



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY OCTOBER 26, 2022 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

The City continues to recommend the public wear masks while attending City meetings per CDC guidelines. The cases of COVID-19 are increasing in the area. All City employees, commissioners, and board members must wear a mask while indoors when 6-feet of social distancing cannot be maintained. This is to ensure the continuity of government is not affected by an exposure to COVID-19 that can be prevented by wearing a mask. The City continues to provide KN-95 respirators and triple-layered masks for all in-person meeting attendees.

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **September 28, 2022**
- C.** Chairpersons' Comments
- D.** Review of the Agenda
- E.** Unfinished Business/Courtesy Review
- F.** Rezoning Applications
- G.** Community Impact Studies
 - 1. **34350 Woodward – Lavery Porsche – Request for Community Impact Study review for new 3-story auto sales agency.**
- H.** Special Land Use Permits
- I.** Site Plan & Design Reviews
 - 1. **34350 Woodward – Lavery Porsche – Request for Preliminary Site Plan review for new 3-story auto sales agency.**
- J.** Study Session
 - 1. **Outdoor Dining Study Session**
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - i. **Ann Arbor Curbless Street**
 - 3. Administrative Approval Correspondence
 - i. **September 28 – October 26**
 - 4. Draft Agenda – **November 9, 2022**
 - 5. Action List - 2022
 - 6. Other Business
- L.** Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- M.** Adjournment

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

Link to Access Virtual Meeting: [**https://zoom.us/j/111656967**](https://zoom.us/j/111656967)

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Meeting ID Code: 111656967

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MEMORANDUM

Planning Division

DATE: October 17th, 2022

TO: Planning Board

FROM: Brooks Cowan, Senior Planner

Approved: Nick Dupuis, Planning Director

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

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

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

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

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

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

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

Community Impact Statement

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

1.0 Planning & Zoning Issues

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

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

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

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

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

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

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

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

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

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

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

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

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

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



*Triangle District Urban Design Plan

1.3 **Land Development Issues**

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

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

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

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

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

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

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

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

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

1.4 **Utilities, Noise & Air Issues**

Utilities

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

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

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

Noise

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

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

Air

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

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

1.5 **Environmental Design & Historic Values**

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

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

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

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

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

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

1.6 **Refuse, Sewer & Water**

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

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

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

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

1.7 **Public Safety**

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

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

1.8 **Transportation Issues**

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

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

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

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

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

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

1.9 **Parking Issues**

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

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

1.10 **Natural Features**

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

1.11 **Departmental Reports**

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

1.12 **Summary of CIS**

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

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

1.13 **Suggested Action**

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

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

1.14 **Sample Motion Language**

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

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

OR

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

1. _____
2. _____
3. _____

OR

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

1. _____
2. _____
3. _____

Preliminary Site Plan Review

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

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

1.0 Land Use & Zoning

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

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

2.0 Setback & Height Requirements

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

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

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

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

3.0 Screening & Landscaping

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

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

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

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

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

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

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

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

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

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

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

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

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

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



4.0 Parking, Loading & Circulation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



5.0 Lighting

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

6.0 Departmental Reports

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

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

7.0 Design Review

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

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

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

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

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

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

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

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

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

8.0 Required Attachments

	Submitted	Not Submitted	Not Required
Existing Conditions Plan	☒	☐	☐
Detailed and Scaled Site Plan	☒	☐	☐
Certified Land Survey	☒	☐	☐
Interior Floor Plans	☒	☐	☐
Landscape Plan	☒	☐	☐
Photometric Plan	☒	☐	☐
Colored Elevations	☒	☐	☐
Material Specification Sheets	☒	☐	☐
Material Samples	☐	☐	☒
Site & Aerial Photographs	☒	☐	☐

9.0 Approval Criteria

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

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

10.0 Recommendation

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

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

11.0 Sample Motion Language

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

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

OR

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

1. _____
2. _____
3. _____

OR

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

1. _____
2. _____
3. _____

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

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

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

Land Use: Retail/Office/ Auto Sales Agency

Existing Land Use and Zoning of Adjacent Properties:

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

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

Dwelling Units: Existing: 0 units
Proposed: 0 units

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

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

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

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

Max. Lot Coverage: Required: N/A

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

Screening:

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

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

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

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

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

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

October 21, 2022

VIA EMAIL ndupuis@bhamgov.org

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

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

Dear Mr. Dupuis:

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

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

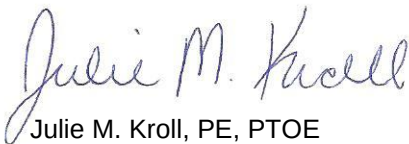
1. The access driveway for vehicle service on Elm Street. Several concerns were noted with the site access and circulation of this driveway:
 - a. The driveway is located within an existing crosswalk, either the driveway or the crosswalk will need to be relocated.
 - b. The site access must provide for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

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

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

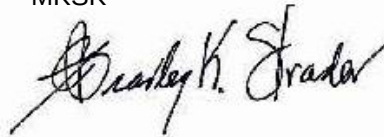
Sincerely,

FLEIS & VANDENBRINK ENGINEERING, INC.



Julie M. Kroll, PE, PTOE
Traffic Services Manager

MKSK



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



MEMORANDUM

Engineering Department

DATE: October 21, 2022

TO: Brooks Cowan, Senior Planner

FROM: Melissa A. Coatta, City Engineer

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

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

GENERAL:

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

SEWER:

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

STORM WATER RUNOFF:

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

WATER SYSTEM:

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

PERMIT FOR CONSTRUCTION:

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

GENERAL CONSTRUCTION:

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

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



CITY OF BIRMINGHAM FIRE DEPARTMENT

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

Fred Lavery

Preliminary Site Plan Comments

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

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

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

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

Jack D. Pesha

Alan G. Soave

Jack D. Pesha

Alan G. Soave

Fire Marshal

Fire Marshal

Luckenbach | Ziegelman | Gardner Architects PLLC

Project: **Fred Lavery Company - Porsche Woodward DID**

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

Address: 34350 Woodward Ave, Birmingham, MI 48009

Architect's Project Number: 21063

Date Issued: SEPTEMBER 15, 2022

CIS | PRELIMINARY SITE PLAN REVIEW
9.15.2022

ARCHITECTURAL DRAWINGS:

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

SITE, ZONING & BUILDING DATA

■EXISTING ZONING = MU-7 & MU-8

■TOTAL SITE AREA = 42,875 SQ FT

■BUILDING AREAS

"B" (BUSINESS) USE GROUP AREAS

LEVEL 1

SHOWROOM = 6,800 SF

SERVICE WRITE UP OFFICE AREA = 500

LEVEL 2

OFFICE AREA = 6,300

LEVEL 3

OFFICE AREA = 1,650

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

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

LEVEL 1

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

SERVICE WRITE UP OFFICE = 500

LEVEL 15

PARTS MEZZANINE = 2,450

LEVEL 2

PARKING STRUCTURE = 28,900

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

■ BUILDING FOOTPRINT AREA = 38,000 SF

■PARKING REQUIRED

MOTOR VEHICLE SALES AND SERVICE ESTABLISHMENT

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

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

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

TOTAL SPACES REQUIRED = 35 SPACES

■PARKING PROVIDED

LOCATION	PARKING SPACES	HANDICAP PARKING SPACES	INVENTORY PARKING SPACES	STACKED VEHICLE INVENTORY SPACES	TOTAL SITE + PARKING STRUCTURE VEHICLE CAPACITY
STREET	12 PUBLIC SPACES				12 PUBLIC STREET SPACES
LEVEL 1	17 SERVICE AREA SPACES		7 SHOWROOM INVENTORY		24 SERVICE + SHOWROOM INVENTORY
LEVEL 2			51 INVENTORY, DEMO, LOANER	11 INVENTORY	62 INVENTORY
LEVEL 3	19 EMPLOYEE SPACES	5 HDOP (4 REGULAR + 1 VAN)	12 INVENTORY, DEMO, LOANER	11 INVENTORY	62
TOTALS	42 PARKING SPACES	5	91	22	180 TOTAL ON SITE + PARKING STRUCTURE VEHICLES
	42 REGULAR PARKING + 5 HDOP				
	= 47 PARKING TOTAL				

■ BICYCLE RACKS REQUIRED / PROVIDED

1 FOR EVERY 3000 SF OF BUILDING AREA

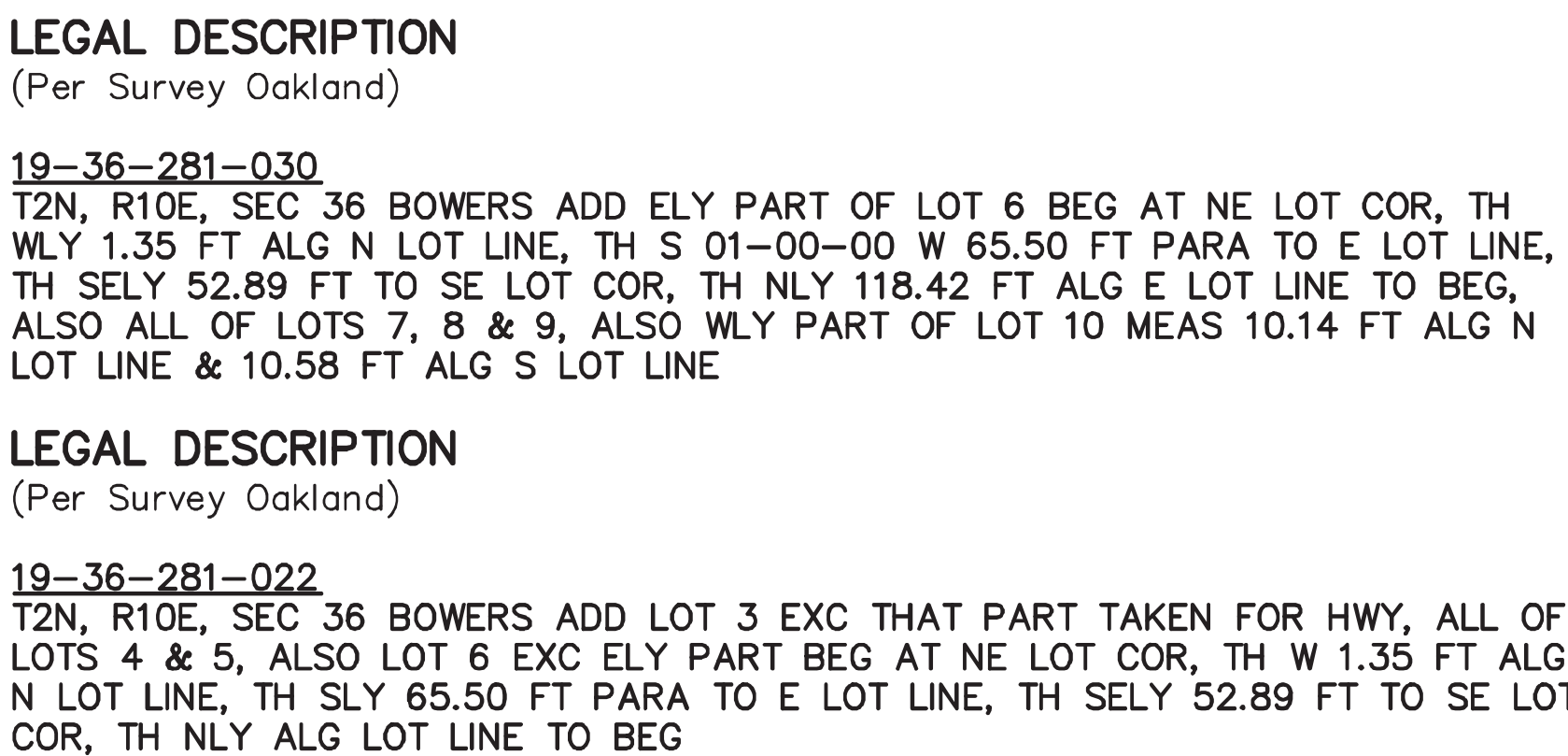
USE GROUP B INHABITABLE AREA = 15,250 SF

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

BICYCLE RACKS PROVIDED

= 5 RACKS @ STREET LEVEL PROVIDED FOR 10 BICYCLES

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





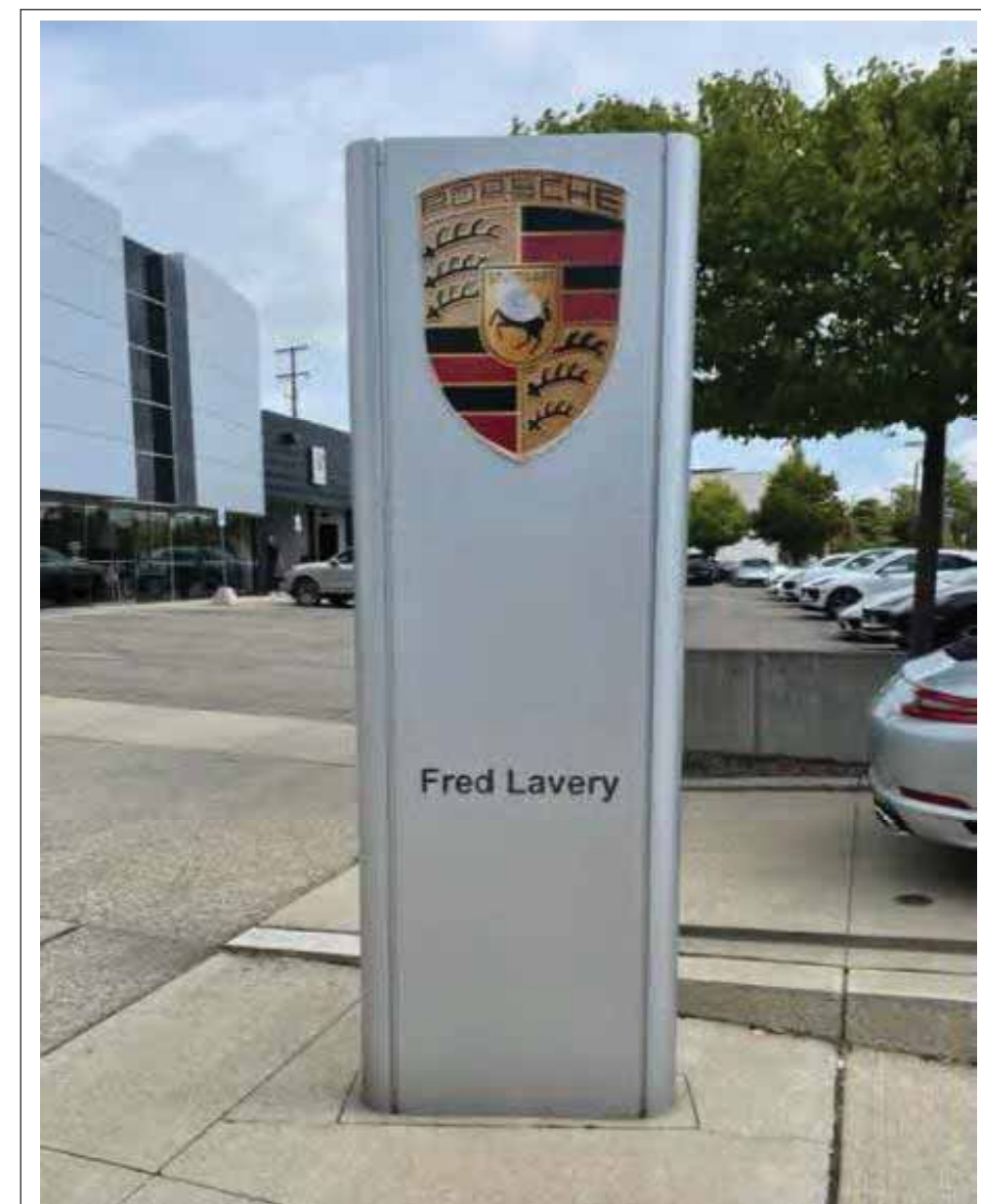
SITE KEY + PHOTOGRAPHS



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



B LANDSCAPED AREA
EXPOSED AGGREGATE CONCRETE - Re-use of Existing Located on Site
BLUE RUG CREEPING JUNIPER (Anger's horizontal) Proposed



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



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



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



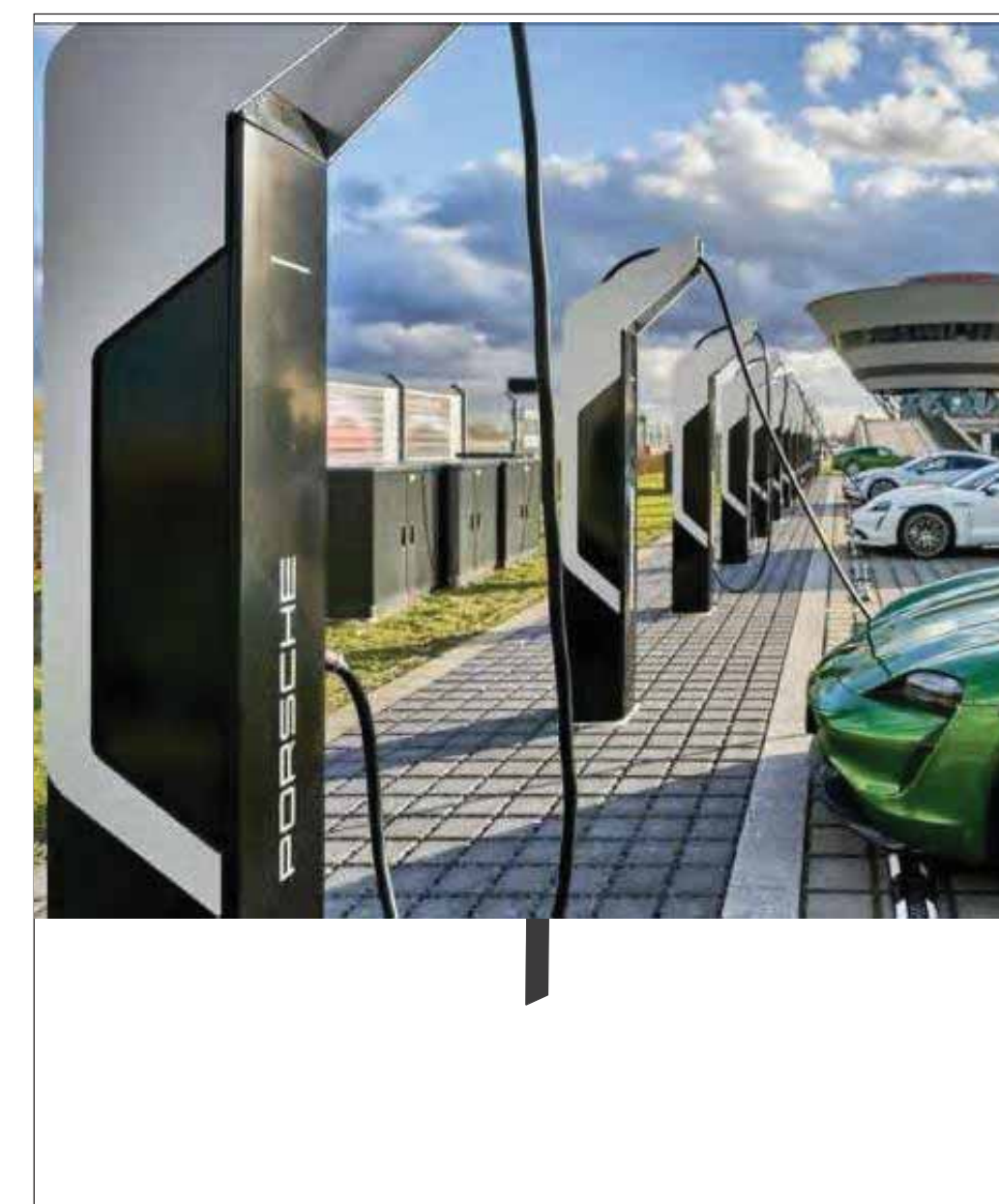
F BENCHES AND TRASH RECEPTACLES
Re-use Existing which conform with Triangle District Standards
(3 benches + 3 receptacles on Haynes Street)



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



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



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



J OVER-HEAD DOORS

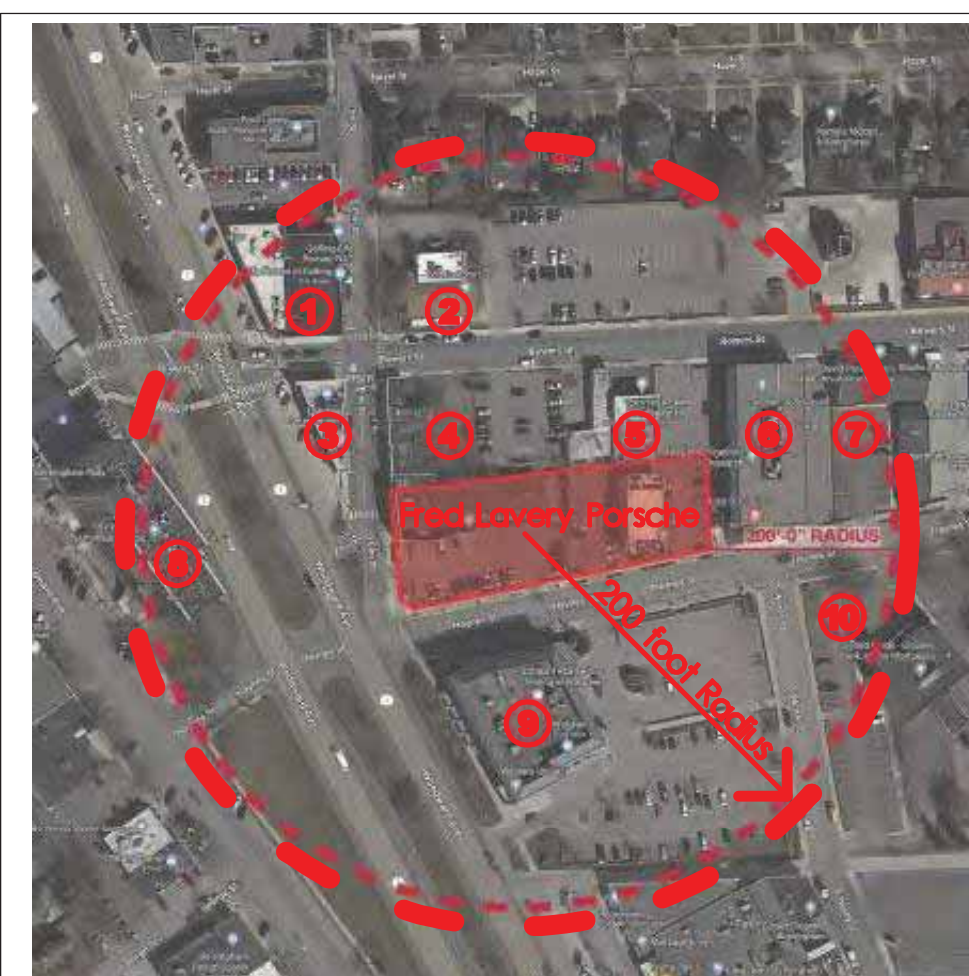
SITE, ZONING & BUILDING DATA

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

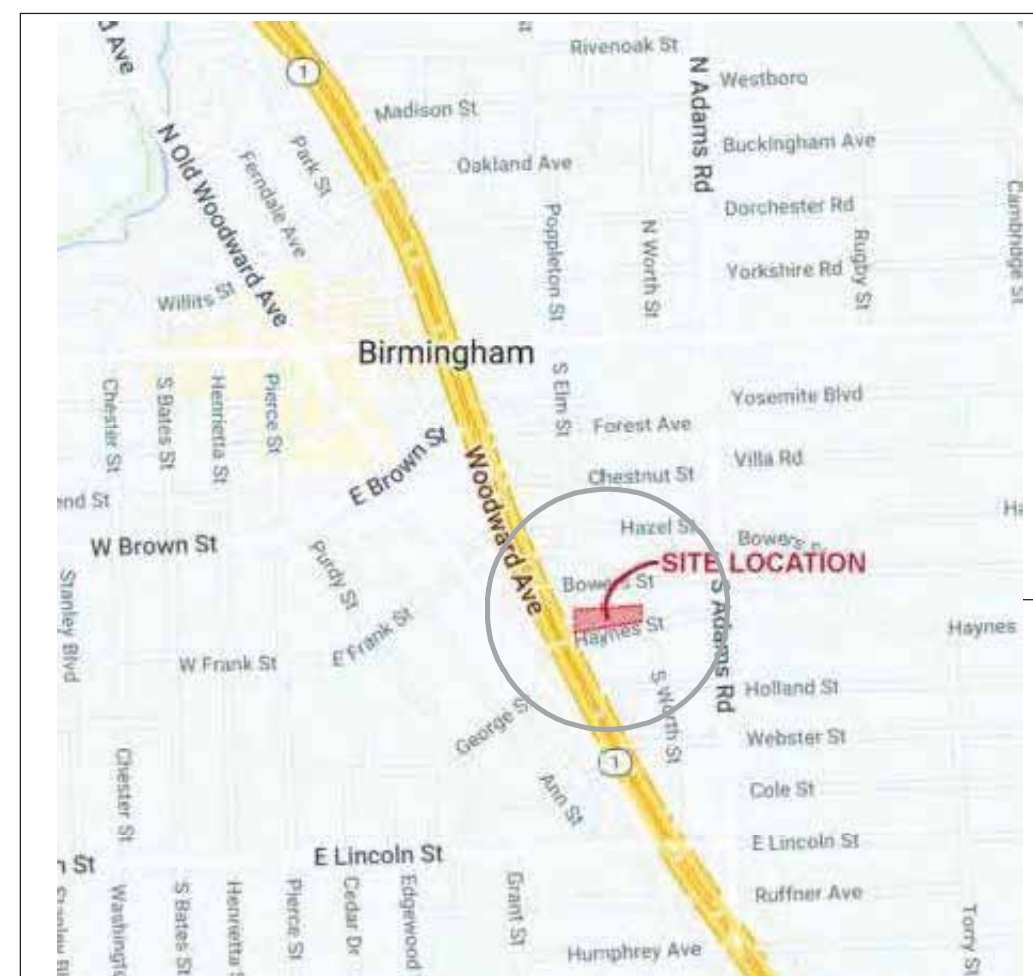
KEY:

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

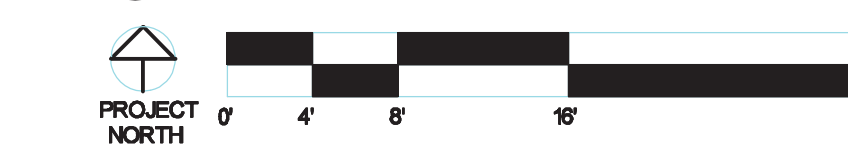
ADJACENT PROPERTIES (200FT FROM SITE)



SITE LOCATION MAP

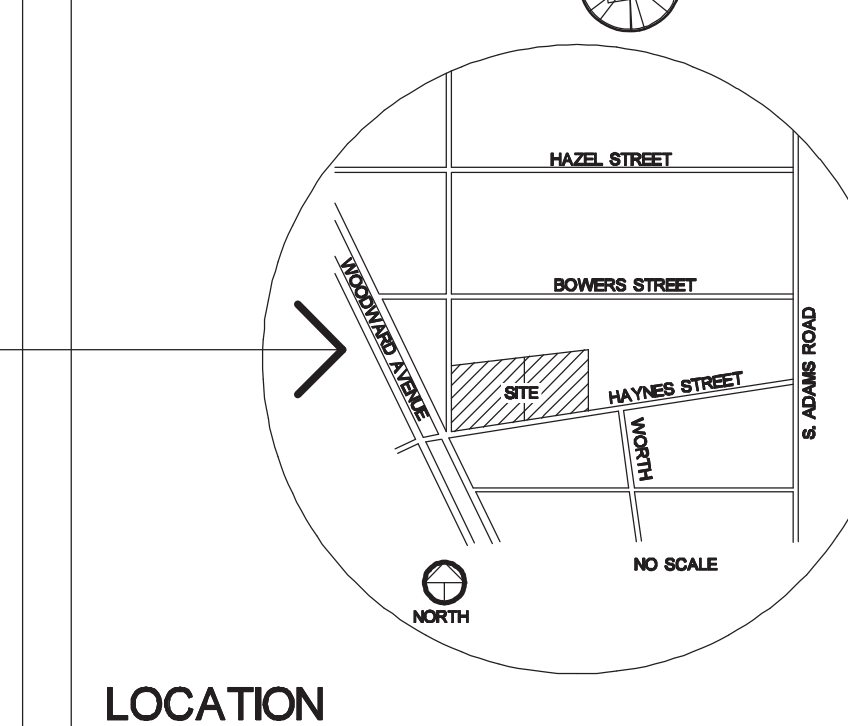


1 SITE AND LANDSCAPE PLAN A/LA 100.1 SCALE 1/8" = 1'-0"



LEGEND

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



Fred Lavery Company

Luckenbach
Ziegelman
Gardner
Architects
PLLC

Porsche Woodward DID
34350 Woodward Ave, Birmingham, MI 48009

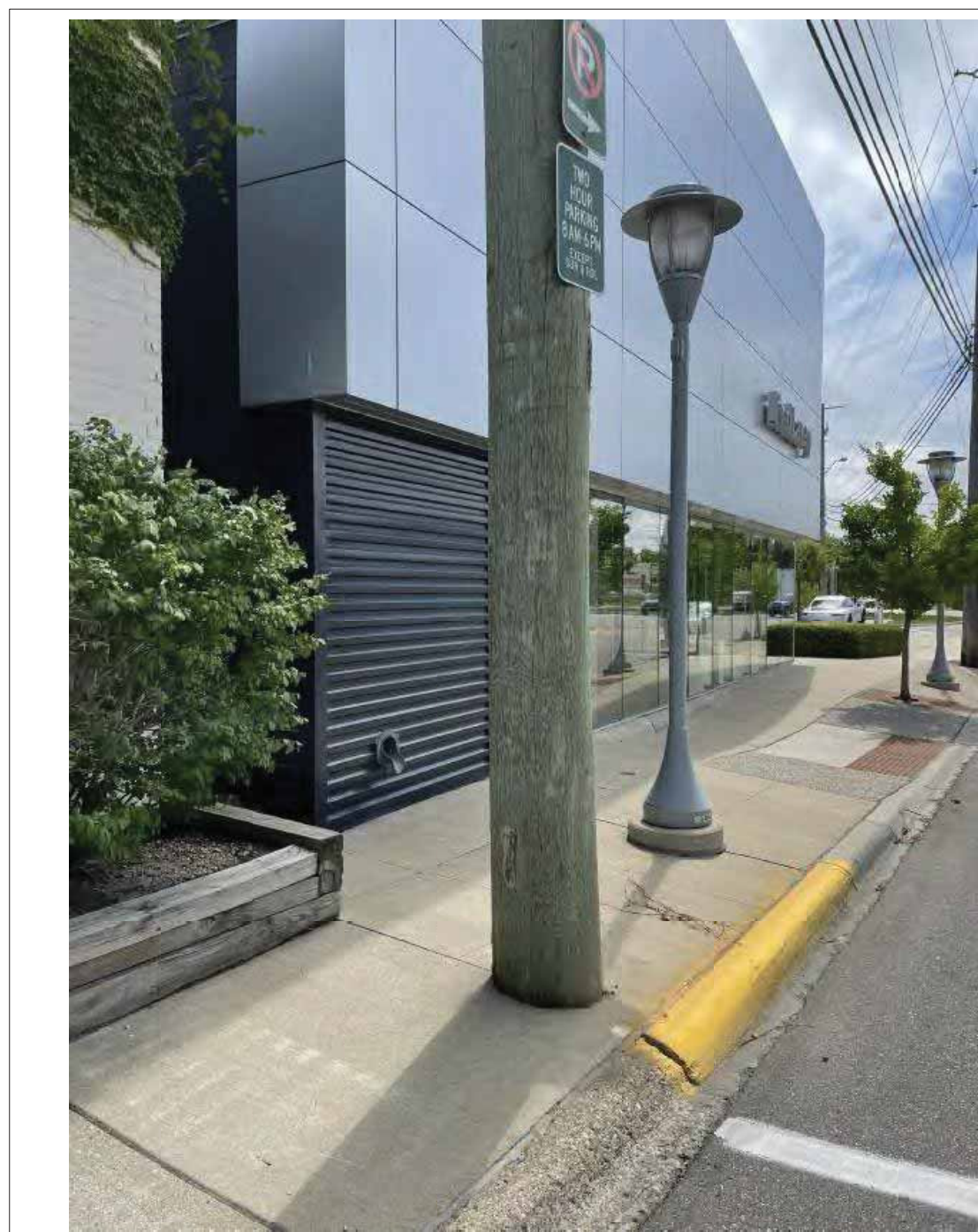
Preliminary Site Plan | Landscape Plan | Location Map
Adjacent Properties within 200 feet

Project No. 21063

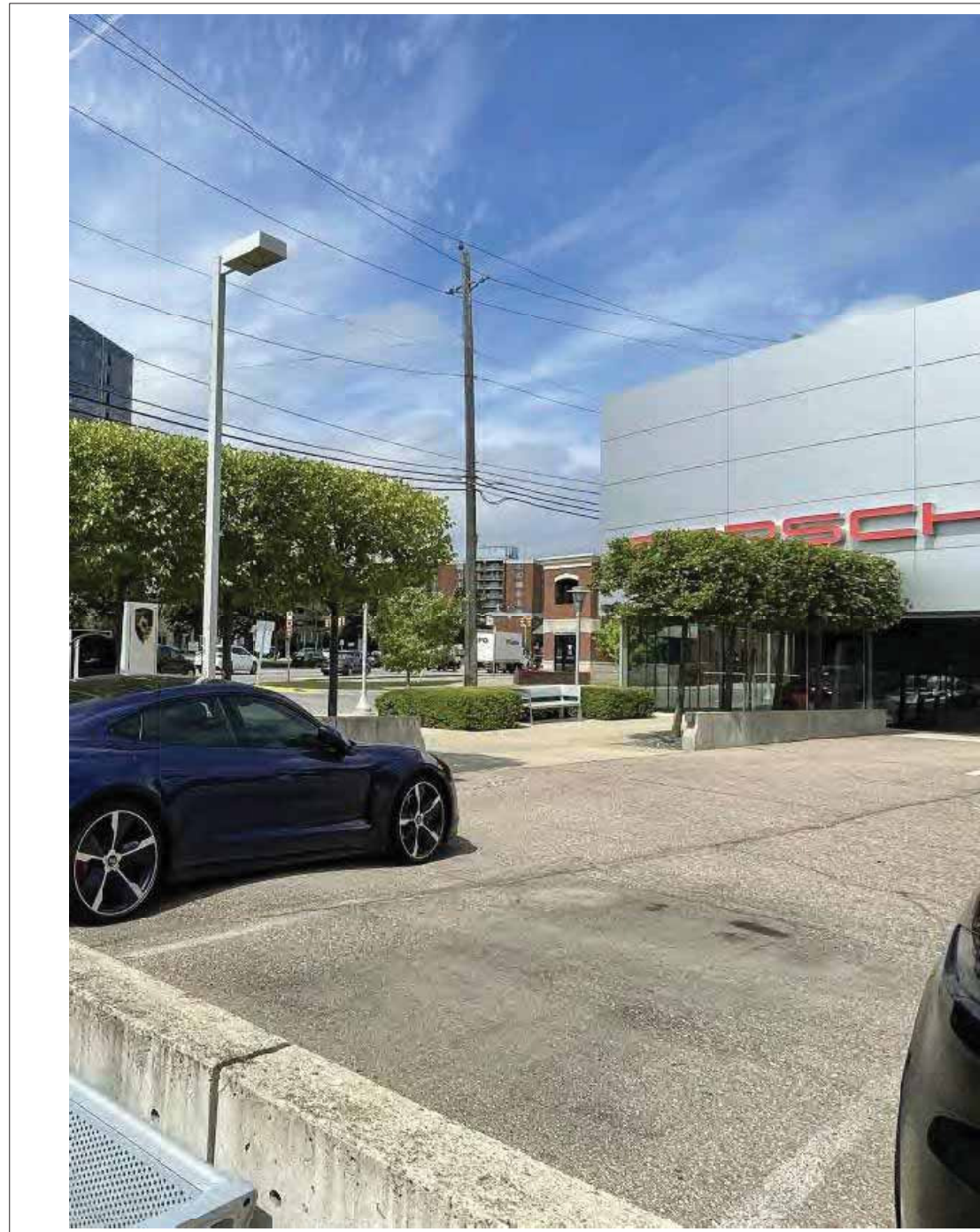
09.15.2022
CIS / Preliminary Site Plan Review
/11.10.20.2022

A/LA 100.1

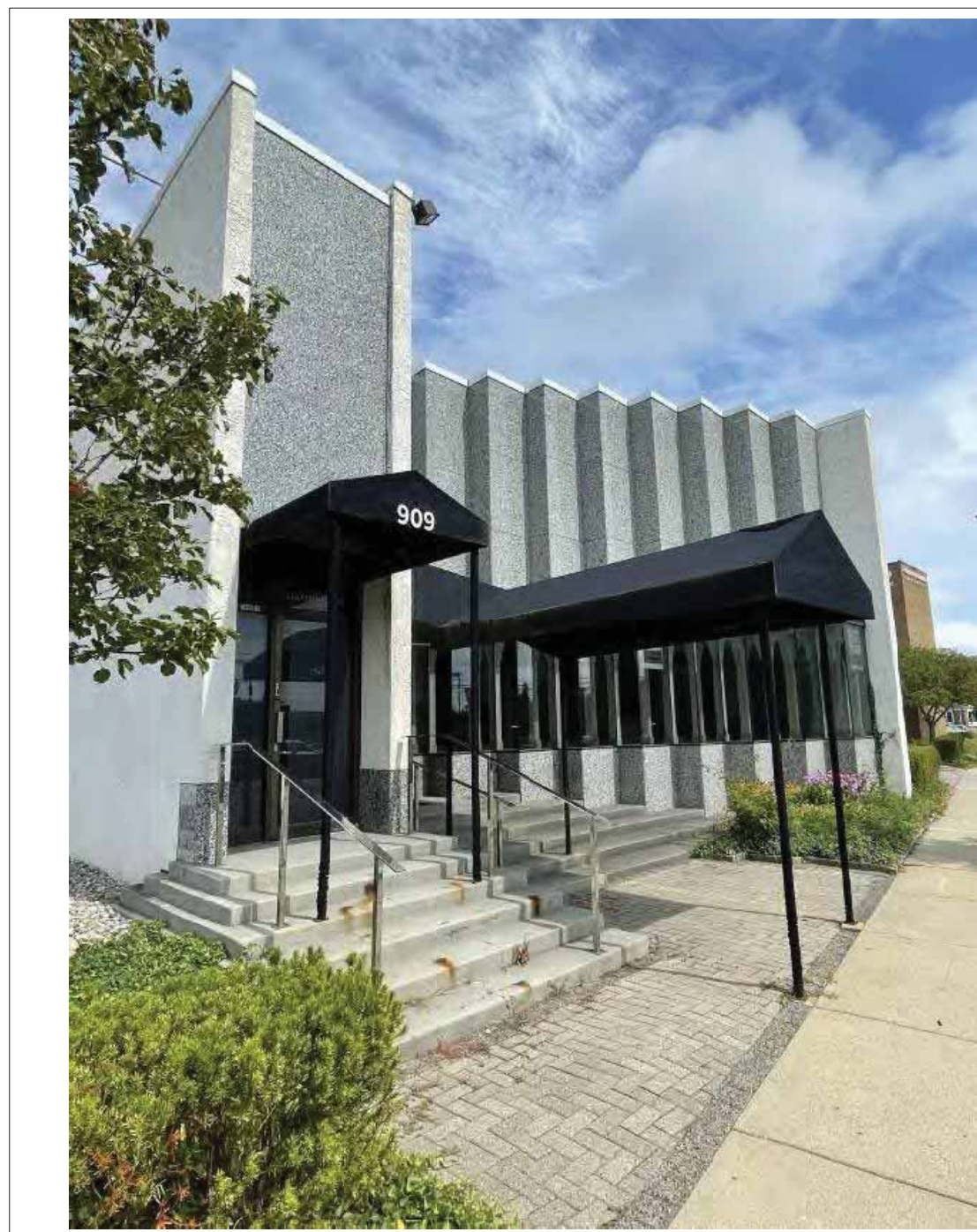
EXISTING CONDITIONS



1 S. ELM ST. (NW CORNER) LOOKING SOUTH - EXISTING TO BE REMOVED

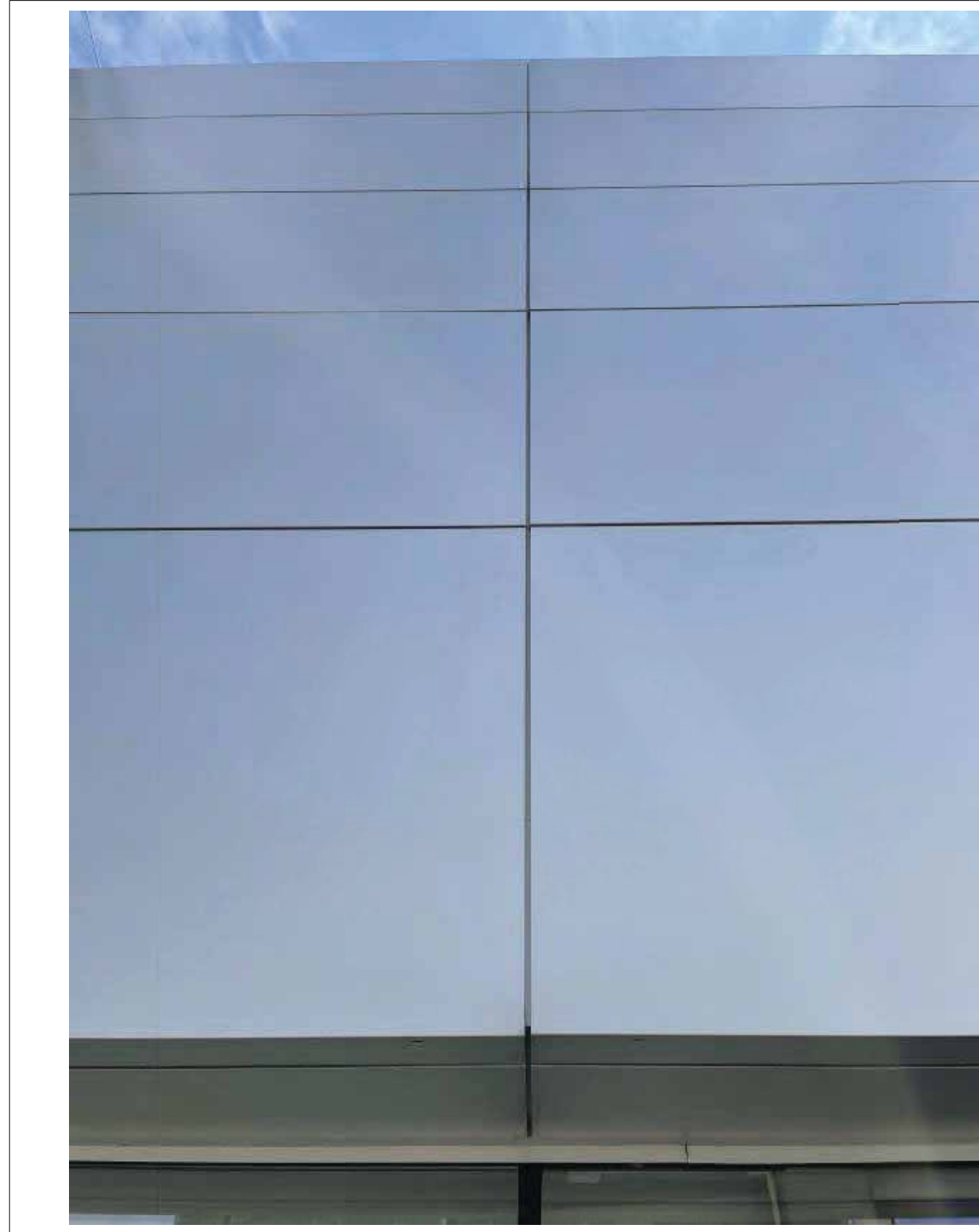


2 HAYNES ST. (SW CORNER) LOOKING WEST - EXISTING TO BE REMOVED

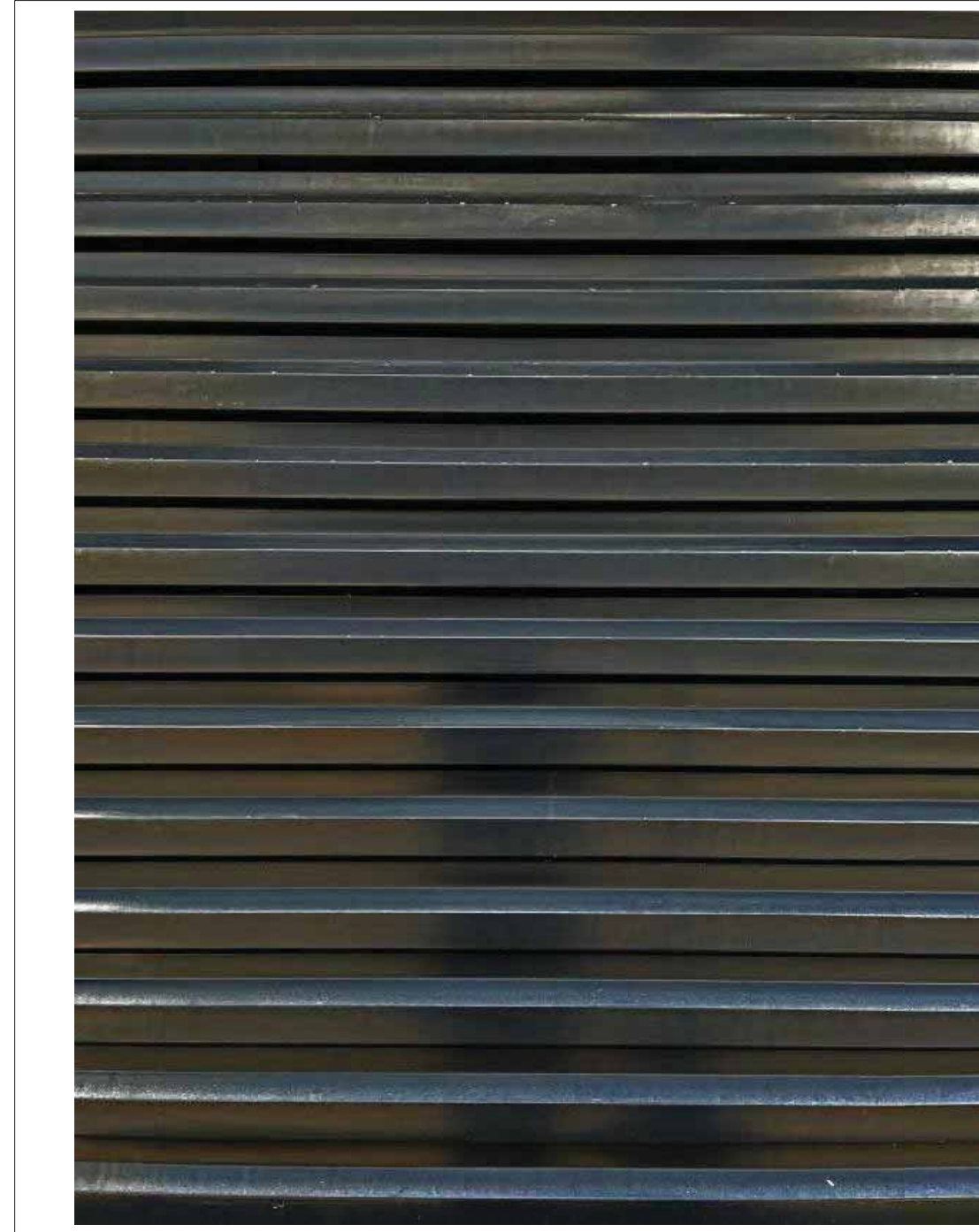


3 HAYNES ST. (SOUTH SIDE) LOOKING EAST - EXISTING TO BE REMOVED

PROPOSED MATERIALS



4 TYPICAL METAL COMPOSITE WALL PANELING (CP-1)



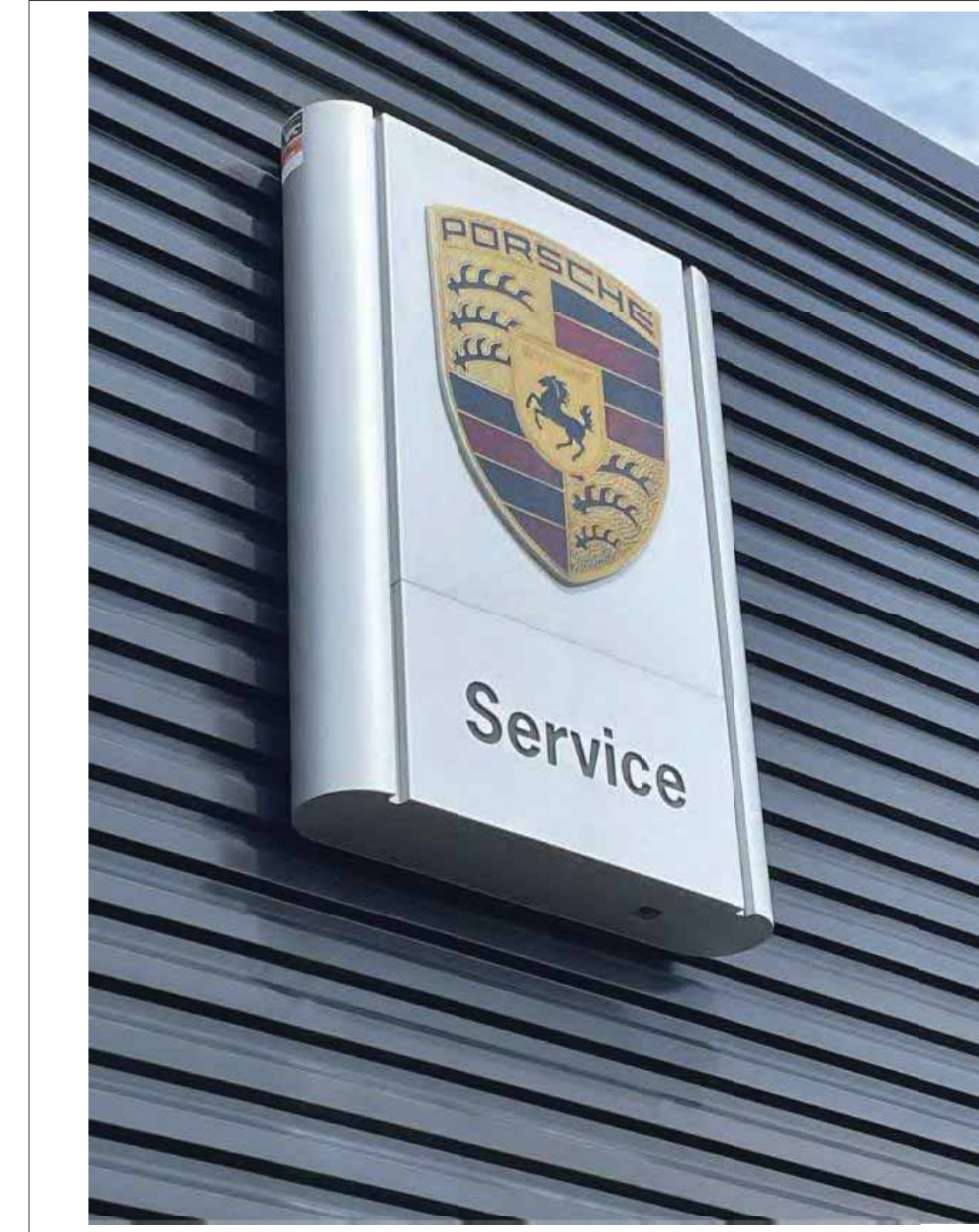
5 TYPICAL RIBBED METAL WALL PANELING (MP-1)



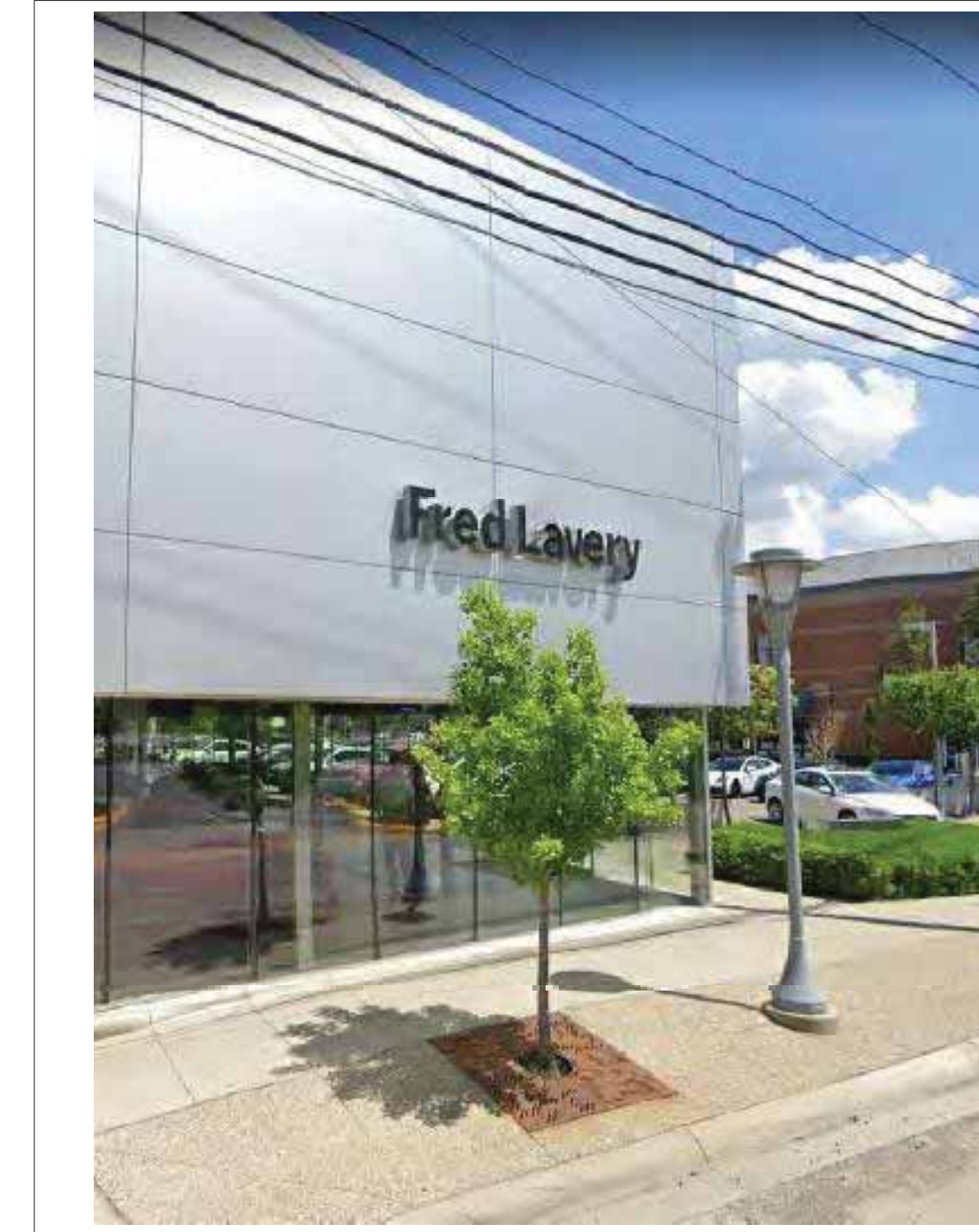
6 EXISTING PYLON GROUND SIGN - To Be Reused



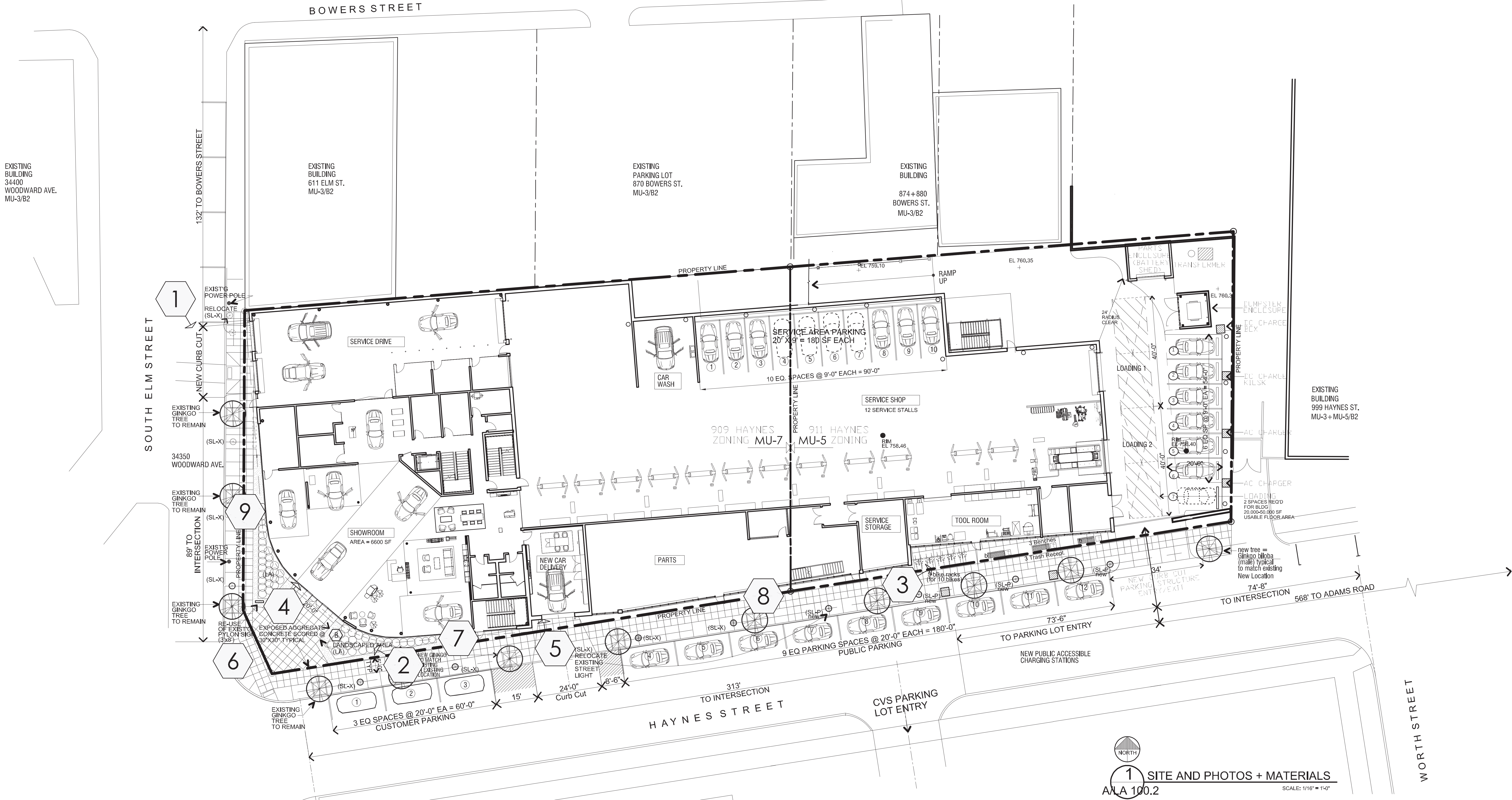
7 TYPICAL PORSCHE WALL SIGNAGE



8 TYPICAL PORSCHE SERVICE SIGNAGE



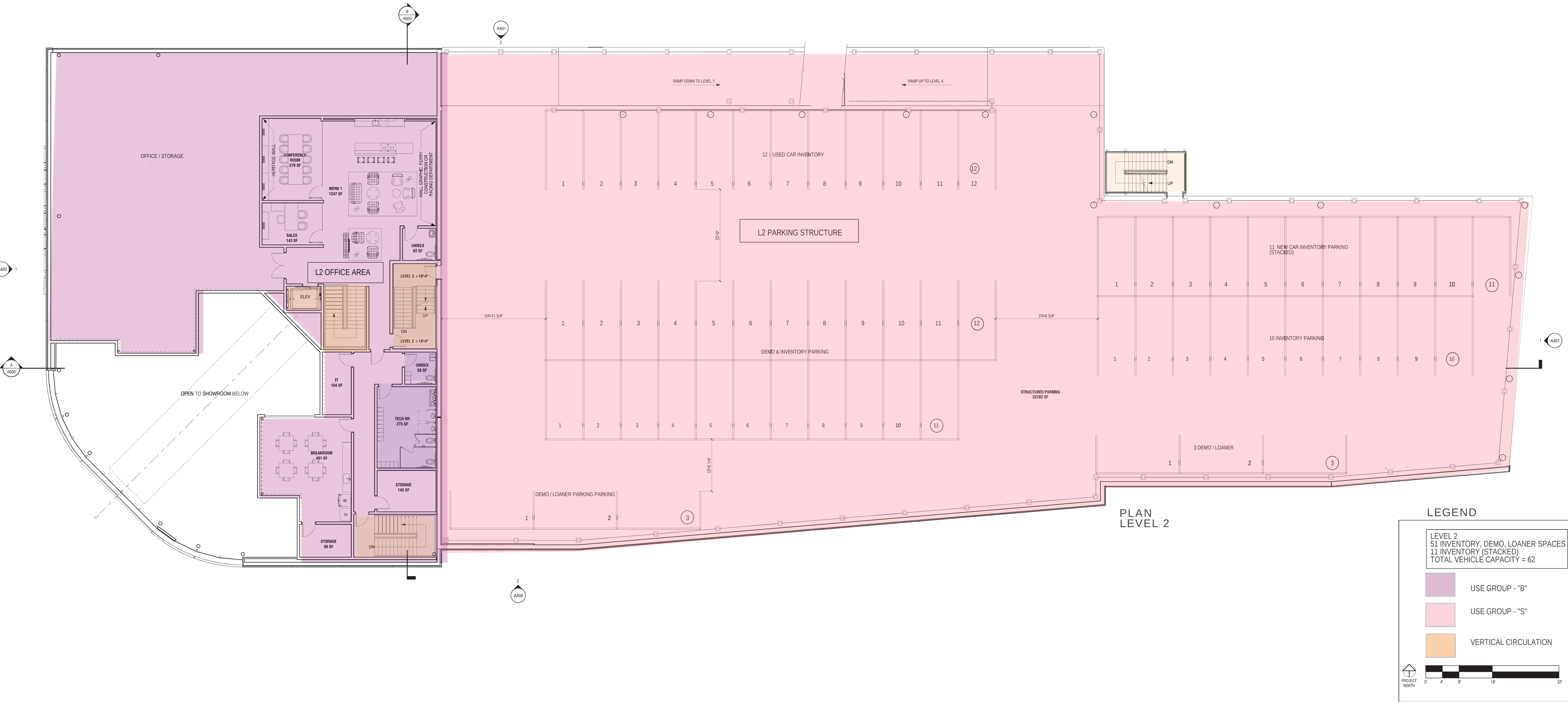
9 TYPICAL WALL SIGNAGE

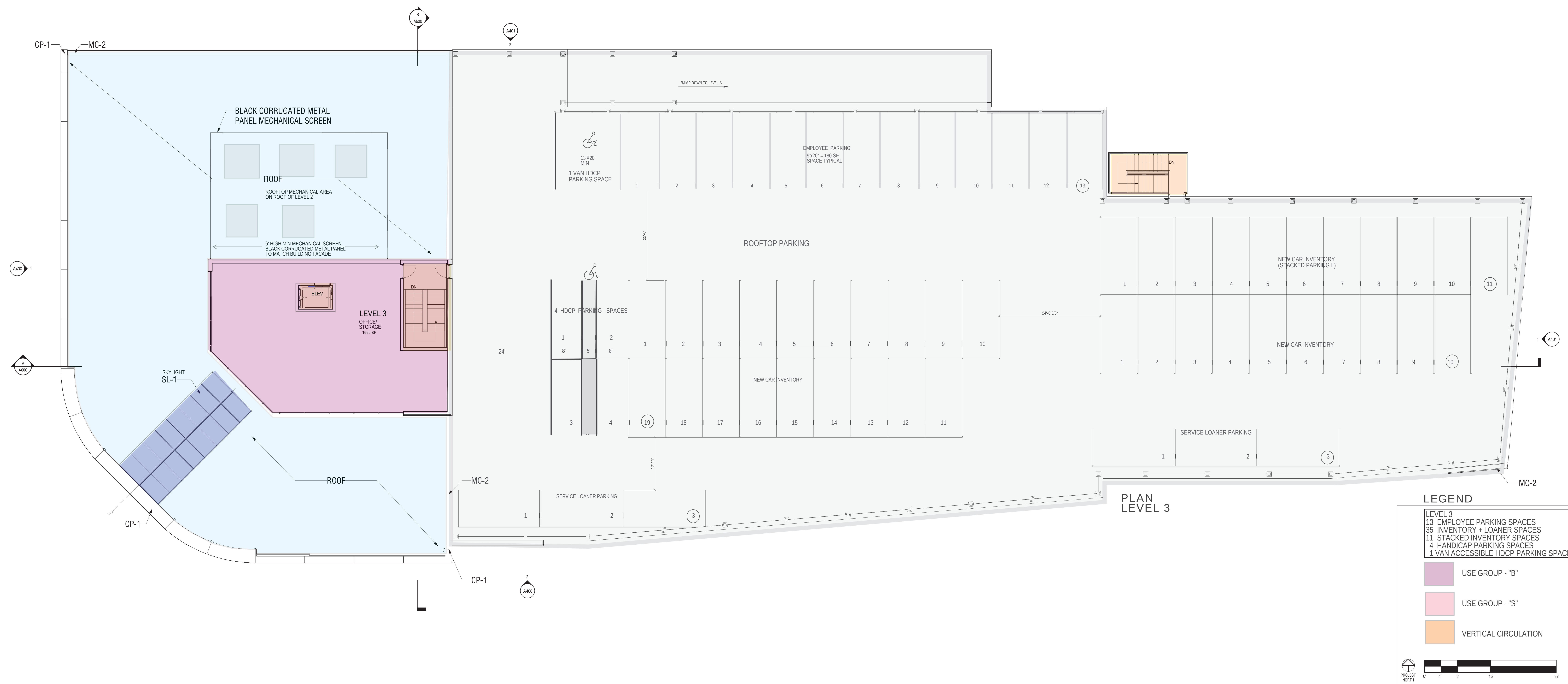


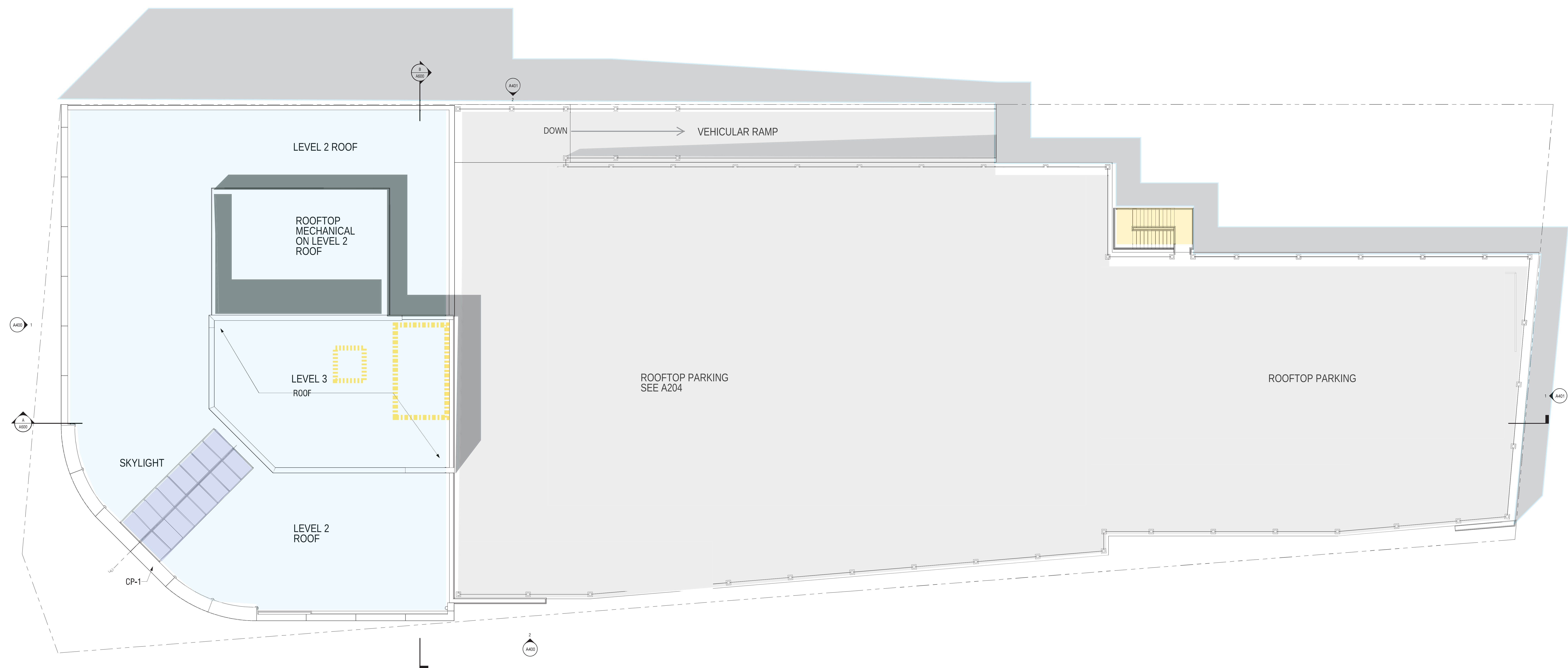
1 SITE AND PHOTOS + MATERIALS
SCALE: 1/16" = 1'-0"

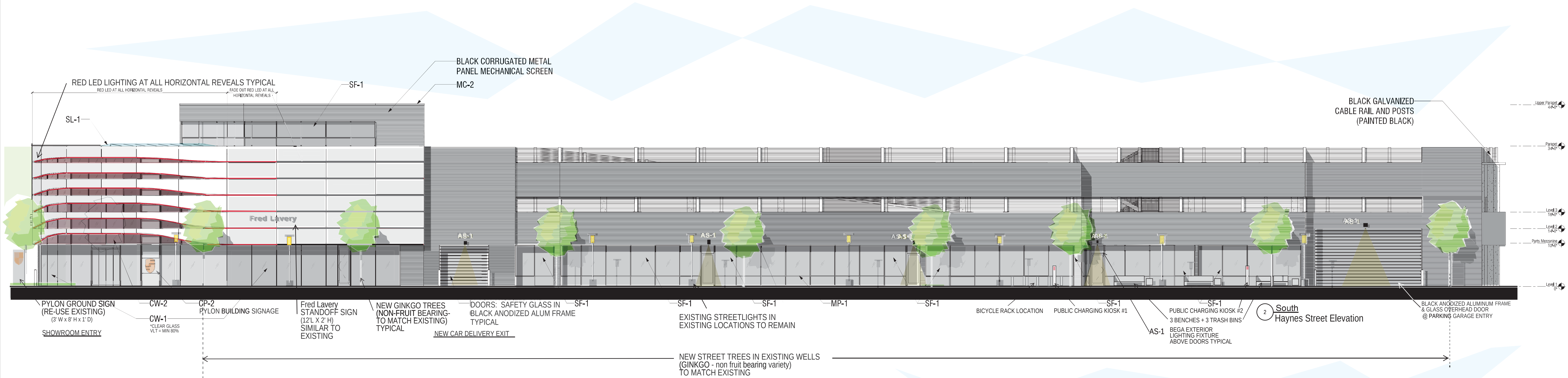
Exterior Finish Schedule			
TAG	MATERIAL	MANUFACTURER	DESCRIPTION/COMMENTS
CP-1	MCM METAL COMPOSITE MATERIAL WALL PANEL BOD. ALUCOBOND (SUNRISE SILVER)	SOBOTEC, STRATUS OR AGI	
MP-1	ARCHITECTURAL RIBBED METAL (ARM) WALL PANEL	ATAS	RIGID WALL ATAS TARGA BLACK (RAL 7021) SMOOTH TEXTURE
MC-2	PRE-FINISHED METAL CORING TO MATCH MP-1		
CW-1	STRUCTURAL CURTAIN WALL GLAZINGS AT SHOWROOM	OLD CASTLE	FRAMELESS WITH FINIS, BLACK SEALANT AT VERTICAL JOINTS
CW-1	IMPACT RESISTANT STRUCTURAL CURTAIN WALL GLAZINGS AT SHOWROOM	SLIMPACT	FRAMELESS, BLACK SEALANT AT VERTICAL JOINTS
CW-2	STRUCTURAL CURTAIN WALL GLAZING	OLD CASTLE	7-1/2" DEEP SYSTEM: CLEAR ANODIZED
SF-1	ALUMINUM STOREFRONT	OLD CASTLE	4-1/2" DEEP SYSTEM: BLACK ANODIZED
SL-1	ALUMINUM FRAMED SKYLIGHT	SUPERSKY OR OLD CASTLE	LOW SLOPE, CLEAR ANODIZED
EP-2	EXTERIOR PAINT/ELASTOMERIC COATING	SHERWIN WILLIAMS	SW 6990 CAVIAR, SEMI-GLOSS SHEEN
EP-3	EXTERIOR PAINT		ALL EXPOSED STRUCTURAL STEEL MATCH RAL 9007 SEMI-GLOSS SHEEN
CN-1	CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, LIGHT BROOM FINISHED
CN-2	INTEGRALLY COLORED SEALED/STAMPED CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, (RAL 7021) DARK GREY
CN-7	INTEGRALLY COLORED CONCRETE		SITE HARDSCAPES/RETAINING WALLS (RAL 7021) DARK GREY
PV-2	CONCRETE PAVING		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM, (RAL 7021) DARK GREY, TIGHT JOINTS



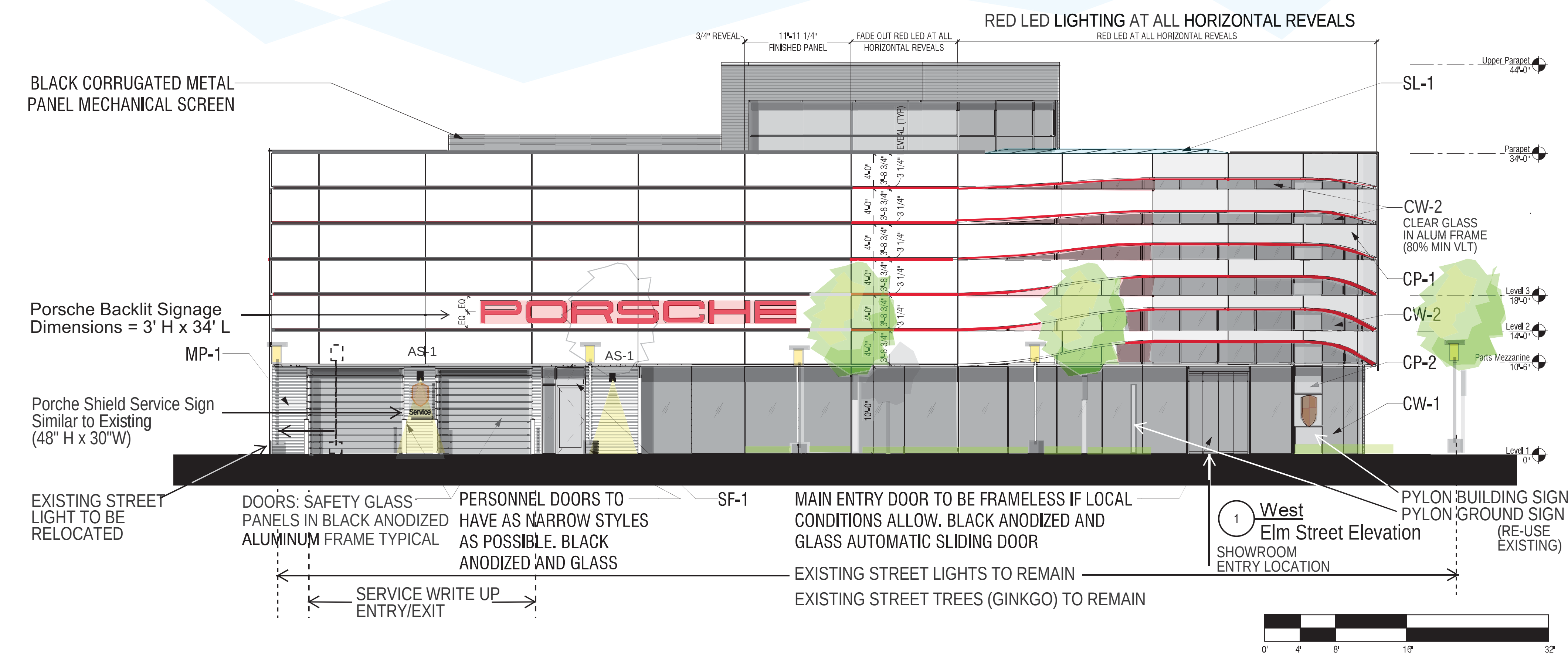






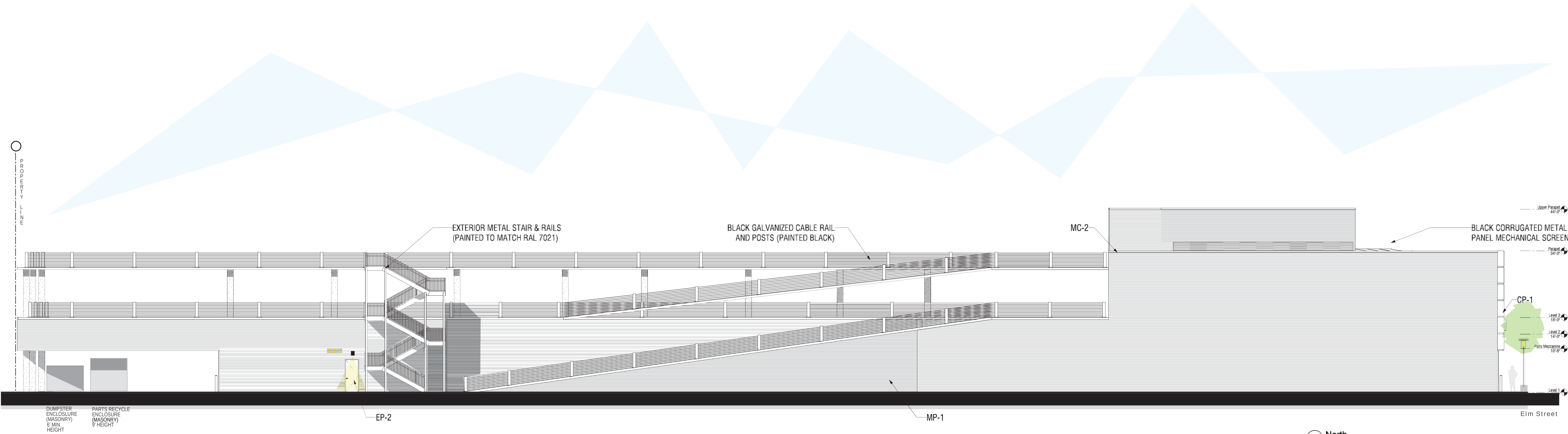


Exterior Finish Schedule			
TAG	MATERIAL	MANUFACTURER	DESCRIPTION/COMMENTS
CP-1	MCM METAL COMPOSITE MATERIAL WALL PANEL B20: ALLUCOBOND (SUNRISE SILVER)	SOBOTEC, STRATUS OR AGI	
CP-2	MCM METAL COMPOSITE MATERIAL WALL PANEL B20: ALLUCOBOND (TRAFFIC WHITE RAL 9016)	SOBOTEC, STRATUS OR AGI	
MP-1	ARCHITECTURAL RIBBED METAL (ARM) WALL PANEL	ATAS	RIBBED WALL ATAS TARGA BLACK (RAL 7021) SMOOTH TEXTURE
MC-2	PRE-FINISHED METAL COPING TO MATCH MP-1		
CW-1	STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM W/ CLEAR GLASS - VLT = MIN 50%	OLD CASTLE	FRAMELESS WITH FINS. BLACK SEALANT AT VERTICAL JOINTS
CW-4	IMPACT RESISTANT STRUCTURAL CURTAIN WALL GLAZING AT SHOWROOM	SUMIPACT	FRAMELESS. BLACK SEALANT AT VERTICAL JOINTS
CW-2	STRUCTURAL CURTAIN WALL GLAZING W/ CLEAR GLASS - MIN VLT = 50%	OLD CASTLE	7-1/2" DEEP SYSTEM. CLEAR ANODIZED
SF-1	ALUMINUM STOREFRONT	OLD CASTLE	4-1/2" DEEP SYSTEM. BLACK ANODIZED
SL-1	ALUMINUM FRAMED SKYLIGHT	SUPERSKY OR OLD CASTLE	LOW SLOPE. CLEAR ANODIZED
EP-2	EXTERIOR PAINT/ELASTOMERIC COATING	SHERWIN WILLIAMS	SW 9999 CAVAR. SEMI-GLOSS SHEEN
EP-3	EXTERIOR PAINT		ALL EXPOSED STRUCTURAL STEEL. MATCH RAL 9007. SEMI-GLOSS SHEEN
CN-1	CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM. LIGHT BROOM FINISHED
CN-2	INTEGRALLY COLORED SEALED STAMPED CONCRETE		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM. (RAL 7021) DARK GREY
CN-7	INTEGRALLY COLORED CONCRETE		SITE HARDSCAPES/RETAINING WALLS. (RAL 7021) DARK GREY
PV-2	CONCRETE PAVERS		SITE HARDSCAPES/SIDEWALKS AT SHOWROOM. (RAL 7021) DARK GREY. TIGHT JOINTS



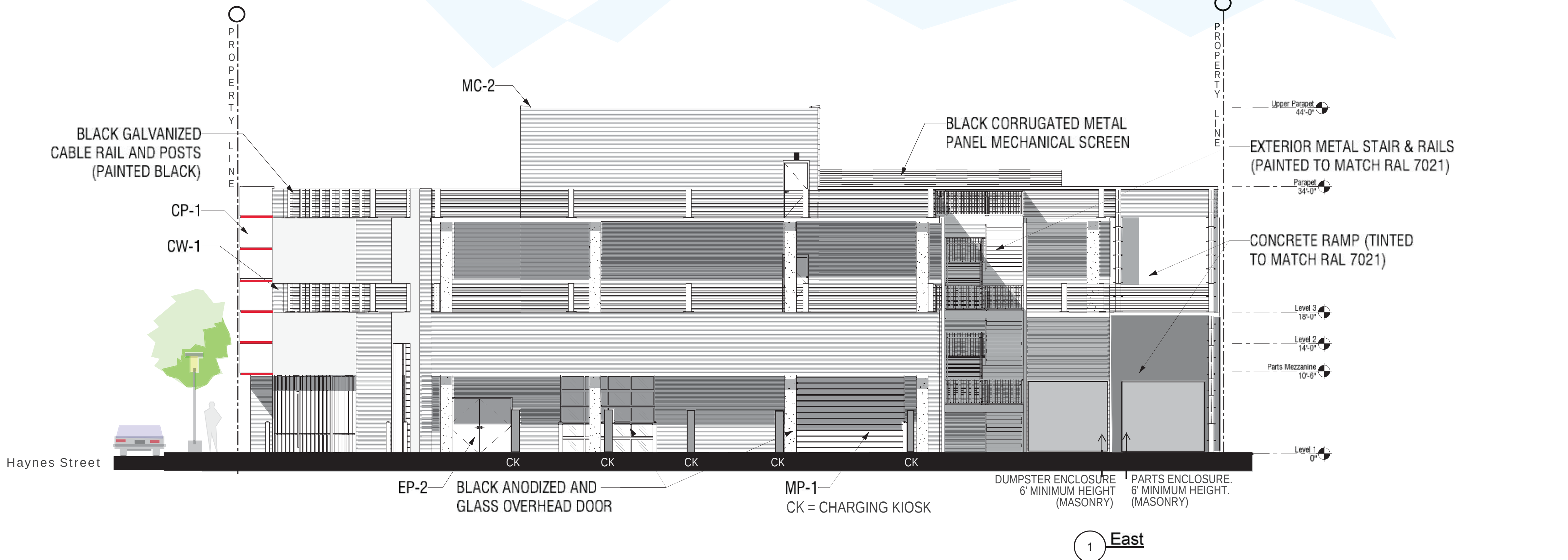
	Fred Lavery Company	Luckenbach Ziegelman Gardner Architects PLLC	Porsche Woodward DID 34350 Woodward Ave, Birmingham, MI 48009	Elevations	Project No. 21063	09.15.2022	A400
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PROPERTY LINE

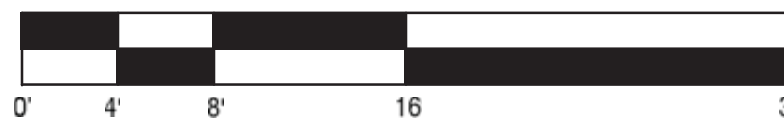


2 North

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



1 East



Fred Lavery Company

Luckenbach
Ziegelman
Gardner
Architects
PLLC

Porsche Woodward DID
34350 Woodward Ave, Birmingham, MI 48009

Elevations

Project No. 21063

09.15.2022

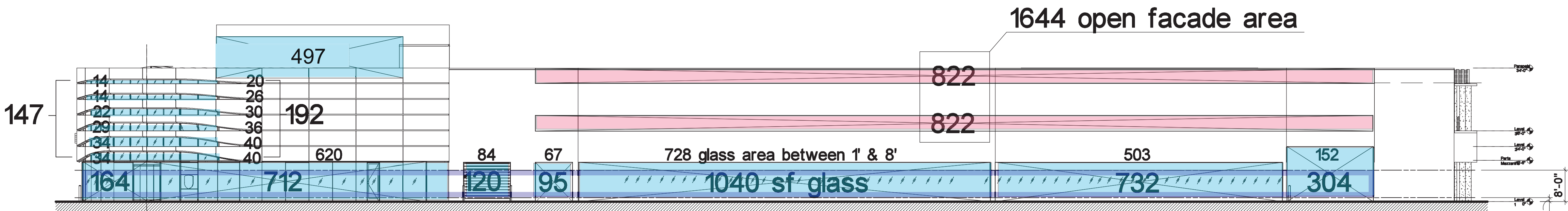
A401

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

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

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

HAYNES STREET ELEVATION
FACADE OPEN AREA AND GLASS AREA CALCULATIONS



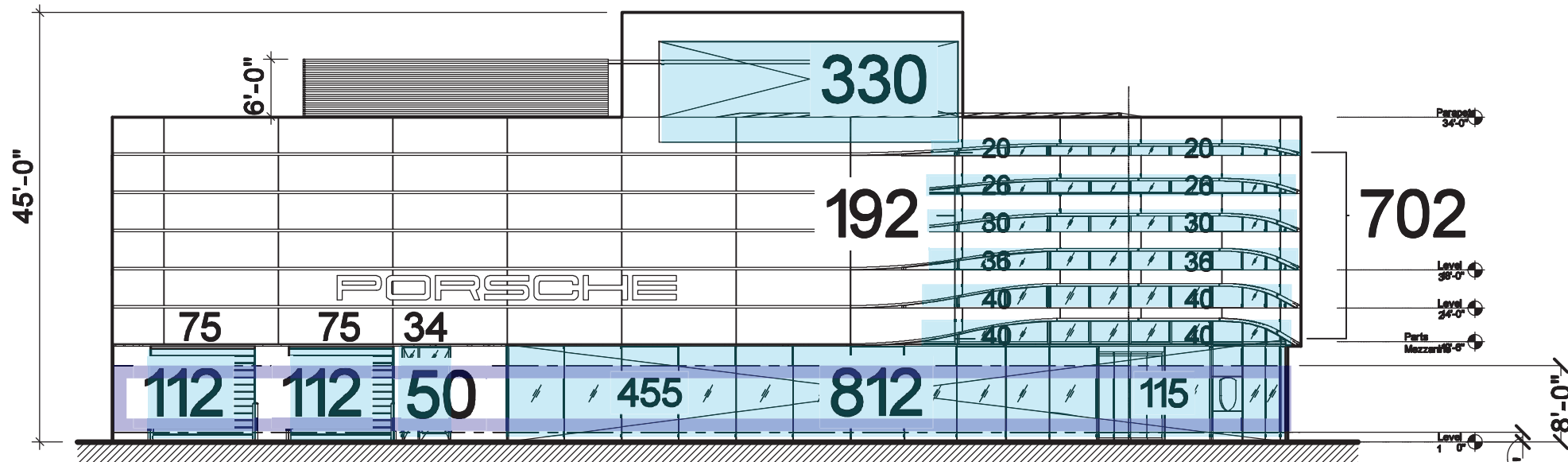
HAYNES STREET ELEVATION (SOUTH)

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

HAYNES STREET ELEVATION
GLASS PERCENTAGE BETWEEN 1 & 8 FEET

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

ELM STREET ELEVATION
FACADE GLASS CALCULATIONS

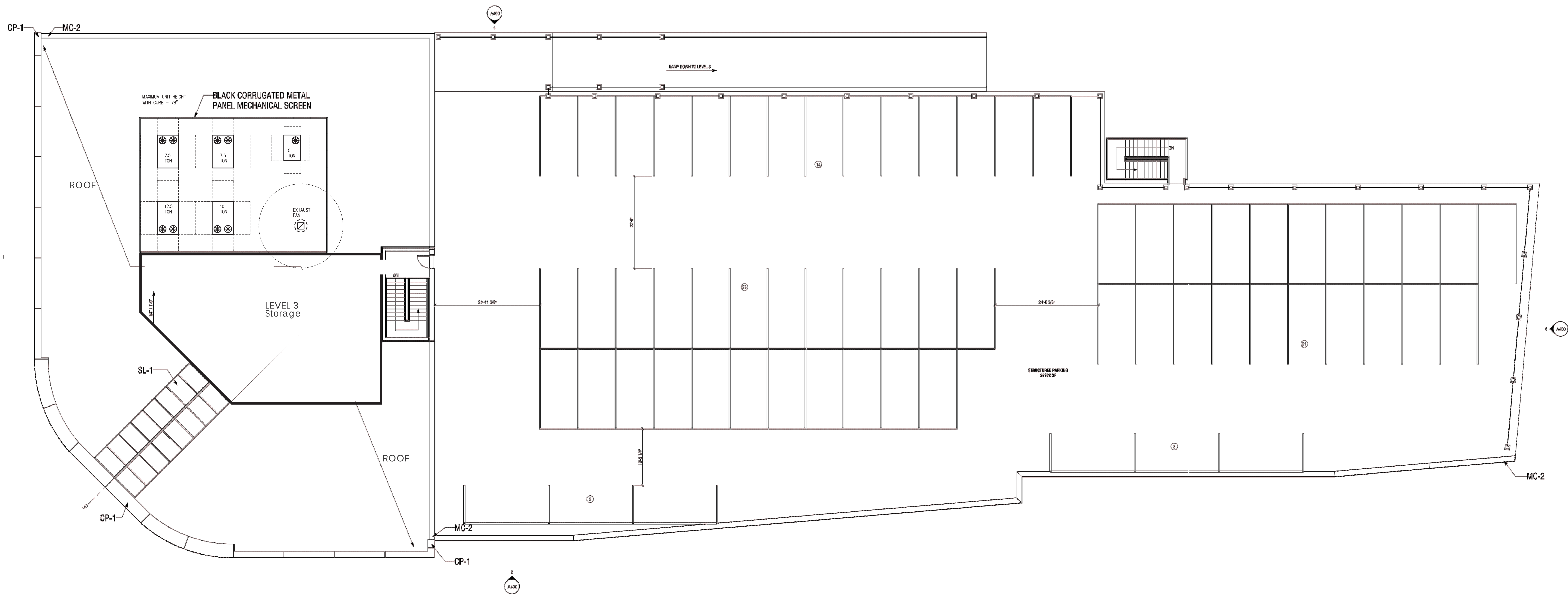


ELM STREET ELEVATION (WEST)

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

ELM STREET ELEVATION
% GLASS BETWEEN 1' & 8'





PRAXIS3

Fred Lavery Company

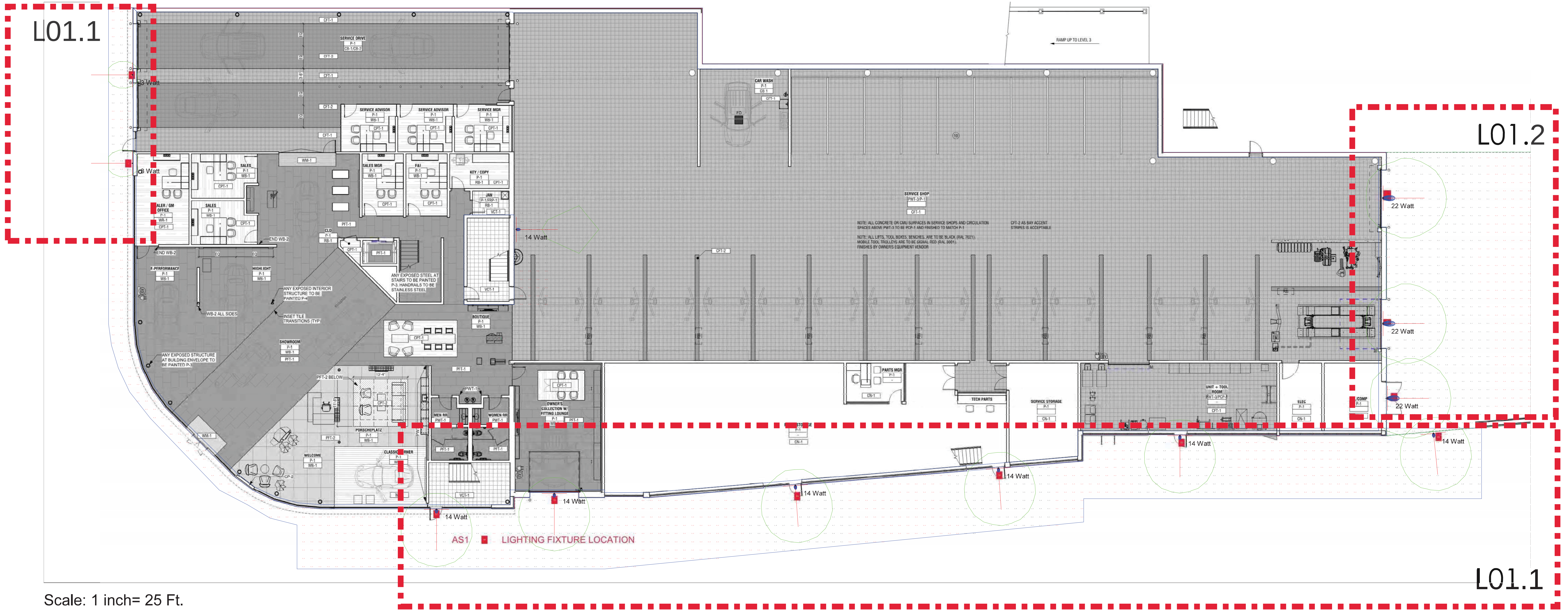
Porsche Woodward DID
34350 Woodward Ave, Birmingham, MI 48009

Mechanical Roof Plan

Project No. 21063

2021-08-19

M01

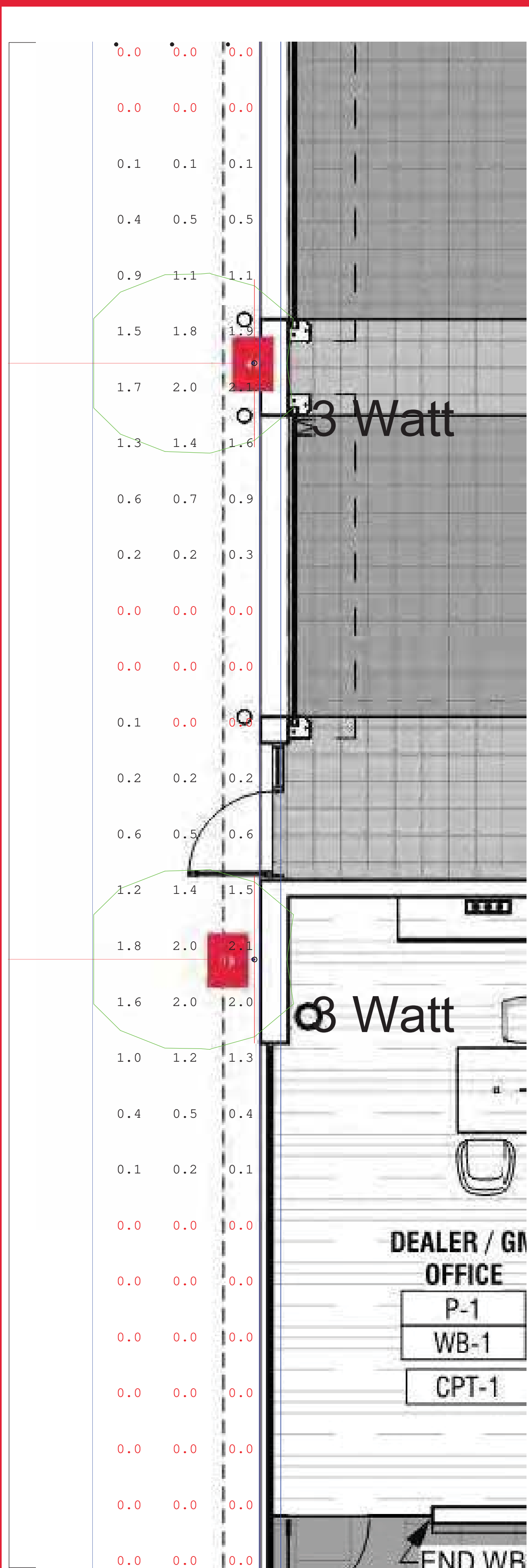


LIGHTING FIXTURE SCHEDULE				
SYMBOL	TYPE	QTY	WATTS	LUMENS
⊙	22 Watt	3	26	2023
⊙	14 Watt	7	17	1217
⊙	3 Watt	2	5	145

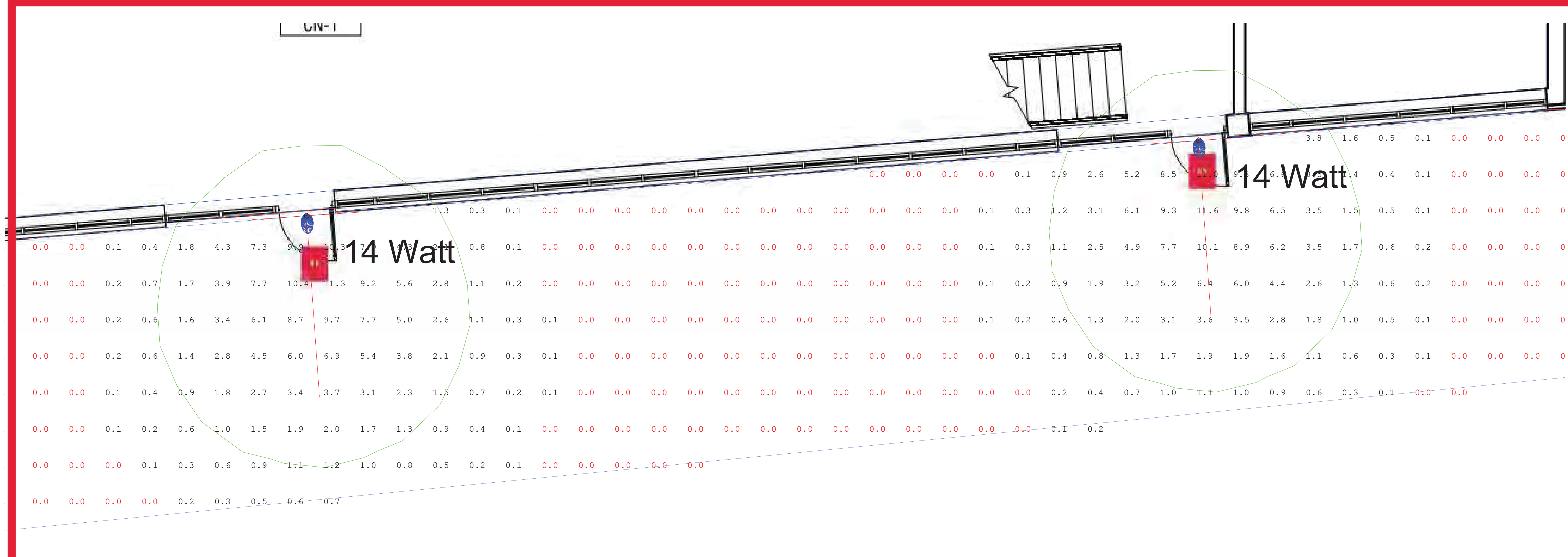
CALCULATION SUMMARY						
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN	
Garage Area_Floor	Fc	1.72	42.6	0.0	N.A.	
Sidewalk_Planar	Fc	1.09	11.6	0.0	N.A.	
Upper Garage Entry	Fc	4.71	34.9	0.0	N.A.	

NOTES:

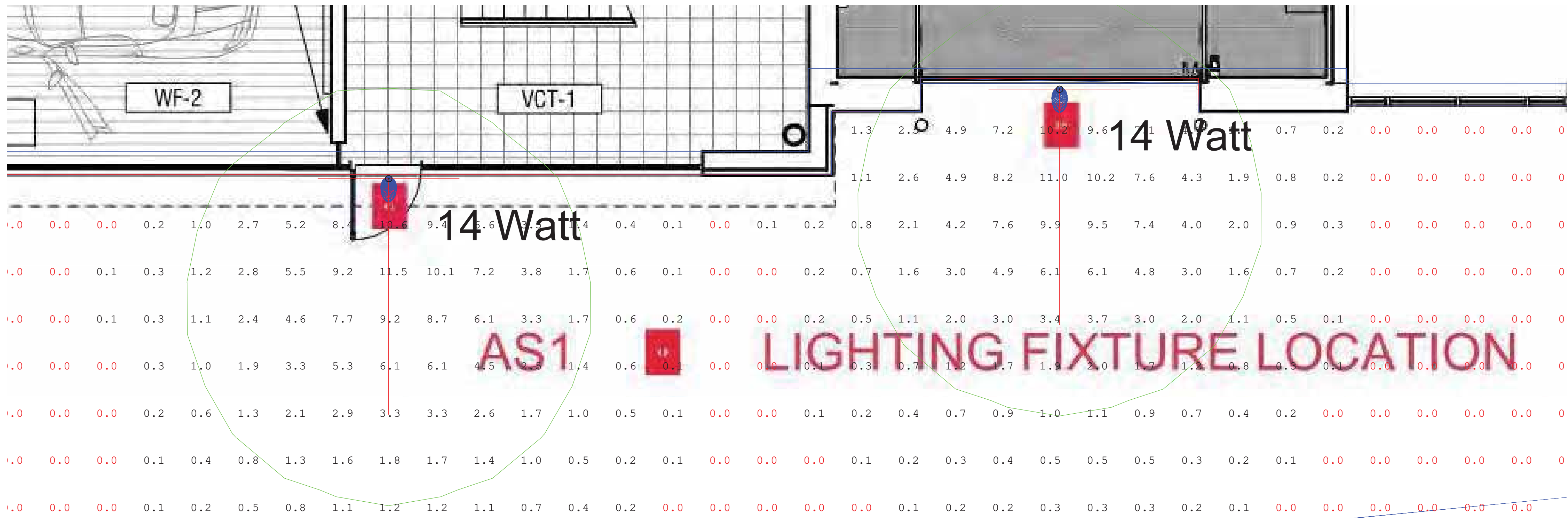
1. STANDARD LIGHT REFLECTANCE VALUES: 80% CEILING, 50% WALLS, 20% FLOORS.
2. TYPICAL CALCULATION PLANE HEIGHTS ARE INDICATED BY FLOOR BEING AT 0'-0" AND WORKPLANE BEING AT 2'-6".
3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.



Scale: 1 inch= 8 Ft.



Scale: 1 inch= 8 Ft.



Scale: 1 inch= 8 Ft.

LIGHTING FIXTURE SCHEDULE					
SYMBOL	TYPE	QTY	WATTS	LUMENS	DESCRIPTION / NOTES
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CALCULATION SUMMARY					
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NOTES:

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3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.

date

REVISION
X

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

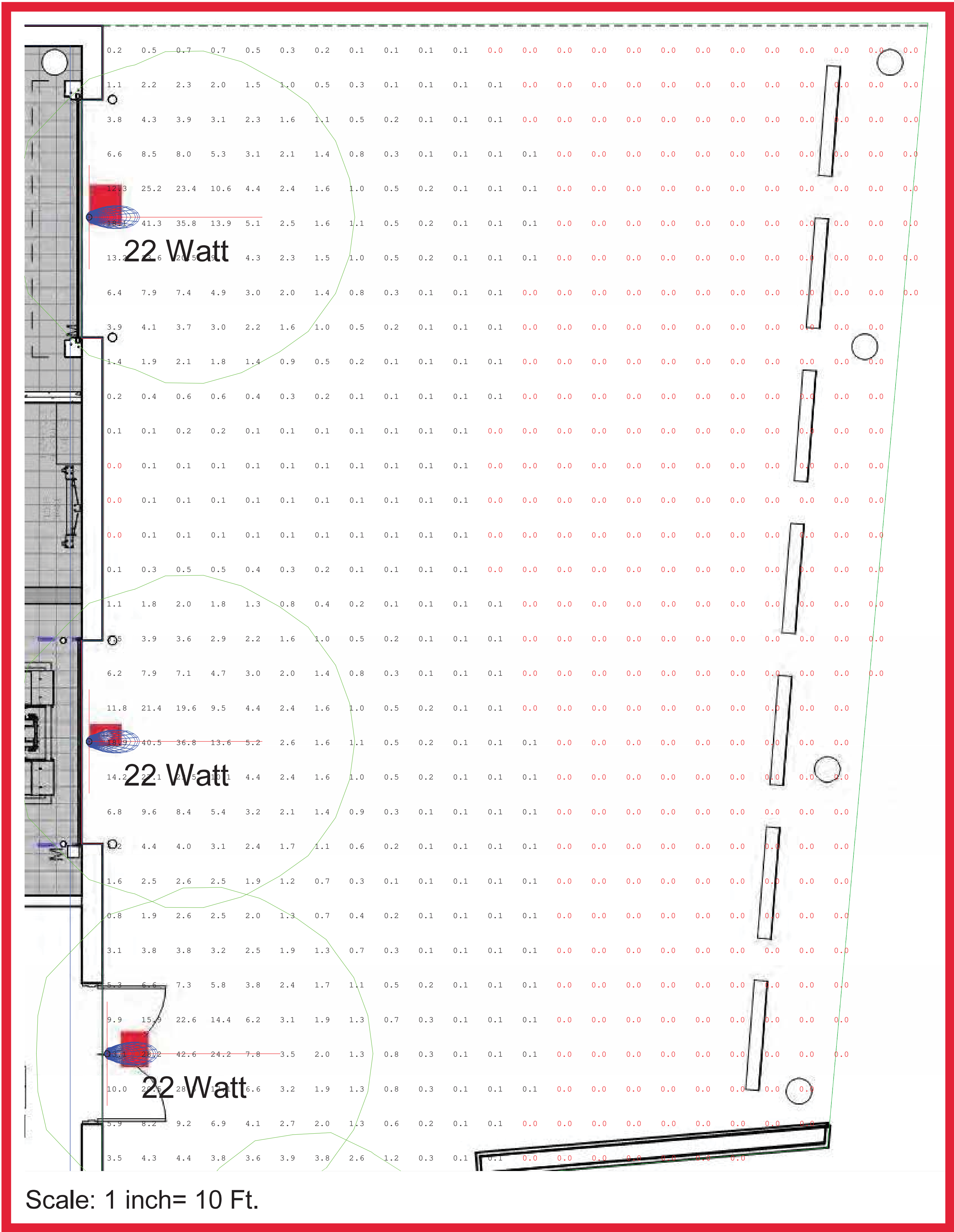


PROJECT TITLE
LAVERY PORSCHE EXTERIOR LIGHTING

SHEET TITLE
EXTERIOR LIGHTING CALCULATIONS

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

L01.1



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

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

NOTES:

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2. TYPICAL CALCULATION PLANE HEIGHTS ARE INDICATED BY FLOOR BEING AT 0'-0" AND WORKPLANE BEING AT 2'-6".
3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.

The Community Impact Study submitted by the applicant has been reduced for online memory puposes. The summaries of each chapter remain, however the supporting data is available in paper copy at City Hall for further review.

- Planning Division

Fred Lavery Porsche

Porsche Woodward DID

Community Impact Study / Preliminary Site Plan Review

Prepared by:

Luckenbach|Ziegelman|Gardner Architects PLLC

555 South Old Woodward | 27L
Birmingham, Michigan 48009

Property Owner:

US Auto Group Limited

34602 Woodward Avenue
Birmingham, Michigan 48009 | 248.723.7042

9.15.2022

Lavery Porsche Dealership

34350 Woodward Ave.
Birmingham, MI 48009

Development Team

Applicant/Owner

US Auto Group Limited
34602 Woodward Ave.
Birmingham, MI 48009
(248) 723-7042

Architect/Landscape Architect

Luckenbach|Ziegelman|Gardner
555 S. Old Woodward Ave. Suite 27L
Birmingham, MI 48009
(248) 644-0600

Surveyor & Civil Engineer

PEA Group
2430 Rochester Court, Suite 100
Troy, MI 48083
(844) 813-2949

Environmental Engineer

G2 Consulting Group, LLC
1866 Woodslee
Troy, MI 48083
248-680-0400

Air Quality

Michigan Dept. of Environmental Great Lakes
and Energy
Michigan.gov/EGLE
(800) 662-9278

MEP Engineer

PETER BASSO ASSOCIATES/ILLUMINART
5145 Livernois, Suite 100
Troy, MI 48096-3276
(248) 879-5666

Acoustical Engineer

Kolano and Saha Engineers, Inc.
3559 Sashabaw Road
Waterford, MI 48329-2656
(248) 674-4100

Traffic Engineer

Stonefield
92 Park Ave.
Rutherford NJ, 07070
(201) 340-4468

Geotechnical Engineer

McDowell & Associates
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Ferndale, MI 48220
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Section 1

Combined CIS & Site Plan Review Application

Luckenbach|Ziegelman|Gardner Architects PLLC



Combined CIS & Site Plan Review Application Planning Division

Form will not be processed until it is completely filled out.

1. Applicant

Name: LAVERY MICHIGAN DEALERSHIP PROPERTIES NO. 1, LLC

Address: 440 LAKE PARK, BIRMINGHAM, MI 48009

Phone Number: 248-645-5930

Fax Number: 245-540-1260

Email address: FREDLAVERY@USAUTOGROUP.COM

2. Property Owner

Name: LAVERY MI DEALERSHIP PROPERTIES NO.1 LLC

Address: 440 LAKE PARK / BIRMINGHAM, MI 48009

Phone Number: 248-645-5930

Fax Number: 245-540-1260

Email address: FREDLAVERY@USAUTOGROUP.COM

3. Applicant's Attorney/Contact Person

Name: STUART SCHWARTZ

Address: 500 WOODWARD AVE. SUITE 3500

DETROIT MI, 48226

Phone Number: 313-965-8335

Fax Number:

Email address: SSCHWARTZ@CLARKHILL.COM

4. Project Designer/Developer

Name: LUCKENBACH|ZIEGELMAN|GARDNER ARCHITECTS

Address: 555 S. OLD WOODWARD / SUITE 27L

BIRMINGHAM, MICHIGAN 48009

Phone Number: 248-644-0600

Fax Number:

Email address: RZIEGELMAN@LZARCH.COM & GARDNER-ARCH1@SBCGLOBAL.NET

5. Required Attachments

- I. Two (2) paper copies and one (1) digital copy of all project plans including:
 - i. A detailed Existing Conditions Plan including the subject site in its entirety, including all property lines, buildings, structures, curb cuts, sidewalks, drives, ramps and all parking on site and on the street(s) adjacent to the site, and must show the same detail for all adjacent properties within 200 ft. of the subject site's property lines;
 - ii. A detailed and scaled Site Plan depicting accurately and in detail the proposed construction, alteration or repair;
 - iii. A certified Land Survey;
 - iv. Interior floor plans;
 - v. A Landscape Plan;
 - vi. A Photometric Plan;
 - vii. Colored elevation drawings for each building elevation;
- II. Specification sheets for all proposed materials, light fixtures and mechanical equipment;
- III. Samples of all proposed materials;
- IV. Photographs of existing conditions on the site including all structures, parking areas, landscaping and adjacent structures;
- V. Current aerial photographs of the site and surrounding properties;
- VI. Warranty Deed, or Consent of Property Owner if applicant is not the owner;
- VII. Any other data requested by the Planning Board, Planning Department, or other City Departments.

6. Project Information

Address/Location of the property: 34350 WOODWARD AVE

BIRMINGHAM, MI 48009 + 909 / 911 HAYNES - BIRMINGHAM, MI

Name of development:

FRED LAVERY COMPANY - PORSCHE WOODWARD DID

Sidwell #: 19-36-281-030

Current Use: AUTOMOBILE DEALERSHIP

Current zoning: B2 / MU5 & MU7 OVERLAY

Is the property located in the floodplain? NO

Name of Historic District Site is Located in: N/A

Date of HDC Approval: NONE

Date of DRB Approval: NONE

Area of Site in Acres: .98

Proposed Use: AUTOMOBILE DEALERSHIP

Will proposed project require the division of platted lots? NO

Will proposed project require the combination of platted lots? YES

7. Details of the Proposed Development (attach separate sheet if necessary)

NEW PORCHE SALES, SERVICE AND PARTS DEALERSHIP FACILITY TO REPLACE THE EXISTING PORSCHE DEALERSHIP BUILDING.

COMPONENTS INCLUDE SHOWROOM, SALES & SALES SUPPORT OFFICES, SERVICE RELATED WRITE UP, OFFICES AND REPAIR AREAS AND PARTS STORAGE.

THE PROJECT INCLUDES A PARKING STRUCTURE FOR CUSTOMER & STAFF PARKING ALONG WITH PARKING FOR AUTOMOBILE INVENTORY.

8. Buildings and Structures

Number of Buildings on Site: 1

Height of Buildings & # of Stories: 3 STORY / 46 FEET

Use of Buildings: AUTO SHOWROOM & PARKING

Height of Rooftop Mechanical Equipment: 40' ABOVE GRADE ON L2

9. Floor Use and Area (in Square Feet)

Proposed Commercial Structures:

Total basement floor area: 0

Number of square feet per upper floor: L2=7500 | L3=1660 OCCUPIED

Total floor area: OFFICE+SERVICE+PARKING = 92,433

Floor area ratio (total floor area ÷ total land area):

L1 TOT = 39,800 / 42,875 LAND AREA = FAR = 93%

Open space: 3075 SF

Percent of open space: 7%

Office Space: 15,260 SF ON 3 LEVELS

Retail Space: 6800 SHOWROOM ON LEVEL 1

Industrial Space: USE GROUP F - PARKING STRUCTURE+SERVICE = 56,126 SF

Assembly Space: 0

Seating Capacity: 0

Maximum Occupancy Load: 433

Proposed Residential Structures:

Total number of units: N/A

Number of one bedroom units: N/A

Number of two bedroom units: N/A

Number of three bedroom units: N/A

Open space: N/A

Percent of open space: N/A

Rental units or condominiums?

Size of one bedroom units:

Size of two bedroom units:

Size of three bedroom units:

Seating Capacity:

Maximum Occupancy Load: N/A

Proposed Additions:

Total basement floor area, if any, of addition: N/A

Number of floors to be added: N/A

Square footage added per floor: N/A

Total building floor area (including addition): N/A

Floor area ratio (total floor area ÷ total land area): N/A

Open Space: N/A

Percent of open space: N/A

Use of addition:

Height of addition:

Office space in addition:

Retail space in addition:

Industrial space in addition:

Assembly space in addition:

Maximum building occupancy load (including addition):

N/A

10. Required and Proposed Setbacks

Required front setback: 0

Required rear setback: 0

Required total side setback: 0

Side setback: 0

Proposed front setback: WEST PROP LINE = WOODWARD = VARIES 0 - 31'

Proposed rear setback: EAST = 0'

Proposed total side setback: SOUTH + NORTH = VARIES 0-25'

Second side setback: 0

11. Required and Proposed Parking

Required number of parking spaces: 35

Typical angle of parking spaces: 90 DEGREE

Typical width of maneuvering lanes: 12-24'

Location of parking on site: PARKING STRUCTURE

Location of parking off site: HAYNES STREET

Number of light standards in parking area: 0

Screenwall material: MASONRY

Proposed number of parking spaces: 120

Typical size of parking spaces: 9' X 20' = 180 SF

Number of spaces <180 sq. ft.: 0

Number of handicap spaces: 5

Shared parking agreement? NO

Height of light standards in parking area: N/A

Height of screenwall: 4'-0"

12. Landscaping

Location of landscape areas: SOUTHWEST CORNER OF ELM AND HAYNES

Proposed landscape material: RE-USE OF EXISTING GRANITE GRANULAR CRUSHED ROCK FROM THE EXISTING SITE & CREEPING JUNIPER GROUND COVER.

13. Streetscape

Sidewalk width: ELM = 6'-6" - 10'-0" / HAYNES = 11'-0"

Number of benches: 3

Number of planters: 0

Number of existing street trees: 4

Number of proposed street trees: 8

Streetscape Plan submitted? YES

Description of benches or planters: 3 BENCHES

Species of existing trees: GINKGO BILOBA (MALE)

Species of proposed trees: GINKGO BILOBA (MALE) TO MATCH EXISTING

14. Loading

Required number of loading spaces: 2

Typical angle of loading spaces: 0 DEG / ORIENTED DUE NORTH

Screenwall material: MASONRY

Location of loading spaces on site: LEVEL 1 PARKING STRUCTURE

Proposed number of loading spaces: 2

Typical size of loading spaces: 12'X40'

Height of screenwall: MIN 6'

Typical time loading spaces are used: EVENING DELIVERIES

15. Exterior Waste Receptacles

Required number of waste receptacles: 1

Location of waste receptacles: L1 PARKING STRUCTURE / EAST END

Screenwall material: MASONRY

Proposed number of waste receptacles: 1

Size of waste receptacles: 6 X 8

Height of screenwall: 6' MIN

16. Mechanical Equipment

Utilities and Transformers:

Number of ground mounted transformers: 1

Size of transformers (L•W•H): 4'X4'X4'

Number of utility easements: 0

Screenwall material: MASONRY

Location of all ground mounted utilities:

ELEC ON ELM + NORTH PROP LINE

GAS, WATER & SEWER ALONG (BELOW) HAYNES STREE

Height of screenwall: 6' MIN

Ground Mounted Mechanical Equipment:

Number of ground mounted units: 0

Size of ground mounted units (L•W•H): N/A

Screenwall material: N/A

Location of all ground mounted units: N/A

Height of screenwall: N/A

Rooftop Mechanical Equipment:

Number of rooftop units: 5

Type of rooftop units: HVAC

Screenwall material: CORRUGATED METAL TO MATCH FACADE MATERIAL

Location of screenwall: LEVEL 2 ROOF NEXT TO LEVEL 3 EXTERIOR WALLS
NORTH SIDE OF L3 SERVES AS A SCREEN WALL FOR HVAC UNITS.

Location of all rooftop units: L2 ROOF

Size of rooftop units (L•W•H): 6' L X 4' W X 4' H

Percentage of rooftop covered by mechanical units: < 10%

Height of screenwall: 6' MIN

Distance from rooftop units to all screenwalls: 3' MINIMUM

17. Accessory Buildings

Number of accessory buildings: 0

Location of accessory buildings: N/A

Size of accessory buildings: N/A

Height of accessory buildings: N/A

18. Building Lighting

Number of light standards on building: 11 ON BUILDING

Size of light fixtures (L•W•H): 5X9X6 INCHES

Type of light standards on building: BEGA 24 503

8W, 14W & 22 W

Height from grade: 12' AND 15' ABOVE FINISH GRADE

Maximum wattage per fixture: 8, 14 & 22 W PER FIXTURE
Light level at each property line: 1.5 FOOT CANDLES AT WEST PROP LN

Proposed wattage per fixture: 8, 14 & 22 W PER FIXTURE

19. Site Lighting

Number of light fixtures: NONE
Size of light fixtures (L•W•H):
Maximum wattage per fixture:
Light level at each property line: N/A

Type of light fixtures:
Height from grade:
Proposed wattage per fixture:
Holiday tree lighting receptacles:

20. Adjacent Properties

Number of properties within 200 ft.:¹⁰

Property #1

Number of buildings on site: 34500 WOODWARD - GOLLING FIAT (ONE)
Zoning district: B2 / MU5
Use type: AUTO DEALERSHIP
Square footage of principal building: 11,000 SF ON 1 LEVEL
Square footage of accessory buildings: N/A
Number of parking spaces:²⁰

Property Description: 1 LEVEL AUTO DEALERSHIP

Property #2

Number of buildings on site: 825 BOWERS - TODD'S ROOM SALON (ONE)
Zoning district:
Use type: HAIR SALON
Square footage of principal building: B2 / MU3
Square footage of accessory buildings:⁰
Number of parking spaces:¹⁰³

Property Description: HAIR SALON
1 LEVEL, FORMER RESTAURANT AND POPPIN FRESH PIES

North, south, east or west of property? N

Property #3

Number of buildings on site: 3440 WOODWARD - T MOBILE (ONE)
Zoning district: B2/MU3
Use type: RETAIL ON L1 / RESIDENTIAL ON L2
Square footage of principal building: 3100 SF X 2
Square footage of accessory buildings: N/A
Number of parking spaces:¹¹

Property Description: 2 LEVEL BUILDING W/ RETAIL AT STREET LEVEL
RESIDENTIAL AT LEVEL 2

North, south, east or west of property? NW

Property #4

Number of buildings on site: 611 ELM - OFFICE BUILDING (ONE)
Zoning district: B2 / MU3
Use type: BUSINESS OFFICES
Square footage of principal building: 6200 SF ON 1 LEVEL
Square footage of accessory buildings:⁰
Number of parking spaces:⁹

Property Description: 1 STORY OFFICE BUILDING

North, south, east or west of property? N

Property #5

Number of buildings on site: 874 & 889 BOWERS (PARLEY'S) (ONE BLDG)
Zoning district: B2/MU3
Use type: AUTO REPAIR
Square footage of principal building: 6500 SF ON 1 LEVEL
Square footage of accessory buildings:⁰
Number of parking spaces:²⁶

Property Description: 1 STORY AUTO PAINT AND BODY SHOP

North, south, east or west of property? N

Property #6

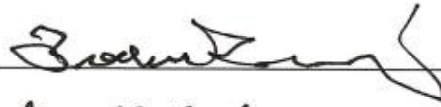
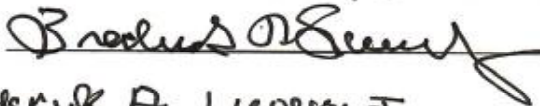
Number of buildings on site: 999 HAYNES (ONE BUILDING)
Zoning district: B2 / MU3
Use type: OFFICE
Square footage of principal building: 13000 SF PER FLOOR X 3
Square footage of accessory buildings:⁰
Number of parking spaces:³¹

Property Description: 3 LEVEL OFFICE W/ PARKING ON SITE BELOW
LEVEL 2 AND LEVEL 3

North, south, east or west of property? EAST

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and / or Building Division of any additional changes made to an approved site plan. The undersigned further states that they have reviewed the procedures and guidelines for Site Plan Review in Birmingham, and have complied with same. The undersigned will be in attendance at the Planning Board meeting when this application will be discussed.

By providing your e-mail to the City, you agree to receive news notifications from the City. If you do not wish to receive these messages, you may unsubscribe at any time.

Signature of Owner:  Date: Sept 15 20 22
Print Name: Frederick A Leary Jr
Signature of Applicant:  Date: Sept 15 2022
Print Name: Frederick A Leary Jr
Signature of Architect:  Date: Sept. 15, 2022
Print Name: ROBERT L. ZIEGELMAN FOR LZS ARCH.

Office Use Only		
Application #:	Date Received:	Fee:
Date of Approval:	Date of Denial:	Accepted by:



Notice Signs - Rental Application Community Development

1. Applicant

Name: LAVERY MICHIGAN DEALERSHIP PROPERTIES NO. 1, LLC

Address: 440 LAKE PARK, BIRMINGHAM, MI 48009

Phone Number: 248-645-5930

Fax Number: 248-540-1260

Email address: FREDLAVERY@USAUTOGROUP.COM

Property Owner

Name: LAVERY MICHIGAN DEALERSHIP PROPERTIES NO. 1, LLC

Address: 440 LAKE PARK, BIRMINGHAM, MI 48009

Phone Number: 248-645-5930

Fax Number: 248-540-1260

Email address: FREDLAVERY@USAUTOGROUP.COM

2. Project Information

Address/Location of Property: 907-911 HAYNES

Name of Development: FRED LAVERY COMPANY - PORSCHE WOODWARD DID

Area in Acres: _____

Name of Historic District site is in, if any: NONE

Current Use: AUTOMOBILE DEALERSHIP

Current Zoning: B2/MU-7+MU-5

3. Date of Board Review

Board of Building Trades Appeals: _____

City Commission: _____

Historic District Commission: _____

Planning Board: _____

Board of Zoning Appeals: _____

Design Review Board: _____

Housing Board of Appeals: _____

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to post the Notice Sign(s) at least 15 days prior to the date on which the project will be reviewed by the appropriate board or commission, and to ensure that the Notice Sign(s) remains posted during the entire 15 day mandatory posting period. The undersigned further agrees to pay a rental fee and security deposit for the Notice Sign(s), and to remove all such signs on the day immediately following the date of the hearing at which the project was reviewed. The security deposit will be refunded when the Notice Sign(s) are returned undamaged to the Community Development Department. Failure to return the Notice Sign(s) and/or damage to the Notice Sign(s) will result in forfeiture of the security deposit.

Signature of Applicant: Fred Lavery

Date: Sept 15, 2024

Office Use Only

Application #:

Date Received:

Fee:

Date of Approval:

Date of Denial:

Reviewed by:

Section 2

CIS Checklist

Luckenbach|Ziegelman|Gardner Architects PLLC



COMBINED SITE PLAN REVIEW & COMMUNITY IMPACT STUDY APPLICATION CHECKLIST- PLANNING DIVISION

Applicant: LAVERY MICHIGAN DEALERSHIP PROPERTIES NO. 1, LLC Case #: _____ Date: 09/15/2022
Address: 440 LAKE PARK, BIRMINGHAM MI 48009 Project: FRED LAVERY COMPANY PORSCHE - WOODWARD

All site plans and elevation drawings prepared for approval shall be prepared in accordance with the following specifications and other applicable requirements of the City of Birmingham. If more than one page is used, each page shall be numbered sequentially. All plans must be legible and of sufficient quality to provide for quality reproduction or recording. Plans must be no larger than 24" x 36", and must be folded and stapled together. The address of the site must be clearly noted on all plans and supporting documentation.

Site Plan

A full Site Plan detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- ☒ 1. Name and address of applicant and proof of ownership;
- ☒ 2. Name of Development (if applicable);
- ☒ 3. Address of site and legal description of the real estate;
- ☒ 4. Name and address of the land surveyor;
- ☒ 5. Legend and notes, including a graphic scale, north point, and date;
- ☒ 6. A separate location map;
- ☒ 7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
- ☒ 8. Aerial photographs of the subject site and surrounding properties;
- ☒ 9. A detailed and scaled Site Plan depicting accurately and in detail the proposed construction, alteration or repair;
- ☒ 10. A detailed Existing Conditions Plan including the subject site in its entirety, including all property lines, buildings, structures, curb cuts, sidewalks, drives, ramps and all parking on site and on the street(s) adjacent to the site, and must show the same detail for all adjacent properties within 200 ft. of the subject site's property lines;
- ☒ 11. Interior floor plans;
- ☒ 12. A chart indicating the dates of any previous approvals by the Planning Board, Board of Zoning Appeals, Design Review Board, or the Historic District Commission ("HDC");
- ☒ 13. Existing and proposed layout of streets, open space and other basic elements of the plan;
- ☒ 14. Existing and proposed utilities and easements and their purpose;

- ☒ 15. Location of natural streams, regulated drains, 100-year flood plains, floodway, water courses, marshes, wooded areas, isolated preserve-able trees, wetlands, historic features, existing structures, dry wells, utility lines, fire hydrants and any other significant feature(s) that may influence the design of the development;
- ☒ 16. General description, location, and types of structures on site;
- ☒ 17. Location of sidewalks, curb cuts, and parking lots on subject site and all sites within 200 ft. of the property line;
- ☒ 18. Details of existing or proposed lighting, signage and other pertinent development features;
- ☒ 19. Elevation drawings showing proposed design;
- ☒ 20. Screening to be utilized in concealing any exposed mechanical or electrical equipment and all trash receptacle areas;
- ☒ 21. Location of all exterior lighting fixtures;
- ☒ 22. A Photometric Plan depicting proposed illuminance levels at all property lines;
- ☒ 23. A Landscape Plan showing all existing and proposed planting and screening materials, including the number, size, and type of plantings proposed and the method of irrigation; and
- ☒ 24. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

Elevation Drawings

Complete elevation drawings detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- ☒ 25. Color elevation drawings showing the proposed design for each façade of the building;
- ☒ 26. List of all materials to be used for the building, marked on the elevation drawings;
- ☒ 27. Elevation drawings of all screenwalls to be utilized in concealing any exposed mechanical or electrical equipment, trash receptacle areas and parking areas;
- ☒ 28. Details of existing or proposed lighting, signage and other pertinent development features;
- N/A ☐ 29. A list of any requested design changes;
- ☒ 30. Itemized list and specification sheets of all materials, light fixtures and mechanical equipment to be used, including exact size specifications, color, style, and the name of the manufacturer;
- ☒ 31. Location of all exterior lighting fixtures, exact size specifications, color, style and the name of the manufacturer of all fixtures, and a photometric analysis of all exterior lighting fixtures showing light levels to all property lines; and
- N/A ☐ 32. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.



COMMUNITY IMPACT STUDY CHECKLIST

PLANNING DIVISION

Applicant: LAVERY MICHIGAN DEALERSHIP PROPERTIES NO. 1, LLC Case #: _____ Date: 09/15/2022
Address: 440 LAKE PARK, BIRMINGHAM, MIN 48009 Project: FRED LAVERY COMPANY PORSCHE - WOODWARD

All Community Impact Studies prepared for approval must contain the following information:

General Information

- ☒ 1. Name and address of applicant and proof of ownership;
- ☒ 2. Name of Development (if applicable);
- ☒ 3. Address of site and legal description of the real estate;
- ☒ 4. Name and address of the land surveyor;
- ☒ 5. Legend and notes, including a graphic scale, north point, and date;
- ☒ 6. A separate location map;
- ☒ 7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
- ☒ 8. Details of all proposed site plan changes;

Planning & Zoning Issues

- ☒ 9. Recommended land use of the subject property as designated on the Future Land Use Map of the City's Master Plan;
- ☒ 10. Goals and objectives of the city's Master Plans that demonstrate the City's support of the proposed development;
- ☒ 11. Whether or not the project site is located within an area of the City for which an Urban Design Plan has been adopted by the Planning Board in which special design criteria or other supplemental development requirements apply;
- ☒ 12. The current zoning classification of the subject property;
- ☒ 13. The zoning classification required for the proposed development;
- ☒ 14. The existing land uses adjacent to the proposed project;
- ☒ 15. Complete the attached "Zoning Requirements Analysis" chart;

Land Development Issues

- ☒ 16. A Survey and Site Drainage Plan;
- ☒ 17. Identify any sensitive soils on site that will require stabilization or alteration in order to support the proposed development;
- ☒ 18. Whether or not the proposed development will occur on a steep slope, and if so, the measures that will be taken to overcome potential erosion, slope stability and runoff;

- ☒ 19. The volume of excavated soils to be removed from the site and /or delivered to the site, and a map of the proposed haul routes;
- ☒ 20. Identify the potential hazards and nuisances that may be created by the proposed development and the suggested methods of mitigating such hazards;

Private Utilities

- ☒ 21. Indicate the source of all required private utilities to be provided;
- ☒ 22. Provide verification that all required utility easements have been secured for necessary private utilities;

Noise Levels

- ☒ 23. Provide a reading of existing ambient noise and estimated future noise levels on the site;
- ☒ 24. Indicate whether the project will be exposed to or cause noise levels which exceed those levels prescribed in Chapter 50, Division 4, Section 50-71 through 50-77 of the Birmingham City Code, as amended;
- ☒ 25. Indicate whether the site is appropriate for the proposed activities and facilities given the existing ambient noise and the estimated future noise levels of the site;

Air Quality

- ☒ 26. Indicate whether the project is located in the vicinity of a monitoring station where air quality violations have been registered and, if so, provide information as to whether the project will increase air quality problems in the area;
- ☒ 27. Indicate if the nature of the project or its potential users would be particularly sensitive to existing air pollution levels and, if so, indicate how the project has been designed to mitigate possible adverse effects;
- ☒ 28. Indicate whether the proposal will establish a trend which, if continued, may lead to violation of air quality standards in the future;
- ☒ 29. Indicate whether the proposed project will have parking facilities for more than 75 cars and indicate percentage of required parking that is proposed;

Environmental Design and Historic Values

- ☒ 30. Indicate whether there will be demonstrable destruction or physical alteration of the natural or human-made environment on site or in the right-of-way (i.e. clearance of trees, substantial regrading etc.);
- ☒ 31. Indicate whether there will be an intrusion of elements out of character or scale with the existing physical environment (i.e. significant changes in size, scale of building, floor levels, entrance patterns, height, materials, color or style from that of surrounding developments);
- ☒ 32. Indicate all elements of the project that are eligible for LEED points if the building were to be LEED certified (i.e. extensive use of natural daylight, use of low VOC paint, use of renewable/recycled resources, energy efficient mechanical systems, use of wind and solar power, geothermal heating etc.);
- ☒ 33. Indicate whether the proposed structure will block or degrade views, change the skyline or create a new focal point;
- ☒ 34. Indicate whether there will be objectionable visual pollution introduced directly or indirectly due to loading docks, trash receptacles or parking, and indicate mitigation measures for same;
- ☒ 35. Indicate whether there will be an interference with or impairment of ambient conditions necessary for the enjoyment of the physical environment (i.e. vibration, dust, odor, heat, glare etc.);
- ☒ 36. Indicate whether the project area and environs contain any properties listed on the National Register of Historic Places or the City's inventory of historic structures;
- ☒ 37. Provide any information on the project area that the State Historic Preservation Office (SHPO) may have;

- ☒ 38. Indicate whether there will be other properties within the boundaries or in the vicinity of the project that appear to be historic and thus require consultation with the SHPO as to eligibility for the National Register;
- ☒ 39. Indicate whether the Department of the Interior has been requested to make a determination of eligibility on properties the SHPO or HDC deems eligible and affected by the project;
- ☒ 40. Provide proof that the HDC has been given an opportunity to comment on properties that are listed on or have been found eligible for the National Register and which would be affected by the project;

Refuse

- ☒ 41. Indicate whether the existing or planned solid waste disposal system will adequately service the proposed development including space for separation of recyclable materials;
- ☒ 42. Indicate whether the design capacity of the existing or planned solid waste disposal system will be exceeded as a result of the project;

Sanitary Sewer

- ☒ 43. Indicate whether existing or planned waste water systems will be able to adequately service the proposed development;
- ☒ 44. Indicate whether the design capacity of these facilities will be exceeded as a result of the project;
- ☒ 45. Indicate the elements of the project that have been incorporated to reduce the amount of water entering the sewer system (such as low flush toilets, EnergyStar appliances, restricted flow faucets, greywater recycling etc.);

Storm Sewer

- ☒ 46. Indicate whether existing or planned storm water disposal and treatment systems will adequately serve the proposed development;
- ☒ 47. Indicate whether the design capacity of these facilities will be exceeded as a result of the project;
- ☒ 48. Indicate the elements of the project that have been incorporated to reduce the amount of storm water entering the sewer system (such as the use of pervious concrete, rain gardens, greywater recycling, green pavers etc.);

Water Service

- ☒ 49. Indicate whether either the municipal water utility or on-site water supply system is adequate to serve the proposed project;
- ☒ 50. Indicate whether the water quality is safe from both a chemical and bacteriological standpoint;
- ☒ 51. Indicate whether the intended location of the service will be compatible with the location and elevation of the main;

Public Safety

- ☒ 52. Whether or not the project location provides adequate access to police, fire and emergency medical services;
- ☒ 53. Whether or not the proposed project design provides easy access for emergency vehicles and individuals (ie. are there obstacles to access, such as one-way roads, narrow bridges etc.);
- ☒ 54. Whether or not there are plans for a security system which can be expanded, and whether approval for same has been granted by the police department;
- ☒ 55. Detailed description of all fire access to the building, site, fire hydrants and water connections;
- ☒ 56. Whether or not there are plans for adherence to all city and N.F.P.A. fire codes;

- ☒ 57. Proof that one elevator has been designed to accommodate a medical cart;
- ☒ 58. Detailed specifications on all fire lanes/parking lot surfaces/alleys/streets to demonstrate the ability to accommodate the weight of emergency / fire vehicles;
- ☒ 59. Detailed description of all fire suppression systems;

Transportation issues

- ☒ 60. Provide completed FORM A – Transportation Study Questionnaire (Abbreviated);
- ☒ 61. Provide completed FORM B – Transportation Study Questionnaire if required by the city's transportation consultant;
- ☒ 62. Indicate whether transportation facilities and services will be adequate to meet the needs of all users (i.e. access to public transportation, bicycle accommodations, pedestrian connections, disabled, elderly etc.);
- ☒ 63. Indicate how the project will improve the mobility of all groups by providing transportation choices;
- ☒ 64. Indicate how the users of the building will be encouraged to use public transit and non-motorized forms of transportation;
- ☒ 65. Indicate the elements that have been incorporated into the site and surrounding right-of-way to encourage mode shift away from private vehicle trips;
- ☒ 66. Indicate the elements of the project that have been provided to improve the comfort and safety of cyclists (such as secured or covered bicycle parking, lockers, bike lanes/paths, bicycle share program etc.);
- ☒ 67. Indicate the elements of the project that have been provided to improve the comfort and safety of pedestrians (such as wheelchair ramps, crosswalk markings, pedestrian activated signal lights, bulb outs, benches, landscaping, lighting etc.);
- ☒ 68. Indicate the elements of the project that have been provided to encourage the use of sustainable transportation modes (such as receptacles for electric vehicle charging, parking for scooters/Smart cars etc.);

Natural Features

- ☒ 69. Indicate whether there are any visual indicators of pond and / or stream water quality problems on or near the site;
- ☒ 70. Indicate whether the project will involve any increase in impervious surface area and, if so, indicate the runoff control measures that will be undertaken;
- ☒ 71. Indicate whether the project will affect surface water flows on water levels of ponds or other water bodies;
- ☒ 72. Indicate whether the project may affect or be affected by a wetland, flood plain, or floodway;
- ☒ 73. Indicate whether the project location or construction will adversely impact unique natural features on or near the site;
- ☒ 74. Indicate whether the project will either destroy or isolate a unique natural feature from public access;
- ☒ 75. Indicate whether any unique natural feature will pose safety hazards for the proposed development;
- ☒ 76. Indicate whether the project will damage or destroy existing wildlife habitats; and

Other Information

- ☒ 77. Any other information as may reasonably be required by the City to assure an adequate analysis of all existing and proposed site features and conditions.

Professional Qualifications

The preparer(s) of the CIS must indicate their professional qualifications, which must include registration in the state of Michigan in their profession where licensing is a state requirement for the practice of the profession (i.e. engineer, surveyor, architect etc.). Where the state does not require licensing (ie. planner, urban designer, economist etc.), the

preparer must demonstrate acceptable credentials including, but not limited to, membership in professional societies, university degrees, documentation illustrating professional experience in preparing CIS related materials for similar projects.

Section 3

CIS Checklist – Supplemental Information

Luckenbach|Ziegelman|Gardner Architects PLLC

Section 3

CIS Checklist Supplemental Information

Lavery Porsche Dealership
Birmingham, MI 48009

Combined CIS & Site Plan Review Application
Planning Division

GENERAL INFORMATION

1. Name and Address of applicant and proof of ownership

Lavery Michigan Dealership Properties No. 1, LLC
440 Lake Park
Birmingham, MI 48009
(248) 645-5930

The land parcel in the proposed development is owned by Lavery Michigan Dealership Properties No. 1 LLC. Refer to Appendix 4.1 for Consent of Property Owner form and Proof of Ownership.

2. Name of Development

Fred Lavery Company - Porsche Woodward

3. Address of site and legal description of the real estate

34350 Woodward Ave.
Birmingham, MI 48009

(Refer to Survey for Legal Description)

4. Name and address of the surveyor

PEA Group
2430 Rochester Court, Suite 100
Troy, MI 48083
(844) 813-2949

5. Legend and notes, including a graphic scale, north point, and date

See Site Plan

6. A separate location map

See location map in Appendix 4.2

7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land.

Refer to zoning map provided in Appendix 4.2

8. Details of all proposed site plan changes.

Refer to Preliminary Site Plan Review drawings.

PLANNING AND ZONING ISSUES

9. Recommended land use of the subject property as designated on the future land use map of the city's master plan.

Zoned B2/MU-7+MU-5

10. Goals and objectives of the city's master plan that demonstrates the city's support of the proposed development.

The proposed project is to be constructed within the boundaries of the Triangle District Urban Design Plan.

The proposed use is as specified by the master plan and the regulations of the Triangle Overlay District. The proposed project encourages a form of development that will achieve the physical qualities necessary to enhance the economic vitality of the Triangle District Urban Design Plan by allowing an automobile dealership and parking deck.

11. Whether or not the project site is located within an area of the city for which an Urban Design Plan has been adopted by the Planning Board in which special design criteria or other supplemental development requirements apply.

The proposed project is a mixed-use building that is primarily an Auto Dealership, Offices and Parking Deck. It is located in the Triangle District which does have an Urban Design Plan and unique zoning characteristics. The project follows the Design Plan and Triangle District zoning and details as well as the MU-5 + MU-7 overlay which is recommended mixed-use but is not required.

12. The current zoning classification of the subject property.

The property is zoned B2 with an overlay zoning of MU-7 on the Elm Street frontage, and MU-5 on the Haynes Street frontage.

13. The zoning classification required for the proposed development.

The current zoning classification for the subject property is B2/MU-7+MU-5 in the Downtown Overlay Zoning.

14. The existing land used adjacent to the proposed project.

Fred Lavery Company – Porsche Woodward DID

Adjacent Properties within 200' = 10 (also shown on Site Plan and Survey)

Property 1

34500 Woodward Avenue	Golling Fiat
Zoning:	B2/MU-3
Use Type:	Auto Dealership

Property 2

825 Bowers	Todd's Room
Zoning:	B2/MU-3
Use Type:	Hair Salon

Property 3

3440 Woodward	T-Mobile + Residential
Zoning:	B2/MU-3
Use Type:	Retail at grade level / Residential at level 2

Property 4

611 Elm	
Zoning:	B2/MU-3
Use Type:	Office

Property 5

874 & 875 Bowers	Formerly Parmley's
Zoning:	B2/MU-3
Use Type:	Auto Body Shop

Property 6

999 Haynes	Office Building
Zoning:	B2/MU-3
Use Type:	Office

Property 7

1006 Bowers	
Zoning:	B2/MU-3
Use Type:	Office Building

Property 8

555 South Old Woodward	555 Apartments
Zoning:	B3/D5
Use Type:	Retail/Apartment Buildings

Property 9

3430 Woodward Avenue	Walgreen HQ
Zoning:	B2/MU-5 & MU-7
Use Type:	Retail Store & Corporate Offices

Property 10

1000 Haynes – Citizen's Bank	
Zoning:	B2/MU-3
Use Type:	Bank and Office
Note:	Scheduled for Demolition

15. Complete the attached “Zoning Requirement Analysis” chart.

Refer to Section 4.3 for Zoning Requirements Analysis.

LAND DEVELOPMENT ISSUES

16. A survey and site drainage plan.

(See Civil Engineering drawings) Refer to the enclosed survey of the site.

17. Identify any sensitive soils on the site that will require stabilization or alteration in order to support the proposed redevelopment.

Refer to the Environmental Soil Profiles and Geotechnical Investigation in Appendix 4.6.

18. Whether or not the proposed development will occur on a steep slope, and if so, the measures that will be taken to overcome potential erosion, slope stability and runoff.

The proposed development does not occur on a steep slope. There is very little grade change on the parcels. However, during construction of the development, care will be taken to prevent and sediment laden soils from leaving the site and to stabilize any steep slopes by employing soil erosion best management techniques.

19. The volume of excavated soils to be removed from the site and/or delivered to the site, and a map of the proposed haul routes.

The site will be excavated to accommodate for foundations immediately below grade only & refer to Appendix 4.2 for a map of proposed haul routes.

20. Identify the potential hazards and nuisances that may be created by the proposed development and the suggested methods of mitigated such hazards.

Pedestrian and traffic control which will be clearly marked and identified with either jersey barriers, fencing, signage, street and sidewalk closures clearly identified, etc. Signage at the gates clearly noting areas as “do not enter”, etc. Misc. noise nuisances that may occur are demo of the existing structures, starting of large equipment, safety back-up alarms, and heavy machinery. Dust mitigation and track out clean-up will be accomplished with water spray guns and sweepers.

PRIVATE UTILITIES

21. Indicate the source of all required private utilities to be provided.

Refer to Civil Engineering Drawings.

22. Provide verification that all required utility easements have been secured for necessary private utilities.

It is unlikely that easements for private utility services will be required as all existing services and leads will be within the public right-of-way. See survey for all existing utilities.

NOISE LEVELS

23. Provide a reading of existing ambient noise and estimated future noise levels on the site.

Refer to the Noise Impact Study completed by Kolano and Saha Engineers, Inc. in Appendix 4.4.

24. Indicate whether the project will be exposed to or cause noise levels which exceed those levels prescribed in Chapter 50, Division 4, Section 50-71 through 50-77 of the Birmingham City Code, as amended.

Refer to the Noise Impact Study completed by Kolano and Saha Engineers, Inc. in Appendix 4.4.

25. Indicate whether the site is appropriate for the proposed activities and facilities given the existing ambient noise and the estimated future noise levels of the site.

Refer to the Noise Impact Study completed by Kolano and Saha Engineers, Inc. in Appendix 4.4.

AIR QUALITY

26. Indicate whether the project is located in the vicinity of a monitoring station where air quality violations have been registered and, if so. Provide information as to whether the project will increase air quality problems in the area.

This development is located within the Southeast Air Quality District and the closest monitoring stations are located in Oak Park and Pontiac. Current ambient air quality standards are below the minimum standards from the EPA (Refer to air quality information in Appendix 4.8).

27. Indicate if the nature of the project or its potential users would be particularly sensitive to existing air pollution levels and, if so, indicate how the project has been designed to mitigate possible adverse effects

This development is consistent with similar Triangle District Birmingham building types and uses. Newer buildings are built with cleaner, more sustainable materials and equipment, which should mitigate some of these effects.

28. Indicate whether the proposal will establish a trend which, if continued, may lead to violation of air quality standards in the future

This development will not establish any trends pertaining to air quality standards, though there will be some additional pollution from the additional density of the built environment, which would be the case of any development.

PARKING

29. Indicate whether the proposed project will have parking facilities for more than 75 cars and indicate percentage of required parking that is proposed

The proposed development will have a 3 level above grade parking deck integrated into the overall Porsche Dealership for with 35 designated parking spaces, including 5 handicap spaces + 12 spaces on Haynes street for a total of 47 building & site spaces. The building and site have a total capacity for 160 vehicles, including all inventory parking.

The Total Required Spaces = 35

ENVIRONMENTAL DESIGN AND HISTORIC VALUES

30. Indicate whether there will be demonstrable destruction or physical alteration of the natural or human-made environment on site or in the right-of-way (i.e. Clearance of trees, substantial regrading etc.)

The existing structures will be demolished, along with the surface lot to make way for the proposed building. The few trees currently on these sites will be made available to the City to transplant along the sidewalk. The proposed development will greatly enhance the built environment including some landscaping and walks.

31. Indicate whether there will be an intrusion of elements out of character or scale with the existing physical environment (i.e. Significant changes in size, scale of building, floor levels, entrance patterns, height materials, color or style from that of surrounding developments)

The proposed building is similar in scale and materiality to the existing dealership on the site. It has only gotten longer and taller to meet city requirements.

32. Indicate all elements of the project that are eligible for LEED points if the building were to be LEED certified (i.e. Extensive use of natural daylight, use of low VOC paint, use of renewable/recycled resources, energy efficient mechanical systems, use of wind and solar power, geothermal heating etc.)

Public electric charging stations, service fleet will be 100% electric.

Extensive use of day lighting, blinds on glass, electronic energy efficient controls and HVAC equipment, LED lighting fixtures, use of low VOC paint.

33. Indicate whether the proposed structure will block or degrade views, change the skyline or create a new focal point

The proposed building will not block or degrade views, as there has been thoughtful consideration to the adjacent properties, to enhance the overall area.

34. Indicate whether there will be objectionable visual pollution introduced indirectly due to loading docks, trash receptacles or parking, and indicate mitigation measures for same;

There will not be objectionable visual pollution, as we are improving views to and from the site. Access to loading will be located off Haynes Street and will be contained within the building walls. The parking ramp will be in the rear between 2 buildings with no windows. Trash receptacles will be inside the building and hidden from view. Since there is no surface parking outside the building, instead in a parking structure (as recommended in Overlay Plan), parking aesthetics will be greatly improved by the proposed development.

35. Indicate whether there will be an interference with or impairment of ambient conditions necessary for the enjoyment of the physical environment (i.e. Vibration, dust, odor, heat, glare, etc.)

There will be no interference with or impairment of ambient conditions necessary for the enjoyment of the physical environment.

36. Indicate whether the project area and environs contain any properties listed on the National Register of Historic Places or the city's inventory of historic structures

The project area is not listed on the National Register of Historic Places or the City's inventory of historic structures.

37. Provide any information on the project area that the State Historic Preservation Office (SHPO) may have.

This office is not aware of the subject property appearing on the state registered historic properties.

38. Indicate whether there will be other properties within the boundaries or in the vicinity of the project that appear to be historic and thus require consultation with the SHPO as to eligibility for the National Register

No historic properties are directly adjacent to the site. The closest historic properties are 325 S. Old Woodward Ave (across S. Old Woodward Ave), 211 S. Old Woodward Ave, and 220 E. Merrill Street.

39. Indicate whether the Department of the Interior has been requested to make a determination of eligibility on properties the SHPO or HDC deems eligible and affected by the project

There is no indication that the Department of the Interior has been requested to make a determination of the historic value of the surrounding properties.

40. Provide proof that the HDC has been given an opportunity to comment on properties that are listed on or have been found eligible for the National Register and which would be affected by the project.

N/A

REFUSE

41. Indicate whether the existing or planned solid waste disposal system will adequately service the proposed development including space for separation of recyclable materials.

There will be a refuse area off the loading dock that will have adequate space for separation of recyclable materials.

42. Indicate whether the design capacity of the existing or planned solid waste disposal system will be exceeded as a result of the project

Solid waste generated from this development will be below normal and can be handled via standard practices by local waste management.

SANITARY SEWER

43. Indicate whether existing or planned wastewater systems will be able to adequately service the proposed development

Public gravity combined sanitary and storm sewer exists within the Haynes Street right-of-way along the frontage of the proposed development. It is anticipated that the existing sanitary sewer will have the capacity to adequately service the proposed development. Per preliminary meetings and correspondence with the City, the existing sewer along the side of the property has the capacity to handle the flows from the proposed development. The planned sewer service flow basis of design and capacity of the existing sewer will be reviewed and confirmed by the City Engineer prior to final site plan approvals.

44. Indicate whether the design capacity of the facilities will be exceeded as a result of the project

It is not anticipated that the design capacity of the existing sanitary sewer will be exceeded by the development. Per preliminary meetings and correspondence with the City, the existing sewer along the property has the capacity to handle the flows from the proposed development. The planned sewer service flow basis of design and capacity of the existing sewer will be reviewed and confirmed by the City Engineer prior to final site plan approvals.

45. Indicate the elements of the project that have been incorporated to reduce the amount of water entering the sewer system (such as low flush toilets, Energy Star appliances, restricted flow faucets, greywater recycling etc.)

Low-flush toilets, restricted flow faucets, and greywater recycling may be incorporated to reduce the amount of water entering the sewer system.

STORM SEWER

46. Indicate whether existing or planned storm water disposal and treatment systems will adequately serve the proposed development

In existing conditions of the site (which is currently fully developed) drains via a storm sewer conveyance pipe network. No stormwater treatment measures are incorporated into the existing drainage system. The planned storm water management design will be reviewed and confirmed by the City Engineer prior to final site plan approvals.

47. Indicate whether the design capacity of the facilities will be exceeded as a result of the project

It is not anticipated that the design capacity of the existing municipal storm sewer systems in the area will be exceeded or adversely affected by the runoff from the proposed development. In proposed conditions, no additional runoff will be directed to drain to the municipal storm sewer system along Haynes Steet. Therefore, drainage from the site will not adversely affect the municipal system. The proposed pipe conveyance system will be designed to handle a 10-year design frequency storm in accordance with City standards.

48. Indicate the elements of the project that have been incorporated to reduce the amount of storm water entering the sewer system (such as the use of pervious concrete, rain gardens, greywater recycling, green pavers etc.)

In proposed conditions, the amount of impervious area will remain nearly the same due to the building land coverage.

WATER SERVICE

49. Indicate whether either the municipal water utility or on-site water supply system is adequate to serve the proposed project

A Public 4-inch water main exists within the Haynes Street right-of-way along the frontage of the proposed development. Per preliminary meetings and correspondence with the City, the existing water mains should have the capacity to service the proposed building types. The planned water usage design and capacity of the existing water main will be reviewed and confirmed by the City Engineer prior to final site plan approvals.

50. Indicate whether the water quality is safe from both a chemical and bacteriologist standpoint

It is not anticipated that the water quality of the existing water main supply system is unsafe. The proposed water main will need to be field tested from both a chemical and bacteriological standpoint, in accordance with State and City standards, prior to making the connections to the existing water network and placing the proposed water main in service.

51. Indicate whether intended location of the service will be compatible with the location and elevation of the main

The proposed water supply design is compatible with the existing system and will not require rerouting, significant alterations, or modifications.

PUBLIC SAFETY

52. Whether or not the project location provides adequate access to police, fire and emergency medical services

The proposed development offers direct access for emergency personnel from multiple access points (Haynes Street and Elm Street).

53. Whether or not the proposed project design provides easy access for emergency vehicles and individuals (ie. Are there obstacles to access, such as one-way roads, narrow bridges etc.)

Elm Street and Haynes Street provide easy access for emergency vehicles and individuals.

54. Whether or not there are any plans for a security system which can be expanded, and whether approval for same has been granted by the police department.

There are plans for a security system.

55. Detailed description of all fire access to the building, site, fire hydrants and water connections

Refer to Civil Engineering Drawings.

56. Whether or not there are plans for adherence to all city and N.F.P.A. fire codes

All code requirements will be met.

57. Proof that one elevator has been designed to accommodate a medical cart

The proposed building will have one elevator that will accommodate a medical cart if required by code.

58. Detailed specifications on all fire lanes/parking lot surfaces/alleys/streets to demonstrate the ability to accommodate the weight of emergency/ fire vehicles

Refer to Civil Engineering Drawings.

59. Detailed description of all fire suppression systems

Full fire suppression system and/or standpipe, Siamese FDC, and knox box will be provided where required. Fire suppression drawings will be based on a performance specification. Drawings will be issued for the building with requirements for a design- build fire suppression contractor to submit full working plans and specifications for review which will then be submitted for approval prior to construction.

TRANSPORTATION ISSUES

60. Provide completed FORM A-Transportation Study Questionnaire (Abbreviated)

Refer to the Traffic Impact Study by Stonefield Professional Services Company in Appendix 4.5.

61. Provide completed FORM B- Transportation Study Questionnaire if required by the city's transportation consultant

Refer to the Traffic Impact Study by Stonefield Professional Services Company in Appendix 4.5.

62. Indicate whether transportation facilities and services will be adequate to meet the needs of all users (i.e. access to public transportation bicycle accommodations, pedestrian connections, disabled, elderly etc.)

There is a SMART bus stop located on Elm Street and Bowers Street within 300 feet of the proposed building in addition to 12 bicycle racks/spaces, 5 handicap car spaces on Level 3 of parking structure, shuttle bus services and train service.

63. Indicate how the project will improve the mobility of all groups by providing transportation choices

The proposed development can be easily accessed on two street fronts by vehicle, bicycle, or pedestrian traffic.

64. Indicate how the users of the building will be encouraged to use the public transit and non-motorized forms of transportation

There is a SMART bus stop within 300 feet of the site. The new sidewalks and streetscape elements are designed for pedestrian connectivity. New bike racks will be added to the existing streetscape around the project development.

65. Indicate the elements that have been incorporated into the site and surrounding right of way to encourage mode shift away from private vehicle trips

There is a SMART bus stop within 300 feet of the site. New bike racks will be added to the existing streetscape around the project development.

66. Indicate the elements of the project that have been provided to improve the comfort and safety cyclists (such as secured or covered bicycle parking, lockers, bike lanes/paths, bicycle share program etc.)

New bike racks will be added at the existing streetscape around the project development. In addition to illumination along walks and entries for safety and security. Bike racks are provided inside the building as well.

67. Indicate the elements of the project that have been provided to improve the comfort and safety of pedestrians (such as wheelchair ramps, crosswalk markings, pedestrian activated signal lights, bulb out, benches, landscaping, lighting etc.)

There are markings on crosswalks. In addition, there are streetlights, benches, and landscape located along the sidewalks. Building entrances would be at grade.

68. Indicate the elements of the project that have been provided to encourage the use of sustainable transportation modes (such as receptacles for electric vehicle charging, parking for scooters/smart cars etc.)

There will be 4 electric double-cable vehicle chargers in the 1st level of the parking structure, and 2 double-cable on Haynes Street available to the public. New bike racks will be added around the development. In addition, it is walkable from the surrounding areas.

NATURAL FEATURES

69. Indicate whether there any visual indicators of pond and/or stream water quality problems on or near the site

No water quality issues are known to exist.

70. Indicate whether the project will invoke any increase in impervious surface area and, if so, indicate the runoff control measures that will be undertaken.

The project proposes to keep similar impervious areas of the existing site, (replace site parking w/ covered deck parking) and runoff peak discharge rate and discharge volumes are expected to be similar in proposed conditions.

71. Indicate whether the project will affect surface water flows or water levels of ponds or other water bodies

Effects to the surface water levels of water bodies in the area are not anticipated.

72. Indicate whether the project may affect or be affected by a wetland, flood plain, or floodway

The property does not lie within a special flood hazard area as defined by the Federal Emergency Management Agency; The property lies within Zone X of the Flood Insurance Rate Map identified as Map No. 26125C0537F bearing an effective 9/29/2006.

73. Indicate whether the project location or construction will adversely impact unique natural features on or near the site

It is not anticipated that the project location or construction will adversely impact unique natural features on or near the site. It is the intent to enhance the site through the proposed development.

74. Indicate whether the project will either destroy or isolate a unique natural feature from public access

It is not anticipated the development will destroy or isolate any unique natural feature from public access.

75. Indicate whether any unique natural feature will pose safety hazards for the proposed development

It is not anticipated that any existing natural feature will pose safety hazards for the proposed development.

76. Indicate whether the project will damage or destroy existing wildlife habitats

The existing site is urban land and it is not anticipated that the proposed project will destroy any existing wildlife or habitats.

OTHER INFORMATION

77. Any other information as may reasonably be required by the city to assure an adequate analysis of all existing and proposed site features and conditions

Our team will provide any additional information that the city requests during the site plan review process.

PROFESSIONAL QUALIFICATIONS

The preparer(s) of the CIS must indicate their professional qualifications, which must include registration in the state of Michigan in their profession where licensing is a state requirement for the practice of the profession (i.e. engineer, surveyor, architect etc.). Where the state does not require licensing (i.e. planner, urban designer, economist etc.), the preparer must demonstrate acceptable credentials including, but not limited to, membership in professional societies, university degrees, documentation illustrating professional experience in preparing CIS related materials for similar projects.

Preparer: John Gardner, AIA. State of Michigan Architectural Registration no. 35126

Section 4

Appendix

- 4.1 Proof of Ownership
 - Consent of Property Owner
 - Warranty Deed
- 4.2 Maps
 - Zoning Map
 - Location Map
- 4.3 Zoning Requirements Analysis
- 4.4 Noise Impact Study Kalano & Saha Engineers
- 4.5 Transportation Impact Study Stonefield Engineering
- 4.6 Phase 1 Environmental Site Assessment G2 Consulting Group
- 4.7 Geotechnical Investigation McDowell & Associates
- 4.8 Air Quality Report EGLE | Michigan Department of
Environment, Great Lakes and Energy
- 4.9 Site Lighting
- 4.10 Mechanical Equipment Specification Peter Basso & Asso. Eng.

Section 4.1

Proof of Ownership

Luckenbach|Ziegelman|Gardner Architects PLLC

OAKLAND COUNTY TREASURERS CERTIFICATE
I HEREBY CERTIFY that there are no TAX LIENS or TITLES
held by the state or any individual against the within description
and all TAXES on same are paid for five years previous to the
date of this instrument as appears by the records in the office,
except as stated.

JUN 06 2014

1.00

ANDREW E. MEISNER, County Treasurer
Sec. 135, Act 206, 1923 as amended

00-1862

LIBER 47102 PAGE 586
\$19.00 DEED - COMBINED
\$4.00 REMONUMENTATION

06/06/2014 03:17:34 PM RECEIPT# 53438
PAID RECORDED - Oakland County, MI
Lisa Brown, Clerk/Register of Deeds

COVENANT DEED

Agim Bardha and Sheriban Bardha, husband and wife (collectively, "Grantor"), whose address is 550 Bates, Birmingham, Michigan 48009, hereby sells, conveys, grants and bargains to Lavery Michigan Dealership Properties No. 1, LLC, a Michigan limited liability company ("Grantee"), whose address is 440 Lake Park Drive, Birmingham, Michigan 48009, the premises situated in the City of Birmingham, Oakland County, Michigan, more specifically described as:

See Exhibit A hereto

for the sum set forth on the Real Estate Transfer Tax Valuation Affidavit filed herewith.

Grantor, for itself, its successors and assigns, covenants, grants, bargains, and agrees to and with Grantee, its successors and assigns, that, subject to the exceptions set forth on Exhibit B hereto, Grantor has not done, committed or knowingly suffered to be done or committed any act, matter, or thing whatsoever, whereby the premises hereby granted, or any part thereof, is, or shall or may be, charged or encumbered in title, estate or otherwise.

If the land being conveyed is unplatted, the following is deemed to be included:

Grantor grants to Grantee the right to make all division(s) under Section 108 of the Land Division Act, Act No. 288 of the Public Acts of 1967, as amended.

This property may be located within the vicinity of farmland or a farm operation. Generally accepted agricultural and management practices which may generate noise, dust, odors, and other associated conditions may be used and are protected by the Michigan Right to Farm Act.

[SIGNATURES ON NEXT PAGE]

OK - LG

REVENUE TO BE AFFIXED
AFTER RECORDING

Covenant Deed
Page 1 of 2

RECEIVED
OAKLAND COUNTY
REGISTER OF DEEDS
2014 JUN -5 PM 3:17

EXHIBIT A - LEGAL DESCRIPTION

Tax Id Number(s): 19-36-281-030

Land Situated in the City of Birmingham in the County of Oakland in the State of MI

Town 2 North, Range 10 East, Section 36, BOWERS ADDITION SUBDIVISION, as recorded in Liber 8, Page 26 of Plats, Oakland County Records. Easterly part of Lot 6 beginning at Northeast lot corner, thence Westerly 1.35 feet along North lot line, thence South 07 degrees 00 minutes 00 seconds West 65.50 feet parallel to East lot line, thence Southeasterly 52.89 feet to Southeast lot corner, thence Northerly 118.42 feet along East lot line to beginning, also all of Lots 7, 8 and 9, also Westerly part of Lot 10 measures 10.14 feet along North lot line and 10.58 feet along South lot line.

Client Reference: 907 & 911 Haynes St., Birmingham, MI 48009

EXHIBIT B

EXCEPTIONS

1. Lease dated June 3, 2010 between Sheriban and Agim Bardha and Spa Mariana, LLC, successor in interest to Corpo Chair Massage, LLC.

OAKLAND COUNTY TREASURER'S CERTIFICATE
THIS is to certify that there are no delinquent property
taxes as of this date owed to the office of this property.
No representation is made as to the status of any taxes,
any liens or other claims owed to any other entities.

MAY 15 2015

1.00

ANDREW E. WEINER, County Treasurer
Sec. 133, Act 206, 1993 as amended

LIBER 48188 PAGE 142
\$22.00 DEED - COMBINED
\$4.00 REMONUMENTATION
\$17,200.00 TRANSFER TX COMBINED
05/18/2015 03:32:24 PM RECEIPT# 55415
PAID RECORDED - Oakland County, MI
Lisa Brown, Clerk/Register of Deeds



WARRANTY DEED

THEODORE N. MITCHELL AND KATHY MITCHELL, husband and wife,
GREGORY MITCHELL AND ATHINA MITCHELL, husband and wife, AND MARK
MITCHELL AND MARTHA MITCHELL, husband and wife (collectively, "Grantor"),
whose address is 339 N. Center Street, Northville, Michigan 48167 ("Grantor"),
conveys and warrants to Lavery Michigan Dealership Properties, a Michigan limited
liability company ("Grantee"), whose address is 1533583 Woodward Ave., Birmingham, the
premises situated in the City of Birmingham, Oakland County, Michigan, more
specifically described as: **MI 48009

*No. 1, LLC, a Michigan limited liability company

See Exhibit A hereto

for the sum set forth on the Real Estate Transfer Tax Valuation Affidavit filed herewith,
subject only to the exceptions set forth on Exhibit B hereto.

If the land being conveyed is unplatted, the following is deemed to be included:

Grantor grants to Grantee the right to make all division(s) under
Section 108 of the Land Division Act, Act No. 288 of the Public Acts of
1967, as amended.

This property may be located within the vicinity of farmland or a
farm operation. Generally accepted agricultural and management
practices which may generate noise, dust, odors, and other associated
conditions may be used and are protected by the Michigan Right to Farm
Act.

RECEIVED
OAKLAND COUNTY
REGISTER OF DEEDS
2015 MAY 13 AM 10:59

Dated: April 30, 2015

OK-LB

SP
A
cert

[SIGNATURES BEGIN ON NEXT PAGE]

1508076

Warranty Deed

26

GRANTOR:

Theodore N. Mitchell

Theodore N. Mitchell

Kathy Mitchell

Kathy Mitchell, his wife

Gregory Mitchell

Gregory Mitchell

Athina Mitchell

Athina Mitchell, his wife

Mark Mitchell

Mark Mitchell

Martha Mitchell

Martha Mitchell, his wife

STATE OF MICHIGAN

COUNTY OF Oakland

ss.

The foregoing instrument was acknowledged before me in Oakland County, Michigan, this 16th day of June, 2010, by Theodore N. Mitchell and Kathy Mitchell, his wife.

Sandra J. Meeki

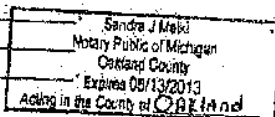
Print name: Sandra J. Meeki

Notary Public

State of Michigan, County of

My commission expires

Acting in the County of



Warranty Deed

EXHIBIT A

LEGAL DESCRIPTION

Land situated in the City of Birmingham, Oakland County, Michigan, more particularly described as:

Lot 3 of "Bowers Addition", according to the plat thereof recorded in Liber 8 of Plats, Page 26, Oakland County Records, except that part taken for highway; also together with:

All of Lots 4 and 5 of "Bowers Addition", according to the plat thereof recorded in Liber 8 of Plats, Page 26, Oakland County Records; also together with

Lot 6 of "Bowers Addition", according to the plat thereof recorded in Liber 8 of Plats, Page 26, Oakland County Records, except the Easterly part, beginning at the Northeast Lot corner; thence West 1.35 feet along the Lot line; thence Southerly 66.50 feet parallel to the East Lot line; thence South 52.89 feet to the Southeast Lot corner; thence Northerly along said Lot line to the beginning.

Sidwell #: 19-36-281-022
Commonly Known As: 835 and 845 Haynes Street

Warranty Deed
A-1

STATE OF MICHIGAN)
COUNTY OF Oakland) ss.

The foregoing instrument was acknowledged before me in Oakland County, Michigan, this 16th day of June, 2010, by Gregory Mitchell and Athina Mitchell, his wife.

Sandra J Meeki
Print name: Sandra J. Meeki
Notary Public
State of Michigan, County of _____
My commission expires _____
Acting in the County of _____

Sandra J Meeki Notary Public of Michigan Oakland County Expires 05/13/2013 Acting in the County of <u>Oakland</u>

STATE OF MICHIGAN)
COUNTY OF OAKLAND) ss.

The foregoing instrument was acknowledged before me in OAKLAND County, Michigan, this 16th day of June, 2010, by Mark Mitchell and Martha Mitchell, his wife.

Sandra J Meeki
Print name: Sandra J. Meeki
Notary Public
State of Michigan, County of _____
My commission expires _____
Acting in the County of _____

Sandra J Meeki Notary Public of Michigan Oakland County Expires 05/13/2013 Acting in the County of <u>OAKLAND</u>

Drafted by and when recorded return to:
Howard N. Luckoff, Esq.
Hontgman Miller Schwartz and Cohn LLP
2290 First National Building
660 Woodward Avenue
Detroit, MI 48226

Send subsequent tax bills to: Grantee

Recording Fee: \$ _____

Transfer Tax: See Real Estate Transfer Tax Valuation Affidavit

Warranty Deed

EXHIBIT B

EXCEPTIONS

1. Taxes and assessments for the year 2010 and thereafter which constitute a lien on the Property but are not yet due and payable.
2. Highway Easement recorded in Liber 53, Page 355 of Miscellaneous Records, Oakland County Records, Michigan.

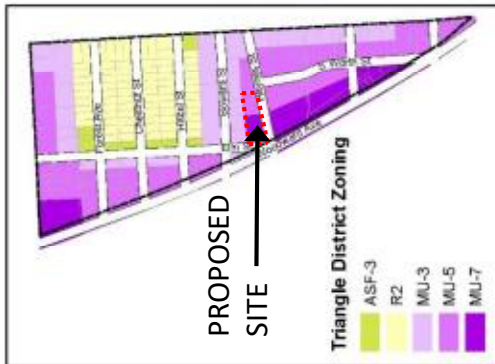
OAKLAND (841170.1)

Warranty Deed
B-1

Section 4.2

Maps

Luckenbach|Ziegelman|Gardner Architects PLLC



Zoning Districts

R1	Single-Family Residential	R7	Multiple-Family Residential	B-2B	General Business
R1A	Single-Family Residential	R8	Multiple-Family Residential	B-3	Office-Residential
R2	Single-Family Residential	TZ1	Transitional Zoning 1	B-4	Business-Residential
R3	Single-Family Residential	TZ3	Transitional Zoning 3	O-2	Office Commercial
R4	Single-Family Residential	MK	Mixed-Use	O-1	Office
R5	Two-Family Residential	B-1	Neighborhood Business	P	Parking
R6	Multiple-Family Residential	B-2	General Business	PP	Public Property
		B-2	General Business Limited to Grocery, Story Use		

City of Birmingham

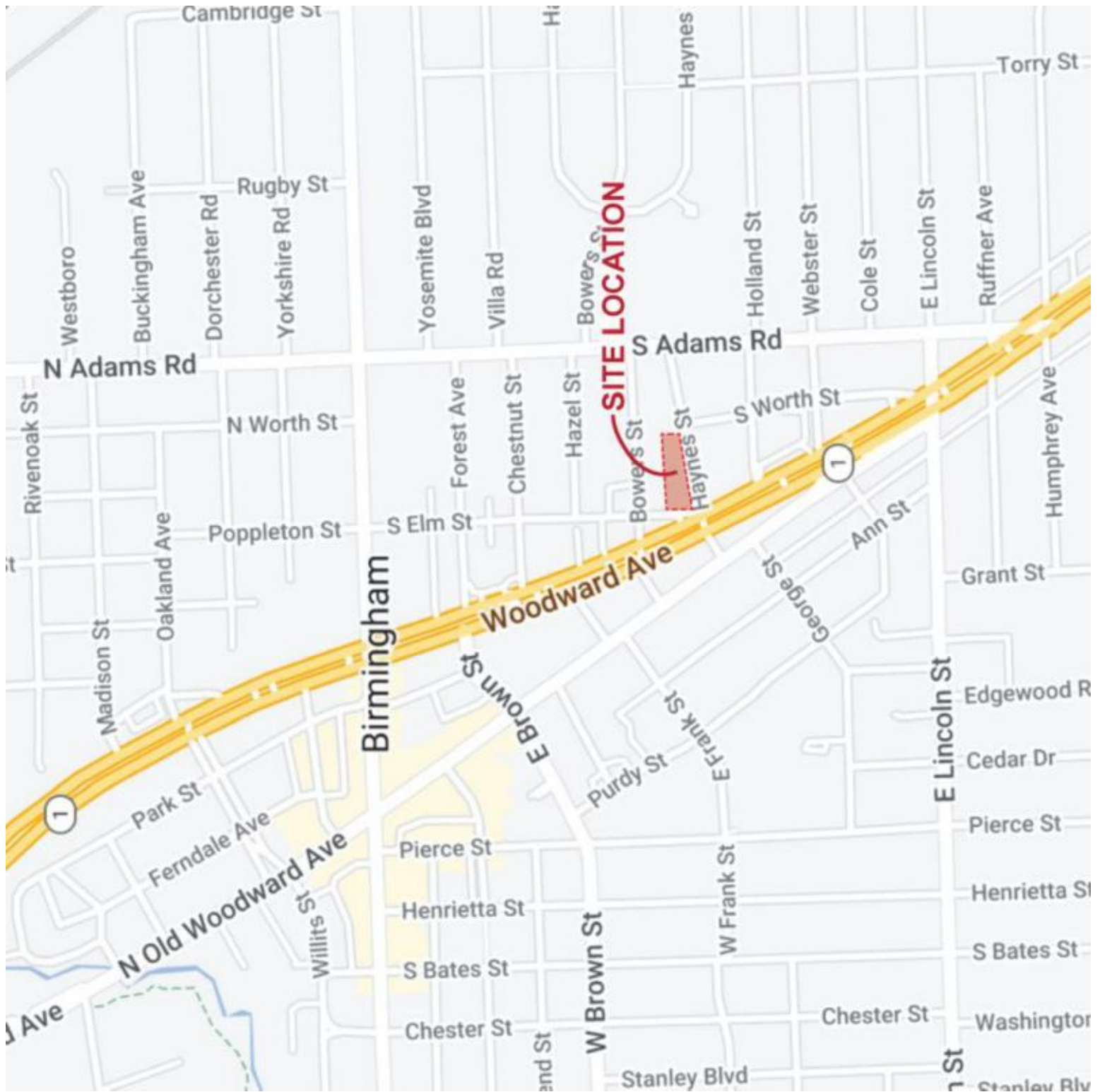
Zoning Map

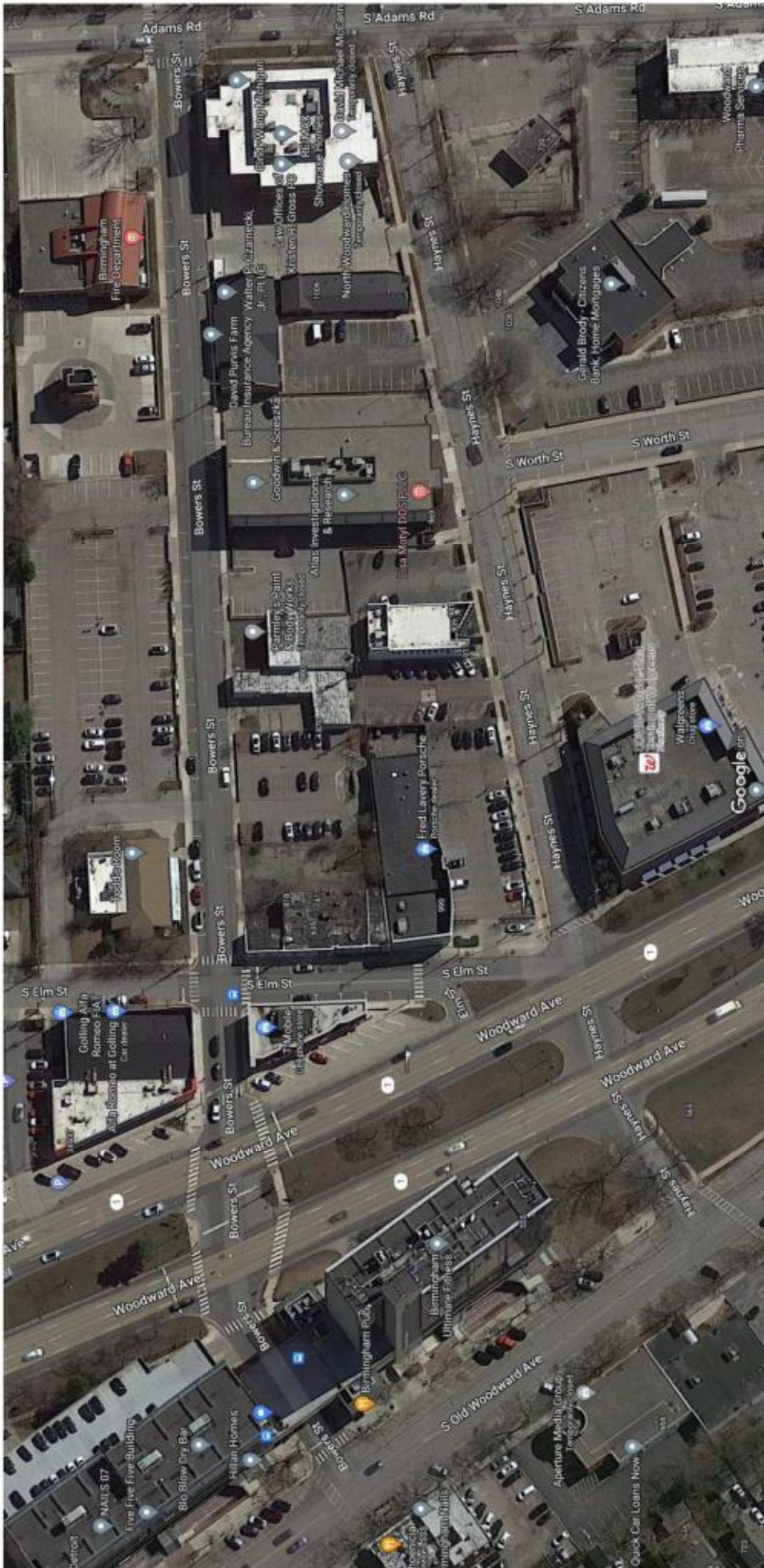
City of Birmingham

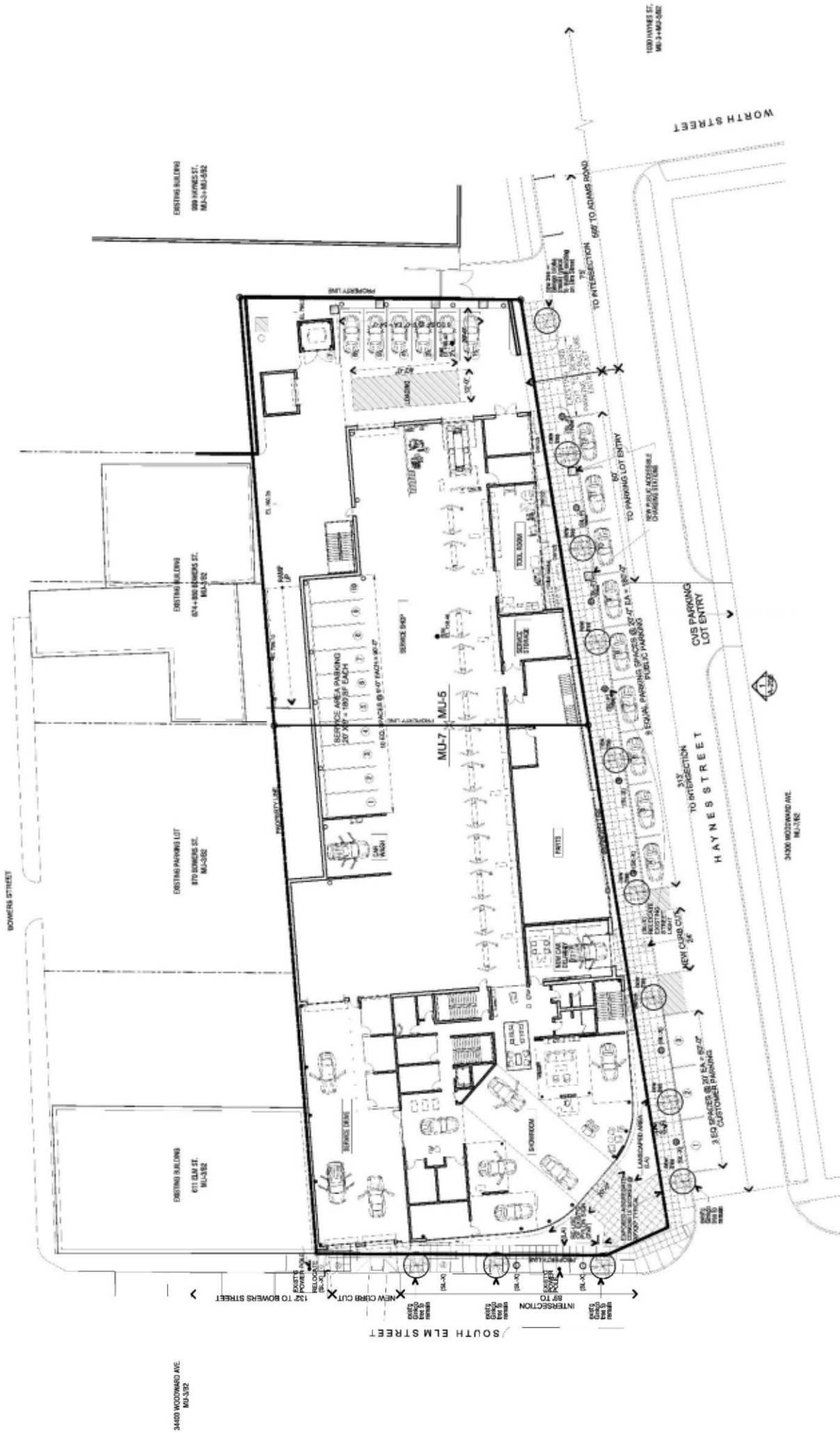
1,000 750 0 750 1,500 Feet

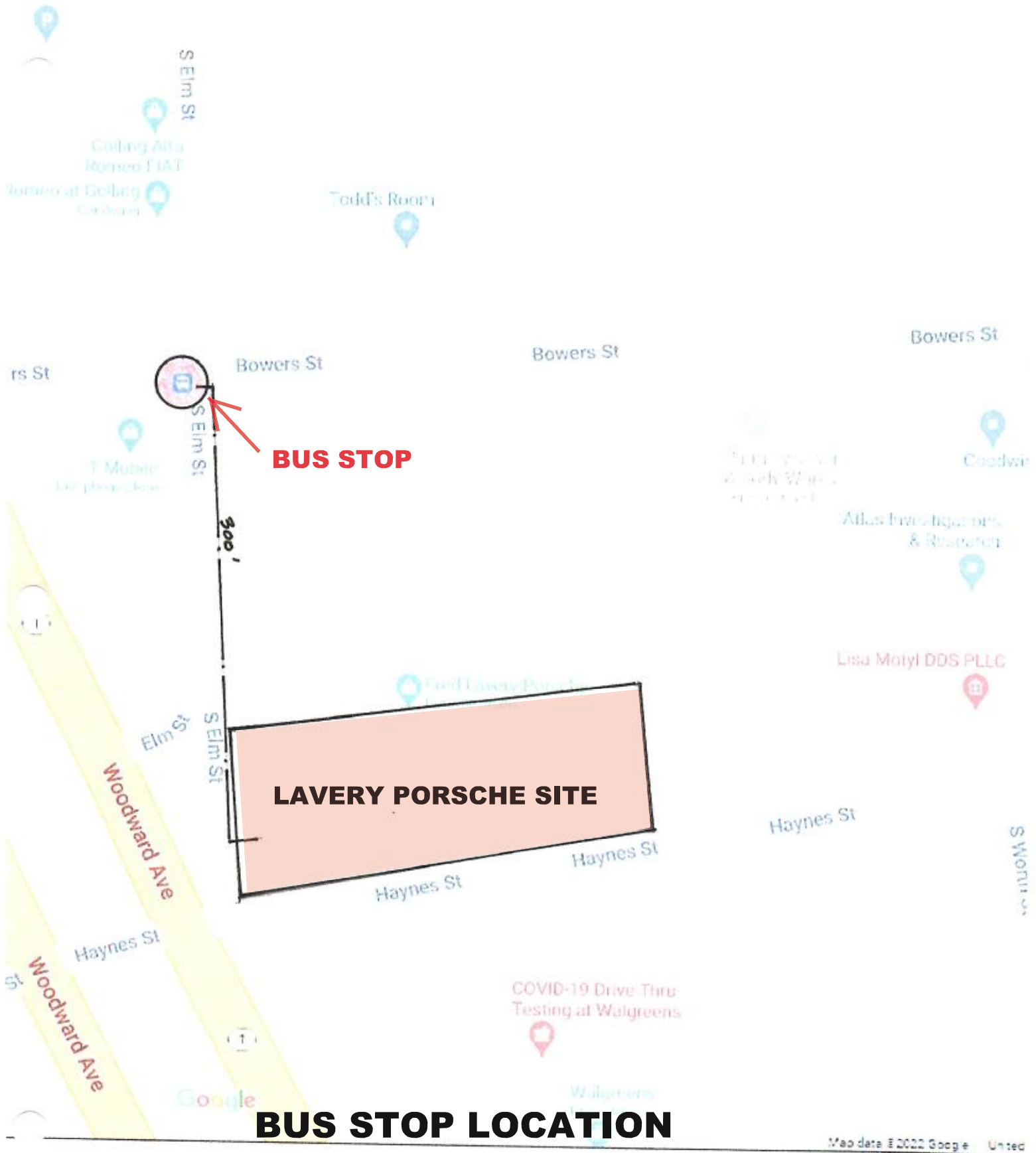
Coordinate System: State Plane, Coordinate System: Michigan South Zone 2013 Projection: Lambert Conformal
 Contour: 10 Feet, Interval: 10 Feet, Datum: NAD83
 Data Sources: Oakland County GIS Utility City of Birmingham
 Updated: August 2021

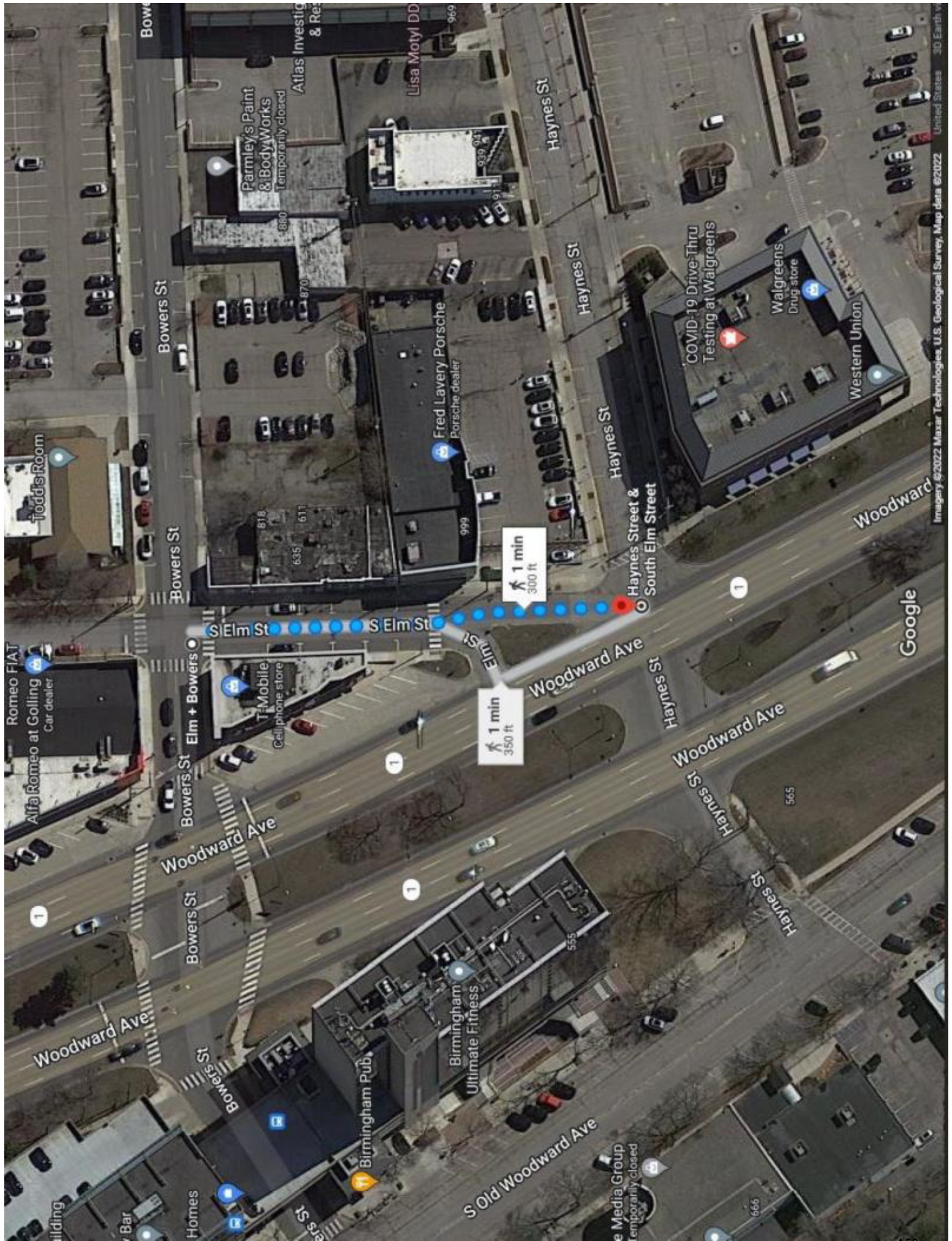
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Section 4.3

Zoning Requirements Analysis

Luckenbach|Ziegelman|Gardner Architects PLLC



ZONING REQUIREMENTS ANALYSIS

Development Standard	Required	Proposed	Variance Required
Zoning Classification	MU-5	SAME	NO
Front Setback	0 FT	0 FT	NO
Rear Setback	0 FT	0 FT	NO
Side Setback	0 FT	0 FT	NO
FAR - Percentage	N/A	N/A	NO
FAR – Square Footage	N/A	N/A	NO
Open Space – Percentage	N/A	N/A	NO
Open Space – Square Footage	N/A	N/A	NO
Number of Residential Units	N/A	N/A	NO
Minimum Floor Area	N/A	N/A	NO
Maximum Height	66 FT (34 FT MIN. REQ'D & 3 FLOORS)	34 FT (34 FT MIN. REQ'D & 3 FLOORS)	NO
Parking	35 SPACES	120 ON SITE (12 HAYNES ST. PK'G SPACES)	NO
Loading	2 SPACES	2 SPACES (12' X 40')	NO
Screening	N/A	N/A	NO



ZONING REQUIREMENTS ANALYSIS

Development Standard	Required	Proposed	Variance Required
Zoning Classification	MU-7	SAME	NO
Front Setback	0 FT	0 FT	NO
Rear Setback	0 FT	0 FT	NO
Side Setback	0 FT	0 FT	NO
FAR - Percentage	N/A	N/A	NO
FAR – Square Footage	N/A	N/A	NO
Open Space – Percentage	N/A	N/A	NO
Open Space – Square Footage	N/A	N/A	NO
Number of Residential Units	N/A	N/A	NO
Minimum Floor Area	N/A	N/A	NO
Maximum Height	90 FT (34 FT MIN. REQ'D & 3 FLOORS)	45 FT (34 FT MIN. REQ'D & 3 FLOORS)	NO
Parking	35 SPACES	120 ON SITE (12 HAYNES ST. PK'G SPACES)	NO
Loading	2 SPACES	2 SPACES (12' X 40')	NO
Screening	N/A	N/A	NO

Section 4.4

Noise Impact Study

Luckenbach|Ziegelman|Gardner Architects PLLC



2022-026
May 23, 2022

Mr. Fred Lavery
Fred Lavery Company
34602 Woodward Ave.
Birmingham, MI 48009

Subject: **Birmingham CIS - Sound Level Measurements and Noise Impact Assessment**
re: Porsche Woodward DID
Birmingham, MI

Mr. Lavery:

At your request and authorization, Kolano and Saha Engineers, Inc. (K&SE) conducted an investigation to evaluate the community noise associated with the proposed Porsche Woodward development. This investigation includes measurements of existing site noise levels at the existing Porsche Woodward site to understand the current ambient noise conditions. It also includes a review and evaluation of the proposed expansion development to assess if noise associated with this development will be compatible at this location or if there are any specific noise sources that are likely to need some noise control to meet the City Noise Ordinance limits.

On-Site Sound Level Measurements

We conducted measurements using a Brüel & Kjær 2270 environmental noise analyzer with a precision microphone assembly. This instrumentation was calibrated before and after measurements using an acoustic calibrator traceable to the National Institute for Standards and Technology.

Measurements were conducted on the site for a 1 hour and 50-minute period to capture the existing ambient sound levels that typically occur during daytime business hours. Sound level measurements were conducted at a position that represents typical sound levels for the site. This position is located 60-Ft. East of S. Elm Street, 30-Ft. North of Haynes Street, and 86-Ft. East-Northeast of Woodward Ave. Details of this measurement position are provided in **Exhibit 1**.

The measurement equipment captured sound levels starting at 2PM on May 17, 2022 and continued until 3:50 PM the same day. The measurement results are provided in **Exhibit 2**. The results of the measurements are presented in a graph of sound level versus time. The measurement results show sound levels consistently between 60 and 70 dB(A), while occasionally going higher. This is due to the large volume of traffic traveling on Woodward Avenue.

City of Birmingham Noise Ordinance

The City of Birmingham addresses noise in their ordinance under *Part II – City Code, Chapter 50 – Environment, Article II. Nuisances, Division 4 – Noise*. This ordinance provides information of Definitions, general prohibitions, specific prohibitions, decibel level prohibitions, general exemptions and test procedures.

The objective limits cited in this ordinance (as Table 1) are:

Use of Property Producing the Sound	Use of Property Receiving the Sound	Sunday to Saturday 7:00 a.m. to 7:00 p.m.	Sunday to Saturday 7:00 p.m. to 7:00 a.m.
Residential	Residential	75	60
Commercial	Residential	80	60
Residential	Commercial	80	60
Commercial	Commercial	90	75

Exemptions to these limits include power equipment operations between 7AM and 7PM that do not exceed 100 dB(A) at or beyond the property line, construction noise between 7AM and 7PM Monday-Saturday excluding holidays (with additional provisions), and snow removal which does not exceed 90 dB(A) at or beyond the property line.

The adjacent properties to this development are commercial in nature and not expected to be sensitive to the activities of a vehicle dealership. The noise associated with the current dealership and proposed improved dealership are primarily related to on-site vehicular noise and building mechanical equipment.

Proposed Development Noise Impact

The proposed Porsche dealership building renovation will increase the size of the building with improved office space, added show room space and increased vehicle service space. The renovation will also add a parking structure. Generally, the noise created from the facility is not expected to change in comparison to what is currently produced from the site. In some ways, noise produced from the facility to the adjacent properties may decrease.

Building Wide Heating and Cooling Mechanical Systems

The building is expected to include new heating and cooling equipment to provide climate control to the larger building. The equipment is expected to include climate control for the vehicle service area. The HVAC equipment will be located on the west side roof of the building. Screen walls around the equipment will help reduced noise propagation to adjacent properties. The noise associated with the new equipment is not expected to create a noise impact to the adjacent properties.

Delivery Trucks

Trucks are expected to make deliveries to and from the dealership in much the same way they do currently. With an increase in service capacity, these deliveries may occur more frequently, though given high volumes of traffic in the area, the increase in delivery activities is expected to be insignificant. Delivery truck noise is not expected to be an issue.

Service Garage

Vehicle service garages are a source of noise due to the power and pneumatic tools typically used for vehicle service operations. With an increased capacity of space for vehicle service, it is expected that noise of these operations will also increase. However, with the change of location for the service garage to a more central position within the building, a single vehicle access door, and a climate-controlled space, the noise transmitted outside the building is expected to be lower. In this way, we expect a reduction of vehicle service-related noise outside the building.

Parking Deck

The parking deck introduces a potentially new source of noise to the area as vehicles will be at a higher elevation with potentially fewer obstacles to block noise generated from vehicles moving up/down the ramps and driving on the deck. However, vehicles using the parking deck are expected to be operating at low speed and not producing a high level of noise. Additionally, with Woodward Avenue close by, sound levels during normal business operating hours are relatively high in this area. As a result, the parking deck is not expected to be a noise issue.

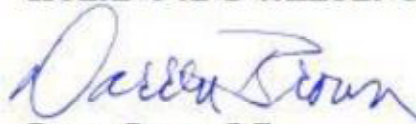
Conclusion

Based on the information we have been provided and the current operation of a vehicle dealership at the proposed location, we expect the proposed development will not produce excessive noise contribution to the adjacent community and will be within the Birmingham Noise Ordinance limits.

Mr. Lavery, we are glad that we could assist you in this project. Please don't hesitate with any questions or if you need additional assistance.

Sincerely,

KOLANO AND SAHA ENGINEERS, INC.



Darren Brown, P.E.
INCE Board Certified
Senior Consultant

EXHIBIT 1

SITE PLAN DETAILING THE SOUND MEASUREMENT LOCATION FOR THE PROPOSED PORSCHE WOODWARD DID
Community Impact Study for: Fred Lavery Company

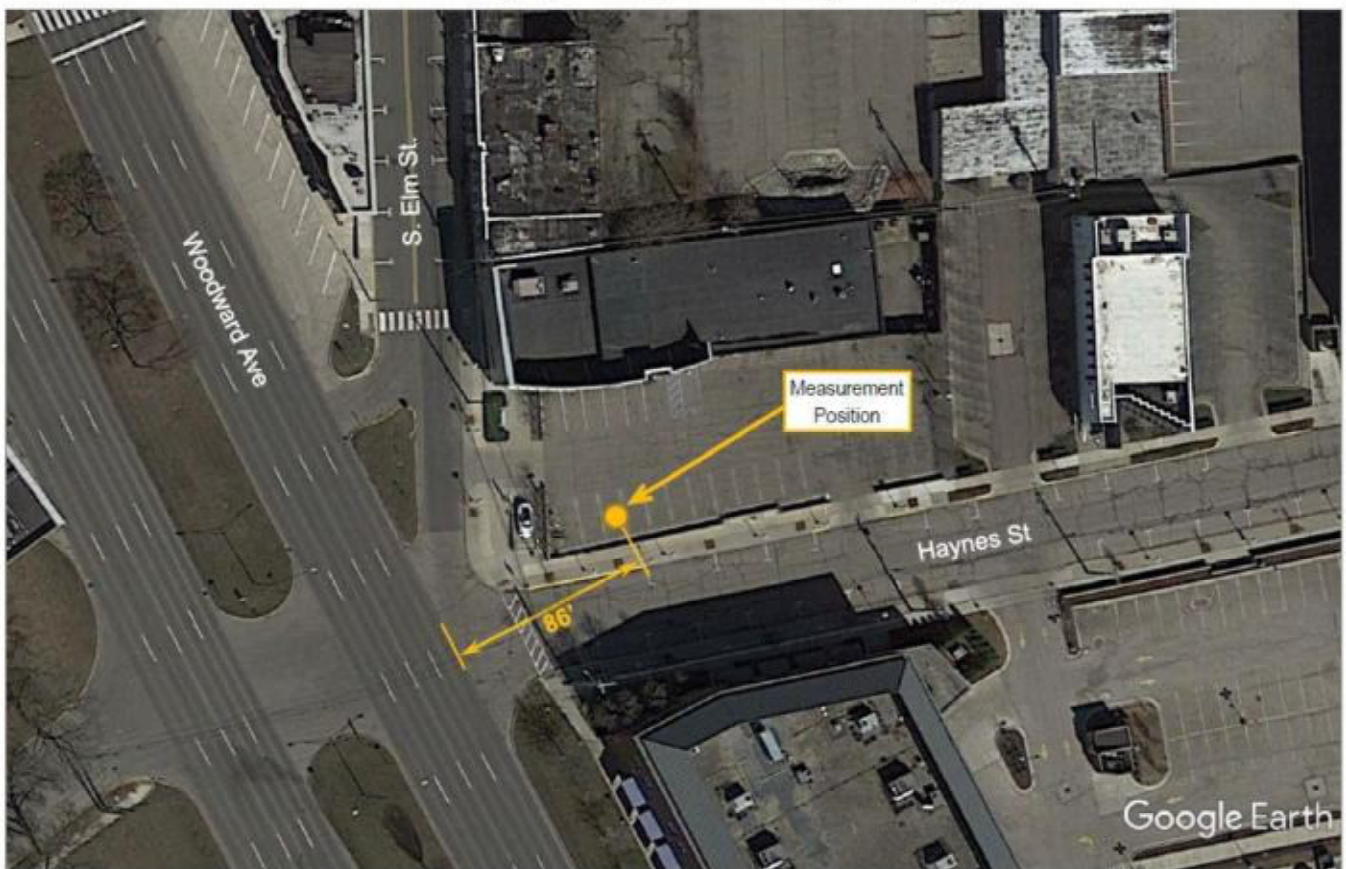
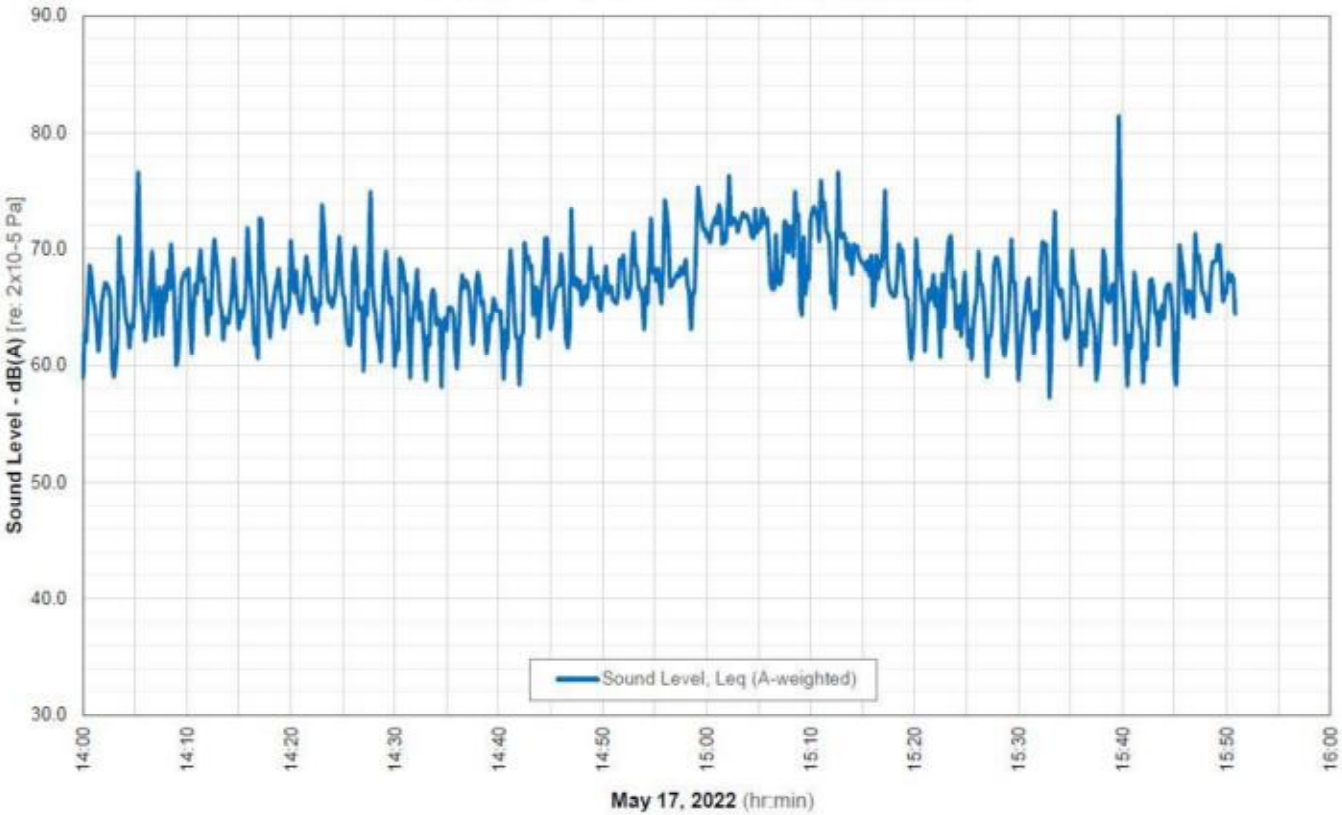


EXHIBIT 2

Ambient Sound Levels Conducted for the Porsche Woodward DID Project
Measured at Location 60-Ft. East of S. Elm Street, 30-Ft. North of Haynes Street, and 86-Ft. East-Northeast of Woodward Ave.
Measurements Conducted for: Fred Lavery Company



Section 4.5

Transportation Impact Study

Luckenbach|Ziegelman|Gardner Architects PLLC

Traffic Impact Assessment of

Proposed Car Dealership Development

34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan 49009

Prepared For:
Fred Lavery Porsche
c/o Luckenbach, Ziegelman, Gardner Architects
555 South Old Woodward
Birmingham, MI 49009

Prepared: August 29, 2022

A handwritten signature in dark ink, appearing to read "Ch. D. Olivo".

Charles D. Olivo, PE, PTOE
Michigan P.E. License #6201058003

STONEFIELD

STONEFIELD

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STONEFIELD

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2. City of Birmingham Traffic Impact Assessment Form (Form A)
3. LOS Summary Table
4. Traffic Count Data
5. City of Birmingham Counts
6. Excerpt from City's Multi-Modal Transportation Plan
7. SEMCOG Census Data
8. Trip Generation Handbook Excerpt
9. Capacity Analysis Detail Sheets
10. SimTraffic Analysis
11. SEMCOG Crash Analysis & Collision Detail Sheets
12. Site Plan

Executive Summary

The Applicant is proposing to construct a 43,060-square-foot automobile dealership located at 34350 Woodward Avenue. The subject property is located at the northeasterly quadrant of the intersection of Haynes Street and Elm Street in the City of Birmingham, Oakland County, Michigan. The subject property's Parcel Identification Numbers (PIN) are 19-36-281-022 and 19-36-281-030. The existing site is occupied by 8,282-square-foot automobile dealership and 3,423-square-foot office building. Existing access is provided via three (3) full-movement driveways along Haynes Avenue and one (1) right-in/right-out driveway along Elm Street. Under the proposed development program, the existing office building and car dealership would be razed, and a 43,060-square-foot automobile dealership would be constructed. Access is proposed via, one (1) full-movement driveway along Haynes Street providing access to the parking deck, one (1) fitting-lounge driveway along Haynes Street, one (1) showroom driveway located at the corner of Haynes Avenue and Elm Street, and one (1) full-movement driveway along Elm Street providing access to the service garage.

This Traffic Impact Assessment was prepared by Stonefield Engineering & Design, LLC, utilized the City of Birmingham's Traffic Study Questionnaire (Form A), the City's Transportation Impact Study Guidelines, as well as accepted traffic engineering practices for Traffic Impact Assessments.

The key findings and conclusions developed in this study are as follows:

1. Under the proposed development program, the existing office building and car dealership would be razed, and a 43,060-square-foot automobile dealership would be constructed.
2. Access is proposed via, one (1) full-movement driveway along Haynes Street providing access to the parking deck, one (1) fitting-lounge driveway along Haynes Street, one (1) showroom driveway located at the corner of Haynes Avenue and Elm Street, and one (1) full-movement driveway along Elm Street providing access to the service garage.
3. The proposed mixed-use development is projected to generate 62 new entering vehicle trips and 24 new exiting vehicle trips during the weekday morning peak hour, generate 43 new entering vehicle trips and 63 new exiting vehicle trips during the weekday evening peak hour, and generate 92 new entering vehicle trips and 94 new exiting vehicle trips during the Saturday midday peak hour.
4. The proposed development is considered a "luxury automobile dealership" and likely does not have the same operations and trip generation as other non-luxury automobile dealerships. Additionally, the service center on-site would only be open Monday through Friday. As a result, the trip generation associated with the development, particularly during the Saturday midday peak hour, is likely an overestimation of the true trip generation of the proposed development.
5. The proposed development is projected to generate two (2) new transit trips during the weekday morning peak hour, three (3) new transit trips during the weekday evening peak hour, and four (4) new transit trips during the Saturday midday peak hour. The transit trips would likely utilize the bus stop located at the intersection of Elm Street and Bowers Street.
6. The proposed development is not expected to generate any walking or bicycle trips and a majority of the trip generation of the site would consist of single-passenger vehicles and carpool vehicles.
7. The intersections throughout the roadway network are calculated to operate at acceptable Levels of Service and delay throughout the Existing, No-Build, and Build Conditions during the weekday morning, weekday evening, and Saturday midday peak hours.
8. The additional traffic volume along the roadway would not have a significant effect on the pedestrians within the vicinity of the site and surrounding area.
9. Based on the crash analysis conducted, the surrounding roadway network is not considered a "high-crash" location. The additional traffic volume associated with the proposed development would not cause a detrimental impact to the safety of auto motorists, bicyclists, or pedestrians in the area.
10. Bike racks, upgraded sidewalks, and the planting of additional street trees would improve the downtown character of the site and surrounding area.
11. The site would provide 19 customer parking spaces inclusive of seven (7) on-site parking spaces and 12 on-street parking spaces. Two (2) publicly accessible electric vehicle charging stations would also

- be provided along Haynes Street. Additionally, the service center would provide 10 parking spaces and 12 service bays.
12. In the vicinity of the site, hourly on-street parking is provided along Haynes Street, Elm Street, Worth Street, and Bowers Street. The hourly parking spaces are particularly suitable for commercial/retail developments like the one proposed.
 13. The combination of 29 on-site and on-street vehicle parking spaces, 12 service bays, and the multiple hourly on-street parking spaces in the vicinity of the site would be sufficient to support the vehicle parking associated with the development.

Introduction

The Applicant is proposing to construct a 43,060-square-foot automobile dealership located at 34350 Woodward Avenue.

The subject property is located at the northeasterly quadrant of the intersection of Haynes Street and Elm Street in the City of Birmingham, Oakland County, Michigan. The site location is shown on **Figure 1**. The subject property's Parcel Identification Numbers (PIN) are 19-36-281-022 and 19-36-281-030. The site has approximately 360 feet of frontage along Haynes Street and approximately 120 feet of frontage along Elm Street.

The existing site is occupied by 8,282-square-foot automobile dealership and 3,423-square-foot office building. Under the proposed development program, the existing office building and car dealership would be razed, and a 43,060-square-foot automobile dealership would be constructed. Construction and full occupancy are expected by 2024.

Existing access is provided via three (3) full-movement driveways along Haynes Avenue and one (1) right-in/right-out driveway along Elm Street. Under the proposed development program, access is proposed via, one (1) full-movement driveway along Haynes Street providing access to the parking deck, one (1) fitting-lounge driveway along Haynes Street, one (1) showroom driveway located at the corner of Haynes Avenue and Elm Street, and one (1) full-movement driveway along Elm Street providing access to the service garage.

This Traffic Impact Assessment was prepared by Stonefield Engineering & Design, LLC, utilized the City of Birmingham's Traffic Study Questionnaire (Form A), the City's Transportation Impact Study Guidelines, as well as accepted traffic engineering practices for Traffic Impact Assessments.

Existing Conditions

Roadway Characteristics

Woodward Avenue (M-1) is a state trunkline and is classified on the National Functional Classification Map as a Principal Arterial roadway. Woodward Avenue is located to the west of the property with a general north-south orientation and generally provides four (4) lanes of travel in each direction. Woodward Avenue is separated by a raised grass median and crossovers are provided within the median to facilitate U-turns and left turns. Woodward Avenue has a posted speed limit of 45 mph. Within the vicinity of the site, curb and sidewalk are provided, shoulders are not provided, and on-street angled parking is provided along the easterly side of the roadway. Woodward Avenue provides north-south mobility throughout the City of Birmingham and surrounding municipalities for a mix of commercial, retail, and residential uses along its length.

Haynes Street is classified on the National Functional Classification Map a local roadway. Haynes Street is located along the southerly side of the property with a general east-west orientation and provides one (1) lane of travel in each direction. Along site frontage, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway with a two (2)-hour parking restriction in effect from 8:00 a.m. to 6:00 p.m. along the northerly side of the roadway. Haynes Street provides east-west mobility from Adams Road at its easterly terminus to Old Woodward Avenue at its westerly terminus for a mix of commercial, retail, and office uses along its length.

Elm Street is classified on the National Functional Classification Map a local roadway. Elm Street is located along the westerly side of the property with a general north-south orientation and provides one (1) lane of travel in each direction between Woodward Avenue and Bowers Street and one (1) lane of travel in the southbound direction north of Bowers Street. Between Woodward Avenue and Bowers Street, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted with a two (2)-hour parking restriction in effect from 8:00 a.m. to 6:00 p.m. Elm Street provides north-south mobility within the City of Birmingham for a mix of residential, retail, and commercial uses along its length.

Bowers Street is classified on the National Functional Classification Map a local roadway. Bowers Street is located to the north of the property with a general east-west orientation and provides one (1) lane of travel in each direction. Bowers Street has a posted speed limit of 25 mph. Within vicinity of the site, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway with a two (2)-hour parking restriction in effect from 8:00 a.m. to 6:00 p.m. along the southerly side of the roadway. Bowers Street provides east-west mobility from Adams Road at its easterly terminus to Old Woodward Avenue at its westerly terminus for a mix of retail and office uses along its length.

Worth Street is classified on the National Functional Classification Map a local roadway. Worth Street is located to the southeast of the property with a general north-south orientation and provides one (1) lane of travel in each direction. Within vicinity of the site, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway. Worth Street provides north-south mobility from Woodward Avenue at its southerly terminus to Haynes Street at its northerly terminus for a mix of retail, commercial, and office uses along its length.

Woodward Avenue northbound, Haynes Street, and Elm Street intersect to form an unsignalized four (4)-leg intersection with the westbound approach of Haynes Street and the southbound approach of Elm Street operating under stop-control. The northbound approach of Woodward Avenue northbound provides one (1) shared left-turn/through lane, two (2) exclusive through lanes, and one (1) shared through/right-turn lane providing access to Woodward Avenue northbound, Elm Street northbound, and Haynes Street eastbound. The westbound approach of Haynes Street provides one (1) exclusive right-turn lane. The southbound approach of Elm Street provides one (1) exclusive right-turn lane. A crosswalk is provided across Haynes Street.

Bowers Street and Elm Street intersect to form an unsignalized four (4)-leg intersection with the northbound and southbound approaches of Elm Street operating under stop-control. The eastbound and westbound approaches of Bowers Street each provide one (1) full-movement lane. The northbound and southbound approaches of Elm Street each provide one (1) full-movement lane. Crosswalks and ADA-ramps are provided across each of the intersection legs.

Haynes Street and Worth Street intersect to form an unsignalized T-intersection with the northbound approach of Worth Street operating under stop-control. The eastbound approach of Haynes Street provides one (1) shared through/right-turn lane and the westbound approach of Haynes Street provides one (1) shared left-turn/through lane. The northbound approach of Worth Street provides one (1) shared left-turn/right-turn lane. A crosswalk and ADA-ramps are provided across the southerly leg of the intersection.



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE I
Site Location Map

2022 Existing Traffic Volumes

Turning movement counts were collected during the typical weekday morning, weekday evening, and Saturday midday time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- Woodward Avenue northbound, Haynes Street, and Elm Street
- Bowers Street and Elm Street
- Haynes Street and Worth Street

Specifically, turning movement counts were conducted during the following time periods

- Saturday, July 9, 2022 from 11:00 a.m. to 2:00 p.m.
- Tuesday, July 12, 2022 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m., the weekday evening peak hour occurred from 4:15 p.m. to 5:15 p.m., and the Saturday midday peak hour occurred from 12:45 p.m. to 1:45 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2022 As-Counted weekday morning, weekday evening, and Saturday midday peak-hour traffic volumes and pedestrian volumes are summarized on appended **Figures 2A** and **2B**, respectively.

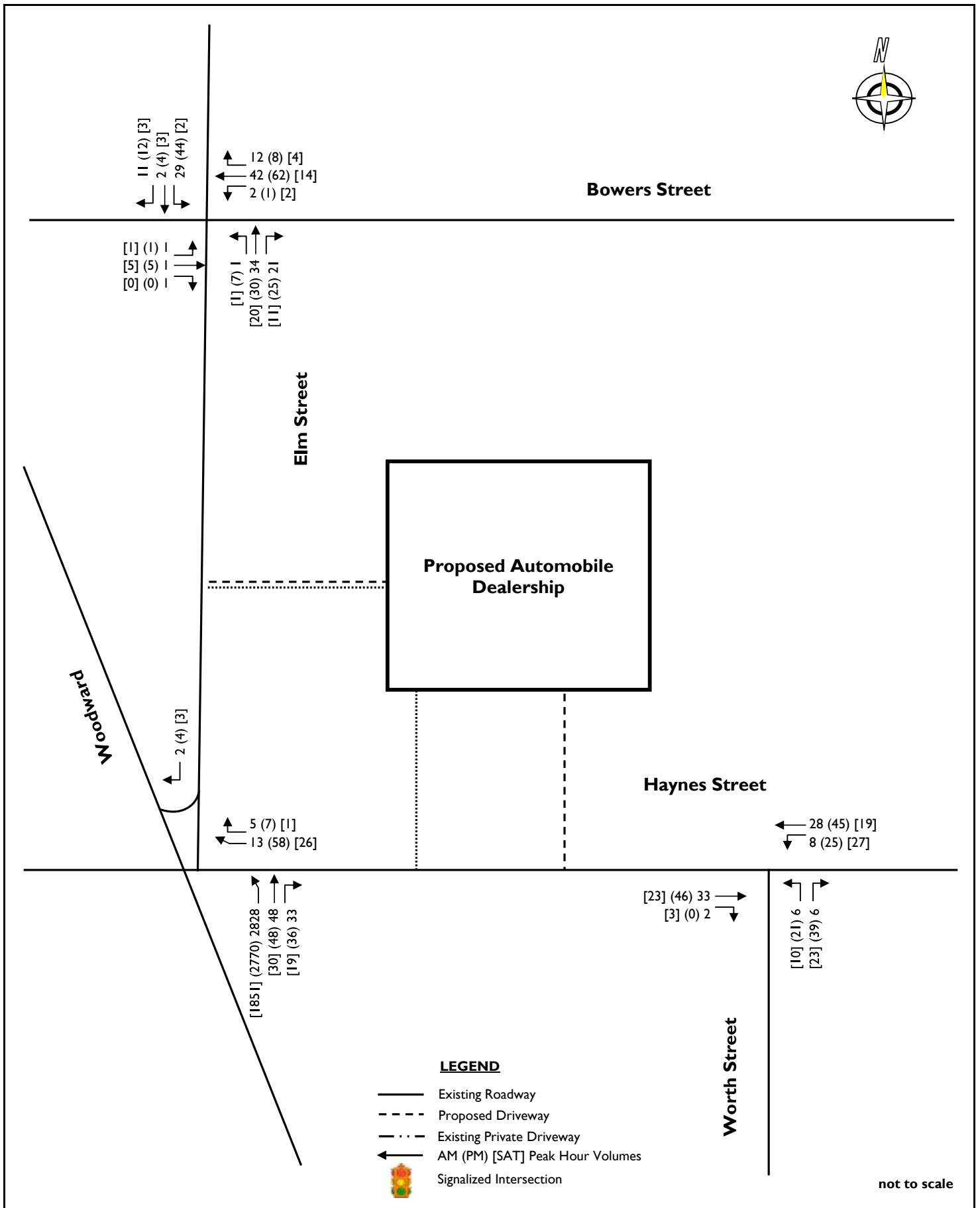
2022 Pandemic Traffic Volume Adjustment

Due to the current COVID-19 health crisis, vehicular volumes along the roadway network are atypical and as such, the collected turning movement counts were adjusted accordingly. Stonefield utilized counts conducted at the intersection of Woodward Avenue and Maple Road, provided by the City of Birmingham, for comparison purposes. The Woodward Avenue northbound traffic volumes were compared between the counts provided and the counts conducted by our office. **Table I** summarizes the peak hour count comparison between the 2022 MDOT count and 2022 Stonefield count.

TABLE I – COUNT COMPARISON

Time Period	City Traffic Volumes	Stonefield Traffic Volumes	Percent Difference
Weekday Morning Peak Hour	3,138	2,841	-10%
Weekday Evening Peak Hour	2,829	2,828	0%

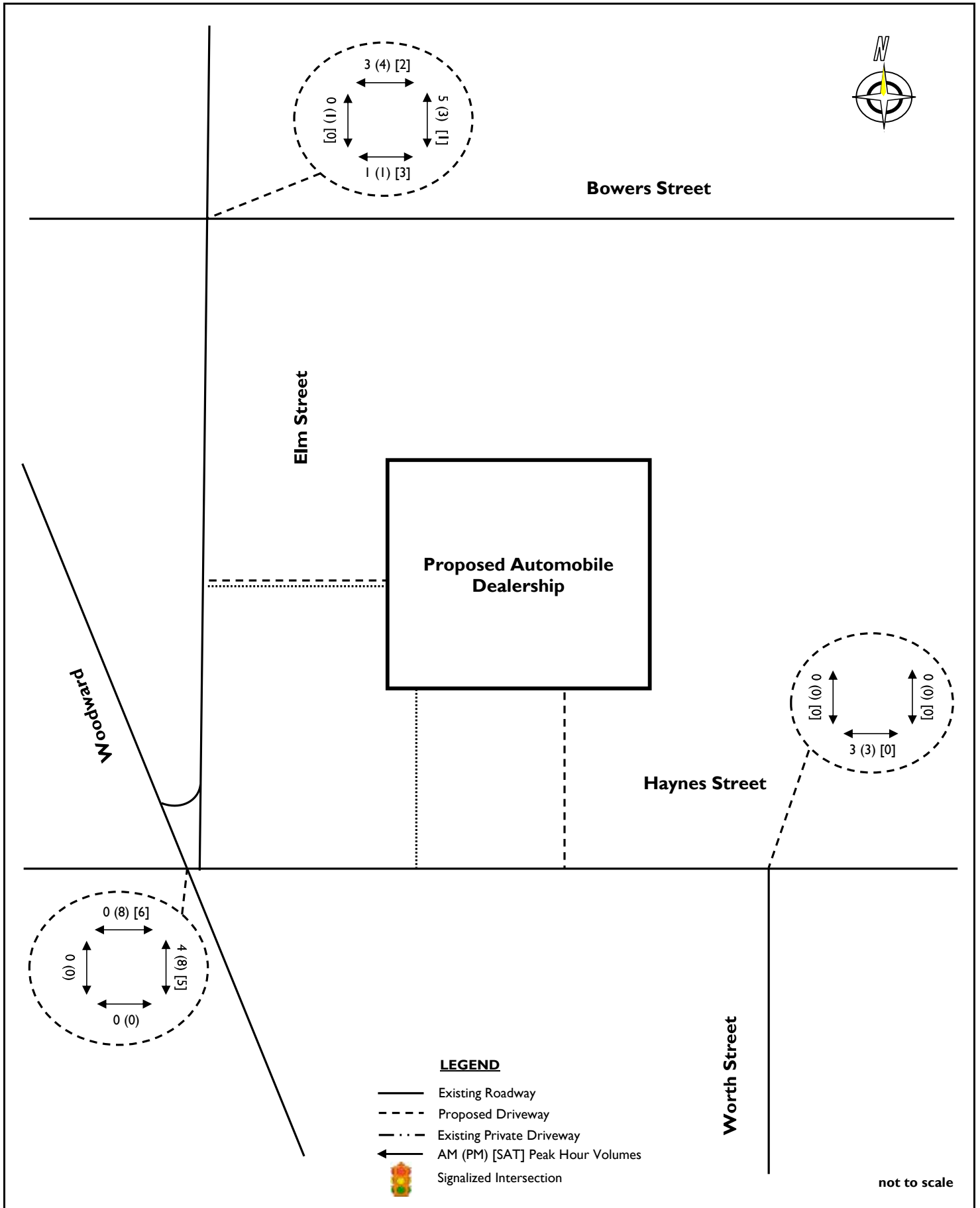
As shown in Table I, the existing traffic volumes along the roadway are approximately 10% lower during the weekday morning peak hour and were consistent during the weekday evening peak hour than expected under typical conditions. It is noted that there are no Saturday counts in the vicinity of the site. However, a comparison similar to the weekday morning or weekday evening peak hour is expected. To maintain a conservative analysis the weekday morning growth rate was utilized for the Saturday midday peak hour. The turning movement counts were grown by 10% during the weekday morning and Saturday midday peak hours. The Technical Appendix contains a summary of the turning movement counts at the intersection of Woodward Avenue and Maple Road. The 2022 Existing weekday morning, weekday evening, and Saturday midday peak hour traffic volumes and pedestrian volumes are summarized on **Figures 3A** and **3B**, respectively.



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

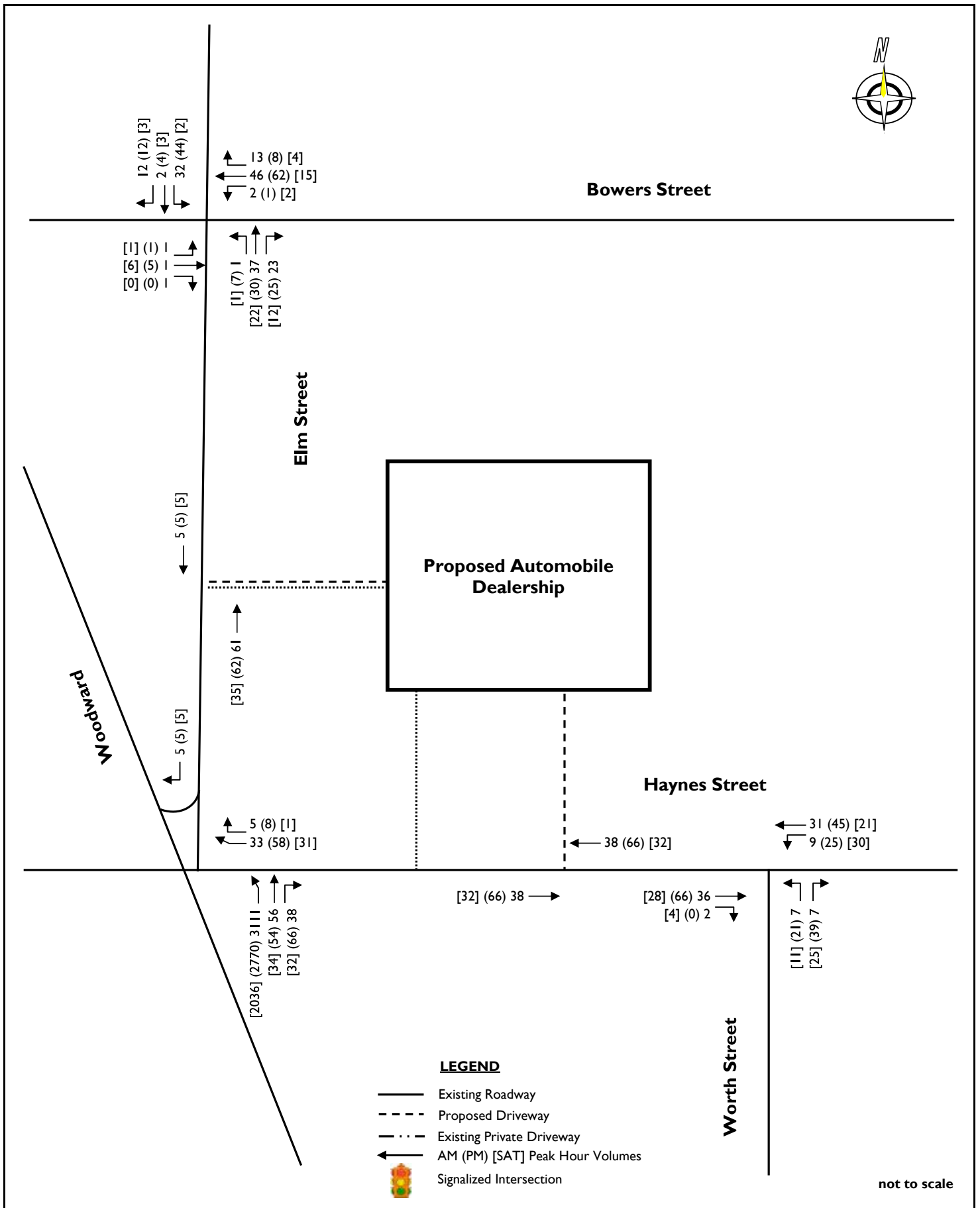
FIGURE 2A
As-Counted Traffic
Volumes



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

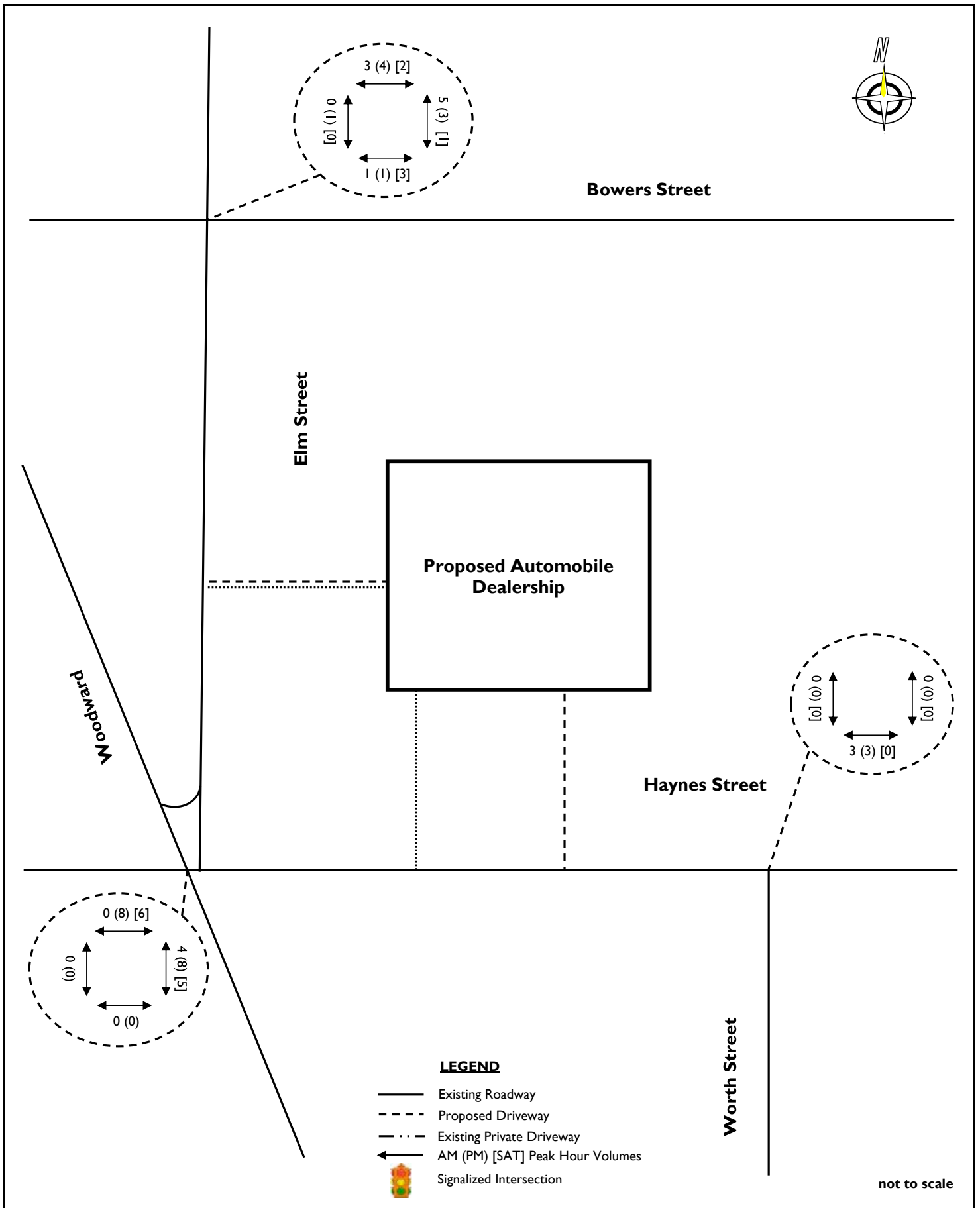
FIGURE 2B
As-Counted Pedestrian
Volumes



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Proposed Automobile Dealership
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Traffic Impact Assessment

FIGURE 3A
2022 Existing Traffic
Volumes



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Proposed Automobile Dealership
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City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 3B
2022 Existing Pedestrian
Volumes

2022 Existing LOS/Capacity Analysis

A Level of Service and Volume/Capacity analysis was conducted for the 2022 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections. Under the Existing Condition, the turning movements at the unsignalized intersection of Woodward Avenue northbound, Haynes Street, and Elm Street are calculated to operate at Level of Service C during the weekday morning and weekday evening peak hours and at Level of Service B during the Saturday midday peak hour. The turning movements at the unsignalized intersection of Bowers Street and Elm Street are calculated to operate at Level of Service B or better during the weekday morning peak hour and at Level of Service A during the weekday evening and Saturday midday peak hours. The turning movements at the unsignalized intersection of Haynes Street and Worth Street are calculated to operate at Level of Service A during the weekday morning, weekday evening, and Saturday midday peak hours.

No-Build Conditions

Background Growth

The 2022 Existing Condition traffic volume data was grown to a future horizon year of 2024, which is a conservative estimate for when the proposed development is expected to be fully constructed. The Michigan Department of Transportation (MDOT) conducted 24-hour traffic counts along Woodward Avenue, between Maple Road and Oakland Avenue, in 2016 and 2019. The MDOT traffic counts forecast a 3.3% annual increase in traffic between 2015 and 2018. As such, the existing traffic volumes at the study intersections were increased by 3.3% annually for two (2) years to calculate the 2024 Base Traffic Volumes. These volumes are summarized on appended **Figure 4**.

Other Planned Development Projects

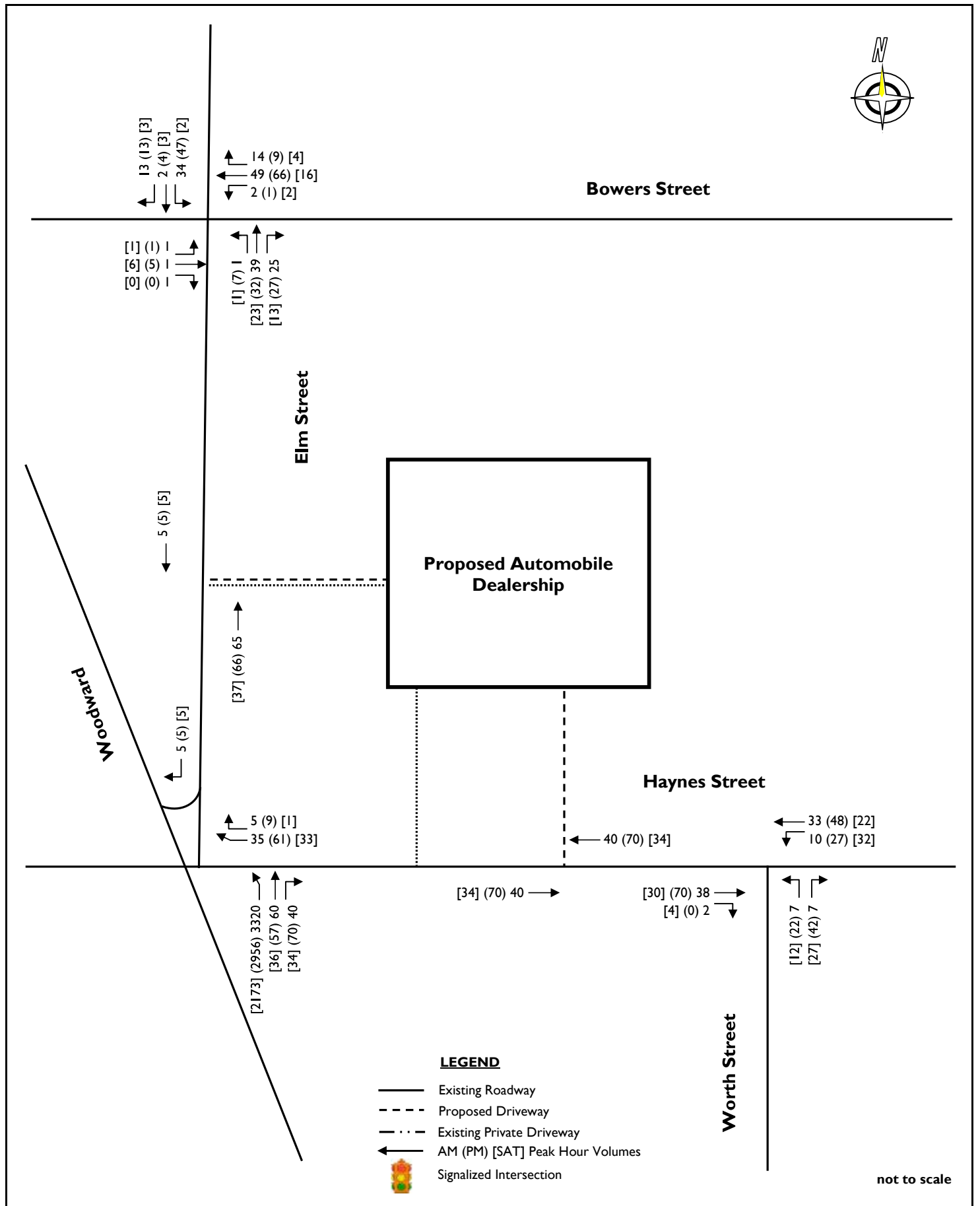
To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with Julie Kroll, the City Traffic Reviewer, the following developments are anticipated to impact traffic volumes within the study area:

- Mixed-Use Development – 4,035 SF of retail below 157 dwelling units located along Adams Road, between Haynes Street and Holland Street

Figure 5 illustrates the site-generated traffic associated with the previously approved project assigned to the study area network

2024 No-Build Traffic Volumes

The site-generated trips associated with the previously approved development were added to the 2024 Base Traffic Volumes to calculate the 2024 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. The No-Build traffic volumes and pedestrian volumes are summarized on appended **Figure 6A** and **6B**, respectively.



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 4
2024 Base Traffic Volumes



Bowers Street

Elm Street

**Proposed Automobile
Dealership**

Haynes Street

Woodward

← 35 (30) [24]

← 35 (30) [24]

← 4 (10) [8]

[32] (40) 15 →

[32] (40) 15 →

[32] (40) 15 →

← [24] (30) 35
[6] (7) 7

LEGEND

- Existing Roadway
- - - Proposed Driveway
- · - Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
-  Signalized Intersection

not to scale

STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 5
Other Planned Projects
Future Traffic Volumes



Bowers Street

Elm Street

Haynes Street

Worth Street

Proposed Automobile Dealership

Woodward

LEGEND

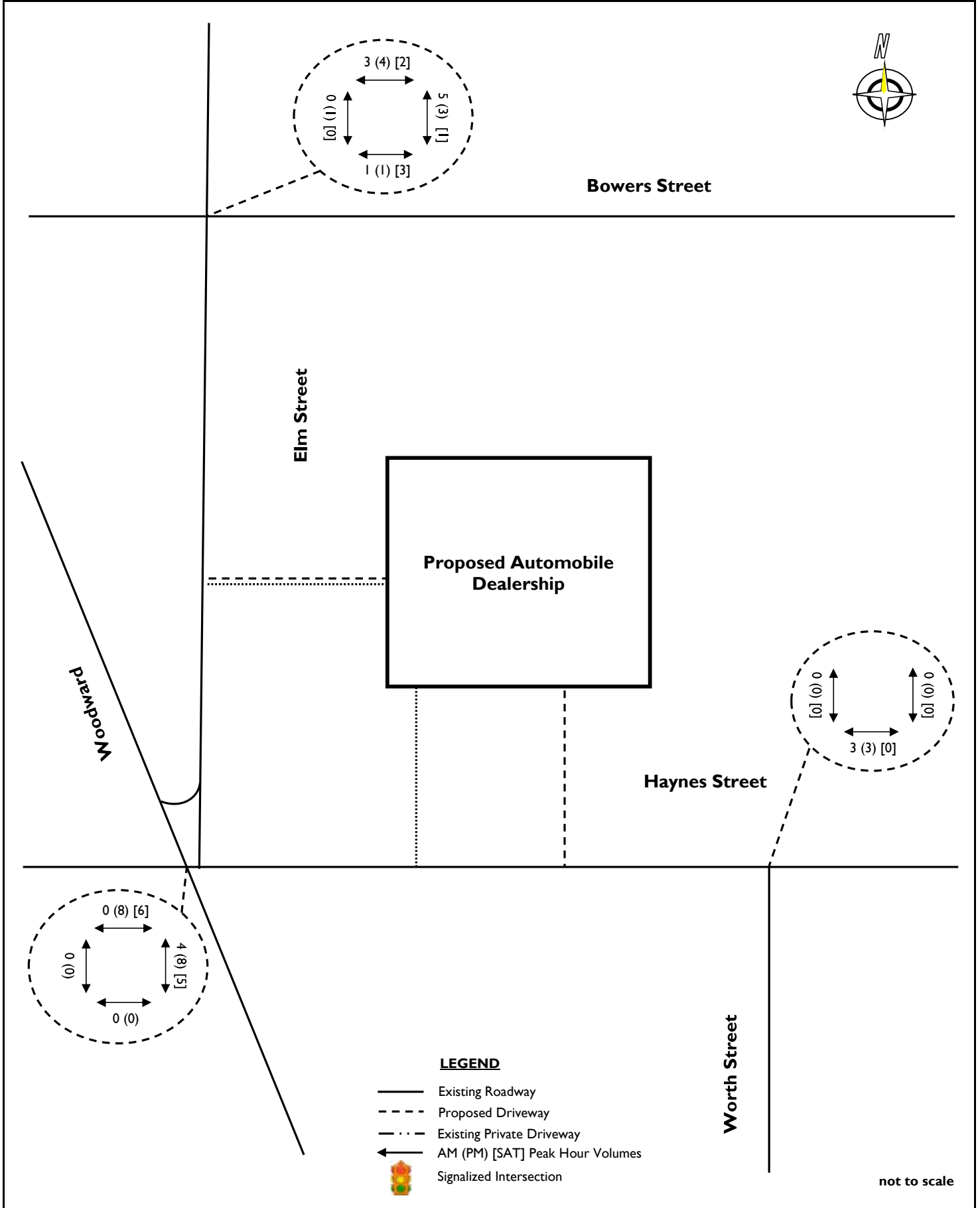
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
-  Signalized Intersection

not to scale

STONEFIELD

Proposed Automobile Dealership
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City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 6A
2024 No-Build Traffic
Volumes



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 6B
2024 No-Build Pedestrian
Volumes

2024 No-Build LOS/Capacity Analysis

A Level of Service and Volume/Capacity analysis was conducted for the 2024 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections. Under the No-Build Condition, the turning movements at the unsignalized intersection of Woodward Avenue northbound, Haynes Street, and Elm Street are calculated to operate at a Level of Service D or better during the weekday morning peak hour and generally consistent with the findings in the Existing Condition during the weekday evening and Saturday midday peak hours. The turning movements at the unsignalized intersection of Bowers Street and Elm Street are calculated to operate generally consistent with the findings of the Existing Condition during the weekday morning and Saturday midday peak hours, and at a Level of Service B or better during the weekday evening peak hour. The turning movements at the unsignalized intersection of Haynes Street and Worth Street are calculated to operate generally consistent with the findings of the Existing Condition during the weekday morning and Saturday midday peak hours, and at a Level of Service B or better during the weekday evening peak hour.

Future Conditions

Proposed Trip Generation

Trip generation projections for the proposed development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. ITE trip generation rates for "General Urban/Suburban" locations for Land Use 840 "Automobile Sales (New)" were cited for the proposed 43,060-square-foot automobile dealership. To maintain a conservative analysis, no trip generation reduction was taken to account for the existing automobile dealership or office building on site.

Land Use 840 "Automobile Sales (New)" "is a new automobile sales dealership, typically located along a major arterial street characterized by abundant commercial development" where "the sale or leasing of new cars is the primary business." Additionally, these facilities "commonly provide automobile servicing, parts sales, and used car sales." As such, this land use encompasses the proposed development, which would be an expansion of the existing automobile dealership.

It is noted that the proposed development is considered a "luxury car dealership" and likely does not have the same operations and trip generation as other non-luxury automobile dealerships. Additionally, the service center on-site would only be open Monday through Friday. As a result, the trip generation associated with the development, particularly during the Saturday midday peak hour, is likely an overestimation of the true trip generation of the proposed development. To maintain a conservative analysis, the ITE trip generation rates for Land Use 840 "Automobile Sales (New)" were utilized within the analysis.

Table 2 provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the proposed development.

TABLE 2 – TRIP GENERATION PROJECTIONS

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily		
	Enter	Exit	Total	Exit	Total	Total	Enter	Exit	Total	Enter	Exit	Total
43,060 SF Automobile Sales (New) ITE Land Use 840	58	22	80	40	59	99	86	87	173	602	602	1,204

As stated within Chapter 5 of ITE's Trip Generation Handbook, 3rd Edition, "to adjust for differences in vehicle occupancy and use of pedestrian, bicycle, and transit modes, a trip generation estimate needs to account for each person traveling to and from a site rather than just the number of vehicles entering and exiting the site." Utilizing the methodology within Chapter 5 and the City of Birmingham census data, the baseline person trips

were calculated using the baseline vehicle trips and vehicle occupancy for each of the proposed land uses. The vehicle occupancy was calculated to be 1.05 based on census data pertaining to the percentage of workers who drove alone and the percentage of workers who carpooled to work. It was assumed that carpool trips would account for two (2) passengers. The proposed development is not expected to generate any walking or bicycle trips. In addition, a number of employees are expected to utilize public transportation to work, and it is assumed that a portion of the service station customers would carpool. **Table 3** provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily person trip generation volumes associated with the proposed development.

TABLE 3 – PERSON TRIP GENERATION BY MODAL TYPE

	Land Use 840 “Automobile Sales (New)”					
	Actual Distribution	Calculated Distribution	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour	Daily
Drove Alone	83.3%	80.0%	80	99	173	1,204
Carpool	4.0%	15.0%	6	8	13	91
Public Transportation	0.2%	5.0%	2	3	4	30
Walk	1.7%	0.0%	0	0	0	0
Bike	0.2%	0.0%	0	0	0	0
Other	0.5%	0.0%	0	0	0	0
Person Trips			88	109	190	1,325

*Work From Home Trips are excluded from the trip generation modal distributions

**It is assumed there would be no walking or bicycle trips to an automobile dealer. Carpool trips would consist of trips to the service station and public transportation trips would consist of employee trips

Table 4 provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily person trip generation summary.

TABLE 4 – TRIP GENERATION SUMMARY

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily		
	Enter	Exit	Total	Exit	Total	Total	Enter	Exit	Total	Enter	Exit	Total
Drove Alone	58	22	80	40	59	99	86	87	173	602	602	1,204
Carpool	4	2	6	3	4	7	6	7	13	46	45	91
Public Transportation	1	1	2	1	2	3	2	2	4	15	15	30
Total	63	25	88	44	65	109	94	96	190	663	662	1,325

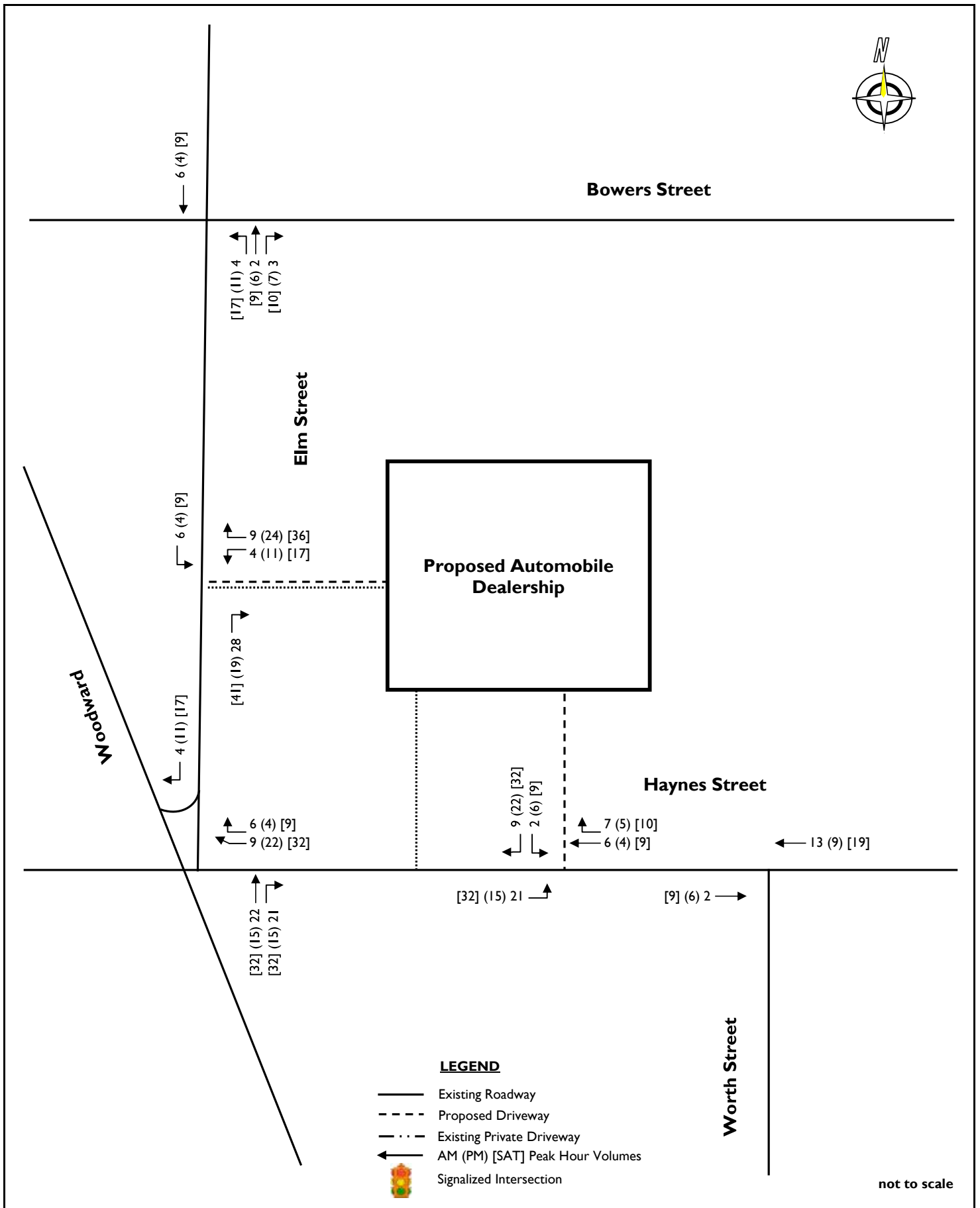
As shown in Table 3, the proposed development is expected to generate 88 new person trips during the weekday morning peak hour, 109 new person trips during the weekday evening peak hour, 190 new person trips during the Saturday midday peak hour, and 1,325 daily new person trips.

Trip Distribution

For the purpose of the distribution, the trips were routed according to existing travel patterns along the adjacent roadways, location of major arterial roadways, and the access management plan of the site. Public transportation users would access the site from the bus stop located at the intersection of Elm Street and Bowers Street. The passenger vehicle traffic volumes are expected to utilize the site driveway along Haynes Street and the site driveway providing access to the service area along Elm Street. The Site Generated traffic volumes and pedestrian volumes are summarized on appended **Figures 7A** and **7B**, respectively.

2024 Build Condition

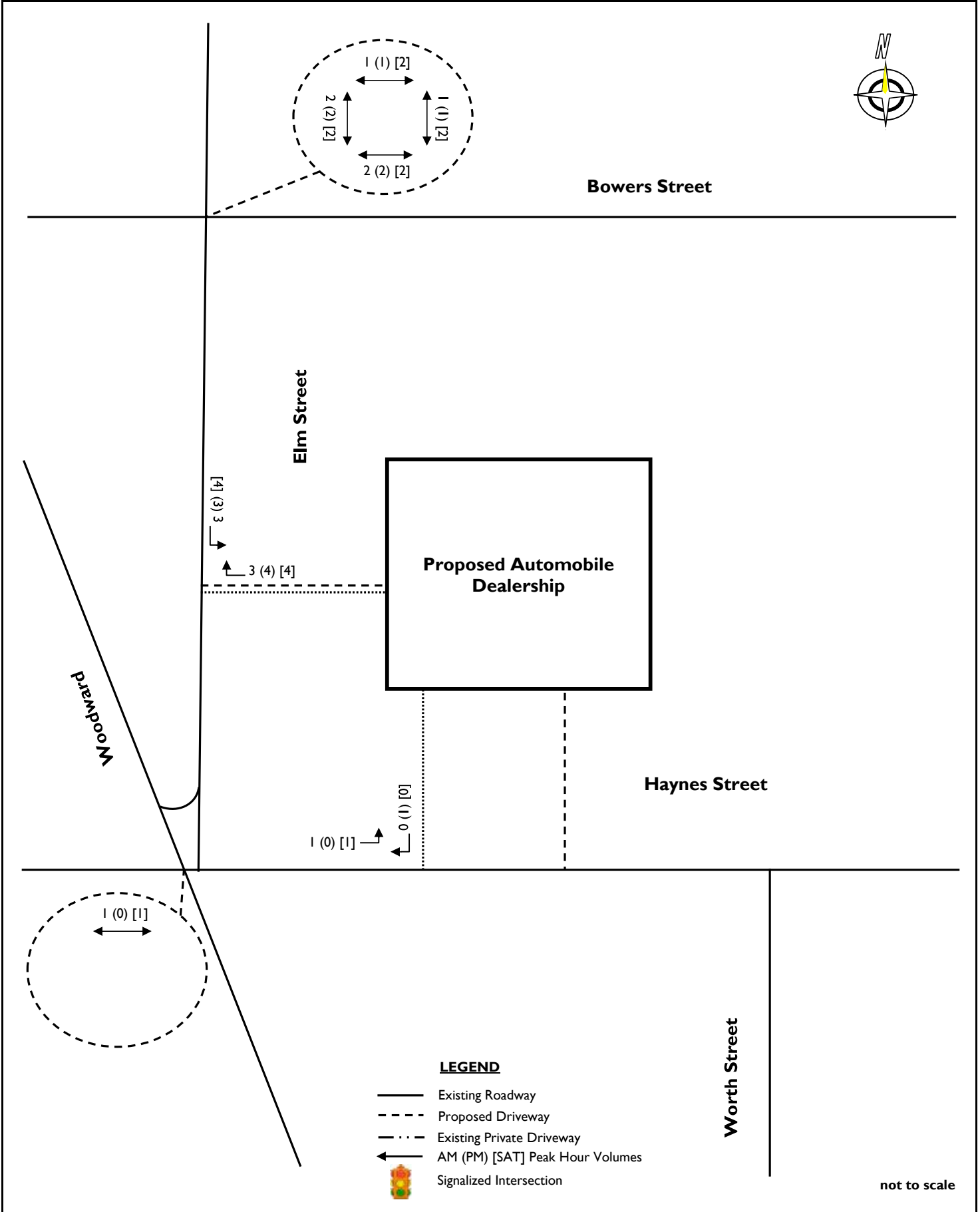
The site-generated trips were added to the 2024 No-Build volumes to calculate the 2024 Build Traffic Volumes and are shown on appended **Figures 8A** and **8B**.



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 7A
Site-Generated Traffic
Volumes



STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 7B
Site-Generated Pedestrian
Volumes



Bowers Street

13 (13) [3]
8 (8) [12]
34 (47) [2]
14 (9) [4]
49 (66) [16]
2 (1) [2]

[1] (1) 1
[6] (5) 1
[0] (0) 1
[18] (18) 5
[32] (38) 41
[23] (34) 28

Elm Street

9 (24) [36]
4 (11) [17]

Proposed Automobile Dealership

[37] (66) 65
[41] (19) 28

Haynes Street

11 (13) [10]
79 (113) [89]

9 (22) [32]
2 (6) [9]

7 (5) [10]
81 (104) [67]

46 (57) [41]
14 (37) [40]

[2173] (2956) 3320
[68] (72) 82
[98] (125) 76

[32] (15) 21
[66] (110) 55

[39] (76) 40
[36] (40) 17

[36] (52) 42
[33] (49) 14

Woodward

Worth Street

LEGEND

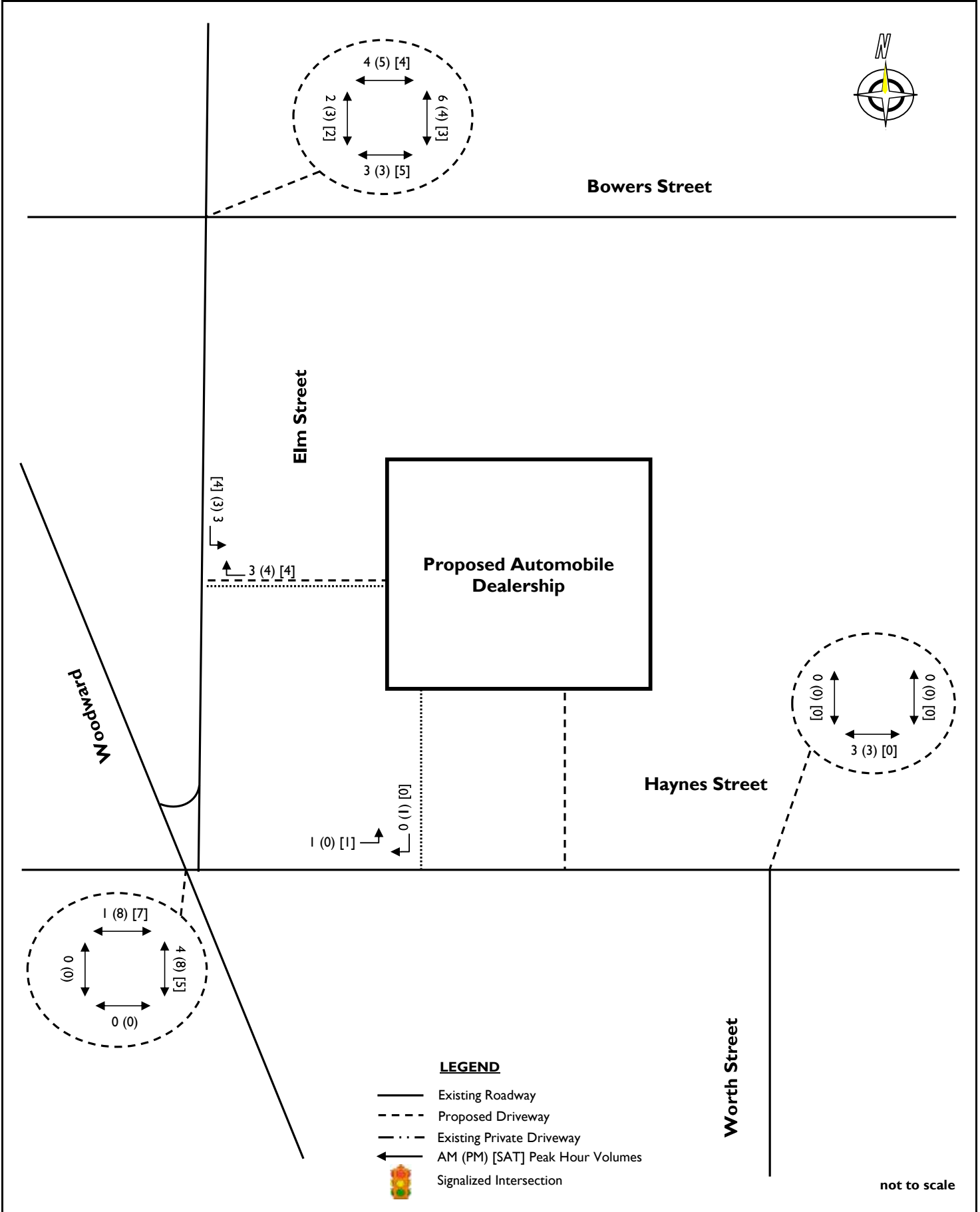
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD

Proposed Automobile Dealership
34350 Woodward Avenue
City of Birmingham, Oakland County, Michigan
Traffic Impact Assessment

FIGURE 8A
2024 Build Traffic Volumes



STONEFIELD	Proposed Automobile Dealership 34350 Woodward Avenue City of Birmingham, Oakland County, Michigan Traffic Impact Assessment	FIGURE 8B 2024 Build Pedestrian Volumes
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Level of Service Impacts

A Level of Service and Volume/Capacity analysis was also conducted for the 2024 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and the proposed site driveways. Appended **Table A1** compares the Existing, No-Build, and Build Conditions Level of Service and delay values. The turning movements at the unsignalized intersection of Woodward Avenue northbound, Haynes Street, and Elm Street are calculated to operate at a Level of Service D or better during the weekday morning and weekday evening peak hours, and at Level of Service C or better during the Saturday midday peak hour. The turning movements at the unsignalized intersection of Bowers Street and Elm Street are calculated to operate generally consistent with the findings in the No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours. The turning movements at the unsignalized intersection of Haynes Street and Worth Street are calculated to operate generally consistent with the findings in the No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours. The turning movements at the proposed Elm Street driveway are calculated to operate at a Level of Service A during the weekday morning, weekday evening, and Saturday midday peak hours. The turning movements at the proposed Haynes Street driveway are calculated to operate at a Level of Service A during the weekday morning, weekday evening, and Saturday midday peak hours.

SimTraffic Analysis

A SimTraffic network analysis was performed at the study intersections throughout the roadway network to assess the traffic conditions along the adjacent roadway network during the No-Build and Build Conditions. The MDOT Electronic Traffic Control Device Guidelines was utilized to conduct the SimTraffic analysis. Appended **Table A2** compares the No-Build and Build Condition total delay, total stops, total travel time, and average speed at the intersection. Based on the analysis conducted there would be no substantial degradation occurring between the No-Build and Build Conditions.

Collision Analysis

In order to assess the safety of the intersections of Woodward Avenue, Haynes Street, and Elm Street and the intersection of Elm Street and Bowers Street, five (5) years of motor vehicle collision data was obtained from the City of Birmingham Police Department. The crash reports can be found in the Technical Appendix. Utilizing the SEMCOG Crash Analysis Process outline in the SEMCOG Traffic Safety Manual, the intersections were analyzed to determine if they met the criteria for a “high-crash” location. Based on the analysis conducted, the intersection of Woodward Avenue, Haynes Street, and Elm Street and the intersection of Elm Street and Bowers Street would not be considered “high-crash” locations. The SEMCOG crash analysis can be found in the Technical Appendix.

Site Circulation

A review was conducted of the proposed automobile dealership using the Site Plan prepared by Luckenbach Ziegelman Gardner Architects. In completing this review, particular attention was focused on the site access and parking supply.

Under the proposed development program, the existing automobile dealership would be expanded into a 43,060-square-foot automobile dealership. The first level of the building would be occupied by the showroom and service center and the second and third levels would be occupied by two levels of parking for dealership vehicles. Access is proposed via one (1) full-movement driveway along Haynes Street providing access to the parking deck, one (1) fitting-lounge driveway along Haynes Street, one (1) showroom driveway located at the corner of Haynes Avenue and Elm Street, and one (1) full-movement driveway along Elm Street providing access to the service garage. Pedestrian access to the development would be provided through the service center driveway along Elm Street and multiple entrances along Haynes Street. Bike racks would be provided at the corner of Haynes Street and Elm Street. The sidewalk along Haynes Street and Elm Street would be upgraded and additional street trees would be planted, improving the downtown character of the site and surrounding area.

Parking Operations

Under the proposed development plan, the site would provide 19 customer parking spaces inclusive of seven (7) on-site parking spaces and 12 on-street parking spaces. Two (2) publicly accessible electric vehicle charging stations would also be provided along Haynes Street. Additionally, the service center would provide 10 parking spaces and 12 service bays. The site would also provide 126 sales vehicle parking spaces on the second and third levels of the development. In the vicinity of the site, hourly on-street parking is provided along Haynes Street, Elm Street, Worth Street, and Bowers Street. The hourly parking restrictions would deter residents or employees in the area from parking on street and are particularly suitable for commercial/retail developments like the one proposed. The combination of 29 on-site and on-street vehicle parking spaces, 12 service bays, and the multiple hourly on-street parking spaces in the vicinity of the site would be sufficient to support the vehicle parking associated with the development.

Multi-Modal Analysis

A review was conducted of the City of Birmingham's Multi-Modal Transportation Plan to identify impacts of the proposed development with respect to non-automobile transportation alternatives. Per Figure 3.1E within the Multi-Modal Transportation Plan, Bowers Street and Elm Street are considered neighborhood connector routes which intend to link neighborhoods to parks, schools and commercial areas. Additionally, a buffered bike lane is proposed along Woodward Avenue in the vicinity of the site. "Buffered bikes lanes are conventional bike lanes paired with a designated space separating the bicycle lane from the motor vehicle lane."

The proposed development would not add a significant amount of new pedestrian or bicycle traffic. Pedestrians travelling to and from the site would likely consist of workers using public transportation as a method to and from work or customers of the service center walking to downtown Birmingham while their vehicle is being repaired. It is expected that a majority of the trip generation of the site would consist of single-passenger vehicles and customers carpooling. The sidewalk along Haynes Street and Elm Street would be reconstructed and new street trees would be planted to increase the aesthetics of the site and surrounding area.

Key Findings and Conclusions

The key findings and conclusions developed in this study are as follows:

1. Under the proposed development program, the existing office building and car dealership would be razed, and a 43,060-square-foot automobile dealership would be constructed.
2. Access is proposed via, one (1) full-movement driveway along Haynes Street providing access to the parking deck, one (1) fitting-lounge driveway along Haynes Street, one (1) showroom driveway located at the corner of Haynes Avenue and Elm Street, and one (1) full-movement driveway along Elm Street providing access to the service garage.
3. The proposed mixed-use development is projected to generate 62 new entering vehicle trips and 24 new exiting vehicle trips during the weekday morning peak hour, generate 43 new entering vehicle trips and 63 new exiting vehicle trips during the weekday evening peak hour, and generate 92 new entering vehicle trips and 94 new exiting vehicle trips during the Saturday midday peak hour.
4. The proposed development is considered a "luxury automobile dealership" and likely does not have the same operations and trip generation as other non-luxury automobile dealerships. Additionally, the service center on-site would only be open Monday through Friday. As a result, the trip generation associated with the development, particularly during the Saturday midday peak hour, is likely an overestimation of the true trip generation of the proposed development.
5. The proposed development is projected to generate two (2) new transit trips during the weekday morning peak hour, three (3) new transit trips during the weekday evening peak hour, and four (4) new transit trips during the Saturday midday peak hour. The transit trips would likely utilize the bus stop located at the intersection of Elm Street and Bowers Street.
6. The proposed development is not expected to generate any walking or bicycle trips and a majority of the trip generation of the site would consist of single-passenger vehicles and carpool vehicles.

7. The intersections throughout the roadway network are calculated to operate at acceptable Levels of Service and delay throughout the Existing, No-Build, and Build Conditions during the weekday morning, weekday evening, and Saturday midday peak hours.
8. The additional traffic volume along the roadway would not have a significant effect on the pedestrians within the vicinity of the site and surrounding area.
9. Based on the crash analysis conducted, the surrounding roadway network is not considered a “high-crash” location. The additional traffic volume associated with the proposed development would not cause a detrimental impact to the safety of auto motorists, bicyclists, or pedestrians in the area.
10. Bike racks, upgraded sidewalks, and the planting of additional street trees would improve the downtown character of the site and surrounding area.
11. The site would provide 19 customer parking spaces inclusive of seven (7) on-site parking spaces and 12 on-street parking spaces. Two (2) publicly accessible electric vehicle charging stations would also be provided along Haynes Street. Additionally, the service center would provide 10 parking spaces and 12 service bays.
12. In the vicinity of the site, hourly on-street parking is provided along Haynes Street, Elm Street, Worth Street, and Bowers Street. The hourly parking spaces are particularly suitable for commercial/retail developments like the one proposed.
13. The combination of 29 on-site and on-street vehicle parking spaces, 12 service bays, and the multiple hourly on-street parking spaces in the vicinity of the site would be sufficient to support the vehicle parking associated with the development.

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Section 4.6

Phase 1 Environmental Site Assessment

Luckenbach|Ziegelman|Gardner Architects PLLC



**Report on Phase I
Environmental Site Assessment**

***909 & 911 Haynes Street and 34350 Woodward Avenue
Birmingham, Michigan***

Prepared for:

***Mr. Fred Lavery of Lavery Michigan Dealership Properties No. 1, LLC
c/o Mr. John H. Gardner, AIA
Luckenbach, Ziegelman, and Gardner Architects
555 South Old Woodward Avenue
Birmingham, Michigan 49009***

August 26, 2022
G2 Project No. 220494



August 26, 2022

Mr. Fred Lavery
Lavery Michigan Dealership Properties No. 1, LLC
c/o Mr. John H. Gardner, AIA
Luckenbach, Ziegelman, and Gardner Architects
555 South Old Woodward Avenue
Birmingham, Michigan 49009

Re: Phase I Environmental Site Assessment
909 & 911 Haynes Street and 34350 Woodward Avenue – Birmingham, Michigan
G2 Project No. 220494

Dear Mr. Gardner:

G2 Consulting Group, LLC (G2) has completed the Phase I Environmental Site Assessment for the two continuous parcels located at 909 & 911 Haynes Street and 34350 Woodward Avenue, Birmingham, Oakland County, Michigan. This report has been prepared for the exclusive use of Lavery Michigan Dealership Properties No. 1, LLC, the *User* of this report, whom may rely on the findings of this report as a current assessment of present risk with respect to the presence of potential environmental concerns associated with the subject property. This assessment was prepared in general accordance with the ASTM International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation: E1527- 13).

G2 appreciates the opportunity to be of service to you and looks forward to discussing the information presented herein. Should you have any questions or desire additional information, please feel free to contact us at (248) 680- 0400 or tmcdonald@g2consultinggroup.com.

Sincerely,
G2 Consulting Group, LLC



Michele L. Taylor
Environmental Scientist



Thomas A. McDonald
Project Manager

MLT/TAM/crs

Enclosure

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GENERAL LOCATION MAP

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GENERAL SITE PLAN

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APPENDIX J



1.0 EXECUTIVE SUMMARY

At the request of Luckenbach, Ziegelman, and Gardner Architects, G2 Consulting Group, LLC performed a Phase I Environmental Site Assessment (ESA) for the two continuous parcels located at 909 & 911 Haynes Street and 34350 Woodward Avenue, Birmingham, Oakland County, Michigan (subject property). The subject property is not a residential property and is currently utilized for commercial purposes. Additionally, the subject property and the immediate region surrounding it has been historically utilized for light industrial purposes.

This Phase I ESA was prepared in general accordance to the scope and limitations of ASTM Standard Practice E1527- 13 (ASTM E1527- 13). Any exceptions to, or deletions from, this practice are described in Sections 2.4 and 10.0 of this report. The purpose of this investigation was to qualify the User for landowner liability protections afforded under CERCLA and All Appropriate Inquiry 40 CFR Part 312, and to identify Recognized Environmental Conditions (RECs) as defined in ASTM E1527- 13.

It should be noted the identified RECs are related to historical activities in nature and are not associated with observations of current work practices or current features noted during our site reconnaissance.

This assessment has revealed evidence of RECs in connection with the subject property that include:

- A drycleaner was formerly present within the subject property. A drycleaner was improved west of these residences between 1940 and 1949. The drycleaner operated onsite until the early 1970s when it was demolished. It is G2's professional experience that solvents utilized in dry cleaning operations have the potential to impact the soil, groundwater, and/or soil gas within the subject property. Based on the utilization of dry cleaning solvents prior to regulatory oversight on the subject property, it is G2's professional opinion that the historical operation of a drycleaner on the subject property represents a REC.
- A 2005 Subsurface Investigation Report was completed on the subject property currently addressed at 34350 Woodward Avenue to assess possible impact from the historical dry cleaning operations. Tetrachloroethene and trichloroethene, both chemicals found in dry cleaning solvents, were identified in the soil above the applicable cleanup criteria. It is G2's professional opinion that the presence of contamination in the soil on the subject property above unrestricted residential use criteria represents a REC.
- The eastern structure on the subject property addressed at 909/911 Haynes Street is identified on the Baseline Environmental Assessment (BEA) database indicating that contamination has been identified in the soil and/or groundwater of the property at a concentration in excess of unrestricted residential use criteria. Review of the BEA report indicated that in April 2014, five soil borings were advanced on the subject property. Benzo(a)pyrene, fluoranthene, phenanthrene, cadmium, total chromium, and lead to be present in soil above Michigan Department of Environment, Great Lakes, and Energy (EGLE) Part 201 Generic Residential Cleanup Criteria (GRCC). As such, the subject property was determined to be a "facility" as defined by Part 201 of the Natural Resources and Environmental Protection Act, PA 451 of 1994, as amended (NREPA). The presence of contamination in the soil of the subject property above unrestricted residential use criteria represents a REC.
- The easternmost portion of the subject property was initially improved with a warehouse between 1940 and 1949, and it appears to have been associated with the east adjoining property at 985 Haynes Street which operated as a contractor supply company until the late 1960s. This warehouse was demolished between 1976 and 1983. A parking lot is currently located in the space that the warehouse had formerly occupied. It is G2's experience that contractor supply yards/warehouses would have included operations that entailed the use of hazardous substances and/or petroleum products. Based on the utilization of hazardous materials and/or petroleum products on the subject property, prior to regulatory oversight, it is G2's professional opinion



that the former contractor occupying the subject property and east adjoining property represents a REC.

- The historical occupants of the north adjoining property at 870 Bowers Street were identified as a lumber yard and building contractor from at least 1937 to 1970. It is G2's experience that contractor supply yards would have included operations that would have entailed the use of hazardous substances and/or petroleum products. Based on the utilization of hazardous materials and/or petroleum products on the north adjoining property, all prior to regulatory oversight, it is G2's professional opinion that the former contractors supply yard on the north adjoining property represents a REC to the subject property.
- The historical occupant of the north adjoining property at 880 Bowers Street was identified as Parmley's Collision Service (paint and body works) that operated from at least 1960 through 2017. Auto body work and painting operations would have entailed the use of hazardous substances and/or petroleum products, much of this prior to regulatory oversight. Based on the utilization of hazardous materials and/or petroleum products on the north adjoining property prior to regulatory oversight, it is G2's professional opinion that the former auto body shop on the north adjoining property represents a REC to the subject property.

Section 4.7

Geotechnical Investigation

Luckenbach|Ziegelman|Gardner Architects PLLC

McDowell & Associates

Geotechnical, Environmental & Hydrogeological Services • Materials Testing & Inspection

21355 Hatcher Avenue, Ferndale, MI 48220
Phone: (248) 399-2066 • Fax: (248) 399-2157
www.mcdowasc.com

June 10, 2022

Luckenbach/ Ziegelman/ Gardner Architects, PLLC
555 South Old Woodward Avenue
Suite 27L
Birmingham, Michigan 48009

Job No. 22-64491

Attention: Mr. Bob Ziegelman
Subject: Discussion of Soil Conditions
Proposed Auto Dealership Building
Fred Lavery Porsche
34350 Woodward Avenue
Birmingham, Oakland County, Michigan

Dear Mr. Ziegelman:

Pursuant to your request, we have prepared this letter to discuss recent soil borings made at the property on June 4, 2022, and the City of Birmingham Combined CIS & Site Plan Review Application Community Impact Study Checklist Planning Division Land Development Issue 17 requirement to "Identify any sensitive soils on site that will require stabilization or alternation in order to support the proposed development."

On June 4, 2022, McDowell & Associates completed two (2) soil borings at the property. The borings were advanced to a depth of forty feet six inches (40'6"). Approximate boring locations are shown on the accompanying Soil Boring Location Plan. Soil descriptions, groundwater observations and the results of field and laboratory tests are shown on the accompanying Logs of Soil Borings.

The borings encountered four inch (4") and five inch (5") thick asphalt pavement, ten inches (10") and three feet two inches (3'2") of fill soils consisting of brown sand and gravel and stiff discolored brown sandy clay, followed by stiff to extremely stiff brown to blue silty clay which were found throughout the remainder of the borings.

Future site development will require the removal of the asphalt pavement prior to new foundation construction. Additional borings will be required prior to completion of a geotechnical report. There was no evidence of sensitive soils on site that would require stabilization or alteration to support the proposed development.

If you have any questions regarding the information contained with this letter, please do not hesitate to call.

Very truly yours,

McDOWELL & ASSOCIATES


Douglas M. McDowell, M.S., P.E.
Vice President

DMM/jb

Mid-Michigan Office

3730 James Savage Road, Midland, MI 48642
Phone: (989) 496-3610 • Fax: (989) 496-3190



McDOWELL & ASSOCIATES
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3730 James Savage Road • Midland, Michigan 48642
Phone: (989) 496-3610 • Fax: (989) 496-3190

JOB NO. 22-64491

SURFACE ELEV. _____ DATE 6-4-22

LOG OF SOIL

BORING NO. 1

PROJECT

Discussion of Soil Conditions
Proposed Auto Dealership Building

LOCATION

Fred Lavery Porsche
34350 Woodward Avenue
Birmingham, Oakland County, Michigan

Sample & Type	Depth	Legend	SOIL DESCRIPTION	Penetration Blows for 6"	Moisture %	Natural Wt. P.C.F.	Dry Den Wt. P.C.F.	Unc. Comp. Strength PSF.	Str. %
			0'5" ASPHALT						
	1		0'10" Moist brown SAND & GRAVEL, aggregate fill						
A	2		Stiff moist brown silty CLAY with sand and pebbles	3					
UL	3			5	14.8	125		6080	
				7			*	(6000)	
	4								
B	5		Very stiff moist brown silty CLAY with sand and pebbles	7					
UL	6			8					
				9					
	7								
C	8			3					
UL	9			8					
				12					
	10		Extremely stiff moist variegated silty CLAY with sand and pebbles	4					
D	11			8	14.1	132		14800	
UL	12			11			*	(9000+)	
	13								
	14								
E	15			3					
UL	16			4	14.7	127		4815	
	17			6			*	(5000)	
	18								
	19		Stiff moist blue silty CLAY with sand and pebbles						
F	20			3					
UL	21			4					
	22			6					
	23								
	24								
G	25			2					
UL				4	15.3	129		3140	
				5			*	(3500)	

TYPE OF SAMPLE
D. - DISTURBED
U.L. - UNDIST. LINER
S.T. - SHELBY TUBE
S.S. - SPLIT SPOON
R.C. - ROCK CORE
() - PENETROMETER

REMARKS: *Calibrated penetrometer

Standard Penetration Test - Driving 2" OD Sampler 1' With
140# Hammer Falling 30": Count Made at 6" Intervals

GROUND WATER OBSERVATIONS

G.W. ENCOUNTERED AT _____ FT. INS.
G.W. ENCOUNTERED AT _____ FT. INS.
G.W. AFTER COMPLETION _____ FT. INS.
G.W. AFTER _____ HRS. _____ FT. INS.
G.W. VOLUMES _____ None



McDOWELL & ASSOCIATES
Geotechnical, Environmental, & Hydrogeologic Services
3730 James Savage Road • Midland, MI 48642
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LOG OF SOIL

BORING NO. 1 (continued)

PROJECT Discussion of Soil Conditions
Proposed Auto Dealership Building

JOB NO. 22-64491

LOCATION Fred Lavery Porsche
34350 Woodward Avenue
Birmingham, Oakland County, Michigan

SURFACE ELEV. _____ DATE 6-4-22

Sample & Type	Depth	Legend	SOIL DESCRIPTION	Penetration Blows for 6"	Moisture %	Natural Wt. P.C.F.	Dry Den Wt. P.C.F.	Unc. Comp. Strength PSF.	Str. %	
	26		Stiff moist blue silty CLAY with sand and pebbles							
	27									
	28									
	29									
H	30					2				
UL	31					4				
	32					5				
	33									
	34									
	35									
I	36		40'6"	2						
UL	37			4						
	38			6						
	39									
	40									
J	41									
UL	42									
	43									
	44									
	45									
	46		Notes: 1) Used automatic hammer. 2) Patched boring upon completion with cold patch asphalt.							
	47									
	48									
	49									
	50									

TYPE OF SAMPLE
D. - DISTURBED
U.L. - UNDIST. LINER
S.T. - SHELBY TUBE
S.S. - SPLIT SPOON
R.C. - ROCK CORE
() - PENETROMETER

REMARKS:

Standard Penetration Test - Driving 2" OD Sampler 1" With
140# Hammer Falling 30": Count Made at 6" Intervals

GROUND WATER OBSERVATIONS

G.W. ENCOUNTERED AT _____ FT. INS.
G.W. ENCOUNTERED AT _____ FT. INS.
G.W. AFTER COMPLETION _____ FT. INS.
G.W. AFTER _____ HRS.
G.W. VOLUMES _____ None



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JOB NO. 22-64491

SURFACE ELEV. DATE 6-4-22

LOG OF SOIL

BORING NO. 2

PROJECT

Discussion of Soil Conditions
Proposed Auto Dealership Building

LOCATION

Fred Lavery Porsche
34350 Woodward Avenue
Birmingham, Oakland County, Michigan

Sample & Type	Depth	Legend	SOIL DESCRIPTION	Penetration Blows for 6"	Moisture %	Natural Wt. P.C.F.	Dry Den Wt. P.C.F.	Unc. Comp. Strength PSF.	Str. %
			0'4" ASPHALT						
	1		1'2" Moist brown SAND & GRAVEL, aggregate fill						
A	2		Stiff moist discolored brown sandy CLAY with pebbles, fill	2					
UL	3			3	20.1	121		1610	
				3			*	(2500)	
	4		3'6"						
B	5		Stiff moist brown silty CLAY with sand and pebbles	2					
UL	6			5	14.0	130		5235	
				6			*	(5000)	
	7		6'0"						
C	8		Very stiff moist variegated silty CLAY with sand and pebbles	4					
UL	9			6					
				8					
D	10		9'6"	4					
UL	11			10	12.6	139		13530	
				16			*	(9000+)	
	12		Extremely stiff moist variegated silty CLAY with sand and pebbles						
	13								
	14		13'0"						
E	15			2					
UL	16		Very stiff moist blue silty CLAY with sand and pebbles	6	13.8	134		5755	
				8			*	(6000)	
	17								
	18								
	19		18'0"						
F	20			2					
UL	21			5	13.5	135		3065	
				6			*	(4500)	
	22		Stiff moist blue silty CLAY with sand and pebbles						
	23								
	24								
G	25			2					
UL				5					
				7					

TYPE OF SAMPLE
D. - DISTURBED
U.L. - UNDIST. LINER
S.T. - SHELBY TUBE
S.S. - SPLIT SPOON
R.C. - ROCK CORE
() - PENETROMETER

REMARKS: *Calibrated penetrometer

Standard Penetration Test - Driving 2" OD Sampler 1' With
140# Hammer Falling 30": Count Made at 6" Intervals

GROUND WATER OBSERVATIONS

G.W. ENCOUNTERED AT
G.W. ENCOUNTERED AT
G.W. AFTER COMPLETION
G.W. AFTER HRS.
G.W. VOLUMES
FT.
INS.
FT.
INS.
FT.
INS.
None



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LOG OF SOIL

BORING NO. 2 (continued)
PROJECT Discussion of Soil Conditions
Proposed Auto Dealership Building
LOCATION Fred Lavery Porsche
34350 Woodward Avenue
Birmingham, Oakland County, Michigan

JOB NO. 22-64491

SURFACE ELEV. _____ DATE 6-4-22

Sample & Type	Depth	Legend	SOIL DESCRIPTION	Penetration Blows for 6"	Moisture %	Natural Wt. P.C.F.	Dry Den Wt. P.C.F.	Unc. Comp. Strength PSF.	Str. %	
	26									
	27									
	28									
	29									
H	30					3				
UL	31					6	14.9	135		2715
	32					7			*	(5500)
	33									
	34									
	35									
I	36		Stiff moist blue silty CLAY with sand and pebbles	3						
UL	37			5						
	38			6						
	39									
J	40					2				
UL	41					4	14.9	134		2835
	42					5			*	(3500)
	43									
	44									
	45									
	46		Notes: 1) Used automatic hammer. 2) Patched boring upon completion with cold patch asphalt.							
	47									
	48									
	49									
	50									

TYPE OF SAMPLE
D. - DISTURBED
U.L. - UNDIST. LINER
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() - PENETROMETER

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140# Hammer Falling 30": Count Made at 6" Intervals

GROUND WATER OBSERVATIONS

G.W. ENCOUNTERED AT	FT.	INS.
G.W. ENCOUNTERED AT	FT.	INS.
G.W. AFTER COMPLETION	FT.	INS.
G.W. AFTER HRS.		
G.W. VOLUMES	None	

Section 4.8

Air Quality Report

Luckenbach|Ziegelman|Gardner Architects PLLC



MICHIGAN DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY

AIR QUALITY ANNUAL REPORT

2020



Michigan Department of Environment, Great Lakes, and Energy
Michigan.gov/EGLE | 800-662-9278

Air Quality Annual Report

2020

EXECUTIVE SUMMARY

This report gives an overview of the air quality for 2020. Current data for Michigan can be found on MIAIR (degmair.org) and Air Quality alerts can be delivered directly to email by signing up for the Michigan EnviroFlash program (<http://miair.enviroflash.info/>). Data in this report are collected by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) for six criteria pollutants considered harmful to public health and the environment.

The six pollutants monitored by EGLE, Air Quality Division (AQD) are:

1. Carbon monoxide (CO)
2. Lead (Pb)
3. Nitrogen dioxide (NO₂)
4. Ozone (O₃)
5. Particulate matter smaller than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}, respectively)
6. Sulfur dioxide (SO₂)

EGLE has established a network of more than 40 monitoring sites throughout the state that monitor for one or more of the criteria pollutants (Figure 1.1 and Table 1.2).

Congress passed the CAA in 1970; however, Michigan has had a long-standing history of environmental awareness well before the Act was established. In 1887, Detroit was the first city in Michigan to adopt an air quality ordinance, which declared that the dense smoke from burning coal was a public nuisance.

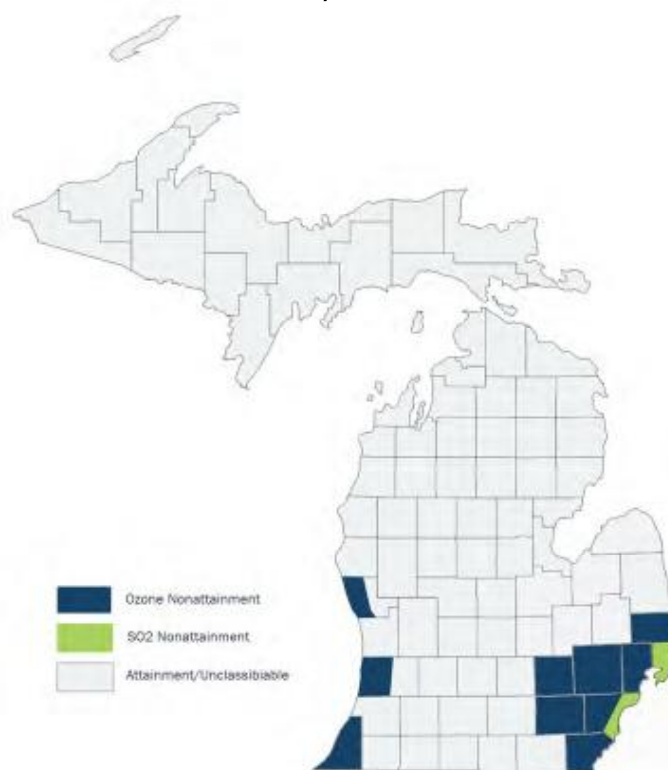
The USEPA reviews the criteria pollutant standards every five years. Over time, based upon health data, the standards have been tightened to better protect public health (see Appendix C). Areas that meet the NAAQS are considered in “attainment.” Locations where air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” The tightening standards are why some areas in the state may be designated to nonattainment from attainment even though monitoring shows that air quality continues to improve.

Since EGLE began monitoring in the early 1970s, criteria pollutant levels have continually decreased (see Chap. 2-7). The air is much cleaner today than when the CAA began. The entire state of Michigan is in attainment for CO, Pb, NO₂, and particulate matter. Although portions of the state are in nonattainment for SO₂ and O₃, as illustrated in the figure, levels of these pollutants are still decreasing. The NAAQS levels have also decreased recently, which prompted these nonattainment areas. EGLE is currently working on State Implementation Plans (SIPs) to reduce pollutants further and bring the entire state into attainment for SO₂ and ozone.

Several changes to the monitoring network occurred during 2020.

- The TSPs were shut down at Allen Park and Grand Rapids since they were no longer required for NCore sites (Chap. 7).
- Several changes were made to the PM_{2.5} network, exchanging Federal Reference Method (FRM) manual filter-based monitors and/or non-regulatory continuous monitors for continuous, federal equivalent method (FEM) monitors due to funding changes. Sites that were affected were Eliza Howell-Near Road (Eliza Howell-NR), Bay City, Holland, Kalamazoo, Lansing, Port Huron, and New Haven. Several of these changes occurred at the end of 2020 and data will not be available until the 2021 report (Chap. 7).
- PM_{2.5}, PM₁₀ and PM coarse measurements at Allen Park, Grand Rapids, and Jenison were switched to T640X instruments that accomplish the same measurements with one instrument.
- The Livonia-Near Road (Livonia-NR) monitor is in the process of moving since site access was lost in July 2019.
- The NO_x monitor at Detroit-E 7 Mile was switched to an NO_y and a NO_x monitor was added to Jenison.
- Sampling continues for the Gordie Howe International Bridge (GHIB) project special study.
- The Detroit-W. Fort St. site name is being changed to Detroit-Southwest (Detroit-SW).

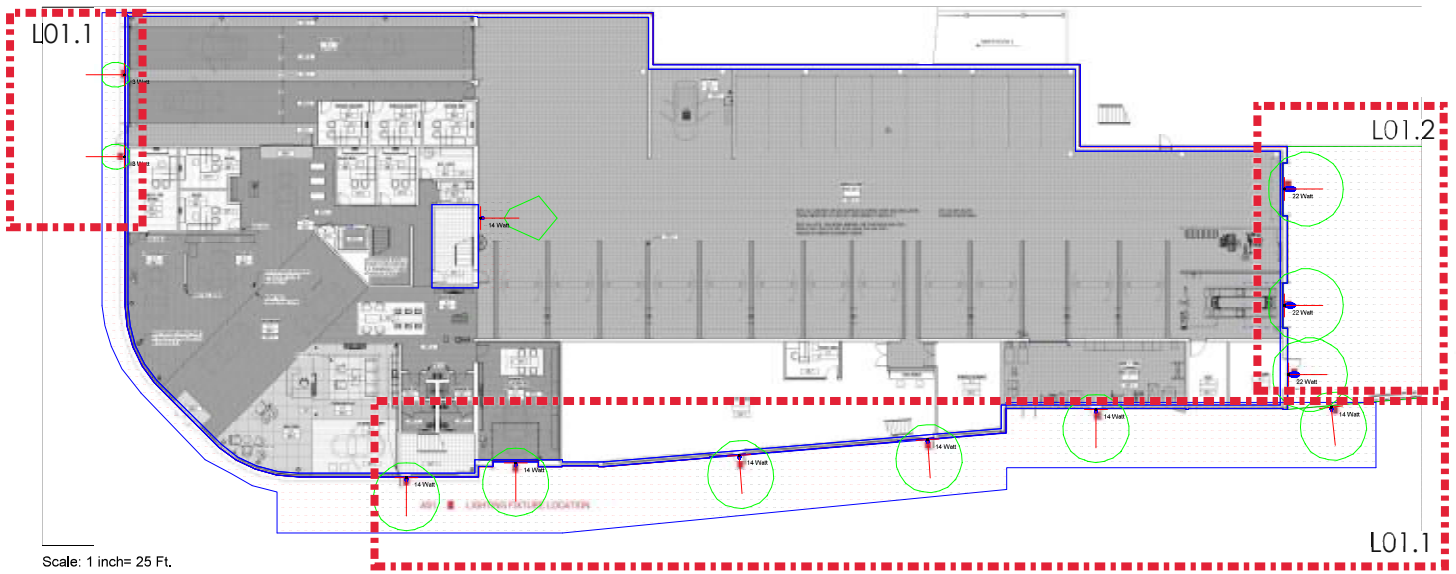
Attainment Status for the National Ambient Air Quality Standards



Section 4.9

Site Lighting Photometrics

Luckenbach|Ziegelman|Gardner Architects PLLC

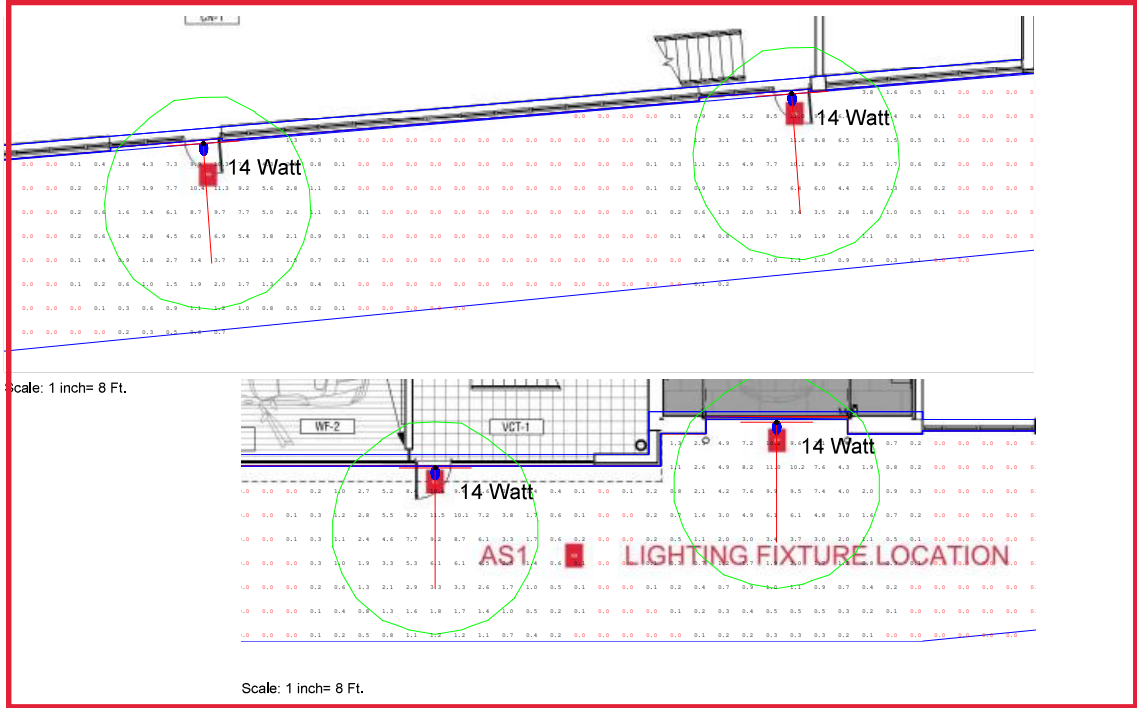
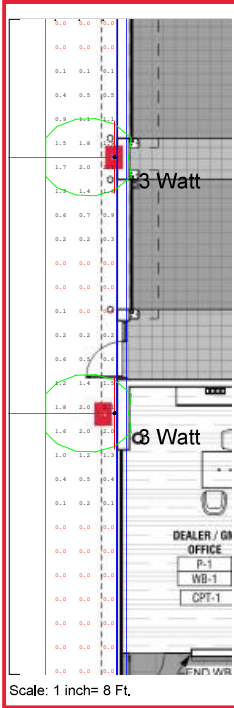


LIGHTING FIXTURE SCHEDULE				
SYMBOL	TYPE	QTY	WATTS	LUMENS
○	22 Watt	3	26	2023
○	14 Watt	7	17	1217
○	3 Watt	2	5	145

CALCULATION SUMMARY					
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN
Garage Area_Floor	Fc	1,72	42,6	0,0	N.A.
Sidewalk_Planar	Fc	1,09	11,6	0,0	N.A.
Upper Garage Entry	Fc	4,71	34,9	0,0	N.A.

NOTES:

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



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

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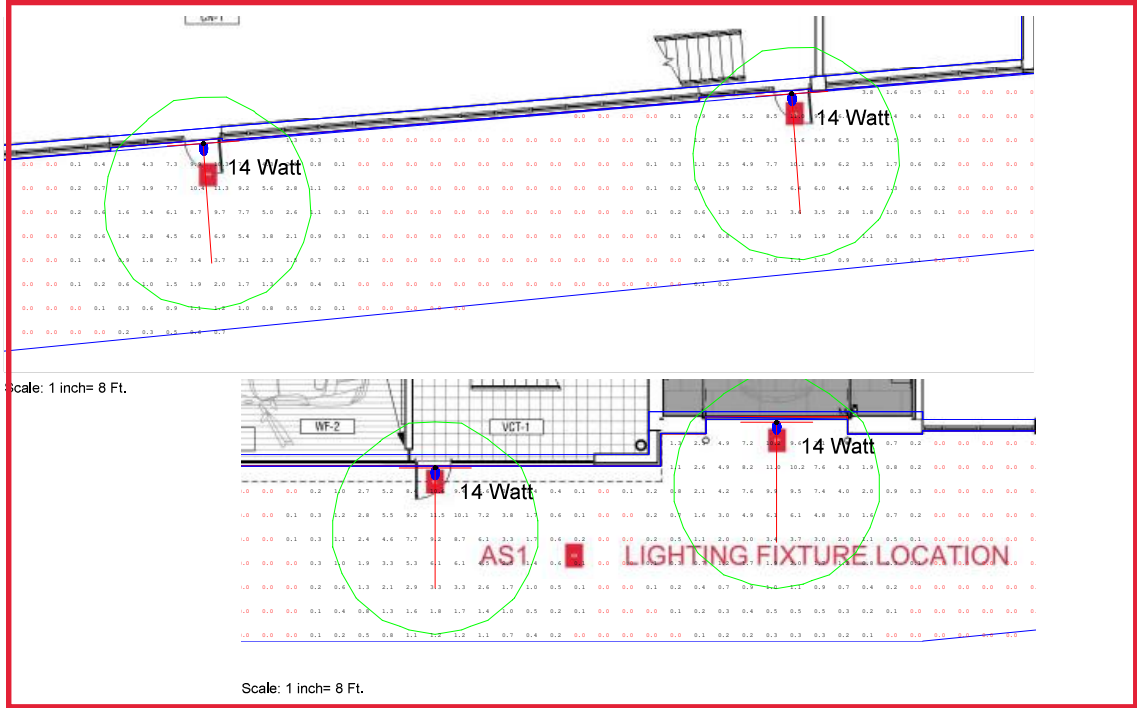
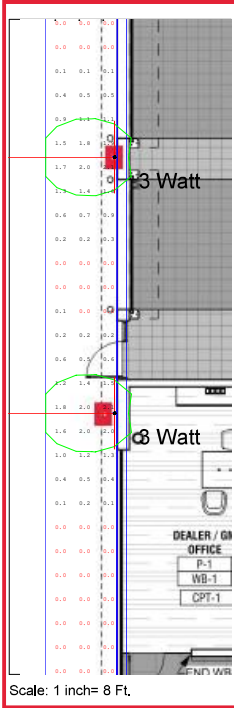
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3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.

Section 4.9

Site Lighting Photometrics

Luckenbach|Ziegelman|Gardner Architects PLLC

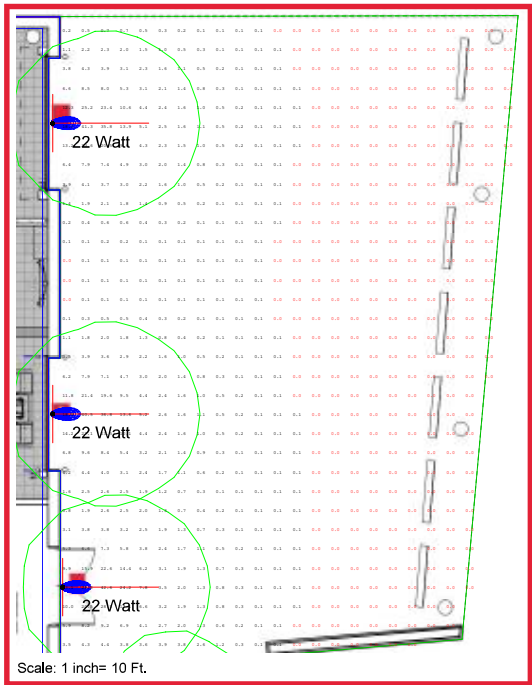


LIGHTING FIXTURE SCHEDULE					
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⊙	22 Watt	3	26	2023	
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⊙	3 Watt	2	5	145	

CALCULATION SUMMARY					
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN
Garage Area_Floor	Fc	1,72	42,6	0,0	N.A.
Sidewalk_Planar	Fc	1,09	11,6	0,0	N.A.
Upper Garage Entry	Fc	4,71	34,9	0,0	N.A.

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

Application

This LED wall luminaire has a directed light distribution designed for general illumination of pathways and building entrances from various mounting heights.

Materials

Luminaire housing constructed of die-cast marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy
 Clear safety glass
 Reflector made of pure anodized aluminum
 Silicone applied robotically to casting, plasma treated for increased adhesion
 High temperature silicone gasket
 Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
 Protection class IP 64
 Weight: 1.0 lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-20° C
LED module wattage	3.2 W
System wattage	5 W
Controllability	Non-dimming
Color rendering index	Ra > 80
Luminaire lumens	145 lumens (3000K)
LED service life (L70)	60,000 hours

LED color temperature

- ☐ 4000K - Product number + **K4 (EXPRESS)**
- ☐ 3500K - Product number + **K35**
- ☐ 3000K - Product number + **K3 (EXPRESS)**
- ☐ 2700K - Product number + **K27**
- ☐ Amber - Product number + **AMB**

Wildlife friendly amber LED - Optional

Luminaire is optionally available with a narrow bandwidth, amber LED source (585-600nm) approved by the FWC. This light output is suggested for use within close proximity to sea turtle nesting and hatching habitats. Electrical and control information may vary from standard luminaire.

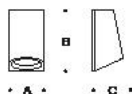
LED module wattage	2.1 W (Amber)
System wattage	2.9 W (Amber)
Luminaire lumens	81 lumens (Amber)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

**LED wall luminaire - directed light**

	LED	A	B	C
33 539 ADA	3.2 W	3	5 1/8	3 1/4

Application

LED wall luminaires with directed light distribution designed for general illumination of pathways and building entrances from various mounting heights.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 64
Weight: 2.2lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-40° C
LED module wattage	14.0 W
System wattage	17.0 W
Controllability	0-10V, TRIAC, and ELV dimmable
Color rendering index	Ra > 80
Luminaire lumens	1,216 lumens (3000K)
Lifetime at Ta = 15° C	320,000 h (L70)
Lifetime at Ta = 40° C	200,000 h (L70)

LED color temperature

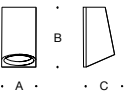
- ☐ 4000K - Product number + **K4**
- ☐ 3500K - Product number + **K35**
- ☐ 3000K - Product number + **K3**
- ☐ 2700K - Product number + **K27**
- ☐ 2200K - Product number + **K2**

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Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

- | | | | |
|------------------|--------------------------------------|------------------------------------|----------------------------|
| Available colors | ☐ Black (BLK) | ☐ White (WHT) | ☐ RAL: |
| | ☐ Bronze (BRZ) | ☐ Silver (SLV) | ☐ CUS: |



LED wall luminaire · directed light				
	LED	A	B	C
24 502	14,0 W	4 3⁄8	7 1⁄2	4 5⁄8

Type:
BEGA Product:
Project:
Modified:



Application

LED wall luminaires with directed light distribution designed for general illumination of pathways and building entrances from various mounting heights.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
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Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 64
Weight: 3.5 lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-40° C
LED module wattage	14.0 W
System wattage	17.0 W
Controllability	0-10V, TRIAC, and ELV dimmable
Color rendering index	Ra > 80
Luminaire lumens	2,021 lumens (3000K)
Lifetime at Ta = 15° C	290,000 h (L70)
Lifetime at Ta = 30° C	220,000 h (L70)

LED color temperature

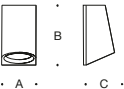
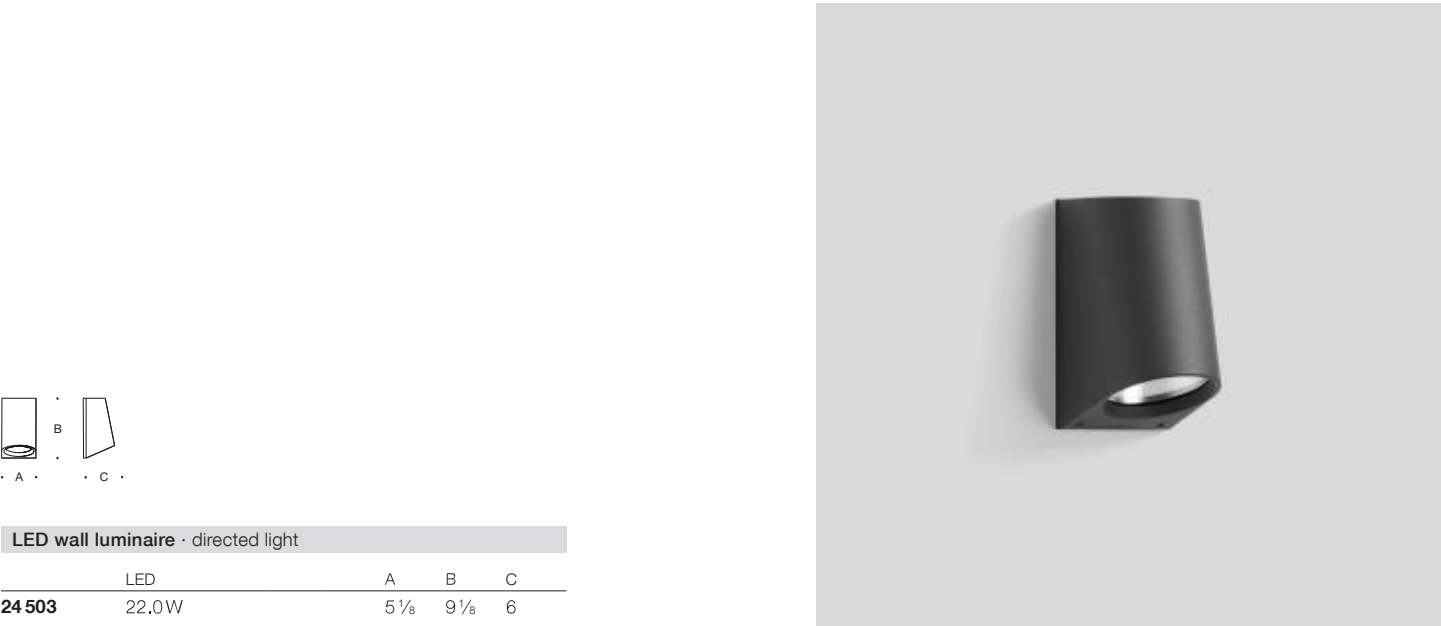
- ☐ 4000K - Product number + **K4**
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- ☐ 2700K - Product number + **K27**

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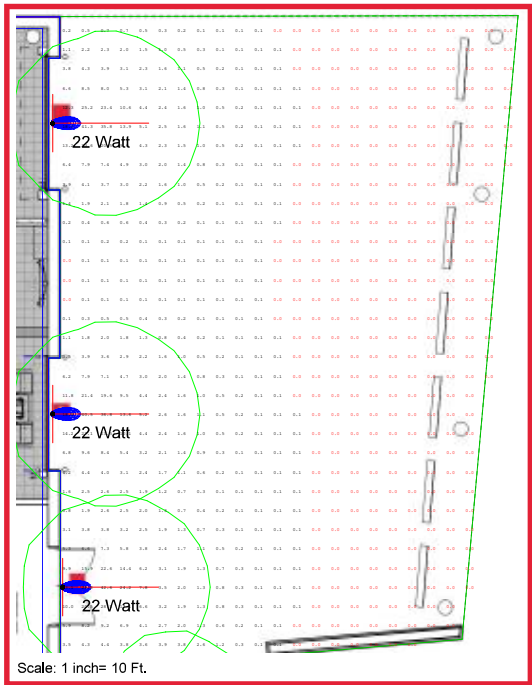
Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

- Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
 ☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS :



LED wall luminaire · directed light				
	LED	A	B	C
24 503	22.0 W	5 1/8	9 1/8	6



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

CALCULATION SUMMARY					
LABEL	UNITS	AVG	MAX	MIN	MAX/MIN
Garage Area_Floor	Fc	1,72	42,6	0,0	N.A.
Sidewalk_Planar	Fc	1,09	11,6	0,0	N.A.
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3. LUMINAIRES SHOWN ARE BASIS OF DESIGN.

date

REVISION
X

5145 Luvemos, Suite 100
Troy, Michigan 48065-0275
www.PBAAssociates.com
PBA Project #



PROJECT TITLE
LAVERY PORSCHE EXTERIOR LIGHTING

SHEET TITLE
EXTERIOR LIGHTING CALCULATIONS

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

L01.2
A1072

Application

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Materials

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 High temperature silicone gasket
 Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
 Protection class IP 64
 Weight: 1.0 lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-20° C
LED module wattage	3.2 W
System wattage	5 W
Controllability	Non-dimming
Color rendering index	Ra > 80
Luminaire lumens	145 lumens (3000K)
LED service life (L70)	60,000 hours

LED color temperature

- ☐ 4000K - Product number + **K4 (EXPRESS)**
- ☐ 3500K - Product number + **K35**
- ☐ 3000K - Product number + **K3 (EXPRESS)**
- ☐ 2700K - Product number + **K27**
- ☐ Amber - Product number + **AMB**

Wildlife friendly amber LED - Optional

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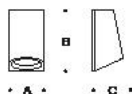
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System wattage	2.9 W (Amber)
Luminaire lumens	81 lumens (Amber)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

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Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
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**LED wall luminaire · directed light**

	LED	A	B	C
33 539 ADA	3.2 W	3	5 1/8	3 1/4



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High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 64
Weight: 2.2lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-40° C
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Color rendering index	Ra > 80
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LED color temperature

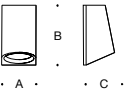
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- | | | | |
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LED wall luminaire · directed light				
	LED	A	B	C
24 502	14,0 W	4 3⁄8	7 1⁄2	4 5⁄8

Type:
BEGA Product:
Project:
Modified:



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LED color temperature

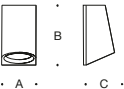
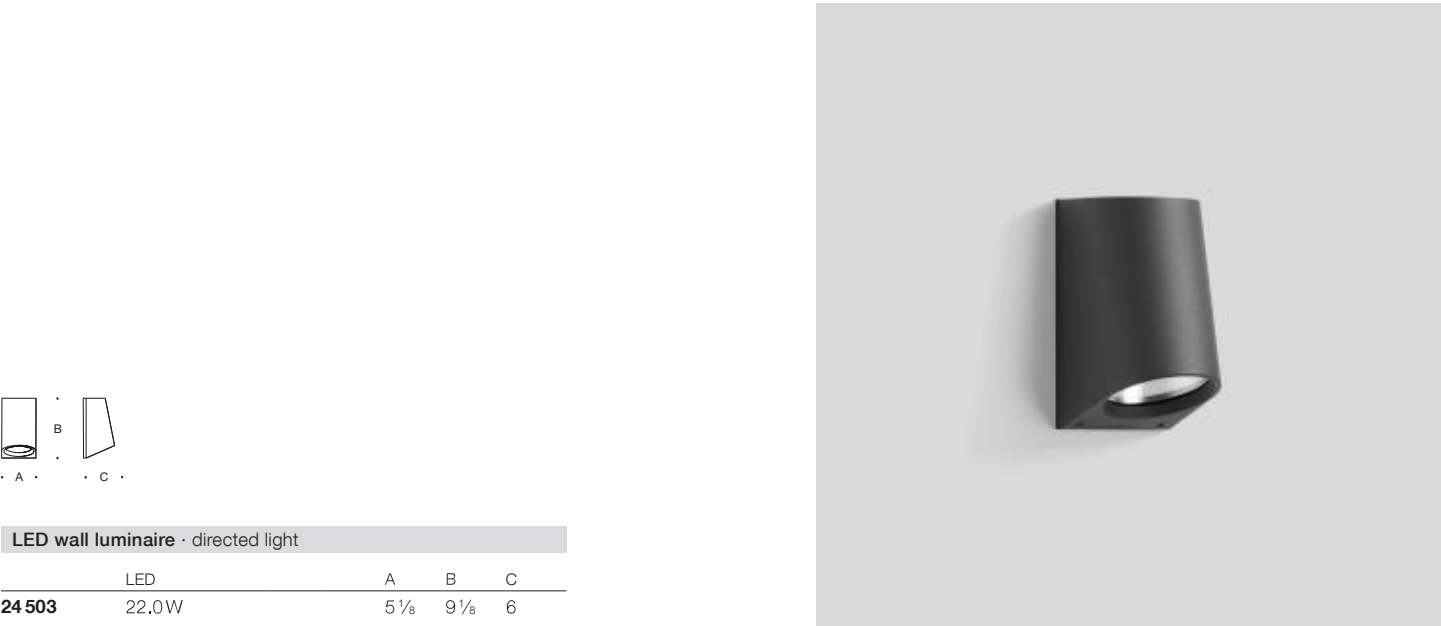
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- ☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:



LED wall luminaire · directed light				
	LED	A	B	C
24 503	22.0 W	5 1/8	9 1/8	6

Section 4.10

Mechanical Equipment Specifications

Luckenbach|Ziegelman|Gardner Architects PLLC



2023 Standard Efficiency Gas/Electric Direct-Drive Packaged Rooftop Unit 5- Ton DFG Light Commercial

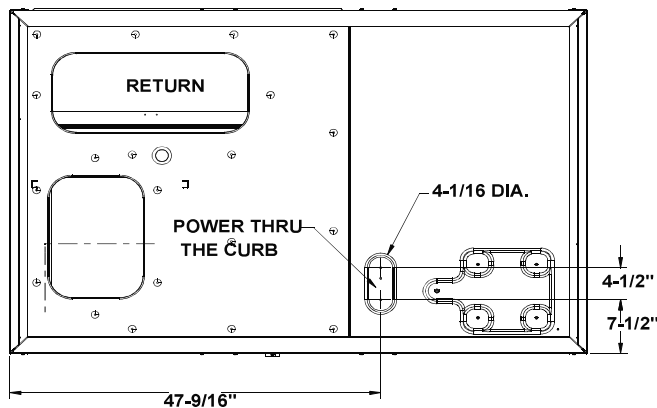
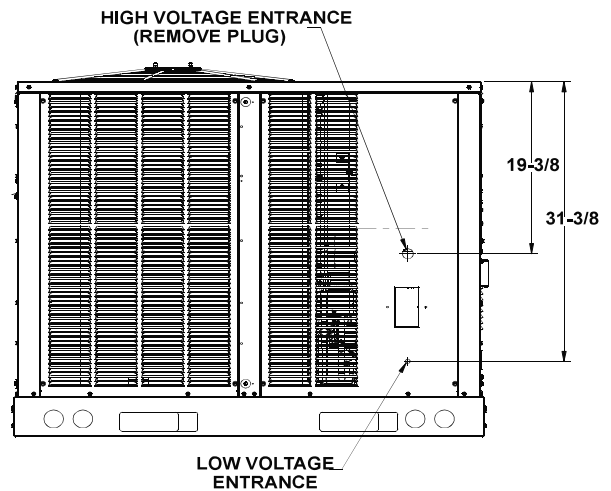
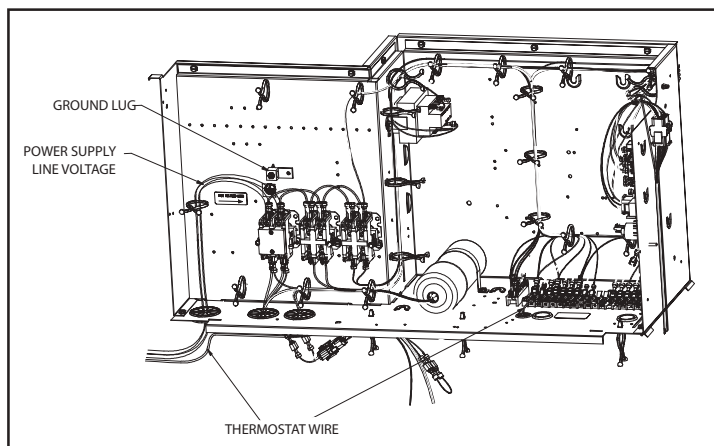
13.4 SEER2/11.0 EER2

14 SEER/11.5 EER



*Complete warranty details available from your local distributor or manufacturer's representative
or at www.daikincomfort.com or www.daikinac.com

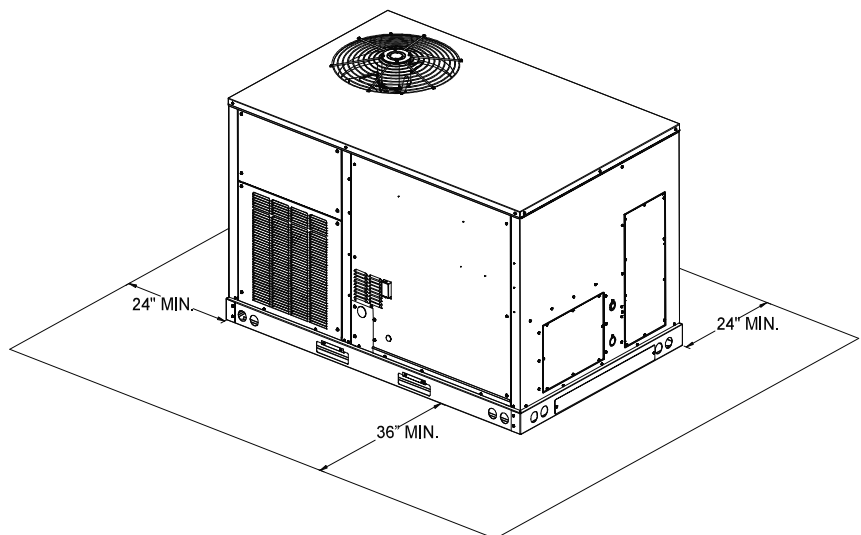




Unit Clearances

Service Clearance

Allow for recommended service clearances as shown in figure to the right. In situations that have multiple units, a 36" minimum clearance is required between the condenser coils. A clearance of 48" is recommended on all sides of the unit to allow service access and to ensure proper ventilation and condenser airflow. The top of the unit should be unobstructed. Provide a roof walkway along the sides of the unit for service and access to controls and components. Contact your Daikin sales representative for service requirements less than those recommended.





MEMORANDUM

Planning Division

DATE: October 26, 2022

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

SUBJECT: Outdoor Dining Ordinance – Study Session #13

On December 7, 2020 ([Agenda](#) – [Minutes](#)), the City Commission discussed amending the Zoning Ordinance to consider allowing the enclosure of outdoor dining areas during the winter months. The City Commission asked the Planning Board to consider this issue, and any regulations they may recommend should outdoor dining enclosures be permitted.

On June 21, 2021 ([Agenda](#) – [Minutes](#)), the City Commission and Planning Board met at a joint meeting to further discuss outdoor dining, and to get a clear direction as to what elements of outdoor dining should be addressed. In general, the City Commission and Planning Board discussed several topics spanning from enclosures to private vs. public space, but ultimately asked the Planning Board to take a comprehensive look at the entire outdoor dining ordinance.

On June 23, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board discussed outdoor dining in further detail based on the joint meeting two days prior. The Planning Board settled on a list of goals that they would like to focus on in the ordinance review process, which includes the following:

- Incentivize outdoor off-season dining;
- Review the placement of decks and enclosures;
- Ensure that additional outdoor off-season dining does not become an extension of the indoor space;
- Solicit feedback from restaurateurs of all types in the City;
- Seek possible ideas from local, national and international examples;
- Review the current ordinance for issues;
- Review tickets that were given out to temporary outdoor dining operations;
- Review photos of the variety of temporary outdoor dining structures that were used around the City;

- Explore options for maintaining permanent aspects of outdoor dining structures even if the parts of the structures come down in different seasons;
- Discuss potential differences in policy for outdoor dining on public versus private property;
- Solicit feedback from Public Services and the BSD;
- Review agreements from temporary outdoor dining to see if any of the temporary policies might be worth integrating;
- Consider aspects like sidewalk widths and snow clearing in writing the policy;
- Maintain the current seating allowances for differently-sized establishments and maintain the differences for establishments holding different kinds of licenses for alcoholic beverage service; and,
- Recommend a permanent solution so that restaurateurs do not have to continue to adapt to changing policies.

Study Session #1 Summary

On July 14, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board reviewed a high-level report on outdoor dining to guide future discussion. The topics included observations as to what constitutes “good” outdoor dining with national and local examples, as well as a local ordinance review for outdoor dining. The Planning Board discussed next steps and emphasized the need to (1) hear from different City Departments (code issues, retail neighbor conflicts, streetscape), (2) review available codes and ordinances from other areas of the country (enclosures, public vs. private, year-round), and (3) analyze information from national downtown associations or other related organizations (trends, social districts, success stories).

Study Session #2 Summary

On August 11, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board reviewed another high-level report in which the Planning Division presented various departmental comments on outdoor dining, a national outdoor dining ordinance review, conversations with local cities, and a study of national organization input and trends. The Planning Division also provided some public feedback from Engage Birmingham, which surveyed the public for their opinion of the COVID-19 temporary outdoor dining expansions, which were overwhelmingly positive. Moving forward, the Planning Board expressed interest in getting into more detail on seasonal/year round dining and its effect on street activation, public versus public space, the potential for regulating different restaurants/licenses differently, and defining and establishing a purpose of outdoor dining in the City.

Study Session #3 Summary

On September 9, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board discussed a report which contained comments from the Advisory Parking Committee, common issues with outdoor dining patios, information on the temporary COVID-19 patios, and also discussed the purpose of outdoor dining. In addition, the Planning Board was able to review an example of how the outdoor dining ordinance could look based on comments up to that point. Ultimately, the conversation started to get more granular with specific ordinance-related ideas ranging from an official stance on

enclosures to material guidelines to patio placement. There were several other requests for information including a review of Michigan Liquor Control Commission guidelines for outdoor dining, a review of the concept of windbreak versus wall, and the possibility of regulating outdoor dining by zones.

Study Session #4 Summary

On September 23, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board discussed the MLCC rules for outdoor dining patios, the concept of a windbreak and whether or not they should be permitted, and also explored the different zoning districts in which outdoor dining is permitted. These topics led to more conversation about how overhead weather protection will interact with said overhead coverings, and what typed of overhead protection the Planning Board should permit. The Planning Board expressed an interest in taking a deeper dive into overhead weather protection and reviewing different options.

Study Session #5 Summary

On October 27, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board focused much their conversation on overhead weather protection and which types may be considered within the new ordinance language, and what different issues might arise with the different styles. In addition, the Birmingham Fire Chief Paul Wells gave a brief overview of the fire code as it relates to overhead weather protection, and offered some guidance to the Planning Board regarding fire suppression and other aspects of outdoor dining. In addition to overhead weather protection, the Planning Board provided some clear direction on the subjects of windbreaks, year-round dining, and the role of outdoor dining decks.

Study Session #6 Summary

On December 8, 2021 ([Agenda](#) – [Minutes](#)), the Planning Board reviewed comments regarding outdoor dining from the Birmingham Shopping District (BSD). In addition to the BSD comments, the Planning Board also reviewed some updated comments from the Fire Department based on their additional research into the Fire Code. To round out the meeting, the Planning Board outlined several items that they feel need further discussion/decision moving forward:

- Whether establishments with liquor licenses and establishments without liquor licenses should be handled differently;
- Whether there should be on-season and off-season dates for outdoor dining, and what should happen to furniture and other equipment on public property if there are different 'seasons';
- Whether establishments should be permitted outdoor dining on both a sidewalk and a deck if requested, and if not, what the City wants to incentivize instead;
- What types of coverings and equipment should be allowed, and how specific the standards should be in terms of material, location, and other considerations;
- Whether outdoor dining should be permitted to extend beyond the storefront of an establishment, and if so, what the limitations should be;

- Whether outdoor dining decks should be limited to a certain number per block; and,
- Whether outdoor dining in public space and outdoor dining in private space should be regulated differently.

Study Session #7 Summary

On January 12, 2022 ([Agenda](#) – [Minutes](#)), the Planning Board discussed the several questions posed in the previous study session and came to a conclusion on most of them. In general, the Planning Board decided on a short extension to the regular outdoor dining season, treating all outdoor dining establishments alike, enhanced material and appearance standards, and allowing expansion of patios with neighbor consent. During this study session, the Planning Board also reviewed seating data for the different outdoor dining establishments, and was provided a map of all outdoor dining in the City, which is heavily concentrated downtown. Ultimately, the Planning Board asked Staff to take their comments and work them into a new revised set of ordinance amendments to review on February 9, 2022.

Study Session #8 Summary

On February 9, 2022 ([Agenda](#) – [Minutes](#)), the Planning Board worked on fine-tuning a set of ordinance amendments to try to finalize a few of their discussion points, and make sure the intent of the original direction of the City Commission was met. The Planning Board made several revision requests that were aimed at clarifying different aspects of the proposed ordinance, but especially relating to the barriers and enclosure regulations. In addition, the Planning Board made some requests to review various site plans from approved outdoor dining patios in the City to help guide the final discussions on the placement of patios, and other design limitations.

Study Session #9 Summary

On March 9, 2022 ([Agenda](#) – [Minutes](#)), the Planning Board took another long look at the proposed ordinance language and offered several minor changes to the text in an attempt to offer further clarity and consistency throughout the ordinance. In addition, the Planning Board discussed the remaining issues that were in need of direction. In short, the Planning Board decided that they did not wish to restrict outdoor dining patios to one contiguous patio, but did express interest in restricting platform dining to the street with no impingement on the furniture zone. Additionally, the majority of the Planning Board did not feel as though fixed awnings were appropriate over outdoor dining platforms, and sought additional language to restrict overhead weather protection to umbrellas on platforms. Finally, the Planning Board did not feel as though the numbers of platforms per block should be restricted.

Public Hearing #1 Summary

On March 9, 2022, the Planning Board moved to set a public hearing date of April 13, 2022 for a final review and recommendation to be forwarded to the City Commission. Due to a noticing issue, the Planning Board reset the public hearing to May 11, 2022 ([Agenda](#) – [Minutes](#)). At the public hearing, the Planning Division provided finalized ordinance language based on Planning Board comments, but also re-circulated the language to each department, as well as the City

Attorney to ensure that the language addressed their concerns, and would provide consistent and enforceable regulation. Ultimately, a motion to recommend approval to the City Commission failed 3-4. The driving factors behind the failed vote were concerns over the impact of the amended ordinance language on existing establishments, and some lingering design questions

Joint Meeting Summary

On June 20, 2022 ([Agenda](#) – [Minutes](#)), the Planning Board and City Commission held a joint meeting to discuss a few remaining policy considerations related to the overall outdoor dining study, as well as give the Commission a progress report. Three main questions were posed to the group:

1. Does the Commission wish to engage in any additional public input on the outdoor dining ordinance?
2. Does the Commission wish to consider a cap on the number of outdoor dining platforms permitted in the public rights-of-way by block, by area, or overall?
3. Should the Planning Board require additional documents and plans regarding the integration of valet operations and outdoor dining?

During the meeting, there was consensus that the City should use its constant contact email service to help inform the public of the upcoming outdoor dining study session. In addition, the group was in agreement that a non-conformity or sunset provision would be appropriate based on the nature of some of the larger changes proposed. Finally, it was unanimously accepted that a valet operations plan be included wherever outdoor dining facilities and valet operations coexist.

Study Session #10 Summary

On July 13, 2022 ([Agenda](#) – [Minutes](#)), the Planning Board discussed at length the final major design considerations that were unresolved, which included outdoor dining facilities in the furnishing zone, overhead weather protection, and windbreaks.

Study Session #11 Summary

On August 10, 2022 ([Agenda](#) – [Minutes](#)), the Planning reviewed revised ordinance language to reflect an adjustment to outdoor dining facility placement, the allowance of canopies and awnings on platforms, and other minor improvements.

Study Session #12 Summary

On September 14, 2022 ([Agenda](#) – [Minutes](#)), the Planning Division provided the minor revisions requested from the Planning Board from the previous meeting. The Planning Board discussed each section and provided staff with comments and requests for minor changes. At that time, the Planning Board indicated that the nonconforming section of the ordinance is the final hurdle, and provided commentary on what type of language best suited the outdoor dining ordinance based on the number of outdoor dining facilities and the time horizon for changes.

Study Session #13

At this time, the Planning Division has provided all of the requested changes and has worked with the City Attorney to provide language for nonconforming outdoor dining facilities that may be applied evenly and fairly across all types of establishments. In addition, the City Attorney also reviewed the text as a whole and recommended several minor changes that are included in the attached language.

Sample Motion Language:

Motion to set a public hearing date of December 14, 2022 to consider amendments to Article 4, Section 4.44, Article 3, Section 3.04, Article 3, Section 3.16, and Article 9, Section 9.02 to provide more clear and enforceable outdoor dining ordinances.

CITY OF BIRMINGHAM

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 4, SECTION 4.44, OUTDOOR DINING STANDARDS, TO SUPPORT PUBLIC HEALTH, ACTIVATE PUBLIC SPACE, FOSTER ECONOMIC DEVELOPMENT, SAFEGUARD THE USE OF PUBLIC PROPERTY, AND PROVIDE FLEXIBILITY FOR CURRENT TRENDS AND FUTURE DEMANDS FOR OUTDOOR DINING.

Article 4, Section 4.44 – Outdoor Dining Standards

This Outdoor Dining Standards section applies to the following districts:

B1 B2 B2B B2C B3 B4 MX 01 02 TZ3

The following outdoor dining standards apply:

~~A. Outdoor Dining: Outdoor dining is permitted immediately next to the principal use, subject to Site Plan Review, and the following conditions:~~

- ~~1. Outdoor dining areas shall provide and service refuse containers within the outdoor dining area and maintain the area in good order.~~
- ~~2. All outdoor activity must cease at the close of business or as noted in subsection 3 below.~~
- ~~3. When an outdoor dining area is immediately adjacent to any single family or multiple family residential district, all outdoor activity must cease at the close of business or 10:00 p.m., whichever is earlier.~~
- ~~4. Outdoor dining may be permitted on the sidewalk throughout the year with a valid Outdoor Dining License.~~
- ~~5. All tables and chairs provided in the outdoor dining area shall be constructed primarily of metal, wood, or material of comparable quality.~~
- ~~6. Table umbrellas shall be considered under Site Plan Review and shall not impede sight lines into a retail establishment, pedestrian flow in the outdoor dining area, or pedestrian or vehicular traffic flow outside the outdoor dining area.~~
- ~~7. For outdoor dining located in the public right-of-way:~~

- ~~a. All such uses shall be subject to a license from the city, upon forms provided by the Community Development Department, contingent on compliance with all city codes, including any conditions required by the Planning Board in conjunction with Site Plan approval.~~
- ~~b. In order to safeguard the flow of pedestrians on the public sidewalk, such uses shall maintain an unobstructed sidewalk width as required by the Planning Board, but in no case less than 5 feet.~~
- ~~c. Outdoor dining is permitted to extend in the right-of-way in front of neighboring properties, with the written permission of the property owner(s) and with Planning Board approval, if such property is vacant or the first floor storefront(s) is/are vacant. Outdoor dining areas may extend up to 50% of the width of the neighboring lot(s) storefront(s), or up to 50% of the lot(s) frontage, if such lot is vacant.~~
- ~~d. City Commission approval is also required for outdoor dining extensions onto neighboring property if the establishment making such a request holds a bistro license.~~
- ~~e. An elevated, ADA compliant platform may be erected on the street in front of an eating establishment to create an outdoor dining area only if the Engineering Department determines there is sufficient space available for this purpose given parking and traffic conditions.~~
- ~~f. No such facility shall erect or install permanent fixtures in the public right-of-way.~~

~~8. Outdoor dining is permitted in a B1 District at a rate of 4 seats for every 12 linear feet of store frontage, with no more than 12 seats total per building; no elevated enclosed platforms on the street are permitted in a B1 District.~~

The following outdoor dining standards apply:

- A. Purpose and Intent: The purpose of this section is to provide harmonious outdoor dining design in order to support public health, activate public space, foster economic development, safeguard the use of public property, and provide flexibility for current trends and future demands for outdoor dining.
- B. Outdoor Dining – General: Outdoor dining is permitted immediately adjacent to and abutting the principal use, subject to review by the Planning Board, or by the Planning Division at the discretion of the Planning Board, and the conditions below. For the purposes of this section, outdoor dining facility shall mean patios and/or platforms.
 - 1. All outdoor activity including cleaning, maintenance and closing procedures must cease at the close of business or as noted in subsection 2.

2. When an outdoor dining facility is immediately adjacent to and abutting any single-family or multiple-family zoned residential district, all outdoor activity must cease at the close of business or 10:00 p.m., whichever is earlier.
3. Reviews of outdoor dining facilities shall include, but are not limited to, the following elements: tables, chairs, umbrellas, portable heating elements, barriers, service stations, landscaping/plantings, awnings, canopies, lighting, host/hostess stands, entertainment, valet operations, and any other adjacent neighboring outdoor dining facilities.
4. Outdoor dining facilities may be permitted to extend in front of neighboring properties or tenant spaces with the written permission of the property owners(s) affected and with Planning Board approval. Written permission must be renewed annually and submitted with the Outdoor Dining Permit application(s) for each outdoor dining facility affected.
5. Outdoor dining facilities may be permitted on public property only with a valid annual Outdoor Dining License, provided that the following conditions are met:
 - i. Approval of an Outdoor Dining License shall be contingent upon compliance with all current city codes and ordinances, including any conditions required by the City or the Planning Board in conjunction with Site Plan approval.
 - ii. Operators of outdoor dining facilities shall be responsible for snow and ice removal, and shall remove snow and ice in a manner consistent with the regulations of the Department of Public Services.
 - iii. All outdoor dining facility elements such as railings, planters, tables, chairs, heaters, umbrellas, and the like must be stored indoors each night between January 1 and March 31 to allow for complete snow and ice removal.
 - iv. Outdoor dining patios located in an alley or passage that has vehicular traffic are only permitted April 1 through December 31.
 - v. An ADA compliant platform may be erected in the on-street parking space(s) immediately in front of a food or drink establishment to create an outdoor dining facility from April 1 through December 31, subject to an additional review by the Advisory Parking Committee.
6. All outdoor facilities shall be designed to meet the requirements of this section, as well as all applicable building and fire codes.

C. Outdoor Dining – Design: All outdoor dining facilities are subject to the following design standards:

1. All outdoor dining elements, fixtures and furnishings must be constructed of high quality and durable materials that are compatible with the establishment and the environment in which the outdoor dining facility is located.

2. Outdoor dining facilities shall provide and service refuse containers within the outdoor dining facility and maintain the area in good order. Public trash receptacles are not permitted to be utilized by outdoor dining facilities.
3. Outdoor dining facilities shall not contain enclosures as defined in Article 9, Section 9.02 of the Zoning Ordinance.
4. In order to safeguard the flow of pedestrians on the public sidewalk, such uses shall maintain an unobstructed sidewalk width as required by the Planning Board, but in no case less than 5 ft.
5. Placement of outdoor dining patios shall be limited to either the area immediately adjacent to the building in which an establishment resides, or in the furnishing zone, but not both. Limited exceptions to the placement of outdoor dining patios as noted in this subsection may be made by the Planning Board where the streetscape conditions demonstrate sufficient space to permit adequate pedestrian passage, and as permitted in Article 4, Section 4.44(B)(4).
6. Outdoor dining platforms within the adjacent street or parking space(s) shall be designed to be flush with the curb, and may not extend beyond the curb into the furnishing zone except to accommodate accessibility requirements.
7. No such establishment shall erect or install permanent fixtures in the public right-of-way.
8. Overhead weather protection such as umbrellas, awnings or canopies are subject to the following conditions:
 - i. Overhead weather protection shall not impede sight lines into a retail establishment, obstruct pedestrian flow within the outdoor dining facility, obstruct pedestrian or vehicular traffic flow outside the outdoor dining facility, or contain signage or advertising.
 - ii. **Overhead weather protection on outdoor dining platforms must measure a minimum of 8 ft. from the finished floor of an outdoor dining platform, and shall not exceed 10 ft. in overall height;**
9. Barriers defining outdoor dining facilities shall be constructed of a quality and durable material, and shall be maintained and placed in a consistent and organized fashion. Barriers may not exceed 42 inches in height measured from grade or the finished floor of an outdoor dining platform.
10. Windbreaks are permitted within outdoor dining facilities and shall be affixed to, or integrally designed within a barrier. The total combined height of a barrier and windbreak shall not exceed 42 inches as measured from grade or the finished floor of an outdoor dining platform. Windbreaks must be constructed of a clear, rigid and durable material such as Plexiglas, glass or acrylic. Eisenglass and other vinyl-based materials are prohibited.
11. Portable heating elements must be maintained and kept in an orderly fashion and in accordance with all applicable fire codes. Propane or other fuels may not be

stored on public property, and are subject to the Storage and Display Standards outlined in Article 4, Section 4.67 of the Zoning Ordinance.

12. All service functions and ancillary elements including, but not limited to, trash receptacles, service stations or host/hostess stands must be located within the approved outdoor dining facility, contained, and kept in a neat and orderly fashion. Service stations and host/hostess stands may not exceed 4 feet in height. The storage of dirty dishware is prohibited.

D. Nonconforming Outdoor Dining Facilities: Any outdoor dining facility existing at the time of the enactment of this ordinance, or any amendments thereto, that does not conform to the requirements of the district in which it is located may be continued or maintained subject to the following provisions, provided the facilities remain in compliance with the approved site plan and maintain a valid annual Outdoor Dining License:

1. **If a nonconforming outdoor dining facility is destroyed, it shall be repaired, reconstructed or replaced, in conformity with all the provisions of the current applicable codes and ordinances, and any remnants of the former outdoor dining facility shall be removed from the property.**
2. **At the time that a non-conforming outdoor dining facility is replaced, moved, renovated, or otherwise changed, the facility must be brought into compliance with the requirements of the current applicable codes and ordinances. Routine maintenance, including changing chairs and tables, umbrellas, waste receptacles, or other non-integral features is permitted for all existing outdoor dining facilities.**
3. **In no case shall an outdoor dining facility that does not conform to the requirements of this ordinance or any amendments thereto be continued beyond December 31, 2028.**

ORDAINED this _____ day of _____, 2023 to become effective 7 days after publication.

Therese Longe, Mayor

Alex Bingham, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 3, SECTION 3.04 (C), SPECIFIC STANDARDS, TO REDUCE REDUNANCY AND PROVIDE CONSISTENT OUTDOOR DINING REGULATIONS.

Article 3, Section 3.04 – Specific Standards (Downtown Overlay District)

C. Building Use: Buildings shall accommodate the following range of uses for the various designations on the Regulating Plan of the Downtown Birmingham Overlay District:

1. ...
2. ...
3. ...
4. ...
5. ...
6. ...
7. ...
8. ...
9. ...

10. Bistros are permitted with a valid Special Land Use Permit with the following conditions:

- a. No direct connect additional bar permit is allowed and the maximum seating at a bar cannot exceed 10 seats;
- b. Alcohol is served only to seated patrons, except those standing in a defined bar area;
- c. No dance area is provided;
- d. Only low key entertainment is permitted;
- e. Bistros must have tables located in the storefront space lining any street, or pedestrian passage. **If the storefront area is not feasible for outdoor dining, alternative outdoor dining facility placement may be considered by the Planning Board;**
- f. **All outdoor dining facilities are subject to the requirements located in Article 4, Section 4.44 of this Ordinance;**
- g. A minimum of 70% glazing must be provided along building facades facing a street or pedestrian passage between 1 foot and 8 feet in height; **and**

- h. All bistro owners must execute a contract with the City outlining the details of the operation of the bistro.; and
- ~~i. Outdoor dining must be provided, weather permitting, along an adjacent street or passage during the months of May through October each year. Outdoor dining is not permitted past 12:00 a.m. If there is not sufficient space to permit such dining on the sidewalk adjacent to the bistro, an elevated, ADA compliant, defined platform must be erected on the street adjacent to the bistro to create an outdoor dining area if the Engineering Department determines there is sufficient space available for this purpose given parking and traffic conditions.~~
- ~~j. Enclosures facilitating year round dining outdoors are not permitted.~~
- ~~k. Railings, planters or similar barriers defining outdoor dining platforms may not exceed 42" in height.~~
- ~~l. Outdoor rooftop dining is permitted with the conditions that surrounding properties are not impacted in a negative manner and adequate street level dining is provided as determined by the Planning Board and City Commission. Rooftop dining seats will count towards the total number of permissible outdoor dining seats.~~

ORDAINED this _____ day of _____, 2023 to become effective 7 days after publication.

Therese Longe, Mayor

Alex Bingham, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 3, SECTION 3.16, SPECIFIC STANDARDS, TO REDUCE REDUNANCY AND PROVIDE CONSISTENT OUTDOOR DINING REGULATIONS, AND TO PERMIT OUTDOOR DINING IN ACTIVE VIAS.

Article 3, Section 3.16 – Specific Standards (Via Activation Overlay District

- A. Permitted and Prohibited Uses: To enhance the amenity and character of vias, **and** to enhance visual interest and encourage surveillance of urban spaces, active uses should be provided at the ground floor level along the majority of the edges of buildings located adjacent to vias. While buildings should accommodate these uses, care must be taken to avoid conflict with pedestrian movement in the via. To specifically encourage the activation of vias, the following uses are permitted within Active, Connecting, and Destination Vias:

1. Retail sales and display;
2. Public plazas and informal gathering spaces;
- 3. Outdoor Dining;**
4. Art display; and
5. Community Gardens.

In addition, the following ~~uses are~~ **use is** also permitted within Connecting and Destination Vias:

- ~~1. Outdoor dining; and~~
2. Special Events.

The following are specifically prohibited in all vias:

1. Automatic food and drink vending machines outdoors;
2. Drive-in facilities or any commercial use that encourages patrons to remain in their automobiles while receiving goods or services;
3. Unscreened trash receptacles; and
4. Unscreened outdoor storage.

B. ...

C. ...

ORDAINED this _____ day of _____, 2023 to become effective 7 days after publication.

Therese Longe, Mayor

Alex Bingham, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

THE CITY OF BIRMINGHAM ORDAINS:

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 9, SECTION 9.02, DEFINITIONS, TO ADD DEFINITIONS FOR ENCLOSURE, OUTDOOR DINING PATIO, AND PERMANENT FIXTURE.

Article 9, Section 9.02 – Definitions

Enclosure (outdoor dining): A vertical wall, panel, or other material that extends above 60 in. in height which provides extended relief from weather and impedes physical and/or visual access to the outdoor dining space. For the purposes of this definition, enclosure does not include exterior building walls.

Furnishing Zone: The area between the sidewalk and the curb where streetscape amenities such as planter boxes, streetlights, and tree wells are typically located.

~~**Outdoor Café:** An outdoor area accessory to an existing restaurant operation designated for consumption of food prepared within the restaurant and subject to the provisions of this ordinance.~~

Outdoor Dining Patio: A defined outdoor area accessory to an existing food and drink establishment designated for consumption of food and/or drink prepared within the establishment and subject to the provisions of this ordinance.

Outdoor Dining Platform: A defined outdoor area accessory to an existing food and drink establishment designated for consumption of food and/or drink prepared within the establishment that is located in a parking space and/or street and subject to the provisions of this ordinance.

Permanent Fixture (outdoor dining): Any element within an outdoor dining patio containing a foundation or other rigid attachment that prevents removal or that which requires extensive modifications to the public right-of-way.

Windbreaks: Temporary, seasonal elements in an outdoor dining facility provided to reduce the effect of harsh weather conditions for seated patrons.

ORDAINED this _____ day of _____, 2023 to become effective 7 days after publication.

Therese Longe, Mayor

Alex Bingham, City Clerk



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Ann Arbor

Ann Arbor's new curbless-design State Street opens to traffic

Updated: Oct. 11, 2022, 7:48 a.m. | Published: Oct. 10, 2022, 11:49 a.m.

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By [Ryan Stanton | ryanstanton@mlive.com](#)

ANN ARBOR, MI — Downtown Ann Arbor's first curbless street is now open to vehicle traffic.

As the first phase of a major State Street redesign and rebuild winds down, the Downtown Development Authority announced the street's reopening Saturday, Oct. 8, after four months of construction.

Crews are still doing some remaining work along the roadway, but the busy street through one of downtown's core commercial districts — historically brick and then for decades asphalt — is now paved in concrete and curbless from North University Avenue to William Street, the area by Nickels Arcade and the University of Michigan Diag.

Advertisement

After phase two of the project next year, the new curbless design will stretch three blocks from William to Washington Street, including the business area by the State Theatre.

One of the DDA's goals with the project is to create flexible curbside spaces that can be used as an extension of the sidewalk for businesses that want more space to spill outside, including more outdoor dining space, or additional parking and loading. It also gives more flexibility to use the street for special events and improves accessibility, officials said.



Ann Arbor's new curbless-design State Street on Oct. 10, 2022, two days after opening to vehicle traffic. Ryan Stanton | The Ann Arbor News

The new design involves removing one of State Street's two northbound travel lanes between William and Liberty streets and creating a wider sidewalk zone in front of bars, restaurants and shops along the west side of State, as well as a bumped-out corner plaza in front of Walgreens.

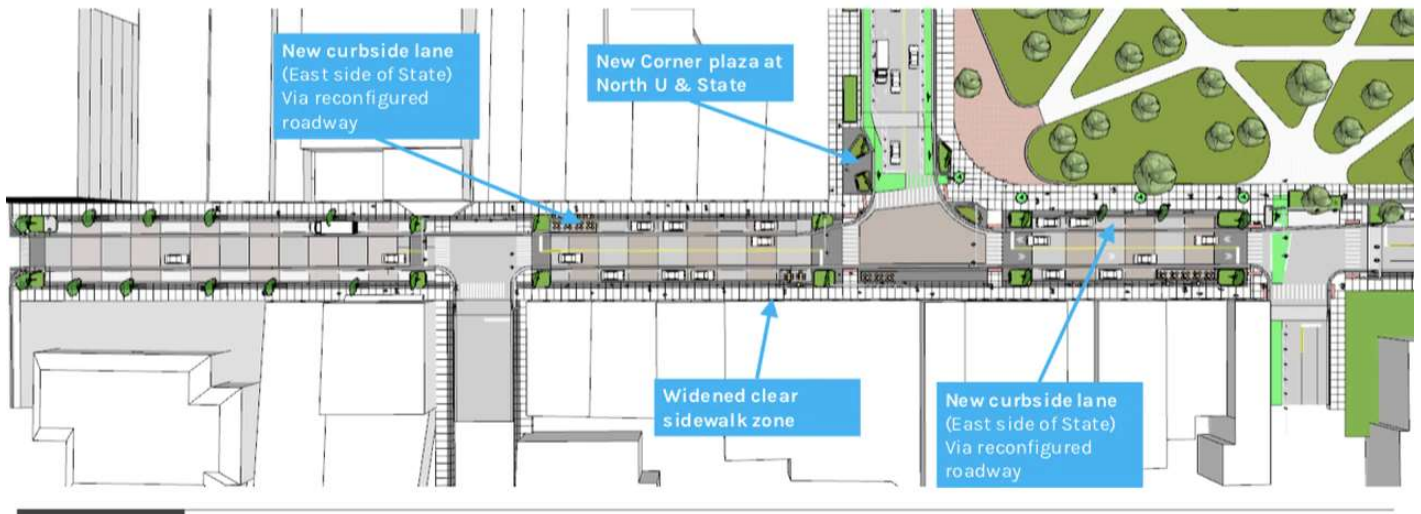
Different concrete treatments are being used to create texture effects in the roadway, with pavers in curbside amenity zones for contrast. With no curbs between the street and sidewalk (except for occasional tree planter beds that still serve as physical buffers), it means intersections are effectively raised to help slow vehicles and prioritize pedestrians.

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Other safety improvements part of the project include pedestrian countdown timers at crosswalks and “all walk” signaling phases so pedestrians can cross without competing with vehicles turning. New bicycle lanes also are planned along both sides of North University Avenue from State to Thayer streets as a continuation of the William Street bikeway, with a shared-use path along part of the Diag planned as a connecting link.

KEY CHANGES TO THE STREET CONFIGURATION

ADDITIONAL BENEFITS



Plans for a redesign of the State Street commercial corridor in downtown Ann Arbor as presented to the city's Transportation Commission by the Downtown Development Authority and SmithGroup in January 2022. SmithGroup

“We believe the design supports the unique identity of this section of State Street,” DDA Communications Manager Maura Thomson said earlier this year. “In addition, the city will be undertaking critical infrastructure upgrades including water main replacement, street resurfacing and stormwater improvements.”

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As for whether the curbless design will be the future of downtown streets, Thomson said it isn't a one-size-fits-all approach and the DDA evaluates streetscape projects on an individual basis, taking into account the context of the street, data, public input and city and DDA goals, values and priorities.

The DDA has cautioned there will be intermittent lane closures on State Street necessary for the contractor to complete remaining work items. And from next April through Labor Day 2023, State Street from North U to Washington will close for the second phase of full reconstruction with curbless design.

The city also will be doing water main work and street resurfacing extending an extra block north to Huron Street.

MORE FROM THE ANN ARBOR NEWS:

[Fall color is here in the Ann Arbor area. Here's where to see it on two wheels](#)

[Ann Arbor bans red-light turns at 50 intersections in downtown area](#)

[After latest fatal jump, Ann Arbor mulls better barriers on parking decks](#)

[Ann Arbor renters applaud new law, but landlords aren't celebrating](#)

[After years of setbacks, couple hopes to open vineyard near Ann Arbor in 2024](#)

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Featured Local Savings

PZE Process Detail - DRB+HDC+PB

10/21/2022

ADMIN APPROVAL - PB

App Date	Case #	Scope of Work	Property Address	Status
09/20/2022	PAA22-0113	Proposed larger 2nd floor rear deck over the driveway at the Eton Street Station II development.	2008 HAZEL AVE	IN PROGRESS
09/26/2022	PAA22-0115	Removing rooftop use from original approved plans	460 N OLD WOODWARD AVE	COMPLETED - APPROVED
10/18/2022	PAA22-0118	Modifications to PDR20-0005 - new window openings, west elevation	2295 E LINCOLN ST	IN PROGRESS

Total Processes For Type: 3



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY NOVEMBER 9, 2022 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

The City continues to recommend the public wear masks while attending City meetings per CDC guidelines. The cases of COVID-19 are increasing in the area. All City employees, commissioners, and board members must wear a mask while indoors when 6-feet of social distancing cannot be maintained. This is to ensure the continuity of government is not affected by an exposure to COVID-19 that can be prevented by wearing a mask. The City continues to provide KN-95 respirators and triple-layered masks for all in-person meeting attendees.

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **October 26, 2022**
- C.** Chairpersons' Comments
- D.** Review of the Agenda
- E.** Unfinished Business
- F.** Rezoning Applications
- G.** Community Impact Studies
- H.** Special Land Use Permits
- I.** Site Plan & Design Reviews
- J.** Study Session
 - 1. **Outdoor Dining**
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - 3. Administrative Approval Correspondence
 - 4. Draft Agenda – **December 14, 2022**
 - 5. Action List - 2022
 - 6. Other Business
- L.** Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- M.** Adjournment

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

Link to Access Virtual Meeting: [**https://zoom.us/j/111656967**](https://zoom.us/j/111656967)

Telephone Meeting Access: 877-853-5247 US Toll-Free

Meeting ID Code: 111656967

NOTICE: Due to Building Security, public entrance during non-business hours is through the Police Department—Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via the intercom system at the parking lot entrance gate on Henrietta St.

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY DECEMBER 14, 2022 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

The City continues to recommend the public wear masks while attending City meetings per CDC guidelines. The cases of COVID-19 are increasing in the area. All City employees, commissioners, and board members must wear a mask while indoors when 6-feet of social distancing cannot be maintained. This is to ensure the continuity of government is not affected by an exposure to COVID-19 that can be prevented by wearing a mask. The City continues to provide KN-95 respirators and triple-layered masks for all in-person meeting attendees.

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **November 9, 2022**
- C.** Chairpersons' Comments
- D.** Review of the Agenda
- E.** Unfinished Business
- F.** Rezoning Applications
- G.** Community Impact Studies
- H.** Special Land Use Permits
- I.** Site Plan & Design Reviews
- J.** Study Session
 - 1. **The Birmingham Plan 2040 – Final Draft**
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - 3. Administrative Approval Correspondence
 - 4. Draft Agenda – **January 11, 2022**
 - 5. Action List - 2022
 - 6. Other Business
- L.** Planning Division Action Items
 - 1. Staff Report on Previous Requests
 - 2. Additional Items from Tonight's Meeting
- M.** Adjournment

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Planning Board Action List – 2022 (Approved)

Topic	General Goals	City Commission Directive?	Quarter	Status	
				In Progress	Complete
2040 Master Plan	Adopt a new comprehensive master plan.	☒	Ongoing	☒	☐
Outdoor Dining	Study the Outdoor Dining Ordinance re: enclosures, expansions, etc.	☒	1 st (January-March)	☒	☐
Window Standards (Glazing)	Update window standards to help support building renovation and the Energy Code requirements.	☐	1 st (January-March)	☒	☐
Barrier-Free Ramps	Reduce unintentional restrictions on handicap ramps in the front setbacks.	☐	2 nd (April-June)	☐	☒
Side Yard A/C	Update the ordinance to address issues with side yard a/c units.	☐	2 nd (April-June)	☒	☐
Front Setback Rules	Consider revisions to the setback ordinances in R1-R3 to address 200 ft. calculations rule.	☐	3 rd (July-September)	☐	☒
Lighting Standards	Remove conflicting regulations regarding photometric plans.	☐	3 rd (July-September)	☐	☐
Impervious Surface Definition	Clarify definition to promote the infiltration of storm water.	☐	4 th (October-December)	☐	☐
Health Club/Studio Use	Consider allowing health/fitness type activities in more areas of the City.	☐	4 th (October-December)	☐	☐

Next Up...

Topic	General Goals	City Commission Directive?	Quarter	Status	
				In Progress	Complete
Dumpster Enclosures	Expand the materials permitted/not permitted in dumpster enclosures.	☐	-	☐	☐
Balcony/Terrace Enclosures	Clarify and add regulations for the enclosure of outdoor living space.	☐	-	☐	☐
Lot Combination Process	Review the process for lot combinations to add clarity to approval standards.	☐	-	☐	☐
Mixed Use Requirements	Consider changing the requirements for the stacking of mixed uses.	☐	-	☐	☐
Review Processes for Public Projects	Clarify review process for projects on public property.	☐	-	☐	☐
SLUP Application Process	Clarify the SLUP process in terms of the order of board/commission review.	☐	-	☐	☐
Retail Definition	Revisit the retail definition to address any concerns about first floor uses.	☐	-	☐	☐
Medical Marijuana & CBD	Update the Zoning Ordinance to help regulate Medical Marijuana and CBD through ordinance language.	☐	-	☐	☐
Sustainability Initiatives	Prepare a sustainability agenda to increase Birmingham's resilience.	☐	-	☐	☐
Lighting Standards	Review lighting standards for residential districts to reduce light pollution and nuisance.	☐	-	☐	☐
Landscaping Standards	Consider amendments to permit synthetic planting materials.	☐	-	☐	☐
Social Districts	Study the state regulations and the City to help draw district boundaries.	☒	-	☐	☐
Food Trucks	Study the application of food trucks in the City in terms of locations, restrictions, etc.	☒	-	☐	☐
Leaf Blowers	Study the potential to restrict leaf blowers in regards to noise/pollution	☒	-	☒	☐

Mixed-Use Requirements for Bonus-Stories in the Triangle District	Define the mixed-use requirements in the Triangle District to receive bonus-stories.	☐	-	☐	☐
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**CITY OF BIRMINGHAM NOTICE
OF IN PERSON AND VIRTUAL
MEETING**

NOTICE DATE: October 21, 2022
MEETING DATE/TIME: October 26, 2022 7:30 p.m.
MEETING PLACE: Birmingham City Hall, 151 Martin Street, Room 205, Birmingham, MI

PLEASE TAKE NOTICE that the regular Planning Board meeting for the City of Birmingham will be conducted in person, with a virtual option for members of the public to join (online and/or by phone), due to health concerns surrounding Coronavirus/COVID- 19 under the authority of the State of Michigan, as may be updated.

Planning Board Meeting Invitation

Topic: Regular Planning Board Meeting
Time: October 26, 2022 - 7:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/111656967>

Meeting ID: 111 656 967

One tap mobile

+13017158592,,111656967# US (Germantown)

+13126266799,,111656967# US (Chicago)

Dial by your location

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

888 788 0099 US Toll-free

877 853 5247 US Toll-free

Meeting ID: 111 656 967

Find your local number: <https://zoom.us/j/111656967>

The agenda, agenda packet, and detailed instructions for viewing and participating in the meeting will be posted on the City of Birmingham's website by visiting:

www.bhamgov.org/government/boards/planning_agendas.php.

Public comment will be handled by the virtual “raise hand” method as controlled by the participant. See instructions as posted on the City of Birmingham website: www.bhamgov.org/participate

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).

Real time closed captioning can be viewed live when watching the meeting from the City of Birmingham's Vimeo channel: www.bhamgov.org/watch or the Birmingham Area Municipal Access local government cable channel. If participating in the meeting through the Zoom platform the user must select “view subtitles” in order to see the captions.

- ✓ **Members of the public will be able to view the meeting live on the BACB (Birmingham Area Cable Board) – BAMA (Birmingham Area Municipal Access) television channel or the BACB website <https://www.birminghamareacableboard.org/>**
- ✓ **Members of the public may also view the meeting live on the City of Birmingham’s Vimeo live stream www.bhamgov.org/watch.**
- ✓ **Members of the public wishing to participate in the meeting may do so using the Zoom platform.**

Instruction for joining a meeting virtually:

PC



1. Open a browser such as google chrome
2. Type in zoom.com in the address bar
 - ✓ It may redirect you to zoom.us if you are in the United States
3. In the upper right window click [JOIN A MEETING](#)
4. Enter the meeting ID as indicated on the City’s website or notice.
5. A window will pop up, click “Open Zoom”
6. Select your audio and video preferences – keep your microphone muted unless you are being called on for public comment.

Mobile Device

*Smartphone,
iPad, or Tablet*



1. Visit the app store on your mobile device
2. Search for the app called, “ZOOM Cloud Meetings”

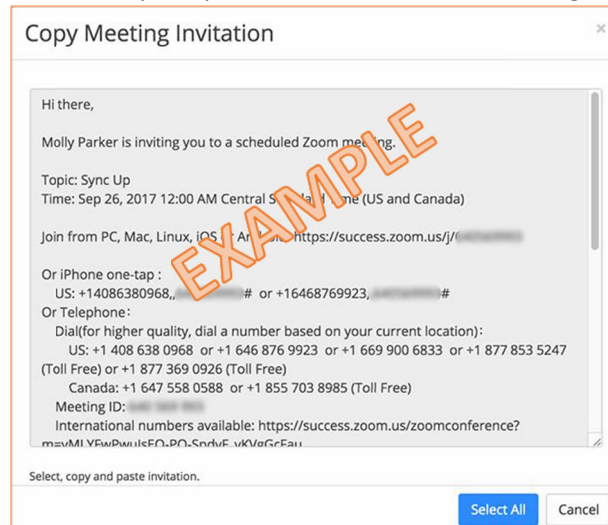


3. Open the app
4. Click Join a meeting
5. Enter the meeting ID as indicated on the City’s website or notice.
6. Select your audio and video preferences - keep your microphone muted unless you are being called on for public comment

Dial-in



1. Have your phone ready
2. Dial the desired number as provided from the City's website or notice
3. Follow the prompts and use the correct meeting ID



- ✓ To digitally raise your hand to be put into queue for public comment dial *9
- ✓ To toggle the mute/unmute function dial *6

Those with Hearing or Speech-Impairments Can Still Participate in the Meeting as Well

Users that are hearing persons and deaf, hard of hearing or speech-impaired persons can communicate by telephone by **dialing 7-1-1**.

- ✓ Individuals who call will be paired with a Communications Assistant
- ✓ Make sure to give the Communications Assistant the proper teleconference phone number and meeting ID

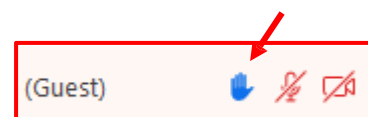
For more information, visit: <https://tinyurl.com/swq3zyz>

****Closed captioning will be visible to public viewers using the Vimeo live stream format or the Birmingham Area Municipal Access local government cable channel. Viewers on Zoom must turn on the closed captions to see them within the zoom dashboard controls by selecting view subtitles.**

Instruction for Public Comment:

Raise your hand digitally to be put in queue during a public comment time. When recognized by the commission or board, please wait to be un-muted, state your name for the record, and direct all comments or questions to the presiding officer.

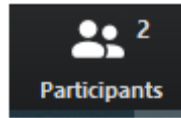
****When you raise your hand digitally it will appear on the Meeting Host's Participants list.**



PC



1. Mouse down to the bottom menu of your Zoom screen and click on participants.

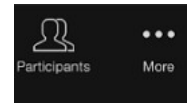


2. Click on the **Raise Hand** button
3. The Zoom Operator will see your hand raised and will call on you at the appropriate time.

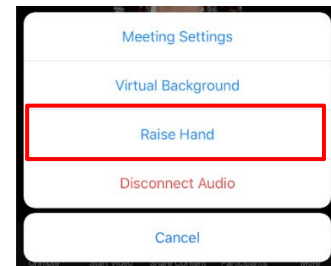
Smart Phone iPad or Tablet



1. Tap the on the lower right corner of the screen on your device, click on more...



2. Click on "Raise Hand" when the menu pops up.
3. The Zoom Operator will see your hand raised and will call on you at the appropriate time.



Dial-in



1. Once dialed into the meeting dial ***9 to raise your hand.**
*Dialing *6 will toggle the mute/un-mute function on your device*
2. The Zoom Operator will see your hand raised and will call on you by the last 4 digits of your phone # at the appropriate time.

Troubleshooting Tips

For tips on how to troubleshoot via Zoom, follow this link: <https://support.zoom.us/hc/en-us>

Friendly Reminders

1. Be sure to test your internet connection, video, and microphone in advance
2. Dial-in from a quiet space or use headphones if around others
3. Mute your computer microphone or cellphone when you are not speaking
4. Video camera tips:
 - a. Don't use a window as a backdrop; this impacts visual quality to the viewers on the video conference
 - b. Make sure the room you are in has proper lighting
 - c. Dress appropriately
 - d. Be mindful of your background items when video conferencing

Remember the Human Element

- The “Zoom Meetings” conference tool is being used to hold meetings as traditionally and regularly as possible in light of the COVID-19 pandemic and Governor Whitmer’s Executive Order 2020-15
- Speak professionally and respectfully to one another as you would in any other communication setting
- Announce who you are prior to speaking
- Overall, be aware of your behavior; people can see and hear what you are doing at all times