

**REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY – AUGUST 24, 2016
7:30 PM
CITY COMMISSION ROOM
151 MARTIN STREET, BIRMINGHAM**

- A. Roll Call
- B. Review and Approval of the Minutes of the regular meeting of **August 10, 2016**
- C. Chairpersons' Comments
- D. Review of the Agenda
- E. Preliminary Site Plan Review
 - 1. **602 Riverside Dr.** – Request for Preliminary Site Plan approval to add an additional single family home to the previously approved single family cluster.
- F. Meeting Open to the Public for items not on the Agenda
- G. Miscellaneous Business and Communications:
 - a. Communications
 - b. **Administrative Approval** Correspondence
 - c. Draft Agenda for the next Regular Planning Board Meeting (**September 14, 2016**)
 - d. Other Business
- H. Planning Division Action Items
 - a. Staff Report on Previous Requests
 - b. Additional Items from tonight's meeting
- J. Adjournment

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**CITY OF BIRMINGHAM
PLANNING BOARD ACTION ITEMS
OF WEDNESDAY, AUGUST 10, 2016**

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Motion carried, 5-0.	2
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Motion by Mr. Williams Seconded by Ms. Lazar to appoint Bert Koseck to the Birmingham Brand Development Committee.	7
Motion carried, 5-0.	7

**CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, AUGUST 10, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Planning Board held on August 10, 2016. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Bert Koseck, Gillian Lazar, Janelle Whipple-Boyce, Bryan Williams; Student Representative Colin Cousimano (left at 9 p.m.)

Absent: Board Members Robin Boyle, Stuart Jeffares; Alternate Board Members Lisa Prasad, Daniel Share

Administration: Jana Ecker, Planning Director
Carole Salutes, Recording Secretary

08-136-16

**APPROVAL OF THE MINUTES OF THE REGULAR PLANNING BOARD MEETING
OF JULY 27, 2016**

Motion by Mr. Williams

Seconded by Ms. Lazar to approve the Minutes of July 27, 2016 as presented.

Motion carried, 5-0.

VOICE VOTE

Yeas: Williams, Lazar, Clein, Koseck, Whipple-Boyce

Nays: None

Absent: Boyle, Jeffares

08-137-16

CHAIRPERSON'S COMMENTS

Chairman Clein advised that Woodland Villa has requested yet another extension.

08-138-16

APPROVAL OF THE AGENDA (no additional changes)

08-139-16

FINAL SITE PLAN REVIEW

100 - 450 Woodland Villa (existing duplexes)

Request for Final Site Plan approval to add a gate across Woodland Villa south of W. Maple Rd. (continued from the meeting of July 27, 2016)

Motion by Mr. Williams

Seconded by Mr. Koseck that Final Site Plan Review for 100 - 450 Woodland Villa (existing duplexes) be postponed until Wednesday, September 28.

Motion carried, 5-0.

VOICE VOTE

Yeas: Williams, Koseck, Clein, Lazar, Whipple-Boyce

Nays: None

Absent: Boyle, Jeffares

08-140-16

STUDY SESSION ITEMS

1. Glazing Standards Update

Ms Ecker reported that at the July 25, 2016 City Commission meeting, a public hearing was held to consider proposed amendments to the current window standards in the Zoning Ordinance. The purpose of these amendments was to implement several minor changes to the standards contained in Article 04 of the Zoning Ordinance, as well as the elimination of additional standards in Article 07 that are in conflict with other areas of the Zoning Ordinance. The proposed changes would have added a requirement to have at least 30% glazing on rear elevations with a public entrance; increased the amount of glazing permitted on upper floors, prohibited blank walls longer than 20 ft. on all elevations facing a park, plaza or parking lot; and would also have provided the reviewing board with the flexibility to allow adjustments to the amount of glazing under specific conditions. The City Commission decided to send the draft ordinance back to the Planning Board for further consideration.

During the public hearing, the City Commission identified two additional issues that they would like the Planning Board to consider. These issues were the clarification or elimination of the provision that allows window glazing to be "lightly tinted." Currently there is no definition for the term "lightly tinted," so there is no objective standard that applicants must meet in order to comply with this standard. Secondly, The City Commission would like the Planning Board to consider whether there should be a glazing requirement in alleys and passages that are subject to the Via Activation Overlay Zone.

Therefore, there are two things the City Commission wants this board to look at, which is whether only clear glazing should be allowed; or if lightly tinted is allowed, define

lightly tinted. The second issue is whether a minimum glazing standard should be added for facades that front on vias.

Ms. Whipple-Boyce thought 70% glazing is excessive for the side facing a via.

Discussion turned to tinted glass. Ms. Lazar thought there might be some accommodation for a building that will receive an excessive amount of sunlight. Mr. Koseck cautioned that the board should make sure what they are asking for is technically achievable. Once the glass is tinted it loses that interaction with the outside.

He continued that buildings need a back of the house. Mr. Williams maintained that the back of the building should have protection at the lower levels which is where the dumpster is located.

Ms. Whipple-Boyce favored having no tint on the windows. She doesn't think tint will determine whether or not people will cover their windows from the inside. As far as the via, maybe there is something that talks about locating a percentage of windows in the active part of the building. However, people should be encouraged to come to the street.

Chairman Clein said he is hearing support for no tinting except for energy code compliance, but making sure that it is enforceable.

Ms. Ecker noted the existing ordinance encourages more glazing and pedestrian scale details in the Via Activation Overlay without specific strict mandates. Mr. Williams thought what is currently in the ordinance is fine - it gives the board flexibility.

Chairman Clein suggested that the board come back to discuss this and consider language that still provides flexibility but addresses the significance of via glazing standards. Make sure that conversation is finalized because a commissioner did specifically call it out.

Ms. Ecker said she will find something that shows some of the limits of tint so the board is clear whether they are happy with no tint. She will investigate whether low-E coating counts as a tint, and what the Energy Code mandates. Further, she might be able to find samples.

08-141-16

2. City Commission Direction on Current Planning Issues

Ms. Ecker recalled at the July 25, 2016 City Commission meeting, the Commission discussed each of the current planning issues outlined at the June 20, 2016 joint City Commission/ Planning Board meeting. The City Commission gave the following direction to the Planning Board:

1) Transitional Zoning - to direct staff to work with the Planning Board to prepare a narrative on the recent study of transitional zoning; and further, to direct the Planning Board to review the number and type of uses proposed to be permitted in TZ-2, and to

conduct a public hearing to gather input on the proposed changes and develop a recommendation based on input received that can be forwarded to the City Commission.

Board members agreed that a two or three page report is needed with an attached exhibit that includes minutes of all prior meetings on this topic to show how great improvements have been made from what is allowable.

2) Commercial Development Parking Requirements - to direct the Planning Board to review the parking requirements for private developments, including but not limited to considering the possible reduction of parking standards for residential units. Also, consider the impacts of multi-modal transportation options; and further, to direct staff to include a component on parking requirements in the City-wide Master Plan update.

Mr. Williams commented the board hasn't studied parking standards in the neighborhoods. Ms. Ecker said where they get complaints about parking is Downtown. It is not caused by the residential units; it is caused by the offices and the restaurants. Chairman Clein clarified the request is specifically targeted toward the requirement for parking for residential developments within the BSD, the Triangle, and the Rail and how that adds cost to the units. With respect to the Rail District, Ms. Ecker advised one of the things they are looking at is shared parking. There is plenty of parking that no one uses because it says no parking or be towed.

Ms. Whipple-Boyce indicated she understands that requiring parking for residential developments is driving up the price of the units and preventing the affordable housing for a different demographic of people than those who would purchase a unit for over \$1 million. She thought it would be helpful to take information from the ad hoc study groups and incorporate it into the Master Plan update.

Chairman Clein noted perhaps there are incentives that could be offered to developers that would alleviate some of the parking requirements. Mr. Williams went on to say the longer the City goes without a parking structure in the Triangle District, the more problematic the development becomes and it is still very expensive.

3) Existing Commercial Non-Conforming Buildings - to review the non-conformance provisions pertaining to commercial buildings to provide specific requirements considering creating a new zoning category or categories to allow for changes to non-conforming buildings for maintenance and renovation consistent with those permitted for residential buildings and structures.

Ms. Ecker suggested creating a win-win situation by offering the ability to renovate or to add an addition, but the City would get something in return. Ms. Whipple-Boyce said it would be nice to have this in place ahead of time for buildings like 555 Woodward and Merrillwood. Chairman Clein thought the board could consider new zoning categories if there are specific areas that need it; but they can also consider generic language changes. Look at the non-conforming buildings first.

4) Definition of Retail - to direct the Planning Board to study the following:

- To evaluate the success of the red line retail district in Downtown Birmingham to determine if the intended objectives are being met;
- To study the existing definition of retail in the Zoning Ordinance and recommend any needed amendments to the definition; and
- To review all retail-related requirements contained in the Zoning Ordinance and recommend any needed amendments.

5) Dormer Considerations - to direct the Planning Board to review the dormer and habitable attic regulations in the Zoning Ordinance as they relate to current dormer construction trends in residential zoned districts. Specifically, to conduct a detailed public input and review process to:

- Clarify the types of dormers permissible that project from second-story roofs enclosing habitable attics;
- Provide recommended width limitations for dormers projecting from second-story roofs; and
- Refine the maximum area regulations for habitable attics that would not count as a story.

Ms. Ecker agreed to ask the Building Dept. to take some pictures of different types of dormers and some of the issues that have come up.

6) Planning Board Action List - to direct the Planning Board to revise their 2016-2017 Planning Board Action List to reflect the City Commission's recent and pending directives.

08-142-16

3. Planning Board Action List

Ms. Ecker advised that based on the direction and feedback received from the City Commission on July 25, 2016, a revised draft of the Planning Board's Action List for 2016-2017 was prepared.

Outdoor storage and display, Glazing standards, and Height in the MX District are already in the works. Following those:

- Review dormer and habitable attic regulations in residential zones
- Zoning Transition Overlay (TZ-2)
- Address allowable changes for commercial non-conforming buildings and Southern Downtown Overlay Gateway
- Parking requirements
- Definition of Retail
- Potential residential zoning changes: MF and MX garage doors, garage house standards, dormers (which should now be removed)
- Woodward Ave. Gateway Plan
- Consider looking at principal uses allowed and add flexibility ("and other similar uses")
- Sustainable urbanism

08-143-16

PRE-APPLICATION DISCUSSION

33877 Woodward Ave.

Savon Drugs

Discussion of proposed drive-through pharmacy

Mr. Bill Neuman, the property owner, said that his business continues to grow. As a convenience to his customers, he would like to add a drive-through. The idea is to put it on the south side of the building where their pharmacy is located and where there is currently parking. A customer would enter from the alley, turn left, run parallel to the building, and exit onto Woodward Ave. He is willing to work with the City to take everything down in order to open up the windows in the store so that people can look in. Also he can do some minor things like reducing the size of the ice chest.

Mr. Williams said his observation is that the parking spaces are never full. Chairman Clein advised that Woodward Ave. is a state road so MDOT will be in charge of modifications to the front parking area and the access onto Woodward Ave. Therefore, the traffic circulation is really the biggest question as to whether it would work.

Ms. Whipple-Boyce thought the board should see a study that would confirm that the loss of seven spaces on the south side to accommodate the drive-through would not adversely affect parking. Ms. Lazar observed queuing space in the drive-through should compensate for some loss of parking.

Mr. Williams said to the extent that Mr. Neuman is amenable to fixing the shelving issue in the front, the Planning Board would be inclined to work with him towards a solution. However, there are two issues that are not within the control of this board. The first is M-DOT's ruling and the second is that the Board of Zoning Appeals would have to agree with the proposed number of parking spaces.

08-144-16

MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA (none)

08-145-16

MISCELLANEOUS BUSINESS AND COMMUNICATIONS

a. Communications

Request for Planning Board representative on Birmingham Brand Development Committee.

Motion by Mr. Williams

Seconded by Ms. Lazar to appoint Bert Koseck to the Birmingham Brand Development Committee.

Motion carried, 5-0.

VOICE VOTE

Yeas: Williams, Lazar, Clein, Koseck, Whipple-Boyce

Nays: None

Absent: Boyle, Jeffares

b. Administrative Approval Correspondence

- 344 Hamilton Row - Rooftop mechanical proposal.
- 555 S. Old Woodward Ave., 555 Building - T-Mobile proposes to install a natural gas generator on existing steel platform.
- 770 S. Adams, Birmingham Plaza - Three temporary generators to supply temporary AC units - building compressor.
- 2200 Holland - Replace mechanical units.

c. Draft Agenda for the Regular Planning Board Meeting on August 24, 2016

- Site Plan Review, 602 Riverside
- Dormer presentation

If the applicant is amenable to moving their site plan review to September 14, then cancel the August 24 meeting.

d. Other Business

- Ms. Ecker will follow up with Code Enforcement on:
 - Signs in the Shain Park Real Estate Office.
 - Hawthorne Appliance has brown paper in the window.
 - Deli that will go into the Einstein space has menus all over the windows.

08-146-16

PLANNING DIVISION ACTION ITEMS

- a. Staff report on previous requests (none)
- b. Additional items from tonight's meeting (none)

08-147-16

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 9:10 p.m.

Jana Ecker
Planning Director

DRAFT



MEMORANDUM

Planning Division

DATE: August 17, 2016

TO: Planning Board Members

FROM: Matthew Baka, Senior Planner

SUBJECT: 602 Riverside unit #6 – Preliminary Site Plan review

The subject site is a 2.4 acre parcel located on the west side of Southfield Rd. between W. Maple and Lincoln in the R-1 zoning district. The property was approved to be developed as a single-family cluster by the Planning Board on September 9, 1998 with seven (7) new homes and one existing home that was to be renovated. Since that time five (5) of the new homes have been constructed and the existing home was renovated. The current applicant is now proposing to construct a new single-family home on one of the remaining two locations that were previously approved as part of the original Single family cluster. However, the preliminary site plan approval has expired. Accordingly, the applicant is required to obtain both preliminary and final site plan approval.

1.0 Land Use and Zoning

- 1.1 Existing Land Use - The existing site currently is vacant. Land uses surrounding the site include single family and public property.
- 1.2 Existing Zoning – The existing site is currently zoned R1, Single-Family Residential.
- 1.3 2016 Report – The entire subject site is located outside the boundaries of the Downtown Birmingham 2016 Overlay District. The Regulating Plan does not apply 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	Single Family Residential	Single Family Residential	Single Family Residential	Public Property

Existing Zoning District	R-1, Single Family Residential	R-1, Single Family Residential	R-1, Single Family Residential	Public Property
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2.0 Setback, Height, and Floor Area Requirements

A summary of all standards has been provided for your review on the attached Zoning Compliance Summary. The summary demonstrates that the proposed plan appears to meet all the setback, and floor area requirements for a Single family cluster in the R-1 (Single-Family Residential) zone. However, more information is needed to determine if the proposal is in compliance with the maximum height requirements. **The applicant must provide calculations indicating that the structure meets the maximum height requirements and that the lower level is at least 51% submerged below grade so that it is not counted as a story.**

3.0 Screening and Landscaping

- 3.1 Parking Facility Screening –All required parking spaces are provided within the attached garage, and thus are fully screened.
- 3.2 Dumpster Screening – No dumpsters are proposed for this site. Trash for both residential units will be handled individually by each homeowner.
- 3.3 Mechanical Equipment Screening – There are no mechanical units indicated on the plans. The applicant will be required to indicate the location of any proposed mechanical unit and the associated screening on the site plan at the time of Final Site Plan Review.
- 3.4 Landscaping – Article 05 section 5.02 of the Zoning Ordinance states that single family clusters may be approved to preserve natural assets such as trees, wildlife habitats, or unusual topographic features. Accordingly, many of the existing natural features were preserved as part of the original cluster development approval. The proposed building location does not currently contain any existing trees or landscaping beyond grass. The R1 zone does not have any specific landscape requirements. However, the applicant has submitted a detailed landscape plan indicating that includes a variety of flowers, bushes, trees and other plantings.

4.0 Parking, Loading and Circulation

- 4.1 Parking - A total of 2 parking spaces are required, 2 for each dwelling unit. Parking must be in an attached garage. The applicant is proposing an attached, two car garage on the first floor.
-

- 4.2 Loading – No loading spaces are required, nor proposed for this site.
- 4.3 Vehicular Circulation – The plan proposes to connect the garage to Riverside Dr. via a concrete driveway
- 4.4 Pedestrian Circulation – The plan proposes to extend the 5' sidewalk that currently exists in front of the home to the north across the subject site.

5.0 Lighting

No photometric plan has been provided at this time nor is one required. The lighting standards of the Zoning Ordinance do not apply in the R1 zone.

6.0 Departmental Reports

- 6.1 The Engineering Department – Comments will be provided by the Planning Board meeting on August 24, 2016.
- 6.2 Department of Public Services – Comments will be provided by the Planning Board meeting on August 24, 2016.
- 6.3 Fire Department – The fire hydrant located on the South East corner of the lot between the proposed site and the existing residence must not be obscured or blocked during the construction project or after the construction project. This hydrant needs to be available for fire department operations
- 6.4 Police Department – The Police Department had no concerns.
- 6.5 Building Division – In addition to their standard comments the Building Department made the following request;
 - 1. The applicant must provide calculations indicating that the structure meets the maximum height requirements.
 - 2. The applicant must provide documentation that the lower level is at least 51% below grade to be counted as a basement and not an additional story.

7.0 Conformance with Downtown Birmingham 2016 Report

The site is outside the boundaries of the 2016 Overlay District. The Regulating Plan does not apply in this case.

8.0 Design Review

A complete design review will be conducted at Final Site Plan Review. However, the applicant has provided color renderings and is currently proposing the following materials:

- Shake siding – rear and north body of the house;
- stone – body of all elevations;
- Cedar Shake Roof Shingles – roof of building;

The applicant will be required to provide material samples at Final Site Plan and Design Review.

9.0 Approval Criteria

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

- (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 Recommendation

Based on our review of the site plan revisions submitted, The Planning Division recommends the Planning Board APPROVE the Preliminary Site Plan for 602 Riverside Dr. with the following conditions:

1. The applicant must provide calculations indicating that the structure meets the maximum height requirements;
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2. The applicant must provide calculations indicating that the lower level is at least 51% submerged below grade so that it is not counted as a story;
3. Applicant provide material samples at Final Site Plan Review; and
4. Applicant addresses the concerns of all City Departments.

11.0 Sample Motion Language

Motion to APPROVE the Preliminary Site Plan for 602 Riverside Dr with the following conditions:

1. The applicant must provide calculations indicating that the structure meets the maximum height requirements;
2. The applicant must provide calculations indicating that the lower level is at least 51% submerged below grade so that it is not counted as a story;
3. Applicant provide material samples at Final Site Plan Review; and
4. Applicant addresses the concerns of all City Departments.

OR

Motion to DENY the Preliminary Site Plan for 602 Riverside Dr.

OR

Motion to POSTPONE the Preliminary Site Plan for 602 Riverside Dr.

**BIRMINGHAM PLANNING BOARD PROCEEDINGS
WEDNESDAY, MARCH 12, 1997**

Minutes of a regular meeting of the City of Birmingham Planning Board held on March 12, 1997.
Chair Sheila McEntee convened the meeting at 7:30 p.m.

Present: Chair Sheila McEntee, Brian Blaesing, J.C. Cataldo, Roger Gienapp, Student Representative Andrew Simpson (left at 9:55 p.m.), Mary Steffy (left at 11:05 p.m.), Gordon Thorsby (left at 11:05 p.m.)

Absent: Gary Rogers

Administration: Patricia McCullough, Community Development Director
Alisa Duffey Rogers, City Planner
Carole Salutes, Secretary

03-31-97

**Cluster Development Application Review and Preliminary Site Plan Review
570, 588 and 608 Southfield, Proposed Riverside Residential Development**

On January 22, 1997, the applicant presented a proposal for a single family cluster development at the above address. At that meeting a motion to find the proposal eligible for development as a cluster failed. At this time, the applicant requests that the Board find that the site is eligible for development under the Single Family Cluster Option, and the applicant is also requesting that the Board grant preliminary site plan approval. The revised plan, dated February 17, 1997, has been changed to eliminate two of the three homes originally proposed for 608 Southfield. The applicant now proposes to retain the home at 588 Southfield and to construct seven new homes.

Ms. Duffey Rogers went through the necessary findings and the necessary conditions that have to be on the site for the Planning Board to find it is indeed eligible for cluster development.

Discussion revealed the street system must be connected to the existing street to the south in Hidden Ravines subdivision. This is a requirement of the Engineering Department.

Mr. Mark Conti, the developer, said he was present to ask for consideration under the Cluster Option as well as the preliminary site plan approval. They have modified their site plan from their initial submittal. They are now leaving the stand of trees and the natural habitat in place behind 680 Southfield. They propose to remove the waste fill that is currently on the site. Engineered fill would be brought in. One of the foremost architects in the area would be designing all of the homes. There would be strong control by the municipality over what is taking place--far more than if it was a platted subdivision and the individual lots were sold.

Mr. Victor Saroki, architect, said the most significant change in this latest plan is the reduction of two units, from nine to seven. This was done in an attempt to preserve the natural features in terms of the vegetation on the site. Mr. Saroki listed the benefits if they are granted the cluster application:

- 1) Preservation of vegetation features;
- 2) Restoration of the topography; and
- 3) The overall architectural integrity that they can bring to the project.

Mr. Saroki then talked about the architecture he proposes for the seven detached homes. He estimated the time frame for completion of the project to be about two years.

Mr. Ralph Nunez with Design Team Limited, landscape architects, said they would only remove the diseased elms from the area, as well as any dead trees. The current road stopping where it does helps to eliminate additional loss of the vegetation. They plan to group the trees together to get more of a natural type feel within the development, rather than the regimented pattern that they had previously along the streetscape. Mature trees will be used to provide a finished landscape look.

Mr. Blaesing was concerned about the road system. Judging from Mr. Dembiec's comments, he also is concerned about that. Mr. Conti said they will take all preventative measures necessary to insure that once the street system is in it is not going to fail.

Mr. Mark Young with Seaver Keast & Associates, civil engineers and site planners in Novi, explained this site presents some unusual geotechnical problems. However they anticipate their investigation will provide plenty of information so the proper design features can be incorporated into the site plan to assure that the pavements will last their normal lifetime. They see no serious obstacles to the development of the site as it is envisioned. He touched on the traffic study that was done and noted the proposed development would generate approximately .06 of one percent new traffic along Southfield Road. The peak hour traffic associated with this development has a similar impact of .08 of one percent of increased traffic.

Mr. Conti, after being questioned, indicated they would be opposed to extending the road to meet

with Hidden Ravines. Their viewpoint is that they have gone to great lengths to preserve the natural integrity of the site. If the City were to require the connection, however, they would definitely conform.

Ms. Duffey Rogers reported she spoke with the fire chief. He is concerned that if the roads are 29 ft., parking on both sides and no cul-de-sacs, the trucks would be forced to back down because they can't turn around. Therefore, he would be looking for either a cul-de-sac or 29 ft. with parking on one side.

Mr. Blaesing determined from Mr. Saroki they would prefer not to meet the 50 ft. right-of-way requirements of the Engineering Department, but if they absolutely had to they could do it. It would just change a few locations of buildings. Discussion followed as to connecting the roads with Hidden Ravines. Mr. Saroki said his preference is not to connect. Mr. Blaesing, Ms. McEntee and Ms. Steffy indicated they feel very strongly about connecting.

At this time, public comments were heard.

Mr. Harold Gottlieb, 748 Hidden Ravines Drive, thought that allowing construction traffic to go through their subdivision would deteriorate the roads even more. A walk-thru could always be installed between the two subdivisions. He asked the Planning Board to give the residents what they want, not what the Board thinks they should have. There may be a way to allow parking only on one side of the street so that the fire trucks could get through.

Mr. Sidney Smith, president of the Hidden Ravines Association, noted their road was built to accommodate 19 units and not to service a heavy flow of traffic coming from the north. They should be given the opportunity to discuss this issue with the Fire Department.

Mr. Bannister spoke to represent the Southfield Residents Association as their president. The primary issue of whether the project is eligible for cluster housing must be addressed first. He listed several reasons why he is not in favor of the cluster option, chief of which was that it would promote another isolated community. Additionally, he noted that the Hidden Ravines Association owns 5 ft. of land on the end of Hidden Ravines Road. Unless the City uses eminent domain, the connection could not be put through.

Mr. Rick Hayes, 560 Southfield said he could not see the advantage of the cluster home set-up over a regular platted subdivision.

Mr. David Lawrey, 548 Southfield, spoke about the natural habitat, noted there is a tremendous amount of fill presently in place, and noted he has a hard time with the cluster option.

Mr. Cornelius Perkins, who lives on Southfield at the south edge of the proposed project, said presently he shares a driveway with 608 Southfield and asked how he will get to his backyard if the option passes. Mr. Gienapp assured him that he would have no problem because his legally recorded easement runs with the land forever.

Chair McEntee brought the application for cluster housing back to the Board for discussion. It will

require an affirmative vote of six members of the Board, as there have been objections received from abutting property owners.

Mr. Gienapp thought the project qualifies for cluster development. In their latest site plan, they have saved an entire stand of trees.

Mr. Cataldo verified the rules for developing under the cluster option as opposed to platting the community as a subdivision. A third choice would be to leave the lots as they are and build three homes on them. The two lots in the back could accommodate homes up to 25,000 sq. ft. The fourth choice is to re-sell the houses as they are. He suggested options for the road connection would be to install removable bollards or barrier, and/or choke the road down to one lane. He did not think the traffic volume would increase. Considering the safety issue as far as emergency vehicles, connection of the roads seems the way to go.

Ms. Steffy would not recommend approval of a bollard system, because that sets up a separation.

Mr. Blaesing thinks while this application is not the perfect example, it meets the criteria of a cluster option, technically.

Motion by Mr. Thorsby.

Supported by Mr. Cataldo to approve the utilization of the cluster option at 570, 588 and 608 Southfield.

Mr. Thorsby added the reason for accepting or granting the cluster option would be that it is preserving natural assets such as the trees and wildlife as shown on the southern portion of the plot. It will promote the natural area, as it currently does not exist as well as it could.

Mr. McEntee supports accepting the application for cluster housing because she thinks the lot does contain natural assets and we know there is some portion of it that is a flood plain. It meets the first part of the approval procedure, as well as the items in the second part.

Motion carried, 6-0.

Mr. Gienapp thought the whole issue with the site plan will be the road connection. He does not support the road connection, because it goes through the trees and defeats the whole purpose of the cluster option in the first place.

Mr. Thorsby said his concern is that it deals with a dead-end situation. A nice nature trail could be established to allow everybody in the community to appreciate the area. He agreed that taking down trees that were just approved through the cluster option is counterproductive.

Ms. Steffy did not agree. She feels the connection is crucial. Chair McEntee agreed and is very concerned about safety in case of fire. She wondered if the petitioner would be willing to look at the project and come back with some additional information.

Mr. Gienapp read between the lines that everyone is interested in looking at the connection in a different way in order to provide fire access and safety, but not necessarily via that connection.

Mr. Blaesing noted the principle of connecting streets is very important. Should the street in Hidden Ravines need to be replaced, it could take two months to dig it out and rebuild a new street there. How are people going to get in and out of their homes in the mean time. He stands behind staff's recommendation to connect the roads, because staff is requiring they be connected for some good, solid planning principles, and engineering and design principles as well.

Mr. Thorsby discussed the street width. He thought it should be moved back to something less than 29 ft.

Motion by Mr. Gienapp to grant preliminary site plan approval to 570, 588 and 608 Southfield as submitted. The motion did not receive a second.

Motion by Mr. Blaesing.

Supported by Ms. Steffy to approve the preliminary site plan for 570, 588 and 608 Southfield based on the existing site plan with the connection of the street at the Hidden Ravines and requiring the additional information requested by staff.

Mr. Saroki said they are comfortable with going back to staff and engineering to try and work through a solution. Their approach has been not to connect the roads initially. They are satisfied with receiving the cluster option tonight and allow them to negotiate some of the issues and come back.

Mr. Saroki inquired how they could go about getting the road width reduced. Mr. Blaesing said the Planning Board could make comments on the record which would be passed along to the City Commission. Mr. Saroki said if there is an opportunity to change the road width, they would like to pursue it.

In answer to a question from Mr. Smith, Ms. Duffey Rogers explained that according to the plat map from Oakland County, the right-way-line through Hidden Ravines goes all the way to the property line.

Mr. Jeff Blev, 736 Southfield, pointed out the inherent contradiction of granting the cluster option to preserve the green space and then putting a sizable road right through it. Mr. Gienapp noted it should be said for the record that was not the intent of the developer.

Mr. Blaesing, with the consent of the second, withdrew his motion to approve the preliminary site plan.

Motion by Mr. Blaesing

Supported by Mr. Gienapp to table the preliminary site plan until such time as the developer comes back with a plan to present for approval. The Ordinance requires all of the departments to sign off on the plan.

Motion carried, 6-0.

Ms. Steffy and Mr. Thorsby left the meeting at this point.

BIRMINGHAM PLANNING BOARD PROCEEDINGS
WEDNESDAY, July 23, 1997

Minutes of a regular meeting of the City of Birmingham Planning Board held on July 23, 1997. Chairman Gordon Thorsby convened the meeting at 7:35 p.m.

Present:Chairman Gordon Thorsby, Brian Blaesing, J.C. Cataldo, Roger Gienapp, Student Representative Andrew Simpson, Mary Steffy

Absent:Gary Rogers

Administration:Jill Bahm, City Planner
Patricia McCullough, Community Development Director
Carole Salutes, Secretary

07-87-97

Preliminary Site Plan, 570, 588 and 608 Southfield - New Riverside Cluster Residential Development

On January 22, 1997, the applicant presented a proposal for a single family cluster development at the above address. At that meeting, a motion to find the proposal eligible for development as a cluster failed. At the March 31, 1997 meeting the applicant presented modified plans for consideration of the cluster development provisions and preliminary site plan review. The Planning Board approved the utilization of the Cluster Option, but tabled the preliminary site plan until the applicant could make sufficient modifications to the proposal.

The revised preliminary site plan, dated June 17, 1997, represents the demolition of two existing single family residences, the renovation of the existing residence at 588 Southfield, and the

construction of seven new single family residences, per the provisions of the Cluster Option in the Zoning Ordinance. The site is zoned R-1, Single Family.

The existing building and the proposed buildings comply with all setback requirements. The height of the buildings complies with the Zoning Ordinance.

The applicant proposes two-car attached garages on all new units. A two-car detached garage is proposed for the remodeled home at 588 Southfield.

The applicant proposes to remove the southernmost existing driveway off Southfield (formerly to 608 Southfield). The former driveway to 588 Southfield will be modified to a 29 ft. wide street into the development. The street will have two dead-ends, with turn-around areas provided. The Cluster Option regulations regarding access have been addressed. ***Ms. McCullough suggested the proposal be amended to meet the new standard of the City Commission for street widths.***

The Engineering Department has provided a detailed list of items which must be addressed. The Fire Department has defined specific site conditions to be part of the site plan to assure adequate emergency access.

Mr. Mark Conti, the petitioner, introduced Mr. Victor Saroki, architect for the project, Mr. Ralph Nunez, the landscape architect, and Mr. Mark Young, the engineer.

Mr. Saroki stated the proposal is fundamentally as was seen by the Planning Board when the cluster option was approved. They are in support of not having a connection with Hidden Ravines. Additionally, they are glad to see that the City Commission has reduced the road width. It will mean a 2 ft. reduction to them. He pointed out they will be eliminating one curb cut from Southfield Road. They are looking at placing an iron fence along their property line. Each of the homes will have one condensing unit for air conditioning, the placement of which will be shown at final site plan review. All of the garages will have individual garage doors.

Mr. Nunez said the vegetation that would be removed is dead trees that are standing. They propose to remove some poison ivy. Evergreens are proposed along the north property line at a height that is suitable for both parties.

Ms. Diane McShane, 1035 Wakefield, asked if it is possible to get an arborist involved in looking at the placement of the homes with respect to the existing vegetation. Mr. Nunez said a registered forester works with their staff. A survey of the majority of the vegetation on the southern lot showed about 54 percent of that material was dead or dying. It was the board's decision as well as that of the adjacent property owners that material stay as is. The material proposed as far as plant sizes is far superior than what is normally called for.

Mr. Neil Perkins, 610 Southfield, wanted to make sure he will have access to his back yard, and that nothing would be planted to prevent him from getting back there. Mr. Saroki thought this could be worked through. They will make sure no trees are added to prevent access.

Ms. Steffy said she cannot support the project. There should be a connection between these two

neighborhoods in order to make them a part of the City. This overrides the preservation of existing vegetation particularly when the original assessment of that vegetation was that most of it is dead.

Ms. McCullough reported, in response to a question from Mr. Blaesing, the Fire Department's comment that given the criteria that they provided, items 1 - 5 on their report, they would have the ability to provide access for emergency services from the existing drive.

Mr. Saroki pointed out an apron that can be used for turn-arounds at the ends of the streets. He stated that Mr. Mark Young feels he can address all of the engineering concerns. From a landscaping standpoint the final site plan will address all of the concerns and architecturally the plan will be fine, as well.

Motion by Mr. Gienapp

Supported by Mr. Cataldo that the Planning Board grant preliminary site plan approval with the condition that the applicant complies with all of the specifications from City staff and noted by the report from the Engineering and Fire Departments.

Chairman Thorsby was concerned that extra trees would be removed. Mr. Saroki described how they would remediate the site. A soils engineer will monitor all of that. It is a big part of this project. He described the vegetation that would remain.

Mr. Conti said they would have no opposition to having a tree survey done so there are specific records of exactly what is on the site. It is to their benefit to keep most of the trees in place that are of any maturity at all.

Mr. Cataldo said he agrees with Ms. Steffy's opinion on connecting the two roads. However, he does support the plan and their intent.

Mr. Blaesing noted he has been a proponent of interconnected streets in the City for a long time and he feels he should not violate that principle at this time. Therefore, he will vote "no" on the motion.

Vote on the motion:

Motion failed.

Chairman Thorsby suggested having a narrow street connect the two subdivisions.

Mr. Saroki said that obviously placing a road through there will remove some of the vegetation. He was left with the impression that according to the direction of the Planning Commission, the direction of the people in Hidden Ravines and themselves, the preference was not to connect the roads. They were approved under the cluster option to preserve vegetation; a road would require removing some of it.

Mr. Gienapp said the whole idea of the cluster option is to promote flexibility in design. The neighborhood doesn't want it to connect. Connection destroys the very reason for the existence of the Ordinance to begin with. Mr. Simpson added that by connecting the streets the flexibility

of the cluster option is taken away.

Mr. Blaesing said Hidden Ravines was designed for ultimate connection. Re-landscaping can take place.

Chairman Thorsby re-opened the discussion to the public.

Mr. Tamas VonStaden, 359 Harmon Street, suggested a possible alternative to the road. A path could be put in between the two roads to connect them and people in the neighborhood could walk.

Ms. Sandy Goosin, 608 Southfield, explained the beauty of the neighborhood behind her house. The road is of no purpose.

Mr. Rick Hayes, 560 Southfield, pointed out the road is 9 ft. from his house. There is no reason for it to be opened up for people to drive through just to see the neighborhood. This was a residential area for 80 years without a road that connected anyplace and it is ridiculous to put one in now.

Mr. Maitlin Coumb from Hidden Ravines said he supports the gentleman who just spoke. He would like to see all of the vegetation preserved. There are cul-de-sac areas all around Birmingham.

Mr. Saroki asked if the purpose of the connection is primarily for emergency and fire vehicles. The board members said it is for general circulation.

Chairman Thorsby noted two board members are missing this evening.

BIRMINGHAM PLANNING BOARD PROCEEDINGS
WEDNESDAY, October 8, 1997

Minutes of a regular meeting of the City of Birmingham Planning Board held on September 24, 1997. Chairman Gordon Thorsby convened the meeting at 7:30 p.m.

Present:Chairman Gordon Thorsby, Brian Blaesing (arrived at 7:35 p.m.), J.C. Cataldo, Roger Gienapp (left at 10:50 p.m.), Mark Nickita, Student Representative Andrew Simpson (left at 11:00 p.m.), Mary Steffy

Absent:Bruce Thal

Administration:Jill Bahm, City Planner
Patricia McCullough, Community Development Director
Carole Salutes, Secretary

10-123-97

Preliminary Site Plan and Design Review (Tabled from September 10, 1997)
570, 588, 608 Southfield Road, Single Family Cluster Option

On July 23, the Planning Board considered the revised preliminary site plan for the subject property, dated June 17, 1997. The plan represented the demolition of two existing single-family residences, the renovation of the existing residence at 588 Southfield, and the construction of seven new single-family residences, per the provisions of the Cluster Option in the Zoning Ordinance. The revisions to the plan were based upon requirements of the Community Development Department and other City departments. The Planning Board could not reach a consensus and thus, tabled the proposal.

The applicant has submitted a further revised site plan, dated July 30, 1997, addressing the issues raised at the last Planning Board meeting. Changes to the site plan included:

- 1.Reduction of the road width from 29 ft. wide to 27 ft. wide in compliance with the City Commission's revised road width provisions;
- 2.Compliance with requests from other City departments pertinent to preliminary site plan review.

The site is zoned R-1, Single Family, and has been approved by the Planning Board for the Cluster Option. The buildings were sited on the property so as to preserve and maintain the natural areas and topography of the Rouge River area. They comply with setback and height requirements.

The applicant proposes two-car attached garages on all new units. A two-car detached garage is proposed for the remodeled home at 588 Southfield, which will maintain a distance of 15 ft. from the nearest principal building.

As to access and circulation, the applicant proposes to remove the southernmost existing driveway off Southfield (formerly to 608 Southfield). The former driveway to 588 Southfield will be modified to a 27 ft. wide street into the development. The street will have two dead ends, with turn-around areas provided. The Cluster Option regulations regarding access have been addressed.

The Engineering Department has provided a detailed list of items which must be addressed. The Fire Department has defined specific site conditions to be part of the site plan to assure adequate emergency access.

Ms. Bahm said the site plan shows one ingress/egress street that will branch off and dead-end in two places, thus protecting the natural features of the area.

Mr. Mark Conti, developer and owner of the subject property, said they have not made any changes to their proposal as submitted during the previous meeting. They feel this cluster proposal is the most advantageous for the City as well as the developer. Since their first presentation in January, they have agreed to remove two homes in an effort to maintain the natural habitat of the southwest corner of the property. It is their belief that a road through that section of the property would defeat the very purpose for which they were first awarded the cluster option. They would not be opposed to a walkway through the area, but would be opposed to seeing the road connect with the development to the south of their property.

Mr. Victor Saroki, architect, elaborated further on their plans and why they feel they are advantageous to all parties involved. He passed out an outline which discussed the road connection concerns. Further, he passed around a board of photographs looking at the vegetation that exists on the site. With regard to pedestrian travel, they would be more than happy to create a pedestrian path through the trees which would be something nice to preserve that wooded area. He did not feel it necessary to connect the roads in this case, as it would (1) promote pass-through/non-essential traffic, creating a horseshoe from Southfield Road to

Southfield Road; and (2) eliminate 3,000 sq. ft. of mature tree stands, over 20 percent of the total natural vegetation for which the Planning Commission approved the cluster option to protect. He pointed out they have worked hard to preserve the tree stand as it was intended to be preserved under the Cluster Option.

Mr. Gienapp determined from Mr. Saroki that the elevation difference between the end of the proposed road and Hidden Ravines is 8 ft. The road in Hidden Ravines measures 24 ft. wide, narrower than what has to be done today.

Mr. Blaesing inquired about negotiations with the Perkins family regarding access to their back lot. Mr. Conti replied an agreement has not as yet evolved with respect to an easement. Riverside is receptive to the idea.

Chairman Thorsby opened the public discussion at 7:59 p.m. No one spoke and he closed public discussion.

Ms. Steffy noted that in earlier discussions, it was noted the stand of trees in question was not high on the list of those that had to be saved. She thinks the roads should be connected because Birmingham is a community; isolated, stand-alone type development should not be encouraged. She also supported reducing the width of the roadway.

Mr. Gienapp agreed the Planning Board should not be in the business of encouraging isolated developments. However, this is a unique situation with the river and the 80 ft. green space that was the whole purpose of the Ordinance to begin with. This project is a good use of the Ordinance as it exists, a good use of the site, and a good high-quality development. He suspects that if a pedestrian walk-way were to be required, the developer would install a first-class one. If they would do that, his support would go to the project as it stands.

Mr. Nickita understood Mr. Saroki's demonstration that cul-de-sacs are typical of the surrounding neighborhood. However, he did not believe cul-de-sacs should be encouraged. At the very least, a pedestrian walkway through that area would be absolutely vital to redevelopment. Cutting those areas off from the rest of the City is an improper encouragement. The walkway might take the form of a paved bike path with lighting; or at the very least a paved foot path. Mr. Nickita hoped that other similar developments in the area might follow suit and connect with other developments via bike/pedestrian paths.

Motion by Mr. Cataldo

Supported by Mr. Blaesing to approve the preliminary site plan as presented by the petitioner.

Amendment by Mr. Gienapp and agreed to by Mr. Cataldo and Mr. Blaesing to add, "contingent upon the inclusion of a pedestrian connection between the south property line and the end of the drive" as part of the final presentation.

Mr. Blaesing said he would not support the motion. He was a very strong supporter of allowing the cluster option in this case, primarily because of the topography and the hope that it would allow more of the riverfront to become public open space as a result of the development. Unfortunately, this is not happening here, because of the closeness of the homes built to the

riverfront. He is pretty much dedicated to the concept of connecting subdivisions wherever possible. If the whole river district had been developed at one time, it would probably have had interconnecting roads. Cul-de-sacs are a detriment to police, fire, EMS, and emergency utility access. For emergency purposes it is always good to have a double entrance-exit.

Motion carried, 4-2.

Zoning Compliance Summary Sheet
Preliminary Site Plan Review
602 Riverside Dr., Unit #6 for Riverside Place Single Family Cluster

Existing Zoning: R-1, Single-Family Residential,

Existing Land Use and Zoning of Adjacent Properties:

	North	South	East	West
Existing Land Use	Single-Family Residential	Single-Family Residential	Single-Family Residential	Public Property
Existing Zoning District	R-1, Single Family Residential	R-1, Single Family Residential	R-1, Single Family Residential	Public Property

Land Area:	existing:	17,250 sq. ft.
	proposed:	17,250 sq. ft.
No. Dwelling Units:	existing:	6
	proposed:	7
Minimum Lot Area:	required:	36,000 for cluster option
	proposed:	104,229 sq. ft. 2.4 ac
Minimum Floor Area:	required:	1,500 sq. ft. per dwelling unit
	proposed:	4,300 sq. ft.
Maximum Total Floor Area:	required:	n/a
	proposed:	n/a
Front Setback:	required:	25 ft. from Southfield rd. for cluster
	proposed:	N/A, not located on Southfield
Side Setbacks:	required:	N/A
	proposed:	N/A
Rear Setback:	required:	15 ft.
	proposed:	15 ft.
Minimum Open Space:	required:	N/A
	proposed:	N/A
Lot Coverage:	required:	N/A
	proposed:	N/A

**Distance between
buildings:**

required: 14 ft.
proposed: 14 ft.

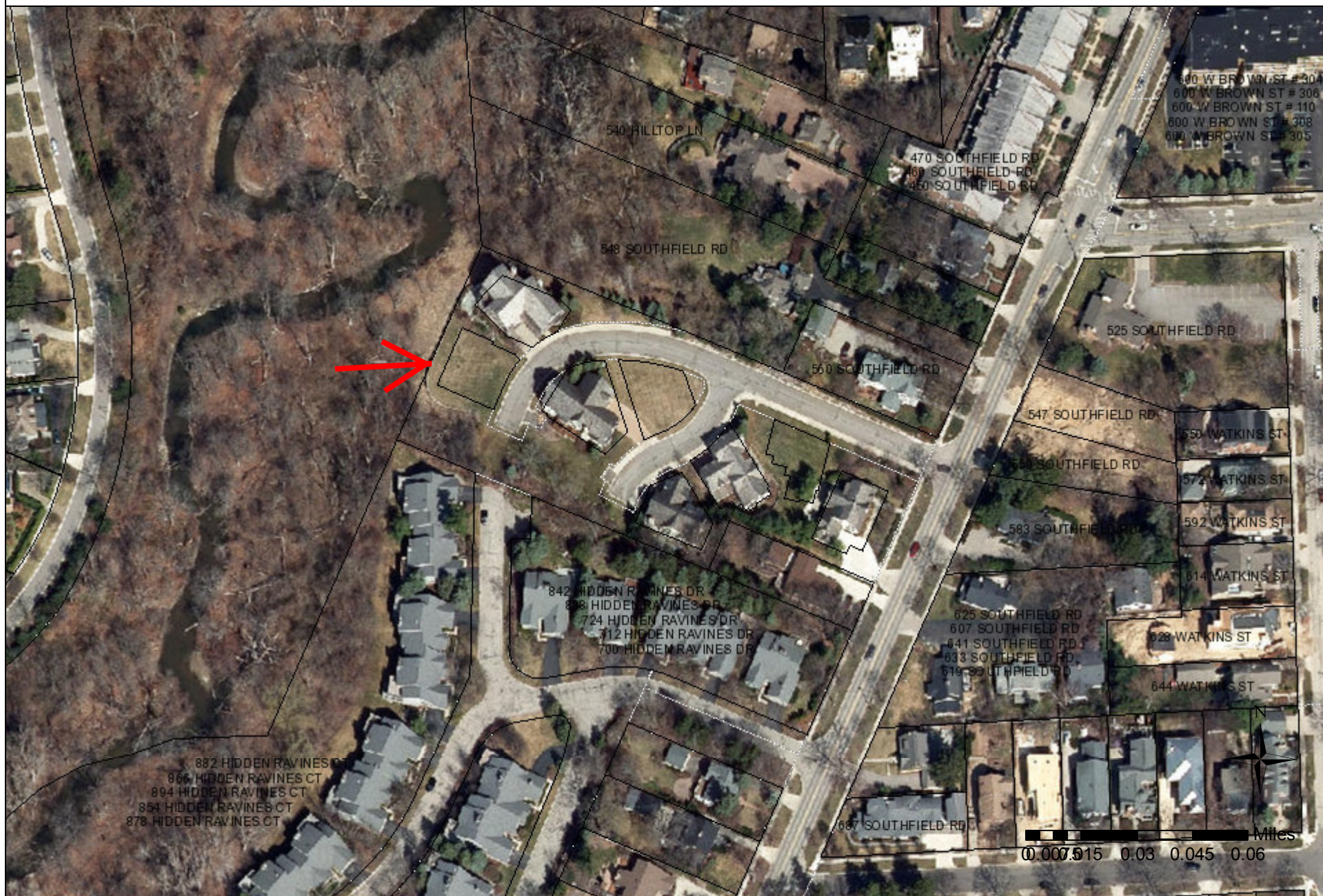
Max. Bldg. Height:

permitted: 30 ft. to the midpoint
proposed: More information needed

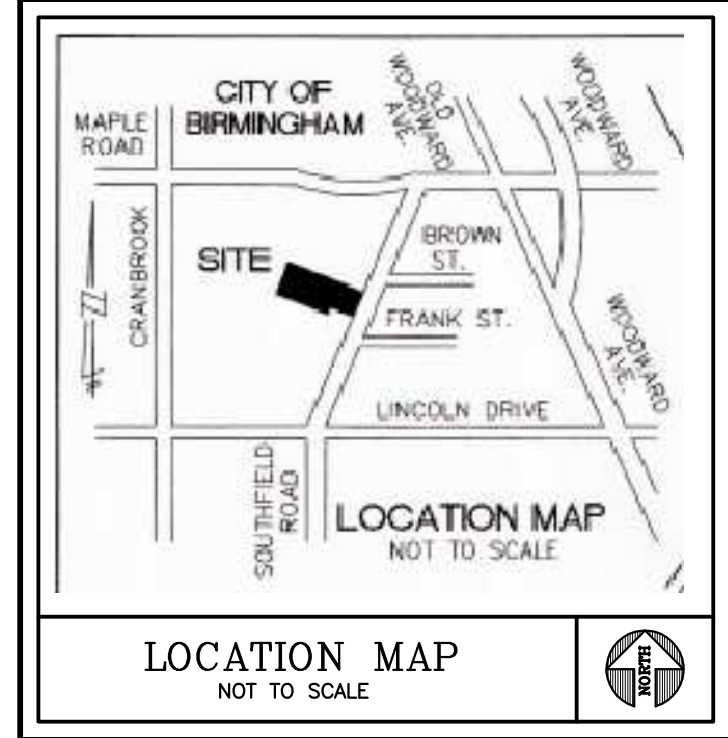
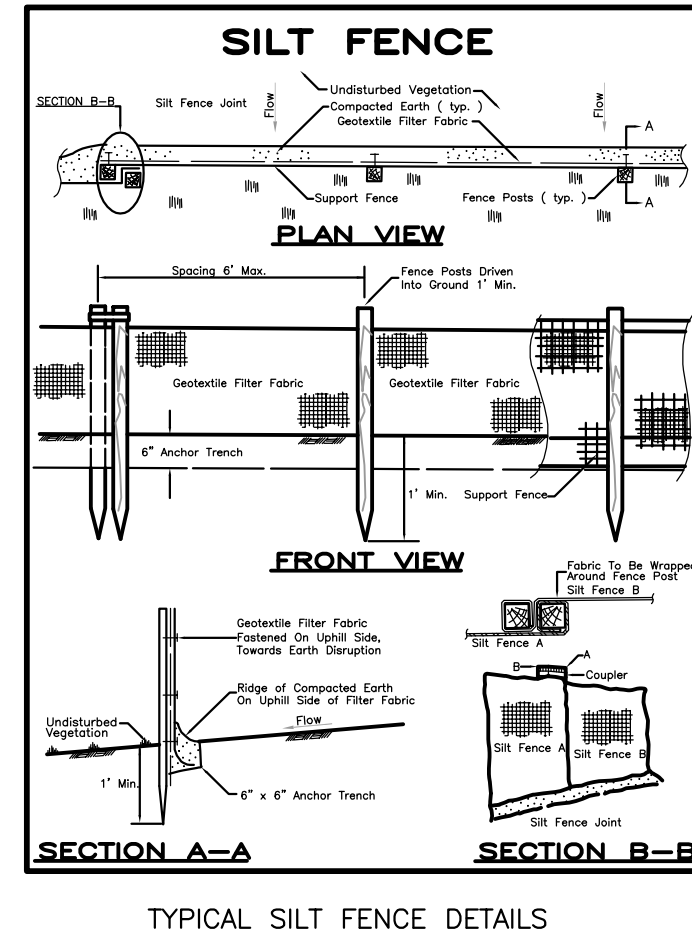
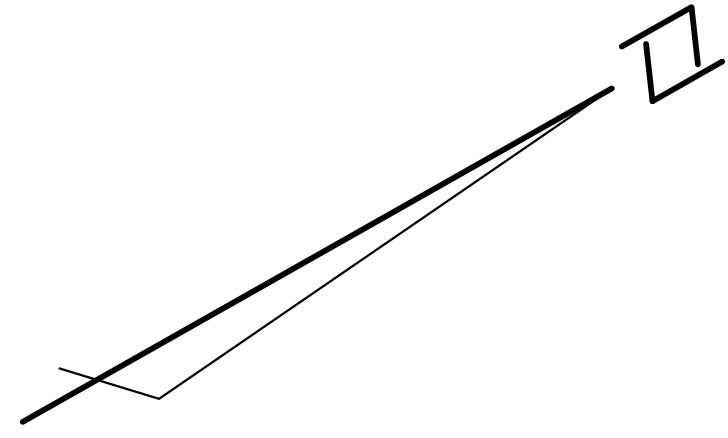
Parking:

required: 2 spaces in attached garage
proposed: 2 parking spaces provided in attached garage

602 Riverside Dr.







- SOIL EROSION NOTES:**
- 1) INSTALL EROSION CONTROL MEASURES PRIOR TO CONSTRUCTION.
 - 2) ALL SOIL EROSION MEASURES MUST BE IN PLACE PRIOR TO ANY EARTH MOVEMENT.
 - 3) COMPLETE ALL EARTH MOVEMENT.
 - 4) RIGHT-OF-WAY MUST BE STABILIZED PRIOR TO FINAL GRADE INSPECTION.
 - 5) ALL SWALE AREAS, ALL SLOPES GREATER THAN 1:5 AND 10' AROUND STORM STRUCTURES MUST BE STABILIZED PRIOR TO FINAL GRADE INSPECTION.
 - 6) AFTER PERMANENT EARTH STABILIZATION IS COMPLETED, REMOVE EROSION CONTROL MEASURES.

- LEGEND**
- SECTION CORNER
 - FOUND IRON, MON., NAIL
 - SET IRON
 - RECORDED
 - MEASURED
 - CALCULATED
- EXISTING DESCRIPTION**
- UTILITY POLE
 - EDGE OF WOODS
 - BOTTOM OF BERM
 - TOP OF BERM
 - EDGE OF ASPHALT
 - EDGE OF CONCRETE
 - CORRUGATED METAL PIPE INVERT
 - TOP OF WALL
 - BOTTOM OF WALL
 - EDGE OF WATER
 - BUILDING CORNER/FINISHED GRADE
 - MARKER
 - WATER SHUT OFF
 - CENTERLINE
 - SANITARY MANHOLE
 - CATCH BASIN BEEHIVE
 - WATER SHUT OFF VALVE

NOTE: PROPOSED HOUSE ELEVATIONS ARE BASED ON A 11'0" POURING WALL WITH A VARIABLE BRICKLEDGE. VERIFY WITH BUILDER PRIOR TO EXCAVATION.

NOTE: AREA OF PROPOSED EARTH CHANGE = 4,135 SQ. FT.

NOTE: SOIL EROSION CONTROL MEASURES WILL BE MAINTAINED ON A WEEKLY BASIS AND AFTER EACH STORM EVENT BY THE BUILDER.

NOTE: THE NEAREST WATER COURSE IS ROUGE RIVER, APPROX. 100'± TO THE NORTHWEST.

SOIL TYPE PER OAKLAND COUNTY SOIL MAP: COHOCTAH-FOX ASSOCIATION

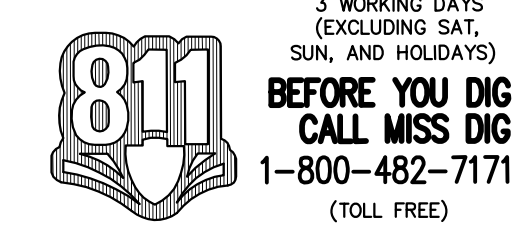
CONSTRUCTION SEQUENCE	OPERATION TIME SCHEDULE - BEGINNING											
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
A SOIL EROSION CONTROL MEASURE												
B HOUSE CONSTRUCTION												
C DRIVEWAY & SIDEWALK CONSTRUCTION												
D FINAL GRADING												
E PERMANENT SOIL EROSION												

NOTE: THIS TIMING AND SEQUENCE CHART IS TO BE FILLED IN BY THE CLIENT PRIOR TO SUBMITTAL TO THE CITY/TOWNSHIP.

- PR. 000.00 = PROPOSED GRADE
- 000.00 = EXISTING GRADE
- PR. 000.00: = PLAN PROPOSED GRADE NO LONGER APPLICABLE
- SILT FENCE
- C.B. FILTER
- DOWNSPOUT
- TREE
- TREE (REMOVE)

BUILDER: MOCERI DEVELOPMENT
3005 UNIVERSITY DR., SUITE 100
AUBURN HILLS, MI 48326
PHONE: (248) 340-9400

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	32.98'	110.00'	17°10'56"	S 33°19'14" W	32.86'



ADDRESS: 602 RIVERSIDE DR.
PARCEL I.D. #19-36-103-126

REVISIONS

Fenn & Associates, Inc.
Land Surveying and Civil Engineering
14933 Commercial Drive, Shelby Township, MI 48315
Phone: 586-254-9577 Fax: 586-254-9020 www.fennsurveying.com

SCALE: 1" = 10'
DATE: 6/27/16
TOPO-PLOT PLAN OVER UNIT 6 OF "RIVERSIDE PLACE CONDOMINIUM"
PART OF THE W 1/2 OF THE NW 1/4 OF SECTION 36, T2N, R10E,
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

CLIENT: MOCERI DEVELOPMENT

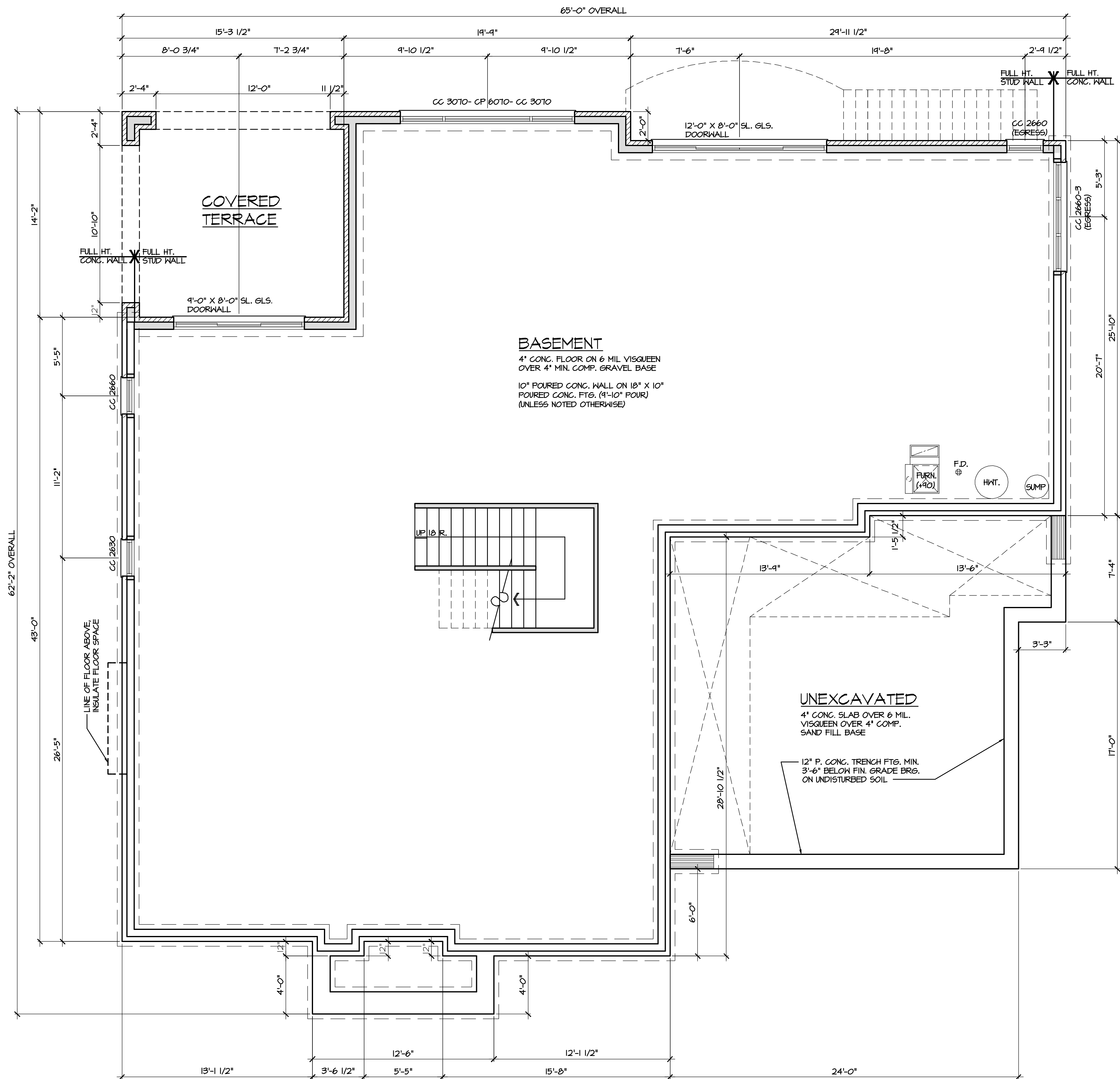
DRAWN BY: R.PERRI
DRAWING NUMBER: 16-00237

LEGEND:

- = POINT LOAD
- ▨ = LOAD BEARING WALLS
- ▧ = POINT LOAD FROM ABOVE
- ▩ = LOAD BEARING WALLS FROM ABOVE
- ▦ = INDICATES AREA OF RAISED CLG. IN TRUSS PROFILE

NOTE:

SEE STRUCTURAL SHEETS FOR ADDITIONAL NOTES AND DETAILS.



FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

FOR REVIEW
07/15/16

MOCERI
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DOMINICK TRINGALI
ARCHITECTS

Tel 248 340 9400

3005 University Suite 100
Auburn Hills MI 48326

www.DTArchitects.com

MOCERI CUSTOM HOMES
LOT #6
RIVERSIDE PLACE
RECCHIA RESIDENCE

Review Set: 07/15/16

Permit:

Final Set:

Revisions:

Drawn: B.H.

Checked:

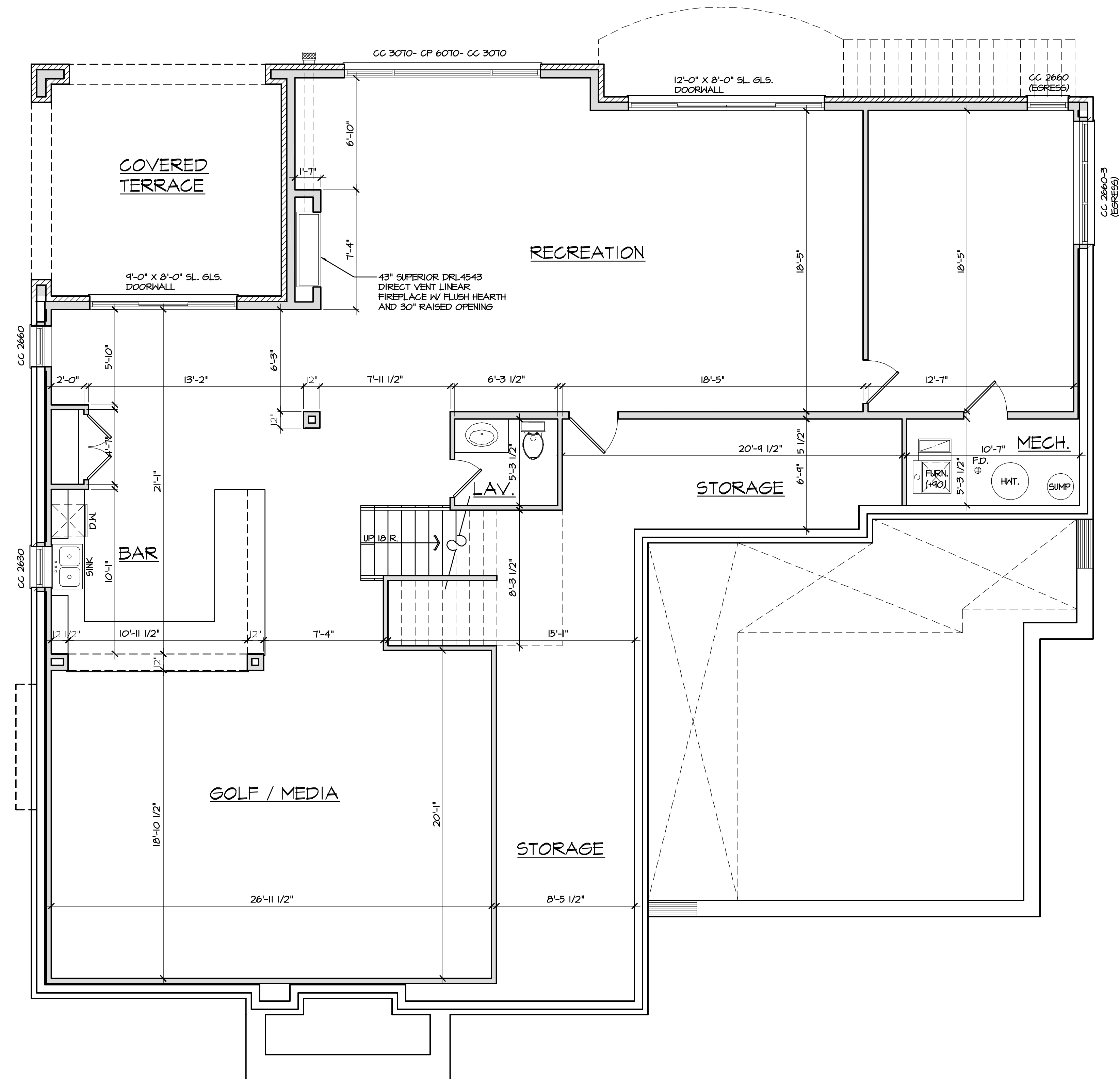
Job No.

16083

Sheet No.

1 OF 9

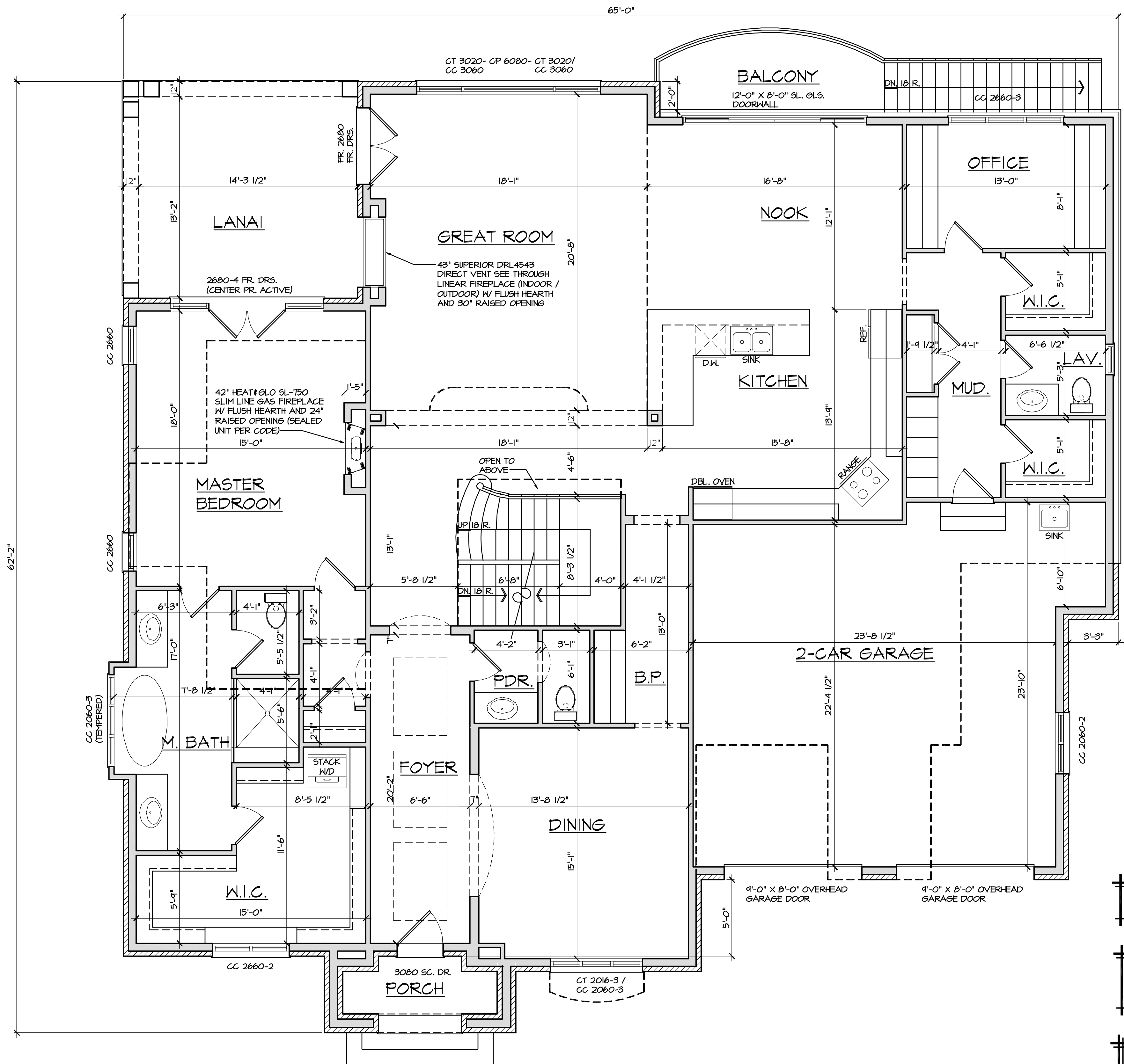
LIFESTYLE BY DESIGN

A rectangular stamp with a thick black border, tilted at an angle. It contains the text "FOR REVIEW" in a large, bold, sans-serif font, and the date "07/15/16" in a smaller, regular sans-serif font below it.

LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

NOTE:
ALL LOWER LEVEL CEILING HEIGHTS AND
DESIGN TO BE DETERMINED IN THE FIELD



FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

FOR REVIEW
07/15/16

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LOT #6
RIVERSIDE PLACE
RECCHIA RESIDENCE

ALL WINDOW NUMBERS REFER TO WEATHER
SHIELD WINDOW DESIGNATIONS

ALL DOOR NUMBERS REFER TO GENERIC
SIZES (NO SPECIFIC MANUFACTURER)
EXAMPLE:
3080 = 3'-0" X 8'-0"

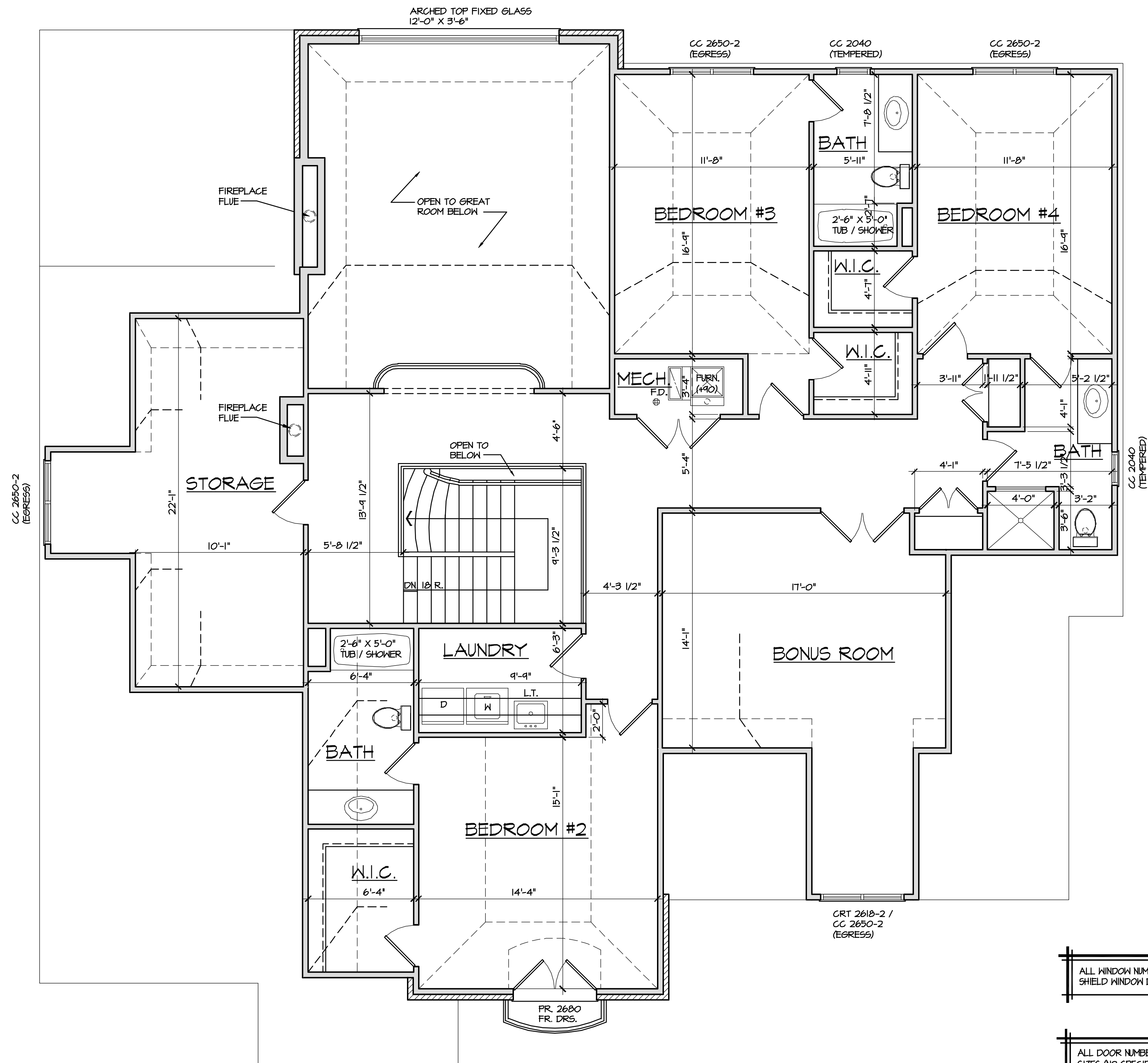
NOTE:
ALL FIRST FLOOR CEILING
HEIGHTS TO BE 10'-1 1/8" HIGH
UNLESS NOTED OTHERWISE.

SQUARE FOOTAGE
1ST FLOOR = 2661 SQUARE FEET
2ND FLOOR = 1922 SQUARE FEET
TOTAL = 4583 SQUARE FEET
2ND FLR. STOR. = 372 SQUARE FEET
LOWER LEVEL = 2242 SQUARE FEET

Review Set: 07/15/16
Permit:
Final Set:
Revisions:
Dwn: B.H.
Chkd:
Job No.

16083
Sheet No.
2 OF 9

LIFESTYLE BY DESIGN



FOR REVIEW
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NIVERSIDE PLACE
ECCHIA RESIDENCE

View Set: 07/15/16

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Final Set:

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16083

Sheet No.

3 of 9

LIFESTYLE BY DESIGN

SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

ALL WINDOW NUMBERS REFER TO WEATHER
SHIELD WINDOW DESIGNATIONS

ALL DOOR NUMBERS REFER TO GENERIC SIZES (NO SPECIFIC MANUFACTURER)
EXAMPLE:
3080 = 3'-0" X 8'-0"

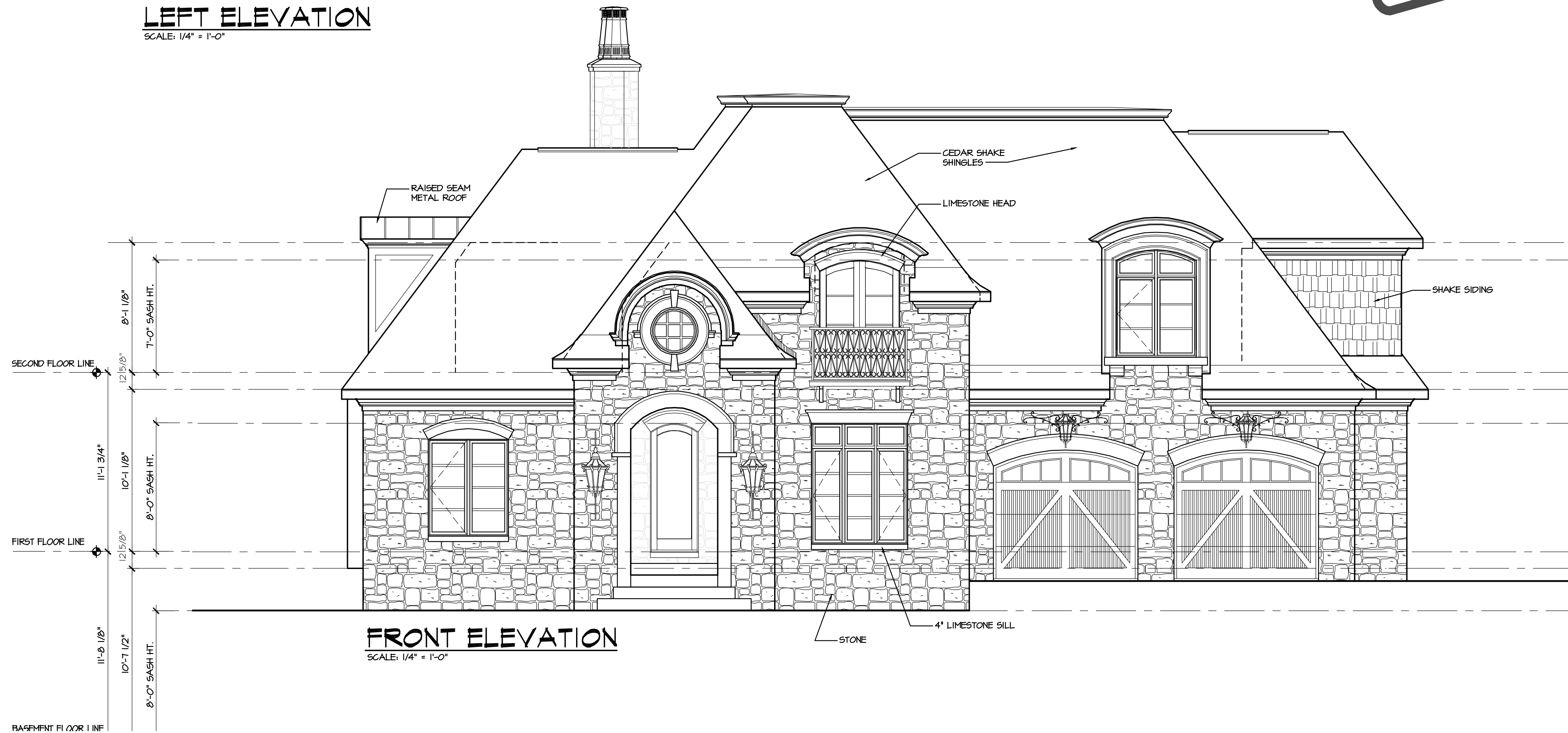
NOTE:
ALL SECOND FLOOR CEILING
HEIGHTS TO BE 8'-1 1/8" HIGH
UNLESS NOTED OTHERWISE.



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

FOR REVIEW
07/15/16



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

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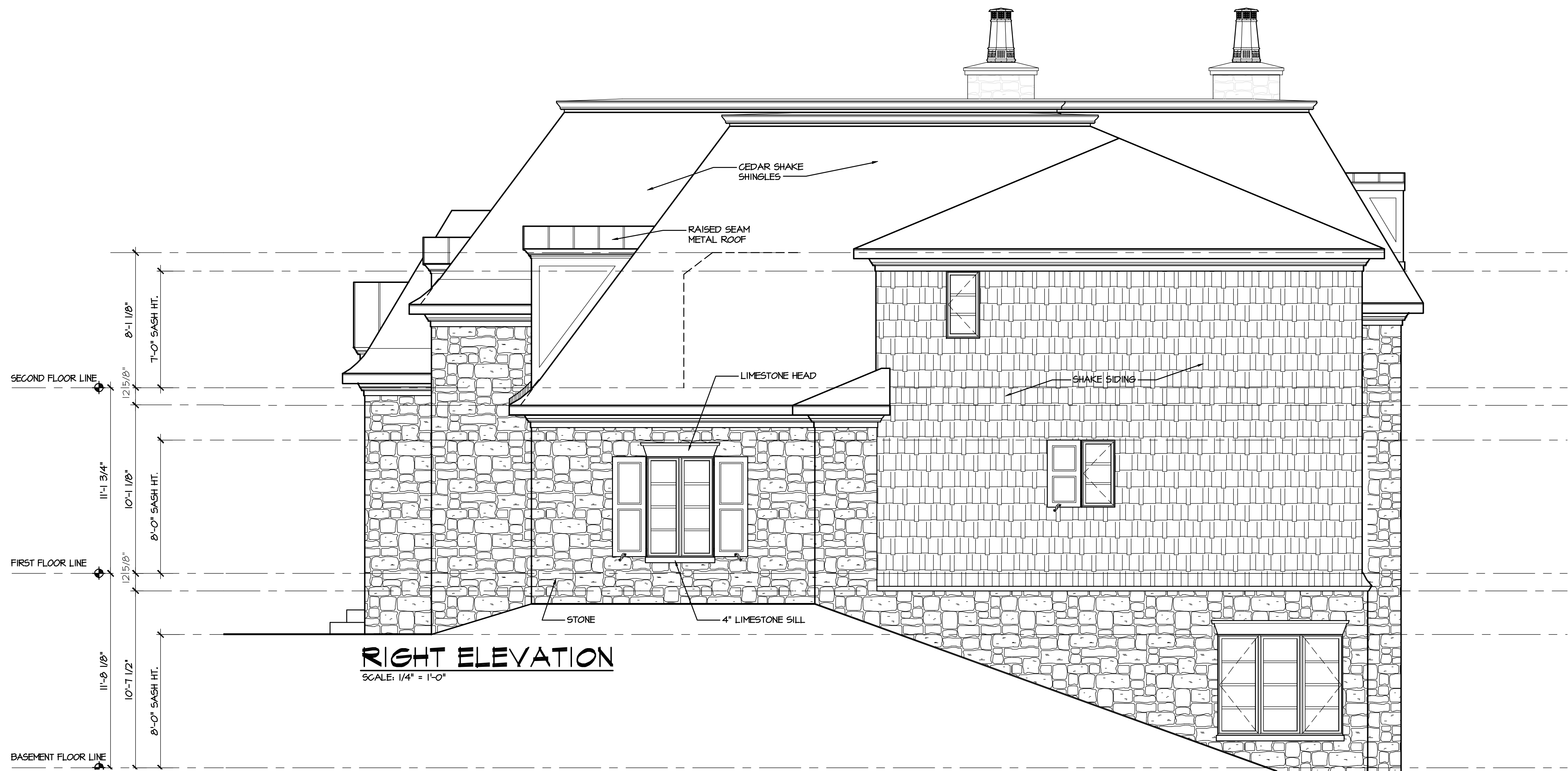
MOCERI CUSTOM HOMES
LOT #6
RIVERSIDE PLACE
RECCHIA RESIDENCE

Review Set: 07/15/16
Permit:
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Drawn: B.H.
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Sheet No. 6 OF 9

LIFESTYLE BY DESIGN



FOR REVIEW
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Sheet No. 7 OF 9

LIFESTYLE BY DESIGN



Recchia Residence
Lot 6 Riverside Place
Rochester Hills, MI



Landscape Plan

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LANDSCAPE PLAN
SCALE: 1 / 4" = 1' - 0"

The next big fight over housing could happen, literally, in your back yard

By **Emily Badger** August 7 at 8:33 PM

LOS ANGELES — In the new home Julia Coffee designed for herself, handpicking the tiles and the flooring and the red front door, the microwave doesn't work. Neither does the dishwasher, the garbage disposal, the washing machine, nor — including on 100-degree days — the central air.

Everything else runs on braided extension cords that snake into the bedrooms, through the living room, across the kitchen floor, out the window, through the yard and into her daughter's house. Charles, Coffee's 82-year-old husband who relies on a walker, tends to accidentally unplug things.

"We have a nice little place here," said Julia Coffee, 74. "But we really would like to get our power turned on."

The Coffees built their two-bedroom home, the smallest they've lived in since they were married 44 years ago, in their daughter's back yard. They were just finishing the place when a lawsuit earlier this year against the city of Los Angeles brought permits for homes like theirs — second units on single-family lots — to a halt. As a result, city officials who gave them permission to build now haven't given them a certificate of occupancy, and the utility won't connect them to the power grid.

Second homes, often called "granny flats," have become a new front in the conflict that pits the need for more housing in the country's most expensive cities against the wishes of neighbors who want to preserve their communities. The same battles flare over large developments that might loom over single-family neighborhoods. But even this modest idea for new housing — let homeowners build it in their own back yards — has run into not-in-my-back-yard resistance.

And the difficulty of implementing even such a small-scale solution shows why it will be hard to make room in crowded cities for the middle- and working-class households who increasingly struggle to afford to live there.

Homes like the Coffees', proponents argue, could help ease housing shortages that have made \$2,000-a-month one-bedrooms look like a bargain in cities such as Los Angeles. They could yield new affordable housing at no cost to the public. They could add rentals and economic diversity to more neighborhoods. And they could expand housing options for a population in which baby boomers are aging and millennials are stuck at home.

Many neighbors, though, protest that a glut of back yard building would spoil the character of neighborhoods designed around the American ideal of one family on one lot surrounded by verdant lawn. They fear that more residents will mean less parking. And they question whether small homes, particularly in wealthier neighborhoods with the most room to build them, would really constitute affordable housing.

And so across the country, homes like the Coffees' remain extremely difficult — if not outright illegal — to build.

“We are determined to add needed units to communities without changing the look and feel of our neighborhoods,” said Los Angeles Mayor Eric Garcetti, who wants to remove more barriers to second units. He adds that such housing would make the city more affordable not just for renters but also for homeowners. “The extra rental income could make the difference for a potential homeowner between affording a mortgage or not,” he said.

Garcetti wants to add 100,000 new housing units by 2021, with 15,000 of them affordable. In a city with 600,000 single-family homes, even a small fraction of homeowners building second units would help achieve that second goal. Other places offer similar opportunity. In Seattle, more than half the city's buildable land is reserved for single-family housing. It's estimated that the East Bay around Oakland could get as much as half of its new infill housing from back yards.

In Washington, D.C., an updated zoning code adopted this year includes changes — among the more contested ones — that make it easier for more homeowners to build and rent out second homes. As of September, many more properties — smaller homes, rowhouses, homes with garage apartments once limited to “domestic” workers and relatives — will be legally allowed to have accessory rentals.

But Los Angeles is particularly well suited to the idea, with excess capacity hiding among many post-war ranches built on spacious lots.

The Coffee's one-story home is hard to see from the street. It is 1,200 square feet, the largest allowed by California law for secondary units. It sits at the end of a long driveway, behind a gate. The Coffees planned to live out their retirement here within quick rescue by their children as they grow more frail.

But now they are effectively squatting in their own home, in a residence they spent about \$350,000 to build and for which they don't yet have a title. “We didn't plan on sinking our retirement money into a home that we couldn't get it back out of,” Coffee said.

Now the couple are waiting for Los Angeles to resolve the legal fight over what kind of second housing the city can allow. They have already hung the new address intended for their home from the driveway gate. But even the postal service doesn't recognize it.

Reconsidering the rules

The battle in Los Angeles began in Mark Judaken's back yard.

“This is the living room,” says his father, Len, 86, walking through a house where it is not entirely clear that what he’s pointing to is a living room. “And I think the kitchen is over here.”

The 895-square-foot one-bedroom where he hoped to live is fully framed, with plywood floors. But the tony Cheviot Hills neighborhood is visible through the walls in all directions. This is the home that prompted the lawsuit.

“We live in America. It’s a free country,” said Judaken, who, like his son, has worked as a real estate developer. “You have a right to use your property to its best advantage.”

Carlyle Hall, a longtime land-use lawyer who lives two properties down, suspected the project was too ambitious to meet city rules about back yard dwellings. An old Los Angeles ordinance strictly limited the size and location of second units. But in 2010, Los Angeles began deferring instead to a more generous state law designed to encourage their construction, and under those rules, the Coffees and Judakens were given permission to build. Hall’s lawsuit, though, accused Los Angeles of ignoring its own ordinance. And when a Superior Court judge agreed in February, several hundred property owners got caught in legal limbo.

Even if Hall didn’t have legal grounds for challenging the Judakens’ project, he said he would be troubled by what they’re building.

“It would certainly bother me, and it bothers the neighbors,” he said. “It doesn’t fit into the neighborhood. It’s really changing the character, and you can see it from everywhere.”

Cheviot Hills doesn’t have a singular architectural style. But it is an upscale, overwhelmingly single-family neighborhood. And in a place like this, Hall said, accessory buildings should be accessory — modest, unseen, subordinate to the main homes at street view, and certainly not peering into the neighbors’ yards.

Vinit Mukhija, an urban planning expert at UCLA, said opposition to second homes often involves calls to preserve a neighborhood’s “character,” a sweeping word that can refer as much to the social character as to the physical design of a community.

Secondary units threaten the concept of “single-family” living that has long been sacrosanct in America, conjuring the idea of one family living in one home surrounded by other single-family homes. The ideal is as much about neighborhoods as houses.

Secondary units don’t just alter the scenery or erode privacy. Build enough, and a neighborhood may not truly remain single-family anymore, with all its associations of middle-class stability and nuclear families.

Alan Durning, executive director of the Sightline Institute, a Seattle-based think tank that has pushed for laxer rules on second homes, argues that it’s time to reconsider that picture, given the changing reality of how Americans live.

“You have surging housing prices in the most prosperous cities in the country, and at the same time income inequality is growing, and there’s a cultural and demographic resurgence of urban living,” he said. Young people with less money, in

particular, he adds, are “slamming into their parents and grandparents’ regulatory regimes of strict limits on construction of new housing.”

Arguments that sound to advocates like a case in favor of second homes — their potential to accommodate renters and modest incomes — are reasons for others to distrust them.

“There is a mind-set in suburbia that we just don’t want that type of housing on our lots, affordable housing,” said California state Sen. Bob Wieckowski, who represents part of the Bay Area. “And we don’t want that because it’s going to be *those people* — which is ridiculous, because the cost of housing in California is so high that it’s really *us*. It’s teachers and the people that work on my staff.”

The California law meant to encourage second units in the face of a housing crisis has run up against local ordinances that make them all but impossible to build. Pasadena requires 15,000-square-foot lots to build them. Other cities require additional covered parking spots for each unit and utility hookup fees that cost tens of thousands of dollars.

Wieckowski sponsored one of two bills in the California legislature this year to overrule some of those restrictions. The California Teachers Association, desperate for more affordable housing, is among the powerful groups backing it. Of the state’s previous law, Wieckowski said, “it’s been a complete failure.”

A prototype project

Travel through parts of Los Angeles and it’s clear there are unpermitted second units everywhere. They’re apparent from curtained windows in what otherwise would be garages, and from glimpses of front doors down driveways. People frantic for housing have been creating it anyway. Mukhija, the UCLA professor, estimates that Los Angeles has as many as 50,000 illegal second units.

“I think that’s a signal for planners to recognize that our rules are not working and they need to change,” he said.

The city is hoping, first, to resolve the lawsuit — and the confusion for homeowners like the Coffees — by repealing the existing local ordinance. Afterward, Los Angeles would begin considering a new ordinance that could make building second units less onerous. Homeowners’ associations are already lobbying against weaker standards.

Other cities facing housing crises are weighing changes, too, including San Jose, Palo Alto and Seattle. Still others — including Portland, Oakland, San Francisco and Austin — have already taken action. But for the most part, it’s been incremental. San Francisco approved second units in 2014 in some neighborhoods, a change that’s created barely more than 100 new units of housing.

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To bolster its case, the mayor's office in Los Angeles is planning a pair of prototypes to study how second units could more easily be built and to show neighbors they're not so menacing. Affordable housing in a multi-family building in expensive cities can run about \$300,000-\$400,000 per unit to build. Los Angeles also wants to demonstrate that a comparable unit can cost a third of that in the form of a second home.

Trent Wolbe and Grace Lee, who own a small 1920s home in rapidly gentrifying Highland Park, are scheduled to build the first prototype. A community lender is underwriting their construction loan, because traditional banks won't finance such properties.

Wolbe and Lee would like to move into the new unit, with their 21/2-year-old daughter Cora, and rent out their current home to another family.

"We see the problem inherent in a neighborhood where prices are going out of reach for most people," Wolbe said. He bought the home before the market picked up in 2012 and considers that a stroke of luck that indebts him to the community. "I feel like we sort of owe something to the world at large other than just jacking up the rent as much as we possibly can go."

Emily Badger is a reporter for Wonkblog covering urban policy. She was previously a staff writer at The Atlantic Cities. [!\[\]\(e2376d476d06eb31946dc01a69a4403a_img.jpg\) Follow @emilymbadger](#)

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Features

In search of alternatives to urban sprawl

PATRICK DUNN | MONDAY, AUGUST 08, 2016



Maurice Cox. Photo by Doug Coombe.

Corridors lined for miles with strip malls. Big box stores surrounded by surface parking lots. Winding subdivisions of single family homes.

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This is the face of urban sprawl, a term that denotes untidy, sparse development. Metro Detroiters have lived with it for over a generation. But demand is changing, and many planners are working towards a new vision of regional life by investing in downtowns and curbing development elsewhere.

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"At this point, so many resources have been invested into configuring lifestyles for how people live, work and play around the automobile and highway infrastructure," says Detroit planning director Maurice Cox. "We've come to not even question it. Entire generations have grown up in it and know no other urban paradigm."

Wayne Beyea, an outreach specialist in the Michigan State University School of Planning, Design and Construction, describes urban sprawl as development in "places that are otherwise not properly served by infrastructure and the critical mass for successful urban development."

In Metro Detroit sprawl dates back to the late 1960s, when residents began to flee the central city for outer-ring suburbs. That trend grew steadily over the ensuing decades, fueled by federally-subsidized highway expansion and housing

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Tell us about your community

Is urban sprawl in the eye of the beholder? We want to know whether you see your community as "urban sprawl," what you like about your community and what you would like to change.

Which community

development combined with racial tensions. Within forty years, hundreds of square miles of rural countryside were transformed into suburbia.

Is this a bad thing? It depends on your perspective. Oakland County's Executive L. Brooks Patterson is famous for positing that "[one man's urban sprawl is another man's economic development](#)." And yet there's also ample [evidence](#) to demonstrate that sprawling regions are inefficient and costly when it comes to infrastructure and service delivery. Other negative impacts [include](#) increased traffic accidents and casualties, congestion, long commutes (which are [associated](#) with negative health outcomes), poorer air quality and eroding natural resources.

***Do you think the term "urban sprawl" applies to your community?
Tell us in the anonymous survey at right. We'll post your answers
>>>***

A new wave of sprawl?

According to planner Richard Carlisle of [Carlisle/Wortman Associates](#), the Great Recession "did for sprawl what planners have not been able to do," slowing or halting countless new developments. But recent signs show that sprawl is creeping back into Metro Detroit.

This year's U.S. Census Bureau estimates show a slight drop in Detroit's population, while outer-ring suburbs like Macomb Township [display the highest population growth in the metro area](#). Recent studies have ranked Detroit the [12th most sprawling metro area](#) in the country, and [one of the fastest sprawling](#).

Despite these trends, Cox suspects that "the tide has turned" on sprawl. He notes that suburban housing is currently overbuilt, while two groups at opposite ends of the age scale—millennials and baby boomers—are increasingly losing interest in the suburban lifestyle.

Carlisle notes an "amazing coalescence" of interest in urban living in denser developments. That arrangement appeals to millennials who have less money to spend on a traditional larger home as well as boomers who no longer want the responsibility of maintaining such a home. Meanwhile, both groups are increasingly moving towards a less auto-dependent lifestyle. He says the local market still has a long way to go in addressing those shifts, however, and Cox agrees.

"The biggest city in the state still hasn't yet fully responded to the trend for more walkable urban placemaking," says Carlisle. "The pressure is now on, and the timing couldn't be better."

Investing in downtowns

City planners have debated for years on how to address sprawl.

As far as national models go, Beyea says the oft-cited [Portland Urban Growth Boundary](#) (UGB) is the "poster child" for sprawl mitigation. The UGB is a literal line in the sand separating rural, low-density areas from urban, high-density ones. State legislation signed in 1973 required every Oregon city to establish a UGB, but Portland's has been particularly notable for the way it's densified and transformed the state's largest city.

"They've been able to have the critical mass necessary for light rail and vibrant entrepreneurship, in terms of new businesses and location of housing," Beyea

do you live in?

Your answer

How does the term "urban sprawl" (as you understand it) fit your community?

1 2 3 4 5
Not at all ☐ ☐ ☐ ☐ ☐ Very much

Which option best describes your home?

- ☐ Apartment
☐ Condominium
☐ Single family home
☐ Other :

How many cars does your household own?

- ☐ 0
☐ 1
☐ 2
☐ 3
☐ Other :

How do you commute to work?

- ☐ Walk
☐ Bike
☐ Drive
☐ Public transportation
☐ Other :

How long is your commute?

says. "This urban service area seems to be a concept that has played out well in both larger and smaller communities as a way to curb sprawl."

It may be too late (and likely politically untenable) to draw a line limiting urban development in Metro Detroit. But building up a dense urban core is still very much a viable solution, and one that's already shown success. Downtown Detroit, of course, has seen considerable revitalization in recent years, with businesses and mostly higher-density housing proliferating.

Cox says that's been driven largely by businesses like Compuware and Quicken Loans making the move downtown. But for the city's next step, he's envisioning a much broader transformation driven by municipal policy. He notes that the city has numerous neighborhoods, from Mexicantown to the Livernois-McNichols area, that have had walkable Main Street-style communities in the past and could again.

"We have all of the infrastructures to create a different option, as well as the authenticity of the history of these neighborhoods and institutions that remain," he says.

Cox says those neighborhoods could become an attractive "antithesis" to the suburbs, guided by a placemaking plan that breaks down to three basic steps: removing blighted structures, rehabilitating existing housing stock and "greening everything else." He envisions what he describes as "20-minute neighborhoods" for Detroit, where all basic amenities are within a 20-minute walking distance.

"In the end, it was land use and zoning that created the suburbs," he says. "It's going to be land use and zoning that reshape this kind of urban, walkable place that Detroit's neighborhoods can be again."

A focus on developing walkable Main Street communities has also been a part of the playbook in some suburban communities. The [Main Street Oakland County](#) program has contributed to the revitalization of the county's traditional downtowns. The program claims to have attracted more than \$700 million in public and private reinvestment over the past 15 years in 21 downtown communities.

One of the earliest communities to embrace its downtown was the City of Birmingham. The city undertook a unique overhaul of zoning regulations, starting with a 1996 master plan which provided for the implementation of a form-based code, the first of its kind in Michigan and one of the first in the United States. The code jettisons traditional zoning regulations, which focus on building usage, to instead emphasize the "form" of a building: its placement, scale, massing, and design.

Birmingham planning director Jana Ecker notes that Birmingham's form-based code has helped to preserve and revitalize the city's historic downtown, but it's also helped to transform areas that didn't necessarily have such a pre-existing appeal. The 2007 adoption of a form-based code in the city's Triangle District has replaced urban sprawl-style surface parking lots and strip malls with more attractive mixed-use developments. Ecker says a form-based code is "absolutely" viable for any community.

"I think a form-based code approach forces you to look more at the individual approach on the street and to look at how and where the buildings are placed and how it affects the type of environment," Ecker says. "Places with a form-based code are much more likely to be successful, vibrant places where people want to

- ☐ Less than 10 minutes
- ☐ 10-30 minutes
- ☐ 30-45 minutes
- ☐ 60 minutes or more

Tell us what one thing you like about your community, and one thing you would change.

Your answer

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be and want to get out of their car and walk, rather than just drive through."

Other experiments in fighting sprawl

Revitalizing and densifying downtowns isn't the only solution metro-area communities have tried to the address sprawl. Some have had success with programs that work to preserve undeveloped land that surrounds sprawling areas. The preeminent such effort in Southeast Michigan is [Ann Arbor's greenbelt program](#), which has purchased the development rights to 49 parcels of land totaling 4,600 acres over the past 12 years. The program is funded in part by a 30-year, 0.5-mill tax levy that Ann Arbor voters approved in 2003.

The program preserves existing farmland and other green spaces as conservation easements, allowing current landowners to maintain the properties as they usually do while prohibiting further development on the parcels in perpetuity. Thornton says the city is working hard to build up blocks of greenbelt parcels measuring 1,000 acres or more, creating green corridors around sprawling areas.

"We are getting there, but there's obviously a lot more work to do because there's still some development pressure," she says.

Another possibility lies in "retrofitting" existing sprawling developments. Consider Farmington's [Sundquist Pavilion](#), a 0.75-acre park and community event space that was once a strip mall parking lot. Since its opening in 2005, the pavilion has become a community gathering place that hosts public concerts and festivals, a weekly farmers market, and private events.

Farmington Downtown Development Authority executive director Annette Knowles says projects as large-scale as the pavilion can be costly, but the city is considering redeveloping other sites to make more "pocket-sized" event centers in the future.

"You have to balance out infrastructure with opportunities to just relax and unplug from buildings and parking lots and things like that," Knowles says. "You can't just have building stock and nothing else by it."

Working as a region is a must

Carlisle says he expects market demand from millennials and baby boomers will drive a shift away from sprawl, with little interference needed at the policy level. But from a public infrastructure standpoint, he says the region needs to establish a comprehensive transit system to serve denser urban neighborhoods and their car-independent residents.

"At some point in time we have to begin to understand that there's going to be a whole generation of people that either don't want to or will not be able to own a car," he says. "Frankly, that's going to cross generations."

UPDATED 8/3/16 A scuttling of a rare opportunity to advance a transit solution may have been narrowly averted this week. County executives in Macomb and Oakland counties had [put forth objections](#) to the funding and governance structure of the [Regional Transit Authority of Southeast Michigan's](#) proposed master plan. The plan had been in development since 2012 and was set to go before voters in Wayne, Oakland, Macomb and Washtenaw counties this November, pending approval by the RTA board. A vote last week failed, with representatives from Oakland and Macomb voting "No." A last-minute [compromise](#) may yet send the measure to the ballot, pending a vote by the RTA

Despite easier and cheaper options for organic food, Detroiters still seem eager to spend money at local markets. And the reason is community.



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In the meantime, a project to widen I-75 in Oakland County is [expected to begin](#) this summer.

Beyea says metro-area communities will need to work together to turn the page on urban sprawl. He says some of the groundwork for that mentality is already taking root, as some municipalities have started creating resource-sharing agreements out of financial necessity after the recession.

But the next steps, Beyea says, are to create more mutually beneficial solutions between municipalities, continue to bolster Detroit's urban core while densifying and placemaking in the suburbs and, above all, strengthen regional infrastructure.

"It's regions, not individual municipalities, that are successful," Beyea says. "We have pockets of success for our communities. But to raise the boat for everybody, we have to be a successful region."

This piece is part of a solutions journalism series on Metro Detroit's regional issues, conducted in partnership with [Metro Matters](#) and guided by our [Emerging Leaders Board](#).

This work is funded by the [Community Foundation for Southeast Michigan](#). You can view other pieces in this series [here](#).

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