.
2. Compared to what is being charged in the private parking facilities, the rates being charged are less than what people are willing to pay.
3. Revenue increases would help the parking system prepare itself for large expenditures in the future, as the need to enlarge and/or replace parking structures grows.

The parking committee was not prepared to endorse the rate changes. Two general themes came from the meeting:

1. Requiring large blocks of employees to park their cars off site outside the downtown area is not looked upon favorably. Changing the rates as suggested will not change their behaviors, but it will hurt the smaller businesses that also need to pay these higher rates. Rather than changing rates, the APC and the Birmingham Shopping District (BSD) should begin discussions to consider changing the zoning ordinance that allows the current building expansions without creating new private parking spaces.
2. If the rate structure is going to be restructured, the rate of increase for the shorter time periods (3 to 7 hours) should be priced more aggressively too, so that shorter term employees have to pay more.

To that end, the following is offered:

1. Some discussions have occurred with members of the BSD on this matter. More discussions are planned, but there is nothing concrete to report as of yet. It should be noted that if the APC pursues this goal of changing the zoning ordinance, that is a long term issue that will not be resolved quickly.
2. SP+ staff put together some figures that are attached relative to various daily rate pricing schemes that could be employed, and how they affect revenue. More dialogue is provided below.

3. The Ad Hoc Parking Development Committee held their first meeting focused on finance on April 27. Long term cash flow projections were provided for both the current rate structure, and for the rate structure that was recommended in our April 15 memo. Increasing the rates as suggested makes a significant improvement on improving the cash available to help finance a large parking structure project. Serious discussions about the revenue that can be generated from a special assessment district are scheduled for this coming week (May 16). Since the City has only assessed for new parking spaces being created (not the replacement of existing spaces within a new building, which is being contemplated), revenues to be generated through special assessments may not be significant. If the City continues to move in the direction committing to a large construction project, (currently being projected at \$26 to \$28 million, even after the sale of land), a rate increase is likely a part of the equation.

With the above in mind, information has been provided below relative to various hourly rate pricing schemes. Secondly, a new idea is also being offered relative to making the package more desirable for evening employees. The system could offer an evening only monthly permit for those that arrive after 4 PM, as long as they regularly leave the building after their shift (no overnight parking). Information is provided below on that as well.

HOURLY RATES

The rate package presented last month suggested that the hourly rate structure would only be modified for long term parkers (7+ hours). The suggestion was focused on the following thought process:

1. The long term employee that arrives early in the workday are the ones that we hope to discourage parking in the structures. Many vehicles (over 14,000 per month) park for more than 6 hours a day now. This number is growing as monthly permits become increasingly scarce. These people are paying a lot of money per month to park, and if the increase is significant, it may cause behaviors to modify. Those visitors or employees that park for shorter shifts do not pay as much overall, and are less likely to change their behaviors.
2. As daily traffic has increased, so has the volume of cars that fall under the "2 hours free" category. There are a significant number of people that take time during their day to move their car out and back into the garage to reduce their total cost of parking for the day. If we raise the rates much for the middle range people (3 to 6 hours), this behavior is clearly going to pick up.
3. Rate increases do have a negative impact on those that use the system. If there are groups of people that remain unaffected by the change, that reduces the number of people that are negatively impacted.

Attached is a table that demonstrates the amount of money that the system earns if various rate structures are used. The following are some notes on the various alternatives:

Current Rates – This table represents the current rate structure for all but the Pierce St. Structure. (Therefore, the net revenue shown is smaller than what is currently being realized.) This rate structure has been in place since 1997 (almost 20 years).

Pierce St. Rate – This is the rate structure that was recommended in our April 15 memo. Implementing this rate structure at all five facilities has the benefit of only impacting the long term parkers. At Pierce St., long term parkers are already paying this rate, so there would be no change for them. As described in the previous memo, revenues are predicted to increase about \$500,000 per year, which is about \$42,000 per month.

Alternate Rate Schedules A, B, and C – These schedules represent increasing the rate more aggressively, with B and C including a 3 hours free provision (instead of 2). Clearly, these rates would impact those employees that work shorter shifts (and likely earn less money). Staff does not recommend this. We assume that these employees would be less likely to have any other choice than to pay these rates, or they may be more likely to move their car in and out of the structure more often. Having a big change in cost between 3 and 4 hours will encourage people to try to manipulate the system with unwanted behaviors. This negative behavior causes more traffic in the streets and the structures, and results in a less pleasant work environment for those that feel that they have to do this.

Alternate Rate Schedule D – If the Committee is inclined to be more aggressive than what was first suggested, we recommend a more gradual increase by going to a rate that increases at the rate of \$2 per hour. Even this smaller change results in revenues about double what they are today. This change would impact every daily parker in the system.

With the idea that a revenue increase should not be too extreme at any one time, staff continues to recommend that all five structures charge the same rate, specifically the one labeled as the “Pierce St. Rate.”

EVENING ONLY MONTHLY PERMIT

Reviewing usage patterns, there are currently about 100 monthly permit holders (system-wide) that routinely enter their parking structure after 4 pm to work an evening shift. The parking system could offer an evening only monthly permit that would work the same as a regular monthly permit, except that they could only enter the structure every day after 4 PM. Further, they would have to agree to not leave their car overnight (which would then cause more traffic burden the next morning). The evening permit would not be as desirable, so it would have to be sold at a discount. We are recommending a \$10 discount from the regular price. Offering such a permit would reduce revenues, to an extent that is difficult to predict. It would provide the following benefits to the system's users:

1. Those paying for a monthly permit that are in the structure primarily in the evening could save \$10 per month.
2. Removing the estimated 100 permits from the current monthly permit holders would allow a new 100 customers (system-wide) to purchase a monthly permit. Since some parkers have been waiting over 2 years for a permit, that would bring an end to a long wait. (Selling more permits could potentially increase the number of vehicles in a structure, unless they are parking in the same structure now anyway, paying the daily rate. If enacted with the recommendation to reduce the number of permits at N. Old Woodward Ave. and Park St., they would potentially be able to move to a different structure instead.)

3. Current evening employees that cannot get a permit would now be able to purchase one, as the system should be able to supply many more permits than there is currently needed. Again this would reduce revenues, but would improve customer satisfaction.
4. Offering monthly permits would hopefully encourage evening employees on a tight budget to purchase a permit, rather than attempt to keep their costs down by driving out and then back into the structure during their shift.

Based on the above new thoughts, the recommendation from the April meeting is repeated below, and now includes the provision for an evening only monthly permit.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission approve the following changes to reflect the current value of parking, and to help position the Auto Parking System Fund for future expected parking system capacity improvements:

1. Effective July 1, 2016, to change the daily parking rate at the Park St., Peabody St., N. Old Woodward Ave., and Chester St. Structures to match the rate currently in effect at the Pierce St. Parking Structure, wherein parking will be charged as follows:

Time	Pierce St. Rate
Less than 2 hours	Free
Less than 3 hours	\$1
Less than 4 hours	\$2
Less than 5 hours	\$3
Less than 6 hours	\$4
Less than 7 hours	\$5
Less than 8 hours	\$7.50
More than 8 hours	\$10

The above applies to charges applied prior to 10 PM every evening. Charges after 10 PM will have a maximum value of \$5.

2. Effective July 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

Parking Facility	Existing	Proposed 7-1-16
Pierce St.	\$65	\$70
Park St.	\$60	\$70
Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

3. To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of \$30,000 per year.
4. To lower the authorized number of monthly permits at the following parking structures, as follows:

Parking Structure	Current Authorized Permits	Recommended Auth. Permits
Park St.	815	750
N. Old Woodward Ave.	900	800

5. To increase all parking meters currently set at 50¢ per hour to \$1 per hour, making the entire City uniform at \$1 per hour.
6. To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 PM every day, at a rate discounted by \$10 per month over the regular monthly permit rate.

Current Rates

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$1	12446	\$10,260.00	0.154105221
3-4 hours	\$2	6330	\$10,937.00	0.078377475
4-5 hours	\$3	3617	\$9,332.00	0.04478536
5-6 hours	\$4	2431	\$8,839.00	0.030100417
6 or more	\$5	14777	\$53,678.00	0.182967448
Totals		80763	\$93,046.00	\$1.15

Pierce Rate

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$1	12446	\$12,446.00	0.154105221
3-4 hours	\$2	6330	\$12,660.00	0.078377475
4-5 hours	\$3	3617	\$10,851.00	0.04478536
5-6 hours	\$4	2431	\$9,724.00	0.030100417
6-7 hours	\$5	2188	\$10,940.00	0.027091614
7-8 hours	\$7.50	2486	\$18,645.00	0.030781422
8 or more	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$167,941.00	\$2.08

Alternate Rate schedule A

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$3	12446	\$37,338.00	0.154105221
3-4 hours	\$5	6330	\$31,650.00	0.078377475
4-5 hours	\$7	3617	\$25,319.00	0.04478536
5 or more	\$10	15537	\$155,370.00	0.192377698
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$258,032.00	\$3.19

Alternate Rate schedule B

Time	Current Rates	Transactions	Net	Ticket percentage
Under 3 hours	Free	53608	\$0.00	0.6637693
3-4 Hours	\$5	6330	\$31,650.00	0.078377475
4-5 hours	\$6	3617	\$21,702.00	0.04478536
5-6 hours	\$7	2431	\$17,017.00	0.030100417
6-7 hours	\$8	2188	\$17,504.00	0.027091614
7-8 hours	\$9	2486	\$22,374.00	0.030781422
over 8 hours	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$202,922.00	\$2.51

Alternate C (Very estimated)

Time	Current Rates	Transactions	Net	Ticket percentage
Under 3 hours	Free	#REF!	\$0.00	#REF!
3-4 Hours	\$5	4748	\$23,740.00	#REF!
4-5 hours	\$7	2712	\$18,984.00	#REF!
over 5 hours	\$10	14929	\$149,290.00	#REF!
In after 5 pm	\$5	4766	\$23,830.00	#REF!
Totals		#REF!	\$215,844.00	#REF!

Alternate Rate schedule D

Time	Current Rates	Transactions	Net	Ticket percentage
Under 2 hours	Free	41162	\$0.00	0.509664079
2-3 Hours	\$2	12446	\$24,892.00	0.154105221
3-4 hours	\$4	6330	\$25,320.00	0.078377475
4-5 hours	\$6	3617	\$21,702.00	0.04478536
5-6 hours	\$8	2431	\$19,448.00	0.030100417
6-7 hours	\$10	2188	\$21,880.00	0.027091614
7-8 hours	\$10	2486	\$24,860.00	0.030781422
8 or more	\$10	8432	\$84,320.00	0.104404245
after 10pm	\$5	1671	\$8,355.00	0.020690168
Totals		80763	\$230,777.00	\$2.86

City of Birmingham, Michigan
Automobile Parking System Fund
Projected Cash Flow Analysis

Projected Cash Flow Current Revenue Stream

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330	\$5,252,330
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	2,562,289	2,651,974	2,565,666	2,489,300	2,410,548	2,329,329	2,245,557	2,159,144	2,069,997	1,978,021
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	127,800	174,900	195,890	215,820	273,740	294,990	359,840	381,760
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	836,719	1,812,464	1,493,466	1,464,200	1,406,438	1,345,149	1,319,297	1,254,134	1,229,837	1,159,781
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	8,635,696	10,448,160	11,941,626	13,405,826	14,812,264	16,157,413	17,476,711	18,730,845	19,960,682
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$8,635,696	\$10,448,160	\$11,941,626	\$13,405,826	\$14,812,264	\$16,157,413	\$17,476,711	\$18,730,845	\$19,960,682	\$21,120,463

City of Birmingham, Michigan
Automobile Parking System Fund
Projected Cash Flow Analysis

Projected Cash Flow with (5) Revenue Proposals

CITY OF BIRMINGHAM
AUTOMOBILE PARKING SYSTEM FUND
CASH FLOW PROJECTION

	ACTUAL 2014-2015	PROJECTED 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023	PROJECTED 2023-2024	PROJECTED 2024-2025	PROJECTED 2025-2026
CASH FLOWS FROM OPERATING ACTIVITIES:												
CASH RECEIVED FROM CUSTOMERS	\$4,709,912	\$5,263,480	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925	\$6,245,925
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(435,348)	(597,780)	(536,570)	(534,760)	(570,394)	(581,802)	(593,438)	(605,307)	(617,413)	(629,761)	(642,357)	(655,204)
CASH PAYMENT TO CENTRAL PARKING SYSTEM CONTRACTOR	(1,439,861)	(1,470,000)	(1,700,000)	(1,600,000)	(1,640,574)	(1,695,193)	(1,751,721)	(1,810,228)	(1,870,789)	(1,933,478)	(1,998,377)	(2,065,567)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(436,518)	(402,360)	(453,471)	(465,597)	(475,695)	(486,035)	(496,623)	(507,466)	(518,571)	(529,946)	(541,599)	(553,538)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,398,185	2,793,340	3,555,884	3,645,569	3,559,261	3,482,895	3,404,143	3,322,924	3,239,152	3,152,739	3,063,592	2,971,616
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:												
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,443,676)	(1,566,090)	(1,802,000)	(940,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
CASH FLOWS FROM INVESTING ACTIVITIES:												
INTEREST AND DIVIDENDS ON INVESTMENTS	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET CASH PROVIDED BY INVESTING ACTIVITIES	44,410	56,670	76,430	100,490	150,890	214,020	246,590	278,290	360,550	396,160	492,150	531,390
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	998,919	1,283,920	1,830,314	2,806,059	2,510,151	2,496,915	2,450,733	2,401,214	2,399,702	2,348,899	2,355,742	2,303,006
CASH AND INVESTMENTS AT BEGINNING OF YEAR	5,516,138	6,515,057	7,798,977	9,629,291	12,435,350	14,945,501	17,442,416	19,893,149	22,294,363	24,694,066	27,042,965	29,398,707
CASH AND INVESTMENTS AT END OF YEAR	\$6,515,057	\$7,798,977	\$9,629,291	\$12,435,350	\$14,945,501	\$17,442,416	\$19,893,149	\$22,294,363	\$24,694,066	\$27,042,965	\$29,398,707	\$31,701,713

DRAFT

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING
Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, May 18, 2016

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, May 18, 2016. The meeting was called to order at 7:40 a.m. by Vice-Chairperson Susan Peabody for Chairman Lex Kuhne who arrived soon afterward.

Present: Chairman Lex Kuhne
Anne Honhart
Lisa Krueger
Judith Paskewicz
Vice-Chairperson Susan Peabody
Al Vaitas

Absent: Steven Kalczynski

SP+ Parking: Catherine Burch
Jason O'Dell

Administration: Austin Fletcher, Engineering Dept.
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF APRIL 20, 2016

Dr. Vaitas requested the following change:

Page 3 - Item 5, add "Dr. Vaitas commented that raising the rates in the Lot 6 area is an effective deterrent for keeping employees from parking in front of the businesses."

Motion by Ms. Peabody

Seconded by Ms. Honhart to approve the Minutes of the APC Meeting of April 20, 2016 as amended.

Motion carried, 6-0.

VOICE VOTE:

Yeas: Peabody, Honhart, Krueger, Kuhne, Paskewicz, Vaitas

Nays: None

Absent: Kalczynski

PARKING SYSTEM RATE CHANGE PROPOSAL

Mr. O'Meara recalled that last month a comprehensive package of rate changes was presented to the APC for review. Demand from employees is forcing the system to operate without sufficient capacity for shoppers and visitors who arrive later in the day. Additionally, revenue increases would help the parking system prepare itself for large expenditures in the future.

The APC was not prepared to endorse the rate changes at the last meeting. It was felt that requiring large blocks of employees to park their cars off site outside the downtown area is not looked upon favorably and changing the rates as suggested will not change their behavior. Some felt that if the rate structure is going to be reconstructed, the rate of increase for the shorter time periods (three to seven hours) should be priced more aggressively too.

With the above in mind, various hourly rate pricing schemes were examined. Further, the system could offer an evening only monthly permit for those that arrive after 4 p.m. as long as they regularly leave the building after their shift (no overnight parking).

As recommended at the last meeting, implementing the same rate structure at all five facilities has the benefit of only impacting the long-term parkers. At Pierce St., long-term parkers are already paying this rate, so there would be no change for them. Revenues are predicted to increase at least \$500,000/year.

There are currently about one hundred monthly permit holders (system wide) that routinely enter their parking structure after 4 p.m. to work an evening shift. The evening permit would not be as desirable, so a \$10 discount from the regular price is recommended. Removing an estimated 100 permits from the current monthly permit holders would allow 100 new customers (system-wide) to purchase a monthly permit. That would bring an end to the long wait for some parkers.

Discussion considered that instead of raising the rates, we should consider taking away the two hours free parking in the structures. Ms. Burch discouraged that thought. The free two hours was put in place to move people off of the street and into the structures and to allow people time to shop. Raising rates for the long-term is really to affect the all day parkers and get them into other situations. Ms. Burch suggested escalating the rate quicker for the all day parkers and keeping the two hours free because it is so popular.

Mr. O'Meara suggested a \$70 rate for the four garages other than Chester St. Chester St. would be increased to \$50 with the idea that it is remotely located and the majority of people there would rather park somewhere else. Lot 6 two-tiered permits would be raised \$5 each. The far south side permits would be lowered to a rate of \$25 per month to attract interest. As a whole, this package makes shuttles more attractive and gets the system closer line with the market rates.

He noted that offering off-site parking to employers within the Central Business District at no charge to the employer, provided the employer finances the cost of transportation between the church lot and downtown destination is deemed not to be a popular idea. However, covering the rental cost of the remote lot would be a good gesture in promoting this idea.

The authorized number of monthly permits at Park St. and N. Old Woodward Ave. can be reduced through attrition. The garages are filling way too often right now and something needs to be done to get employees out.

Dr. Vaitas again noted that he is not in favor of increasing meters to \$1 in the Lot 6 area, as it would encourage employees that do not have a permit to park in front of the stores. The two-tiered rate structure encourages employees to park in the remote spaces. The APC seemed to favor this idea. It was noted that if the meters are to remain as is on the north side of town, it would seem unfair to raise them on the south side of town. Those meters are also a long ways from a parking structure.

Mr. O'Meara noted that there are a small number of meters closer to the CBD, such as on Chester St. and Brown St., that are also 50¢ per hour. This may be an appropriate time to raise those meters to \$1 per hour. Members of the APC agreed.

Lastly, the group agreed with offering Evening Only Monthly Permits at all five structures allowing unlimited parking to permit holders after 4 p.m. at a rate discounted by \$20/month (rather than the \$10 suggested by staff). This

incentivizes people to use the excess capacity at night and it frees up the daytime waiting list for permits.

The chairman took comments from the public at 8:30 a.m.

Ms. Julie Beals said her husband has a medical practice at 390 Park St. and they utilize five permits for their employees. Their patients are elderly or pregnant and they have had terrible parking issues since McCann Erickson moved in. The practice is losing patients because of this. She doesn't want to see the two free hours go away. Chairman Kuhne responded that the model of Birmingham's Downtown has changed; not necessarily because of one development. It used to be a retail downtown and now it is a service downtown. Ms. Honhart suggested that Ms. Beals get together with the valet service to see if they can serve the patients. Committee members further suggested that she speak with John Heiney who is the conduit to the City on behalf of business owners in the City.

The group expressed preference for Alternate Rate Schedule D which would begin with a charge of \$2 for less than 3 hours, and increase at the rate of \$2 per hour, up to \$10 for six or more hours.

Motion by Dr. Paskewicz

Seconded by Ms. Honhart to recommend that the City Commission approve the following changes to the Parking System rate structure, to reflect the current value of parking, and to help position the Auto Parking System Fund for future expected capacity improvements:

1. Effective July 1, 2016, to change the daily parking rate at all five parking structures as follows:

<u>Time</u>	<u>Pierce St. Rate</u>
Less than 2 hours	Free
Less than 3 hours	\$2
Less than 4 hours	\$4
Less than 5 hours	\$6
Less than 6 hours	\$8
More than 6 hours	\$10

The above applies to charges applied prior to 10 p.m. every evening. Charges after 10 p.m. will have a maximum value of \$5.

2. Effective July 1, 2016, to increase the monthly parking permit rate at the majority of the parking facilities, as follows:

<u>Parking Facility</u>	<u>Existing</u>	<u>Proposed 7-1-16</u>
Pierce St.	\$65	\$70
Park St.	\$60	\$70

Peabody St.	\$65	\$70
N. Old Woodward Ave.	\$55	\$70
Chester St.	\$45	\$50
Lot 6 – Regular Permit	\$65	\$70
Lot 6 – Economy Permit	\$45	\$50
South Side Permit (Ann St.)	\$50	\$50
South Side Permit (S. Old Woodward Ave.)	\$25	\$25

3. To offer off-site parking to employers within the Central Business District at no cost to the employer, provided the employer finances the cost of transportation through their selected means, such as carpooling, shuttle, or valet, and as documented by separate agreement, with a maximum total value (for all employers) of \$30,000 per year.

4. To lower the authorized number of monthly permits by attrition at the following parking structures as follows:

<u>Parking Structure</u>	<u>Current Authorized Permits</u>	<u>Recommended Auth. Permits</u>
Park St.	815	750
N. Old Woodward Ave.	900	800

5. To increase the Chester St. parking meters currently set at 50¢ per hour to \$1 per hour.

6. To offer Evening Only Monthly Permits at all five parking structures, allowing unlimited parking to permit holders after 4 p.m. every day, at a rate discounted by \$20 per month over the regular monthly permit rate.

Motion carried, 6-0.

VOICE VOTE:

Yeas: Paskewicz, Honhart, Krueger, Kuhne, Peabody, Vaitas

Nays: None

Absent: Kalczynski

DINING DECK PROPOSAL

141 W. MAPLE RD.

Mr. O'Meara recalled that approximately four years ago, the APC approved the installation of a dining deck in front of Sweet Earth frozen yogurt shop. After securing approval, the applicant elected not to proceed with the deck. They are now before the APC with the same request.



MEMORANDUM

Planning Division

DATE: May 16, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Refresher on TZ-2

On September 21, 2015, the City Commission held a continued public hearing on the transitional zoning proposals recommended by the Planning Board. After much discussion and public input, the City Commission took action to create the TZ-1 and TZ-3 zoning classifications, and rezoned several properties into each of these zone districts.

However, the City Commission referred the portion of the ordinance related to TZ-2 back to the Planning Board, along with those properties that had been recommended for rezoning to the new TZ-2 zone district. The City Commission directed the Planning Board to consider the comments made by the City Commission and members of the public with regard to the proposed TZ-2 properties. In addition, several commissioners requested that the Planning Board consider whether to make some, or all, of the commercial uses in the proposed TZ-2 district Special Land Use Permits.

The TZ-2 study was discussed again by the Planning Board earlier this spring for further study. To jump start the discussion, the Planning Board requested a refresher discussion on TZ-2, and asked the Planning Division to prepare a memo containing all of the draft ordinance language, maps and discussion previously held specifically dealing with TZ-2 and the proposed TZ-2 properties. The Planning Board also requested a joint session with the City Commission to further discuss transitional zoning prior to making another recommendation to the City Commission.

Accordingly, the City Manager requested the same TZ-2 refresher session for the City Commission in preparation for the upcoming joint City Commission/Planning Board meeting on June 20, 2016. Please find attached the refresher memo that was recently discussed by the Planning Board for your review. The Planning Division will also conduct a presentation for the City Commission at the May 23, 2016 meeting to review the previous TZ-2 discussion, and to update the Commission on the current study underway by the Planning Board. A copy of this presentation is also attached for your review.



MEMORANDUM

Planning Division

DATE: May 5, 2016

TO: Planning Board

FROM: Jana L. Ecker, Planning Director

SUBJECT: Update Memo on Transition Zone 2 (TZ-2)

On September 21, 2015, the City Commission held a continued public hearing on the transitional zoning proposals recommended by the Planning Board. After much discussion and public input, the City Commission took action to create the TZ-1 and TZ-3 zoning classifications, and rezoned several properties into each of these zone districts.

However, the City Commission referred the portion of the ordinance related to TZ-2 back to the Planning Board, along with those properties that had been recommended for rezoning to the new TZ-2 zone district. The City Commission referred these matters back to the Planning Board for further study, and asked the Planning Board to consider the comments made by the City Commission and members of the public with regard to the proposed TZ-2 properties. In addition, several commissioners requested that the Planning Board consider whether to make some, or all, of the commercial uses in the proposed TZ-2 district Special Land Use Permits. Please see attached meeting minutes that follow this memo for further detail.

On March 9, 2016, the Planning Board discussed the history of the transitional zoning study and the direction of the City Commission for the Planning Board to further study the portion of the ordinance related to TZ-2, as well as those properties that had been recommended for rezoning to the new TZ-2 Zone District. The consensus of the Planning Board was to limit continued study to the ordinance language for TZ-2 along with the TZ-2 parcels unless the City Commission says otherwise. Board members requested staff to present charts comparing the proposed uses in TZ1, TZ2 and TZ3 at the next meeting, and to prepare aerial maps for each of the proposed TZ2 properties to assist the board in understanding the neighborhood context in each case.

Please find attached the following for review and discussion:

- **Appendix A:** Previously proposed TZ2 ordinance amendments (**blue text** and ~~strike-through~~ text shows changes made based on April 2016 comments of the Planning Board);
- **Appendix B:** Zoning map of the City identifying all parcels previously considered for TZ2 zoning classification;
- **Appendix C:** Aerial imagery of each area containing parcels previously considered for TZ2 zoning classification;
- **Appendix D:** Charts detailing current vs. proposed uses and development standards for all properties considered for TZ2 zoning classification; and

- **Appendix E:** Recent meeting minutes pertaining to the study of TZ2 ordinance language and properties considered for rezoning to TZ2.

On April 13, 2016, the Planning Board discussed the uses and development standards for the previously proposed TZ2 district. Consensus was that the biggest issue was regarding permitted uses in TZ2. There was much discussion regarding whether to reduce the number of permitted uses, increase uses permitted with a SLUP, or move some of the previously proposed SLUP uses into the permitted use column. The Board recommended removing grocery stores, drycleaners, delicatessens and parking structures as permitted uses in TZ2 (either with or without a SLUP), to remove the need for bakeries and coffee shops to obtain a SLUP, and to move health club/studio from the list of permitted uses into the column requiring a SLUP. Board members requested these changes to be made to the draft ordinance language and indicated they would discuss the revised uses again at the May study session.

Based on the Planning Board's comments at the last meeting, it appears that the only remaining issues to be further studied for TZ2 at this time is to conduct a thorough review of uses. To assist in the discussion of permitted uses in TZ2 (and in relationship to TZ1 and TZ3), the Planning Division has compiled a chart (see attached) that lists all permitted uses in TZ1, TZ2 (as proposed) and TZ3. The Planning Board may also wish to discuss whether to include any recommendations for properties to be rezoned to TZ2, or whether to simply recommend approval of the TZ2 classification and allow individual property owners to apply for rezoning to the district as the need arises.

APPENDIX A:

ORDINANCE NO. _____ THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.43, **TZ2 (TRANSITION ZONE)** DISTRICT TO ADOPT THE FOLLOWING LIST OF PERMITTED USES IN THIS ZONE DISTRICT.

Article 02, section 2.43 shall be established as follows:

District Intent

- A. Provide for a reasonable and orderly transition from, and buffer between commercial uses and predominantly single-family residential areas or for property which either has direct access to a major traffic road or is located between major traffic roads and predominantly single-family residential areas.**
- B. Develop a fully integrated, mixed-use, pedestrian-oriented environment between residential and commercial districts by providing for graduated uses from the less intense residential areas to the more intense commercial areas.**
- C. Plan for future growth of transitional uses which will protect and preserve the integrity and land values of residential areas.**
- D. Regulate building height and mass to achieve appropriate scale along streetscapes to ensure proper transition to nearby residential neighborhoods.**
- E. Regulate building and site design to ensure compatibility with adjacent residential neighborhoods.**
- F. Encourage right-of-way design that calms traffic and creates a distinction between less intense residential areas and more intense commercial areas.**

Residential Permitted Uses

- dwelling – attached single family
- dwelling – single family (R3)
- dwelling – multi-family

Commercial Permitted Uses

- art gallery
- artisan use
- **bakery**
- barber/beauty salon
- bookstore

- boutique
- coffee shop
- drugstore
- gift shop/flower shop
- hardware
- ~~health club/studio~~
- jewelry store
- neighborhood convenience store
- office
- tailor

Accessory Permitted Uses

- family day care home
- home occupation*
- parking – off-street

Uses Requiring a Special Land Use Permit

- any permitted commercial use with interior floor area over 3,000 sq. ft. per tenant
- assisted living
- ~~bakery~~
- bank/credit union with drive-thru
- church and religious institution
- ~~coffee shop~~
- ~~delicatessen~~
- ~~dry cleaner~~
- essential services
- food and drink establishment
- government office/use
- ~~grocery store~~
- health club/studio
- independent hospice facility
- independent senior living
- ~~parking structure~~
- school – private and public
- skilled nursing facility
- specialty food shop

ORDAINED this _____ day of _____, 2016 to become effective 7 days after publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

ORDINANCE NO. _____
THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.44, **TZ2 (TRANSITION ZONE)** DISTRICT TO ADOPT THE FOLLOWING DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT.

Article 02, section 2.44 shall be established as follows:

Minimum Lot Area per Unit:

- n/a

Minimum Open Space:

- n/a

Maximum Lot Coverage

- n/a

Front Yard Setback:

- 0-5 feet
- Building façade shall be built to within 5 feet of the front lot line for a minimum of 75% of the street frontage length.

Minimum Rear Yard Setback:

- 10 feet
- 20 feet abutting single family zoning district

Minimum Side Yard Setback

- 0 feet from interior side lot line
- 10 feet from side lot line abutting a single family district

Minimum Floor Area per Unit

- n/a

Maximum Total Floor Area

- n/a

Building Height

- 30 feet and 2 stories maximum
- For sloped roofs, the eave line shall be no more than 24 feet and the roof peak shall be no more than 35 feet.
- first story shall be minimum of 14 feet, floor to floor

ORDAINED this _____ day of _____, 2016 to become effective 7 days after publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 4, SECTION 4.53, PK-09

Article 4, section 4.53 PK-09

**This Development Standards section applies to the following districts:
TZ1, TZ2, TZ3**

Parking lots shall meet the following requirements:

1. **Parking lot frontage:** Parking lots (not located in the road right-of-way) are permitted only in side and rear yards as follows:
 - a. When parking is located in a side yard (behind the front building line) and has frontage on a public right-of-way, no more than 25% of the total site's frontage or 60 feet, whichever is less, shall be occupied by parking lot.
 - b. For a corner lot, the cumulative total of both frontages occupied by parking shall be no more than 25% or 60 feet, whichever is less, and the building shall be located at the corner of the lot adjacent to the intersection.
 - c. For a double frontage lot or a lot that has frontage on 3 streets, the cumulative total of all frontages occupied by parking shall be no more than 35% of the total site's frontage or 60 feet, whichever is less.
2. **Screening:** Where an off-street parking lot is visible from a street, it shall be screened by a 3 foot tall screen wall located between the parking lot and the sidewalk, meeting the requirements of Section 4.53. Where a parking lot is adjacent to a single family residential district, a 6 foot tall brick screen wall meeting the requirements of Section 4.53 shall be provided between the parking lot and the residential use.
3. **Structures:** Parking structures shall only be permitted where there is usable building space for a portion of the ground level along the street frontage. Where a parking structure is provided or parking is located on the ground level below the building, usable building space to a depth of at least 20 feet shall be provided in front of the parking for the minimum required building length.
4. **Required parking:** Each use shall provide the parking required by the off street parking space requirement of Article 04 Table A, except as provided for in this Section. Off street parking shall be provided for within 300 feet of the building being served.
5. **On-street parking:** On-street parking shall be allowed on all street frontages, where permitted by the Police Department. On-street parking located along a

lot's frontage may be credited towards meeting the parking requirements for that use, provided the streetscape is improved to meet the requirements of Section 3.24.

6. **Driveway access:** Driveway access to off-street parking lots shall be located to provide safe separation from street intersections. Driveways shall be aligned with driveways on the opposite side of the street or offset to avoid turning movement conflicts.

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

CITY OF BIRMINGHAM
ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 4, SECTION 4.58, SC-06

Article 4, section 4.58 SC-06

**This Development Standards section applies to the following districts:
TZ1, TZ2, TZ3**

Parking lots shall meet the following requirements:

- 1. Buffer Requirements:** All developments within shall provide a physical and visual buffer from adjoining single-family properties in the required setbacks adjacent to single-family uses and zones. A required buffer zone must contain a minimum 6 feet high masonry wall with a sloping stone cap along the length of the subject property that abuts a single family property. All required buffer walls must provide varying textures, materials and/or design along the length. Blank, monotonous walls are not permitted. Buffer walls must include a two (2) foot row of landscaping on the parking lot side of the wall.

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

CITY OF BIRMINGHAM
ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 3, SECTION 4.63, SB-06

Article 4, section 4.63 SB-06

**This Development Standards section applies to the following districts:
TZ2, TZ3**

- A. **Front Yard Setback Exceptions:** In the TZ2 and TZ3 Districts, 75% of the length of the ground level street-facing façade of the building must be built within 5 feet of the front lot line. The precise setback between 0 and 5 feet shall be consistent with the front building line along the block, or as determined by the Planning Board where a clear setback doesn't exist. The Planning Board may grant exceptions to allow a greater amount of the building to be setback when the front yard area, or forecourt, is used for one or more purposes listed below.

1. Widening the sidewalk along the frontage of the building.
2. Providing a public gathering area or plaza that offers seating, landscape enhancements, public information and displays, fountains, or other pedestrian amenities.
3. Providing outdoor seating for the proposed use.

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

CITY OF BIRMINGHAM
ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 4, SECTION 4.69, ST-01

Article 4, section 4.69 ST-01

**This Development Standards section applies to the following districts:
TZ1, TZ2, TZ3**

- A. Street Design:** All streets shall be constructed to meet the requirements of the City Birmingham.
- B. Sidewalks:** Sidewalks in the Zoning Transition Overlay District shall be a minimum of 6 feet wide. Sidewalks along Woodward Avenue shall be a minimum of 7 feet wide. The Planning Board may allow the sidewalk along blocks that are occupied by only residential uses to be a minimum of 5 feet wide.
- C. Street Tree:** One (1) canopy tree shall be provided for every 40 feet of frontage and may be planted within a grass boulevard or within tree grates or tree wells in the sidewalk.
- D. Street Design:** The entrances of streets into adjacent single family residential neighborhoods shall be designed to calm traffic, encourage pedestrian use and provide a distinction between less intense residential areas and more intense commercial or mixed use areas. All such street entrances and intersections of such streets with major traffic roads may include the following elements:
 - 1. Curb extensions on the mainly residential street to narrow road width, reduce crosswalk length and to encourage slower vehicular speeds;
 - 2. Enhanced pedestrian crosswalks, including ADA compliant ramps, highly visible pavement markings, and pedestrian countdown signals;
 - 3. Installation of a speed table on the residential street if recommended by the Multi-Modal Transportation Board; and
 - 4. Installation of a pedestrian crossing island on adjacent major traffic roads if recommended by the Planning Board and/or the Birmingham Multi-Modal Transportation Plan.
- E. Vias:** Vias shall be permitted in the Zoning Transition Overlay District and shall be required where necessary to provide access to parking lots, loading areas and garages at the property or to improve pedestrian connectivity.
 - 1. Vias serving as access to residential garages shall be located within an easement with a minimum pavement necessary for circulation and emergency vehicle access.

2. Vias accessing commercial parking lots and loading areas in the rear of a site may be used as drive aisles in interior block parking lots with parking spaces along the alleys.

F. **Street Furniture**: Benches and trash receptacles shall be provided by the developer in park and plaza areas and along adjoining sidewalks where the Planning Board determines that pedestrian activity will benefit from these facilities.

G. **Bicycle Facilities**: All developments shall be designed to accommodate bicycle travel, including the provision of bike racks. All parking lots for commercial, recreational and institutional uses shall include sufficient bike racks to allow the parking of a minimum of one bike for every 10 automobiles or one bike for every 3,000 square feet of building floor area, whichever is greater.

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

CITY OF BIRMINGHAM
ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO ADD CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 4, SECTION 4.78, SS - 10

Article 4, section 4.78 SS - 09

**This Use Specific Standards section applies to the following districts:
TZ2, TZ3**

A. Corner Parcels:

Corner parcels in the Zoning Transition Overlay shall be developed with the front lot line facing a city major street as defined in P.A. 51. of 1959. The Planning Board may approve an alternative front lot line if the board finds that:

1. There are no city major streets fronting on the subject parcel; or
2. The use of an alternative front lot line would be more compatible with the scale and massing of adjacent residential land uses.

B. Facade Requirements:

Walls that face a public street, plaza, green or park shall include windows and architectural features customarily found on the front of a building, such as awnings, cornice work, edge detailing or decorative finish materials.

1. Blank walls longer than 20 feet are not permitted on any front façade. Blank walls longer than 30 feet are not permitted on any façade.
2. All buildings shall have a main entrance that is located on at least one (1) street front. Main entrances shall have design details that enhance the appearance and prominence of the entrance so that it is recognizable from the street and parking areas.
3. For buildings longer than 100 feet, there shall be a minimum of one (1) usable entrance every full 50 feet of frontage along the front public sidewalk and shall provide architectural variation to visually break the building up on all facades.
4. Garage doors shall not be permitted on a front façade.

C. Roof Design:

1. Mansard roofs shall not be permitted on single story buildings. Pitched and mansard roofs shall not be permitted with eaves below a height of 20 feet. All roof edges shall be accentuated in a manner proportionate to the size of the building and length of the wall.
2. Flat roofs shall be enclosed by parapets.

3. All rooftop mounted equipment shall be screened from view on all sides of the building.
4. Parapets and other screening treatment shall use high quality building materials and shall blend with the design of the building in terms of color, materials, scale and height.

D. Building Materials:

The following exterior finish materials are required on the front façade and any façade facing a street, plaza, park or parking area. These requirements do not include areas devoted to windows and doors.

1. All walls exposed to public view from the street, or parking area shall be constructed of not less than 60% brick, stone or glass. Panel brick and tilt-up brick textured paneling shall not be permitted.
2. The remaining façade may include wood siding or fiber cement siding. Exterior insulation finish systems (EFIS) may be used for architectural detailing above the first floor.
3. Buildings that have upper stories shall be designed to create a distinct and separated ground floor area through the use of accent such as a string course, change in material or textures, or an awning or canopy between the first and second stories.

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

CITY OF BIRMINGHAM
ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE
OF THE CITY OF BIRMINGHAM:

TO ADD ARTICLE 5, SECTION 5.15, TRANSITION ZONE 2 –

Article 5, section 5.15 Transition Zone 2

**This Use Specific Standards section applies to the following district:
TZ2**

A. Hours of Operation: Operating hours for all non-residential uses, excluding office, shall begin no earlier than 7:00 a.m. and end no later than 9:00p.m. However, the Planning Board may approve an extension of the hours of operation for a specific tenant/occupant upon request if the board finds that:

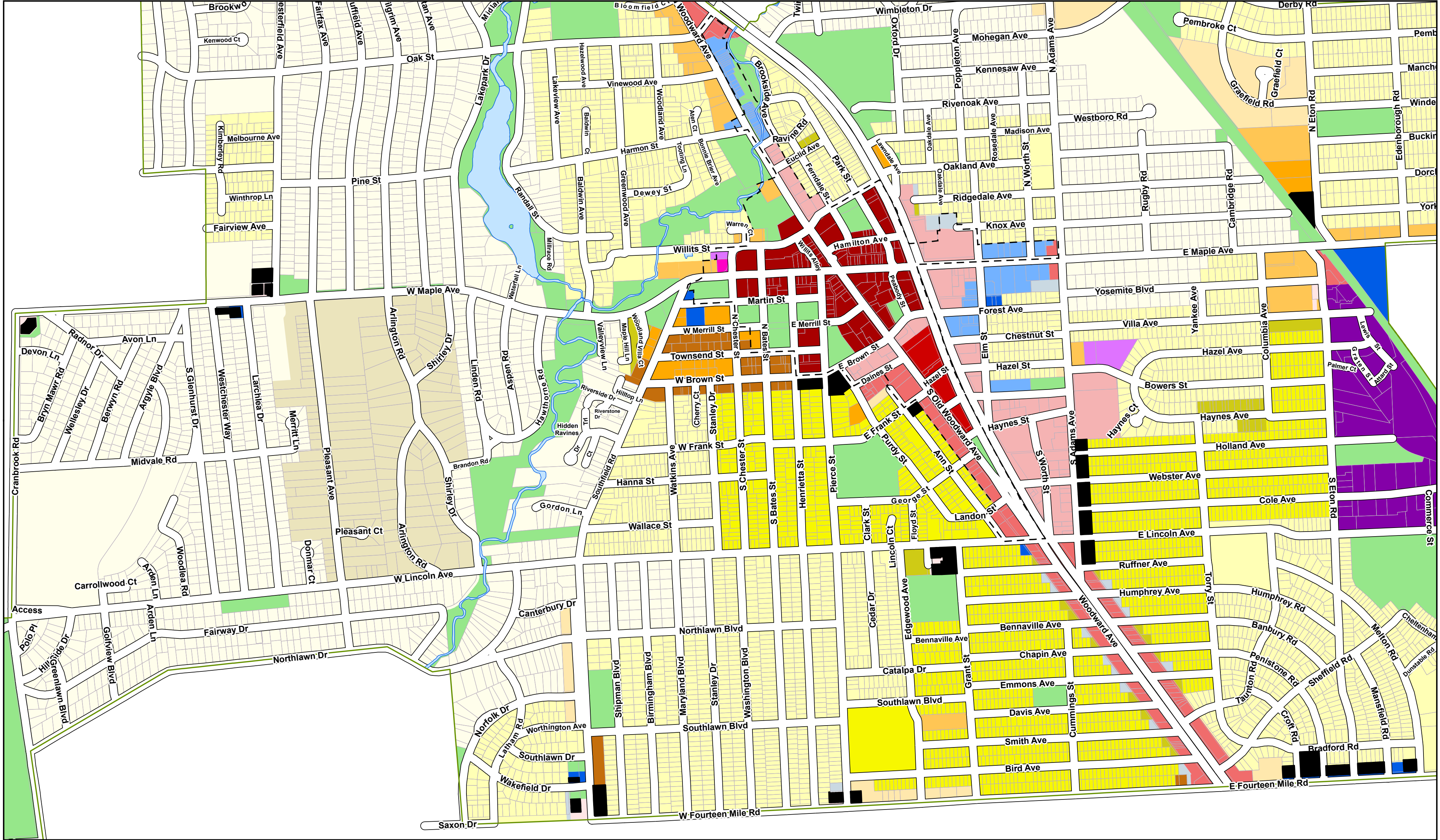
- 1. The use is consistent with and will promote the intent and purpose of this Zoning Ordinance;**
- 2. The use will be compatible with adjacent uses of land, existing ambient noise levels and will not be injurious to the surrounding neighborhood; and**
- 3. The use is in compliance with all other requirements of this Zoning Ordinance.**

ORDAINED this _____ day of _____, 2016 to become effective upon publication.

Rackeline J. Hoff, Mayor

Laura Pierce, City Clerk

TZ2 Transitional Zoning Proposals

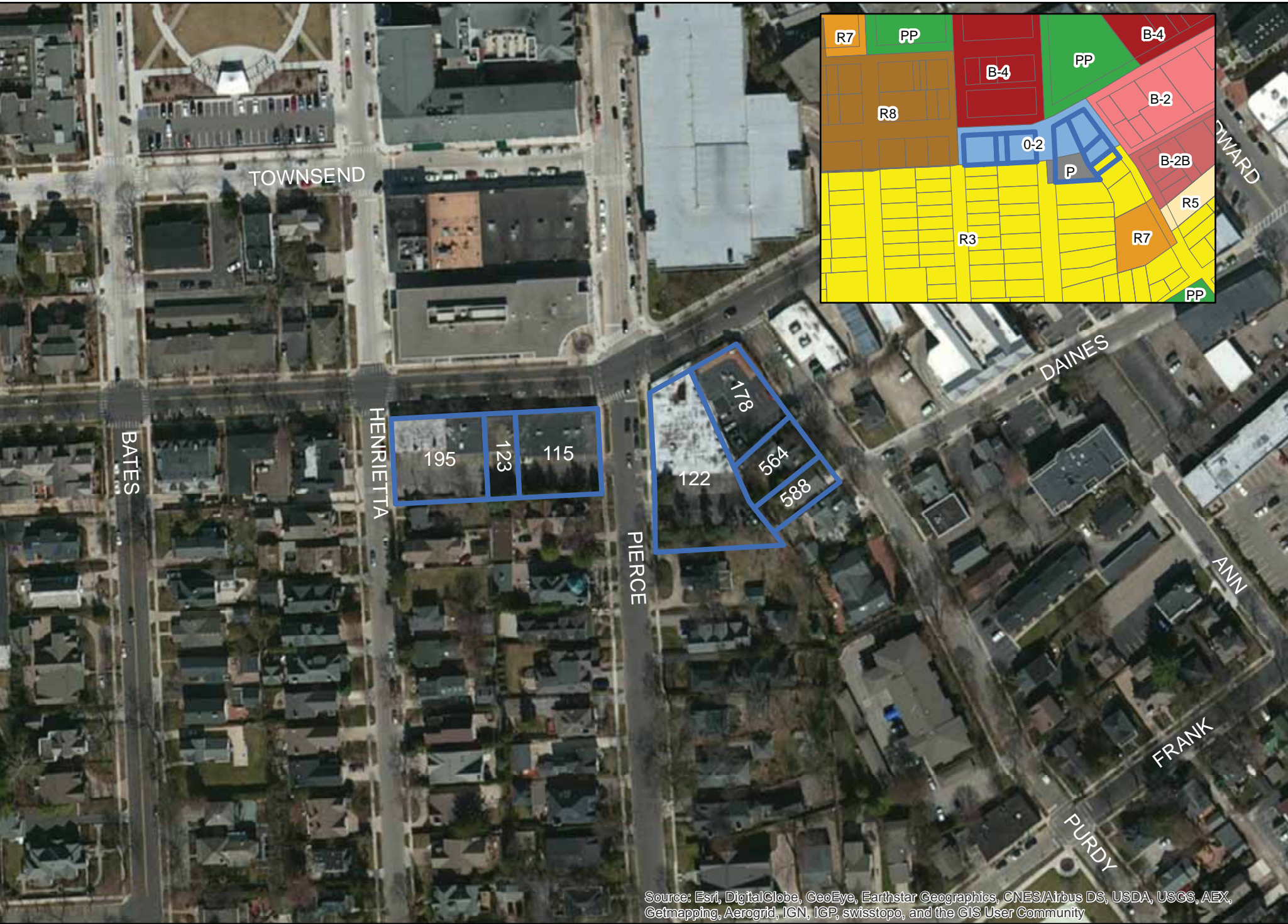


1,500 750 0 1,500 Feet

Coordinate System: State Plane Coordinate System Michigan South Zone 2113 Projection: Lambert Conformal
Conic, Units: International Feet, Datum: NAD83
Data Sources: Oakland County GIS Utility, City of Birmingham
Updated: December 1, 2015

City Of Birmingham
Zoning Map

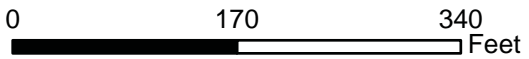
Zoning Districts			
R1	Single-Family Residential	R7	Multiple-Family Residential
R1-A	Single-Family Residential	R8	Multiple-Family Residential
R2	Single-Family Residential	TZ1	Transitional Zoning 1
R3	Single-Family Residential	TZ2	Transitional Zoning
R4	Two-Family Residential	TZ3	Transitional Zoning
R5	Multiple-Family Residential	MX	Mixed-Use
R6	Multiple-Family Residential	B-1	Neighborhood Business
		B-2	General Business
		B-2B	General Business
		B-3	Office-Residential
		B-4	Business-Residential
		O-2	Office Commercial
		O-1	Office
		P	Parking
		PP	Public Property
			Downtown Overlay Boundary



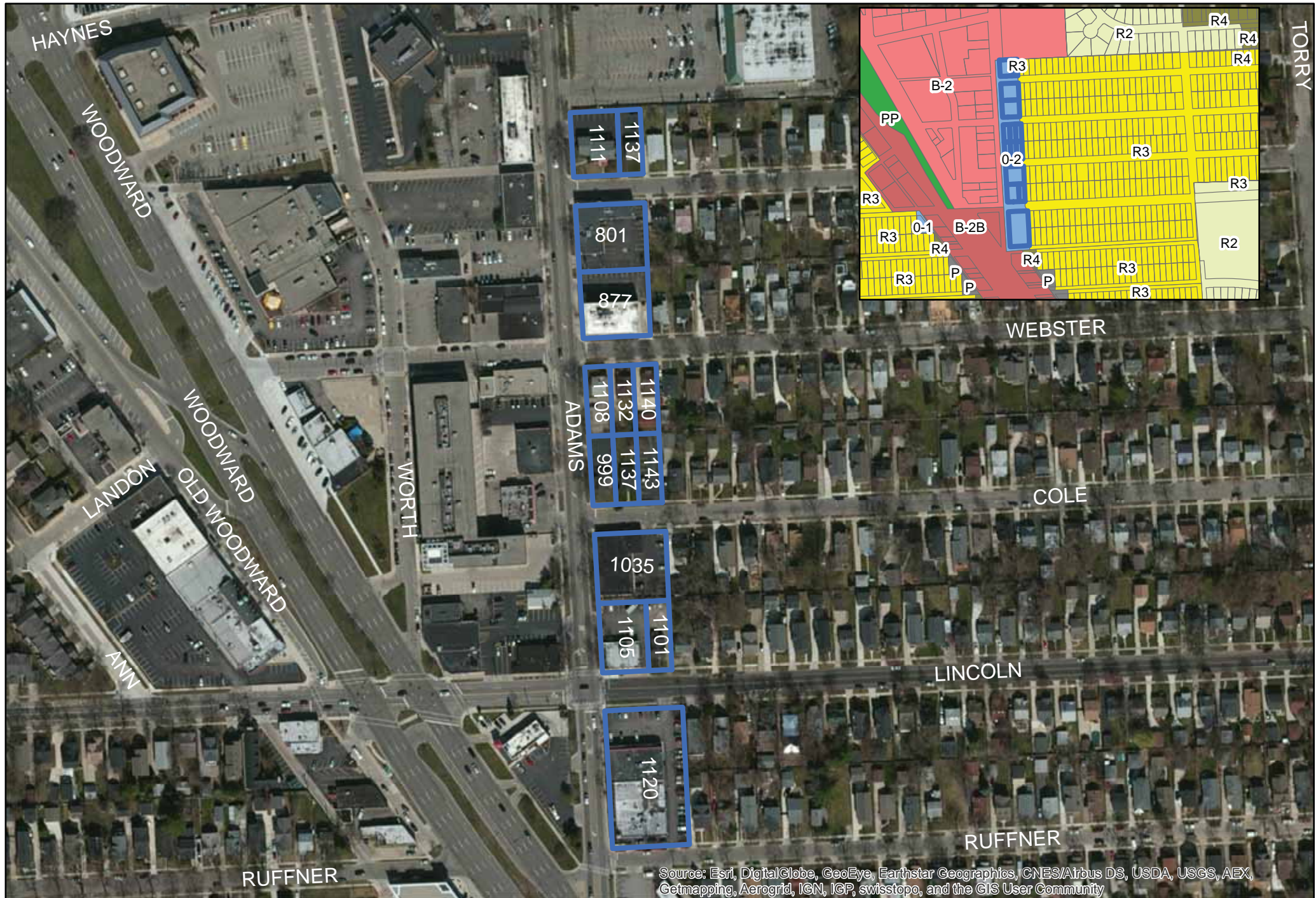
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



TZ2 Proposals

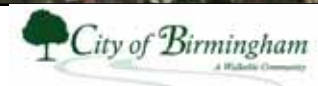


1111, 1137 Holland; 801, 877, 999, 1035, 1105 S Adams Rd;
1108, 1132, 1140 Webster; 1137, 1143 Cole St; 1101, 1120 E Lincoln

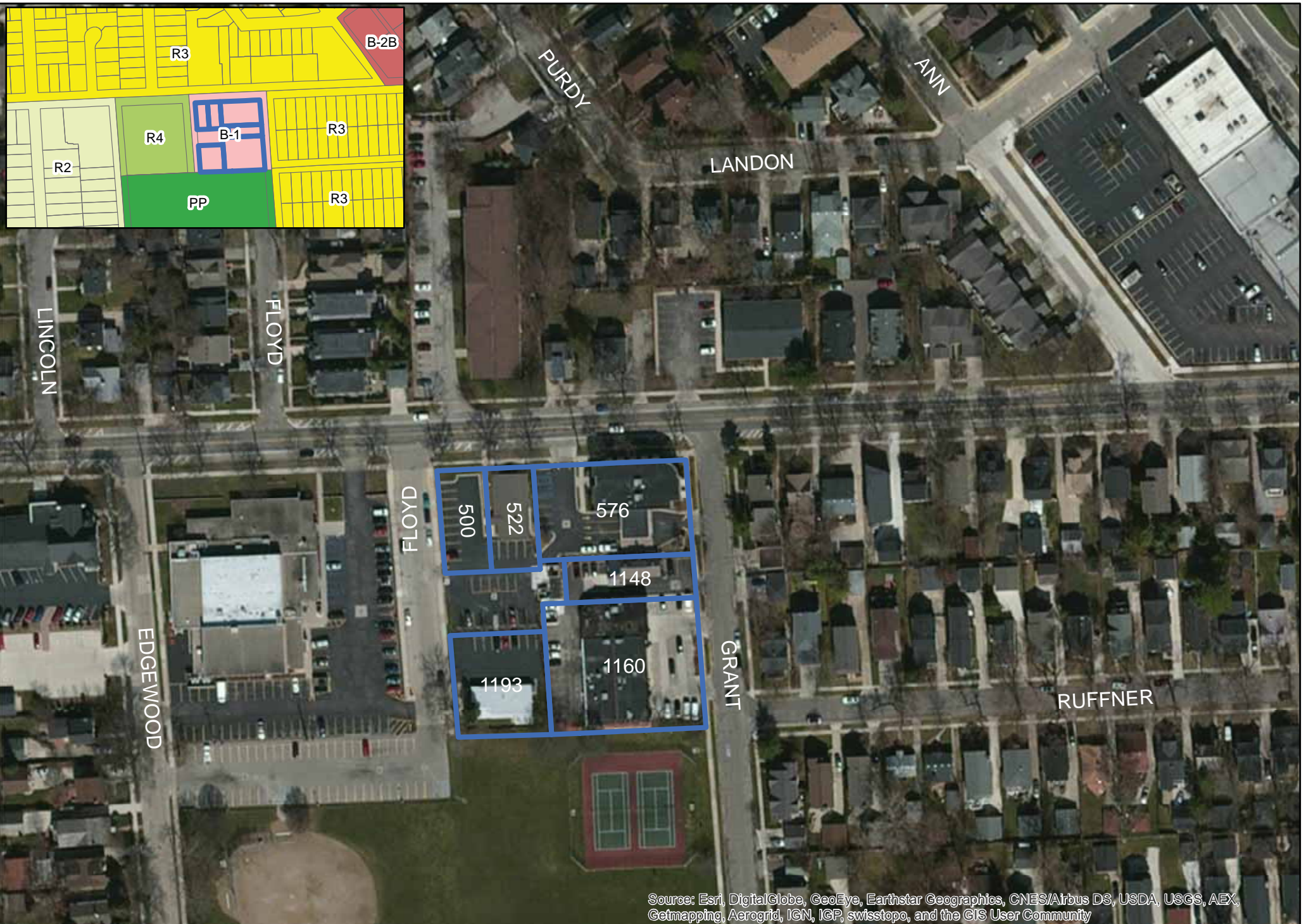


 TZ2 Proposals

0 250 500 Feet



500, 522, 576 E. Lincoln; 1148, 1160 Grant; 1193 Floyd

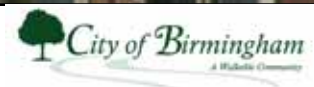


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

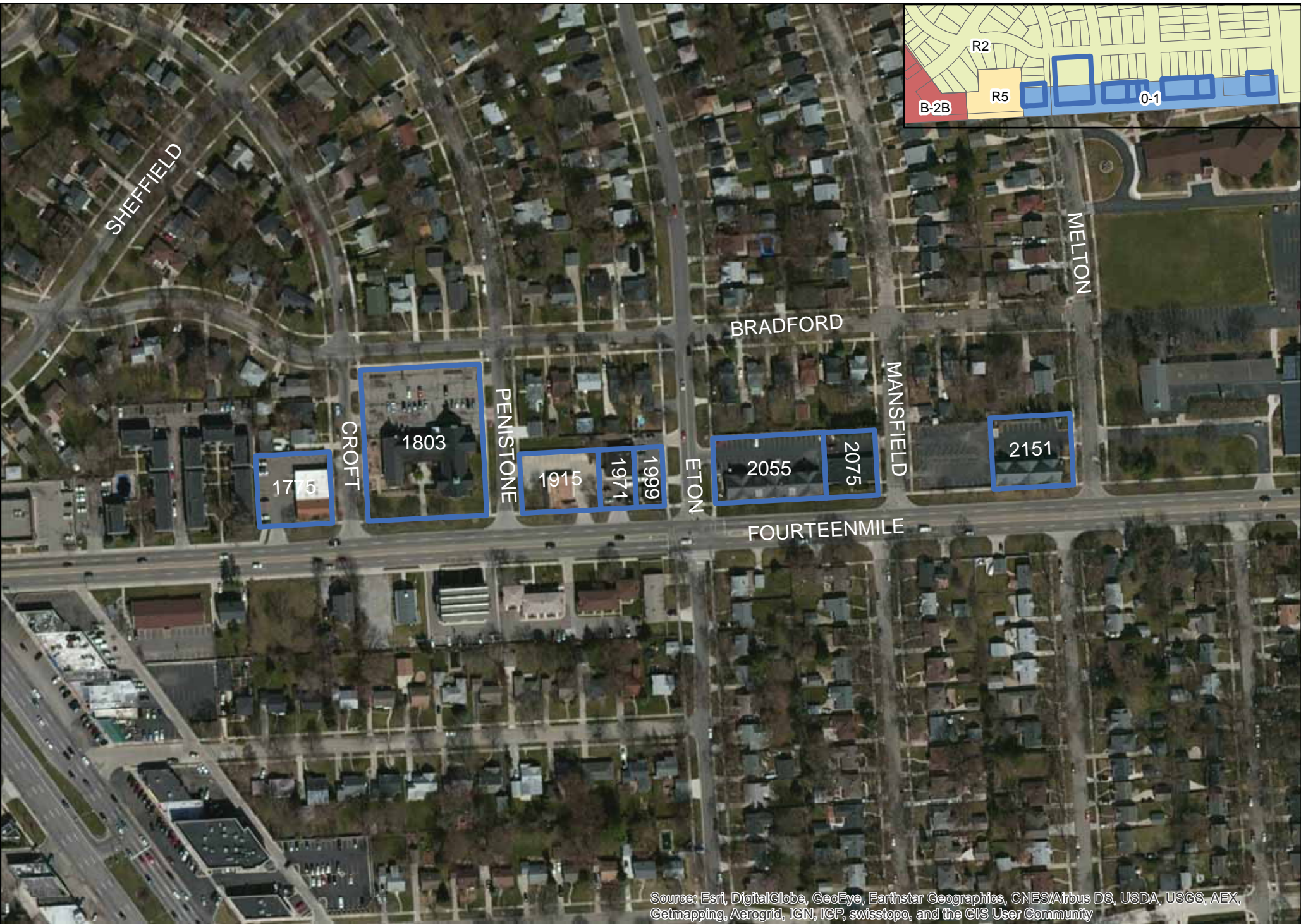


TZ2 Proposals

0 150 300 Feet



1775, 1803, 1915, 1971, 1999, 2055, 2075, 2151 Fourteen Mile Rd.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

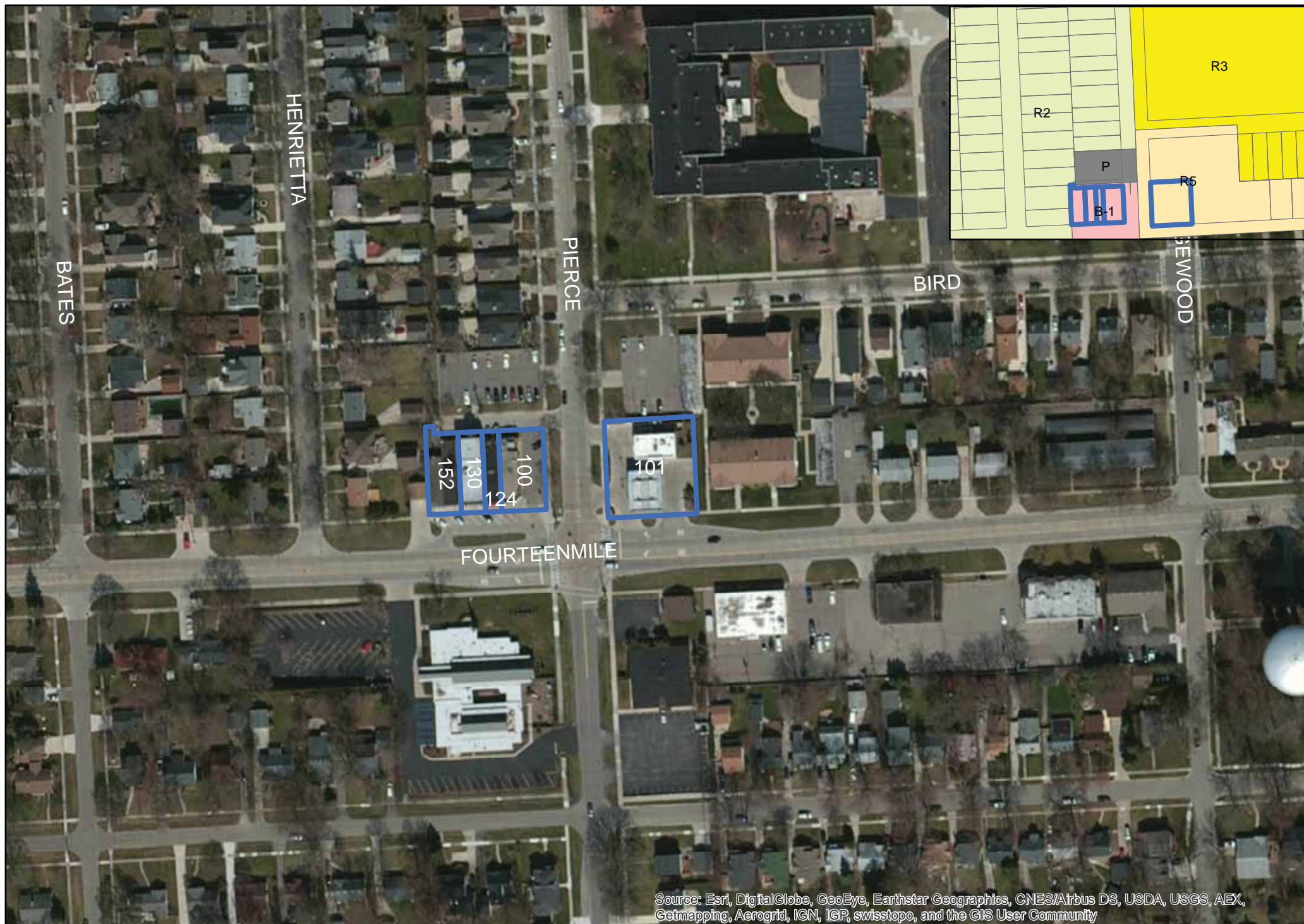


TZ2 Proposals

0 245 490 Feet

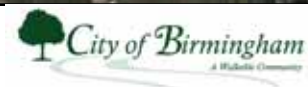


100, 124, 130, 152 W Fourteen Mile Rd; 101 E. Fourteen Mile Rd.

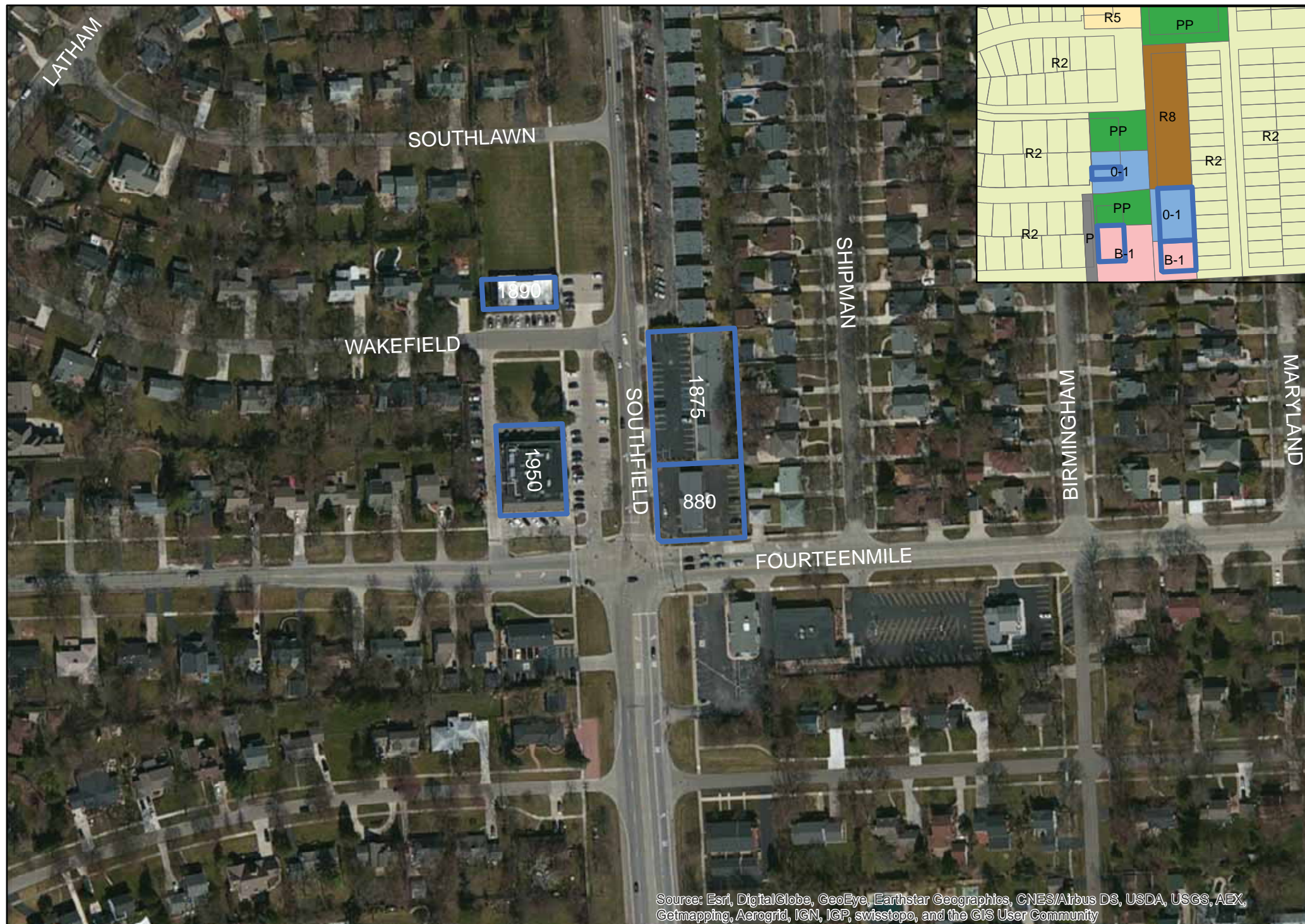


TZ2 Proposals

0 180 360 Feet



1712, 1728, 1732, 1740, 1744, 1794, 1821 W. Maple Rd.

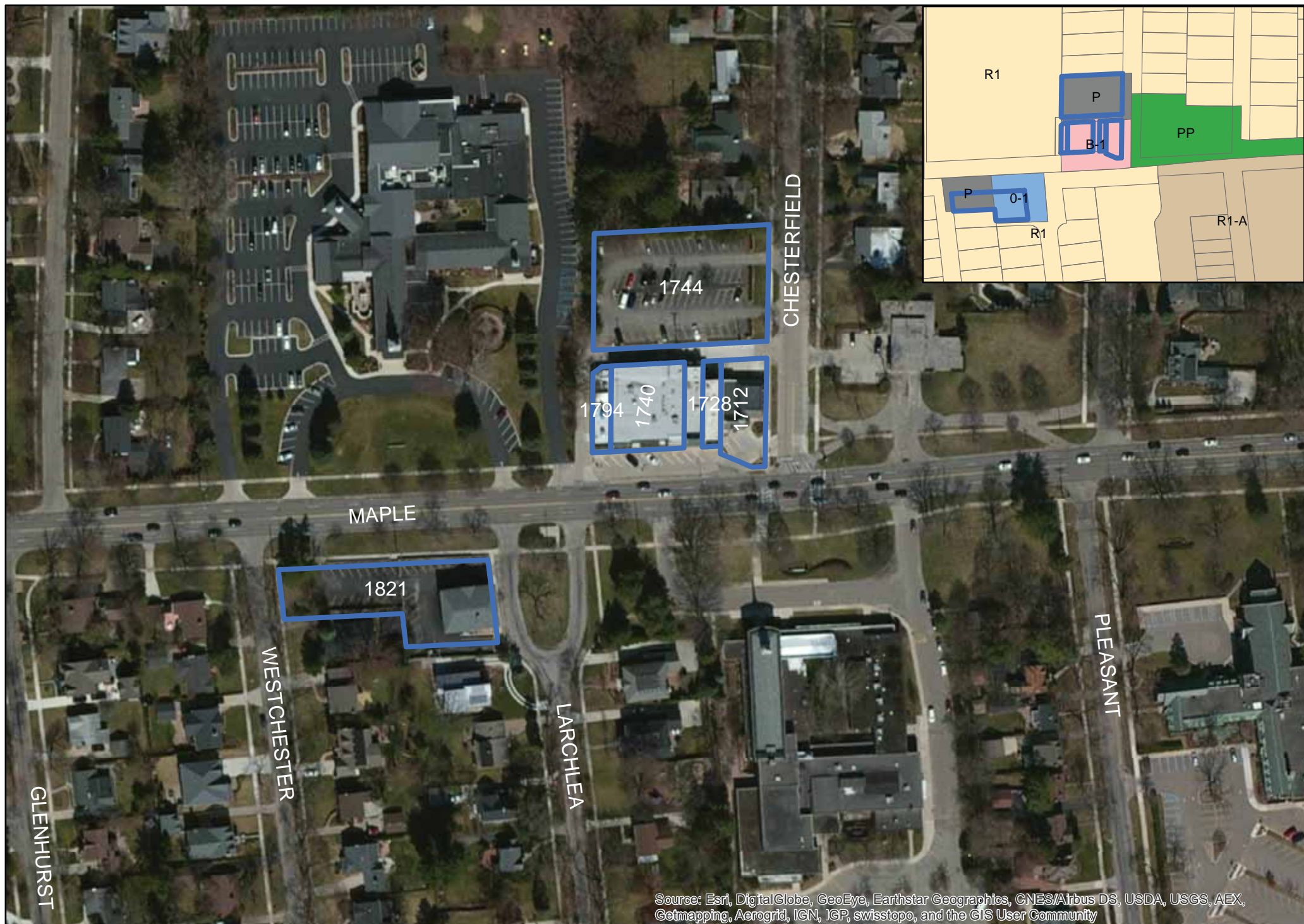


TZ2 Proposals

0 215 430 Feet



1712, 1728, 1732, 1740, 1744, 1794, 1821 W. Maple Rd.

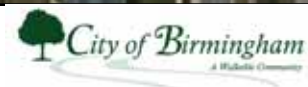


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

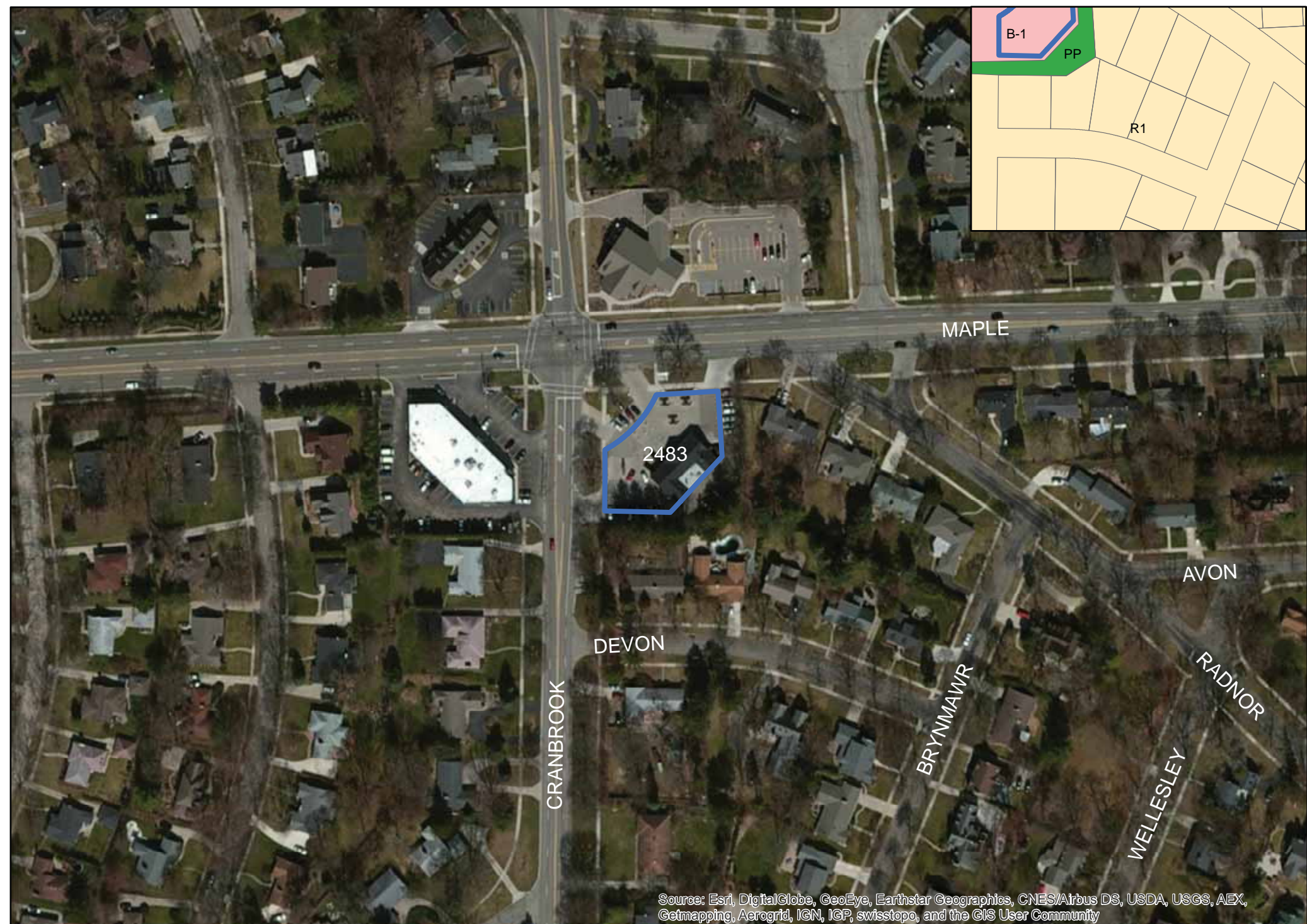


TZ2 Proposals

0 175 350 Feet

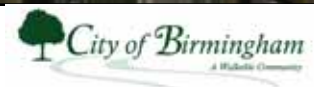


2483 W. Maple Rd.

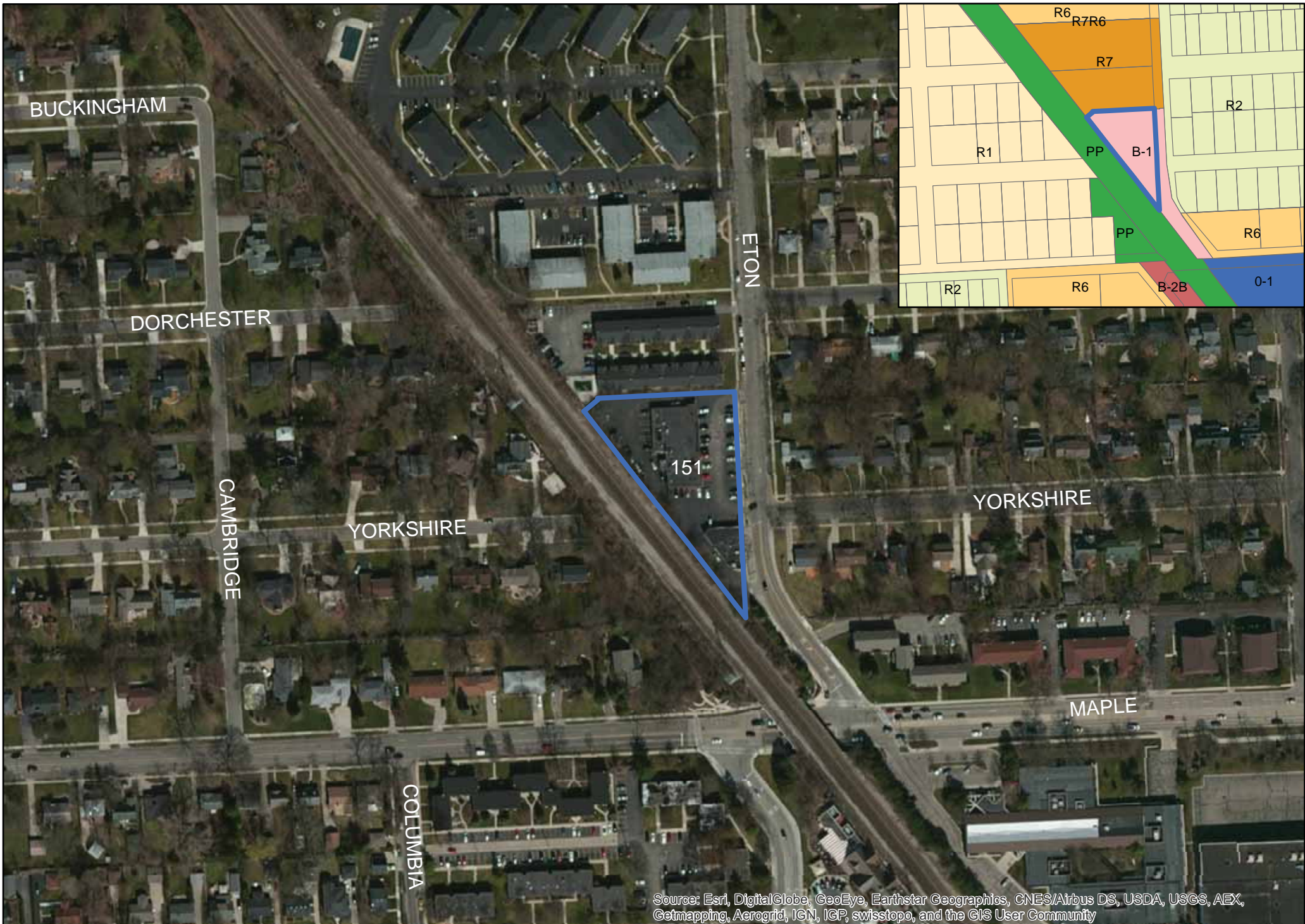


TZ2 Proposals

0 190 380 Feet



151 N. Eaton



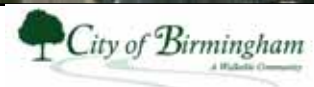
TZ2 Proposals

0

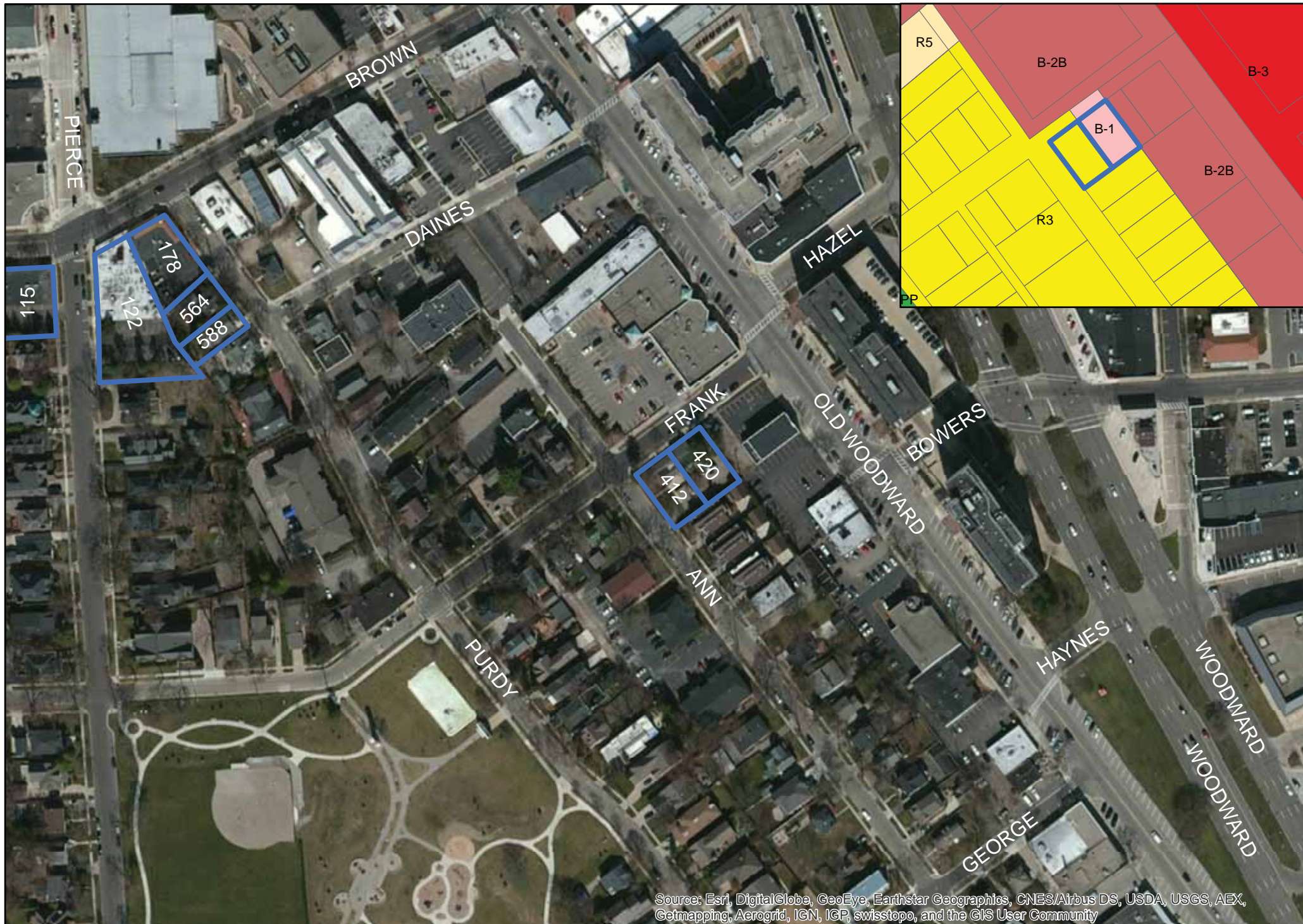
237.5

475

Feet

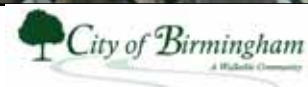


412 & 420 E. Frank St.

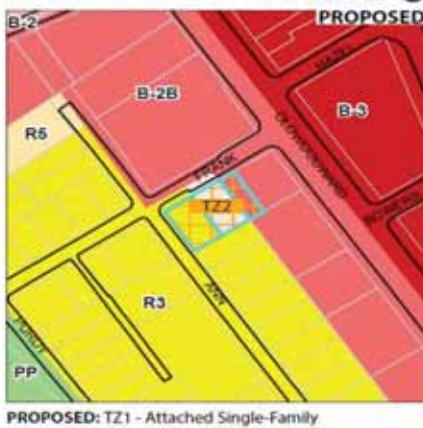
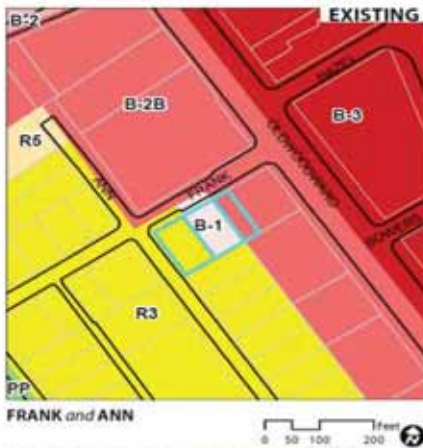


TZ2 Proposals

0 215 430 Feet



E. FRANK— R3/B1/B2B TO TZ2



Total property area – approx. 15,000 sq. ft.

of residential units currently permitted – 1 unit on R3 parcel
0 units on B1 parcel
No limit on B2b parcel

of units permitted under TZ1 zoning - 5

412 E. FRANK - R3 TO TZ2

R3 – Single family Residential

Residential Permitted Uses

- ~~adult foster care group home~~
- dwelling - one-family
- ~~single family cluster*~~

Institutional Permitted Uses

- government office
- school – public

Recreational Permitted Uses

- park

Accessory Permitted Uses

- family day care home*
- ~~garage – private~~
- ~~greenhouse – private~~
- home occupation*
- ~~parking facility – private off-street~~
- ~~parking – public, off-street*~~
- ~~renting of rooms*~~
- ~~sign~~
- ~~swimming pool – private~~
- ~~any use customarily incidental to the permitted principal use~~

Uses Requiring a Special Land Use Permit

- assisted living
- church
- ~~continued care retirement community~~
- independent hospice facility
- independent senior living
- ~~medical rehabilitation facility~~
- ~~parking (accessory) – public, off-street~~
- ~~philanthropic use~~
- ~~public utility building~~
- ~~publicly owned building~~
- school - private
- skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family

Dwelling – multiple family

Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery

Artisan use

Barber/Beauty Salon

Bookstore

Boutique

Drugstore

Gift shop/flower shop

Hardware

Health club/studio

Jewelry store

Neighborhood convenience store

Office

Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery

Bank/credit union with drive-thru

Church or religious institution

Coffee shop

Delicatessen

Dry cleaner

Essential services

Food & drink establishment

Government office/use

Grocery store

Independent hospice facility

Independent senior living

Parking Structure

School – private and public (now requires SLUP)

Skilled nursing facility

Specialty food shop

420 E. FRANK - B1 TO TZ2

Institutional Uses

Church
Community center
Government office
Government use
School—private, public
Social Club

Recreational Uses

Recreational club
Swimming pool—public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child-care center
Continued-care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner (now requires SLUP)
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store (now requires SLUP)
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

E. FRANK PARKING – B2B TO TZ2

B2b – General Business

Residential Permitted Uses

- dwelling - multiple-family
- dwelling - one-family*
- dwelling - two family*
- live/work unit

Institutional Permitted Uses

- church
- community center
- garage - public
- government office
- government use
- loading facility - off street
- parking facility - off street
- school - private, public
- social club

Recreational Permitted Uses

- bowling alley
- outdoor amusement*
- recreational club
- swimming pool - public & semiprivate

Commercial Permitted Uses

- auto sales agency
- bakery
- bank
- barber shop/beauty salon
- catering
- child care center
- clothing store
- delicatessen
- drugstore
- dry cleaning
- flower/gift shop
- food or drink establishment*
- furniture
- greenhouse
- grocery store
- hardware store
- hotel
- jewelry store
- motel
- neighborhood convenience store
- office
- paint
- party store
- retail photocopying
- school business
- shoe store/shoe repair
- showroom of electricians/plumbers
- tailor
- theater*

Other Permitted Uses

- utility substation

Accessory Permitted Uses

- alcoholic beverage sales (off-premise consumption)*
- kennel*

- laboratory - medical/dental*
- loading facility - off street
- outdoor cafe*
- outdoor display of goods*
- outdoor sales*
- outdoor storage*
- parking facility - off-street
- sign

Uses Requiring a Special Land Use Permit

- alcoholic beverage sales (on-premise consumption)
- assisted living
- auto laundry
- bistro (only permitted in the Triangle District)*
- bus/train passenger station and waiting facility
- continued care retirement community
- display of broadcast media devices (only permitted in conjunction with a gasoline service station)
- drive-in facility
- establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels within the Triangle District identified on Exhibit 1; Appendix C)
- funeral home
- gasoline full service station*
- gasoline service station
- independent hospice facility
- independent senior living
- skilled nursing facility
- trailer camp

Uses Requiring City Commission Approval

- regulated uses*

Residential Permitted Uses

Dwelling – attached single family

Dwelling – multiple family

Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery

Artisan use

Barber/Beauty Salon

Bookstore

Boutique

Drugstore

Gift shop/flower shop

Hardware

Health club/studio

Jewelry store

Neighborhood convenience store

Office

Tailor

Uses with SLUP

Any permitted commercial use with i area over 3,000 sq.ft. per tenar

Assisted Living

Bakery (now requires SLUP)

Bank/credit union with drive-thru

Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)

Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School – private and public (now req

Skilled nursing facility

Specialty food shop

BROWN AT PIERCE



BROWN and PURDY, PURDY and DAINES



Source: Bing



PROPOSED: T22 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: 02

PROPOSED USES: TZ2

Residential Permitted Uses

Adult foster care group home
Dwelling – multiple family
Dwelling – one-family (R5)
Dwelling – two family
Live/work unit
Single family cluster

Institutional Uses

Government office
Philanthropic use
School – public

Recreational Uses

Park
Swimming pool – semiprivate

Commercial Permitted Uses

Art gallery
Bakery
Bank without drive-through facility
Barber/beauty salon
Boutique
Clinic
Clothing store
Flower/gift shop
Hair replacement establishment
Interior design shop
Jewelry store
Leather and luggage goods shop
Office
Photographic studio
Specialty food store
Specialty home furnishing shop
Tailor
Tobacconist
Veterinary clinic

Existing Uses with SLUP

Assisted Living
Bank with drive-through facility
Bistro (only in Triangle District)
Continued care retirement community
Display of broadcast media devices (only permitted with gasoline service station)
Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels within the Triangle District identified on Exhibit 1: Appendix C)
Food and drink establishment
Independent hospice facility
Independent senior living
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

EXISTING USES: P

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home (R7)~~
~~Dwelling – multiple-family (R7)~~
~~Dwelling – one-family (R7)~~
~~Dwelling – two-family (R7)~~
~~Live/work unit~~
~~Single family cluster (R7)~~

Institutional Uses

~~Government office (R7)~~
~~Parking facility – off street~~
~~Philanthropic use~~
~~School – public (R7)~~

Recreational Uses

~~Park (R7)~~
~~Swimming pool – semiprivate (R7)~~

Existing Uses with SLUP

~~Assisted living~~
~~Bistro (only in Triangle District)~~
~~Church~~
~~Community center~~
~~Continued care retirement community~~
~~Independent hospice facility~~
~~Independent senior living~~
~~Publicly owned building~~
~~Public utility building~~
~~Recreational club~~
~~School - private~~
~~Skilled nursing facility~~
~~Social club~~

Residential Permitted Uses

~~Dwelling – attached single family~~
~~Dwelling – multiple family~~
~~Dwelling – single family (R3)~~

Commercial Permitted Uses

~~Art gallery~~
~~Artisan use~~
~~Barber/Beauty Salon~~
~~Bookstore~~
~~Boutique~~
~~Drugstore~~
~~Gift shop/flower shop~~
~~Hardware~~
~~Health club/studio~~
~~Jewelry store~~
~~Neighborhood convenience store~~
~~Office~~
~~Tailor~~

Uses with SLUP

~~Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant~~
~~Assisted Living~~
~~Bakery~~
~~Bank/credit union with drive-thru~~
~~Church or religious institution~~
~~Coffee shop~~
~~Delicatessen~~
~~Dry cleaner~~
~~Essential services~~
~~Food & drink establishment~~
~~Government office/use (now requires SLUP)~~
~~Grocery store~~
~~Independent hospice facility~~
~~Independent senior living~~
~~Parking Structure (now requires SLUP)~~
~~School – private and public (now requires SLUP)~~
~~Skilled nursing facility~~
~~Specialty food shop~~

EXISTING USES: R3

PROPOSED USES: TZ2

Residential Permitted Uses

Adult foster care group home
Dwelling – one-family
Single family cluster

Institutional Uses

Government office
School—public

Recreational Uses

Park

Existing Uses with SLUP

Assisted living
Church
Continued care retirement community
Independent hospice facility
Independent senior living
Medical rehabilitation facility
Parking (accessory) – public, off-street
Philanthropic use
Public utility building
Publicly owned building
School - private
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor
area over 3,000 sq.ft. per tenant
Assisted Living
Bakery
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

S. ADAMS, ADAMS SQUARE TO LINCOLN



S. ADAMS between ADAMS SQUARE and LINCOLN



Source: Bing



PROPOSED: TZ2 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: 02

PROPOSED USES: TZ2

Residential Permitted Uses

Adult foster care group home
Dwelling – multiple family
Dwelling – one-family (R5)
Dwelling – two family
Live/work unit
Single family cluster

Institutional Uses

Government office
Philanthropic use
School – public

Recreational Uses

Park
Swimming pool – semiprivate

Commercial Permitted Uses

Art gallery
Bakery
Bank without drive-through facility
Barber/beauty salon
Boutique
Clinic
Clothing store
Flower/gift shop
Hair replacement establishment
Interior design shop
Jewelry store
Leather and luggage goods shop
Office
Photographic studio
Specialty food store
Specialty home furnishing shop
Tailor
Tobacconist
Veterinary clinic

Existing Uses with SLUP

Assisted Living
Bank with drive-through facility
Bistro (only in Triangle District)
Continued care retirement community
Display of broadcast media devices (only permitted with gasoline service station)
Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels within the Triangle District identified on Exhibit 1: Appendix C)
Food and drink establishment
Independent hospice facility
Independent senior living
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

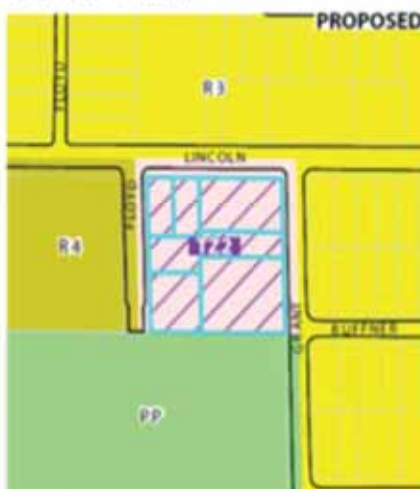
LINCOLN AT GRANT



E. LINCOLN and GRANT



Source: Bing



PROPOSED: TZ2 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

E. 14 MILE ROAD EAST OF WOODWARD



14 MILE east of WOODWARD



Source: Bing



PROPOSED: TZ2 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: 01

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home~~
Dwelling – multiple family
Dwelling – one-family (R5)
~~Dwelling – two family~~
~~Live/work unit~~
Single family cluster

Institutional Uses

~~Government office~~
~~Philanthropic use~~
~~School – public~~

Recreational Uses

~~Park~~
~~Swimming pool – semiprivate~~

Commercial Permitted Uses

Barber/beauty salon
~~Hair replacement establishment~~
Office
~~Veterinary clinic~~

Existing Uses with SLUP

Assisted Living
~~Bistro (only in Triangle District)~~
Church
~~Continued care retirement community~~
Independent hospice facility
Independent senior living
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

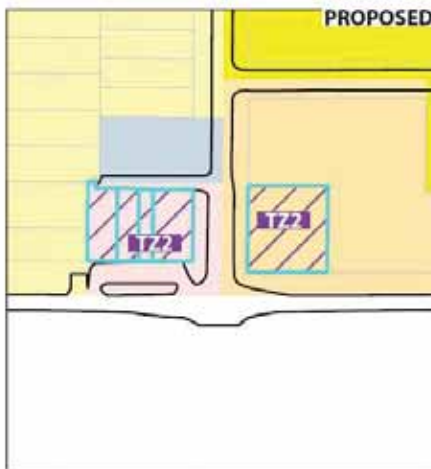
14 MILE ROAD AT PIERCE



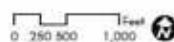
14 MILE and PIERCE



Source: Bing



PROPOSED: TZ2 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

EXISTING USES: R5

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home (R4)~~
 Dwelling – multiple-family
 Dwelling – one-family (R4)
~~Dwelling – two-family (R4)~~
 Single family cluster (R4)

Institutional Uses

~~Government office (R4)~~
~~Philanthropic use (R4)~~
~~School – public (R4)~~

Recreational Uses

~~Park (R4)~~
~~Swimming pool – semiprivate~~

Existing Uses with SLUP

Assisted living
 Church
~~Continued care retirement community~~
 Independent hospice facility
 Independent senior living
~~Parking (accessory) – public, off-street~~
~~Public utility building~~
~~Publicly owned building~~
 School - private
 Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
 Dwelling – multiple family
 Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
 Assisted Living
Bakery
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
 Government office/use (now requires SLUP)
Grocery store
 Independent hospice facility
 Independent senior living
 Parking Structure
 School – private and public (now requires SLUP)
 Skilled nursing facility
Specialty food shop

SOUTHFIELD AT 14 MILE



SOUTHFIELD and 14 MILE



Source: Bing



PROPOSED: T22 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline full service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

EXISTING USES: 01

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home~~
Dwelling – multiple family
Dwelling – one-family (R5)
~~Dwelling – two family~~
~~Live/work unit~~
Single family cluster

Institutional Uses

~~Government office~~
~~Philanthropic use~~
~~School – public~~

Recreational Uses

~~Park~~
~~Swimming pool – semiprivate~~

Commercial Permitted Uses

Barber/beauty salon
~~Hair replacement establishment~~
Office
~~Veterinary clinic~~

Existing Uses with SLUP

Assisted Living
~~Bistro (only in Triangle District)~~
Church
~~Continued care retirement community~~
Independent hospice facility
Independent senior living
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

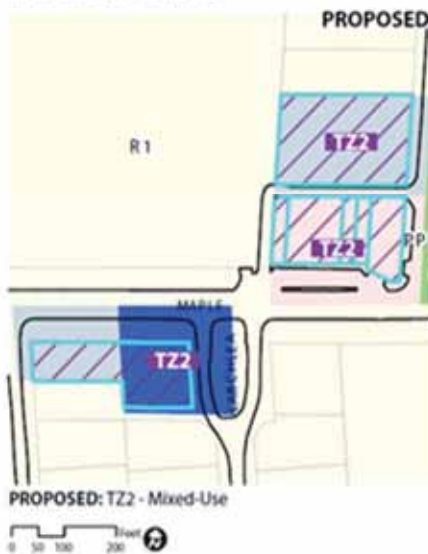
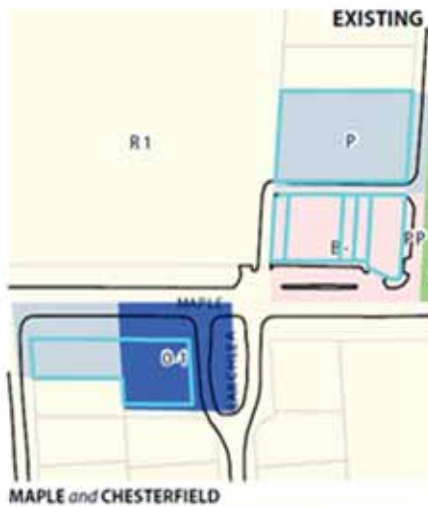
Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

MILLS PHARMACY PLAZA/ W. MAPLE & LARCHLEA



EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

EXISTING USES: 01

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home~~
Dwelling – multiple family
Dwelling – one-family (R5)
~~Dwelling – two family~~
Live/work unit
Single family cluster

Institutional Uses

~~Government office~~
~~Philanthropic use~~
~~School – public~~

Recreational Uses

~~Park~~
~~Swimming pool – semiprivate~~

Commercial Permitted Uses

Barber/beauty salon
~~Hair replacement establishment~~
Office
~~Veterinary clinic~~

Existing Uses with SLUP

Assisted Living
~~Bistro (only in Triangle District)~~
Church
~~Continued care retirement community~~
Independent hospice facility
Independent senior living
Skilled nursing facility

Residential Permitted Uses

Dwelling – attached single family
Dwelling – multiple family
Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
Assisted Living
Bakery
Bank/credit union with drive-thru
Church or religious institution
Coffee shop
Delicatessen
Dry cleaner
Essential services
Food & drink establishment
Government office/use (now requires SLUP)
Grocery store
Independent hospice facility
Independent senior living
Parking Structure
School – private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

EXISTING USES: P

PROPOSED USES: TZ2

Residential Permitted Uses

~~Adult foster care group home (R7)~~
 Dwelling – multiple-family (R7)
 Dwelling – one-family (R7)
~~Dwelling – two-family (R7)~~
 Live/work unit
 Single family cluster (R7)

Institutional Uses

~~Government office (R7)~~
 Parking facility – off street
 Philanthropic use
 School – public (R7)

Recreational Uses

~~Park (R7)~~
~~Swimming pool – semiprivate (R7)~~

Existing Uses with SLUP

Assisted living
~~Bistro (only in Triangle District)~~
 Church
 Community center
~~Continued care retirement community~~
 Independent hospice facility
 Independent senior living
~~Publicly owned building~~
~~Public utility building~~
~~Recreational club~~
 School - private
 Skilled nursing facility
 Social club

Residential Permitted Uses

Dwelling – attached single family
 Dwelling – multiple family
 Dwelling – single family (R3)

Commercial Permitted Uses

Art gallery
 Artisan use
 Barber/Beauty Salon
 Bookstore
 Boutique
 Drugstore
 Gift shop/flower shop
 Hardware
 Health club/studio
 Jewelry store
 Neighborhood convenience store
 Office
 Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant
 Assisted Living
 Bakery
 Bank/credit union with drive-thru
 Church or religious institution
 Coffee shop
 Delicatessen
 Dry cleaner
 Essential services
 Food & drink establishment
 Government office/use (now requires SLUP)
 Grocery store
 Independent hospice facility
 Independent senior living
 Parking Structure (now requires SLUP)
 School – private and public (now requires SLUP)
 Skilled nursing facility
 Specialty food shop

W. MAPLE AND CRANBROOK



MAPLE and CRANBROOK



PROPOSED: TZ2 - Mixed-Use



EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)

Skilled nursing facility

Specialty food shop

N. ETON



E. MAPLE and N. ETON



Source: Bing



PROPOSED: TZ3 - Mixed-Use



Source: Google



Source: Google

EXISTING USES: B1

PROPOSED USES: TZ2

Institutional Uses

Church
Community center
Government office
Government use
School — private, public
Social Club

Recreational Uses

Recreational club
Swimming pool — public, semiprivate

Commercial Permitted Uses

Bakery
Barber/beauty salon
Drugstore
Dry cleaning
Grocery store
Hardware store
Neighborhood convenience store
Office
Shoe store/shoe repair
Tailor

Other Permitted Uses

Utility substation

Existing Uses with SLUP

Alcoholic beverage sales (off-premise consumption)
Alcoholic beverage sales (on-premise consumption)
Child care center
Continued care retirement community
Drive-in facility
Gasoline service station
Independent hospice facility
Skilled nursing facility

Residential Permitted Uses

Dwelling — attached single family
Dwelling — multiple family
Dwelling — single family (R3)

Commercial Permitted Uses

Art gallery
Artisan use
Barber/Beauty Salon
Bookstore
Boutique
Drugstore
Gift shop/flower shop
Hardware
Health club/studio
Jewelry store
Neighborhood convenience store
Office
Tailor

Uses with SLUP

Any permitted commercial use with interior floor area over 3,000 sq.ft. per tenant

Assisted Living

Bakery (now requires SLUP)
Bank/credit union with drive-thru
Church or religious institution

Coffee shop

Delicatessen

Dry cleaner (now requires SLUP)

Essential services

Food & drink establishment

Government office/use (now requires SLUP)
Grocery store (now requires SLUP)

Independent hospice facility

Independent senior living

Parking Structure

School — private and public (now requires SLUP)
Skilled nursing facility
Specialty food shop

APPENDIX E:

City Commission Minutes September 21, 2015

UNFINISHED BUSINESS

09-204-15 CONTINUED PUBLIC HEARING TO CONSIDER ZONING ORDINANCE AMENDMENTS TRANSITIONAL ZONING

Mayor Sherman reopened the Public Hearing to consider amendments to Chapter 126, Zoning, of the Code of the City of Birmingham at 7:44 PM.

Planner Baka explained the recent revision to TZ1 requested by the City Commission prohibits garage doors on the front elevation. Commissioner Rinschler pointed out the previous discussion to eliminate all non-residential uses from TZ1. City Manager Valentine noted that any modifications to TZ1 could be addressed tonight.

Mr. Baka explained that TZ1 allows for attached single-family or multi-family two-story residential and provides transition from low density commercial to single family homes. He noted the maximum height is thirty-five feet with a two-story minimum and three-story maximum.

Commissioner McDaniel questioned why other properties on Oakland Street were removed from the original proposal. Mr. Baka explained that it was based on the objections from the homeowners as the current residents did not want their properties rezoned. Commissioner Rinschler pointed out that the rezoning is not about what is there currently, but what could be there in the future.

Mayor Pro Tem Hoff commented that the setback in TZ1 is required to have a front patio or porch which is very limiting with the five foot setback. She questioned why one-story is not allowed. Planner Ecker explained that two-stories will allow for more square footage and it is intended to be a buffer from the downtown to residential.

Commissioner Rinschler suggested that post office, social security office, school, nursing center, and church be removed from the list of uses so it is only residential use. He noted that the City is trying to create a buffer so there are no businesses abutting residential. He suggested a future Commission review the residential standards. Commissioners Dilgard and McDaniel agreed.

Ms. Ecker commented on the front setback requirement. She noted that the development standards include a waiver which would allow the Planning Board to move the setback further if a larger patio or terrace is desired.

Commissioner Nickita commented on the additional uses in TZ1. He noted that this is a zoning designation which is essentially residentially focused allowing for multi-family. He stated that those uses which stand out to be residential are independent senior living and independent

hospice which are aligned with multi-family residential uses. The Commission discussed the intensity of each use including assisted living.

Mayor Sherman summarized the discussion from the Public Hearing at the previous meeting. He explained that the three ordinances were presented to the Commission – TZ1 which is strictly residential; TZ2 which is residential, but allows for some commercial; and TZ3 which does allow for residential, but is more commercial in nature. At the hearing, people were comfortable with the language in TZ2 and TZ3. There were concerns and questions with TZ1 and the Commission requested staff make revisions to TZ1. The Commission then discussed the parcels that were proposed to be rezoned into the TZ2 and TZ3 categories. Discussion was not held regarding the TZ1 parcels at that time.

Commissioner Nickita suggested that in considering the commercial permitted uses and the Special Land Use Permit (SLUP) uses that several uses would be better served with a SLUP such as convenience store, drug store, and hardware store. Commissioners Rinschler and Hoff agreed.

Commissioner Rinschler noted the trouble with defining uses. He questioned why not let all the uses require SLUP's. Commissioner McDaniel suggested developing standards to evaluate SLUP's. Commissioner Nickita noted that it is not a one size fits all.

Mayor Sherman summarized the discussion that TZ1 would be restricted to solely residential; in TZ2 residential would be allowed, but any commercial uses would require a SLUP; in TZ3 would remain as drafted.

Bill Finnicum, 404 Bates, stated that having zero to five foot setbacks is unpractical. He suggested that the biggest danger is losing the character and rhythm of the streets.

Michael Murphy, 1950 Bradford, stated that the suggestion to require a SLUP is an acceptable compromise.

In response to a question from Commissioner Moore regarding parking, Ms. Ecker explained that commercial entities must provide for their own parking on-site if they are not in the parking assessment district. On-street parking can only be counted if the property is located in the triangle district.

Reed Benet, 271 Euclid, stated that changing the zoning from single family residential to protect single family residential is illogical.

Ms. Ecker confirmed for David Crisp, 1965 Bradford, that the parcels on 14 Mile would not be able to count the on-street parking unless they came through a separate application process and tried to get approval of the City Commission.

A resident at 1895 Bradford stated that the more uses which are subject to a SLUP would decrease the predictability of the neighborhood in the future and the value of the zoning effort.

Benjamin Gill, 520 Park, stated that the height of the buildings should be controlled by the neighborhood.

Irving Tobocman, 439 Greenwood, questioned the restriction on the depth of a porch relative to the setback on the street.

David Kolar, commercial real estate broker, expressed concern with the unintended consequences of making everything a SLUP. He noted that a SLUP is a high barrier of entry for small businesses. He suggested defining the appropriate uses in the TZ1, TZ2, and TZ3 districts.

Erik Morganroth, 631 Ann, expressed support of the idea of limitations and commented that the SLUP is most appropriate.

Mr. Baka discussed the parcels proposed in TZ1. He noted the proposal increases the number of units currently permitted at 404 Park from two to four, increase the number of units currently permitted on the parcel at Willits and Chester from two units to a maximum of five, and set the number of units currently permitted on the post office parcel from no limit to one unit for every 3,000 square feet. He discussed the lot area and setbacks.

Mr. Baka confirmed for Mayor Pro Tem Hoff that if the post office moved, a single family residential would be permitted.

Commissioner Rinschler expressed concern that only one lot was included in the 404 Park area. He suggested either extend it to the other parcels on Oakland Street or direct the Planning Board to reopen the hearing to redo the process including all three parcels.

Commissioner Moore stated that there is still a strong potential of economic viability to having those remain single family residential. The purpose of the ordinance is not to invade or lessen a neighborhood, but to enhance the neighborhood by protecting it and ensuring it will be contextual and there are building standards. Commissioner McDaniel agreed.

Commissioner Dilgard stated that the Planning Board was correct with the proposed zoning on 404 Park.

Mayor Sherman pointed out that Commission Nickita recused himself from 404 Park as he was involved with a project with someone who has an interest in 404 Park.

Mayor Sherman agreed with Commissioner Rinschler and noted that the zoning that is suggested does not make a lot of sense.

The following individuals spoke regarding 404 Park:

- Debra Frankovich expressed concern with sectioning out one double lot as it appears to support one property owners best interest.
- Tom Ryan, representing the Host's who are the property owners just north of 404 Park, commented that to single out one parcel is not appropriate.
- Benjamin Gill, 525 Park, expressed opposition to the rezoning of this parcel.
- Bill Finnicum, 404 Bates, commented that the rezoning will only benefit the property owner and will harm the adjacent property owner.

- Chuck DiMaggio, with Burton Katzman Development, explained the history of the property and noted that the Planning Board has spent thirty months studying 404 Park and the other transitional properties.
- Brad Host, 416 Park, stated that the residents are not interested in being rezoned.
- Kathryn Gaines, 343 Ferndale, agreed that Oakland is the buffer. She questioned what four units on that corner bring to the neighborhood that two could not.
- Bev McCotter, 287 Oakland, stated that she does not want the development of this lot into four units.
- Jim Mirro, 737 Arlington, stated that Oakland is the buffer and stated that the parcel should not be rezoned as proposed.
- Ann Stallkamp, 333 Ferndale, stated that she is against the TZ1 rezoning on Park and stated that 404 Park should be taken off the list.
- David Bloom questioned the number of units which would be allowed on the Bowers property.
- Reed Benet, 271 Euclid, commented that it is illogical that this has gone on for three years.
- Chuck DiMaggio, with Burton Katzman Development, noted that they want to do something that benefits the community and provide the proper transition and lead in to the downtown and is compatibility with the neighborhood.
- Tom Ryan, representing the Host's who are the property owners just north of 404 Park, commented that this is not a transition zone and there are ways to put more than one unit on the parcel.

The Mayor closed the Public Hearing at 9:21 PM.

MOTION: Motion by Rinschler, seconded by Dilgard:

To adopt the ordinances amending Chapter 126, Zoning, of the Code of the City of Birmingham as suggested with the following modifications: to modify TZ1 with the changes presented plus the elimination of all non-residential uses; to modify TZ2 that all commercial uses require a SLUP, and TZ3 would remain as proposed: (TZ2 RESCINDED)

- TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.41, TZ1 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;
- TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.42, TZ1 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
- TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.43, TZ2 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;
- TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.44, TZ2 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
- TO ADD ARTICLE 02 DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES, SECTION 2.45, TZ3 (TRANSITION ZONE) DISTRICT TO CREATE A DISTRICT INTENT AND LIST PERMITTED AND SPECIAL USES IN THIS ZONE DISTRICT;

- TO ADD ARTICLE 02 DEVELOPMENT STANDARDS, SECTION 2.46, TZ3 (TRANSITION ZONE) DISTRICT TO CREATE DEVELOPMENT STANDARDS IN THIS ZONE DISTRICT;
- TO ADD ARTICLE 4, SECTION 4.53, PARKING STANDARDS, PK-09, TO CREATE PARKING STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;
- TO ADD ARTICLE 4, SECTION 4.58, SCREENING STANDARDS, SC-06, TO CREATE SCREENING STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;
- TO ADD ARTICLE 4, SECTION 4.62, SETBACK STANDARDS, SB-05, TO CREATE SETBACK STANDARDS FOR TZ1 ZONE DISTRICTS;
- TO ADD ARTICLE 4, SECTION 4.63, SETBACK STANDARDS, SB-06, TO CREATE SETBACK STANDARDS FOR TZ2 AND TZ3 ZONE DISTRICTS;
- TO ADD ARTICLE 4, SECTION 4.69, STREETScape STANDARDS, ST-01, TO CREATE STREETScape STANDARDS FOR TZ1, TZ2 AND TZ3 ZONE DISTRICTS;
- TO ADD ARTICLE 4, SECTION 4.77, STRUCTURE STANDARDS, SS – 09, TO CREATE STRUCTURE STANDARDS FOR THE TZ1 ZONE DISTRICT;
- TO ADD ARTICLE 4, SECTION 4.78, STRUCTURE STANDARDS, SS – 10, TO CREATE STRUCTURE STANDARDS FOR TZ2 AND TZ3 ZONE DISTRICTS;
- TO ADD ARTICLE 5, SECTION 5.14, TRANSITION ZONE 1, TO CREATE USE SPECIFIC STANDARDS FOR THE TZ1 ZONE DISTRICT;
- TO ADD ARTICLE 5, SECTION 5.15, TRANSITION ZONES 2 AND 3, TO CREATE USE SPECIFIC STANDARDS FOR THE TZ2 AND TZ3 ZONE DISTRICTS;

Commissioner Moore commented that an important part of this package is the building standards for the transitional areas where commercial abuts residential. Requiring SLUP's in the TZ2 district will be more cumbersome for the small proprietor. There may be some unintended consequences.

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Rinschler, seconded by Dilgard:

To amend Chapter 126, Zoning, of the Code of the City of Birmingham, Article 4, all Sections noted below, to apply to each Section to the newly created TZ1, TZ2, and/or TZ3 Zone Districts as indicated: (TZ2 RESCINDED)

Ordinance Section Name	Section Number	Applicable Zone to be Added
Accessory Structures Standards (AS)	4.02 4.03 4.04	TZ1, TZ2, TZ3 TZ1 TZ1, TZ2, TZ3
Essential Services Standards (ES)	4.09	TZ1, TZ2, TZ3
Fence Standards (FN)	4.10 4.11	TZ1, TZ2, TZ3 TZ1
Floodplain Standards (FP)	4.13	TZ1, TZ2, TZ3
Height Standards (HT)	4.16 4.18	TZ1, TZ2, TZ3 TZ1, TZ2, TZ3
Landscaping Standards (LA)	4.20	TZ1, TZ2, TZ3
Lighting Standards (LT)	4.21 4.22	TZ1, TZ2, TZ3 TZ1, TZ2, TZ3
Loading Standards (LD)	4.24	TZ1, TZ2, TZ3
Open Space Standards (OS)	4.30	TZ1, TZ2, TZ3
Outdoor Dining Standards (OD)	4.44	TZ2, TZ3

Parking Standards (PK)	4.45 4.46 4.47	TZ1, TZ2, TZ3 TZ1, TZ2, TZ3 TZ1, TZ2, TZ3
Screening Standards (SC)	4.53	TZ1, TZ2, TZ3
Setback Standards (SB)	4.58	TZ1, TZ2, TZ3
Structure Standards (SS)	4.69	TZ1, TZ2, TZ3
Temporary Use Standards (TU)	4.77	TZ1, TZ2, TZ3
Utility Standards (UT)	4.81	TZ2, TZ3
Vision Clearance Standards (VC)	4.82	TZ1, TZ2, TZ3
Window Standards (WN)	4.83	TZ2, TZ3

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Hoff, seconded by Nickita:
To amend Article 9, Definitions, Section 9.02 to add definitions for boutique, parking, social club, tobacconist, indoor recreation facility, and specialty food store.

VOTE: Yeas, 7
Nays, None Absent, None

In response to a question from Commissioner Nickita, City Manager Valentine explained that there was a question on the current use of the property at 412 & 420 East Frank zoned R3.

Staff has determined that the property appears to be in violation of the zoning ordinance with regard to the current use. It is currently under investigation as the current zoning is residential and the current use appears to be commercial. He noted that it is an enforcement issue.

City Attorney Currier stated that the Commission action on the rezoning is independent of the violation. He stated that staff has not had access to the property as of yet.

Commissioner Nickita stated that the current use may have an effect on how the Commission views the property. Commissioner Rinschler responded that the current use has no bearing on the future zoning.

MOTION: Motion by Hoff, seconded by McDaniel:

To approve the rezoning of 412 & 420 E. Frank, Parcel # 1936253003, Birmingham MI. from B1-Neighborhood Business, B2B-General Business, R3-Single-Family Residential to TZ2

– Mixed Use to allow commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.

Mr. Baka explained for Patty Shayne that the property would be commercial or residential zone.

Erik Morganroth, 631 Ann, questioned why R3 would not be zoned TZ1 as it is a corner buffer lot.

Eric Wolfe, 393 Frank, stated that rezoning is not necessary on these parcels.

Nirav Doshi, 659 Ann, stated that the R3 should not be converted to TZ2. It should stay residential.

The Commission discussed the possibility of removing R3 out of the motion. Mayor Pro Tem Hoff suggested amending the motion to remove R3. There was no second.

Commissioner McDaniel suggested referring this back to the Planning Board to consider what has been proposed. Mr. Baka noted that the property owner requested to be in the study so they could consolidate the parcels under a single zone. Commissioner Nickita concurred that this should be reconsidered at the Planning Board level.

Mayor Pro Tem Hoff withdrew the motion. MOTION WITHDRAWN

MOTION: Motion by Nickita, seconded by Rinschler:

To send this item back to the Planning Board with direction based on the conversation tonight.

VOTE: Yeas, 7

Nays, None Absent, None

MOTION: Motion by McDaniel, seconded by Nickita:

To approve the rezoning of 151 N. Eton, Birmingham MI from B-1 Neighborhood Business to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (RESCINDED)

Dorothy Conrad stated that the Pembroke neighborhood does not object.

David Kolar stated that he was in favor of TZ2, until the SLUP requirement was added tonight which he objects. He stated that an identified number of basic uses is needed as these are small units.

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Hoff, seconded by McDaniel:

To approve the rezoning of 2483 W. Maple Rd. Birmingham MI. from B1- Neighborhood Business to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (RESCINDED)

VOTE: Yeas, 7

Nays, None Absent, None

MOTION: Motion by Dilgard, seconded by McDaniel:

To approve the rezoning of 1712, 1728, 1732, 1740, 1744, 1794 & 1821 W. Maple Rd. Birmingham, MI. from B1-Neighborhood Business, P-Parking, O1-Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (RESCINDED)

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Nickita, seconded by Dilgard:

To approve the rezoning of 880 W. Fourteen Mile Rd., 1875, 1890 & 1950 Southfield Rd. Birmingham, MI. from B1-Neighborhood Business and O1-Office to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (RESCINDED)

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Nickita, seconded by Hoff:

To approve the rezoning of 100, 124, 130 & 152, W. Fourteen Mile Rd. & 101 E. Fourteen Mile Rd., Birmingham, MI. from B1-Neighborhood Business, P-Parking, and R5-Multi-Family Residential to TZ2 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (RESCINDED)

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by McDaniel, seconded by Moore:

To approve the rezoning of 1775, 1803, 1915, 1971, 1999, 2055, 2075 & 2151 Fourteen Mile Rd., Parcel # 2031455006, Birmingham, MI. from O1-Office to TZ2-Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses. (NO VOTE TAKEN)

Commissioner Moore stated that he will oppose this item. He stated that he approves the concept, but thinks the timing is wrong due to future changes to Woodward Avenue.

Dorothy Conrad noted that the current uses along 14 Mile Road are offices. There is no benefit to the neighborhood by changing the zoning to allow commercial uses with a SLUP.

David Kolar stated his objection and noted that the property owners should be notified that every use now requires a SLUP. It is a big change for a property owner.

City Attorney Currier stated the addition of the SLUP requirement is an additional restriction which was not part of the original notice to the property owners. He noted that this could be an issue for those not aware that the SLUP requirement was added tonight. In response to a question from the Commission, Mr. Currier confirmed that renotification to the property owners would be needed and the ordinance to add the SLUP restriction would have to go back to the Planning Board.

MOTION: Motion by Nickita, seconded by Hoff:

To rescind the motions regarding TZ2 for review of the Planning Board.

VOTE: Yeas, 7

Nays, None Absent, None

Mr. Valentine explained that TZ2 will be sent back to the Planning Board to hold a public hearing to incorporate the proposed language to include the SLUP restriction for commercial uses, and then back to the City Commission.

MOTION: Motion by Hoff, seconded by McDaniel:

To rescind the adoption of the TZ2 ordinance and all housekeeping pertaining to TZ2, but not TZ1 or TZ3, and refer TZ2 to the Planning Board per the discussion and to have the Planning Board take into consideration the discussion from the City Commission and from the public to arrive at a conclusion.

Commissioner Dilgard stated that he does not agree with the direction that everything has to be a SLUP. If it is sent back to the Planning Board, he suggested a SLUP be required for properties 1500 square feet or greater rather than just a blanket SLUP regardless the size of the property.

Commissioner McDaniel agreed and expressed concern that a 1500 square foot store would have to pay high fees for the approvals.

VOTE: Yeas, 7

Nays, None Absent, None

MOTION: Motion by Hoff, seconded by Nickita:

To approve the rezoning of 36801, 36823 & 36877 Woodward, Parcel #'s 1925101001, 1925101006, 1925101007, 1925101008, 1925101009, Birmingham MI from O1- Office & P-Parking to TZ3 - Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Nickita, seconded by McDaniel:

To approve the rezoning of 1221 Bowers & 1225 Bowers Birmingham, MI from O1- Office/ P -

Parking to TZ1 - Attached Single-Family to allow Attached Single-Family, Multi-Family Residential uses which are compatible with adjacent Single-Family Residential uses.

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Dilgard, seconded by Hoff:

To approve the rezoning of 400 W. Maple Birmingham, MI from O1 Office to TZ3 Mixed Use to allow Commercial and Residential uses which are compatible with adjacent Single-Family Residential uses.

VOTE: Yeas, 7
Nays, None Absent, None

MOTION: Motion by Nickita, seconded by Dilgard:

To approve the rezoning of 191 N. Chester Rd. Birmingham, MI. from R-2 Single-Family Residential to TZ1 - Attached Single-Family to allow Attached Single-Family and Multi-Family Residential uses which are compatible with adjacent Single-Family Residential uses.

VOTE: Yeas, 7
Nays, None Absent, None

Mr. Currier noted that a protest petition was received on 404 Park which requires a $\frac{3}{4}$ vote of the elected Commission. Mayor Sherman noted that six votes are needed and Commissioner Nickita has recused himself from this item.

MOTION: Motion by Dilgard, seconded by Moore:

To approve the rezoning of Parcel # 1925451021, Known as 404 Park Street, Birmingham, MI. from R-2 Single-Family Residential to TZ1 - Attached Single-Family to allow attached Single-Family and Multi-Family Residential which are compatible with adjacent Single-Family Residential uses.

Commissioner Rinschler stated that if a buffer zone is being created, it should include properties further down Oakland. He stated that he considers rental properties as commercial development.

Mayor Pro Tem Hoff stated that she will not support the motion. She noted that the plans look good, however she has heard from residents who are very unhappy about this.

Mayor Sherman noted that he will not support the motion. If a buffer zone is going to be created, it should be the entire side of the street. He noted that Oakland is an entranceway into the City. Eventually, there may be that transition, but now is not the time.

VOTE: Yeas, 3 (Dilgard, McDaniel, Moore) Nays, 3 (Hoff, Rinschler, Sherman)
Absent, None Recusal, 1 (Nickita)

Commissioner Rinschler and Commissioner Dilgard agreed that this should be referred back to the Planning Board based on the discussion.

Planning Board Minutes
March 9, 2016

4. Transitional Zoning (TZ-2)

Chairman Clein noted the purpose of this study session is to re-acquaint the board with the process thus far so they can determine what the next steps might be.

Ms. Ecker recalled that on September 21, 2015, the City Commission held a continued public hearing on the transitional zoning proposals recommended by the Planning Board. After much discussion and public input, the City Commission referred the portion of the ordinance related to TZ-2 back to the Planning Board for further study, along with those properties that had been recommended for rezoning to the new TZ-2 Zone District. The City Commission asked the Planning Board to consider the comments made by the City Commission and members of the public with regard to the proposed TZ-2 properties. In addition, several commissioners requested that the Planning Board consider whether to make some, or all, of the commercial uses in the proposed TZ-2 District Special Land Use Permits ("SLUPs").

Consensus was that the board will only look at the ordinance language for TZ-2 along with the TZ-2 parcels unless the City Commission says otherwise. Ms. Whipple-Boyce said it would be helpful to have the commercial uses that were approved for TZ-1 and TZ-3 when the board is looking at the uses of TZ-2. Mr. Williams agreed the charts would be very helpful. Also he would like to see a Google map of the TZ-2 properties to understand their context from all sides.

Planning Board Minutes
April 13, 2016

STUDY SESSION

Transitional Zoning TZ-2

Ms. Ecker recalled that on March 9, 2016, the Planning Board discussed the history of the transitional zoning study and the direction from the City Commission for the Planning Board to further study the portion of the ordinance related to TZ-2, as well as those properties that had been recommended for rezoning to the new TZ-2 Zone District. The consensus of the Planning Board was to limit continued study to the ordinance language for TZ-2 along with the TZ-2 parcels unless the City Commission says otherwise. Board members requested staff to present charts comparing the proposed uses in TZ-1, TZ-2 and TZ-3 at the next meeting, and to prepare aerial maps for each of the proposed TZ-2 properties to assist the board in understanding the neighborhood context in each case. Charts, maps and aerial photos were included in this month's materials for review by the board.

Ms. Ecker noted that the only difference between TZ-2 and TZ-3 is that TZ-3 allows a veterinarian office and a 1,000 sq. ft. larger commercial space without needing a Special Land Use Permit ("SLUP").

Mr. Williams recalled there were a number of former Commissioners who felt that all of TZ-2 should have SLUPs for permitted uses. He has no idea what the new City Commission wants to do with TZ-2. Personally, he is opposed to a SLUP for everything. He thought the SLUP should only come into play if the uses go beyond what was originally permitted in the underlying zoning. What is developed in TZ-2 is not a significant expansion, but it is a consolidation. All of the properties coming from the categories where it is not a significant expansion would stay as TZ-2. Create a TZ-4, basically three or four properties along Fourteen Mile Rd., and give them SLUPs. In his view a few properties caused TZ-2 to be derailed by the former City Commission. Now the only unknown is what this City Commission wants. He doesn't think the Planning board was that far off in its original presentation to them.

Chairman Clein wondered if TZ-2 should be a bit more restrictive with fewer permitted uses so there is more of a separation between TZ-2 and TZ-3.

Mr. Boyle thought TZ-2 should be simplified so there is the intent of having a modest amount of mixed uses with some commercial activity, and there are not lots of regulations which is what a SLUP is. Discussion concerned making health club a SLUP use because of the need for parking, and its effect on the neighborhood. Mr. Williams suggested making anything a SLUP that impinges on the neighborhood in terms of its demands. Leave many of the uses the way they are because they are not that controversial.

Ms. Whipple-Boyce felt differently. She wanted to take some of the SLUP uses and put them into permitted uses because she thinks the whole idea is to activate the buildings and get small

business owners into the spaces. She feels the board went wrong by taking some of the permitted uses away, and they have become too restrictive with what is being proposed for TZ-2. Mr. Jeffares thought that once you restrict the uses you will end up with empty stores.

Mr. Williams recalled that back in history the board took out some of the most objectionable uses. Their mistake was that they didn't report on that to the City Commission as part of this package. Now when they go forward to the Commission they have to go back and tell the whole story because the Commission needs to understand the original charge years ago and what has happened since. Mr. Boyle added that in the joint session it behooves this board to be very clear about what it wants and not apologize.

Ms. Whipple-Boyce thought there could be a way to clean up the uses so there is a better distinction between TZ-2 and TZ-3. Mr. Boyle said that understanding the long history is important along with presenting it in a logical simplified way to the Commission.

The group's consensus was to remove from TZ-2 drycleaner, grocery store, delicatessen, parking structure; make health club a SLUP; move coffee shop and bakery up from uses requiring a SLUP to permitted uses. All TZ-2 requirements kick in upon a change in use. A 3,000 sq. ft. limitation applies to permitted uses. Larger permitted uses require a SLUP.

It was agreed to look at the revised list of uses and start talking about them at the next study session.

Planning Board Minutes April 13, 2016

STUDY SESSION

Transitional Zoning TZ-2

Ms. Ecker recalled that on March 9, 2016, the Planning Board discussed the history of the transitional zoning study and the direction from the City Commission for the Planning Board to further study the portion of the ordinance related to TZ-2, as well as those properties that had been recommended for rezoning to the new TZ-2 Zone District. The consensus of the Planning Board was to limit continued study to the ordinance language for TZ-2 along with the TZ-2 parcels unless the City Commission says otherwise. Board members requested staff to present charts comparing the proposed uses in TZ-1, TZ-2 and TZ-3 at the next meeting, and to prepare aerial maps for each of the proposed TZ-2 properties to assist the board in understanding the neighborhood context in each case. Charts, maps and aerial photos were included in this month's materials for review by the board.

Ms. Ecker noted that the only difference between TZ-2 and TZ-3 is that TZ-3 allows a veterinarian office and a 1,000 sq. ft. larger commercial space without needing a Special Land Use Permit ("SLUP").

Mr. Williams recalled there were a number of former Commissioners who felt that all of TZ-2 should have SLUPs for permitted uses. He has no idea what the new City Commission wants to do with TZ-2. Personally, he is opposed to a SLUP for everything. He thought the SLUP should only come into play if the uses go beyond what was originally permitted in the underlying zoning. What is developed in TZ-2 is not a significant expansion, but it is a consolidation. All of the properties coming from the categories where it is not a significant expansion would stay as TZ-2. Create a TZ-4, basically three or four properties along Fourteen Mile Rd., and give them SLUPs. In his view a few properties caused TZ-2 to be derailed by the former City Commission. Now the only unknown is what this City Commission wants. He doesn't think the Planning board was that far off in its original presentation to them.

Chairman Clein wondered if TZ-2 should be a bit more restrictive with fewer permitted uses so there is more of a separation between TZ-2 and TZ-3.

Mr. Boyle thought TZ-2 should be simplified so there is the intent of having a modest amount of mixed uses with some commercial activity, and there are not lots of regulations which is what a SLUP is. Discussion concerned making health club a SLUP use because of the need for parking, and its effect on the neighborhood. Mr. Williams suggested making anything a SLUP that impinges on the neighborhood in terms of its demands. Leave many of the uses the way they are because they are not that controversial.

Ms. Whipple-Boyce felt differently. She wanted to take some of the SLUP uses and put them into permitted uses because she thinks the whole idea is to activate the buildings and get small business owners into the spaces. She feels the board went wrong by taking some of the permitted uses away, and they have become too restrictive with what is being proposed for TZ-2. Mr. Jeffares thought that once you restrict the uses you will end up with empty stores.

Mr. Williams recalled that back in history the board took out some of the most objectionable uses. Their mistake was that they didn't report on that to the City Commission as part of this package. Now when they go forward to the Commission they have to go back and tell the whole story because the Commission needs to understand the original charge years ago and what has happened since. Mr. Boyle added that in the joint session it behooves this board to be very clear about what it wants and not apologize.

Ms. Whipple-Boyce thought there could be a way to clean up the uses so there is a better distinction between TZ-2 and TZ-3. Mr. Boyle said that understanding the long history is important along with presenting it in a logical simplified way to the Commission.

The group's consensus was to remove from TZ-2 drycleaner, grocery store, delicatessen, parking structure; make health club a SLUP; move coffee shop and bakery up from uses requiring a SLUP to permitted uses. All TZ-2 requirements kick in upon a change in use. A 3,000 sq. ft. limitation applies to permitted uses. Larger permitted uses require a SLUP.

It was agreed to look at the revised list of uses and start talking about them at the next study session.

APPENDIX F:

	TZ1	TZ2	TZ3
Residential Permitted Uses	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family 	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family 	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family
Commercial Permitted Uses		<ul style="list-style-type: none"> • Art gallery • Artisan use • Bakery • Barber/beauty salon • Bookstore • Boutique • Coffee shop • Drugstore • Gift shop/flower shop • Hardware • Health club/studio • Jewelry store • Neighborhood convenience store • Office • Tailor 	<ul style="list-style-type: none"> • Art gallery • Artisan use • Barber/beauty salon • Bookstore • Boutique • Drugstore • Gift shop/flower shop • Hardware • Health club/studio • Jewelry store • Neighborhood convenience store • Office • Tailor
Accessory Permitted Uses	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street 	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street 	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street

	TZ1	TZ2	TZ3
Uses Requiring a Special Land Use Permit	<ul style="list-style-type: none"> • Assisted Living • Church and Religious Institution • Essential services • Government Office/Use • Independent hospice facility • Independent senior living • Parking Structure • School – private and public • Skilled nursing facility 	<ul style="list-style-type: none"> • Any permitted commercial use with interior floor area over 3,000 sq. ft. per tenant • Assisted living • Bakery • Bank/credit union with drive-thru • Church and religious institution • Coffee shop • Delicatessen • Dry cleaner • Essential services • Food and drink establishment • Government office/use • Grocery store • Health club/studio • Independent hospice facility • Independent senior living • Parking structure • School – private and public • Skilled nursing facility • Specialty food shop 	<ul style="list-style-type: none"> • Any permitted commercial use with interior floor area over 4,000 sq. ft. per tenant • Assisted living • Bakery • Bank/credit union with drive-thru • Church and religious institution • Coffee shop • Delicatessen • Dry cleaner • Essential services • Food and drink establishment • Government office/use • Grocery store • Independent hospice facility • Independent senior living • Parking structure • School – private and public • Skilled nursing facility • Specialty food shop • Veterinary clinic

TRANSITIONAL ZONING

May 23, 2016

WHAT IS THE INTENT OF TRANSITIONAL ZONING?

- Provide for a reasonable and orderly transition from, and buffer between commercial uses and predominantly single-family residential areas or for property which either has direct access to a major traffic road or is located between major traffic roads and predominantly single-family residential areas.
- Develop a fully integrated, mixed-use, pedestrian-oriented environment between residential and commercial districts by providing for graduated uses from the less intense residential areas to the more intense commercial areas.

WHAT WILL CHANGE WITH TRANSITIONAL ZONING?

- **Establishment of a new residential only zone - TZ1**
- **Minor Changes of development standards in commercial zones - TZ2**
- **New mixed use zone - TZ3**
- **Setbacks will increase in some cases in TZ1 & TZ2**
- **Additional uses are proposed in TZ2 & TZ3**

NEW BUILDING HEIGHTS

- **TZ1: Attached Single Family**
 - Maximum height of 35 ft, 3 stories
 - Current zones allow 40 ft (R6), 50 ft (R7) and 30 ft (R8)
- **TZ2: Mixed Use**
 - Maximum height of 30 ft, 2 stories
 - Current zones allow 28ft (O2), or 30ft (B1), or 50 ft (P) maximum height
 - All setbacks remain the same
- **TZ3: Mixed Use**
 - Maximum height of 42 ft, 3 stories

NEW PERMITTED USES (AS ORIGINALLY PROPOSED)

	TZ1	TZ2	TZ3
Residential Permitted Uses	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family 	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family 	<ul style="list-style-type: none"> • Dwelling – attached single family • Dwelling – single family (R3) • Dwelling – multi-family
Commercial Permitted Uses		<ul style="list-style-type: none"> • Art gallery • Artisan use • Barber/beauty salon • Bookstore • Boutique • Drugstore • Gift shop/flower shop • Hardware • Health club/studio • Jewelry store • Neighborhood convenience store • Office • Tailor 	<ul style="list-style-type: none"> • Art gallery • Artisan use • Barber/beauty salon • Bookstore • Boutique • Drugstore • Gift shop/flower shop • Hardware • Health club/studio • Jewelry store • Neighborhood convenience store • Office • Tailor
Accessory Permitted Uses	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street 	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street 	<ul style="list-style-type: none"> • Family day care home • Home occupation* • Parking – off-street
Uses Requiring a Special Land Use Permit	<p>TZ1</p> <ul style="list-style-type: none"> • Assisted Living • Church and Religious Institution • Essential services • Government Office/Use • Independent hospice facility • Independent senior living • Parking Structure • School – private and public • Skilled nursing facility 	<p>TZ2</p> <ul style="list-style-type: none"> • Any permitted commercial use with interior floor area over 3,000 sq. ft. per tenant • Assisted living • Bakery • Bank/credit union with drive-thru • Church and religious institution • Coffee shop • Delicatessen • Dry cleaner • Essential services • Food and drink establishment • Government office/use • Grocery store • Health club/studio • Independent hospice facility • Independent senior living • Parking structure • School – private and public • Skilled nursing facility • Specialty food shop 	<p>TZ3</p> <ul style="list-style-type: none"> • Any permitted commercial use with interior floor area over 4,000 sq. ft. per tenant • Assisted living • Bakery • Bank/credit union with drive-thru • Church and religious institution • Coffee shop • Delicatessen • Dry cleaner • Essential services • Food and drink establishment • Government office/use • Grocery store • Independent hospice facility • Independent senior living • Parking structure • School – private and public • Skilled nursing facility • Specialty food shop • Veterinary clinic

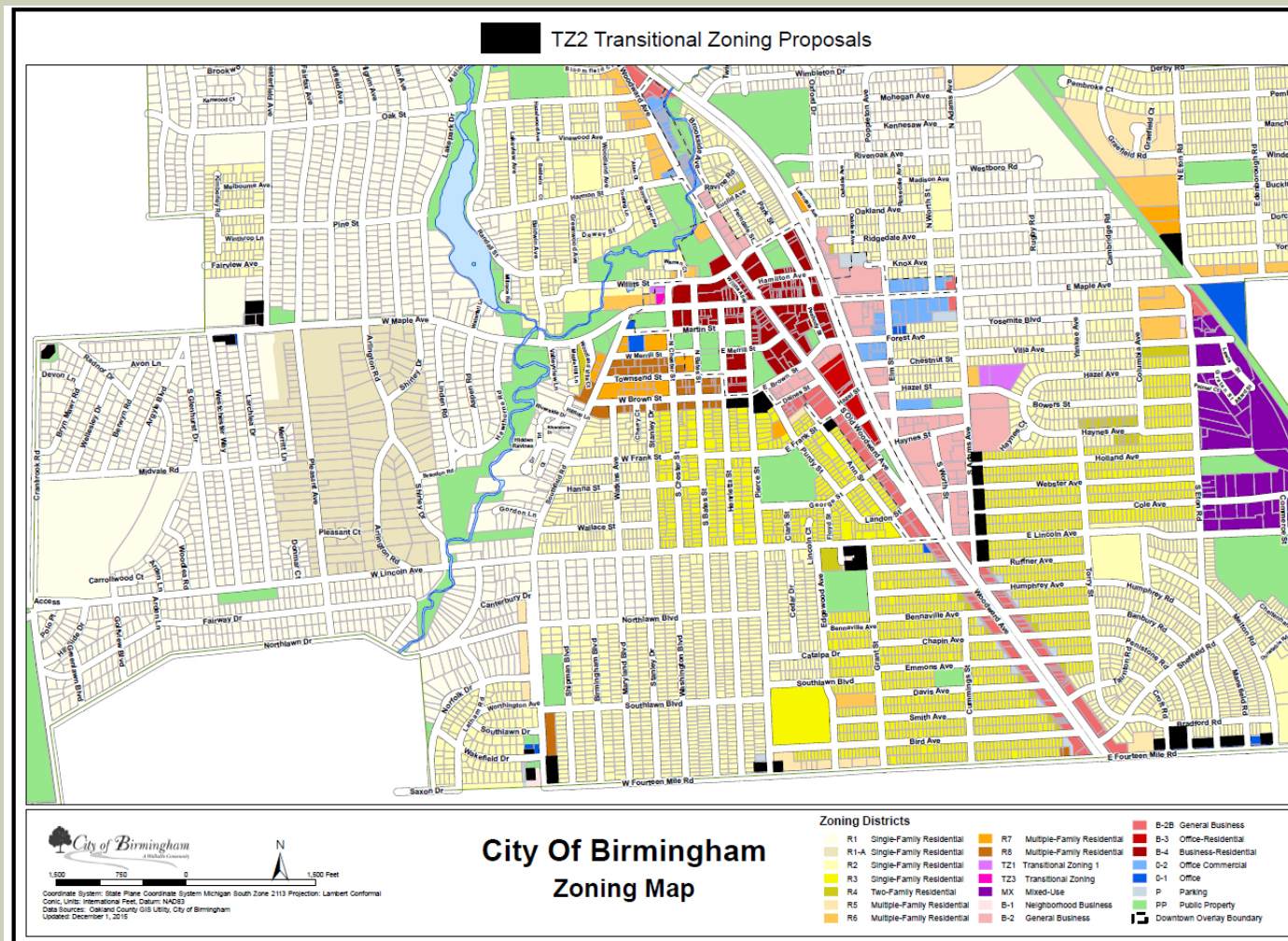
CONTROLS ON COMMERCIAL USES

- All uses larger than 3,000 sq. ft. in TZ2 or 4,000 sq. ft. in TZ3 will require a SLUP
- All commercial uses, except office, restricted to hours of operation of 7am – 9pm unless approved for extension by the Planning Board
- Design and placement requirements added to screen surface parking – placement primarily to side and rear of building
- Additional buffering requirements added when adjacent to single family residential – 6' masonry wall and landscaping
- Streetscape standards to clearly define boundaries of residential areas, add street trees, plazas and street furnishings
- Design standards added for building materials and architectural details

WHEN DO NEW STANDARDS APPLY?

- Any existing use will be permitted to continue.
- When a new use is established within an existing building, the new zoning will apply.
- New zoning will apply to any expansion of an existing use or building that requires site plan approval from the Planning Board.
- Where a new building is proposed, the new zoning will apply.

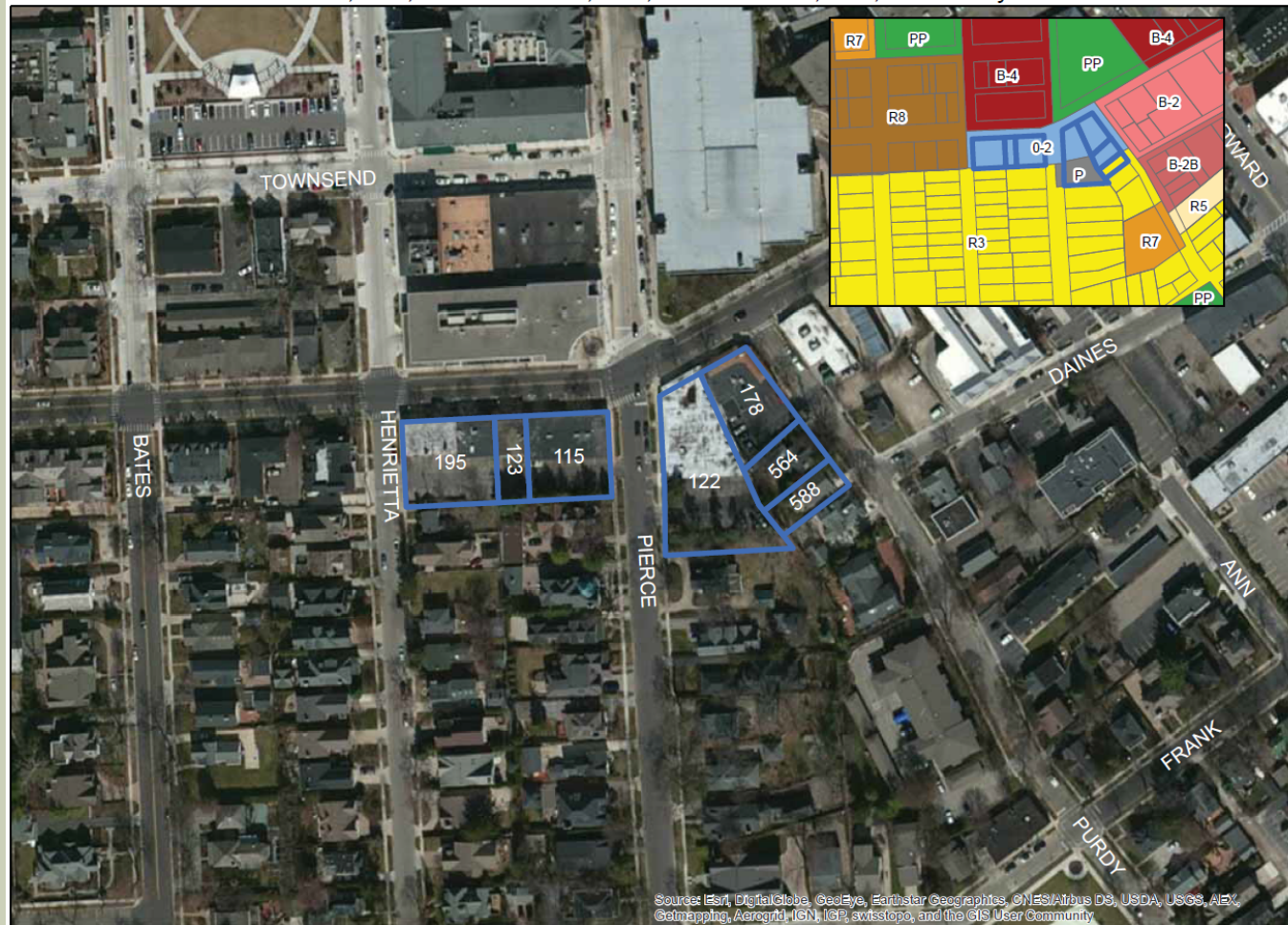
TZ2 PARCELS




BROWN AT PIERCE

APPENDIX C:

195, 123, 115 W. Brown; 122, 178 E Brown; 564, 588 Purdy

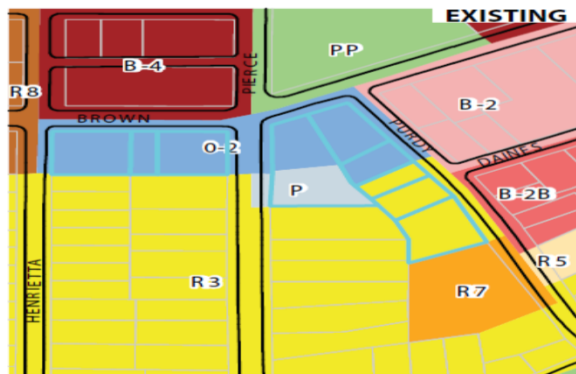


 T22 Proposals

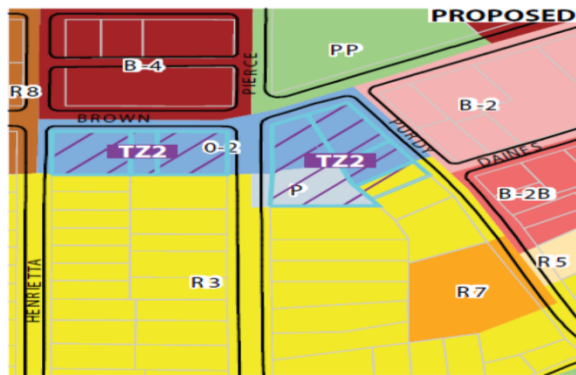
0 170 340 Feet



BROWN AT PIERCE



BROWN and PURDY, PURDY and DAINES



PROPOSED: TZ2 - Mixed-Use

0 50 100 200 Feet



Source: Bing



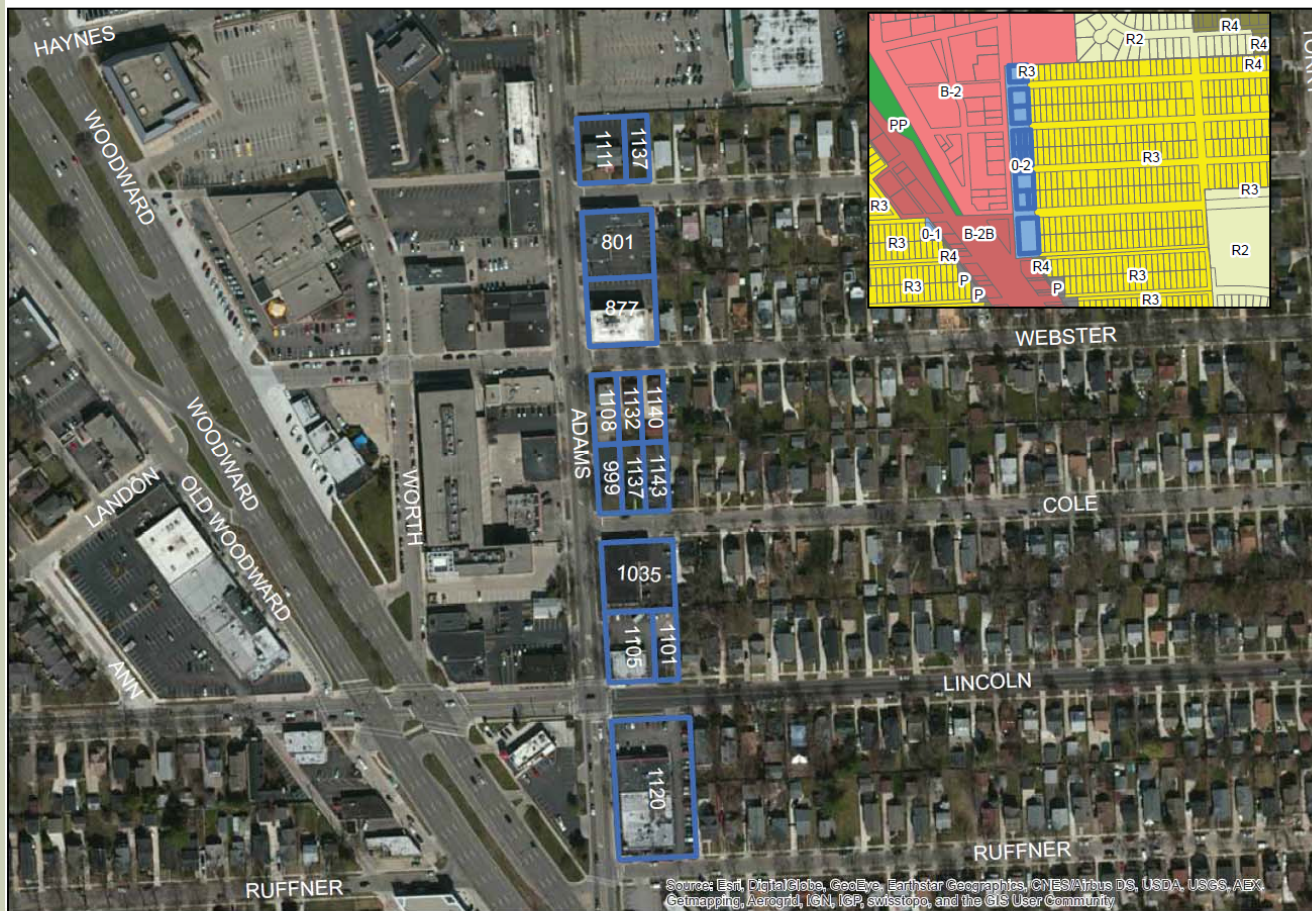
Source: Google



Source: Google

S. ADAMS

1111, 1137 Holland; 801, 877, 999, 1035, 1105 S Adams Rd;
1108, 1132, 1140 Webster; 1137, 1143 Cole St; 1101, 1120 E Lincoln




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero
Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

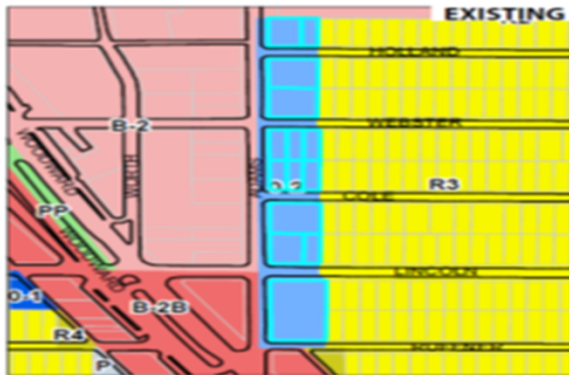
 TZ2 Proposals

0 250 500 Feet

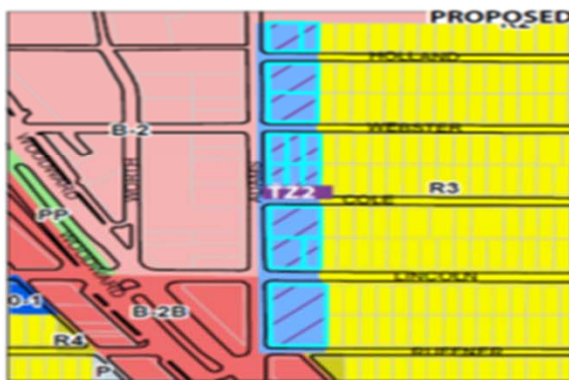


 City of Birmingham

S. ADAMS, ADAMS SQUARE TO LINCOLN



S. ADAMS between ADAMS SQUARE and LINCOLN



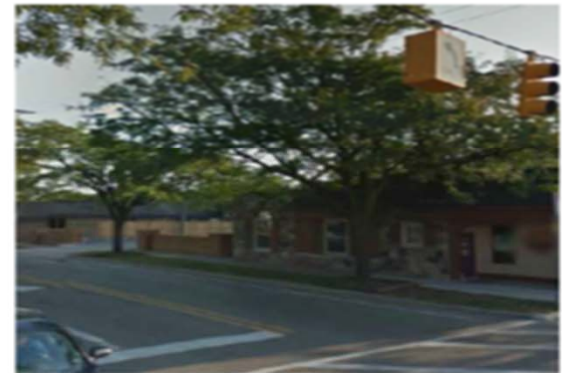
PROPOSED: T22 - Mixed-Use



Source: Bing



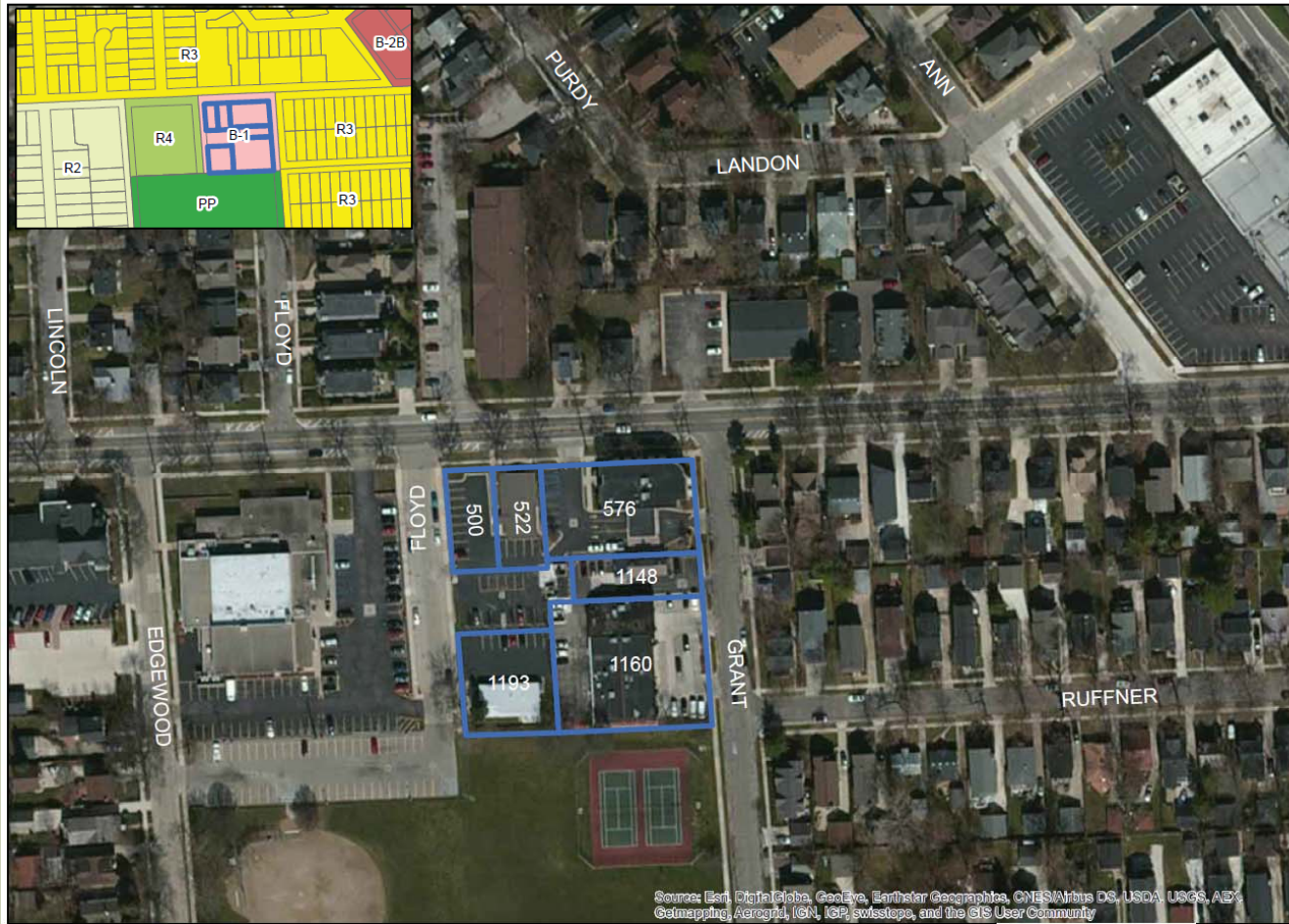
Source: Google



Source: Google

LINCOLN AT GRANT

500, 522, 576 E. Lincoln; 1148, 1160 Grant; 1193 Floyd



Source: Esri, DataCada, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

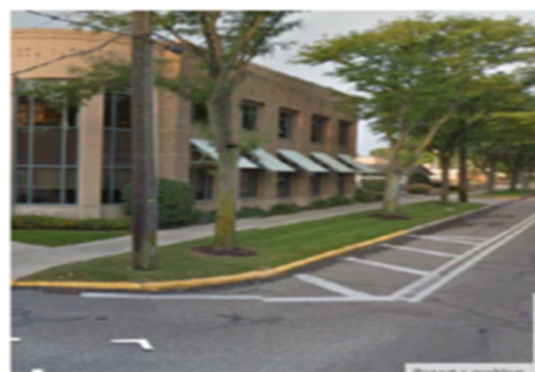
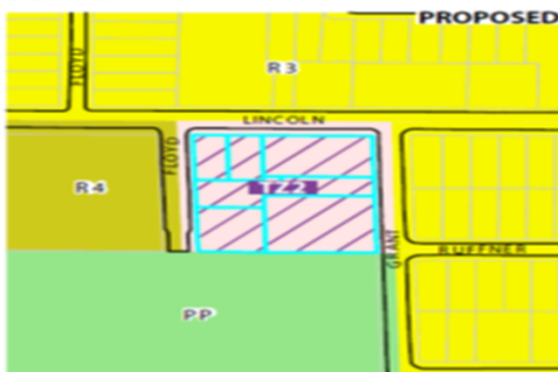


TZ2 Proposals

0 150 300 Feet



LINCOLN AT GRANT

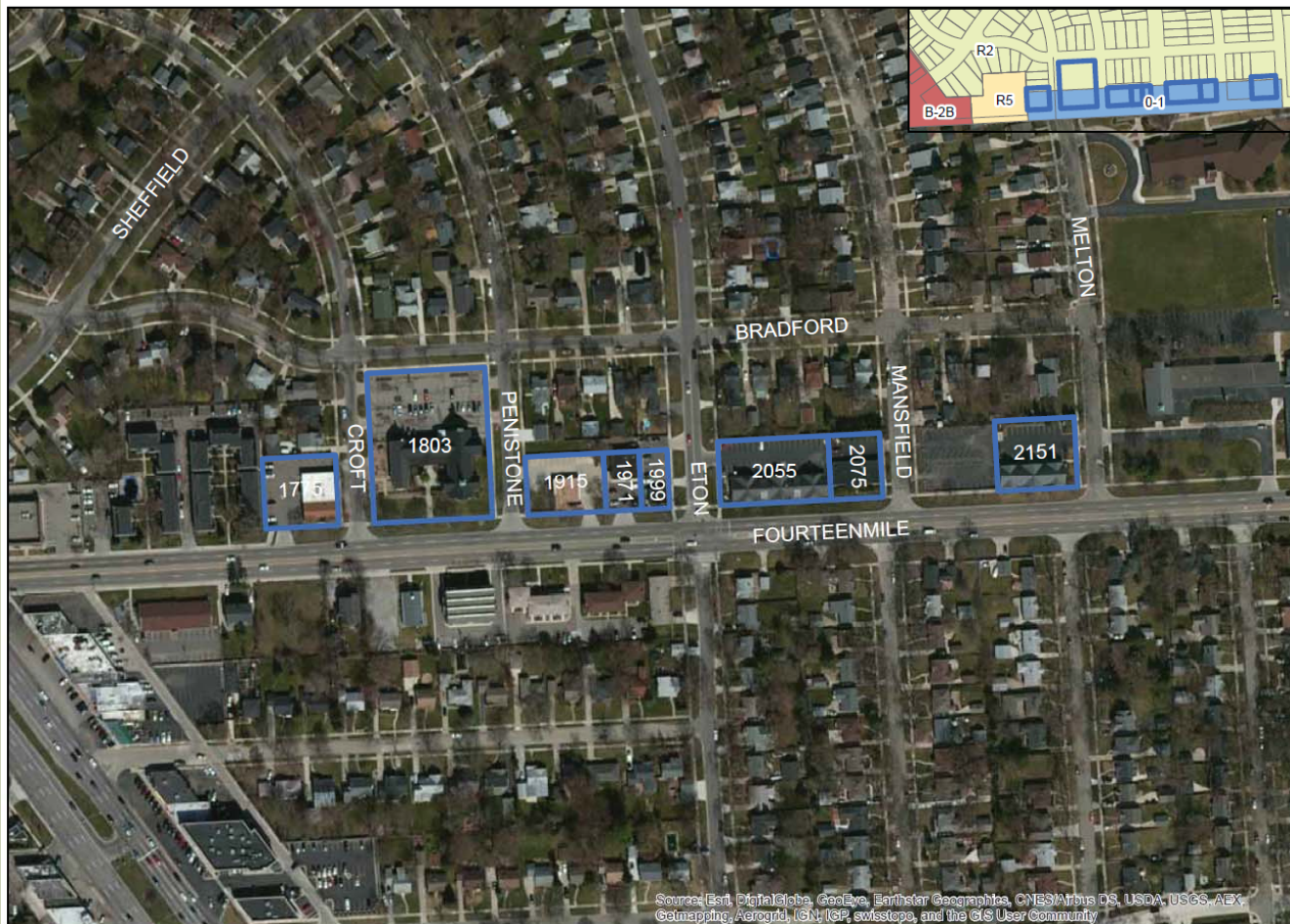


PROPOSED: TZ2 - Mixed-Use

0 50 100 200 Feet

E. 14 MILE ROAD

1775, 1803, 1915, 1971, 1999, 2055, 2075, 2151 Fourteen Mile Rd.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero, Geomapping, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

 TZ2 Proposals

0 245 490 Feet

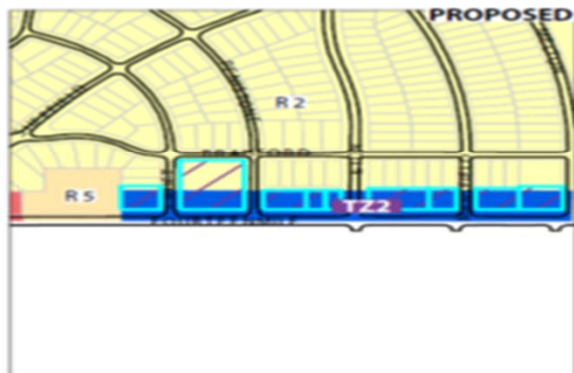


 City of Birmingham
A Vibrant Community

E. 14 MILE ROAD EAST OF WOODWARD



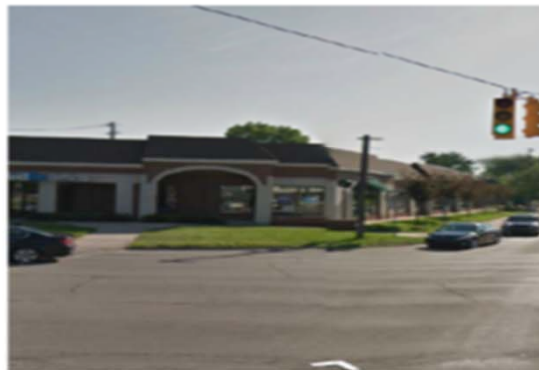
14 MILE east of WOODWARD



PROPOSED: T22 - Mixed-Use



Source: Bing



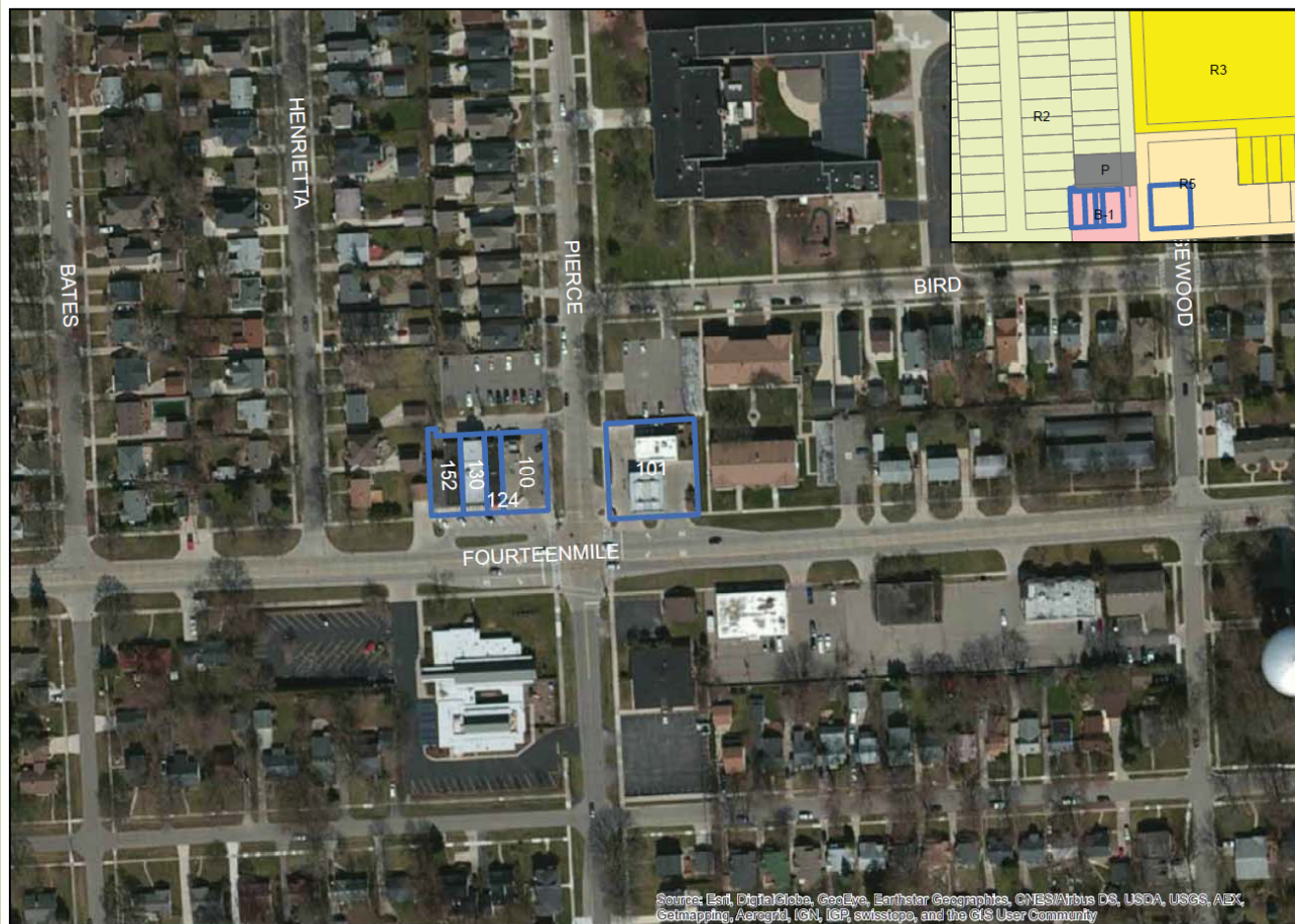
Source: Google



Source: Google

14 MILE AT PIERCE

100, 124, 130, 152 W Fourteen Mile Rd; 101 E. Fourteen Mile Rd.

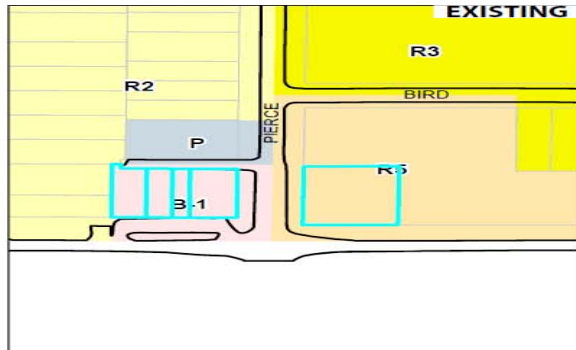


TZ2 Proposals

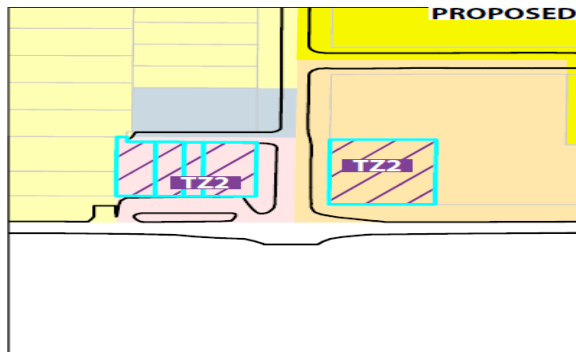
0 180 360 Feet



14 MILE ROAD AT PIERCE



14 MILE and PIERCE

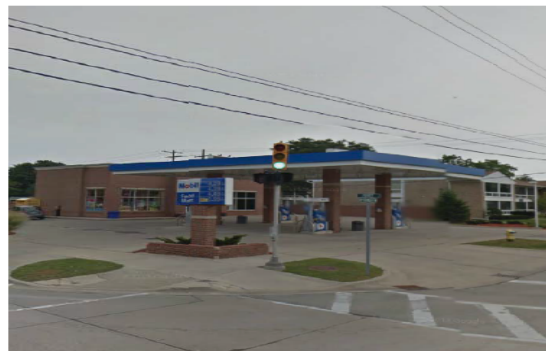


PROPOSED: TZ2 - Mixed-Use

0 250 500 1,000 Feet



Source: Bing



Source: Google




Source: Google

14 AND SOUTHFIELD

1712, 1728, 1732, 1740, 1744, 1794, 1821 W. Maple Rd.

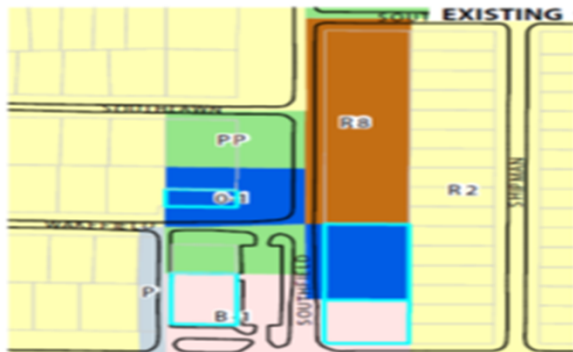


 TZ2 Proposals

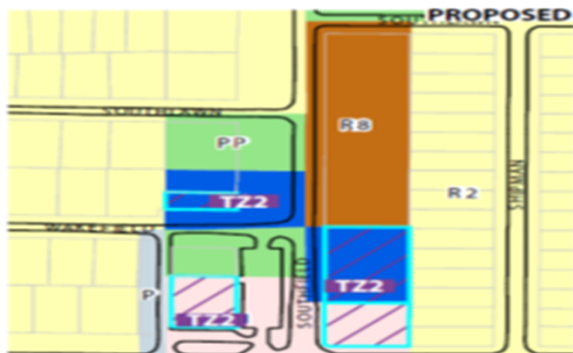
0 215 430 Feet



MARKET SQUARE AND PENNZOIL



SOUTHFIELD and 14 MILE



PROPOSED: T22 - Mixed-Use



Source: Bing



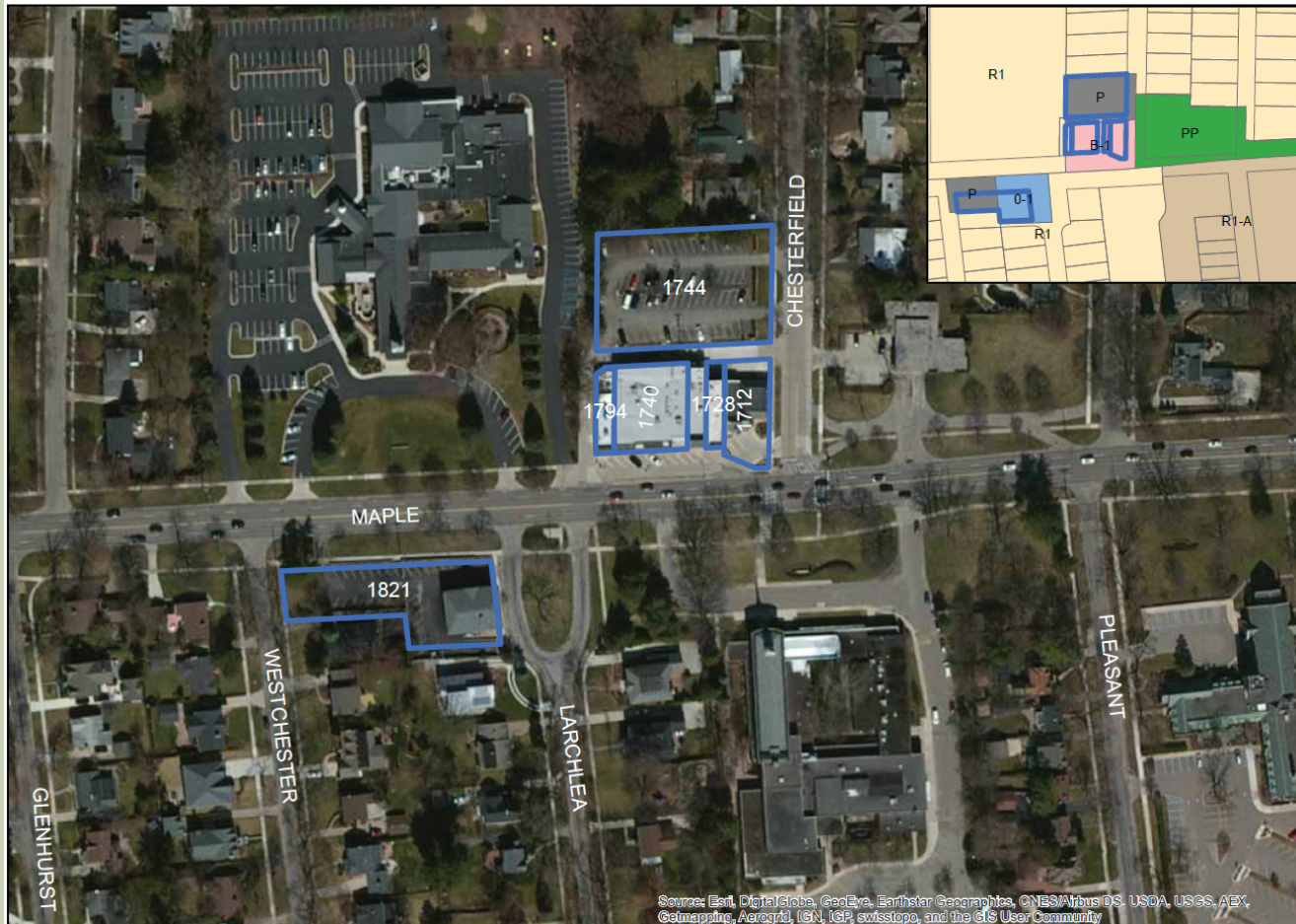
Source: Google




Source: Google

W. MAPLE AND LARCHLEA/CHESTERFIELD

1712, 1728, 1732, 1740, 1744, 1794, 1821 W. Maple Rd.



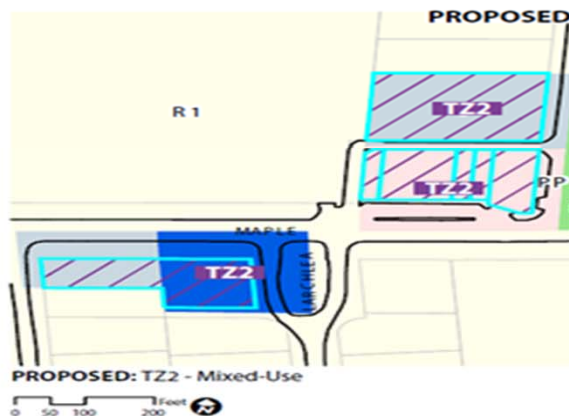
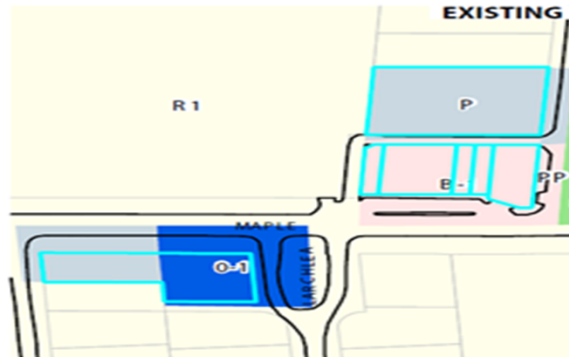
 TZ2 Proposals

0 175 350
Feet



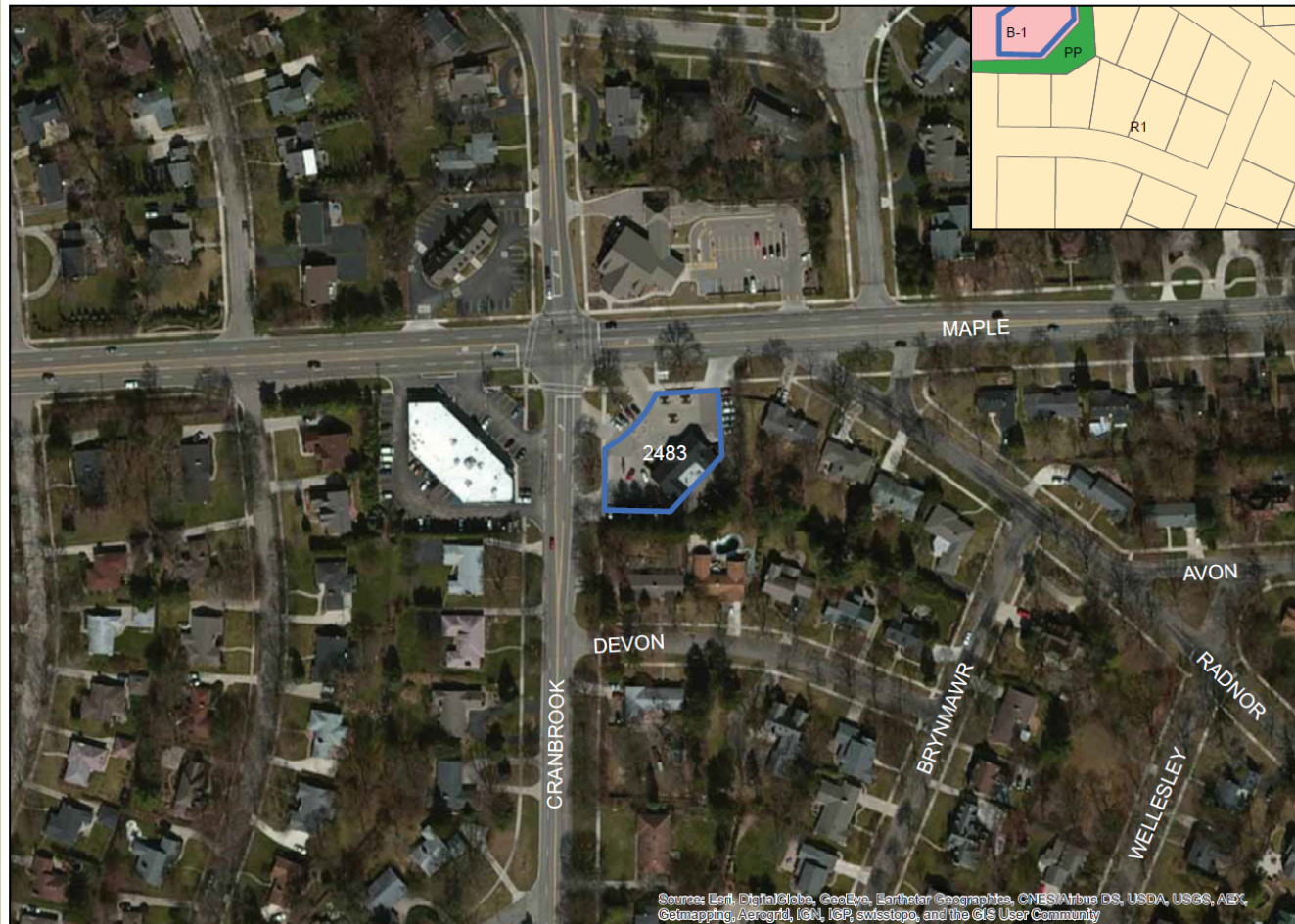
 City of Birmingham
A World-Class Community

MILLS PHARMACY PLAZA/ W. MAPLE & LARCHLEA



W. MAPLE AND CRANBROOK

2483 W. Maple Rd.



Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero, GeoMapping, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

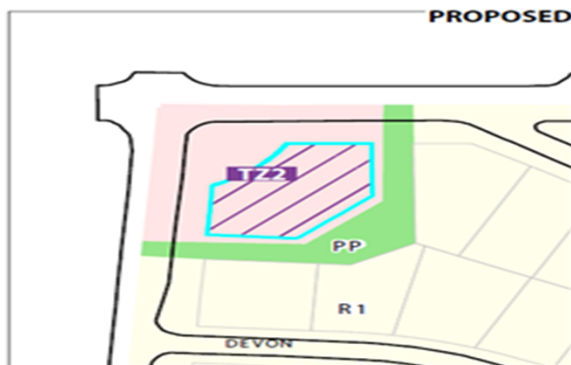
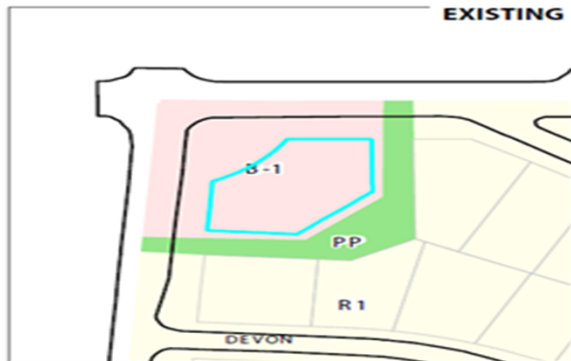


TZ2 Proposals

0 190 380 Feet



W. MAPLE AND CRANBROOK



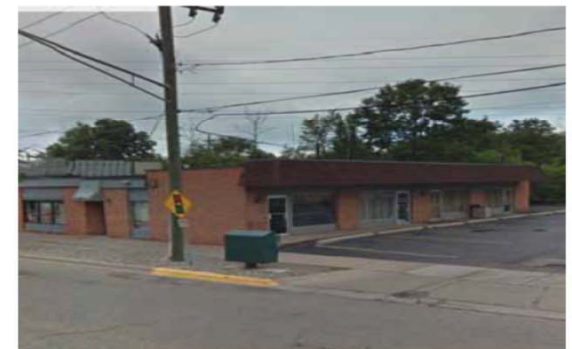
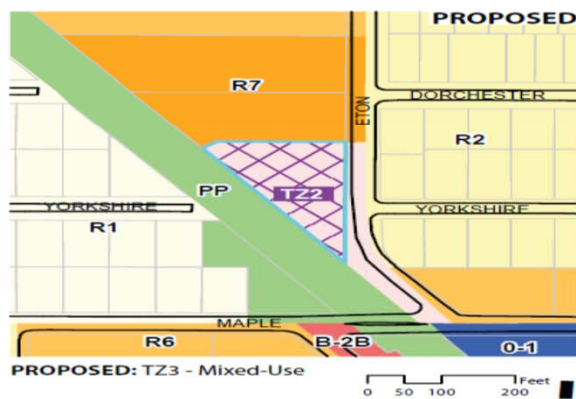
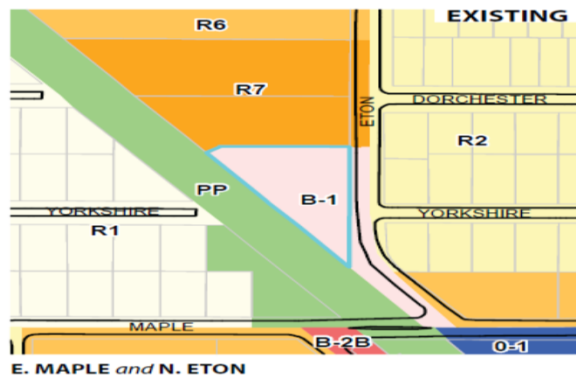
0 50 100 200 Feet



N. ETON AT E. MAPLE

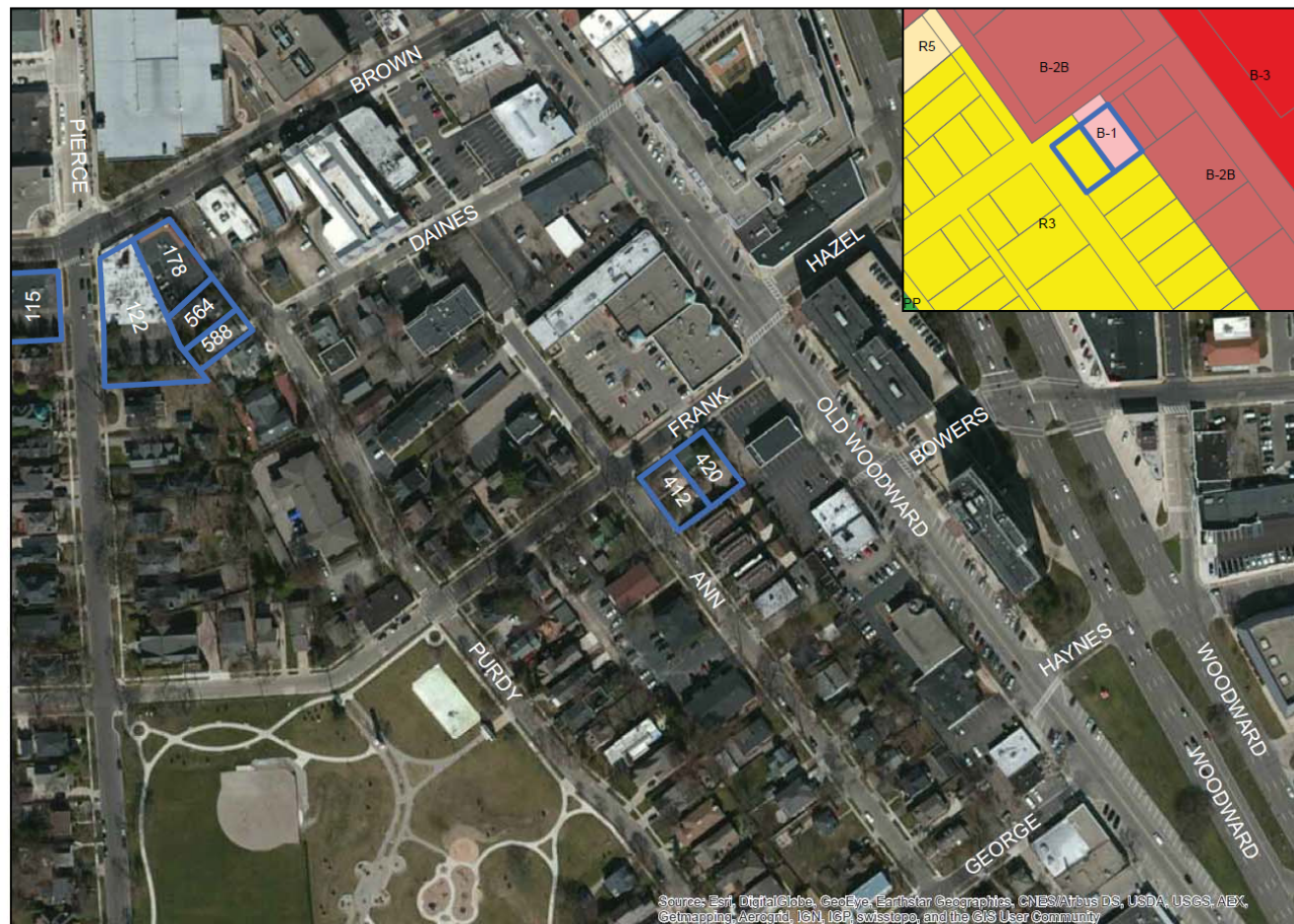


N. ETON



E. FRANK AT ANN

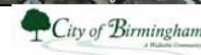
412 & 420 E. Frank St.



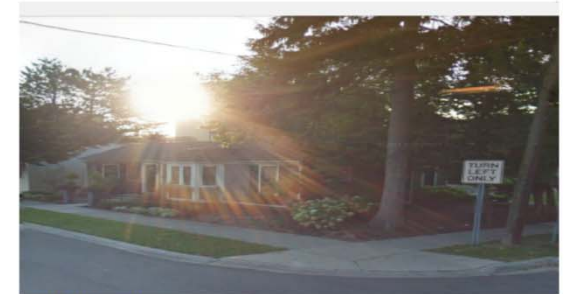
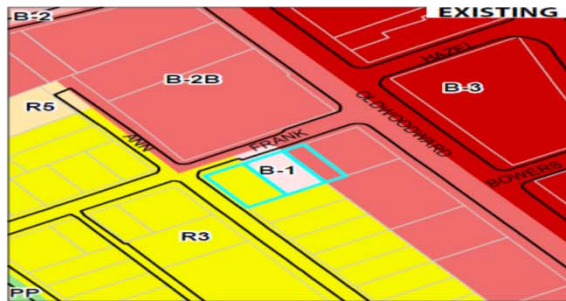
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero, GeoMapping, AeroGRID, IGN, IGA, swisstopo, and the GIS User Community

 TZ2 Proposals

0 215 430 Feet



E. FRANK– R3/B1/B2B TO TZ2



Total property area – approx. 15,000 sq. ft.

of residential units currently permitted – 1 unit on R3 parcel

0 units on B1 parcel

No limit on B2b parcel

of units permitted under TZ1 zoning - 5

CURRENT STUDY

	TZ1	TZ2	TZ3
Residential Permitted Uses	<ul style="list-style-type: none"> Dwelling – attached single family Dwelling – single family (R3) Dwelling – multi-family 	<ul style="list-style-type: none"> Dwelling – attached single family Dwelling – single family (R3) Dwelling – multi-family 	<ul style="list-style-type: none"> Dwelling – attached single family Dwelling – single family (R3) Dwelling – multi-family
Commercial Permitted Uses		<ul style="list-style-type: none"> Art gallery Artisan use Bakery Bank/credit union Barber/beauty salon Bookstore Boutique Coffee shop Delicatessen Drugstore Dry Cleaner (no on site plant) Gift shop/flower shop Hardware Health club/studio Jewelry store Neighborhood convenience store Office Specialty Food Shop Tailor 	<ul style="list-style-type: none"> Art gallery Artisan use Bakery Bank/credit union Barber/beauty salon Bookstore Boutique Coffee Shop Delicatessen Drugstore Dry Cleaner (on on site plant) Gift shop/flower shop Hardware Health club/studio Jewelry store Neighborhood convenience store Office Specialty Food Shop Tailor
Accessory Permitted Uses	<ul style="list-style-type: none"> Family day care home Home occupation* Parking – off-street 	<ul style="list-style-type: none"> Family day care home Home occupation* Parking – off-street 	<ul style="list-style-type: none"> Family day care home Home occupation* Parking – off-street
Uses Requiring a Special Land Use Permit	TZ1 <ul style="list-style-type: none"> Assisted Living Church and Religious Institution Essential services Government Office/Use Independent hospice facility Independent senior living Parking Structure School – private and public Skilled nursing facility 	TZ2 <ul style="list-style-type: none"> Any permitted commercial use with interior floor area over 3,000 sq. ft. per tenant Assisted living Bakery Barber/Beauty Salon Bank/credit union with drive-thru Church and religious institution Coffee shop Delicatessen Dry cleaner Essential services Food and drink establishment Government office/ use Grocery store Health club/studio Independent hospice facility Independent senior living Parking structure School – private and public Skilled nursing facility Specialty food shop - 	TZ3 <ul style="list-style-type: none"> Any permitted commercial use with interior floor area over 4,000 sq. ft. per tenant Assisted living Bakery Bank/credit union with drive-thru Church and religious institution Coffee shop Delicatessen Dry cleaner with plant Essential services Food and drink establishment Government office/use Grocery store Independent hospice facility Independent senior living Parking structure School – private and public Skilled nursing facility Specialty food shop Veterinary clinic



MEMORANDUM

Planning Division

DATE: May 25, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Woodward Corridor Complete Streets Plan

In addition to our own City-wide multi-modal and Complete Streets efforts, the City of Birmingham has also been participating in a multi-jurisdictional Complete Streets project for the entire Woodward corridor from the Detroit River to Pontiac (see attached resolutions of the City Commission in support of Complete Streets).

In 2011, the WA3 received a \$752,880 Federal Highway Administration discretionary grant to prepare a Woodward Avenue Complete Streets Master Plan. The WA3 acted as the leader in this inter-agency approach, partnering with MDOT, Detroit Department of Transportation, SMART, SEMCOG, Wayne and Oakland Counties and all 11 municipalities along the Woodward Corridor. The WA3 sought and obtained matching funds for this project. The grant funds were used to develop a multi-jurisdictional framework of shared standards, policies and land use changes that integrate Complete Streets principles in a complete, coordinated plan for the entire Woodward corridor.

In 2011, the WA3 issued a Request for Proposals to complete the Complete Streets project. A team made up of representatives of communities along the Woodward corridor reviewed the proposals received and ultimately selected Parsons Brinkerhoff as the lead consultant. As Parsons was also the lead consultant for the Alternatives Analysis project (Bus Rapid Transit Study), the selection team felt that this would encourage collaboration and integration of both projects, resulting in a comprehensive solution for the Woodward corridor.

The consultant team immediately commenced studying the travel and built characteristics of the Woodward corridor, and began formulating ideas to expand multi-modal facilities on the corridor, enhance the usability of the corridor for all users, to enhance the visual impact of the corridor, and to attract and retain economic development along the corridor.

In May 2013, the consultant team led a three day charrette in Birmingham to solicit public comment on the community's vision for the Woodward corridor. Five charrettes were also held in different locations along the corridor. As a result of the charrette feedback along the corridor, the consultants put together a draft Complete Streets Plan. The WA3 presented the

draft plan concepts for Birmingham to both the Multi-Modal Steering Committee and the Planning Board in 2013 (see attached minutes). Both groups expressed excitement over the dramatic changes to the Woodward corridor proposed in the Complete Streets Plan. However, they expressed concern that the proposed cross sections for Birmingham were not acceptable as they did not do enough to alter existing conditions to create the desired character for the corridor. Both groups individually asked the WA3 to revise the Birmingham cross sections, to make them similar to the cross sections provided for Woodward in Ferndale.

The Woodward Avenue Complete Streets Plan was completed and approved by the Woodward Avenue Action Association in October 2015. The entire plan is attached for your review.

At this time, the Woodward Avenue Action Association is seeking formal approval of the Complete Streets Plan from the respective City Councils and Commissions of each of the communities along the corridor. To date, Berkley, Pleasant Ridge and Huntington Woods have approved the Woodward Avenue Action Association's Complete Streets Plan. Royal Oak, Detroit and Pontiac have also commenced the approval process.

Suggested Resolution:

To approve in concept the Woodward Avenue Complete Streets Plan prepared and approved by the Woodward Avenue Action Association in October 2015.



**BIRMINGHAM CITY COMMISSION
REGULAR MEETING, JULY 11, 2011
RESOLUTION # 07-185-11**

Present: Commissioners Dilgard, Hoff, McDaniel, Moore, Nickita, and Sherman
Absent: Mayor Rinschler

MOTION: Motion by Hoff, seconded by Dilgard:
To formally support the Complete Streets principles in the City of Birmingham:

WHEREAS, Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities: and

WHEREAS, the Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact Complete Streets legislation that requires the Michigan Department of Transportation to consider all users in transportation related projects; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of multi-modal transportation infrastructure, including accommodations for pedestrian, bicycle, and transit riders, offers long-term cost savings by reducing costly infrastructure retrofits and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g. walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, existing City of Birmingham plans and policies already support principles that facilitate progress toward developing a network of Complete Streets consistent with the objectives of the Michigan Complete Streets legislation and with the practices promoted by the National Complete Streets Coalition; and

WHEREAS, Complete Streets principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal directives that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, the adoption of this Complete Streets Proclamation allows the City of Birmingham to remain competitive in the pursuit of future state transportation project funding.

NOW, THEREFORE, BE IT RESOLVED, that the City of Birmingham City Commission hereby declares its support of Complete Streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities.

VOTE: Yeas, 6
 Nays, None
 Absent, 1 (Rinschler)

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of July 11, 2011.



Laura M. Pierce
City Clerk





**BIRMINGHAM CITY COMMISSION
REGULAR MEETING, JULY 25, 2011
RESOLUTION # 07-196-11**

Present: Mayor Rinschler, Commissioners Dilgard, Hoff, McDaniel, Moore, Nickita, and Sherman
Absent: None

MOTION: Motion by Hoff, seconded by McDaniel:
To support Regional Transportation Planning:

WHEREAS, existing City of Birmingham plans and policies already support principles that facilitate progress toward developing a network of Complete Streets to promote multi-modal transportation options and accessibility for all users;

WHEREAS, development of multi-modal transportation infrastructure, including accommodations for pedestrian, bicycle, and transit riders, offers long-term cost savings by reducing costly infrastructure retrofits and opportunities to create safe and convenient motorized and non-motorized travel;

WHEREAS, multi-modal regional transportation planning, including a Regional Public Transportation System, is vital to the needs of the metropolitan Detroit Region, including Macomb, Wayne and Oakland Counties ("the Region");

WHEREAS, multi-modal regional transportation planning, including a comprehensive Regional Public Transportation System, is core to a sound economic development strategy for Birmingham and the Region;

WHEREAS, SEMCOG has indicated a good transit system can attract development, businesses, tourism, and conventions, and helps to connect people to jobs, making the Region more economically competitive;

WHEREAS, the economic viability of the Region depends on the ability of workers to get to jobs using a comprehensive Regional Public Transportation System that includes multi-modal transportation alternatives, including the provision of both fixed transit routes and flexible para-transit;

WHEREAS, the basic needs of some residents of the Region can only be met through the provision of multi-modal transportation options, including a Regional Public Transportation System (ie. For travel to medical office visits, grocery shopping etc.);

WHEREAS, increasing active transportation (e.g. walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities;

WHEREAS, multi-modal regional transportation planning, including a Regional Public Transportation System, will provide mobility options to local residents of all ages and abilities;

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles;

WHEREAS, The City of Birmingham has supported area-wide public transit by being an "opt-in" community in support of SMART since the system was established in 1996;

WHEREAS, the City of Birmingham recently declared its support of Complete Streets policies and directed City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities;

WHEREAS, Complete Streets are only achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding communities;

WHEREAS, the City of Birmingham has supported regional planning efforts through its ongoing membership in regional organizations, including SEMCOG and the Woodward Avenue Action Association;

WHEREAS, the communities in South Oakland County along the Woodward corridor have an opportunity to obtain federal grant funding to study the possibility of the future extension of light rail north along Woodward into Oakland County;

NOW, THEREFORE, BE IT RESOLVED that the City of Birmingham is committed to working directly with other local jurisdictions along the Woodward corridor to seek funding opportunities to study the future extension of light rail north along Woodward from the northern terminus of the light rail system currently proposed by the City of Detroit into Oakland County;

IT IS FURTHER RESOLVED that a copy of this resolution be sent electronically to all municipalities in Oakland County along the Woodward corridor, all Oakland County Commissioners, County Executive L. Brooks Patterson, and Mayor David Bing, City of Detroit.

VOTE: Yeas, 7
 Nays, None
 Absent, None

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of July 25, 2011.



Laura M. Pierce
City Clerk



Planning Board Minutes
November 11, 2013

STUDY SESSION

Woodward Complete Streets Project

Presentation by Jason Fowler, Economic Development Program Manager, Woodward Ave. Action Assoc. ("WA3")

Mr. Fowler announced their mission is to promote, enhance, and preserve the historic Woodward Ave. Corridor. He offered a brief background. The WA3 is comprised of board members from every municipality along the Corridor, Wayne County, Oakland County, M-DOT, along with other institutions and interests. In 2011, the WA3 was awarded a \$752,000 grant from the Federal Highway Administration to conduct the Woodward Ave. Complete Streets Master Plan.

The Complete Streets project, the Transit Oriented Development project, and the Alternatives Analysis that is run by SEMCOG are separate projects but are very symbiotic.

Parsons Brinkerhoff was selected as lead consultant for Complete Streets.

Complete Streets means planning for all users on the street: pedestrians, bicyclists, children, the disabled, rapid transit users, and business owners. This is a nationally recognized concept that both M-DOT and local municipalities have started adopting. Studies show that utilizing this concept will start to improve economic development and ultimately property values.

The consultant has held charettes to give the public an opportunity to interact with the entire consulting team and to offer input that would shape the plan to come. Also, presentations, a walking and a bicycling audit, focus groups, and a community image survey were conducted.

After all of the preliminary analysis was done, they have created a draft conceptual plan based on planning data and comments that were accumulated.

Options for various intersections were presented. Mr. Fowler pointed out they have placed the Bus Rapid Transit in the median as a place holder because it is the most difficult design option to plan around. If all goes according to schedule, they are hoping to have a final document by Spring 2014.

Chairman Boyle questioned to what extent this project will provide the opportunity to make Birmingham a walkable community by more conveniently connecting the neighborhoods on the east with the neighborhoods on the west. Mr. Fowler responded that the plan will include phased recommendations that will enhance walkability and connectivity.

Ms. Whipple-Boyce asked how successful the overall plan can be if the proposed buildings cannot be built because of the lack of parking. Are there proposals for additional parking in the plan. Mr. Fowler answered it is up to each individual community whether they want to institute more transit oriented design theories that would lead to this type of development, and whether they would also start accommodating off-corridor parking. If access to businesses is improved through all other uses, then the dependence on the automobile and parking is lessened.

Ms. Ecker advised the Bus Rapid Transit Plan should be completed by Spring and that will enable the other plans to be filled in.

Mr. Williams said in today's world three lanes is not practical along Woodward Ave. If the green space is not reduced, there will be traffic jams. Mr. Fowler said there will never be a bike lane adjacent to cars. Traffic studies have shown that the fourth lane is needed in Royal Oak - Fourteen Mile to Twelve Mile. There are a lot of things they can do to improve how the street functions.

Mr. Clein thought that three lanes will work, except at Thirteen Mile Rd. In relation to the proposal that has been put forth for improvements in Birmingham, there are really no improvements in his opinion. He supports the two-way bike use on each side. However, he cannot stress enough how much he thinks the service drives in Birmingham need to go. They do not lend themselves to vehicular or pedestrian safety. Instead, allow parking access off of Woodward Ave. Mr. Williams said that in order for Birmingham to come up with a comprehensive plan, they have to address the parking issue. He agrees with Mr. Clein that the Birmingham plan is terrible. To him it doesn't look like any change. The only difference is that the middle section has been taken away to add the BRT lane, and two-way bike lanes have replaced car lanes. The ingress/egress to the businesses is still preserved.

No one from the public wished to comment on this matter at 9:08 p.m.

Consensus of the board on the way to go based on the options that were put forward was to discontinue the service drive, convert to on-street parallel parking and add two-way bike lanes on each side and a tree median.

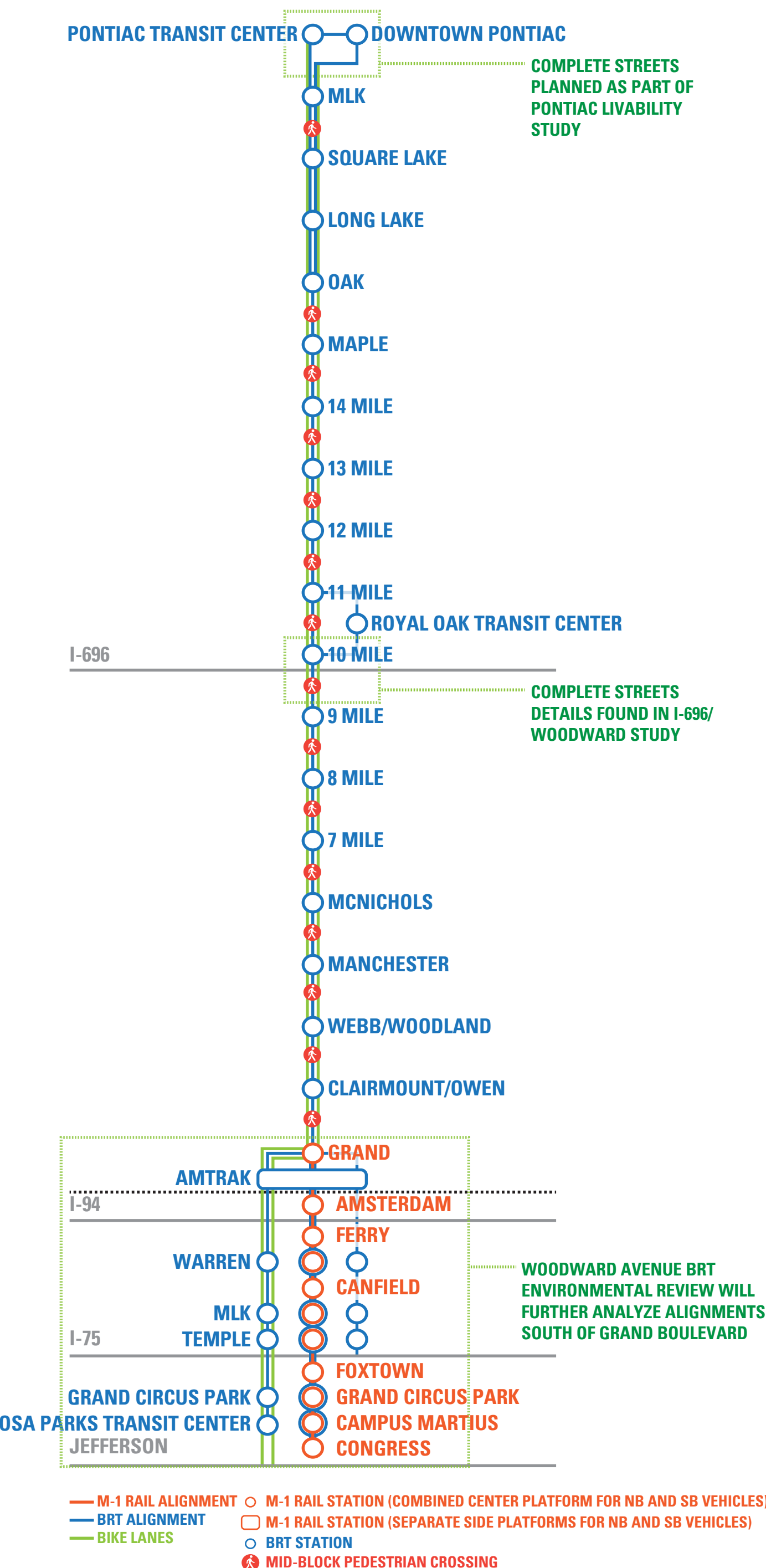
Woodward Avenue

COMPLETE STREETS

WOODWARD AT A GLANCE...

Woodward Avenue is an iconic urban scenic byway and the spine of the Detroit metropolitan region that traverses eleven communities from Downtown Detroit to the City of Pontiac. Woodward Avenue is perhaps the most critical corridor in the region and state as 1 in 10 Michiganders live along Woodward Avenue. It also represents the "Main Street" of many corridor communities, including Detroit, Highland Park, Ferndale, and Pontiac.

The future Woodward Avenue vision paints a picture of a livable, walkable, pedestrian, and transit-friendly multi-modal corridor. Building upon the future rapid transit, it aims to create a different future for Woodward Avenue that focuses on being a safe, secure, stable, well-linked, and economically stimulated place for its communities.



COMPLETE STREETS RECOMMENDED ELEMENTS FOR WOODWARD AVENUE



Street Trees

A consistent layout of street planting will bring order to Woodward Avenue and create spaces that will improve each neighborhood's identity. The proper design of irrigation and establishment of landscape maintenance protocols will help street trees to reach maturity. Mature plantings in ordered, urban streetscapes exude a sense of calm and stability. Street trees will also provide environmental benefits and assist in calming traffic.



Pedestrian Zone

Providing ample space within the pedestrian zone will synthesize a variety of activities, including the movement of pedestrians and outdoor dining/retail operations. Enhanced pedestrian crossings with curb extensions and pedestrian refuge islands (where feasible) at mid-block locations and major intersections will improve connectivity and safety for pedestrians throughout the corridor.



On-Street Parking

Maintaining on-street parking spaces (where feasible) will increase the viability of business along the corridor and will have a traffic calming effect on adjacent general purpose lanes.



Branding

Building on the brand established by the Woodward Avenue Action Association (WA3) will provide consistency and recognition throughout the corridor, further enhancing its sense of place. This brand can be applied to signage, wayfinding, kiosks, and many other elements.



Cycle Tracks

Raised cycle tracks will be constructed adjacent to sidewalks but will be delineated from pedestrian zones by unique paving colors or materials. Raised bicycle facilities will foster a greater sense of safety for less advanced cyclists and also reduce maintenance challenges.



Stormwater Management

Streetscape vegetation will be designed and programmed to filter stormwater from impervious surfaces. These elements improve the aesthetics of the street and will act as buffers between different modes of travel.



Mixed-Use Development

Complete streets will produce greater volumes of all types of travel, providing the foundation for intensified private development that combines uses. Ground floor retail with a high percentage of windows can help activate the street.



Furnishing

Streetscape elements, such as lighting, benches, trash receptacles, informational kiosks, bike share facilities, and many others, will have a powerful effect on the identity of the corridor if designed as a unified brand.



Rapid Transit

Two rapid transit systems, M-1 Rail (in construction) and Woodward Avenue bus rapid transit (BRT) (planned), will provide premium transit service throughout the corridor and are projected to serve over 40,000 users each day.



Woodward Avenue

COMPLETE STREETS JEFFERSON AVE. TO GRAND BOULEVARD

EXISTING CONDITIONS

The width and character of Woodward Avenue is fairly consistent within this segment of the corridor. Within Downtown Detroit (south of Park Avenue), wider sidewalks have been implemented that include the use of higher quality materials, planters, street trees, and furnishings. Vehicle travel lanes within this segment have been reduced from seven (7) to four (4). Continental crosswalk design (12" bars perpendicular to the path of travel) is used within this segment at most intersections and mid-block locations. On-street parking is provided in select locations throughout this segment.

Extending from the northern portion of Downtown Detroit (north of Park Avenue) and into Midtown and New Center, nine (9) vehicle travel lanes including a center-turn lane and narrower sidewalks make up the 110' right-of-way. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations. On-street parking is provided throughout the entire segment.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS








Between Jefferson and Grand Boulevard, vehicle travel lanes will be impacted by the construction of the M-1 Rail streetcar lines, which will primarily operate in curbside lanes until just before Grand Boulevard when the streetcar transitions to center-running operations. The existing nine (9) vehicle travel lanes will be reduced to seven (7), two (2) of which will share space with the streetcar. This reduction allows for wider sidewalks, the inclusion of on-street parking along the eastern edge of the street, and a median within the center turn-lane.

Planned bicycle facilities on Cass Avenue (one block west of Woodward Avenue) will serve the corridor. Cass Avenue was chosen to accommodate bicycle facilities due to concerns over bicycle safety associated with the streetcar tracks and will still allow space for future bus rapid transit (BRT) along Cass Avenue.

The pedestrian zone within this segment is recommended to include sidewalks on each side of the street at least 14' in width. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

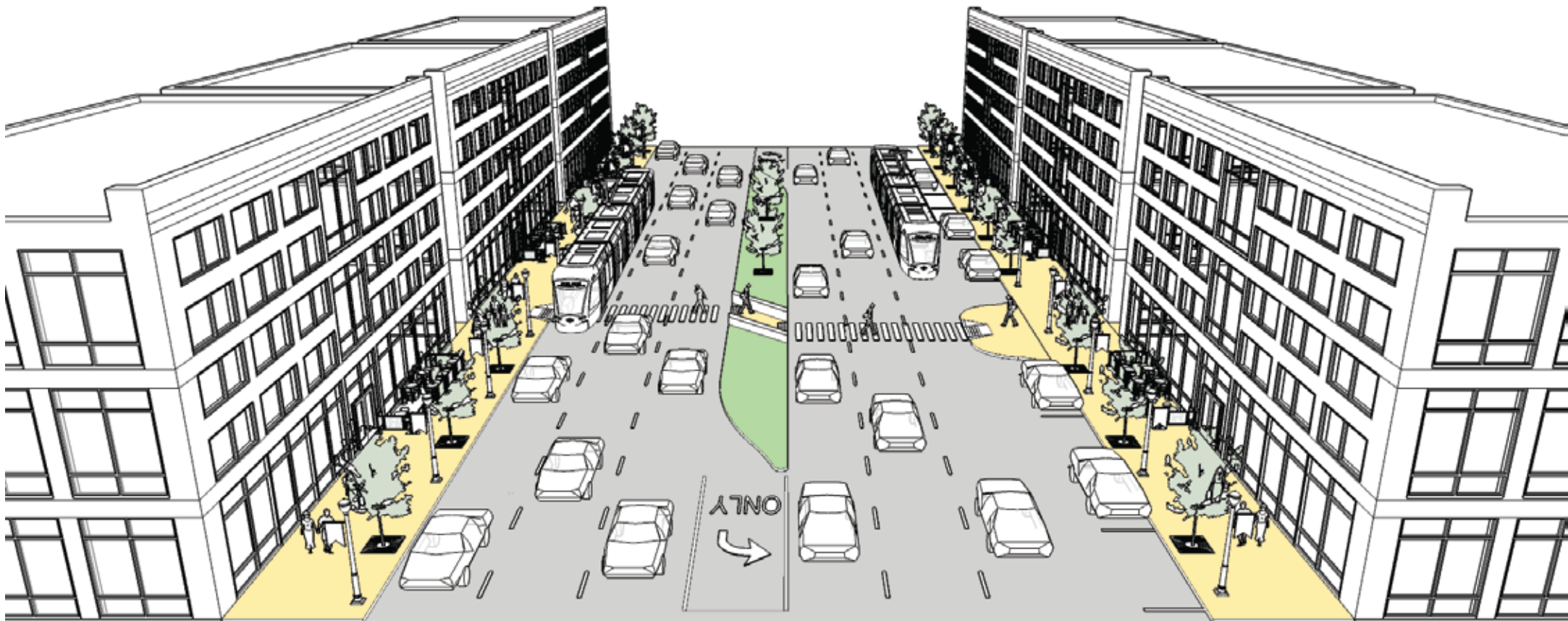
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Shared streetcar-vehicle lanes will provide premium transit in this segment
-  **PEDESTRIAN ZONE**
Wide sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **ON-STREET PARKING**
On-street, parallel parking accommodated on the east edge of the street
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining, bike share facilities, and M-1 Rail stations
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: JEFFERSON TO GRAND
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS GRAND BOULEVARD TO MCNICHOLS RD.

EXISTING CONDITIONS

This segment, between Grand Boulevard and McNichols Road, represents the narrowest right-of-way along the entire Woodward Avenue corridor. The right-of-way is 100', consisting of seven (7) vehicle travel lanes including a center turn-lane and 14' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is not specifically delineated in this segment, but the outside lane is generally used for this purpose. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Detroit and Highland Park

RECOMMENDATIONS

Between Grand Boulevard and McNichols Road, the existing seven (7) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes physically separated from vehicle travel lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate cycle tracks from vehicular traffic. The cycle tracks will begin north of Grand Boulevard and be linked directly to planned bicycle facilities on Cass Avenue.

The remaining space from the existing sidewalk will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks and enhanced pedestrian crossings



FURNISHING

Amenities consistent with Woodward corridor



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

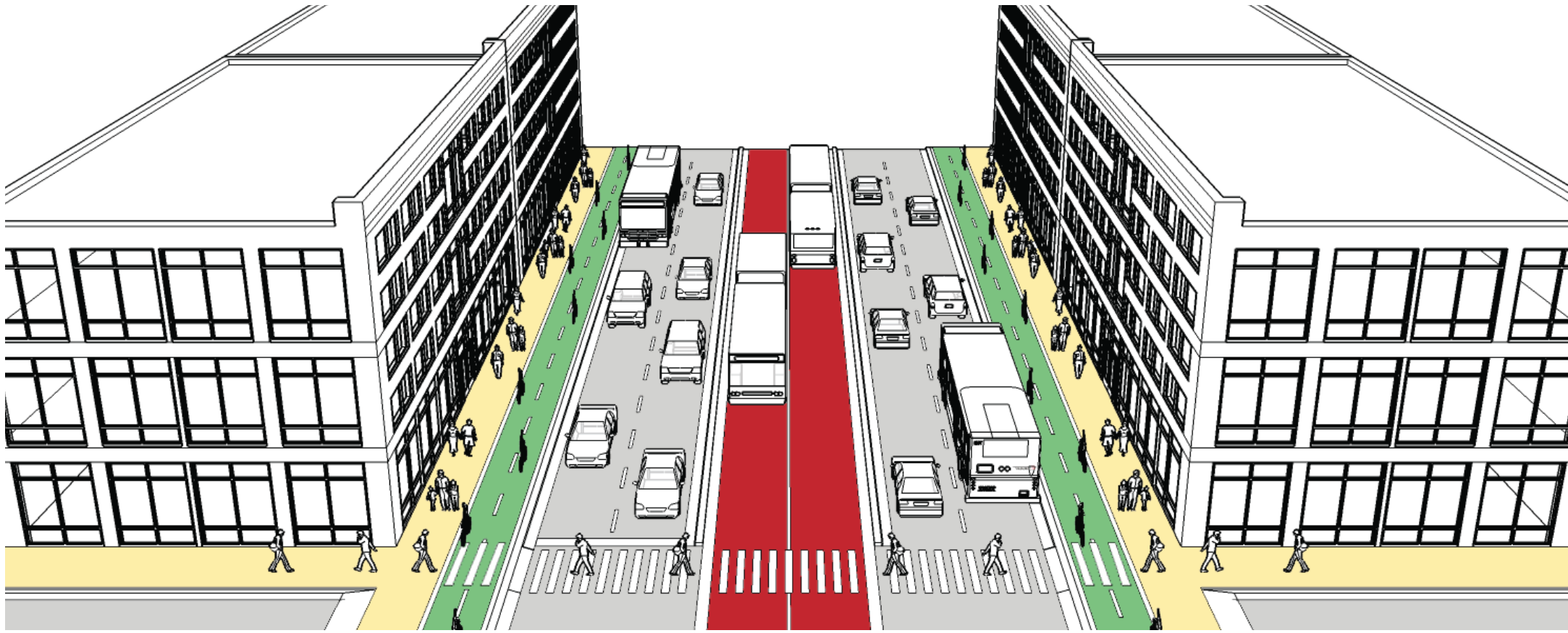
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: GRAND TO MCNICHOLS
RIGHT-OF-WAY = 100'



Woodward Avenue

COMPLETE STREETS MCNICHOLS ROAD TO 8 MILE ROAD

EXISTING CONDITIONS

This segment, between McNichols Road and 8 Mile Road, represents the beginning of the widest right-of-way along the Woodward Avenue corridor. The right-of-way is 200', consisting of ten (10) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS









Between McNichols Road and 8 Mile Road, the existing ten (10) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

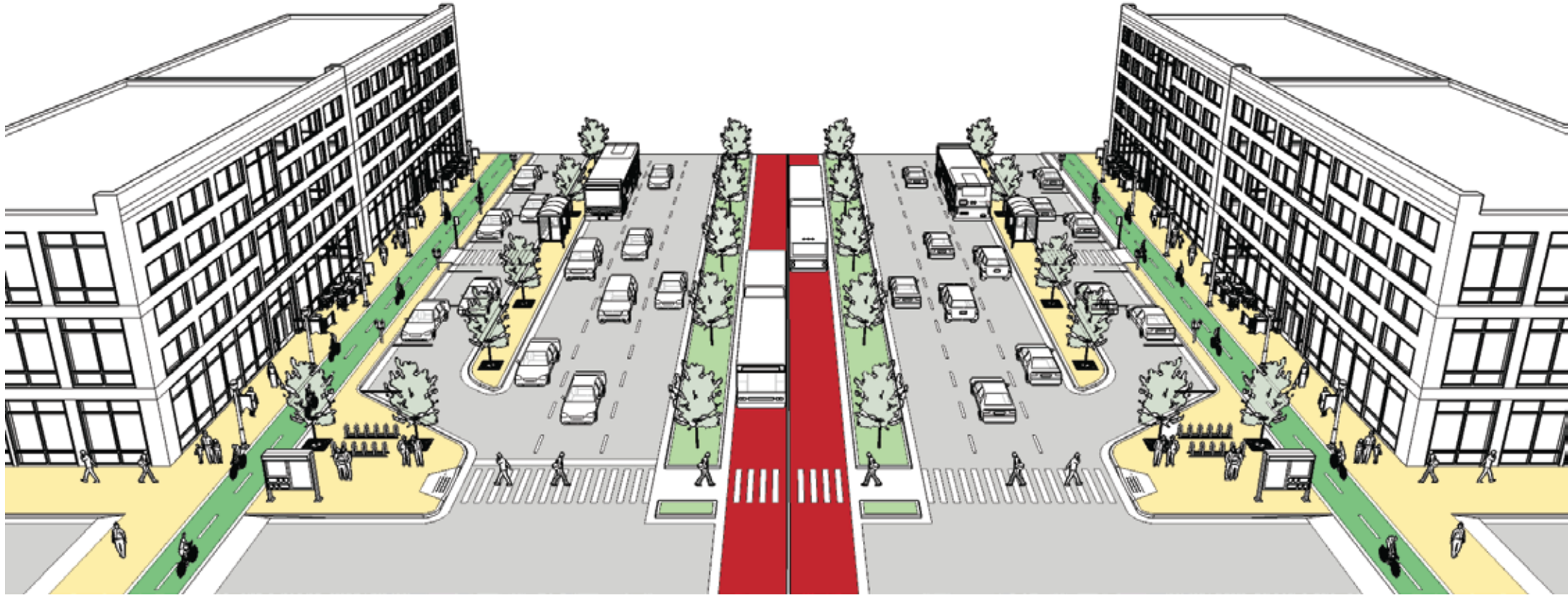
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: MCNICHOLS TO 8 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 8 MILE ROAD TO OAKRIDGE AVENUE

EXISTING CONDITIONS

This segment, between 8 Mile Road and Oakridge Avenue, is the first segment within Oakland County, extending through the City of Ferndale from its southern border with Detroit and its northern border with Pleasant Ridge. The Woodward Avenue / 9 Mile intersection represents the center of Downtown Ferndale, which produces higher levels of pedestrian activity extending to downtown businesses in each direction. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street, although frequent curb extensions into the parking areas (primarily at crosswalks) expand the sidewalk to 14'. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided throughout this segment along both edges of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations, while colored paint is used to delineate crosswalks at more prominent intersections (i.e. 9 Mile, Fielding Street).

SEGMENT COMMUNITY

Ferndale

RECOMMENDATIONS

Between 8 Mile Road and Oakridge Avenue, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

Signage, wayfinding, colors, and materials consistent with Woodward brand



ON-STREET PARKING

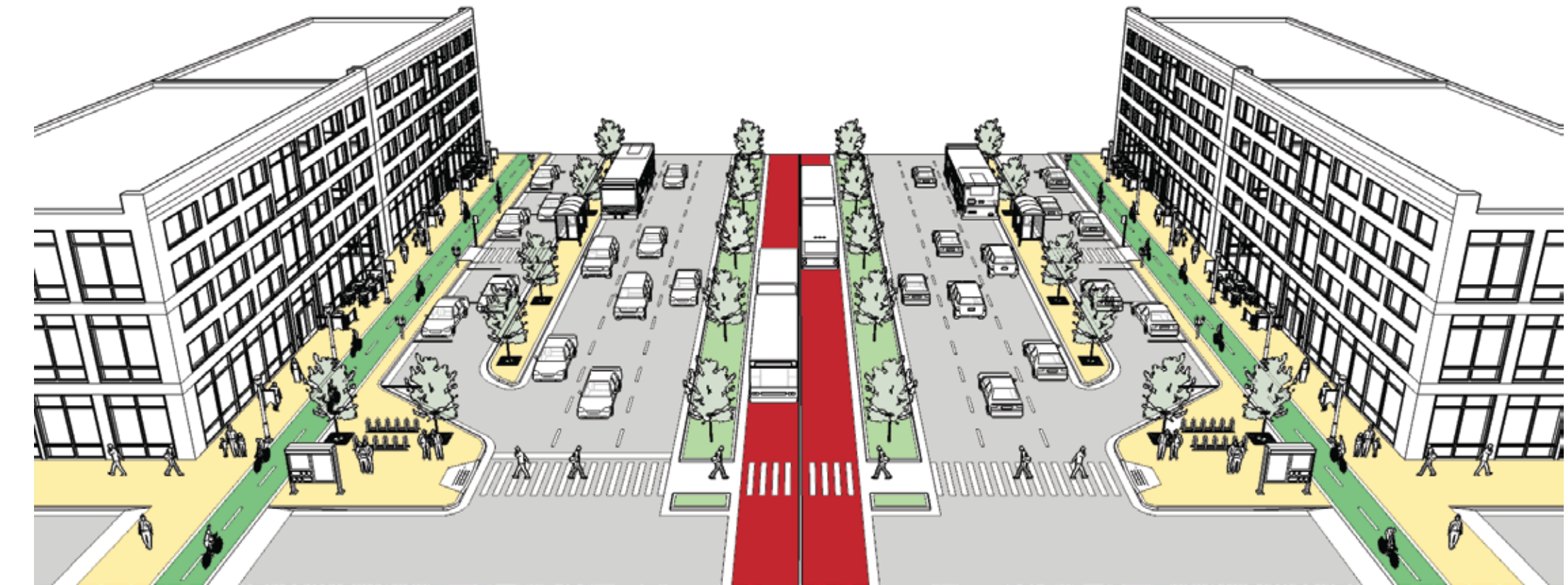
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 8 MILE TO OAKRIDGE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS OAKRIDGE AVE. TO WASHINGTON AVE.

EXISTING CONDITIONS

This segment, between Oakridge Avenue and the area north of I-696 represents the segment that extends through the City of Pleasant Ridge from its southern border with Ferndale to its northern border with Royal Oak. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

This segment includes the I-696/Woodward Avenue interchange, which presents a unique set of conditions for consideration. Please reference the I-696 Interchange Study for a detailed complete streets strategy for this area.

SEGMENT COMMUNITY

Pleasant Ridge

RECOMMENDATIONS









Between Oakridge Avenue and the area north of I-696, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

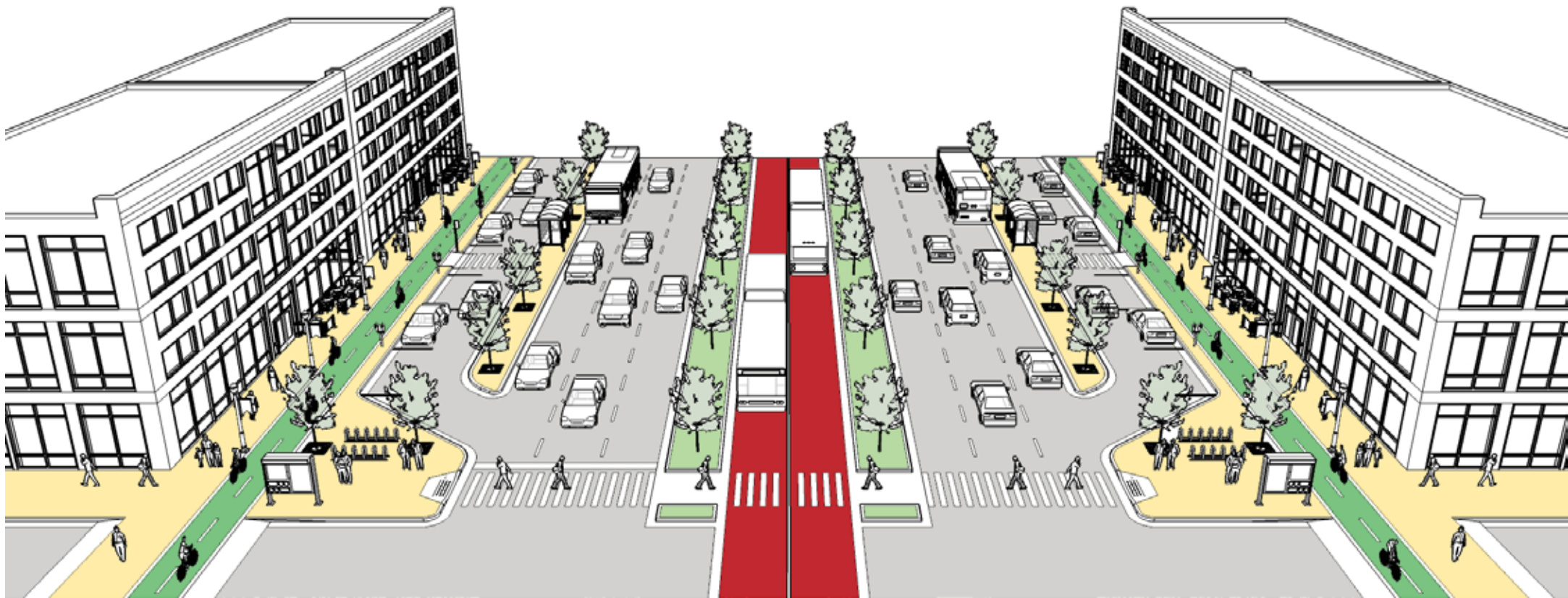
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: OAKRIDGE TO I-696
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS WASHINGTON AVENUE TO 11 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Huntington Woods and Royal Oak

RECOMMENDATIONS









Between the area north of I-696 and 11 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

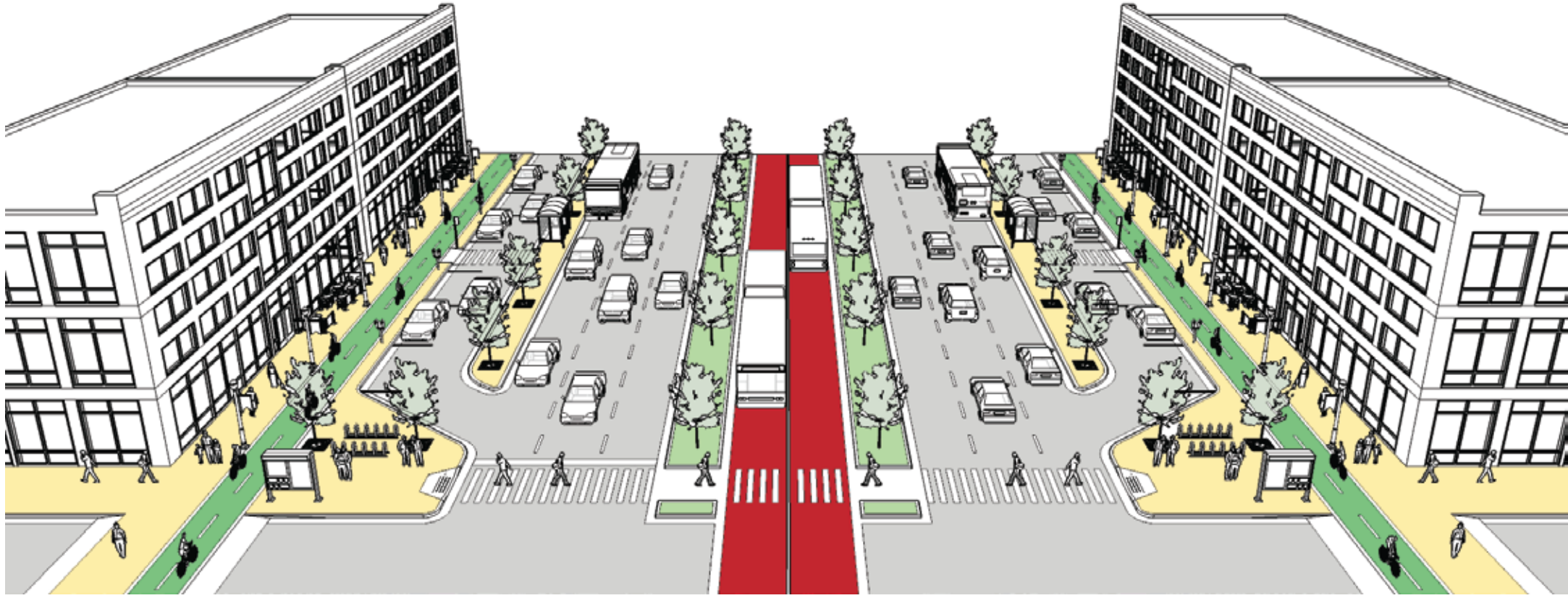
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: I-696 TO 11 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 11 MILE ROAD TO 14 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Berkley and Royal Oak

RECOMMENDATIONS









Between 11 Mile Road and 14 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

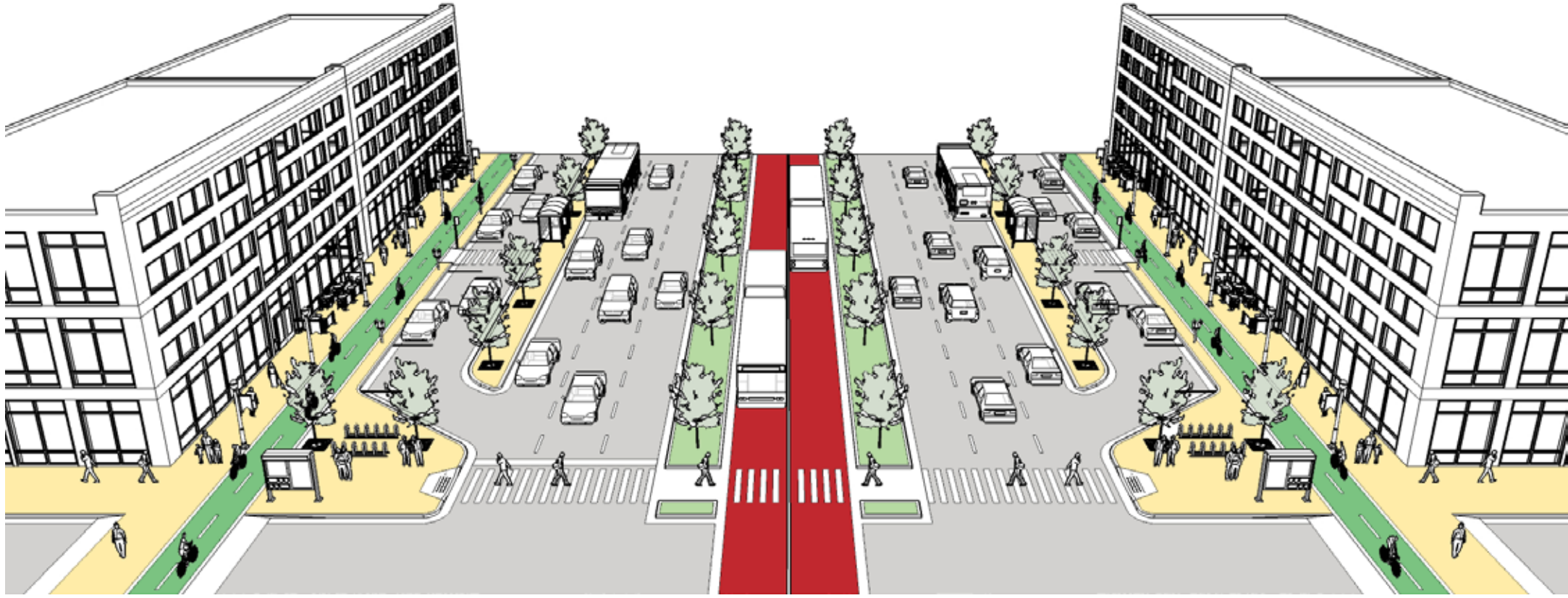
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



**TYPICAL CROSS SECTION: 11 MILE TO 14 MILE
RIGHT-OF-WAY = 200'**



Woodward Avenue

COMPLETE STREETS 14 MILE ROAD TO QUARTON ROAD

EXISTING CONDITIONS

This segment, between 14 Mile Road and Quarton Road, extends through the City of Birmingham and a portion of Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Birmingham and Bloomfield Township

RECOMMENDATIONS

Between 14 Mile Road and Quarton, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

Signage, wayfinding, colors, and materials consistent with Woodward brand



ON-STREET PARKING

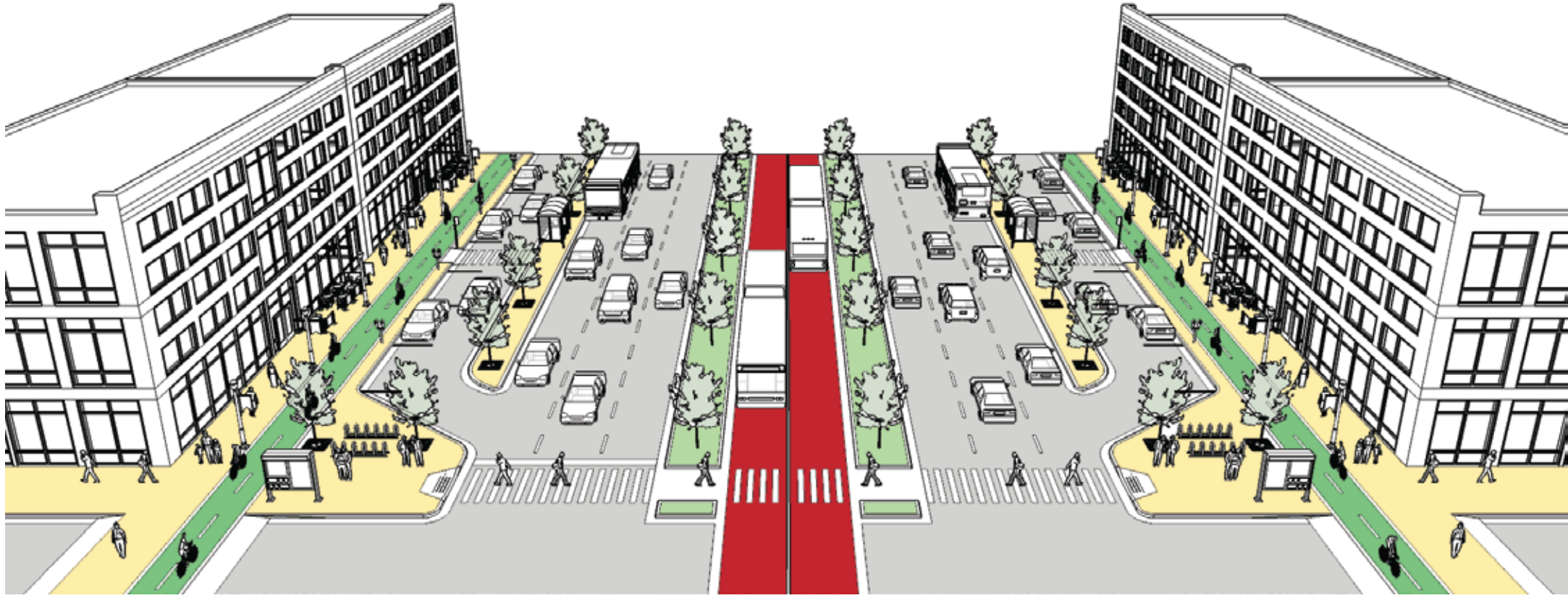
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 14 MILE TO QUARTON
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS QUARTON ROAD TO SOUTH BOULEVARD

EXISTING CONDITIONS

This segment, between Quarton Road and South Boulevard, extends through the City of Bloomfield Hills and Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes and a wide median. Sidewalks are only present in select locations within Bloomfield Township, north of Hickory Grove Road. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the edge of the right-of-way and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, driveways, and surface parking access. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections.

SEGMENT COMMUNITIES

Bloomfield Hills, Bloomfield Township, and Pontiac

RECOMMENDATIONS

Between Quarton Road and South Boulevard, the existing eight (8) vehicle travel lanes will be maintained, although one (1) lane in each direction will be converted to a shared transit-vehicle lane adjacent to the median.

Two-way raised cycle tracks will be 8' in total width and will be accommodated within space between the existing curb and newly constructed sidewalks. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk, in the landscaped buffer, and in the median), which will use a combination of soils, mulch, and plants that help to filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Mixed traffic bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Connect to shared-use path (6') on both sides of the street in Bloomfield Township. Addition of sidewalks in the remaining section with enhanced pedestrian crossings and curb extensions



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



FURNISHING

Amenities consistent with Woodward corridor, including space for bike share facilities



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

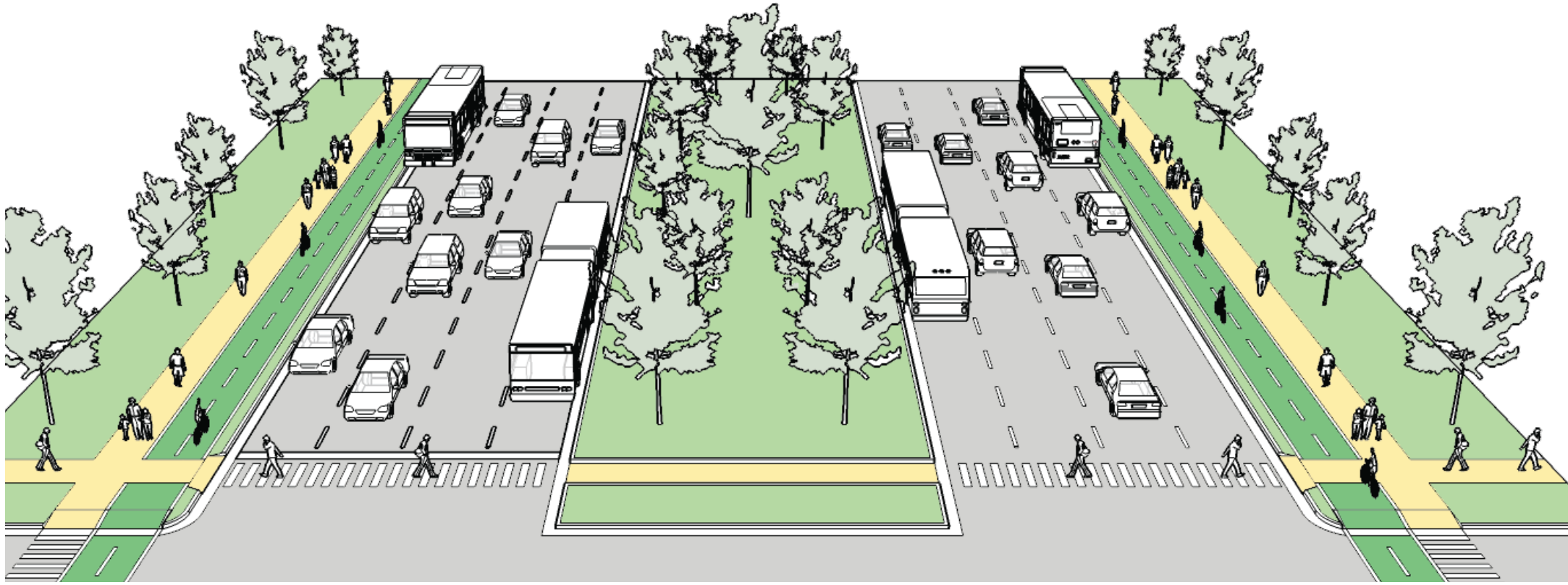
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: QUARTON TO SOUTH
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS SOUTH BOULEVARD TO PONTIAC LOOP

EXISTING CONDITIONS

This segment, between South Boulevard and the Pontiac Loop, extends through the City of Pontiac from its southern border with Bloomfield Township to the southern edge of its downtown. The right-of-way is 120', consisting of six (6) vehicle travel lanes, a narrow median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk primarily consists of grass lawns and driveways. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

Between South Boulevard to the Pontiac Loop, the existing six (6) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The remaining space will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

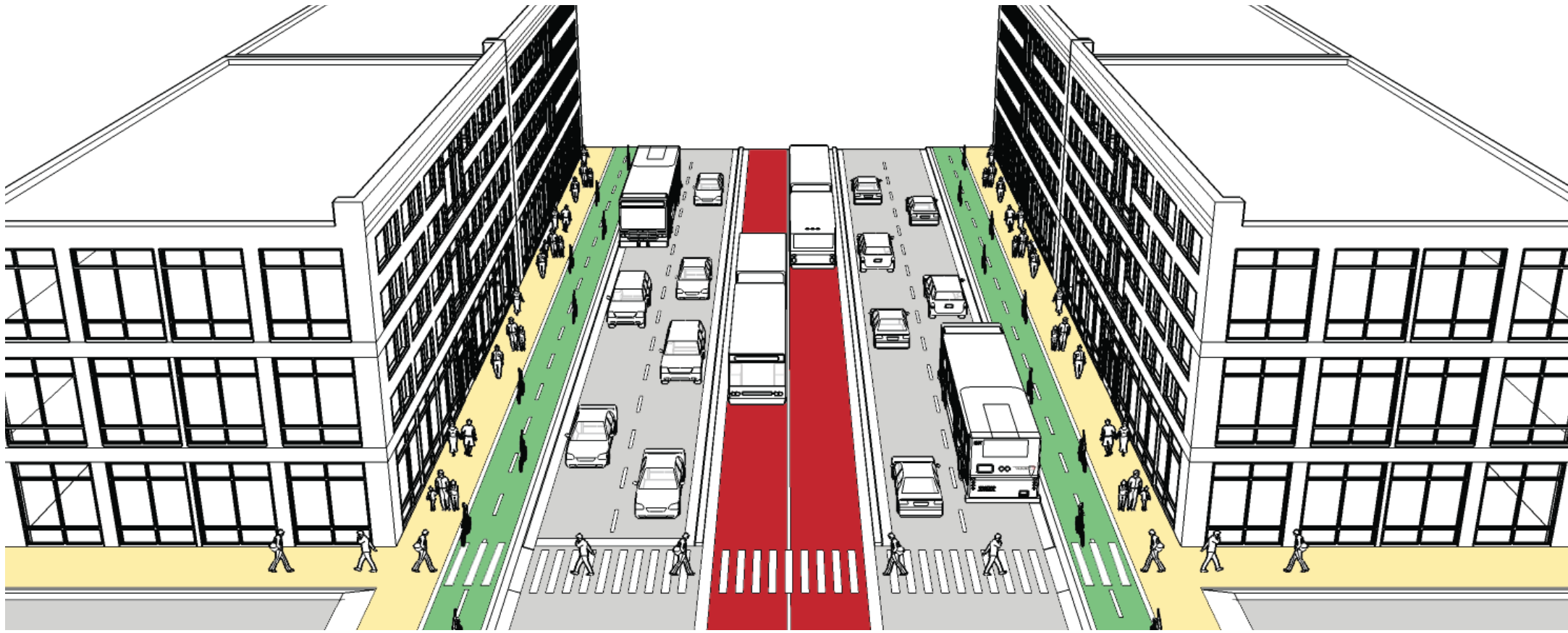
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: SOUTH TO PONTIAC LOOP
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS PONTIAC LOOP

EXISTING CONDITIONS

This segment includes the entire Pontiac Loop that encompasses Downtown Pontiac. The right-of-way is 90', consisting of four (4) to five (5) northbound travel lanes and 5' to 10' sidewalks that are set 5' to 10' back from the roadway.

The "loop" segregates Downtown Pontiac from surrounding communities, hindering economic growth, cutting off businesses from surrounding neighborhoods, and leaving small residential pockets isolated from community context and amenities.

The right-of-way is a physical barrier to pedestrian access and activity in Downtown Pontiac, while the one-way direction of traffic promotes high speeds and in several areas makes it difficult and confusing for people to access the downtown.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

The Recommended Alternative of the Downtown Pontiac Transportation Assessment is a balanced improvement that consists of:

1. Two-way conversion of the entire Woodward Loop

- Four (4) to five (5) lane cross section on the west side serving as a through route,
- Two (2) to three (3) lane cross section on the east side serving as a local street

The local street fits both the downtown and neighborhood context and functions as a local street with an on-road cycle track and some on-street parking.

2. Enhanced bicycle and pedestrian amenities

- Completion of the sidewalk network
- Two-way on-road cycle track on the east side
- Two-way shared use path on the west side
- Addition of a narrow landscaped median
- Rerouting the Clinton River Trail through downtown Pontiac using Pike Street

3. Connection of Wesson Street across Woodward Avenue

4. Creation of a "Gateway" at the southern end of the Woodward Loop



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way cycle tracks (east) and a two-way shared use path (west)



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

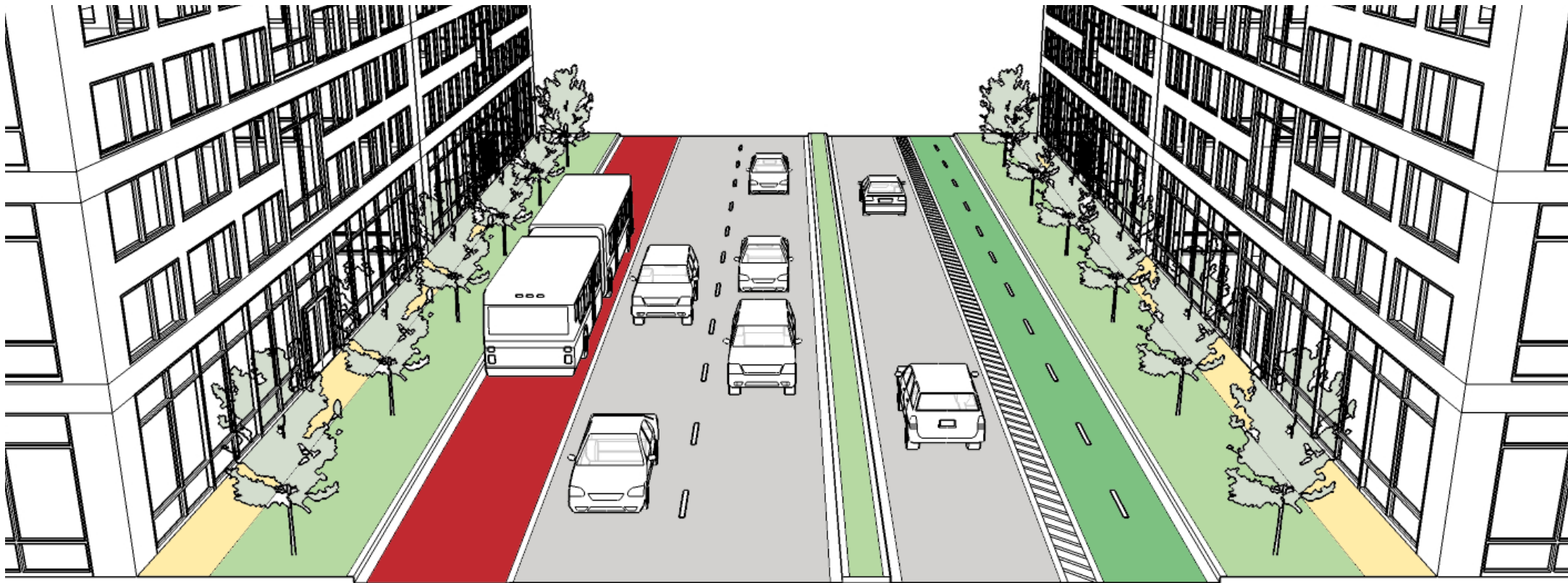
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: PONTIAC LOOP
RIGHT-OF-WAY = 90'





MEMORANDUM

Office of the City Manager

DATE: June 3, 2016
TO: City Commission
FROM: Joseph A. Valentine, City Manager
SUBJECT: Request for Closed Session
Attorney-Client Privilege

It is requested that the city commission meet in closed session pursuant to Section 8(h) of the Open Meetings Act to discuss an attorney/client privilege communication.

SUGGESTED RESOLUTION:

To meet in closed session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.



NOTICE OF INTENTION TO APPOINT TO THE GREENWOOD CEMETERY ADVISORY BOARD

At the regular meeting of Monday, July 11, 2016 the Birmingham City Commission intends to appoint two members to the Greenwood Cemetery Advisory Board to serve three-year terms to expire July 6, 2016.

Members must be chosen from among the citizens of Birmingham and, insofar as possible, represent diverse interests, such as persons with family members interred in Greenwood Cemetery; owners of burial sites within Greenwood Cemetery intending to be interred in Greenwood Cemetery; persons familiar with and interested in the history of Birmingham; persons with familiarity and experience in landscape architecture, horticulture, law or cemetery or funeral professionals.

Interested citizens may submit a form available from the City Clerk's Office on or before noon on Wednesday, July 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on the appointments.

Committee Duties

In general, it shall be the duty of the Greenwood Cemetery Advisory Board to provide recommendations to the City Commission on:

1. Modifications. As to modifications of the rules and regulations governing Greenwood Cemetery.
2. Capital Improvements. As to what capital improvements should be made to the cemetery. Future Demands. As to how to respond to future demands for cemetery services.
3. Day to Day Administration. The day to day administration of the cemetery shall be under the direction and control of the City, through the City Manager or his/her designee.
4. Reports. The Greenwood Cemetery Advisory Board shall make and submit to the City Commission an annual report of the general activities, operation, and condition of the Greenwood Cemetery for the preceding 12 months. The Greenwood Cemetery Advisory Board shall, from time to time, as occasion requires, either in the annual report, or at any time deemed necessary by the Greenwood Cemetery Advisory Board, advise the City Commission in writing on all matters necessary and proper for and pertaining to the proper operation of Greenwood Cemetery and any of its activities or properties.

All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
<p>Must be a resident of Birmingham and</p> <p>Insofar as possible, represent diverse interests, such as persons with family members interred in Greenwood Cemetery; owners of burial sites within Greenwood Cemetery intending to be interred in Greenwood Cemetery; persons familiar with and interested in the history of Birmingham; persons with familiarity and experience in landscape architecture, horticulture, law or cemetery or funeral professionals.</p>	7/6/16	7/11/16



GREENWOOD CEMETERY ADVISORY BOARD

Resolution No. 10-240-14 October 13, 2014.

The Greenwood Cemetery Advisory Board shall consist of seven members who shall serve without compensation. Members must be chosen from among the citizens of Birmingham and, insofar as possible, represent diverse interests, such as persons with family members interred in Greenwood Cemetery; owners of burial sites within Greenwood Cemetery intending to be interred in Greenwood Cemetery; persons familiar with and interested in the history of Birmingham; persons with familiarity and experience in landscape architecture, horticulture, law or cemetery or funeral professionals. The City Manager or his/her designee shall serve as ex official, non-voting members of the Board.

Term: Three years.

In general, it shall be the duty of the Greenwood Cemetery Advisory Board to provide recommendations to the City Commission on:

1. Modifications. As to modifications of the rules and regulations governing Greenwood Cemetery.
2. Capital Improvements. As to what capital improvements should be made to the cemetery.
3. Future Demands. As to how to respond to future demands for cemetery services.
3. Day to Day Administration. The day to day administration of the cemetery shall be under the direction and control of the City, through the City Manager or his/her designee.
4. Reports. The Greenwood Cemetery Advisory Board shall make and submit to the City Commission an annual report of the general activities, operation, and condition of the Greenwood Cemetery for the preceding 12 months. The Greenwood Cemetery Advisory Board shall, from time to time, as occasion requires, either in the annual report, or at any time deemed necessary by the Greenwood Cemetery Advisory Board, advise the City Commission in writing on all matters necessary and proper for and pertaining to the proper operation of Greenwood Cemetery and any of its activities or properties.

Last Name	First Name	Home Address	Home Business E-Mail	Appointed	Term Expires
Buchanan	Linda	1280 Suffield Birmingham 48009	(248) 646-3297 <i>rlb4149@yahoo.com</i>	12/14/2015	7/6/2016 owner of burial site in Greenwood, person familiar with and interested in the history of Birmingham.
Desmond	Kevin	962 Humphrey Birmingham 48009	(248) 225-5526 <i>kdesmond@desmondfuneralhome.com</i>	11/24/2014	7/6/2017 Cemetery or funeral professional.

Last Name	First Name	Home Business	E-Mail	Appointed	Term Expires
Gehring	Darlene	(248) 540-8061		11/24/2014	7/6/2017
1108 W. Maple				Chairperson	
Birmingham	48009			Person familiar with and interested in the history of Birmingham.	
			maplepro@comcast.net		
Peterson	Linda	(248) 203-9010		11/24/2014	7/6/2018
1532 Melton				Family member interred in cemetery; owner of burial site and intending to be interred in Greenwood; person familiar with and interested in the history of Birmingham.	
Birmingham	48009				
			lpeterson02@comcast.net		
Schreiner	Laura	(248) 593-0335		11/24/2014	7/6/2018
591 Bird				Vice-Chairperson	
Birmingham	48009			Person familiar with and interested in the history of Birmingham; person with experience	
			laschreiner@yahoo.com		
Stern	George	(248) 258-1924		11/24/2014	7/6/2018
1090 Westwood				Person familiar with and interested in the history of Birmingham; person with experience in landscape architecture, horticulture, or law.	
Birmingham	48009				
			sterngeo@aol.com		
Suter	Margaret	(248) 644-5925		5/23/2016	7/6/2016
1795 Yosemite				owns a plot, relative buried in Greenwood Cemetery	
Birmingham	48009				
			maasuter@gmail.com		



NOTICE OF INTENTION TO APPOINT TO THE MULTI-MODAL TRANSPORTATION BOARD

At the regular meeting of Monday, July 11, 2016, the Birmingham City Commission intends to appoint one member to the Multi-modal Transportation Board to serve the remainder of a three-year term to expire March 24, 2019.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, July 6, 2016. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large from different geographical areas of the city. Applicants must be electors or property owners in the City of Birmingham.

Duties of the Multi-modal Transportation Board

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
In so far as possible, members shall represent, <ul style="list-style-type: none">one member with traffic-focused education and/or experience Members must be electors (registered voter) or property owners of the City of Birmingham.	7/11/16	7/6/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



MULTI-MODAL TRANSPORTATION BOARD

Resolution No. 02-31-14

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large from different geographical areas of the city. Board members shall be electors or property owners in the city.

Term: Three years.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Adams	Vionna	(202) 423-7445	12/15/2014	3/24/2018
2109 Dorchester Birmingham	48009	<i>vionnajones@gmail.com</i>	Member at large from different geographical areas of the city.	
Edwards	Lara	(734) 717-8914	4/28/2014	3/24/2017
1636 Bowers Birmingham	48009	<i>lmedwards08@gmail.com</i>	Member at large from different geographical areas of the city.	
Folberg	Amy	(248) 890-9965	12/14/2015	3/24/2017
1580 Latham Birmingham	48009	<i>amy.folberg@gmail.com</i>	Member at large from different geographical areas of the city.	

Last Name	First Name	Home Business	Appointed	Term Expires
Home Address		E-Mail		
Lawson	Andy	(586) 944-6701	4/28/2014	3/24/2018
1351 E. Maple			Pedestrian Advocate Member	
Birmingham	48009	<i>andlawson@deloitte.com</i>		
Slanga	Johanna	248-761-9567	5/5/2014	3/24/2019
2175 Dorchester			Traffic-Focus Education/Experience Member	
Birmingham	48009	<i>jopardee@gmail.com</i>		
Surnow	Michael	(248) 865-3000	4/13/2015	3/24/2019
320 Martin St. #100			Bicycle Advocate Member	
Birmingham	48009	<i>michael@surnow.com</i>		
Warner	Amanda	248-719-0084	5/5/2014	3/24/2017
671 E. Lincoln			Urban Planning/Architecture/Design Member	
Birmingham	48009	<i>awarner@aol.com</i>		



NOTICE OF INTENTION TO APPOINT TO THE MUSEUM BOARD

At the regular meeting of Monday, July 11, 2016, the Birmingham City Commission intends to appoint two members to the Museum Board to serve three-year terms to expire July 5, 2019.

Interested parties may submit an application available from the city clerk's office on or before noon on Wednesday, July 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

Board Duties

The Museum Board is charged with collecting, arranging, cataloguing and preserving historical material. The board may locate and erect plaques or markers at historic sites, buildings or properties in the City of Birmingham with the consent of the owner or owners of any such property and subject to the approval of the city commission with respect to properties that, in the opinion of the board, have historic significance. Further, the board shall have the power to develop, operate and maintain the Allen House as a museum and to exercise authority, control and management over the Hunter House and John West Hunter Memorial Park.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
<ul style="list-style-type: none">One member shall be an elector of the City.One member shall be the owner of a business located in the City.	7/6/16	7/11/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



MUSEUM BOARD

Chapter 62 - Section 62-26

Terms - Three years - expiring first Monday in July

Seven Members: Six are electors and appointed by city commission
One is owner of a business and appointed by the city manager

The Museum Board is charged with collecting, arranging, cataloguing and preserving historical material. The board may locate and erect plaques or markers at historic sites, buildings or properties in the City of Birmingham with the consent of the owner or owners of any such property and subject to the approval of the city commission with respect to properties that, in the opinion of the board, have historic significance. Further, the board shall have the power to develop, operate and maintain the Allen House as a museum and to exercise authority, control and management over the Hunter House and John West Hunter Memorial Park.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Carman	Nayri	(248) 723-3301 <i>nayricarmal@gmail.com</i>	2/8/2016 Student Representative	12/31/2016
Dixon	Russell	(248) 642-2314 <i>russswdixon@aol.com</i>	11/24/2003 Historical Society Member	7/5/2018
Krizanic	Tina	(248) 644-2124 <i>tkrizanic8@gmail.com</i>	1/26/2015 Historical Society Member	7/5/2018
Logue	Marty	(248) 649-4921 <i>gtfieros@comcast.net</i>	9/26/2011 Historical Society Member	7/5/2017

BIRMINGHAM HISTORICAL MUSEUM & PARK, 556 West Maple, Birmingham, MI 48009
phone: 248.530.1928 fax: 248.530.1685 www.bhamgov.org/museum
Leslie Pielack, Museum Director: lpielack@ci.birmingham.mi.us

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Maricak 1040 Chapin	Gretchen	(248) 821-8708 <i>gmaricak106189mi@comcast.net</i>	1/23/2012	7/5/2017
Montgomery 1798 Torry Street	Katie	(586) 604-7743 <i>kmontgomery@detroitgolfclub.org</i>	1/26/2015 Historical Society Member	7/5/2016
Rosso 355 Columbia	Caitlin	2482294227 <i>caitlinrosso@maxbroock.com</i>	9/21/2015	7/5/2017
Wilmot 147 Linden	Jeffrey	(248) 644-6173 (248) 644-0444 <i>glennwing@sbcglobal.net</i>	9/24/2007 Business owner member - Glenn Wing Power Tools	7/5/2016

BIRMINGHAM HISTORICAL MUSEUM & PARK, 556 West Maple, Birmingham, MI 48009
phone: 248.530.1928 fax: 248.530.1685 www.bhamgov.org/museum
Leslie Pielack, Museum Director: lpielack@ci.birmingham.mi.us



MEMORANDUM

DATE: May 25, 2016

TO: Joe Valentine, City Manager

FROM: Leslie Pielack, Museum Director

SUBJECT: Hill School Bell Brick Paver Fundraiser Extended to June 15

The recently initiated fundraiser for the Hill School Bell Outdoor Structure Project has been very successful in raising money to further support the project through the sale of commemorative brick pavers. Donors have come forward to purchase pavers at all three available levels: \$100, \$150, and \$250. The cost is based on the paver location relative to the bell. The fundraiser is being held by the Friends of the Birmingham Museum.

This is to announce that the original deadline (May 25) for ordering the pavers has been extended two additional weeks. An unexpected delay in starting the construction has made it possible to continue taking orders until June 15.

Purchasers are allowed up to 14 characters per line and 5 lines per paver to create their own personal message, and can choose location from those that remain. More information and order forms are available at the museum or on the website at http://www.bhamgov.org/history/museum/hill_school_bell_project.php.

Only a very few pavers remain at the \$100 and \$150 level, with a few more available at the \$250 level. Future opportunities to purchase a paver may not occur again for as long as a year or more. Whether an individual, a family, co-workers, or a civic group, this could be a great way to recognize connections to Birmingham and its history. Questions can be directed to the museum at 248-530-1928 or to museum@bham.gov.

Respectfully submitted,
Leslie Pielack



MEMORANDUM

Finance Department

DATE: May 3, 2016

TO: Joseph A. Valentine, City Manager

FROM: Mark Gerber, Director of Finance/Treasurer

SUBJECT: Third Quarter Financial Reports

Background

Chapter 7, section 3(b) of the City charter requires the Director of Finance to report on the condition of the City quarterly. Quarterly reports are prepared for the first 3 quarters of the year with the annual audit serving as the 4th quarter report. Only the following funds are reported quarterly because by state law they require a budget: General Fund, Greenwood Cemetery Fund, Major and Local Street Funds, Solid Waste Fund, Community Development Block Grant Fund, Law and Drug Enforcement Fund, Baldwin Public Library Fund, Principal Shopping District Fund, Brownfield Redevelopment Authority Fund, Triangle District Corridor Improvement Authority Fund, and the Debt Service Fund.

Overview

Attached is the third quarter 2015-2016 fiscal year financial reports. The reports compare budget to actual for the current fiscal year and the prior fiscal year for the same quarter. This allows comparisons between fiscal years as well as percentage of budget received/spent for the year. The budget categories used for each fund are the same ones approved by the Commission when they adopted the budget. Budget discussions that follow will focus on each fund individually.

At this point, 75% of the fiscal year has lapsed.

General Fund

Overall, the activity in the General Fund for fiscal year 2015-2016 is comparable to the prior fiscal. Revenues are approximately \$1M higher than last year mostly as a result of higher property tax revenue and licenses and permits. Intergovernmental revenues are at 59% of budget because state shared revenue is received by the City approximately two months after it is collected by the State. Fines and forfeiture revenue is at 34% because 2nd quarter revenue from the 48th District Court is not received until after their year-end audit.

Expenditures for the General Fund are at the same level as the prior year. Transfers out are at 91% as a result of a transfer to the Risk Management Fund to pay for a portion of the Wolf vs Birmingham settlement.

Greenwood Cemetery Fund

This is a new fund this year. We have received approximately \$168,000 for the first 6 months of this fiscal year. No expenditures were budgeted for this year.

Major Street Fund

Overall, revenue has is approximately the same as last fiscal year. The decrease in intergovernmental revenue of approximately \$270,000 was the result of a grant from the State for reconstruction of the Chesterfield/Quarton intersection for \$432,800 which was received in August 2014. This was offset by an increase in transfers from the General Fund of \$285,000.

Non-construction expenditures are similar to the previous fiscal year, with the exception of traffic controls and snow and ice removal. Traffic controls is higher this year compared to the previous year as a result of the West Maple Road restriping and signal control upgrades. Snow and ice removal expenditures are less than last year as a result of a milder winter this fiscal year. Construction expenditures are approximately \$600,000 less this fiscal year as compared to the prior year as a result of less costly projects scheduled for this fiscal year.

Local Street Fund

Total revenues for the year are approximately \$117,000 higher than the prior year as a result of an increase in transfers from the General Fund of \$187,500 and additional road funding from the State of \$57,000. This was partially offset by a decrease in other revenue of \$120,000 as a result of special assessment revenue received in 2014-2015 for a cape seal project.

Total expenditures are approximately \$450,000 less than the prior year mostly as a result of a decrease in construction costs. Non-construction expenditures are similar to the previous fiscal year, except for street maintenance and street cleaning. Street maintenance is approximately \$170,000 less than the previous year as a result of a cape seal project in 2014. Street cleaning is approximately \$54,000 higher than the previous year as a result of catch basin cleaning which is performed every other year.

Solid Waste Fund

Revenues and expenditures are comparable to the prior fiscal year.

Brownfield Redevelopment Authority Fund

Revenues are higher than the prior fiscal year as a result of higher property values being captured by the fund. At the time the budget was prepared for fiscal year 2015-2016, the amount of taxable value to be captured by the Authority was not available. Intergovernmental revenue represents reimbursements from the State for personal property which was exempted from local tax collection.

Expenditures are higher in the current fiscal year as a result of payments to developers for reimbursement of environmental remediation costs.

Birmingham Shopping District

Total revenues are approximately the same as the previous year. Expenditures are comparable to prior fiscal year, except for other charges. Other charges are higher in the current year mostly as a result of higher marketing and advertising costs and maintenance costs.

Community Development Block Grant Fund

Current year budget includes funding for new handicap lift in City Hall. The increase in revenues and expenditures represents the handicap lift project.

Triangle District Corridor Improvement Authority

Based on contract negotiations with Oakland County, it appears that this fund will not be able to capture tax revenue for this fiscal year. Expenditures for the year relate to work performed on potential parking structure sites.

Law and Drug Enforcement Fund

Forfeiture revenue has decrease compared to the prior year but about what the City expected to receive. Expenditures have decreased as there are fewer purchases planned for this fiscal year. Last year's budget included an upgrade of the City's security cameras.

Baldwin Library

Revenue is approximately \$87,000 higher than the previous year. This is the result of higher property tax revenue in the current year.

Expenditures are approximately \$244,000 higher than the previous year. Approximately, \$88,000 of the increase is the result of an increase in personnel costs, \$119,000 increase in other contractual services which was mostly related to architectural services and website design, and an increase of \$38,000 in capital outlay which was for on-line services.

Debt Service Fund

Revenues and expenditures are higher as a result of an increase in debt service costs for the year.

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 GENERAL FUND
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	676,165	-	0%	558,830	-	0%
TAXES	20,281,450	20,216,168	100%	19,656,960	19,732,993	100%
LICENSES AND PERMITS	3,240,750	2,388,331	74%	2,805,860	1,928,800	69%
INTERGOVERNMENTAL	1,931,160	1,138,742	59%	1,887,720	1,066,028	56%
CHARGES FOR SERVICES	2,848,820	2,124,865	75%	2,825,090	2,181,863	77%
FINES AND FORFEITURES	1,697,650	584,052	34%	1,603,080	648,074	40%
INTEREST AND RENT	204,480	133,453	65%	231,600	131,172	57%
OTHER REVENUE	81,600	251,820	309%	110,310	181,869	165%
TOTAL REVENUES	30,962,075	26,837,431	87%	29,679,450	25,870,799	87%
EXPENDITURES:						
GENERAL GOVERNMENT	5,406,405	3,452,472	64%	5,536,074	3,527,789	64%
PUBLIC SAFETY	12,276,976	9,054,194	74%	12,791,913	8,738,870	68%
COMMUNITY DEVELOPMENT	2,395,930	1,589,191	66%	2,201,231	1,410,779	64%
ENGINEERING AND PUBLIC SERVICES	4,563,984	2,886,384	63%	4,142,172	2,752,778	66%
TRANSFERS OUT	5,487,610	5,003,595	91%	5,008,060	3,787,119	76%
TOTAL Expenditures	30,130,905	21,985,836	73%	29,679,450	20,217,335	68%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 GREENWOOD CEMETERY FUND
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
CHARGES FOR SERVICES	30,000	168,563	562%	-	-	
INTEREST AND RENT	<u>450</u>	<u>413</u>	92%	<u>-</u>	<u>-</u>	
TOTAL REVENUES	<u><u>30,450</u></u>	<u><u>168,976</u></u>	555%	<u><u>-</u></u>	<u><u>-</u></u>	
EXPENDITURES:						
TOTAL EXPENDITURES	<u><u>-</u></u>	<u><u>-</u></u>		<u><u>-</u></u>	<u><u>-</u></u>	

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 MAJOR STREETS
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	1,595,820	-	0%	3,044,194	-	0%
INTERGOVERNMENTAL	1,978,610	823,037	42%	1,448,307	1,090,469	75%
INTEREST AND RENT	25,500	5,845	23%	29,980	14,806	49%
OTHER REVENUE	2,940	1,346	46%	10,500	6,839	65%
TRANSFERS IN	<u>1,580,000</u>	<u>1,185,000</u>	75%	<u>1,200,000</u>	<u>900,000</u>	75%
 TOTAL REVENUES	 <u>5,182,870</u>	 <u>2,015,228</u>	 39%	 <u>5,732,981</u>	 <u>2,012,114</u>	 35%
EXPENDITURES:						
ADMINISTRATIVE	17,920	14,214	79%	21,670	17,153	79%
TRAFFIC CONTROLS & ENGINEERING	263,577	195,082	74%	203,780	113,717	56%
CONSTRUCTION OF ROADS & BRIDGES	3,766,715	1,531,104	41%	4,351,641	2,139,483	49%
MAINTENANCE OF ROADS & BRIDGES	356,708	208,983	59%	391,950	215,634	55%
STREET CLEANING	184,920	121,717	66%	170,020	84,288	50%
STREET TREES	227,710	182,023	80%	247,150	180,156	73%
SNOW AND ICE REMOVAL	<u>365,320</u>	<u>91,755</u>	25%	<u>346,770</u>	<u>223,871</u>	65%
 TOTAL EXPENDITURES	 <u>5,182,870</u>	 <u>2,344,878</u>	 45%	 <u>5,732,981</u>	 <u>2,974,302</u>	 52%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 LOCAL STREETS
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	1,534,484	-	0%	2,123,995	-	0%
INTERGOVERNMENTAL	376,480	377,572	100%	359,040	320,995	89%
INTEREST AND RENT	35,500	11,583	33%	35,200	18,515	53%
OTHER REVENUE	113,770	35,436	31%	96,830	156,192	161%
TRANSFERS IN	<u>2,250,000</u>	<u>1,687,500</u>	75%	<u>2,000,000</u>	<u>1,500,000</u>	75%
 TOTAL Revenues	 <u>4,310,234</u>	 <u>2,112,091</u>	 49%	 <u>4,615,065</u>	 <u>1,995,702</u>	 43%
EXPENDITURES:						
ADMINISTRATIVE	25,230	19,697	78%	30,970	24,128	78%
TRAFFIC CONTROLS & ENGINEERING	59,990	45,478	76%	60,020	44,614	74%
CONSTRUCTION OF ROADS & BRIDGES	2,861,317	1,325,549	46%	2,957,457	1,594,678	54%
MAINTENANCE OF ROADS & BRIDGES	408,957	272,404	67%	624,178	441,936	71%
STREET CLEANING	206,740	162,813	79%	171,670	108,126	63%
STREET TREES	523,980	354,904	68%	557,730	388,869	70%
SNOW AND ICE REMOVAL	<u>224,020</u>	<u>68,634</u>	31%	<u>213,040</u>	<u>88,271</u>	41%
 TOTAL Expenditures	 <u>4,310,234</u>	 <u>2,249,479</u>	 52%	 <u>4,615,065</u>	 <u>2,690,622</u>	 58%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 SOLID WASTE
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	-	-	0%	19,580	-	0%
TAXES	1,825,000	1,822,415	100%	1,809,000	1,807,898	100%
CHARGES FOR SERVICES	22,900	15,626	68%	22,900	16,067	70%
INTEREST AND RENT	8,500	5,997	71%	9,680	5,339	55%
OTHER REVENUE	-	303	0%	-	160	0%
	<u>-</u>	<u>303</u>		<u>-</u>	<u>160</u>	
TOTAL Revenues	<u>1,856,400</u>	<u>1,844,341</u>	99%	<u>1,861,160</u>	<u>1,829,464</u>	98%
EXPENDITURES:						
PERSONNEL COSTS	194,740	113,284	58%	204,890	129,075	63%
REFUSE PICKUP	1,520,620	1,019,415	67%	1,475,940	1,012,362	69%
EQUIPMENT RENTAL	100,000	78,193	78%	135,000	87,570	65%
MISCELLANEOUS	12,440	4,103	33%	9,330	3,104	33%
CAPITAL OUTLAY	20,000	9,840	49%	36,000	4,380	12%
	<u>20,000</u>	<u>9,840</u>		<u>36,000</u>	<u>4,380</u>	
TOTAL Expenditures	<u>1,847,800</u>	<u>1,224,835</u>	66%	<u>1,861,160</u>	<u>1,236,491</u>	66%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 BROWNFIELD REDEVELOPMENT FUND
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
TAXES	226,750	246,100	109%	219,700	220,899	101%
INTERGOVERNMENTAL	-	15,467	0%	-	-	
CHARGES FOR SERVICES	-	1,500	0%	-	1,500	0%
INTEREST AND RENT	1,500	661	44%	2,620	2,764	105%
OTHER REVENUE	20,000	1,898	9%	5,000	7,877	158%
TRANSFERS IN	<u>13,900</u>	<u>10,425</u>	75%	<u>25,000</u>	<u>18,750</u>	75%
TOTAL Revenues	<u>262,150</u>	<u>276,051</u>	105%	<u>252,320</u>	<u>251,790</u>	100%
EXPENDITURES:						
OTHER CHARGES	233,000	80,054	34%	217,000	29,106	13%
DEBT SERVICE	<u>27,560</u>	<u>-</u>	0%	<u>32,750</u>	<u>-</u>	0%
TOTAL Expenditures	<u>260,560</u>	<u>80,054</u>	31%	<u>249,750</u>	<u>29,106</u>	12%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 BIRMINGHAM SHOPPING DISTRICT
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	55,590	-	0%	72,338	-	0%
INTEREST AND RENT	5,400	2,786	52%	6,740	3,231	48%
OTHER REVENUE	175,000	169,702	97%	165,000	144,641	88%
SPECIAL ASSESSMENTS	<u>884,710</u>	<u>820,495</u>	93%	<u>889,570</u>	<u>857,870</u>	96%
 TOTAL Revenues	 <u><u>1,120,700</u></u>	 <u><u>992,983</u></u>	 89%	 <u><u>1,133,648</u></u>	 <u><u>1,005,742</u></u>	 89%
 EXPENDITURES:						
PERSONNEL SERVICES	432,430	331,941	77%	408,210	322,899	79%
SUPPLIES	6,500	7,923	122%	6,250	6,747	108%
OTHER CHARGES	<u>681,770</u>	<u>593,483</u>	87%	<u>719,188</u>	<u>534,661</u>	74%
 TOTAL Expenditures	 <u><u>1,120,700</u></u>	 <u><u>933,347</u></u>	 83%	 <u><u>1,133,648</u></u>	 <u><u>864,307</u></u>	 76%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 COMMUNITY DEVELOPMENT BLOCK GRANT
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
INTERGOVERNMENTAL	<u>72,909</u>	<u>23,218</u>	32%	<u>39,210</u>	<u>12,526</u>	32%
TOTAL Revenues	<u><u>72,909</u></u>	<u><u>23,218</u></u>	32%	<u><u>39,210</u></u>	<u><u>12,526</u></u>	32%
EXPENDITURES:						
TOTAL Expenditures	<u><u>72,909</u></u>	<u><u>23,218</u></u>	32%	<u><u>39,210</u></u>	<u><u>12,526</u></u>	32%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	-	-	0%	11,180	-	0%
TAXES	115,000	-	0%	-	-	0%
INTEREST AND RENT	<u>1,000</u>	<u>106</u>	11%	<u>320</u>	<u>188</u>	59%
 TOTAL Revenues	 <u>116,000</u>	 <u>106</u>	 0%	 <u>11,500</u>	 <u>188</u>	 2%
 EXPENDITURES:						
TOTAL Expenditures	<u>20,000</u>	<u>16,266</u>	81%	<u>11,500</u>	<u>2,865</u>	25%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 LAW & DRUG ENFORCEMENT FUND
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	-	-	0%	169,691	-	0%
FINES AND FORFEITURES	37,500	35,837	96%	32,500	69,320	213%
INTEREST AND RENT	<u>750</u>	<u>289</u>	39%	<u>2,510</u>	<u>380</u>	15%
 TOTAL Revenues	 <u><u>38,250</u></u>	 <u><u>36,126</u></u>	 94%	 <u><u>204,701</u></u>	 <u><u>69,700</u></u>	 34%
 EXPENDITURES:						
PUBLIC SAFETY	-	-	0%	10,531	6,096	58%
CAPITAL OUTLAY	<u>8,800</u>	<u>3,258</u>	37%	<u>194,170</u>	<u>193,949</u>	100%
 TOTAL Expenditures	 <u><u>8,800</u></u>	 <u><u>3,258</u></u>	 37%	 <u><u>204,701</u></u>	 <u><u>200,045</u></u>	 98%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 BALDWIN LIBRARY
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

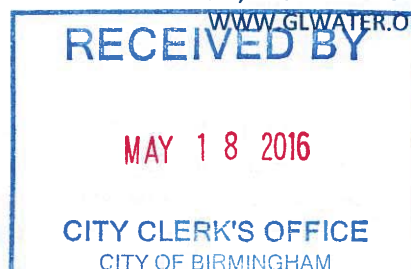
	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
USE OF FUND BALANCE	18,180	-	0%	-	-	0%
TAXES	2,174,180	2,186,210	101%	2,050,990	2,078,090	101%
INTERGOVERNMENTAL	930,508	424,910	46%	907,868	440,565	49%
CHARGES FOR SERVICES	99,740	73,299	73%	101,920	79,127	78%
INTEREST AND RENT	<u>16,500</u>	<u>9,736</u>	59%	<u>16,850</u>	<u>9,351</u>	55%
 TOTAL Revenues	 <u>3,239,108</u>	 <u>2,694,155</u>	 83%	 <u>3,077,628</u>	 <u>2,607,133</u>	 85%
 EXPENDITURES:						
TOTAL Expenditures	<u>3,166,472</u>	<u>2,348,459</u>	74%	<u>3,064,275</u>	<u>2,104,318</u>	69%

CITY OF BIRMINGHAM
 QUARTERLY BUDGET REPORT
 DEBT SERVICE FUND
 QUARTER ENDED: MARCH 31, 2016 AND MARCH 31, 2015
 % OF FISCAL YEAR COMPLETED: 75%

	2015-2016			2014-2015		
	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED	AMENDED BUDGET	YEAR-TO-DATE ACTUAL	% OF BUDGET USED
REVENUES:						
TAXES	1,575,090	1,572,917	100%	1,523,980	1,530,955	100%
INTERGOVERNMENTAL	-	4,018	0%	-	-	0%
INTEREST AND RENT	<u>1,400</u>	<u>1,512</u>	108%	<u>2,300</u>	<u>1,260</u>	55%
TOTAL Revenues	<u><u>1,576,490</u></u>	<u><u>1,578,447</u></u>	100%	<u><u>1,526,280</u></u>	<u><u>1,532,215</u></u>	100%
EXPENDITURES:						
TOTAL Expenditures	<u><u>1,571,490</u></u>	<u><u>1,571,484</u></u>	100%	<u><u>1,508,980</u></u>	<u><u>1,510,046</u></u>	100%



OFFICE OF THE CHIEF EXECUTIVE OFFICER
735 RANDOLPH STREET
DETROIT, MICHIGAN 48226
WWW.GLWATER.ORG



May 12, 2016

REGARDING: FY 2017 Approved Wholesale Sewage Schedule of Charges

On May 11, 2016, the Great Lakes Water Authority (GLWA) Board of Directors approved a schedule of wholesale sewage charges for Fiscal Year 2017.

You may recall that the initial average charge adjustment proposed in January 2016 was 5.2 percent. This reflected a budget increase of 4 percent in addition to a 1.5 percent increase for recovery of Highland Park's outstanding bad debt from unpaid sewer system charges.¹ These increases were offset by a 0.3 percent adjustment in miscellaneous revenue and other items.

The schedule of charges approved on May 11, 2016, however reflects an increase of 4.9 percent compared to the current charges. This revision is due to the GLWA board's decision to spread the recovery of bad debt over an extended period of time (reducing the 1.5 percent Highland Park adjustment to 1.2 percent). It is with moderate optimism that our renewed recovery efforts as well as our ongoing efforts to work with Highland Park on operations issues will improve their payment performance. The goal is to eliminate the burden being placed on the other suburban communities.

The table below recaps the revenue charge increase.

Category	Adjustment
Budget Variance	4.00%
Highland Park Bad Debt Recovery (a)	1.20%
Miscellaneous Revenue and Other	-0.30%
Total Charge Adjustment	4.90%

(a) Bad Debt True-up for FY 2013, 2014 and 2015 recovered over five years.

The FY 2017 schedule of charges applicable to your organization is indicated on the enclosed document. This schedule of charges will apply to services provided beginning July 1, 2016 and will be effective on all bills rendered by GLWA as of August 1, 2016.

¹ Recovery of wholesale customer bad debt in this manner has been in place as a result of rate settlement agreements in existence since 1995.

² The GLWA Board of Director sent a letter to Governor Rick Snyder regarding the City of Highland Park. This letter can be found in the GLWA Board meeting minutes of April 13, 2016. Available online at www.glwater.org/wp-content/uploads/2016/04/041316-Approved-Workshop-Meeting-Minutes.pdf

INFO ONLY



It should be noted that wholesale sewage charges continue to consist entirely of fixed monthly charges, as established by the “rate simplification” initiative adopted by the City of Detroit Water and Sewerage (DWSD) Board of Water Commissioners in November 2013. A Sewer Shares Assessment Team has been formed for the purpose of updating the assumptions in the share calculations, and it is anticipated the team will have its evaluations completed by December 31, 2016. That shares assessment is facilitated by the wholesale customer outreach team. All meeting notes and materials are available through the “Customer Outreach Portal” on our website at glwater.org.

The new schedule of charges (attached) also includes increases to Industrial Waste Control (IWC) charges (2.7%) and Pollutant Surcharges (3%).

The budgetary increase of four percent is consistent with the terms of the Memorandum of Understanding (MOU) and Lease Agreement that established the Authority. Our pledge is to you is to continue to control the budget within a 4 percent ceiling to mitigate increases in future system revenue charges. Cost containment initiatives continue to be a top priority for GLWA.

Since the stand-up of the GLWA on January 1, 2016, we have been working diligently to complete the bifurcation of the GLWA regional system and the DWSD local system. One of primary efforts over the past five months has been the completion of GLWA’s inaugural financial plan, including its first biennial budget, its first capital improvement plan and its first schedule of wholesale customer charges. The evolution of these documents can be found on both the Audit Committee and Capital Improvement Committee pages at glwater.org.

I want to extend my thanks once again to the Wastewater Steering Committee for their efforts and to your representatives who participated in the Customer Outreach Program. The approval of this inaugural charge schedule represents the successful results of this continued collaborative process with representatives of our suburban wholesale and Detroit retail customers and the input we received as part of that process.

It continues to be our pleasure to provide you these services. If you have any questions regarding the upcoming changes in rates and charges, or other related matters in this letter, please contact Jon Wheatley, Public Finance Manager at (313) 224-4771.

Sincerely yours,

Sue F. McCormick
Chief Executive Officer

Enclosures



APPROVED FISCAL YEAR 2016-2017 SUBURBAN SEWAGE SERVICE CHARGES

Community: Birmingham

Servicing Authority: Evergreen - Farmington

<u>Industrial Specific Charges:</u>	<u>O&M Portion</u>	<u>Capital Portion</u>	<u>Total</u>
<u>Industrial Surcharge Rates, Per Excess Pound</u>			
1. Biochemical Oxygen Demand (BOD) in excess of 275 mg/l	\$0.260	\$0.231	\$0.491
2. Total Suspended Solids (TSS) in excess of 350 mg/l	0.264	0.234	0.498
3. Phosphorus (P) in excess of 12 mg/l	3.889	3.457	7.346
4. Fats, Oils & Grease (FOF) in excess of 100 mg/l	0.250	0.223	0.473

Industrial Waste Control Charge, per month:

<u>Non Residential Meter Size</u>	<u>O&M Portion</u>	<u>Capital Portion</u>	<u>Total</u>
5/8"	\$4.86	\$0.79	\$5.65
3/4"	7.29	1.19	8.48
1"	12.15	1.98	14.13
1-1/2"	26.73	4.35	31.08
2"	38.88	6.32	45.20
3"	70.47	11.46	81.93
4"	97.20	15.80	113.00
6"	145.80	23.70	169.50
8"	243.00	39.50	282.50
10"	340.20	55.30	395.50
12"	388.80	63.20	452.00
14"	486.00	79.00	565.00
16"	583.20	94.80	678.00
18"	680.40	110.60	791.00
20"	777.60	126.40	904.00
24"	874.80	142.20	1,017.00
30"	972.00	158.00	1,130.00
36"	1,069.20	173.80	1,243.00
48"	1,166.40	189.60	1,356.00



APPROVED FISCAL YEAR 2016-2017 SUBURBAN SEWAGE SERVICE CHARGES

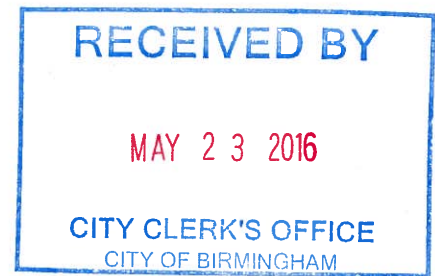
Community: Birmingham

Servicing Authority: Oakland GWK

<u>Industrial Specific Charges:</u>	<u>O&M Portion</u>	<u>Capital Portion</u>	<u>Total</u>
Industrial Surcharge Rates, Per Excess Pound			
1. Biochemical Oxygen Demand (BOD) in excess of 275 mg/l	\$0.260	\$0.231	\$0.491
2. Total Suspended Solids (TSS) in excess of 350 mg/l	0.264	0.234	0.498
3. Phosphorus (P) in excess of 12 mg/l	3.889	3.457	7.346
4. Fats, Oils & Grease (FOF) in excess of 100 mg/l	0.250	0.223	0.473

Industrial Waste Control Charge, per month:

<u>Non Residential Meter Size</u>	<u>O&M Portion</u>	<u>Capital Portion</u>	<u>Total</u>
5/8"	\$4.86	\$0.79	\$5.65
3/4"	7.29	1.19	8.48
1"	12.15	1.98	14.13
1-1/2"	26.73	4.35	31.08
2"	38.88	6.32	45.20
3"	70.47	11.46	81.93
4"	97.20	15.80	113.00
6"	145.80	23.70	169.50
8"	243.00	39.50	282.50
10"	340.20	55.30	395.50
12"	388.80	63.20	452.00
14"	486.00	79.00	565.00
16"	583.20	94.80	678.00
18"	680.40	110.60	791.00
20"	777.60	126.40	904.00
24"	874.80	142.20	1,017.00
30"	972.00	158.00	1,130.00
36"	1,069.20	173.80	1,243.00
48"	1,166.40	189.60	1,356.00



May 18, 2016

To: All Communities, Environmental and Conservation Agencies

RE: **PUBLIC HEARING NOTICE ON STATE REVOLVING FUND
PROJECT PLANS FOR THE PROPOSED ROUGE RIVER OUTFALL (RRO)
DISINFECTION**

This letter is to invite your participation in a Public Hearing to be held on June 22, 2016 at the Great Lakes Water Authority (GLWA), Water Board Building, 735 Randolph, 5th Floor Board Room, Detroit, Michigan at 1:00 p.m. GLWA announces a Public Hearing regarding its draft Project Plan covering the proposed Rouge River Outfall (RRO) Disinfection, which will be seeking low interest State Revolving Fund (SRF) loan fund assistance.

The proposed **RRO Disinfection** project is comprised of modifications of existing flow structures at the Wastewater Treatment Plant (WWTP) to provide disinfection for all discharges to the Rouge River Outfall. This project is necessary to ensure that GLWA will consistently and reliably operate in compliance with the requirements set forth in its National Pollutant Discharge Elimination System (NPDES) permit. The proposed project will significantly improve the quality of the wet weather discharges from the WWTP, including full disinfection. The total project cost is currently estimated at \$37,490,000 which will be allocated to Detroit and suburban customers similar to other treatment plant capital improvements. The RRO Disinfection Project is eligible for a low interest loan under the State Revolving Fund Program.

The Public Hearing will present a description of the proposed capital improvements projects and why they are necessary.

The purpose of this hearing is to inform and gather input from the communities that will be affected. Comments and viewpoints from the public are requested. Written comments will be accepted until 5:00 p.m. EST, Wednesday, June 22, 2016.

Any questions prior to the Public Hearing should be referred to Mr. Daniel Edwards, Construction and Contract Services Manager, Procurement, at (313) 964-9471.

Your assistance in posting and publicizing this Public Hearing Notice among interested parties in your community will be greatly appreciated.

Sincerely,

Sue F. McCormick
Chief Executive Officer

GREAT LAKES WATER AUTHORITY

PUBLIC HEARING NOTICE WASTEWATER TREATMENT PLANT FY16 STATE REVOLVING FUND (SRF) PROJECTS

The Great Lakes Water Authority (GLWA) announces a Public Hearing regarding its Project Plan for the proposed Rouge River Outfall Disinfection Project. GLWA will be seeking low interest State Revolving Fund (SRF) loan assistance for FY17. The project is comprised of modifications of existing flow structures at the Wastewater Treatment Plant (WWTP) to provide disinfection for all discharges to the Rouge River Outfall (RRO). This project is necessary to ensure that GLWA will consistently and reliably operate in compliance with the requirements set forth in its National Pollutant Discharge Elimination system (NPDES) permit. The proposed project will significantly improve the quality of the wet weather discharges from the WWTP, including full disinfection. The total cost of this project is currently estimated at \$37,490,000 which will be allocated to Detroit and suburban customers similar to other treatment plant capital improvements. The Rouge River Outfall Disinfection Project is eligible for participation under the State of Michigan low interest State Revolving Fund (SRF) loan program.

The Public Hearing will present a description of the recommended project, its evolution and estimated costs, as well as the cost per household impact for customer communities. The purpose of the hearing is not only to inform, but to seek and gather input from people that will be affected. Comments and viewpoints from the public are requested.

THE MEETING WILL BE HELD ON:

DATE: Wednesday, June 22, 2016

PLACE: Great Lakes Water Authority
Water Board Building
735 Randolph
5th Floor, Board Room
Detroit, Michigan 48226

TIME: 1:00 p.m.

Information on the Project Plan will be available for review after May 18, 2016 at the following locations:

**GLWA Website: www.glwater.org
or
Great Lakes Water Authority
Water Board Building
735 Randolph, Room 1504, 15th Floor
Detroit, Michigan 48226**

If you have questions or would like to submit written statements for the Public Hearing Record call or write:

**Mr. Daniel Edwards
Great Lakes Water Authority
Procurement Department
735 Randolph, 15th Floor
Detroit, Michigan 48226
(313) 964-9471**

Written comments will be accepted at the above address if received prior to 5:00 p.m. EST, Wednesday, June 22, 2016.

**Great Lakes Water Authority
Sue F. McCormick
Chief Executive Officer**

DTE Energy - Delivering a More Reliable Energy Grid For You

DTEENERGY@alerts.dteenergy.com <DTEENERGY@alerts.dteenergy.com>

Thu, May 19, 2016 at 12:46 PM

Reply-To: DTEENERGY@alerts.dteenergy.com

To: jvalentine@bhamgov.org



Dear DTE Energy Customer,

DTE Energy understands how much you depend on the electricity we provide. And, as the season for severe weather begins, I can assure you that our commitment to providing safe, reliable service has never been stronger.

Our work in this area has a dual focus: electrical system improvements and tree trimming.

Electrical Grid Improvements

Since 2013, we've improved the electrical system on more than 450 of our distribution circuits across Michigan, reducing outages in those areas by 50 percent. Moving forward, we also plan to complete similar improvements on the entire power grid.

Tree Trimming

Two-thirds of the time our customers spend without power is due to tree-related damage. Last year, DTE Energy trimmed trees along nearly 4,000 miles of power lines to reduce power outages. In areas where we have recently trimmed, electric reliability has improved by almost 70 percent.

Storm Response

When the power goes out, you depend on us to get things back to normal as fast as possible. So when storms are in the forecast, we're ready to respond even before they hit. We watch the weather carefully, predict the storm's path and then pre-position resources so we can start restoration work quickly if damage occurs.

In the months ahead, if severe weather threatens, you can be assured that DTE Energy is well prepared, working year-round to strengthen our system and mobilize our workforce around a common goal – providing you with safe and reliable service you can count on.

Trevor F. Lauer
President and Chief Operating Officer

DTE Electric

[View Privacy Policy](#)

[Contact Us](#)

[Manage Notifications](#)

This is an automated email, so please don't reply.

Email sent by: DTE Energy, One Energy Plaza, Detroit, MI 48226-1279 USA



April 13, 2016

The Honorable
Governor Rick Snyder
State of Michigan
P.O. Box 30013
Lansing, Michigan 48909

Dear Governor Snyder:

Regarding: City of Highland Park

The purpose of this letter is to ensure that you are aware of the Great Lake Water Authority's (GLWA) concerns regarding the impact the City of Highland Park's continued non-payment for water and sewerage services has on this regional utility and the ratepayers of southeastern Michigan.

As you are aware, with assistance from your office and the leadership of southeast Michigan, on January 1, 2016, pursuant to Lease Agreements between the parties, the Great Lakes Water Authority assumed operation of the regional water and sewerage system from the City of Detroit's Water and Sewerage Department (DWSD). The regional collaboration that resulted in the GLWA's formation and assumption of these operations has provided a great opportunity to reset relationships and re-examine priorities for this region's water and sewer operations. While it has been three (3) months since GLWA began operations, the expressions of interest and support from Michigan communities, business community and bond rating agencies for the GLWA have been indeed heartening.

We are hopeful that the GLWA's assumption of operations will also provide an opportunity to reset the relationship with Highland Park. Historically, the City of Highland Park has operated its own potable water plant with DWSD providing wastewater treatment services to that community¹. In FY 2013 and at the request of your administration, DWSD began providing potable water to Highland Park on a short-term emergency basis while repairs were to be made to Highland Park's water plant. Unfortunately, after emergency water service had begun, the Michigan Department of Environmental Quality (MDEQ) determined that Highland Park's plant could not be repaired and ordered it closed. To date, DWSD and now GLWA continues to provide water and sewer services, but have not received any payments on services rendered since June 30, 2012.²

¹ There is a history of litigation between the two cities resulting from Highland Park's non-payment for sewage services. This litigation resulted in the creation of an Escrow Account established by agreement of the parties and entered through a court order which provided for receipt of payments from Highland Park's retail customers and payments to DWSD for wastewater treatment services. GLWA has prepared a request for an audit of this account as it appears that Highland Park has ceased making even these court ordered payments and a preliminary analysis of the City's Comprehensive Annual Financial Report cash flow statement over the past several years as compared to the DWSD / GLWA accounting records reflect substantial shortfalls in cash remittances by the City to DWSD / GLWA.

² When DWSD brought the issue of the State's request, Highland Park's non-payment, and the possibility that it could no longer economically justify providing service to Highland Park to MDEQ's attention, MDEQ responded by indicating that it would not get involved other than to note that a public health crisis could ensue if potable water were not provided. The Wayne County Circuit Court has also issued an order prohibiting DWSD / GLWA from terminating water services to the City of Highland Park.



The Honorable Governor Rick Snyder

April 13, 2016

Re: City of Highland Park

Page 2

As noted on Exhibit 1, the outstanding amounts owed by the City of Highland Park to DWSD for water, sewer and IWC services as of June 30, 2012 were \$11,060,943.00. Through March 31, 2016, and almost four (4) years later, the City has paid only \$7,089,103.00, or \$3,971,841.00 *less than what was outstanding when DWSD assumed the responsibility for providing water to the City*. As such, the City has paid nothing towards any water and sewer services rendered since June 30, 2012 and still owes a substantial amount for services rendered prior to June 30, 2012.

Under both the DWSD and GLWA cost allocation protocols and federal court orders, the bad debt from one suburban customer is spread amongst the other suburban customers. The allocation of uncollectible Highland Park accounts receivable to suburban customers arises from a mid-1990 federal court order and subsequent reaffirmations of this federal court order since that time.

The City's failure to bill its residents over the past several years, which is in conflict with the DWSD contract and most certainly the bond covenants in its outstanding State Revolving Fund debt, resulted in DWSD's suburban customers subsidizing Highland Park's water and sewer services arising from the nonfeasance of the City's public officials.³ Yet, the local public officials' avoidance of charging its citizens and businesses garners support from its residents as it raises the ire of other suburban customers. Is this fair and just?

DWSD engaged in litigation with Highland Park, and on April 30, 2015, obtained a judgment in excess of \$19 million in that case. That judgment is on appeal. In the meantime, the total debt associated with the provision of water and sewer services to Highland Park has now risen to \$29.6 million as of March 31, 2016, and is being borne by the communities and ratepayers of this region, other than Highland Park. Since June 30, 2012, the delinquent accounts receivable balances have grown steadily at a pace of over \$400,000.00 per month.

While the City installed a new billing and collection computer system in late calendar year 2015, and has been changing out the residential and commercial meters, this effort has provided virtually no additional revenues to date in covering the current DWSD / GLWA billings for services, and nothing towards the legacy billings prior to June 30, 2012.

In an effort to verify the water flow requested by City administration and since October 2015, the DWSD / GLWA has been attempting to secure water flow readings by installing temporary master meters. DWSD / GLWA has run into many infrastructure issues requiring repairs prior to any readings being taken on the 11 points of City intake from DWSD / GLWA service points.

The master metering project results are still pending. It is uncertain as to whether the water flow information, which is used to calculate the sewer flow charges, will result in any significant changes in the amounts billed to date.

³ As you might imagine, this subsidy has resulted in a fair level of customer frustration as our local media reported that Highland Park's officials provided billing holidays to their residents coinciding with municipal elections and other local events. In fact, the 2013, 2014 and 2015 Comprehensive Annual Financial Reports have clearly indicated that the City stopped billing its residents and / or delayed its billings resulting in the City's inability to collect for its operations and pay its principal vendor, DWSD / GLWA. The sewer contract requires the City to bill its residents on a timely basis; no such contract exists for the 'emergency' water services. As the amounts have not been billed to its residents, the City cannot include the unbilled amounts on the property tax rolls.



The Honorable Governor Rick Snyder

April 13, 2016

Re: City of Highland Park

Page 3

Like you, the GLWA Board recognizes the importance of infrastructure in a community's quality of life. We appreciate your administration's efforts to identify resources necessary to improve Highland Park's infrastructure. However, as laudable as these efforts are, they will not be meaningful unless a sustainable method is identified to assist Highland Park and such other communities in similar fiscal distress in their ability to pay for current and future services provided for water and sewer services. Even as the circuit court has provided a judgment of over \$19 million against Highland Park arising from the amounts due DWSD last spring, the court has not permitted the City to include it on its property tax roll. Nor, has the court permitted the DWSD to take such other actions that are necessary to ensure collections are forthcoming.

While Michigan enjoys a strong history of local control under its Home Rule Cities Act, we must also recognize that our local cities exist through a grant of authority and assumption of responsibility from the State. The FY 2013 through FY 2015 Comprehensive Annual Financial Reports have cited that the City stopped billing its residents for water and sewer services that has contributed to the bad debt losses that continue to mount on suburban customers. If a community lacks the resources to utilize its police power to provide for the basic sanitary health needs of its residents and fails in its basic administrative efforts to bill its citizens for services rendered, isn't it time for the State to step in and assist?

Governor Snyder, the Great Lakes Water Authority has no greater desire than to serve the residents of this State and support the environment of our Great Lakes, but our customers are concerned and frustrated at our inability to secure payment from Highland Park. As the other communities of southeastern Michigan continue to see themselves as financially supplanting the City of Highland Park's responsibility to provide water and sewerage services to its residents, they grow increasingly troubled.

During the summer months of 2015, the DWSD and Highland Park administrations actively worked towards a common solution in addressing the delinquent accounts receivable. Most of the business issues were resolved in the proposed settlement agreement, including funding of the delinquent accounts receivable through judgment levies over a period of between 15 to 20 years with an initial 'good faith' City payment of \$5 million.

Even as the final issues were being addressed, the State interceded and indicated that they could not accept the settlement agreement terms. The terms acceptable to the State have not been codified. The justification for the State rejection was the delinquent amounts owed and levied could adversely impact the economic development in the City. (Given the monthly increases of \$400,000.00 to the delinquent accounts receivable now approaching \$30 million, if not then or now, when?

By way of example, in FY 2017, Highland Park's non-payment is projected to result in an average three and one-half percent (3.5%) addition to each of our other customers' sewer bills⁴ which, absent signs of remedial action, many view as a tax imposed by the State given that the City is under Public Act 436 oversight.

⁴ While the percentage increase in our customers' water bills associated with Highland Park's non-payment is currently less than their sewer bills, the associated water delinquencies now exceeds \$3 million and is increasing at the rate of \$1.2 million per year is no less significant as a cause of concern. The delinquent water bills, if remaining unpaid, will impact both the suburban and City of Detroit water rates.



The Honorable Governor Rick Snyder
April 13, 2016
Re: City of Highland Park
Page 4

Because the delinquencies applicable to the FY 2013 through FY 2015 associated with the City were not previously included in the suburban rates and with the FY 2016 sewer bad debts continuing, these losses will be funded through the sewer charges over the next several years absent a satisfactory resolution to this matter.

The GLWA has been heartened by the interest of other communities in receiving service from this utility, but recognize that the resources required to support Highland Park's debt are a potential barrier to providing competitive pricing to them. Similarly we recognize that the resources required to support Highland Park's debt ultimately require diversion of resources that might otherwise be used to address regional infrastructure needs, and ultimately to sustain the competitive advantage afforded Michigan by its Great Lakes.

We ask for your personal intercession and involvement in working with the GLWA and the City of Highland Park to develop a long-term sustainable solution that benefits not only the parties to that solution but the nearly forty percent of Michigan's population who are served as GLWA customers.

Thank you for your consideration of this request. We look forward to your response and meeting with you in furtherance of resolving this issue.

Respectfully submitted,
Great Lakes Water Authority Board of Directors

Handwritten signature of Robert J. Daddow in blue ink.

Robert J. Daddow
Board Chairman

Handwritten signature of Gary A. Brown in blue ink.

Gary A. Brown
Board Vice Chairman

Handwritten signature of Brian Baker in blue ink.

Brian Baker
Director

Handwritten signature of Earl Edward Hood in blue ink.

Earl Edward Hood
Director

Handwritten signature of Freman Hendrix in blue ink.

Freman Hendrix
Director

Handwritten signature of Joseph R. Nardone in blue ink.

Joseph R. Nardone
Director

cc: Treasurer Nick A. Khouri, Michigan Department of Treasury
Richard Baird
Great Lakes Water Authority Board of Directors



AGENDA ITEM #9A
Great Lakes Water Authority
Financial Services Group
Audit Committee Communication

Date: April 1, 2016

To: Great Lake Water Authority Audit Committee

From: Jon Wheatley, Public Finance Manager

Re: Informational Update – City of Highland Park Billings and Collections

Background: Highland Park has not been current on its sewer account since at least Fiscal Year 2008. In 2012, the Michigan Department of Environmental Quality (MDEQ) requested that the City of Detroit Water & Sewerage Department (DWSD) supply water to Highland Park on a short term basis, at which time Highland Park owed the Department approximately \$10 million for wastewater services. Beginning in 2013, Highland Park ceased making payments for a period of time and then subsequently began to make intermittent, partial payments. As of March 31, 2016, Highland Park had a delinquent balance of over \$29.6 million, including over \$24.9 million for wastewater treatment services, approximately \$1.4 million for industrial waste control services, and over \$3.3 million for water supply services. The table below is a billing and collection history for Highland Park, from June 30, 2012 to March 31, 2016.

	<u>Water</u>	<u>Sewer</u>	<u>IWC</u>
June 30, 2012 Balance	\$ -	\$ 10,207,956	\$ 852,987
FY 2013 Billings	485,887	4,987,635	154,444
FY 2013 Payments	(65,652)	(2,206,211)	-
June 30, 2013 Balance	\$ 420,235	\$ 12,989,380	\$ 1,007,431
FY 2014 Billings	1,004,357	6,980,442	161,951
FY 2014 Payments	-	(1,612,633)	-
June 30, 2014 Balance	\$ 1,424,592	\$ 18,357,189	\$ 1,169,382
FY 2015 Billings	1,008,032	5,553,123	165,739
FY 2015 Payments	-	(1,444,623)	-
June 30, 2015 Balance	\$ 2,432,625	\$ 22,465,689	\$ 1,335,120
FY 2016 Billings (9 months)	875,185	4,207,867	81,178
FY 2016 Payments (9 months)	-	(1,759,984)	-
Balance as of March 31, 2016	\$ 3,307,810	\$ 24,913,572	\$ 1,416,298



* Berkley * Beverly Hills * Bingham Farms * Birmingham
* Clawson * Huntington Woods * Lathrup Village * Pleasant Ridge
* Royal Oak * Southfield * Southfield Township

May 11, 2016

The Honorable
Governor Rick Snyder
State of Michigan
P.O. Box 30013
Lansing, MI 48909

Regarding: City of Highland Park

Dear Governor Snyder,

We are writing this letter in support of the GLWA Board's April 13, 2016 memorandum to you regarding the City of Highland Park. The Southeastern Oakland County Water Authority is the largest water customer of the Great Lakes Water Authority (GLWA). As an authority that represents the Oakland County communities listed on this letterhead, we store and distribute water to over 245,000 customers. In the daily conduct of our business, we work closely with GLWA leadership to ensure that we can deliver highest quality, lowest cost service to our customers.

Regarding the Highland Park situation outlined by GLWA, we similarly request your office take leadership within state government to accomplish the following:

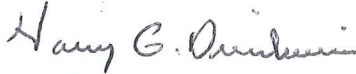
1. Immediately reimburse GLWA for the water provided to Highland Park since FY2013.
2. Support GLWA's ongoing litigation against Highland Park for non-payment of sewer services. As indicated in the GLWA's letter, a judgement was rendered in favor of GLWA for \$19 million based on the delinquent accounts receivable at the time of the judgement, but is now under appeal by Highland Park. The delinquent accounts receivable as of March 31, 2016 has since grown to \$30 million for water and sewer services.
3. Provide top leadership support within MDEQ to fund and manage the establishment of a sustainable billing and collections operation within Highland Park.

As you know, there are many citizens in our communities who struggle to pay their water and sewer bills and asking them to absorb Highland Park's debts into their water and sewer charges is simply unjust and unfair. Clearly the state needs to create a path for Highland Park to

manage their city's financial obligations without further burdening the region.

Thank you for your attention to this matter.

Respectfully submitted,
SOCWA Board of Trustees



Harry Drinkwine
Board Chair, Clawson



Greg Rassel
Board Vice Chair, Royal Oak



Derrick Schuller
Berkley



Chris Wilson
Beverly Hills



Dorothy Warren
Bingham Farms



Paul O'Meara
Birmingham



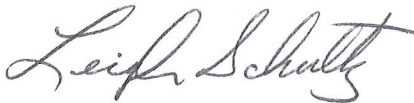
Jay Mader
Huntington Woods



Matt Baumgarten
Lathrup Village



Scott Pietrzak
Pleasant Ridge



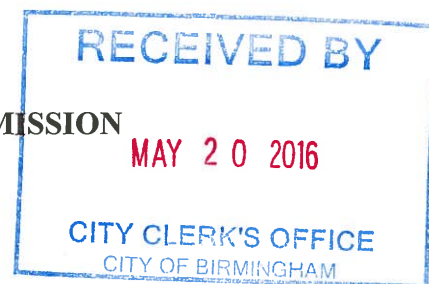
Leigh Schultz
Southfield



Robert Walsh
Southfield Twp.

STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION

NOTICE OF HEARING
FOR THE CUSTOMERS OF
DTE ELECTRIC COMPANY
CASE NO. U-18005



- DTE Electric Company requests Michigan Public Service Commission approval to reconcile its Transitional Reconciliation Mechanism associated with the disposition of the City of Detroit Public Lighting System for the period of January 1, 2015 through December 31, 2015.
- The information below describes how a person may participate in this case.
- You may call or write DTE Electric Company, One Energy Plaza, Detroit, Michigan 48226-1279, (800) 477-4747, for a free copy of its application. Any person may review the application at the offices of DTE Electric Company.
- The first public hearing in this matter will be held:

DATE/TIME: **Tuesday, June 7, 2016, at 9:00 a.m.**
This hearing will be a prehearing conference to set future hearing dates and decide other procedural matters.

BEFORE: Administrative Law Judge **Mark D. Eyster**

LOCATION: Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, Michigan

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 284-8090 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a public hearing to consider DTE Electric Company's (DTE Electric) March 29, 2016 application, which seeks approval to reconcile the Company's Transitional Reconciliation Mechanism (TRM) plan for the 12-month period beginning January 1, 2015 through December 31, 2015. DTE Electric states that the Company incurred a total 2015 TRM underrecovery ending balance of \$29,879,094. On July 11, 2013, the Commission authorized DTE Electric to defer for accounting purposes the net incremental revenue requirement associated with the transition of the City of Detroit Public Lighting Department (PLD) electric distribution business and transfer of PLD customers to DTE

Electric. DTE Electric seeks Commission approval to: 1) reconcile the Company's total 2015 TRM underrecovery ending balance of \$29,879,094; and 2) authorize a proposed TRM surcharge of \$0.002626/kilowatt-hour (kWh) to be applicable to all customers on a bills rendered basis from October 1, 2016 through December 31, 2016, as described in its application.

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscedockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: mpscedockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 284-8090 or by email at: mpscedockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by May 31, 2016. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon DTE Electric's attorney, David S. Maquera, One Energy Plaza, 688 WCB, Detroit, Michigan 48226-1279.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

Requests for adjournment must be made pursuant to the Michigan Administrative Hearing System's Administrative Hearing Rules R 792.10422 and R 792.10432. Requests for further information on adjournment should be directed to (517) 284-8130.

A copy of DTE Electric's request may be reviewed on the Commission's website at: michigan.gov/mpscedockets, and at the office of DTE Electric Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 284-8090.

Jurisdiction is pursuant to 1909 PA 106, as amended, MCL 460.551 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1982 PA 304, as amended, MCL 460.6j et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; and the Michigan Administrative Hearing System's Administrative Hearing Rules, 2015 AC, R 792.10401 et seq.

May 10, 2016



May 23, 2016

Laura Broski
City of Birmingham
151 Martin St.
Birmingham, MI 48012



Dear Laura Broski,

At WOW!, we work hard to ensure that our customers receive reliable Internet, cable and phone services at a fair and competitive price by carefully managing our business costs.

Unfortunately, we are limited in our ability to directly control some of our costs, most notably the license fees we pay to the cable and broadcast networks. The cost for cable and broadcast networks continue to rapidly increase every year.

To help keep pace with these costs, our rates will be adjusted with the July 1, 2016 billing cycle.

Residential Customers

- The majority of our bundled residential customers will experience a monthly increase of:
 - Two-Product Cable Bundle: \$5.00 - \$10.00
 - Three-Product Cable Bundle: \$6.00 - \$11.00
- Customers with cable services a la carte will receive a monthly increase listed below based on the level of service they subscribe to:
 - Small/Limited Cable: \$4.00
 - Medium/Basic Cable: \$8.00
 - Digital TV Basic Cable: \$8.00
 - Large/Signature Cable: \$9.00
 - Digital TV Signature Cable: \$9.00
 - Senior Medium/Basic Cable: \$7.20
- Customers who subscribe to cable will receive a Broadcast TV Fee monthly increase of \$1.40.

Business Customers

- Customers with cable services will receive a monthly increase listed below based on the level of service they subscribe to:
 - Limited Cable: \$4.00
 - Basic Cable: \$8.00
 - Digital Service: \$1.00
- Customers who subscribe to cable will receive a Broadcast TV Fee monthly increase of \$1.40.

All customers will receive a notice based on their current level of service. Samples of the letters are enclosed.

Thank you for your continued support and cooperation. If you have any questions, please contact me at 248-677-9030.

Sincerely,

Robert DiNardo
Family Guy, Coach, Chocolate Enthusiast
Vice President and General Manager of WOW! Michigan
WOW! Internet, Cable and Phone

Enclosures

IMPORTANT INFORMATION

About Your WOW! Bill

Dear Valued Customer,

We appreciate the opportunity to serve you. We work hard to ensure you receive reliable Internet, cable and phone services at a fair and competitive price by carefully managing our business costs.

Unfortunately we are limited in our ability to directly control some of our costs, most notably the license fees we pay to the cable and broadcast networks that provide the content you receive as part of your cable channel lineup. The cost for cable and broadcast networks continue to rapidly increase every year.

These new rates are all listed below for your reference. Please note that some services may be listed that are not part of your WOW! subscription, as this message is intended to provide information for all WOW! customers. Your bill next month will reflect only the price adjustments for those services you subscribe to.

CABLE SERVICE	Monthly Price Increase
WOW! Small/Limited Cable	\$4.00
WOW! Medium/Basic Cable	\$8.00
WOW! Digital TV Basic Cable	\$8.00
WOW! Large Cable	\$9.00
WOW! Digital TV Signature Cable	\$9.00
WOW! Broadcast TV Fee	\$1.40

We will continue to negotiate on your behalf for reasonable cable and broadcast network rates, and do our best to minimize our price adjustments despite these cost increases. For more information on the cost of cable programming, please visit www.wowway.com/aboutprogramming.

We are very grateful to be your Internet, cable and phone provider, and we'll keep working to earn the privilege of serving you. If you have questions about our services or this notice, you can call us toll-free at 1-800-491-1419. Thank you for choosing WOW!.

Sincerely,



Steven Cochran
Family Guy, Sports Fan, Person of Faith
 CEO/President
 WOW! Internet, Cable and Phone

IMPORTANT INFORMATION

About Your WOW! Bill

Dear Valued Customer,

We appreciate the opportunity to serve you. We work hard to ensure you receive reliable Internet, cable and phone services at a fair and competitive price by carefully managing our business costs.

Unfortunately we are limited in our ability to directly control some of our costs, most notably the license fees we pay to the cable and broadcast networks that provide the content you receive as part of your cable channel lineup. The cost for cable and broadcast networks continue to rapidly increase every year.

As a result, the price for your bundled WOW! services including cable will increase. Additionally, the Broadcast TV Fee will also increase. These new rates are listed below for your reference. Please note that some services may be listed that are not part of your WOW! subscription, as this message is intended to provide information for all WOW! customers. Your bill next month will reflect only the price adjustments for those services you subscribe to.

CABLE SERVICE	Monthly Price Increase
WOW! Small/Limited Cable	\$5.00
WOW! Medium/Basic Cable	\$9.00
WOW! Digital TV Basic Cable	\$9.00
WOW! Large Cable	\$10.00
WOW! Digital TV Signature Cable	\$10.00
WOW! Broadcast TV Fee	\$1.40

We will continue to negotiate on your behalf for reasonable cable and broadcast network rates, and do our best to minimize our price adjustments despite these cost increases. For more information on the cost of cable programming, please visit www.wowway.com/aboutprogramming.

We are very grateful to be your Internet, cable and phone provider, and we'll keep working to earn the privilege of serving you. If you have questions about our services or this notice, you can call us toll-free at 1-800-491-1419. Thank you for choosing WOW!.

Sincerely,



Steven Cochran
Family Guy, Sports Fan, Person of Faith
 CEO/President
 WOW! Internet, Cable and Phone



It's that kind of experience.

wowway.com

Pricing for WOW! Services excludes taxes, fees (such as applicable franchise, PEG and right-of-way access fees, the Subscriber Line Charge and Network Line Fee), the Broadcast TV Fee, Sports Surcharge, government program related fees (such as applicable 911 fees, and USF and TRS charges), additional equipment, installation and service call charges, and usage-based charges.
 © 2016 WideOpenWest Finance, LLC.

IMPORTANT INFORMATION

About Your WOW! Bill

Dear Valued Customer,

We appreciate the opportunity to serve you. We work hard to ensure you receive reliable Internet, cable and phone services at a fair and competitive price by carefully managing our business costs.

Unfortunately we are limited in our ability to directly control some of our costs, most notably the license fees we pay to the cable and broadcast networks that provide the content you receive as part of your cable channel lineup. The cost for cable and broadcast networks continue to rapidly increase every year.

As a result, the price for your bundled WOW! services including cable will increase. Additionally, the Broadcast TV Fee will also increase. These new rates are listed below for your reference. Please note that some services may be listed that are not part of your WOW! subscription, as this message is intended to provide information for all WOW! customers. Your bill next month will reflect only the price adjustments for those services you subscribe to.

CABLE SERVICE	Monthly Price Increase
WOW! Small/Limited Cable	\$6.00
WOW! Medium/Basic Cable	\$10.00
WOW! Digital TV Basic Cable	\$10.00
WOW! Large Cable	\$11.00
WOW! Digital TV Signature Cable	\$11.00
WOW! Broadcast TV Fee	\$1.40

We will continue to negotiate on your behalf for reasonable cable and broadcast network rates, and do our best to minimize our price adjustments despite these cost increases. For more information on the cost of cable programming, please visit www.wowway.com/aboutprogramming.

We are very grateful to be your Internet, cable and phone provider, and we'll keep working to earn the privilege of serving you. If you have questions about our services or this notice, you can call us toll-free at 1-800-491-1419. Thank you for choosing WOW!.

Sincerely,



Steven Cochran
Family Guy, Sports Fan, Person of Faith
 CEO/President
 WOW! Internet, Cable and Phone



IMPORTANT INFORMATION ABOUT YOUR WOW! BILL

Dear Valued Business Customer,

We appreciate the opportunity to serve you. We work hard to ensure you receive reliable Internet, cable and phone services at a fair and competitive price by carefully managing our business costs.

Unfortunately we are limited in our ability to directly control some of our costs, most notably the license fees we pay to the cable and broadcast networks that provide the content you receive as part of your cable channel lineup. The cost for cable and broadcast networks continue to rapidly increase every year.

The new rates are all listed below for your reference. Please note that some services may be listed that are not part of your WOW! Business subscription, as this message is intended to provide information for all WOW! Business customers. Your bill next month will reflect only the price adjustments for those services you subscribe to.

CABLE SERVICE	Monthly Price Increase
WOW! Limited Cable	\$4.00
WOW! Basic Cable	\$8.00
WOW! Digital Service	\$1.00
WOW! Broadcast TV Fee	\$1.40

We will continue to negotiate on your behalf for reasonable cable and broadcast network rates and do our best to minimize our price adjustments despite these cost increases. For more information on the cost of cable programming, please visit www.wowway.com/aboutprogramming.

We are very grateful to be your Internet, cable and phone provider, and we'll keep working to earn the privilege of serving you. If you have questions about our services or this notice, you can call us toll-free at 1-877-437-5624. Thank you for choosing WOW!.

Sincerely,

Mike Harry

Husband, Father, Sports Fan

Senior Vice President, WOW! Business
WOW! Internet, Cable and Phone