

**CITY OF BIRMINGHAM
PLANNING BOARD ACTION ITEMS
OF WEDNESDAY, JUNE 26, 2019**

Item	#
<p><u>B. Approval Of The Minutes Of The Planning Board Meeting of June 12, 2019</u></p>	<u>2</u>
<p>Motion by Mr. Koseck Seconded by Mr. Boyle to approve the minutes of the Regular Planning Board Meeting of June 12, 2019 as submitted.</p>	
<p>Motion carried, 5-0.</p>	
<p><u>D. Approval Of The Agenda</u></p>	<u>3</u>
<p>Motion by Mr. Boyle Seconded by Mr. Jeffares to postpone consideration of the rezoning application of 1175 Chapin to Wednesday, July 24, 2019.</p>	
<p>Motion carried, 6-0.</p>	
<p>Motion by Ms. Whipple-Boyce Seconded by Mr. Koseck to receive and file the June 25, 2019 letter from Fleis and Vanderbrink to the Board.</p>	
<p>Motion carried, 6-0.</p>	
<p>Motion by Mr. Jeffares Seconded by Mr. Koseck to receive and file the June 21, 2019 memo from City Engineer O'Meara to Planning Director Ecker.</p>	
<p>Motion carried, 6-0.</p>	
<p><u>E. Community Impact Study, N. Old Woodward / Bates Street Project, 333 N. Old Woodward</u></p>	<u>4</u>
<p>Motion by Mr. Boyle Seconded by Ms. Whipple-Boyce to postpone consideration of the Community Impact Study as provided by the applicant for the proposed development at 333 N. Old Woodward (Building 2) until Wednesday, July 10, 2019.</p>	
<p>Motion carried, 6-0.</p>	<u>13</u>
<p><u>G. Preliminary Site Plan Review N. Old Woodward / Bates Street Project, 333 N. Old Woodward, Building 2 Site</u></p>	
<p>Motion by Ms. Whipple-Boyce Seconded by Mr. Koseck based on a review of the site plan revisions submitted, the Planning Board finds that the proposed Building 2 meets the requirements of Article 7, section 7.27 of the Zoning Ordinance, and thus APPROVES the Preliminary Site Plan for</p>	

the Building 2 of the Birmingham N. Old Woodward Project, currently known as 333 N. Old Woodward, with the following conditions:

- 1. Outdoor display areas must not exceed a maximum of 4' in height, or a combined area more than 0.5 square feet for each linear foot of the width of the building;**
- 2. Outdoor display areas must be located on a paved surface and must be kept clean and orderly at all times;**
- 3. The applicant clarify the location of trash storage and mechanical units on the plans;**
- 4. The applicant submit a complete photometric plan and specifications on all proposed lighting for Final Site Plan and Design Review;**
- 5. The applicant submit material samples, colors, and specifications as well as details on any proposed signage for Final Site Plan and Design Review;**
- 6. Comply with the requests of all City Departments; and**
- 7. Prior to Final Site Plan Approval the Planning Board shall receive the opinion of counsel of the City of Birmingham that the proposed project is in accordance with applicable zoning requirements of the City of Birmingham.**

Motion carried, 6-0.

H. Final Site Plan & Design Review N. Old Woodward / Bates Street Project, 333 N. Old Woodward, Building 2 Site

Motion by Ms. Whipple-Boyce

Seconded by Mr. Boyle to approve the installation of solar panels on the front-facing section of the roof of the single family residence located at 696 Southfield.

Motion carried, 6-0.

15

**CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, JUNE 26, 2019**

City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on June 26, 2019. Vice Chairman Bryan Williams convened the meeting at 7:30 p.m.

A. ROLL CALL

Present: Board Members Robin Boyle, Stuart Jeffares, Bert Koseck, Janelle Whipple-Boyce, Bryan Williams; Alternate Board Member Jason Emerine; Student Representative John Utley

Absent: Chairman Scott Clein; Board Member Daniel Share; Alternate Board Member Naseem Ramin; Student Representative Sophia Trimble

Administration: Jana Ecker, Planning Director
Nicholas Dupuis, City Planner
Laura Eichenhorn, Transcriptionist

06-090-19

B. Approval Of The Minutes Of The Special Planning Board Meeting of June 12, 2019

Motion by Mr. Koseck

Seconded by Mr. Boyle to approve the minutes of the Regular Planning Board Meeting of June 12, 2019 as submitted.

Motion carried, 5-0.

VOICE VOTE

Yeas: Koseck, Boyle, Jeffares, Williams, Emerine

Nays: None

Abstain: Whipple-Boyce

06-091-19

C. Chairperson's Comments

Vice Chairman Williams noted Chairman Clein's absence.

06-092-19

D. Approval Of The Agenda

Planning Director Ecker explained that Item E on the agenda, a rezoning application for 1175 Chapin, a request has been made by the applicant to postpone the matter to a later date due to a medical issue of the applicant.

Motion by Mr. Boyle

Seconded by Mr. Jeffares to postpone consideration of the rezoning application of 1175 Chapin to Wednesday, July 24, 2019.

Motion carried, 6-0.

VOICE VOTE

Yeas: Boyle, Jeffares, Koseck, Whipple-Boyce, Williams, Emerine

Nays: None

Vice Chairman Williams invited any members of the public seeking to discuss 1175 Chapin with the Board to return on July 24, 2019. He also said that all letters received by the Board regarding the matter would be part of the record.

Vice Chairman Williams then stated the meeting would proceed with the Community Impact Study, Courtesy Review, and Preliminary Site Plan Review as indicated on the agenda in that order. Consideration of each item would remain separate from any other items on the agenda.

Planning Director Ecker gave a summary of the evening's agenda, clarifying that there is no required review process for developments on public property. Despite this, the City elected to undergo a courtesy review process similar to that a private development would undergo in order to maintain transparency. The content of this meeting will address phase one of the N. Old Woodward/Bates Street Extension project; phase two will be addressed at a later date.

Vice Chairman Williams acknowledged a letter to the Board dated June 25, 2019 from Julie Kroll of Fleis and Vanderbrink (F&V), which is the City's traffic consultant. He requested a motion to add the letter to the record.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Koseck to receive and file the June 25, 2019 letter from Fleis and Vanderbrink to the Board.

Motion carried, 6-0.

VOICE VOTE

Yeas: Whipple-Boyce, Koseck, Boyle, Jeffares, Williams, Emerine

Nays: None

Vice Chairman Williams acknowledged a memo dated June 21, 2019 from Paul O'Meara, City Engineer, to Planning Director Ecker. He requested a motion to add the memo to the record.

Motion by Ms. Jeffares

Seconded by Mr. Koseck to receive and file the June 21, 2019 memo from City Engineer O'Meara to Planning Director Ecker.

Motion carried, 6-0.

VOICE VOTE

Yeas: Jeffares, Koseck, Boyle, Whipple-Boyce, Williams, Emerine

Nays: None

06-093-19

E. Community Impact Study - N. Old Woodward / Bates Street Project, 333 N. Old Woodward, Building 2 Site

City Planner Dupuis presented an overview of the CIS with the exception of the transportation impact study.

Planning Director Ecker explained that Ms. Kroll has been reviewing the information provided by the applicant, Woodward Bates Partners, LLC (WBP), regarding the transportation impact of the project.

Ms. Kroll stated that she has been working closely with Giffels Webster, the project's traffic engineering consultant. Due to the complexity of the project, Ms. Kroll explained that the applicant had not yet provided the City with all the necessary information for the transportation impact study. Giffels Webster did provide the City with a draft report, which laid out the seven areas of their transportation study which are still in progress. The applicant intends on submitting those completed items by July 10, 2019.

Ms. Kroll confirmed for Vice-Chairman Williams that, due to the pending items from the applicant, the City has insufficient information to present a transportation impact study at this time.

In reply to Vice-Chairman Williams, City Planner Dupuis stated the site currently has no storm water treatment on site and drains, untreated, directly into the Rouge River. The applicant is proposing a stormwater treatment facility to provide some filtration of the oils and pollutants before the water reaches the river.

Victor Saroki, member of WBP and Saroki Architecture, introduced himself and the WBP team. He then summarized the storm sewer findings as laid out in the CIS, noting that the proposed two-year frequency storm would be an improvement upon the current lack of storm water treatment onsite. In addition, one acre of the four acre site would be left undisturbed. The surface water from that acre would proceed to the Rouge untreated, as it does currently.

Mr. Saroki then provided a review of the location and CIS findings of the planned RH building, referred to as "Building 2" in the concept plan.

In reply to Vice-Chairman Williams, Mr. Saroki outlined the City's parking mitigation plan for the approximately 745 parking spaces that will be unavailable during the 24-month project. The plan would have a temporary shuttle station at the project site, with off-site parking planned for both Pontiac, MI and Troy, MI. The City is working with Suburban Mobility Authority for Regional Transportation (SMART) for the use of some of their smaller shuttle buses for these routes. Monthly permit holders who previously parked in the N. Old Woodward lot would have access to these shuttles and to a mobile application that would inform them of shuttles' arrivals and departures. Shuttles are anticipated to run Monday through Friday, 7 a.m. to 7 p.m., with a likely arrival and departure frequency of every 15-20 minutes. The shuttles would likely have some Saturday hours as well.

In reply to Mr. Boyle, Mr. Saroki said concrete from the N. Old Woodward structure would be crushed and recycled off-site, and soil removed from the site would be disposed of at appropriate facilities.

Mr. Emerine provided feedback on the planned stormwater management system, explaining:

- The proposed sediment device is an in-line device which would meet Birmingham standards but would not meet Oakland County Water Resource Commission standards. The applicant will need to determine which government body has jurisdiction over that aspect of the project. If it is the county, the applicant would need to add a bypass manhole.
- The planned depth of the stormwater CDS device is 30 feet deep. Most DPW VAC trucks can only handle depths of 20 to 25 feet, which means another manhole would need to be added to allow City maintenance. Mr. Emerine said the pipe could also be steepened by five feet in order to solve the issue, but doing so may cause the water draining into the Rouge to have erosive velocities, which could in turn erode the bottom of the bank.
- Atwell will need to put together a sequence for construction for stormwater management.
- The proposed stormwater treatment will be a huge improvement from the current site conditions.
- The double row silt fence is an essential part of the plan, and should also be added near the historic home downhill from the site.

Mr. Saroki clarified that there is a planned concrete wall that would block the drainage near the historic home.

Mr. Emerine said the concrete wall should be sufficient.

Mr. Koseck asked what the stormwater discharge pipe will look like.

Mr. Saroki said the pipe would likely be surrounded with riprap stones where it discharges into the river.

Mr. Emerine said that, contrary to the CIS findings, wetlands could possibly be impacted because there are wetlands by the river where the pipe discharges. He also noted that City Engineer

O'Meara said State permits would be required for this aspect of the project, one for inland lakes and streams and one possibly for the wetlands. Wetland boundaries will need to be evaluated and determined.

Mr. Emerine continued that his primary concern regarding the stormwater management of the project is the construction of the pipe. If constructed via open cut at the top of the hill, the pipe will be 30 feet deep; at the bottom of the hill the pipe would be zero feet deep. A 30 foot excavation will require a 60 foot wide trench in the side of the hill. Mr. Emerine asked how the applicant would manage the erosion that could result from that. Alternatively, the pipe could be directionally drilled and could stick out from the other end, requiring a receiving pit at the other end or some way to manage the soil erosion where the pipe comes out of the ground. Mr. Emerine asked if there was a way the applicant could use the existing 15-inch pipe and if there would be a way to manage the stormwater through that.

Mr. Saroki said maintaining the 15-inch pipe was discussed repeatedly, but going to a larger pipe was advised. He said he liked the idea of a direction bore for the pipe, and would look further into that option. He also confirmed effort would be put into maintaining the aesthetics of the discharge pipe, which would include the use of riprap. All of these options would be implemented for the final site plan review after the project's civil engineer and landscape designer complete their designs.

Mr. Emerine stated that all his feedback is a bit early to implement, and that he is encouraged by what he is seeing with the plans so far.

Mike Darga from Giffels Webster explained the traffic analysis goes through eight intersections and includes other new developments in the area. Traffic counts were taken midweek and on Saturdays, during both midday and peak hours. The area around Willits and Bates can be handled through signal timing. A traffic signal may be needed at the Bates extension and N. Old Woodward. The final modelling will demonstrate these and other traffic possibilities, as well as the recommended mitigation. No significant traffic impacts are expected outside of the Bates Street extension.

Ms. Kroll stated it would take her about a week to synthesize the complete provided traffic information and complete the transportation impact study. Expecting the complete information from the applicant on July 10, 2019, the transportation impact study should be available on July 17, 2019.

Vice-Chairman Williams invited public comment.

Larry Bertollini said that backups on N. Old Woodward may sometimes make it more difficult for vehicles to exit the planned parking structure, and that in regards to that the effect of signal timing should be considered.

Vice-Chairman Williams said he would not be prepared to move forward on the CIS until the Board has at least a draft traffic impact study from Giffels Webster. Acknowledging there may not be time for a complete vetting from the City's traffic consultant before the Board would need to move on the CIS, Vice-Chairman Williams said he would still like as much traffic information in-

hand as possible. Given the size of the project and the sensitivity of the project, he said it was incumbent on the Board to be thorough.

Mr. Boyle concurred with Vice-Chairman, and urged the applicant to get the necessary information to the Board expediently.

Vice-Chairman Williams said he would like to reconsider the CIS with at least a draft traffic study on July 10, 2019, which means the information would need to be available to Board members by July 8, 2019.

Motion by Mr. Boyle

Seconded by Ms. Whipple-Boyce to postpone consideration of the Community Impact Study as provided by the applicant for the proposed development at 333 N. Old Woodward (Building 2) until Wednesday, July 10, 2019.

Motion carried, 6-0.

VOICE VOTE

Yeas: Boyle, Whipple-Boyce, Jeffares, Koseck, Williams, Emerine

Nays: None

06-094-19

F. Courtesy Review- N. Old Woodward / Bates Street Project, 333 N. Old Woodward, Phase 1 Public Components

Mr. Saroki presented Phase 1 of the project:

- There will be a total of 1,159 spaces available at the project's conclusion. This represents a net gain of 414 spaces from what is currently available.
- The Bates extension will be 50 feet in terms of a right of way and 33 feet in width which will allow two-way traffic and parallel parking on one side of the street.
- Sidewalks will vary in size but average ten and a half feet in width. Closer to the south end of the street the sidewalks widen due to the curve of the street.
- The line of the planned parking structure will be stepped back 12 feet from the current parking structure's location.
- The width of the street is largely consistent, with the exception of one area of the curve where there are three 12-foot lanes. One lane is northbound, one is southbound, and one is a left hand turn lane only.

Vice-Chairman Williams expressed concern about parallel parking on Bates, noting that peak hours, with larger parallel parked vehicles, sometimes cause traffic back-ups on other City roads.

Mr. Saroki acknowledged Vice-Chairman Williams' comment, and added that the narrowing of the street could result in some traffic-calming effects as well.

Vice-Chairman Williams acknowledged there were positives and negatives to the narrowing of the street.

Mr. Saroki continued:

- The planned parking structure will be bookended by Building 2, which will front on N. Old Woodward, and Building 5, which will front on Willits. A large portion of the structure will be obscured from street view. Noting that the 325 Building also hides a portion of the structure, Mr. Saroki stated the south side of the parking structure will face the alley. The alley will remain as-is in terms of width, and the control gates on either end of the alley could possibly be removed once the new structure is in place.
- One of the stair and elevator cores of the structure will front on the plaza as a design feature. The elevators in both cores will be glass, and the core exteriors will be a glass and steel curtain wall for both aesthetics and security.
- Ramps to the lower three floors of the structure will be located on the south end.
- A typical floor in the structure have 120 to 125 parking spaces. Two-thirds of each floor is completely flat in consideration of a future adaptive reuse if desired.
- High capacity, high-speed electric car charging stations will be available within the lot.
- All planned streets meet Birmingham requirements for scoring patterns, tree spacing, light spacing, street furniture, and exposed aggregate edge.
- Screen walls of the structure will be three foot, 10 inches high to block headlights.
- The floor-to-floor dimension is typically 11 feet, with the first floor being a bit taller than the other floors. The overall average height of the structure is 70 feet to the top parapet. The stair and elevator core rises an additional 12 feet, which is required for the elevator override dimensions.
- There is a steel and glass canopy at each of the stair towers, where there is entry into those stair towers as well.
- The lot will be a cast-in-place concrete structure, which is a premium way of constructing the structure and is preferred by the City.
- Lower levels of the structure will have the typical utility and mechanical rooms. At the lowest level there will be a single-occupancy restroom for use by staff or City employees, and also a storage room for the City beneath some of the ramping.
- Bicycle racks will be located on the first floor of the structure.
- A light and crosswalk will likely be proposed at N. Old Woodward and Bates Street extension. The applicant will work with both its traffic engineers and with the City on the specific placement of both features.

Vice-Chairman Williams said the proposed crosswalk will concentrate pedestrian traffic across Woodward, whereas currently pedestrians crossing Woodward often do so outside of permitted routes. Vice-Chairman Williams stressed this would significantly increase safety for both pedestrians crossing Woodward and for vehicles travelling that stretch of Woodward.

Mr. Saroki concurred with Vice-Chairman Williams' observation.

Mr. Jeffares asked if there would be a way to improve the ease of use of the credit card machines which will be at the entrances and exits of the proposed lot.

Matt Jobin of Rich & Associates explained that the Skidata credit card machines have been selected by the City. He suggested there may be a way to position the machines at an angle so that they would be easier to see and access, and said the team would further work with the City to see what could be done.

In reply to Ms. Whipple-Boyce, Mr. Saroki explained that the first floor retail space does not extend into the southern corner of the west side of Building 3 because the building is 4,000 sq. ft. of retail, consistent with the applicant's original submission for the project. The team has been asked to maintain as many parking spaces as possible. He said the Board could always make a recommendation for the extension of the first floor retail area to the Commission. It would cause the loss of three parking spaces, but would extend the retail liner of Building 3.

Mr. Jobin noted that leaving that corner as-is will ensure visibility for drivers as they enter the structure.

Ms. Whipple-Boyce said the aesthetics of Building 3 would be improved by extending the retail liner, and that there was likely a way visibility could still be maintained within the lot. Ms. Whipple-Boyce continued with a question regarding the planned eight space surface lot.

Mr. Saroki explained that the current surface lot is frequently used for either pick-up and drop-off of Montessori school students or by First Baptist Church parishioners. As a result of conversations with the church and the Montessori school, provisions were made to maintain some surface parking. Building 4 was reduced in size to accommodate this small surface lot, and a trash enclosure was added for the church to dispose of its refuse. The Commission will finalize the details of how the parking spots in the surface lot will be allocated for use.

Mr. Koseck expressed enthusiasm for:

- Buildings 5 and 2, highlighting the way they will activate the street in contrast with the effect of the current N. Old Woodward lot.
- The Bates Street extension, which will make this whole area a more integrated part of the Birmingham fabric.
- The way the applicant's plans hold fast to the 2016 Plan's vision.
- The design and aesthetic possibilities of the project. Mr. Koseck stressed that beautification of the project features should be a priority in order to create spaces people will enjoy.
- Ways of creatively enhancing the planned spaces, such as making the surface lot look more like a plaza in which parking is sometimes permitted, hanging lights over pedestrian areas as the City does on its downtown streets in winter, bringing color to the exterior of the parking deck in order to break up its appearance of mass, or bringing in artists to create murals.

Mr. Koseck then asked how the surface lot, the bridge to Booth Park, and other features could be designed to impart a unique sense of place. Acknowledging that verifying all the functional aspects of the project is an enormous challenge on its own, Mr. Koseck emphasized that an investment in what will draw people to the place is equally important. Providing an example of a community investment in a sense of place, Mr. Koseck cited Detroit, MI's Z Deck, where artists from Cranbrook were brought in to create murals in the space.

Mr. Saroki agreed with Mr. Koseck, noting a lot of room to plan and create various design enhancements. He suggested that the entrance to Booth Park could be particularly dramatic, and that a lot of planning has gone into considering the aesthetics of the bridge to Booth Park so far.

Mr. Jeffares agreed with Ms. Whipple-Boyce's suggestion of extending the retail liner known as Building 3, and suggested cutting part of the lot at an angle in the interior in order to maintain safe sight lines. To Mr. Koseck's point, Mr. Jeffares noted that it would be possible to segment off parts of Bates Street for street fairs or private events while ultimately maintaining people's private access and ingress and egress to the lot.

Ms. Whipple-Boyce stated that, if RH (formerly Restoration Hardware) ends up as the tenant in Building 2 as planned, the retail tenants that will occupy the liner spaces will enjoy increased volumes of traffic as well.

Vice-Chairman Williams invited comments from the public.

Douglas Etkin said his residence in the 327 Building is located adjacent to the alley, and he asked the Board to go through the elevations from the south, the corner where Building 2 will go, the relative heights of the buildings on N. Old Woodward from south to north, and the top floor of the parking deck. He asked the Board to observe whether those plans seemed sufficiently respectful of the neighboring properties, specifically his own.

Mr. Saroki noted that he has had a number of meetings with Mr. Etkin and with other residents of Mr. Etkin's building. Mr. Saroki explained that the site has a lot of slope, and that from the alley to the street there is as much as an eight feet difference. The eaveline of the 325-327 Building reaches 58 feet as measured above average grade. The roof of the 325-327 Building is at 70 feet, and includes dormers. The existing parking structure is slightly less tall than the 325-327 Building, and as Mr. Etkin looks to the north, he looks over the top of the structure. Building 2 will have an eaveline at 58 feet, and the top of the conservatory structure will be 70 feet. Brookside's eaveline is 58 feet, height is 70 feet, with an 80 feet height to the mechanical closure and the stair and mechanical tower.

Mr. Saroki continued, saying:

- All three buildings being discussed follow the slope of the street.
- The roof of the planned parking structure will be at 66 feet, with a parapet and stair tower to about 70 feet.
- Looking at an angle from Mr. Etkin's apartment would allow him to see fifth level outdoor terrace planned for Building 2.
- The top of the cornice of the 325-327 Building is at 61 feet, with the roof at 71.5 feet above the alley. The top of the parapet of the parking structure is at 63.5 feet, so it is 2.5 feet above the cornice of Mr. Etkin's view from the 325-327 Building. The ramp is sloping so most of the cars in Mr. Etkin's view would be hidden behind the ramp, and where the floor of the lot levels the cars will remain 4 feet below the parapet.
- The team worked diligently to minimize the impact on the 325-327 Building. Keeping the deck levels at 11 feet in height floor-to-floor and lowering the first floor while keeping

both that level and the retail spaces functional were two of the mitigation approaches taken.

Mr. Etkin said that plans originally showed the possibility of flowers on the north side of the deck. He said that he would like to see similar efforts towards beautification of the south side of the deck as well.

Mr. Saroki said Mr. Etkin's request would be taken into account. He said similar efforts at beautification of the deck are being undertaken on behalf of the Brookside residents.

In response to Larry Bertollini, Planning Director Ecker explained that any tieback agreements that go off of public property and onto another property would be the purview of the City Commission. She continued that from this evening forward:

- The City Commission would be reviewing the land lease agreement and any tieback agreements that may be necessary.
- The current easement for the surface parking lot will ensure that the 325-327 Building will have access to their underground parking.

Mr. Bertollini asked the Board to ask the applicant to describe the retention system.

Mr. Saroki stated a tieback system is proposed for the construction of the parking deck. The deck will be built three levels down with a cast-in-place concrete wall, and will have an Earth Retention System (ERS) around the entire perimeter of the parking structure. He said that one of the safest ways to install the ERS is to drill steel rods horizontally underground at an angle that will grab the soils and hold the lagging in place while the retaining and parking garage walls are constructed. Internal bracing is another option, but it is not preferable as it is more expensive and could lead to problems if settlement occurs. Brookside's construction utilized the tieback system and required easements from the City for the parts that go under Woodward and to the rear of the building. The 325-327 Building also used the tieback system and received easements from the City where required as well. The steel rods should not impact the properties adjacent to the project site. The applicant's engineers are working with City Engineer O'Meara and City Attorney Currier to work out all the necessary aspects of constructing the temporary ERS.

Mr. Bertollini asked where carbon monoxide would be ejected from the lower levels of the deck.

Mr. Saroki explained there is a very fine stainless steel linear bar grating system along a part of the Bates extension, close to the building. This will allow air to enter the lower levels on the north side of the deck. Fans will be in place on the lower levels to pull the air down, and the air will then be discharged along the alley adjacent to the structure.

Mr. Bertollini said it would be helpful:

- For the corners of the deck to have turning radiuses designated to give a better spatial sense of that aspect.
- To have a cross section of where the street cuts down to the Rouge.
- To have a cross section through the parking deck at the bottom where it comes up to the street and its location vis-a-vis the adjacent buildings.

Planning Director Ecker explained to the Board that the Commission was seeking the Board's comments, feedback, and suggestions. She added that the subcommittee of Planning Board members and Architectural Review Committee members would receive the Board's comments regarding the design and materials of the project, and would find ways to integrate those comments into the project prior to Final Site Plan review.

Vice-Chairman Williams recommended that each member of the Board have time to comment. His comments were that:

- A traffic light and crosswalks at Bates and N. Old Woodward, as well as a safety analysis of that area, is critical.
- Additional safety analysis should be performed regarding the intersection of Willits and Bates as well. Vehicles travel Willits much faster than is safe, and traffic calming for the area needs to be implemented as part of the overall plan. He also said the sightlines of Bates at Willits are a problem that should be addressed.
- Both of these issues will be increasingly important as this area is developed and the safety of these areas should be made a priority as part of the project.

Mr. Emerine said his comments remained the same as the ones he gave during the CIS regarding stormwater management. He reiterated the need for a sequence for construction, a during-construction stormwater management plan, a post-construction stormwater management plan, and then consideration towards how the 24-inch outlet pipes will be constructed.

Mr. Koseck offered no further comment, requesting that consideration rely on his previous statements.

Ms. Whipple-Boyce mentioned her comments about the possibility of extending the retail liner known as Building 3, and her concerns about a surface lot with eight parking spaces and a trash enclosure that would be occasionally public and occasionally private. She said she believed it was imperative that a City-funded surface lot on this site remain a wholly public parking area.

Mr. Boyle shared concern that the streets of the project look slick and engineered instead of welcoming and accommodating. He said, in agreement with Mr. Koseck's previous statements, that there needs to be significant focus on how to make the streets appealing and livable. Mr. Boyle described the current designs as 20th century, and said the focus on placemaking must be increased. He said that beautifying the bridge alone will be insufficient if nothing else in the area is lively or attractive enough to make someone want to visit the neighborhood. Asking about a perceived dearth of bicycle parking in the decks, Mr. Boyle stressed that the plans should be more innovative in terms of appearance and encouraging multi-modal transportation than they currently are. Mr. Boyle stated this feedback was directed at other parties and not at the applicant team.

Vice-Chairman Williams agreed with Mr. Boyle, saying that if the street is going to have retail, people are going to need to find the area desirable. He stated that if people see the area simply as a place to park cars, no one will go down that street.

Mr. Jeffares described issues with parking roof decks freezing and thawing in winter, which occasionally causes cars to slide into each other. He asked the team to consider possible solutions

to that issue, noting that the planned size of the parking spots **at the larger size of 9' by 10'** may help. Mr. Jeffares then also said ideas from the Master Plan could help modernize some of the issues with the plan that he and his fellow Board members are highlighting, and recommended that avenue be considered.

Vice-Chairman Williams called for a short recess of the meeting at 10:03 p.m.

Vice-Chairman Williams called the meeting to order at 10:11 p.m.

06-095-19

G. Preliminary Site Plan Review- N. Old Woodward / Bates Street Project, 333 N. Old Woodward, Building 2 Site

Planning Director Ecker presented the item.

Vice-Chairman Williams requested a written concurrence from City Attorney Currier before Final Site Plan expressing that Article 2, section 2.01PP and Article 5, Section 5.01(A) have been applied appropriately in this case.

Planning Director Ecker confirmed for Ms. Whipple-Boyce that all specifics including the design, layout, and seating for the planned restaurant will be required for Final Site Plan review.

Mr. Boyle asserted that this is the most important site plan the Board has ever looked at, and drew attention to the idea that to approve this RH plan is to approve a big-box store. He emphasized the necessity that the building be adaptable, and asked whether Building 2 would be able to accommodate other uses within Birmingham's code.

Planning Director Ecker confirmed Building 2 is adaptable. She confirmed for Mr. Jeffares that there is not a planned direct entrance between the proposed parking deck and Building 2.

Mr. Jeffares also said the outdoor storage regulations as set forth in the ordinance should be reconsidered in light of the very different kind of outdoor storage RH is proposing. Mr. Jeffares suggested that the Board could request to reassess the wording and application of that part of the ordinance before the Final Site Plan Review.

Mr. Emerine noted that condition one in the sample motion language includes an 'or', which should be changed to an 'and'. He said he would like Mr. Currier's concurrence to address whether condition one is required by ordinance. Lastly, Mr. Emerine suggested the parameters laid out in condition one would not be enough display space for RH.

Ms. Whipple-Boyce said defining the rooftop area would allow the Board to work through these questions more clearly, and agreed with Mr. Jeffares that the original intent of the ordinance did not anticipate this kind of display situation.

Mr. Saroki noted that the trash room will be refrigerated so as to avoid potential odors. He added that the building is completely adaptable to another use and that all the windows in the building

will be Hope's Steel Windows. The kitchen preparation area will be on the fourth floor of the building. Mr. Saroki then introduced David Stanchak, President of RH.

Mr. Stanchak stated that he loves Birmingham, and that he grew up in and around Birmingham and Bloomfield Hills. He said that the updates to Birmingham are amazing and that RH wants to be a part of those changes. Describing the planned RH as akin to an art gallery, Mr. Stanchak explained that the idea of the store is hospitality. He said there would be little to no advertising signage throughout the building, and that largely the experience would be one of visiting a friend's home. Mr. Stanchak assured the Board that the roof deck would be well done. In addition, Mr. Stanchak pointed out that the previous presentation he gave to the City Commission is a matter of public record, should anyone be interested in more detail. Mr. Stanchak concluded by saying he could answer any questions presently or when he returns to the Board for Final Site Plan Review.

Vice-Chairman Williams thanked Mr. Stanchak.

In response to Mr. Bertollini, Mr. Stanchak stated that RH does not have loading docks, as once the furniture is set up in the building it remains. Any orders are sent from RH's offsite distribution center. The only deliveries would be the food and the wines.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Koseck based on a review of the site plan revisions submitted, the Planning Board finds that the proposed Building 2 meets the requirements of Article 7, section 7.27 of the Zoning Ordinance, and thus APPROVES the Preliminary Site Plan for the Building 2 of the Birmingham N. Old Woodward Project, currently known as 333 N. Old Woodward, with the following conditions:

- 1. Outdoor display areas must not exceed a maximum of 4' in height, or a combined area more than 0.5 square feet for each linear foot of the width of the building;**
- 2. Outdoor display areas must be located on a paved surface and must be kept clean and orderly at all times;**
- 3. The applicant clarify the location of trash storage and mechanical units on the plans;**
- 4. The applicant submit a complete photometric plan and specifications on all proposed lighting for Final Site Plan and Design Review;**
- 5. The applicant submit material samples, colors, and specifications as well as details on any proposed signage for Final Site Plan and Design Review;**
- 6. Comply with the requests of all City Departments; and**
- 7. Prior to Final Site Plan Approval the Planning Board shall receive the opinion of counsel of the City of Birmingham that the proposed project is in accordance with applicable zoning requirements of the City of Birmingham.**

Board Members had no comments on the motion.

Mr. Bertollini asked if a future adaptation of the building would be able to accommodate service functions.

Motion carried, 6-0.

VOICE VOTE

Yeas: Whipple-Boyce, Koseck, Jeffares, Boyle, Williams, Emerine

Nays: None

06-096-19

H. Final Site Plan & Design Review, 696 Southfield – Solar Panels

City Planner Dupuis presented the item.

Vice-Chairman Williams told the Board that 696 Southfield is located across from another street, and not another home, so no one would be directly across from the solar panels if installed on the front of the home.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Boyle to approve the installation of solar panels on the front-facing section of the roof of the single family residence located at 696 Southfield.

Motion carried, 6-0.

VOICE VOTE

Yeas: Whipple-Boyce, Boyle, Koseck, Jeffares, Williams, Emerine

Nays: None

06-097-19

I. Miscellaneous Business and Communications

a. Communications

The action list will be going to the City Commission on July 8, 2019.

b. Administrative Approval Correspondence

None.

c. Draft Agenda for the next Regular Planning Board Meeting (July 10, 2019)

- Update from the DPZ Master Plan Team
- An application to amend the language for D5
- 333 N. Old Woodward, Building 2 Site (RH) - CIS

Vice-Chairman Williams noted that Chairman Clein has an ongoing conflict with the Birmingham N.O.W. project, and recommended that Chairman Clein attend the next meeting to officially recuse himself for the record.

d. Other Business

None.

06-098-19

J. Planning Division Action Items

None.

06-099-19

K. Adjournment

No further business being evident, the Chairman adjourned the meeting at 11:00 p.m.

Jana L. Ecker

Planning Director