BIRMINGHAM
A WALKABLE CITY

AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY FEBRUARY 8 – 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 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 – Final Draft Review**
2. **B1 Zoning District – Commercial Permitted Uses Study Session**

K. Miscellaneous Business and Communications:
1. Pre-Application Discussions
   i. **117 Willits – Shift/Sidecar/Slice Dumpster Enclosure**
   ii. **2159 E. Lincoln – Lincoln Yard Façade Material**
2. Communications
   i. **Project Updates**
   ii. **35001-35075 Woodward Site Plan Extension**
   iii. **New York Times – Accessory Dwelling Units**
3. Administrative Approval Correspondence
   i. **January 20, 2023 – February 3, 2023**
4. Draft Agenda – **March 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

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*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**
Telephone Meeting Access: 877-853-5247 US Toll-Free
Meeting ID Code: 111656967

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City Of Birmingham
Regular Meeting Of The Planning Board
Wednesday, January 25, 2023
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on January 25, 2023. 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, Bert Koseck, Daniel Share (left at 10:03 p.m.), Janelle Whipple-Boyce; Alternate Board Member Jason Emerine

Absent: Board Member Stuart Jeffares; Alternate Board Member Nasseem Ramin

Staff: Planning Director Dupuis; Senior Planner Cowan, City Transcriptionist Eichenhorn

F&V: Julie Kroll

B. Approval Of The Minutes Of The Regular Planning Board Meeting of January 11, 2023

01-02-23

Motion by Mr. Williams
Seconded by Mr. Koseck to approve the minutes of the Regular Planning Board meeting of January 11, 2023 as submitted.

Motion carried, 7-0

VOICE VOTE
Yeas: Emerine, Koseck, Clein, Boyle, Williams, Share, Whipple-Boyce
Nays: None

C. Chair's Comments

Chair Clein 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. **34350 Woodward** – Fred Lavery Porsche – Request for Special Land Use Permit and Final Site Plan and Design Review for New 3- Story Auto Sales Agency

SP Cowan and Ms. Kroll presented the item and answered informational questions.

Ms. Kroll said that while she was requesting corrected synchro models from the applicant, she did not anticipate that any major concerns would arise from the corrected models.

Fred Lavery, applicant, spoke regarding the item.

Seeing no public comment, the Chair invited Board discussion.

The Chair said that while the Commission could require Mr. Lavery to reconfigure Elm, he did not feel it was within the Board's purview to do so. He said Mr. Lavery's project should also not be delayed while all concerned parties work on a mutually agreeable reconfiguration of Elm.

Messrs. Williams and Emerine concurred, adding that the reconfiguration of Elm should be carried out by the City and not by the applicant.

Four members stated that the crosswalk should be moved to the north to mitigate the safety issue on Elm.

Mr. Boyle said this proposal was a good example of 'planning gain', where a proposal benefits the surrounding neighborhood. He said this proposal, combined with Option C2, would make the surrounding area. He voiced his support to the proposal as a result.

Mr. Koseck said the building as proposed did not meet most of the criteria used to permit deviations from Article 3, Section 3.09. He cited the metal siding as a key concern, noting that it neither 'demonstrated innovation in architectural design' nor was 'of equal or better quality and durability as those permitted herein'. He said that while it was an aesthetically appealing building, it did not fit the intent for the area to be an urban, walkable environment. He said he would not support the project for that reason.

Mr. Share said he believed that the building as proposed 'fit' in the area, while noting that he would not expect every building in the area to look similar.

01-03-23

Motion by Mr. Share
Seconded by Mr. Williams to recommend approval to the City Commission of the Special Land Use Permit for 34350 Woodward Ave & 909-911 Haynes Street with the following conditions:

1. **The applicant must provide details regarding the species of landscaping proposed for the entrance to ensure that no prohibited species are being used;**
2. **The applicant relocate the crosswalk on Elm to the north to avoid conflict with the service entry to a location approved by Staff;**
3. **The Planning Board expresses a high priority on making the intersection of Haynes, Woodward, and Elm safer through a reconfiguration similar to Option C2 as expeditiously as possible by the City Commission;**

4. **The applicant provide updated site plans and surveys addressing concerns related to the electrical pole in the sidewalk on the northwest corner of the property;**
5. **The applicant provide updated lighting information regarding the light fixture specifications and the parking lot circulation area lumen values;**
6. **The Planning Board approve deviations to the architectural requirements of of Section 3.09(D)(1), Section 3.09(B)(2), and Section 3.09(A)(4) to enable the applicant creativity and flexibility in design for a metal exterior, a non-inset front door, and a garage door on the front façade with the condition that the applicant provide a front elevation drawing of the proposed building superimposed on a color drawing or photograph of the entire block showing the relation of the proposed building design to other buildings along the block;**
7. **The applicant comply with all department requests; and,**
8. **That the applicant obtain a lot combination to create a single parcel for 34350 Woodward Ave & 909-911 Haynes Street.**

Mr. Lavery emphasized the necessity of the City Commission working to accomplish condition number three, stating that MDOT and other parties would not work with him to reconfigure the intersection.

Motion carried, 6-1.

ROLL CALL VOTE
Yeas: Emerine, Clein, Boyle, Williams, Share, Whipple-Boyce
Nays: Koseck

01-04-23

Motion by Mr. Share
Seconded by Mr. Williams to recommend approval to the City Commission of the Final Site Plan and Design Review for 34350 Woodward Ave & 909-911 Haynes Street with the following conditions:

1. **The applicant must provide details regarding the species of landscaping proposed for the entrance to ensure that no prohibited species are being used;**
2. **The applicant relocate the crosswalk on Elm to the north to avoid conflict with the service entry to a location approved by Staff;**
3. **The Planning Board expresses a high priority on making the intersection of Haynes, Woodward, and Elm safer through a reconfiguration similar to Option C2 as expeditiously as possible by the City Commission;**
4. **The applicant provide updated site plans and surveys addressing concerns related to the electrical pole in the sidewalk on the northwest corner of the property;**
5. **The applicant provide updated lighting information regarding the light fixture specifications and the parking lot circulation area lumen values;**
6. **The Planning Board approve deviations to the architectural requirements of of Section 3.09(D)(1), Section 3.09(B)(2), and Section 3.09(A)(4) to enable the applicant creativity and flexibility in design for a metal exterior, a non-inset**

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front door, and a garage door on the front façade with the condition that the applicant provide a front elevation drawing of the proposed building superimposed on a color drawing or photograph of the entire block showing the relation of the proposed building design to other buildings along the block;

7. **The applicant comply with all department requests; and,**
8. **That the applicant obtain a lot combination to create a single parcel for 34350 Woodward Ave & 909-911 Haynes Street.**

Mr. Boyle commented that he did think the design of the building was aligned with the general aesthetic goals for the Triangle District.

Motion carried, 6-1.

ROLL CALL VOTE
Yeas: Emerine, Clein, Boyle, Williams, Share, Whipple-Boyce
Nays: Koseck

2. **479 S. Old Woodward** – Birmingham Tower – Request for Special Land Use Permit and Final Site Plan and Design Review for New 5- Story Mixed-Use Building

SP Cowan presented the item and answered informational questions. He noted that when a building has mixed use with office and restaurant use in a B3 zone, Article 4.50(d) allows for a credit towards the number of parking spaces required because of the mix of uses. He also noted that conditions five and six in the sample motion language no longer needed to be included since the applicant met those conditions.

The Board motioned to accept a letter from Birmingham Place indicating supporting for the development as proposed.

Duraid Markus, owner, Stephen Estey, attorney for the project, and Scott Bowers, architect for the project, spoke on behalf of the request.

In reply to Board comment, Mr. Markus stated:

- He was proposing an office use instead of more residential because more residential would require additional on-site parking;
- An office use would also result in less impact on the parking system since a percentage of the parking spaces occupied during the night by residential users could be occupied during the day by the office users;
- His team had not explored adding a half-basement, in addition to the two stories underground, away from Birmingham Place in order to get another nine to ten parking spaces. The ramp would likely still cause an issue with that configuration;
- He was skeptical that he would be able to replace the office use on floor two with apartments without offering parking for those apartments;
- He did not think a four-story building would be appropriate, given its location between two taller buildings and a Master Plan allowance for a five-story building at that location;
- He was working to mitigate the impact of the parking needs of the building by trying to make parking agreements with neighboring buildings; and,

- He would likely be able to get permission from the commercial tenants of Birmingham Place to build under their building, but would not likely be able to get permission from the residential tenants of Birmingham Place.

Mr. Bowers answered brief informational questions from the Board.

Public Comment

Lynn Gross, owner of the property across the street, stated that she has a private parking lot for her business tenants. She said that this project's approval could increase the demand for parking in the area, and result in people inappropriately using her private lot.

David Bloom said the City should address parking demands potentially outpacing the City's parking supply.

Seeing no further public comment, discussion was returned to the Board.

Mr. Share said he was not in favor of payments in lieu of parking because it would not solve the parking demand issue and because it would translate into higher rents, which would be contrary to the City's aims of increasing attainable housing. He also noted that the Commission had previously passed an amendment to the ordinance that allowed parking waivers in non-residential areas. He said he did not believe this project qualified for such a waiver because the developer neither demonstrated that there was no parking problem or that there was a solution to the parking problem. He said he did not believe that this project was appropriate for a SLUP for these reasons.

Mr. Williams said he was not in favor of the proposed change of the second floor from residential to office. He said that if 401 S. Old Woodward were making parking available to this project, parking for residential on the second floor could be accommodated. He was entirely against an office use on the second floor, stating that the daytime use of parking in the building would create parking pressures for other businesses in the area. He said he understood the need for a five-story building, and could support a smaller parking deficit than the one proposed. He recommended Mr. Markus go to the Commission with an agreement with 401 S. Old Woodward and that council determine that the agreement would be enforceable. He said he would also not want to see the restaurant space occupied by a business that would generate a lot of traffic in the surrounding area.

Ms. Whipple-Boyce said she concurred with Messrs. Williams and Share. She said the project also should have been brought back as a preliminary site plan given the significant number of changes between the 2020 plans and the present plans. She said that while it could not influence her vote, she would have much preferred that the design had more elements of the 2020 plans.

Mr. Emerine said he agreed with his colleagues. He said he was not sure that a structural issue was preventing this project from being able to build under Birmingham Place. He said it might be more of an easement and cost issue. He noted that parking was the significant challenge to the project, observing that neither the first nor second floors alone could be parked with the amount of parking on-site.

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Mr. Koseck said he concurred with his colleagues. He said that building an additional level for parking would cost more than the Staff-proposed payment in lieu costs and would also add time to the development. He said while he understood the benefits of a five-story building, he would prefer to see a three- or four-story building that would not put additional demands on parking around the site. He noted that the applicant did not provide a required rendering of the building in its context, and also did not show the wall that would be visible to those driving south on Woodward.

Mr. Boyle said he would have great difficulty giving his vote to the project presently given the confusion over parking.

The Chair said he wanted to see the site developed and said he was supportive of the project in a broad sense. He said the plans presently did not comply with either Article 7, Sec. 7.36(2) or Article 7, Sec. 7.36(5), and that the office and restaurant uses would prove injurious to the surrounding area. He said office was too intense a use. He said he would support both a plan that proposed residential on the second floor and a request for a variance from the attendant second-floor residential parking requirements. He said he would prefer the restaurant space be retail but would not insist upon it. He said he would be much more likely to support a parking waiver if it only entailed the parking required for the retail on the ground floor and the corresponding warehouse use. He said that while he understood Staff's mention of a possible payment in lieu, he said it would be more of a Commission, policy-related issue than a Board, land use issue.

In response to Mr. Markus, the Chair said the Board would consider a parking agreement that was approved by the City Attorney and would be more likely to support a less-intensive use and a lower parking waiver request.

Mr. Markus said he would work to get the parking agreement with 401 S. Old Woodward approved by the City Attorney. He said he would also return with better elevations, plans that indicate the correct materials to be used, and with renderings that present the project in the visual context of the surrounding area.

01-05-23

Motion by Mr. Boyle
Seconded by Ms. Whipple-Boyce to postpone the item to a date certain of March 22, 2023.

Motion carried, 7-0.

VOICE VOTE
Yeas: Emerine, Clein, Boyle, Williams, Share, Whipple-Boyce, Koseck
Nays: None

I. Study Session
J. Miscellaneous Business and Communications

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1. **Pre-Application Discussions**

PD Dupuis presented the proposals.

i. Lincoln Yard

Board consensus was to allow the request to be administratively approved.

ii. Eton Square Apartment Lighting

Citing a business relationship to the requester, Mr. Share recused himself from the item and departed the meeting.

Board consensus was to require that Eton Square Apartments add the larger shields to their lighting and then to allow the request to be administratively approved.

2. **Communications**
   i. Project Updates

The Board expressed appreciation for the project updates.

3. **Administrative Approval Correspondence**
4. **Draft Agenda**
5. **Action List - 2023**

PD Dupuis asked the Board to consider Action List items.

6. **Other Business**

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 10:44 p.m.

Nick Dupuis, Planning Director

Laura Eichenhorn, City Transcriptionist

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MEMORANDUM

Planning Division

DATE: February 8, 2023

TO: Planning Board Members

FROM: Nicholas Dupuis, Planning Director

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

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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 – 1st 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 1st 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	2nd 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	Agenda – Minutes
February 8, 2023*	Final Draft & Public Comment Review	-
March 8, 2023*	Recommendation to Adopt 2040 Master Plan	-
May 2023*	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.

The Future of the 2040 Plan

Once a master plan is adopted, the City is tasked with prioritizing and carrying out the recommendations of the plan. Some recommendations may need to be broken down into more manageable subtasks, or next steps, with responsibilities assigned accordingly. At present, the 2040 Plan contains 31 recommendations with varying levels of complexity.

It is imperative to understand that a master plan is not a static document. An annual review of a master plan is necessary to complete the following tasks:

1. Review goals and major recommendations.
2. Review action table and progress toward completing this year's priorities.
3. Review prior year's rezoning's and development decisions. Discuss if there are any trends that need to be addressed.
4. Identify any potential plan amendments to work on for the upcoming year that can be prepared and adopted then incorporated at a later date when the master plan is updated.
5. Identify any zoning ordinance updates to undertake in the coming year.

Performing the annual review and thoroughly documenting the process and the machinations of the master plan is essential when it comes to the master plan review after 5 years of adoption as required by the Michigan Planning Enabling Act. At 5 years, it should be determined whether any amendments are needed or whether the plan is still relevant to today's conditions. Generally, the goals, objectives and future land use plan should be carefully reviewed to contrast with current development trends as well as any major changes or diversions from the plan that have taken place in order to consider whether the plan needs to be updated.

Aside from monitoring the master plan itself, City Staff will use the master plan on a day-to-day basis to advise its constituents on anything related to development. The Planning Division uses or references the current master plan in every development application received.

Sample Motion Language

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

2040 Master Plan

Discussion List

February 8, 2023

Future Land Use Plan:

A Change designation of SE corner of Lincoln and Eton?

B Change designation of NE corner of Lincoln and Eton?

Master Plan Recommendations:

1. Page 29: is MUTCD Michigan Uniform Traffic Control Devices?
2. Page 29: What is ladder type painting in pedestrian crossing best practices?
3. Page 34, 2e: should the public space have all amenities listed (cafes and extra seating) or simply appropriate amenities on a pubic space-by-public space basis?
4. Page 34, 2k: should we mandate installation of metered parking on all or some of Adams and Lincoln or consider metered parking on designated portions (Lincoln within x feet of Woodward or Adams between Lincoln and Maple) or simply consider metered parking on appropriate parts of Adams and/or Lincoln?

5. Page 35, 2a and Page 49 1o: should the zoning code be changed to permit cafes, vendor accommodations and food trucks in all parks? Just some parks?
6. Page 38 1c: should we mandate the establishment of a Community Foundation, remove the reference or recommend consideration of a Community Foundation?
7. Page 38, 2, page 69 2: should we mandate the establishment of a Civic Events Board/expanded Public Arts Board, remove the reference or recommend consideration of a Civic Events Board/expanded Public Arts Board?
8. Page 39, 1b: should mobility routes be based on bicycle boulevard practices? What are they? Are they appropriate for all mobility routes?
9. Page 49, 1t: should we mandate LEED standards in all mixed use districts and municipal buildings, encourage LEED standards or remove the reference?
10. Page 57, 1 and page 69 1 (streetscape standards): review minimum sidewalk widths. 8 foot sidewalks are not practical in some mixed use areas. Are wider sidewalks in neighborhoods an appropriate call for the Planning Board given the expense and other needs? Remove? Revise to consider wider sidewalks in areas of high traffic?

11. Page 57 1: advocacy for 25 mph speed limit is an issue for political prioritization. Retain, remove or shift to consider?
12. Page 69, Multi Modal and Parks updates: should we mandate benches with backs throughout downtown and increase amount of benches, remove or shift to consider?
13. Page 69 Parks update: should we mandate portable seating on widened sidewalks outside of the parks, shift to consider or remove?
14. Should we mandate weekly food truck events at Shain Park, opening cafes and public restrooms in Shain and Booth parks, shift to consider or remove?
15. Page 78, 1 b ii: should we recommend consideration of architect contracts to test out concepts in the Rail District or elsewhere?
16. Page 83, 3: Should we mandate establishing a "Friends of the Rouge"? An organization with this name already exists. My personal preference if a reference to an organization to support the Rouge is included would be to consider cooperating with non-profits and other municipalities to strengthen the Rouge River watershed.
17. Page 83, 4. Should we mandate funding for Rouge management; remove this reference or shift to consider?

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 everyones' 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.

we know this, how?

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.

How?

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.

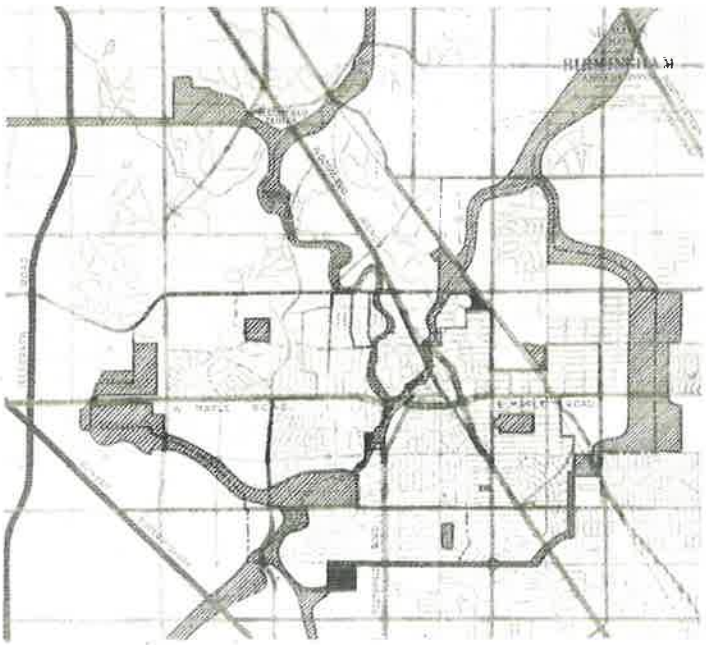


Figure 1. 1929 Plan of Birmingham and Vicinity - the shaded areas indicate proposed future parkways.

B. Future Land Use

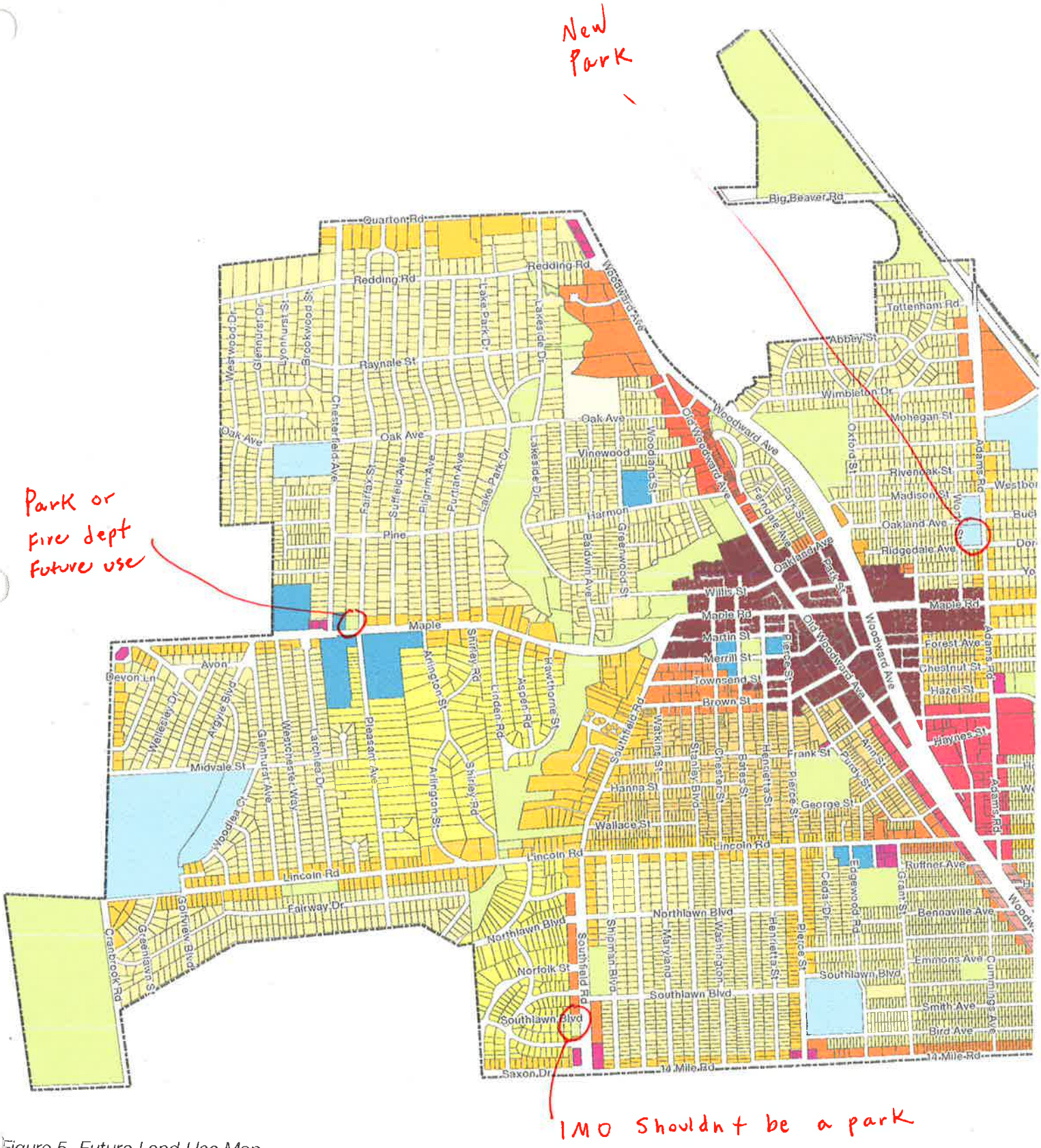
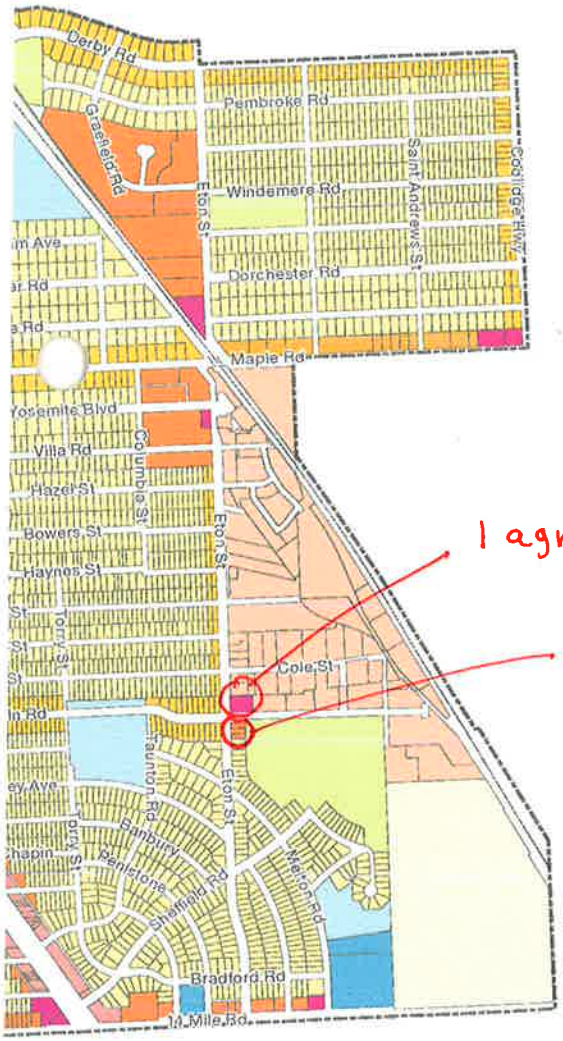


Figure 5. Future Land Use Map.

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.



I agree commercial destination

Leave this alone as single family IMO

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)

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.

explain why we need Fabrics - I dont get it

C. Summary of Key Actions

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, drive-way 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
already we do →		- Review and update site, building, and design codes to prevent increased rainwater runoff and other negative impacts from new house construction.	Ch. 3
already we do →		- 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 residen-tial 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.	Ch. 1
		- Establish zoning standards to encourage redevelopment of South Woodward Gateway properties.	Ch. 4
		- Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway.	Ch. 4
		- Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway.	Ch. 4
		- Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements.	Ch. 4
		- Require adherence to LEED standards within the City's mixed-use districts and municipal buildings.	Ch. 5
Policy	2. Inspections Policy SERIOUSLY	Expand the inspection process for new house construction to minimize negative impacts on surrounding properties. NOT NECESSARY	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 DONE	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.	Ch. 1
		- Study lane reduction and re-striping options for Woodward.	Ch. 1
		- Pursue a speed reduction on Woodward through legislative means.	Ch. 1
		- Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries.	Ch. 4
		- Adjust Elm to meet Woodward perpendicularly.	Ch. 1
		- Adjust Worth to meet Woodward perpendicularly.	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.	Ch. 3
		- 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.	Ch. 3
		- Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.	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.	Ch. 2
		- Provide public parking as recommended in the 2007 Triangle District Plan.	1, 2, 4
		- 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.	2 & 4
		- Provide public parking for the western Haynes Square district.	Ch. 2
		- Provide way-finding and informational signage for public parking.	1 & 4
		- Study opportunities to accommodate more monthly garage permits.	Ch. 4
		- Study monthly parking pass fees to better align with prevailing rates.	Ch. 4
		- Study tiered parking pricing to encourage use of under-utilized garages.	2 & 4
		- Study tiered parking meter pricing to encourage use of under-utilized on-street parking.	Ch. 4
		- Study the potential for Public Private Partnerships to construct garages.	Ch. 1
		- Study bike parking and electric vehicle charging stations in garages.	Ch. 4
		- Study additional parking assessment districts or incremental tax districts for land purchases and financing the development of parking garages.	Ch. 1
		- Study parking garages at the Bates Street Extension and Lot 6.	Ch. 4
		- Study technological improvements to ease usage of parking garages.	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.	Ch. 1
		- Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.	Ch. 4
		- 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.	Ch. 1
Pan says no		X Ensure the Community Foundation / Fund is established in a timely manner.	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.	Ch. 3
		- Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season.	Ch. 3
	How	- Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts.	1 & 3
		- Develop Worth Park to provide needed open space for Torry.	Ch. 3
		- Develop the contemplated linear park and trail along the Rail District.	Ch. 4

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.	1 & 4
		- Increase amenities and connections in Downtown's parks and mini-parks.	Ch. 4
		- 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.	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.	Ch. 3
		- Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.	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.	Ch. 1
		- Support increased pedestrian activity on both sides of North Old Woodward and provide streetscape amenities.	Ch. 4
		- Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.	Ch. 3
	DONE	- Address recent experiences with increased outdoor dining.	1 & 4
		- Ensure bicycle facilities are protected on all streets posted at or above 35mph.	Ch. 1
		- Study bicycle accommodation alternatives along Lincoln.	Ch. 3
		- Include mobility routes based upon bicycle boulevard practices.	Ch. 1
		- Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility.	Ch. 1
		- Improve the conditions at bus stops along more major roads.	Ch. 1
		- Add Electric Vehicle charging stations throughout the city at garages, public parking lots, and on-street in Mixed-use Districts.	Ch. 5
	WE HAVE	- Adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency.	Ch. 3
		- Include a public education component.	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.	Ch. 4
		- Provide access to the Troy Transit Center and consider the development of surrounding properties.	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 DONE	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.	Ch. 5
		- Incentivize green building, renewable energy, and green landscaping.	Ch. 5
		- Expand recycling and composting.	Ch. 5
		- Implement green stormwater practices in streets and parks.	Ch. 5
		- Support Rouge River Natural Area improvements.	Ch. 5
		- Implement other sustainability focused recommendations of this plan.	Ch. 5
		- Increase inter-governmental cooperation around sustainability initiatives.	Ch. 5
		- Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.	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.	Ch. 5
		- Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.	Ch. 5
		- Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area.	Ch. 5
		- Establish a "Friends of the Rouge" or similar foundation to oversee, build support, and raise funding for the park's enhancements.	Ch. 5
		- Provide funding for city staff and resources to permanently preserve and manage the Rouge ecosystem.	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.	Ch. 5
		- Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.	Ch. 5
		- Coordinate with Bloomfield and Beverly Hills to expand trail connections.	Ch. 5
		- Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.	Ch. 5
		- Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.	Ch. 5
		- Install bridges, ramps, and other enhancements to enable access by all ages and abilities.	Ch. 5

.nd 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.

Manual or Uniform Traffic Control Device

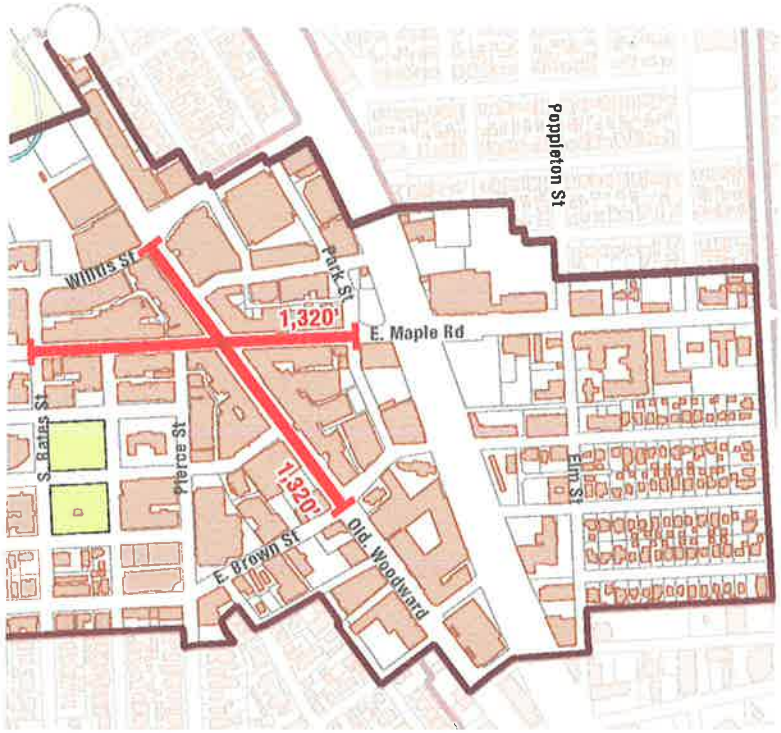


Figure 17. Typical length of main streets.

Figure 18. Way-finding signage examples.

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.

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 addresses, at a minimum:
   a. District way-finding (vehicular, pedestrian, and cyclist-oriented), business directory, and gateway 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.

done

nteraction (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.

Dan says no

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.

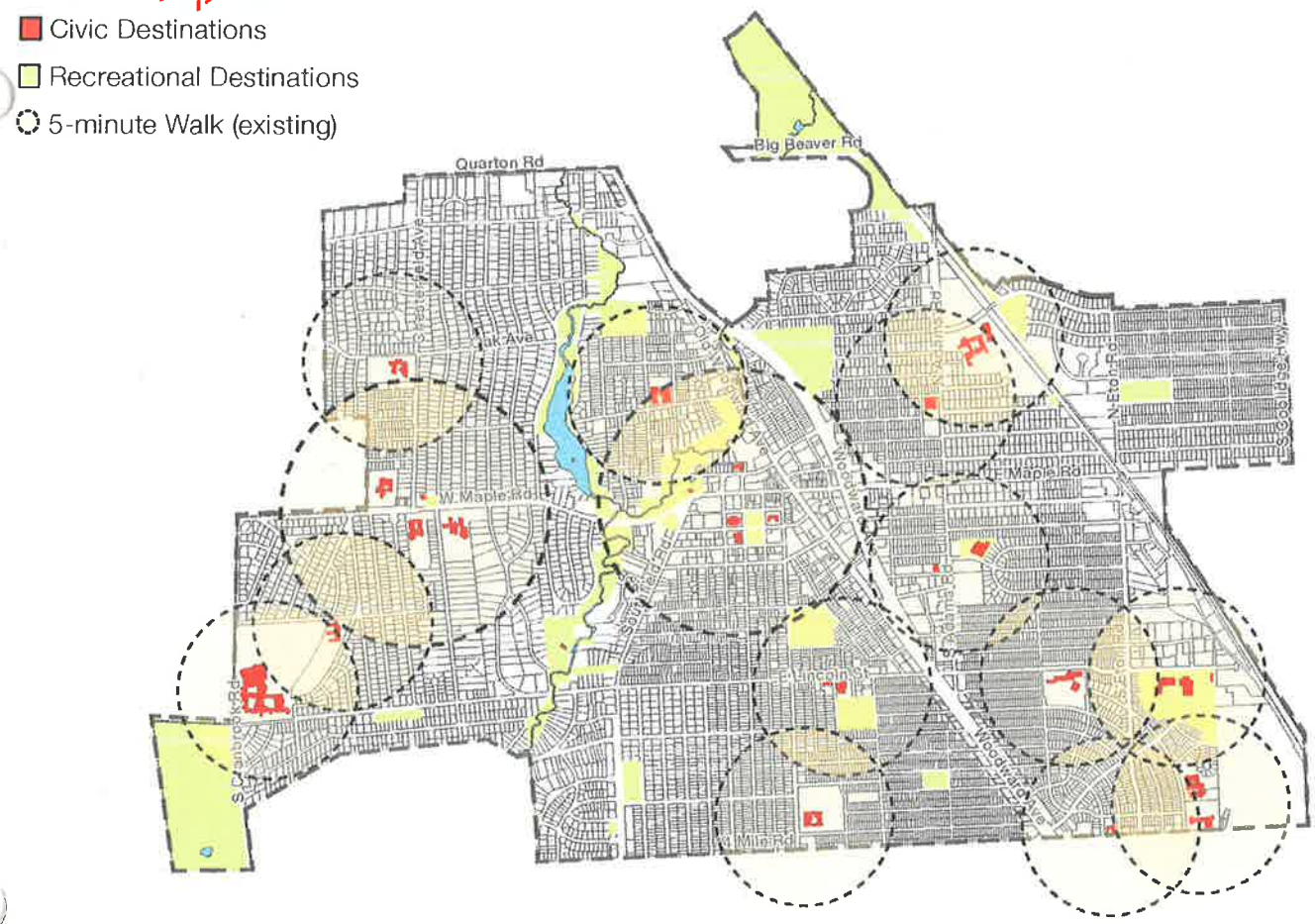


Figure 23. Civic Destinations.

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. Done again
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.

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.

Define internal circulator

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.

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MONDAY, 9:30AM MONDAY, 11:00AM MONDAY, 1:00PM MONDAY, 5:00PM

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

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.

dont we ? already

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.

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Max allowable heights:

- D2 3-story development - 56'
- D3 4-story development - 68'
- D4 5-story development - 80'

Max allowable heights:

- MU-3 MFR 5-story development - 60'
- MU-5 SF 6-story development - 82'
- MU-7 9-story development - 118'

Figure 31. Existing Development Potential in Neighboring Overlays.

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 everyones' 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.

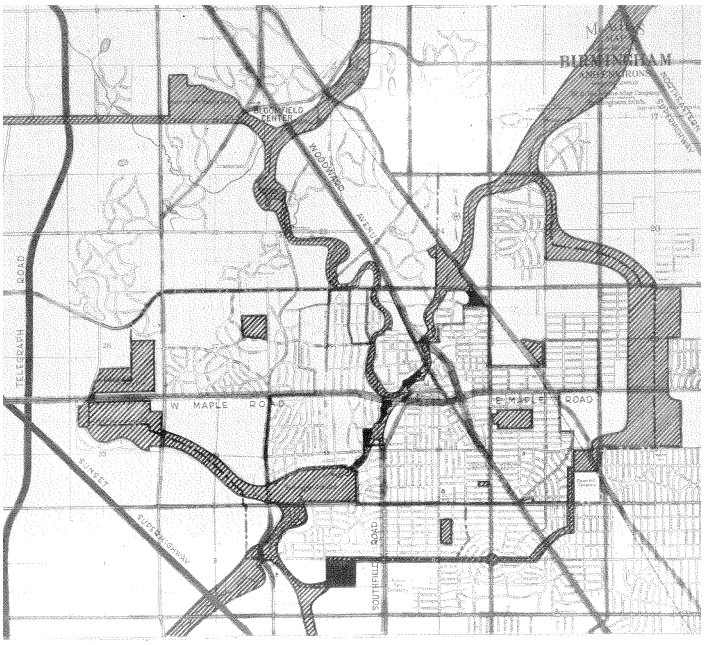

Figure 1. 1929 Plan of Birmingham and Vicinity - the shaded areas indicate proposed future parkways.

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

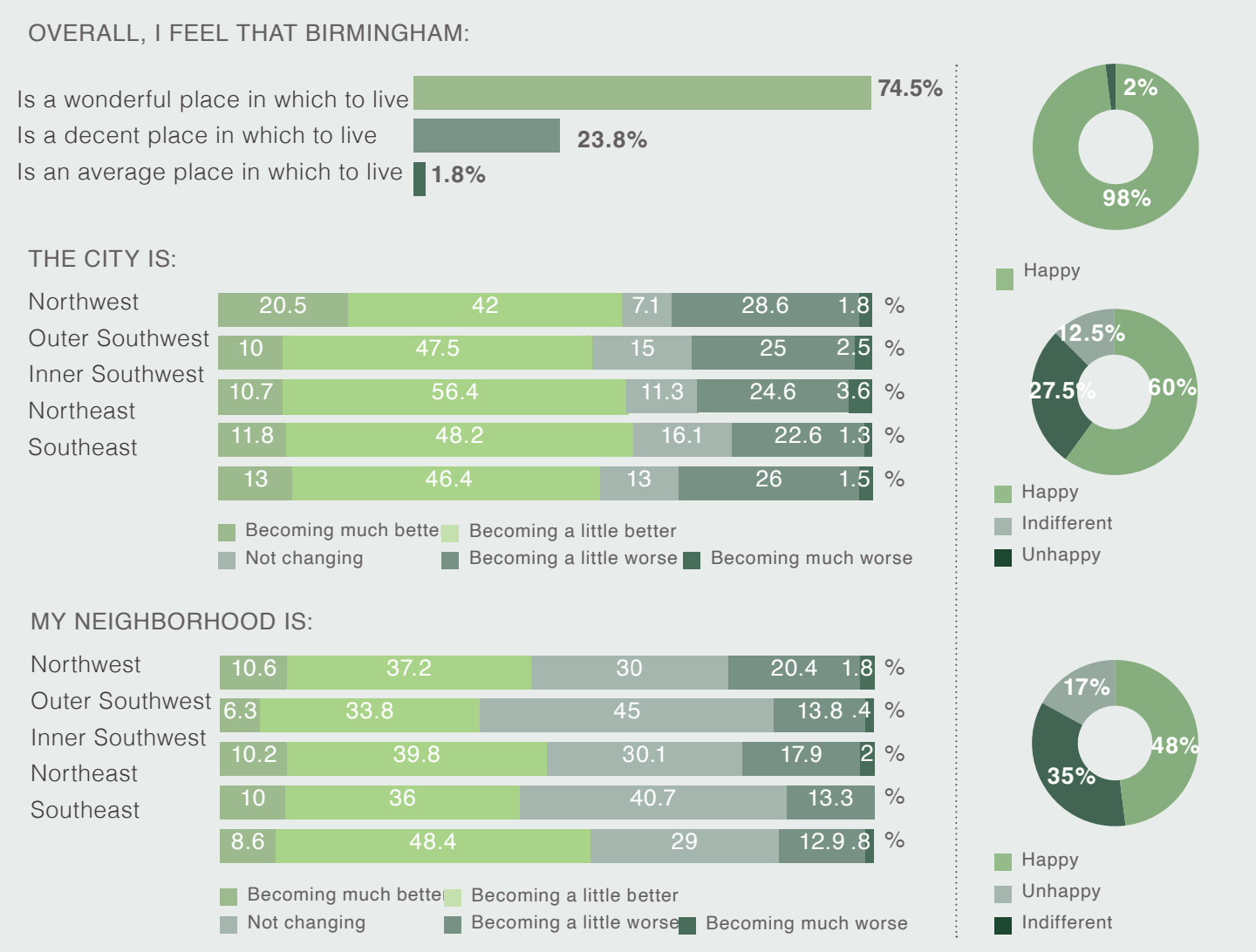

Figure 2. The Birmingham Plan initial survey results (May 2019).

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

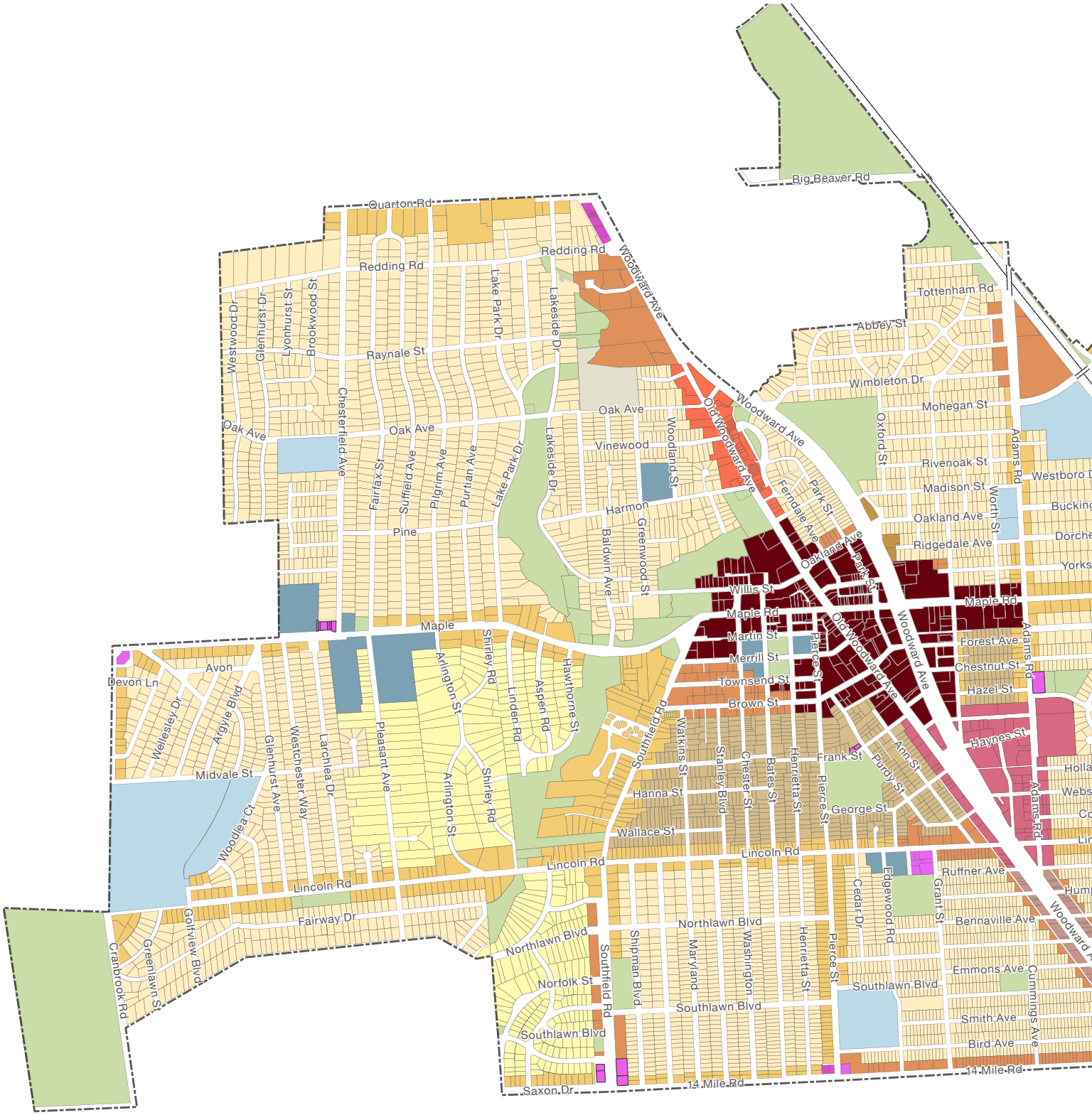
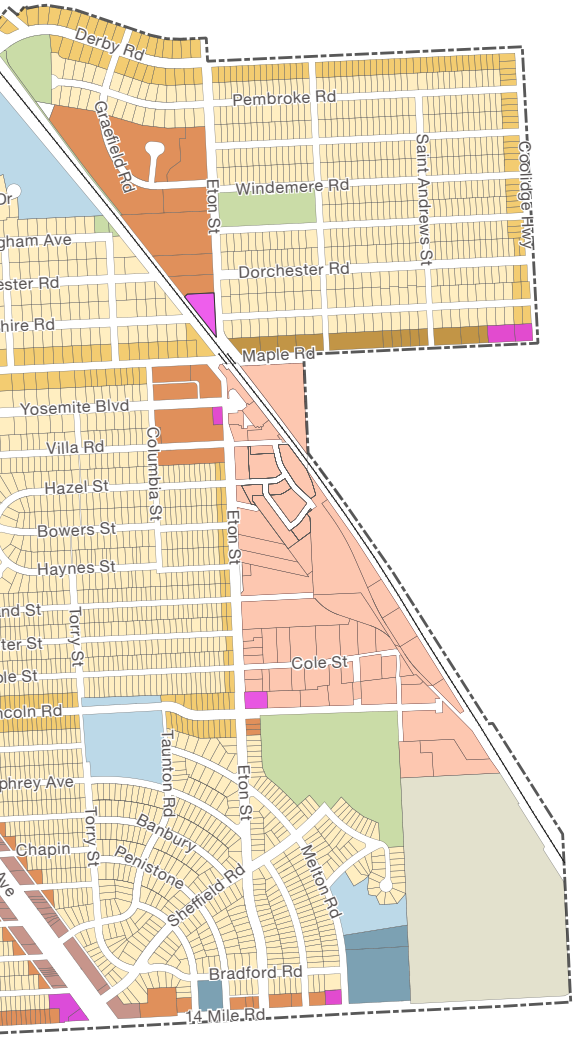


Figure 5. Future Land Use Map.

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.

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.

Figure 7. Planning District Structure.

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.

B. Future Land Use

Zoning Plan

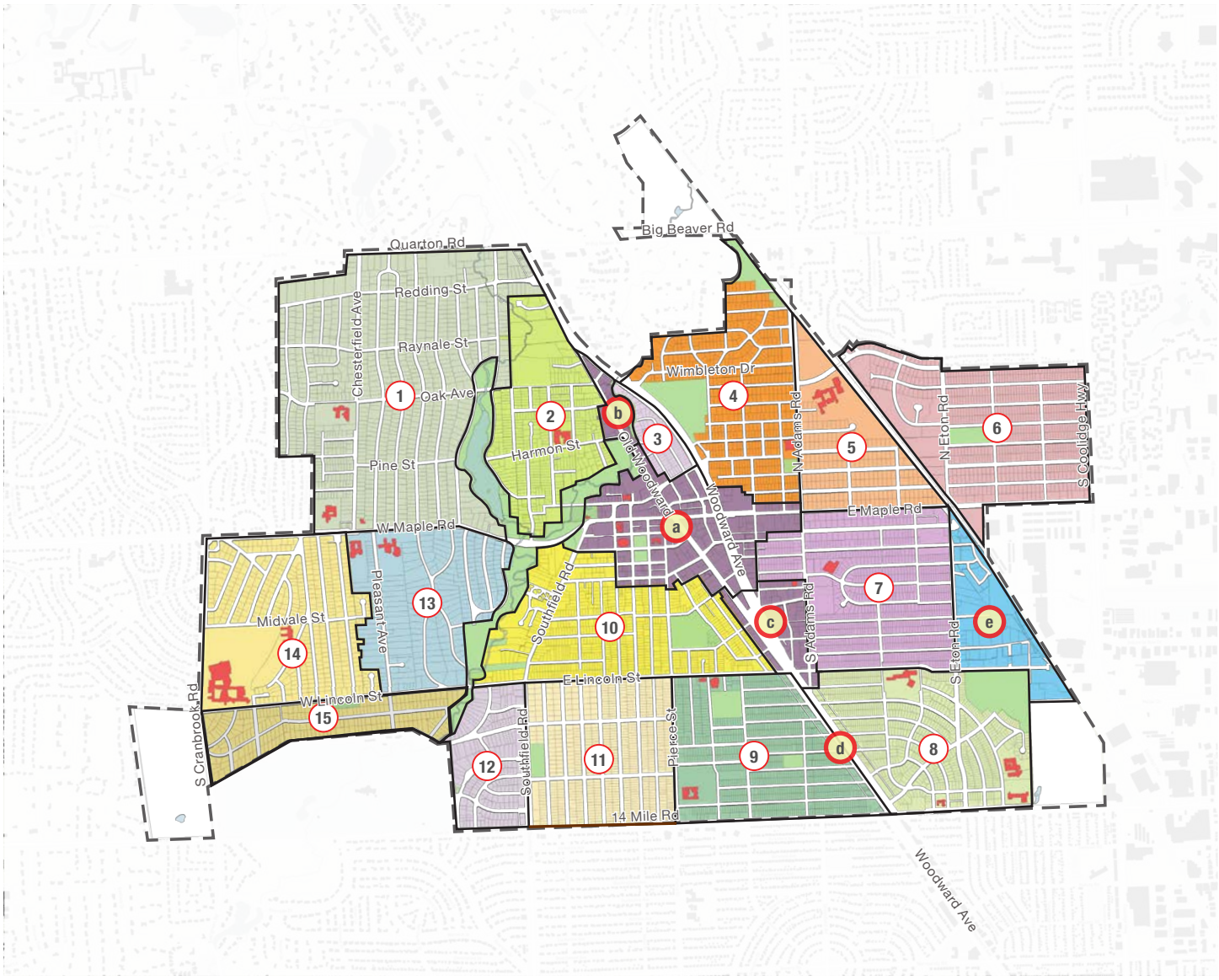


Figure 8.

BIRMINGHAM PLANNING DISTRICTS

Neighborhood Districts

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

Mixed-use Districts

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

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.

Figure 10. A hypothetical Activity Seam.

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 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.

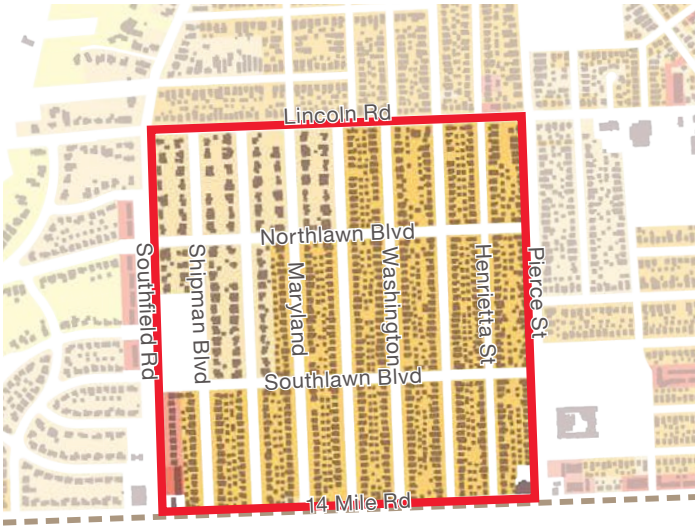


Figure 9 - Crestview neighborhood fabric.

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.

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

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, drive-way 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 residen-tial 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.	Ch. 1
		- Establish zoning standards to encourage redevelopment of South Woodward Gateway properties.	Ch. 4
		- Establish zoning standards to enable Neighborhood Sleeves in the South Woodward Gateway.	Ch. 4
		- Establish zoning standards to enable shared-use alleys, particularly in the South Woodward Gateway.	Ch. 4
		- Incentivize South Woodward Gateway redevelopment through increased zoning capacity, permitting housing, and reduced parking requirements.	Ch. 4
		- Require adherence to LEED standards within the City's mixed-use districts and municipal buildings.	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.	Ch. 1
		- Study lane reduction and re-striping options for Woodward.	Ch. 1
		- Pursue a speed reduction on Woodward through legislative means.	Ch. 1
		- Plant a full and consistent tree canopy along the Woodward median throughout Birmingham, beginning with the northern and southern entries.	Ch. 4
		- Adjust Elm to meet Woodward perpendicularly.	Ch. 1
		- Adjust Worth to meet Woodward perpendicularly.	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.	Ch. 3
		- 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.	Ch. 3
		- Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.	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.	Ch. 2
		- Provide public parking as recommended in the 2007 Triangle District Plan.	1, 2, 4
		- 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.	2 & 4
		- Provide public parking for the western Haynes Square district.	Ch. 2
		- Provide way-finding and informational signage for public parking.	1 & 4
		- Study opportunities to accommodate more monthly garage permits.	Ch. 4
		- Study monthly parking pass fees to better align with prevailing rates.	Ch. 4
		- Study tiered parking pricing to encourage use of under-utilized garages.	2 & 4
		- Study tiered parking meter pricing to encourage use of under-utilized on-street parking.	Ch. 4
		- Study the potential for Public Private Partnerships to construct garages.	Ch. 1
		- Study bike parking and electric vehicle charging stations in garages.	Ch. 4
		- Study additional parking assessment districts or incremental tax districts for land purchases and financing the development of parking garages.	Ch. 1
		- Study parking garages at the Bates Street Extension and Lot 6.	Ch. 4
		- Study technological improvements to ease usage of parking garages.	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.	Ch. 1
		- Study a permanent, open-air farmers market pavilion with public restrooms on the portion of Lot 6 that is along Old Woodward.	Ch. 4
		- 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.	Ch. 1
		Ensure the Community Foundation / Fund is established in a timely manner.	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.	Ch. 3
		- Utilize Planning Districts to determine sufficiency of park access across the city, availability of amenities, and consideration of activities and recreation in each season.	Ch. 3
		- Formalize the public use of school and institutional open spaces for neighborhood recreation, prioritizing under-served Planning Districts.	1 & 3
		- Develop Worth Park to provide needed open space for Torry.	Ch. 3
		- Develop the contemplated linear park and trail along the Rail District.	Ch. 4

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.	1 & 4
		- Increase amenities and connections in Downtown's parks and mini-parks.	Ch. 4
		- 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.	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.	Ch. 3
		- Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.	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.	Ch. 1
		- Support increased pedestrian activity on both sides of North Old Woodward and provide streetscape amenities.	Ch. 4
		- Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.	Ch. 3
		- Address recent experiences with increased outdoor dining.	1 & 4
		- Ensure bicycle facilities are protected on all streets posted at or above 35mph.	Ch. 1
		- Study bicycle accommodation alternatives along Lincoln.	Ch. 3
		- Include mobility routes based upon bicycle boulevard practices.	Ch. 1
		- Implement additional transportation mode best practices for new mobility technology and modes such as micro EVs, golf carts, and micro-mobility.	Ch. 1
		- Improve the conditions at bus stops along more major roads.	Ch. 1
		- Add Electric Vehicle charging stations throughout the city at garages, public parking lots, and on-street in Mixed-use Districts.	Ch. 5
		- Adopt a policy regulating street lighting, including intensity, color temperature, luminaire, and pole height and frequency.	Ch. 3
		- Include a public education component.	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.	Ch. 4
		- Provide access to the Troy Transit Center and consider the development of surrounding properties.	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.	Ch. 5
		- Incentivize green building, renewable energy, and green landscaping.	Ch. 5
		- Expand recycling and composting.	Ch. 5
		- Implement green stormwater practices in streets and parks.	Ch. 5
		- Support Rouge River Natural Area improvements.	Ch. 5
		- Implement other sustainability focused recommendations of this plan.	Ch. 5
		- Increase inter-governmental cooperation around sustainability initiatives.	Ch. 5
		- Study the best path towards encouraging or requiring businesses reduce plastic and Styrofoam use.	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.	Ch. 5
		- Stabilize riverbanks, remove invasive species, reintroduce native ground covers, wildflowers, under-story, and canopy tree species.	Ch. 5
		- Mitigate potential pollution or chemical sources, including the existing Springdale snow storage dumping area.	Ch. 5
		- Establish a "Friends of the Rouge" or similar foundation to oversee, build support, and raise funding for the park's enhancements.	Ch. 5
		- Provide funding for city staff and resources to permanently preserve and manage the Rouge ecosystem.	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.	Ch. 5
		- Secure easements to expand the park area and improve its walkability, for complete ecological restoration, and universal accessibility.	Ch. 5
		- Coordinate with Bloomfield and Beverly Hills to expand trail connections.	Ch. 5
		- Install an environmentally sensitive, hard-surfaced pathway for pedestrians and cyclists along the Rouge River.	Ch. 5
		- Expand the extent of the trail system, crossing the river at more locations to access large portions of the natural area currently cut off.	Ch. 5
		- Install bridges, ramps, and other enhancements to enable access by all ages and abilities.	Ch. 5

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.	Ch. 3
		- Create 5-, 10-, and 15- year goals to expand tree canopy cover.	Ch. 3
		- Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements.	Ch. 3
		- Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees.	Ch. 3
		- Prevent existing, healthy trees from being removed due to new construction.	Ch. 3
		- Survey areas with constrained root area and establish a plan to add additional soil volume.	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.	1 & 4
		- Create plan components for a North Woodward Gateway.	1 & 4
		- Create plan components a Downtown Gateway Plan for the Big Woodward and Maple intersection.	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.	1 & 4
		- Study a shared-use street section along Cole and Commerce Streets.	Ch. 4
		- Study additional opportunities in other mixed-use districts.	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.	1 & 4
		- Consider regular events in community parks.	Ch. 3
		- Consider activities and special events to attract office workers and residents to shop and dine downtown, including weekly food-truck events at Shain Park.	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

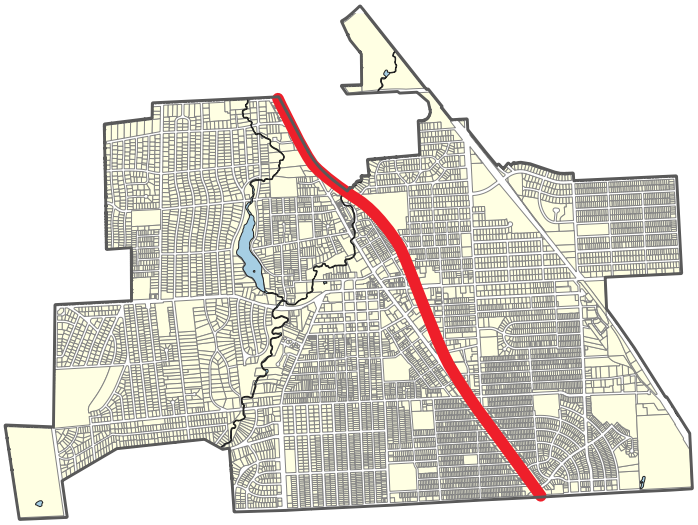


Figure 12. The Woodward divide.

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:

a. Provide sufficient pedestrian crossing time;
b. Provide clear and visible signage;
c. Provide highly visible crosswalk striping;
d. Provide automatic pedestrian signal activation; and
e. Provide pedestrian crossing refuges.
f. 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.

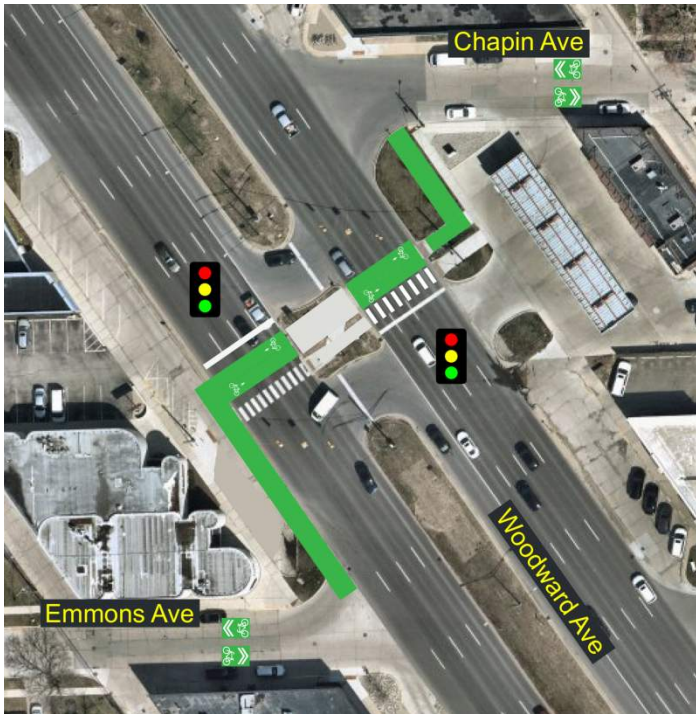


Figure 13. Prioritized Crossing at Emmons.

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.

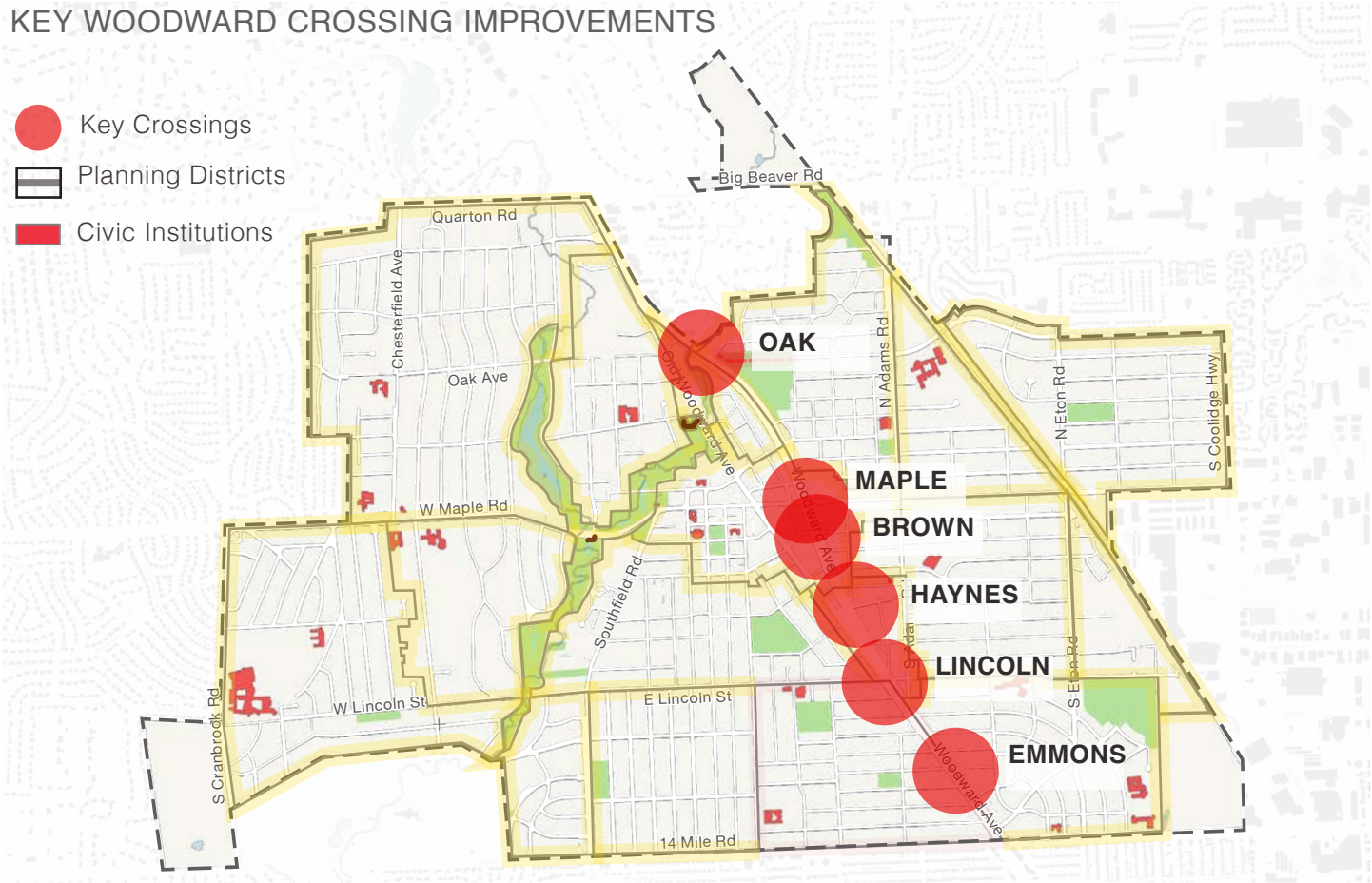
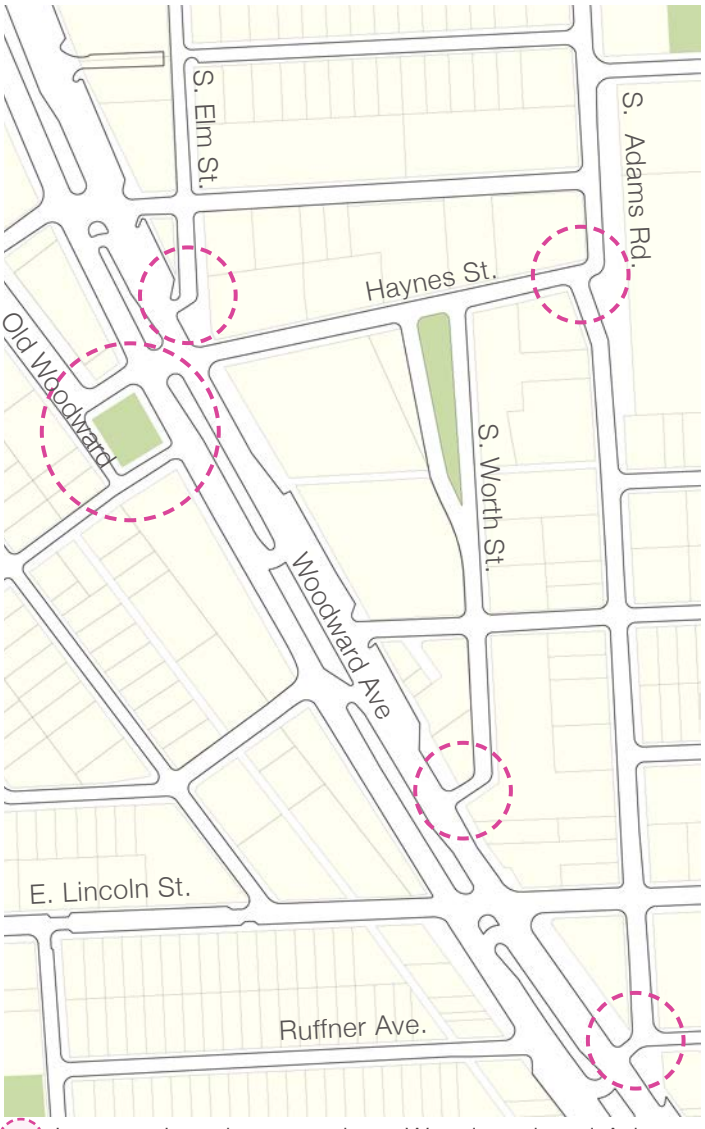


Figure 14. Key Woodward Crossing Improvements.

Ch 1. Connect the City

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.



Intersection changes along Woodward and Adams.

Figure 15. Key Woodward intersection adjustments.

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

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.

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.

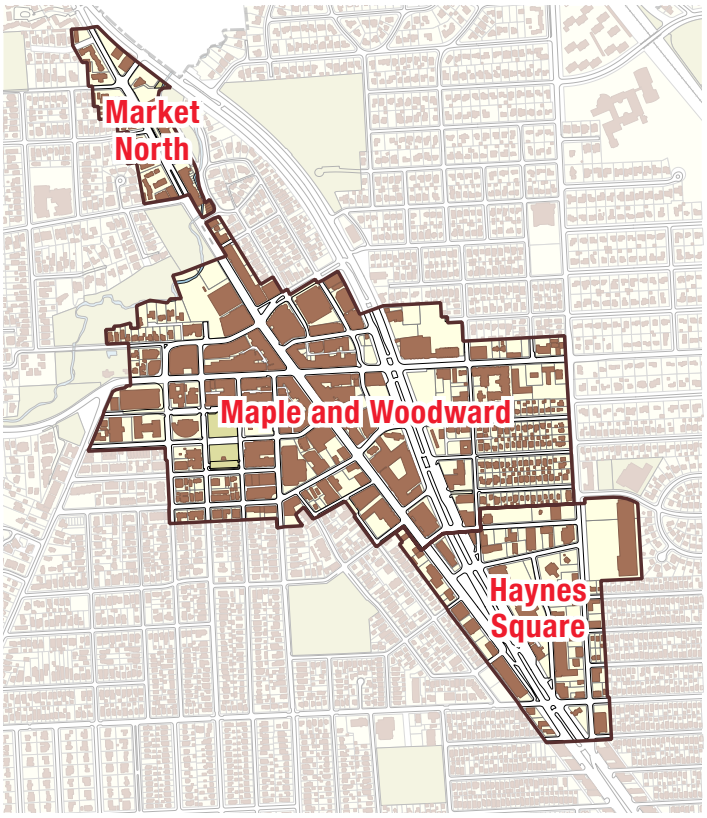


Figure 16. Three districts of downtown.

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 relateable 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

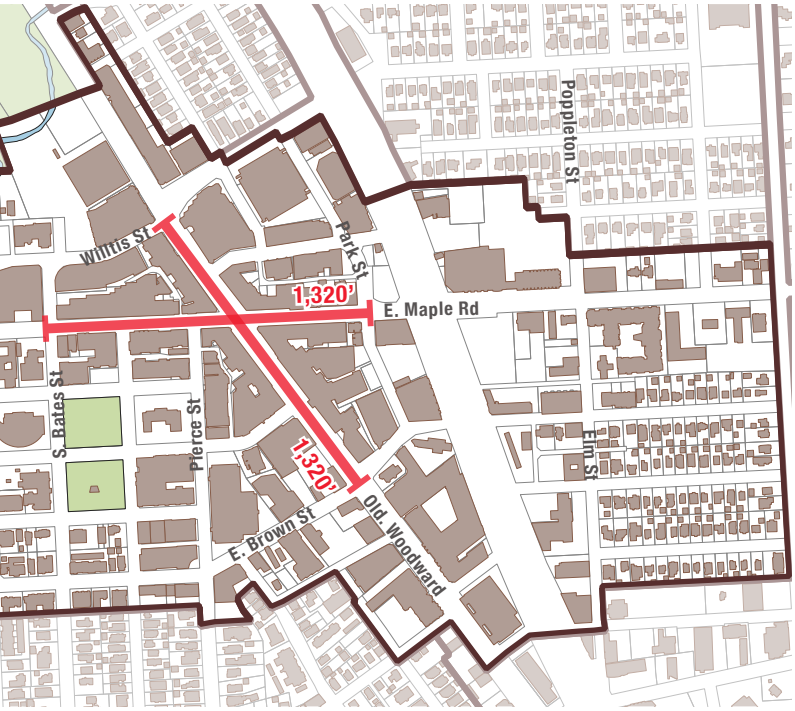


Figure 17. Typical length of main streets.

Figure 18. Way-finding signage examples.

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.

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 addresses, at a minimum:
    a. District way-finding (vehicular, pedestrian, and cyclist-oriented), business directory, and gateway 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.

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

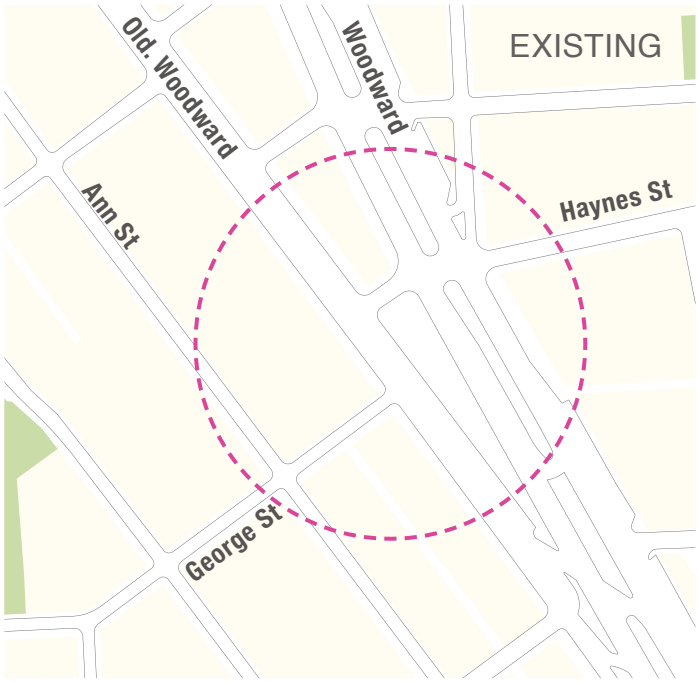


Figure 19. Haynes Square reconfiguration.

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 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.

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.

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

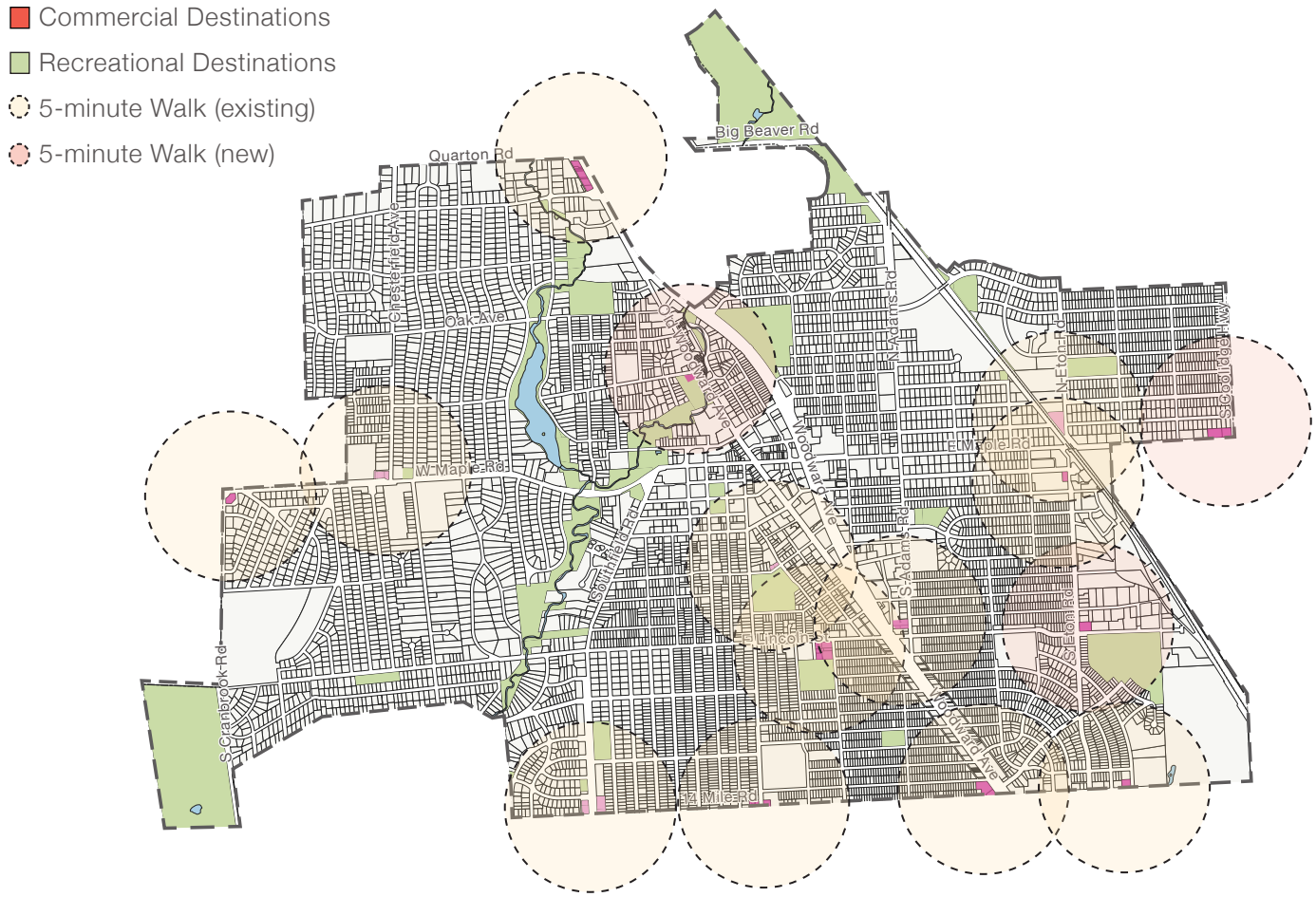


Figure 22. Proposed Neighborhood Destinations.

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.

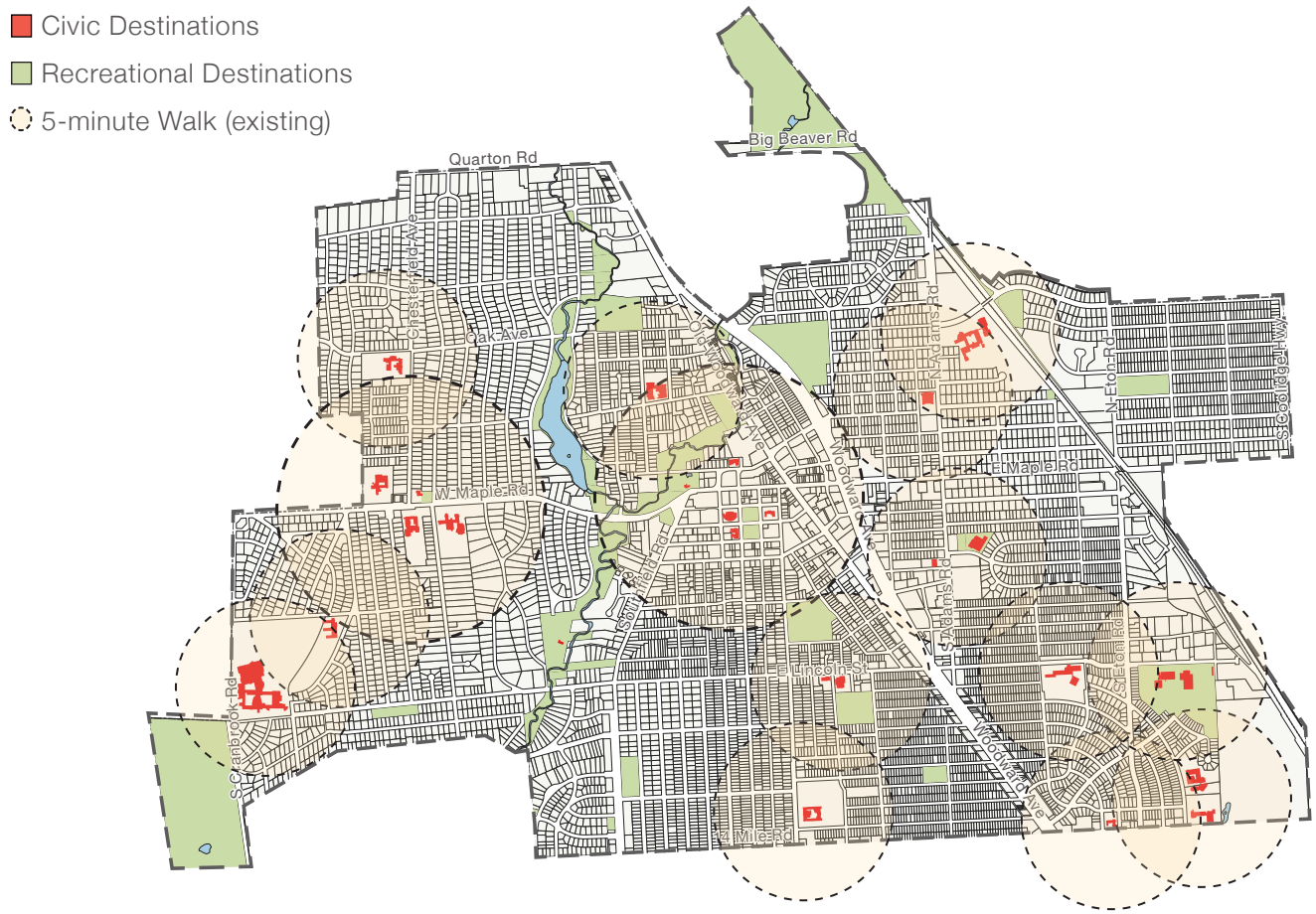


Figure 23. Civic Destinations.

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.

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.

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.

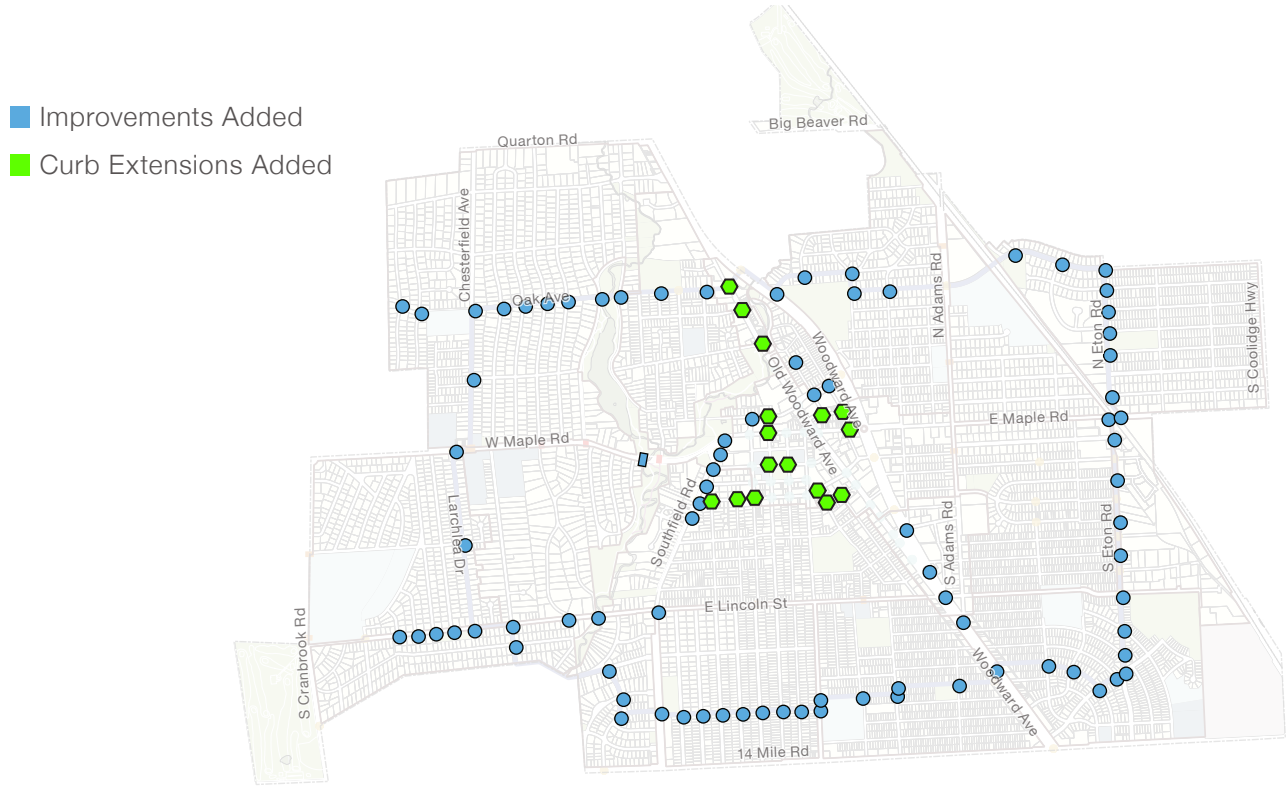


Figure 25. Pedestrian updates to the Multi-modal Plan.

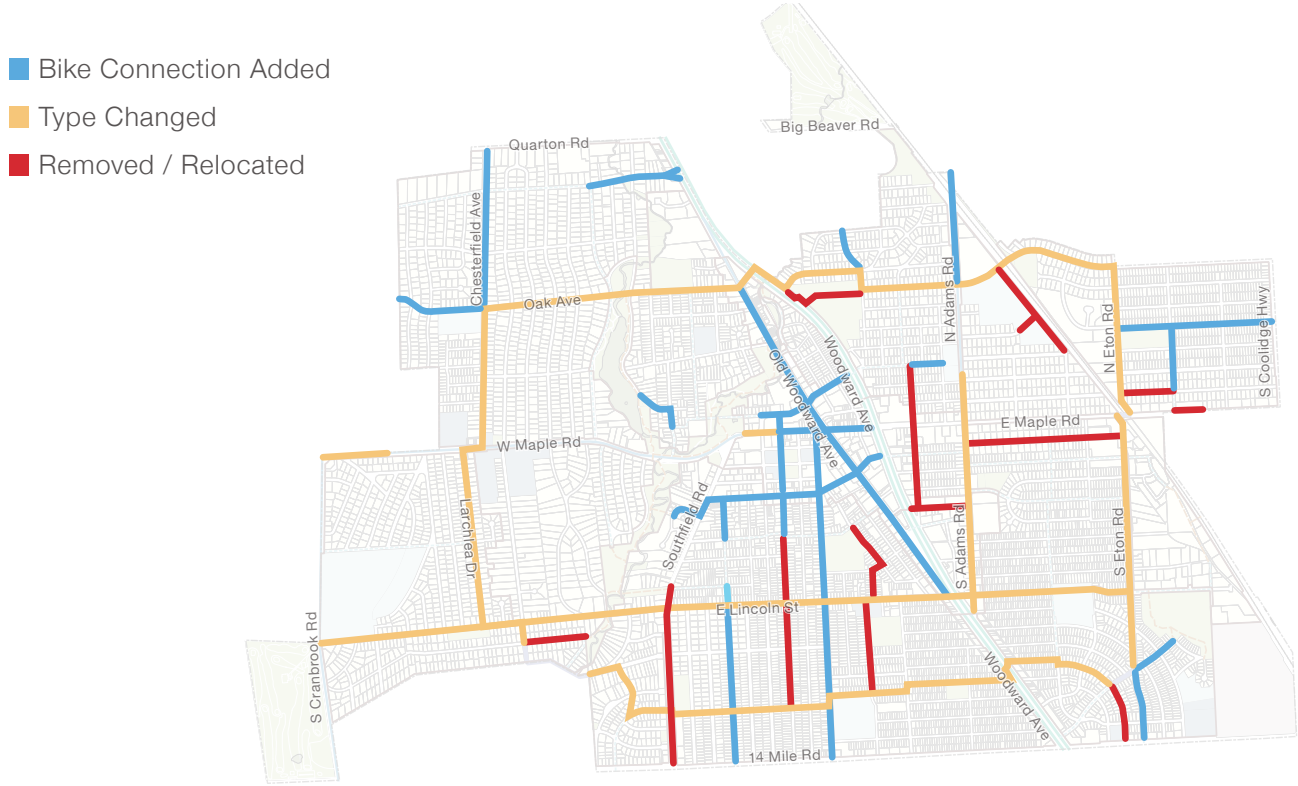


Figure 26. Bicycle facility updates to the Multi-modal Plan.

Ch 1. Connect the City

Improve Regional Transit Connections

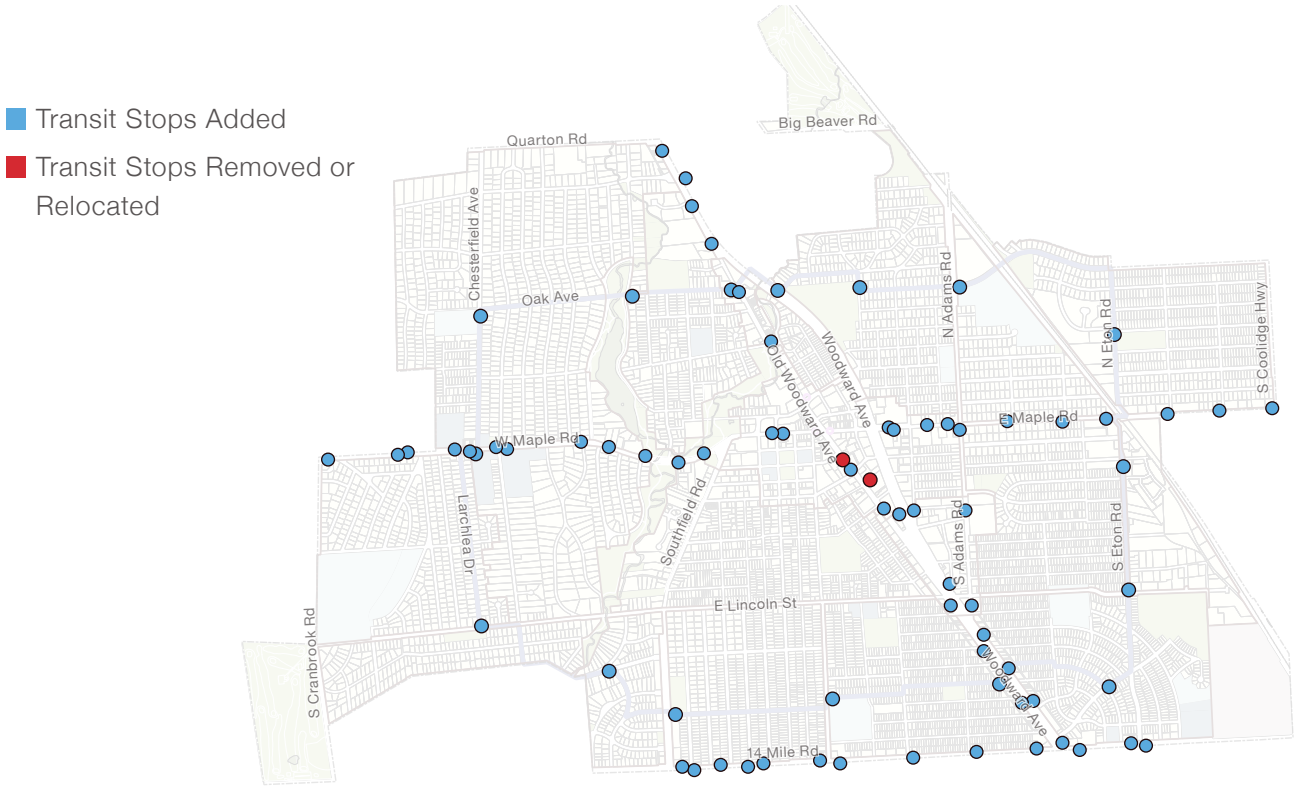


Figure 27. Transit updates to the Multi-modal Plan.

Ch 2. Embrace Managed Growth

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.

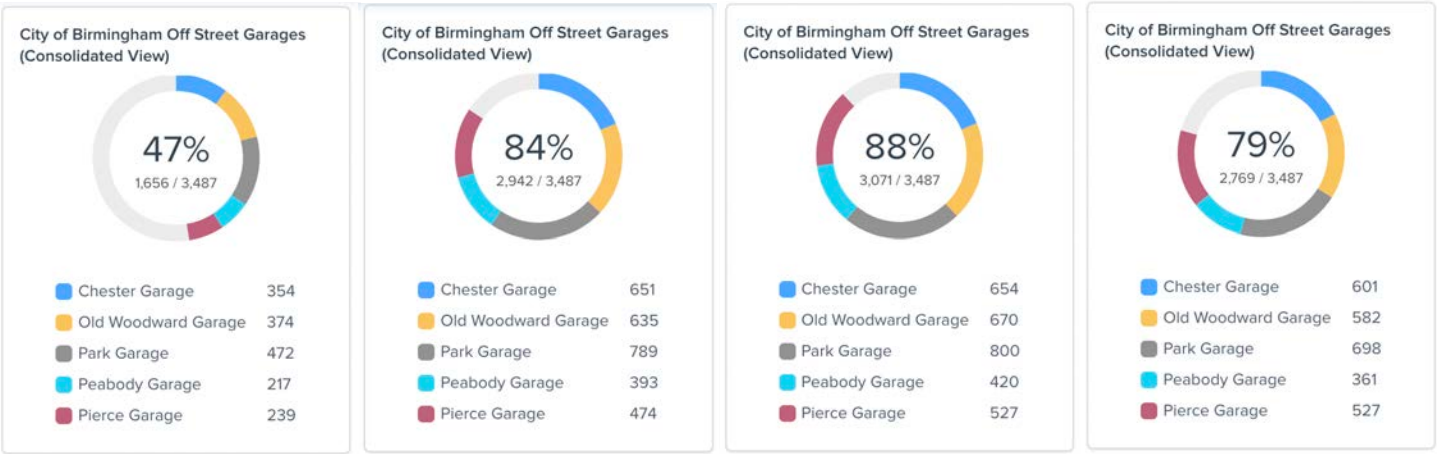
Maple and Woodward

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.



MONDAY, 9:30AM MONDAY, 11:00AM MONDAY, 1:00PM MONDAY, 5:00PM

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

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.

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).

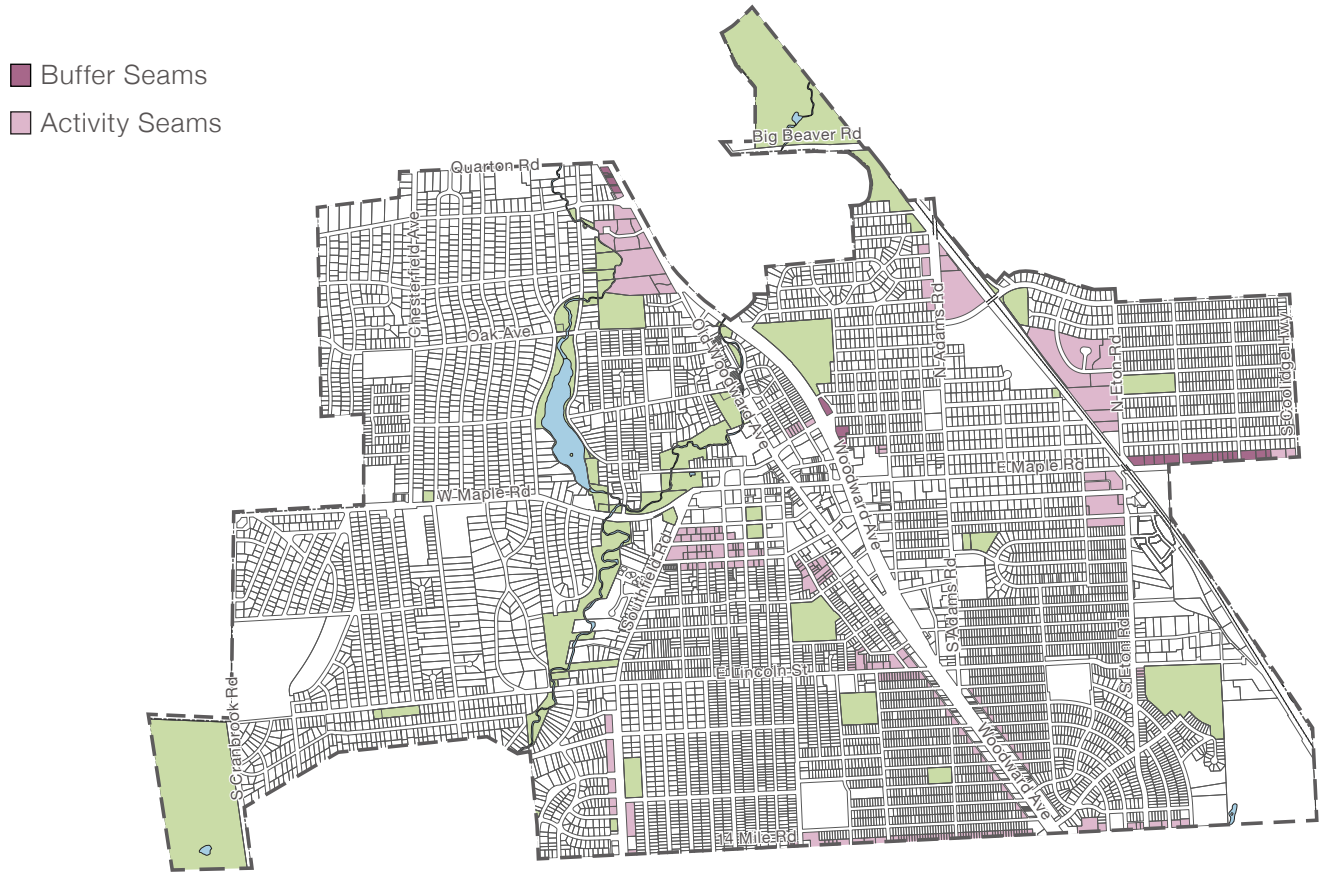


Figure 29. Activity and Buffer Seams.

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.

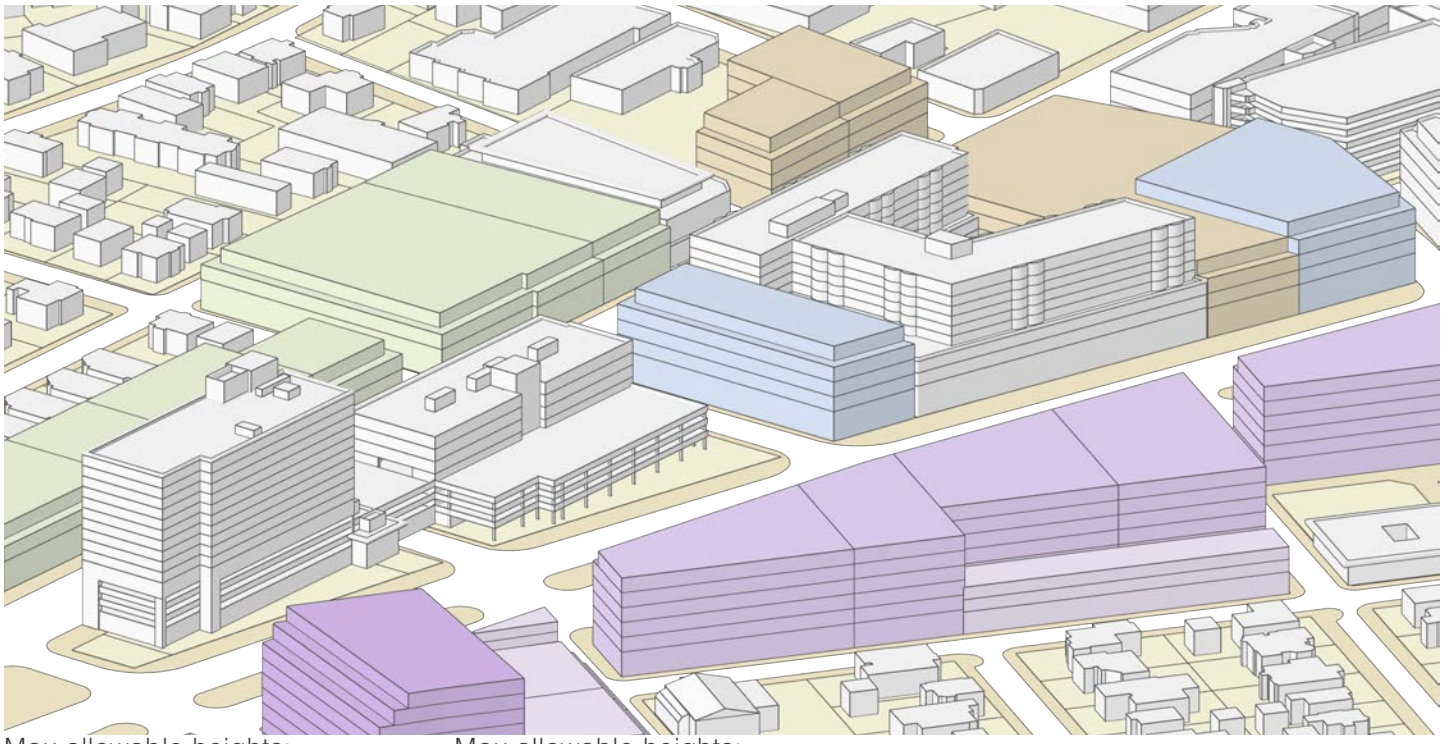
Update the Zoning Code

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.



Max allowable heights:

- D2 3-story development - 56'
- D3 4-story development - 68'
- D4 5-story development - 80'

Max allowable heights:

- MU-3 MFR 5-story development - 60'
- MU-5 SF 6-story development - 82'
- MU-7 9-story development - 118'

Figure 31. Existing Development Potential in Neighboring Overlays.

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)

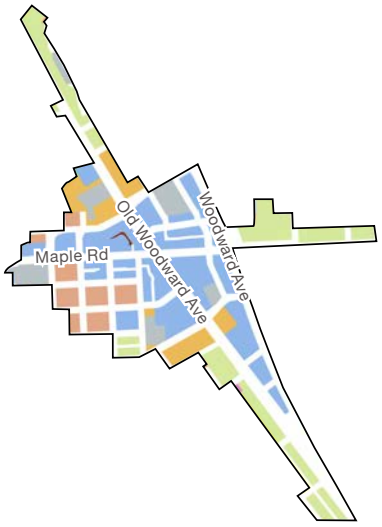
BEST PRACTICE RECOMMENDATIONS

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

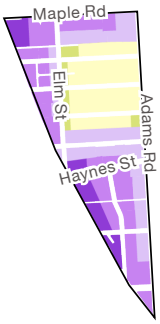
Update the Zoning Code

Downtown overlay



- C Community use
- D2 3-story development
- D3 4-story development
- D4 5-story development
- D5 Special land use
- P Parking

Triangle overlay



- ASF-3 SFR 3-story development
- R2 MFR 2-story development
- MU-3 MFR 5-story development
- MU-5 SF 6-story development
- MU-7 9-story development

- R1 Single Family Residential
- R1A Single Family Residential
- R2 Single Family Residential
- R3 Single Family Residential
- R4 Single Family Residential
- R5 Single Family Residential
- R6 Single Family Residential
- R7 Single Family Residential
- R8 Single Family Residential
- TZ1 Attached Single-Family
- TZ3 Mixed-Use
- MX Mixed-Use
- B1 Neighborhood Business
- B2 General Business
- B2B General Business
- B3 Office-Residential
- B4 Business-Residential
- 02 Office Commercial
- 01 Office
- P Parking
- PP Public Property

Figure 32. Existing Zoning Districts.

Ch 3. Retain Neighborhood Quality

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.

	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

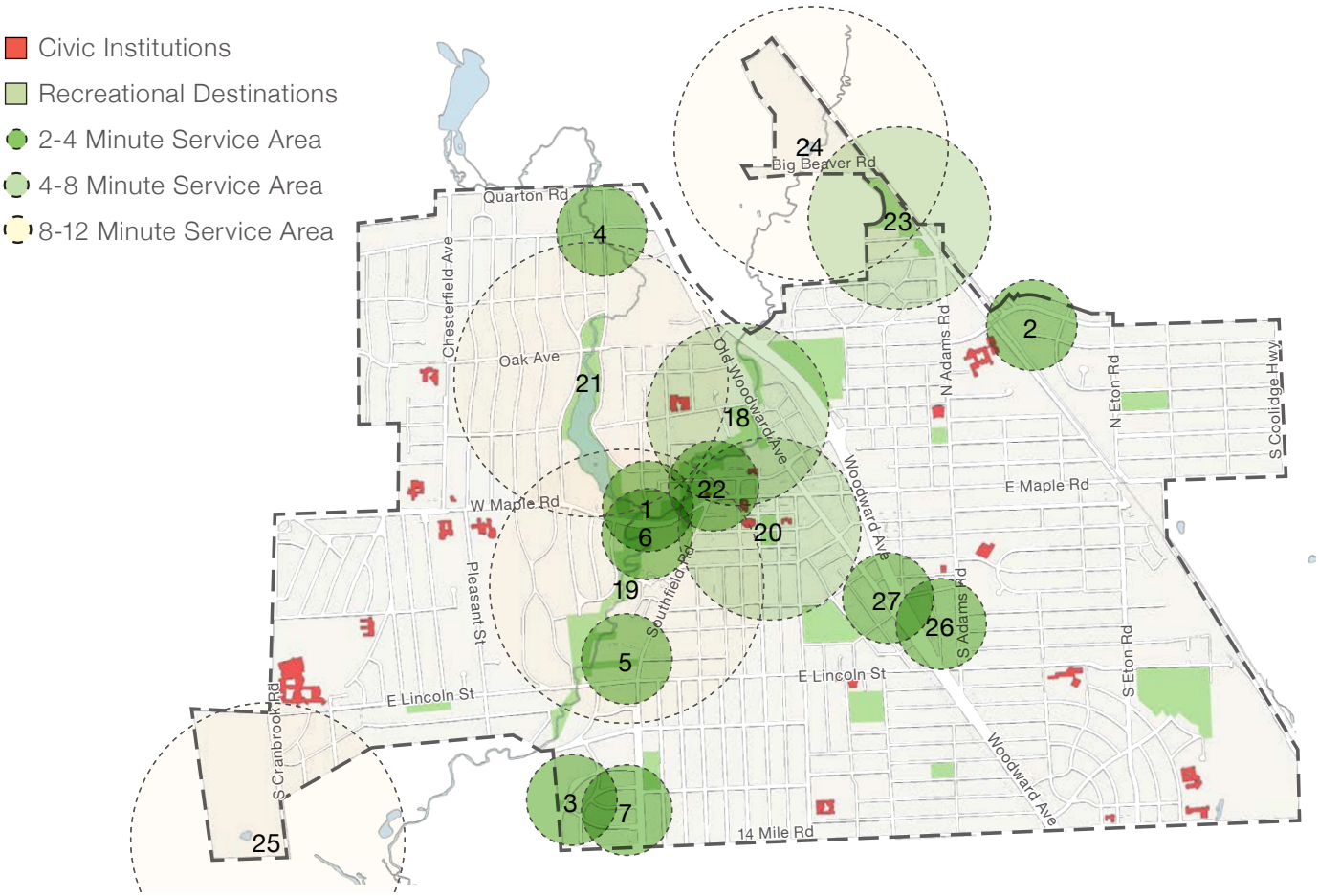


Figure 35. Birmingham Specialty Parks and Mini Parks.

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.

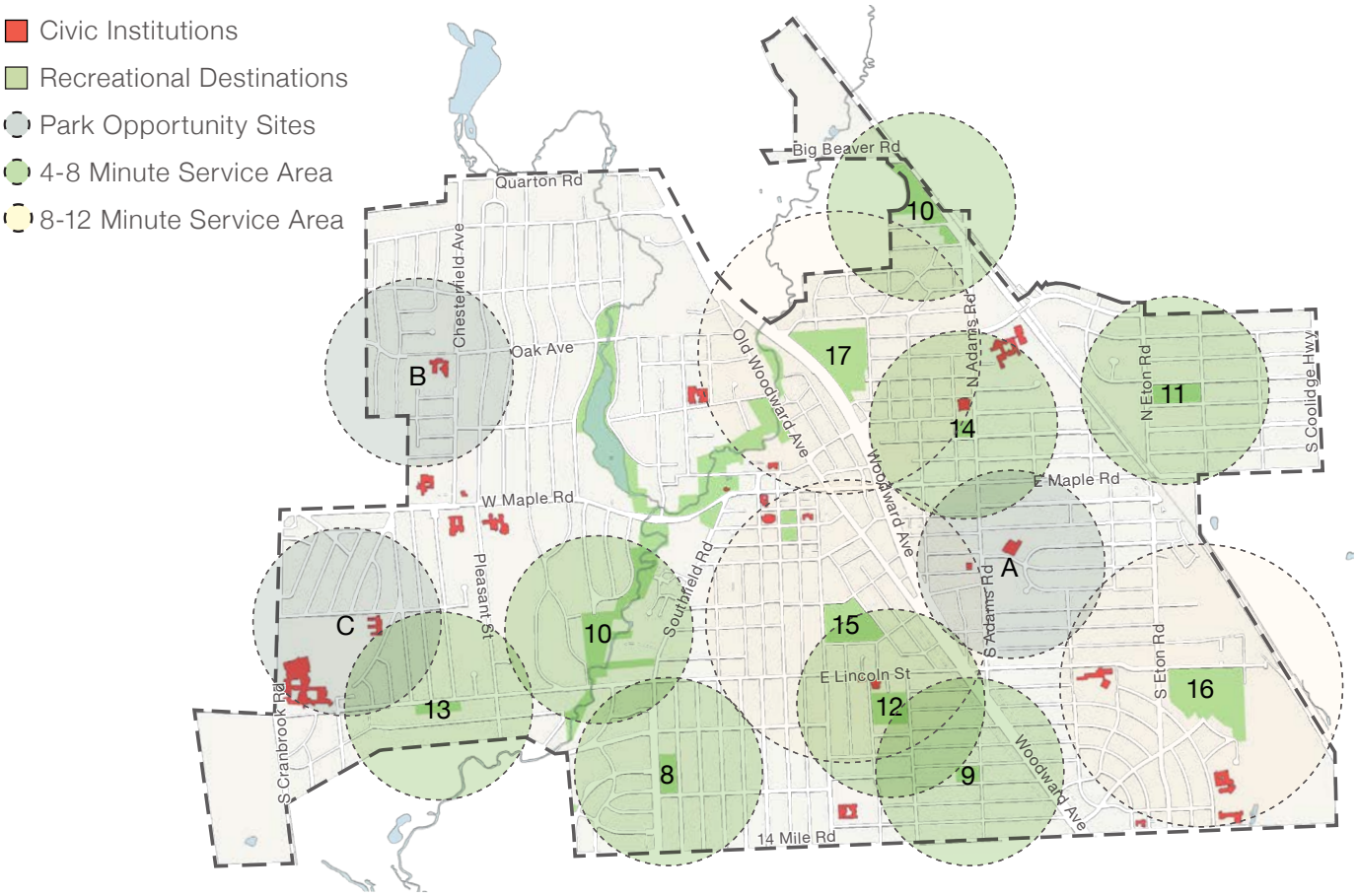


Figure 36. Neighborhood and Community Parks.

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.

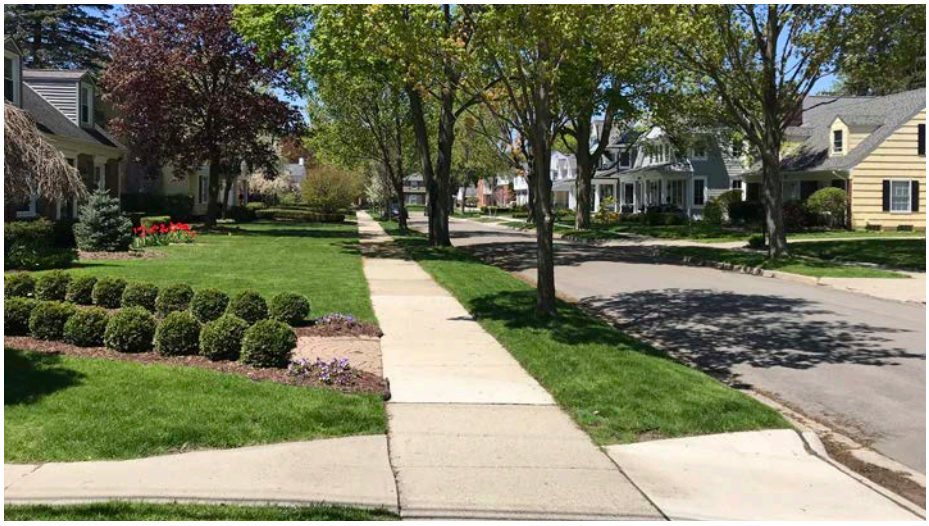


Figure 37. A pleasant, right-sized street in the Quarton district.

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

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.

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

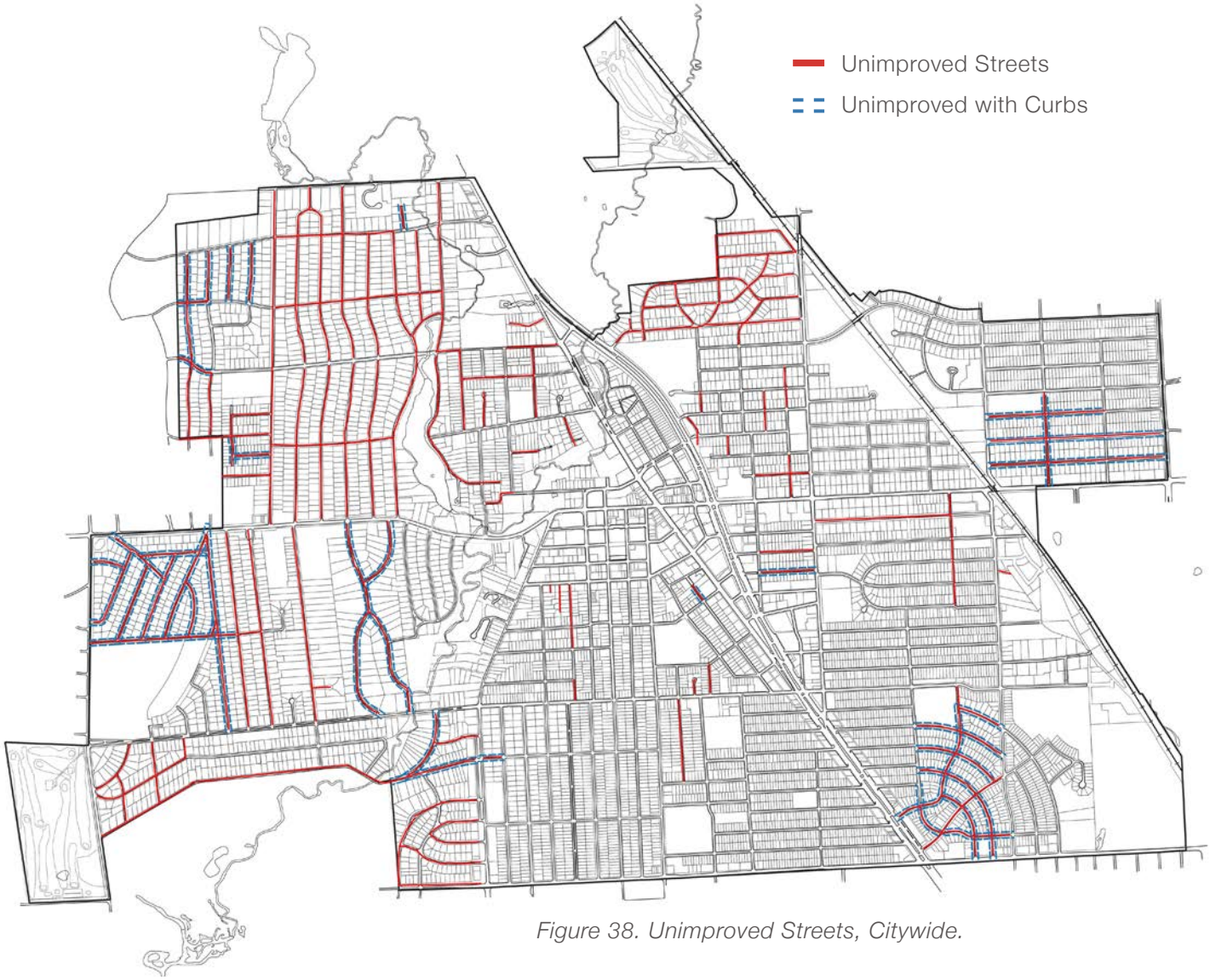


Figure 38. Unimproved Streets, Citywide.

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.

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.

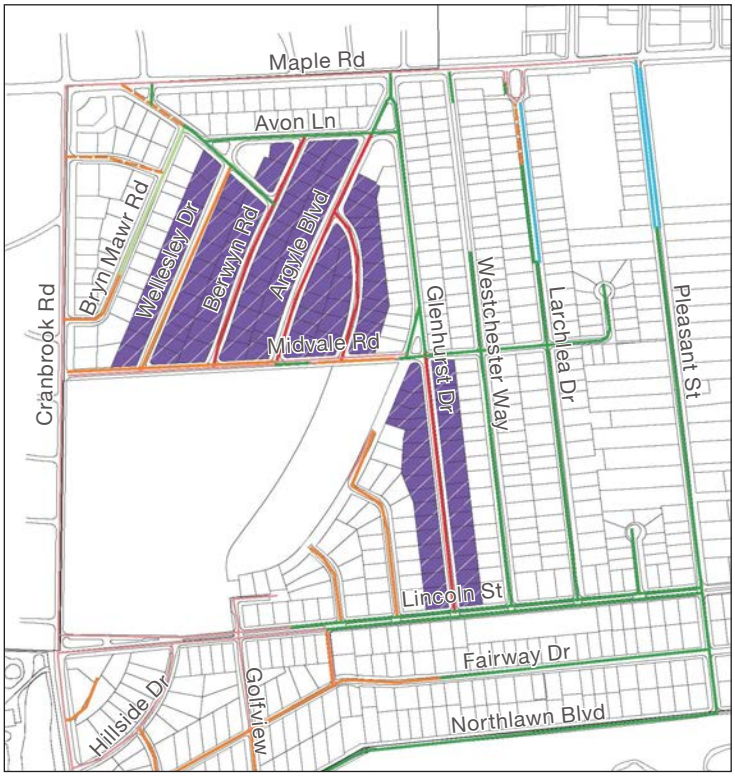
MASTER PLAN ACTIONS

1. Study citywide street parking restrictions and permits, charged with:
    a. Creating a consistent and limited set of citywide 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.

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

Figure 39. Sample of Existing Parking Restrictions

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.

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

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.

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.

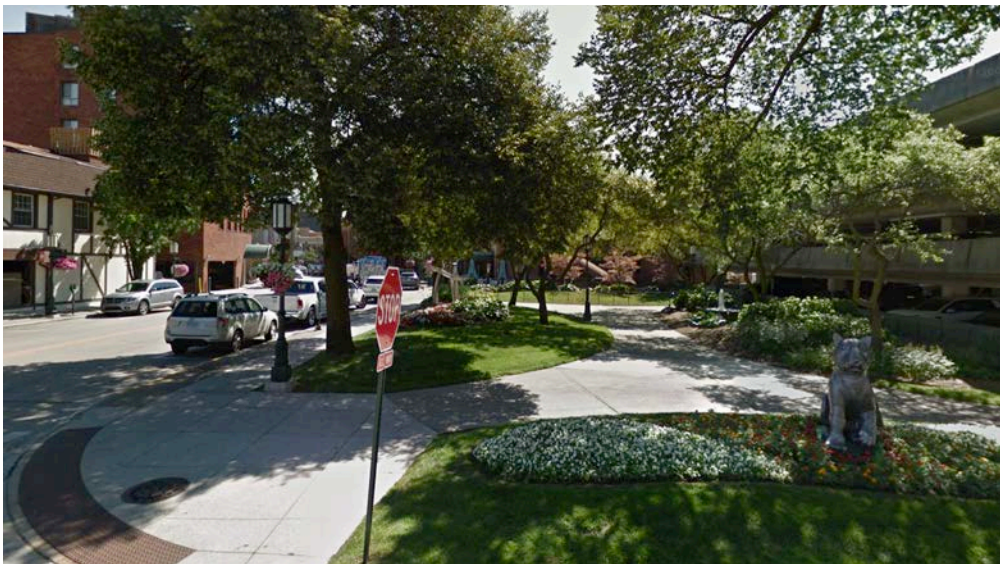


Figure 45. The Pierce-Merrill pocket park.

Ch 4. Support Mixed-use Districts

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.

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.

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

Figure 49. Proposed open air market pavilion.

district's buildings along Old Woodard 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

Figure 50. Extension of D2 zoning in Market North.

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 streetscape 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

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.

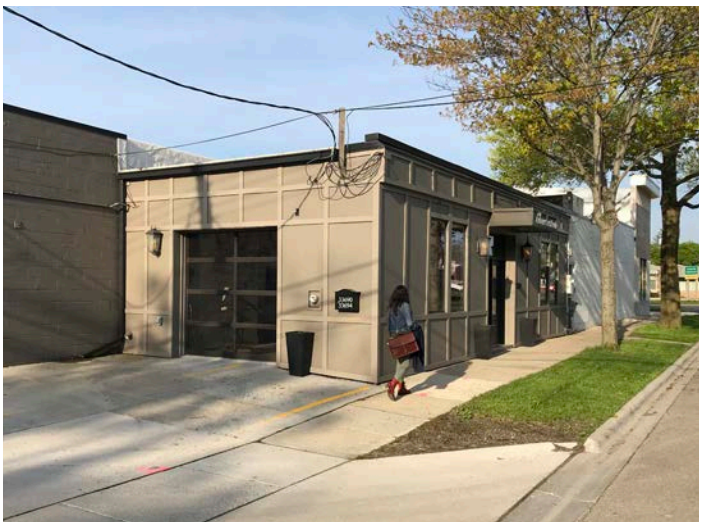


Figure 54. Building with potential for sleeve activation.

Ch 4. Support Mixed-use Districts

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.

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.

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

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 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.

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,

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.

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.
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.

Ch 5. Advance Sustainability Practices

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.

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.

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 an 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 trial.

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.

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

MEMORANDUM

Planning Division

DATE: February 3rd, 2023

TO: Planning Board Members

FROM: Brooks Cowan, Senior Planner

APPROVED: Nicholas Dupuis, Planning Director

SUBJECT: B1 Neighborhood Business Zoning Amendment Application – Study Session

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The applicant is applying to amend the Zoning Ordinance for the B1 Neighborhood Business District to enable additional uses. The additional uses being proposed include Health Club/ Studio, Specialty Food Store, Boutique, Bank, Food & Beverage, and Fast Casual / Cafe. The applicant is the owner of 100 W 14 Mile, the former location of Grapevine Market and the reason for the zoning amendment request is to provide additional tenant options for the currently vacant space.

There are eight areas in the City of Birmingham with B1 Neighborhood Business designations. Photos and a map of these zones are attached following the memo. Such B1 locations with notable tenants include the following:

1. Maple & Cranbrook (DFCU)
2. Maple & Chesterfield (Mills Pharmacy, Holiday Market Select, etc)
3. 151 N. Eton (Canelle Patisserie, Jets Pizza, Eton Market, etc)
4. 256 S. Eton (Beauty Collective)
5. 1213 Forest Hills Ln (Forest Hills Swim Club)
6. Lincoln & Grant (MUCU, Ginger Ground for Hair, Ortiz Educare)
7. 14 Mile & Southfield (Market Square, Birmingham Oil Change Center)
8. 14 Mile & Pierce (Blue Canary Confections, former Grapevine Market)

In regards to the intent of the B1 Neighborhood Business District, Article 2, Section 2.27(A) states the following:

> The B1 (Neighborhood Business) District is established for the convenience of shopping for persons residing in adjacent residential areas to permit only such uses as are necessary to satisfy those limited basic shopping and/or service needs which by their very nature are not related to the shopping pattern of the general business district.

In regards to definitions of uses the applicant is proposing to have included in the B1 Neighborhood Business District, Article 9, Chapter 9.02 Definitions includes the following:

> Health Club/ Studio - A place designated and equipped for the conduct of sports, exercise and physical fitness activities.
>
> Specialty Food Store - A store selling foods and beverages that exemplify quality, innovation and style in their category. Their specialty nature derives from some or all of the following characteristics: their originality, authenticity, ethnic or cultural origin, specific processing, ingredients, limited supply, distinctive use, extraordinary packaging or specific channel of distribution or sale.
>
> Boutique - A shop that provides a limited range of specialized goods or services to consumers; usually in small quantities and not for resale such as clothing, jewelry, electronics, books or similar products, excluding any regulated use or food services.
>
> Bank - (No Definition)
>
> Food & Beverage (No Definition)
>
> Fast Casual / Cafe (No definition)

Other Definitions related to the application:

> Bakery - (No Definition)
>
> Office - A building or a portion of a building wherein services are performed, including professional, financial (**including banks**), clerical, sales, administrative, dental services, or medical services.
>
> Grocery Store - A commercial establishment for the sale of produce, dairy products, fresh meat and staples.

<u>Food or Drink Establishment</u>

At the moment, the B1 District does not allow food or drink establishments. This prohibits most restaurant style operations. However, the B1 District does permit bakeries which enables uses such as Canelle Patisserie, Jets Pizza, and Blue Canary Confections to operate within the B1 zone. Grocery Stores are also permitted in the B1 zone, hence the uses of Holiday Market Select (1740 W Maple), Eton Market, and Market Square in the subject zone.

Staff has encountered hybrid use proposals that incorporate elements of a bakery, a grocery store, and a food or drink establishments. The Zoning Ordinance does not have a definition for a bakery or food or drink establishment, therefore staff is required to make an interpretation that distinguishes the two from each other. Stores such as Holiday Market Select at 1740 W. Maple have elements of a grocery store, a bakery, and a food or drink establishment. Determining the use becomes more convoluted when the applicant wishes to have indoor seating for indoor food

and beverage consumption in a bakery or grocery store because technically, a food or drink establishment is not permitted.

Prior to 2010, outdoor dining was not permitted in the B1 District. In 2009, Eton Square Market, previously located at 250 S. Eton applied to have outdoor seating for their patrons to sit outside and eat pizza or various grocery items. The applicant was denied a variance for outdoor seating and recommended to pursue an ordinance change. In 2010, the City approved an amendment to include "outdoor cafe" as an accessory use in the B1 zone to allow outdoor dining. If outdoor dining is allowed in the B1 zone, the Planning Division recommends that the Zoning Ordinance provide more clarity about allowing indoor dining in the B1 zone.

Allowing food or drink establishments in the B1 Zone could increase the amount of possible tenants for neighborhood commercial areas and eliminate the sometimes difficult process for property owners, brokers, potential tenants, and staff to have to make a distinction between the different types of uses that have a number of similarities, but do not exactly fit an existing category.

<u>Fast Casual / Cafe</u>
The applicant has also proposed "fast casual / cafe" as a new use category that does not currently exist in the Zoning Ordinance. At the moment, the City's Zoning Ordinance does not distinguish between a restaurant where patrons are seated and then waited on by staff, such as a bistro or a diner, versus an establishment where patrons order at the counter and have the option to dine in or take their order as carry out.

If the use of fast casual / cafe is adopted, similar examples in town meeting this category would include Fruition, Canelle Patisserie, Beyond Juice, Svenska Cafe, and Jersey Bagel Deli & Grill. The uses have a few tables and chairs inside if the patrons would like to dine in, however the clientele consists of a mix of dine-in and carry-out.

If the Planning Board wishes to consider adding a "fast casual / cafe" use to the Zoning Ordinance, they may wish to consider adopting a definition that involves counter service only, does not offer full table service, and consumption is either dine-in or carry out in nature. The size of the proposed use could be limited through Chapter 5, Use Specific Standards. It is also recommended that the Planning Board consider a parking category for fast casual / cafe uses that is more accommodating of smaller establishments with a few tables and 5-10 chairs for example. At the moment, a 1000 square foot "food or beverage establishment" offering coffee, pastries, and pre-made sandwiches for dine-in or carry out is required to have 13 parking spaces which can be excessive for a small operation. Potential ordinance language could include the following:

> Article 9, Section 9.02 Definitions:
> Fast casual / cafe: a food or drink establishment where the business to consumer operation is predominantly through counter service provided for a combination of dine-in and carry-out, and does not offer full table service through a wait staff.
>
> Article 5, Section 5.09 Use Specific Standards for the B1 District:
> Fast casual / cafe: The dining area of a fast casual / cafe use may not exceed 1000 square feet. The dining area consists of the space incorporating tables, seats, and patron circulation area for seating.

Article 4, Table A: Off-Street Parking Spaces
Fast casual / cafe eating or drinking establishment: 1 space for each 300 square feet of floor area.

Health Club / Studio

Health Club / Studio refers to all fitness clubs, however there is a broad spectrum of uses within the category. A big box gym such as Lifetime Fitness and a 1000 SF yoga studio are currently grouped into the same category per the current Zoning Ordinance. Anecdotally, this is the use that City staff turns down the most from inquiring businesses, brokers, and property owners in all zones. There appears to be a high demand for fitness studios such as yoga, barre, pilates, etc. The Birmingham Dance Academy currently operates in a B1 zone at Pierce and 14 Mile - City staff have not received any complaints regarding this use in recent years.

If the Planning Board wishes to consider having Health Club / Studio as a use permitted in the B1 Zone, they may wish to consider regulating the size through Use Specific Standards or Article 5. This could potentially look like the following:

Article 5, Section 5.09 Use Specific Standards for the B1 District:
Health Club / Studio: uses classified as a Health Club / Studio may not exceed 1500 square feet.

Specialty Foods Stores
Specialty Foods Stores examples include Simply Good at the intersection of Lincoln & Adams and Primi Piatti's at S. Old Woodward & Harmon. This use consists of a higher end grocery store that is typically smaller in size and specializes in more novelty goods.

Boutique
A boutique would enable a specialty retail store in the B1 zone.

Bank
"Bank" is not specifically listed as a permitted use in the B1 zone, though "office" is. The Zoning Ordinance definition of office includes financial services which includes banks. There are three banks currently operating in a B1 zone at this time. The DFCU at Cranbrook & Southfield and the MUCU at Grant Lincoln each have drive-ins, while the First Merchant's Bank at Maple and Chesterfield does not. Specifically listing "bank" could provide more clarity to the permitted use section.

Recommended Action:
To consider the proposed uses to be included within the B1 Neighborhood Business District and provide direction to the Planning Division on any proposed changes.

Maple and Cranbrook

Maple & Chesterfield

151 N. Eton

256 S Eton

1213 Forest Hills Lane

Lincoln and Grant

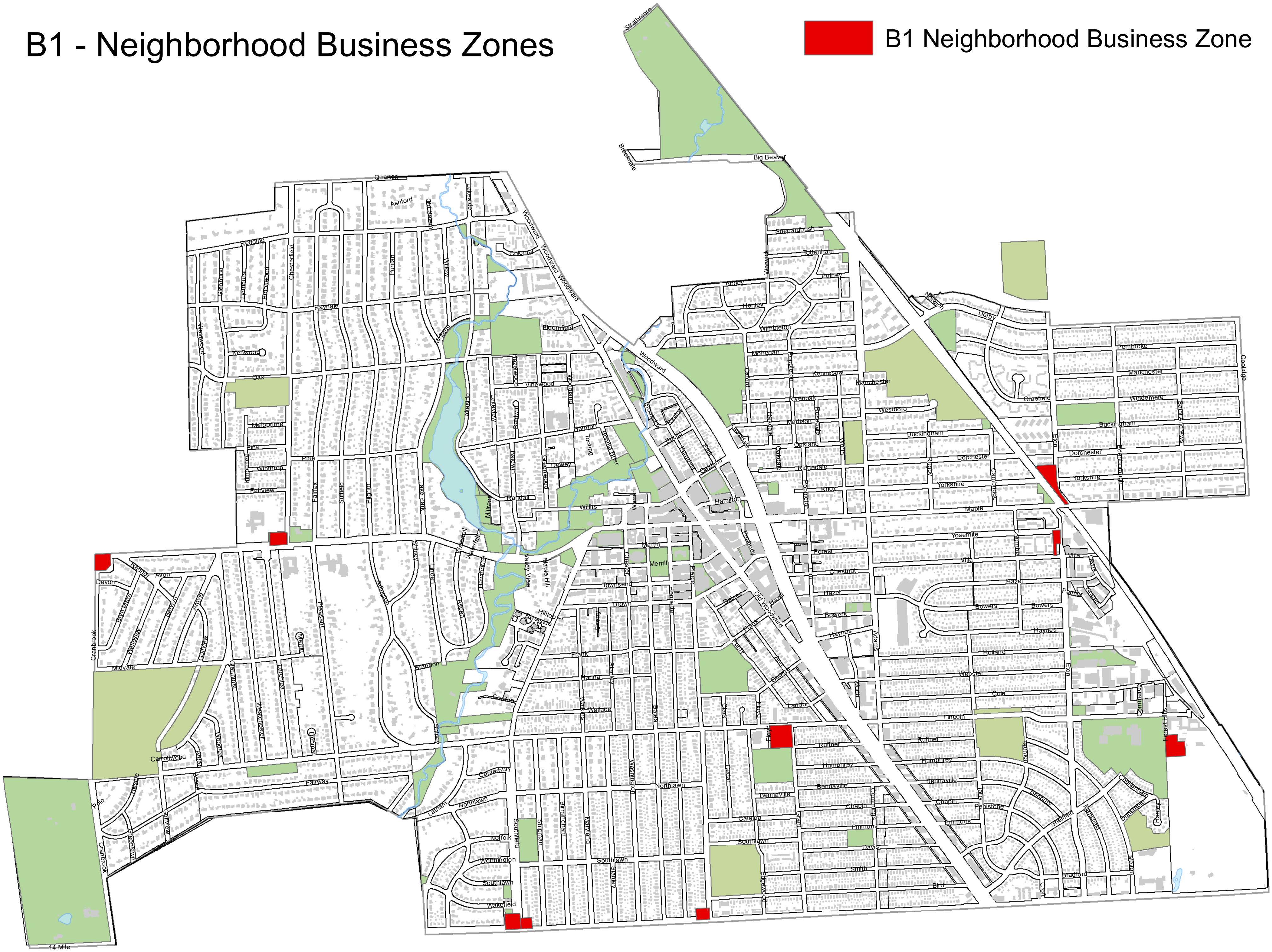
14 Mile and Southfield

14 Mile and Southfield

8.

GRAPE VINE MARKET
OPEN

B1 - Neighborhood Business Zones



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February 3, 2023

VIA HAND DELIVERY

Birmingham City Commission
151 Martin St.
Birmingham, MI 48009

Re: **Application for Zoning Ordinance Change to Expand Permitted Uses Within B-1 Zoning District**

To Whom It May Concern:

Clark Hill PLC is legal counsel to Mura, LLC ("Mura"), who is the owner of the commercial development located at 100 W 14 Mile Rd., Birmingham, MI 48009. Mura is seeking to amend the City's Zoning Ordinance to expand the list of permitted uses in the B-1 (Neighborhood Business) Zoning District as stated in Section 2.27(B). On behalf of Mura, we respectfully ask that the enclosed Application be reviewed by the City's planning department and placed on the City Commission's agenda for consideration at the first available date.

Attached as **Exhibit A** to this letter is the proposed amendment to Section 2.27B(3), which would add the following low-intensity neighborhood uses to the list of permitted commercial uses in the B-1 district:

a. Health Club/Studio
b. Specialty Food Store
c. Boutique
d. Bank
e. Food or drink establishment
f. Fast casual/cafe

Each of these commercial uses would bring desired goods and services to Birmingham neighborhoods, furthering the stated intent of the B-1 zoning district to provide "convenience of shopping for residing in adjacent residential areas to

permit only such uses as are necessary to satisfy those limited basic shopping and/or service needs which by their very nature are not related to the shopping pattern of the general business district." Further, the addition of these similar commercial uses to Section 2.27(B)(3) will broaden the market for potential tenants at all B-1 properties, thereby increasing the variety of businesses that citizens have access to in their neighborhoods, and decreasing the risk that properties sit vacant for extended periods between tenancies.

The City's Zoning Map provides for only eight B-1 properties/areas in the City and those areas are relatively small in geographic footprint. Attached as **Exhibit B** is a list of the eight B-1 properties/areas on the Zoning Map and the businesses that currently operate thereon (according to Google). A review of Exhibit B reveals that the five proposed additional uses in Exhibit A are similar in nature and intensity to the businesses currently operating on B-1 properties. In fact, Exhibit B shows that two credit unions and a bank already operate harmoniously on B-1 property even though banks are neither permitted by right nor special land use approval in the B-1 district. There are also existing restaurants (Jet's Pizza) and businesses similar in use characteristics to health clubs/studios like dance studios and Forest Hills Swim Club. Accordingly, the addition of the proposed uses listed on Exhibit A will have no negative impact on properties adjacent to B-1 districts, but will provide a material benefit to B-1 property owners, and increase the convenience for the neighborhood residents who rely on these small businesses.

In conclusion, we respectfully request that the above analysis and the attached supporting materials be considered by the City Commission, and Mura's Application to modify the list of permitted commercial uses in Section 2.27(B)(3) be approved. On behalf of Mura, we thank you in advance for your timely attention to this Application and look forward to working with the City throughout the approval process.

Sincerely,

CLARK HILL PLC

/s/ Michael R. Vogt

Michael R. Vogt

EXHIBIT A

2.27 B1 (Neighborhood Business) District Intent, Permitted Uses, and Special Uses B1

A. **District Intent**

1. The B1 (Neighborhood Business) District is established for the convenience of shopping for persons residing in adjacent residential areas to permit only such uses as are necessary to satisfy those limited basic shopping and/or service needs which by their very nature are not related to the shopping pattern of the general business district.

B. **Permitted Uses**

1. Institutional Permitted Uses
   a. community center
   b. government office
   c. government use
   d. religious institution
   e. school - private
   f. school - public
   g. social club
2. Recreational Permitted Uses
   a. recreational club
   b. swimming pool – semiprivate
3. Commercial Permitted Uses
   a. bakery
   b. barber shop/beauty salon
   c. drugstore
   d. dry cleaning
   e. grocery store
   f. hardware store
   g. neighborhood convenience store
   h. office
   i. shoe store/shoe repair
   j. tailor
   k. Health Club/Studio
   l. Specialty Food Store
   m. Boutique
   ~~j.~~n. Bank
   o. Food or drink establishment
   p. Fast casual/café
4. Other Permitted Uses
   a. utility substation

C. **Other Use Regulations**

1. Accessory Permitted Uses

a. alcoholic beverage sales*
b. kennel*
c. laboratory - medical/dental*
d. loading facility - off-street*
e. outdoor cafe
f. outdoor display*
g. parking facility - off-street*
h. sign

2. Uses Requiring a Special Land Use Permit
   a. alcoholic beverage sales (off-premise consumption)
   b. alcoholic beverage sales (on-premise consumption)
   c. child care center
   d. continued care retirement community
   e. independent hospice facility
   f. drive-in facility*
   g. gasoline full service station*
   h. skilled nursing facility

* = Use Specific Standards in Section 5.09 Apply

( ) = Subject to Regulations of the Specified District

EXHIBIT B

B-1 Locations Per Zoning Map and Existing Business Per Google

1. **SE Corner of Maple and Cranbrook**
    a. DFCU Financial

2. **NW Corner of Maple and Chesterfield**
    a. Mills Pharmacy;
    b. Holiday Market;
    c. Detroit Barber Co.; and
    d. First Merchant's Bank

3. **151 N. Eton**
    a. Jet's Pizza;
    b. Cannelle Patisserie;
    c. Spa Mariana; and
    d. Zack's Alteration Shop

4. **256 S. Eton**
    a. Beauty Collective

5. **1213 Forest Hills Ln**
    a. Forest Hills Swim Club

6. **SE Corner of Lincoln and Gran**t
    a. MUCU;
    b. Ginger Group for Hair;
    c. STARZ Performing Arts;
    d. Kramm & Associates Dental Lab;
    e. Birmingham Laundromat

7. **NW and NE Corner of Southfield Rd. and 14 Mile Rd.**
    a. Market Square (NW Corner) and
    b. Birmingham Oil Change Center (NE Corner)

8. **NW Corner of 14 Mile Rd. and Pierce**
    a. Blue Canary Confections;
    b. Birmingham Dance Academy; and
    c. Beauty Collective Hair Salon.

tom@actionfenceofmi.com

From:	tom@actionfenceofmi.com
Sent:	Monday, December 5, 2022 4:28 PM
To:	'stevesimon1114@gmail.com'
Subject:	Fence Quote
Attachments:	Steel Frame Front Side.JPG; Side Car Slider Bar.pdf; BACK.pdf

Hi Stephen,

Here is the quote for the dumpster area in alley. After speaking with the city they require masonry walls and wood on steel gates for dumpster enclosures. We do not do anything masonry walls. Nick at the city said you can go before the board but that and permitting is on you guys to take care of. I have a note on the paperwork that states "if the cement is over 6" thick additional costs will be applied. Any questions please let me know.

I attached a picture of the dumpster gates with style of fence. The brush at the bottom of gates will not be on your gates.

Paperwork cannot be signed without approval from the city.

Thank you,

ACTION FENCE OF MICHIGAN
* Est. 1995 *

Tom Pippin
Sales Professional
Action Fence of Michigan
p: 248-542-3900
f: 248-542-6903
a: 4248 Delemere Ct
w: www.actionfenceofmi.com e: tom@actionfenceofmi.com

PROPOSAL

ACTION FENCE of Michigan Inc.
4248 Delemere Court • Royal Oak, MI 48073
www.actionfenceofmi.com

Proposal No. _____

(248) 542-3900 Fax: (248) 542-6903
Email: actionfence24@sbcglobal.net

PROPOSAL SUBMITTED TO: SIDE CAR SLIDER BAR	DAYTIME PHONE: 248-376-9550	DATE: 12/5/22
STREET: 117 WILLITS	JOB NAME: STEPHEN SIMON	
CITY, STATE AND ZIP: BIRMINGHAM, MI 48009	JOB LOCATION: (W) MAPLE RD (W) OLD WOODWARD AVE	
ESTIMATOR: TOM	REFERRED BY: ONLINE	EMAIL: STEVESIMON 1114@GMAIL.COM

☐ NEW CONSTRUCTION

NO ☒ Landscaping involved?

Install Fence
☒ Level ☐ Follow Grade

Obstruction in Fence Line Above Ground
☒ Owner's responsibility to leave clear access
☐ Contractor's responsibility
☐ No obstructions

Wood Fence Nice Side Faces
☐ In ☒ Out

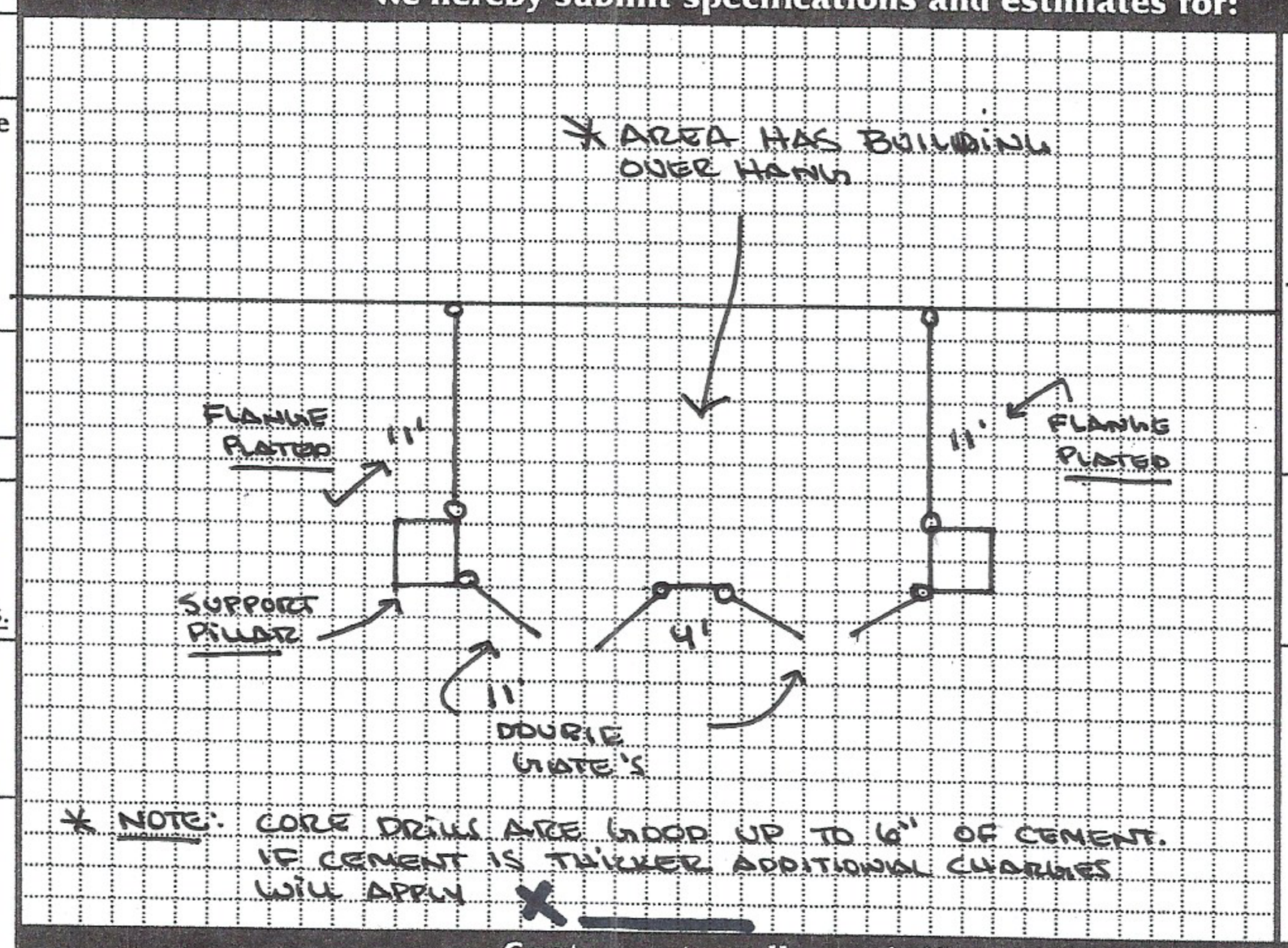
☐ **Remove Fence** N/A

☒ Installer shall call Miss Dig for location of underground utilities. Customer is responsible for locating all other lines.

☒ Additional charges will be made for abnormal digging conditions or removal of dirt off property

☒ Where does excavated dirt go on property? NEED LOCATION TO PLACE DIRT.

We hereby submit specifications and estimates for:



Total Footage
26' ±, (2) 11' DOUBLE GATE'S ON STEEL POSTS & FRAME'S

Type of Fence
6' TREATED ROUTED RAIL

Post Specs.
SCH 40 STEEL

Extra Features or Special Tools Needed

Customer to pull permit if required

I customer, hereby agree to stake the fence(s) depicted above. By this, each end, corner, or gate post shall have a stake at that point. Failure to do so will result in a $150 return trip charge. Payable upon completion of job. *ACTION FENCE WILL NOT IN ANY WAY BE HELD LIABLE FOR INCORRECTLY STAKED LINES.* **ACTION FENCE HOLDS NO RESPONSIBILITY FOR DAMAGE TO SPRINKLER LINES, GAS BAR-B-QUE LINES, OR ANY OTHER SUCH LINES. IT IS THE RESPONSIBILITY OF THE CUSTOMER TO MARK WHERE SUCH LINES ARE.**

X INITIAL_____

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance. Fence materials remain property of Action Fence till paid in full.

Final Payment Due Upon Completion

For the Sum of $	6,850.00
Haul-Away $	N/A
Building Permit $	BY OWNER
Sales Tax $	INC
Total $	6,850.00
Down Payment $	3,425.00
Balance Due $	3,425.00

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

TCF
Signature

X
Customer Signature

E-MAILED
12/5/22

X
Date of Acceptance

NOTE: RENDERINGS ARE FOR GRAPHIC ILLUSTRATION PURPOSES ONLY. REFER TO DRAWINGS FOR ACTUAL CONSTRUCTION DETAIL INFORMATION.

View of Lincoln Yard main entrance and patio

View of Little Yard entrance

View from E. Lincoln Ave.

Bird's eye view from the West

krieger klatt ARCHITECTS
architecture interiors consulting
2120 E. 11 Mile Rd. | Royal Oak, MI 48067
P: 248.414.9270 **F:** 248.414.9275
www.kriegerklatt.com

Client:
Union Joints
90 N. Main St.
Clarkston, MI 48346

Project:
Lincoln Yard
2159 E. Lincoln St.
Birmingham, MI 48009

Issued	Description	By
01.16.2020	Permits	
01.20.2023	Admin. Approval	
02.02.2023	Admin. Approval	

Seal:

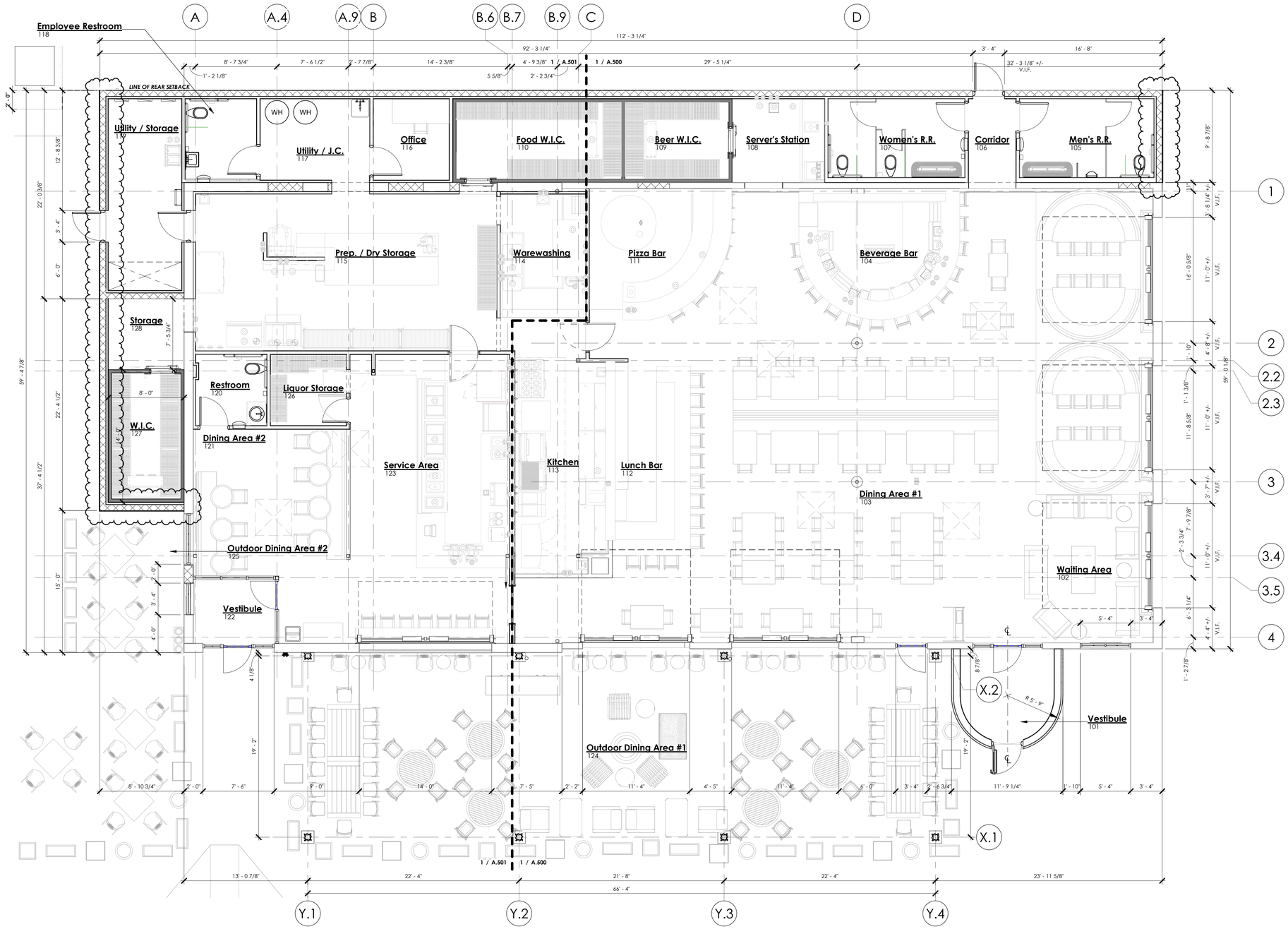
Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:
Exterior Renderings

Project Number:
19-064

Sheet Number:
G.014



Floor Plan (Overall)

3/16" = 1'-0"

GENERAL FLOOR PLAN NOTES:

1. CONTRACTOR IS TO NOTIFY ARCHITECTS OR OWNER OF ANY UNFORSEEN CONDITIONS OR IF CONDITIONS DEVIATE FROM DESIGN INTENT.
2. IF THE CONTRACTOR PROCEEDS WITHOUT APPROVAL FROM THE OWNER, IT WILL BE AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR IS TO VERIFY DIMENSIONS IN FIELD & NOTIFY ARCHITECT OF ANY DISCREPANCIES.
4. REFER TO ALL ARCHITECTURAL, STRUCTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS FOR RELATED AND/OR ADDITIONAL WORK. THE EXTENT OF ALL STRUCTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL WORK IS NOT INDICATED ON THIS PLAN.
5. PROVIDE FOR ALL DEBRIS REMOVAL AND NECESSARY CLEANUP.
6. ALL UNEVEN OR DAMAGED FLOOR OR WALL SURFACES REVEALED DUE TO OR CAUSED BY DEMOLITION ARE TO BE PATCHED TO PROVIDE AN EVEN SURFACE FOR NEW CONSTRUCTION OF UNIFORM FINISH.
7. G.C. TO COORDINATE ALL ROUGH CARPENTRY WITH M.E.P.
8. DOORS TO BE BARRIER FREE COMPLIANT WITH CLEARANCES AND HARDWARE (U.N.O.)
9. SLOPE ALL WALKWAYS 1/4" PER FOOT (MIN.) DOWN AND AWAY FROM THE BUILDING. REFER TO CIVIL DOCUMENTS.
10. ALL DOOR, WINDOW, & HEADER HEIGHTS ARE TO BE 7'-0" UNLESS OTHERWISE NOTED. (NOTE: WINDOWS AND DOORS ARE TO LINE-UP IN THE FINISH. ALL ROUGH FRAMING HEIGHTS ARE TO MATCH.
11. LOCATE ALL DOORS MINIMUM 4" FROM ADJACENT WALLS ON HINGE SIDE (U.N.O.) IF A CASING LARGER THAN 2 1/4" IS SELECTED, ADJUST AS NECESSARY. IF DOORS ARE NOT LOCATED NEXT TO ADJACENT WALL, CENTER ON SPACE THEY ENTER INTO.
12. VERIFY ALL FINAL FIRE EXTINGUISHER LOCATIONS WITH LOCAL FIRE MARSHALL. PROVIDE BLOCKING IN WALL AT LOCATIONS AS REQ'D.
13. PROVIDE GYPSUM BOARD CONTROL JOINTS AT 30'-0" O.C. MAXIMUM AND AT LOCATIONS WHERE FRAMING CHANGES DIRECTION.
14. PROVIDE & INSTALL ALL INT. CABINETS, FIXTURES, ETC. PER ICC/ANSI A117. PROVIDE ALL CLEARANCES, OPENINGS, AND HEIGHTS AS DESCRIBED WITHIN ICC/ ANSI A117. SEE DETAILS - PROVIDE 2X. BLOCKING PER ANSI A117-2009.
15. PROVIDE SOLID BLOCKING IN WALLS FOR ALL WALL MOUNTED ITEMS NOT LIMITED TO THE FOLLOWING: CLOSET RODS, DOOR STOPS, TOWEL BARS, TOILET TISSUE DISPENSER, MISC. WALL MOUNTED ACCESSORIES, MIRRORS.
16. REFER TO SHEET **A.700** FOR DOOR SCHEDULE.
17. COORDINATE EXACT LOCATIONS OF ALL FLOOR DRAINS WITH PLUMBING TRADES. SEE PLUMBING PLAN FOR COORDINATION OF ALL BELOW SLAB PLUMBING LINES.
18. FURNITURE IS TO BE PROVIDED BY OWNER AND INSTALLED BY G.C. (TYPICAL THROUGHOUT).
19. ALL WORK IS TO COMPLY WITH MBC 2015.
20. PREP. ALL NEW WALLS FOR NEW FINISHES. VERIFY ALL FINISH SELECTIONS WITH OWNER.
21. ALL INTERIOR DIMENSIONS ARE TO WALL FINISH (U.N.O.).
22. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR M.E.P. sCOPE OF WORK.
23. VERIFY SIZE AND POWER REQUIREMENTS OF ALL OWNER PROVIDED EQUIPMENT NOTIFY ARCHITECT OF ANY DISCREPANCIES THAT MAY AFFECT LAYOUT.
24. ALL F.R.P. IS TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS & DETAILS.
25. PREP. EXIST. FLOOR AS REQ'D FOR NEW FINISHES. VERIFY ALL FINISH SELECTIONS WITH OWNER.
26. PROVIDE FLASHING PER MANUFACTURER'S RECOMMENDATIONS AT WALLS, ROOF CURBS, ROOF PENETRATIONS (MECHANICAL & ELECTRICAL).
27. FIELD VERIFY EXISTING ROOF CONDITIONS & PENETRATIONS PRIOR TO COMMENCEMENT OF WORK.
28. PATCH & REPAIR ALL EXISTING WALLS TO REMAIN AT ARCHITECTURAL DEMOLITION. MATCH EXISTING ADJACENT SURFACES.
29. SEE STRUCTURAL DRAWINGS FOR DIMENSIONS TO ALL STRUCTURAL COMPONENTS, GRIDS, & FOUND.
30. REFER TO ENLARGED PLAN VIEWS ON SHEETS **A.500**, **A.501** FOR FURTHER ADDITIONAL INFORMATION INCLUDING, DIMENSIONS, ETC.
31. PROVIDE CEMENT BOARD BBEHIND ALL TILE AND 18" A.F.F. AT WALLS ADJACENT TO TILE FLOORS.
32. REFER RO SHEET A.103 FOR ALL ELEVATION TAGS, SECTIONS, & CALLOUTS.
33. ALL FINAL SELECTIONS WILL BE DETERMINED BY THE OWNER (I.E. FURNITURE, MILLWORK, FINISHES, ETC.). G.C. TO VERIFY AND NOTIFY ARCHITECT OF DEVIATIONS TO CONTRACT DOCUMENTS.

krieger klatt
ARCHITECTS
architecture interiors consulting
2120 E. 11 Mile Rd. | Royal Oak, MI 48067
P: 248.414.9270 **F:** 248.414.9275
www.kriegerklatt.com

Client:

Union Joints
90 N. Main St.
Clarkston, MI 48346

Project:

Lincoln Yard
2159 E. Lincoln St.
Birmingham, MI 48009

Issued	Description	By
01.16.2020	Permits	
01.05.2023	Owner Revisions	
01.20.2023	Admin. Approval	
02.02.2023	Admin. Approval	

Seal:

Note:

Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:

Floor Plan (Overall)

Project Number:

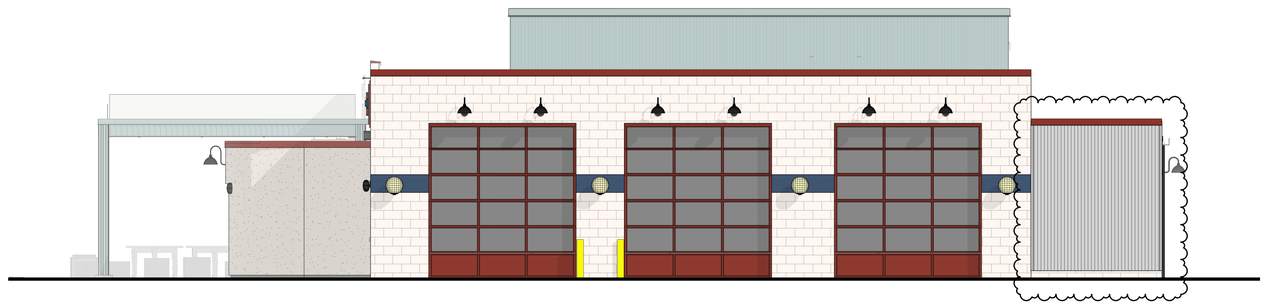
19-064

Sheet Number:

A.100

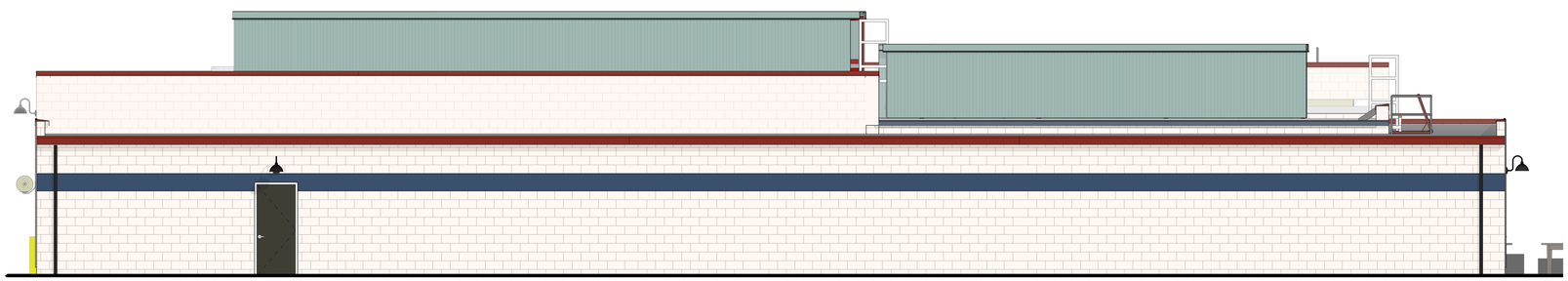
South (Front) Elevation - Illustrated

3/16" = 1'-0"



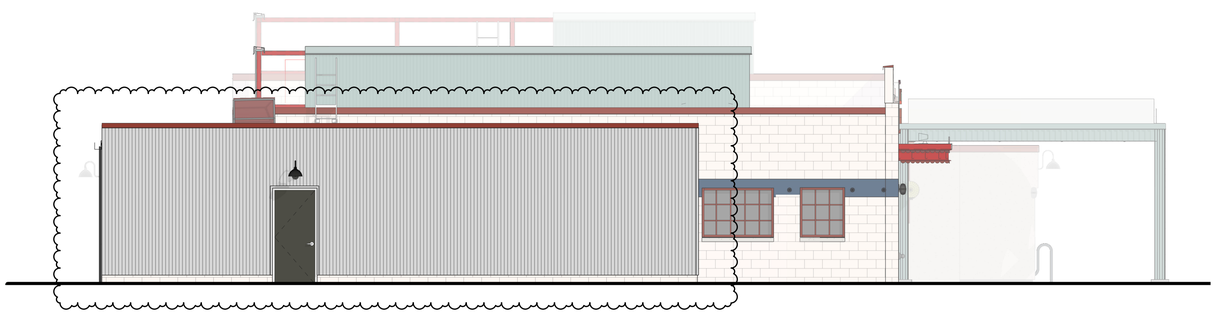
East (Side) Elevation - Illustrated

3/16" = 1'-0"



North (Rear) Elevation - Illustrated

3/16" = 1'-0"



West (Side) Elevation - Illustrated

3/16" = 1'-0"

krieger klatt
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Project:
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2159 E. Lincoln St.
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Issued	Description	By
01.16.2020	Permits	
01.20.2023	Admin. Approval	
02.02.2023	Admin. Approval	

Seal:

Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:
Exterior Illustrated Elevations

Project Number:
19-064

Sheet Number:
A.202

MEMORANDUM

Planning Division

DATE: February 8, 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

- 2159 E. Lincoln – Lincoln Yard – Permitting/Preparing for Construction
- 34965 Woodward – Peabody Redevelopment – Permitting, numerous extensions requested.
- 35001 Woodward – Land lease executed by City Commission.
- 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 requests approved by Board of Zoning Appeals for glazing and signage.
    - Public Hearing for Special Land Use Permit, Final Site Plan & Design Review approval has been set for February 13, 2023. However RH has requested to postpone public hearing until February 27, 2023.

Ordinance Amendments/Master Planning

- 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.
- 135-139 S. Old Woodward – Stifel – Façade renovations on historic Briggs Building, permitting/construction.
- 220 Park St. – Façade renovations, permitting/construction.
- 34040 Woodward – Community Unity Bank – Façade renovations, in progress.
- Historic District Design Guidelines – A second deliverable (75% completion) was reviewed by the HDC on January 4, 2023.
- Citywide Wayfinding and Signage Design Program Update – Consultant selected (Corbin Design Group). Work will begin shortly, project to be completed by December 2023.
- Ad Hoc Environmental Sustainability Committee was created by resolution, and a notice to appoint members will be furnished to the City Commission on February 13, 2023.

BIRMINGHAM
A WALKABLE CITY

January 30, 2023

Hesham E. Gayar, MD
Managing Member
Select Commercial Assets Hospitality, LLC
8469 Warwick Groves Ct.
Grand Blanc, MI 48439

RE: Site Plan Extension Request 35001 & 35075 Woodward (the "Development")

Dr. Gayar,

Please be advised that although formal site plan approval for the Development was granted on June 23, 2021, the City has observed continued work towards satisfying the conditions of approval that were assigned by the Planning Board, one of which being a lease being executed for the public property within the development proposal.

Due to this continued activity, and the extenuating circumstances preventing the submission of Building Permits, the City recognizes the date of November 14, 2022 upon which you were granted the lease to be controlling, and you are hereby granted one year from said date to apply for building permits or request an extension at the Planning Board. Failure to do so will render your site plan approval for the Development invalid and you would need to complete the site plan review process again.

Please do not hesitate to contact me with any additional questions.

Regards,

Thomas M. Markus

Thomas M. Markus
City Manager
(248)-530-1809
tmarkus@bhamgov.org

cc: Nicholas Dupuis, Planning Director
Jana Ecker, Assistant City Manager
Mary Kuckarek, City Attorney

The New York Times | https://www.nytimes.com/2023/01/29/health/elderly-housing-adu.html

THE NEW OLD AGE

Senior Housing That Seniors Actually Like

"Granny flats" are popping up in backyards across the country, affording Americans a new housing option. Some communities are not happy about it.

By Paula Span

Published Jan. 29, 2023 Updated Jan. 30, 2023, 12:12 p.m. ET

Forty-five years ago, Betty Szudy and her wife, Maggie Roth, both 70, bought a Craftsman bungalow in Oakland, Calif. In 2017, at the same time their son and his wife were fruitlessly searching for an affordable apartment in the neighborhood, California was liberalizing its housing laws to encourage so-called accessory dwelling units, or A.D.U.s.

So, the family looked into building one. The parents now live in the main house and the adult children in the A.D.U. — in this case, a once-decrepit garage transformed into a 400-square-foot studio with a kitchen and bath.

The arrangement makes it simple to share meals, planned or spontaneous, and to pick up items for the other household at Trader Joe's. "I love having them around," Ms. Szudy said.

"It made total sense," she said. "The idea of having a family compound, being close but having separate spaces."

In Portland, Ore., on the other hand, it's the younger family — Jules Radkin and Pia da Silva, their two children and a dog — who occupy the primary four-bedroom house. Ms. da Silva's parents moved into the A.D.U., a 740-square-foot, two-bedroom structure also converted from a garage.

Vona da Silva and her husband, Richard Silva, Ms. da Silva's parents, had been planning to age in place in a downtown condo. But with their daughter's expanding family outgrowing their small house, the older couple sold their condo. In 2014, they bought the property both families now share, designing and building their backyard A.D.U. with plenty of grab bars. Since Mr. Silva died last year at 83, Ms. da Silva, 80, has lived there alone.

"It absolutely exceeded all our expectations," she said of the arrangement. With the children so close, "if they need child care, I pitch in. If I need care in the future, they will pitch in. They are prepared to be caregivers."

The elder Ms. da Silva, right, with her grandson Hector and her daughter, Pia. Tojo Andrianarivo for The New York Times

Standing or attached to the main house on the property they share, they can be apartments in basements or atop garages. An A.D.U., which is typically 600 to 1,000 square feet, has a bathroom, a kitchen or kitchenette, and, usually, a separate entrance.

Its function can change over the decades. A rental that generates income for young homeowners might later become a refuge for returning young adults, then become a way for older homeowners to defray housing costs and remain in their neighborhoods.

In an aging nation, an A.D.U. makes particular sense for people in their 60s and up who don't want to move and will need nearby caregivers, either family members or hired aides. Mr. Silva died at home of pulmonary fibrosis, and in his final weeks and months, his daughter and son-in-law had to walk only a few yards to help care for him.

"They came over and did whatever needed to be done," Ms. da Silva said. With such proximity, "everybody has to be respectful," she acknowledged. "But for us, it's been wonderful."

As affordable housing grows increasingly scarce for both young and old, A.D.U.s provide several advantages. "They create housing that doesn't alter the look or feel of a community," said Zoe Baldwin, the New Jersey director of the Regional Plan Association, a nonprofit group in the Northeast.

"It's a way to add capacity within the existing footprint," she said, a strategy planners sometimes call "gentle density." A.D.U.s don't require much government investment in infrastructure, and they reduce energy consumption and costs.

Accordingly, they are growing more popular. Ten states and the District of Columbia, as well as many municipalities, have adopted or revised laws to encourage A.D.U. construction, reducing barriers like zoning, parking restrictions and onerous approval processes.

In California, which has passed a series of laws enabling the use of A.D.U.s, permits rose to nearly 20,000 in 2021 from about 1,200 in 2016, the year before the first law took effect, the state has reported.

AARP, which supports A.D.U.s, has helped 17 cities pass such legislation in the past two years, among them Denver; Louisville, Ky.; Raleigh, N.C.; and Kansas City, Mo. "It's encouraging to see the numbers growing," said Rodney Harrell, the organization's housing expert.

By analyzing real estate listings, Freddie Mac, the federally chartered housing finance company, estimated in 2020 that the United States had 1.4 million legal A.D.U.s, half of them in California, Florida, Texas and Georgia. Between 2009 and 2019, sales listings of houses with A.D.U.s rose an average 8.6 percent annually, the company found.

Further growth is "just inevitable," said Harold Simon, the retired editor of the community development magazine Shelterforce. "1.4 million units is not a fad." He helped draft one of three accessory unit bills now working their way through the New Jersey Legislature.

Ms. da Silva said that with her daughter's family so close, "if they need child care, I pitch in. If I need care in the future, they will pitch in." Tojo Andrianarivo for The New York Times

Still, accessory units face suspicion and opposition from some quarters. Single-family zoning, widely used since the 1950s to control development, but also to maintain racial and economic exclusion, is often "sacrosanct, the 11th commandment," Mr. Simon said. About 80 percent of the nation's neighborhoods permit only single-family homes, AARP has found.

Besides, "towns don't like being told what to do," said Melissa Kaplan-Macey, director of the Regional Plan Association in Connecticut, which helped enact statewide A.D.U. legislation in 2021. To pass the bill, supporters included a provision allowing municipalities to opt out, and a number have. Some towns are adopting their own A.D.U. laws, and others are continuing to bar A.D.U.s altogether.

In some locations, laws ostensibly enabling accessory units create so many restrictions — including parking and owner-occupancy requirements — that they actually discourage construction.

"A.D.U.s should be treated similarly to other forms of housing, to the single-family house next door," Dr. Harrell said.

Creating these units can be dauntingly expensive. A Berkeley study in 2021 found that median construction costs in California were $150,000, and even higher in the Bay Area, for an average 615-square-foot unit.

Ms. Szudy and Ms. Roth refinanced their primary house to spend between $150,000 and $200,000 building their backyard studio in Oakland.

"The financing is the next big frontier," Ms. Kaplan-Macey said. A.D.U. proponents will have to work with lenders, manufacturers and property tax authorities to make the option affordable for homeowners with more modest incomes.

But the idea is clearly catching on. In Bend, Ore., Julie and Paul Anderson built a contemporary-style house four years ago and added an attached one-bedroom apartment. Her parents have spent four months there each summer, escaping the heat in Tucson, Ariz., where they live; a tenant rents it the rest of the year.

Ms. Anderson and her husband have considered moving into the ground-floor A.D.U. when they retire and renting out the larger space upstairs to supplement their income. But the needs of their parents, all in their 70s and 80s, take precedence for now.

"We have peace of mind," Ms. Anderson said, "knowing that if an older family member needs care, we have this space."

***A correction was made on Jan. 30, 2023**: An earlier version of this article, relying on information from the AARP, misstated the status of A.D.U.'s in Pittsburgh. The city passed a resolution calling for further study and data collection, but has not legalized A.D.U.'s.*

When we learn of a mistake, we acknowledge it with a correction. If you spot an error, please let us know at nytnews@nytimes.com. Learn more

ADMIN APPROVAL - PB

App Date	Case #	Scope of Work	Property Address	Status
01/30/2023	PAA23-0006	Small addition to west side of building	2159 E LINCOLN AVE	IN PROGRESS
02/02/2023	PAA23-0009	Changes from approved patio. New tables/chairs - 13 tables/30 chairs	159 N ETON ST	IN PROGRESS

Total Processes For Type: 2

BIRMINGHAM
A WALKABLE CITY

AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY MARCH 8, 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 **February 8, 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. **February 3, 2023 – March 3, 2023**
4. Draft Agenda – **March 22, 2023**
5. Action List – **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**
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 dia 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).

DRAFT

BIRMINGHAM
A WALKABLE CITY

AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
WEDNESDAY MARCH 22, 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 **March 8, 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. **479 S. Old Woodward – Birmingham Tower – Request for Special Land Use Permit for New 5-Story Mixed-Use Building (Postponed from January 25, 2023)**

I. Site Plan & Design Reviews
1. **479 S. Old Woodward – Birmingham Tower – Request for Final Site Plan & Design Review for New 5-Story Mixed-Use Building (Postponed from January 25, 2023)**

J. Study Session
K. Miscellaneous Business and Communications:
1. Pre-Application Discussions
2. Communications
   i. **Project Updates**
3. Administrative Approval Correspondence
   i. **March 3, 2023 – March 17, 2023**
4. Draft Agenda – **March 1, 2023**
5. Action List – **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
Telephone Meeting Access: 877-853-5247 US Toll-Free
Meeting ID Code: 111656967

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DRAFT

Updated 11/2022

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.	☒	1st (January-March)	☒	☐
Window Standards (Glazing)	Update window standards to help support building renovation and the Energy Code requirements.	☐	1st (January-March)	☐	☒
Barrier-Free Ramps	Reduce unintentional restrictions on handicap ramps in the front setbacks.	☐	2nd (April-June)	☐	☒
Side Yard A/C	Update the ordinance to address issues with side yard a/c units.	☐	2nd (April-June)	☐	☒
Front Setback Rules	Consider revisions to the setback ordinances in R1-R3 to address 200 ft. calculations rule.	☐	3rd (July-September)	☐	☒
Lighting Standards	Remove conflicting regulations regarding photometric plans.	☐	3rd (July-September)	☐	☐
Impervious Surface Definition	Clarify definition to promote the infiltration of storm water.	☐	4th (October-December)	☐	☐
Health Club/Studio Use	Consider allowing health/fitness type activities in more areas of the City.	☐	4th (October-December)	☐	☐

Updated 11/2022

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.	☐	-	☐	☐

Updated 1/2023

Planning Board Action List – 2023 (DRAFT)

Topic	General Goals	City Commission Directive?	Quarter	Status	
				In Progress	Complete
2040 Master Plan	Adopt a new comprehensive master plan.	☒	Ongoing	☒	☐
B1 Neighborhood Business Uses	Consider adding additional commercial permitted uses in the B1 zone.	☒	1st (January-March)	☒	☐
Mixed Use Requirements	Consider changing the requirements for mixed use in the Triangle District.	☐	1st (January-March)	☐	☐
Lighting Standards	Review lighting standards and study residential districts to reduce light pollution and nuisance.	☐	2nd (April-June)	☐	☐
Health Club/Studio Use	Consider allowing health/fitness type activities in more areas of the City.	☐	2nd (April-June)	☐	☐
Sustainability	Review the Zoning Ordinance for improvements in sustainability.	☐	3rd (July-September)	☐	☐
Dumpster Enclosures	Expand the materials permitted/not permitted in dumpster enclosures.	☐	3rd (July-September)	☐	☐
Impervious Surface Definition	Clarify definition to promote the infiltration of storm water.	☐	4th (October-December)	☐	☐
Retail Definition	Revisit the retail definition to address any concerns about first floor uses.	☐	4th (October-December)	☐	☐

Updated 1/2023

Next Up…

Topic	General Goals	City Commission Directive?	Quarter	Status	
				In Progress	Complete
		☐	-	☐	☐