



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY JANUARY 11, 2023 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

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

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **December 14, 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 & Review of Notice Period Comments**
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - i. **Community House Bates Street Society Dinner Event Lighting**
 - 2. Communications
 - i. **Project Updates**
 - 3. Administrative Approval Correspondence
 - i. **December 9, 2022 – January 6, 2022**
 - 4. Draft Agenda – **January 25, 2022**
 - 5. Action List – **2022/2023**
 - 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

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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).

City Of Birmingham
Regular Meeting Of The Planning Board
Wednesday, December 14, 2022
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on December 14, 2022. Chair Clein convened the meeting at 7:30 p.m.

A. Roll Call

Present: Chair Scott Clein, Vice-Chair Bryan Williams; Board Members Robin Boyle, Stuart Jeffares, Bert Koseck, Daniel Share, Janelle Whipple-Boyce; Alternate Board Member Nasseem Ramin (not voting)

Absent: Alternate Board Member Jason Emerine; Student Representatives MacKinzie Clein, Andrew Fuller

Staff: Planning Director Dupuis; City Transcriptionist Eichenhorn

B. Approval Of The Minutes Of The Regular Planning Board Meeting of November 9, 2022

12-166-22

Motion by Mr. Share

Seconded by Mr. Boyle to approve the minutes of the Regular Planning Board meeting of November 9, 2022 as amended.

Motion carried, 7-0

VOICE VOTE

Yeas: Jeffares, Koseck, Clein, Boyle, Williams, Share, Whipple-Boyce

Nays: None

C. Chair's Comments

Chair Clein thanked Staff, the Board, and the public for their work and participation throughout the year. He then welcomed everyone to the meeting and reviewed the meeting's procedures.

D. Review Of The Agenda

E. Unfinished Business/Courtesy Review

F. Rezoning Applications

G. Community Impact Studies

H. Special Land Use Permits and Site Plan & Design Reviews

- 1. 300 S. Old Woodward** – RH – Request for Revised Special Land Use Permit, Final Site Plan & Design Review for a Redesigned 4-Story Commercial Building in Downtown Birmingham

PD Dupuis presented the item.

Victor Saroki, architect for the applicant, spoke on behalf of the application.

PD Dupuis and Mr. Saroki answered brief informational questions from the Board.

Mr. Saroki stated that the drawings were reviewed and found to be code-compliant by the City's Building Official.

In reply to Mr. Share, Mr. Saroki confirmed that if the Board of Zoning Appeals (BZA) would prefer, RH would likely be willing to turn the west facade sign off after the restaurant closes in the evenings.

Mr. Saroki noted that he was also working on the building across from RH's west facade. He said that while that building would be within 200 feet of RH's west facade, it would not be a problem for RH's west facade sign to be on during the day and into the early evening.

In reply to Mr. Boyle, Mr. Saroki said he would ask RH management about the possibility of adding an electric vehicle charging station to RH's parking area.

Mr. Saroki also confirmed that the bricks would be stacked flush.

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

Mr. Jeffares noted that the intent of the glazing ordinance was to create activation and interplay between the inside and outside of a building. Given the building's general design, he opined that this building would do that superlatively. He expressed no concerns about this particular building falling short of the glazing standards.

Mr. Williams concurred and said he hoped the BZA would approve the glazing variance. He also stated that the new designs resolved any previous concerns about the building's west orientation. He said the reorientation of the building towards S. Old Woodward was a very positive change and resulted in a better project. He said he was also comfortable with the sign proposal, as long as the sign on the west facade is turned off in the evenings when the building is closed. He opined that an illuminated sign facing S. Old Woodward would be positive in general. He praised the change in the color, noting that it would distinguish the building from the hotel across the street.

The Chair expressed appreciation for the quality of the materials being proposed in the new designs. He said he fully supported the variance for the glazing, and fully supported the sign variance as long as the west facade sign is turned off when the building is closed. He said the

project would bring a lot of value to the community and that he was thrilled to see it move forward.

Ms. Whipple-Boyce said the planned lighting of the building was very aesthetically appropriate and that she could not imagine the lighting being done in another way.

The Board concurred that the proposed material for the metal gate was appropriate.

12-167-22

Motion by Mr. Share

Seconded by Ms. Whipple-Boyce to recommend to the City Commission approval of the Special Land Use Permit for 300 S. Old Woodward – RH – with the following conditions:

- 1. The Planning Board approves the projection of the canopy into the right-of-way;**
- 2. The applicant must still adhere to the principles accepted by the Planning Board in the Community Impact Study review and provide ample space for the separation of recycling in this area;**
- 3. The Planning Board approves the use of arborvitae and masonry screen wall with metal gates to screen the proposed electrical equipment;**
- 4. The applicant must submit revised plans demonstrating 70% clear glazing on the storefront facades or obtain a variance from the Board of Zoning Appeals;**
- 5. The Planning Board approves the use of non-cutoff light fixtures on the facade;**
- 6. The applicant must submit detailed and dimensioned sign plans that meet the requirements of the Sign Ordinance, or obtain a variance from the Board of Zoning Appeals; and,**
- 7. The applicant must comply with the requests of all City Departments.**

Mr. Share said that in his time on the Board he could not recall an applicant reconsidering their application with such an attention to quality aesthetics. He commended the applicant for doing so.

Motion carried, 7-0.

VOICE VOTE

Yeas: Jeffares, Koseck, Boyle, Clein, Williams, Whipple-Boyce, Share

Nays: None

The Board offered unanimous support for the granting of the glazing variance and the granting of the sign variance with the caveat that the west facade sign be turned off when the building is closed.

12-168-22

Motion by Mr. Share

Seconded by Ms. Whipple-Boyce to recommend to the City Commission approval of the Final Site Plan and Design Review for 300 S. Old Woodward – RH – with the following conditions:

- 1. The Planning Board approves the projection of the canopy into the right-of-way;**
- 2. The applicant must still adhere to the principles accepted by the Planning Board in the Community Impact Study review and provide ample space for the separation of recycling in this area;**
- 3. The Planning Board approves the use of arborvitae and masonry screen wall with metal gates to screen the proposed electrical equipment;**
- 4. The applicant must submit revised plans demonstrating 70% clear glazing on the storefront facades or obtain a variance from the Board of Zoning Appeals;**
- 5. The Planning Board approves the use of non-cutoff light fixtures on the facade;**
- 6. The applicant must submit detailed and dimensioned sign plans that meet the requirements of the Sign Ordinance, or obtain a variance from the Board of Zoning Appeals; and,**
- 7. The applicant must comply with the requests of all City Departments.**

Motion carried, 7-0.

VOICE VOTE

Yeas: Jeffares, Koseck, Boyle, Clein, Williams, Whipple-Boyce, Share

Nays: None

I. Site Plan and Design Reviews

- 1. 325 S. Eton – District Lofts Phase 3 – Request to Extend the Final Site Plan & Design Review Approval (12/16/21)**

Mr. Saroki explained that the team was looking for an extension due to present market conditions.

12-169-22

Motion by Mr. Williams

Seconded by Mr. Jeffares to extend the final site plan and design review approval for 325 S. Eton until December 14, 2023.

Mr. Jeffares noted that the applicant team was working in earnest on this project.

In reply to Mr. Boyle, Mr. Saroki said this extension had no impact on the Grand Trunk Western Railroad Birmingham Depot train station.

Motion carried, 7-0.

VOICE VOTE

Yeas: Jeffares, Koseck, Boyle, Clein, Williams, Whipple-Boyce, Share

Nays: None

J. Study Session

1. Outdoor Dining – Public Hearing

The Chair opened the public hearing.

PD Dupuis introduced the item.

The Chair noted the amount of work done on the item. He noted that an attorney for a number of restaurants in Birmingham wrote in support of the changes the Board made to the sunset clause. He said that the ordinance was a strong one and recommended it be advanced to the Commission.

Mr. Williams concurred. He noted that the Commission could make changes regarding a sunset provision if it saw fit to do so.

Seeing no public comment, the Chair closed the public hearing.

Mr. Share noted that representatives for Social Kitchen and Market North End were in support of dropping the sunset provision, and that both restaurants use isinglass and lease public space. He said the leases would provide whatever legitimate property interest those two establishments would have in retaining their isinglass. He said that two important features of the new ordinance might not be enacted for a long time without a sunset clause: preserving the five-foot clear path, and limitations on the height of any cover. He said the sunset clause would do no harm to the operators trying to preserve their isinglass, and recommended that either the Board or the Commission re-add a sunset clause to the ordinance.

Chair Klein agreed that the five-foot clear paths and the height limitations on covers were important. He said the ordinance was designed like other ordinances, which do not require retroactive application, and said he believed that was appropriate. At the same time, he said he could understand if the Commission determined that, as a policy matter, the changes should be implemented more quickly.

Mr. Share and PD Dupuis noted that the difference between this ordinance and some other ordinances is that this ordinance relates to an annual, renewable permit and public property.

12-170-22

Motion by Mr. Jeffares

Seconded by Mr. Williams to recommend to the City Commission approval of the amendments, as included in the December 14, 2022 agenda packet, 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.

Motion carried, 6-1.

ROLL CALL VOTE

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

Nays: Share

The Chair thanked the Board and Staff.

K. Miscellaneous Business and Communications

- 1. Pre-Application Discussions**
- 2. Communications**
 - i. 320 Martin – Birmingham Post Office**

PD Dupuis presented the request.

The Board agreed to allow the changes to proceed with administrative approval.

- 3. Administrative Approval Correspondence**
- 4. Draft Agenda**

The Board reviewed what would be discussed at the January 11, 2023 meeting regarding the 2040 Master Plan draft. They also discussed some possible ways to address some publicly-circulating misinformation that had arisen about the 2040 Master Plan.

- 5. Action List - 2022**
- 6. Other Business**

Some Board members requested brief status updates on projects once said projects leave the Planning Board.

PD Dupuis confirmed Staff would do so.

Mr. Boyle said the Commission should consider reviewing the City's policies relating to liquor licenses and whether bistros as a separate entity remained necessary.

Mr. Williams concurred. He said he did not know what the present costs of a Class C license were, but said the Commission could look into the matter.

L. Planning Division Action Items

- a. Staff Report on Previous Requests**
- b. Additional Items from tonight's meeting**

M. Adjournment

No further business being evident, the Chair adjourned the meeting at 9:08 p.m.

A blue ink signature of Nick Dupuis, consisting of a stylized 'N' and 'D'.

Nick Dupuis, Planning Director

A black ink signature of Laura Eichenhorn, appearing as a cursive 'L' followed by a horizontal line.

Laura Eichenhorn, City Transcriptionist

DRAFT



MEMORANDUM

Planning Division

DATE: January 11, 2023

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

SUBJECT: The Birmingham Plan 2040 – Final Draft & Public Comment Review

The Comprehensive Master Plan

A Master Plan is a document and policy guide designed to help communities create a vision of what they want to look like in the future. Master Plans help guide communities in their decisions on land use development and preservation. Master Plans are written and adopted by a local Planning Commission and might also be adopted by a local legislative body, although Master Plans are not laws on their own.

The planning process begins with a study of existing conditions, including demographics, housing, transportation, economic trends, or other analyses. The public is then engaged to give input how they want the community to grow over the next 20 or more years. The Planning Commission then creates and maintains the Future Land Use Map from this Planning process, which will guide the Commission in its decisions on zoning and development going forward.

The Master Plan also guides the Planning Commission as it makes decisions on development proposals brought before them. The Planning Commission is tasked with ensuring each development fits with the goals of the Master Plan so the community grows according to the expectations of its citizens. (Source: [Michigan Association of Planning](#))

Process Overview

The City of Birmingham embarked on a comprehensive master plan update beginning in the summer of 2018 with the creation and posting of a Request for Proposals soliciting qualified professionals to conduct a comprehensive master plan update, which culminated in the selection of DPZ CoDesign in the fall of 2018. The master planning process kicked off in January 2019, after which the City had numerous public input sessions including charrettes, roundtable discussions, neighborhood input sessions, surveys, drop-in clinics, and presentations. Upon receiving the first draft of the Birmingham Plan 2040 (the “2040 Plan”), the City began to hold what would become nearly 40 total public reviews/discussions between the Planning Board, City

Commission, and several joint meetings, the dates of which are summarized in the following table:

DATE	REVIEW TOPIC	LINKS
PRE-DRAFT		
May 20, 2019	Preview and Discussion of Plan Topics	Agenda – Minutes
July 8, 2019	City Commission Master Plan Update	Agenda – Minutes
July 10, 2019	Master Plan Update	Agenda – Minutes
August 28, 2019	Master Plan Discussion	Agenda – Minutes
September 23, 2019	City Commission Master Plan Update	Agenda – Minutes
October 17, 2019	Joint Meeting – 1 st Draft Discussion	Agenda
October 23, 2019	Master Plan Update	Agenda – Minutes
November 13, 2019	Master Plan Update	Agenda – Minutes
December 9, 2019	City Commission resolution to approve Draft #1 Review Schedule	Agenda – Minutes
January 8, 2020	Master Plan Review Process Update	Agenda – Minutes
FIRST DRAFT		
February 12, 2020	Premises & Future City Vision	Agenda – Minutes
March 11, 2020	Neighborhood Components	Agenda – Minutes
May 13, 2020	Master Plan Review Process Discussion	Agenda – Minutes
June 10, 2020	Master Plan Review Process Discussion	Agenda – Minutes
June 15, 2020	Joint Meeting Master Plan Review Process	Agenda – Minutes
June 24, 2020	Master Plan Review Process Discussion	Agenda – Minutes
August 12, 2020	Master Plan Themes pt. 1	Agenda – Minutes
September 9, 2020	Master Plan Themes pt. 2	Agenda – Minutes
November 11, 2020	Mixed-Use Districts	Agenda – Minutes
January 13, 2021	Neighborhood & Housing Policy	Agenda – Minutes
February 10, 2021	Neighborhood Plans & Shared Elements	Agenda – Minutes
March 8, 2021	City Commission Resolution Outlining the Remaining Master Plan Review Process	Agenda – Minutes
March 10, 2021	Direction Summary from Review of 1 st Draft	Agenda – Minutes
March 22, 2021	City Commission Resolution Directing Preparation of Draft #2 (Postponed)	Agenda – Minutes
April 19, 2021	City Commission Resolution Directing Preparation of Draft #2	Agenda – Minutes
SECOND DRAFT		
October 11, 2021	Joint Meeting Draft #2 Receipt Update	Agenda – Minutes

October 13, 2021	2 nd Draft Receipt and Review Process	Agenda – Minutes
November 10, 2021	Introduction, Future Land Use Map, Chapter 1 (Connecting the City)	Agenda – Minutes
December 8, 2021	Chapter 2 (Embraced Managed Growth)	Agenda – Minutes
January 12, 2022	Chapter 3 (Retain Neighborhood Quality)	Agenda – Minutes
February 9, 2022	Chapter 4 (Support Mixed-Use Districts) & Chapter 5 (Advance Sustainability Practices)	Agenda – Minutes
March 9, 2022	Summary of Recommendations – Draft #2	Agenda – Minutes
April 18, 2022	City Commission Resolution Directing Preparation of Draft #3	Agenda – Minutes
THIRD DRAFT		
August 10, 2022	Draft #3 Review Process Update	Agenda – Minutes
September 14, 2022	Final Draft Receipt and Process Confirmation	Agenda – Minutes
January 11, 2023*	Final Draft & Public Comment Review	-
February 8, 2022*	Recommendation to Adopt Master Plan	-
March 2022*	Resolution to Formally Adopt Master Plan	-

**Meetings listed as have been planned and advertised and are subject to change*

Michigan Planning Enabling Act

The legal authority to carry out the master planning process is granted by Article III of the [Michigan Planning Enabling Act](#) (the “Act”). Within the Act, there are several legal requirements that a municipality must follow when preparing a master plan including future land use, public participation, notifying other government agencies, and adoption procedure. The City of Birmingham closely followed the requirements of the Act.

Next Steps

The required 63-day notice period ended on December 30, 2022, which yielded one comment from Oakland County that is attached for your review. Oakland County’s review of the 2040 Plan concluded that the 2040 Plan is NOT INCONSISTENT with any adjacent communities. In addition, the City has received several other written comments from Birmingham residents that are included in your packet for review.

If prepared to do so, the Planning Board may set a public hearing to review the final draft of the 2040 Plan and make a recommendation to the City Commission.

It is important to note that throughout the 63-day notice period the City also observed several instances of misinformation on various social media platforms. The City provided two formal “Setting the Record Straight” sections in the City Managers Report to the City Commission. The first on November 28, 2023 that focused on Neighborhood Seams and the second on December 19, 2023 that focused on Commercial Destinations. Both City Manager Reports are attached for review. The City will continue to monitor and correct misinformation as it is brought to our attention.

Sample Motion Language

Make a motion to set a public hearing date of February 8, 2023 to review the final draft of the 2040 Plan and make a recommendation to the City Commission.

December 22, 2021

Mr. Nicholas Dupuis
City of Birmingham
151 Martin St.
Birmingham, MI 48009

SUBJECT: County Code No. MP 22-10, Oakland County Department of Economic Development, Division of Planning & Local Business Development's staff review of the City of Birmingham Draft Master Plan Update.

Dear Mr. Dupuis:

On November 3, 2022, the Oakland County Department of Economic Development (OCED), Division of Planning & Local Business Development (PLBD) received a mailed letter (dated October 29, 2022) from the City of Birmingham initiating the review and comment period for the proposed **City of Birmingham Draft Master Plan Update, "The Birmingham Plan 2040", (County Code Master Plan No. 22-10)**. Under the Michigan Planning Enabling Act, which took effect September 1, 2008, Oakland County, adjacent municipalities, and other jurisdictional authorities have 63 days to submit comments on Master Plan updates.

This review for the draft Master Plan will NOT go before the Oakland County Coordinating Zoning Committee (CZC) due to the annual waiver period that was initiated at the last CZC meeting on November 2, 2022. The information herein is a cursory review that has been conducted by staff and will be sent to the City of Birmingham and adjacent communities within the 63-day comment period. This is in accordance with other adjacent communities and jurisdictional authorities that also have 63 days to submit comments directly to the City of Birmingham. This review will focus on borderline changes and suggested best practices.

***** This review and recommendations did not go before the Coordinating Zoning Committee. *****

Staff Recommendation

Based on the review of the surrounding communities' Master Plans and existing land uses, the City of Birmingham's Draft Master Plan proposed update is not inconsistent with the plan of any city, village, or township that received notice of the draft plan. Oakland County has not prepared a countywide development plan, so there is no countywide plan with which to compare the draft amendment. Following is a detailed analysis and summation of the draft Master Plan update.

Select Summary Analysis of Content

The City of Birmingham is proposing an update to the City's Master Plan. Per our records, the Planning staff at Oakland County has reviewed changes to portions of the master plan over the years. In 2016, staff reviewed the *Downtown Birmingham 2016* amendment to the *Final Report* of November 1996 document, which fully concentrated on the downtown area. In 2007 the addition of the *Triangle District Plan* was reviewed which followed the *Eaton Road Corridor Plan* in 1999. These amendments, additions and/or updates originated from *The Birmingham [Master] Plan* of 1980. It is our understanding that there have been few changes to the future land uses along the borders of the city in the past 40+ years. The City of Birmingham shares a border with five adjacent communities consisting of the City of Bloomfield Hills, City of Troy, City of Royal Oak, Village of Beverly

Hills, and the Charter Township of Bloomfield. The uses/changes along the municipal borders' is the primary focus of this review with emphasis on the future land uses. Our review as offered staff recommendations for the plan.

Future Land Use Plan

The proposed Future Land Use (FLU) plan, when compared to the FLU plan of 1980 and its subsequent amendments, includes few borderline changes throughout that time. However, the proposed FLU plan has changed typical FLU categories descriptions to district orientated descriptions that are divided by destination, fabrics, and seams.

The proposed classifications in the FLU map and plan further define the uses of the property as they are currently used or how they could be used. In observation, the City of Birmingham is an established community that was mostly built-out with minor changes to the City's layout, land use patterns and character between the 1950's through the 1970's. Changes to the FLU map have been made to give a more specific classification of the future (or existing) use of properties. Borderline changes are most prevalent in the following areas:

- Village of Beverly Hills border (south): The 14 Mile Road corridor has remained mostly unchanged or has followed the FLU development patterns as guided by the 1980 FLU plan. The City of Birmingham is projecting residential growth along the corridor and the density applied would allow the border to be a transition zone along the corridor fronted properties. Single family, multi-family and mixed uses have been designated in this area and are comparable to uses along the corridor between the two municipalities. The Village of Beverly Hills has retained *Single Family Residential (R-3)*, the Village's most dense single-family residential use with some office uses between Pierce Street and Greenfield Road along the 14 Mile Road corridor. **This remains a compatible border.**
- Charter Township of Bloomfield border (west): Part of the changes proposed in the FLU update for the City of Birmingham is identifying existing religious properties and classifying similar uses under the *Civic Destination: General* classification. The property being put into this category is on the Bloomfield Township border, on the north side of West Maple Road, and contains a church that has been in existence since the 1950's. No change of use is scheduled for the property. **This remains a compatible border.**
- City of Royal Oak border (southeast): Clover Hill Park Cemetery was previously identified as *Open Space and Recreation*. The proposed FLU classification is *Civic Destination: Cemetery* which aligns with the existing use of the property since before 1940. There is no change of use scheduled for the property. **This remains a compatible border.**
- City of Troy border (east): Along the northside of Maple Road (15 Mile Rd.) in the City of Birmingham, uses and future use designations have remained to be *Low-Density Multifamily Residential*. The two properties closest to the Coolidge Highway and Maple Road intersection have been classified as a *Commercial Destination* in the proposed FLU plan. This change is representative of developments and continued land use patterns in the City of Troy, adjacent to that particular intersection at the east, southeast and southern corners. **This remains a compatible border.**

There were no proposed FLU changes to the north, along the City of Bloomfield Hills and Bloomfield Township borders. The FLU map and plan have been updated and strengthened in the proposed draft Master Plan.

Recommendations

As stated earlier in this review, recommendations have been made in an attempt to strengthen the plan as a usable tool for the community. The following are staff recommendations for the Draft Master Plan:

1. Incorporate a hazard mitigation plan or elements that could be used in a hazard mitigation plan. Chapter 5, *Advance Sustainability Practices* touches on flooding and rain events which could further be strengthened by the inclusion of a hazard mitigation plan. Oakland County's PLBD staff has made a deliberate effort to encourage communities to integrate their hazard mitigation priorities and strategies into their Master Plans, when applicable. This is particularly relevant for hazard mitigation related to infrastructure, utilities, natural features, major assets, and historic districts/structures that may be added to

the City's Capital Improvement Program if applicable or may represent FEMA (Federal Emergency Management Agency) eligible projects. Through FEMA, communities are eligible for nationally competitive, annually awarded Pre-Disaster Mitigation (PDM) Grants for planning and project work. Communities responding to and recovering from major disasters or emergencies declared by the President are also eligible for Public Assistance (PA) Funds for emergency work and permanent infrastructure projects. The 2017 Oakland County Hazard Mitigation Plan is available online through the County's Homeland Security webpage at: <https://www.oakgov.com/emergency-management/need-to-know/disasters>.

2. Include best practices from Oakland County Cooperative Species Management Areas (CISMA) <https://oaklandinvasivespecies.org/>. Such information should be considered in the plan's efforts to combat invasive species, specifically along the River Rouge. Additional information pertaining to this topic can help support the initiatives promoted in Chapter 5: *Advanced Sustainability Practices* of the proposed Master Plan.
3. Expand on the community's development opportunities by including information about the City's existing Brownfield Authority's (BRA) initiatives and best practices. If needed, Oakland County can assist the City of Birmingham with brownfield redevelopment. For more information, review the Oakland County Planning Services table at the end of this review.
4. Review information provided by Oakland County's Neighborhood and Housing Development Division which has created tools that could strengthen the City of Birmingham's initiative for "housing diversity" and can promote diversity and inclusion in the City's housing efforts. More information on this topic can be found at the Oakland County's Neighborhood and Housing Development website: <https://www.oakgov.com/nhd/Pages/default.aspx>

Oakland County Technical Assistance

A summary of programs offered by the Oakland County Economic Development Department that are relevant to City of Birmingham have been included on the final page of this review.

Oakland County Technical Resources

Oakland County compiles existing and future land use statistics for the county as a whole and for each community using generalized land use definitions. These documents are included as reference and to provide a snapshot of the City's existing land use and development patterns.

Conclusion Summary

The City of Birmingham Draft Master Plan Update has sound strategies that are beneficial to the plan and the City's future. The plan is well written and has a considerable amount of information and obtainable goals that should prove to be a useful tool to guide growth and preservation efforts within the city.

Our review includes recommendations that we hope will strengthen the overall plan, but at no point are our recommendations required. Oakland County does not have a Planning Commission or County Master Plan to do a full comparison and contrast of the information. Our staff review of the proposed Master Plan and a cursory review of adjacent communities' Master Plans have found the City of Birmingham Draft Master Plan Update to be not inconsistent with any of the adjacent communities.

If there are any questions or comments about this review and analysis, please do not hesitate to contact me at (248)858-0389 or email me at krees@oakgov.com. There will not be a motion made on the recommendations of this review by the CZC. A copy of this review will be made available to City of Birmingham and the surrounding jurisdictions as noted below. Copied recipients of this review have been included on the following page.

Respectfully,



Scott E. Kree
Senior Planner

CC:

Mark Stec, Planning and Zoning Administrator for the Village of Beverly Hills
 Patricia Volker, Director of Planning for Bloomfield Township
 Amy Burton, City Clerk / Assistant City Manager for the City of Bloomfield Hills
 Joseph Murphy, Director of Planning for the City of Royal Oak
 Bent Savidant, Community Development Director for the City of Troy
 Oakland County CZC members & staff

***** This review and recommendations did not go before the Coordinating Zoning Committee. *****

Oakland County Planning Resources

The Oakland County Department of Economic Development (OCED), Division of Planning & Local Business Development (PLBD) offers a variety of programs to support Oakland County communities with innovative programming and assistance to create attractive destinations in which to live, work and raise a family. The chart below details those programs offered by the PLBD (a division of the OCED). Current participation in these programs and opportunities for future involvement are noted on the right of the chart. Additional information on all OCED programs can be found at www.oakgov.com/advantageoakland.

Program	Mission	City of Birmingham's Opportunities and Current Participation
Environmental Stewardship	Provide information, plans and options to promote conservation of the natural environment while supporting sustainable economic growth, development, and redevelopment.	The City of Birmingham supports development that is cognizant of natural resource protection and management. County staff members are able to act in a supporting capacity with grant application identification, open space protection, and sustainable development practices as requested.
Main Street Oakland County (MSOC)	Help local governments develop their downtowns as vibrant, successful districts that serve as the heart of their community.	The City of Birmingham is currently a member of MSOC at the "Partner" level and is eligible to participate in training opportunities and staff support.
Historic Preservation Assistance	Support local efforts to maintain and enhance architectural and heritage resources through sustainable practices to enrich the quality of life for all.	County staff is able to assist with potential design concepts for adaptive reuse of any historic structures within the community.
Land Use & Zoning Services	Prepare and provide land use, zoning, and Master Plan reviews for communities to enhance coordination of land use decision-making.	The City of Birmingham continues to send Master Plan Updates and Amendments to the County for review fulfilling the legislative requirements. Other coordination services are available upon request.
Trail, Water & Land Alliance (TWLA)	Become an informed, coordinated, collaborative body that supports initiatives related to the County's Green Infrastructure Network	The County fully supports the expansion of non-motorized facilities and protection of the natural environment. Oakland County can aid the community in non-motorized planning efforts through education and the identification of potential funding sources.
Brownfield Redevelopment Authority (OCBRA)	Provide assistance in the County's Brownfield initiative to clean-up and redevelop contaminated properties	The OCBRA can assist and coordinate with the State of Michigan Department of Environment, Great Lakes and Energy (EGLE, formally MDEQ) along with the Michigan Economic Development Corporation (MEDC), as needed, in an effort to prepare designated brownfields for redevelopment with the County's BRA. Additionally, Birmingham can utilize Oakland County's USEPA Grant of \$600,000 for site assessment activities through September of 2023.



Nicholas Dupuis <ndupuis@bhamgov.org>

Draft 2040 Plan Comments

5 messages

Tom Markus <tmarkus@bhamgov.org>

To: nord718@aol.com

Cc: City Commission <city-commission@bhamgov.org>, DepartmentHeads <departmentheads@bhamgov.org>

Dear Ms. Nordlie,

Thank you for your comments on the Draft 2040 Plan that you provided via email to Commissioner Host (attached below).

Commissioner Host has asked that we forward your comments to the Planning Board for consideration during the public review process. We are happy to share your email comments with the

Did you know that the café discussed in the Draft 2040 Plan for Booth Park is not a new idea, but has been included in the recommendations contained in the Downtown Birmingham 2016 Plan near the corner of N. Old Woodward and Harmon, to anchor the corner and activate the area by providing food and drink to park visitors. In addition, the most recent Parks and Recreation Plan with umbrella covered tables with seating for visitors to enjoy. The Draft 2040 Plan continues to recommend the addition of a café or kiosk in Booth Park, as recommended since at least 1996.

As the Downtown Birmingham 2016 Plan, the Parks and Recreation Plan and the Draft 2040 Plan are master plans, they provide recommendations, but do not mandate the implementation. Availability of funding for study and potential implementation. However, incorporation in a master plan does not guarantee implementation, as the City would need to fund and conduct further

In light of this information, please verify that you wish to send your comments as presented to the Planning Board. If that is your desire, please let us know and we will be happy to pass your

Tom Markus

Forwarded

From: nord718@aol.com

Date: December 20, 2022 at 2:00:18 PM EST

To: bhost@bhamgov.org

Subject: Booth Park cafe?

Hi Brad...

I think you may have asked for some feedback on this issue, so I would like to respond.

I think it is a bad idea for at least two reasons:

1) the potential for an increase in vehicle traffic. There are already numerous times when that part of Harmon is impassable, due to restaurant food being delivered illegally to go to the park or pick up to-go orders from the nearby restaurants, etc. Also, many parents picking up their kids from Holy Name School use the street already times when traffic on that street is problematic even without any increase due to the presence of a cafe.

2) the increase in trash and littering. There is already too much trash on the park property, on Harmon, and on the lawns of nearby residents. Adding more trash and many more napkins, to-go cups, etc. blowing around that area. Also, there is no need to add to the rat and other rodent problems we may have from the presence of restaurants in that area.

Just a thought... if you want to test out the idea before investing in the infrastructure, why not find a coffee/cafe truck to park there at certain times of the day? The response is and if traffic and litter do become bigger problems.

I hope this feedback is helpful. Thanks for your service as a commissioner.

Sincerely,

Nancy Nordlie

450 Tooting Lane

Birmingham, MI 48009

--

You received this message because you are subscribed to the Google Groups "DepartmentHeads" group.

To unsubscribe from this group and stop receiving emails from it, send an email to departmentheads+unsubscribe@bhamgov.org.

To view this discussion on the web visit <https://groups.google.com/a/bhamgov.org/d/msgid/departmentheads/CALPLqCjoJeD5kxFnuPAFFDQKmuGcAUtOi9aJWMYS80mcpE%3DqEQ%40m>

Tom Markus <tmarkus@bhamgov.org>

Thu, Dec 22, 2022 at 2:23 PM

To: Nicholas Dupuis <ndupuis@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Please monitor this so that if Ms. Nordlie confirms we then get it to the Planning Board
[Quoted text hidden]

Nicholas Dupuis <ndupuis@bhamgov.org>
To: Tom Markus <tmarkus@bhamgov.org>
Cc: Jana Ecker <Jecker@bhamgov.org>

Thu, Dec 22, 2022 at 2:25 PM

Will do!
[Quoted text hidden]
--

Nicholas J. Dupuis
Planning Director



Email: ndupuis@bhamgov.org
Office: 248-530-1856
Social: [LinkedIn](#)

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

Tom Markus <tmarkus@bhamgov.org>
To: Nicholas Dupuis <ndupuis@bhamgov.org>
Cc: City Commission <city-commission@bhamgov.org>, Department Heads <departmentheads@bhamgov.org>

Thu, Dec 22, 2022 at 10:17 PM

Per Ms. Nordlie's request please share her communications with the Plan Board.

----- Forwarded message -----
From: nord718@aol.com <nord718@aol.com>
Date: Thu, Dec 22, 2022 at 9:07 PM
Subject: Re: Draft 2040 Plan Comments
To: Tom Markus <tmarkus@bhamgov.org>, braddhost@gmail.com <braddhost@gmail.com>

Dear Mr. Markus,

Thanks for your response to my letter to Commissioner Host.

I was unaware of plans for a cafe or kiosk in Booth Park as included in the 2016 Downtown Birmingham Plan. I moved to Birmingham midway through 2018, so I would not have known about the 2016 plan, and I also did not know about the 2018 plan. Today I looked at the drawings in the 2018 plan for what was recommended for Booth Park and I did see the plaza area with covered tables. However, I could not locate the proposed site of the cafe/kiosk. I also reviewed the 2016 Downtown Birmingham plan and found the recommendation for a cafe, which was meant to be an addition to the single restaurant in the area at that time. However, it seems that the passage of time has taken care of the situation, since there are now at least three or four restaurants in the area of that corner, and one or two others up the street toward the intersection of Old Woodward and Oak.

Please understand that I am not against something like a covered seating area, which would enable more people to enjoy the park. What I am against is anything that would bring in more cars, making the streets even more impassable than they already are. I am also against anything that would cause more litter, which would make the park more of an eyesore than an attraction, and perhaps contribute to the increase of the rodent or rat population. A cafe has the potential to do that, and there are already many food and beverage options close to Booth Park. It is interesting to me that on page 55 the Birmingham 2040 Master plan, it was suggested that a food truck might be another option, which is something that I included in my letter to Commissioner Host.

I appreciate your letter to me, Mr. Markus, since it caused me to review these various plans. I am still convinced that the recommendation for a cafe on the actual grounds of Booth Park is an unwise one.

In any case, I would still like my letter to Commissioner Host shared with the Planning Board.

Thanks for your good work on behalf of our city.
Sincerely,
Nancy Nordlie

[Quoted text hidden]

Nicholas Dupuis <ndupuis@bhamgov.org>
To: Tom Markus <tmarkus@bhamgov.org>

Thu, Dec 22, 2022 at 10:45 PM

Will do!
[Quoted text hidden]



Nicholas Dupuis <ndupuis@bhamgov.org>

2040 Master Plan Request

Kevin Kozlowski <kevin.kozlowski@gmail.com>

Mon, Dec 5, 2022 at 2:36 PM

To: jecker@bhamgov.org, ndupuis@bhamgov.org

To the City Commission and Planning Board,

I wrote a letter back in May of this year concerning the second draft of the Master Plan. In particular, I was disappointed with the lack of land use changes which would facilitate greater walkability. Sadly, the land use map in the third draft of the plan does not appear to be noticeably different from the second draft. I am not writing to rehash all of my original points, but I would like to reiterate my request that the land use for my lot and those in my immediate vicinity be restored to the way it was in the first draft of the plan. I'm referring to the Madison/Lawndale St area directly east of Woodward. For reasons outlined in my original letter, I believe these changes will benefit my family, my neighbors, and the city, so I hope they can be made before the plan is put before the City Commission for approval.

Thank you for your time,

Kevin Kozlowski
421 Madison St,
Birmingham, MI 48009
Kevin.Kozlowski@gmail.com



Nicholas Dupuis <ndupuis@bhamgov.org>

2040 Master Plan Comments

Kevin Kozlowski <kevin.kozlowski@gmail.com>
To: ndupuis@bhamgov.org

Wed, May 4, 2022 at 9:31 AM

May 4, 2022

To the City Commission and Planning Board,

I am writing to express my disappointment with the direction the Birmingham 2040 Master Plan has taken. I was generally excited about the first draft of the plan and find the current direction, or lack thereof, depressing. This plan is an opportunity to dedicate the city to embodying its motto of walkability. There are still elements of the current draft which do this, but most of the city will see no improvements to walkability at all. Also, I am very concerned about the volume of municipal parking the current draft proposes to be constructed. I think this will hurt our walkability and be a potential financial disaster.

There are citizens of Birmingham who would enjoy a more walkable, urban lifestyle. My wife and I recently moved to Birmingham because of its walkability. While the Master Plan has some exciting new walkable developments, they are largely restricted to areas immediately adjacent to downtown, which is already the densest part of the city. As we all know, walkability goes hand-in-hand with density. It seems that many of my fellow residents are against increasing density and introducing commercial properties near residential ones. The concerns they have are valid, but are not really about density or mixed-use zoning. They are rather about more fundamental issues of noise, traffic, and property values. I believe it is possible to have the benefits of a denser urban fabric without suffering from these problems.

First, I would note that noise and traffic are closely related. I live very close to both Woodward and the Poppleton Place apartments. The noise from Woodward is a chronic frustration, while I haven't had a single issue with noise from the apartment building. In general, buildings and people aren't loud - cars are. This can be mitigated primarily by reducing speeds, which I'm pleased to see is part of the current draft of the Master Plan. As far as traffic itself is concerned, I would first say that slowing speeds would make the traffic less of a nuisance to residents and less of a safety hazard as well. Eliminating parking requirements, also discussed in the plan, would likely also discourage driving. The best way, however, to deal with traffic is to make car travel less necessary. The more trips which can be made on foot or bicycle, the fewer cars will be on the road. Adding more commercial properties close to neighborhoods and improving pedestrian and cycling infrastructure will allow residents to leave their cars at home. Reducing parking will help encourage walking and cycling.

Regarding the fear that increasing density will decrease property values, I think this is a complete canard. Anyone can go on Zillow and compare the prices of two similar homes, one close to downtown and one east of Woodward or even Adams, and immediately see that properties are more valuable when they are part of a more dense fabric. In general, people want to be where the action is - close to restaurants, theaters, libraries, parks, and shopping. Also, if a lot is upzoned or rezoned to mixed-use, its value will immediately increase simply because more options are available to the owner. For all of these reasons, I request that the future land use changes on Madison Street off of Woodward be restored to the way they were in the first draft. I live in the first house on Madison off of Woodward and would love to see some new development here that further increases our density and walkability.

I would also request that the plan remove all its calls for construction of additional municipal parking. Parking is antithetical to walkability. It reduces walkability first by encouraging driving. Every car is a nuisance to pedestrians, creating noise, air pollution, and physical threat. The more parking there is, the more cars will come, and the worse the experience of every pedestrian (and cyclist) will be. Parking reduces walkability secondly by simply taking up space. Every square foot of real estate dedicated to parking is effectively dead space to pedestrians. They are areas which could have been something useful to a human, but are instead dedicated to temporary car storage. For these reasons I was particularly dismayed to see that under "Encourage Housing in Mixed-use Districts", the Master Plan Actions have almost nothing to do with housing at all. They are all about parking, and 4 of 7 are explicitly about adding more parking. The rest are about unbundling parking. The fact that the city is to be responsible for increasing the parking supply is particularly frustrating to me as a walker and taxpayer. The simultaneous unbundling of parking strikes me as self-defeating. As I understand it, the purpose of unbundled parking is that it creates an incentive for people to own fewer vehicles, thereby requiring less parking. Why would the city invest millions in parking garages if our goal is to discourage car ownership? If our goal is less driving and more walking, we should keep the unbundled parking, but rely on private developers to supply the parking. Let the market determine the proper quantity and price. Private garages have the added benefit of paying property taxes. If we have an acute capacity issue in the existing public garages, a price increase would free up some spots.

A final reason to not add this new parking is that it is risky. We may be on the cusp of a transportation revolution with respect to autonomous vehicles and ride-sharing. It is possible that by 2040 many people in Birmingham will not even bother to own personal vehicles. Remote work and online shopping will also accelerate this trend. My wife and I both work remotely and only own one car between the two of us. Most days it sits unused in our garage. It seems likely to me that families like mine will make up an increasing share of Birmingham residents as time goes on. The Master Plan dismisses autonomous vehicles as too distant a technology to worry about, but I disagree. If we begin work on these garages 5 years from now and fund them with 30-year bonds, we need parking to be valuable for 35 years. I don't even have faith in the value of parking for the next 18 years, and I think most of us would agree that we have no idea what the world will look like in 2050. It would be disastrous for the future of this city if we were to build tens of millions of dollars of parking only to watch demand for parking fizzle out, leaving us with empty, useless structures and a massive pile of debt. Once again, if we let the private sector build the parking, the risk is on their books, and if the need for parking evaporates, it's not our problem.

Focusing on increasing walkability and density will not only bring Birmingham closer to embodying its motto, but will have a number of other benefits as well. Land values will increase as more lots gain walkable access to amenities. More valuable properties will generate more tax revenue per lot, leading to better city services and lower per-capita taxes. More housing options will mean downsizing opportunities for seniors, and a reversal of Birmingham's decreasing population - which is particularly important with respect to BPS student enrollment and funding. I would like to see the plan do more to move the city in this direction, and to remove all recommendations to construct parking, which will move us away from it while saddling us with costly debt. The vision of Birmingham as A Walkable Community can be achieved, but only by making decisions that focus on people.

Thank you for your consideration,

Kevin Kozlowski
[421 Madison St.](#)
[Birmingham, MI 48009](#)
Kevin.Kozlowski@gmail.com

November 27, 2022

To: Birmingham City Commission
Birmingham Planning Board
DPZ CoDesign

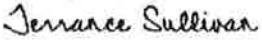
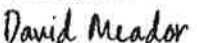
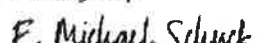
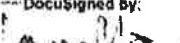


Re: 3rd Draft- The Birmingham Plan 8-22-22

For decades, we the undersigned owners of ALL the single-family properties on the north side of Oakland Street, have opposed any proposed rezoning of our properties.

The Little San Francisco neighborhood has existed untouched for over a Century, and we believe we are part of a cohesive neighborhood. Oakland Street has been a natural buffer with almost 100 feet of separation from the downtown commercial zoning. We have NO INTEREST in the rezoning of our properties. Historically, the Birmingham City Commission has protected our neighborhood. We ask that you respect our wishes and eliminate us from ALL future rezoning efforts.

Respectfully submitted,

Name	Address	Date
DocuSigned by:  6B8E6503E685428 Terrance Sullivan	400 Park	11-08-22
DocuSigned by:  6A808A06E684167 David Meador	267 Oakland	11-08-22
DocuSigned by:  6A808A06E684167 Michael Schuck	247 Oakland	11-08-22
DocuSigned by:  659ED7D62825479 Laura Host	404 Park Street	11-08-22
 Beverly McCotter	287 Oakland	11-08-22
DocuSigned by:  6A808A06E684167 Janis Wettsman	233 Oakland	11-08-22
 David Schechter	300 Ferndale	11-20-22
 Lori Schechter	300 Ferndale	11-20-22



The Birmingham Plan

12/23/22

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A. Introduction

A. Introduction

Context

Context

Planning for the future of a successful city is an intriguing challenge; in a city that is looked upon fondly by residents, workers, and leaders, what is to be improved? Birmingham's structure is well defined, its parks are numerous and accessible, its downtown is active and successful, and its neighborhoods are calm, quiet, and comfortable. Despite these qualities, greater societal changes have had an impact on the city. Even among optimistic residents, a concern for deteriorating social connectivity rings clear.

While Birmingham has long supported a series of close-knit communities within its borders, the greater culture has shifted towards increasing isolation. This comes not at the fault of individuals - who remain bright, engaged, loving, and caring members of families, civic, and social groups - but due in large part to changes in the structure of our regions and technology's role in bridging social gaps created by increasing physical isolation. Structurally, the fabric of daily life has been spread apart, few places as completely as Metropolitan Detroit. People have been spread further from their workplaces, social spaces, entertainment, and the staples of daily life, forced to spend an increasing amount of their time driving from place to place. Today, the resulting and relentless traffic congestion leaves little time for family or friends, and especially little time for engaging within our communities.

Birmingham is rare. It is a place historically built upon community, weaving together neighbors, schools, churches, civic clubs and institutions, and businesses. It continues to function well for its residents; far better than most surrounding communities. However, many residents express nostalgia for the city's social structures which have lost prominence. For some, the loss of strong social spheres is manifest in the changing character of homes and business districts. For others, greater societal issues are the cause. The sentiment is expressed especially strongly from the city's civic institutions which are trying to build and support community but feel that they are increasingly unknown as society has forgotten their critical role. Some feel that downtown's more recent intensity of activity has further eroded its' culture. Yet many new or younger residents express a great deal of optimism, invigorated by life in Birmingham and by the city's active downtown, life in its neighborhoods, and positive changes to be brought about by growth.

Birmingham is rare because it remained intact while most historic places in Metropolitan Detroit eroded their downtowns and invested in car-centric roadways and businesses. As a rare place, Birmingham is desirable. That desire results in growth pressure which continually increases property values. New residents are willing to pay for the lifestyle that Birmingham offers, many stretched thin to do so. Some

residents prefer that the city become increasingly exclusive while others feel that it is antithetical to the community's history. Many residents are dismayed that the demand to live in Birmingham has resulted in a significant number of demolitions. However, other residents have purchased the new homes for the quality of life offered in the city and its neighborhoods. Some residents would like to downsize and remain in the community but can't find the apartments and condos they desire. No single group is in the majority.

Despite concerns around the edges, overall residents are optimistic for the City's future. Birmingham is doing well today and will continue to be a wonderful place to live. As a result this plan looks to improve upon what works and learn from best practices that have evolved in recent decades. The primary issue requiring radical change is the divide caused by Woodward. Remaining plan elements are either incremental improvements - such as bicycle and micro-mobility accommodations - or organizational improvements - such as analysis by Planning District and optimizing the zoning code. This plan reinforces the physical structure of Birmingham that makes it comfortable, neighborly, and successful.

A Global Pandemic

In early 2020, a global pandemic disrupted everyone's lives, work, schooling, and leisure time. We must acknowledge the tragic loss of family, friends, and colleagues. The community has experienced and continues to experience loss, and will forever be impacted.

The long-term influence of Covid-19 on the work and retail environment is uncertain. A significant amount of office work has moved from the collective office environment to working from home some or all of the time, which impacts places like Downtown Birmingham. Delivery services have also increased significantly, reducing foot traffic for local businesses, increasing competition, and requiring new models for food service. For individuals and families, it has required more physical separation and reduced interactions and sociability. However, the walkable streets, accessible parks and trails, and places to socialize in safe conditions have been invaluable for residents. The underlying structure of the City, which this plan supports and enhances, has provided a great deal of normalcy. The plan's focus on housing within mixed-use districts will help mitigate the loss of in-person office work and shopping foot traffic, as well as bolster those districts should conditions return to pre-pandemic normal. In total, the plan's support for the timeless structure, habitation, and programming of neighborhoods and mixed-use districts will enhance the community's resilience in the face of future challenges.

Planning Districts

Of the City plans following 1929, only the 1980 Plan addressed structural elements of neighborhoods and commercial districts. Interestingly, when describing neighborhoods, the plan defined them by the roads that bound them rather than by a name. The scale used for many of the neighborhoods discussed by the 1980 Plan is similar to that which this plan has defined. Yet properly defining and controlling the extent of commercial districts and their effect on residential neighborhoods is a clear goal of that plan. Through this process of defining residential areas and establishing permanent extents to commercial areas, the 1980 Plan began to identify a city structure, including recognition of the positive role that neighborhood commercial centers play.

While prior plans have dealt with issues pertinent to the success of the City and its neighborhoods, these plans have lacked the necessary descriptive language that clarifies where and why land uses should be allowed. Allocating parks is the clearest example. Today the Torry planning district, north of Lincoln, clearly lacks park space, despite its inclusion in the 1929 Plan (See Fig. 1) which identified a large park for this neighborhood that was not acquired. The purpose for locating the park in 1929 was in finding land yet to be fully platted and built upon. Today we can objectively identify the fact that the Torry planning district needs park space, which is a more actionable proposition. Similarly, the 1980 Plan makes park space recommendations based upon objective, numerical analysis. Yet acquiring land for the neighborhood's future quality of life is an emotional appeal. Identifying the Torry planning district by name, and its lack of park space, is a more powerful prospect than suggesting a general lack of parks.

This plan establishes planning districts as a tool for evaluating access to community amenities, civic institutions, and neighborhood-centric commercial areas. Planning districts are also a tool for evaluating access to facilities like bicycle facilities and improved streets. Not every deficit can be corrected, but evaluating the deficit leads to discussions of alternatives and opportunities. While there may be a few opportunities to add park space in the Torry District, the Quarton District also lacks park space but has no space to allocate. Rather in the Quarton District, the use and improvement of nearby school fields may be the most viable outcome. These districts are derived from prior plans and solidified here so they continue as a useful civic tool for the future.

Retaining Quality of Life

Birmingham's high quality of life comes from a number of relatively common neighborhood characteristics, but the city stands out in that it has retained all of these characteristics while other places have not (See Fig. 2). Just as quality of life has a positive feedback loop with resident pride and local investment, it also does with fiscal viability. The city is fiscally successful because it invests in itself, residents invest in the city, and overall that maintains a high quality of life. Elements key to that quality of life are:

1. School quality and access;
2. Park quality, access, and diversity;
3. Downtown access and success;
4. Tree canopy;
5. Narrow streets;
6. Walkability;
7. Age diversity;
8. Property maintenance; and
9. Housing diversity and quality.

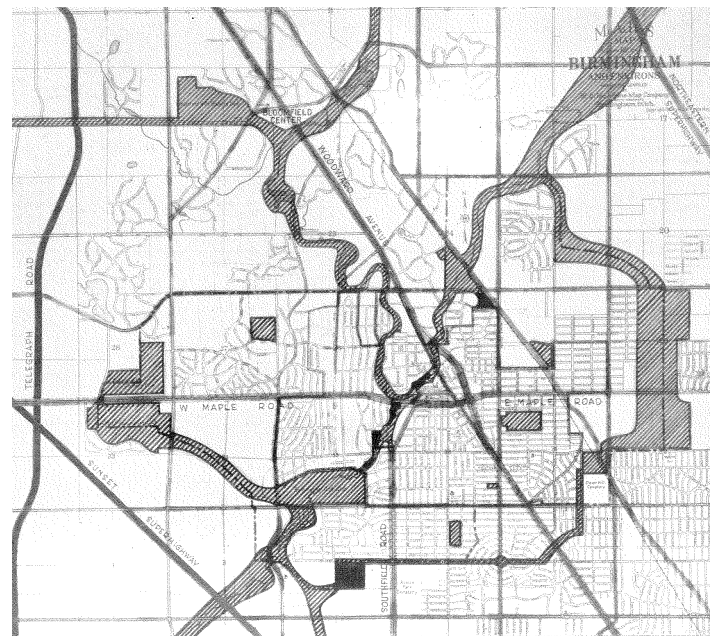


Figure 1. 1929 Plan of Birmingham and Vicinity - the shaded areas indicate proposed future parkways.

A. Introduction

Retaining Quality of Life

Individually each of these elements is simple and obvious, but they work together to make places feel safe, comfortable, friendly, and relaxed - like home. While not an element above, good governance is and has been key to maintaining these individual qualities and the city’s overall quality of life.

Resilience is an important quality for any community to possess. As the world changes, cities need to withstand those changes and emerge strong. Birmingham has fared well in this regard throughout its’ history, despite the disastrous blows many cities have endured through the 20th Century. Resilience is derived from social, physical, environmental, and governmental systems. Each of these areas influences the other; a healthy and resilient community must understand the balance and interaction of its systems, that decisions and initiatives should be weighed by their impact in all of these areas.

Ultimately, cities are social ecosystems for people. Cities thrive where people build roots and interconnections, the physical social network. Neighborhood social networks build, support, and retain a high quality of life. Citywide social networks build, support, and retain civic services such as schools, parks, libraries and historical resources, support organizations for seniors, impoverished residents, and others, extracurricular educational, skills, health development, and community building activities. Business social networks build innovation and local economies. Each scale of physical social network needs a means for people to observe each other in the city, places for them to meet and interact, and support structures which help them develop. For instance, people who enjoy observing nature need places to do so alone and together, and an advocacy organization for ecological preservation. Similarly, business innovation needs space for creative and driven people to interact, and

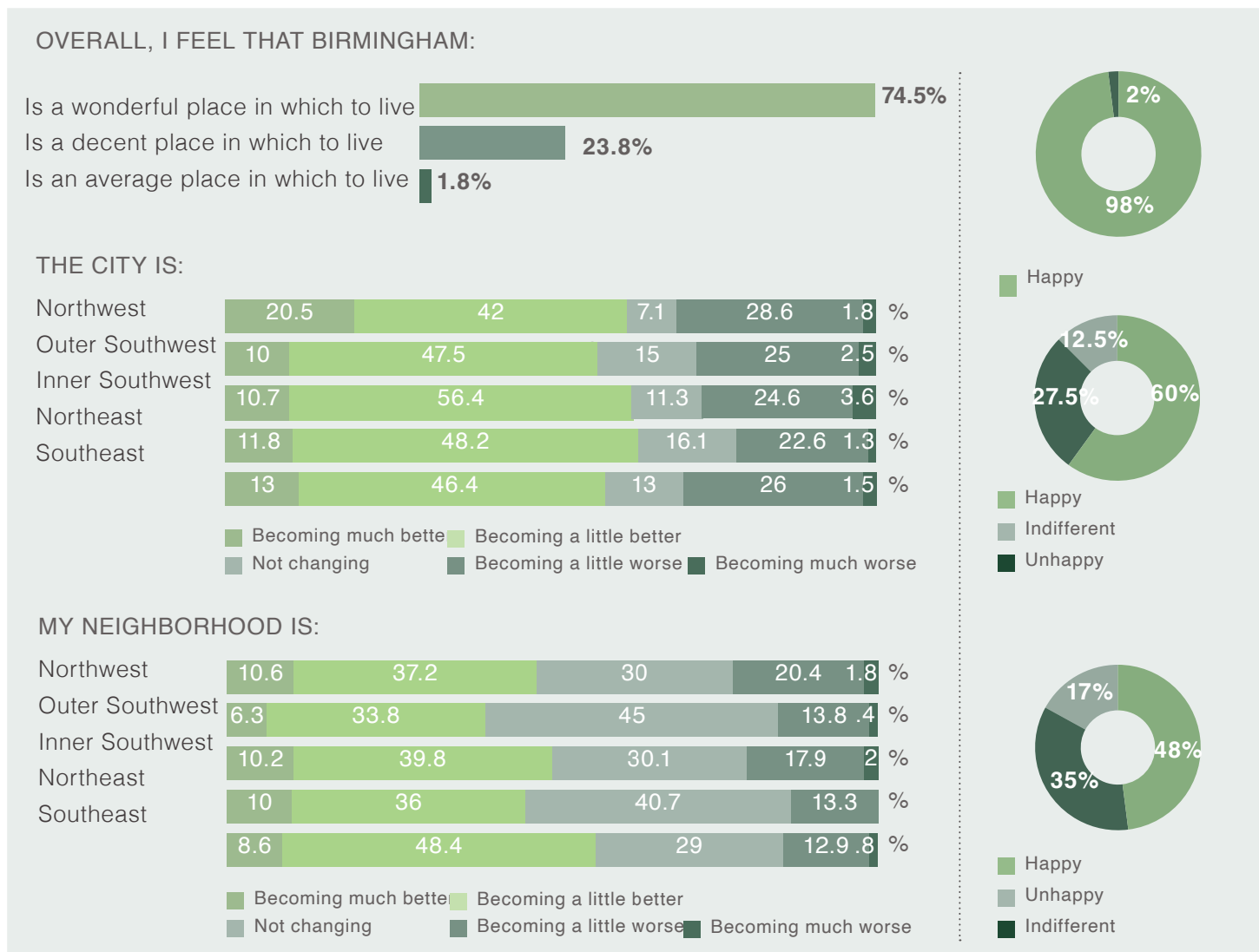


Figure 2. The Birmingham Plan initial survey results (May 2019).

A. Introduction

Retaining Quality of Life

buildings with inexpensive rent or shared facilities where they can incubate new ventures.

A key component of all three social realms is diversity. When cities become too narrow in their diversity of age, race, family structure, background, experience, civic institutions, and businesses, they eventually decline. Residents have discussed the needs of the older adult population extensively. Discussed less frequently are the needs of middle aged and younger populations. Focusing too much on one group over another is a distraction of the present; cities need to provide for and retain a population that is diverse in age. Similarly, businesses must be diverse in their sizes, areas of focus, and age. Cities need well established businesses along with new and innovative businesses. To achieve this, buildings are needed which differ in the size of space provided, rent, and location in the community, and zoning needs to allow for a broad and ever-changing range of business types.

As places where people exist in physical space, cities must be supportive of peoples' physical needs and abilities, and provide the spaces necessary for interpersonal networks to thrive. At a basic level, people need food, shelter, exercise, and access to nature. To exist as a broader society, people need access to a marketplace and places to gather. While food and shelter are often discussed, exercise and access to nature have only more recently been studied. The form of a city significantly influences one's likelihood of daily exercise. If much of a day's trips can occur by walking and biking, then on average people are physically healthier. When a city maintains a vibrant tree canopy, parks, and natural areas, combined with opportunities to walk, people are mentally healthier (See Fig. 3). At the broader societal level, people need a marketplace for jobs and to acquire goods. Ideally this should be near to where they live to achieve the physical and mental advantages of walking and nature. And places to gather are also key social requirements, which should be varied in type and distributed throughout the community, typically in the form of plazas, parks, and preserves, but also in the form of cafes, markets, and social clubs (See Fig. 4).

Birmingham straddles the Rouge River and has a direct relationship with the

watershed. The river and watershed are important for the region and for peoples' daily life in the city. Since the industrial revolution, cities have done a poor job of caring for the natural environment upon which they are built. Eventually those natural systems react in a way that makes places less hospitable. For instance, caring for the city's soils, water quality, and street design and maintenance impacts the health and longevity of street trees, which impact mental health, clean the air of pollutants, and keep the city cool during the hot months. Beyond the immediate environment of Birmingham, choices made within the city have a broader impact. Buildings can use less energy or generate their own, driving can be reduced, recycling opportunities can be expanded, composting opportunities can be added, and choices being made concerning material use in homes, businesses, and municipal operations can cause less impact. Overall, caring for the city's local environment and lessening its impact on the broader environment will in turn support the city's future health.



Figure 3. Vibrant tree canopy in Birmingham.



Figure 4. Birmingham Hometown Parade (May 2019).

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B. Future Land Use

B. Future Land Use

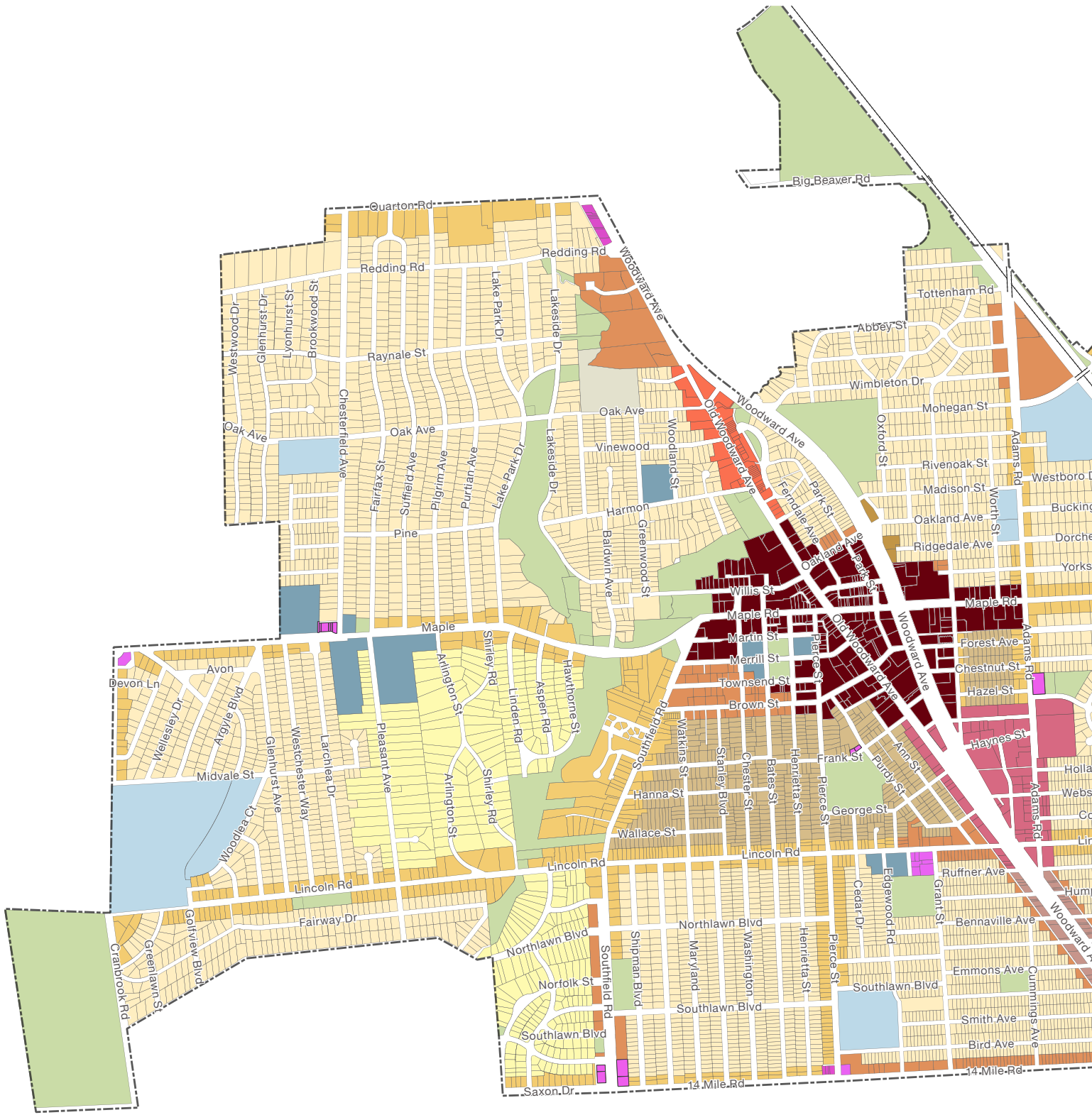


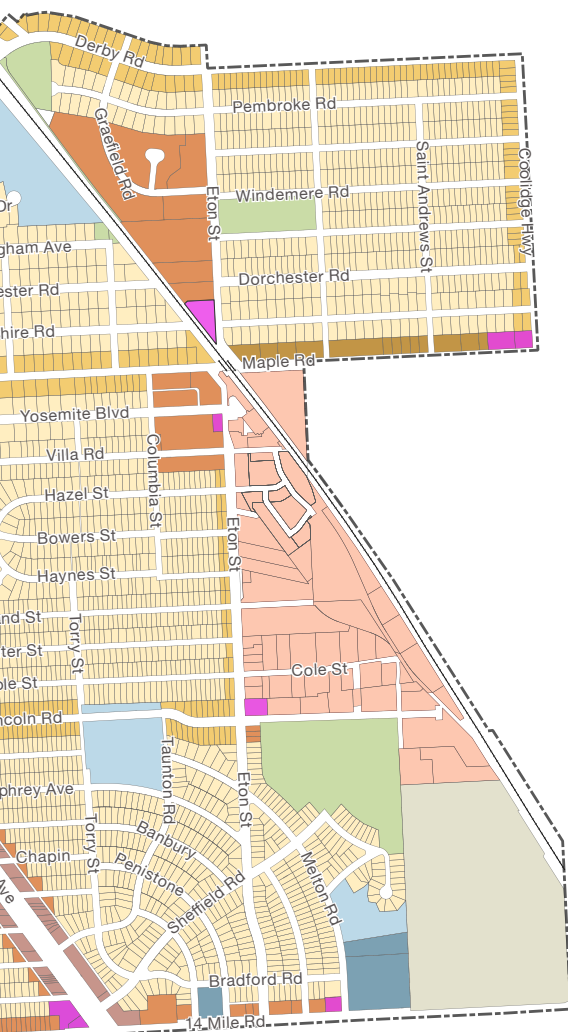
Figure 5. Future Land Use Map.

B. Future Land Use

Future Land Use Map

Future Land Use Map

Birmingham's future land use map is structured by Planning District boundaries within which land uses reinforce the desired future character. This map serves as the basis for zoning, specifying where different uses and intensities are appropriate throughout the City. This Future Land Use Map aims to identify, sustain, and strengthen Birmingham's neighborhoods and mixed-use districts. The following sections describe each land use in greater detail.



District Destinations

- Civic Destination: General
- Civic Destination: School
- Civic Destination: Cemetery
- Recreational Destination
- Commercial Destination

Mixed Use District Fabric

- Maple and Woodward
- Haynes Square
- Market North
- Rail District
- South Woodward

Neighborhood District Fabric

- Fine Grained
- Traditional
- Picturesque

District Seams

- Buffer
(TZ-1, TZ-3, R3, R4, R5, R6, R7, R8, MX)
- Activity
(TZ-1, R3, R4, R5, R6, R8)
- Access
(R1A, R1, R2, R3)

B. Future Land Use

Zoning Plan

Zoning Plan

A zoning plan is required by the Michigan Planning Enabling Act (MPEA) and Zoning Enabling Act (MZEA). Section 33(d) of the MPEA (PA 33 of 2008), as amended, requires that the comprehensive plan shall serve as the basis for the community's zoning plan and the Michigan Zoning Enabling Act (PA 110 of 2006), as amended, requires a zoning plan to be prepared as the basis for the zoning ordinance.

Birmingham's Zoning Plan (See Fig. 6) presents a summary of the zoning districts that apply to each of the proposed future land use planning district designations. To implement the zoning plan, recommended future revisions to Birmingham's zoning ordinance are discussed throughout this plan.

Future Land Use Category	Corresponding Zoning District(s)
District Destinations	
Civic Destinations: General	Any district which permits institutional uses
Civic Destinations: School	Varies: must match the predominant district of surrounding properties
Civic Destinations: Cemetery	PP: Public Property
Recreational Destinations	PP: Public Property
Commercial Destinations	N/A: New zoning districts required to control scale
Mixed-use District Fabric	
Maple and Woodward	Downtown Overlay; Triangle Overlay; MX: Mixed Use
Haynes Square	Downtown Overlay; Triangle Overlay; MX: Mixed Use
Market North	Downtown Overlay; Triangle Overlay
Rail District	MX: Mixed Use; R7: Multiple-Family Residential
South Woodward	MX: Mixed Use; R7: Multiple-Family Residential
Neighborhood District Fabric	
Fine Grained	R2: Single-Family Residential; R3: Single-Family Residential; R4: Two-Family Residential
Traditional	R1: Single-Family Residential; R2: Single-Family Residential
Picturesque	R1A: Single-Family Residential; R1: Single-Family Residential
District Seams	
Buffer	TZ-1: Transition Zone; TZ-3: Transition Zone; R3: Single-Family Residential R4: Two-Family Residential; R5: Multiple-Family Residential R6: Multiple-Family Residential; R7: Multiple-Family Residential R8: Attached Single-Family Residential; MX: Mixed Use
Activity	TZ-1: Transition Zone; R3: Single-Family Residential R4: Two-Family Residential; R5: Multiple-Family Residential R6: Multiple-Family Residential; R8: Attached Single-Family Residential
Access	R1A: Single-Family Residential; R1: Single-Family Residential; R2: Single-Family Residential; R3: Single-Family Residential; R4: Two-Family Residential (only where abutting R3 or more intense zoning districts)

Figure 6. Zoning Plan.

B. Future Land Use

Birmingham Planning Districts

Birmingham Planning Districts

Planning Districts identify segments of the city that demonstrate a consistent character, which differs from that of surrounding areas. (See Fig. 8) Those character differences may be defined by the mixture of uses, the size of properties and blocks, the trajectory of streets, or natural and man made divisions such as the Rouge River or railroad alignment. These districts were originally identified by their bounding roads in the text of the 1980 Master Plan but not reflected in Future Land Use. Adding this distinction to Future Land Use indicates that land use decisions should consider the area's unique character. In addition to land use decisions, this plan uses Planning Districts for analysis and structuring of other municipal programs such as parks and civic art.

Birmingham's Planning Districts, due in part to the era in which the city was built, closely reflect the structure of a 1920's neighborhood unit. Figure 7 illustrates that typical neighborhood unit structure, which is reflected in the Future Land Use Map. The neighborhood unit consists mostly of District Fabric, whether mixed-use or residential. Districts typically contain recreational space, civic institutions, and a small commercial area, which are all destinations for district

residents. Most of Birmingham's Planning Districts include these elements, Barnum and Pierce most closely resembling the diagram.

The edges of Planning Districts are designated District Seams. These are places where districts abut each other, natural or man made barriers, and roadways that are more significant than a neighborhood street. Seams recognize this condition which results in greater pedestrian, bicycle, and vehicular traffic along the Seam. Most Seams are low in intensity, designated Access, which reflects the character of surrounding District Fabric and recognizes the increased activity. Higher intensity Buffer and Activity Seams occur along regionally significant roadways which carry high traffic volumes and in places adjacent to Mixed-use Districts which are much higher in intensity than the surrounding District Fabric.

Five Mixed-use Districts are identified, differentiated by character. Like other Planning Districts, most Mixed-use Districts include or should include recreational space and civic institutions. Commercial destinations are not generally part of a Mixed-use District, however, because these districts include a mix of commercial uses more broadly.

Planning Districts serve as a guide for the types of land use which are appropriate across distinct segments of the city. Changes in land use should consider the neighborhood unit structure and typical distribution of uses as follows:

- District Fabric is either mixed-use or neighborhood, and is consistent across the district;
- District Seams occur along the edge of a district;
- Commercial Destinations occur along the edge of a district or adjacent to significant recreational destinations, and are limited in area;
- Civic Destinations may occur within a district or at its edge, and are few in number;
- Recreational Destinations may take many forms, but districts should include or abut at least one.



Figure 7. Planning District Structure.

B. Future Land Use

Zoning Plan

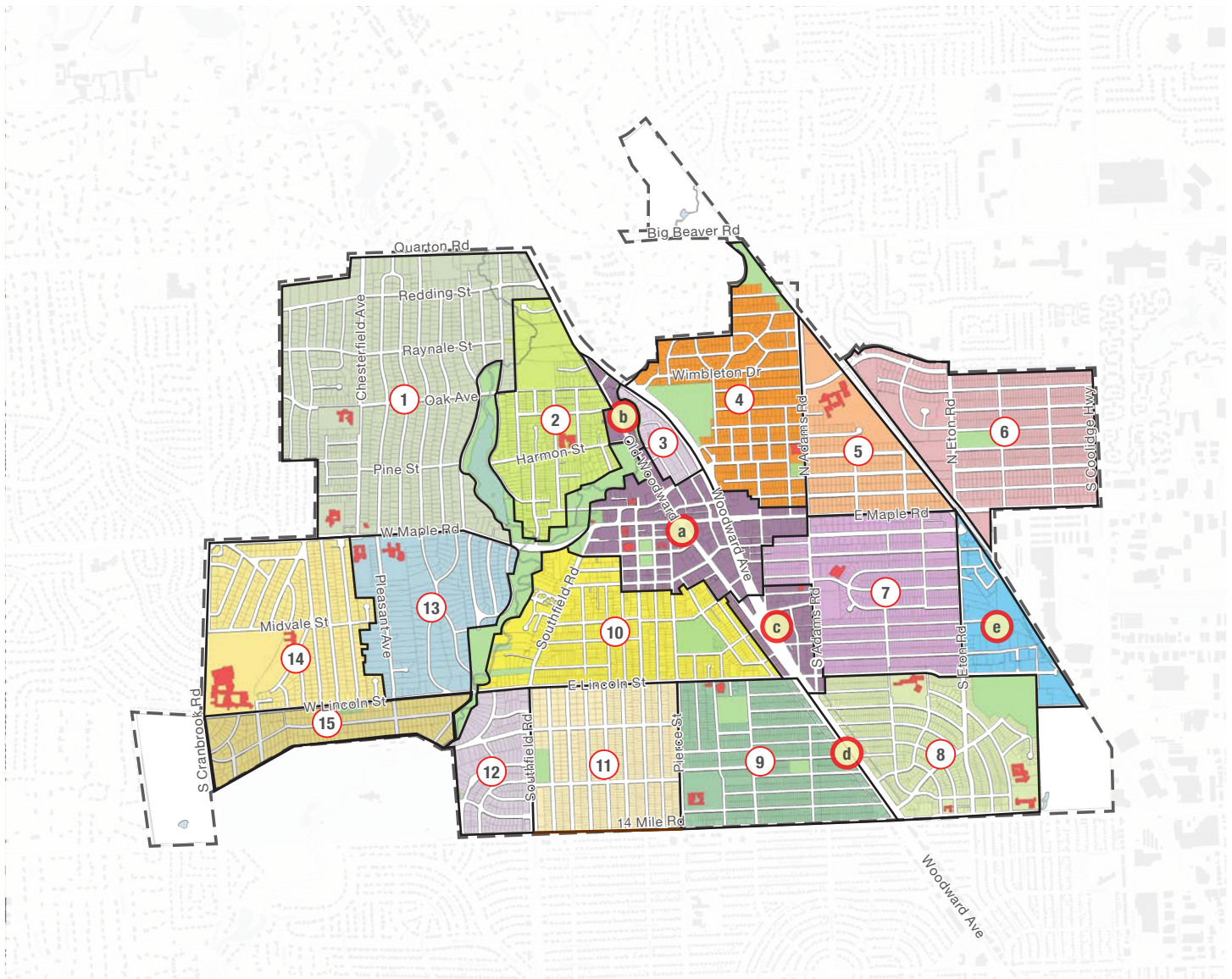


Figure 8.

BIRMINGHAM PLANNING DISTRICTS

Neighborhood Districts

- | | |
|---------------|---------------------|
| 1 Quarton | 9 Pierce |
| 2 Holy Name | 10 Barnum |
| 3 The Ravines | 11 Crestview |
| 4 Poppleton | 12 Birmingham Farms |
| 5 Derby | 13 Linden |
| 6 Pembroke | 14 Seaholm |
| 7 Torry | 15 Lincoln Hills |
| 8 Kenning | |

Mixed-use Districts

- | |
|--------------------------|
| a Maple & Woodward |
| b Market North |
| c Haynes Square |
| d South Woodward Gateway |
| e Rail District |

B. Future Land Use

Mixed-use District Fabric

Mixed-use District Fabric

Birmingham's Mixed-use Districts are defined principally by Mixed-use District Fabric. As the name implies, these are blocks and buildings which include a variety of uses. Between the Downtown and Triangle District Overlays, and the Eton Corridor Plan, each area has a clear set of rules and applicable zones. To achieve greater zoning consistency citywide, these zones may be changed through a zoning update, but should retain the intent of prior plans for Downtown, the Triangle District, and the Eton Corridor. Each district is distinct in its mix of uses and location for required ground floor commercial uses. To be successful, each district must also develop moderate to high densities of housing, and provide civic and recreational space.

- Maple and Woodward is a high intensity mixed-use district which includes zones as defined in the Downtown and Triangle District Overlays. Zoning may be modified to create greater consistency between these overlay districts, but should generally retain the heights and uses as defined in those overlays. Ground floor commercial uses are required as defined by the Red Line Retail standards.
- Market North is a low intensity mixed-use district which includes zones as defined in the Downtown Overlay. Market North should consist of buildings lower in scale and intensity than the core of Downtown to the south, and of smaller scale businesses. Ground floor commercial uses are required as defined by the Red Line Retail standards.
- Haynes Square is a medium intensity mixed-use district which includes zones as defined in the Downtown and Triangle District Overlays. Similar to Maple and Woodward, zoning may be modified for greater consistency. Haynes Square should be lower in height and intensity than areas further north in the core of downtown. Ground floor commercial uses should be provided along Old Woodward, Woodward, and Haynes Street. Other streets may include other primary uses.
- The South Woodward Gateway is a specialized mixed-use district which provides a transition between the high speed, high capacity Woodward Ave and adjacent neighborhoods. This transition is both in height and use. Additional height and intensity are needed to provide a better buffer for the adjacent neighborhoods, yet height should step-down to meet the scale of adjacent residences.
- The Rail District is a low intensity mixed-use district which includes zones as defined in the Eton Corridor Plan.

Neighborhood District Fabric

Neighborhood District Fabric constitutes the majority of each neighborhood-based Planning District, and as a result most of the City overall. Identified as picturesque, traditional, and fine grained, neighborhood fabric consists of single-family housing within a narrow range of size and character. This housing is arranged in blocks bounded by low speed, pedestrian and bicyclist-centric roads, lined with mature street trees.

Neighborhood District Fabric is often distinguished in terms of block structure, which is its framing element. Across Birmingham, block structure varies substantially. Most of Quarton Lake Estates has long blocks, oriented north-south, with the exception of the western portion which has a variety of shorter blocks, some that change direction. Holy Name has principally square blocks. Interestingly, Crestview and Pierce have similarly sized blocks but in different orientations. Kenning and Birmingham Farms have many curvilinear blocks. The structure of a neighborhood's blocks establishes a great deal of its character. Deep blocks support deeper properties. Short blocks are more easily walkable. Curvilinear blocks deflect views. Very straight blocks give long views. No pattern is better or worse, they simply provide a structure for the neighborhood fabric.

In each neighborhood, the size of private lots varies while often occupying the same structure of blocks. For instance, Crestview has larger lots to the west and smaller lots to the east (See Fig. 9). The same is true in Pembroke, with smaller lots to the north and larger to the south. Variety of lot sizes in a neighborhood contributes to the visual interest of pedestrians, with houses of different types and sizes. This also supports a diversity of resident types in terms of family structure, age, and income. Each Planning District includes a narrow range of diversity internally, which is reflected in the narrow range of zoning districts within each intensity of neighborhood fabric.

- Picturesque Fabric includes R1A and R1 zoning districts.
- Traditional Fabric includes R1 and R2 zoning districts.
- Fine Grained Fabric includes R2, R3, and R4 zoning districts.

B. Future Land Use

District Seams

District Seams

District Seams are an important means of coordinating land use and transportation and significant routes of vehicular, bicycle, and pedestrian movement. Identified as access, activity, and buffer, neighborhood seams consist of a variety of single-family detached and attached housing and multi-family housing at different scales, limited according to intensity, home-based businesses, and some size-limited businesses in Buffer Seams (See Fig. 10). By definition, Seams are applied only at the edges of Planning Districts - one or two lots deep. The intensity of Neighborhood Seams is related to the Neighborhood Fabric intensity, the size and character of the adjacent roadway, or adjacency of Mixed-use Districts. Buffer Seams are very limited in application, only appropriate adjacent to mixed-use centers and the intersections of major and section line roads.

Access Seams match the intensity of the Planning District's neighborhood fabric. These Seams signal a response to adjacent transportation conditions, where streets may require wider sidewalks, bicycle accommodations, or traffic calming to lessen the impact of higher speed and volume traffic within a residential context.

Activity and Buffer Seams are located along regionally significant streets and in places where multi-family housing, attached single-family housing, and commercial uses have previously been built. The Seam designation establishes consistency, recognizing what has already been built and enabling infill development in conditions that are not conducive to single-family housing. Activity and Buffer Seams



Figure 10. A hypothetical Activity Seam.

provide opportunities for building townhomes, cottage courts, and small multi-family buildings. These types are allowed within some Mixed-use Districts, however the value of land precludes their construction.

Non-residential uses within the edge of Planning Districts are designated as Commercial Destinations, not Seams, and are subject to restrictions of business size, noise, hours of operation, and other elements ensuring compatibility with surrounding housing.

- Access Seams include R1A, R1, R2, and R3, and R4 where abutted by R3 or more intense properties on all boundaries.
- Activity Seams include TZ-1, R3, R4, R5, R6, and R8 districts.
- Buffer Seams include TZ-1, TZ-3, R3, R4, R5, R6, R7, R8, and MX districts.

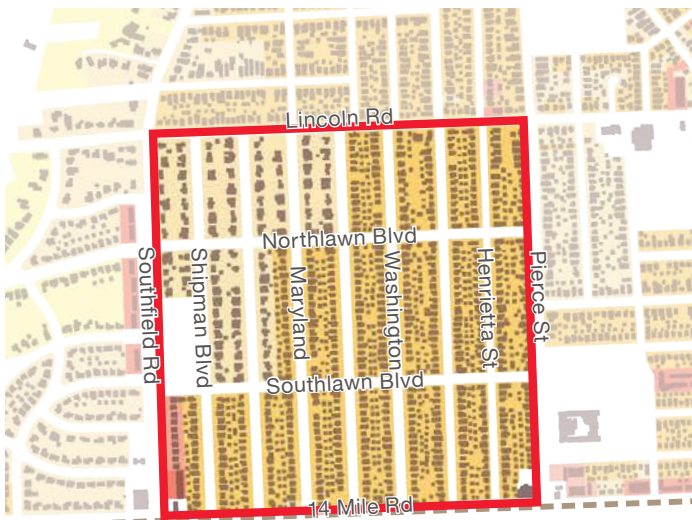


Figure 9 - Crestview neighborhood fabric.

B. Future Land Use

District Destinations

District Destinations

Within each planning district there may be one or more special land uses which serve as destinations for residents of that district, surrounding districts, or even outside of the city. Most frequently these destinations are schools, churches, and other civic institutions, followed in frequency by open spaces. Destinations are key supportive features within the city and planning district, giving many residents the opportunity to walk to some of their daily needs, to socialize with neighbors, and for residents of all ages to build friendships. However, destinations also generate some amount of traffic and parking demand, and may have peak hours of activity that require consideration for their surroundings.

Destinations are organized in three categories: Civic Destinations, Recreational Destinations, and Commercial Destinations. Civic destinations include civic institutions and outdoor spaces in institutional use. Schools and cemeteries are further identified within the civic category due to their importance within the city. Recreational destinations include parks and public open spaces of different sizes, from pocket parks to the Rouge River natural area. Commercial destinations are a special category of non-residential uses that serve a local rather than regional customer base due to their size, hours of operation, and the

specific category of business. These include neighborhood-supportive services where a significant share of customers are located nearby (See Fig. 11).

- Civic Destination: General includes any zoning district within which the institutional use is allowed, and is restricted only to allowed institutional uses.
- Civic Destination: School should match the predominant zoning district of surrounding properties.
- Civic Destination: Cemetery includes the Public Property District.
- Recreation Destinations include the Public Property District.
- Commercial Destinations are intended for new zoning categories which limit development and operational parameters necessary to promote compatibility with surroundings.



Figure 11. Example of a Commercial Destination land use.

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C. Summary of Key Actions

C. Summary of Key Actions

Key Actions

This section summarizes the actions embedded in each subsequent chapter and subsection of this document. Some actions include numerous specific recommendations, listed here, as well as details and best practices, embedded in the chapter text..

Type	Title	Description	Where
Policy	1. Zoning Code Update	Update the zoning code. The following goals are provided greater detail within the chapters listed. See additional goals under “Best Practice Recommendations” in the “Update the Zoning Code” section.	
		- Focus on brevity, clarity, graphics, and aligning zones with Future Land Use categories.	Ch. 2
		- Consolidate zones and uses as much as is practical and ensure the updated document is legible, clear, and predictable.	Ch. 2
		- Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.	Ch. 4
		- Modify the MX District to enable the urban development envisioned for the Rail District.	Ch. 4
		- Develop an Overlay Zoning District for the Lower Rail District that permits the existing, but somewhat improved condition to persist for the area south of Palmer Street.	Ch. 4
		- Create a zoning district to enable neighborhood destinations.	Ch. 1
		- Create a new zoning district or modify the transition zone districts to enable infill development of small homes, townhomes, duplexes, and small multi-family buildings, limited to buffer and activity district seams.	Ch. 2
		- Reduce the amount of open space required per unit for townhomes and multi-family.	Ch. 2
		- Adjust residential zone boundaries and standards to better match existing housing. Including a study of the city’s residential architectural styles and building types, their key characteristics, position on their properties, driveway configuration, age, and the areas where each common type is located.	Ch. 3
		- Encourage renovations to expand existing houses rather than the construction of new houses.	Ch. 3
		- Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.	Ch. 3
		- Consider age-in-place-friendly building regulations, such as grab-bars, ramps, and elevators in single-family homes, with careful attention paid to the city’s architectural heritage.	Ch. 3
		- Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards.	Ch. 3
		- Develop storefront design, signage, and other standards to retain the small-scale business character of Market North.	Ch. 4
		- Enable Accessory Dwelling Units (ADUs) in already compatible zones: MX, TZ1, TZ3, and R4 through R8. Study ADUs for additional locations within the city and the regulations necessary to ensure compatibility.	Ch. 2
		- Allow cafes, food trucks, carts, and kiosks in parks (currently the Public Property district).	Ch. 1

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
	1. Zoning Code Update (continued)	- Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center. - Establish zoning standards to encourage redevelopment of South Woodward Gateway properties. - Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway. - Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway. - Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements. - Require adherence to LEED standards within the City's mixed-use districts and municipal buildings.	Ch. 1 Ch. 4 Ch. 4 Ch. 4 Ch. 4 Ch. 5
Policy	2. Inspections Policy	Expand the inspection process for new house construction to minimize negative impacts on surrounding properties.	Ch. 3
Policy	3. Historic Districts Policy	Adopt a policy to proactively establish new historic districts as well as landmarks.	Ch. 3
Policy	4. Public Art Policy	Permit murals and wraps like the popcorn utility wrap to be city-initiated or by the Public Arts Board.	Ch. 1
Boards & Programs	5. Sustainability Board	Establish a Sustainability Board to oversee the recommendations of this plan section and other future sustainability initiatives.	Ch. 5
New Plans	6. Woodward Safety & Beautification Plan	Create a Woodward Safety and Beautification Plan. The following goals are provided greater detail within the chapters listed. - Improve Woodward crossings following best practices for pedestrians and cyclists. - Study lane reduction and re-striping options for Woodward. - Pursue a speed reduction on Woodward through legislative means. - Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries. - Adjust Elm to meet Woodward perpendicularly. - Adjust Worth to meet Woodward perpendicularly.	Ch. 1 Ch. 1 Ch. 1 Ch. 4 Ch. 1 Ch. 1
Policy	7. Unbundled Parking	Pilot unbundled residential parking within Downtown parking garages.	Ch. 2
Policy	8. Unimproved Streets	Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following: - Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines. - Survey the current condition of unimproved streets, categorized by the current quality such that streets in the most extreme states of disrepair can be prioritized for improvement. - Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.	Ch. 3 Ch. 3 Ch. 3
New Plans	9. Mixed-use Districts Parking Plan	Create a Mixed-use Districts Parking Plan. The following goals are provided greater detail within the chapters listed. - Establish unbundled residential parking policies within Downtown garages.	Ch. 2

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
	9. Mixed-use Districts Parking Plan (continued)	- Establish unbundled residential parking policies in all mixed-use districts in existing and future parking garages. - Provide public parking as recommended in the 2007 Triangle District Plan. - Provide public parking in the Rail District. Consider redevelopment of the DPS building to occupy a portion of a public parking garage in its place, which services the lower Rail District. - Provide public parking for the western Haynes Square district. - Provide way-finding and informational signage for public parking. - Study opportunities to accommodate more monthly garage permits. - Study monthly parking pass fees to better align with prevailing rates. - Study tiered parking pricing to encourage use of under-utilized garages. - Study tiered parking meter pricing to encourage use of under-utilized on-street parking. - Study the potential for Public Private Partnerships to construct garages. - Study bike parking and electric vehicle charging stations in garages. - Study additional parking assessment districts or incremental tax districts for land purchases and financing the development of parking garages. - Study parking garages at the Bates Street Extension and Lot 6. - Study technological improvements to ease usage of parking garages.	Ch. 2 1, 2, 4 2 & 4 Ch. 2 1 & 4 Ch. 4 Ch. 4 2 & 4 Ch. 4 Ch. 1 Ch. 4 Ch. 1 Ch. 4 Ch. 4
New Plans	10. North Old Woodward Streetscape Plan	Develop a streetscape plan along North Old Woodward, up to Big Woodward, with a focus on adding on-street parking and pedestrian and bicycle amenities and improving safety.	Ch. 4
Studies	11. Civic Facilities Study	Study key civic facilities to continue to support Birmingham residents. The following goals are provided greater detail within chapters specified. - Study the location, programming, and funding for new facilities for Next. - Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward. - Establish policy to continue the tradition of constructing Birmingham's civic buildings and parks as iconic structures and landscapes to the highest standards and at a civic scale. Ensure the Community Foundation / Fund is established in a timely manner.	Ch. 1 Ch. 4 Ch. 1 Ch. 1
Existing Plan Updates	12. Parks and Recreation Master Plan Update	Expand the 2018 Parks and Recreation Master Plan or create a new plan beyond the 2022 horizon. The following goals are provided greater detail within the chapters listed. See additional goals under headings "Parks Best Practices" in Chapter 4. - Differentiate parks by type to better determine appropriate amenities, services, and best practices. - Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season. - Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts. - Develop Worth Park to provide needed open space for Torry. - Develop the contemplated linear park and trail along the Rail District.	Ch. 3 Ch. 3 1 & 3 Ch. 3 Ch. 4

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
	12. Parks and Recreation Master Plan Update (continued)	- Build a cafe or provide accommodations in Booth Park as recommended in the 2016 Downtown Plan. - Increase amenities and connections in Downtown's parks and mini-parks. - Purchase part of the Adams Square parking lot for park space, or ensure that redevelopment would require that future park space be provided near Adams and Bowers.	1 & 4 Ch. 4 Ch. 3
Policy	13. Residential Street Standards	- Update the Residential Street Standards, aligning the streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly. - Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.	Ch. 3 Ch. 3
Policy	14. Mixed-use District Streets	Adopt a policy requiring a minimum 6-foot clear path along the sidewalk be retained throughout mixed-use districts.	Ch. 4
New Plans	15. Mixed-use Streetscape Plan	- Create a streetscape improvement plan for the Triangle District and Rail District.	Ch. 1
Existing Plan Updates	16. Multi-modal Plan Update	Update the Multi-modal Plan. The following goals are provided greater detail within the chapters listed. See additional goals under headings "Multi-modal Plan Updates" and "Best Practice Recommendations for the Multi-modal Plan" in Chapters 1 and 4. - Address increased pedestrian activity anticipated in mixed-use districts that will grow in residential population. - Support increased pedestrian activity on both sides of North Old Woodward and provide streetscape amenities. - Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process. - Address recent experiences with increased outdoor dining. - Ensure bicycle facilities are protected on all streets posted at or above 35mph. - Study bicycle accommodation alternatives along Lincoln. - Include mobility routes based upon bicycle boulevard practices. - Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility. - Improve the conditions at bus stops along more major roads. - Add Electric Vehicle charging stations throughout the city at garages, public parking lots, and on-street in Mixed-use Districts. - Adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency. - Include a public education component.	Ch. 1 Ch. 4 Ch. 3 1 & 4 Ch. 1 Ch. 3 Ch. 1 Ch. 1 Ch. 1 Ch. 5 Ch. 3 Ch. 1
Existing Plan Updates	17. Eton Road Corridor Plan	Update the Eton Road Corridor Plan. The following goals are provided greater detail within Chapter 4. - Increase connectivity for pedestrians, bikes, and cars for the area south of Hazel Street including future rail crossings. - Provide access to the Troy Transit Center and consider the development of surrounding properties.	Ch. 4 Ch. 4

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
New Plans	18. Mixed-use Districts Branding Plan	Create a Mixed-use Districts Branding Plan, in coordination with the Birmingham Shopping District, to brand the City's multiple mixed-use districts.	1 & 4
Policy	19. Art Murals Policy	Implement an art-mural program for large blank wall surfaces in key locations. Coordinate with the Mixed-use Districts Branding Plan.	Ch. 4
New Plans	20. Green Infrastructure	Create a Green Infrastructure Plan to address stormwater run-off and areas experiencing regular flooding.	Ch. 5
New Plans	21. Sustainability Action Plan	Create a Sustainability Action Plan. The following goals are provided greater detail within chapter 5. - Reduce environmental impacts of municipal operations. - Incentivize green building, renewable energy, and green landscaping. - Expand recycling and composting. - Implement green stormwater practices in streets and parks. - Support Rouge River Natural Area improvements. - Implement other sustainability focused recommendations of this plan. - Increase inter-governmental cooperation around sustainability initiatives. - Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5
New Plans	22. Rouge River Restoration Plan	Develop a plan to improve and maintain the Rouge River natural area. The following goals are provided greater detail within chapter 5. - Inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources. - Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species. - Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area. - Establish a "Friends of the Rouge" or similar foundation to oversee, build support, and raise funding for the park's enhancements. - Provide funding for city staff and resources to permanently preserve and manage the Rouge ecosystem.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5
New Plans	23. Rouge River Trails and Access Master Plan	Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads. - Install pedestrian linkages to the park's surrounding neighborhoods and commercial districts, including to Quarton Road. - Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility. - Coordinate with Bloomfield and Beverly Hills to expand trail connections. - Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River. - Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off. - Install bridges, ramps, and other enhancements to enable access by all ages and abilities.	Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5 Ch. 5

C. Summary of Key Actions

Key Actions

Type	Title	Description	Where
		- Install other amenities such as bicycle racks, lighting, markers, seating, and signage at trail heads, and seating, markers, and interpretive features throughout the trail system.	Ch. 5
New Plans	24. Tree Canopy Improvement Plan	Create a Tree Canopy Improvement Plan. The following goals are provided greater detail within Chapter 3. - Establish comprehensive policies for trees in streets and open spaces. - Create 5-, 10-, and 15- year goals to expand tree canopy cover. - Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements. - Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees. - Prevent existing, healthy trees from being removed due to new construction. - Survey areas with constrained root area and establish a plan to add additional soil volume.	Ch. 3 Ch. 3 Ch. 3 Ch. 3 Ch. 3 Ch. 3
New Plans	25. Woodward Gateways Plan	Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward. - Revisit and adopt plan components for the South Woodward Gateway Plan. - Create plan components for a North Woodward Gateway. - Create plan components a Downtown Gateway Plan for the Big Woodward and Maple intersection.	1 & 4 1 & 4 Ch. 1
New Plans	26. Haynes Square Plan	Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square recommendations.	Ch. 1
Studies	27. Residential Districts Parking	Study citywide street on-parking restrictions and permits.	Ch. 3
Studies	28. Shared-use Streets	Study shared-use streets. The following goals are provided greater detail within the chapters listed. - Study a shared-use streetscape retrofit along with a social district in the Maple & Woodward district. - Study a shared-use street section along Cole and Commerce Streets. - Study additional opportunities in other mixed-use districts.	1 & 4 Ch. 4 1 & 4
Boards & Programs	29. Civic Events Board	Establish a Civic Events Board or extend the role of the Public Arts Board to develop regular civic events to continue engaging the community throughout the year and promote existing civic institutions. - Consider regular events in community parks. - Consider activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.	1 & 4 Ch. 3 Ch. 4
Studies	30. Circulator	Study a public circulator to provide viable means of accessing mixed-use districts without a car.	Ch. 1
Studies	31. Parking Technology	Review master plan parking recommendations in 2030-35 to evaluate new technologies and trends.	Ch. 4

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Ch 1. Connect the City

Ch 1. Connect the City

Overcome the Woodward Divide

Overcome the Woodward Divide



Figure 12. The Woodward divide.

Woodward divides Birmingham physically and mentally (See Fig. 12). It is an extremely fast, high volume roadway described as a “superhighway” in the city’s 1929 plan. While it provides regional connections that support Downtown activities, Woodward separates the City’s neighborhoods. Particularly for older adults and children, Woodward can be an impenetrable barrier to mobility. Not only is the road unsafe to walk or bike along, there are too few crossings, and existing crossings are uncomfortable for pedestrians and cyclists.

A complete street plan for Woodward has been produced by the Woodward Avenue Action Association, and has been well supported but not yet implemented. The state department of transportation (MDOT) indicated that their current preference for major roadways such as Woodward is to provide greater accommodation for pedestrians, cyclists, and transit, and to stitch together those communities historically divided by state routes. However, implementing those changes are currently well beyond MDOT’s ability to fund directly. Funding aside, they are supportive of City-led initiatives to improve crossings and the character of Woodward. In the short term, key changes to Woodward should be targeted with a focus on pedestrian and bicyclists at crossings. In the long term, larger changes should be studied and advocated for at the county and state levels.

Short-term Action: Improve Crossings

The top priority for pedestrian and bicyclist safety is to make Woodward crossing safe. Each crossing should:

- Provide sufficient pedestrian crossing time;
- Provide clear and visible signage;
- Provide highly visible crosswalk striping;
- Provide automatic pedestrian signal activation; and
- Provide pedestrian crossing refuges.
- Where bike routes connect with crossings, there should additionally be highly visible bike lane striping and bicycle signal activation.

An initial set of key crossings is selected from those major Sectionline and Quartersection roads, important bike route connections, and crossings that already exist but are insufficient (See Fig. 14). These include: Sectionline crossings at 14 Mile and Maple, Quartersection crossings at Lincoln and Oak, bike route connections at Emmons and Oak (See Fig. 13), and existing crossings at Brown and Oakland. Additionally, the intersection of Old Woodward and Woodward is proposed for redevelopment (discussed in the Haynes Square section). Development of this intersection would include adding a crossing at Haynes St.

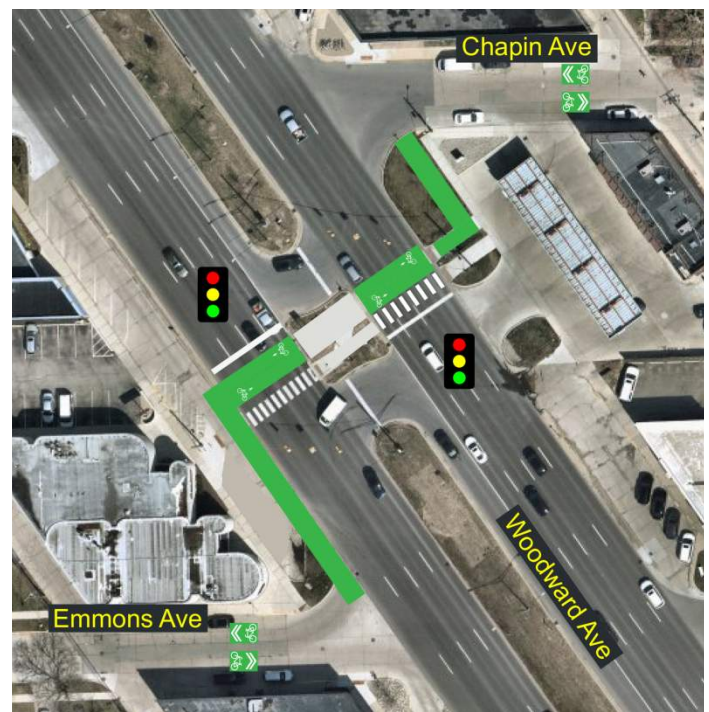


Figure 13. Prioritized Crossing at Emmons.

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Overcome the Woodward Divide

Short-term Action: Re-striping

Should Woodward be justifiably reduced to three lanes in each direction, reconfiguring the roadway still remains prohibitively expensive. However, as a lower cost option, the City should pursue re-striping the outside travel lane, converting it to a substantial protected bicycle lane, one-way each side, or a pair of two-way cycle tracks on each side, similar to what the City of Ferndale is pursuing. Regionally, Ferndale's Woodward bike facilities should connect north to facilities in Pleasant Ridge, Royal Oak, and Birmingham, and on to Bloomfield Hills and Pontiac.

Another consideration for re-striping is a shared bicycle and transit lane. As the regional transit authority pursues improvements to bus frequency, a dedicated lane would improve bus function through Birmingham. Since buses are relatively infrequent, the transit lane could be shared with cyclists (this would require one-way cycle facilities).

Medium-term Action: Reduce Vehicle Speeds

Woodward's high travel speeds perpetuate the City's east-west disconnection, create dangerous conditions when accessing businesses along the corridor, and threaten the safety of all roadway users. While reducing vehicle speeds is a critical and immediate issue to tackle, change is not simple.

Overall the Woodward corridor varies in its speed and context along its trajectory, from a low speed urban context in downtown Detroit to a high-speed highway-like context in Bloomfield Hills, before slowing down again at Pontiac. Along its trajectory, Woodward's speed and design changes in a number of contexts. Through Ferndale, the posted speed is 35 mph and on-street parking is permitted. Birmingham presents a more urban context to Woodward than Ferndale, which should warrant lower speeds.

Unfortunately MDOT is forced by state law to use the "85th Percentile Rule" when attempting to lower speeds, which measures the typical speed actually traveled on the roadway and can result in increased posted speeds instead of reduced. The most expedient path to changing the speed along Woodward is through legislative means.

KEY WOODWARD CROSSING IMPROVEMENTS

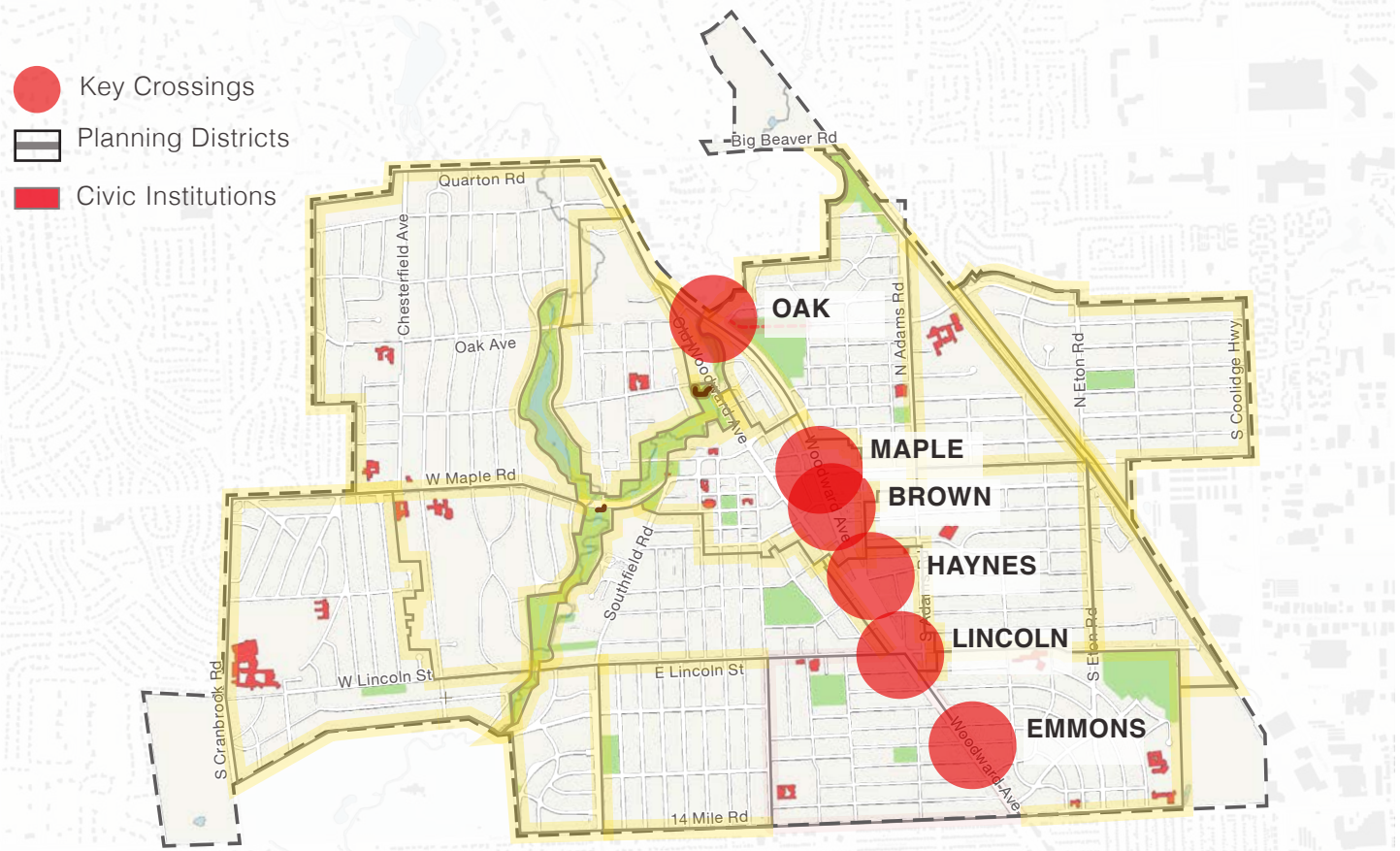


Figure 14. Key Woodward Crossing Improvements.

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Overcome the Woodward Divide

The posted speed is not the only means necessary to control speed. Land use, landscaping and landscape architecture, travel lane size, lighting, and other elements in and around the roadway signal drivers to reduce speed. From the south, the large clear zone and curb separation in the South Woodward Gateway gives visual cues to drivers that Woodward is a high-speed roadway. Solving the speed issue here requires land use changes described later in this plan, along with posted speed reductions. From the north, the highway-like conditions of Woodward through Bloomfield Hills brings drivers in to Birmingham at high speeds. From this direction, drivers need a signal that they have entered a different type of environment than Bloomfield Hills and should reduce speeds. Like the South Woodward Gateway, Birmingham needs a vision for the North Woodward Gateway,

from Big Beaver to Maple, with a particular focus on the Old Woodward and Oak Avenue intersections.

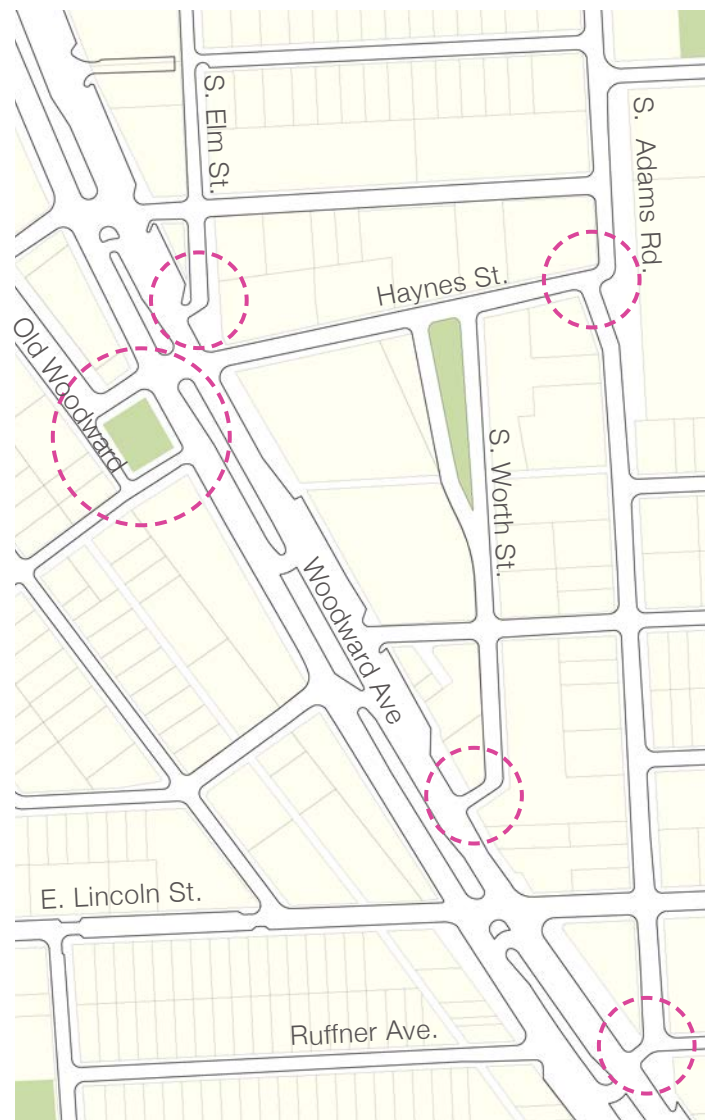
Long-term Action: Re-align Secondary Intersections

Traffic problems caused by Woodward spill into surrounding streets in a few key locations. Due to Woodward's angle, Adams, Worth, and Elm streets intersect at obtuse angles in the northbound direction allowing soft-right turns at high speeds. When streets intersect at extreme angles, pedestrian crossing distances and vehicle speeds increase, leading to safety and operational issues. Additionally, these intersections occur close to the east-west streets of Ruffner, Lincoln, and Haynes, further complicating operations. Elm and Worth should be realigned to intersect Woodward perpendicularly, as shown in the Triangle District Plan (See Fig. 15).

The intersection of Adams with Woodward is especially complicated due to its traffic volume and existing median breaks, making it particularly dangerous for pedestrians. To address this issue, when the Haynes Square intersection redevelopment occurs (discussed later in the section on Haynes Square), traffic along Adams should be rerouted to access Woodward at Haynes, which is already a near-perpendicular intersection. Additionally, the median break on Woodward at southbound Adams should be closed. The Haynes Square intersection would allow southbound Adams traffic to turn left onto Woodward at a new traffic signal. This will reduce traffic at Adams and Lincoln. At the Woodward intersection, Adams should be realigned to intersect perpendicularly, as is proposed for Elm and Worth. Where Adams meets Haynes, the street should turn to the left slightly, to intersect perpendicularly with Haynes, which may also be accomplished through signage encouraging southbound Adams traffic to use Haynes for Woodward access. Additionally, this movement will help provide momentum to future retail in the Haynes Square / Triangle District area. To accommodate this, Haynes between Woodward and Adams should receive a streetscape redevelopment similar to Maple through Downtown, which has the same width.

Long-term Action: Celebrate Downtown with a Gateway

Perhaps the greatest mental division created by Woodward is the feeling that Birmingham is to the west due to the Maple and Old Woodward intersection representing the city's heart. Rather than passing by Birmingham along Big Woodward, drivers should feel that they are passing through Birmingham, and as a result feel that they should slow and expect pedestrians, bikes, and buses (See Redefine Downtown Districts for more on this subject). The Maple and Big Woodward intersection should be redesigned as a downtown gateway, celebrating the heart of the city. This gateway should reconfigure the intersection to focus heavily on pedestrian



Intersection changes along Woodward and Adams.

Figure 15. Key Woodward intersection adjustments.

Ch 1. Connect the City

Overcome the Woodward Divide

and bicycle safety, along with civic art. As the figurative center of the city, it should be imposing, causing cars to slow substantially, and greatly improving the comfort of crossing Big Woodward.

MASTER PLAN ACTIONS

1. Create a Woodward Safety and Beautification Plan, including:
 - a. Adjust Elm to meet Woodward perpendicularly per the Triangle District plan.
 - b. Adjust Worth to meet Woodward perpendicularly per the Triangle District plan.
 - c. Update the Multi-modal Plan to improve Woodward crossings and conditions, see updates listed in the following section.
 - d. Pursue a speed reduction on Woodward, to 35mph or similar, through legislative means.
 - e. Study lane reduction and re-striping options for Woodward in coordination with MDOT.
Recommended actions:
 - i. Participate in a traffic study along Woodward, with MDOT, once I-75 reopens fully to determine whether the road can be reduced to 3-lanes in each direction.
 - ii. Pending verification of potential lane reductions, fund and implement re-striping on Woodward, between 14 Mile and Oakland, potentially to Quarton, converting the outside lane to a buffered bicycle and transit lane.
 - iii. Participate in regional plans to coordinate bicycle and transit infrastructure along Woodward between municipalities.
2. Create a Woodward Gateways Plan, including:
 - a. Create a North Woodward Gateway Plan to address land use, gateway, and road design elements of Woodward north of Maple.
 - b. Revisit and adopt a South Woodward Gateway Plan, focused on traffic calming and beautification of Woodward.
 - c. Study a downtown gateway redesign of the Big Woodward and Maple intersection.
3. Create a Haynes Square Plan (addressed in a following section).

MULTI-MODAL PLAN UPDATES

- a. Improve pedestrian and bicycle crossings along Woodward at 14 Mile, Emmons, Lincoln, Haynes, Brown, Maple, Oakland, and Oak.
- b. Move signage at Lincoln and Woodward which obscures pedestrian countdown timers.
- c. Add a signal for the Brown Street crosswalk along the northbound lanes of Woodward.
- d. Install ADA-compliant ramps at intersections that are not in compliance along Woodward.
- e. Review pedestrian crossing times for MUTCD compliance, some may need to be lengthened.
- f. Add a protected only left turn signal for northbound left turns to Old Woodward. This may be omitted if the Haynes Square street reconfiguration occurs quickly.
- g. Update the plan to reflect the chosen outer lane conversion along Woodward.

CROSSING BEST PRACTICES

Each crossing of Woodward should provide a minimum set of accommodations for pedestrian safety, as well as bicyclist safety where connecting with bicycle routes. The following features are recommended:

- a. Accessible ramps at all crosswalk quadrants, including all necessary ADA features.
- b. Highly visible crosswalk painting, special emphasis type (ladder) at a minimum.
- c. Pedestrian signal with countdown time.
- d. Automatic pedestrian crossing phase (not on-demand).
- e. Signal demand button for pedestrians.
- f. Signal demand button for bicyclists and bicycle signal at bike route connections.
- g. Highly visible painting for bicycles at bike route connections.
- h. All MUTCD recommended signage.

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Redefine Downtown Districts

Redefine Downtown Districts

Birmingham's mixed-use districts are defined circumstantially by their areas of historic growth and the division caused by Woodward. However, the Downtown area in particular contains multiple sub-districts which require their own character and definition to become active and competitive. Old Woodward is too long to sustain a consistent main street without sub-districts of distinct character. Most traditional main streets, and shopping malls which have modeled themselves from traditional main streets, are ¼ mile in length. This is the distance from Willits to Brown, the most active section of Old Woodward, and Bates to Park, the most active section of Maple (See Fig. 17). Beyond this distance, activity and retail quality declines. But once downtowns are successful enough, they can expand beyond this distance by establishing secondary districts.

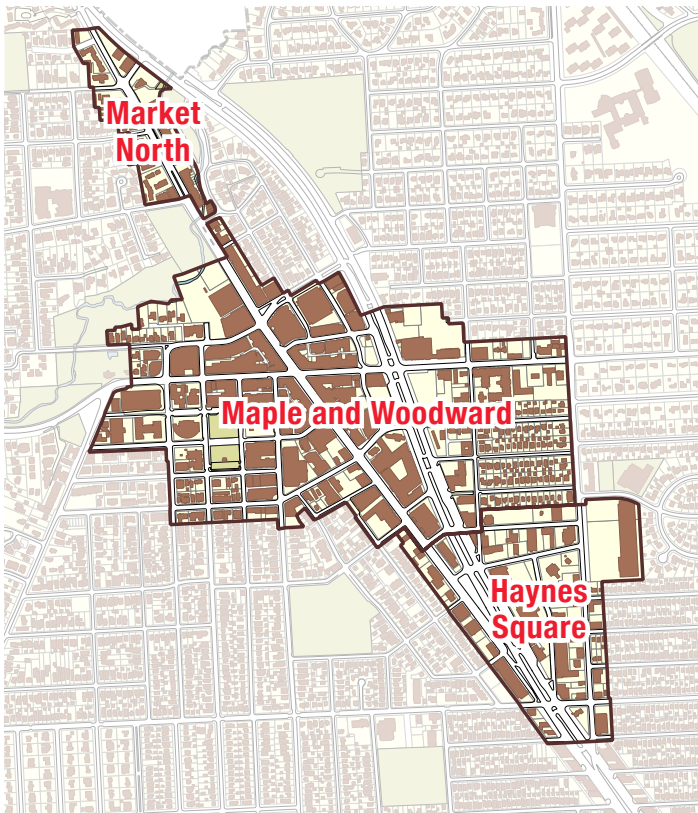


Figure 16. Three districts of downtown.

Downtown Sub-districts

Larger downtowns contain multiple districts with their own distinct character. For instance, Downtown Detroit contains Bricktown, Greektown, Hudson, Corktown, and other districts. Together they make up the greater downtown, but they each have an individual character. Similarly yet at a more relate-able scale, Ann Arbor has a downtown district along Main Street and a university district along State Street. Both are distinct yet interconnected.

North to south, Downtown Birmingham includes three distinct districts. At the center, Maple and Woodward, Downtown is at its most intense and successful. To the north along Old Woodward, the topography and building scale clearly changes after Oakland, becoming distinct by Euclid. North of Euclid this area becomes a sub-district. This Market North area (See Fig. 16) is now most clearly defined by the Farmers' Market and Booth Park, as well as a scale that is less intense than Maple and Woodward. To the south along Old Woodward, the street activity clearly changes after Brown. This area is distinct and requires an identity, but the area is heavily constrained by the intersection of Woodward and Old Woodward. Each sub-district should be clearly differentiated, offering a different customer experience yet working together as the larger downtown area.

Further, Downtown Birmingham is considered to be only west of Woodward. This perpetuates the mental divide that Woodward cuts through the community (See Fig. 12). If Woodward were not a major division, Downtown would continue east on Maple. The form of more intensive buildings east of Maple reflects this condition, with the housing along Forest, Chestnut, and Hazel establishing a break between this core downtown area and the remainder of the Triangle District to the south.

Spanning Woodward mentally makes the most significant impact south of Brown where the west side is constrained just at the point that the east side, the southern Triangle District, is at its widest. This Haynes Square area, centered on Haynes Street, is cohesive when it spans Woodward (discussed in the section on Haynes Square). With its own identity, Haynes Square can be elevated to a full sub-district of downtown rather than the unsuccessful southern fringe of a successful downtown.

Identity, Signage, and Way-finding

Many Downtown visitors are unfamiliar with its business offerings, parking locations, and street layout. When establishing multiple districts, signage is especially important to orient visitors. Similarly, multiple districts can assist in way-finding



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Redefine Downtown Districts

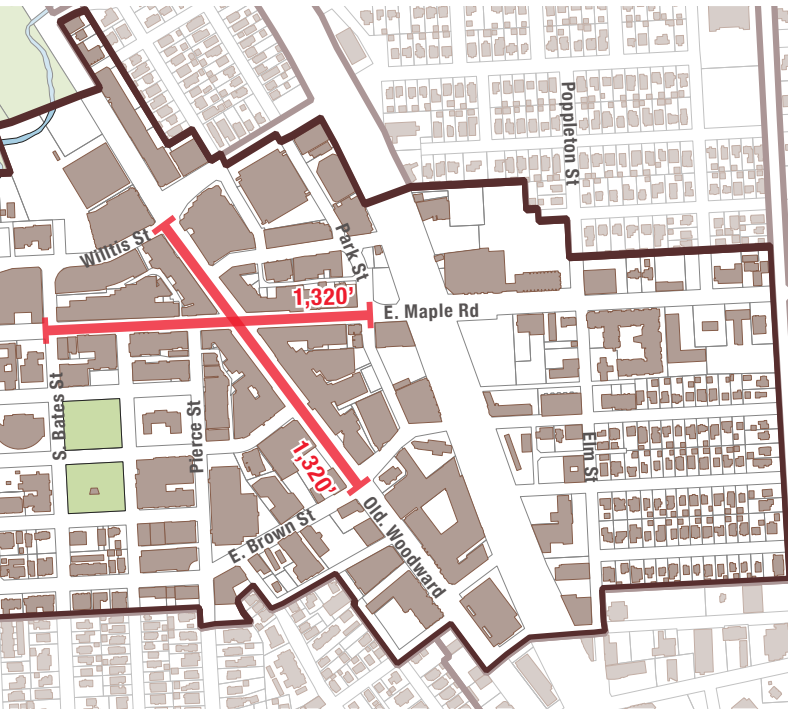


Figure 17. Typical length of main streets.

overall if signed properly. Today, signage is lacking throughout the greater downtown area, from way-finding for parking access to civic institutions and business directories. Each district should have clear signage which is consistent in the information provided but differentiated by district. (See Fig. 18)

Parking signage is especially important as the City typically deals with extremely high occupancy of its Downtown garages. While the North Old Woodward, Park, and Peabody garages typically operated above 90%, visitors are not always aware of nearby spaces available in the Chester and Pierce garages. Technology should be employed to inform users of available capacity throughout the greater downtown. Much of this equipment is unattractive, like Ann Arbor's parking signage, yet there are minimal and elegant solutions available to direct users to the nearest available capacity. This signage should be piloted in Maple and Woodward, and spread to the City's other mixed-use districts once parking investments are made.



Figure 18. Way-finding signage examples.

MASTER PLAN ACTIONS

1. Create a Mixed-use Districts Parking Plan which includes parking way-finding signage as one component, ensuring the design is simple and elegant. Signage may be piloted in Maple and Woodward in advance of the full plan.
2. Create a Mixed-use Districts Branding Plan, in coordination with the Birmingham Shopping District, to brand the City's multiple mixed-use districts. This plan should address, at a minimum:
 - a. District way-finding (vehicular, pedestrian, and cyclist-oriented), business directory, and gate-way signage;
 - b. Differentiation in streetscape products like tree grates, lights, trash and recycling cans, and public art themes;
 - c. A marketing plan for each of the distinct districts;
 - d. A phasing plan to install business directory and way-finding signage throughout all districts.
3. Establish a policy to permit murals and wraps like the popcorn utility wrap to be city-initiated or by the Public Arts Board.

Ch 1. Connect the City

Implement Haynes Square

Implement Haynes Square

Connecting the city requires a change in perception about Woodward. No greater opportunity exists to change this perception than Haynes Square. South of Frank Street, the character of Downtown changes, expressed in zoning, street life, and business success. Rather than consider South Old Woodward an inferior retail district, the area can be combined with the southern Triangle District, spanning big Woodward. The Haynes Square district is bound by Bowers to the North, Adams to the East (See Fig. 16), and Lincoln to the South. Its size is similar to the active office and retail core of Maple and Woodward.

Street reconfigurations to achieve this result in a public open space at south Old Woodward and Haynes Street. This square is the new heart of a district independent from Maple and Woodward. (See Fig. 19) The square should be similar to Shain Park from a design perspective, but about half its size, with a cafe, seating, and restrooms as is recommended for other urban parks. Lined by trees along its edges, the square provides an attractive entrance to the greater Downtown area, flanked by tall, new development east along Woodward and the 555 building to its north.

This combined district represents Birmingham's greatest opportunity for the development of both extensive middle-income housing—a deficiency that should be addressed—and emerging commercial business spaces. While Maple and Woodward includes a significant presence of offices, Haynes Square should focus on residential above commercial uses,

and on commercial uses that serve a different market than the core shopping district of Maple and Woodward.

To capitalize on its potential, two major investments are required: reconfiguring the intersection between Woodward and Old Woodward, and constructing a parking garage on the east side of Woodward.

Street and Property Reconfiguration

A pair of related issues make clear the need for street and property reconfiguration in this area. First, the intersection of Old Woodward and Woodward occurs at a very acute angle and requires a dangerous northbound left turn. The intersection also creates a narrow and unusable strip of land which mirrors the poor frontage condition of the South Woodward Gateway. Second, properties that are located along Old Woodward south of George Street are zoned for taller buildings, but have not seen redevelopment due in part to parking issues. The parking necessary to redevelop properties south of George Street is difficult to accommodate on shallow lots adjacent to single-family properties, and the area's exclusion from the Downtown parking district.

This plan recommends that Old Woodward be reconfigured to alleviate the awkward intersections and provide larger building sites. George Street is extended to big Woodward, and Old Woodward removed south of George. South of George Street, properties are extended to big Woodward, providing sites that can accommodate buildings and parking. Property extensions may be traded for a public surface parking lot where buildings currently sit along Old Woodward, 70 feet

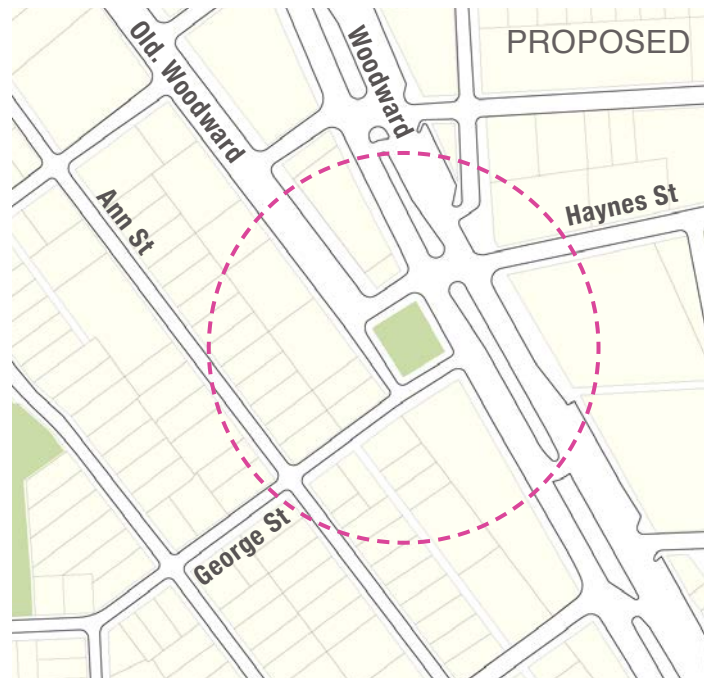
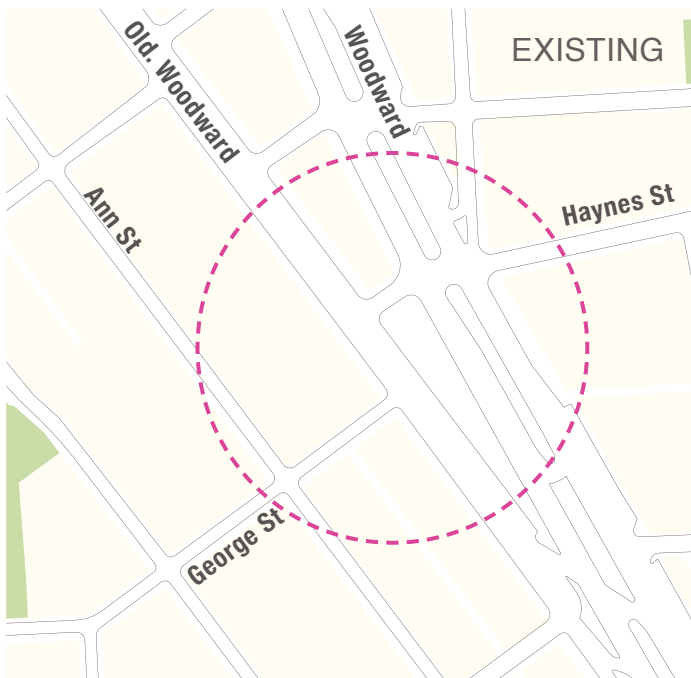


Figure 19. Haynes Square reconfiguration.

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Implement Haynes Square



Figure 20. Creating Haynes Square at Haynes St., Old Woodward, and Big Woodward.

deep measured from the alley, which leaves over 100 feet of property for development, deeper than current properties.

Through this redevelopment, Haynes Street crosses Woodward to meet Old Woodward at a new signal. On the east side of Woodward, Haynes becomes a main street, paired with Worth Street. To support the main street with additional traffic, as Maple and Woodward is supported by Maple's traffic, Adams should be slightly adjusted so that southbound traffic uses Haynes to access Woodward (See Fig. 15). This adjustment to Adams enables the improvement of the dangerous intersection of Adams and Big Woodward as well, addressed earlier in this chapter.

Public Parking

Due to the odd lot shapes in the district, significant zoned capacity, and lack of access to the Downtown parking district, private development is unlikely to take the first step to launch the Haynes Square, as has been the case for the Triangle District. To successfully launch Haynes Square, the City needs to invest in a parking garage. Unfortunately, neither of the 2007 Triangle District Plan's proposed public parking structures nor its proposed parking assessment district have been implemented. A new garage is needed,

alleviating developers from the burden of parking with both commercial and residential parking permitted. With a structure in place, and mixed-use residences able to unbundle parking (See the Mixed-use Districts chapter), new housing and businesses are likely to be developed quickly. Due to the district's size and low existing intensity, development will bring significant increases in tax revenue.

Other Area Improvements

At the intersection of Haynes and Worth Streets, the 2007 Triangle District Plan recommends a triangular green called Worth Park. This space provides an important focal center for the east side of Haynes Square. It also provides needed open space for the Torry neighborhood. Like other urban parks discussed in this plan, Worth Park should have ample seating, shade, and areas for children to play. Worth Street, which has few existing buildings facing onto it, should be considered for a shared-use treatment to provide interest and connect with the South Woodward Gateway alley system. Worth Park may be built in the form of a plaza - mostly paved - which is a type of civic open space Birmingham does not yet have. New buildings in the area can take advantage of the dynamic and pedestrian-centric streetscape and plaza.

Ch 1. Connect the City

Implement Haynes Square

Also in the area is the Adam's Square shopping center, which represents the greatest single redevelopment site in Birmingham. With an active Haynes Square district adjacent, redevelopment is likely to occur. To prepare for this, zoning and subdivision requirements should be considered such that Adam's Square provide open space for the Torry neighborhood and public parking in exchange for development capacity modeled upon the Triangle District Overlay.

MASTER PLAN ACTIONS

1. Create a Mixed-use Districts Parking Plan, including:
 - a. Implementing the public parking deck recommendation of the 2007 Triangle District Plan.
 - b. Create additional parking assessment districts (such as per the 2007 Triangle District Plan) or incremental tax district as necessary for land purchases and for financing the development of parking structures.
 - c. Study the potential for Public Private Partnerships to construct parking structures (including in the Triangle District).
2. Create a Haynes Square Plan which provides the details, timing, and funding for implementing Haynes Square recommendations, including:
 - a. Study the privatization of public property, or land swap, as is necessary to implement Haynes Square.
 - b. Reconfigure the streets around Haynes Square to create the square and fix the acute intersection between Woodward and Old Woodward.
 - c. Divert Adams traffic onto Haynes by angling NB Adams to intersect perpendicularly with Haynes.
 - d. Adjust Adams to meet Woodward perpendicularly at Ruffner.
 - e. Build the public square with a cafe, trees, seating, a kids play area, and other civic features.
 - f. Consider revising the design of Worth Park in the form of a plaza and other opportunities for shared streets and passageways, civic art, traffic calming, and way-finding.
 - g. Detail streetscape and landscape improvements along Worth, Bowers, Haynes, and Webster.
 - h. Improve pedestrian linkages to the surrounding neighborhoods, especially along Adams.
 - i. Consider swapping land to install a public parking lot along the south Old Woodward alley.
 - j. Create a parking district for Haynes Square which allows residences to purchase parking passes in public garages, in addition to commercial parking.
 - k. Install metered, on-street parking along Adams and Lincoln Roads.
 - l. Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center, offering significant development capacity in exchange for a public open space and public parking.
 - m. Consider streetscape improvements along Woodward and Haynes.
 - n. Consider green stormwater management opportunities made possible through the area's growth and redevelopment.

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Encourage Gathering Places

Encourage Gathering Places

Neighborhood Destinations are critical neighborhood components supporting community social structures. While Birmingham is more walkable than most cities in Metro-Detroit, accessing daily destinations still requires a car for many residents. City structure and the distribution of daily destinations is the greatest determinant of the transportation mode people will choose and its impact on sociability and the environment. When destinations like parks, schools, and cafes are near homes, residents will use those amenities more frequently and often walk or bike rather than drive, all of which increases interaction among neighbors. Improving city-wide pedestrian and bike connections to mixed-use districts and larger parks will have similar results, all means of connecting the city, physically and socially.

Neighborhood Destinations fall into 3 categories: Commercial Destinations like markets and cafes, Recreational Destinations like parks and trails, and Civic Destinations like schools and religious institutions.

Commercial Destinations

Due to the regional draw of Downtown, its price point is too high to provide the neighborhood services that residents require frequent access to. Historically, Birmingham has supported civic institutions and parks within neighborhoods, and has had a number of small, neighborhood business clusters that provided goods and services aligned with the needs of nearby residents. Birmingham has retained its parks and institutions, but only a few neighborhood commercial destinations remain: Maple and Chesterfield, Maple and Eton, and 14 Mile and Southfield.

Local bakeries, specialty markets, coffee shops, cafes, dry cleaners, hair salons, and similar small businesses comprise neighborhood scaled amenities that are unique to Birmingham among surrounding communities. Easy access to these amenities, especially by walking, contribute to the City's comfortable lifestyle and high property values. Recent studies indicate house values dramatically increase when located within a ten-minute walk of a coffee shop, green grocery, micro-brewery, park, or school.

Neighborhood Commercial Destinations should be located to provide walkable access to neighborhoods, but not be so close to one another that they become a larger district. They should be encouraged in key locations and their scale and specific uses should be limited, along with operating hours and noise, to ensure limited impact on surrounding residents. (See Fig. 22) These destinations should also be allowed to provide residential uses above the ground floor. Scale and character should remain compatible with the surrounding neighborhood, reviewed by the Planning Board.

Park Cafes

Because opportunities for full commercial destinations are limited, many portions of the city are not able to be well served. Park cafes are an additional means of providing nearby social destinations, as well as support park activities. Cafes may be provided in permanent structures, or by allocating space, power, water, and wastewater connections for food trucks, mobile carts, or other temporary vendors. Cafe or vendor space and connections should be considered at many parks throughout the city (See chapter 3), and targeted for locations not otherwise well served by commercial destinations (See Fig. 22). Additionally, within mixed-use districts, cafes or accommodations should be provided within larger open spaces: Booth Park and Shain Park, and future Haynes Square and Worth Park.

MASTER PLAN ACTIONS

1. Update the Parks and Recreation Master Plan, including:
 - a. Cafes and other vendor accommodations in appropriate parks.
 - b. Building a cafe or vendor accommodations in Booth Park as recommended in the 2016 Downtown Plan.
2. Update the zoning code, including:
 - a. Permitting of cafes, food trucks, and other vendors in parks.
 - b. Create commercial destination zoning districts, considering the following recommendations:
 - i. Allow by-right Commercial Destinations up to 10,000 square feet total, no more than 3,000 square feet per tenant.
 - ii. Limit uses to bakeries, banks, bicycle shops, cafés, carry-out foods, coffee shops, exercise studios, florists, hardware, ice cream parlors, mail centers, personal care, medical offices, pharmacies, real estate offices, financial services, small groceries, specialty shops, and other small local service-businesses. Housing should be permitted above the ground floor.
 - iii. Nationally branded chains should be permitted when designed to look local.
 - iv. Limit hours, and prohibit excessive noise, and restrict early or late truck deliveries.
 - v. Larger restaurants and other potentially intensive commercial uses may be permitted as special uses, with appropriate design, management, and operational conditions to minimize impact.

Ch 1. Connect the City

Encourage Gathering Places

- vi. Drive-thru windows should be prohibited.
- vii. Loading docks should be limited.
- viii. Require landscaped screening from adjacent single-family properties.
- ix. Allowed up to three floors, provided they match the scale of a two and one-half story structure.
 - For buildings with 3 stories, the upper floors must be residential.
 - For buildings with 2 stories, the upper floor may be office or residential.
- x. Parking should be as minimal as possible, or not required. If required, parking should not exceed 3 cars per 1,000 square feet of non-residential uses and 1 car per bedroom of residential uses.
- xi. Planning Board review should ensure minimal impacts to the neighborhood.

Civic Destinations

Birmingham has a long tradition of investing in civic buildings and landscapes, which began with the construction of its first library and the build-out of its civic center in the 1920s. Outside of the City's primary civic cluster in Downtown, nearly all of Birmingham's neighborhoods include one or more civic uses, frequently schools, within a short walk for most residents. This relationship is relatively rare in postwar suburbs and contributes to Birmingham's desirable quality of life. These Civic Destinations include fire stations, meeting halls, museums, places of worship, post offices, schools, and specialized civic institutions such as Next and the YMCA. The 1929 plan proposed anchoring each of the city's neighborhoods with a civic center, a school, or a park. Largely implemented, this plan resulted in the numerous schools and parks that now exist in most of Birmingham's neighborhoods, which contribute to neighborhood cohesion and quality.

Civic buildings offer neutral, aspirational places for citizens and community leaders to exchange ideas, form community associations, or simply socialize. Located in a neighborhood setting, these institutions encourage neighborhood

- Commercial Destinations
- Recreational Destinations
- 5-minute Walk (existing)
- 5-minute Walk (new)

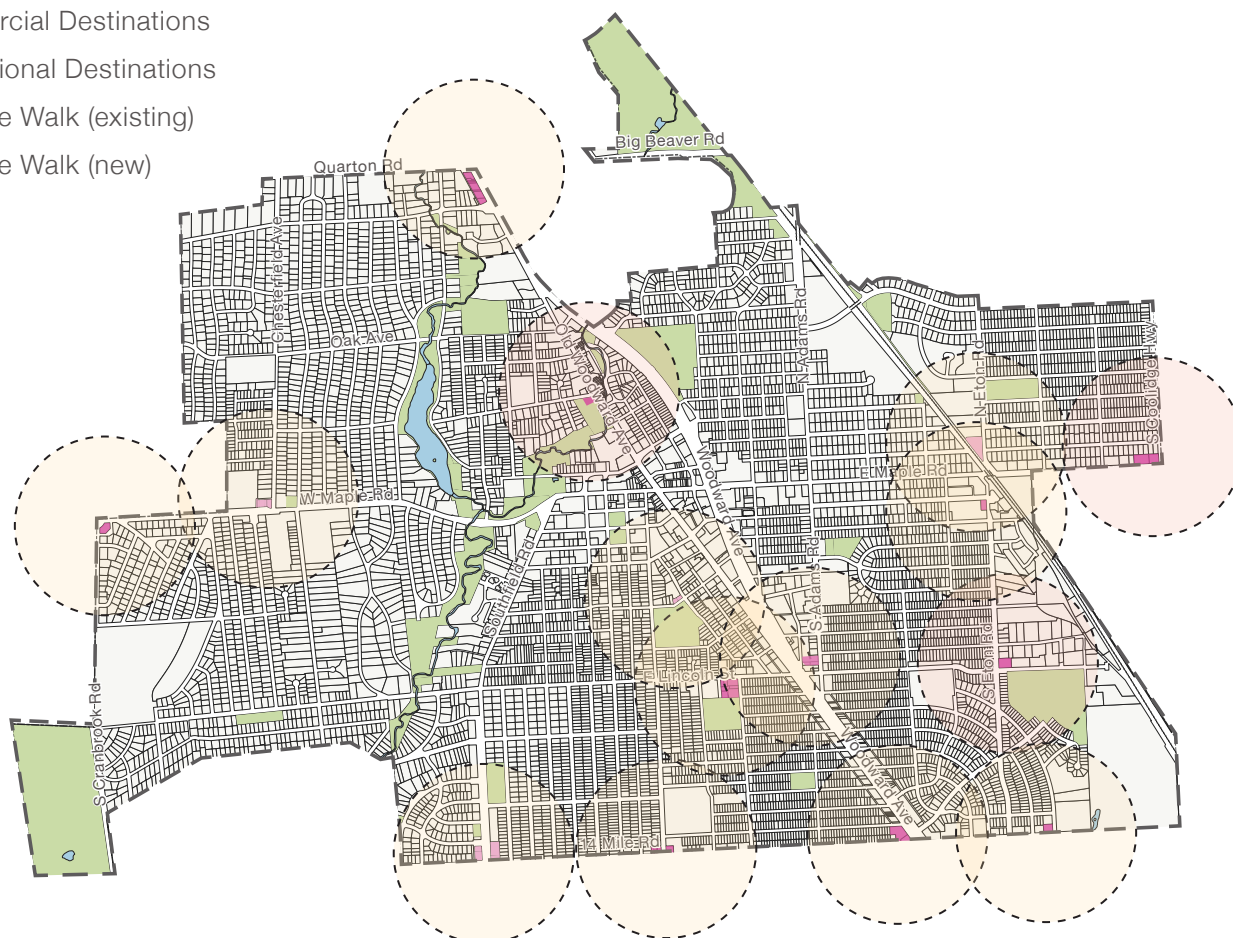


Figure 22. Proposed Neighborhood Destinations.

Ch 1. Connect the City

Encourage Gathering Places

interaction (See Fig. 23). They also tend to draw people from other nearby neighborhoods, cross-pollinating the City's social structures. Civic buildings and landscapes should be grand and iconic, and be distinct from residential construction to avoid confusing public and private uses. Birmingham's prewar civic buildings—the City Hall, library, post office, and train station—were built of brick and stone in an English Tudor style, with the exaggerated scale and exceptional quality befitting signature civic buildings.

Throughout the community, Civic Destinations should be maintained and supported. During the planning charrette, some of the City's civic institutions discussed their great variety of programs. We also heard that some struggle to reach residents and new generations who are not familiar with the role that civic institutions play in the community. To support these institutions, Birmingham should have a Community Foundation or fund, which the Chamber of Commerce is in the process of establishing. In addition to the fund, regular social events should be organized throughout the city. At present, a series of events occurs downtown, but additional events should be considered throughout the community. Regular

events such as these are an important means of gaining visibility among community members, engaging them, and strengthening the community's social and civic structure.

Of particular interest to older residents is the lack of a sufficient senior center. While Next's programs and staff meet much of this need, their facilities are insufficient. Surrounding communities boast substantial seniors facilities. Beyond the senior focus, some younger adults use Next's facilities and Next has begun to broaden their appeal beyond the senior cohort. Improved facilities for Next would contribute to both older and younger adult populations. At present Next occupies a former school building located adjacent to Seaholm. New facilities for Next would ideally be located near the center of the city, for more convenient access to all residents. Many options exist and should be studied, including: part of a public parking facility development in Haynes Square or the Bates Street extension, replacing the surface parking in Shain Park, or other locations near the city center. In addition to programming for Next, the facility should provide space that may be reserved free of charge for meetings of resident organizations.

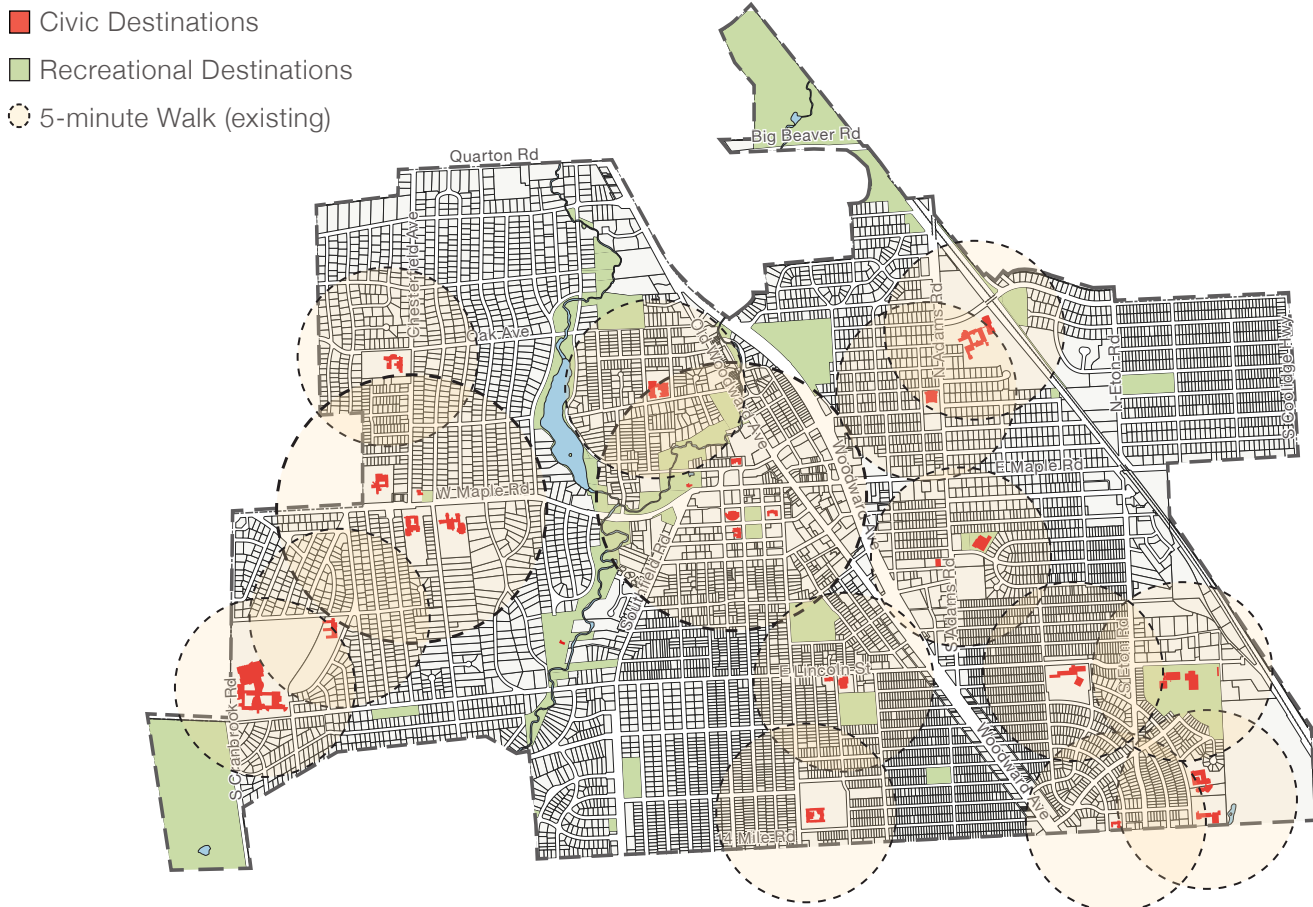


Figure 23. Civic Destinations.

Ch 1. Connect the City

Accommodate More Modes of Movement

MASTER PLAN ACTIONS

1. Study key civic facilities to continue to support Birmingham residents, including:
 - a. Study the location, programming, and funding for new facilities for Next.
 - b. Establish a policy to continue the tradition of constructing Birmingham's civic buildings and parks as iconic structures and landscapes to the highest standards and at a civic scale. This should include authentic durable materials, oversized windows, high ceilings, and Tudor design and detailing.
 - c. Ensure the Community Foundation / Fund is established in a timely manner.
2. Establish a Civic Events Board or extend the role of the Public Arts Board to develop regular civic events to continue engaging the community throughout the year and promote existing civic institutions.
3. Update the Parks & Recreation Master Plan, including formalizing the public use of school and institutional open spaces for neighborhood recreation.

Accommodate More Modes of Movement

Much of the congestion that Birmingham experiences is due to regional issues, which the city has little opportunity to change. While fixes may address cut-through traffic and dangerous intersections, providing viable alternatives for getting around the City without a car is the most effective strategy to reduce the inconvenience caused by congestion. Across the country mobility has evolved from a focus on personal automobiles to support bicycle and pedestrian priority, and to integrate evolving technologies. Birmingham needs a strategy to integrate a wide variety of alternatives to personal vehicles.

The 2013 Multi-modal Plan increases priority for bicycles and pedestrians which is a critical improvement. Today, there remains a long way to go to achieve the goals of this plan. With emerging technologies and lessons learned in bicycle accommodations, the 2013 plan should be updated to integrate new modes as well as experiences from implementation to date.

Beyond bicycles and pedestrians, preparing for unknown future mobility devices is difficult to predict but important to allow for increased access throughout the city. To successfully integrate new technologies, strategies are required for both facilities and education.

Multi-modal Facilities

To accommodate an increasing number of mobility options, facilities for different roadway users should be considered according to the speed of user. A significant difference in speed is why cars and pedestrians don't mix well. Similarly, this is why bicycles need dedicated lanes when cars travel above 25mph; the difference in speeds causes a safety issue. This view is important when considering how to integrate micro EVs and golf carts, scooters, single wheels, and even e-bikes. Whether a street should be slow speed and shared for all users, higher speed and separated for all users, or somewhere in between intersects transportation network and urban design.

Within neighborhoods, accommodation for multiple modes is relatively easy. Most streets in Birmingham are narrow, slowing cars enough to mix modes within the street. Implementing the bicycle boulevard recommendations would also provide safe and convenient access for modes other than cars. To protect pedestrian use of sidewalks, bikes, scooters, and other small footprint vehicles should be discouraged from using sidewalks through signage and education.

Within Mixed-use Districts, accommodation for new mobility modes should be considered more carefully. On streets with larger volumes of car traffic, improved bicycle accommodations such as protected bike lanes help ensure comfort and safety for riders of all ages. These lanes can also accommodate faster moving new technology like scooters. However, many streets in Birmingham cannot accommodate both bike lanes and on-street parking yet these mixed-use districts also experience the highest parking usage rates. The most effective means of accommodating multiple modes is to slow the speed of all users.

Piloting shared-use streets where materials, signage, and the street edge are designed for all users to operate at very slow speeds and mix may provide greater access opportunities for emerging technologies as well as micro EVs and golf carts. These shared use spaces and streets are common in Europe and are increasing in use in the US. A notable example is Argyle Street in Chicago. Merrill Street is an excellent location to consider as a shared use street pilot, connecting Old Woodward with Shain Park and the Library. Worth Street in Haynes Square could pilot the form as a future main street, along with Cole Street in the Rail District. The strategy should be investigated from a network standpoint, beyond individual streets, to provide broader multi-modal network connectivity within mixed-use districts. Over time a network of shared use streets should be assembled, better accommodating changing mobility.

Ch 1. Connect the City

Accommodate More Modes of Movement

Mobility Routes

Presently, the city's major roads run between planning districts which is efficient for long-distance car needs, but is less convenient and safe for walkers, cyclists, and micro-mobility users. Additionally, many neighborhoods experience cut-through traffic when congestion is high on major roads along the district perimeter. To address these issues the Multi-modal Plan should be updated to add a series of "mobility routes" based upon bicycle boulevard practices. Mobility routes should form a network and connect the city's major destinations and planning districts, as well as to bicycle routes in surrounding communities. By limiting cars, these routes may also provide an opportunity for a future internal public transportation circulator for the city, to provide mobility options for those who cannot walk long distances, cycle, or use micro-mobility devices.

Mobility routes should be built on a bicycle boulevard system which also focuses on other non-vehicular means of movement, pedestrian accommodations, micro EVs and golf carts, and comfort of all users. Bicycle boulevards are routes that are designed for bicycle access while discouraging through access for cars. As such, they can serve to reduce cut-through traffic by diverting cars to provide better non-vehicular access and safety. Pedestrian accommodations should include sufficient sidewalks, marked crosswalks, shading, and benches.

Bicycle destination signage is currently lacking throughout the City. While the 2013 Multi-modal Plan recommended signage, this plan establishes a number of more clear destinations with planning district boundaries and multiple downtown districts. Bicycle signage provides significant way-finding assistance to riders who may be unsure of how to use the bike network. Pedestrian destination signage should also be considered in conjunction with bicycle signage. For other mobility devices, bicycle and pedestrian signage will assist with way-finding.

Educating Roadway Users

While new mobility options provide benefits for many travelers, addressing safety issues and a clear understanding and respect for rules is critical. Riders of bicycles, scooters, and other modes must be aware of where they are expected and allowed to ride, whether safety equipment is required, and how right-of-way is determined. In addition to awareness, the city should understand that most frequently violations occur where people feel that it is unsafe or very inconvenient to ride where directed. But equally importantly, drivers need to respect the rights of other roadway users, many of which do not. To address these issues, adequate signage, public education, and enforcement are necessary.

MASTER PLAN ACTIONS

1. Update the Multi-modal Plan, including:
 - a. Ensure bicycle facilities are protected on all streets posted at or above 35mph.
 - b. Include mobility routes based upon bicycle boulevard practices.
 - c. Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility.
 - d. Include a public education component.
2. Study shared-use streets, including:
 - a. A shared-use streetscape retrofit along with a social district in the Maple & Woodward district.
 - b. Study additional opportunities for shared-use streets in other mixed-use districts.

BEST PRACTICE RECOMMENDATIONS FOR THE MULTI-MODAL PLAN

- a. Shift the burden of public bicycle parking in the downtown from private businesses to the city.
- b. Increase proposed street-side bicycle parking.
- c. Add parking areas for micro-mobility devices.
- d. Add bicycle parking and repair stations like those found in Shain Park to all parks.
- e. Convert bicycle lane signage to mobility lane.
- f. Install signage informing micro-mobility users and cyclists of where they are permitted to ride.
- g. Use bicycle and pedestrian destination signage along mobility routes.
- h. Provide mobility education to all residents.
- i. Locate benches along mobility routes at major roads, schools, and parks.

Ch 1. Connect the City

Improve Regional Transit Connections

Improve Regional Transit Connections

Regional transit will increase in importance as long as the transit authorities invest in the system, and residents support that investment. As one of a number of cities and mixed-use centers along Woodward, Birmingham would benefit significantly from improved bus or rail along the corridor. While this has been projected for decades, there is still hope that it will occur.

To support transit, Birmingham has relatively little work to do, already having a well established downtown along Woodward. Most significantly, Birmingham needs to add residents to Downtown, which is proposed in greater detail in following chapters. Residents Downtown would also be located along the regional transit corridor, more readily users of that service and able to reduce car dependency as a result. The Rail District also needs to secure a connection to the Troy Transit Center and add residents and businesses. This is also discussed in later chapters. Concerning facilities, the City needs to improve transit stops with covered seating areas and real-time information, along with nearby covered bike parking.

For Birmingham, regional transportation will mean relatively little for residents who are further from Downtown without an internal circulator. A circulator, autonomous or otherwise, would also improve access around the City to residents who have difficulties walking and biking during the winter months. A circulator within Birmingham should be accessible within neighborhoods, potentially paired with a bicycle boulevard network, and have a few diversions to high-frequency destinations like Seaholm. Overall this would provide greater access to residents and reduce some parking issues Downtown and also at Seaholm.

MASTER PLAN ACTIONS

1. Update the Multi-modal Plan, including improving bus stops along major roads.
2. Convene a committee to study a public circulator.

BEST PRACTICE RECOMMENDATIONS FOR THE MULTI-MODAL PLAN

- a. Improve bus stops by adding shelters, paving, and seating along:
 - Big Woodward;
 - Old Woodward;
 - Maple, including stops outside of Downtown;
 - Coolidge Hwy.; and
 - 14 Mile Rd.

Multi-modal Plan Updates

A number of adjustments are recommended to the 2013 Multi-modal Plan within the previous sections. Those updates that are able to be expressed on a map are included in this section for ease of comparison to the existing plan. In addition, these recommendations impact the overall network for bicyclists, pedestrians, and transit. Some of the updates identified in this section are adjustments based upon those impacts.

PEDESTRIAN FACILITIES

Pedestrian facilities are generally adjusted in order to implement recommendations in the Connect the City and accompany bicycle boulevard recommendations. These are specified in Figure 25.

BICYCLE FACILITIES

Bicycle facilities are generally adjusted in order to implement recommendations in the Connect the City, prioritize the bicycle boulevards, and Accommodate More Modes of Movement sections. These are specified in Figure 26 and include recommended adjustments to the overall bicycle network function as a result of other changes.

TRANSIT FACILITIES

Transit facilities are generally adjusted in order to implement recommendations in the Connect the City and Improve Regional Transit Connections sections. These are specified in Figure 27.

Ch 1. Connect the City

Improve Regional Transit Connections

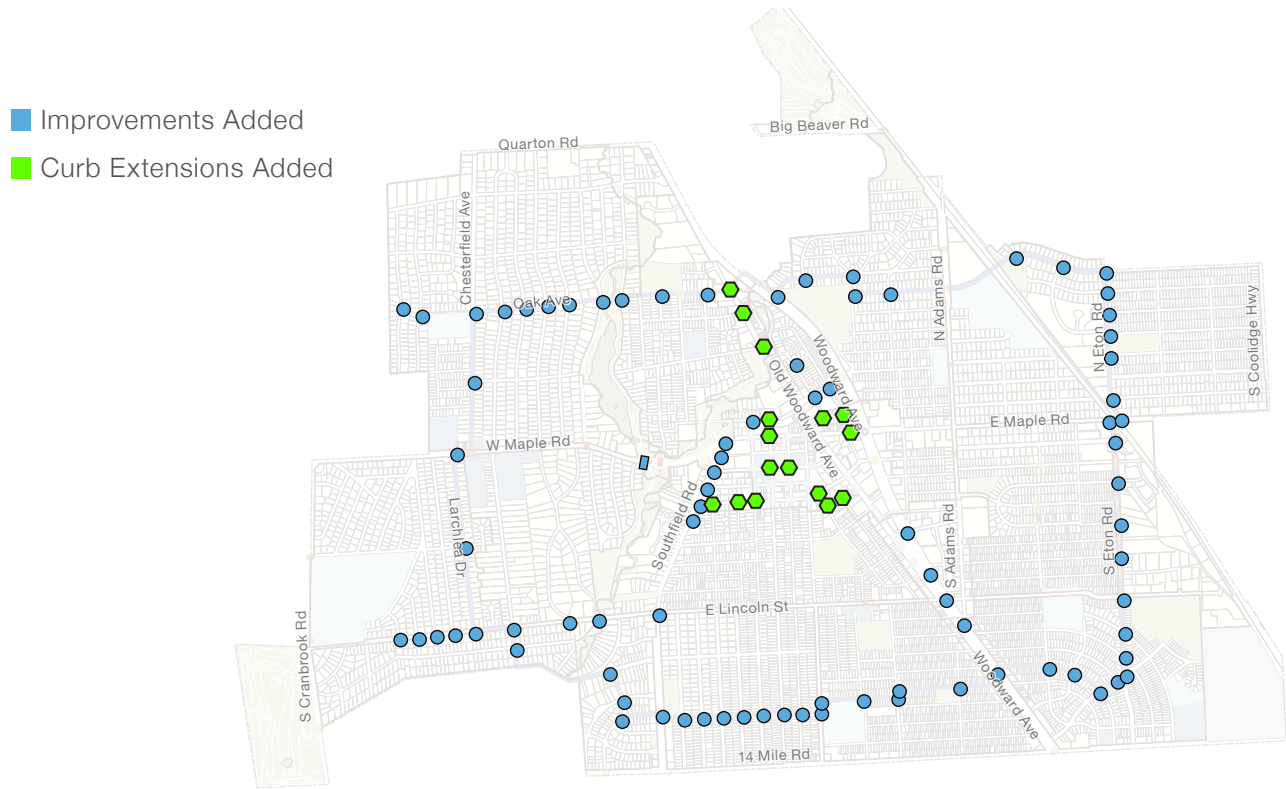


Figure 25. Pedestrian updates to the Multi-modal Plan.

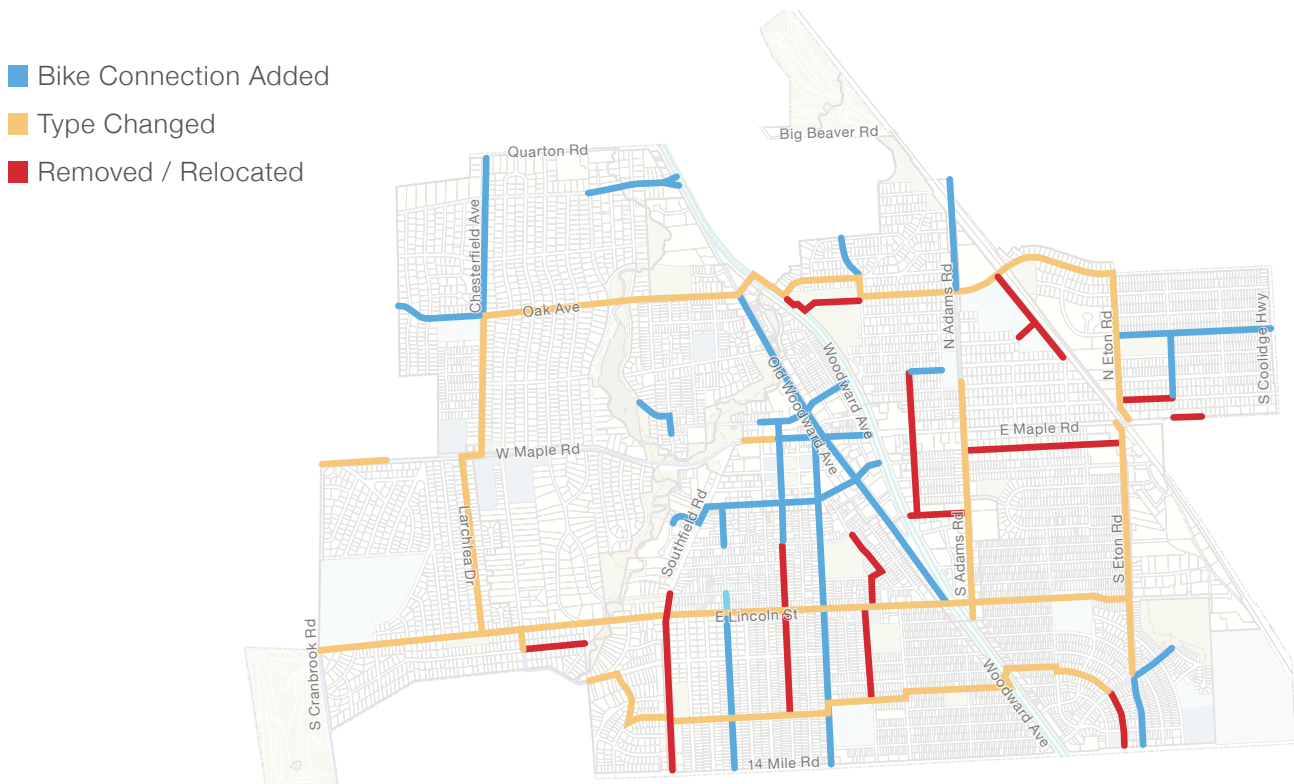


Figure 26. Bicycle facility updates to the Multi-modal Plan.

Ch 1. Connect the City

Improve Regional Transit Connections

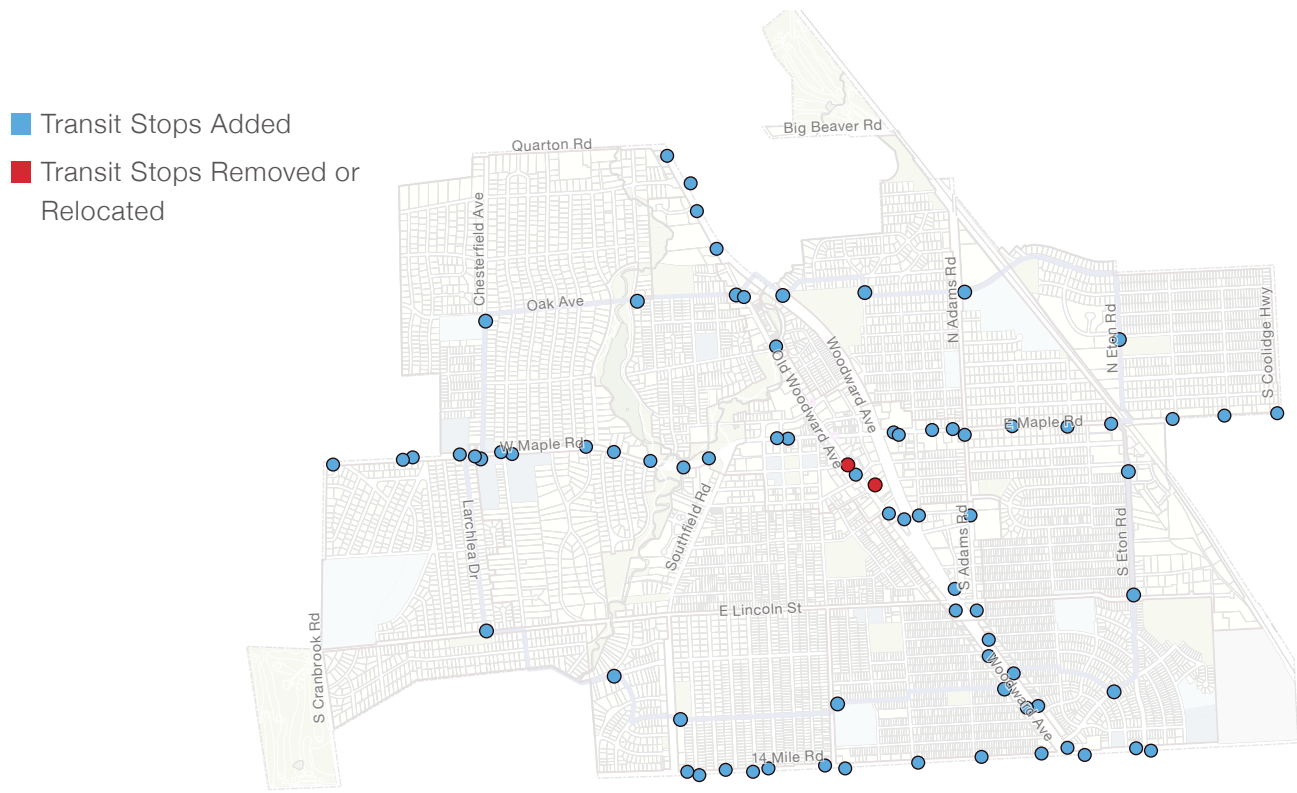


Figure 27. Transit updates to the Multi-modal Plan.

Ch 2. Embrace Managed Growth

Ch 2. Embrace Managed Growth

Encourage Housing in Mixed-use Districts

Encourage Housing in Mixed-use Districts

Housing in Birmingham is in high demand, an indication of the city's quality of life. But that demand has brought with it a rapid increase in housing cost, difficulty for aging residents to downsize within the community, and a changing community composition that has resulted in reduced school enrollment. New housing plays an important role in stabilizing these threats, but locating growth is difficult in a built-out city. Birmingham's mixed-use districts are ideal places to accommodate new housing that is proximate to existing services, does not impact neighborhoods, increases foot traffic for businesses, and is most likely to result in attainably priced units. Each mixed-use district is below its currently zoned capacity for building, which means new housing growth can be accommodated without changing the community expectations currently stipulated in the zoning code.

Maple and Woodward

The Maple and Woodward district (Downtown Birmingham) has an imbalance of commercial to residential development, with very few households compared to a significant amount of office and retail space. This lack of housing has been recognized since the 1980 Birmingham Plan, principally due to a policy which does not allow residences to park in the public parking decks. Each mixed-use district requires a balance of housing with offices and retail space to ensure the district is active during daytime hours and into the evening, supporting retail and restaurants and promoting greater public safety. If housing is to be provided downtown to re-balance the 24-hour downtown life-cycle, it will require access to the municipal parking supply.

Providing parking on private properties in downtown is difficult due to the small size of properties and goals for walkable

streets activated by storefronts. Properties in suburban locations can more easily provide on-site parking because land is not scarce. Those areas are also not walkable. Walkable streets require small blocks and a lot of activity; there is not room for parking on every property. The current rules encourage development to add housing on upper floors to achieve a height bonus, but require some of the very valuable ground floor to be set aside for parking. This results in very large units, where provided, to fill to bonus space in a downtown that needs attainably priced housing.

Parking downtown is heavily utilized during the daytime, with most public garages over 90% of their capacity. However, that same parking is virtually empty during the evening and overnight. Weekend parking is also underutilized with around 2,000 spaces available. This parking imbalance is an ideal opportunity to accommodate housing, which requires parking at night and on weekends, and vacates parking during the day. During the Covid-19 Pandemic there has been low overall parking usage, increasing opportunities to re-use parking for housing. When initially proposing residential usage of public parking structures, concern for the time that residents would depart and office workers would arrive was raised. Parking monitoring in Birmingham has shown at least half of total parking capacity is available at 10am, providing a significant period of overlap between uses (See Fig. 28).

Presently, four and five-story buildings are allowed in most areas downtown yet most buildings are lower. Considering the difference between the height of existing buildings and the currently allowed potential, all housing growth needed in the downtown area could be accommodated within the existing zoned capacity. Some of that capacity is further limited by the historic status of many existing buildings. However, heights should not be increased, except where adjusting zone boundaries results in greater consistency. Focus should instead be on filling existing capacity.

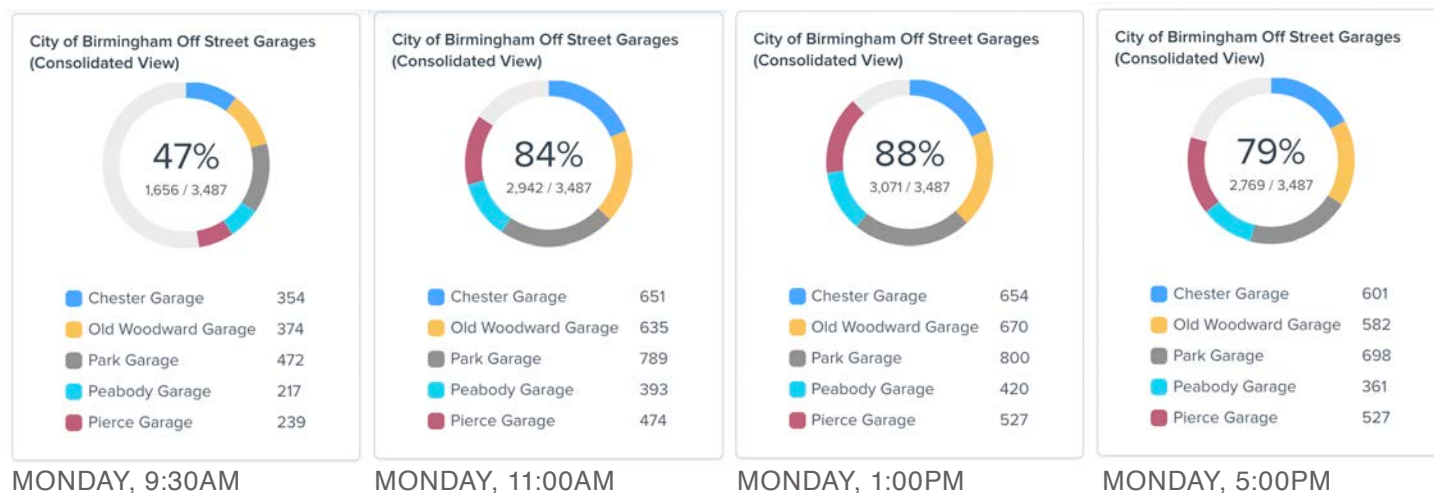


Figure 28. Downtown garage capacity at different times on a Monday.

Ch 2. Embrace Managed Growth

Encourage Housing in Mixed-use Districts

New residential parking permit price should be set attainably yet to discourage residents from parking cars that are not used regularly. Distribution of permits can also be managed through permit assignments, assigning spaces in less used garages, like Chester Street, and on upper floors. For the mostly younger and older residents who may not need a car, they benefit from the cost of parking being entirely eliminated from the cost of their housing. To address attainable housing needs, the availability of passes should be tied to a minimum threshold of attainably priced units. Lastly, the added income for the parking district can be reinvested into existing and new structures.

Haynes Square

Haynes Square, to both sides of Woodward, can accommodate a significant amount of infill development. As discussed in Chapter 1, this area should target more housing than office. Most of the available capacity is located east of Woodward in the Triangle District, which is already zoned for significant infill. However, like Downtown, housing development is restricted by parking.

To the east of Woodward, many properties are oddly shaped and relatively shallow in depth. These characteristics are inefficient for on-site parking. Non-residential development in this area has been slow for similar reasons - parking is difficult to fit due to the geometry of most properties. A public parking structure is needed east of Woodward to drive private sector development, as previously discussed.

To the west of Woodward, properties are also too shallow to provide sufficient on-site parking. In addition, because this area is near to the downtown parking district but not within, development demand funnels to the downtown district where parking is not required for new development. One solution for the west side of Woodward is proposed in Chapter 1. The western Haynes Square district could be provided additional parking access by: extending the downtown parking district; building a parking structure on the west side of Woodward as part of the Haynes Square street modifications; or including this area within a future Triangle District parking district.

The Rail District

Like the Triangle District, the Rail District has long been zoned for significant infill but has seen little growth, particularly in the lower Rail District. This location is ideal for housing infill with its proximity to Kenning Park and future access to the Troy Transit Center. Development has occurred in the area on properties that are large, but the many smaller properties around Cole Street remain underdeveloped, despite being zoned for high density infill. Similar to the Triangle District, development of housing is restricted by the size and shape of properties, and lack of public parking. A public parking garage should be built near the lower Rail District and future

Troy Transit Station access. Like the other mixed-use districts, this garage should allow for unbundled residential parking by selling residential parking passes. The garage would also help alleviate parking conflicts with the Torry neighborhood.

MASTER PLAN ACTIONS

1. Pilot unbundled residential parking within Downtown parking garages. This may be achieved by releasing 100 to 200 passes for new downtown residential units.
2. Create a Mixed-use Districts Parking Plan, including:
 - a. Establish unbundled residential parking policies within Downtown parking garages, consider:
 - i. Offering an initial limited supply of permits for downtown housing, eliminating on-site parking. Evaluate the supply and modify as needed over time to maximize garage usage and housing.
 - ii. Tie parking passes to an average rental or sales rate of 150% of Area Median Income or less, calculated on a per-building basis.
 - iii. Tier permit costs according to the number of vehicles per residence, increasing in price for each vehicle and by parking garage.
 - b. Establish unbundled residential parking policies in all mixed-use districts in existing and future parking garages.
 - c. Provide public parking as recommended in the 2007 Triangle District Plan.
 - d. Provide public parking in the Rail District. Consider redevelopment of the DPS building to occupy a portion of a public parking garage in its place, which services the lower Rail District.
 - e. Provide public parking for the western Haynes Square district.

Ch 2. Embrace Managed Growth

Infill Some Activity and Buffer Seams

Infill Some Activity and Buffer Seams

Increasing the housing supply in only the mixed-use districts will result in a narrow range of new housing types, almost exclusively multi-family in larger buildings. This form of infill addresses the need of some but not all demographic groups. One under-supplied group is households with young children, which are important in supporting the public school system. Few opportunities exist for new townhomes, duplexes, smaller houses, and small multi-family buildings. To accommodate these housing types, Activity and Buffer Seams should be zoned to enable this range of housing (See Fig. 29).

Most of the Activity and Buffer Seams are mapped on existing multi-family properties, which does add to the housing supply. However, there may be some additional infill capacity available in these properties by adjusting downward the minimum open space per dwelling standards, which are quite high today. Additionally, some Activity and Buffer Seams are mapped on properties that are single-family today, notably along 14 Mile Road. While there are not many properties available for infill at this scale, those areas able to accommodate infill should be zoned to encourage it.

MASTER PLAN ACTIONS

1. Update the zoning code, including:
 - a. Create a new zoning district or modify the transition zone districts to enable infill development of small homes, townhomes, duplexes, and small multi-family buildings, limited to buffer and activity district seams.
 - b. Reduce the amount of open space required per unit for townhomes and multi-family.

Study Accessory Dwelling Units

Accessory Dwelling Units (ADUs) are a low impact way to provide additional housing, particularly for older adults and lower income individuals. The City currently allows accessory structures but has restrictions to prohibit their use as permanent dwellings. ADUs are small homes typically located in the rear yard of a single-unit residential or attached townhouse lot, frequently over a garage but often a small secondary unit within the primary home. ADUs can provide housing sought by many young renters, single-person households, and older adults. Birmingham has had historic ADUs for decades (See Fig. 30).

- Buffer Seams
- Activity Seams



Ch 2. Embrace Managed Growth

Study Accessory Dwelling Units

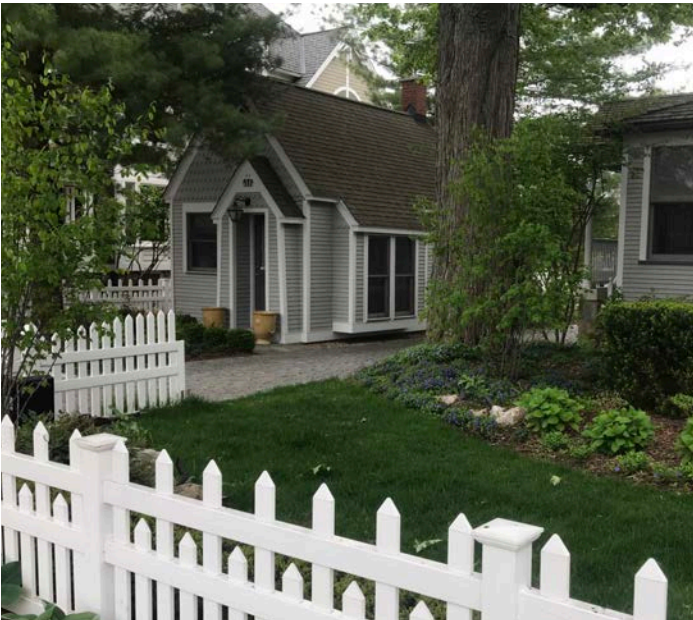


Figure 30. An existing ADU equivalent.

Presently, there is considerable market demand for ADUs in the City, but accessory structures are not permitted to be used as residences for people other than a relative of the primary household. For older adults looking to downsize but avoid a spike in property tax by selling, they may benefit from an at-grade ADU to live in and rent their primary home. And generally, ADUs are a means of providing additional household income while supporting a small amount of additional units, at a very low overall neighborhood impact.

Through the development of this plan, resident opinions concerning the appropriateness of ADUs within Birmingham were neatly divided, nearly 50/50. Due to potential benefits, ADUs merit further study which should consider where and in which circumstances they may be appropriate, and regulatory practices which best fit the community.

MASTER PLAN ACTIONS

1. Update the zoning code, including:
 - a. Enable Accessory Dwelling Units (ADUs) in already compatible zones: MX, TZ1, TZ3, and R4 through R8. Study ADUs for additional locations within the city and the regulations necessary to ensure compatibility.

ADU BEST PRACTICES

- a. Permit ADUs where the property owner lives on-site, in the primary home or ADU.
- b. Prohibit two-rental structures on any single-family property.
- c. Require ADUs to be designed and built to match or exceed the quality of the primary structure.
- d. Require adequate landscape screening between ADUs and adjacent properties
- e. Do not require parking for ADUs.
- f. Increase the allowable height for accessory structures to allow 2 stories when there is a dwelling within it above a garage.
- g. Exempt the area of interior staircases from the maximum area of accessory structures when there is a dwelling within it.

Ch 2. Embrace Managed Growth

Update the Zoning Code

Update the Zoning Code

Birmingham's Zoning Ordinance is difficult to understand and has been updated through overlays, like Downtown and the Triangle District, to replace code elements that no longer function for the City's goals. Within the city's residential districts, the zoning standards are not well aligned with the existing character of housing, which has led to new construction that residents feel to be out of character with the surrounding neighborhood. Birmingham's Zoning Code is due for an overhaul. While it is certainly better than many other codes for cities of a similar size across the country, the code no longer aligns with best practices.

Zoning codes should be legible and comprehensible for residents and professionals alike, including graphic exhibits to clarify text-based concepts. Zones should be minimized, combining those which may be very similar but in different parts of the city (See Fig. 31), like the Downtown Overlay, Triangle District Overlay, and the Mixed-use district established for the Rail District. Overlay zones should replace their outdated underlaying zoning, typically Business or Office. Residential districts should be examined for their

appropriateness and some collapsed, especially towards the higher end such as R6 through R8.

Perhaps most importantly, the single-family residential districts should align more closely with the existing housing stock to protect neighborhood character. The zoning update process should include a careful analysis of the city's residential districts and existing housing stock, on a neighborhood-by-neighborhood basis to reflect the clear character differences across the city.

Clarity and simplicity in zoning helps residents understand the implication of the zoning code, which is otherwise opaque to most. Collapsing zones and standards can simplify the review process and make new revisions easier to implement. Along with these, use categories should be collapsed to the broadest categories practicable. Overlays remain a useful tool, but they are best used to apply more stringent standards for an area, rather than overriding the majority of the code.

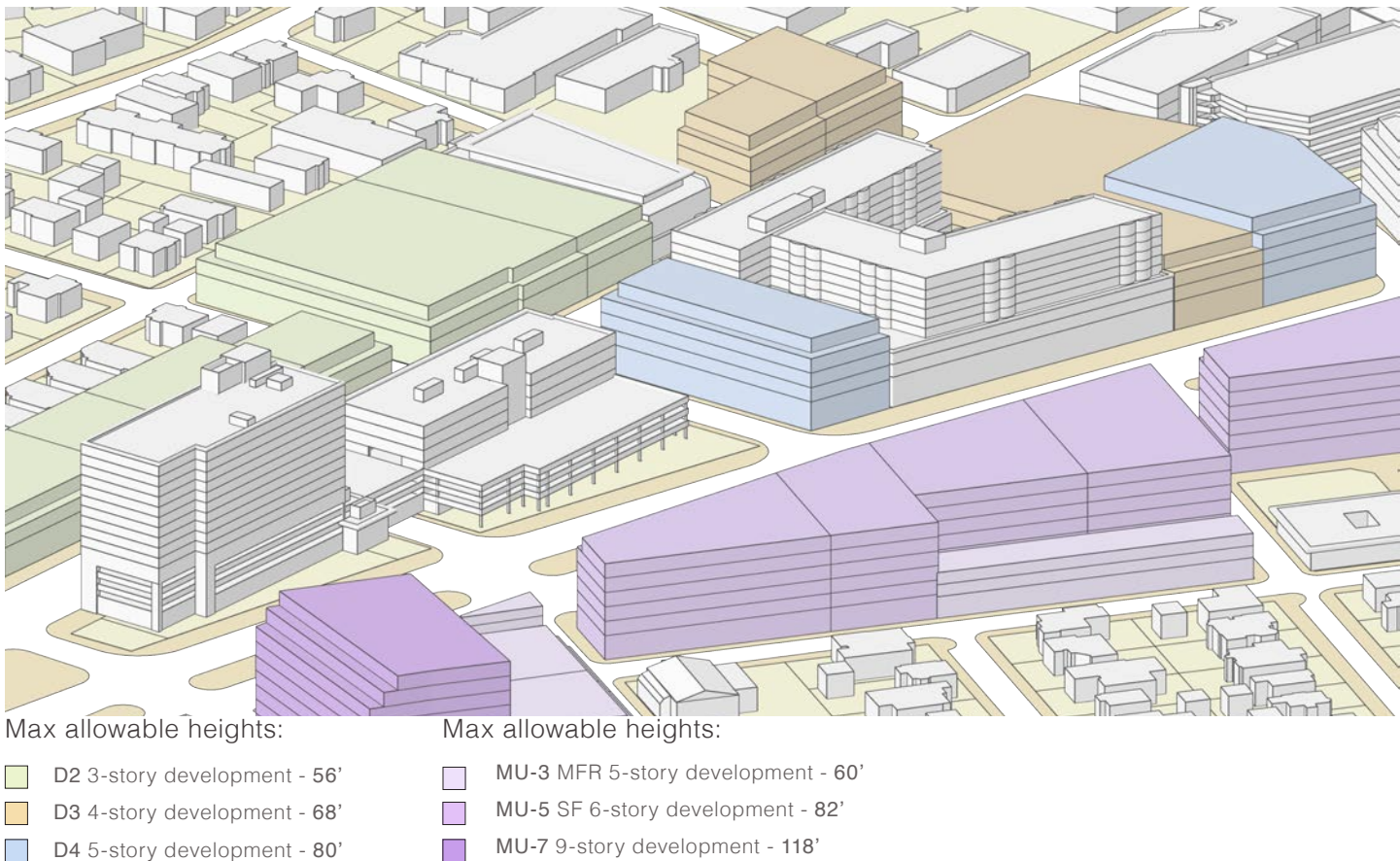


Figure 31. Existing Development Potential in Neighboring Overlays.

Ch 2. Embrace Managed Growth

Update the Zoning Code

MASTER PLAN ACTIONS

This list consolidates zoning related actions from this and other chapters of the Master Plan for ease of applicability.

1. Update the zoning code, including:
 - a. Focus on brevity, clarity, graphics, and aligning zones with Future Land Use categories.
 - b. Consolidate zones and uses as much as is practical and ensure the updated document is legible, clear, and predictable for residents as well as developers.
 - c. Extend D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton. (Ch.4)
 - d. Modify MX to enable the urban development envisioned for the Rail District. (Ch. 4)
 - e. Develop an Overlay Zoning District for the Lower Rail District that permits the existing, but somewhat improved condition to persist for the area south of Palmer Street. (Ch. 4)
 - f. Create zoning districts to enable neighborhood destinations. (Ch.1)
 - g. Create new zoning districts or modify the transition zone districts to encourage infill development of small homes, townhomes, duplexes, and small multi-family buildings, limited to Activity and Buffer Seams. (Ch.2)
 - h. Adjust residential zone boundaries and standards to better match existing housing. This requires a study of the city's residential architectural styles and building types, their key characteristics, position on their properties, driveway configuration, age, and the areas where each common type is located. (Ch. 3)
 - i. Encourage renovations to expand existing houses rather than the construction of new houses. (Ch. 3)
 - j. Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction. (Ch. 3)
 - k. Consider age-in-place-friendly building regulations, such as grab-bars, ramps, and elevators in single-family homes, with careful attention paid to the city's architectural heritage. (Ch. 3)
 - l. Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards. (Ch. 3)

- m. Develop storefront design, signage, and other standards to retain the small-scale business character of Market North. (Ch. 4)
- n. Enable Accessory Dwelling Units (ADUs) in already compatible zones: MX, TZ1, TZ3, and R4 through R8. Study ADUs for additional locations within the city and the regulations necessary to ensure compatibility. (Ch. 2)
- o. Allow cafes, food trucks, carts, and kiosks in parks (currently the Public Property district). (Ch. 1)
- p. Create subdivision and zoning standards to encourage redevelopment of the Adam's Square shopping center. (Ch. 1)
- q. Establish zoning standards to encourage redevelopment of South Woodward Gateway properties. (Ch. 4)
- r. Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway. (Ch. 4)
- s. Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway. (Ch. 4)
- t. Require adherence to LEED standards within the City's mixed-use districts and municipal buildings. (Ch. 5)

BEST PRACTICE RECOMMENDATIONS

- a. Collapse uses into the broadest categories possible, with detailed use specification only provided where absolutely necessary, and in limited areas.
- b. Combine the business, office, Downtown, Triangle, and mixed-use districts into a single set of mixed-use districts shared between all mixed-use areas. Low intensity mixed-use districts would only include the lower intensity mixed-use zones, and high intensity mixed-use districts the higher intensity zones.
- c. Revise residential districts to reduce the number of non-conforming structures by better aligning standards with existing structures.
- d. Ensure new zoning language is considered for simplicity and expediency, achieving regulatory goals in a manner clear to the general public.

Ch 2. Embrace Managed Growth

Update the Zoning Code

Downtown overlay

Triangle overlay

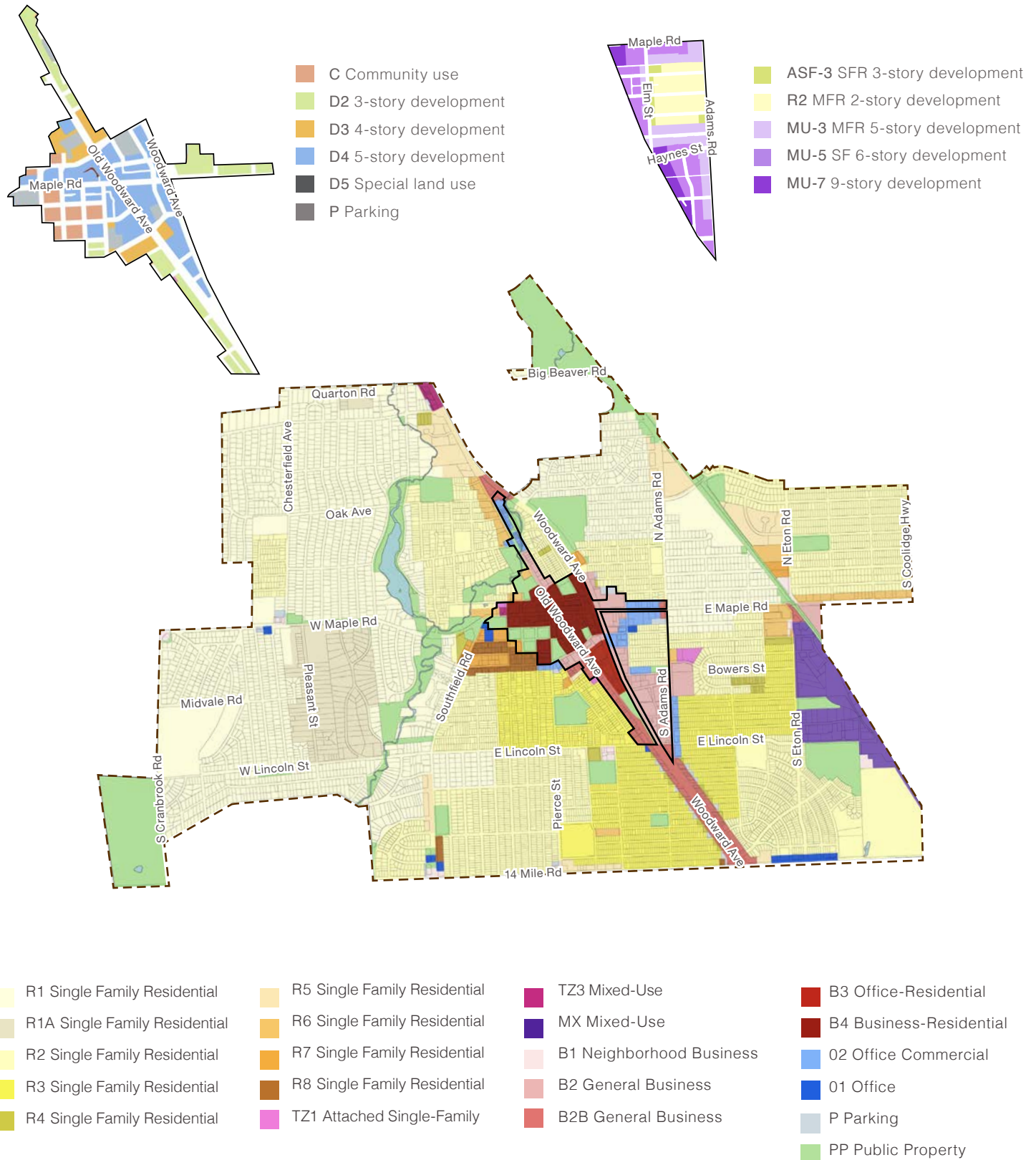


Figure 32. Existing Zoning Districts.

Ch 3. Retain Neighborhood Quality

Ch 3. Retain Neighborhood Quality

Equip Parks to Serve Neighborhoods

Equip Parks to Serve Neighborhoods

Birmingham's natural areas, parks, recreational facilities, and schoolyards are vital resources for its neighborhoods. These open space amenities are important both for public health and as places where neighbors interact. Each neighborhood should have nearby access to open space which is designed with a broad set of activities to support a range of ages and abilities. While some neighborhoods are well served with parks and open spaces, when analyzed from a Planning District basis, many lack sufficient services. A Planning District-based analysis should be completed to ensure that each neighborhood has access to diverse activities, within existing neighborhood parks or with programming at nearby community parks.

Parks and open spaces differ in their size, context, and ability to provide services. Larger, community parks provide numerous amenities, made possible by the park size. Because they are large, community parks are limited in number. As a result, each services a significant portion of the city, not only the surrounding neighborhood. Yet these parks must also provide neighborhood park amenities for nearby residents. This dual-purpose can cause conflict, where nearby neighbors attempt to limit their use and access. For instance, some residents have expressed serious frustration that dog runs have been excluded from neighborhood parks. The single run at Lincoln Hills Golf Course is insufficient for a city the size of Birmingham.

Open space amenities are a critical resource for quality of life across the city. To ensure each Planning District has sufficient access to these amenities, location, service area, and programming should be studied from this perspective. Amenities should be provided according to the size and location of each open space by type, and to ensure residents of

all ages are accommodated. Best practice recommendations are provided herein for consideration in a future update to the Parks and Recreation Master Plan.

While Birmingham boasts many parks and the Rouge River natural area, an open space amenity is not located within close proximity to all residents. Considering which parks are accessible by a short walk to most residents, the core portion of the city is well accommodated while edges have less access. Opportunities to add park space are limited but parks programming can be augmented to make up for missing or distant amenities.

Of all Planning Districts, Torry is most notably lacking park space. Already built-up there are few easy solutions to providing new open space. Two potential opportunities should be pursued: 1) open space may be required as a condition for redevelopment of the Adams Square shopping center, and 2) alternatively, the current post office site would accommodate a well-sized park if, within the horizon of this plan, the post office elects to vacate the property. As both options are difficult, the planned Worth Park in the Triangle District should be developed, however it would not fulfill all of the neighborhood's needs.

Quarton and Seaholm districts also lack official open park space for much of their Planning Districts. Like Torry, these areas have little opportunity for new open spaces. However, both neighborhoods utilize schoolyards as informal open spaces. The city should consider a more formal arrangement for neighborhood use of these spaces, including equipment and amenity needs to fulfill neighborhood park best practices. Officially using school fields as community and neighborhood parks requires approval from the school board and collaboration with the city concerning access, hours, liability, equipment, and maintenance. In a fully built community like Birmingham, school fields are one of the only opportunities to expand open space access and amenities.

Similarly, religious and other institutions may also be engaged in formal shared amenity arrangements. Such an arrangement with Our Shepherd Lutheran School would provide needed amenities to the Torry neighborhood.



Figure 33. Kids playing in Booth Park.

Ch 3. Retain Neighborhood Quality

Equip Parks to Serve Neighborhoods

	Athletics	Food & Bev.	Garden	Dogs	Exercise	Play	Splash	Seating	Walkways
Mini Parks									
1. Baldwin Well								X	
2. Derby Well			X	X	X	X		X	X
3. Pump House					X			X	X
4. Redding Well			X		X			X	X
5. Linn Smith			X		X			X	X
6. Martha Baldwin					X			X	X
7. South Well			X					X	X
Neighborhood Parks									
8. Crestview	X	X	X	X	X	X		X	X
9. Howarth	X		X	X	X	X		X	X
10. Linden	X		X	X	X	X		X	X
11. Pembroke	X		X	X	X	X		X	X
12. St. James	X		X	X	X	X		X	X
13. W. Lincoln Well Site	X		X	X	X	X		X	X
14. Adams Park	X				X	X		X	X
A. Adams Square	X			X	X	X		X	X
B. Quarton School	X			X	X	X		X	X
Community Parks									
15. Barnum	X	X	X	X	X	X	X	X	X
16. Kenning	X	X		X	X	X	X	X	X
17. Poppleton	X	X	X	X	X	X	X	X	X
C. Seaholm	X	X		X	X	X		X	X
Specialty Parks									
18. Booth		X		X	X	X	X	X	X
19. Rouge River								X	X
20. Shain		X				X	X	X	X
21. Quarton Lake			X	X	X	X	X	X	X
22. Museum								X	X
23. Manor					X	X		X	X
24. Springdale	X			X	X	X		X	X
25. Lincoln Hills	X			X	X			X	X
26. Worth Park		X						X	
26. Haynes Sq.		X			X	X	X	X	X

Figure 34. Recommended Park Amenities for Consideration in a Parks and Recreation Plan Update.

Ch 3. Retain Neighborhood Quality

Equip Parks to Serve Neighborhoods

MASTER PLAN ACTIONS

1. Expand the 2018 Parks and Recreation Master Plan or create a new plan beyond the 2022 horizon, including:
 - a. Differentiate parks by type to better determine appropriate amenities, services, and best practices.
 - b. Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season. (See Fig. 34)
 - c. Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts.
 - d. Develop Worth Park to provide a portion of the needed open space for Torry.
 - e. Purchase part of the Adams Square parking lot for park space, or ensure that redevelopment would require that future park space be provided near Adams and Bowers.

PARKS BEST PRACTICES

Each type of park should provide specific amenities, as their size and configuration permits. Spaces should serve residents of all ages and include public art, signage, accessible paths, trash and recycling receptacles, and shaded seating.

Plazas are the most limited type of open space due to their small size. These paved areas primarily provide passive recreation with seating along their edges. Some may also include water features and splash pads. No plazas exist today, but they are proposed by this and other plans.

Mini parks, like the well sites, are mostly limited in size, serving an area of roughly 2-to-5 minutes walking distance. These spaces provide limited active recreation with trails, where exercise opportunities should be considered. Passive recreational opportunities are provided through seating areas and may be expanded with community gardens and small dog runs. Mini parks should have some lighting, but be limited in intensity and frequency.

Neighborhood parks are of a moderate size, able to provide a variety of amenities. They serve an area of roughly 5-to-7 minutes walking distance. These should include play

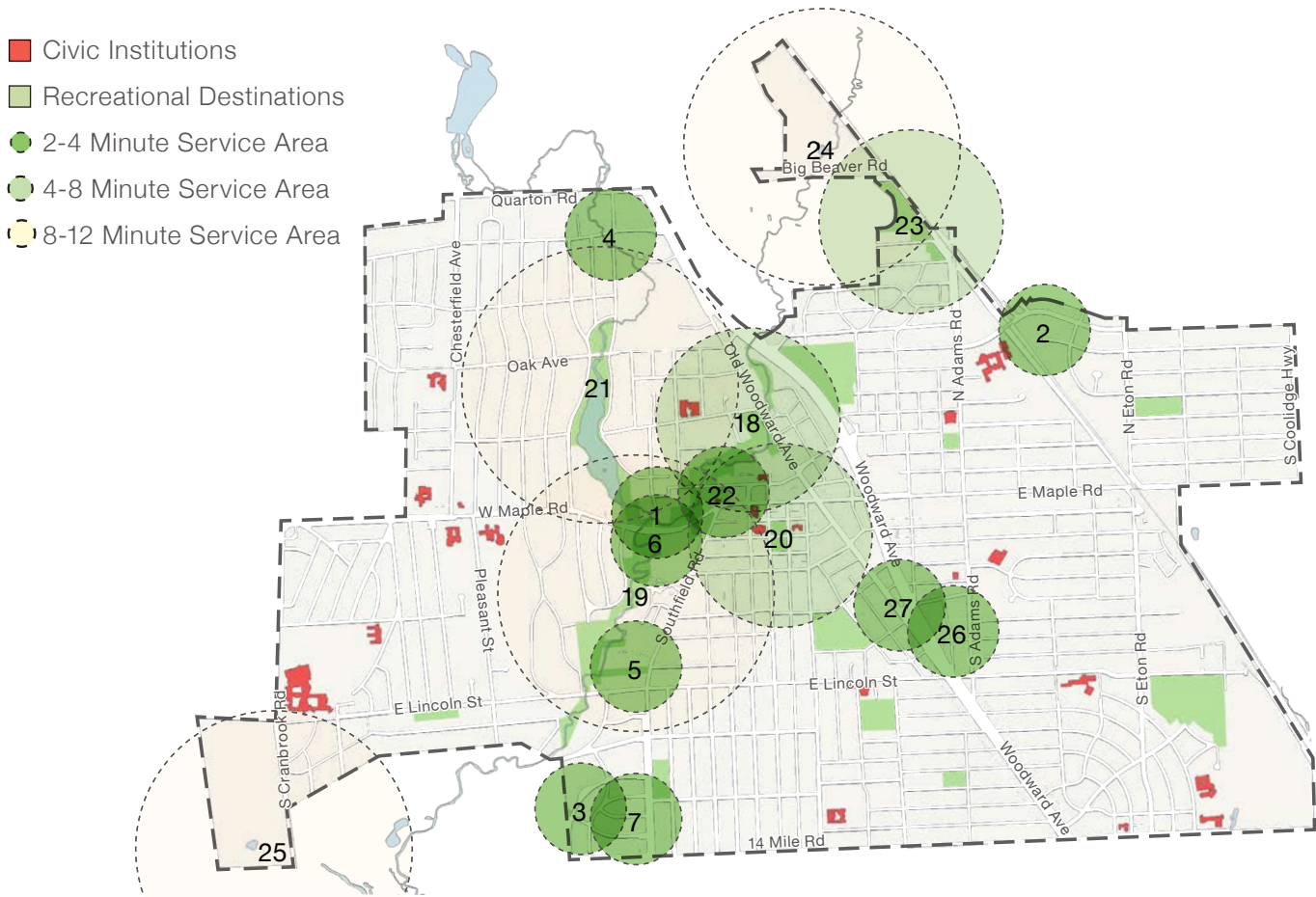


Figure 35. Birmingham Specialty Parks and Mini Parks.

Ch 3. Retain Neighborhood Quality

Equip Parks to Serve Neighborhoods

equipment for children, passive seating areas, and active amenities like tennis, basketball, and limited sports fields as space allows. Neighborhood parks should also provide bicycle parking and lighting, dog runs, and green stormwater infrastructure, and may provide community garden space.

Community parks are substantial spaces that should include a significant variety of amenities. These parks serve a neighborhood park function for those within a 5-to-7 minute walk, but also serve a much more significant population beyond this distance. Community parks should provide the amenities of neighborhood parks, and include more significant active recreational offerings, restrooms, and opportunities for food and beverage service through a small cafe or accommodations for occasional food service such as food trucks or vendor booths. They should provide ample bicycle parking, lighting, and some public parking, on- or off-street.

Specialized parks serve a very specific function due to their location, and should be considered on a case-by-case basis. These include the Rouge River Natural Area, Shain Park, and other special open spaces. Worth Park and Haynes Square are included in this category and require special programming consideration due to their locations.

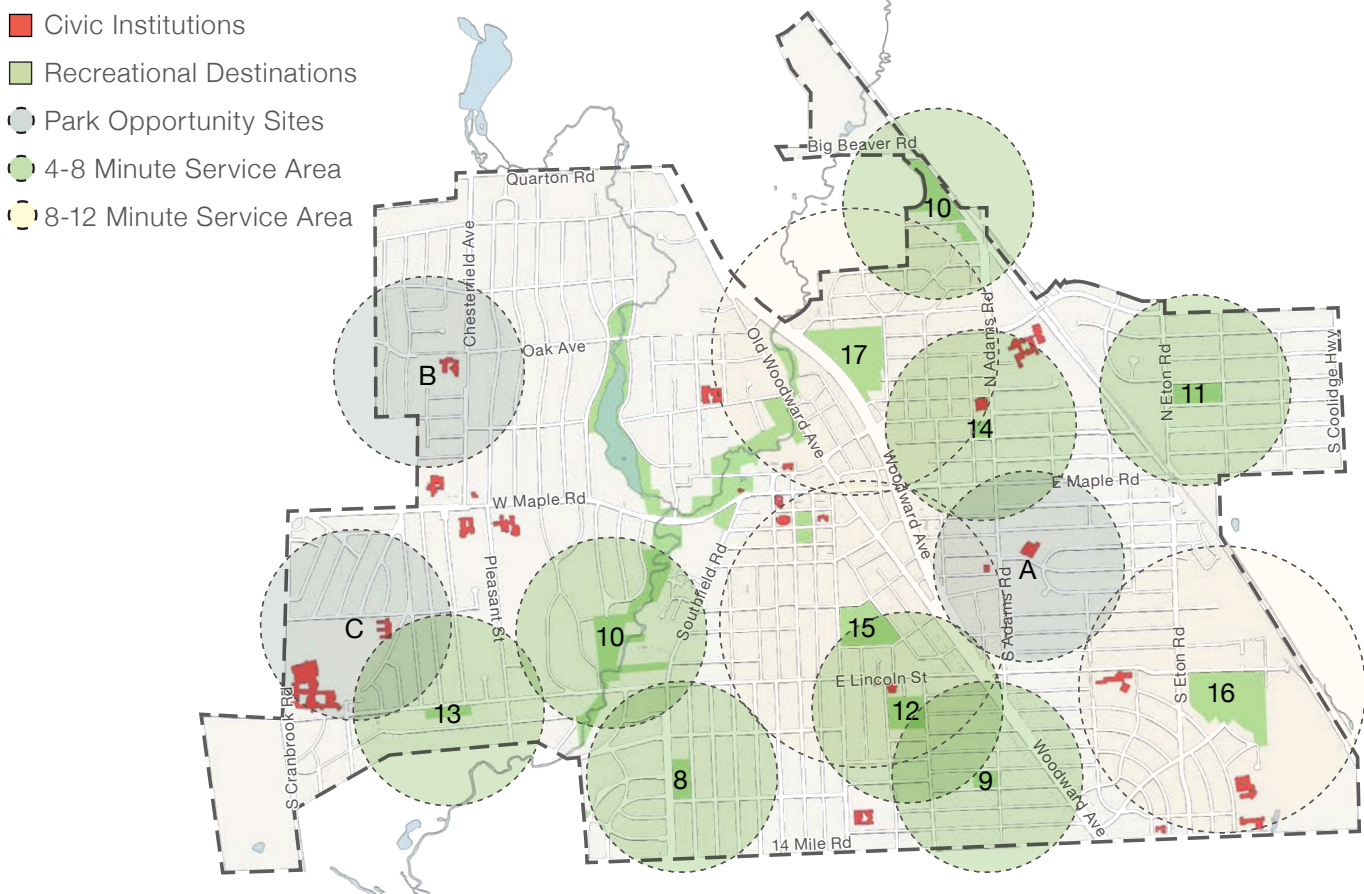


Figure 36. Neighborhood and Community Parks.

Ch 3. Retain Neighborhood Quality

Keep Streets Pedestrian-oriented

Keep Streets Pedestrian-oriented

Streets are the most pervasive public space in a city, and generally, Birmingham's streets are exceptionally beautiful and pleasant (See Fig. 37). However, moving cars is too often primary focus of street design, which results in widening to make driving easier. In most cases, widening neighborhood streets reduces their safety for pedestrians and bicyclists, reduces street tree canopy, and increases vehicle speeds. Fortunately, Birmingham has resisted calls to widen streets. As a result, the city retains a extensive tree canopy and pleasant streets to walk and bike along.

Yet today, calls for wider streets continue. If widened, cars will move more quickly and those streets become convenient ways to cut around areas of congestion. There are some streets in Birmingham are too narrow, like Westchester Way, paved approximately 16 feet yet operating two-way with parking. Streets narrower than 20 feet paved and operating two-way with on-street parking should be considered for a change to one-way or removal of some street parking, perhaps widening. Most other streets should not.

Beyond the space to accommodate automobiles, street design must consider pedestrian comfort and safety, bicyclist comfort and safety, and street trees for public health.

Pedestrian comfort and safety is influenced by the size and location of sidewalks. Birmingham's historic neighborhood standard was a minimum 4 foot sidewalk, which is insufficient by today's standards. In most neighborhoods, sidewalks should be a minimum of 5 feet wide, and 6 feet in neighborhoods near mixed-use districts or streets with multi-unit housing. The recently passed Residential Street Design Standard specifies a 5 foot minimum, which works for most places. In areas with smaller lots and multi-unit housing, sidewalks

should be at least 6 feet wide. In a mixed-use context, sidewalks should be wider, no less than 14 feet from curb to edge of right-of-way assuming a paved tree lawn with tree wells. Shared space streets are a special exception to be handled on a case-by-case basis.

Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy.

Bicyclist and micro-mobility comfort and safety is principally influenced by the speed of vehicles and availability of dedicated facilities. In most streets, narrow lanes result in slow car movement, which provide for bike and micro-mobility needs. But more so than cars, frequent stopping is extremely inconvenient. Bicycle boulevards should be considered to solve this issue, arranging intersection control to prefer bike and micro-mobility through movement and diverting cars to avoid cut through movement. Strategically located bicycle boulevards can also be used to reduce cut-through traffic, such as that between Quarton, Maple, Lincoln, and 14-Mile. Along streets with speeds above 25mph, however, dedicated facilities should be provided or other means of slowing traffic pursued.

The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children. In neighborhoods, tree lawns should not be sacrificed for pavement width.

With these concerns in mind, the ideal roadway width will depend upon the right-of-way width and what the street should best accommodate. Lincoln is perhaps the most difficult decision point in Birmingham. It needs on-street parking but is also an important route for cyclists. Certainly Lincoln needs to sustain its tree canopy. And as a major vehicular connector, Lincoln must accommodate cars. With recent crosswalk improvements, the means of accommodating bicycles must be carefully considered. Today, Lincoln is too busy a street to feel safe for many bicyclists.

Standards were set for residential streets by the Multi-modal Transportation Board and City Commission due to recurring resident



Figure 37. A pleasant, right-sized street in the Quarton district.

Ch 3. Retain Neighborhood Quality

Keep Streets Pedestrian-oriented

requests for wider streets. The current policy sets a standard residential street at 26 feet from curb-to-curb where the right-of-way is 50 feet or greater and 20 feet with parking along one side where the right-of-way is less than 50 feet. The policy provides for modifications for a number of specific conditions that may legitimately require greater paving, such as school bus routes. Generally these standards align with best safety practices.

Current street roadway standards should be retained, and augmented to simplify the exception criteria, aligning it with future land use. Minor modification is also needed to accommodate wider sidewalks along district seams. The residential street standards provide a modification of roadway width from 26 feet to 28 feet where on-street parking is in more active use. Because on-street parking will be more actively used in neighborhoods with high intensity fabric, the standard here may default to 28 feet. Similarly, neighborhoods with low intensity fabric will have low on-street parking usage and should be less justified to allow for wider streets.

To further support pedestrian and bicycling safety, the standard residential street posted speed should be lowered to 20 mph. Unfortunately current legislation does not permit posting speeds below 25 mph. Across the world, including in other US states, “20 is Plenty” campaigns have reduced speeds on residential streets to 20mph or below. Legislative change is necessary to improve pedestrian and bicycle safety on neighborhood streets.

The main remaining issue with streets is parking beyond the roadway on unimproved streets as it encourages cut-through traffic and speeding. Once streets are improved this issue will be resolved.

MASTER PLAN ACTIONS

1. Update the Residential Street Standards, aligning the following streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly. Additionally, Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.
 - a. Sidewalk width;
 - b. Planter width and type;
 - c. Type and extent of on-street parking;
 - d. Frequency of curb cuts; and
 - e. Width of roadway.
2. Update the Multi-modal Plan, including:
 - a. Study bicycle accommodation alternatives along Lincoln.
 - b. Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.

STREETSCAPE BEST PRACTICES BY LAND-USE CATEGORY

1. Mixed-use Center: 8 foot sidewalks or wider, excluding a paved tree lawn area; 5-to-6 foot tree lawn principally paved with tree wells; on-street parking both sides.
2. High Intensity Fabric: 6 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells or continuous planters; on-street parking both sides.
3. Medium and Low Intensity Fabric: 5 foot sidewalk; tree lawns 8 feet or wider; on-street parking on one or both sides.
4. High and Medium Intensity District Seam: 6-to-8 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells; on-street parking both sides.
5. Low Intensity District Seam: 6 foot sidewalk, tree lawns 6 feet or wider; on-street parking both sides.

Ch 3. Retain Neighborhood Quality

Replace Unimproved Streets

Replace Unimproved Streets

Many neighborhood streets in Birmingham are in disrepair. Residents are confused about the process to improve streets, which is exacerbated by unique situations in two parts of the community.

As is readily apparent, many neighborhood streets are in very poor condition. The situation is historic, related to the standards in place as far back as each neighborhood was initially developed. It has been incumbent upon neighbors to choose to improve their streets, and pay into that improvement based upon how much lot frontage they have along the street. To date, a significant number of residents have done just that, yet it leaves nearly 26 linear miles of streets unimproved. Most unimproved streets are easily recognizable in that they do not have curbs. Yet, to confuse the matter, about half of the unimproved streets have historic curbs. And

lastly, there is a section of Birmingham where sewer service is located in the rear lot, not in the street, which requires special consideration when improving streets.

The City Commission convened an Ad-hoc Unimproved Streets Committee (AHUSC) to study this issue. In late 2020, the committee issued its recommendations. A high-level summary of those recommendations are to: 1) change the process of initiating street repair to be instigated by the City; 2) use the City's general fund to pay for the non-utility improvements to streets and bonds to pay for the utility portion of improvements, reimbursed by residents through special assessment and utility rate fees; and 3) to prefer construction of concrete streets over asphalt for their longevity, with exceptions for low volume conditions.

With these well researched recommendations in place, adjustments to unimproved streets policy and the city budget are required, along with a strategy for prioritizing streets to

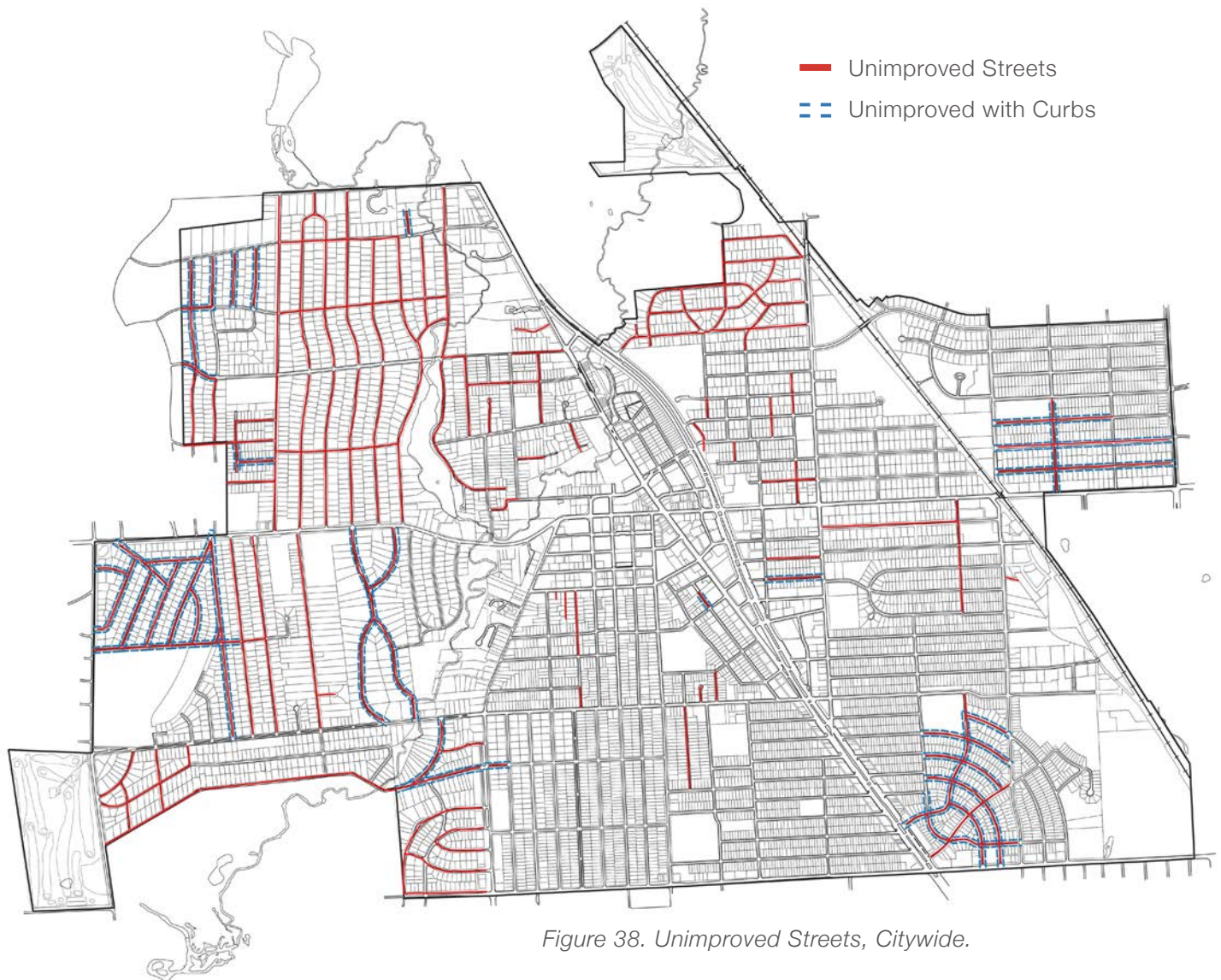


Figure 38. Unimproved Streets, Citywide.

Ch 3. Retain Neighborhood Quality

Retain Street Tree Canopy

improve. A consistent approach is recommended, ensuring funds are regularly allocated to carry on improvements. From a priority standpoint, the current condition of unimproved streets should be surveyed to categorize the state of disrepair. The stormwater condition of streets is a particularly important element to consider as streets with stormwater problems will deteriorate more quickly than others and work done to improve streets can also address some or all of the stormwater issues. To work through the list of repairs, consideration should be given to equitably distribute repairs throughout the city so that one Planning District is not prioritized over another. This can be done by ensuring that more than one Planning District receives repairs in any year. Some districts, like Quarton and Seaholm, are almost entirely unimproved and may receive a greater share of improvements than others as a result.

MASTER PLAN ACTIONS

1. Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following:
 - a. Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines recommended by the AHUSC.
 - b. Survey the current condition of unimproved streets, categorized by the current quality such that streets in the most extreme states of disrepair can be prioritized for improvement. Stormwater issues should receive special priority.
 - c. Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.

Retain Street Tree Canopy

Birmingham's downtown and neighborhoods benefit from a rich tree canopy, increasing house values, public health, and sustainability. This street tree canopy should be protected, well maintained, and prepared for a changing climate. At present, the City works to diversify tree species, which is important in avoiding disease. Considerations should also be made to select species that will better fit the area's future climate. Much of the community is well stocked with trees but some streets, like Brown and 14 Mile, have gaps in the street tree canopy, sometimes spanning an entire block.

Most substantially, the City's commercial districts have severe street tree gaps, including entire streets without trees. Maple and Woodward have more consistent trees than elsewhere, with limited gaps such as Willits. However, streets like Merrill appear to have insufficient root area, resulting in small and ineffective trees. New plantings with the recent Woodward and future Maple streetscape projects have extended the root area to support a healthier tree stock, which is necessary elsewhere. The Triangle and Rail Districts have few street trees at all and are in need of streetscape redesign. Plantings are especially needed in these areas to fight the urban heat island by shading sidewalks and roadways, and to provide relief for pedestrians.

MASTER PLAN ACTIONS

1. Create a Tree Canopy Improvement Plan, including:
 - a. Establish comprehensive policies for trees in streets and open spaces.
 - i. Select large canopy species for streets and parks, native to the region and resilient for its' future climate, retaining the character of each neighborhood's distinctive canopy.
 - ii. Minimize overly-used or exotic species, such as Crab Apple, Honey Locust and Pear Trees.
 - b. Create 5-, 10-, and 15- year goals to expand tree canopy cover.
 - c. Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements.
 - d. Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees.
 - e. Prevent existing, healthy trees from being removed due to new construction.
 - f. Survey areas with constrained root area and establish a plan to add additional soil volume.

Ch 3. Retain Neighborhood Quality

Revise Parking Restrictions

Revise Parking Restrictions

Parking policies within Birmingham neighborhoods confuse visitors and residents and are difficult if not impossible to enforce. Current posted requirements differ substantially throughout the City to such an extent that the Police Department can only enforce by complaint. Decades of block-by-block modifications have eroded the public nature of streets.

The source of resident requests are real problems created by parking overflow in key areas of the City, but there is a mismatch between the conditions creating problems and the number and location of solutions. Residents are understandably concerned with parking spill-over from nearby non-residential uses. City staff is concerned that removing parking exacerbates parking spill-over, the complexity of regulations is difficult to enforce, and that street parking is a public good.

Observations in the Rail District and Seaholm corroborate these concerns (See Fig. 39). Rail District regulations have been created to limit nighttime use of on-street parking to ensure residents have available parking, resulting in 8 different parking standards within a small area. Seaholm regulations have been created to limit daytime student parking, resulting in 12 different parking standards within a small area.

These conditions studied represent a small segment of the city which has many more areas with additional, complex requirements. Some areas have entirely removed parking, which encourages speeding - another issue of concern to residents. In many cases the perception of insufficient parking is not in step with the actual availability of parking, however, the complexity of restrictions contributes to violations.

To reduce excessive complexity that leads to enforcement difficulties, and to solve for the real issues of spill-over parking, the city should begin anew with a simplified selection of standard restrictions. There is far too much variation in existing restrictions to adjust them one-by-one. A committee should study the situation citywide and establish a limited set of options and a plan to re-assign parking restrictions. The option to have no parking restrictions at all along streets should be the default preference where there is not a clear conflict caused by adjacent mixed-use districts or institutions.

MASTER PLAN ACTIONS

1. Study citywide street parking restrictions and permits, charged with:
 - a. Creating a consistent and limited set of city-wide parking standards. An example of such a set follows:
 - No restriction
 - 2-hour parking from 9am to 4pm, except by permit (this addresses daytime parking issues from students and downtown workers)
 - Parking by permit only, 5pm to 10am (this addresses nighttime parking issues from food service)
 - Neighborhood Parking Benefit District, used in association with (b) or (c) above.
 - b. Creating a plan to re-assign street parking restrictions citywide for greater consistency.
 - c. Establishing a consistent residential permit system to service those neighborhoods that choose to use such a system which includes permit fees to cover costs, decals, and visitor rear-view mirror tags purchased separately from the residential permit. The existing permit systems may suffice to operate more broadly.

Ch 3. Retain Neighborhood Quality

Revise Parking Restrictions

EXISTING PARKING RESTRICTIONS

TORRY AT THE RAIL DISTRICT:

- 15 Min Parking 8am-9am Except Sun. & Holidays
- 2 HR Parking 6am-4pm Except Sat, Sun., & Holidays
- 2 HR Parking 8am-6pm Except Sun. & Holidays
- 2 HR Parking 9am-6pm Except Sun. & Holidays
- 2 HR Parking Limit
- No Parking Anytime
- Parking Allowed, All Times
- Permit Parking Required at All Times



SEAHOLM AND LINCOLN HILLS:

- 2 HR Parking 9am-5pm Except Sat, sun, & Holidays
- No Parking 8am-6pm
- No Parking, 7am-9am Except Sun. & Holidays
- No Parking, 8am-6pm Except Sat., Sun. & Holidays
- No Parking, 8am-6pm Except Sun. & Holidays
- No Parking, M-F 7am-2pm
- No Parking, School Days 7am-3pm
- No Parking, School Days 8am-10am
- No Parking, Sunday 7am-1pm
- Parking Allowed, All Times
- Parking Permit 7am-4pm School Days
- Residential Permit Parking



- | | |
|------------------------------|-----------------------------|
| ■ Permit - North Woodward | ■ Duration Limited Parking |
| ■ Permit - Poppleton | ■ No Daytime Parking |
| ■ Permit - South Central | ■ School Restricted Parking |
| ■ Permit - South Woodward | ■ Church Restricted Parking |
| ■ Permit - Triangle District | ■ Permit Required |
| ■ Permit - Western District | ■ No Parking |
| | ■ Unrestricted |

Figure 39. Sample of Existing Parking Restrictions

Ch 3. Retain Neighborhood Quality

Retain Housing Character

Retain Housing Character

The value of properties in Birmingham has risen such that the cost of purchasing and demolishing existing homes is viable. Some parts of the City have already been significantly rebuilt and the trend is moving into other neighborhoods. Many residents feel that the scale of new homes are overwhelming and out of character with their neighborhoods, the result of both trends in building larger homes and a lack of coordination between the existing housing character and zoning standards. While the City has implemented progressive design standards for garage placement and overall construction management, many of the new houses are, in fact, oversized for their lots and often negatively impact surrounding households. Except in historic districts, new houses are not evaluated for the appropriateness of their architectural design or building materials by a review board or committee. New house plans are only reviewed for compliance with building codes and required site engineering regulations.

House design and consumer preferences have changed since Birmingham's neighborhoods were first developed. The original prewar houses were usually modestly designed and downplayed the home-owners wealth or lack thereof. Large houses and manors were broken up into a series of smaller volumes which effectively disguised their overall volume and, with commensurate architectural details, gave them the appearance of matching the scale of neighboring houses. Most of Birmingham's original houses were constructed with quality craftsmanship and designed with architectural massing and details intended to blend into the neighborhood rather than command attention. Following trends in

today's housing market, many new homes are designed to stand out and be noticed, rather than harmonize with and complement neighboring houses.

Additions to existing homes should be encouraged as a way to accommodate changes that the market desires without eroding neighborhood character. Often the driver of new construction is market demand for additional bathrooms, a master suite, closet space, larger kitchens, and larger garages, which tend to be lacking in older homes. While it is often easier to tear down an existing home and build a new one, this is a destructive process that creates significant waste and impacts neighborhood character. Renovation and addition could be encouraged through a number of policies such as: a fast-tracked approval process (requiring a slowing down of new construction approvals), waived fees for review and inspection, and increased lot coverage allowances at the ground level (not second story). While additions and renovation cannot be required, they may be encouraged.

Leveraging historic districts is another means of controlling the pace of demolitions, providing review of the scale and character of new housing, and encouraging renovation. Expanding existing historic districts and landmarks, and establishing new districts would provide oversight of new construction and renovation in many areas of the city. The Historic District Commission (HDC) should actively study and establish new historic districts and landmarks throughout the city. Additionally, HDC review authority should be strengthened in consideration of demolitions and renovations.

Lastly, light intensity and color is an often overlooked quality of Birmingham's neighborhood streets. Some new homes have been built with lighting that is too intense, degrading the calm character of Birmingham's neighborhood fabric. Lighting should be subdued generally, avoid spillover onto neighboring properties, and be oriented downward not outward. Luminaires should be shielded to eliminate glare and limited in individual intensity. Multiple bulbs of lower intensity can provide the same light coverage without glare or hot spots. Color temperature is also keenly important. Light that is towards the blue end of the spectrum, higher color temperature, disrupts natural human cycles when used at nighttime. Color temperature should not exceed 3500 Kelvin after dusk. Currently the Zoning Ordinance uses Illuminating Engineering Society of North America (IESNA) standards

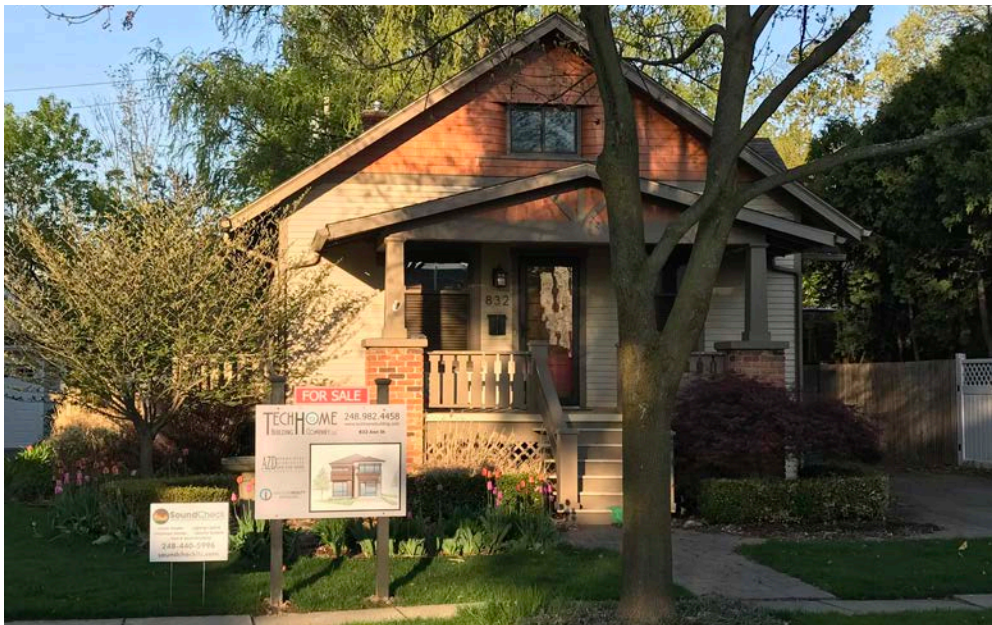


Figure 40. Historic home with a sign marketing demolition for a larger home.

Ch 3. Retain Neighborhood Quality

Retain Housing Character



Figures 41 & 42. Infill housing on two sides of one street, older homes (left) and new homes (right).

as a baseline, IESNA Zone E4 for everything R4 and above. Neighborhood illumination is not regulated, which is clearly in need. The International Dark Sky Association model standards are recommended in place of IESNA standards. These standards should be evaluated for use in neighborhoods as well as for adjustment or replacement of existing zoning requirements concerning lighting in R4 and above.

Similarly, the color temperature and intensity of streetlights requires study to avoid issues similar to residential exterior lighting. Across the country many cities have switched to LED streetlights. This is a recommended practice for maintenance and energy usage but the fixtures and luminaires must be carefully selected. LED streetlights produce more glare and hotspots than prior technologies. The earliest models, still available, are set to color temperatures that are

too blue. As the city contemplates a change in technology, common pitfalls should be avoided, ensuring: luminaires are shielded with globes or similar devices that scatter light; luminaires have a color temperature no greater than 3500K; and that poles be installed more frequently, at a lower height, to achieve the desired light level while avoiding glare, excessive intensity, and hot spots.



Figure 43. High quality contemporary infill, in scale with neighborhood fabric.

Ch 3. Retain Neighborhood Quality

Retain Housing Character

MASTER PLAN ACTIONS

1. As part of a zoning code update:
 - a. Adjust residential zone boundaries and standards to better match existing housing. This requires a study of the city's residential architectural styles and building types, their key characteristics, position on their properties, driveway configuration, age, and the areas where each common type is located.
 - b. Encourage renovations to expand existing houses rather than the construction of new houses.
 - c. Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.
 - d. Consider age-in-place-friendly building regulations, such as grab-bars, ramps, and elevators in single-family homes, with careful attention paid to the city's architectural heritage.
 - e. Address neighborhood lighting standards, including exterior residential lighting intensity and color temperature. See the International Dark Sky Association recommended standards.
2. Adopt a policy to expand the inspection process for new house construction to ensure that they are built per approved plans to minimize negative impacts on surrounding properties.
3. Adopt a policy to proactively establish new historic districts as well as landmarks.
4. As part of a Multi-modal Plan update, adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency.

BEST PRACTICE RECOMMENDATIONS FOR RESIDENTIAL LIGHTING

- a. Residential lighting standards should address:
 - a. Maximum luminaire intensity,
 - b. Color temperature range,
 - c. Shielding and directionality, and
 - d. Spillover.
- b. Street lighting standards should address:
 - a. Maximum luminaire intensity,
 - b. Color temperature range,
 - c. Shielding and directionality,
 - d. Lamp design, and
 - e. Pole height and spacing.
- c. Consider the International Dark Sky Association model standards.
- d. Consider aligning lighting intensity restrictions with the Future Land Use categories for neighborhood fabric intensity where high intensity fabric justifies higher lighting intensity and low intensity fabric justifies lower lighting intensity. Dark Sky LZ1 may be appropriate in low intensity fabric and medium intensity fabric areas, LZ2 in high intensity fabric areas, and LZ3 in the city's mixed-use districts.

Ch 4. Support Mixed-use Districts

Ch 4. Support Mixed-use Districts

Continue Improving the Maple & Woodward District

Continue Improving the Maple & Woodward District

Maple and Woodward (Downtown Birmingham) is a vibrant urban center that is the envy of many other communities. Although its population is only 21,000, Birmingham has a commercial core the size of a city of 200,000. The city's assortment of shops, restaurants, parks, offices, civic buildings, and entertainment venues offers an exciting, safe, and walkable lifestyle to its residents. It also draws people from throughout the region. Like any dynamic urban center, downtown continues to address challenges such as affordability, conflicting commercial and residential interests, rapid growth, adequate parking, and effective traffic management.

Active Sidewalks

Given Downtown's walkability and scale of commercial presence, it has only a moderate amount of weekday pedestrian traffic. During the weekends Birmingham's downtown pedestrian traffic has noticeably fewer visitors than Downtown Royal Oak and Detroit. Combining offices, services, and housing means that a district can be busy day and night, which provides a more robust customer base during most hours of the day. Increasing housing in downtown can shift the balance, further bolstered by increasing events, improving streetscapes, and activating Downtown's open spaces.

Old Woodward, between Hamilton and Merrill Streets, West Maple, and Pierce Streets carry the most pedestrian traffic. This is the core of the Maple and Woodward district. Due to their size and volume of traffic, both Maple and Woodward perform poorly for restaurants compared to smaller streets with intimate outdoor dining experiences, as is found along Merrill and Pierce. Similarly, Hamilton boasts a collection of smaller businesses in a vibrant environment, but is negatively impacted by the bank on the corner, deadening 350 feet of Hamilton at the most critical retail intersection.

To expand active use of street spaces, shared space streets should be considered, which reduce, but does not eliminate, cars, optimizing for dining areas, public seating, and community events extending into the street. Shared space streets would require repaving to be similar to the paving found within Shain Park, and designed to accommodate clusters of public seating, public art, and bike racks. Merrill between Old Woodward and Shain Park, and Pierce between Maple and Merrill are both viable

options. Shared space streets require active businesses along the edges, ideally with a strong mix of food service to occupy street space with seating. Community events may close shared space streets on a regular basis. Along with the street design itself, social districts should be considered, which allow for barrier-free alcohol consumption over a defined area. These would allow dining and seating areas to integrate into the space without walls or other barriers that restrict movement.

The seasonal dining decks proposed in the Downtown Birmingham 2016 plan have successfully expanded the afternoon and early evening street life. The popularity of these decks has increased the demand for downtown parking at the same time that their implementation has decreased the number of parking spaces available to both diners and shoppers. Yet the pandemic has made outdoor dining necessary, a trend likely to continue in good weather. As a result, two solutions should be pursued in parallel: the use of technology to make parking easier to access and locating other opportunities for outdoor dining that do not displace parking. Technology may relieve some amount of the street parking problem in Downtown by making garages easier to access and adjusting the supply of on-street parking through pricing cues.

Outdoor dining next to the curb or building facade should be encouraged, with special attention to ensure that fencing does not limit the mobility of pedestrians on the sidewalk. Today a few instances of fenced outdoor seating significantly restrict sidewalk width; a minimum 6 foot clear path should be required along the sidewalk even if the sidewalk is not 6 feet wide. Where streetscape projects make curb changes, space at corner and mid-block bulb-outs may be used for dining. And alleys and passageways should be



Figure 44. Old Woodward following the recent streetscape redevelopment.

Ch 4. Support Mixed-use Districts

Continue Improving the Maple & Woodward District

considered where dining in those locations is convenient for an adjacent business.

Old Woodward, being the largest and most trafficked roadway, requires the greatest consistency and quality of storefronts, with more transparency than the smaller streets. The new streetscape is an improvement for pedestrians, but at present it lacks adequate public seating. In fact, throughout the Maple and Woodward area, and in other mixed-use districts, public seating is lacking. New seating installed with the recent streetscape project is out of character with Birmingham and should be replaced by benches with backs, like those found in Shain Park.

Bike parking and micro-mobility corrals are also lacking throughout the district. As micro-mobility has yet to become a concern locally, addressing bike parking should come first, but micro-mobility will arrive soon. Bike racks are most easily accommodated in bulb-outs at intersections where they can be installed perpendicular to the curb, accommodating 3 or 4 U-racks.

Public Space

Downtown boasts a wide variety of parks from its' collection of pocket parks, to the formal square of Shain Park, and Booth Park and the Rouge Trail. Shain Park is active on a daily basis, due to its variety of amenities and its visibility. Other park spaces in Downtown could be improved with additional amenities and better visibility and connections.

Signage and trail connections would make existing park spaces more accessible from Downtown. Directional signage throughout Downtown should direct people to the area's parks and trails, in addition to key landmarks and institutions. To access these destinations, a few key connections

should be added. From Maple and Woodward, Booth Park feels separated, more a part of Market North. The Bates Street Extension recommended in the 1996 plan should be pursued, particularly with a focus on connecting Maple and Woodward to Booth Park and the Rouge River trails. Where the Willits Trail meets Maple at the Birmingham Museum, the museum's entry with seating and the bell should more clearly connect down the slope and into the trail system.

Seating at both Shain and Booth Parks does not accommodate visitors during peak hours. Shain Park's movable seating has been a good addition which should be expanded. More regular park benches should also be installed around the central loop. In major cities, the central loop would be entirely lined with benches, which is too much for Birmingham's character, but the supply should be greatly increased. Booth Park has a well used set of play structures but very few additional accommodations. The entry is underwhelming, an ideal location to get information, a beverage, and to have seating opportunities either in a plaza space towards the entry corner or a more naturalistic setting further into the park and along the Rouge River trail. Shain and Booth Park's lack of food and beverage offerings could be rectified by opening a small café or coffee shop, or providing connections and allowances for mobile vendors, either of which would enhance park-goers' experiences and draw more people to the parks during the daytime.

Downtown's pocket parks, however, are underutilized at all times. The Old Woodward-Oakland pocket park's size is limited and its use is inhibited by the vehicular turn lane along its southern edge. The 1996 Downtown Plan recommended removing this south vehicular lane and expanding the park, which would improve the park's appeal, the walkability along Old Woodward, and the pedestrian linkage between the

Market District and downtown. Each of Downtown's pocket parks would benefit from additional seating and public art. The Pierce-Merrill space has sufficient public art but no seating, and Pierce-Brown also has no seating. The plaza at the Library's entrance also lacks seating and other amenities, which will be provided through the Baldwin Public Library Long-Range Building Vision Plan.

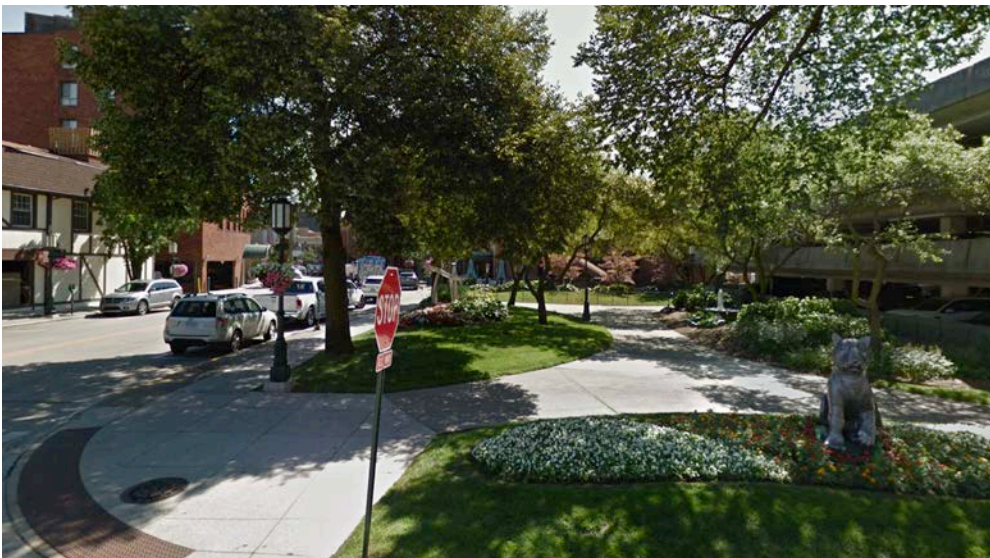


Figure 45. The Pierce-Merrill pocket park.

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Continue Improving the Maple & Woodward District

Parking

Many parking issues in the Maple and Woodward District are common to all mixed-use districts where there is an imbalance between housing and commercial uses. Municipal parking downtown operates at around 90% occupancy (2019) and the district is growing. During its busiest periods, valet services are employed to fully utilize rooftop capacity which is otherwise not preferred by drivers. While the roughly 5-10% available capacity seems right-sized for the district, monthly passes for Downtown workers have a significant waiting list and parking continues to spill-over into adjacent neighborhoods. While parking occupancy decreased significantly at the height of the Covid-19 pandemic, the future growth and intensification of the district will continue to strain the parking supply.

Continued growth and success Downtown is important for the continued success of Birmingham. In each of the City's major plans, post-1929, increasing parking capacity has been recommended. The City's current insufficient supply is a result of not following those recommendations in a timely manner. The Bates Street Extension (recommended in the 1996 Downtown Plan) was recently pursued but a bond measure failed to garner support. Parking in this location should be studied once more, along with the parking study recommended for Lot 6 in Market North.

The City has considered resident requests to add secure bicycle parking to garages and spaces for electric vehicle charging. Both of these proposals should be pursued. However, there is not capacity to remove many regular vehicle spaces. Some recent trends are likely to reduce future parking demand, like the rise of Transportation Network Companies, re-balancing housing and commercial in the

Downtown, and reduced rates of teen driving. Autonomous vehicles (AVs) are also a future consideration, however, at this point in time AVs are still in development and are not likely to see widespread usage until the end of this plan's horizon. At present it remains unclear whether AVs will reduce traffic and parking demand or increase it. To address this timing issue, another set of parking analysis will likely be needed in 10 years. In the meantime, more parking is needed and will continue to be needed for at least the next 15 years. The best short-term strategy is to invest in parking, but construct garages that may be converted to other uses in the future.

While parking across Woodward in Haynes Square / Triangle District is somewhat remote, the area is in need of parking investment and may be able to accommodate some Downtown / Maple and Woodward workers. A parking deck here should be pursued immediately in order to jump-start development and provide some alleviation for parking demand Downtown (as discussed in the sections addressing Haynes Square).

In addition to capacity, the downtown parking district is pursuing a number of technological solutions. In the garages, they intend to test a pay-by-phone near field communication (NFC) system aimed at reducing the lines entering garages. In the broader mixed-use district discussion in Chapter 1, smart signage is recommended to direct users towards garages with capacity and away from those at or near capacity. Metered parking has recently been equipped for monitoring and demand or tiered pricing, which allows prices to be adjusted electronically. These systems are used to balance where people park by manipulating meter rates on a per-block basis. This should be pursued and monitored, but rates should not be changed too frequently. Together these technologies will help the existing parking supply feel less constrained.

During the master plan design charrette, numerous attendees stated that the monthly parking pass rates are extremely low in Birmingham, recommending that they be raised. Fees should be set to be competitive with other jurisdictions. The additional funding created by increased fees should be reinvested in building new parking capacity, technological improvements, safety, lighting, and aesthetic improvements.



Figure 46. The Library's entrance plaza.

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Continue Improving the Maple & Woodward District

MASTER PLAN ACTIONS

1. Adopt a policy requiring a minimum 6 foot clear path along the sidewalk be retained throughout mixed-use districts.
2. Establish a Civic Events Board or extend the role of the Public Arts Board, tasked with expanding activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.
3. Update the Multi-modal Plan to address micro-mobility, increased pedestrian activity due to new downtown housing, and recent experiences with increased outdoor dining. See Multi-modal Plan update recommendations.
4. Update the Parks & Recreation Master Plan, including increased amenities and connections in Downtown's parks. See parks and recreation plan updates for specific recommendations.
5. Create a Mixed-use Districts Parking Plan, including:
 - a. Provide way-finding and informational signage for public parking.
 - b. Provide public parking as recommended in the 2007 Triangle District Plan.
 - c. Study monthly parking pass fees.
 - d. Study tiered parking rates for different garages.
 - e. Study tiered parking meter pricing in Downtown. A best practice goal is to achieve an average maximum 85% occupancy all streets.
 - f. Study secure bike parking and electric vehicle charging stations within parking garages.
 - g. Study the Bates Street Extension along with Lot 6 in Market North.
 - h. Study technological improvements to ease usage of parking garages, such as parking space occupancy indicators (green and red lights above spaces) to more easily direct users through the garages.
6. Implement an art-mural program for large blank wall surfaces in key locations. Coordinate with the Mixed-use Districts Branding Plan.
7. Study shared-use streets, including a shared-use streetscape retrofit along with a social district in the Maple & Woodward district.
8. Review master plan parking recommendations in 2030-35 to evaluate new technologies and trends.

MULTI-MODAL PLAN UPDATES

- a. Install benches with backs and armrests throughout the Downtown area.
- b. Increase bike parking within the public streetscape throughout Downtown, especially at corner and mid-block bulb-outs which support multiple racks.
- c. Reserve space for micro-mobility storage at corner and mid-block bulb-outs along with bike parking.
- d. Expand the distance of corner curb extensions at street intersections and mid-block to accommodate public seating. Permit outdoor dining in these seating areas for abutting businesses.

PARKS AND RECREATION PLAN UPDATES

- a. Increase the amount of seating in Shain, Booth, and the City's pocket parks with benches.
- b. Expand portable café seating in Shain and Booth Parks and on all widened sidewalks.
- c. Open cafés in Shain and Booth Parks with public restrooms and limited food and beverage offerings.
- d. Expand the Oakland – Old Woodward pocket park by removing the south vehicular lane, per the 1996 Downtown Plan recommendations.
- e. Add paths and seating to the Pierce-Brown pocket park.
- f. Integrate the Birmingham Museum into the Rouge River trail and park system, including more connections and signage Downtown.
- g. Add green stormwater infrastructure to parks and pocket parks.

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Establish Market North as a Distinct District

Establish Market North as a Distinct District

Historically, the 1/3rd mile-long Market North – Old Woodward retail district has been identified with a clearly different character from the core Downtown. It has now become a dining and shopping destination of its own. North Old Woodward has transitioned from a collection of fine art galleries into a busy dining district. The district requires its own identity, branding, and focus on its specific needs independent of other districts. Because it hosts a popular seasonal farmer's market, and following the aptly named Market North End restaurant, it is recommended that the area be called Market North. The future of Market North is bright but it should retain its character of small shops and restaurants, and a street life distinct from Maple and Woodward.

Active Sidewalks

The implementation of the 1996 Downtown Plan's traffic-calming design for Old Woodward, which reduced the number of lanes and inserted a landscaped island, has significantly slowed vehicular speeds and improved the area's walkability. But problems still exist such as the pedestrian crossing at Harmon and Old Woodward, which can be dangerous at times. Further north along Old Woodward, traffic increases in speed and pedestrian crossing opportunities are non-existent, clearly missing at Vinewood Ave. North of Harmon St, Old Woodward needs to be redesigned to slow traffic and focus on increasing street parking and pedestrian crossings, especially in anticipation of increasing redevelopment.

Market North's district character should be reinforced at the connection between the sidewalk and building facades. Currently some storefronts and signage are unattractive and incongruous with Birmingham's upscale character and image. This district is distinct from Maple and Woodward in storefront design, featuring less glazing and more small-scale business facades (See Fig. 47). Streetscape elements like benches, trash cans, and signage should also be unique.



Figure 47. Character of small scale businesses.



Figure 48. Small scale outdoor dining.

Unlike Maple and Woodward where restaurants have large seating areas in dining decks, Market North maintains a character of smaller cafes and even ice cream stores with limited outdoor seating. This treatment should be encouraged in new buildings, with intimate cafe spaces and some outdoor dining along the building and the furnishing zone (See Fig. 48).

Public Space

Market North is anchored by Booth Park and the farmers market. Booth Park provides direct access to the Rouge River trail system, and occupies nearly 500 feet of Old Woodward frontage which creates a clear distinction between Maple and Woodward and Market North. As discussed previously, the park lacks adequate seating for its users at peak hours. Additionally the entry corner at Harmon and Old Woodward is too informal for its' setting (See Fig. 51). Proposed in the Downtown 2016 plan, Booth Park should have a cafe and restrooms within an iconic park building near this entrance in a paved plaza.

The farmers market gives the district its name, but has little presence on non-market days. Rather than an afterthought, the district's identity should be reinforced with a permanent, open-air market pavilion. The pavilion could be located where the market currently takes place, in the portion of municipal parking lot 6 that is open to Old Woodward. Designed appropriately, cars could continue to park under the pavilion awnings on non-market days. (See Figure 49).

Housing

The district's existing housing is mainly multi-family buildings along its northwestern edge which have large spaces between buildings. Redevelopment has begun with new mixed-use buildings on the east side of Old Woodward and development interest beginning on the west. Many of the

Ch 4. Support Mixed-use Districts

Establish Market North as a Distinct District



Figure 49. Proposed open air market pavilion.

district's buildings along Old Woodward are prime opportunities for redevelopment as mixed use structures. While some may be nostalgic for the area's garden apartments, their form and deep setbacks from Old Woodward signal that drivers can speed through the area, especially coming from the high speed portions of big Woodward just to the north. Better definition at the streetscape with new buildings will slow cars and reinforce walkability. To support this, the D2 zoning should be extended to the west side of Old Woodward (See Fig. 50) and streetscape improvements are

needed along Old Woodward particularly north of Harmon.

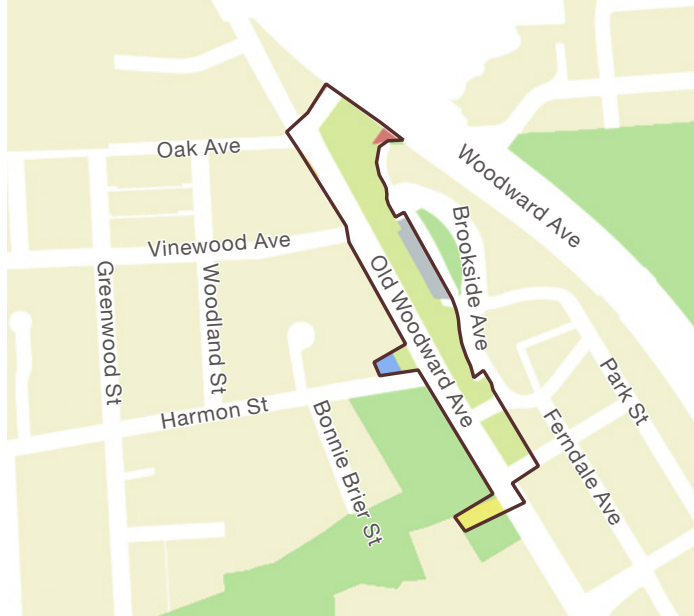
Parking

As the Market North district is seeing redevelopment interest, it has too little parking to support its potential. As in Maple and Woodward, daytime parking is full in Lot 6 while it is empty at night. The Downtown 2016 plan recommended that a parking deck be built on Lot 6. This recommendation should be pursued along with the permanent market pavilion, located behind the existing buildings. To avoid disturbance to neighbors along Brookside, care should be taken to eliminate any light spill over, to present a pleasant facade to the west, and care to limit impacts on the Rouge River.

MASTER PLAN ACTIONS

1. Update the zoning code, including extending D2 zoning to the multi-family properties along the west side of Old Woodward up to Quarton.
2. Install way-finding signage throughout the district. (Addressed previously)
3. Update the Multi-modal Plan to support increased pedestrian activity on both sides of North Old Woodward and install streetscape amenities. See the section on Multi-modal Plan updates recommendations.
4. Update the Parks and Recreation Plan, including

CURRENT ZONING WITH OVERLAY



Downtown Overlay Zoning

- D2 3-story development
- D4 5-story development

Zoning

- R2 single family residential
- R6 single family residential

PROPOSED OVERLAY EXTENSION



- B2 general business
- O office commercial
- P parking structures

Figure 50. Extension of D2 zoning in Market North.

Ch 4. Support Mixed-use Districts

Implement Haynes Square

amenities and a cafe to Booth Park. See the section on Parks and Recreation Plan updates.

5. Create a Mixed-use Districts Branding Plan, including branding, special signage, seating, and street-scape elements unique to the Market North district.
6. Create a Mixed-use Districts Parking Plan, including studying a parking garage in the Lot 6 parking lot along with the Bates Street Extension.
7. Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.
8. Develop storefront design, signage, and other standards to retain the small-scale business character of Market North.
9. Develop a North Old Woodward Streetscape Plan, with a focus on adding on-street parking and pedestrian and bicycle amenities and improving safety.

MULTI-MODAL PLAN UPDATES

- j. Expand pedestrian safety and traffic-calming measures along North Old Woodward.
- k. Install additional pedestrian seating throughout the Market North district.
- l. Install new Market North branded streetscape fixtures throughout the district.

PARKS AND RECREATION PLAN UPDATES

- m. Install ample benches in Booth Park.
- n. Install a small café and public restrooms in Booth Park or services for mobile vendors, along with movable tables and chairs.
- o. Create a paved plaza, ideally pervious, at the entrance to Booth Park with signage and seating.



Figure 51. Booth Park's underwhelming entrance.



Figure 52. Typical character of the gateway.

Implement Haynes Square

The Haynes Square plan corrects a dangerous Woodward intersection, activates and elevates the South Old Woodward commercial district, and connects the Triangle District across Woodward to take part in the overall downtown. Details are addressed in the Chapter 1. That content will not be repeated here; this is a reminder of its' goal to support the South Old Woodward and Triangle District areas.

Adopt a South Woodward Gateway Plan

The South Woodward Gateway, located along Woodward from 14 Mile to Lincoln, is the most unsophisticated stretch of retail in the City. The southern portion of Woodward presents a sloppy and tired image of the community, which is otherwise active and successful. Woodward's growth and decades of mis-focused transportation policy has divided Birmingham and eroded the quality of the pedestrian and business environments (See Fig. 52). This Gateway district is Birmingham's first impression to those traveling from the south. However, the area provides lower cost retail space with excellent exposure to traffic, housing most of the national chain merchants in the City. The Gateway is valuable for Birmingham, it just needs a new and sophisticated image.

Woodward's conversion to an attractive and grand avenue is now supported by the Department of Transportation, however that future remains distant. In the interim, changes can be made on the side of private development to make this area more attractive and functional, paired with near-term improvements to Woodward itself, detailed in Chapter 1. Today, communities to the south are well on their

Ch 4. Support Mixed-use Districts

Adopt a South Woodward Gateway Plan



Figure 53. Shared-use alley space concept.

way to improving Woodward's streetscape but have not yet addressed adjacent building form. While streetscape improvements are needed, and Birmingham should improve median plantings right away, the character of buildings along Woodward establish the area's image.

The low quality of the Gateway is well recognized; in 2013 The Southern Gateway Urban Design Plan was developed. Never adopted, the plan should be revisited, updated, and adopted. With fresh eyes, the Gateway needs a more radical transformation than previously proposed, which focused heavily on public sector improvements. With the right incentives, the area's aged buildings can be redeveloped in a manner that truly changes the Gateway's character.

From a neighborhood perspective, the Gateway provides some neighborhood retail services but it continues to encroach into neighborhoods with parking, increases neighborhood cut-through traffic, and is incredibly inconvenient for pedestrians. Many businesses have replaced adjacent houses with surface parking. This condition is most prevalent on the west side, but exists on both sides of Woodward. In many cases, this results in houses that remain facing onto open parking lots, and many more sharing a side or rear lot with them. As is recognized in the 2013 plan, the triangular parking lots are incredibly inefficient, erode the neighborhood, and are better served by efficient mid-block parking.

The 2013 Southern Gateway Urban Design Plan recommends that alley pavement be improved and made consistent and shared-use to accommodate pedestrians, shoppers, and service vehicles. In addition to the surface treatment of alleys, they require active uses along their edges to be safe and pleasant. Currently businesses face onto Woodward and use alleys for parking and service. For transformational change, businesses should also face onto alleys, creating true shared-use streets. This dual-sided condition is becoming common in the local area, found at Kroger along Maple, along Big Beaver in Troy, and elsewhere throughout the region. In the

alley, businesses should be encouraged to extend outdoor seating and outdoor retail displays into the shared-use alley space (See Fig. 53).

Full alley activation requires that both sides of the alley engage to define its character. With parking addressed more efficiently, the triangular parking lots should revert to residential use in order to reduce noise spill over into the neighborhood. Most of the triangular properties can retain yard space, with shallow townhouses lining the alley and side streets.

Neighborhood Sleeves

To create a better interface between Gateway retail and surrounding neighborhoods, buildings should provide active facades along side streets. In an ideal condition, the redevelopment of an entire block face would consolidate parking in the mid-block and face buildings towards side streets (See Fig. 55). Doing so simplifies parking access, provides more parking spaces, and creates a more pleasant retail experience. Presently, facing buildings onto Woodward creates an awkward parking condition, poor pedestrian experience, and dangerous parking access from Woodward.

Each residential street in the Kenning and Pierce neighborhoods terminates on Woodward. Currently, the last 150 feet or more of each residential street is presented with surface parking, an unattractive alley, and typically a long blank wall along the side of buildings that face Woodward. For the neighborhood this is a poor experience by car, and especially walking. Potential exists to face storefronts onto side streets rather than Woodward, like the condition depicted along Benneville (See Fig. 54). If this building were a cafe, it could have a pleasant outdoor patio nearby neighbors might frequent.

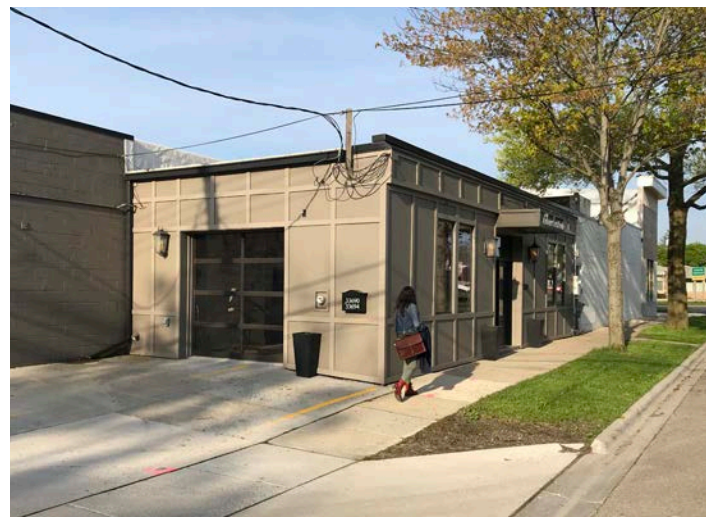


Figure 54. Building with potential for sleeve activation.

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Adopt a South Woodward Gateway Plan



Figure 55. Neighborhood Sleeve configuration which creates small neighborhood-focused nodes along side streets.

If most buildings faced businesses onto the neighborhood streets rather than Woodward, the end of each street would become a small neighborhood main street with a handful of shops. These Neighborhood Sleeves would benefit neighborhood residents and provide a superior pedestrian experience over Woodward. Limited in size, each Neighborhood Sleeve would create minimal traffic, and further they would encourage neighborhood residents to walk or bike.

The 2013 Southern Gateway Urban Design Plan includes two recommendations for reducing traffic speed into neighborhoods. These options - angled parking with bump-outs entering the neighborhood, or parallel parking with chicanes entering the neighborhood - perfectly support Neighborhood Sleeves and pedestrianized alleys.

In a full redevelopment scenario, new buildings could accommodate housing above. Due to the street geometries, buildings could also include a mix of larger and smaller spaces. Should development demand be sufficient, a single parking deck would fit mid-block, allowing for two stories of housing above shops. Where full redevelopment does not occur, corner properties along the side streets should face onto those streets with active storefronts. Each piece of the Gateway concept - alleys, alley housing, parking consolidation, and sleeves - could develop independently.

MASTER PLAN ACTIONS

1. Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward, including revisiting and adopting plan components for the South Woodward Gateway Plan and consideration for Neighborhood Sleeves, shared-use alleys, and redevelopment of the triangular parking lots.
2. Update the zoning code, including:
 - a. Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements.
 - b. Establish zoning standards to enable Neighborhood Sleeves. This may be done by requiring storefronts along neighborhood streets and other strategies.
 - c. Establish zoning standards to enable shared-use alleys. This may be done by requiring storefronts at entries along the alley and permitting redevelopment of the triangular parking lots.

Ch 4. Support Mixed-use Districts

Create a North Woodward Gateway Plan

Create a North Woodward Gateway Plan

Both the North and South Woodward Gateways are important opportunities to showcase Birmingham's character, and play an important role in calming speedy traffic entering the city. While speeding is prevalent everywhere on Woodward, it is especially important to address southbound traffic due to the highway-like conditions north of Birmingham. The North Woodward Gateway provides a significant opportunity to improve safety, reduce noise, and change the perception of entering Birmingham.

Key to this transformation is the northern intersection with Old Woodward. The triangular green provides a perfect terminated and deflected vista for southbound drivers. Today, drivers are greeted by a gas station. This should be a grand entry to Birmingham with impressive and tall civic art or a signature gateway building. In fact the entire, privately owned, triangular property from Oak Ave to the point should be the most impressive structure in the City. Short of transformation, every effort should be made to announce Birmingham's character and the entry to its' Downtown at this location.

Leading to the Old Woodward intersection, streetscape improvements, traffic calming, and frontage improvements should be studied. With consideration for lane reduction, such as in the South Gateway, a multi-way boulevard section could come to life between Quarton and Old Woodward. Significant transformation is possible by continuing the slip lane along Colonial Court Terraces to Quarton and Old Woodward, removing the outer travel lane for further landscaping, and accommodating bicycles and parking within the slip lane. The opposite side, however, is complicated by a mixed jurisdiction, with Birmingham controlling only half of the road's edge.

Certainly other opportunities exist to improve the entrance character and slow traffic. Like the South Woodward Gateway, the North Woodward Gateway needs an urban design plan. Ahead of a full gateway plan, additional canopy trees should be added to the Woodward median throughout the city.

MASTER PLAN ACTIONS

1. Create a Woodward Safety and Beautification Plan, including a full and consistent tree canopy along the Woodward median throughout Birmingham.
2. Create a Woodward Gateways Plan to comprehensively address the three gateway areas along Woodward, including a North Woodward Gateway Urban Design Plan to improve safety, reduce noise, improve the appearance of the northern approach, slow traffic entering the city, and improve the Old Woodward entrance as a gateway to Birmingham.

Keep it Loose in the Rail District

The Rail District is divided between what has been envisioned for its future and the utility that it currently provides. This is a place of experimentation for Birmingham businesses, and has been for some time. Traces of former rail spurs from the Grand Trunk Railroad are evident in odd property divisions, fence lines, and paths of unkempt foliage.

The district's northern edge, at the top of South Eton Rd., has been capped by an upscale restaurant housed in the City's former passenger rail station, now closed. From nearby parking lots, the City's Whole Foods and large scale commercial in Troy is visible just over the tracks, yet inaccessible. Just below this, the District Lofts illustrate a future vision that is formal and neat (See Fig. 56). Along with the adjacent Iron Gate to the south, the area includes some of the City's most contemporary multi-family offerings. Just east of Iron Gate, also part of the 1999 Eton Road Corridor Plan, is an experiment in live-work units that create a tight urban street grid open for future connections to neighboring properties. The Griffin Claw brewery is next southbound on Eton, a substantial micro brewery with an informal brewpub and outdoor beer garden, especially popular with young families. Next to this, tucked far back from Eton is the Robot Garage, a wonderland of toys and classes for creativity in making, from legos to art to robotics. Auto service, a lumber yard, and the City's Public Services Department follow old lines of rail spurs.

The Lower Rail District, south of Palmer Street (See Fig. 58), consists of small, mostly single-story warehouse buildings occupied with varied businesses including yoga, co-working, dog daycare, art, dance, auto body shops, and more. These are arranged haphazardly among small parking areas, charming in a way that is certainly not suburban. Only the degraded character of the street and lack of trees detract from the area's charm. The southern end of the district is capped by Kenning Park with the City's Ice Rink and skate park, along with a new and quite urban senior retirement development.

The Rail District has no single character but overall it has an intimate charm. Other parts of the City are increasing their refinement, and many lament the loss of the City's artistic and entrepreneurial roots. Yet this is alive in the Rail District.

Plans and zoning for the Rail District point to a heavily urbanized future. A 2017 Ad-hoc Committee report for the Rail District estimated the zoned potential that could be built on properties likely to redevelop in the near future could increase intensity 10-fold, albeit unlikely. Due to the significant disparity between the district's long-term future and the functional and desirable near-term conditions, policies and improvements should permit the district's current condition and success to continue in the near-term.

Ch 4. Support Mixed-use Districts

Keep it Loose in the Rail District

Near-term Conditions

Many existing buildings within the Lower Rail District are legally non-conforming, dis-incentivizing investment in existing buildings and continuation of the present condition, yet they provide incubator space for businesses at a much lower cost than Downtown (See Fig. 57). The current code applies standards that are appropriate to create pedestrian-oriented streets but are burdensome to existing uses. In the near-term, the Lower Rail District should remain informal and somewhat experimental. This character should be encouraged through zoning, development review, and in the public realm.

Zoning need only be slightly adjusted. These adjustments are the type appropriate for an overlay district which applies only to the Lower Rail District. The overlay should consider allowing the following when existing buildings are improved or expanded, or when new single-story buildings are built:

- Parking may remain between buildings and front lot lines if it already exists.
- Buildings may retain their present setback when renovated, expanded, or reconstructed.
- Parking lots of 70 feet wide or less may be exempted from required trees and landscaping.
- Screening may not be required except along lot lines facing Eton Street.

Development review should allow the unique nature of the district to continue when single story structures are improved



Figure 56. The District Lofts preview the Rail District's urban future.

or expanded, or when new single-story buildings are built, including wall cladding, murals, awnings and canopies, adaptive reuse of paved areas, and a shared-use street.

To support the district's current character and prepare for the future, streetscape improvements should be pursued which work for both near and long-term. While mentioned in a number of existing contexts in other districts, shared-use streets are ideal for implementation along Cole and Commerce Streets, and Lincoln to the East of Eton. For the current condition, shared-use formalizes the situation that has occurred organically over time, and provides greater importance to pedestrians and cyclists. In the long-term condition, it helps to retain the character of the district, with greater use of shared-use streets than other places in the City.



Figure 57. Current conditions in the Lower Rail District.

Ch 4. Support Mixed-use Districts

Keep it Loose in the Rail District



Figure 58. The Lower Rail District.

Long-term Conditions

Many of the City's district-specific plans have become long-range, with investment remaining focused Downtown. Beyond the clear draw of Downtown's reputation, building there removes a \$50,000 per car obligation from developers. Both the Triangle and Rail Districts suffer from lot patterns that are generally small and include a number of oddly shaped properties. Redeveloping these properties at a high capacity doesn't work when parking must be accommodated. Like the Triangle District, the Rail District needs public parking capacity and the ability to use that capacity in lieu of providing parking in mixed-use development projects. Conveniently, the City already owns property in the rail district. Most notably, the Public Services Department site is well located to provide parking access to Cole Street. Uses on site are necessary for maintenance of the City, and there are few places to relocate those uses. Even remaining on site, the DPS building is approximately the size of a parking structure, and may be part of a redevelopment plan to accommodate both. Additionally, the School District's underutilized bus lot can easily accommodate structured parking. These are options to be weighed in service of unlocking the area's development potential.

Before the district begins to see more intense development,

its standards should be revisited. There are a number of ways that the MX standards differ from the Downtown Overlay standard, despite having similar desired physical outcomes. As discussed previously, zoning districts across the City that are similar in their desired outcome should be consolidated. If not consolidated with Downtown and Triangle District zones, the MX zone should be carefully analyzed. A quick reading of zone standards passes muster, however some details have potential negative consequences. For instance, the zone has tree requirements tied to the number of residential units; because this doesn't account for potentially high lot coverage on these small properties, this is a barrier to development, dis-incentivizing new housing.

Connectivity is the most significant limitation to the Rail District. The Grand Trunk Railroad limits all modes of connectivity, with crossings only at Maple and 14 Mile, of which the Maple crossing is in poor condition. Additional rail crossings should be studied, mainly for pedestrian and bicycle movement. A vehicular bridge would be logical at Lincoln, like the Derby bridge, though difficult to achieve due to existing buildings. In the further future, with significant development in the Rail District, further connections will be necessary. Every effort should be made to avoid increased car trips from new development, providing extensive pedestrian, bicycle,

Ch 4. Support Mixed-use Districts

Keep it Loose in the Rail District

and transit infrastructure instead. Today, right-of-way and access should be reserved to connect Lincoln with Lewis Street, also connecting to Cole and Holland. Additionally the contemplated greenway along the railroad should be pursued for bicycle and pedestrian connectivity.

Over Birmingham's long history, the railroad connection to Detroit has been an important asset. In recent decades, disinvestment in rail and investment in automobiles has reduced the role of rail travel. However, this trend is slowly changing across the country. Into the future, rail's comeback is projected to continue. Looking forward a few decades, rail access in the Rail District can be a significant economic driver. The City needs to secure a long-term connection to the Troy Transit Center and consider the redevelopment potential this may bring to the district in the future.

3. Study shared-use streets, including a shared-use street section along Cole and Commerce Streets.
4. Create a Mixed-use Districts Parking Plan, including study of DPW building redevelopment to occupy a portion of a public parking facility in its place.
5. Update the Parks & Recreation Master Plan, including constructing the contemplated linear park and trail along the railroad.

MASTER PLAN ACTIONS

1. Update the zoning code, including:
 - a. Develop an Overlay Zoning District for the Lower Rail District that permits the existing, but somewhat improved condition to persist for the area south of Palmer Street.
 - b. Modify the MX District to enable the urban development envisioned for the Rail District, consider the following:
 - i. Exempt LA-01 (E) and (F), as is true in Downtown, or at a minimum that plantings in the MX District are only required within the streetscape and within open areas of the property, not based on a minimum number of trees per residential unit.
 - ii. MX District zoning should be carefully analyzed by contracting multiple architects to complete preliminary building designs for mixed-use buildings on existing sites, small and large, with and without on-site parking, attempting to achieve capacity. The architects should be requested to discuss and present challenges and constraints that are faced in the process. Some challenges require testing to uncover.
2. Update the 1999 Eton Road Corridor Plan, including:
 - a. Increase connectivity for pedestrians, bikes, and cars for the area south of Hazel Street, including future rail crossings.
 - b. Provide access to the Troy Transit Center and consider the development of surrounding properties, including the School District bus parking lot and the DPS facility.

Ch 5. Advance Sustainability Practices

Ch 5. Advance Sustainability Practices

Create a Sustainability and Climate Action Plan

Create a Sustainability and Climate Action Plan

To focus on sustainability and the future climate of Birmingham, the city should create a Sustainability and Climate Action Plan. Many of the key actions are embedded in land use and mobility aspects of this plan, inherent in the historic pattern of the city, and in the contents of this chapter. Together, sustainability and climate actions should be integrated in a targeted plan. Doing so solidifies the city's commitment to sustainability and helps drive future decision making. Addressing present and future sustainability also requires consistent and ongoing focus. In order to address not only an action plan, but ongoing evaluation of climate conditions and emerging practices and technologies, a Sustainability Board should be established. This board should be tasked with leading the action plan, keeping the city accountable for its' implementation, and making regular updates to the plan and other policies as conditions change, improvements are made, and new approaches and technologies emerge. Birmingham will not be the first in the region to adopt such a plan, Royal Oak adopted theirs in 2022. However, Birmingham can help expand regional cooperation in climate action among surrounding communities and the Southeast Michigan Council of Governments (SEMCOG). Like the regional transportation issues that impact Birmingham, climate issues are interrelated throughout the region. The Sustainability Board should interface with neighbors and SEMCOG, support regional programs, and provide a model for other municipalities to emulate.

MASTER PLAN ACTIONS

1. Establish a Sustainability Board to oversee the sustainability-related recommendations of this plan and other future sustainability initiatives.
2. Create a Sustainability and Climate Action Plan, including:
 - a. Reducing environmental impacts of municipal operations.
 - b. Incentivizing green building standards, renewable energy, and green landscaping.
 - c. Expanding recycling and composting.
 - d. Implementing green stormwater practices in streets and parks.
 - e. Support Rouge River Natural Area improvements.
 - f. Implement other sustainability focused recommendations of this plan.
 - g. Increase inter-governmental cooperation around sustainability initiatives.

Reduce the Impacts of Municipal Operations

Concerning sustainability, the City should lead by example. Municipal buildings and operational choices should align with environmental goals. New buildings should meet LEED standards, as addressed in the following section. Recycling should be a focus within and around municipal properties. Plastic and Styrofoam bottles and containers should not be purchased by the City. Municipal fleet fuel efficiency standards should be increased and the fleet converted to Electric Vehicles. Staff may be incentivized to commute to work by bike, public transit, or carpooling. And the City may require its contractors to adopt similar policies. These actions, and the identification of other sustainability goals, should be the focus of a sustainability action plan.

MASTER PLAN ACTIONS

1. Create a Sustainability and Climate Action Plan, including:
 - a. Establish policies for the sourcing of office supplies and materials, and supplies used in meetings and other public events.
 - b. Study sustainability opportunities in Parks and Recreation, such as pollinator gardens, solar panel pavilions, plant species, tree canopy, landscape maintenance processes, and environmental regulations.
 - c. Migrate the city's vehicle fleet to electric vehicles.
 - d. Locate Electric Vehicle charging stations at public garages, public parking lots, and on-street in Mixed-use Districts.
 - e. Establish policies for municipal buildings, following the green buildings discussion in the next section.

Require Green Building in New Construction

Elsewhere in the country, building energy use and production is moving slowly towards carbon neutrality, with some states far ahead of others. Michigan has residential and commercial energy codes which comply with federal mandates, yet leave room for improvement. Detroit and Grand Rapids have adopted 2030 Districts with goals of reaching net zero energy usage by 2050. With a significant amount of new construction in Birmingham, there is room to incentivize movement towards net zero and use of LEED standards.

Ch 5. Advance Sustainability Practices

Expand Recycling and Composting

MASTER PLAN ACTIONS

1. Create a Sustainability and Climate Action Plan, including:
 - a. Establish green building policies, such as adherence to LEED standards within the City's mixed-use districts and municipal buildings and increasing energy standards for new residential construction above those of the state energy code, ideally implementing 2030 District goals.

Expand Recycling and Composting

Recycling and composting have been targets of recent policies across the country, aimed at reducing the use of plastics and Styrofoam, and reduce the volume of compostable waste in landfills. For residences, recycling programs have been available for some time, but municipal compost has not. Currently yard waste compost is collected in the fall, which may be able to expand to food scraps, especially important for restaurant and grocery store waste. Composting potential should be investigated. Concerning normal recycling, commercial standards should be considered along with a greater number of recycling bins in City parks and public spaces. Many area businesses use plastic utensils and Styrofoam carryout, along with plastic bags. All of these could be reduced or eliminated either through ordinance or through a Birmingham Shopping District program.

MASTER PLAN ACTIONS

1. Create a Sustainability and Climate Action Plan, including:
 - a. Study food waste compost service for homes and businesses.
 - b. Increase the availability of recycling bins in public spaces like parks, public buildings, and along streets with high pedestrian traffic.
 - c. Study reduced plastics and Styrofoam policies for Birmingham businesses.

Install Green Stormwater Infrastructure in Neighborhood Streets and Parks

Water quality management has undergone significant improvements in recent years. Birmingham regularly experiences flooding and is situated along a sensitive natural river system. Untreated runoff threatens the Rouge River natural system and damages private properties. Streetside landscape areas, City parks, and other City properties are clear opportunities to provide stormwater solutions, and are plentiful. To address this issue, a new plan should be created which evaluates the issues and problem areas, emerging best practices, and establishes a strategy to implement green infrastructure across the city. In 2008, the Southeast Michigan Council of Governments (SEMCOG) developed a Low Impact Development Best Practices manual for metro-Detroit communities. This comprehensive manual should act as an important resource for Birmingham's own green infrastructure development moving forward.

MASTER PLAN ACTIONS

1. Create a Green Infrastructure Plan establishing strategies, design standards, and locations in streets, parks, and other City properties with locating streetside areas where stormwater can be cleaned and retained through bioswales and other means, particularly in areas experiencing flooding.



Figure 60. A segment of the Rouge trail.

Ch 5. Advance Sustainability Practices

Improve the Rouge River Natural Area

Improve the Rouge River Natural Area

The Rouge River natural area has been recognized as an important amenity by the city and Oakland County since the 1920s, part of a planned but not fully executed regional park system. The park area is a unique asset including diverse wildlife habitats and ecosystems, wooded uplands, prairies, and wetlands. The Rouge borders eight neighborhoods as well as Downtown. Approximately 48% of Birmingham's residents and over 11,000 employees are within a five-minute walk of the Rouge. A midday walk in the summertime along the Rouge trail includes workers, joggers, families, and diverse wildlife. Many people use the park, and recent studies have shown that access to trees, wildlife, and naturalistic settings is important for mental health.

However, the Rouge River natural areas require better management, maintenance, and accommodations for the diverse set of users who value it. The park's natural ecosystem is challenged by invasive plant species, minimal forest management, degraded bank conditions, landscape chemical runoff, and roadway storm-water runoff. Active management of the area is needed, along with stormwater management interventions to clean water before it enters the Rouge.

The Rouge's relatively flat topography is ideal for pedestrians and cyclists of all ability levels (See Fig. 60 & 61). However the condition of trails and access severely limit its use. The wood chip and crushed-stone hiking trails are unstable surfaces and sections of the existing Rouge trail traverse steep grades or waterlogged soils. In fact, the Rouge hiking trail is often entirely unusable during heavy rain or freezing conditions. Where the river comes close to property lines,

the trail often becomes steep and difficult to traverse. A properly designed, paved walkway could provide an easy alternative to West Maple's steep hill between Baldwin and Southfield Road, as well as link Linden, Seaholm, Quarton and Beverly Hills residents directly to Booth Park. And due to the trail's trajectory, much of the park is completely inaccessible. Additionally, many of the trail heads are unmarked and hidden. The river trail is of both community-wide and regional importance. Access and accommodations are necessary for the health of all Birmingham residents.

Many sections of the Rouge trail and trail heads lack benches, bicycle racks, lighting, way-finding maps, educational placards, and other basic amenities. Benches are convenient for the enjoyment of the natural area, but also for many older adults who need places to rest along long walks. Lighting and forest management are important for security. Regular surveillance of the trail is difficult for the police and public due to insufficient access, and emergency response vehicles have limited or no access to many segments of the trail.

The needs of pedestrians and cyclists are often aligned, but in the natural areas, multiple facilities are merited. By adding trails along with pedestrian and bike bridges at key locations, much more of the natural area would become accessible, and the trail system would be able to avoid steep areas if it crossed the river more frequently. Opening up access to the far side of the river would allow for a paved pedestrian and bicycle trail, along with a smaller pedestrian walkway that may be more naturalistic in design and access the river more intimately. Care is needed in designing upgraded trails. The design of trails should endeavor to remain as narrow as practical for the effective use of the facility, in order to minimize the visual and actual impact on the natural area.



Figure 61. A segment of the Rouge trail.

Along with amenities and trails, the natural area requires active management and targeted improvements. In many instances, the banks and slopes have been stabilized in a way that intrudes upon the ecosystem, clearing segments of plants and interrupting wildlife access. In others, the banks are not stabilized at all. Along with the edge conditions, plant species and tree health need monitoring and management. Natural areas at the urban interface cannot simply be left to chance.

Ch 5. Advance Sustainability Practices

Implement Plan Actions Supporting Sustainability

MASTER PLAN ACTIONS

1. Develop and implement a trails and access master plan to improve the Rouge River trails and trail heads. The plan should consider:
 - a. Installing pedestrian linkages to the park's surrounding neighborhoods and commercial districts, including to Quarton Road.
 - b. Securing easements of additional key properties to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.
 - c. Coordinating with Bloomfield and Beverly Hills to expand trail access and connections.
 - d. Installing an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.
 - e. Expanding the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.
 - f. Installing bridges, ramps, and other enhancements to enable access by all ages and abilities.
 - g. Installing other amenities such as bicycle racks, lighting, markers, seating, and signage at trail heads, and seating, markers, and interpretive features throughout the trail system.
2. Develop and implement a restoration master plan to restore the Rouge River ecosystem to its natural and sustainable conditions. The plan should consider:
 - a. Retaining environmental scientists to inventory and analyze the Rouge corridor's wildlife, ecology, natural systems, and pollution sources.
 - b. Establishing a phased enhancement time frame to stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.
 - c. Identifying and mitigating potential pollution or chemical sources, including the existing Springdale snow storage dumping area.
3. Establish a "Friends of the Rouge" foundation to oversee, build support, and raise funding for the park's enhancements. Consider securing corporate or philanthropic funding in exchange for special recognition.
4. Provide funding for city staff and resources to permanently preserve and manage the Rouge ecosystem.
5. As part of a zoning code overlay, implement policy to ensure that private property construction, fencing, landscaping, lighting, etc., are compatible with the park's ecology, its restoration master plan, and overall public welfare.

Implement Plan Actions Supporting Sustainability

Many of the plan goals and actions addressed in previous chapters implement public health and environmental sustainability goals. They specifically advance sustainability practices in Birmingham and should be implemented with sustainability in mind. These elements may be included within the Sustainability and Climate Action Plan, or otherwise overseen by the Sustainability Board to ensure the city continues in to implement upon their climate goals.

Other sustainability actions include:

- Preserving, enhancing, and diversifying the city's tree canopy in streets and open spaces.
- Infill housing in Mixed-use Districts result in households which on average drive less, use less overall energy in heating and cooling, and use practically no water and fertilizer in landscape maintenance.
- Neighborhood destinations reduce vehicle trips by providing destinations near homes.
- Bicycle and pedestrian multi-modal improvements, and support for neighborhood destinations encourage exercise and more trips taken by foot or bike rather than by car, including public transit improvements.
- Support for the Farmer's Market increases connections to food growing, healthy consumption, and food education.
- Connecting to the Troy Transit Center provides future alternatives to driving.

B



CITY MANAGER'S REPORT

December 2022

Baldwin Public Library

Library Board

The Library Board will meet on December 19 for its regular meeting. At their November meeting, the Library Board voted to elect Jennifer Wheeler as President, Karen Rock as Vice President, and Danielle Ruple as Secretary.

Phase 3 Expansion and Renovation

Construction drawings for the Phase 3 expansion and renovation are nearing completion. City and library staff are working with PCI Dailey and Merritt Cieslak Design to begin planning the bidding process for the Phase 3 project.

Winter Reading Challenge

Baldwin is currently hosting a Winter Reading Challenge from December 1 through January 31. Sign up online at <https://baldwinlib.beanstack.org/reader365> to get started. After you complete five challenges, you will be entered into the prize raffle. This program has been generously sponsored by the Friends of the Baldwin Public Library.

Behind the Scenes Tour

If you'd like to learn even more about the library, join Library Director Rebekah Craft for a Behind the Scenes Tour. You'll visit staff areas, learn how items are added to the collection, and hear about new programs and services. The next tour will meet in the Library's vestibule on Thursday, January 12 at 10:00 a.m.

Library Closed

The Library will be closed on Saturday, December 24, Sunday, December 25, Sunday, January 1, and Monday, January 16.

Baldwin Public Library Board Seeks Student Representatives

The Board of the Baldwin Public Library invites interested high school juniors who reside in the City of Birmingham, Village of Beverly Hills, Village of Bingham Farms, or the City of Bloomfield Hills to apply for the position of Student Representative to the Baldwin Public Library Board. To find application details, visit www.baldwinlib.org/volunteer. The completed application, essay, and two letters of recommendation are due by January 12, 2023 to Jaclyn Miller at the Baldwin Public Library, 300 West Merrill, Birmingham, MI 48009 or via email to Jaclyn.Miller@baldwinlib.org.

The Birmingham Museum

Elijah Fish and George Taylor's connections to our local Underground Railroad history has been officially entered into the Congressional Record by Representative Haley Stevens. The record details their stories and acknowledges the importance of the Birmingham Museum and the City of Birmingham in achieving the designation of Fish's and Taylor's burial sites at Greenwood Cemetery to the National Park Service's Network to Freedom. It also recognizes the important role played by the settlement of Birmingham in the anti-slavery movement in Michigan in the 19th century. This tribute will become part of the national record and will provide a permanent recognition of Birmingham's role in this important American story. A framed copy of the statement will be presented to the museum and will be displayed in the lobby.

Birmingham Shopping District (BSD)

Small Business Saturday

On Saturday, November 26, 2022, the BSD kicked off the holiday shopping season with special promotions, hot chocolate, roasted chestnuts and special giveaways all day. Shoppers and families once again participated in the annual Santa Walk with over 200 children participating, as well as enjoying horse-drawn carriage rides and free parking in the structures all day.

Winter Markt & Other Holiday Festivities

The Birmingham Winter Markt was held in Shain Park again this year from December 2 – 4, 2022 with Santa and Mrs. Claus being provided the key to the city and the annual Holiday Tree Lighting adorned with over 40,000 LED lights kicking it off. Visits with Santa were available each day during the Winter Markt, as well as horse drawn carriage rides, over 4,000 marshmallows being roasted and entertainment throughout the day from local students and organizations. Over 60 vendors participated featuring holiday decorations, gifts, food and a variety of local artisan products. A special thank you goes out to our Tree Lighting sponsor Wells Fargo, Winter Markt presenting sponsor Mercedes-Benz of Bloomfield Hills, event sponsors Surnow Company and TDR Orthodontics, and over 2,000 tree lighting glow wands were provided by KW Domain.

Holiday Shopping Weekend Activities & Promotions

On the weekends of December 10-11, December 17-18, and on Christmas Eve day, the Birmingham Shopping District continues the holiday spirit with horse-drawn carriage rides, pre-registered Santa House visits and complimentary hot cocoa at the Daxton Hotel, as well as the Grinch and Cindy Lou Who visiting downtown Birmingham on the 17th.

Live in the D

Downtown Birmingham was featured on Live in the D on Channel 4 (WDIV) on Wednesday, December 14 at 11:00 a.m. Residents and visitors can also browse our Holiday Gift Guide online at <https://www.allinbirmingham.com/visitors/shoppingguide> or pick one up in stores.

The Great Decorate

The Great Decorate (TGD) is on until December 31, with over 40 participating businesses decorating uniquely designed Christmas trees in their windows and stores - all for a good cause. TGD raises awareness and funds to support local foster teens. Each year, a group of foster teen recipients are selected for TGD through a partnership with the Michigan Adoption Resource Exchange. Visitors are encouraged to visit participating restaurants and retailers throughout downtown Birmingham to view magnificently decorated holiday trees and decor, and vote for their favorite by donating online at www.thegreatdecorate.com or in-store.

100% of donations go directly to local foster teens to use toward their future when they turn 18. Each year in the United States, more than 250,000 children are placed in foster care and over 26,500 age-out, including 1,700 in Michigan alone. TGD aims to make that transition a little easier for teens in need. To date, TGD has raised more than \$150,000 for local foster teens.

New Businesses

The BSD is pleased to announce that three new businesses opened this past month, including Serena & Lily (home furnishings), Faherty (apparel) and O2PT (health).

Dashboard Metrics

Retail Occupancy Rate - 96%

12 New Business Openings in 2022 (6 more in process)

59 FYE2022 Hosted Event Days

13 million in PR media impressions FYE2022

120,392 Website "hits" or "unique viewers" annually

214 Flower planters/baskets maintained

Building Department

Staff Recognition

Jeff Zielke and Suzanne Pedigo just earned certifications from the International Code Council. Jeff earned his Residential Plans Reviewer certificate and Suzanne earned the Permit Technician certificate. Both tests require a lot of time and preparation, so please join us in congratulating them!

Welcome, Kourtney Blanchard

We are happy to welcome Kourtney Blanchard to the Community Development team! She previously worked as a public safety emergency dispatcher for the City of Berkley and has been hired into the Secretary A position.

Insurance Services Office Evaluation Complete

The Building Department successfully completed its Insurance Services Office (ISO) evaluation. We expect to receive the results in approximately 3 months.

Monthly Report

The [Building Department's monthly report](#) provides an update on the following construction activity: building permits issued, building inspections conducted, trades permits issued and trades inspections conducted. In November, we processed 313 online permit applications for a total of 4,488 in 2022.

City Clerk's Office

Annual Licenses

Birmingham has many different annual licenses which are issued through the Clerk's office. Renewal notices and applications for fire prevention, pawn shops, child care, theaters, open parking systems, motor vehicle rentals, and hotels have been sent to businesses and are coming in. We are working with departments to ensure that any approvals and inspections needed are completed in order to renew these licenses.

Parade & Hometown Celebration

The Clerk's Office is gearing up to present the Celebrate Hometown Parade on Sunday, May 21, 2023. After department and City Commission approvals for the special event have been granted, we will be acquiring and organizing volunteers, getting donations and identifying groups to participate in the parade. Along with the parade, we will be organizing the Government Day Celebration.

Ethics Board

The Ethics Board last met on November 21, 2022 to collaborate with the Executive Director of Ethics for the City of Detroit on a proposed ethics conference for the spring of 2023 in Downtown Detroit.

The board also started to work through a review of the city's current Ethics Ordinance and a review of their rules of procedure. The board plans on continuing this work in January; meeting date to be determined.

Cemetery Board

The Greenwood Cemetery Advisory Board met on December 2, 2022. The board voted to approve the Historical Marker Application for the Taylor Monument. The next meeting is scheduled for Friday, February 3, 2023 at 8:30 am in City Hall and will include discussions of strategic planning and the review of the contract for cemetery services.

Board Appointments

The following City of Birmingham boards and commissions have vacant positions or members with terms expiring soon. Applications are due before noon the Wednesday prior to the commission interview/appointment date:

Board	Openings	Application Due by Noon	Interview/ Appointment at City Commission meeting 7:30 pm
Advisory Parking Committee	1 Resident shopper term ending 9/1/2025	Until Filled	
Architectural Review Committee	None		
Birmingham Shopping District	1 Regular Member term ending 11/16/2026	Until Filled	
Birmingham Area Cable Board	1 Regular member term ending 3/30/2024 1 Alternate Member term ending 3/30/2025	Until Filled	
Board of Building Trades Appeals	1 Regular member term ending 5/23/25 1 Regular member term Ending 5/23/24	Until Filled	
Board of Review	1 Alternate Member term ending 12/31/2025	Until Filled	
Board of Zoning Appeals	1 alternate member term ending 2/18/2023		

Brownfield Redevelopment Authority	1 regular member Term ending 5/23/2024	Until filled	
Design Review Board	None		
Ethics Board	None		
Greenwood Cemetery Advisory Board	None		
Hearing Officer	None		
Historic District Commission	1 alternate member term ending 9/25/25	Until Filled	
Historic District Study Committee	None		
Housing Board of Appeals	None		
Martha Baldwin Park Board	None		
Multi Modal Transportation Board	None		
Museum Board	None		
Parks & Rec Board	None		
Planning Board	None		
Public Arts Board	2 Regular Members term ending 1/28/2026, 1 alternate member term ending 1/28/2026, 1 alternate member 1/28/2025	1/19/23	1/24/23
Stormwater Utility Appeals Board	2 alternate members 1/31/2025 1 regular member term ending 1/31/2023	Until Filled	
Triangle District Corridor Improvement Authority	1 regular business owner term ending 12/15/2026	Until Filled	

City Manager's Office

Communications

Around Town e-Newsletter

The communications team is working on the January edition of the Around Town e-Newsletter, which will include information about new parking structure equipment, the Citywide Master Plan for 2040, winter sports, ice skating classes and more. Follow [this link to view the December edition](#) of the Around Town e-Newsletter.



2023 City of Birmingham Calendar

The 2023 City of Birmingham calendars are currently being mailed to residents and businesses. The calendar features beautiful images of the city from our photographer, Chris Cook, and the cover image is by our Parks and Forestry Operator, Brandon Wynn. Download the [2023 city calendar here](#).

Human Resources

Recruitment Update

The Human Resources department is evaluating candidates following the completion of interviews for the vacancy of Director of Public Services. We are anticipating a selection to be made in the next few days, and will make an announcement to the Commission, once a new Director has been chosen. Two Police Officers are in the hiring process, which will backfill vacancies left by the resignation of Officer Aguilar, and Chief Clemence's retirement. Sharee Monroe has been hired as a new part-time Police Dispatcher. Marc Schwartz is being hired into the Fire Department as a new Firefighter. A recruitment for Secretary A in the Community Development's Building department has been opened to backfill a vacancy caused by Brigette Moran's retirement. Applications for the Plumbing Inspector position continue to be collected.

City Manager Recruitment

The City Manager recruitment has closed, securing six candidates that meet the desired qualifications and will be provided to the Commission in a separate confidential message. It is the recommendation of Human Resources that first-round interviews be conducted in-house, with a list of 3-4 candidates narrowed down for a public Meet & Greet with the City Commission.

Department	FT & PT Staff Count	Current Vacancies/Hiring	Department Vacancies Filled Since 2020	Notes
Birmingham Shopping District	5	Events & Office Assistant	8	Recruitment for Events Asst on temporary hold
Clerk's Office	5	-	6	Clerk's Intern candidate contacted
Building	17	Plumbing Inspector Secretary A	3	Accepting applications.
Engineering	8	-	7	
Finance / Treasury	14		8	
Fire	35	-	12	M. Schwartz pending hire
Information Technology	4	-	3	
Maintenance	2	-	1	
Manager's Office / Communications / HR	6	-	6	
Museum	3	-	2	
Parking System	9		2	
Planning	7	-	4	New Admin Role Upcoming
Police	71		13	Recruitment for PT & FT Dispatcher ongoing
Public Services	56	DPS Director & Forestry Technician	14	
Ice Arena & Golf Courses	N/A	Seasonal Labor	48	

Congratulations to City Clerk, Alex Bingham

City Clerk Alex Bingham will graduate from Central Michigan University with her Master of Public Administration on Saturday, December 17, 2022. Please join us in congratulating her on this achievement.

BIRMINGHAM CITY COMMISSION - UPCOMING AGENDA ITEMS

Topics brought up by the Commission

Meeting	Topic	Commissioner	Staff Follow Up	Dates Addressed	Status (resolved/ongoing)
In Progress					
12/5/22	Lighting to sustainability board	Haig			
12/5/22	Becoming Mayor	McLain			
11/14/22	Renters Rights	M: Host	Mary	11/28 CC Discussion Scheduled - Voted to make a formal agenda item at the next available meeting	In progress
9/12/22	Banner	M: Baller S: Host	TBD	11/14 CC discussion scheduled	
8/15/22	Birmingham Country Club	M: Host S: Haig	Fairbairn, Dupuis, Clerk's Office	8/29 – City Commission Discussion *Draft a letter	Resolved, letter sent
8/15/22	Speed Bumps	M: Haig S: Host	Clemence/Brooks	8/29 - Staff report *Further study by MMTB	In progress, sent to MMTB
6/13/22	Sustainability Board	M: Schafer S: Host	Nick Dupuis	On agenda for 6/27/22 - direction for staff to draft requirements to establish board, coming back at next available meeting 10/3/22 Workshop - staff given direction to return with recommendation	In progress
4/25/22	Improvements in Information	M: Haig S: Baller	TBD	TBD	

	Provision and Methodology				
3/28/22	City Manager Selection Process	M: Host S: Boutros	Managers Office & HR	4/25/22 - direct to formal agenda item 5/9/22 - New Business Item 5/23/22 CM report 10/3/22 - motion for CM to conduct formal recruitment	CM Recruitment Portfolio posted 10/25/22
1/10/22	Food Trucks	M: Host S: Schafer	Nick Dupuis/Jana Ecker	1/24/22 - CC req. more info 3/9/22 - Workshop 3/14/22 - Informally brought up by Host 6/20/22 Commission and Planning Board Discussed 6/27/22 - City Manager Directed to encourage food trucks at all city sponsored events, BSD events, and direct the BSD to organize a rotation of food truck events	6/27/22 In progress/ being monitored
1/10/22	Leaf Blowers	M: Baller S: Host	Nick Dupuis	1/24/22 - make formal item 10/3/22 Workshop - staff given direction to return with recommendation	In progress
1/10/22	Commissioner Conduct	No vote	Mary Kucharek	2/14/22 - Workshop 2/28/22 Directed CM to prepare Code of Conduct for future agenda 7/11/22 - Initial presentation to Commission by CA	Will be revised and presented again at an upcoming CC meeting
Resolved					
4/11/22	BBCC - Mental Health Workshop - More time to talk	M: Baller S: Haig	Marianne Gamboa	4/25/22 - clarify commissioners intent 5/9/22 - added time on the agenda to discuss	Resolved

				Tom directed staff to add mental health info in city publications	
5/9/22	Pickleball	Baller, no vote	Lauren Wood	Agenda item 5/23/22	Installed on 6-3-22
1/24/22	Social Districts	M: Schafer S: Boutros	Nick Dupuis/Jana Ecker	2/14/22 - make formal item 3/9/22 - Workshop 3/14/22 - Informally brought up by Host 6/20/22 Commission and Planning Board Discussed	No formal action taken by the Commission
5/23/22	Commission Meeting Start Time	Baller	Mary Kucharek	On agenda for 6/27/22 - Mary to draft generic ordinance language and discuss in July On agenda for 7/11/22 - Commission decided not to proceed	No changes for now

Topics Failed

4/25/22	On Street Parking Study	M: Haig S: Host
4/11/22	Downtown Parking	M: Host S: Haig
3/28/22	Parking Matters	M: Host S: Haig
6/13/22	479 SOW (Doraid) PAD	M: Boutros

Topics With No Vote - Resolved

1/10/22	Unimproved Streets	Discussed during the Long Range Planning meeting.
2/28/22	Solidarity with Ukraine	City Manager arranged for exterior lighting at City Hall.

Topics With No Vote - Unresolved

5/9/22	-PAD ordinance/cleanup	Baller, no vote	No vote
5/9/22	-Policy for granting public space ODD/Valet	Baller, no vote	No vote

Birmingham Public Schools Community Resource Officer

Follow [this link to download correspondence](#) between the City of Birmingham and Birmingham Public Schools regarding the school liaison officer and the potential for a full time school resource officer in the 2023-2024 budget year. Download [Birmingham Public Schools' 2022-2027 Strategic Plan here](#).

George W. Kuhn Retention Treatment Basin

The city received an email from Water Resources Commissioner, Jim Nash, regarding accusations made against the George W. Kuhn (GWK) Retention Treatment Basin. Mr. Nash's email ([available at this link](#)) provides information regarding the accusations, which pertain to pollution in Lake St. Clair and the Clinton River. Correspondence between Mr. Nash and Macomb County Public Works Commissioner, Candice Miller, and documentation countering the accusations are [available at this link](#).

Setting the Record Straight

2040 Master Plan does not Rezone Property

The previous City Manager's Report dated November 28, 2022 addressed inaccurate information being presented on social media to Birmingham's residents by a sitting City Commissioner. Specifically, two videos posted by Commissioner Host were discussed, [one on Oakland Ave.](#) in which he stated "these five homes as well as the two lots over near Woodward are going to be *rezoned* to multiple", and the other in the [Poppleton Neighborhood](#) in which he stated "in the proposed 2040 Plan they are going to *rezone* these two houses on Poppleton and turn them into multiples" and that "you have time to tell the master planners and Planning Board what you think about this *rezoning* proposal." These inaccuracies were raised and discussed at the City Commission meeting on November 28, 2022.

The City has repeatedly corrected the inaccuracies put forth by Commissioner Host in prior written documents as well. Specifically, the City has reiterated, in writing, the fact that comprehensive master plans do **not** rezone property once adopted in the following documents:

- In a press release distributed [February 11, 2021](#), which stated "it is important to clarify that a master plan does not rezone property. It is a framework setting the course for what the City may or may not do in the future."
- In a Frequently Asked Questions publication distributed on both [February 10, 2021](#) and [October 13, 2021](#), which included the following commentary:

Is the Master Plan rezoning the City?

No. The Master Plan will include a Future Land Use map, but not a new zoning map. The Master Plan recommends that the City study and revise its current zoning code, but does not establish any updated zoning. The Master Plan recommends that zoning be updated for two primary purposes: 1) to simplify but not substantively change zoning in the Downtown and Triangle District, and 2) to better align neighborhood zoning with existing character to avoid new houses that are out of character. Other zoning changes are recommended for further study by the City.

- In the November 28, 2022 edition of the City Manager's Report which stated:

The words "rezone" or "rezoning" do not exist within the 2040 Plan document, nor the [Michigan Planning Enabling Act](#) that regulates comprehensive master planning in Michigan. A comprehensive master plan is a document designed to guide the future actions of a community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the local government. One might say however, and correctly so, that a comprehensive master plan *informs* future zoning. In the spirit of guiding future actions and informing zoning, a Future Land Use Map is created, which is contained across

pages 8 and 9 of the [current draft of the 2040 Plan](#). A Future Land Use Plan is legally required to be included in the 2040 Plan by the Michigan Planning Enabling Act.

Despite the continued corrections issued on the matter, yet another video has been circulating on social media in which Commissioner Host stands near the corner of Lincoln and Grant, and states that “The 2040 Plan as proposed is going to *rezone* to *multiples (sic)* all of the south side of Lincoln between here (*Grant Street*) and Woodward”. Once again, there is a need to reiterate that comprehensive master plans do **not** rezone property once adopted.

As discussed last month in both the City Manager’s Report and at the City Commission meeting on November 28, 2022, it is very important that City staff, board members and City Commissioners are factually accurate when discussing important issues with the public. The continued assertion by Commissioner Host that the Draft 2040 Plan will rezone single-family properties to multi-family zoning, despite repeated attempts by City staff to set the record straight as to the fact that master plans **do not** in fact rezone properties once adopted disregards the facts and staff’s attempts to advise him of his inaccuracies. Such communication undermines the confidence of the public in city government, and adversely affects the integrity of city government. Public office is a public trust. For government to operate properly, each city official, employee, or advisor must earn and honor the public trust through integrity and conduct.

2040 Master Plan does not Propose Food and Beverage Services at Quarton Lake Park or the W. Lincoln Well Site

It is also important to set the record straight due to another video that has been circulating on social media in which Commissioner Host states that the 2040 Plan “proposes kiosks, cafes, food trucks, commercial endeavors here”, referencing the waterfall at the south end of Quarton Lake at the dam.

This area is part of Quarton Lake Park, and the draft 2040 Plan clearly refutes Commissioner Host’s inaccurate statement. Chapter 3, Retain Neighborhood Quality, of the draft 2040 Plan clearly contains a chart on page 53 (Figure 34) with all parks listed, and specifically excludes the provision of food and beverage services at Quarton Lake Park (see highlighted chart below).

	Athletics	Food & Bev.	Garden	Dogs	Exercise	Play	Splash	Seating	Walkways
Specialty Parks									
18. Booth		X		X	X	X	X	X	X
19. Rouge River								X	X
20. Shain		X				X	X	X	X
21. Quarton Lake			X	X	X	X	X	X	X
22. Museum								X	X
23. Manor					X	X		X	X
24. Springdale	X			X	X	X		X	X
25. Lincoln Hills	X			X	X			X	X
26. Worth Park		X						X	
26. Haynes Sq.		X			X	X	X	X	X

Figure 34. Recommended Park Amenities for Consideration in a Parks and Recreation Plan Update.

In addition, the Future Land Use Map contained in the draft 2040 Plan also clearly refutes Commissioner Host's statement. Section B, Future Land Use, of the draft 2040 Plan clearly contains the Future Land Use Map on page 8 (Figure 5), which does NOT recommend a commercial destination at the south end of Quarton Lake Park (location highlighted in red).



District Destinations

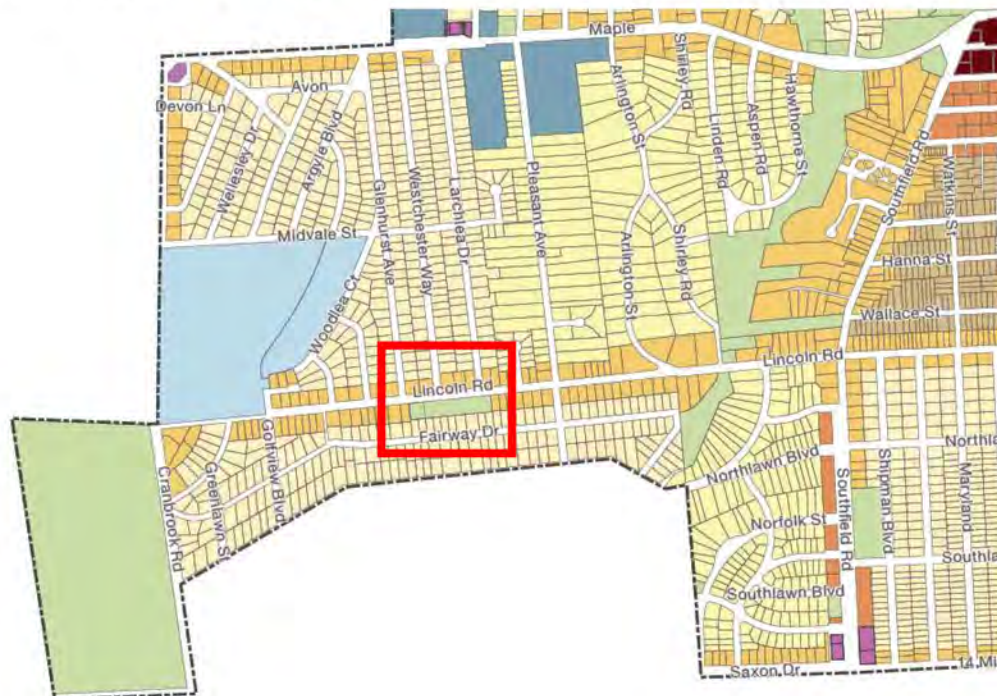
- Civic Destination: General
- Civic Destination: School
- Civic Destination: Cemetery
- Recreational Destination
- Commercial Destination

Yet another video was circulated on social media on December 14, 2022 in which Commissioner Host appears at the W. Lincoln Well Site on Lincoln between Larchlea and S. Glenhurst, and states that the 2040 master plan shows that "they want to put in kiosks, cafes, food trucks or carts...this is subject to interpretation. Does that mean a Starbucks?" at the W. Lincoln Well Site.

Once again, it is important to set the record straight. The area referenced by Commissioner Host is formally named W. Lincoln Well Site, and is also known as Lincoln Park. The draft 2040 Plan clearly refutes Commissioner Host's inaccurate statement. Chapter 3, Retain Neighborhood Quality, of the draft 2040 Plan clearly contains a chart on page 53 (Figure 34) with all parks listed, and specifically excludes the provision of food and beverage services at W. Lincoln Well Site (see highlighted chart below).

Mini Parks								
1. Baldwin Well							X	
2. Derby Well			X	X	X	X	X	X
3. Pump House					X		X	X
4. Redding Well			X		X		X	X
5. Lynn Smith			X		X		X	X
6. Martha Baldwin					X		X	X
7. South Well			X				X	X
Neighborhood Parks								
8. Crestview	X	X	X	X	X	X	X	X
9. Howarth	X		X	X	X	X	X	X
10. Linden	X		X	X	X	X	X	X
11. Pembroke	X		X	X	X	X	X	X
12. St. James	X		X	X	X	X	X	X
13. W. Lincoln Well Site	X		X	X	X	X	X	X
14. Adams Park	X				X	X	X	X
A. Adams Square	X			X	X	X	X	X
B. Quarton School	X			X	X	X	X	X

In addition, the Future Land Use Map contained in the draft 2040 Plan also clearly refutes Commissioner Host's statement. Section B, Future Land Use, of the draft 2040 Plan clearly contains the Future Land Use Map on page 8 (Figure 5), which does NOT recommend a commercial destination at the W. Lincoln Well Site (location highlighted in red).



District Destinations

-  Civic Destination: General
-  Civic Destination: School
-  Civic Destination: Cemetery
-  Recreational Destination
-  Commercial Destination

The confusion about “commercial endeavors” being proposed in Quarton Lake Park, or a coffee shop at the W. Lincoln Well Site may have arisen as a result of Figure 22 in Chapter 1, Connecting the City, on page 36 of the draft 2040 Plan. Figure 22 shows recommended neighborhood commercial destinations at the south end of Quarton Lake Park, and at the west end of the W. Lincoln Well Site.



However, during Planning Board review of the draft plan, direction was provided to the consultant at a public meeting to remove the Quarton Lake Park and the W. Lincoln Well Site neighborhood commercial destinations based on public input. These updates were made to Figure 34 (Parks Chart) and to Figure 5 (Future Land Use Map) but updates were not made, and should have been, to Figure 22 (Neighborhood Destinations). However, Planning Director Dupuis clearly stated at the November 28, 2022 City Commission meeting that the consultant will ensure these corrections would be made in the final draft of the 2040 Plan.

During the past week, yet another video was posted on social media by Commissioner Host regarding the Poppleton neighborhood, wherein Commissioner Host states that “the 2040 master plan asks us to embrace managed growth and encourages these 2 lots to be townhouses, duplexes or multi-family buildings”. The change in terminology utilized in this video seems to demonstrate that perhaps

Commissioner Host may be attempting to self-correct his previous misstatements as to rezoning in earlier videos.

As noted above, it is very important that City staff, board members and City Commissioners are factually accurate when discussing important issues with the public, and thus City Commissioners and board members should contact City staff to verify the accuracy of all public communications.

The City goes to great lengths to accurately describe the purpose of our public meetings. Having elected officials encouraging public attendance is fine. Misrepresenting what the purpose of a hearing is or the topics that are to be discussed is inappropriate and only causes conflict and needless emotional distress. As I have stated before, "Let the process work". The City Commission has appointed citizens to the Planning Board to review the master plan drafts and the board members have shown their willingness to be completely transparent and open to considering public comments which may differ from what the draft master plan calls for. The professional staff and consultants are paid to provide their professional advice, however, they recognize that their recommendations must stand the test of the public process, and are likely to be questioned, challenged and altered through the very public and transparent review process. What the public does not need is a public official misstating the proposals contained within the draft 2040 Plan or encouraging a public position for or against the various recommendations contained in the evolving drafts of the proposed master plan.

I would also say that prematurely taking positions or advocating positions on the various aspects of the draft 2040 Plan is contrary to following an open public process, especially when it comes to a City Commissioner who ultimately is one of seven persons who are held responsible for the final decision on the plan. As those of you who have gone through the new City Commissioner orientation process know, I encourage our elected officials to keep an open mind about the decisions they make right up to the time they are called upon to vote.

Finally, I repeat, "Let the process work". Our community is filled with intelligent, thoughtful and well-informed people who are not likely to sit in a pot of boiling water without making their discomfort and views known. Our process works quite well and in my opinion, does not benefit from misinformation or fear mongering.

Boiling Frog Metaphor

At the November 28, 2022 City Commission meeting, a Commissioner asserted that frogs will remain in a pot of water that is slowly brought to a boil. Although the boiling frog metaphor is commonly used in political discourse, herpetologists have found that frogs will, in fact, attempt to escape a pot as its water temperature is raised. For more information, read this brief [article](#) by [Dr. Whit Gibbons](#), Professor Emeritus of Ecology at the University of Georgia.

Department of Public Services

Pat Andrews Tribute

The table below describes the donations received to date in honor of Pat Andrews.

Pat Andrews Tribute	Amount Received	Date Received
Name of Donor		
Debicki, Sandra	\$225.00	12/16/2021
Host, Bradley	\$500.00	11/17/2021
Karhohs, Jo	\$100.00	11/17/2021

Wagoner, Richard	\$250.00	11/17/2021
Total	\$1,075.00	

Some examples of recognition opportunities through the City of Birmingham include a tree with a plaque for approximately \$800 or a park bench for \$2,500.

A concept plan for the Fire Station #2 property was donated by local architect, Chris Longe. While DPS does not have a formal cost estimate for this plan, it is anticipated this plan could range between \$200,000 to \$350,000, depending on selection of materials. This project was not included in the budget or as part of the Parks and Recreation Bond. Fire Station #2 is public property designated for public safety, it is not a park. The Parks and Recreation Board reviewed the concept plan, provided comments but took no action.

The Parks and Recreation Board has a priority list of numerous other improvement projects to accomplish as part of the Parks and Recreation Bond funding.

Engineering Department

Water Service Verification Program

Verification of existing water service material as part of the Lead and Copper Rule work is continuing through the middle of December.

As a reminder, the "In-Home/Business" water service line material needs to be determined as part of this program. Property owners can schedule an inspection by an authorized City Representative at 248-303-2292 or determine the in-home/business material themselves with the steps provided in the property owner letter.

2023 Construction Projects

The Engineering Department is working on upcoming construction projects that will occur in 2023. Below is a preliminary list of projects in 2023:

- Continue work on 2022 Sidewalk Trip Elimination Services
- Continue work on 2022 Sidewalk Repair Program
- Water Lead Service Replacement Program
- Water Service Verification Program
- 2023 Sidewalk Trip Elimination Services
- 2023 Sidewalk Repair Program
- Hunter and Derby Water Tanks Exterior Paint and Miscellaneous Repairs
- 2022-2023 Cape Seal Program
- Parking Lot No. 5 Slope Repair
- Cranbrook Road Non-Motorized Pathway Improvements
- Lincoln Hills Golf Course Tee No. 1 Project
- Westwood, Oak, and Raynale
- Brown Street, S. Old Woodward to Woodward
- Pierce Street, 14 Mile Road to Lincoln
- 2023 Resurfacing Program

S. Eton Public Workshop

Planning work is starting on some of the 2024 construction projects. The City will be hosting a Public Workshop for S. Eton from 14 Mile Road to Yosemite Blvd on Tuesday, January 17, 2023 at 7:00 pm at the Department of Public Services' Conference Room – 851 S. Eton Street. This workshop will include

information on how to participate in an upcoming City survey and general information about the project.

Fire Department

FEMA Public Assistance Reimbursement Grants

The City was awarded two more FEMA Public Assistance Reimbursement Grants totaling \$228,000.51. The time frame for reimbursement requests was from January 1, 2022 to June 30, 2022. This money was reimbursed covering employee overtime costs caused by COVID-19 illnesses, mainly overtime in the fire and police departments. The City has received over four million dollars over the last three years in various COVID-19 grants.

Welcome, Firefighter Marc Schwartz

The Fire Department has recently hired Firefighter Marc Schwartz. Marc has been a Highland Township Firefighter/EMT for the past four years. Marc is currently enrolled in Paramedic school and will be completing the program in the Fall of 2023.

Independence Township Joins OAKWAY

Independence Township Fire Department has successfully met the requirements to join the OAKWAY mutual aid group and they were voted in this month. OAKWAY members now include: Birmingham, Bloomfield Township, Ferndale, Farmington Hills, Independence Township, West Bloomfield, Southfield, Rochester Hills, Royal Oak, and Waterford regional (which includes Waterford Township and the City of Pontiac).

Planning Department

Master Plan 2040

The third and final draft of the Birmingham Plan 2040 is available to read and download at www.thebirminghamplan.com. The schedule of review will consist of reviews at the Planning Board, the required 63-day public noticing period, and review by the City Commission. The remaining schedule of review should closely resemble the following:

Date	Meeting Type	Action Needed
<i>Required 63-Day Public Notice Period</i>		
January 11, 2023	Planning Board	• Review final draft and present / discuss comments received during the distribution period. • Set public hearing date.
February 2023 (Exact Date TBD)	Planning Board	• Present the final Plan and hold a public hearing. Further discuss comments received during the distribution period as needed. • Adopt plan; recommend to the City Commission for adoption.
March 2023 (Exact Date TBD)	City Commission	• Present the final Plan and hold a public hearing. • If prepared to do so, the City Commission may adopt the Plan by resolution.

All of the documents related to the 2040 Plan remain available on www.thebirminghamplan.com. You can also watch a recording of past meetings on the City of Birmingham website. As a reminder, you can still submit comments directly to the consultant team through the aforementioned 2040 Plan website, and can submit comments directly to the Planning Division to be placed in the next available agenda of the Planning Board.

Planning Board

The Planning Board has reviewed 32 development applications this year so far. The Planning Board will finish the busy year with some final development applications, a public hearing for outdoor dining, and will be planning for a busy 2023. A tentative Planning Board schedule is provided below:

1. 2040 Master Plan – Draft #3 Review (Ongoing)
2. Outdoor Dining Ordinance – Public Hearing (12/14/22)
3. 300 S. Old Woodward – Restoration Hardware - Revised Special Land Use Permit, Final Site Plan & Design Review (12/14/22)

Historic Preservation

The Historic District Study Committee (HDSC) has started researching the Wallace Frost designed house at 1283 Buckingham, which was recently requested for Designation by Keith and Carole Deyer. In the coming months, the preliminary HDSC report will take form and a preliminary report will be circulated as required by City Code. In addition to this designation, the HDSC wrapped up its recommendation for a revived Heritage Home Program. After some refinement, the Planning Division plans to bring the proposal to the Commission in early 2023.

Sustainability

Mike Bernal (DPS), Leah Blizinski (Planning) and Nick Dupuis (Planning) recently took an opportunity to meet with key representatives at DTE to discuss Birmingham's approach to electric vehicles and the programs that DTE offers that can help Birmingham reach its EV infrastructure goals. The meeting was productive, and City Staff came away with some great ideas to get started. In addition to building relationships with DTE, City Staff continue to participate in a number of EV and sustainability related groups such as the Catalyst Leadership Circle, EV Smart Communities, Michigan Green Communities and the GWK Community Group.

Police Department

2023 Polar Plunge

On February 4th, 2023, Birmingham Police department members are participating in the 2023 Polar Plunge for the Special Olympics of Michigan. Special Olympics Michigan provides year-round sports training and athletic competition for children and adults with intellectual disabilities. The athletes achieve their dreams with the support of caring volunteers, coaches, family members and staff.

We're freezing for a reason! Donations from Michigan citizens and businesses provide funding for the program. You can support your Birmingham Police members in this cause by going to this link <https://www.classy.org/team/467203>.

Suspects Identified by Detective

Our Birmingham detective assigned to the multi-jurisdictional Special Investigations Unit (SIU) has identified two suspects involved in a rash of larceny from autos and stolen vehicles from our City and throughout the area. Detectives have filed reports with the prosecutor's office to obtain criminal charges. The vast majority of these incidents have involved unlocked vehicles, often with the keys left inside. We strongly encourage you to help reduce these crimes of opportunity by locking your doors and removing your keys.

Parking Systems Update

Equipment

New TIBA parking equipment is scheduled to be installed starting on January 9th. The current schedule is to start at the Chester Structure followed by Pierce, Peabody, Park, and N. Old Woodward.

Once the new TIBA equipment is installed, City staff is looking to extend the agreement with ParkMobile into its parking structures, giving the City one consistent online payment provider for all things parking. Currently ParkMobile is offered as a form of online payment for all the City's metered parking.

Construction

The Engineering Department is getting updated pricing to mill and repave Lot 5, the surface lot behind the N. Old Woodward Structure. This lot was originally scheduled to have a cap (thin layer of asphalt placed on top of the existing surface) put in place this past fall, but it was determined the lot was in too poor of condition and that a complete replacement was needed. The intent will be to repave the lot this spring when asphalt plants reopen.

Occupancy:

NOVEMBER AVG CAPACITY	
Chester Garage (880)	36.54%
Old Woodward (745)	48.38%
Park Garage (811)	58.44%
Peabody Garage (437)	74.46%
Pierce Garage (706)	69.11%

Future Agenda Items

Download a summary of [future agenda items](#).

Future Workshop Items

Download a summary of [future workshop items](#).



CITY MANAGER'S REPORT

November 2022

Baldwin Public Library

Library Board

The Library Board met on November 14 and 21 for two special meetings and one regular meeting. The Board interviewed three companies who submitted bids for construction management services for the Phase 3 expansion and renovation of the front entrance and circulation area. Their final recommendation will be forwarded to the City Commission for approval at the December 5 Commission meeting. The Board also finalized plans for the cafe and collaboration space in the newly expanded entrance. The cafe space will include a small vending cafe with a sink but will not include a single occupant restroom.

"Our Natural World" Art Exhibit

The library will be unveiling a new collaborative art project featuring paintings by K-12 students in Bloomfield Hills and Birmingham Public Schools. The theme of the exhibit is "Our Natural World." The paintings will be hung lining the exterior facing windows of the Youth Room and will be visible from Shain Park, Merrill Street, and Martin Street. This project has been planned and coordinated by residents David Bloom, Barbara Heller, and Laura Host. A reception will be held on Saturday, December 3 at 10:30 a.m. on the Winter Markt main stage. Refreshments will be available inside the Youth Room following the unveiling.

Musical Performance

On Saturday, December 3 at 11:00 a.m., Baldwin will host a live musical duo performance featuring violinist Andrew Wu. Come listen to a magical duo concert showcasing the development of the viola as a solo instrument and featuring music by composers Haydn, Mozart, Fuchs, and Glière.

Behind the Scenes Tour

If you'd like to learn even more about the library, join Library Director Rebekah Craft for a Behind the Scenes Tour. You'll visit staff areas, learn how items are added to the collection, and hear about new programs and services. The next tour will meet in the Library's vestibule on Tuesday, December 13 at 4:00 p.m.

The Birmingham Museum

George and Eliza Taylor Grave Marker

The long awaited grave marker installation for George and Eliza Taylor at Greenwood Cemetery is in motion and planned for spring of 2023. The Taylors died in 1901 and 1902, but did not receive a marker. When museum volunteers and staff recently discovered that they were the first African

Americans to own property in Birmingham, and had been formerly enslaved, funds were quickly raised to place a marker for them. Since then, further research has disclosed that George had fled Kentucky to come to Birmingham via the Underground Railroad in 1850, and this finding has led to the listing of the Taylor burial site at Greenwood on the National Park Service's UGRR Network to Freedom. The marker will help visitors locate the Taylors' final resting place and will have the inscription, "Born into slavery/Died free in Birmingham."

Exploring Podcasts

The museum will also be exploring the possibility of doing a regular podcast featuring Birmingham history themes in an ongoing episodic/serial format. This would allow the museum to expand its outreach efforts by building on its social media success through this increasingly popular means of presenting educational and entertaining content. The costs to implement the project are minimal as existing equipment and resources are available to meet most of the project needs. Museum staff have consulted with the IT and Communications Departments as well as the City Attorney to develop the most appropriate approach. We anticipate launching the podcast early in 2023.

Birmingham Shopping District (BSD)

Farmers Market

On Sunday, October 30, 2022 from 9:00 a.m. – 2:00 p.m., the Birmingham Farmers Market wrapped up its 20th season in Public Parking Lot 6. The End of the Season Celebration included live music, pumpkin decorating, hay bale climbing, and trick-or-treating.

The Birmingham Farmers Market would like to thank our vendors, sponsors and patrons for a wonderful 20th anniversary season! The market featured over 110 vendors (including 36 new) and sponsors providing local produce, plants, fresh foods and other goods and services, throughout the season.

Small Business Saturday

On Saturday, November 26, 2022 the BSD kicked off the holiday shopping season with special promotions, hot chocolate, roasted chestnuts and special giveaways all day. Shoppers and families once again participated in the annual Santa Walk, enjoyed horse-drawn carriage rides and free parking in the structures all day.

Winter Markt & Other Holiday Festivities

The Birmingham Winter Markt will be held in Shain Park again this year, and will be open December 2 – 4, 2022. The Winter Markt will kick off with the Holiday Tree Lighting at 6:00 p.m. on December 2. Visits with Santa will be available each day during the Winter Markt, as will horse drawn carriage rides. Over 60 vendors will be selling holiday decorations, gifts and a variety of local artisan products.

Website Recognition

2022 Web Award from the Web Marketing Association for Outstanding Website noting the high-quality photos and easy navigation.

Dashboard Metrics

Retail Occupancy Rate - 96%
12 New Business Openings in 2022 (6 more in process)
59 FYE2022 Hosted Event Days
13 million in PR media impressions FYE2022
120,392 Website "hits" or "unique viewers" annually
214 Flower planters/baskets maintained

Building Department

Monthly Report

The [Building Department's monthly report](#) provides an update on the following construction activity: building permits issued, building inspections conducted, trades permits issued and trades inspections conducted.

City Clerk's Office

[November 8, 2022 State General Election](#)

The Clerk's Office would like to thank all of the election inspectors and city staff that helped conduct a safe and successful November 8th State General Election. We appreciate all of the 12,680 voters who participated by absentee or in-person voting. More than 66% of Birmingham's registered voters participated, exceeding the Oakland County turnout average of 60.75%. Unofficial results are available at oakgov.com/elections under the November election tab. Official results will be available after Oakland County Board of Canvassers completes its canvass of the election.

[Recognition of Staff](#)

The Clerk's Office celebrated the one year work anniversary of Deputy City Clerk, Christina Woods. Christina has been an incredible addition to the City Clerk's office. We are very proud of everything that she has learned and accomplished in this past year. We wish her many more years of happiness, teamwork, and service in the city.

The Clerk's Office thanks recent intern Brendan Folk for his assistance and dedication during his time in the office, assisting with and preparing for the November election. He helped with everything from filing election paperwork to issuing absentee ballots. His help was greatly appreciated in the office! Brendan continues on to pursue his design career and we wish him the best of luck in all he does.



[Cemetery Board](#)

The Greenwood Cemetery Advisory Board met on November 4 and discussed the completion of the rules and regulations and the marker policy for persons of historical significance. The next meeting is Friday, December 2 at 8:30 am in City Hall and will include discussions of strategic planning and the board's future goals.

Board Appointments

The following City of Birmingham boards and commissions have vacant positions or members with terms expiring soon. Applications are due before noon the Wednesday prior to the commission interview/appointment date:

Board	Openings	Application Due by Noon	Interview/ Appointment at City Commission meeting 7:30 pm
Advisory Parking Committee	1 Resident shopper term ending 9/1/2025	Until Filled	
Architectural Review Committee	None		
Birmingham Shopping District	2 Regular Members terms ending 11/16/2026	Until Filled	
Birmingham Area Cable Board	1 Regular member term ending 3/30/2024 1 Alternate Member term ending 3/30/2025	Until Filled	
Board of Building Trades Appeals	1 Regular member term ending 5/23/25 1 Regular member term Ending 5/23/24	Until Filled	
Board of Review	2 Regular Members term ending 12/31/2025 1 Alternate Member term ending 12/31/2025 1 Alternate Member term ending 12/31/2023	11/23/22	11/28/22
Board of Zoning Appeals	1 alternate member term ending 2/18/2023	11/30/22	12/5/22
Brownfield Redevelopment Authority	1 regular member Term ending 5/23/2024	Until filled	
City Commission	None		
Design Review Board	None		
Ethics Board	None		

Greenwood Cemetery Advisory Board	None		
Hearing Officer	1 alternate member term ending 6/30/2024	Until Filled	
Historic District Commission	1 alternate member term ending 9/25/25	Until Filled	
Historic District Study Committee	None		
Housing Board of Appeals	None		
Library Board	None		
Martha Baldwin Park Board	None		
Multi Modal Transportation Board	None		
Museum Board	1 alternate member term ending 7/5/2023	11/30/22	12/5/22
Parks & Rec Board	None		
Planning Board	None		
Public Arts Board	1 alternate member 1/28/2025	Until Filled	

City Manager's Office

Around Town e-Newsletter

The communications team is working on the December edition of the Around Town e-Newsletter, which will include information about holiday events, upgraded parking structure equipment, ice skating opportunities, Toys for Tots toy drive and more. Follow [this link to view the November edition](#) of the Around Town e-Newsletter.



Welcome Packets and Video

The communications team is now mailing welcome packets to all new residents. The packet includes: a welcome letter, city calendar, The Birmingham Beat newsletter, recycling pamphlet, stay in touch postcard, golf pamphlet, yard waste sticker, Baldwin Public Library brochure, and more. The welcome letter includes a QR code to the [new resident welcome video](#) produced by the communications team.



South Old Woodward Project Communications

Thank you to IT & Media Specialist Jamil Kim for his work on the [South Old Woodward Reconstruction Phase 3 project wrap-up video](#). Thank you to PR Specialist Erika Bassett, who worked with engineering to provide project updates to residents and businesses. Throughout the project, the communications and engineering teams sent a total of 70,590 text message updates and 65 eblasts, in addition to print articles and social media messaging.



Human Resources

The Human Resources department is currently reviewing applicants for the vacancy of Director of Public Services, and will be scheduling interviews in December. We are also collecting applications for Police Officers, and have completed our internal recruitment posting for Police Chief. Further updates on both should soon be provided. Brittany McIntosh has been hired as a new part-time Police Dispatcher. Firefighter Ian McLaughlin has resigned from the Fire Department, which is now seeking qualified candidates to backfill. Brigitte Moran has committed to a retirement in February, after 21 years of service to the City. Heather Tolliver has been promoted into Brigitte's role, and has been training under her to plan for the transition. Backfilling another department vacancy, Community Development has hired a new Secretary A by the name of Kourtney Blanchard, who started on November 21st. Applications for the Plumbing Inspector position continue to be collected. The City Manager recruitment posting has been open since October 25th, and will close on December 2nd.

Department	FT & PT Staff Count	Current Vacancies/Hiring	Department Vacancies Filled Since 2020	Notes
Birmingham Shopping District	5	Events & Office Assistant	8	Recruitment for Events Asst in one month
Clerk's Office	5	-	6	Clerk's Intern candidate contacted
Building	17	Plumbing Inspector Secretary A Community Dev Coord	3	H. Tolliver Promoted 10/28 K. Blanchard hired 11/21
Engineering	8	-	7	
Finance / Treasury	14		8	
Fire	35	-	11	I. McLaughlin Resignation 11/9
Information Technology	4	-	3	
Maintenance	2	-	1	
Manager's Office / Communications / HR	6	-	6	
Museum	3	-	2	
Parking System	9		2	
Planning	7	-	4	New Admin Role Upcoming
Police	71		13	Recruitment for PT & FT Dispatcher ongoing
Public Services	56	DPS Director	12	P&F Operators Tentative Hire Dates: J. Parks 11/28 W. Richardson 12/5
Ice Arena & Golf Courses	N/A	Seasonal Labor	48	

BIRMINGHAM CITY COMMISSION - UPCOMING AGENDA ITEMS

Topics brought up by the Commission

Meeting	Topic	Commissioner	Staff Follow Up	Dates Addressed	Status (resolved/ongoing)
In Progress					
9/12/22	Banner	M: Baller S: Host	TBD	11/14 CC discussion scheduled	
8/15/22	Birmingham Country Club	M: Host S: Haig	Fairbairn, Dupuis, Clerk's Office	8/29 - CC Discussion *Draft a letter	Resolved, letter sent
8/15/22	Speed Bumps	M: Haig S: Host	Clemence/Brooks	8/29 - Staff report *Further study by MMTB	In progress, sent to MMTB
6/13/22	Sustainability Board	M: Schafer S: Host	Nick Dupuis	6/27/22 - direction for staff to draft requirements to establish board, coming back at next available meeting 10/3/22 Workshop - staff given direction to return with recommendation	In progress

4/25/22	Improvements in Information Provision and Methodology	M: Haig S: Baller	TBD	TBD	
3/28/22	City Manager Selection Process	M: Host S: Boutros	Managers Office & HR	4/25/22 - direct to formal agenda item 5/9/22 - New Business Item 5/23/22 CM report 10/3/22 - motion for CM to conduct formal recruitment	CM Recruitment Portfolio posted 10/25/22
1/10/22	Food Trucks	M: Host S: Schafer	Nick Dupuis/Jana Ecker	1/24/22 - CC req. more info 3/9/22 - Workshop 3/14/22 - Informally brought up by Host 6/20/22 Commission and Planning Board Discussed 6/27/22 - City Manager Directed to encourage food trucks at all city sponsored events, BSD events, and direct the BSD to organize a rotation of food truck events	6/27/22 In progress/ being monitored
1/10/22	Leaf Blowers	M: Baller S: Host	Nick Dupuis	1/24/22 - make formal item 10/3/22 Workshop - staff given direction to return with recommendation	In progress
1/10/22	Commissioner Conduct	No vote	Mary Kucharek	2/14/22 - Workshop 2/28/22 Directed CM to prepare Code of Conduct for future agenda 7/11/22 - Initial presentation to Commission by CA	Will be revised and presented again at an upcoming CC meeting
Resolved					
4/11/22	BBCC - Mental Health Workshop - More time to talk	M: Baller S: Haig	Marianne Gamboa	4/25/22 - clarify commissioners intent 5/9/22 - added time on the agenda to discuss Tom directed staff to add mental health info in city publications	Resolved

5/9/22	Pickleball	Baller, no vote	Lauren Wood	Agenda item 5/23/22	Installed on 6-3-22
1/24/22	Social Districts	M: Schafer S: Boutros	Nick Dupuis/Jana Ecker	2/14/22 - make formal item 3/9/22 - Workshop 3/14/22 - Informally brought up by Host 6/20/22 Commission and Planning Board Discussed	No formal action taken by the Commission
5/23/22	Commission Meeting Start Time	Baller	Mary Kucharek	On agenda for 6/27/22 - Mary to draft generic ordinance language and discuss in July On agenda for 7/11/22 - Commission decided not to proceed	No changes for now

Topics Failed

4/25/22	On Street Parking Study	M:Haig S: Host
4/11/22	Downtown Parking	M: Host S: Haig
3/28/22	Parking Matters	M: Host S: Haig
6/13/22	479 SOW (Doraid) PAD	M: Boutros

Topics With No Vote - Resolved

1/10/22	Unimproved Streets	Discussed during the Long Range Planning meeting.
2/28/22	Solidarity with Ukraine	City Manager arranged for exterior lighting at City Hall.

Topics With No Vote - Unresolved

5/9/22	-PAD ordinance/cleanup	Baller, no vote	No vote
5/9/22	-Policy for granting public space ODD/Valet	Baller, no vote	No vote

Setting the Record Straight

2040 Master Plan does not Rezone Property

The City has observed a renewed vigor regarding the [Birmingham Plan 2040](#) ("2040 Plan") and its Neighborhood Seams concept across social media that has involved residents and a current City Commissioner. Within the posts and ensuing conversations, there has been a continued assertion or idea that the 2040 Plan will be rezoning single-family homes to build multifamily, and that somehow the City of Birmingham is ignoring its residents in favor of developers and profit.

This was the subject of two recent videos that Commissioner Host posted on social media, [one on Oakland Ave.](#) in which he stated "these five homes as well as the two lots over near Woodward are going to be *rezoned* to multiple", and the other in the [Poppleton Neighborhood](#) in which he states "in the proposed 2040 Plan they are going to *rezone* these two houses on Poppleton and turn them into

multiples” and that “you have time to tell the master planners and Planning Board what you think about this *rezoning* proposal.” It is important that we as City staff, Boards and Commissioners are factually accurate when discussing the Master Plan and how it applies to land use.

The City has reiterated that comprehensive master plans do **not** rezone property once adopted.

Excerpt from press release distributed [February 11, 2021](#):

“It is important to clarify that a master plan does not rezone property. It is a framework setting the course for what the City may or may not do in the future,” said Birmingham Planning Director Jana Ecker. “The community is encouraged to review the Frequently Asked Questions document and continue to share their thoughts and ideas on the project website.”

Excerpt from FAQ distributed [February 10, 2021](#) and [October 13, 2021](#):

Is the Master Plan rezoning the City?

No. The Master Plan will include a Future Land Use map, but not a new zoning map. The Master Plan recommends that the City study and revise its current zoning code, but does not establish any updated zoning. The Master Plan recommends that zoning be updated for two primary purposes: 1) to simplify but not substantively change zoning in the Downtown and Triangle District, and 2) to better align neighborhood zoning with existing character to avoid new houses that are out of character. Other zoning changes are recommended for further study by the City.

The words “rezone” or “rezoning” do not exist within the 2040 Plan document, nor the [Michigan Planning Enabling Act](#) that regulates comprehensive master planning in Michigan. A comprehensive master plan is a document designed to guide the future actions of a community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the local government. One might say however, and correctly so, that a comprehensive master plan *informs* future zoning. In the spirit of guiding future actions and informing zoning, a Future Land Use Map is created, which is contained across pages 8 and 9 of the [current draft of the 2040 Plan](#). A Future Land Use Plan is legally required to be included in the 2040 Plan by the Michigan Planning Enabling Act.

In the 2040 Plan’s Future Land Use Map, several areas are identified as “district seams.” Seams are placed in areas where districts abut each other or natural or man-made barriers, and roadways that are more significant than a neighborhood street. These seams are broken down into three categories (download the [city’s zoning map](#) for reference):

- **Access Seams** – Focus is connectivity and multimodal improvements, located in R1A, R1, R2, and R3, and R4 zoning districts where abutted by R3 or more intense properties on all boundaries.
- **Activity Seams** – Found along regionally significant streets and places where multi-family housing, attached single-family housing, and commercial uses have previously been built, located in TZ-1, R3, R4, R5, R6, and R8 zoning districts
- **Buffer Seams** – Found along regionally significant streets and places where multi-family housing, attached single-family housing, and commercial uses have previously been built, located in TZ-1, TZ-3, R3, R4, R5, R6, R7, R8, and MX zoning districts.

The current composition of seams and the number of areas proposed for seams has changed dramatically since their inception in the first draft of the 2040 Plan. These changes are *directly and unequivocally* due

to the feedback that Birmingham residents provided to the City. The Planning Board, City Commission, consultant team, and City Staff have worked tirelessly over 4+ years to work the input of residents into the 2040 Plan, and to state otherwise would be inappropriate and unfair to those who have spent so much time working on the Master Plan, especially our Planning Board and City Staff.

As demonstrated [in the attached map](#), the seam concept in the Future Land Use Map affects a roughly 106 residentially zoned parcels in the City, 28 of which are already developed as multi-family or commercial (26%). Overall, roughly 78 single-family properties are being considered for exploration in locating multi-family units such as townhomes, cottage courts, and small multi-family buildings.

Finally, it is immensely important not to lose sight of why the seams concept and the accompanying hyper-specific multi-family housing types were planned in the first place. Again, we turn to the Michigan Planning Enabling Act for an initial simple justification:

125.3807 Master plan; adoption, amendment, and implementation by local government; purpose.

- 1) A local unit of government may adopt, amend, and implement a master plan as provided in this act.
- 2) The general purpose of a master plan is to guide and accomplish, in the planning jurisdiction and its environs, development that satisfies all of the following criteria:
 - a) Is coordinated, adjusted, harmonious, efficient, and economical.
 - b) *Considers the character of the planning jurisdiction and its suitability for particular uses, judged in terms of such factors as trends in land and population development.*
 - c) Will, in accordance with present and future needs, best promote public health, safety, morals, order, convenience, prosperity, and general welfare.
 - d)

As evident in subsection "c" of the above, trends in population development are a required criteria. Population trends are more than just a grand total. Population trends include:

- What kind of people live in the area;
- What types of lives they lead, and would like to lead;
- How long they will live;
- How long they will reside in the particular area;
- Who will replace them when they move out or die;
- How many children they will have (and would like to have under different conditions);
- Whether these children will live in the area; and
- Many other factors.

The 2040 Plan was developed based on a [background analysis](#) of data on population trends and forecasts from the U.S. Census Bureau and SEMCOG. The data informed the consultant team that Birmingham can expect a population increase, and that both new residents and existing residents alike will continue to require diverse housing types based on factors such as family size, health, age, and income. This has major implications for equity, aging in place, and sustainability, all of which are major pillars of planning in general, but also the City's recently adopted Strategic Goals. As the 2040 Plan states, accommodating some of these different housing types must happen in areas other than the mixed use Downtown, Triangle District (or Haynes Square), or the Rail District. In stating such, the 2040 Plan also makes sure to emphasize that multi-family development in seam areas, should it ever be permitted, must complement the character, scale and massing of the surrounding neighborhood. The suggested action in the 2040 Plan is to "encourage infill development of small homes, townhomes, duplexes, and small multi-family buildings."

48th District Court

On November 14, 2022, a City Commission Workshop was conducted on the topic of the 48th District Court, and the current funding agreement in place. During the discussion, City staff advised that Birmingham had previously requested clarification on the financial information provided by the court, but had not received a response, and that the group of 7 communities has been attempting to have Judge Barron come to a meeting of the 48th District Court communities and discuss the court's proposed budget for 2023. After attempting to arrange such a meeting for the past several months, a date was finally scheduled with Judge Barron for November 30, 2022. However, Judge Barron spoke at the workshop as a Birmingham resident, and stated that he has received no such meeting requests, and has an open door policy. He specifically stated he would meet tomorrow if a community so requested.

After the November 14, 2022 City Commission meeting, City staff reached out to Judge Barron to set up a meeting to review the court's financial information, and to obtain responses to previous clarification requests, as well as a detailed breakdown on the revenues and expenses allocated to each of the 7 communities of the 48th District Court. Judge Barron returned the phone call and indicated his availability in December. City staff reminded Judge Barron of his open door policy to meet with communities, and requested a meeting for the next day. After much discussion, Judge Barron agreed to speak with Mr. Dunn and Ms. Sriram, and later that day called to verify that a meeting had been set for Monday, November 21, 2022 at noon with Mr. Dunn, Ms. Sriram and himself to address our request for clarification on the breakdown and allocation of revenues and expenses of the court. Judge Barron requested City staff submit specific questions on the financial details in advance of the meeting. The list of questions submitted in writing to the court is as follows:

General Information:

- Case load percentages for all jurisdictions of the 48th District Court
- Amount received from the state for judge's salaries
- Total amount of judge's salaries

Revenues for All Individual Jurisdictions:

- Total amount of revenue allocated to each community (Actual court revenue generated by each jurisdiction, not what was allocated to each, but what was originally generated that was then subsequently re-distributed to other jurisdictions)
- Basically we want to see how the court revenue starts and how it is allocated to come up with the numbers found on pages 32-33 of the audit report. If this is something that the auditors do, then we request permission from the court to obtain these calculations from the auditors
- Breakdown of all types of revenues included in total
- List of all types and amount of revenue NOT included / allocated to each community (ie. revenue that goes straight to court, county, state etc.)
- 1/3 or 2/3 amount that goes to each community (depending on status)

Revenues from Political Subdivisions:

- Amount of revenue from each political subdivision allocated to the funding units
- Details on how these revenues are allocated between the funding units

Expenditures Allocated to Political Subdivisions:

- Court recording/reporting services only?
- How is amount calculated (ie. Percentage of caseload etc.)?
- Do court recording/reporting expenditures paid by political subdivisions directly reduce the total court expenditures paid by funding units?

Expenditures Allocated to Funding Units:

- Are court recording/reporting expenditures also included in total court expenditures split between funding units?
- How is allocation of expenditures split between funding units (ie. 1/3 allocated to each, or percentage of total caseload for funding units only, excluding caseload of political subdivisions etc.)

Total Impact Statements for All Individual Jurisdictions:

- Total amount of revenue allocated (showing split of individual revenue and if applicable, portion of revenue allocated from political subdivisions)
- Total amount of expenditures allocated (showing details of which expenses are included and how amount is calculated)
- Relationship of net financial impact for each jurisdiction to percentage of total court caseload

On November 18, 2022, City staff forwarded the financial questions as requested. On November 21, 2022, City staff arrived at the 48th District Court. Mr. Dunn appeared and advised that the meeting had been cancelled and that he had just called the City offices to cancel. City staff was told that Judge Barron was unavailable and that Ms. Sriram was working on providing the answers to the City's questions. City staff advised that Judge Barron had confirmed the meeting and the availability of court staff the prior week, and proceeded to discuss finances. Mr. Dunn was unable to provide any responses to the questions. After approximately 20-25 minutes, Judge Barron came into the room. Discussion ensued, but no financial details were clarified. City staff was advised that Ms. Sriram would provide answers to our written requests at a later date. City staff set another meeting with Judge Barron, Mr. Dunn and Ms. Sriram for November 29, 2022, to once again attempt to gain clarification on the breakdown and allocation of revenues and expenses of the court.

At the November 14, 2022 City Commission workshop, commissioners requested a breakdown of court usage based on the percentage of caseloads for each of the 7 communities. The breakdown is as follows (using 2018, 2019 and 2021 for a 3 year average, excluding 2020):

Jurisdiction	Average % of Case Load (last 3 years, excluding 2020)
Birmingham	24%
Bloomfield Hills	10%
Bloomfield Township	34%
Keego Harbor	3.5%
Orchard Lake	6%
Sylvan Lake	2%
W. Bloomfield	20.5%

Department of Public Services

Trail Improvements

Trail Improvements is a priority project for the Parks and Recreation Bond. The city hired a consultant, MCSA Group, Inc., to prepare preliminary concept plan drawings. The Trail Improvements Concept Plan includes a Booth Park corner feature, with additional seating and a restroom facility, new trail entry identifier plazas, accessible connections and viewing areas, and connectivity improvements including confidence markers, wayfinding and signage from Booth Park to Linden Park. The concept plan is currently available for review and feedback on Engage Birmingham through November 30, 2022, and by city department liaisons to various boards. The Parks and Recreation Board has reviewed the concept plan and provided feedback, and will continue discussions on upcoming agendas. Additionally, the plan is scheduled for review by the Multi-Modal Transportation Board, the Martha Baldwin Park Board, and Museum Board. The department plans to explore grant opportunities such as MI Spark and Oakland County Parks and Recreation Trailways among others to help leverage funding to accomplish this project.

Tree Inventory Update

Davey Resource Group (DRG) is currently working in the Northwest section of the city, updating the City's Tree Inventory. This is year 2 of a 4 year contract to accomplish this task of updating all trees in the City. DRG's certified arborists and urban forest experts perform data collection of city trees, stored in our TreeKeeper software program. This process includes updating existing city trees and capturing new trees not currently in the system. They confirm the tree's species and location, measure and update the tree diameter, rate its health, assess risk and suggest maintenance.

Fall Planting Project

This year's upcoming fall planting project consists of 144 trees along city streets and parks and will be performed by KLM Landscape. The project completion date is December 15, 2022.

Curbed Street Leaf Collection

The collection of leaves on curbed streets is scheduled to end on December 2 for both zones 1 & 2. However, it will likely be extended due to delays caused by equipment failures.

Yard Waste Collection Ends

The last week for yard waste collection on the scheduled trash day is the week of December 16.

Engineering Department

S. Old Woodward Reconstruction Phase 3

The roadway is open to traffic and the Contractor is finishing up punch list items. Work with DTE is continuing for the permanent installation of electrical street and pedestrian lighting. Thank you to the business community, residents, and all who traveled through the construction zone for your support and patience during this project.

Water Service Verification Program

Verification of existing water service material as part of the Lead and Copper Rule work is continuing through the beginning of December. As a reminder, the "In-Home/Business" water service line material needs to be determined as part of this program. Property owners can schedule an inspection by an authorized City Representative at 248-303-2292 or determine the in-home/business material themselves with the steps provided in the property owner letter.

Water Lead Service Replacement Program

The contractor will be replacing lead water services the week of November 28th. HRC is working on coordination between the residents and the city contractor.

2022 Sidewalk Repair Program

Work is nearing completion on the 2022 Sidewalk Repair Program. Due to the recent cement shortage and weather, Ann Street Sidewalk and miscellaneous repairs throughout the City will occur in Spring 2023.

Finance Department

Awards

The City received the following awards from the Government Finance Officers Association (GFOA): the Distinguished Budget Presentation Award for its 2022-2023 Budget Book and the Certificate of Achievement for Excellence in Financial Reporting for its 2020-2021 fiscal year Annual Comprehensive Financial Report (ACFR).

Fire Department

Welcome, Firefighter/Paramedic Steve McInerney

The Birmingham Fire Department would like to acknowledge the hiring of our newest firefighter/paramedic Steve McInerney. Steve is originally from Michigan, but has spent the last fourteen years in South Carolina where he worked for the Myrtle Beach fire department and rose to the rank of Lieutenant. Steve and his family made the decision to return to Michigan and he was very eager to join the team at the Birmingham Fire Department. Steve brings a positive energy to the department along with a wealth of knowledge he has compiled over the years of his firefighting career. The Birmingham Fire Department welcomes him and wishes him a long healthy career here.

Planning Department

Master Plan 2040

The City of Birmingham has received the third and final draft of the Birmingham Plan 2040, which is available to read and download on www.thebirminghamplan.com. The schedule of review will consist of reviews at the Planning Board, the required 63-day public noticing period, and review by the City Commission. The remaining schedule of review should closely resemble the following:

Date	Meeting Type	Action Needed
<i>Required 63-Day Public Notice Period</i>		
January 11, 2023	Planning Board	- Review final draft and present / discuss comments received during the distribution period. - Set public hearing date.
February 2023 (Exact Date TBD)	Planning Board	- Present the final Plan and hold a public hearing. Further discuss comments received during the distribution period as needed. - Adopt plan; recommend to the City Commission for adoption.
March 2023 (Exact Date TBD)	City Commission	Present the final Plan and hold a public hearing.

		• If prepared to do so, the City Commission may adopt the Plan by resolution.
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All of the documents related to the 2040 Plan remain available on www.thebirminghamplan.com. You can also watch a recording of past meetings on the City of Birmingham website. As a reminder, you can still submit comments directly to the consultant team through the aforementioned 2040 Plan website, and submit comments directly to the Planning Division to be placed in the next available Planning Board agenda.

Planning Board

The Planning Board has reviewed 32 development applications this year so far. The Planning Board will finish the busy year with some final development applications, a public hearing for outdoor dining, and will be planning for a busy 2023. A tentative Planning Board schedule is provided below:

1. 2040 Master Plan – Draft #3 Review (Ongoing)
2. Outdoor Dining Ordinance – Public Hearing (12/14/22)
3. 300 S. Old Woodward – RH - Revised Special Land Use Permit, Final Site Plan & Design Review (12/14/22)

Historic Preservation

The Historic District Study Committee (HDSC) will begin to steward the historic designation request for 1283 Buckingham through the formal designation process. City Staff will take time to instruct the HDSC on the process, and will create a detailed report for the City Commission. Meanwhile, the City continues to field many questions regarding historic designation, and hopes to receive several more requests in the coming months. At the Historic District Commission, the Historic Design Guidelines project is coming along well, which has been aided by survey responses at engage.bhamgov.org. There is still time to take the survey and provide the consultant team with your valued feedback!

Sustainability

The City's informal [and growing] "sustainability team" recently met with key members of Royal Oak's sustainability staff thanks to a chance encounter with Commissioner Katie Schafer. The meeting was held at Royal Oak's new Centennial Commons Park. Several topics were discussed, including experiences, expertise, and a desire to work together on sustainability. The City plans to work with Royal Oak and many other catalyst communities to further the sustainability goals of Birmingham as well as the greater region.

The Planning Division would also like to highlight the S. Old Woodward reconstruction and the rain gardens/bioswales that were installed to help mitigate the effects of storm water runoff in the area. The southernmost large garden will be an excellent focal point at the gateway to Downtown Birmingham, and will stand as a strong statement to our future commitments to sustainability and climate change mitigation. We encourage everyone to go take a look at and experience these installations, even in the rain!



Police Department

Welcome, Brittany McIntosh

The Police Department welcomed a new part-time dispatcher to the team, Ms. Brittany McIntosh. Ms. McIntosh is married with children and lives in Roseville, MI. Ms. McIntosh formerly worked in the medical field before transitioning to becoming a police dispatcher. Ms. McIntosh worked for the Detroit Police Department for approximately six months before joining our City.

Suspect Arrested following Shooting

On Sunday, October 30, 2022, at approximately 3:00 a.m., a shooting occurred on S. Old Woodward near Brown Street. No one was injured in the shooting. All parties involved fled the scene prior to officers arriving. The case was turned over to the investigative division for follow-up. Detectives were able to work the case and develop a suspect. Working in cooperation with the Federal Bureau of Alcohol, Tobacco and Firearms, the police department arrested Dario Devonne Stovall (27 years of age) of Shelby Twp., MI for assault with a dangerous weapon. Mr. Stovall was charged by the Oakland County Prosecutor's Office and was arraigned on the charge.

Parking Systems Update

Equipment:

City Staff received approval to install new parking equipment at all five City garages at the Commission meeting on October 24th. TIBA Solutions was selected as the new parking solution and installation is expected to begin in mid-December.

Once the new TIBA equipment is installed, City staff is looking to extend the agreement with ParkMobile into its parking structures, giving the City one consistent online payment provider for all things parking. Currently ParkMobile is offered as a form of online payment for the City's metered parking.

Construction:

Construction on the North Old Woodward Parking Structure was completed in late October.

WJE engineering submitted a proposal for Repair Design & Construction Document Development Services for all five of the City's parking garages. The proposal was approved by the Commissioners at the November 14th meeting. The proposal is part of a larger five-year repair project that not only continues the ongoing concrete restoration and repair, but includes MEP (mechanical, electrical, and plumbing) of the garages. This will include ceiling surface treatment, LED lights, etc. Construction bidding will take place around April 2023.

Occupancy:

OCTOBER AVG CAPACITY	
Chester Garage (880)	39.26%
Old Woodward (745)	52.45%
Park Garage (811)	60.35%
Peabody Garage (437)	81.91%
Pierce Garage (706)	75.68%

Future Agenda Items

Download a summary of [future agenda items](#).

Future Workshop Items

Download a summary of [future workshop items](#).



MEMORANDUM

Planning Division

DATE: January 11, 2023

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

SUBJECT: Project Updates & Information

The following report contains updates on projects that have completed by the Planning Board and are on to the next steps of approval. In addition, other significant development-related projects that have been reviewed or embarked upon by boards/commissions such as the Historic District Commission, Design Review Board, Multi-Modal Transportation Board, or similar bodies have been included for reference as well.

Site Plan & Design Reviews

- 770 S. Adams – Permitting/Construction
- 2225 E. 14 Mile – Our Shepherd – Permitting/Construction
- 36877 Woodward – Gasow Veterinary Hospital – Permitting
- 588 S. Old Woodward – Phoenicia – Under Construction
- 243 Merrill – La Strada – Permitting
- 320 Martin – Birmingham Post Office – Design Development
- 185 N. Old Woodward – Bell Bistro – Permitting
- 460 N. Old Woodward – Wilders – Permitting/Construction
- 295 Elm St. – Forest Townhomes – Design Development
- 300 S. Old Woodward – RH
 - Variance request at Board of Zoning Appeals scheduled for January 10, 2023.
 - Public Hearing for Special Land Use Permit, Final Site Plan & Design Review approval has been set for February 13, 2023.

Ordinance Amendments/Master Planning

- Side Yard Air Conditioning Unit/Accessory Structure Ordinance – Completed
- Barrier Free Ramp Ordinance – Completed
- Front Setback Ordinance – Completed
- Window Standards Ordinance – Completed

- D4 Parking Ordinance Amendment - Completed
- Outdoor Dining Ordinance – Public Hearing set at the City Commission for February 13, 2023.

Non-Planning Board Projects

- 148 Pierce – Telephone Exchange Building – New mural on rear of building.
- 299 W. Maple – Serena & Lily – Façade renovations in historic district, complete.
- 128 S. Old Woodward – Faherty – Façade renovations on historic McBride Building, complete.
- 135-139 S. Old Woodward – Stifel – Façade renovations on historic Briggs Building, permitting/construction.
- 220 Park St. – Façade renovations, permitting/construction.
- 34660 Woodward – Village Players – New mural on side of building, complete.
- 34040 Woodward – Community Unity Bank – Façade renovations, in progress.
- Projecting Sign Ordinance - Complete
- Historic District Design Guidelines – A second deliverable (75% completion) was reviewed by the HDC on January 4, 2023.

ADMIN APPROVAL - PB

App Date	Case #	Scope of Work	Property Address	Status
12/13/2022	PAA22-0138	Protective bollard at the southern garage opening	856 N OLD WOODWARD AVE MAIN BLDG	IN PROGRESS
12/22/2022	PAA22-0142		300 STRATHMORE RD	IN PROGRESS
12/29/2022	PAA22-0145	Replacement light fixtures (wall packs) at the Eton Square Apartments on Southfield Rd.	1338 SOUTHFIELD RD	IN PROGRESS

Total Processes For Type: 3



AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY JANUARY 25, 2023 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

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

- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **January 11, 2023**
- C.** Chairpersons' Comments
- D.** Review of the Agenda
- E.** Unfinished Business
- F.** Rezoning Applications
- G.** Community Impact Studies
- H.** Special Land Use Permits
 - 1. **34350 Woodward – Fred Lavery Porsche – Request for Special Land Use Permit for New 3-Story Auto Sales Agency**
 - 2. **479 S. Old Woodward – Birmingham Tower – Request for Special Land Use Permit for New 5-Story Mixed-Use Building.**
- I.** Site Plan & Design Reviews
 - 1. **34350 Woodward – Fred Lavery Porsche – Request for Final Site Plan & Design Review for New 3-Story Auto Sales Agency**
 - 2. **479 S. Old Woodward – Birmingham Tower – Request for Final Site Plan & Design Review for New 5-Story Mixed-Use Building.**
- J.** Study Session
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - i. **Project Updates**
 - 3. Administrative Approval Correspondence
 - i. **January 6, 2023 – January 20, 2023**
 - 4. Draft Agenda – **February 8, 2023**
 - 5. Action List – **2022/2023**
 - 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 FEBRUARY 8, 2023 – 7:30 PM
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*

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- A.** Roll Call
- B.** Review and Approval of the Minutes of the Regular Meeting of **January 25, 2023**
- 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 – Public Hearing**
- K.** Miscellaneous Business and Communications:
 - 1. Pre-Application Discussions
 - 2. Communications
 - i. **Project Updates**
 - 3. Administrative Approval Correspondence
 - i. **January 20, 2023 – February 3, 2023**
 - 4. Draft Agenda – **March 1, 2023**
 - 5. Action List – **2022/2023**
 - 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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